RECORD

CERTIFICATION

STATE OF FLORIDA)
COUNTY OF BREVARD)

I, Tim Craven, Senior Planner of Brevard County Planning and Development Department, do hereby certify that the following pages are true and correct copies of the May 7, 2026, Board Agenda Item for Merritt Bidco SPV, LLC, Application No. 25Z00054, prepared by the Planning and Development Department and provided to the Board of County Commissioners via Legistar for the May 7, 2026, Zoning Board Meeting for property: Tax Account 2412106.

Dated this 22 day of JUNE, 2026.

Tim Craven
Senior Planner
Brevard County Planning & Development

STATE OF FLORIDA)
COUNTY OF BREVARD)

The foregoing instrument was acknowledged before me by means of physical presence or online notarization, this 22 day of June, 2026, by Tim Craven, Senior Planner of Brevard County Planning and Development Department, who is personally known to me or who has produced _____ as identification.

[Notary Seal]

TANIA RAMOS
Commission # HH 455486
Expires December 2, 2027

Tania Ramos
Notary Public Signature

Name typed, printed or stamped

My Commission Expires: _____

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 pan 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.

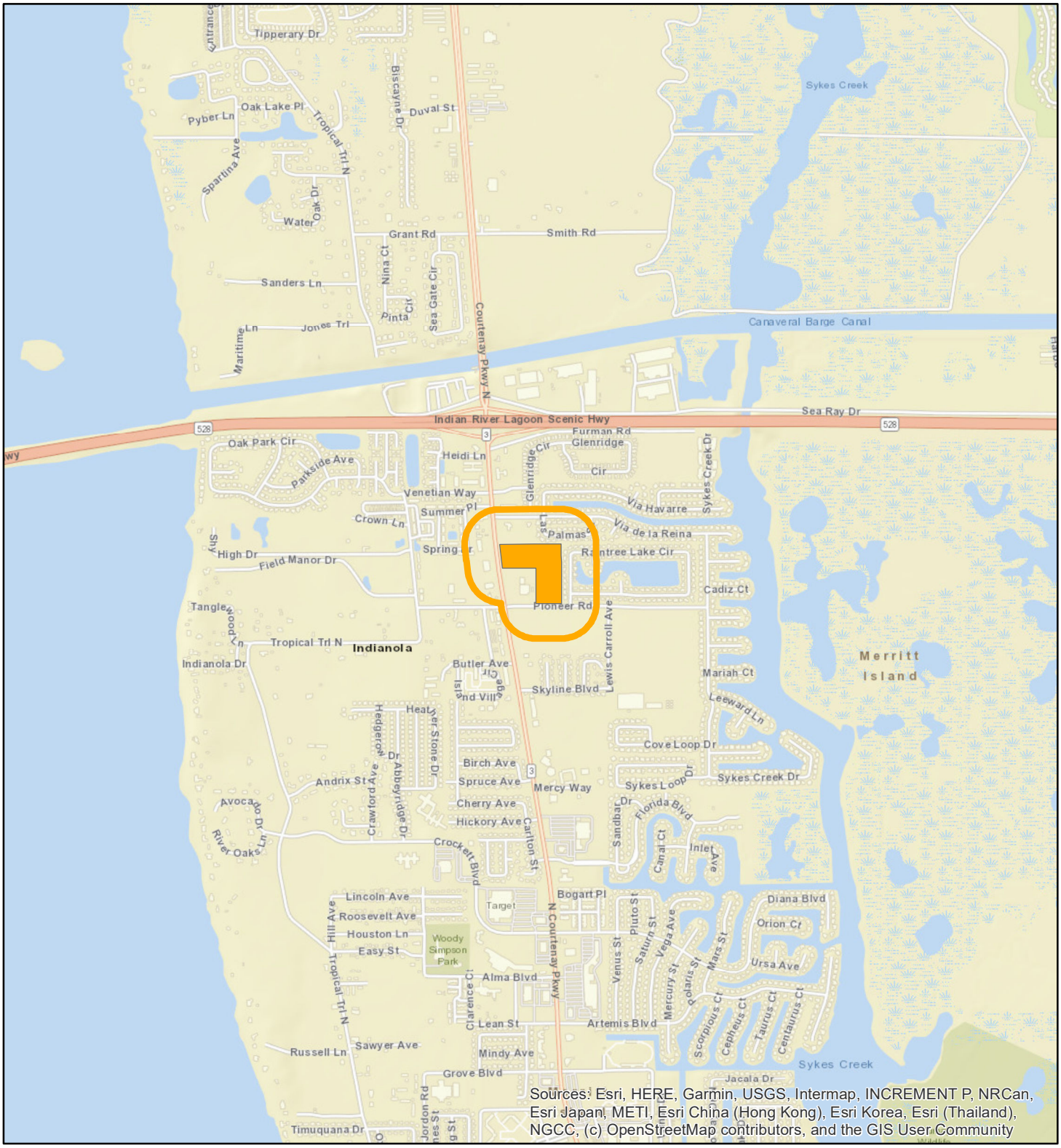
Acceptable Level of Service (CURRENT LOS): The Level of Service at which a roadway is currently operating.

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

LOCATION MAP

MERRITT BIDCO SPV LLC

25Z00054



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1:24,000 or 1 inch = 2,000 feet

Buffer Distance: 500 feet

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Buffer

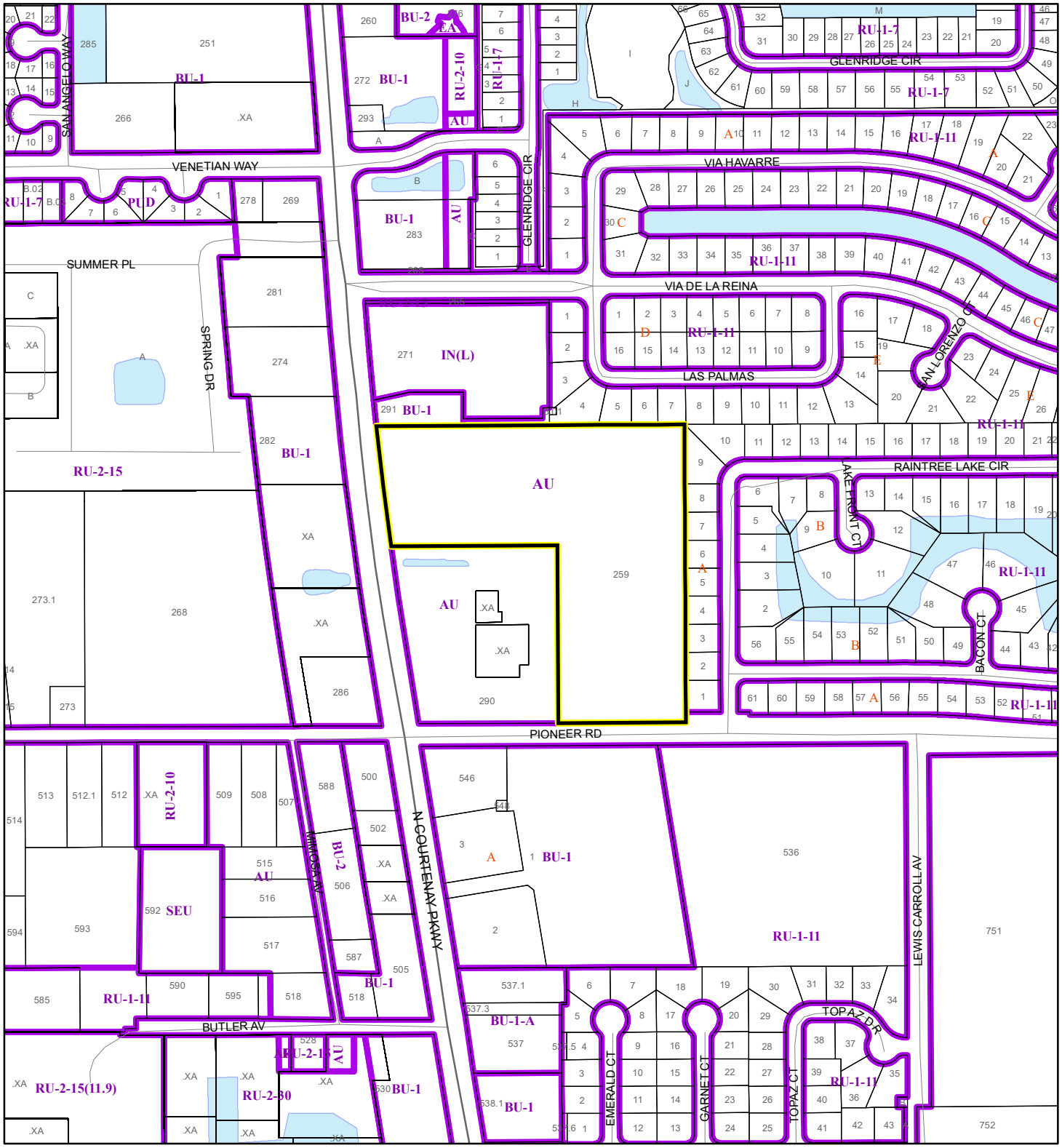
Subject Property

R-10

ZONING MAP

MERRITT BIDCO SPV LLC

25Z00054



1:4,800 or 1 inch = 400 feet

Subject Property

Parcels

Zoning

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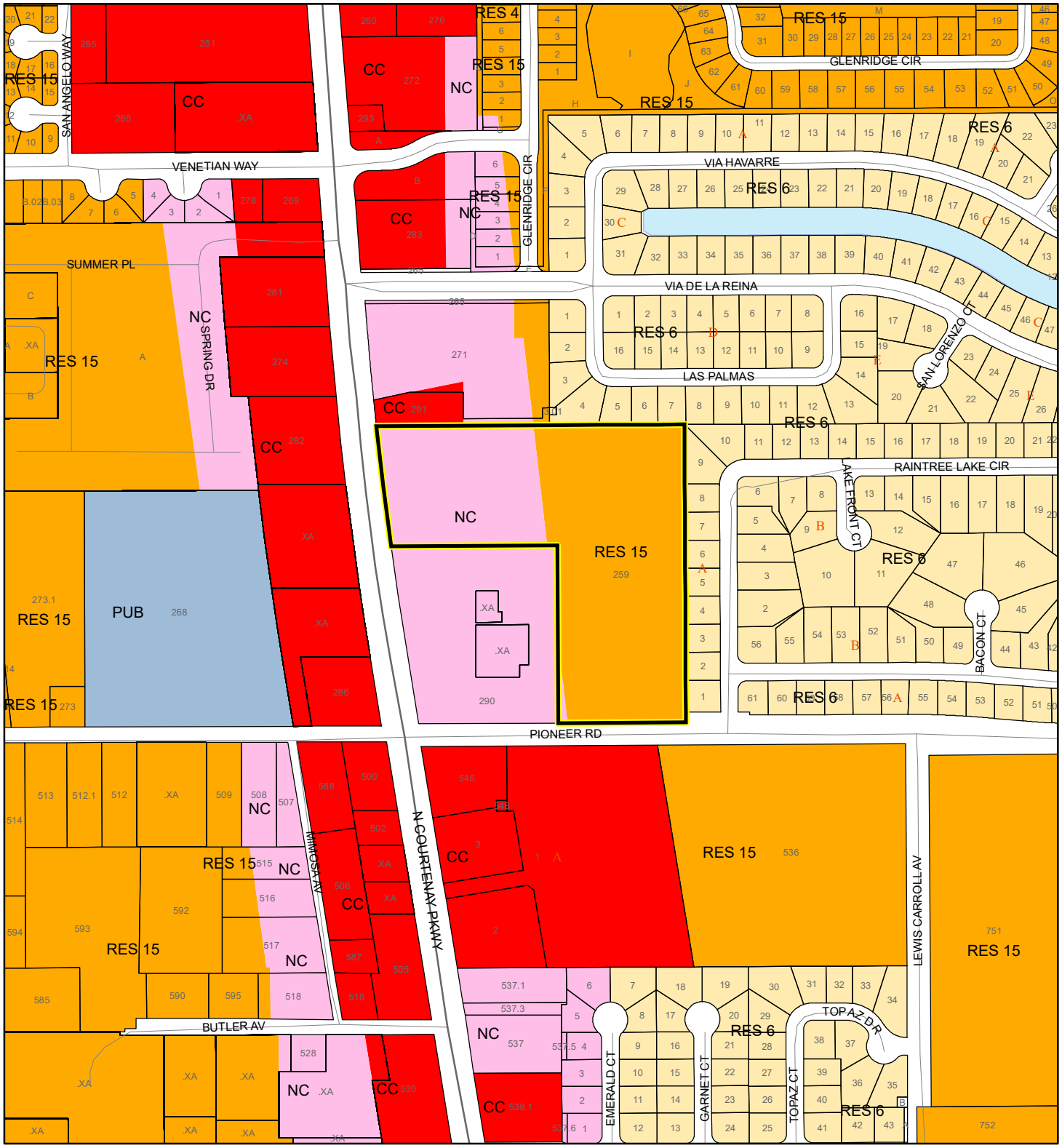
R-11

FUTURE LAND USE MAP

MERRITT BIDCO SPV LLC

25Z00054



Subject Property

Parcels

1:4,800 or 1 inch = 400 feet

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R-12

AERIAL MAP

MERRITT BIDCO SPV LLC

25Z00054

N

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1:4,800 or 1 inch = 400 feet

PHOTO YEAR: 2025

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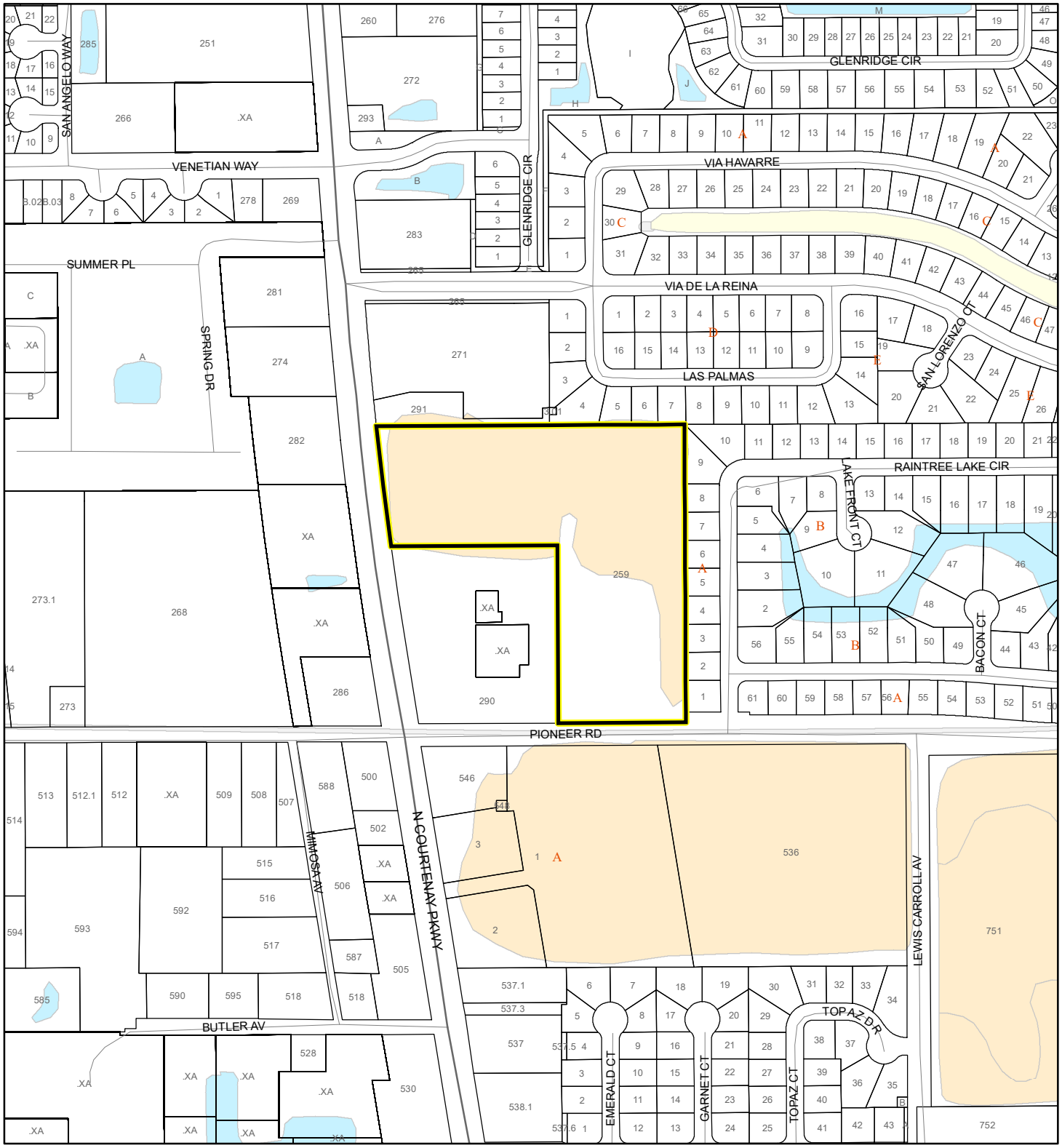
Subject Property

Parcels

NWI WETLANDS MAP

MERRITT BIDCO SPV LLC

25Z00054



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1:4,800 or 1 inch = 400 feet

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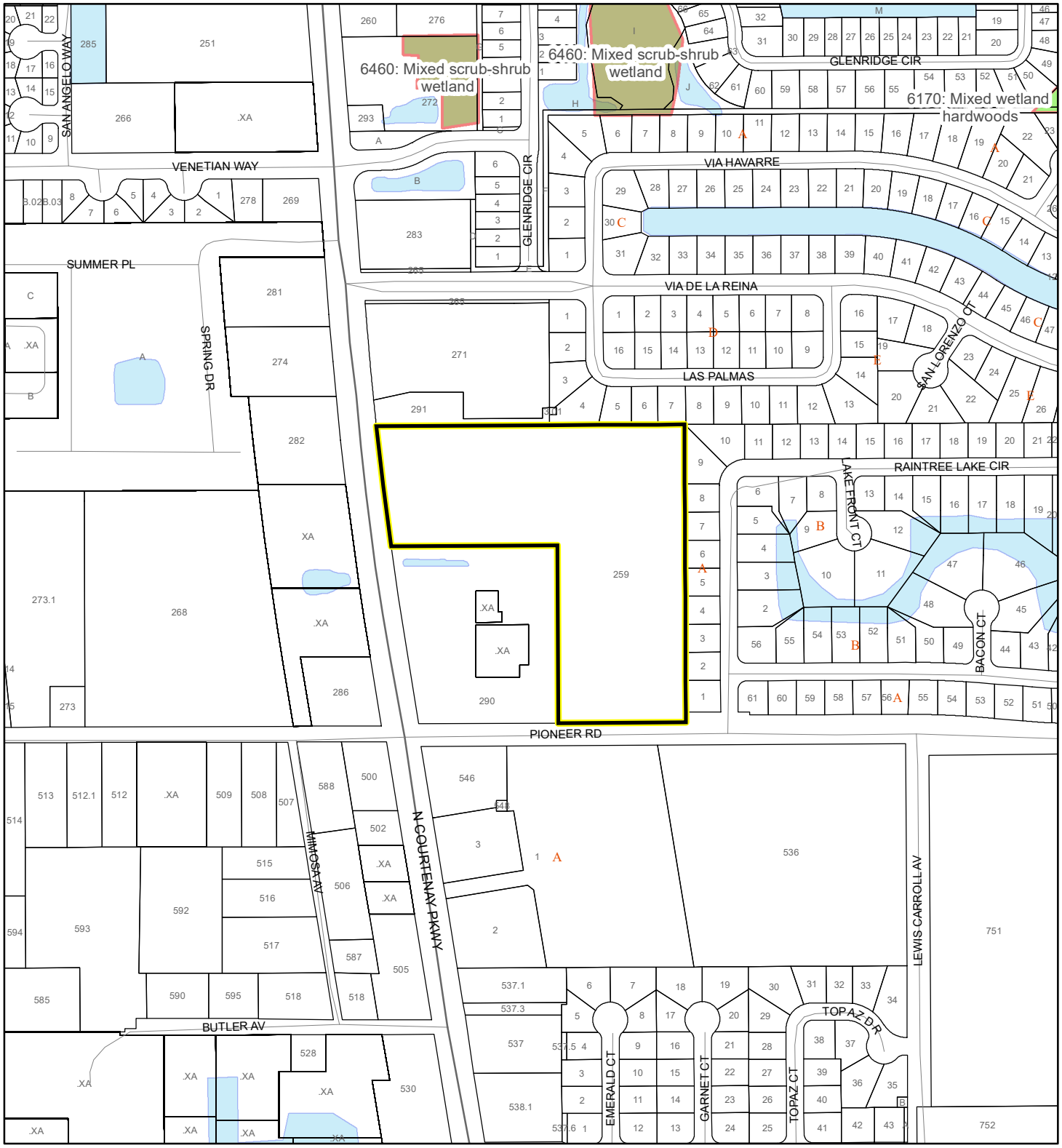
National Wetlands Inventory (NWI)

- Estuarine and Marine Deepwater
- Estuarine and Marine Wetland
- Freshwater Emergent Wetland
- Freshwater Forested/Shrub Wetland
- Freshwater Pond
- Lake
- Other
- Riverine
- Subject Property
- Parcels

SJRWMD FLUCCS WETLANDS - 6000 Series MAP

MERRITT BIDCO SPV LLC

25Z00054



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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

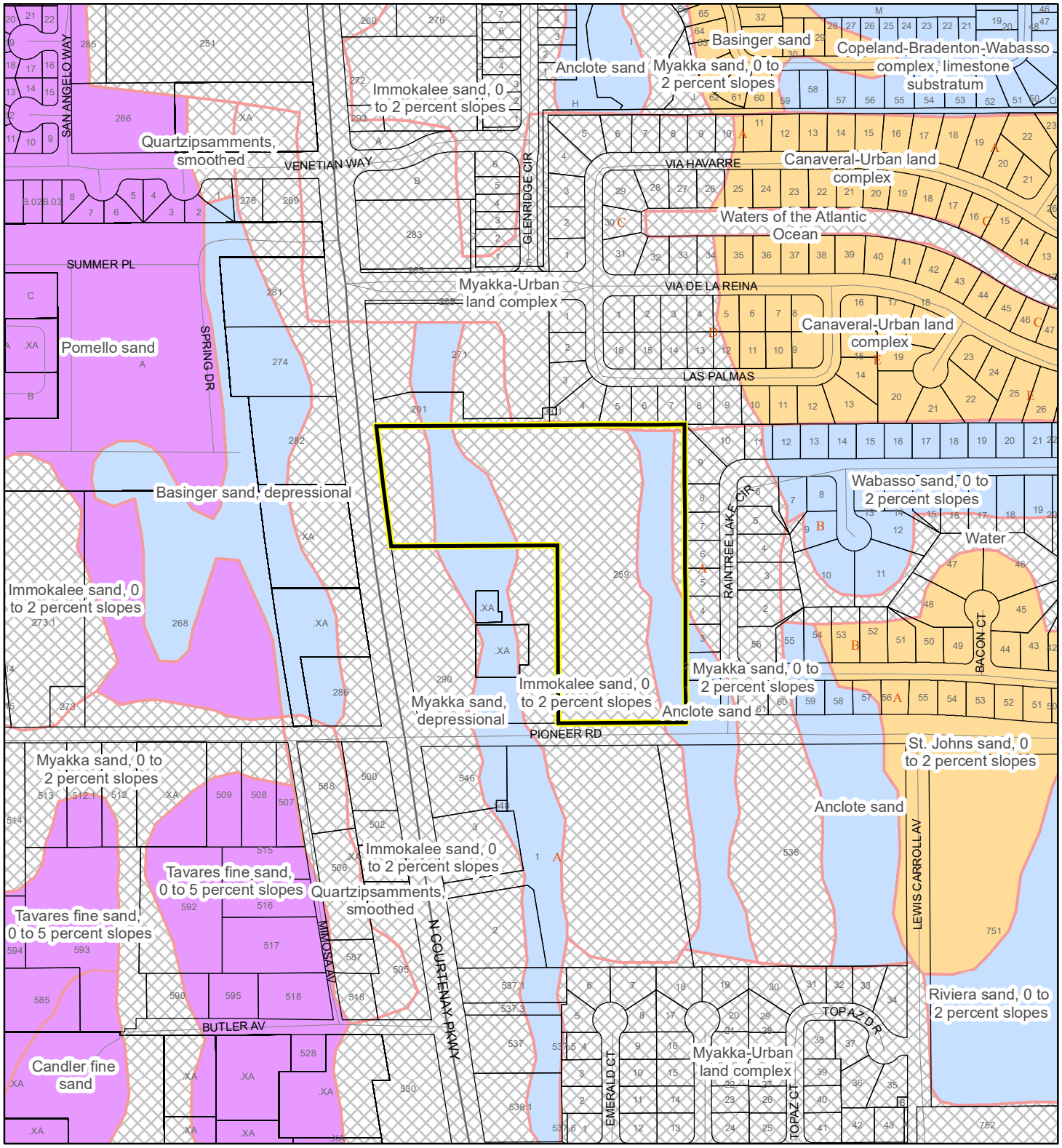
Subject Property

Parcels

USDA SCSSS SOILS MAP

MERRITT BIDCO SPV LLC

25Z00054



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USDA SCSSS Soils

- Aquifer and Hydric
- Aquifer
- Hydric
- None

Subject Property

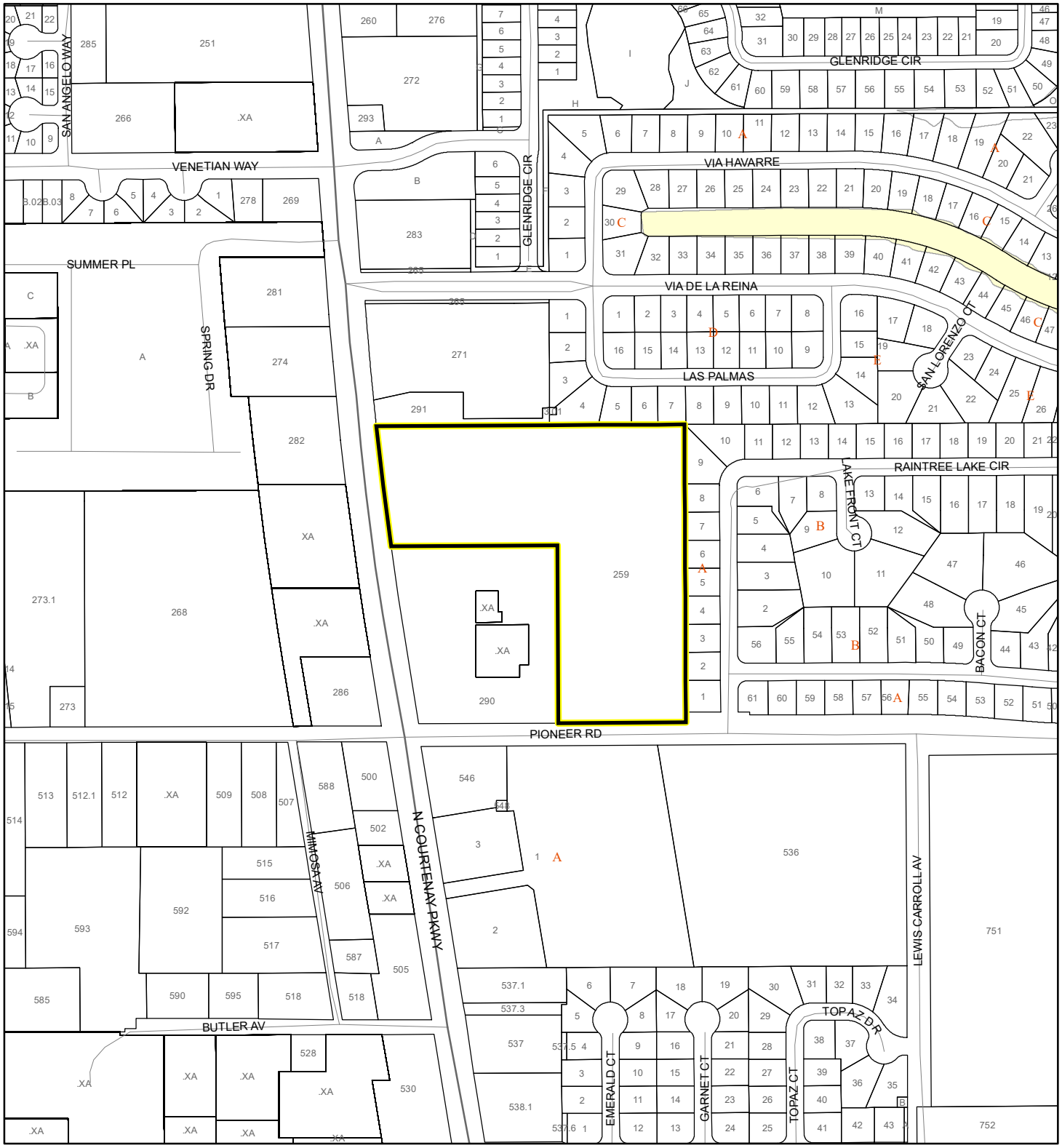
Parcels

R-16

FEMA FLOOD ZONES MAP

MERRITT BIDCO SPV LLC

25Z00054



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1:4,800 or 1 inch = 400 feet

FEMA Flood Zones

A	AO	X
AE	Open Water	
AH	VE	

Subject Property

Parcels

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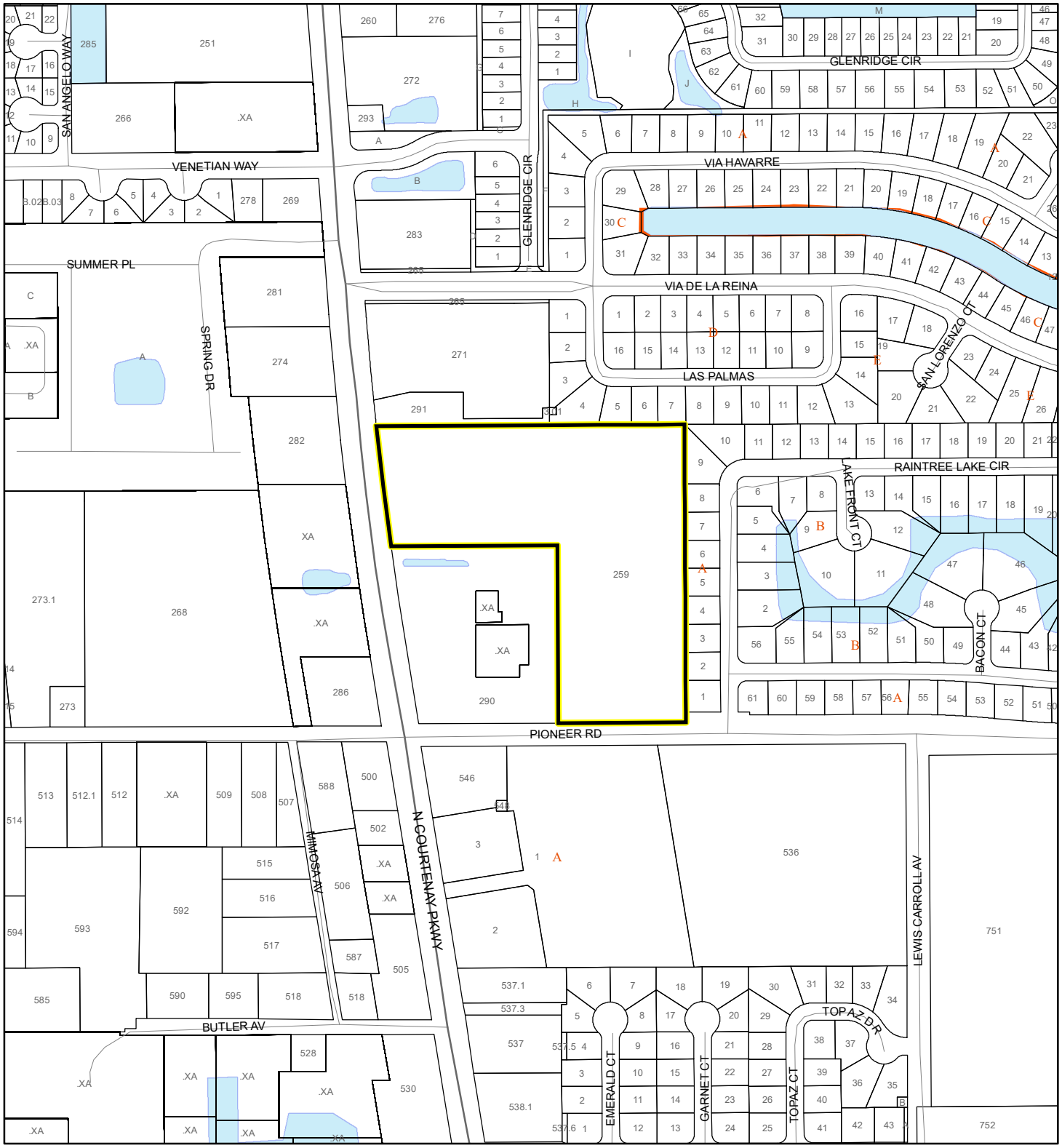
R-17

COASTAL HIGH HAZARD AREA MAP

MERRITT BIDCO SPV LLC

25Z00054



1:4,800 or 1 inch = 400 feet

Subject Property

Parcels

Coastal High Hazard Area

SurgeZoneCat1

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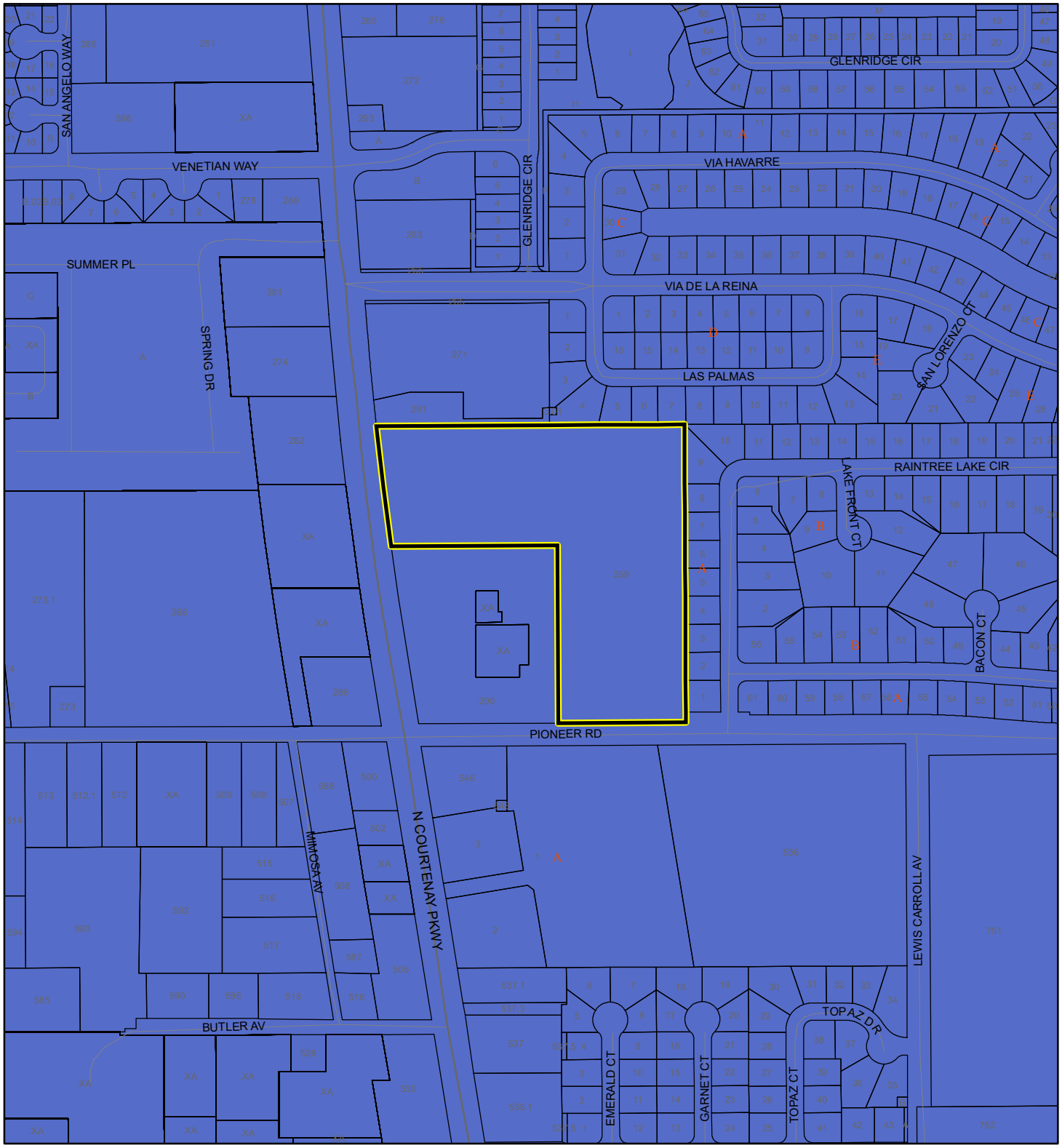
R-18

INDIAN RIVER LAGOON SEPTIC OVERLAY MAP

MERRITT BIDCO SPV LLC

25Z00054



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Subject Property

Parcels

Septic Overlay

40 Meters

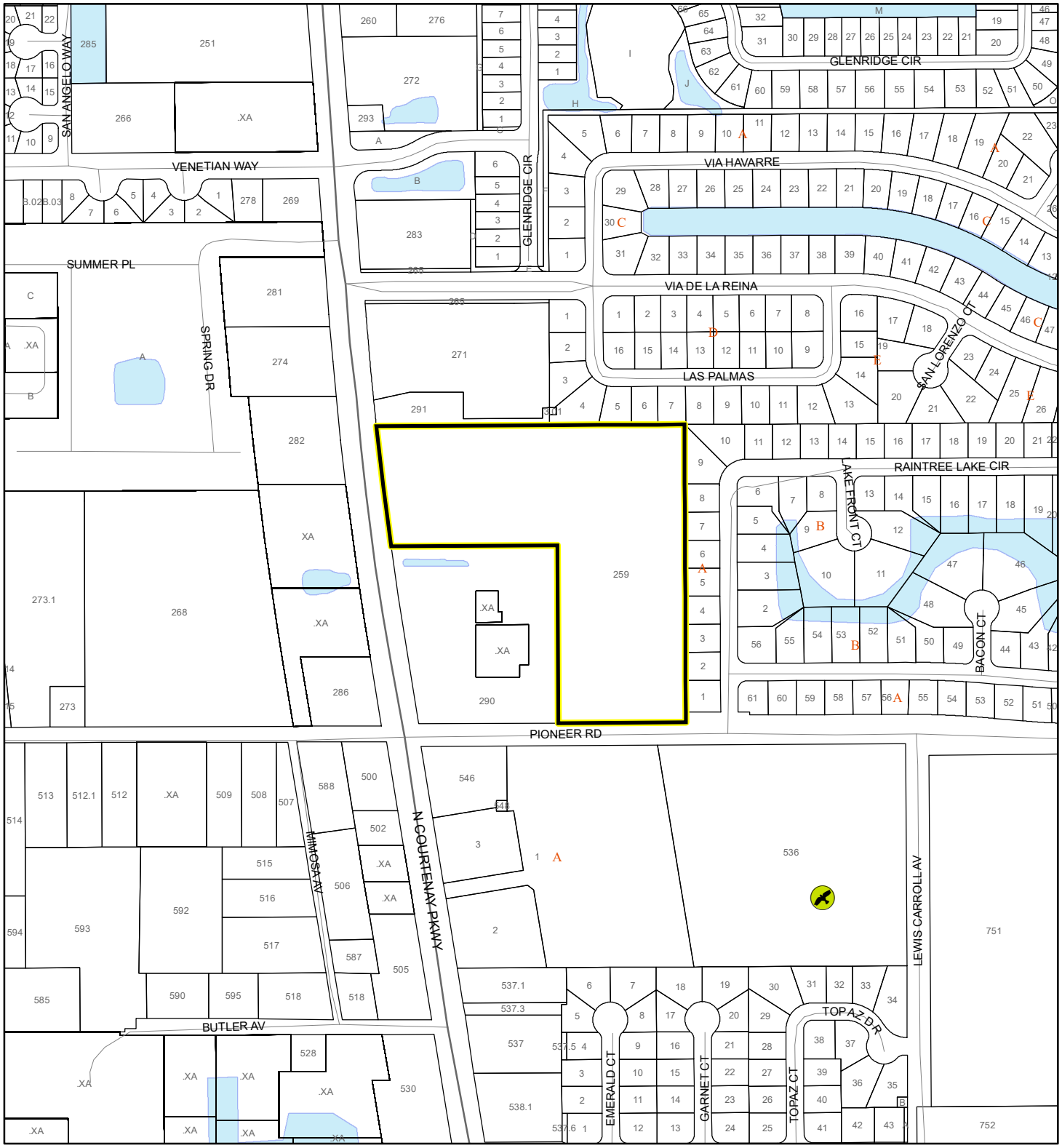
60 Meters

All Distances

EAGLE NESTS MAP

MERRITT BIDCO SPV LLC

25Z00054



1:4,800 or 1 inch = 400 feet

Subject Property

Parcels

Eagle Nests FWS

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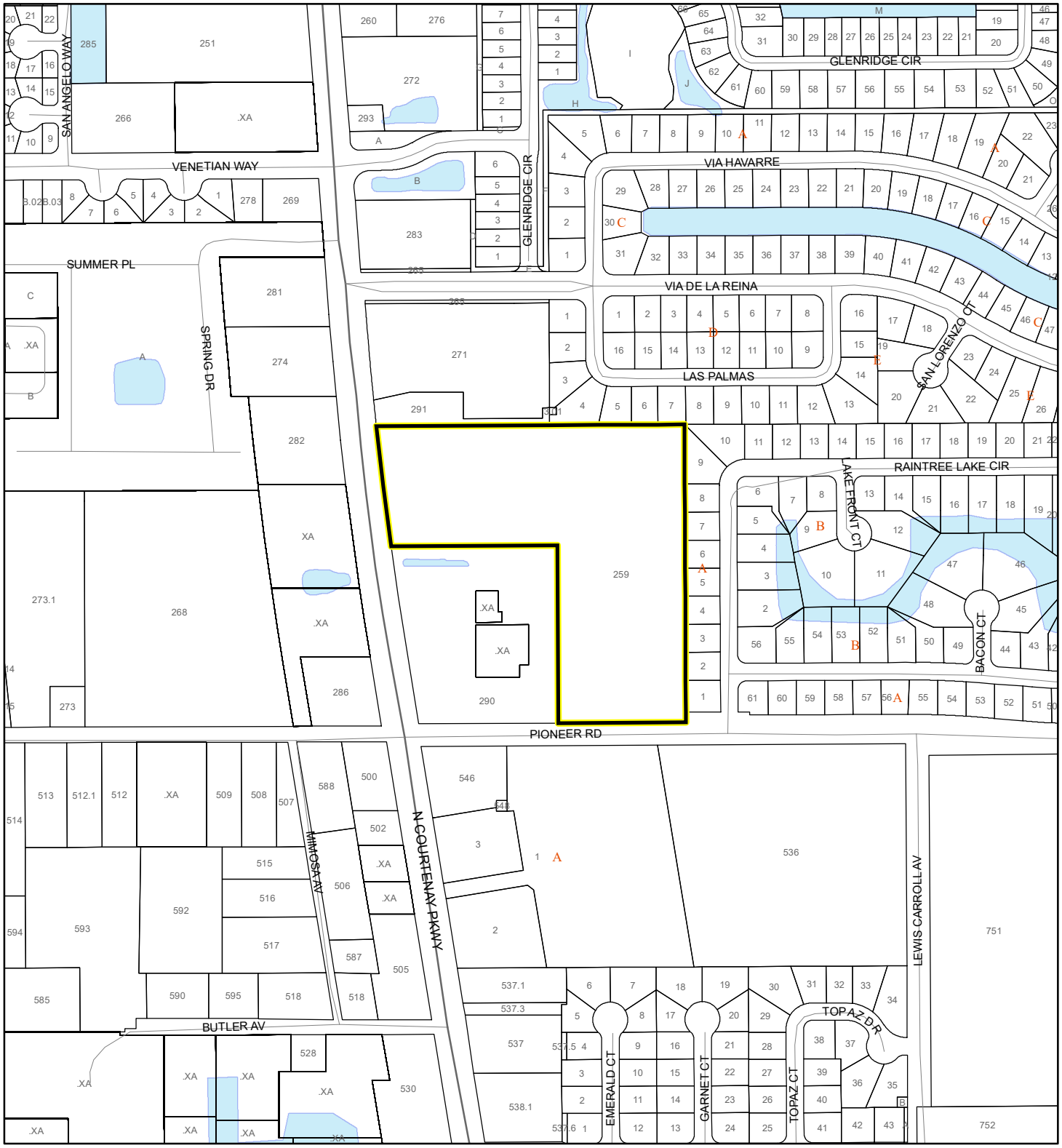
R-20

SCRUB JAY OCCUPANCY MAP

MERRITT BIDCO SPV LLC

25Z00054



1:4,800 or 1 inch = 400 feet

Subject Property

Parcels

Scrub Jay Occupancy

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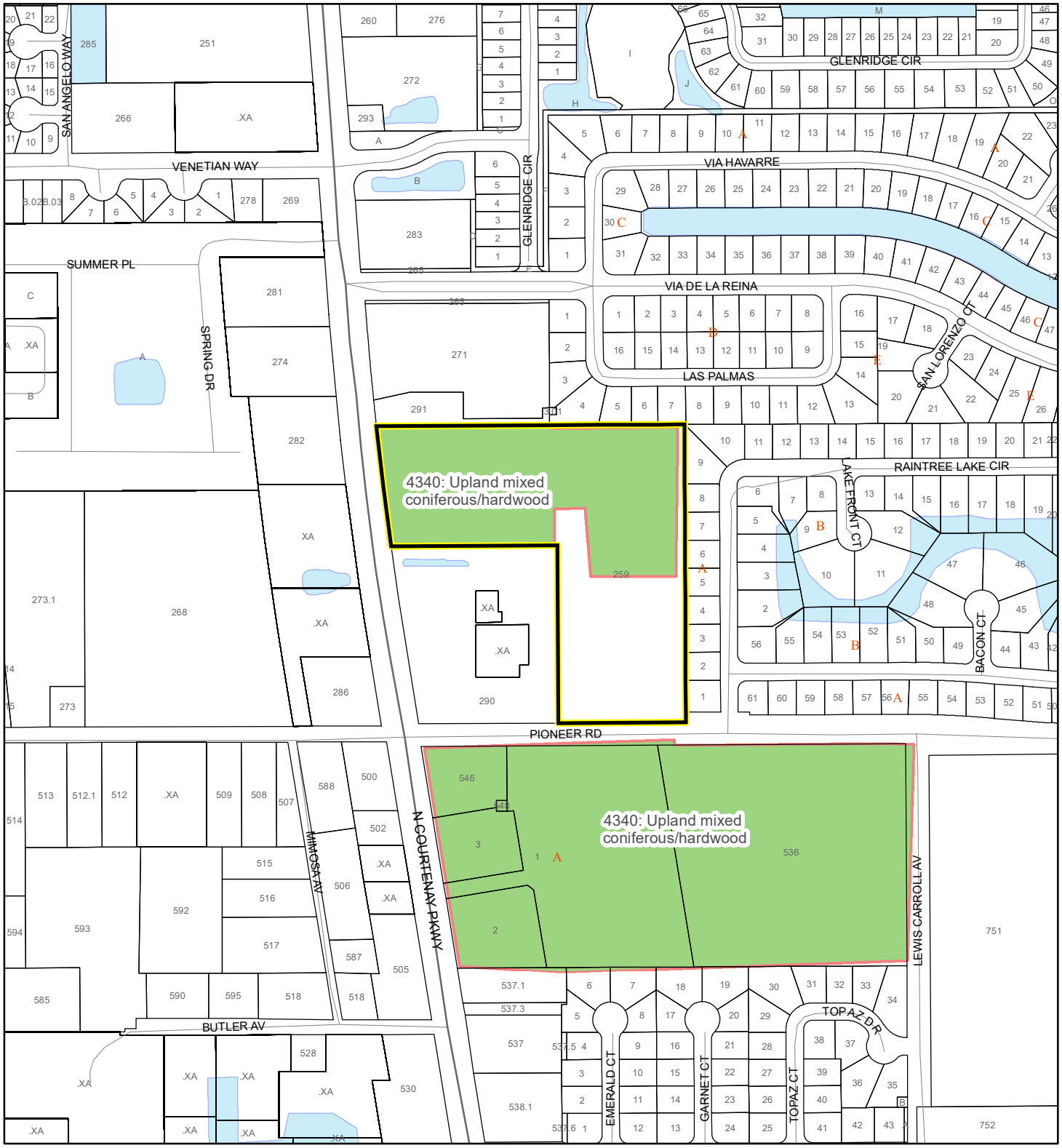
R-21

SJRWMD FLUCCS UPLAND FORESTS - 4000 Series MAP

MERRITT BIDCO SPV LLC

25Z00054



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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 OF COUNTY COMMISSIONERS

Planning and Development
2725 Judge Fran Jamieson Way
Building A, Room 114
Viera, Florida 32940
321-633-2070

Amended

Application for Zoning Action, Comprehensive Plan Amendment, or Variance

Applications must be submitted in person. Please call 321-633-2070 for an appointment at least 24 hours in advance. Mailed, emailed, or couriered applications will not be accepted.

PZ # 25Z00054

Existing FLU: NC, Res15 Existing Zoning: AU

Proposed FLU: NC, Res15 Proposed Zoning: RU-2-15

PROPERTY OWNER INFORMATION

If the owner is an LLC, include a copy of the operating agreement.

Name(s)	Company		
	Merritt Bidco SPV LLC		
Street	**City**	**State**	**Zip Code**
399 Park Ave., FL 16	New York	NY	1002
Email	**Phone**	**Cell**	

APPLICANT INFORMATION IF DIFFERENT FROM OWNER:

☑ Attorney ☐ Agent ☐ Contract Purchaser ☐ Other

Name(s)	Company		
Kimberly Rezanka	Lacey Rezanka		
Street	**City**	**State**	**Zip Code**
6013 Farcenda Pl.	Melbourne	FL	32940
Email	**Phone**	**Cell**	
KRezanka@llr.law	321.608.0892		

APPLICATION NAME

- [ ] Large Scale Comprehensive Plan Amendment (CP) (greater than 50 acres)
- [ ] Small Scale Comprehensive Plan Amendment (CP) (less than 50 acres)
- [ ] Text Amendment (CP): Element _____
- [ ] Other Amendment (CP): Name _____
- [x] Rezoning Without CUP (RWOC)
- [ ] Combination Rezoning and CUP (CORC)
- [ ] Conditional Use Permit (CUP)
- [ ] Binding Development Plan (BDP)
- [ ] Binding Development Plan (BDP) (Amendment)
- [x] Binding Development Plan (BDP) (Removal)
- [ ] Variance(s) (V) (building permits will not be approved until 30 days after the date the order is signed)
- [ ] Administrative Approval of Setbacks, Lot Size, or Accessory Structures
- [ ] Administrative Approval of Flag Lot or Easement
- [ ] Administrative Approval of On-Premises Consumption of Alcoholic Beverages for Restaurants / Snack Bars
- [x] Other Action: Name Removal of Binding Site Plan

Acreage of Request: 11.24

Reason for Request:

Rezone for residential and neighborhood commercial.
Removal of existing Binding Site Plan.

The undersigned understands this application must be complete and accurate prior to advertising a public hearing:

- [ ] I am the owner of the subject property, or if corporation, I am the officer of the corporation authorized to act on this request.
- [x] I am the legal representative of the owner of the subject property of this application. (Notarized Authorization to Act must be submitted with application)
- [x] An approval of this application does not entitle the owner to a development permit.
- [ ] For Variances, I understand that building permits will not be approved until 30 days after the date the order is signed, in order to comply with the appeal procedure.
- [x] I certify that the information in this application and all sketches and data attached to and made part hereof are true and accurate to the best of my knowledge.

Kimberly B. Rezanka — Signature of Property Owner or Authorized Representative

11/5/25 — Date

State of Florida

County of Brevard

Subscribed and sworn before me, by X physical presence or _____ online notarization,

this 5th day of, November, 20 25, personally appeared

Kimberly B. Rezanka, who is personally known to me or produced

_____ as identification, and who did / did not take an oath.

Lindsay Keyser — Notary Public Signature

Seal

Notary Public State of Florida
Lindsey Keyser
My Commission HH 722897
Expires 10/5/2029

Office Use Only:

Accela No. 25Z00054 Fee: see receipt Date Filed: 11/18/2025 District No. 2

Tax Account No. (list all that apply) 2412106

Parcel I.D. No. 24-36-14-00-259

Twp	Rng	Sec	Sub	Block	Lot/Parcel

Planner: D.J. Sign Issued to: C.E. Notification Radius: 500'

MEETINGS	DATE	TIME
P&Z	01-12-2026	15:00
PSJ Board		
NMI Board		
LPA		
BOA		
BCC	2-05-2026	17:00

Wetland survey required by Natural Resources Yes No Initials

Is the subject property located in a JPA, MIRA, or 500 feet of the Palm Bay Extension?

X Yes No If yes, list MIRA

Location of subject property:

Located on the east side of N. Courtenay Pkwy., approx. 420' south of Via De La Reina

Description of Request:

Rezone from AU to RU-2-15 w/ removal of existing BDP.

Planning & Development
Central Cashier
2725 Judge Fran Jamieson Way
Building A, Room 114
Melbourne, FL 32940

RECEIPT OF PAYMENT

Payment Date: 11/5/2025
Receipt #: 826948
Transaction Id# 185475204

Payment Method	Payment Reference #	Amount Paid	Comments
	185475204	$25.00	
		$25.00	Total

Rezoning $25.00

25Z00054

Fee	Invoice #	Amount
Application Processing Fee	1012376	$25.00

Grand Total $25.00

Reprint Date: 11/18/25

Additional Fees may apply to obtain a Certificate of Completion, a Certificate of Occupancy, Pre-Power, or Final Inspection.
To verify fees please visit the Brevard County Planning & Development Search.
www.brevardcounty.us/PlanningDev
P (321) 633-2068 F (321) 633-2052

Planning & Development
Central Cashier
2725 Judge Fran Jamieson Way
Building A, Room 114
Melbourne, FL 32940

RECEIPT OF PAYMENT

Payment Date: 11/17/2025
Receipt #: 828309
Transaction Id# 186235534

Payment Method	Payment Reference #	Amount Paid	Comments
Credit Card	186235534	$48.00	
		$48.00	Total

Rezoning $48.00

25Z00054

Fee	Invoice #	Amount
Zoning - Zoning or Variance Review	1014033	$48.00

Grand Total $48.00

Reprint Date: 11/18/25

Additional Fees may apply to obtain a Certificate of Completion, a Certificate of Occupancy, Pre-Power, or Final Inspection.
To verify fees please visit the Brevard County Planning & Development Search.
www.brevardcounty.us/PlanningDev
P (321) 633-2068 F (321) 633-2052

Planning & Development
Central Cashier
2725 Judge Fran Jamieson Way
Building A, Room 114
Melbourne, FL 32940

RECEIPT OF PAYMENT

Payment Date: 11/7/2025
Receipt #: 827330
Transaction Id# 185630419

Payment Method	Payment Reference #	Amount Paid	Comments
Credit Card	185630419	$6,540.00	
		$6,540.00	Total

Rezoning $6,540.00

25Z00054

Fee	Invoice #	Amount
Rezoning Multiple Family Residential	1012652	$6,240.00
Rezoning Natural Resources Review	1012652	$300.00

Grand Total $6,540.00

Reprint Date: 11/18/25

Additional Fees may apply to obtain a Certificate of Completion, a Certificate of Occupancy, Pre-Power, or Final Inspection.
To verify fees please visit the Brevard County Planning & Development Search.
www.brevardcounty.us/PlanningDev
P (321) 633-2068 F (321) 633-2052

Zoning Information Worksheet

Owner(s): MERRITT BIDCO SPV LLC
(Does this match the warranty deed?)

Applicant(s): Kim Rezanka
(Does this person have authorization from everyone listed on the warranty deed?)

Parcel ID#: 24-36-14-00-259
(If more than one parcel, they must share a property line to be on the same application.)

Present Zoning: AU

Is there a BDP or a CUP on the property? Yes/No: YES (If yes, attach BDP)

Existing BDP states: see attached BDP.

Requested Zoning/CUP: RU-2-15 with removal of existing BDP

BDP Requested? Yes/No: NO

If CUP Request, do you have a CUP worksheet filled out by the applicant? Yes/No

Previously Approved Zoning Actions on lot:
Z-6584 rezone from RU-2-15 to AU w/ CUP for hospital

Is this a non-conforming lot of record? Yes/No: X Why? conforming

Non-Conforming to:

Is this a substandard lot? Yes/No: X Why? conforming

What is the FLU Designation of the property?: NC, Res 15

- Is the requested zoning consistent with the FLU? Yes/No: X (See compatibility table)
- If no, what is the requested **small scale plan amendment**? (Must be 10 acres or less)

Character of the Area – List the recent zoning changes in same section? (Last 3 years)

Action #, Date of action and State what changed?

Z# 25AA00030- 6/23/2025- on-premise sale and consumption of alcohol

If this is a CUP request, list all CUP's on adjacent properties: _____

Abutting property zoning: N RU-1-11/ BU-1 S road E RU-1-11 W AU/ road

JPA/Special Board/Special Section? Yes/No (Circle one and make a note on the application) PSJ, NMI, MIRA ROCKLEDGE, MELBOURNE, PALM SHORES, TITUSVILLE, PALM BAY or within 500' of PALM BAY EXTENSION

Reason for Rezoning Request: develop 222 multi-family units

- If proposing single-family or multi-family how many units? 2220
- If proposing a CUP for alcohol, how many seats? _____ Bar or Restaurant? _____
  - Do you have a certified survey indicating there are no churches or schools within 400'? Yes/No
  - Do you have a site plan showing the layout and parking configuration? Yes/No
  - Do you have a CUP worksheet filled out by the applicant? Yes/No
- If the request is for commercial zoning, do you have a wetland survey that includes a legal description of the wetland? Yes/No (If no, NR must have checked no on the front of the application)

Existing structures/uses on the property? Vacant

Describe the character of the area based upon Administration Policy 3 of FLUE (attached):
Established adjacent residential neighborhood.
Government owned land to the north.

Concerns raised as part of request: online submittal

Other options discussed with applicant: online submittal

Did you print out the Property Appraiser's Map for this property?
Did you mark the map?
Did you stamp the deed(s)?

Jackson, Desiree Digitally signed by Jackson, Desiree Date: 2025.11.18 16:13:00 -05'00'
Planner Signature

Date

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 foresee ably 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 an 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.

BOARD OF COUNTY COMMISSIONERS

Planning and Development
2725 Judge Fran Jamieson Way
Building A, Room 114
Viera, Florida 32940
Phone 321-633-2070

NOTICE TO APPLICANTS FOR CHANGE OF LAND USE

The Planning and Development Department staff will be preparing written comments concerning your request. These comments will be provided to the Planning and Zoning Board/Local Planning Agency and Board of County Commissioners. The comments will address the following:

- The current zoning of the property along with its current development potential and consistency with the Brevard County Comprehensive Plan use and density restrictions.
- The proposed zoning of the property along with its development potential and consistency with the Brevard County Comprehensive Plan use and density restrictions.
- The proposal's impact on services, such as roads and schools.
- The proposal's impact upon hurricane evacuation, if applicable.
- Environmental factors.
- Compatibility with surrounding land uses.
- Consistency with the character of the area.

You may place your own written comments on these items into the record. Up to two typewritten pages can be included in the package if received at least 10 working days prior to the Planning and Zoning Board hearing. You are not required to provide written comments. **An applicant presentation to the Planning and Zoning Board is required regardless of written submittals.** The board may approve the requested classification, or a classification which is more intensive than the existing classification but less intensive than the requested classification.

Note:

If your application generates public opposition, as may be expressed in letters, petitions, phone calls, testimony, et cetera, you are advised to meet with concerned parties in an effort to resolve the differences prior to the Board of County Commission (BCC) taking final action on the request; therefore, you are encouraged to meet with affected property owners prior to the public hearing by the Planning and Zoning Board / Local Planning Agency (P&Z / LPA). During the course of conducting the public hearing, if the P&Z / LPA finds the application is controversial, and the applicant has not met with affected property owners, the item shall be tabled to the next agenda to allow such a meeting to take place. If the item is controversial, despite the applicant's efforts to meet with affected property owners, the Planning and Zoning Board / Local Planning Agency may include, in their motion, a requirement to meet with interested parties again prior to the BCC public hearing. The BCC may also table your request

in order for you to meet with interested parties if this has not occurred prior to the public hearing before the BCC. If you need assistance to identify these parties, please contact the Planning and Development Department.

Brevard County Board of County Commissioners approval of a zoning application does not vest a project nor ensure issuance of a permit. At the time of permit application, land development regulations and concurrency-related level of service standards must be met.

Staff comments will be available approximately one week prior to the Planning and Zoning Board hearing. These comments will be made available to you at that time. In order to expedite receipt of staff's comments, please provide an email address, or indicate if you wish to receive the comments by U.S. mail.

Krezanka@llr.law
E-mail address

Receipt of Comments by U.S. Mail

◯ Yes

⊗ No

Kimberly B. Rezanka
Applicant Signature

Prepared by:
Baker, Donelson, Bearman, Caldwell & Berkowitz, PC
1901 Sixth Avenue North, Suite 2600
Birmingham, Alabama 35203
Attention: Lynn Reynolds, Esq.

After recording, return to:

Milbank LLP
55 Hudson Yards
New York, New York 10001
Attention: Julianne Guzman

Tax Parcel ID No.: 24-36-14-1A-3,24-36-14-00-259, 24-36-14-00-290 and 24-36-14-1A-2

SPECIAL WARRANTY DEED

THIS SPECIAL WARRANTY DEED is made and entered into as of this this 12th day of March, 2025, by **EPDA PROPCO-ROCKLEDGE, LLC**, a Delaware limited liability company, whose address is c/o MPT Operating Partnership, L.P., 1000 Urban Center Drive, Suite 501, Birmingham, Alabama 35242-2225 (hereinafter called the "Grantor"), and **MERRITT BIDCO SPV, LLC**, a Delaware limited liability company, whose address is c/o Brigade Agency Services LLC, 399 Park Avenue, 16th Floor, New York, New York 10022, Attention: Jeff Frusciante (hereinafter called the "Grantee").

WITNESSETH:

The Grantor, for and in consideration of the sum of Ten and No/100 Dollars ($10.00) and other valuable considerations, receipt whereof is hereby acknowledged, by these presents does grant, bargain, sell, alien, remise, release, convey and confirm unto the Grantee, all that certain land situated in **Brevard County, Florida** described on **Exhibit A**, attached hereto and incorporated herein by this reference (the "**Property**"), together with the buildings, improvements (including any construction in progress) and fixtures located thereon, and all rights, privileges and easements appurtenant thereto (including appurtenant rights in and to public streets).

SUBJECT TO the matters set forth on ***Exhibit B*** attached hereto and made a part hereof by reference and incorporation, but only to the extent the same are validly existing and applicable to the Property (collectively, the "**Permitted Exceptions**").

TO HAVE AND TO HOLD unto the Grantee, its successors and assigns, forever.

AND, the Grantor covenants that the Grantor will warrant and defend the Property against the lawful claims and demands of all persons claiming by, through or under Grantor, except for claims arising under or by virtue of the Permitted Exceptions, but not further or otherwise.

[SIGNATURE PAGE FOLLOWS]

IN WITNESS WHEREOF, the Grantor has caused this Special Warranty Deed to be executed in its name, by its officer thereunto duly authorized, the day and year first above written.

GRANTOR:

EPDA PROPCO-ROCKLEDGE, LLC,
a Delaware limited liability company

By: MPT Operating Partnership, L.P.
Its: Sole Member

By: _____
Name: R. Steven Hamner
Title: Executive Vice President and Chief Financial Officer

Witness Name: Laura Katherine Crum
Address: 425 Park Avenue, 36Fl. NY, NY 10022

Witness Name: Julia Clifford
Address: 425 Park Avenue, 36 Fl. NY, NY 10022

STATE OF NEW YORK)
) ss:
COUNTY OF NEW YORK)

On this 5th day of March, 2025, before me, personally appeared R. Steven Hamner, as the Executive Vice President and Chief Financial Officer of MPT Operating Partnership, L.P., a Delaware limited partnership, as the Sole Member of **EPDA PROPCO-STEWARD, LLC**, a Delaware limited liability company, on behalf of said limited partnership as Sole Member of said limited liability company, who is personally known to me or proved to me on the basis of satisfactory evidence to be the person whose name is subscribed to this instrument, and acknowledged to me that he executed it on behalf of said limited partnership as Sole Member of said limited liability company.

KAREN MARINO
Notary Public - State of New York
NO. 01MA0016204
Qualified In Orange County
My Commission Expires Nov 12, 2027

Notary Public

My Commission Expires: Nov. 12, 2027

EXHIBIT A

DESCRIPTION OF THE PROPERTY

The Property referred to herein below in situated in the County of Brevard, State of Florida, and is described as follows:

Parcel 1:

Condominium Unit 3, MERRITT MEDICAL CENTER II CONDOMINIUM, according to the Declaration of Condominium thereof recorded in official records Book 3464, Page 4220, public records of Brevard County, Florida.

Parcel 2:

Legal description "A"

A parcel of land lying in Section 14, Township 24 South, Range 36 East, Brevard County, Florida, being more particularly described as follows:

Begin at the intersection of the North line of pioneer road as shown in Plat Book 23 at Page 26 of the public records of Brevard County, Florida and the West line of raintree by the lake extended Southerly as shown on the plat thereof recorded in Plat Book 28 Page 16 of the public records of Brevard County, Florida thence run S 89° 55' 50" W along the North right-of-way of said pioneer road for 563.86 feet to a point lying 203.03 feet East of the East right-of-way line of state road no. 3 as shown on State of Florida, State Road Department, right of way map of state road no. 3, Brevard County, Section 70140-2505, as measured along the North right of way line of said pioneer road; thence continue S 89° 55' 50" W for 203.03 feet to the Easterly right of way line of said state road no. 3, thence run N 09° 07' 55" W along said Easterly right-of-way line for 234.87 feet to the point of curvature of a circular curve to the right, having a radius of 11409.20 feet; thence run Northwesterly along the arc of said curve and said Easterly right-of-way line, through a central angle of 03° 09' 41" for 629.52 feet to the Westerly extension of the South line of VILLA DE PALMAS, Unit No. 1 according to the plat thereof recorded in Plat Book 20 at Page 45 of the public records of Brevard County, Florida; thence run N 89° 56' 19" E along the said South line for 201.59 feet to a point lying on the arc of a circular curve, concave to the East whose center bears N 83° 55' 24" E from said point and having a radius of 11208.70 feet, said curve is concentric with and 200.50 feet East of the East right of way line of said state road no. 3; thence run Southerly along the arc of said curve through a central angle of 03° 03' 19" for 597.71 feet to the point of tangency of said curve; thence run S 09° 07' 55" E parallel with and 200.50 feet East of the East right of way line of said state road no. 3, for 266.85 feet to the Point of Beginning.

Legal description "B"

A parcel of land lying in Section 14, Township 24 South, Range 36 East, Brevard County, Florida, being more particularly described as follows: begin at the intersection of the North line of pioneer road as shown in Plat Book 23 at Page 26 of the public records of Brevard County, Florida and the West line of raintree by The Lake extended Southerly as shown on the plat thereof recorded in Plat Book 28 Page 16 of the public records of Brevard County, Florida, thence run S 89° 55' 50" W along the North right of way of said pioneer road for 225.00 feet to a point lying 541.89 feet East of the East right of way line of state road no. 3 as shown on State of Florida, State Road Department, right of way map of state road no. 3, Brevard County, Section 70140-2505, as measured along the North right of way line of said pioneer road.; thence run N 00° 02' 57" W parallel with the West line of said raintree by the lake for 452.08 feet;

thence run N 89° 55' 50" E for 225.00 feet to the West line of said raintree by the lake; thence run S 00° 02' 57" E along said West line for 452.08 feet to the Point of Beginning.

Legal description "C"

A parcel of land lying in Section 14, Township 24 South, Range 36 East, Brevard County, Florida, being more particularly described as follows: commence at the intersection of the North line of pioneer road as shown in Plat Book 23 at Page 26 of the public records of Brevard County, Florida and the West line of raintree by the lake extended Southerly as shown on the plat thereof recorded in Plat Book 28 Page 16 of the public records of Brevard County, Florida thence run S 89° 55' 50" W along the North right-of-way of said pioneer road for 225.00 feet to a point lying 541.89 feet East of the East right of way line of state road no. 3 as shown on State of Florida, State Road Department, right of way map of state road no. 3, Brevard County, Section 70140-2505, as measured along the North right of way line of said pioneer road said point being the Point of Beginning; thence continue S 89° 55' 50" W along said North right of way line for 338.86 feet; thence run N 09° 07' 55" W parallel with and 200.5 feet East of the East right of way line of said state road no. 3 for 266.85 feet to the point of curvature of a circular curve to the right having a radius of 11208.70 feet, said curve being concentric with and 200.50 feet East of said East right of way line; thence run Northerly along the arc of said curve through a central angle of 03° 03' 19" for 597.71 feet to the Westerly extension of the South line of VILLA DE PALMAS, Unit No. 1 according to the plat thereof recorded in Plat Book 20 at Page 45 of the public records of Brevard County, Florida, thence run N 89° 56' 19" E along the said South line for 684.55 feet to the Northerly extension of the West line of said raintree by The Lake, thence run S 00° 02' 57" W along said West line for 403.82 feet; thence run S 89° 55' 50" W for 225.00 feet; thence run S 00° 02' 57" E for 452.08 feet to the Point of Beginning.

Less and except the following described property:

A parcel of land lying in Section 14, Township 24 South, Range 36 East, Brevard County, Florida, being more particularly described as f0llows: commence at the intersection of the North right-of-way line of pioneer road (as shown in Plat Book 23 at Page 26 of the public records of Brevard County, Florida) with the West line of raintree-by-the-lake (as shown on the plat thereof recorded in Plat Book 28 at Page 16 of said public records) extended Southerly; thence run S 89° 55' 50" W along said North right-of-way line of pioneer road for 366.89 feet to the Point of Beginning; thence continue S 89° 55' 50" W for 400.00 feet to a point lying on the Easterly right-of-way line of state road no. 3, as shown on Florida state road department, right-of-way map of state road no. 3, Brevard County, Section 70140-2505; thence run N 09° 07' 55" W along said Easterly right-of-way line for 234.87 feet to the point of curvature of a curve to the right having a radius of 11409.20 feet; thence run Northerly along said Easterly right-of-way line and along the arc of said curve through a central angle of 01° 22' 52" for 275.02 feet; thence leaving said Easterly right-of-way line, run N 89° 56' 19" E for 477.04 feet; thence run S 00° 04' 10" E for 503.96 feet to the Point of Beginning.

Parcel 3:

A parcel of land lying in Section 14, Township 24 South, Range 36 East, Brevard County, Florida, being more particularly described as follows: commence at the intersection of the North right-of-way line of pioneer road (as shown in Plat Book 23 at Page 26 of the public records of Brevard County, Florida) with the West line of raintree-by-the-lake (as shown on the plat thereof recorded in Plat Book 28 at Page 16 of said public records) extended Southerly; thence run S 89° 55' 50" W along said North right-of-way line of pioneer road for 366.89 feet to the Point of Beginning; thence continue S 89° 55' 50" W for 400.00 feet to a point lying on the Easterly right-of-way line of state road no. 3, as shown on Florida state road department, right-of-way map of state road no. 3, Brevard County, Section 70140-2505; thence run N 09° 07' 55" W along said Easterly right-of-way line for 234.87 feet to the point of curvature of a curve to the right having a radius of 11409.20 feet; thence run Northerly along said Easterly right-of-way line and along the arc of said curve through a central angle of 01° 22' 52" for 275.02 feet; thence leaving said

Easterly right-of-way line, run N 89° 56' 19" E for 477.04 feet; thence run S 00° 04' 10" E for 503.96 feet to the Point of Beginning.

Less and except the lands as set forth in that certain Declaration of Condominium recorded in official records Book 3237, Page 3181 and as amended in official records Book 3549, Page 588, public records of Brevard County, Florida.

And less and except the lands as set forth in that certain Declaration of Condominium recorded in official records Book 3464, Page 4220, public records of Brevard County, Florida.

Parcel 4:

Condominium Unit 2, MERRITT MEDICAL CENTER II CONDOMINIUM, according to the Declaration of Condominium thereof recorded in official records Book 3464, Page 4220, public records of Brevard County, Florida.

EXHIBIT B

PERMITTED EXCEPTIONS

1. Any and all taxes or assessments imposed by any taxing authority or any proceedings by a public agency that may result in taxes or assessments, or notices of such proceedings.

2. Easement for Right-of-Way created by Deed recorded in Deed Book 248, Page 265, approximate location of easement is as shown on ALTA/NSPS Land Title Survey prepared by ALTA MAX Surveying, bearing the seal of James D. Bray, PSM 6507, on behalf of Bureau Veritas, dated February 18, 2025, last revised _____, 2025, Job No. 906744 (the "Survey").

3. Easement, granted from Canaveral Causeway Center, Inc., a Florida corporation to Brevard County of the State of Florida, recorded in Book 1034, Page 524 of Official Records, approximate location of easement is as shown on Survey.

4. Easement, granted from Wuesthoff Ambulatory Care Center, Inc. to City of Cocoa, recorded in Book 2695, Page 1908 of Official Records, approximate location of easement is as shown on Survey.

5. Terms, provisions, restrictive covenants, conditions, reservations, rights, duties and easements contained in the Declaration of Condominium of Merritt Medical Center II Condominium, and any Exhibits annexed thereto, recorded in Book 3464, Page 4220 of Official Records.

6. Easement granted to Florida Power & Light Company by instrument recorded in Book 858, Page 304 of Official Records.

7. Any rights, interests, or claims which may exist or arise by reason of the following facts shown on the ALTA/NSPS Land Title Survey dated February 18, 2025, last revised _____, 2025, prepared by ALTAMAX Surveying on behalf of Bureau Veritas, bearing the seal of James D. Bray, PSM 6507, as Job Number 906744.

8. Any motion, appeal, or other direct proceeding, to have set aside, modified or reversed, the Order entered in the U.S. Bankruptcy Court for the District of Texas, Case No. 24-90213 (or related ancillary proceeding), in re: Steward Health Care System LLC, et al, and the consequences of the motion, appeal, or other direct proceeding including the Motion and Order (I) Authorizing and Approving (A) Sale Of Transition Services Agreement Assets Free And Clear Of Encumbrances To Affiliate Of Quorum Health, (B) Assumption And Assignment Of Certain Executory Contracts And Unexpired Leases, and (C) Related Settlements; and (II) Granting Related Relief.

9. Each of Units 2 and 3 of the Merritt Medical Center II Condominium is occupied by one or more physicians affiliated with affiliates of Orlando Health, Inc., pursuant to no written lease or other occupancy agreement.

Planning and Development
2725 Judge Fran Jamieson Way
Building A, Room 114
Viera, Florida 32940

BOARD OF COUNTY COMMISSIONERS

AUTHORIZATION TO ACT ON BEHALF OF OWNER

I, Merritt Bidco SPV LLC,

authorize Kimberly B. Rezanka, Lacey Rezanka

to act on my behalf, which may include representing me in public hearings pertaining to the submittal of the attached application.

Choose the applicable application type. More than one may apply.

- ☐ Administrative Action
- ☐ Comprehensive Plan Amendment
- ☐ Development Plan
- ☑ Rezoning
- ☐ Variance

Signature _____ Date 10/14/25

State of New York

County of New York

The foregoing instrument was acknowledged before me this 14 day of October, 2025 by Patrick Crisullo, who is personally known to me or has produced _____ as identification, and who did or did not take an oath.

Signature of Notary _____ Seal:

DANIEL H ALTABEF
Notary Public - State of New York
No. 02AL6439271
Qualified in Kings County
My Comm. Expires Aug. 22, 2026

This document contains the legal description of the property subject to this request.

Jackson, Desiree

Digitally signed by Jackson, Desiree
Date: 2025.11.18 16:12:35 -05'00'

LEGAL DESCRIPTION:

EXHIBIT A THE LAND REFERRED TO HEREIN BELOW IS SITUATED IN THE COUNTY OF BREVARD, STATE OF FLORIDA, AND IS DESCRIBED AS FOLLOWS:

LEGAL DESCRIPTION "A" A PARCEL OF LAND LYING IN SECTION 14, TOWNSHIP 24 SOUTH, RANGE 36 EAST, BREVARD COUNTY, FLORIDA, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS: BEGIN AT THE INTERSECTION OF THE NORTH LINE OF PIONEER ROAD AS SHOWN IN PLAT BOOK 23 AT PAGE 26 OF THE PUBLIC RECORDS OF BREVARD COUNTY, FLORIDA AND THE WEST LINE OF RAINTREE BY THE LAKE EXTENDED SOUTHERLY AS SHOWN ON THE PLAT THEREOF RECORDED IN PLAT BOOK 28 PAGE 16 OF THE PUBLIC RECORDS OF BREVARD COUNTY, FLORIDA THENCE RUN S 89° 55' 50" W ALONG THE NORTH RIGHT-OF-WAY OF SAID PIONEER ROAD FOR 563.86 FEET TO A POINT LYING 203.03 FEET EAST OF THE EAST RIGHT-OF-WAY LINE OF STATE ROAD NO. 3 AS SHOWN ON STATE OF FLORIDA, STATE ROAD DEPARTMENT, RIGHT OF WAY MAP OF STATE ROAD NO. 3, BREVARD COUNTY, SECTION 70140-2505, AS MEASURED ALONG THE NORTH RIGHT OF WAY LINE OF SAID PIONEER ROAD; THENCE CONTINUE S 89° 55' 50" W FOR 203.03 FEET TO THE EASTERLY RIGHT OF WAY LINE OF SAID STATE ROAD NO. 3, THENCE RUN N 09° 07' 55" W ALONG SAID EASTERLY RIGHT-OF-WAY LINE FOR 234.87 FEET TO THE POINT OF CURVATURE OF A CIRCULAR CURVE TO THE RIGHT, HAVING A RADIUS OF 11409.20 FEET; THENCE RUN NORTHWESTERLY ALONG THE ARC OF SAID CURVE AND SAID EASTERLY RIGHT-OF-WAY LINE, THROUGH A CENTRAL ANGLE OF 03° 09' 41" FOR 629.52 FEET TO THE WESTERLY EXTENSION OF THE SOUTH LINE OF VILLA DE PALMAS, UNIT NO. 1 ACCORDING TO THE PLAT THEREOF RECORDED IN PLAT BOOK 20 AT PAGE 45 OF THE PUBLIC RECORDS OF BREVARD COUNTY, FLORIDA; THENCE RUN N 89° 56' 19" E ALONG THE SAID SOUTH LINE FOR 201.59 FEET TO A POINT LYING ON THE ARC OF A CIRCULAR CURVE, CONCAVE TO THE EAST WHOSE CENTER BEARS N 83° 55' 24" E FROM SAID POINT AND HAVING A RADIUS OF 11208.70 FEET, SAID CURVE IS CONCENTRIC WITH AND 200.50 FEET EAST OF THE EAST RIGHT OF WAY LINE OF SAID STATE ROAD NO. 3; THENCE RUN SOUTHERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 03° 03' 19" FOR 597.71 FEET TO THE POINT OF TANGENCY OF SAID CURVE; THENCE RUN S 09° 07' 55" E PARALLEL WITH AND 200.50 FEET EAST OF THE EAST RIGHT OF WAY LINE OF SAID STATE ROAD NO. 3, FOR 266.85 FEET TO THE POINT OF BEGINNING.

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BREVARD COUNTY, FLORIDA AND THE WEST LINE OF RAINTREE BY THE LAKE EXTENDED SOUTHERLY AS SHOWN ON THE PLAT THEREOF RECORDED IN PLAT BOOK 28 PAGE 16 OF THE PUBLIC RECORDS OF BREVARD COUNTY, FLORIDA, THENCE RUN S 89° 55' 50" W ALONG THE NORTH RIGHT OF WAY OF SAID PIONEER ROAD FOR 225.00 FEET TO A POINT LYING 541.89 FEET EAST OF THE EAST RIGHT OF WAY LINE OF STATE ROAD NO. 3 AS SHOWN ON STATE OF FLORIDA, STATE ROAD DEPARTMENT, RIGHT OF WAY MAP OF STATE ROAD NO. 3, BREVARD COUNTY, SECTION 70140-2505, AS MEASURED ALONG THE NORTH RIGHT OF WAY LINE OF SAID PIONEER ROAD.; THENCE RUN N 00° 02' 57" W PARALLEL WITH THE WEST LINE OF SAID RAINTREE BY THE LAKE FOR 452.08 FEET; THENCE RUN N 89° 55' 50" E FOR 225.00 FEET TO THE WEST LINE OF SAID RAINTREE BY THE LAKE; THENCE RUN S 00° 02' 57" E ALONG SAID WEST LINE FOR 452.08 FEET TO THE POINT OF BEGINNING.

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THENCE RUN S 89° 55' 50" W FOR 225.00 FEET; THENCE RUN S 00° 02' 57" E FOR 452.08 FEET TO THE POINT OF BEGINNING.

LESS AND EXCEPT THE FOLLOWING DESCRIBED PROPERTY: A PARCEL OF LAND LYING IN SECTION 14, TOWNSHIP 24 SOUTH, RANGE 36 EAST, BREVARD COUNTY, FLORIDA, BEING MORE PARTICULARLY DESCRIBED AS F0LLOWS: COMMENCE AT THE INTERSECTION OF THE NORTH RIGHT-OF-WAY LINE OF PIONEER ROAD (AS SHOWN IN PLAT BOOK 23 AT PAGE 26 OF THE PUBLIC RECORDS OF BREVARD COUNTY, FLORIDA) WITH THE WEST LINE OF RAINTREE-BY-THE-LAKE (AS SHOWN ON THE PLAT THEREOF RECORDED IN PLAT BOOK 28 AT PAGE 16 OF SAID PUBLIC RECORDS) EXTENDED SOUTHERLY; THENCE RUN S 89° 55' 50" W ALONG SAID NORTH RIGHT-OF-WAY LINE OF PIONEER ROAD FOR 366.89 FEET TO THE POINT OF BEGINNING; THENCE CONTINUE S 89° 55' 50" W FOR 400.00 FEET TO A POINT LYING ON THE EASTERLY RIGHT-OF-WAY LINE OF STATE ROAD NO. 3, AS SHOWN ON FLORIDA STATE ROAD DEPARTMENT, RIGHT-OF-WAY MAP OF STATE ROAD NO. 3, BREVARD COUNTY, SECTION 70140-2505; THENCE RUN N 09° 07' 55" W ALONG SAID EASTERLY RIGHT-OF-WAY LINE FOR 234.87 FEET TO THE POINT OF CURVATURE OF A CURVE TO THE RIGHT HAVING A RADIUS OF 11409.20 FEET; THENCE RUN NORTHERLY ALONG SAID EASTERLY RIGHT-OF-WAY LINE AND ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 01° 22' 52" FOR 275.02 FEET; THENCE LEAVING SAID EASTERLY RIGHT-OF-WAY LINE, RUN N 89° 56' 19" E FOR 477.04 FEET; THENCE RUN S 00° 04' 10" E FOR 503.96 FEET TO THE POINT OF BEGINNING

ALTA/NSPS LAND TITLE SURVEY

PROMINENCE ALTA PARCELS

PROPERTY ADDRESS: NORTH COURTENAY, MERRITT ISLAND, FL

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

LEGAL DESCRIPTION PER TITLE

COMMITMENT NO. NCS-1273396-ATL

EXHIBIT A

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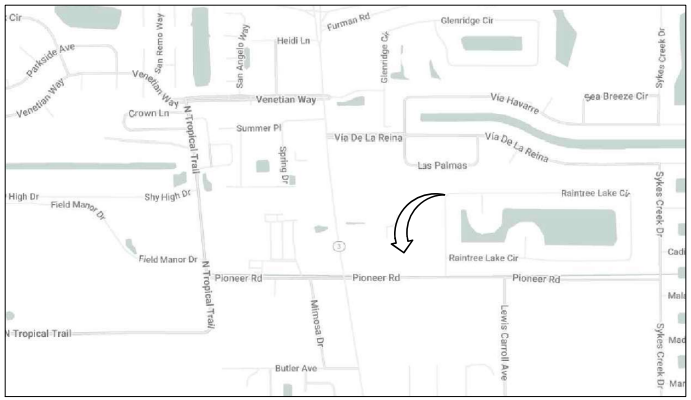
LEGAL DESCRIPTION PER SURVEYOR

COMMENCE AT THE SOUTHWESTERLY CORNER OF LOT 1 OF PLAT OF RAINTREE-BY-THE-LAKE, RECORDED AS PLAT BOOK 28, PAGE 16, OF THE PUBLIC RECORDS OF BREVARD COUNTY, FLORIDA; THENCE S 00°20'08"E, A DISTANCE OF 29.52 FEET TO A POINT ON THE NORTHERLY RIGHT OF WAY OF PIONEER ROAD (60' PUBLIC RIGHT OF WAY, PER PLAT BOOK 23, PAGE 26), TO THE POINT OF BEGINNING.

THENCE BEARING S 89-39-32 W , ALONG THE NORTHERLY RIGHT OF WAY OF PIONEER ROAD, A DISTANCE OF 366.72 FEET TO A POINT, AT THE SOUTHEASTERLY CORNER OF OFFICIAL RECORD BOOK 10034, PAGE 168, AS SHOWN OF PLAT OF BOUNDARY SURVEY OF MERRITT MEDICAL CENTER CONDOMINIUM, PREPARED BY ALLEN ENGINEERING, INC, DATED APRIL 14, 1992, RECORDED IN OFFICIAL RECORD BOOK 3237, PAGE 3256; THENCE N 00°21'34 W, ALONG THE EASTERLY BOUNDARY OF OFFICIAL RECORDS BOOK 10034, PAGE 168, A DISTANCE OF 506.85 FEET TO A POINT AT THE NORTHEASTERLY CORNER OF OFFICIAL RECORD BOOK 10034, PAGE 168; THENCE S89°38'16'W, ALONG THE NORTHERLY BOUNDARY LINE OF OFFICIAL RECORD BOOK 10034, PAGE 168, A DISTANCE OF 477.03 FEET TO A POINT, TO ON THE WESTERLY RIGHT OF WAY OF NORTH COURTENAY PARKWAY, STATE ROAD #3; THENCE CONTINUING ALONG THE WESTERLY RIGHT OF WAY OF COURTENAY PARKWAY, ALONG A CURVE TO THE RIGHT, HAVING A RADIUS OF 11409.20 A DELTA ANGLE OF 01° 46' 57", AN ARC DISTANCE OF 354.96 FEET AND WHOSE LONG CHORD BEARS N 07°-06-53 W A DISTANCE OF 354.94 FEET; TO A POINT AT THE SOUTHWESTERLY CORNER OF OFFICIAL RECORD BOOK 8660, PAGE 2481; THENCE BEARING N 89°41'12' E , ALONG THE SOUTHERLY BOUNDARY OF OFFICIAL RECORD BOOK 8660, PAGE 2481,A DISTANCE OF 885.85 FEET, TO THE SOUTHEASTERLY CORNER OF OFFICIAL RECORD BOOK 8660, PAGE 2481, BEING THE NORTHWESTERLY CORNER OF LOT 9, PLAT OF RAINTREE-BY-THE-LAKE, RECORDED AS PLAT BOOK 28, PAGE 16 ; THENCE BEARING S 00°20'08' E, ALONG THE WESTERLY BOUNDARY PLAT OF RAINTREE-BY-THE-LAKE, RECORDED AS PLAT BOOK 28, PAGE 16, A DISTANCE OF 855.71FEET, TO THE POINT OF BEGINNING.

THE ABOVE THE DESCRIPTION CONTAINS 489,665.245 SQUARE FEET, OR 11.241 ACRES.



VICINITY MAP

LEGEND (AS APPLICABLE)

CONCRETE MONUMENT FOUND (AS NOTED)	SERVICE BOX CABLE
REBAR FOUND (AS NOTED)	PROPANE TANK
ELECTRIC METER	CATCH BASIN
REBAR SET	WATER VALVE
WATER FAUCET	GUY WIRE ANCHOR
SANITARY CLEANOUT	GUY POLE
MAG NAIL SET (LB 7908)	MONITORING WELL
SOLID IRON PIN SET (LB 7908)	EOI – WATER
AERIAL TARGET SET	WATER METER
DISK MONUMENT FOUND (AS NOTED)	CATCH BASIN
IRON PIPE FOUND (AS NOTED)	STORM MANHOLE
OTHER SURVEY MONUMENT FOUND (AS NOTED)	BENCHMARK FOUND
BENCHMARK FOUND (AS NOTED)	SANITARY MANHOLE
HYDRANT	TREE (AS NOTED)
TRANSFORMER	WATER BACKFLOW PREVENTER
POLE	LIGHT POLE
SANITARY MANHOLE	WATER VALVE
BOLLARD CONCRETE	FIRE HYDRANT
ELECTRIC TRANSFORMER	ELECTRIC PANEL
AIR CONDITIONING UNIT	WATER METER
FLAG POLE	MAG NAIL FOUND
MAG NAIL SET	POST / BOLLARD

ABBREVIATIONS

C	CALCULATED DISTANCE
CL	CENTERLINE
D	DEED DISTANCE
ID	IDENTIFICATION
LB	LICENSED BUSINESS
LLC	LIMITED LIABILITY COMPANY
M	MEASURED DISTANCE
MH	MANHOLE
PVC	POLYVINYL CHLORIDE
SAN	SANITARY
TOB	TOP OF BANK
WPB	WIRE PULL BOX

SURVEYOR'S NOTES (AS APPLICABLE)

1. HORIZONTAL LOCATIONS OF ALL ELEMENTS OF THIS DRAWING ARE RELATIVE TO THE FLORIDA STATE PLANE, EAST ZONE (US SURVEY FOOT). LOCATION OF THE PRIMARY CONTROL NETWORK FOR THIS SITE (POINTS: #500 AND #501) WERE ESTABLISHED UTILIZING STANDARD GPS RTK PROTOCOLS AND BEST PRACTICE METHODS FOR MAXIMUM PRECISION. IN CONJUNCTION WITH THE FLORIDA DEPARTMENT OF TRANSPORTATION FLORIDA PRIMARY REFERENCE NETWORK (FPRN) AND HAVE AN EXPECTED HORIZONTAL ACCURACY OF ±0.07'. LOCATION OF ALL TOPOGRAPHIC FEATURED SHOWN HEREON WERE ESTABLISHED UTILIZING A ROBOTIC TOTAL STATION AND ARE DERIVED TRIGONOMETRICALLY WITH AN EXPECTED HORIZONTAL ACCURACY OF ±0.02'.
2. THIS SURVEY IS CONDUCTED ACCORDING TO THE 2021 MINIMUM STANDARD DETAIL REQUIREMENTS FOR ALTA/NSPS LAND TITLE SURVEYS FOR TITLE INSURANCE PURPOSES, AUTHORIZED BY DFH ON 2/1/24 FOR THE USE OF SPECIFIED PARTIES.
3. ACCORDING TO FEMA MAPS, THE PROPERTY LIES WITHIN ZONE "X" (PANEL NO. 12009C0340H, DATED JANUARY 29, 2021). THE SURVEY DOES NOT DETERMINE FLOOD RISK. FOR FLOOD DETERMINATION, CONSULT THE LOCAL BUILDING DEPARTMENT OR CUSTODIAL FLOOD AGENCY.
4. NOTE THAT ADDITIONAL EASEMENTS AND/OR RESTRICTIONS NOT FOUND IN PUBLIC RECORDS MAY AFFECT THE PROPERTY.
5. NO INDEPENDENT SEARCH FOR EASEMENTS, ENCUMBRANCES, OR TITLE EVIDENCE WAS CONDUCTED BY THE SURVEYOR. INFORMATION IS BASED ON THE FIRST AMERICAN TITLE INSURANCE COMPANY'S ALTA TITLE COMMITMENT FOR TITLE INSURANCE, COMMITMENT NUMBER NCS-1273396-ATL, DATED 08/03/2025.
6. NO OBSERVED CEMETERIES OR BURIAL GROUNDS FOUND ON SUBJECT PARCEL, AT TIME OF SURVEY.
7. UNDERGROUND UTILITY LOCATIONS ARE BASED ON VISIBLE MARKERS AND DO NOT REPRESENT A COMPREHENSIVE SURVEY OF UNDERGROUND FEATURES.(A SERIES OF SEWER MANHOLES WERE LOCATED BY THIS SURVEY, NO EASEMENT FOUND)
8. THE MATHEMATICAL CLOSURE OF THE SURVEYED BOUNDARY EXCEEDS THE ACCURACY STANDARDS FOR AN URBAN CLASS SURVEY AS DEFINED BY ACSM AND ALTA.
9. THIS SURVEY IS PREPARED FOR THE NAMED ENTITIES AND IS NOT TRANSFERABLE. REPRODUCTION WITHOUT WRITTEN CONSENT FROM THE SIGNING SURVEYOR IS PROHIBITED.
10. THE WORD "CERTIFIED" EXPRESSES THE PROFESSIONAL OPINION OF THE SURVEYOR BASED ON KNOWLEDGE, INFORMATION, AND BELIEF, WITHOUT CONSTITUTING A GUARANTEE OR WARRANTY.
11. PRINTED DIMENSIONS ON THE MAP OF SURVEY TAKE PRECEDENCE OVER SCALED DIMENSIONS. SOME ITEMS MAY BE DRAWN OUT OF SCALE FOR CLARITY.
13. THERE ARE DIRT ROADS SHOWN ON THIS SURVEY, IT IS UNCLEAR WHO IS USING THEM, OR THEIR PURPOSE.
14. THE DATE OF SIGNATURE DOES NOT UPDATE THE DATE OF THE FIELD SURVEY, WHICH REPRESENTS CONDITIONS AT THE TIME OF SURVEY.
15. ZONING: AGRICULTURAL RESIDENTIAL AU ZONE, FRONT SETBACK OF 25 FEET, SIDE SETBACK OF 10 FEET AND A REAR SETBACK OF 20 FEET.
16. NO EVIDENCE OF RECENT EARTH MOVING WORK, BUILDING CONSTRUCTION, OR BUILDING ADDITIONS OBSERVED IN THE PROCESS OF CONDUCTING THE FIELDWORK.
17. NO EVIDENCE OF RECENT STREET OR SIDEWALK CONSTRUCTION OR REPAIRS OBSERVED IN THE PROCESS OF CONDUCTING THE FIELDWORK.
18. THE PUBLIC ACCESS POINT FOR THE SUBJECT PARCEL IS EITHER ON PIONEER ROAD OR NORTH COURTENAY PARKWAY.
19. THAT THE LAND DEPICTED IS THE SAME LAND DESCRIBED IN FIRST AMERICAN TITLE INSURANCE COMMITMENT NUMBER NCS- 1273396-ATL, WITH AN EFFECTIVE DATE OF AUGUST 3, 2025

SCHEDULE B-II TITLE EXCEPTIONS

COMMITMENT NUMBER: NCS-1273396-ATL
EFFECTIVE: AUGUST 03, 2025: 7:30
FIRST AMERICAN TITLE COMPANY
ADDRESS REFERENCE: NORTH COURTENAY PARKWAY, MERRITT ISLAND FLORIDA, 32953
TITLE EXCEPTIONS:
1-9 NOT A SURVEY MATTER.
10. EASEMENT FOR RIGHT-OF-WAY CREATED BY DEED RECORDED IN DEED BOOK 248, PAGE 265.(AFFECTS SUBJECT PARCEL)(PLOTTED)(DRAINAGE EASEMENT)
11. EASEMENT, GRANTED FROM CANAVERAL CAUSEWAY CENTER, INC., A FLORIDA CORPORATION TO BREVARD COUNTY OF THE STATE OF FLORIDA, RECORDED IN BOOK 1034, PAGE 524 OF OFFICIAL RECORDS.(AFFECTS SUBJECT PARCEL)(PLOTTED)(SIDEWALK)
12. EASEMENT, GRANTED FROM WUESTHOFF AMBULATORY CARE CENTER, INC. TO CITY OF COCOA, RECORDED IN BOOK 2695, PAGE 1908 OF OFFICIAL RECORDS, APPROXIMATE LOCATION OF EASEMENT IS AS SHOWN ON SURVEY.(ABUTTING TRACT)(NOT PLOTTED)
13. TERMS, PROVISIONS, RESTRICTIVE COVENANTS, CONDITIONS, RESERVATIONS, RIGHTS, DUTIES AND EASEMENTS CONTAINED IN THE DECLARATION OF CONDOMINIUM OF MERRITT MEDICAL CENTER II CONDOMINIUM, AND ANY EXHIBITS ANNEXED THERETO, RECORDED IN BOOK 3464, PAGE 4220 OF OFFICIAL RECORDS.(ABUTTING TRACT)(NOT PLOTTED)
14. EASEMENT GRANTED TO FLORIDA POWER & LIGHT COMPANY BY INSTRUMENT RECORDED IN BOOK 858, PAGE 304 OF OFFICIAL RECORDS.(AFFECTS SUBJECT PARCEL)(PLOTTED)(UTILITY EASEMENT)
15. NOT A SURVEY MATTER.

SURVEYORS CERTIFICATION:

MERRITT BIDCO SPV, LLC

FIRST AMERICAN TITLE INSURANCE COMPANY

THAT:

THIS IS TO CERTIFY THAT THIS MAP OR PLAT AND THE SURVEY ON WHICH IT IS BASED WERE MADE IN ACCORDANCE WITH THE 2021 MINIMUM STANDARD DETAIL REQUIREMENTS FOR ALTA/NSPS LAND TITLE SURVEYS, JOINTLY ESTABLISHED AND ADOPTED BY ALTA AND NSPS, AND INCLUDES ITEMS 1, 2, 3, 4, 6(A), 6(B), 8, 10A, 11(A), 13, 14, 16, 17, 18, AND 19 OF TABLE "A" THEREOF. THE FIELD WORK WAS COMPLETED ON 09/12/2025

DATE OF PLAT OR MAP: 09/15/2025

JOHN S THOMAS
SAM LLC LICENSE BUSINESS NO. 7908
FLORIDA REGISTERED PROFESSIONAL LAND SURVEYOR NO. 6223

SURVEYING AND MAPPING, LLC.
6405 PHILLIPS HWY. JACKSONVILLE, FL 32216
TEL:(904)-886-0071

ALTA/NSPS BOUNDARY SURVEY

PROPERTY ADDRESS:NORTH COUNTENAY PARKWAY, MERRITT ISLAND
PARCEL ID: 24-36-14-00-259

DATE:	REVISIONS:
9/22/2025	AREA BREAKDOWN
10/1/2025	CLIENT COMMENTS

DRAWN BY: TBH | PARTY CHIEF: BG
JOB #: 1025102746
FB #: 1300
DATE OF SURVEY: 09/12/2025
NOT VALID WITHOUT ALL SHEETS
1 OF 2

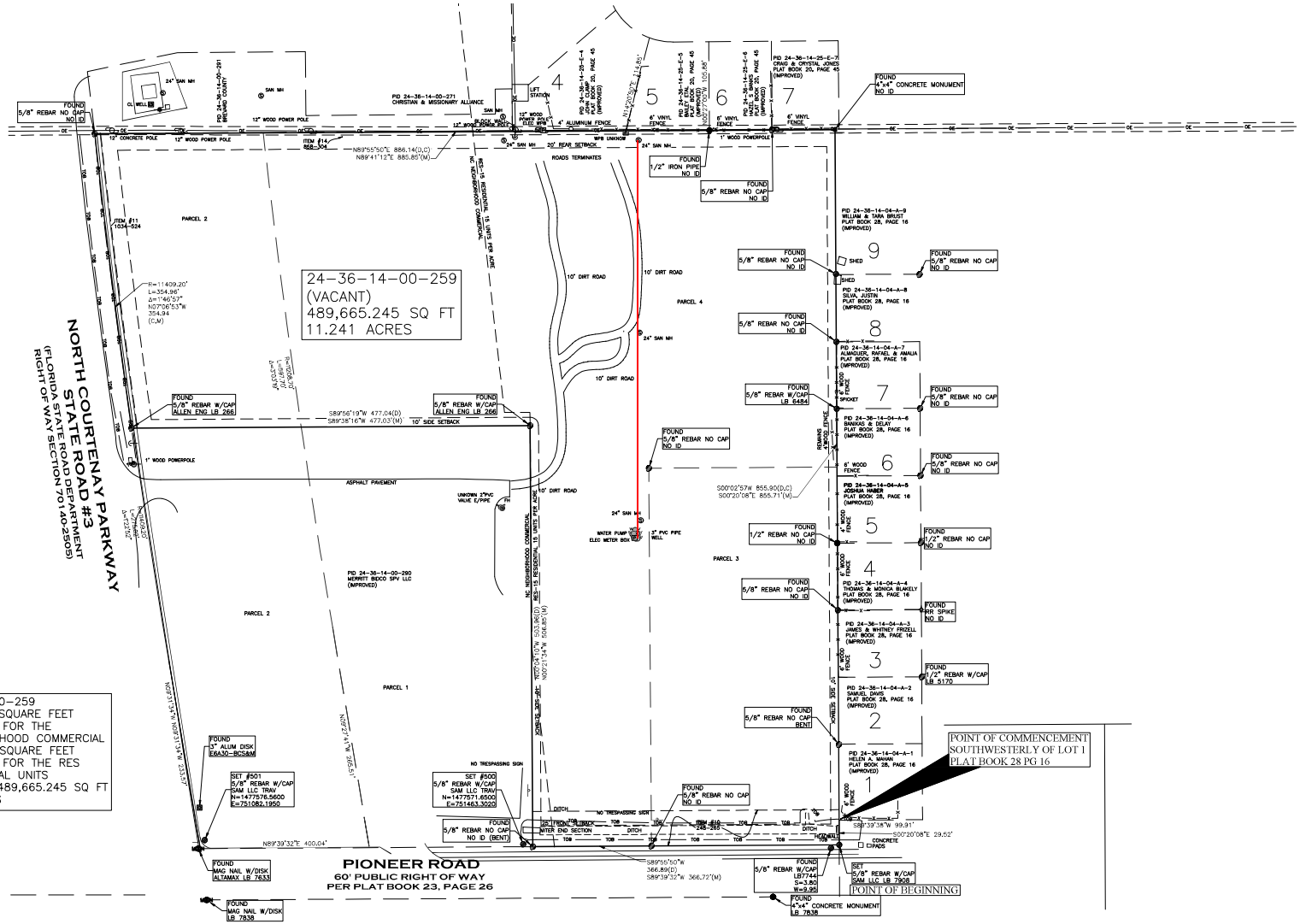
PATH:\\SAMINC\JAX\PROJECTS\1025102746\100\SURVEY\02BASE\1025102746-2400 NORTH COURTENAY PARKWAY-BOUNDARY-ALTA.DWG

MAP SHOWING

ALTA/NSPS BOUNDARY SURVEY

OF

BEING A PORTION OF SECTION 14, TOWNSHIP 24 SOUTH, RANGE 36 EAST, OF BREVARD COUNTY, FLORIDA, MORE PARTICULARLY DESCRIPTION IN OFFICIAL RECORDS BOOK 10286, PAGE 665.



SURVEYING AND MAPPING, LLC.

9443 PHILIPS HWY. SUITE 34
JACKSONVILLE, FL 32256
TEL:(904)-886-0071

ALTA/NSPS BOUNDARY SURVEY

PROPERTY ADDRESS:NORTH COUNTENAY
PARKWAY, MERRITT ISLAND
PARCEL ID: 24-36-14-00-259

GRAPHIC SCALE 0 60' 120

DATE:	REVISIONS:
9/23/2025	AREA BREAKDOWN
10/2/2025	CLIENT COMMENTS

DRAWN BY: TBH
PARTY CHIEF: BG
JOB #: 1025102746
FB #: 1300
DATE OF SURVEY: 09/12/2025

NOT VALID WITHOUT ALL SHEETS

2 OF 2

PATH:\\SAMINC\JAX\PROJECTS\1025102746\100\SURVEY\DGBASE\1025102746-2400 NORTH COURTENAY PARKWAY-BOUNDARY-ALTA.DWG

RESOLUTION NO. Z -6584

On motion of Commissioner York , seconded by Commissioner Wickham , the following resolution was unanimously adopted:

WHEREAS, ALMA E. FIELD, TRUSTEE has/have applied for a change of classification from AU to RU-2-15 to ALL AU with a Conditional Use Permit for a Clinic and a Conditional Use Permit for a Hospital on property described as SEE ATTACHED LEGAL DESCRIPTION

Section 14 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 *approved 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 , now therefore,

BE IT RESOLVED by the Board of County Commissioners of Brevard County, Florida, that the requested change of classification & CUP's be *approved and, that the zoning classification relating to the above described property be changed to AU and the Planning and Zoning Director 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 December 22, 1983.

BOARD OF COUNTY COMMISSIONERS
Brevard County, Florida

ATTEST: by VAL M. STEELE
Chairman

R. C. WINSTEAD, JR., Clerk

by D.C.

(SEAL)

I01

(Hearing - November 29, 1983)

*Approved subject to a Binding Site Plan showing access and a 50 ft. landscaped buffer

Z-65 (Rev. 2/78)

Z-6584 R-47

Wuesthoff Memorial Hospital

Post Office Box 6 | 110 Longwood Avenue | Rockledge, Florida 32955 | 305/636-2211

December 14, 1983

Mr. James Ford
Brevard County Director of Planning & Zoning
2575 N. Courtenay Parkway
Merritt Island, Florida 32952

Subject: Binding Site Plan - Wuesthoff Project
State Route 3 and Pioneer Road

Dear Mr. Ford:

Please consider the following information as part of the Binding Site Plan for Wuesthoff Hospital in its request for zoning modifications of the approximate fourteen (14) acres located east of State Route 3 and north of Courtenay Parkway.

1. No incineration facility has been planned for nor will it be included in that project.

2. In reference to a heliport, the hospital has not applied for and does not plan to apply for approval to establish a helipad at that facility.

3. As it relates to height considerations, the hospital does not plan, nor will they build, a facility higher than four (4) stories on the six (6) acres included in the Binding Site Plan for development for initial phases and will not build facilities on the remainder of the fourteen (14) plus or minus acres in excess of two (2) stories.

All other items that were previously stated in the Binding Site Plan remain accurate and are totally acceptable to Wuesthoff Hospital as firm commitments as it relates to that program.

I am hopeful that this will address the remaining issues that needed to be clarified in order for your office and the County Commissioners to feel that Wuesthoff is sincerly interested in compliance with reasonable requests and stipulations to be included as part of our Binding Site Plan.

WUESTHOFF MEMORIAL HOSPITAL

I013

Z-6584

Should you need additional information, please bring this to my attention at your earliest convenience so that we might take the necessary steps to assure full information available to your office and the Commission prior to the next meeting on December 22, 1983. I remain,

Sincerely yours,

Robert O. Carman
President

ROC/sr

STATE OF FLORIDA
COUNTY OF BREVARD

SWORN TO AND SUBSCRIBED BEFORE ME this 14th day of December,

1983.

Sandra B. Reed
NOTARY PUBLIC

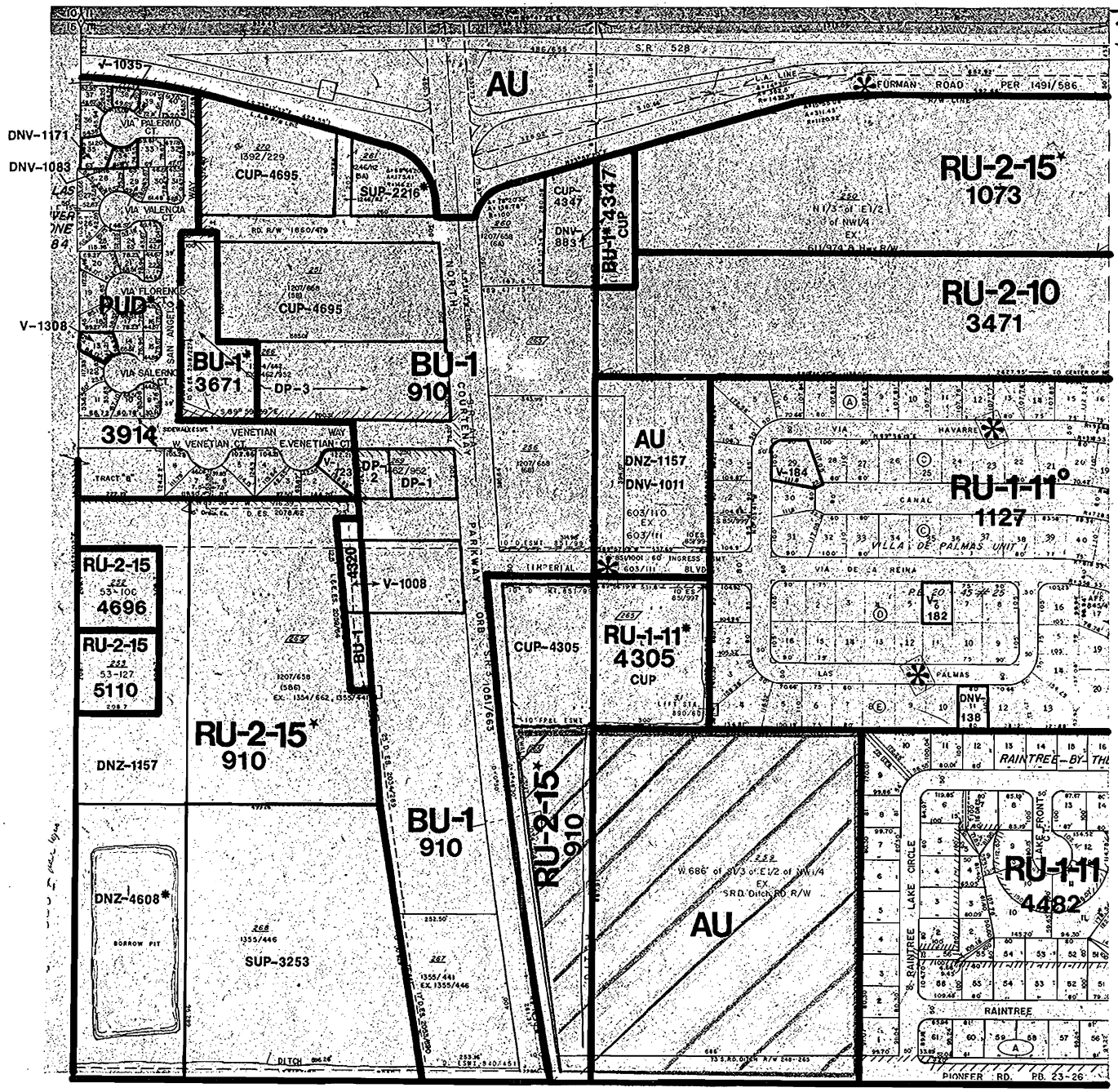
Notary Public, State of Florida at Large
My Commission Expires May 17, 1987
BONDED THRU AGENT'S NOTARY BROKERAGE

I014

Z-6584

NW 1/4 SECTION 14 TOWNSHIP 24 RANGE 36

(13) Joseph & Alma Field
A-U & RU-2-15 to AU A-U w/CUP's for Hospital & Clinic
Z-6584 Approved subj. to BSP showing access & 50 ft. landscaped buffer. * 73-13 ⊙ 2980



DEVELOPMENT PLAN INDEX

DP-1	S77-04-003
DP-2	S77-12-002
DP-3	S78-09-003

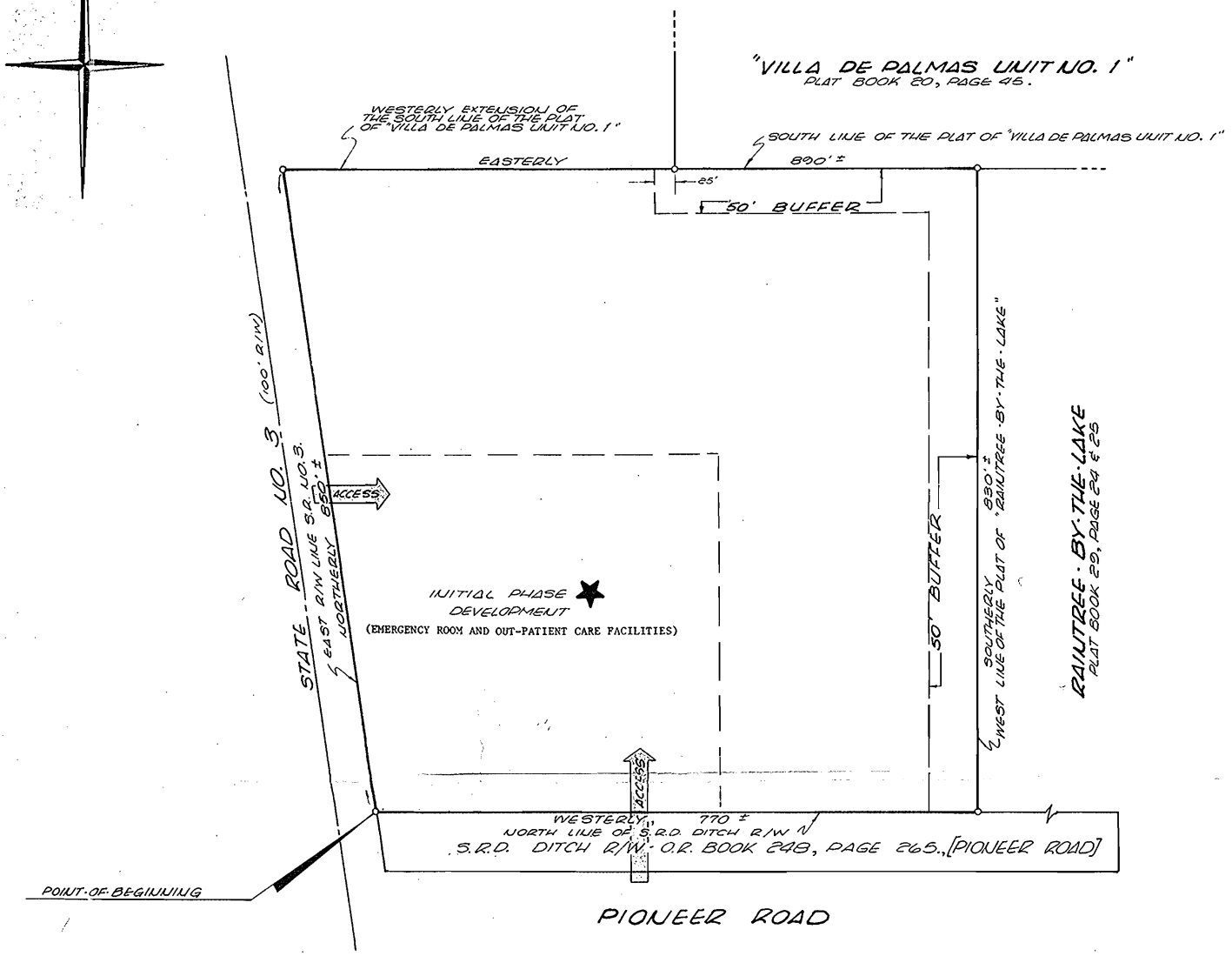
DNZ-2354
W.1/2 of N.W. 1/4
less exceptions

SCALE 1"=200'

mo1

Z-6584

R-50



★ Additional related services and hospital beds will be considered for future phase development, depending on need of the Merritt Island community and receipt of approvals from regulatory agencies.

BUSSEN ENGINEERING GROUP INC. PH. NO. (305)453-0010
905 NORTH COURTENAY PARKWAY, MERRITT ISLAND, FLA., 32952

SURVEYOR'S DESCRIPTION:

A parcel of land lying in the Northwest ¼ of Section 14, Township 24 South, Range 36 East, Brevard County, Florida, lying East of the right-of-way of State Road No. 3 (a 100.00 foot right-of-way), South of the south line of the plat of "Villa de Palmas Unit No. 1" and its westerly extension of said south line as recorded in Plat Book 20, Page 45 of the Public Records of Brevard County, Florida, West of the plat of "Raintree-by-the-Lake" as recorded in Plat Book 29, Pages 24 and 25 of said Public Records, and North of the north line of an existing State Road Department ditch right-of-way as recorded in O.R. Book 248, Page 265 of said Public Records, said parcel being more fully described as follows:

Being at the intersection of the north line of said State Road Department ditch right-of-way with the easterly right-of-way line of State Road No. 3; thence Northerly, along said easterly right-of-way line, a distance of 850 feet, more or less, to an intersection with said westerly extension of the south line of the plat of "Villa de Palmas Unit No. 1"; thence Easterly, along said westerly extension and said south line, a distance of 890 feet, more or less, to an intersection with the west line of said plat of "Raintree-by-the-Lake"; thence Southerly, along said west line, a distance of 830 feet, more or less, to an intersection with the aforesaid north line of said State Road Department ditch right-of-way line; thence Westerly, along said north line, a distance of 770 feet, more or less, to the Point-of-Beginning.

Containing 15 acres, more or less, and being subject to any easements and/or rights-of-way of recorded and the findings of an accurate survey.

SURVEYOR'S NOTES:

1. The information shown depicts the Surveyor's Description hereon and is not intended to represent a boundary survey.
2. Title report not furnished.
3. Subject to easements and/or rights-of-ways of recorded.

NOTES

1. Height of building will not exceed 4 stories within 6 acre parcel encompassing initial phase of development.
2. Height of building will not exceed 2 stories outside of said 6 acre parcel.
3. No applications will be made for heliport.
4. No incinerator will be allowed anywhere on the property.

BINDING SITE PLAN

Pursuant to: Section 77
Reviewed by: GTR
Posted by: JPM
Date: 12/22/83

REV. 12/14/83 JAM.
REV. 11/28/83 JAM.

MEDICAL FACILITY
MERRITT ISLAND SITE

SEC. 14, TWP. 24 S., RG. 36 E.

Scale: 1"=100'	Drn. By: JAM	Sheet 1
Date: 11-7-83	Job No.: 256	

Brian J Bussen P. E. No. 19012

m02
Z-6584
R-51
Z-6584

RESOLUTION NO. Z-10781(26)

On motion by Commissioner Pritchard, seconded by Commissioner Scarborough, the following resolution was adopted by a unanimous vote:

WHEREAS, at the direction of the Board of County Commissioners of Brevard County and pursuant to the provisions of Ordinance 99-43, adopted August 3, 1999, the following proposal was submitted:

Removal of Conditional Use Permit Z-6584 for Clinic & Hospital

on property owned by Weusthoff Memorial Hospital, Inc. and described as Section 14, Township 24, Range 36, Parcel 259; 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 approved 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 Denied, now therefore,

BE IT RESOLVED by the Board of County Commissioners of Brevard County, Florida, that the requested Removal of Conditional Use Permit Z-6584 for Clinic & Hospital be DENIED, and that the zoning classification relating to the above described property remain unchanged, and the Planning and Zoning Official 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 March 6, 2003.

BOARD OF COUNTY COMMISSIONERS
Brevard County, Florida
As Approved by the Board on March 6, 2003.

ATTEST: Scott Ellis

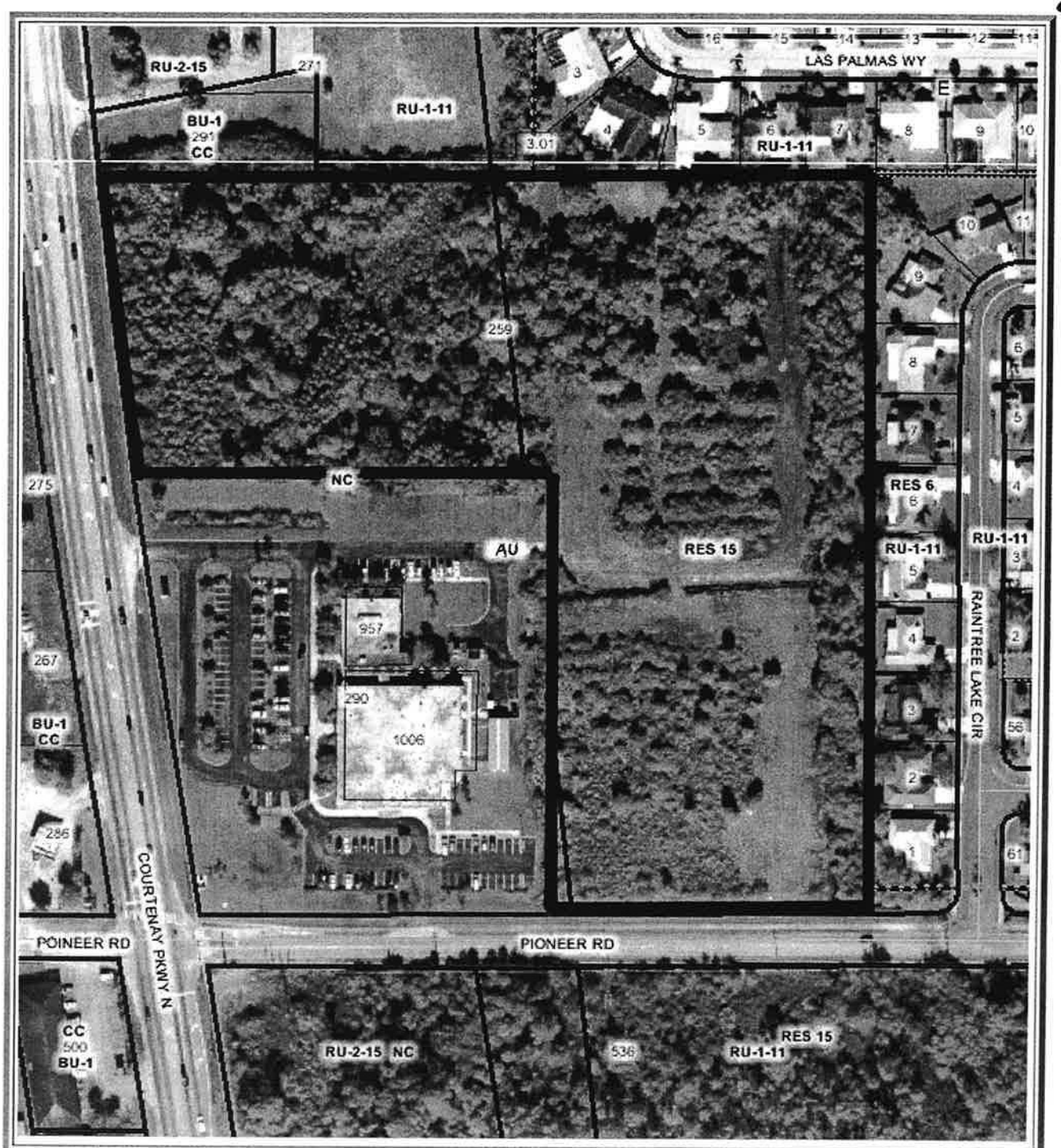
by JACKIE COLON
Chairperson

SCOTT ELLIS, CLERK

(SEAL) Z-10781 (26) Jackie Colon

(Hearing - February 10, 2003)

24



scale: 1"=2,110.78'

created: 1/22/2003

Z-6584

Clinic & Hospital

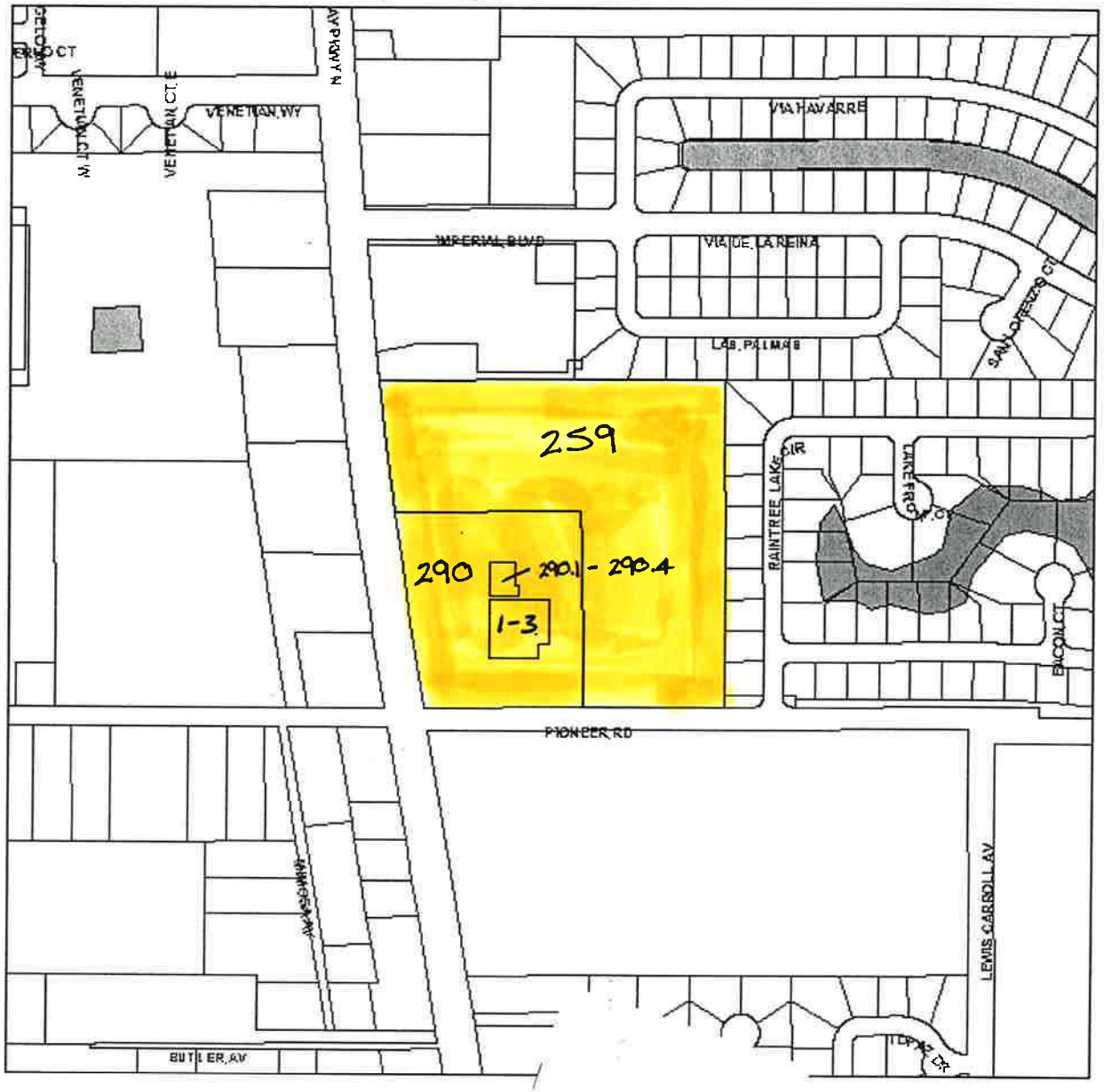
Z10781

Z10781

2

Jim Ford, CFA
Brevard County Property Appraiser - Map Search

2



259 only

Clinic & Hospital

Z10781

Z-6584 24-36-14 - #11-1-3-, 259, 290, 290.1 - 290.4

http://205.172.172.144/scripts/esrimap.dll?name=Brevard1&id=20020123183442169 5&Parcels 1/23/02

Jim Ford, C.F.A.
Property Appraiser
Brevard County, Fl

Property Research

General Parcel Information for 24-36-14-00-00259.0-0000.00

Parcel Id:	24-36-14-00-00259.0-0000.00	Map	**Millage Code:**	2200	**Exemption:**	**Use Code:**	9909
Property Address:						**Tax Account:**	2412106

Owner Information

Owner Name:	WUESTHOFF MEMORIAL HOSPITAL INC
Second Name:	
Third Name:	
Mailing Address:	P O BOX 565002
City, State, Zipcode:	ROCKLEDGE, FL 32956

Legal Description

PART OF S 1/2 OF NW 1/4 E OF ST RD 3 AS DESC IN ORB 2478 PGS 2258 2260 & 2262 EXC ORB 2656 PG 360PAR 279

Value Summary for 2002

Market Value:	$1,101,630
Agricultural Assessment:	$0
Assessed Value:	$1,101,630
Homestead Exemption:	$0
Other Exemptions:	$0
Taxable Value:	$1,101,630

Land Information

Acres:	11.24
Lots/Units:	0
Front Feet:	0
Depth:	0
Site Code:	370
Land Value:	$1,101,630

* This is the value established for ad valorem purposes in accordance with s.193.011(1) and (8), Florida Statutes. This value does not represent anticipated selling price for the property.

Sales Information

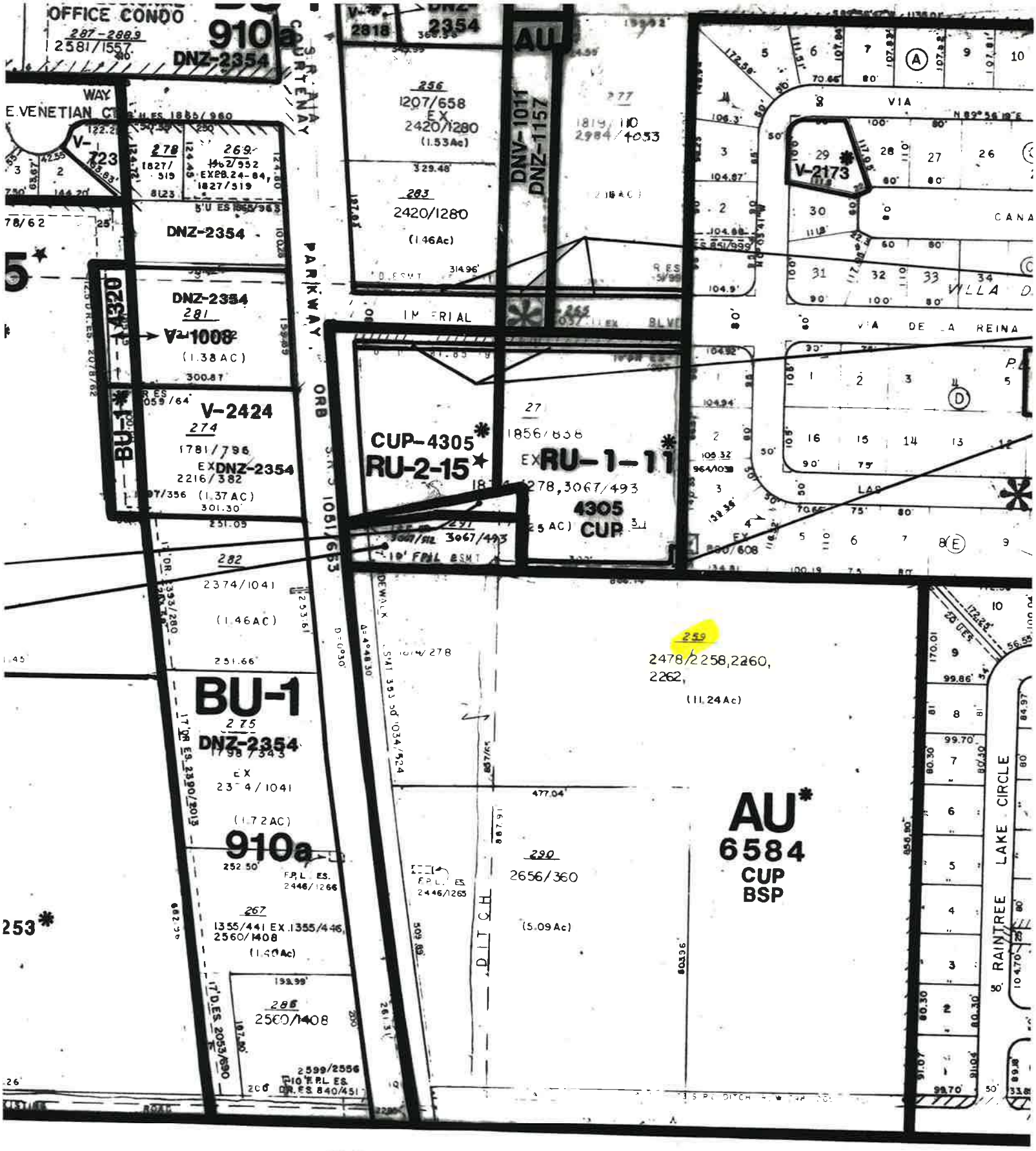
OR Book/Page	Sale Date	Sale Amount	Deed Type	Disqualification Code	Disqualification Source	Vacant/Improved
2544/2286	9/1984	$100	NN			
2468/1675	11/1983	$0	DC			
2450/0935	8/1983	$100	PT			

Extra Feature Information

Pool	Fireplace	Fence	Driveway	Lawn Irrigation	Shed	Dock	Seawall	Other
No	No	No	No	No	No	No	No	No

60584

Z10781



NW14 2436

10781 (26)

Brevard Public Schools
THE FUTURE OF FLORIDA'S SPACE COAST

School Board of Brevard County

School Facility Planning and Concurrency Application (School Impact Analysis)

Instructions: Submit one copy of completed application, location map, and applicable fee for each project with a residential component requiring a review by the School Board of Brevard County **to each affected Local Government**.

The School Board of Brevard County requires this information for student generation to be calculated, school capacity evaluated, and potential mitigation addressed. Local governments require the information to complete their part of the application.

For information regarding this application process, please contact the Planning and Project Management Department of the School Board of Brevard County at 321.633.1000 x463.

Local Government to determine the type of Application:

FEES: See Brevard County Public School Concurrency Review Fee Schedule. Make check payable to School Board of Brevard County

I. Project Information

Project Name: ___RangeWater Merritt Island____ County / Municipality: Brevard

Parcel ID / Tax Account #. (attach separate sheet for multiple parcels): 24-36-14-00-259

Location / Address of subject property: Merritt Island (Attach location map)

Acreage: 11.24 Type of Request at Local Government _____

II. Ownership / Agent Information

Owner/Contract Purchaser Name(s): Merritt BidCo SPV, LLC

Agent / Contact Person: Kim Rezanka/ LaceyRezanka (Please note that if agent or contact information is completed, the District will forward all information to that person.)

Mailing Address: 6013 Farcenda Pl Ste. 101, Melbourne, FL 32940

Telephone: 321-608-0892 Fax: _____

I hereby certify the statements and/or information contained in this application with any attachments submitted herewith are true and correct to the best of my knowledge.

Kimberly B. Rezanka — **Owner or Agent Signature**

11/4/25 — **Date**

If applicant is not the owner of record, the "Agent for Owner" form (see page 4 of this application form) must be completed and included with this application at time of application submittal. If owner is a company/corporation, please submit documentation that signatory is an authorized officer of the company/corporation.

State of Florida, County of Brevard
Sworn and subscribed to before me

This 4th day of November, 2025

Personally known
(Form of Identification)

Lindsay Keyser
Notary Public

Commission Expires: 10/05/2029

Notary Public State of Florida
Lindsay Keyser
My Commission HH 722897
Expires 10/5/2029

SCHOOL BOARD USE ONLY

Date / Time Stamp: _____

Fall 2014
Facilities Services

School Board of Brevard County

School Facility Planning and Concurrency Application (School Impact Analysis)

III. Development Information

Current Land Use Designation		Proposed Land Use Designation		
Current Zoning	AU	Proposed Zoning	RU-2-15	
Project Acreage	11.24			
Total Dwelling Units Proposed	222			
Dwelling Unit Breakdown (Qty)	Single Family or Town Homes: 00	Multi-Family or Appartments: 222	Condo:	Mobile Home / Manufactured:

Year of Project or Phase Completion: Total Dwelling Units by Type / Year

Year End 20XX	2026	2027	2028		
Unit Type	Year 1	Year 2	Year 3	Year 4	Year 5+
Single Family / Town Homes			00		
Multi-Family / Apartments			222		
Condominium					
Mobile Home / Manufactured					
Totals by Year			222		

NOTE: This application will not be deemed complete until all required information has been submitted to the School Board of Brevard County. Submittal requirements include completed application, phasing information, review fee(s), agent authorization (if applicable) and location map. Please be advised that additional documentation/information may be requested during the review process.

SCHOOL BOARD USE ONLY

Date / Time Stamp: _____

School Board of Brevard County

School Facility Planning and Concurrency Application (School Impact Analysis)

Local Government Agency

This section is to be completed by the Local Government and submitted to the School Board of Brevard County. The Local Government is responsible for verifying the number of units currently vested under the existing Comprehensive Plan and Zoning or a previously issued School Concurrency Availability Determination Letter.

Local Government Case #: _____

Please check [✓] type of application request (check only one; as defined by Interlocal Agreement):

- ☐ School Capacity Determination (Preliminary Development Requests)
- ☐ Capacity Determination Conversion to Concurrency Determination
- ☐ Concurrency Determination (Final Development Requests)
- ☐ Exemption Review
- ☐ Time Extension

Preliminary Development Requests (examples: Rezonings and Comp Plan Ammendments):

Number of Units by Type	Maximum Permitted by Proposal	Currently Permitted (Vested)	Difference
Single Family / Town Homes			
Multi-Family / Apartments			
Condominium			
Moblie Home / Manufactured			
Totals:			

Note: The Total Difference will determine if this meets the De Minimis Impact per the Interlocal Agreement.

Final Development Requests requesting a Concurrency Determination:

Number of Units by Type	Proposed
Single Family / Town Homes	
Multi-Family / Apartments	
Condominium	
Mobile Home / Manufactured	

_____ _____

Local Government Reviewer's Signature / Title **Date**

Other Affected Local Governments: _____

_____

Comments: _____

_____

_____

_____

August 2014
Facilities Services

SCHOOL BOARD USE ONLY

Date / Time Stamp: _____

Brevard Public Schools
THE FUTURE OF FLORIDA'S SPACE COAST

School Board of Brevard County
School Facility Planning and Concurrency Application
(School Impact Analysis)

AUTHORIZATION TO ACT AS AGENT

I, Merritt BidCo SPV LLC (Owner) authorize Kimberly B. Rezanka, Lacey Rezanka (Agent)
to act as applicant, representing me in Public Hearings before Brevard County (Local Government)
pertaining to Preliminary and Final Development Requests, and other matters pertaining to School Concurrency.

Owner Signature

State of New York, County of New York
Sworn and subscribed to before me
This 3 day of November

Notary Public
My Commission Expires: 8/22/26

NYS License
(Form of Identification)

DANIEL H ALTABEF
Notary Public - State of New York
No. 02AL6439271
Qualified in Kings County
My Comm. Expires Aug. 22, 2026

SCHOOL BOARD USE ONLY
Date / Time Stamp: _____

August 2014
Facilities Services

AMENDED AND RESTATED LIMITED LIABILITY COMPANY AGREEMENT

OF

MERRITT BIDCO SPV, LLC

This AMENDED AND RESTATED LIMITED LIABILITY COMPANY AGREEMENT (this "Agreement") of Merritt BidCo SPV, LLC (the "Company") is made and entered into as of June 5, 2025, by AP BidCo SPV, LLC, a Delaware limited liability company (the "Sole Member").

RECITALS

WHEREAS, the Certificate of Formation of the Company (as it may be amended, supplemented or otherwise modified from time to time, the "Certificate of Formation") was filed with the Office of the Secretary of State of the State of Delaware on March 3, 2025;

WHEREAS, on March 10, 2025, the Sole Member entered into that certain Limited Liability Company Agreement of the Company (the "Initial LLCA");

WHEREAS, on May 16, 2025, the Board of Directors of the Sole Member approved via written consent (the "Written Consent") (i) the change in tax status of the Company to be taxed as a corporation for U.S. federal income tax purposes effective as of the date of its formation, and (ii) the amendment and restatement of the Initial LLCA to revise Section 10 and make customary changes to account for the change in tax status of the Company; and

WHEREAS, pursuant to and in accordance with Section 12 and the Written Consent, the Initial LLCA shall be amended and restated in accordance with the terms and conditions set forth herein.

AGREEMENT

1. Formation of the Company. The Company was formed as a limited liability company under the Delaware Limited Liability Company Act (as amended from time to time, the "Act") by the filing of the Certificate of Formation with the Office of the Secretary of State of Delaware on March 3, 2025. The Company shall accomplish all filing, recording, publishing and other acts necessary or appropriate for compliance with all requirements for operation of the Company as a limited liability company under this Agreement and the Act and under all other laws of the State of Delaware and such other jurisdictions in which the Company determines that it may conduct business.

2. Name. The name of the Company is "Merritt BidCo SPV, LLC."

3. Business of the Company. The purpose and business of the Company shall be the conduct of any business or activity that may be conducted by a limited liability company organized pursuant to the Act, as amended from time to time.

4. Offices. The principal office of the Company shall be located at such places as the Sole Member may from time to time designate, and all business and activities of the Company shall be deemed to have occurred at its principal office. The Company may maintain offices at such other place or places as the Company deems advisable.

5. Term of Company. The term of the Company commenced on the date of filing of the Certificate of Formation, and the Company is to terminate upon determination of the Sole Member.

6. Authority. The Company shall be managed by the Sole Member who, except as otherwise specifically provided herein, shall have all rights and powers of a "manager" under the Act, and shall have such authority, rights and powers in the management of the Company business to do any and all other acts and things necessary, proper, convenient or advisable to effectuate the purposes of this Agreement.

7. Election of Officers; Delegation of Authority. The Sole Member may, from time to time, designate one or more officers with such titles as may be designated by the Sole Member to act in the name of the Company, with such authority as may be delegated to such officer(s) by the Sole Member. Any such officer shall act pursuant to such delegated authority until such officer is removed by the Sole Member. Any action taken by an officer designated by the Sole Member shall constitute the act of and serve to bind the Company. In dealing with the officers acting on behalf of the Company, no person or entity shall be required to inquire into the authority of the officers to bind the Company. Persons and entities dealing with the Company are entitled to rely conclusively on the power and authority of any officer set forth in this Agreement and any instrument designating such officer and the authority delegated to him or her.

8. Cash and Property Contributed to the Company. The Sole Member shall make an initial contribution of cash or property to the Company at such time and in such amounts as the Sole Member shall determine.

9. Additional Contributions. The Sole Member may make additional contributions of cash or property to the Company at such times and in such amounts as the Sole Member shall determine.

10. Share of Profits and Other Compensation to be Received by the Sole Members. For so long as the Company holds any Ancillary Property (as defined in the Amended and Restated Limited Liability Company Agreement of the Sole Member), the Company shall not make distributions to the Sole Member, unless otherwise agreed by the unanimous affirmative vote or the unanimous written consent of the Board of Directors of the Sole Member. Promptly (but in any event no later than 10 Business Days) following receipt of cash proceeds from the sale or other disposition of the last Ancillary Property held by the Company, the Company shall distribute all cash and proceeds to the Sole Member.

11. Fiscal Year. The fiscal year of the Company shall be the calendar year.

12. Amendments. Amendments to this Agreement may be made only if embodied in an instrument signed by the Sole Member.

13. Amendment of Certificate. In the event this Agreement shall be amended pursuant to Section 12 hereof, the Sole Member shall amend the Certificate of Formation of the Company to reflect such change if it deems such amendment of the Certificate of Formation of the Company to be necessary or appropriate.

14. Indemnification.

(a) The Company shall indemnify and hold harmless the Sole Member and its affiliates and their respective stockholders, managers, directors, officers, employees and agents (each, an "Indemnified Party") from and against any loss, expense, damage or injury suffered or sustained by them, by reason of any acts, omissions or alleged acts or omissions arising out of their activities on behalf of the Company or in furtherance of the interests of the Company, including any judgment, award, settlement, reasonable attorneys' fees and other costs or expenses incurred in connection with the defense of any actual or threatened action, proceeding or claim if the acts, omissions or alleged acts or omissions upon which such actual or threatened action, proceeding or claims are based were not a result of fraud or willful misconduct by such Indemnified Party. Any indemnification pursuant to this Section 14 shall only be from the assets of the Company.

(b) Expenses (including attorneys' fees) incurred by an Indemnified Party in a civil or criminal action, suit or proceeding shall be paid by the Company in advance of the final disposition of such action, suit or proceeding; provided that if an Indemnified Party is advanced such expenses and it is later determined that such Indemnified Party was not entitled to indemnification with respect to such action, suit or proceeding, then such Indemnified Party shall reimburse the Company for such advances.

(c) No amendment, modification or deletion of this Section 14 shall apply to or have any effect on the right of any Indemnified Party to indemnification for or with respect to any acts or omissions of such Indemnified Party occurring prior to such amendment, modification or deletion.

15. Exculpation. No Indemnified Party shall be liable, responsible or accountable in damages or otherwise to the Company or the Sole Member for any loss incurred as a result of any act or failure to act by such Indemnified Party on behalf of the Company unless such loss is finally determined by a court of competent jurisdiction to have resulted solely from such Person's fraud or willful misconduct. No amendment, modification or deletion of this Section 15 shall apply to or have any effect on the liability or alleged liability of any Indemnified Party for or with respect to any acts or omissions of such director occurring prior to such amendment, modification or deletion.

16. Liability. The Sole Member shall not be liable for the repayment, satisfaction or discharge of any Company liabilities.

17. Expenses. The Company shall pay for all expenses incurred in connection with the operation of the Company's business. The Sole Member, the officers, employees and agents of the Company shall be entitled to receive out of Company funds reimbursement of all Company expenses expended by such persons.

18. Tax Matters. It is the intent of the Sole Member that, unless and until the Sole Member shall affirmatively elect a contrary classification, for so long as the Sole Member is the only owner of the Company, the Company be treated as a corporation for U.S. federal income tax purposes. The Sole Member and the Company shall file all tax returns and shall otherwise take all tax and financial reporting positions in a manner consistent with such treatment. The Company is hereby authorized to execute and file any form or document required by any applicable U.S. tax law for the Company to be classified as other than an association taxable as a corporation under such tax law.

19. Governing Law. This Agreement shall be governed by and interpreted in accordance with the law of the State of Delaware.

IN WITNESS WHEREOF, the undersigned has executed this Agreement as of the date set forth above.

SOLE MEMBER:

AP BIDCO SPV, LLC, a Delaware limited liability company

By: BRIGADE AGENCY SERVICES LLC, a Delaware limited liability company, its Agent Manager

By: _____
Name: Patrick Criscillo
Title: Authorized Signatory

REAL PROPERTY DETAILS
Account 2412106 - Roll Year 2024

Owners	MERRITT BIDCO SPV LLC
Mailing Address	399 PARK AVE, FL 16 NEW YORK NY 10022
Site Address	NONE
Parcel ID	24-36-14-00-259
Taxing District	2200 - UNINCORP DISTRICT 2
Exemptions	NONE
Property Use	1000 - VACANT COMMERCIAL LAND
Total Acres	11.24
Site Code	0370 - N COURTENAY
Plat Book/Page	0000/0000
Subdivision	--
Land Description	PART OF S 1/2 OF NW 1/4 E OF ST RD 3 AS DESC IN ORB 2478 PGS 2258 2260 & 2262 EXC ORB 2656 PG 360 PAR 279

VALUE SUMMARY

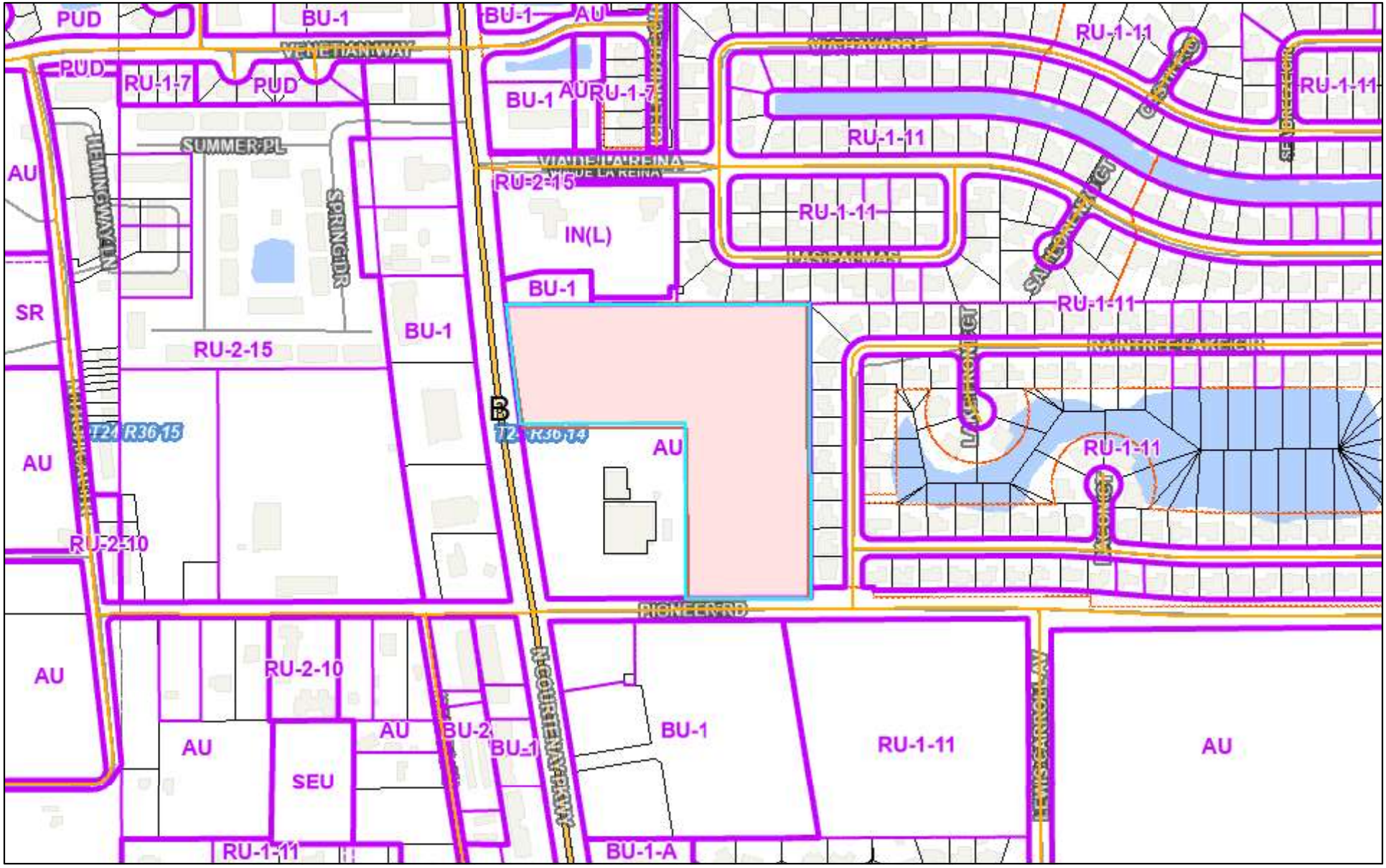
Category	2024	2023	2022
Market Value	$1,713,650	$1,713,650	$1,468,840
Agricultural Land Value	$0	$0	$0
Assessed Value Non-School	$1,713,650	$1,615,720	$1,468,840
Assessed Value School	$1,713,650	$1,713,650	$1,468,840
Homestead Exemption	$0	$0	$0
Additional Homestead	$0	$0	$0
Other Exemptions	$0	$0	$0
Taxable Value Non-School	$1,713,650	$1,615,720	$1,468,840
Taxable Value School	$1,713,650	$1,713,650	$1,468,840

SALES / TRANSFERS

Date	Price	Type	Instrument
03/05/2025	$1,020,000	WD	10286/0665
10/22/2024	--	QC	10187/1793
04/28/2017	$4,696,400	WD	7881/1084
10/01/2010	$5,962,000	WD	6252/1311
09/27/1984	--	WD	2544/2286
08/18/1983	--	WD	2450/0935

No Data Found

Tax Account 2412106



Search Results: Parcel (Tax Account)

Override 1

Roadway

County

County ROW/Non-Maintained

County ROW (Under Maintenance Bond)

Zoning

Zoning Actions

1:4,800

0 0.04 0.08 0.16 mi

0 0.05 0.1 0.2 km

11/18/2025, 4:10:26 PM

Web AppBuilder for ArcGIS
FEMA |

BOARD OF COUNTY COMMISSIONERS

Planning and Development Department
2725 Judge Fran Jamieson Way
Building A, Room 114
Viera, Florida 32940
(321)633-2070 Phone / (321)633-2074 Fax
https://www.brevardfl.gov/PlanningDev

STAFF COMMENTS
25Z00054

Merritt Bidco SPV, LLC

AU (Agricultural Residential) w/ Binding Site Plan (BSP) to RU-2-15 (Medium-Density Multiple-Family Residential) & RU-2-30 (High-Density-Multiple-Family Residential) w/ removal of BSP

Tax Account Number: 2412106
Parcel I.D.: 24-36-14-00-259
Location: Eastside of N. Courtenay Pkwy., approximately 400 ft. south of Via De La Reina (District 2)
Acreage: 11.24 acres

MIRA Board: 12/11/2025
Planning & Zoning Board: 01/12/2026
Board of County Commissioners: 02/05/2026

Consistency with Land Use Regulations

- Current zoning is consistent under the Future Land Use Designation, Section 62-1255.
- The proposed zoning and Future Land Use Designation is consistent per Section 62-1255.
- The proposal would maintain acceptable Levels of Service (LOS).

	CURRENT	PROPOSED
Zoning	AU	RU-2-30 & RU-2-15
Potential*	5 Single-family residences	222 Multiple-family residential units
Can be Considered under the Future Land Use Map	YES NC, RES 15	YES NC, RES 15

* Zoning potential for concurrency analysis purposes only, subject to applicable land development regulations.

Background and Purpose of Request

The applicant is requesting to rezone the subject property from AU (Agricultural Residential) with a Binding Site Plan (BSP) to RU-2-15 (Medium-Density Multiple-Family Residential) with the removal of the BSP on an 11.24-acre parcel for the development of 222 units.

The BSP on the property also includes the developed medical center property abutting the subject property. The BSP includes an access point on the north side of the medical center

property, accessing N. Courtenay Pkwy. The second access point in the BSP is on the south side of the medical center property on Pioneer Rd. In addition, the BSP has a 50-foot-wide vegetative buffer along the northeast corner of the subject property, then south along the property line down to Pioneer Rd. The BDP stipulates that the vegetative buffer shall include ten (10) live oak trees, forty-three (43) slash pine trees, one-hundred eighty-one (181) Surinam cherry trees, and eighty (80) wax myrtle trees.

The applicant is requesting 222 multi-family units calculated below:

- Approximately 7.64 acres at 15 units to the acre equals 114 units.
- Approximately 3.6 acres is NC with a density bonus to RES 30 which equals 108 units.
- The density bonus is based on FLU Policy 2.10, which states: Residential development is permissible in these commercial land use designations at a density of up to one category higher than the closest residentially designated area on the Future Land Use Map (FLUM) which is on the same side of the street.

Development on the site may be impacted by the following:

- Within approximately 660 feet of the site, there is a mapped eagle nest (#BE124).
- Relating to Natural Resources, Brevard County Code Sec. 65 3694(c)(6): For subdivisions and multi-family 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. **This means that residential development is allowed 1.8% max impacts (with mitigation for impacts)**.
- Relating to traffic concurrency, Brevard County Code Section 62-602(F)(6) states: For site plans and subdivisions, the vesting provisions shall apply in the following circumstances: (a)(1): Road Capacity: The affected roads are operating or committed at a level equal to or less than 85 percent of the acceptable level of service. **Currently, the roadway is operating at 88% capacity, per the most recent Space Coast TPO traffic counts.**
- Also relating to traffic concurrency, Brevard County Code Section 62-602(F)(6)(b) states: The threshold capacity restrictions described in subsection (f)(6)a. of this section, a site plan or subdivision shall be allotted no more than 25 percent of the remaining capacity of a facility. Project size shall be determined utilizing the most restrictive of the facilities named in subsection (f)(6)a. of this section. No more than one phase shall be approved for development until 50 percent of the residential lots or units or commercial projects approved for that phase have been sold or developed. **The proposed development would utilize more than the allowable 25% of the remaining capacity.**
- Based on staff analysis, the above impacts could lead to a finding of concurrency deficiency at site plan as it is anticipated that the development will increase the roadway utilization by 6% bringing the roadway to 93.57% daily use, reduce operating times of construction, reduce the maximum density of the property, and phase development based on concurrency to ensure no reduction in the traffic level of service. A finding of deficiency may be the effect of preventing future development approval on the site and the surrounding area.

The information above regarding concurrency is preliminary, as outlined in Section 62-602(b)- "Preliminary evaluation prior to zoning action. For review of zoning applications, a preliminary concurrency evaluation shall be completed as part of the zoning review process to illustrate the relationship between the proposal and the availability of services and facilities for the planning and zoning board, the School Board of Brevard County, and the board of county commissioners. This review will be based on the information described in the zoning application. The results of this preliminary review are for the use of the county in its review of the zoning application and a school area impact analysis application." (See also Sec. 62-604(e)," For review of zoning applications, the preliminary concurrency evaluation shall be used for general information purposes only as part of the zoning review. Subsequent to the approval of a zoning application, a formal concurrency evaluation prior to site plan, subdivision plat or building permit approval shall be required.") Binding concurrency analysis will occur at the Subdivision/Site Plan stage of development.

Brevard County Utility Service Comments state: In the context of onsite sewage treatment and disposal systems, "Available" is defined in F.S. 381.0065 (2)(a) and the requirements to connect to an existing onsite sewage treatment and disposal system to central sewerage system are defined in F.S. 381.00655 (1)(a). Brevard County has the exclusive right to furnish the sewer service per Section 110-181 BCCO because this is within the Brevard County Utility Services Department Service Area. Please note that a Brevard County gravity main runs through this parcel. The existing Brevard County utilities that cross the property serve 2400 and 2404 N Courtenay. If parcel is developed, the Brevard County infrastructure must remain accessible. Brevard County Utilities Services Department will require a completed easement for the Brevard County sewer infrastructure on the parcel. The developer will be responsible for any improvements to the lift station needed if capacity is not sufficient for planned development.

The subject property's current configuration was recorded in DB RR, PG 282, which was before the establishment of the Brevard County Zoning Code in 1958.

The AU zoning is the original classification established on the subject property in 1958.

The subject property retains the original two (2) FLU designations, Neighborhood Commercial (NC) and Residential 15 (RES 15), established by the 1988 Brevard County Comprehensive Plan.

The current AU zoning classification encompasses lands devoted to agricultural pursuits and single-family residential development of spacious character on 2.5-acre lots, with a minimum lot width and depth of 150 feet. The AU classification also permits the raising/grazing of animals, fowl, and beekeeping.

The proposed RU-2-15 classification medium-density multiple-family residential zoning classifications encompass lands devoted to medium-density multifamily residential purposes, together with such accessory uses as may be necessary or are normally compatible with residential surroundings. RU-2-15 permits multiple-family residential uses or single-family residences at a density of up to 15 units per acre on 7,500 square foot lots.

The proposed RU-2-30 high-density multiple-family residential zoning classification encompasses lands devoted to multiple-family residential development, together with such accessory uses as may be necessary or are normally compatible with residential surroundings, permits high density multi-family residential development of up to 30 unit per acre. Multiple-family residential structures may be constructed on a minimum lot size of 10,000 square feet, with at least 100' of lot width and 100' of lot depth. Single-family residences are also permitted on minimum lot sizes of 7,500 square feet with at least 75' of lot width and 75' of lot depth.

The subject parcel is located on the east side of N. Courtenay Pkwy., approximately 400 ft. south of Via De La Reina, a county-maintained road.

As of November 25, 2025, there are no current active code enforcement actions on the subject property.

Surrounding Area

	Existing Land Use	**Zoning**	**Future Land Use**
North	Vacant land, single-family residence	BU-1, RU-1-11	CC, NC, RES 6
South	Medical facility, assisted living facility	AU, BU-1	NC, CC
East	Single-family residence	RU-1-11	RES 6
West	N. Courtenay Pkwy., Professional office building	BU-1	CC

North of the subject parcel is one parcel, owned by Brevard County, 0.68 acres, BU-1 zoning with CC FLU designation and RU-1-11 zoning with NC FLU designation. In addition, there are four (4) parcels, approximately 0.19-0.25 acres each, developed with single-family detached dwellings in a platted subdivision, Villa de Palmas with RU-1-11 zoning and RES 6 FLU designation.

South of the subject parcel is one parcel, 4.46 acres, developed with a medical facility which is owned by the applicant for this rezoning, which has AU zoning with NC FLU designation. Another parcel, across Pioneer Road, 6.62 acres, developed with an assisted living facility that has BU-1 zoning with CC FLU designation.

East of the subject property are nine (9) parcels, approximately 0.18-0.26 acres each, developed with single-family detached dwellings in Raintree by the Lake, a platted subdivision, which has RU-1-11 zoning with RES 6 FLU designation.

West of the subject property is N. Courtenay Pkwy., a State-maintained roadway. A property improved with a professional office building and zoned BU-1 with a CC FLU is located directly west of the subject property across N. Courtenay Parkway.

AU zoning classification encompasses lands devoted to agricultural pursuits and single-family residential development of spacious character on 2.5 acre lots, with a minimum lot width and depth of 150 feet. The minimum house size in AU is 750 square feet. The AU classification also permits the raising/grazing of animals, fowl, and beekeeping.

RU-1-11 classification encompasses lands devoted to single-family residential development of spacious character, together with such accessory uses as may be necessary or are normally compatible with residential surroundings on minimum 7,500 square foot lots, with a minimum width and depth of 75 feet. The minimum house size is 1,100 square feet. RU-1-11 does not permit horses, barns or horticulture

BU-1 classification allows retail commercial land uses on minimum 7,500 square foot lots. The BU-1 classification does not permit warehousing or wholesaling.

Future Land Use

The subject property's AU zoning classification is consistent with the NC and RES 15 Future Land Use designation provided on the FLUM series contained within Chapter XI – Future Land Use Element of Brevard County's Comprehensive Plan. The applicant's request for RU-2-15 zoning classification can be considered consistent under the existing Future Land Use.

FLUE Policy 1.2- Public Facilities and Service Requirements
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 proposed development is anticipated to create a deficiency in LOS, other than a potential traffic concurrency issue due to the roadway being at 88% MAV utilization currently.

The proposed development will be required to connect to Brevard County sewer system.

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.

No issues are anticipated with regards to fire and emergency medical services.

C. In the Residential 30, 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.

The proposed development will connect to Brevard County sewer via a force main that runs along N. Courtenay Pkwy. There is also a gravity main that runs through the subject property. Brevard County Utilities will provide the sewer service to the property.

The proposed development is within the service area for City of Cocoa Utilities to provide the potable water service.

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.

The density of the proposed is a maximum of thirty (30) and fifteen (15) units per acre and will require a connection to a centralized sewer system.

FLUE Policy 2.10- Residential Development in Neighborhood Commercial and Community Commercial Land Use Designations

Residential development or the integration of residential development with commercial development shall be permitted in the Neighborhood Commercial and Community Commercial land use designations, provided that the scale and intensity of the residential/mixed use development is compatible with abutting residential development and areas designated for residential use on the Future Land Use Map. Residential development is permissible in these commercial land use designations at density of up to one category higher than the closest residentially designated area on the Future Land Use Map (FLUM) which is on the same side of the street. Increases in density beyond this allowance may be considered through a public hearing. In the CHHA, however, residential development is strictly limited to the density of the closest residentially designated area on the FLUM that is on the same side of the street. Such residential development, as described above**,** shall be allowed to utilize the following characteristics:

Criteria:

A. Residential uses within Neighborhood Commercial and Community Commercial designations shall be encouraged to utilize neo-traditional neighborhood development techniques, such as narrower road rights-of-way, mid-block pedestrian pass-throughs, alleys, smaller lot sizes, on-street parking, reduced lot line setbacks and public transit facilities.

The owner proposes to develop a vacant, undeveloped parcel with medium and high-density multi-family residential units. The development is proposed to have

walkable areas for pedestrian accessibility to the on-site amenities. A Space Coast Area Transit (SCAT) bus stop is located directly adjacent to the proposed development across N. Courtenay Parkway.

B. Residential density bonuses as set forth in Policy 11.2 may be considered in addition to the bonus stated in the above policy within Neighborhood Commercial and Community Commercial designations as an incentive for redevelopment and regentrification if the proposed development will address serious incompatibility with existing land uses, is adequately buffered from other uses, is located along major transportation corridors, and meets the concurrency requirements of this Comprehensive Plan.

The property is located adjacent to N. Courtenay Pkwy., classified as an urban principal arterial road by the SCTPO.

As the property is placed under contiguous ownership and is to be developed with internal connectivity, it can be considered to be on the same side of the road.

The Board should evaluate the compatibility of this application within the context of Administrative Policies 2 – 8 of the Future Land Use Element.

Analysis of Administrative Policy #3 - Compatibility between this site and the existing or proposed land uses in the area:

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.

The corridor currently operates at 88% capacity, and the proposed development is anticipated to increase the traffic to a level of 93.57% of daily capacity. Specific concurrency issues will be addressed at the time of site plan review. This is only a preliminary review and is subject to change.

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 (Master Appraiser Institute) appraisal can determine if a material reduction has or will occur due to the proposed request.

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 proposed use is not consistent with the existing pattern of surrounding development, which is characterized as single-family residential to the east, a medical facility to the west, and an assisted living facility to the south. The proposed development could be considered a transition from the high intensity uses along N. Courtenay Pkwy. and the low intensity uses to the east which is the platted single-family residential subdivision.

There are five (5) FLU designations: Community Commercial (CC), Neighborhood Commercial (NC), Residential 15 (RES 15), Residential 6 (RES 6) and Residential 4 (RES 4) within a 0.5-mile radius of the subject property. RES 6 is the prominent FLU in the surrounding area on the east side of N. Courtenay Pkwy.

There are eleven (11) zoning classifications within a 0.5-mile radius of the subject property: RU-2-15, IN(L), BU-1, RU-1-11, RU-1-7, BU-2, EA, AU, RU-2-10, PUD, and BU-1-A zoning classifications. RU-1-11 is the predominant zoning on the east side of N. Courtenay Pkwy.

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

There have been three new developments within 0.5 miles of the subject property within the last three years. Three (3) developments have been on commercial properties with a bank, a car wash, and an assisted living facility.

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

There has not been any approved development within this area in the preceding three (3) years that has yet to be constructed. However, there was one zoning action:

- **25AA00030: Administrative approval on 06/23/2025 for one premise consumption of beer and wine, 2COP, for unit #31.**

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

The Board may consider whether the proposed development results in a material violation based on Administrative Policy 5.

Analysis of Administrative Policy #4 - Character of a neighborhood or area.

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.

   Based on preliminary concurrency with the proposed development, MAV utilization is shown to increase by 6.01%. The corridor is anticipated to operate at 93.57% of capacity daily. This has the potential to cause traffic impacts that could adversely impact the established residential areas, agricultural lands, and a residential subdivision by introducing types or intensity of traffic, parking, or trip generation. This is not an introduction of commercial activity within the identified boundaries of a 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.

      The subject property is in a highly developed area with a mixture of commercial and residential properties. There are a couple of subdivisions in the area as well. There are clearly established boundaries such as roads, canals, lakes, open spaces, 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.

      The surrounding is considered a mixed area with residential and commercial uses. The proposed use would not preclude the existence of the existing residential neighborhood.

   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.

      This area is presumed to be predominantly residential. However, there are commercial uses within the area of the subject property, along with large lot undeveloped properties.

Administrative Policy #5 - Transportation facilities either serving the site or impacted by the use(s)

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:

Criteria:

A. Whether adopted levels of service will be compromised;

Current traffic counts provided by SCTPO for this section of N. Courtenay Pkwy. from Pioneer Rd. to S. Ramps (S.R.528), indicates the roadway is operating at 87.56% capacity. Approval of the rezoning request for 222 units has the potential to increase roadway MAV utilization by 6.01%. The corridor is anticipated to operate at 93.57% of capacity daily.

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;

Has not been evaluated at this time.

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;

Has not been evaluated at this time.

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;

Has not been evaluated at this time.

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;

The proposed development has the potential to cause traffic capacity issues that potentially could impact design capabilities or a de facto change in functional classification.

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;

The proposed development has the potential to produce 2,308 trips daily. The physical deterioration of the surrounding roadway has not been evaluated at this time.

G. Whether projected traffic impacts of the proposed use(s) would materially and adversely impact the safety or welfare of residents in existing residential neighborhoods.

This development has the potential to cause traffic impacts that could adversely impact the safety or welfare of residents in the existing surrounding residential neighborhoods.

Analysis of 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.

The subject parcel contains mapped National Wetlands Inventory (NWI) and St. Johns River Water Management District (SJRWMD) wetlands and hydric soils. For subdivisions and multi-family 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 Sec. 65 3694(c)(6). The entire property is mapped within the Indian River Lagoon Nitrogen Reduction Overlay. Approximately within 660 feet of the site there is a mapped eagle nest (#BE124).

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 N. Courtenay Pkwy. (S.R. 3) between Pioneer Road and S. Ramps (S.R. 528), which has a Maximum Acceptable Volume (MAV) of 38,430 trips per day, a Level of Service (LOS) of D, and currently operates at 87.56% of capacity daily. The maximum development potential from the proposed rezoning increases the percentage of MAV utilization by 6.01%. The corridor is anticipated to operate at 93.57% of capacity daily.

There is the potential to have concurrency issues related to traffic at the site plan stage due to Brevard County Code Section 62-602:

- (F)(6) states for site plans and subdivisions, the vesting provisions shall apply in the following circumstances: (a)(1): Road Capacity: The affected roads are operating or committed at a level equal to or less than 85 percent of the acceptable level of service.
- (F)(6)(b) Maximum capacity allotment: The threshold capacity restrictions described in subsection (f)(6)a. of this section, a site plan or subdivision shall be allotted no more than

25 percent of the remaining capacity of a facility. Project size shall be determined utilizing the most restrictive of the facilities named in subsection (f)(6)a. of this section. No more than one phase shall be approved for development until 50 percent of the residential lots or units or commercial projects approved for that phase have been sold or developed.

Staff analysis has determined that a reduction of the proposed development, for example, to 130 multi-family units, would increase the MAV utilization by 3.01%. The corridor would be anticipated to operate at 90.57% of capacity daily. Reduction of units may be a consideration by the Board, and such a reduction would meet the requirement that restricts utilization of no more than 25% of the remaining roadway capacity.

School concurrency information provided from the Brevard County School Board has determined that Lewis Carroll Elementary School, Thomas Jefferson Middle School and Merritt Island Senior High School are projected to have capacity for the projected and potential students from the development.

Potable water is provided by the City of Cocoa Utilities. Centralized sewer will be provided by Brevard County Utilities.

Summary of Mapped Resources and Noteworthy Land Use Issues:

- Wetlands and Hydric Soils
- Indian River Lagoon Nitrogen Reduction Septic Overlay
- Protected and Specimen Trees
- Protected Species

For Board Consideration

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

The Board may consider the impact of increased traffic to the surrounding area and whether measures (such as a BDP) would be appropriate and sufficient to mitigate potential traffic LOS impacts to the area.

The section of N. Courtenay Pkwy. from Pioneer Rd. to Southern Ramps of S.R. 528 has a current MAV utilization at 87.56% capacity, with a potential utilization increasing to 93.57% with the proposed development. Brevard County Code Section 62-602 (F)(6)(b), regarding maximum capacity allotment states: The threshold capacity restrictions described in subsection (f)(6)a of this section, a site plan or subdivision shall be allotted no more than 25 percent of the remaining capacity of a facility. Project size shall be determined utilizing the most restrictive of the facilities named in subsection (f)(6)a of this section. No more than one phase shall be approved for development until 50 percent of the residential lots or units or commercial projects approved for that phase have been sold or developed.

The Board should also evaluate the application based on 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 factors in Administrative Policy 5 which are based on staff preliminary concurrency evaluation.

NATURAL RESOURCES MANAGEMENT DEPARTMENT
Zoning Review & Summary
Item No. 25Z00054

Applicant: Kimberly Rezanka (Owner: Merritt Bidco SPV LLC)
Zoning Request: AU to RU-2-15 with removal of BDP
Note: to develop 222 mf units (in MIRA)
Zoning Hearing: 01/12/2026; **BCC Hearing**: 02/05/2026
Tax ID No.: 2412106

- 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 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 and Hydric Soils
- Indian River Lagoon Nitrogen Reduction Septic Overlay
- Protected and Specimen Trees
- Protected Species

Land Use Comments:

Wetlands and Hydric Soils
A portion of the subject parcel contains mapped National Wetlands Inventory (NWI) and St. Johns River Water Management District (SJRWMD) wetlands and hydric soils (Myakka sand, depressional; and Anclote sand); indicators that wetlands may be present 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 subdivisions and multi-family 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 Sec. 65 3694(c)(6)**. Any permitted wetland impacts must meet the requirements of Section 62-3694(e) including avoidance of impacts and will require no net loss mitigation in Brevard

County in accordance with Section 62-3696. **The applicant is encouraged to contact NRM at 321-633-2016 prior to any plan or permit submittal.**

Indian River Lagoon Nitrogen Reduction Septic Overlay
The entire 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.

Protected and Specimen Trees
Protected and Specimen 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. **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, there is a mapped eagle nest (#BE124) within 660 feet of the site. The applicant should obtain any necessary permits or clearance letters from the U.S. Fish and Wildlife Service at 352-406-6780 prior to any plan, permit submittal, or development activity, including land clearing.

MERRITT ISLAND
REDEVELOPMENT AGENCY

REGULAR MEETING | DECEMBER 11, 2025

ITEM II.A

AGENDA REPORT ITEM: Development & Stakeholder Presentations

Project: RangeWater Development Multi-Family Housing Project (25Z00054) | Parcel ID 2412106

Requested Action: Recommendation RE Rezoning – AU to RU-2-15

Item Summary – Explanation & Background:

The Brevard County Planning and Development Department has requested the MIRA Board's review of and recommendation on a rezoning request, 25Z00054, Parcel ID 2412106. As depicted in the BCPAO map in this agenda report, the property is an inverted L-shaped parcel, which is adjacent to the medical complex, formerly owned by Steward, and contains frontage on the north side of Pioneer Road and the east side of Courtenay Parkway.

The request is to rezone the property from its current designation of AU to RU-2-15. As depicted in the zoning map included in this agenda item summary, surrounding zoning designations include:

- RU-1-11 to the east
- RU-1-11, BU-1, and IN(L) to the north
- AU, BU-1, and RU-1-11 to the south
- BU-1 to the west

Zoning Designation Key	
AU	Agricultural use
RU-1-11	Single-family residential
RU-2-15	Medium-density, multi-family residential
BU-1	General retail commercial
IN(L)	Industrial/residential

The requested rezoning is consistent with the County Comprehensive Plan and the MIRA Redevelopment Plan, as both the existing and proposed future land use designations are NC (neighborhood commercial) and Res15 (residential, up to 15 units per acre). The property is +/- 11 acres, and the current conceptual plan proposes 222 Class A apartment homes in eight 3-story buildings. A portion of the property containing wetlands is required to be preserved.

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

The community has expressed concerns with regard to the potential traffic impacts on Courtenay Parkway and Pioneer Road, stormwater management for the property, displacement of natural vegetation and mature trees, and decreased privacy resulting from taller building heights.

It is important to reiterate that the plan is in its very conceptual phase and that having meaningful dialogue at this stage in the process is largely beneficial for the community as well as the development team.

Fiscal Impact: None
Exhibits Attached: Application; zoning map; BCPAO map view; BCPAO property detail card; conceptual plan; boundary survey
Reference: Community Redevelopment Plan: Economic Development Goal – establish an identifiable character for the Redevelopment Area; Land Use Goal – promote diversified interests and harmonious land-use relationships; Administrative Goal – eliminate blighted conditions within the Redevelopment District

MERRITT ISLAND REDEVELOPMENT AGENCY

MERRITT ISLAND REDEVELOPMENT AGENCY

INTER-OFFICE MEMORANDUM

DATE: December 12, 2025

TO: Billy Prasad, Planning & Development Director
Trina Gilliam, Planning & Zoning Manager
Paul Body, Senior Planner
Jacqueline Gonzalez, Planner III
George Ritchie, Planner III
Alice Randall, Operations Support Specialist

FROM: Lisa Nicholas, Community Development Manager, on behalf of the Merritt Island Redevelopment Agency Board of Directors

RE: **MIRA Board of Directors Rezoning Review – Application #25Z00054**
Request to rezone property (Parcel ID 2412106) located behind medical complex (formerly owned by Steward Health) with frontage on SR 3 and Pioneer Road from AU to RU-2-15 and RU-2-30

As set forth in Sec. 62-2114 of the Brevard County Code, when an application is made to the Planning and Zoning Board for a change in zoning that pertains to property located in the Merritt Island Redevelopment Area, the application shall be forwarded to the Merritt Island Redevelopment Agency for review prior to the applicable public hearing before the Planning and Zoning Board.

At its regular meeting on December 11, 2025, the MIRA Board of Directors reviewed the proposed rezoning application, #25Z00054. This proposal would rezone +/- 3.66 acres of a +/- 11-acre property from AU to RU-2-30, and would also rezone +/-7.58 acres of said +/- 11-acre parcel from AU to RU-2-15. The project would provide for a medium- to high-density multi-family project featuring approximately 220 Class A, luxury apartments. The parcel has frontage on both Courtenay Parkway and Pioneer Road.

Numerous residents spoke in opposition to the project, primarily because of concerns surrounding increased traffic on Pioneer Road and Courtenay Parkway, along with the excess intensity of vehicular traffic proximate to Lewis Carroll Elementary School. Other concerns expressed included stormwater management and flooding, and a potential decrease in the amount of mature vegetation and trees on the property. After discussion, **the Board voted unanimously (7-0) to recommend denial** of the rezoning from AU to RU-2-15 and RU-2-30, stating that it would add too much density in this area at this time and that additional information would be needed to ensure an informed decision.

PLANNING AND ZONING BOARD/LOCAL PLANNING AGENCY MINUTES

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

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

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

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

EXCERPT OF COMPLETE MINUTES

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

Paul Body read the item into the record.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Ms. Jurado responded 222.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Mr. Oliver responded no.

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

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

Mr. Bartcher inquired if the clubhouse is single story.

Mr. Oliver responded yes.

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

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

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

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

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

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

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

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

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

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

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

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

PUBLIC COMMENT

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

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

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

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

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

END PUBLIC COMMENT

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Ms. Rezanka stated they're not at capacity.

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

Ms. Rezanka responded it would be no difference.

Mr. Minneboo added that flow may be going north.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Meeting adjourned at 6:28 p.m.

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BOARD OF COUNTY COMMISSIONERS

Planning and Development Department
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https://www.brevardfl.gov/PlanningDev

Addendum 25Z00054 Merritt Bidco SPV, LLC

This addendum is provided to address comments and statements made during the Planning and Zoning Board public hearing and to clarify staff's analysis regarding traffic concurrency, transportation impacts, Comprehensive Plan consistency, and applicable zoning approval criteria for the subject rezoning request. The applicant's representative, Kim Rezanka, stated during the hearing that she does not believe traffic concerns are an issue that can be considered at this stage. However, these concerns are applicable under Administrative Policies 3 and 4, which address neighborhood and area impacts. Administrative Policy 5 further requires that, when reviewing a rezoning request, the impacts of the proposed use on transportation facilities be considered, including adopted levels of service, roadway capacity and construction quality, public safety, and whether projected traffic would materially and adversely affect surrounding residential neighborhoods. At the time of rezoning, no traffic study or transportation analysis has been submitted to demonstrate compliance with these criteria (nor is one required as part of this application). Therefore, staff defers to the Board for this determination.

The applicant stated a willingness to provide proportionate fair-share contributions and to extend Pioneer Road, including extending or improving the northbound turn lane, and to complete any transportation improvements required by the County. Staff notes that while such statements indicate a willingness to address future impacts, no formal commitment, proportionate fair-share agreement, or traffic mitigation plan has been submitted for review at the rezoning stage. The applicant provided a concept plan for illustrative purposes only. Staff notes that the concept plan is non-binding and has not been reviewed for compliance with the Land Development Regulations. As this request is not for a Planned Unit Development, which allows for conditions of approval, there is no mechanism to establish conditions as part of the Board's approval of this rezoning request, nor is there a Preliminary Development Plan (as opposed to a nonbinding conceptual plan).

The applicant stated a willingness to provide a fifty (50) foot setback along the northern property boundary to remain undisturbed, as well as a one hundred (100) foot buffer along the eastern boundary, including a fifteen (15) foot landscaped buffer combined with storm water retention ponds and vegetation, to preserve tree canopy adjacent to nearby residences and provide separation from parking areas and a proposed single-story clubhouse. While these buffering concepts may address compatibility concerns, any such commitments would need to be memorialized through enforceable conditions, such as a Binding Development Plan, in order to be binding and tracked through subsequent development review.

The proposed development includes three-story residential buildings with primary access from North Courtenay Parkway. The applicant cited Housing Element Objective 4 of the Comprehensive Plan, which encourages providing adequate lands for residential uses and a variety of housing types. Staff notes, however, that Policy 4.1 under Objective 4 also requires that residential development occur where public facilities and services are available at adopted levels of service. Based on staff's analysis, the affected roadway operating at approximately 88 percent capacity exceeds the 85 percent threshold identified in Section 62-602 and raises concerns regarding the availability of transportation facilities at adopted levels of service, which is inconsistent with Policy 4.1(B).

Pursuant to Administrative Policy 2, staff is required to analyze rezoning applications for consistency with Comprehensive Plan policies, zoning approval criteria, and other applicable written standards. Based on the policies cited above, staff notes that traffic, roadway capacity, and drainage impacts are applicable considerations at the rezoning stage, even if detailed engineering analysis would occur during later phases of development review. The Board may consider memorializing any commitments offered by the applicant

regarding traffic mitigation, roadway improvements, buffering, or proportionate fair-share contributions through an enforceable mechanism such as a Binding Development Plan in order to ensure consistency with applicable policies and allow for effective review and enforcement during subsequent development approvals. Alternatively, the applicant could submit a request for a Planned Unit Development, which would allow consistency with the Comprehensive Plan while allowing clustering where appropriate. Such a PUD application would also allow the applicant the opportunity to demonstrate consistency with policies referenced above through the approval of the associated Preliminary Development Plan (PDP), and give the Board the opportunity to condition approval based on circumstances in the area. It should be noted, however, that this would be a distinct application from the one at hand, and would require a new application and new review.

BREVARD County
BOARD OF COUNTY COMMISSIONERS

FLORIDA'S SPACE COAST

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February 6, 2026

M E M O R A N D U M

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

RE: Board Actions on Planning and Zoning Board Recommendations

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

Your continued cooperation is always appreciated.

Sincerely,

BOARD OF COUNTY COMMISSIONERS
RACHEL M. SADOFF, CLERK

Kimberly Powell, Clerk to the Board

Encl. (1)

cc: Alice Randall, Zoning
County Attorney

PLANNING AND ZONING BOARD RECOMMENDATIONS

Item H.1. **Jay Steinke and Grant Steinke.** Goodson/Adkinson. Approved the request for a change the zoning classification from GU to AU. (25Z00038)

Item H.2. **Laughing Clown, LLC**. Delaney/Feltner. Adopted Ordinance No. 26-01, setting forth the fifteenth Small Scale Comprehensive Plan Amendment (25S.15) to change the Future Land Use (FLU) designation from RES-2 to CC. (25SS00009)

Item H.3. **Laughing Clown, LLC**. Adkinson/Delaney. Approved the request for a change of zoning classification from RP to BU-1-A. (25Z00028)

Item H.4. **Strada Development, LLC.** Goodson/Delaney. Denied the request to change the zoning classification from AU and RR-1 to SR with a BDP, and directed the County Attorney to prepare a Finding of Fact to bring back for Board consideration. (25Z00039)

Item H.5. **C. Steven Douglas.** Adkinson/Feltner. Approved the request for a change of zoning classification from TR-2 with BDP to AGR with removal of the existing BDP. (25Z00047)

Item H.6. **Clinton Smith and Kimberly Smith.** Adkinson/Delaney. Approved the request for a change of zoning classification from RU-1-7 to SR. (25Z00048)

Item H.7. **Lazy River Investments, LLC.** Adkinson/Delaney. Denied the request for a change of zoning classification from RU-1-13 to AU(L) and directed the County Attorney to prepare a Finding of Fact to bring back for Board consideration. (25Z00049)

Item H.8. **100 Flug Ave., LLC.** Goodson/Feltner. Approved the request for a change of zoning classification from BU-1 to RU-2-15. (25Z00050)

Item H.9. **Eric D. and Pamela S. Martin Trust.** Goodson/Delaney. Approved the request for a change of zoning classification from BU-1 to BU-1 and BU-2. (25Z00051)

Item H.10. **Blair Foster (Foster Family Living Trust).** Feltner/Delaney. Approved the request for a change of zoning classification from GU to SR. (25Z00053)

Item H.11. **Merritt Bidco SPV, LLC.** Goodson/Adkinson. Continued the request for a change of zoning classification from AU with a BSP to RU-2-15 and RU-2-30 with removal of BSP, to the March 16, 2026, Local Planning and Zoning (LPA) meeting and the April 2, 2026, Zoning meeting. (25Z00054)

Item H.12. **Beverly Jean Richardson.** Delaney/Feltner. Approved the request for a change of zoning classification from RU-1-9 to RU-2-4. (25Z00055)

Item H.13 **Jacob Foune**. Altman/Feltner. Adopted Ordinance No. 26-02, setting forth the fourteenth Small Scale Comprehensive Plan Amendment (25S.14) to change the Future Land Use (FLU) designation from RES-1 to RES-2. (25SS00008). Commissioners Adkinson and Delaney voting nay.

Item H.14. **Jacob Foune.** Altman/Feltner. Approved the request for a change of zoning classification from SR with a BDP to SR with removal of the existing BDP and addition of a new BDP to include that the applicant agrees that the rezoning requested companion FLU amendment application was a result of an unlawful split by the predecessor in interest and will stipulate that fact in any future preceding regarding that action and that this FLU amendment application are not precedential, but instead is being requested to resolve the substandard lot that has arisen as a result of the unlawful split, and under these particular circumstances that it be recognized that these actions are being granted based on the unique conditions of the subject property. (25Z00037) Commissioner Delaney voting nay.

Item H.15. **Princeton Technology, LLC.** Delaney/Feltner. Continued the request for a Conditional Use Permit (CUP) for (4COP) full liquor, beer, and wine license for on-premises consumption, accessory to a restaurant, to the March 5, 2026, Zoning meeting. (25Z00044)

PLANNING AND ZONING BOARD/LOCAL PLANNING AGENCY MINUTES

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

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

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

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

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

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

EXCERPT OF COMPLETE MINUTES

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

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

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

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studies presented, 400 pages or so, to the county. The traffic engineer has been in discussion with traffic staff, the engineering staff with the county and they've had many back and forth about that 85% capacity issue. Commissioner Goodson asked that we come back here, that you have a formal BDP to look at, you have the traffic information, we have a traffic engineer that answers all your questions, and we move forward from there. As you recall, it was a 7/7 vote, although it was with a BDP and the conditions that were discussed. So, now we're back with the BDP. I have copies of the BDP if anyone needs it, or a copy of the TIS if anyone needs it, that shows the hospital comparison. Again, we are here to request rezoning from AU to RU-2-15 on 7.5 acres and RU-2-30 on 3.66 acres. That 3.66 acres is on Courtnay Parkway, which is a major roadway. We also need to have removal of the binding site plan that says we're supposed to have a hospital there and it does require buffers, although we are keeping those buffers and having larger buffers with the concept plan and as in the BDP.222 units are being sought, three stories, and a one-story clubhouse. The average is 19.75 units per acre. The BDP terms have been formalized and that includes the turn lane extension, the reduced building height of three stories instead of potentially four, reduced unit count from 240 to 222, increased eastern setbacks, maintain landscape buffer along the north property line, a cross-access easement onto Pioneer Road, proportionate fair share agreement if necessary. The biggest thing is the Pioneer turn lane extension, which you have the turn lane extension diagram, which will be further explained by the traffic engineer. Regarding the addendum that was presented by staff, which in my opinion contradicted the original staff report, I do need to address a few things. First there's a claim that we are creating a deficiency in the level of service on Courtnay Parkway and we're not. It's non-deficient. We're not changing the level of service from “D” to something else. So, what they cited, this section 62-602B “F” is only if there is a non-deficiency. “E” is if there's a deficiency. So, we have a non-deficiency but because of this special code we take up too much capacity and then they have criteria for that. We're working through that. If we must do it in stages, which it contemplates in that ordinance we will, but we are not deficient on Courtnay Parkway by adding these 222 units. That's a misnomer. It's misstated in my opinion in the addendum. As to compatibility with the surrounding uses, on page eight of the staff report, they say this doesn't seem to fit in with the character of the area. This character is transitioning to mixed use. We have Starbucks, a bank, assisted living facility just to the south. Then across the street we have a mobile home park and condominiums. So, this is not an incompatible use. And what is also interesting is that the assisted living facility, Manor House, is indeed a multifamily use. It has 144 beds on 6.62 acres or a density of over 21 units to the acre, and it is a multifamily use. There are also several instances of RU-2-30 in this area of Merritt Island. There's some just about a half a mile to the west. There are about four instances of RU-2-30 in Merritt Island and it's usually next to RU-2-15 or it is a transition from commercial. So that is also not necessarily correct, that this is not a compatible use. They talk about, in the addendum, administrative policy for the future land use character of the neighborhood. This project will not introduce traffic into identified boundaries of Villa de Palmas or Raintree by The Lakes and that's what that administrative policy discusses. Any statement that the character of these two neighborhoods will be material or adversely affected is pure speculation. The access to the project will primarily be state route 3, with some access

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from Pioneer Road, but the residents and guests of the apartment complex will not be going into Raintree or Villa de Palmas. Again, this area should be deemed transitional and not residential.

Michael Oliver stated that he knew we spoke two months ago in front of this meeting and wanted to talk briefly again, reintroduce you to Rangewater and talk a little bit about why Rangewater would like to develop multi-family here at this subject property in Merritt Island. Rangewater has a proven track record. We are a multifamily developer and operator. We've had a successful track record here in Brevard County, in Central Florida, and across the state of Florida. Over the past 15 years, we've developed 27 multifamily communities totaling 7,000 residential units across the state of Florida. We are a national organization. We have twice been awarded the National Association of Homebuilders Multi-Family Developer of the Year over the past decade. So, I just wanted to answer three questions that have arisen across several meetings, several community meetings, meetings with the neighbors, and at planning and zoning last time. First, why does Rangewater want to build here? Over the past decade, there's been tremendous economic growth that everyone is aware of within Brevard County, more specifically at Kennedy Space Center and Port Canaveral. Kennedy Space Center, both private and public. From a private example, Blue Origin has 4,000 employees across Brevard County. 3,000 of them sit on Merritt Island. They just announced last week they are expanding their facilities on Merritt Island with an 800,000 square foot manufacturing facility that'll double their workforce at Kennedy Space Center. Similarly, at Port Canaveral they've invested significant capital into the facilities over there, and it is now the largest cruise terminal in the world. When you look at new luxury multifamily communities in Brevard County, most of them sit here in Viera. As a developer we've developed two multifamily communities in Vieira. We manage several others. We understand Brevard County. We looked at it in terms of from a planning and zoning perspective, I just Googled time to Kennedy Space Center, the gate there, 36 minutes. Time to Port Canaveral, similar. It's like 38 minutes. That's not very close. So, the young engineers, contractors, technicians, this community would serve as a home and an option, housing for them that's close to their employment. As the developer we see the demand, we see the housing demand, and we see the proximity to those jobs. Similarly to services. There's Publix, Target one mile south of this property. It's on an urban arterial corridor and as a developer we see the demand for that housing, and we think that it's an appropriate location and appropriate property for a 222-unit residential community. Second question is what have we done to accommodate the requests of the neighborhood and comments from planning and zoning? Kyle, our project engineer will speak a little bit about that, but broad level, we met with the neighborhood back in November. I've met individually with several of the neighbors to discuss their concerns. And part of the binding development plan that Kim mentioned basically memorializes those items. We have agreed to a 50-foot preserved landscape on the north perimeter so that Mr. Clamp and his neighbors can have the existing mature trees and we can preserve those over the course of construction. Similarly, on the east property line, we have expanded our building setback to over 100 ft. That's five times what would be required by code. In response to comments from the neighborhood and concerns from neighbors of units being too close to the property, Trent will speak a little bit about what we've considered on Pioneer, but we also heard

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that there's significant concern with congestion on Pioneer Road. We've looked at that. We studied it. We've submitted multiple 400-page traffic studies to public works and the result of all that discussion was extending a turn lane on Pioneer to unclog the backup that happens at that light during AM and PM peak travel hours and during school dismissal. Lastly, I want to answer the question of what happens to the land if Rangewater doesn't build a multifamily community on the property. To answer that question, I need to backtrack a little bit and give the history of the property itself. The property used to be owned by Medical Properties Trust. Stuart Healthcare operated the property adjacent to this property, which is a medical office facility. That same entity owns this 11-acre parcel. Stuart Healthcare went bankrupt in 2024. Medical Properties Trust was the owner of the land and Stuart Healthcare leased the property from them. Stuart Healthcare leased most of their assets across the United States from Medical Properties Trust. When Stuart Healthcare went bankrupt, Medical Properties Trust was in a world of hurt. A lender took over this property. That lender is highly motivated to sell this land. So, if it's not us, it is someone. Kim mentioned that there are existing uses on the site that could be developed as a large footprint medical office facility. We've done a case study, and someone could come in and build a 100-bed regional hospital if it meets the height requirements. Another commercial developer could come in and propose a large, big box retailer with out parcels. But I say all this to say the property is going to be sold. It is private property and there is going to be an owner out there that is trying to develop on this property. We believe that our use is responsible. It is not a significant amount of traffic when you consider it amongst the different uses. And we believe that we've been very respectful in this process trying to hear the concerns of the neighborhood, the community, and planning and zoning staff and this commission to incorporate it into our conceptual plan. So, we appreciate you having us here today to hear our case again. And we look forward to any additional questions you might have.

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

Trent Ebersole stated he is with Bowman. We did the traffic study for this development. I'm a Florida professional engineer and over 36 years of experience doing traffic engineering. I'd like to give a quick summary of the traffic analysis that's been conducted so far. Starting with the trip generation based on Institute of Transportation

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Engineer rates, the 222 dwelling units are anticipated to generate 1,379 daily trips, and that's 85 in the morning and 115 in the PM peak hours. We also did an analysis comparing this to the conditionally approved hospital use. The hospital would generate about four times as many trips daily and four times as many morning peak hour trips and about a little over three times as many PM peak hour trips. The analysis looked at three alternatives for access. They're in the study, numbered 0, one, and two, but alternative two is the one that we're looking to move forward with, and that is single access along Pioneer Road. That would be full access and one driveway to the residential area along Courtnay Road. That access would be right in, right out, and a left in. And that was coordinated with FDOT and the upcoming improvement project that they have. FDOT indicated that we would be able to get that left turn lane into the site. It would be a southbound left turn lane if our driveway aligned with the driveway on the opposite side of Courtnay Road, which is the current plan. We looked at segment analysis and intersection analysis. Three segments were looked at on Courtnay Road from Pioneer Road to the south ramps on to 528 and then the link between the south ramps and the north ramps. We also looked at Pioneer Road east of Courtnay Road for the daily segment analysis on Courtnay Road along the site. Without the site the anticipated volumes in 2027 will use about 95% of the roadway capacity. So, it is above that 85% threshold but less than the theoretical capacity. The site trips would represent about 2% of the roadway capacity. So that would take it to 97%, still under capacity. Again, if the conditional use hospital were built the volumes would be well above capacity at that point. On Pioneer Road without any development the volumes in 2027 would be about 26% of the capacity and with this proposed development it would be 30% of the capacity. We also did the intersection analysis, and I'll focus on the intersection of Courtnay Road and Pioneer Road. In 2027, there's going to be no difference in the level of service with and without this site. The no build level of service overall for the intersection is a level of service “B”. The north and south bound approaches show as level of service “B” and the eastbound and westbound show as level of service “E”. That's with the existing signal timings there. When we add to the site traffic, same levels of service, the delay increases by about one second per vehicle in total. That’s in the morning peak hour, I think it's 1.3 seconds additional delay and in the PM peak hour it's 7/10 of a second increase. So very little. It’s important to understand that the additional trips that this proposed development would add are very, very small. It's about one additional vehicle every two minutes during the peak hours. That's one vehicle per signal cycle. It's not detectable to the eye, if you were watching this without the site and with the site developed you wouldn't notice any change whatsoever. In fact, getting to the cues, the diagram that's provided, the top one is the no build scenario where the red cars represent the cues from the throughs and lefts. They extend at times well beyond the length of the right turn lane prohibiting some of the right turns from getting into the right turn lane, that adds delay to the right turns and to the left turns as well because what's not represented in the diagram is some of those blue cars would be up a little farther. You'd have more throughs and lefts stacked behind the right turns that can't get into the right turn lane and it's additional delay for everybody. So, the project's proposing to greatly extend the right turn lane to around 400 ft. This will allow all the right turns to get into the turn lane, reducing the delays for the entire approach.

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

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

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

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

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

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

Mr. Wadsworth stated you have wetland preserved.

Ms. Rezanka replied Yes.

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

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

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

Ms. Rezanka replied that it's on Pioneer.

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

Billy Prasad responded today, before the rezoning, five single family residences across the site. Or under the BSP. So, they can develop under the existing BSP or five single family residents under the AU zoning.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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be coming in and going out. And I don't know if you all considered that or the school buses that are coming out and going in because the school buses always use Pioneer to come out because there's a light. It's safer than trying the suicide lane. Which will be gone. So, you've got nice congestion going on at the intersection of Pioneer and Courtnay. I looked at your numbers. I went through both studies. You gave us two. You gave us one that was 480 pages and then another one for 406. You took out 71 pages of data. But I scrutinized it all and I find it disconcerting that you're taking a low count on what you think the impact of this project will have. And I think it's much greater than your projections. You want to stand by your traffic study?

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

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

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

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

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

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

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

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residential with the existing parcel of the medical facility that's there into just one driveway. That's the alternative that I believe is moving forward.

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

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

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

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

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

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

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

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

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

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

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on whether this rezoning was approved.

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

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

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

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

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

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

Mr. Hopengarten responded so that's in question.

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

Mr. Oliver stated as the developer, we noticed that there were wetlands on the property at the outset of our due diligence of the property acquisition, and we had our consultant go out, flag the wetlands, and we have had St. John's River Water Management District go out and confirm those flags. Those were memorialized in a survey and confirmed with St. John's River Water Management District. We have not submitted them to the county at this point because we are waiting for this rezoning approval to go through. As we worked through the conceptual plan, we have been very consistent with making sure that we did not impact more than 1.8% of the total property wetlands. So, the pockets of greenery that you see on the conceptual plan are pockets of wetlands that we are

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preserving. There's a pocket of wetlands west of building number four, between buildings number two and building number four in the parking lot by building number two. So, that is a pocket of wetlands. That's the predominant pocket of wetlands on the property. Additionally, there was a very small pocket of wetlands on the northeast corner east of the clubhouse.

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

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

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

Mr. Oliver responded No, sir.

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

Mr. Hopengarten stated no, we're not. We're questioning what they're doing. So, what impact will it have on the neighborhood?

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

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

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

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

Ms. Rezanka responded Yes.

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

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

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

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

Eric Michajlowicz asked why apartments instead of condos?

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

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

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

Mr. Michajlowicz stated my comment about traffic is just as a point. I did a thing just

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

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

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

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

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

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

Mr. Hopengarten asked to have those levels defined.

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

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

Mr. Ebersole responded it's not zero. That would be “F”. If we were showing “F” you get

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what's called a constrained capacity where you can't rely on the counts any longer because you're only counting as many cars that can get through. But that will show up as an “F”, not as an “E”.

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

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

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

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

PUBLIC COMMENT

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

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

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

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

Chelsea True stated she is a nearby resident and would like to briefly address three of the criteria this board is asked to consider when evaluating a rezoning request like this. First, compatibility. The county's own staff analysis states that the proposed use is not consistent with existing patterns of surrounding development, which is predominantly single family residential to the east with limited commercial uses along the corridor. That finding matters because compatibility is one of the core factors this board is charged with weighing. Second, while the staff report notes that the project could be considered a transition between commercial uses and lower density residential, transition can happen at different scales. A 222-unit three-story apartment complex on roughly 11 acres is not a minor transition. It is a significant increase in intensity at a corner already constrained by surrounding uses, roadway conditions, and neighborhood context. It has also been suggested that other uses may be possible under the current zoning. But respectfully, the decision before this board is not based on hypothetical worst-case scenarios. The question is whether this specific rezoning request at this scale and intensity is appropriate and compatible at this location. Third, infrastructure and access remain unresolved. North Courtnay Parkway is already the subject of an active FDOT

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safety project and access scenarios referenced in the traffic analysis as preferred to remain dependent on future approvals that are not yet guaranteed. Proportionate fair share has also been discussed, but payment alone does not resolve physical traffic constraints, queuing, or safety concerns near an active school corridor. The staff analysis also states that this development has the potential to create traffic impacts that could adversely affect the safety or welfare of residents in the surrounding neighborhoods. This is not an argument against growth or housing. The question is whether this scale at this location is appropriate before those issues are clearly resolved. Once intensity is granted through rezoning, the long-term impacts remain even if unresolved details are addressed later at the site plan. I'm hearing a lot of hypothetical arguments here. We can build. They're going to be six figure tenants. There's going to be access, but there's no proof right now.

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

Kimberly Jarvis stated I'm a volunteer with Audubon's Eagle Watch program. I'm also an avid birder, as you can see from my shirt. Last time I was here I brought a map of the proposed development along with the 660, 330-foot buffers. To put it in perspective for some of you people, 660 feet is two football fields and two first downs. That's not very far. Eagles can see three miles. They can see a rabbit from three miles and their hearing is equivalent to that of a human. This project will disrupt the nest. That nest has

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been there for eight years. Somebody on Nextdoor was kind enough to send me a picture of a fledgling barred owl. It's learned to fly and now it's learning to be an owl. That picture was taken in Villa Del Rena or somewhere in Villa de Palmas. And I was out there last Tuesday, and I did hear barred owls.

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

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

John Clamp wanted to point out to Michael that we worked at Space Center. I worked out there for 20 years. Not everybody lives on Merritt Island. They live in North Merritt Island. They can go out on State Road 3 or what was State Road 3 into North Brevard County. They can take two routes into the mainland through 405 into Titusville. There's the “B” Line off to Orlando. And there's Merritt Island. And then there's places further south. You're not stopping anybody moving into this area by building or not building condos here. It makes no sense. I just didn't go along with the reason that apartment blocks were needed. There are all kinds of opportunities to build properties. On another issue, much more personal, I guess, I was a real estate broker. And anybody that thinks something like this does not devalue single houses is not paying attention. This would.

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Now I happen to live directly by the woods. I figure my property's five or 10 above the average for the same house. Take that away and you're costing me money. And I'm sure that there are a few other people here that would also cost them money. Regarding the traffic, that's an obvious one. It truly is obvious. But Merritt Island is full up. It really is full up. You can't get a quart into a pint pot. So, stop trying, please.

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

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

Hazel Banks stated her address is right behind their backyard. And being 50 ft away is not good enough because of the noise, the lights, the rentals. We all know type of people that come to rentals and they're not the quiet people that we want. I was coming down from Orlando last Thursday and I came across KSC down Courtnay and I was stopped because of the traffic at the Causeway Diner which is 2 miles from my street,

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and it took 30 minutes for us to get through and this was around 3:30 p.m. I was on Pioneer on a Thursday again going north and that's where I saw all the parents cars are all down Lewis Carol Drive and halfway west on Pioneer. And like the other person said, the people that wanted to drive south couldn't because of the school traffic waiting and there was about a mile and a half of school traffic and the buses coming from the school to go to the intersection to turn right and/or left or go straight. Also, a builder came to my apartment, and he was at a similar unit and the people next to it couldn't sell their house because they knew of all the noise that the apartments were making.

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

Jenny Eckberg stated a couple things I drew from this meeting. One of them that just popped into my head was the drawbridge that does occasionally on the half hour can go up on whim, you can't tell the boats when and where they're going to come. And so that backs up Courtnay. That kind of plays into the other conversation of when they put the median in and the people in the turn lane trying to get on 528 westbound. That's going to back up the left lane. And then there was something this is maybe more of a question when we were talking about the capacity use using more than 25% of the capacity remaining and we were talking about two trips a day 855 and 662 trips and then the capacity is 2000 and 1200 and I heard the argument being oh well that's if you're doing the site plan. So, I don't really know where site plan comes into play but I'm just looking at the numbers and that this was well above this 25% capacity. Just to reiterate that maybe someone needs to look into that. So, does site plan come after we do the rezoning and the numbers are still going to be the same. Lastly was the argument about having a hospital and I don't know enough about that, but wouldn't it still require rezoning if this 11 acres are zoned AU? If you're putting a hospital there, are they talking about the current infrastructure, the current building that they're going to build that up to maybe three or four stories hypothetically if they do put a hospital there? And then the fact that two thirds of that are also wetlands and wouldn't that still need to be

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reviewed? So again, we got this hypothetical of this hospital that may or may not go in and still impacting and still an eagle's nest and still all this that still needs to be viewed.

END PUBLIC COMENT

Ms. Rezanka began with the wetlands are only about 1 acre. It's not 2/3. It's been ground proofed, but again that's a site plan issue. Regarding that 25%, it's very confusing. Again, first time I'd seen it raised in a zoning issue. That's section 62602. I handed you the entire ordinance. The big thing to understand is we're at preliminary evaluation for rezoning purposes. Usually, a full-blown traffic study has not been done for zoning. We did it here because of the concerns and traffic engineers here, they've reworked it. They've met with Mr. Nguyen. They've met with many people at traffic and right now we're not going to make the level of service on Courtnay worse or the intersections worse, that's the standard regardless with the 62-602. If we do go to site plan and if we are taking up more than 25% of capacity it can be phased it can be proportionate fair shared roadway improvements can be made. So, the 62602 was for informational purposes only, which made the developer do more work to determine if they still wanted to go forward. And they still do want to go forward. Regarding lights and noise and the types of people that live in apartments, that's relatively offensive, but lights and noises are performance standard issues and noise ordinances. So, if there are problems then that is taken care of at the time the performance standards with lights and noise. Again, these are luxury apartments. The only other apartments that are new in Merritt Island are the ones that are going behind the mall. Also, those were already in development when this project came forward. So, all their traffic impacts have been accounted in the methodology that was in the traffic study that was here. About depreciation and value, that requires an MAI appraisal which you do not have any evidence before you today on that. Miss Cole said she was not notified of the meeting. Our office pulled the 500-foot radius for the community meeting, and it did go to the HOA because they had property in it too and there were quite a few people there and we've had several meetings since that time as well. Regarding paying for growth as it comes along. This project, if approved, would pay over half a million dollars in impact fees and a proportionate fair share is required and would be another $200 or $300,000. And improvements will be made. There will be a turn lane going into the project. There will be an extended turn lane on Pioneer, which again should cure some of these problems with stacking on Pioneer. Pioneer is only at 30% capacity. This really seems to be a schoolboard issue and school board should do something about it, but I know they don't have the ability to do it either. The access to State Road 3 is an FDOT issue. It's not a county issue. State law doesn't require a site plan even to be held up without an FDOT permit. So that is something again at a site plan issue. The traffic counts were 24-hour counts. They were done on December 11th, which is a Thursday, and January 14th is a Wednesday. 24 hours. They also did it specifically to count the school times because that was raised at several of the meetings. Going back to the comprehensive plan it is residential 15 and neighborhood commercial which allows the bump up to 30 units to the acre. So, in 1989, this county thought multifamily was going to be on this property. And somewhere along the way in 1983, they put this conditional use for a medical office and clinic. So, it's either or. Or it could be five homes, but it's been this way since 1983 with this conditional use permit and 11 acres have not been built. So,

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

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

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

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

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

DRAFT

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

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

Motion to recommend denial of Item H.3. by John Hopengarten, seconded by Ruth Amato. Motion failed with a tie vote of 7:7.

Motion to recommend approval of Item H.3. by Henry Minneboo, seconded by Debbie Thomas. Motion failed with a tie vote of 7:7.

Alex Esseesse stated “We'll communicate that to the board. Seven/seven tie each way.”

DRAFT

BOARD OF COUNTY COMMISSIONERS

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March 24, 2026

Addendum Number 2 - 25Z00054 Merritt Bidco SPV, LLC

Since the Board last saw this item on February 5, 2026. The applicant has submitted a revised Traffic Impact Study which was also reviewed by the Planning and Zoning Board. Applicant traffic analysis, provided by Bowman Engineering, in the March 5, 2026 Traffic Impact study states: The results of the analysis presented in this report, with the inclusion of the proposed improvements, the development of the proposed residential project is not anticipated to adversely impact the surrounding roadway network. Alternative 2 is identified as the preferred access configuration based on safety, queuing, and operational considerations. Alternative 2 - Left-in/ Right-in/right-out along N Courtenay Pkwy & shared full access along Pioneer Rd.

Brevard County Traffic Operations has provided the following analysis based on the traffic study provided by Bowman Engineering on March 5, 2026. Brevard County Traffic Operations staff has completed its review of the Rangewater TIA and confirmed that there are no outstanding comments. Our previous concern regarding the driveway configuration still stands, and there are two roadway segments for which the project will use greater than 25% of the remaining capacity. The segments are both on N. Courtenay Parkway, and the segment IDs are 152 and 155.

Based on the Brevard County Traffic Operations staff comments, the board should consider whether the criteria under Administrative Policy 5, regarding transportation facilities, would be substantially and adversely impacted creating a further deficiency in the Level of Service (LOS) in the surrounding area or on site if the rezoning were to be approved.

Merritt Bidco SPV, LLC / RangeWater: 25Z00054

Dated: April 24, 2026

RE: Response to Staff Addendum and submitted public comments

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

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

I. TRAFFIC.

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

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

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

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

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

II. EXISTING FUTURE LAND USE DESIGNATIONS.

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

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

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

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

III. ADMINISTRATIVE POLICIES.

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

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

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

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

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

> **Administrative Policy 4** *Character of a neighborhood or area shall be a factor for consideration whenever a rezoning or any application involving a specific proposed use is reviewed. The character of the area must not be materially or adversely affected by the proposed rezoning or land use application. In evaluating the character of an area, the following factors shall be considered:*
>
> > ***Criteria:*** *A. The proposed use must not materially and adversely impact an established residential neighborhood by introducing types of intensity of traffic (including but not limited to volume, time of day of traffic activity, type of vehicles, et cetera), parking, trip generation, commercial activity or industrial activity that is not already present within the* ***identified boundaries*** *of the neighborhood.*

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

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

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

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

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[1] Owned by ZAMZAM FLORIDA III LLC.

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

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

A. Whether adopted levels of services will be compromised;

B. *Whether the physical quality of the existing road system that will serve the proposed use(s) is sufficient to support the use(s) without significant deterioration;*

C. *Whether the surrounding existing road system is of sufficient width and construction quality to serve the proposed use(s) without the need for substantial public improvements;*

D. *Whether the surrounding existing road system is of such width and construction quality that the proposed use(s) would realistically pose a potential for material danger to public safety in the surrounding area;*

E. *Whether the proposed use(s) would be likely to result in such a material and adverse change in traffic capacity of a road or roads in the surrounding area such that either design capacities would be significantly exceeded or a de facto change in functional classification would result;*

F. *Whether the proposed use(s) would cause such material and adverse changes in the types of traffic that would be generated on the surrounding road system, that physical deterioration of the surrounding road system would be likely;*

G. *Whether projected traffic impacts of the proposed use(s) would materially and adversely impact the safety or welfare of residents in existing residential neighborhoods.*

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

IV. COMPATIBILITY & SCALE

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

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

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

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

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

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

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

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

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

In fact, the MIRA Mission Statement[5] advocates for this rezoning, to fill the stated need of "workforce housing, senior housing, luxury condos and apartments . . . The need is felt by current residents, those attracted to the island's unique lifestyle, and those working in the area." An issue identified in the MIRA Mission Statement is the "need for housing to accommodate the space center, hospital, medical and hospitality industry."

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

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

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

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

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

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

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

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

VI. **CURRENT ALLOWABLE USE OF PROPERTY**.

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

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

However, if developed with current allowable conditional uses – a subset of permitted uses[8] - a hospital, freestanding ER or medical office clinics could be constructed and operated on the Property. A hospital or ER could have adverse impacts upon the transportation facilities and nearby homeowners due to noise, lighting, hours of operation and traffic. According to the January 20, 2026, Rezoning Traffic Analysis, the Property could generate 5,535 daily trips, 369 morning peak hour trips, and 370 evening peak hour trips if developed as a hospital.

VII. SUMMARY.

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

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

Verbatim Record

Item H.7., Merritt Bidco SPV, LLC (Kim Rezanka) Requests a Zoning Classification Change from AU with a BSP to RU-2-15 and RU-2-30 with Removal of BSP (25Z00054) (Tax Account 2412106) (District 2) – May 7, 2026, Zoning Meeting

Altman: Okay, we will move to H.7.

Gilliam: Item H.7., Merritt Bidco SPV, LLC, being represented by Kim Rezanka, requests a zoning classification change from AU with a BSP to RU-2-15 and RU-2-30, with removal of BSP, under application 25Z00054, located in District 2. And I'd also like to note on April 2, the Board of County Commissioners continued this Item at the applicants request to, to its May 7 meeting, which is tonight's zoning meeting. The applicant stated the reason for the request was to, for the continuance, was because the entity is investigating the possibility of acquiring additional property adjacent to the current proposed apartment site and they were reviewing potentially modifying the proposed number of units, considering further modifications to access to the site, and for off-site improvements. As of this date, the County staff has not received an amendment to the application.

Adkinson: Mr. Chair, if I may.

Altman: Yes.

Adkinson: Just for the record, I want to let everyone know that on May 7, I had an approximately 15-minute phone call with Ms. Rezanka regarding this Item. Oh, sorry, uh, yesterday, on May 7, I had approximately 15 minute phone call with Kim Rezanka regarding this Item. Yesterday.

Altman: May 6.

Adkinson: May 6.

Rezanka: Actually it was this morning.

Altman: It was this morning…

Adkinson: It was this morning. It was this morning. Yeah.

Rezanka: Don't worry, we gave that to you.

Adkinson: Yeah.

Altman: Okay.

Rezanka: All right. Good Evening Chairman, uh, members of the County Commission. Kim Rezanka, on behalf of Rangewater Development LLC with authorization from the owner Merritt Bidco SPV, LLC to file for the rezoning. Uh, because of the anticipated, um, number of speakers and almost a thousand pages in the Agenda, I'm going to ask for 30 minutes total for my team and my experts to present.

Altman: Okay, um. Um, that's, that's uh, uh, allowed under our procedures to make that request and it's required that the Board of Commissioners have the vote to grant that, so is there a motion to grant an additional 15 minutes?

Feltner: I'll make a motion to uh, give the applicant total of 30 minutes. Is that, does that include the closing and everything?

Rezanka: Yes, sir.

Feltner: Okay.

Rezanka: Rebuttal, experts, everything.

Feltner: Cause, I think we usually have a rebut, we usually have a rebuttal period of, afterward anyways.

Rezanka: Yes, sir.

Feltner: Okay, 30 minutes. That'll be my motion.

Adkinson: If that includes everything, I'll second it.

Altman: Yeah, and I guess your experts could have filled out a separate card and got time, but uh, uh one question, Um, that I'd just like to clarify, I think the, those in opposition, have they hired counsel? Have they hired an attorney? Are they here to speak? If they are, we should grant them the same request, if they need it. So, okay, there's a motion and a second for an additional 15 minutes for counsel, expert witnesses, and consultants. All in favor say Aye.

Altman, Adkinson, Feltner, Goodson: Aye.

Altman: Carries unanimously. Okay, thank you.

Rezanka: Thank you. Um, I do want to thank all of you and your staff. This has been a long process. You have fielded numerous calls, meetings, as I said, almost a 1,000 pages, and I know it's taken a lot of time, so we really do appreciate that fact that you've listened. You've listened to everyone, and um, it's it's been noted. The rezoning for residential apartments is opposed by many, including in other states in this country, from California to New York, and other countries, including Spain, India, Egypt, and Kazakhstan; the public resistance is an emotional reaction to change, a concern for the loss of vacant land that has never been developed, and the fear of the unknown. Rangewater understands this and has and will continue to work with the neighbors, the neighborhoods, FDOT, the School District, the Sheriff's Office, and others agencies to cons, construct and manage a first class luxury apartment complex. During this rezoning started, we rezoning process, we started the meeting with MIRA staff. MIRA staff at that time was supportive of this and said it was a very necessary project in this area. We had a community meeting in November and there was opposition, and from that meeting, um, Michael Oliver, the representative from Rangewater, met with several, one-on-one, to try to, to assuage them and that has resulted in the conditions in the Binding Development Plan that's in your packet. Um, speaking with staff, they have some concerns about some of those conditions, and if this is approved, we'll certainly work with staff to make sure that the Binding Development Plan meets the County Code. Rangewater accepted many of these comments and feedbacks and has substantially changed the design from where they started. It has offered the BDP, with limitations and improvements, in, including a turn lane on Pioneer to assist with the traffic at that intersection of Pioneer and State Road 3. Rangewater hired a traffic consultant to prepare a full traffic impact study, uh, the last one dated March 5, 2026, which is in your

packet. There's actually three traffic studies that were done based upon comments by staff. Usually TIS is not required, or needed until site plan; again, we have prepared the Binding Development Plan, the BDP, so everyone knows what this project's going to be about. They're going to know the units, they're going to know the, the locations, the setbacks, the buffers, things along those lines. So, it's to be transparent so everyone knows what's going to go there. It has offered a proportionate fair share contribution, if there's one necessary during the site plan process and to work with FDOT if there are improvements necessary. The BDP is to ensure that the multifamily use can co-exist with neighboring properties and not negatively impact other land uses, conditions, or neighbors. We are here tonight with the developer and experts to present evidence and to inform you of the need for the rezoning and the legal support for the rezoning. With us is Michael Oliver, the representative, Kyle Shasteen of Bowman the engineer of record, Trent Ebersole, a traffic engineer, and they will be talking during this timeframe. Uh, a brief overall, overview of the project, is a rezoning of 7.5 acres adjacent to single family homes to RU-2-15 and rezoning west on State Road 3 of 3.66 acres to RU-2-30, a total of 222 units possible. It is also seeking a removal of a 1983 Binding Site Plan for hospital and CUPs for hospital and medical clinics. So, this will remove those uses which currently according to Trina Gilliam, is the only use of this property is for a hospital and medical clinic. This property is vacant and be, and behind old 1986 medical buildings. There's a double-wide trailer located on it, um, next to the single-family subdivision. The adjacent medical offices are not maintained and were subject to a bankruptcy proceeding when Steward went out of off, went out of business. It is unkempt and underutilized property. Um, as shown on the screen and in your packet, the property sought to be rezoned to RU-2-15, is residential 15. Again, that was the intent in 1988 when the Comp Plan was adopted, when Mr. Altman, Chairman Altman sat on this very Board and adopted the Comp Plan. And that was the intent of the Comp Plan was that to be 15 units to the acre, multifamily. To the west of that is neighborhood commercial and it's in a neighborhood commercial area. There's not a single single-family home along State Road 3, from Skyline Boulevard north to State Road 528. This Res 15 and neighborhood commercial has not changed, so the Comp Plan was adopted in 1988. This is adjacent to Res, residential six, six units to the acre which are two single-family developments, but again, residential six is land use affords a transition in density between higher urbanized area and lower intensity land use. And that is what this is, this is a transitional use from single-family to commercial uses, in a commercial corridor. I provided a nine-page memorandum on April 24 of 2006, and request that be incorporated by reference into my presentation. There have been so many, uh, things stated about this project that it was necessary uh, both from the, as to what staff and the addendum stated into what, to uh, residential opponents have stated. I do want to look at one of the issues of compatibility and the surrounding uses. Um, page eight of the staff report has often been cited in emails that have come before you, um, as to Administrative Policy 3. Administrative Policy 3 requires compatibility with existing or proposed land uses to be a factor, and you shall consider, whether the proposed use would have hours of operation, lighting, et cetera, similar to other uses. This is a residential use, it is just multifamily. Whether the proposed use will cause a material reduction in value of existing lands. There's no information, there's no MAI appraiser that has said it will. Whether the proposed use is consistent with an emerging or existing pattern as determined through the analysis of historical land

patterns, actual development, and development approved. And when you look at what the staff says in its staff report as to historical land uses, it says it's not consistent with the pattern of surrounding development, which is single-family and medical facility, no it's a transition and it, but it could be considered a transition from high intensity, which it is, but it does go on to state, there is all kinds of mixed-use future land uses in this area. And then it goes on, as also, the actual development which is either or hysterical, historical or actual. And there's an assisted living facility immediately to the south, and that is at 20 beds to the acre. It is a multifamily use. Administrative Policy 4 regarding the character of the neighborhood has also been cited. Again this is a transitional area. It's got multifamily. It's got across the street, it's got single-family. It has Starbucks. It has assisted living facility. It has the bank. And it has medical use adjacent to this property. This property will not introduce traffic into the identified boundaries of these subdivisions. These people are not going to go into their subdivisions. The access is on Pioneer and State Road 3. Any statement that the character of these two neighborhoods will be materially, character of the neighborhoods will be material or adversely affected is pure speculation. The access to the property will primarily be from State Road 3, with some accessing Pioneer Road, but the residents and guests of the apartment complex would have no reason to travel into Raintree of Villa De Palma. Based on the recent development of the 10 acres of commercial land to the south of this property, the Starbucks, the assisted living facility, Space Coast Credit Union, and Twins Car Wash, this area is transitional and not primarily residential. This rezoning is supported by the MIRA staff report of December 11, 2025, which stated the requested rezoning is consistent with the County Comp Plan and the MIRA redevelopment plan. And this is definitely in the MIRA redevelopment area. This portion of Courtney Parkway exhibits a robust mixture of commercial businesses and single-family residential property. In Merritt Island, there exists a deficiency of newly constructed multi-family rental units, however, because of increased employment opportunities in the space industry, as well as the tourist industries, and other industries at Port Canaveral, individually seeking to fill those vacancies, require housing that is proximate to their work. Apartments appeal to younger individuals because of decreased maintenance, enhanced security features, amenities such as on-site fitness, and common gathering, and a sense of community. Uh, clearly, a request for development and multifamily. Also that the Merritt Island Redevelopment Agency mission statement says that they need housing to support the workforce. The MIRA Board did vote against it saying they needed more information. Because of that we got the traffic impact study uh, to assist with the information that they sought. This luxury apartment complex is a logical transition from RES-6 single-family to commercial uses and it was intended by the Comp Plan drafters back in 1988. Uh, with that I'm going to bring up Michael Oliver to discuss the specifics of the projects and the conditions. Thank you.

Oliver: Good evening, Chairman, Commissioners, staff, and members of the community. My name is Michael Oliver and I represent Rangewater Real Estate tonight. I am a Florida resident and I manage Rangewater's development platform across the State. Rangewater has developed two properties here in Brevard County, both within the Viera Community here. Across Florida, we have delivered 27 communities and more than 100 nationally. We have twice been recognized as the National Association of Homebuilders Developer of the Year. We are excited about the opportunity to develop our third community in Brevard County on this

property in Merritt Island. Tonight I'd like to focus on three points. First, as Kim mentioned, this rezoning request is consistent with the 1988 Brevard County Comprehensive Plan. Second, we have listened carefully to the surrounding neighborhood and made substantial changes and concessions to our plan in direct response to the community feedback. Those commitments are memorialized in our Binding Development Plan. Third, Brevard County's economy continues to grow rapidly around the Kennedy Space Center and Port Canaveral. Yet, as Kim mentions, and as MIRA notes, new housing options near these employment centers remains very limited. This projects, project, represents more than a $55 million dollar investment in Merritt Island and helps address that need. Over the past nine months, we have spent significant time meeting with nearby residents and addressing concerns. Many of those same concerns will be raised again tonight and I would ask the Board to consider the meaningful concessions we have already made. The property has 13 direct residential neighbors. In response to concerns about compatibility and proximity, we have committed in the Binding Development Plan, to a 100-foot setback along the eastern property line. That is five times greater than what is required by zoning. We also committed to preserving existing trees along the north and east property lines to create additional buffering and privacy. We heard concerns regarding wetlands and we completed delineations very early on in the process that were accepted by staff at the St. Johns River Water Management District. We are preserving the vast majority of wetlands on the site, in compliance with Brevard County regulations. We also heard concerns about building height. As a result we moved away from a four-story product and instead proposed a three-story garden style community that better transitions to the surrounding homes. While it is not in the Binding Development Plan, we are willing and able to provide a 200-foot, any, with any buildings within a 200-foot setback from the eastern property line to be two stories. We heard concerns regarding stormwater. Modern stormwater standards are stringent and the project will not move forward unless it fully complies with all County and State regulations. Traffic, although a traffic impact analysis was not required for this rezoning, Rangewater voluntarily completed one because we took the communities concerns seriously. The study was reviewed and accepted by County staff and concluded that the project would not negatively impact the roadway level of service on North Courtenay Parkway or Pioneer Road. We also committed to tripling the length of the right turn lane on Pioneer Road to help reduce congestion during peak hours. I think it's important to recognize what could otherwise be developed on this property today. The site, as Kim mentioned, has a conditional use permit that could allow for a 24/7 ambulatory care hospital with minimal setbacks and minimal buffers. The existing owner of this property is motivated to sell the property. So, I would ask the Commission this, is a three-story and potentially some buildings two-stories, garden-style multifamily community less compatible with the neighborhood than a hospital use directly adjacent to their homes.

Outbursts from the audience.

Oliver: The economic engine of Brevard County is centered around Kennedy Space Center and Port Canaveral. Blue Origin continues to expand. They just doubled, committed to doubling the size of their manufacturing facility on Merritt Island. SpaceX continues to grow. Port Canaveral is now the busiest cruise port in the world. These employers are creating jobs rapidly, but housing diversity near

these employment centers continues to lag behind demand. At the end of the day, we understand that not everyone supports growth. We believe this property is located on a major corridor, urban corridor identified for redevelopment and diverse housing opportunities. Our proposal creates an appropriate transition between the existing neighborhood and North Courtenay Parkway, while bringing new investment, additional housing options, and economic benefit to Merritt Island. Rangewater is prepared to investment more than $55 million dollars into the community and we respectfully ask for your approval tonight. Thank you for your time and consideration.

Audience: Mr. Oliver, mentioning Viera and comparing it with that area of Merritt Island is like comparing a fox to a giraffe.

Altman: Fill out a card, you're welcome. And were going to give you five minutes. So…

Shasteen: Good evening, my name is Kyle Shasteen. I'm with Bowman. Um, Bowman will be the site engineer for this project. Um, I'm a licensed professional engineer in the State of Florida and um, I've been practicing land development in the State of Florida for 10 years. Um, been working with Rangewater on this project and they have developed this conceptual site plan. I just wanted to highlight some things that Michael has already covered in his presentation uh, to kind of visually depict it to the Commission. You can see along the eastern buffer, this is the enhanced buffer that he mentioned to the existing residential neighborhood here. He also mentioned an enhanced buffer along the northern portion of the property that will be zoned RS-15, uh adding additional buffering to the residential houses here. Uh, sorry. They will also uh, maintain and keep any existing vegetation where feasible along those buffers to help with buffering to the, to the community. He did mention that there are wetlands on site that have been delineated by a professional biologist. The wetlands have also been accepted by St. Johns River Water Management District. Those are located approximately here. Any impacts to those wetlands will, of course, be approved by the County and the State during the site plan process. Uh, there's also an existing Bald Eagle nest that uh, will probably come up tonight. It's located in the vicinity of the property, but it is not on the property. It's to the southeast. Uh, you can see this line here is the required uh, setback by FWC to be met, so this project will meet all requirements um, of FWC regarding the, the Bald Eagle nest. Uh, Mr. Oliver did mention off-site improvements. The site plan shows uh, where those are to be located. This is the turn lane on Pioneer Lane and then there will also be turn lanes on Courtenay Parkway. I have uh, Trent Ebersole here. He is the traffic engineer and he can expand more on those off-site improvements, but I'm here for any questions related to the site engineering. Thank you.

Altman: Thank you.

Ebersole: Good Evening. Thanks for the opportunity to speak. Trent Ebersole with Bowman, the traffic engineer. Um, I'm a registered professional engineer in Florida, uh, 37 years of experience and I have been accepted as a subject expert in, in judicial proceedings. Um, with the time that's left, I'm gonna, most of what I was gonna say has already been said to, to some degree. I'm going to jump to the end and actually state why this is a favorable project, as far as development's concerned uh, with regard to traffic. Uh, and I do understand where the statement was made and its true that this project, the site traffic will not uh, worsen the levels of service on any of the facilities uh, in the study area. I

understand the concerns because there are some existing con, congested uh, movements, uh, in particular, the westbound left approaching, uh, approaching Courtenay Parkway, from, from Pioneer Road. Um, so with regards to that, uh, uh, Kyle mentioned, if I could just change the graphic real quick, that part of our proposal is to lengthen the westbound right turn lane. Um, so today, the left turn movement is so long, the Q, the queue, that it blocks the ability for traffic to get into the right turn lane, on the top, that's the existing condition. The red cars would be those wanting to turn left. The blue cars, not all, or the right turns that can't get in there. With the lengthening of that right turn lane, uh, the delays for people wanting to make a right will be eliminated. Uh, so there will actually be an, an improvement there. Um, to paint a picture, the amount of trips that this project would put on that, that, that uh, heavy movement of the westbound left turn would be about one vehicle every two minutes. So, to the naked eye, it you were out there and you looked at it today, and you went back and looked at after the, this was built, you would not notice the difference in, in traffic. To, to further that point, the traffic that would be generated by the buyrite use of the hospital, would be four times as many trips. So this is in effect, a very large reduction in the potential traffic uh, for development on this site. The only way that it would be less in effect, would be to not develop anything. Uh, and so that's really the question here, is will there be development? If there will be, this is a very favorable development. Uh, and with that, I'm available for questions.

Altman: Okay. Uh, is that the applicant? Are you? Do we have any questions? Yes.

Adkinson: So you mentioned um, possibly part of it would be two-story. Can you tell me where that would be? And is that actually reducing the number of units?

Oliver: So we right now, this is, where I'm pointing right here, is about a 100-foot building setback. What we're committing is that any unit within 200 feet which runs pretty much from this line right here, 50-foot taper, down here would be, we can commit to two stories. At this time, I, I don't know how that affects our unit count. We would still request Res, RU-2-15, but we're willing to commit to a two-story product so that there's no concerns about anyone, anyone's units looking into any rear backyards.

Adkinson: But we don't, but you don't know how many units that would reduce by? Okay.

Oliver: It would likely reduce the unit count by maybe 10.

Adkinson: Okay.

Oliver: Yeah.

Adkinson: Thank you.

Oliver: Yes.

Altman: Okay, that was one of my questions. I do have another, a couple questions. Um, when you say garden-style, what, what does that mean? What, what's the…

Oliver: It's a um, it's a lower density, multifamily development style. Yes.

Altman: Does it, does it um, it sounds like it denotes more vegetation, garden…

Oliver: It's surface parked. It's more you know, RU-2-15 requires a certain amount of open space. I believe it's, off the top of my head, I believe it's 35 percent, RU-2-

30 is slightly less than that. But its, its open space, its surface parking rather, rather than a structured parking deck. Um, but that's the definition of garden-style apartment as I define it.

Altman: The other question I had, and I know in the presentation, you mentioned that this would be a high quality residential…

Oliver: Yes.

Altman: …multifamily residential development. What in your Binding Development Plan commits you to a high quality verse what would be a non-high-quality?

Oliver: Um, we as a developer, develop luxury apartment communities across the United States. We have developed two properties here in Viera. Marisol at Viera and Azul at Viera. I would define those as high-end, high-quality, multifamily developments. I understand that Viera is very different than Merritt Island, but I, I've simply was noting that we've done business in Brevard County. We've developed in Brevard County. We like Brevard County. And I was providing that as an example.

Altman: So, what is it that makes it higher quality? Is it the design, is it the exterior finishes, is it the windows? What, what are you doing here?

Oliver: It, it will be from the exterior finishes and the rents that this property will command are north of $2,000 per unit. That will likely be higher than many mortgages in the surrounding, broader, MSA.

Altman: Mhm.

Oliver: So, when, when we look at that, we'll have quarts countertops, we'll have, you know, enhanced cabinet finishes, you know, as Milstone developed previously, there's LVT, you know, flooring, throughout the, the, the units; It's a luxury finish package that we provide to the residents.

Altman: Okay. Thank you.

Oliver: And we professionally manage the communities internally. We manage 75,000 multifamily units across the United States.

Altman: Okay, great.

Oliver: And we're top 25 Property Manager nationally.

Altman: Thank you.

Oliver: Yes.

Altman: Thank you. Uh, any other questions? Commissioner Goodson do you have a question?

Goodson: No sir, I do not. Not at this time.

Altman: Okay. Okay, if that is… the applicants finished, we will now go to the cards. First speaker Rae Ann Sions. Five minutes per speaker.

Sions: Good Evening. I live in the Raintree development that they're speaking about, just behind this complex.

Audience: (inaudible) into the microphone.

Altman: Yeah, you don't pull that mic down.

Sions: I'm a little short, so excuse me.

Altman: Yeah.

Sions: I live in the Raintree Development behind the proposed development. I've been there for 21 years. I've raised two children there. They've both gone to Lewis Carroll. And I have my oldest daughter, also has a home there. So, I'm very concerned, some of the issues that have come up, especially traffic. Uh, I find it hard to believe that there will not be more traffic there, which is already highly congested, especially with the Starbucks and at the school hours. It's very difficult to get in and out, and onto Courtenay Parkway. I can say that with firsthand knowledge. But I am here today to point out the Administrative Policy 4 which talks about no new intensity of traffic. Under Administrative Policy number 4, 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, traffic activity, different types of vehicles, parking, trip generation, commercial activity, or industrial activity that is not already present within the identified boundaries of the neighborhood. I believe that the developers own roadway capacity analysis confirms this project will add 855 daily trips to the Courtenay segment alone, consuming 25 percent of the remaining capacity with additional trips flowing onto Pioneer Drive that the developer did not even study. A development of this scale would fundamentally change what our neighborhood is, and I'm asking that you would disapprove of this project. Thank you.

Altman: Thomas uh, Reedy, Thomas Reedy. And the next speaker will be um, Robert Baker, so they can be ready.

Reedy: Hi, good evening. My name is Thomas Reedy and I am here to oppose the development case number 25Z0054, the proposed 220 unit, three-story complex. This development, in my opinion, is not appropriate for this location. It places a high-density multi-story complex directly in the middle of an established single-family neighborhood. That's incompatible with the character that we currently have there. I know there was some issues brought up about the zoning and everything, but in talking to some of the um, staff, that I spoke with yesterday, Courtenay was designed to have commercial on the front, residential in the back, and you know, everything that was stated, yes, there is a commercial site directly across the street from that with the uh, you know, the uh, assisted living home, the bank and such, but again, that's commercial and that's what it was designed for. It wasn't designed for a large um, complex like this. And again, I know you've heard about the, you know, I'm, I'm not gonna go really into a lot about the traffic, but, you know, the traffic is a big concern. And my question is, has anybody here, uh, any of the Commissioners actually went out and witnessed it, firsthand? Our, you know, um, have you, have you seen it? You know, you, you've seen a lot of issues, you're hearing a lot about traffic, but has anyone gone out there to, to witness it? I mean, when the, when the uh, when the bridge is up, it backs way up, uh, during, you know, when everybody's letting out, you know, coming south on Courtenay, uh, from the Space Center. It creates a huge impact there. Uh, I mean a lot of us that live there on the weekends now with the Port traffic, you can

barely move on 528. I mean, it, its, its, it's a very, very congested area, so, I mean that's something else to look at. Um, you know, the few things about the traffic, it increases the congestion and safety risks that are currently there. Um, about FDOT, that's possibly putting in the medium all the way down past Publix, which is going to, there's, the turn lanes are going to disappear. Um, you know there could be a delay in emergency response times and it's, it's going to overwhelm the intersection that cannot realistically be expanded with just the right turn lane to Courtenay to head north. Uh, the infrastructure, we haven't talked about is strained. We live, I live in the Via De Palmas and in the last six months we've been out of power eight times. No hurricane, no storms, and the infrastructure which basically the, where uh, Via De La Reina, and it backs up to Raintree, the power, you know, the power poles are in that area, which causes a lot, and now this will be there. Also there was a lot of work that was done on the sewer system uh, and they are still continuing to work on it. Uh, every once in a while, we see uh, Brevard County out there looking at it. They did put in a couple new lift station in, lift stations in, but it was uh, and it was an issue at that time and I'm, I'm afraid that its going to be a continuing issue. You know, there, this area is vulnerable to flooding as we discussed in the past on previous meetings, especially in Sykes Creek, in that area, Sykes Creek Cove. Um, so without this, you know, this, I think, you know, with non-permeable area that this is going to be built on, the rainwater has to go somewhere. And I know we discussed that about ponds and such and there's wetlands in there, but, you know, in closing, this project would permanently change our neighborhoods and reduce our quality of life, uh, and also, potentially putting our residents at risk because yes, the people are going to come out. You know, right now people that live in the other development behind us on the Via De Havarre, nobody goes out to Court, I'm sorry, nobody goes out, um, to the end of Via De La Reina. They all go past, you know, they go down Via De La Reina, they go down Sykes Creek Cove and everybody goes to the light. Currently, right now, in that residential area where we have over 500 homes or more. So, with all that being said, I respectfully urge the Commission to deny this case and, and I also too, you know, well, I'm just asking that you really consider opposing this. Thank you for your consideration.

Altman: Thank you. Robert Baker. And the next speaker will be Valerie Reedy.

Baker: Good evening, y'all. Can you hear me?

Altman: Yes.

Baker: Not really? All right. That better? Awesome. So uh, my name is Robert Baker. I live at 2395 Sykes Creek Drive. Um, when I got out of the military, we moved back to Florida. I'm a native Floridian. Uh, love it here. Absolutely was stoked to come back here. Um, like I said, we bought our house nine years ago. Um, great, high finish floor elevation in a waterfront neighborhood is, it was everything we could dream of. And then as the development started to happen, um, with Hampton Manor, and Starbucks, and all that stuff, you know, everybody's, everybody wants to talk about how um, you know, that development is, you know, it's zoned for commercial, which is true, and that's fine. Um, but the S, the, I think the important aspect to consider there is, is it necessarily right? Is further development right? We've seen, my house has flooded three times since 2021. I have no documented history. My house was built in 1980 and there's no documented history that has been disclo, disclosed to me that, that property has

ever flooded once. And I think what's even more concerning is that, you know, uh, the team proposing this development, dismissed all of our concerns, as fear of change, as opposed to it being legitimate concern for houses and properties that we've invested in, for schools that our kids go to, and we want them to go there safe. I sent you guys…thank you. I sent the Board pictures today of vehicles that were going up the middle of the two yellow lines as that, as it was backed up down Pioneer, trying to get Lewis Carroll to let out. And I'm sorry, a 350-foot turn lane, going into a development of what's probably going to be around another 1,000 people is not going to mitigate that. Um, so, in, you know, and aside of that, at our aging infrastructure, like the gentleman before me brought up, we were, we've never had any sort of power loss and then all of a sudden, I had actually sent you guys pictures of that too, FP and L coming out because the stormwater's so high, it's overwhelming the switches that are there. And this is after improvements have been made here. The development that's gone on has already brought down our quality of life in the neighborhood and further development is damn sure not going to help it. I apologize for the language. That's all I really have to say, y'all. Thank you so much for your time and I really appreciate it.

Altman: Thank you. Valerie Reedy and next speaker will be Tina, Tina Rowan.

Reedy: Hi. Um, my name is Valerie Lupis Reedy and I live in the Villa De Palmas area and I'm here today because I too, oppose the proposed high density rental apartment complex on North Courtenay and Pioneer. Everyone keeps talking about progress so, I decided to do a deep dive into the definition of what progress is and how it relates to this project. We all agree that project, progress should strengthen a community, not weaken it. True progress improves long term economic stability, protects existing neighborhoods, and ensures infrastructure can safely support growth. This project does none of those things. First, our infrastructure is already over capacity. North Courtenay is a constrained corridor with no room for meaningful expansion. Adding a high density rental complex will increase traffic, slow emergency response times, and strain utilities and stormwater systems that were never designed for this level of density. When infrastructure fails, taxpayers, not developers, pay the long term costs. Second, this project is completely incompatible with the surrounding area. Our four subdivisions are made up of approximately 600 single-family homes, placing an eight building, three-story rental complex in the middle of established subdivisions disrupts the character, safety, and stability of the community that already exists. Third, this development does not improve long-term economic stability. High density rentals often generate less re, less tax revenue than the public services they require. If property values decline because of incompatible high density development, the County loses tax revenue. That isn't progress. It becomes a long-term financial liability. Finally, this project provides no benefit to the current residents, it is designed for transient renters, not for the families who.ve invested their lives and savings into this community.

Audience: Yes.

Reedy: Progress should serve the people who are already there, not displace their quality of life. Growth is the same as prog, growth is not the same as progress. Progress improves the community's quality of life. This project does the opposite. For these reason, I ask you to listen to our voices and vote on maj, vote with our

majority and asking you to vote no on this proposal. I do have a couple of comments because I want to address some of the things that Ms. Rezanka said earlier, and also the developer. Um, one of the things that they did talk about was, they won't use our roads. I live on Via De La Reina. That's where the light is going from this new DOT project. I currently, make a right into Pioneer Road, I would say about 90 percent of the time going north because the traffic is so backed up, I can't even get to Via De La Reina. So you know what's going to happen when they come out of their development, they're not going to be able to make that right to get onto Courtney, so they're going to make the left, I mean onto Pioneer, They're going to make the left, they're going to go down Pioneer onto Sykes Creek loo, uh, Loop, I think it's called, and then up to Via De La Reina to go to the new light that's coming. So all that traffic, they may tell you no one's going to do that, they do that cause we have to do that now, to avoid traffic. And I know that, even my husband sometimes, when he's, he's pulling his boat, he can't even pull into, make the left into Via De La Reina because there's so much traffic. We actually go to the light, make the left onto Pioneer and backtrack and come all the way up to Via De La Reina because there's so much traffic. And it, like he said, with the Port, and I'm, I wish you guys would go there on Saturday. We left the Island one day, on a Saturday afternoon, we could not get back til Saturday night, with all the roads, 520, 528, was all backed up because when 520 backs up, that all overflows to 528, and vice versa. So when 528 backs up, you can't get off 520 either. So we have no way of getting on and off this Island. And adding more of these high density uh, apartment complexes, these aren't even people that are going to stay within our community. They're here temporarily. They're renting because they're here for a project. They mentioned the cruise port, that's going to be airbnbs. And we already saw that happened down in Melbourne Beach. I think you guys are familiar with the Harbor Island and what happened down there when the developer came in. They got the rezoning change and then another developer came in and did a completely different project. I have a friend that lives there. She, they're literally on blowhorns in the middle of the night telling people to be quiet and they're, people are yelling back, "Sorry, we're on vacation. We don't have to be quiet." So this is what we don't want to see in our community. This will, this project will ruin our community. Thank you.

Altman: Thank you. Tina Rowan, Tina Rowan, and next speaker will be Susan Cole.

Rowan: Good evening, Commissioners. My name is Tina Rowan. I live at 131 Cove Loop Drive, in Sykes Cove. I'm here today to address the issue of school capacity, as it relates to the proposed 222-unit residential development. This is not a minor procedural concern, it goes directly to whether this Board can lawfully and responsibly approve additional residential density when our public schools are already operating under significant pressure. Policy 2.1 of the Public School Facilities Element is quite explicit. It states that the County shall not approve any non-exempt residential development that increases residential development rights until a school impact analysis has been completed and a capacity determination letter is issued by the School Board confirming that adequate school facilities exists. That language isn't optional. It's not discretionary. It is mandatory. The Policy uses the phrase, "shall not approve" which clearly establish, establishes a legal, legal prerequisite before any rezoning can move forward. Before the Board can consider approving this application, there must be

confirmation that the affected schools, which include the Lewis Carroll Elementary School, the applicable middle school and Merritt Island High School, have the actual capacity to accommodate additional students that will result from this project. And we must be honest about what we are talking about, a 222-unit apartment development will generate students. Depending on accepted planning methodologies, that could mean anywhere from roughly 30 to 80 additional students entering the system. Those students will not be theoretical, they will require desks, teachers, classrooms, and space in already constrained facilities. The adopted level of service for our school system is 100 percent of capacity. That means we are not planning for overflow, we are planning to operate at the limit. If any of these schools are already near capacity, even a modest increase in their enrollment could push them beyond what they were designed to handle. We know from publicly available data that Lewis Carroll Elementary operates with an average student teach, student to teacher ratio of roughly 15 to 16 students per teacher. While that may sound very comfortable on paper, it's important to understand what that number actually represents. That ratio does not, includes not only classroom teachers, but also specialized staff. The actual classroom sizes are often significantly higher, typically ranging from 18 to 25 students in elementary grades and sometimes more depending on the grade level and program needs. At Merritt Island High School, classroom sizes commonly range from the low 20s to the upper 20s, and in some cases exceed 30 students, particularly in core academic courses. These are already full, filled classrooms operating under State imposed class-size requirements, with limited flexibility. So when we add an even relatively modest number of new students from a single development, those students are not absorbed into excess capacity. They are absorbed into systems that are already carefully balanced at, or near their limits. The Land Development Code reinforces this concern. Section 62-602, Section D, number seven requires the school district to issue a school capacity determination letter for non-exempt development and that clearly ties adequacy to the comprehensive Plan. That means capacity is not a general planning concept, it is a required finding tied directly to approval. The applicant has presented a school concurrency determination letter indicating no deficiency at this time. However, that letter is explicitly non-binding. The School Board has reserved the right to amend its findings during the formal concurrency determination process at the site plan and final development order stage. In other words, the letter is just a snapshot in time, not a guarantee of future capacity. The, the distinction matters because the question before the Board is not whether the schools had capacity at one moment in time. The question is whether capacity will exist when this project is built out and begins generating students, potentially years from now. Even the School Board itself recognizes that uncertainty by reserving its, that uncertainty by reserving its right to revisit the analysis. That acknowledgment alone, should caution us against treating preliminary findings as final assurances. We are also required to consider the broader public health, safety and welfare impacts under factor five of Section 62-1151 uh, Section C as well as overall consistency with adopted planning policy under factor three. When school capacity is uncertain, those factors weigh heavily in the analysis. Overcrowded schools affect not only education quality, but also transportation, staffing, safety conditions, and overall community infrastructure. At minimum, if the Board is inclined to approve this request, approval should be conditioned upon a binding and final school capacity determination, finding adequacy, adequate capacity at the time of final

development order approval. Without that assurance, we are effectively approving population growth without confirmed infrastructure to support it.

Altman: Thank you. Thank you.

Rowan: Thank you.

Altman: Susan Cole. And our next speaker, Marcus Herman.

Cole: Thank you, and thank you for listening to all of us. Um, I want to remind you of the Brevard County's mission statement and vision, um, as your role of Commissioners. The mission is to contribute to enhancing and ensuring Brevard's quality of life today and always. Um, the vision, uh, of the community, which excels, is, and is recognized for one, providing for the health, safety, education, and social needs of our community. Um, these are all things that you need to consider when it, is it going to happen, uh, if this development takes place. Um, number two, is building a diverse strong economic base with the needed infrastructure to support the quality lifestyle. Three, protecting the environment and conserving our valuable resources. Four, creating cooperative partnerships between government, businesses, community organizations, and our residents. Five, maximizing performance and communications to perform excellent service to our customers. Um, these, mission statement and the visions are directly from your uh, uh, website. Um, rezoning this property is irresponsible and goes against the mission statement and each and every vision and goal for all the reasons that you've heard already, you've heard in the past, and you will continue to hear. Um, the health, I'll go back to number one, because number, uh, the health, the health facility, if the rezoning does not go back, that would be fine. And it, I, I, I don't think anybody here agrees that the 24-hour traffic is going to be what a 22-unit uh, luxury condo, or apartment would be. Um, they're only allowing 1.7 parking spots for each of those units and it's a one to three bedroom unit. And as they stated its 2,000 or more. There's not going to be one person in that unit, there's going to be, there's, so we already have additional traffic. Safety, huge concern. Kids ride their bicycles, they walk to school. Um, with these traffic, and these cars going at school time, it's, it's terrible. The education that we've talked about. Some of the um, problems with the kids to school, um, all those that they've actually said in the past, is that it's a, it's a, it's a education, Board of Education problem, but it becomes our problem, the taxpayers, and the social needs of our community. We like our community as it is. We've got the infrastructure. I mean, we've got the, uh, the Starbucks, and the Target, and the grocery stores, and the restaurants. Um, there's nothing that this luxury condo is going to do to enhance our, our uh, lives. Um, I respectfully suggest that you, you focus the time and energy and our resources, including all the money that it's going to cost to fix these problems. We've already got a huge apartment complex that we haven't even dealt with the econ, the traffic that's going to be coming towards Courtenay, going to the Space condo, by the mall. All that's to come. We don't even know what's going to happen then. Um, but, you, um, willing to, you know, if you work with the developers and businesses, they're willing to revamp all the empty store fronts and dilapidated buildings and existing apartments along Courtenay Boulevard between 520 and 528, and that would work towards the mission statement to enhance and ensure the quality of life today and always. Um, I respectfully ask you to protect the residents of Brevard County and say no to rezoning this property.

Altman: Marcus Herman and the next speaker will be Holly Olsen.

Herman: Commissioners, staff, I am Marcus Herman, the current Chairman of the Merritt Island Redevelopment Agency. First off, I, I really want to give hats off to the uh, developer and uh, their representative for doing everything they could to try to make this project work, it just doesn't. I am here representing the MIRA Board, as well as being a concerned citizen who has lived in Merritt Island for 60 years. I was sure that the County Commission was very aware of the MIRA Board's stance on this project. But to be clear, our Board voted unanimously to deny this zoning change. We did so in part, because we did not find it to be compatible with the surrounding area and we were concerned with the level of density. Now for context, I feel it's important to understand that the MIRA Board is made up of individuals that are business-minded people. They live in Merritt Island and they are very active in their community. They were selected by many different Commissioners over the years. These Commissioners trusted their individual integrity and reasonable thinking skills. The Board as a whole, is made up of pro-business individuals. They, along with the staff, are always looking for ways where developments can enhance the well-being of the people in Merritt Island. The Board also understands the, that growth is inevitable, but we need, the need for responsible growth is also very imperative. MIRA does support responsible growth. I make these statements so that this Board can understand the decision that the MIRA Board made was not emotionally driven, but more about the facts, more of a reflection of our individual experiences and understanding of our community. The perception for most of the people in audience and the members of the MIRA Board is that this will not have a positive impact in our community. The reality, or the facts of the matter, also strongly indicate that this project could have more adverse effects than positive ones. The MIRA Board stands with this community and asks that you deny the request for the zoning change.

Altman: Um, There's been a request for a 10 minute break. We typically take those after every hour and a half, two hours. So, we'll break until 6:45, and um, come right back. We have quite a few cards left so we'll be up here for a bit. Thank you.

*The Board Recessed at 6:34 p.m. and reconvened at 6:46 p.m.

Altman: I um, wanted to let anyone… Darren King had to leave, but I wanted to put on the public record that he came here to speak out against the project. And anyone who wishes to waive their time can let us know for or against, um, so you can go on the record if, if you didn't want to speak. So, um, our next speaker is Holly Olsen.

Olsen: Good evening, Commissioners. Good evening, Commissioners. This is my first time speaking here and I get a little anxious so bear with me. Um, I have to say that I'm, I'm a Merritt Island resident. My name's Holly Olsen, and I feel like Brevard County is a beautiful County and we are so diversified in our businesses with the tourism, the Space industry, all the things that Brevard County has. I have to say that for every speaker that spoke tonight, I'll double down on it because I feel choked up, because I feel like they were so smart and, and they weren't being emotional, they were being correct as far as I see it. Um, I specifically wanted to speak about a couple of different points. I am speaking, first of all, to urge you to vote no on this project. It is because of three basic things, the water issue, traffic concerns, and voters. The water issue I would say is, I'm, my opposition is based on significant concerns regarding the water supply

and management, specifically as many speakers spoke on tonight as well, specifically, I'm concerned about the potential destruction of local ecosystems, including Mosquito Lagoon and Sykes Creek. I'm thinking a little bit like inside, inside the box, but more, probably more outside the box because I think that we're all right now sort of glued to Comprehensive Plan and everything is within that, but the reality of our world is we don't live inside that Comprehensive Plan personally as residents, we live, learn, live outside of it and the communities that we represent, and the businesses that we have. So whereas, that is very important to them, to them, and I think they did a fantastic job by the way, and I'm happy that they're such good builders, but for our specific area, it's not emotional, it's just wrong. Um, so I said I had three things. The water issue is one. The traffic concerns, I can't even say anything about because everybody spoke so brilliantly about the traffic concerns tonight. The other thing is the voters. I don't know a voter, as in a local resident, who hasn't been against this project. Uh, we have a great County. We're very blessed. I want to say I respect you and I thank you for all you do. I think, but I think we'll be well served in the future with considering renovations, conservation efforts, teardowns with improved rebuilds, which might be a great thing for builders, builders, and other recycle strategies that would benefit our County's maintenance. I also think that, that will bring down the expense for the County because they wouldn't have to pay for all the growth issues that we always get behind on, it seems. We build the things and then we have to catch up with our infrastructure. It's not supposed to be working like that and you're supposed to be the people that defend our safety. I feel like people that come in to change the zoning, they come in to change the zoning, but they're not the residents and they are not the voters, they're from Indianapolis. And we vote for you. We're your constituency. So when you weigh one against the other, you have to say, who do the Commissioners care about? And that's kind of what I care about. Um, anyway, I thinks that's, that about wraps it up. I think we love our businesses here, we love our communities, we like beautiful buildings, but not when it comes at the expense of our destinations, charm, and quality of life. Um, in my opinion, we would be better served with renovation, conservation, I probably already said this, teardowns with improved rebuilds, and other recycling strategies for future benefits. Uh, we love businesses here, et cetera, et cetera. And um, for our sake and uh the sake of the tourist industry and Mother Nature, and quality of life, we should vote this down. That's it.

Altman: Thank you.

Olsen: Thank you. Thank you.

Altman: Thank you. Uh, next speaker Diana Schommer, and after her will be Veronica Oakleer, Oakler, I think. Diane Schommer. Okay.

Schommer: Some of us are getting a little old. I'm not surprised, you used to be…

Altman: I should have called your name sooner.

Schommer: Um, hi, my name is Diana Schommer. I live on uh, Andrix Street on Merritt Island. Um, and I've been there quite a while. I am also against this project. And I think that it, it, it's maybe kind of important that, that nobody has talked about this, but the whole thing that got all of this started, and it started all over the country, in this State, it started with the Live Local Act. And, and it's what

promoted all these high density projects. And they gave these developers many, many perks. Um, they don't have to pay impact fees. They, they don't have to um, pay sales taxes on up to $5,000 of sales tax per unit. So they can buy all the materials tax-free. They don't have to pay all their property taxes. Um, they can build these things in any zoning. This is what this State law said. And so all these people jumped in and these things are going up all over the country. I mean they are just everywhere now. And I think it's part of the world economic forum where they said, "Oh you'll live in these places and you'll, you won't have anything, you won't own anything, but you'll be happy." And that, I'm not happy that way. I'm not happy to live like that. I, I think it's overcrowding, it's over dense. I mean, years ago, Harvard did this study with rats, and they put rats in a, in a building of, not a building but, a, a facility, rat maze, and they fed them, but they didn't add any more food and they let the rats multiply. And in the end, the rats were eating the other rats because that's what, it's too dense. It's just too dense. Anyway, the other thing that I'm very upset about is I've read that there's going to be a $200 million dollar upgrade to our sewage, our Sykes Creek Sewage Facility. $200 million dollars. Now the developers aren't going to pay for that. I'm guessing we're going to pay for that. And that's a lot of money. And shouldn't that upgrade happen before we have…You've already approved 300 units on Merritt Island that we don't have room for. And we have all these sewage spills all the time. We voted this tax that we pay every month. It's a half-a-cent sales tax to go towards cleaning up the Indian River Lagoon. Well this money amounts to roughly, $4 million a month. Meanwhile, the Lagoon isn't looking any better, probably because the sewage treatment plants aren't upgraded and we still have the spills, and we're spending, I mean $4 million dollars a month, that's $48 million dollar a year. We should be able to make an impact. How are we going to deal with all the overflows if we don't have this facility in place to handle it, before these units? And they put them up fast, it doesn't take them long. And the other thing that I take issue with is they are not luxury apartments. Everybody knows, on Merritt Island their housing should be made out of concrete block. If it's not made of concrete block, every time we have a hurricane, you're going to have to evacuate out of those, they're built out of sticks. The only, that's concrete is the stairwell, that's it. So all of those people in all of those units are always going to have to evacuate every time there's an evacuation notice. Already the evacuation time is well over six hours. Another 300 units here, another 200 units there, you're adding hours to the evacuation time. Sometimes there isn't that much time. These are barrier islands, this is not like in, in, interior land. We are subject to the weather here. Um, let's see. I know I must have had more to say than that. Anyway, um, cuz, anyway, I just, I don't think it's right to saddle the taxpayers with all these expenses to help the developers. These are not a needy group of people. They do not need to be subsidized by me, or any of us here. And um, I, I realize that you know, you, you have a difficult job and, and all of that, but this…I am emotional about this one. I am emotional because I travel that road and they're going to concrete what they call the suicide lane which is our turn lane. There are businesses on both sides. When they, when they do that they're going to have to make u-turns to go places. You're going to make more congestion. Thank you for your time.

Altman: Thank you.

Schommer: Please vote no.

Altman: Veronica and our next speaker Michael Wilson.

Oakler: Actually I'm the attorney who's representing the community association. And since we are getting more time for the attorney, I'd rather go at the end if we can do that so it doesn't interrupt the flow of all the community members whose voices should be heard first.

Altman: Okay.

Oakler: Okay, I'll go after.

Altman: Did you fill out a, did you fill out a card?

Oakler: Yes, I have a card already out.

Altman: What was your name?

Oakler: Veronica Oakler.

Altman: Okay I'll put you at the end. Thank you.

Oakler: Thank you.

Altman: Oh, that's right I called your name didn't I? Duh, okay.

Wilson: Hello, Commissioners. Michael G. Wilson. I'm the, uh, chairman of the Space Coast Patriots in Merritt Island, but more importantly, I am a Merritt Island resident. I live at 2562 Sykes Creek Drive. And the first point I want to make tonight is, uh Ms. Rezanka prepared a addendum and she sent it and I assume all of you got it. And there is a key point of wording in her addendum. It says Brevard County may approve rezoning applications. And the key word there is may. That doesn't mean you have to. It means you may if you decide it's a good use of the property and good for your constituents. And I'm going to ask you to vote no on the rezoning. And I'm going to tell you some of the reasons why I think you should do so based on the addendum that Ms. Rezanka provided. Uh, in the addendum Ms. Rezanka said that they may consider going to, uh, the Live Local Act to out in affordable housing which would increase the number of units to 337. Now, I've taken a look at the developers website and as far as I, uh, can read, they are not in the affordable housing business because when you're in the affordable housing business, it requires that you manage these properties for 30 years. You have annual audits. So, I think these guys are willing to throw anything out to get you to do the rezoning, and I don't think that, that should happen. Um, another point that I want to make is they hired a traffic uh, study, Bowman Engineering, which is fine, but they were unwilling to go an extra step and do the site plan. If they want it so badly, they should provide a site plan and they have not because I think it would reveal other problems that are of quite a serious nature. But you don't know until you have the site plan. The other thing that they have said is that Hampton Manor is a high density, uh application and it may be by definition a high, high density application but I can tell you based on going by there every day, it's a low traffic output because the people who live in Hampton Manor for the most part do not go back and forth to work. These are people who are in assisted living. So, that's another point that they've thrown out that I don't think is a good point. They are also threatening, as they did tonight, they said, boy, oh boy, if you don't let us in, they're going to put a hospital in. That's going to be really, really bad. Well, I don't agree. For those of you, and for

most of us do live in Merritt Island, and most of us access Cape Canaveral Hospital, whether as a patient or a visitor, you can go to the hospital anytime of the day, and you'll see just a few cars coming and going. And realize that a hospital, the people who work at the hospital, work shifts. It's not like everybody goes to work at 8 and goes home at 5. So everybody can attest that the traffic is fairly low volume even though a hospital is 24/7. So let's disregard that point. As part of the traffic study that these guys have provided, they failed to mention that, uh, the evacuation component and I think that's very, very important, uh, and I think they should not have left that out. The other thing that they did not consider was that FDOT is going to improve, so they say the, uh, access on 528 and they're going to put a hard median in the middle. That's going to create a lot of problems. They also said that everyone or almost everyone, will access the new complex through State Road 3. Yet, they provided no proof of that. That's just what they say. That's what they believe. Who knows? Uh, the last thing that I want to point out is they keep saying over and over again, gosh, we don't have any, uh, homes or apartments for these people to live in. I did a quick check today on realtor.com and they say in Cocoa and Rockledge there are 2,024 apartments or homes for rent. So I think that dispels that. Commissioners, thank you very much for your time and please vote no.

Altman: Thank you. Lindsey, Lindsey Buckle is our next speaker and after will be Barbara Giles.

Buckle: Alright, good evening. Um, I'm Lindsey Buckle and even though I stand here in uniform today, I am Florida and Brevard County voting resident, Florida native, born and raised. And I'm so happy that six years ago I got to come back and put my roots down here. Um, I live on 2645 Raintree Lake Circle. My kids attend Lewis Carroll Elementary, ride their bikes to and from school every single day. They like to play in those woods um that are behind our neighborhood development there. And they also like to play in the stormwater every single time it rains and floods our neighborhood. And I'd like to share some pictures with you if I can. Um, I don't know if we can pull that up, but my kids every time it rains, and some pictures I'll show you, this one is from 2000 and oops get the glare off here. This one is from 2022. And what I want to show you here is I live, make this a little prettier for you guys. I live directly, I live directly where two storm drains are. So, right at the end of my mailbox is a stormwater drain and across the street from there is a stormwater drain. As you can see here, it is lightly raining. This is not a hurricane. This is a rainstorm. I'd also like to point out, this right here, walking across my back, back patio is from 2024, flooding in my house. And in 2022, I have pictures here that I have emailed of us paddle boarding and kayaking down the street. All three of these events are again from rainstorms, not from hurricanes, normal rainstorms. And each one of these events, uh, several of them, I reached out to the County Commission and I asked, what is your stormwater maintenance plan for this neighborhood? Because it's not working. Across the street from us is Raintree Lake Circle, the lake is not flooding in these events. The stormwater drains are not taking care of the water like they should be. I talked to some of my neighbors that have been in the neighborhood for a long time. There are culverts that use to run all behind the houses. Those are not maintained. They no longer exist. They've been filled in. We have the culverts that run all along Pioneer that are not accounting for this stormwater. And so my issue, I applaud the development team here that has

taken the site plan, they have listened to the community and tried to mitigate as many of the concerns that they can that are within their span of control. But my issue here is with County maintenance of our stormwater. That is not the responsibility of these developers. They will be responsible for taking care of the three inches of rain that their Code requires them to take care of on their site plan. The problem is, is that site plan is going to include some fill dirt; It's going to include going to a retention pond, and it's going to include going out to our stormwater maintenance that connects to our neighborhood that is already not maintained. And as they, as they tie into that stormwater maintenance, that flooding that I experienced on an annual and persistent basis in the six years I've lived in my house is going to continue and get worse. I have already spent tens of thousands of dollars trying to get drainage companies out to my house. The only thing they can do is put drainage ditches in and send it out to the street, which I just showed you is already flooding. That's not going to get the flooding out from around my house. I don't know what I can do anymore within the neighborhood, and the development that's going on around me is going to raise the dirt level, it's going to tie into our stormwater, and it's going to make the flooding of my house and my neighborhood worse. And so my issue, I applaud the team for listening to the community. It is not their responsibility to make sure the stormwater at the end of my street is clear for their development to occur. That is the responsibility of this Commission. And I can tell after each one of these events, I have also reached out to the Commission as an engineer myself and as a, as a program manager and government employee. I said, what is your stormwater maintenance plan for my area? Crickets. I got emails about if I, this is a once in a lifetime rain event, we can't account for this. I said that's funny because this has happened about five or six times now since I've lived here. I have been told, well, here is our GIS data for what our stormwater plan is, looking at the map of where all the drains and ditches are. I have asked repeatedly, how are you going to maintain our stormwater system in this area? And I have not gotten an answer from our County. And so that concerns me when we talk about adding hundreds of development units that are going to tie into our stormwater plan and how that's going to affect the flooding that's already occurring in my neighborhood. And so I am a no on this project and not because they haven't done there due diligence but because the County has not done theirs on maintaining our stormwater system.

Altman: Thank you. Barbara Giles. Barbara Giles and our next speaker is, um, Gregory McClusky.

Giles: Good evening, Commissioners. My name is Barbara Giles and I live at 203 Cove Loop Drive, Merritt Island. I want to address the most critical procedural point before you tonight, before your vote. Your authority and your obligation is to evaluate the infrastructure impacts at this hearing before you vote. Your own guidelines and the Comprehensive Plan are clear, you must consider the impact of a zoning on traffic patterns, water and sewer systems, and the established character of the neighborhood before granting new development rights. These are not suggestions that you can just consider at a later date, they are mandatory factors for your decision tonight. If the infrastructure cannot support the proposed intensity, the rezoning should not be approved. You've heard from a lot of people here that we can't sustain another building like that. It, we don't have the infrastructure. It's not there. There's already flooding. The reason your rules

require a preliminary evaluation is precisely so you don't approve a density that the community cannot physically handle. You cannot responsibly grant increased development rights today without first confirming that the roads and utilities have the capacity. If the capacity isn't there now, you can't, you can't approve it. The project is incompatible with the area. I believe you have an obligation to the public to evaluate infrastructure impacts of the proposed apartment building change right now before you vote on that change. You already started that process and already concluded that this project is going to endanger the users of Pioneer Road, families, neighbors, school children, and parents. So, you're making a decision. The decision impacts thousands of people, thousands of people. All the users of Pioneer Road and Courtenay Parkway. And by the way, I think Courtenay Parkway is being at that Pioneer and Courtenay. They're going to be making some changes. Um, it was just announced. They're going to be working on it because it's so dangerous. There are so many accidents, right there, Pioneer and Courtenay. If infrastructure cannot support the project, the zoning change should not be approved. You cannot responsibly grant more development rights today without confirming there's capacity for the development. If the capacity is not there, this project is incompatible with the area. And you've heard from all these fine people who dressed in red and came here and came here before and came here before. It's important. It affects lives. It's dangerous to allow this and to just go ahead and say, yeah, go ahead and build when you already are on alert that there are serious serious traffic problems now. Thank you.

Altman: Thank you, uh, Gregory McClasky. And the next speaker will be Daniel Dulude.

McClasky: Hi…

Altman: Danielle Dulude.

McClasky: My name is Gregory McClasky. I live at 1899 Sykes Creek Drive. I'd like address the traffic safety and talk a little bit about the developers study that shows Courtenay is already at 88 percent of capacity. Their study projects that by 2027 it will be 91 percent from the background growth alone. This one project wants to grab 25 percent of the tiny bit of space left on that road. And who will be responsible for the major changes required when growth exceeds the capacity within a short period after 2027? I was trying to come here tonight and I was in that right turn lane. No other traffic and but Courtenay was backed up well beyond, uh, Pioneer Road. So I had to wait for the light to change in order to be able to make a right turn because the capacity wasn't there for me to be able to make a right turn. It was that crowded on Courtenay. Worse yet, the study completely ignored Pioneer the side road which our kids and grandkids go to school, Lewis Carroll Elementary. That emission alone should concern this Board. I've seen some personal examples. Uh, I happened to leave one time and forgot and went during time that uh school was let out. It took three traffic light cycles for me to get through to make a left turn. The traffic has gotten so bad that many people now are cutting through behind Starbucks and going past the, uh, the assisted living to try to get out onto Courtenay. Uh to the point where Hampton Manor, which my, uh, my wife's grandmother or excuse me, my wife's mother lives in, uh, they warned all the residents who may be walking over to Starbucks or the bank to be extra careful because of the cars and the additional traffic going through there. Um, the, uh, the extension of the right turn lane really

isn't going to do anything. And if you look at the drawings that they gave you that shows the cars that are trying to make left turns and those making the right turns, their exit is going to compound that because people are going to be trying to get over into the turn lane to turn left and cutting across where this traffic is supposed to be flowing through on the right that they, they are bragging about. My kids go to Lewis Carroll. My grandkids, uh, go to Lewis Carroll and they ride their bikes there and so I am very concerned about the safety, uh, and, and the issues there, um, because they're coming over from, uh, the Glenwood Circle area, um, Glenridge Circle. If 1400 new car trips are added daily as their study suggests and over 500 of those use the school road, it's a massive safety risk for children walking and biking. The Comprehensive Plan's Administrative Policy 5 criterion G requires this Board to evaluate whether a proposed rezoning would, and I quote, "materially and adversely impact the safety or welfare of residents in existing residential neighborhoods." Criteria B, C, and D also requires you to consider three additional criteria about Pioneer Drive regarding road quality. A, whether the physical quality of the existing system is sufficient to support the use without significant deterioration. B, whether the surrounding road system is sufficient width and construction quality to serve the use without the need of substantial public improvements. And C, whether the road system is of such width and construction quality that the proposed use would pose a potential for material danger to public safety. It does not qualify for that, and this only makes I that much worse. We need to be able to turn left and right now it's very difficult to turn left during school hours particularly but also at other times. Policy 5, criterion E asks whether the proposed use would result in a material and adverse change in traffic capacity that design capacities would significantly, would be significantly exceeded. Commissioners, I along with thousands of area residents and parents of, of children going to school respectfully ask you to deny the rezoning application because the traffic it would generate poses a clear and material danger to the safety of these children and families who depend on Pioneer Driver every day. The developer has not even studied that impact. In addition, we elected you as our Commissioners, all of your constituents, to protect us from overcrowding and for this, this impact on our quality of life. Thank you for listening to us.

Altman: Thank you. Danielle Dulude and our next speaker will be Pam Steel.

Dulude: All right. Good evening, Commissioners. My name is Danielle Dulude. I live on Merritt Island and I will try to get through this as quickly as possible. I want to speak about the serious water, sewer, and utility capacity impacts of the proposed 220-unit development on Pioneer Road. Brevard County Land Development Code Section 62-602D3. The adopted level of service for potable water is 250 gallons per day per residential unit. For 222 units, that equals approximately 55,500 gallons of potable water demand per day. Section 62-602D2 sets the level of service for sanitary sewer at 200 gallons per day per unit, which equals approximately 44,400 gallons of sanitary sewer demanding per day. These figures do not even include the swimming pool, the 6,500-square foot clubhouse that they're wanting to put in there, or other amenities. Section 62-1151C3 of the Land Development Code expressly requires this Board to consider the impact of proposed rezoning on water and sewer systems and other public facilities at the rezoning stage, not defer it to site plan. Additionally, Chapter 13 of the Comprehensive Plan Policies 5.2 and 5.5 require preliminary, uh,

concurrency evaluation during zoning review and rent verification from the utility provider that adequate capacity and water supply are available. To date, no such verification has been provided to the Board. Brevard County is already facing a massive in, infrastructure backlog. What was it, $800 million between sewer and water infrastructure. Are you serious? And they're talking about busting the cap guys. Now, Brevard County is already facing that, we should not approve additional demand that could degrade service to existing residents who have already paid for our current water and sewer systems. I respectfully urge you to require clear written confirmation of adequate utility capacity before any approval and to deny this application if that capacity does not exist or will not be fully-funded by the developer. Thank you.

Altman: Thank you. Pam Steel and the speaker after Pam will be Drew Orr. Is that right?

Steel: Pardon?

Altman: I was, The next speaker will be Drew Orr. I think I got it right.

Steel: Oh okay. Um, good evening, Commissioners. I'm Pam Steel. I live on Merritt Island at 203 Sykes Loop Drive, which my entrance and exit is definitely on Pioneer Road. And, um, I just got through paying $1,000 two months ago for the mildewed, molded drywall from the last two years floods in my house. So what they say I have incurred as well. Um, so I'm going to get my emotional stuff over first so Ms. Rezanka is happy and then I'll get to the facts. Um so first of all I've worked at NASA for 35 years. I'm now retired. 55 years I've lived on Merritt Island, so I think I know the place pretty well. My dad was there 20 years before me. I know a lot about the workforce, the number of people that were there. I used to collect the numbers for NASA for the KSC annual report. In the shuttle program, we had over 14,000 people at that, at that Space Center working. We have half of that right now. Have the demographics changed as far as the types of people working out there, the demographics, the age, etc., the transients coming and going, construction and all, yes, and, the demographics have changed, but I don't believe we have a housing need overall. We have what I think is opportunistic greed. We have, and, and it's not just y'all. I'm not really against, you know, it's not you personally or anything, but I, my son lives in Sarasota. I just, it's everywhere. Every time I go visit him, there's another one of these Matchbox apartment buildings going up. It's miserable getting around over there. Today when I left Pioneer Road to come here, it took me nine minutes, once I made the right turn after fighting to get in the left lane. Nine minutes, three turns of the light just to get on 528. When I arrived in Viera, I'm like wow, what a great, they planned this out. The roads are wide. They can expand. You can get around. It's a planned community. It's a beautiful thing. I'm happy Viera is here and growing. But that is not Merritt Island, okay? That's not what it has been. What it should be. And when you cut yourself, you don't put salt in the wound. Well, that's what we're doing. We've already approved as a County and the Port Commission and the State and all of that, all that growth at the port. We, on Merritt Island, are very, very impacted by all of the Port growth on 528. We can't move around it, it quite a lot of times. These homes, these new apartments, in my opinion, are not going to be, if they are for the employees at the Space Center, they're going to be transient renters. The construction will eventually die off because NASA is only going to lease out so much land. And then you're going to have, it's going to be northern seasonal people, not long term residents

vested. They're only here part of the year. Or it's going to be you're going to be gouging Elon and Jeff Bezos for their employees to stay there. But it's a whole different island. It's not the kind of people we have now in residence, long term vested, generational, a nice community. There's plenty of growth in Brevard County outside of that for, for all of the rest of this. Um, okay aside from that, I'd say I'd like to address factor two of Section 62-1151C, change in conditions. In factor two, it requires you to evaluate the change in conditions of the land use of the property being considered in the surrounding property since the establishment of the current applicable zoning classification. This is one of five mandatory decision criteria that you must consider. It focuses on the property and the surrounding property, not the regional trends. Just because it's happening in Viera doesn't make it right for Merritt Island. The developer must demonstrate that the conditions they actually have that will actually change in a way that warrants this rezoning. The burden is on them to prove it. Administrative Policy 3C reinforces the change in conditions inquiry requires you to evaluate whether the proposed use is consistent with the emerging or existing pattern of surrounding development through an analysis of historical land use patterns, actual development over the immediately preceding three years, and development approved in the past three years but not yet constructed. This three- part test that the comprehensive plan requires you to apply, let me walk you through it. The developers gonna argue that the conditions have changed since the AU zoning was assigned. That regional employment has grown. I just explained it hasn't. Is my five…

Altman: Finish your thought, five minutes but go ahead and finish your thought.

Steel: Oh, wow.

Altman: Okay.

Steel: Okay. That original environment has grown and the space industry has expanded. There is demand for rental housing on Merritt Island. But the relevant inquiry, inquiry under factor two is not rather Countywide or regional market change has shifted. It's what has changed in our immediate area. Nothing has changed in our immediate area. It's still a residential area. There's still a school there. AU1 and RU1 character of this corridor has not changed. Pioneer Drive is still a local resident road. The wetlands still exist. We're still flooding. The single family neighborhoods east of the site will define this, still define how this community should continue. The developers own aerial map confirms this. Um, let me apply the three-part test. Historical land use patterns, the historical land use pattern is overwhelmingly single family residential. It has been for decades, 55 years. I can attest to it. Actual development in the preceding three years. This includes Hampton Manor, but as someone's already pointed out, that population is of an elder sector. They live in assisted facility, assisted living. They don't mostly drive, so they're not gonna impact us on Pioneer Road. Um, approved and unbuilt, there's a 22-unit mobile home community that's been approved, but it's not been built yet. Pretty insignificant. Um, nothing that compares to this. Uh, the developers own traffic study shows Courtenay is already at 88 percent. I think that was already a point made by Greg, so I won't belittle that. Um, Merritt Island, um, requires travel to Lewis Carroll Elementary. You already have heard all about that. The change in the conditions is increased congestion. That's all that's changed and this project does nothing to help that. It only adds to it. Um, the

exceptions do not create a trend. Just because some have been built, that doesn't mean you should build more. The others have been substantially smaller, built under different conditions, and none of them involve the kind of market rate, luxury rental intensity being proposed here. These are going to be tourists. They're going to be, you know, people renting them out or construction workers at the space center. They're not going to be long term residents of Merritt Island. Thank you.

Altman: Thank you. Drew, uh, Drew Orr. And next speaker is Rebecca

Orr: Uh, Commissioner I got to apologize. It's Dean Orr. I, my handwriting…

Altman: Oh Dean, that's okay.

Orr: My handwriting is not that good.

Altman: I get it now, I get it. Well, I'm not the greatest reader either, so.

Orr: Okay, alrighty. Uh, yeah, my name is Dean Orr. I live at 172 Cove Loop Drive in Sykes Cove. I've been there for 25 years, raised my kids there, and it's a wonderful community. I love it there. Um, tonight I'm going to talk about density, density of developments. The maximum density is a ceiling, not an entitlement. The developer and staff may suggest that because the Future Land Use designations of neighborhood, commercial, and residential 15 technically allow up to 15 units per acre that the Board is required to approve the project at or near that density. That's not correct. Policy 1.1 of the Future Land Use element expressly states that approved densities may be lower that the maximum allowed by a residential land use designation. Therefore, the Board of County Commissioners has discretion to approve densities below the Florida land use maximum. Maximum density is a ceiling, not a floor, and it is certainly not an entitlement for developers. Policy 1.1 identifies six, six, uh specific reasons the Board can approve at a lower density or not at all. Um, environmental constraints, land use compatibility under Administrative Policy 3, unavail, unavailability or inadequacy of public facilities and services, including educational facilities, a lot of which has been mentioned already. And the character of the general area should be considered hurricane evacuation and other policies such as the MIRA, MIRA plan. Um, so a lot of different factors must be considered other than just the maximum on the, uh, Florida land use agreement. Neighborhood commercial and residential usage areas must be compatible under Policy 210, residential development in a neighborhood commercial designated area is only permissible and I quote, "provided that the scale and intensity of residential and mixed use development", is not compatible, with abuding residential development or is compatible but the, the problem here is it's not compatible with, with the local residential development. Um, uh the, the density is the problem here. And we just want to make sure you guys realize you don't have to approve the maximum density that's on a map. You know, you can approve lower or if none at all. And, uh, you know this is a lot of technical stuff, but I kind of want to step back and talk big picture now a little bit. Um, I've lived there, uh, for 25 years in the Merritt Island area and you know the congestion has gotten more and more dense over the years on especially on Courtenay there. And uh if you think about it that intersection of 528 and Courtenay is like a crunch point for the whole Space Coast. At rush hour, the whole Space Coast is coming to try to get through that area. So we are super densely populated during rush

hour. That, that whole place is packed and to put high density apartment right in the middle of all that is, is just trouble on all fronts as has been stated here today. So, um, you're here to protect our community and not our develop, not developers profits here. So we, we implore you to please vote no on this and think about the homeowners like me that have been here for 25 years. We love our community. We don't want it ruined with a big development. Thank you.

Altman: Thank you. Rebecca Houser. Our next speaker, Heike Jahnert, Jahnert.

Hauser: Good evening, Commissioners. My name is Rebecca Houser and I live in Sykes Cove Association. Um, I'm also on the board of directors. I've been on the board for five years. Um, and I have three kids currently at Lewis Carroll school. Um, I wanted to show some pictures of what Pioneer looks like during pick up hours. Um, I know nobody has brought that up yet. So, lets see if I can show these that would be great. Alright now I got to flip it. Sorry. Okay, so this is what Pioneer looks like. Um, the whole side on Pioneer is completely full. They're supposed to be pulling over on the right hand side, but no cars pull over. So, as you can see, you have cars passing the entire right side to go past the school pick up line. And you can see there's a car going forward. So there's lots of kids that are coming out of the school. And I'm going to show a picture of how close these kids are. So in the same picture right here is where the kids get to go. And back here are where the kids are. So they're crossing across the street while cars are driving around the cars parked on Pioneer and going back and forth. Um, Lewis Carroll also has a crossing guard at that intersection. They do not have a crossing guard at North Courtenay and Pioneer Road because it was determined to be too dangerous for a crossing guard to be there. Um, so I just wanted to bring that up that Pioneer and Courtenay, it's a scary intersection as it is. Um, I love that they would be able to make the right hand lane longer, but the left side is the problem. You're going straight and left at same time. I always kind of wait before I'm going left, hold my breath to make sure the cars aren't going to keep going before I actually turn. So, I just wanted to note that. And then I also, am I allowed to ask a question?

Altman: Sure.

Hauser: Okay. So, I wanted to ask the question about the Live Local Act. Um, from how I understand it that it does not apply to AU land. Is that correct? Because currently this lot, okay sorry.

Altman: Let's let...

Hauser: Okay.

Altman: Okay.

Prasad: Mr. Chairman, that is generally correct that um agricultural use in Brevard County is a residential use. The Local applies to commercial and industrial land uses.

Hauser: Okay.

Altman: Okay.

Hauser: So currently that lot is AU as well as those commercial buildings are AU and the only reason why the commercial buildings were allowed was because they got the CUP. So, I wanted to point that out that even if they said that we could do the

Live Local Act, make the apartments bigger, that doesn't apply to the current zoning right now. Um, then just to end it with, I'm going to be kind of quick. So if this Board approves 222 units at this location and at this intensity, you are establishing a precedent for this immediate area. You are signaling, signaling that the single-family residential character of this community can be overridden by any developer who points to a Future Land Use Map designation and demands maximum density regardless of compatibility, character, or infrastructure. So I am, so I am requesting that you please deny this based on, um, what everybody else is saying and then also um what I just mentioned. Thank you.

Altman: Thank you. Heike Jahnert.

Jahnert: It's Heike.

Altman: Heike.

Jahnert: Jahnert.

Altman: Heike what?

Jahnert: Jahnert.

Altman: Yeah.

Jahnert: It's German.

Altman: That's great, great name.

Jahnert: But that's beside the fact. Um, good evening, Commissioners. My name is Heike Jahnert and I live at uh 67, uh, 29 Mangrove Drive, Merritt Island. I want to address the wetlands and the environmental constraints on this property. Number one, wetlands confirmed on the property. The MIRA staff report and the final wetlands delineation both acknowledge that this property contains wetlands over two acres that must be preserved. The staff report itself states that a portion of the property containing wetlands is required to be preserved. Number two, con, conversation element objective five no net loss. Objective five of the conser, uh, of the conservation element establishes the overarching standard. It directs the County to preserve, protect, restore, and replace wetlands to achieve no net loss for functional wetlands in Brevard County. It requires that protective activities uh to be prioritized in this, in this order. Number one, avoidance of impacts. Number two, minimization of impacts. Uh, and number three, mitigation for impacts as the very last resort. This is binding County Policy, not a suggestion. Number three, Policy 52E1, density within wetlands limited to one unit per five acres. Conservation element Policy 52E1 stated that residential and uses within wetlands shall not be limited to not more than one dwelling unit per five acres, net acres. This is dramatically, this dramatically constrains the developable, um, area of this parcel. Number four policy 52E4a NC designation with wetlands. There is an additional constraint that is critical. Policy 52E4 provides that um institutional or residential professional land developments on property which contains wetlands and which are designated on the Future Land Use Map as neighborhood commercial or community commercial shall be considered commercial as set forth, forth in Policy 52E3. And what does Policy 52E3 says? It pro, prohibits commercial and industrial land development activities in wetlands

based on the FLU designation, not the proposed or actual intended use. This means the wetland constraints on this property are even more restrictive than the developer may have represented. Certain types of residential development on this NC designated parcel with wetlands are treated as commercial and commercial development in wetlands is prohibited. Number five, effective density increases on uplands. If the developer must avoid all wetlands, which the cons, which the conservation element requires as the first priority, then the effective density on the remaining upland portion increases substantially. This raises serious concerns about building height, building mass, and intensity on a reduced footprint. This also raises compatibility issues because the buildings will be more concentrated, more imposing, and more impactful on the surrounding single family neighborhood. Number six, the last one, the site plan, the site plan, uh, places buildings on wetlands. The developer's own density study and conceptual site plan show building footprints that extend directly into wetland areas as identified on the wetlands delineation. The only stormwater feature shown is the single area labeled SW, SW1 at just 0.14 acres. This alone demonstrates that the developer has not taken the conservation elements requirements seriously and it calls into question whether 222 units can be feasible constructed while complying with all applicable wetland protections. Commission, Commissioners the developers, the developer bears the burden of demonstrating feasibility. That burden has not been met. I urge you to, to scrutinize whether this project, project can actually meet the conversation element requirements and to deny this application if it cannot. Thank you.

Altman: Thank you. Tracy True. Did I get that right?

True: No.

Altman: Chelsey, I didn't see the L.

True: Inaudible.

Altman: Okay.

True: I'll work on my handwriting.

Altman: That's alright.

True: We'll get there. Okay, good evening Commissioners. My name is Chelsey True and I live in the neighboring single-family residential neighborhood to the north of this property. I have spoken several times in opposition to this application. And there's still far more that could be said, but tonight I want to focus on key issues that remain unresolved. Section 62-1151 of the Land Development Code requires you to consider five mandatory factors before granting a rezoning. And the Comprehensive Plan's Administrative Policies impose additional binding criteria covering compatibility, neighborhood character, transportation impacts, environmental constraints, and consistency with the element of the plan. The burden of proof rests on the applicant, not on this community. The applicant has stated time and time again that the infrastructure is a site plan issue. However, Section 62-1151 and Section 62-602 and Administrative Policies 3 through 6 contradict this statement. You are required to evaluate these impacts at the rezoning phase. Administrative Policy 5 requires you to evaluate whether this material, materially and adversely impacts the safety of residents in our neighborhood and the staff analysis stated it does. Additionally, the surrounding

area remains the same as when the AU zoning was assigned. It is a single-family residential. The three-part development pattern analysis under Administrative Policy 3 does not support this intensity. The one condition that has changed is the increasing congestion on Courtenay and that argues against this project, not in favor for it. A housing shortage doesn't automatically make a project a good one. We can acknowledge that there is a housing issue and still expect thoughtful planning. We need housing should not be a blanket justification to build anywhere at any scale, uh, without considering the long-term impacts on local roads, schools, or the environment. I also want to address the worst hypothetical scenario, the hospital. The market for healthcare landscape has significantly changed dramatically since 1983. A new hospital is slated to open within approximately four miles of this site in 2027. And there is no market demand, and quite frankly, not probably, not enough staff to employ two hospitals on Merritt Island. My last point that I have to make is about Administrative Policy 3, which is compatibility because this site and the existing or proposed land use in this area. This requires evaluation of impacts to the enjoyment, safety, and quality of life in existing neighborhoods and to property values. And with this criteria, this project plainly fails. The character of these neighborhoods that abut this property are single-family residential with nothing remotely comparable to a 222-unit three-story apartment complex with 389 parking spaces within two miles. Taken together, every mandatory review factor under the Land Development Code and every relevant Administrative Policy of the Comprehensive Plan weighs against this rezoning at this intensity. The developer has not proved that 222 apartment units are compatible with this community, that infrastructure can support the demand, or that public health, safety and welfare will be protected. Commissioners, I humbly ask you to look into the crowd tonight and see the faces of everyone this affects. These faces are just people behind the overwhelming dissent you have heard for the last six months about this project. These neighbors of mine have provided real lived testimony and impact. The impacts are substantial enough to require ongoing revisions and mitigation discussions. These are not concerns fabricated by the residents there. There is nothing spurious as described by Ms. Rezanka in regards to their statements. We are not misinterpreting Section 62-602, and we are not asking you to ignore the Code. We are asking you to enforce it, including the parts the applicant would prefer to minimize. After six months multiple continuances, evolving access plans, shifting density discussions, and ongoing mitigation revisions, the core issue with this project remains unresolved. And as you can see, we have a lot of people here in opposition. But I also want to mention the voices that aren't. There is a petition that has been going around that has over 3,000 signatures against this proposal. So on behalf of the entire community, who will live with the consequences of this decision long after tonight, I respectfully ask you to deny this application. Thank you.

Altman: Thank you. Brandon Shannon. And then our next speaker is Theresa Clifton.

Shannon: Can't believe I have to follow that one.

Altman: What, I'm sorry?

Shannon: I said I can't believe I have to follow that one.

Altman: Oh.

Shannon: Um, so my name is Brandon Shannon. Um, I've lived in Brevard County for the last six years and on Merritt Island only for the past six months. Clearly, I wasn't born and raised here, but I'm standing here before you because of the community and, and the people in it. Time and time again, this community has shown commitment to responsible development and preserving what makes this place special. And that commitment is what brought me and my family here, uh, into the fold in the first place. That mentality and commitment to community is what my family and I call this place home. This is my community and these are my neighbors and my peers. I love living here. The friendly faces I see at the store, the simple kindness between neighbors, the gorgeous weather, and the low-key way of life. That's what makes Merritt Island and our community great. It's our responsibility as residents to make our voices heard. And it's your primary responsibility to act in the best interest of the people you serve. That, that means listening to us and rejecting this proposal to rezone the parcel. The proposal rezone the parcel from agriculture residential to medium density multiple-family residential with the intended use as a dense pack, apartment complex is irresponsible, largely irreversible, and risks setting a damning presence. According to traffic study by Bowman, uh cons, Consulting Group, this project would generate 1,379 daily trips in and out. That's 1,379 additional turns across traffic or U-turns. That's 1,379 more opportunities for crashes and that's 1,379 more vehicles feeding into the 528 interchange. None of that is in the best interest of the residents who live here. The same traffic study also claimed that the current agricultural residential zoning could generate up to 5,500 daily trips. Um, attributed to the proposed Future Land Use for a hospital. But we have to ask, do we really think a hospital will ever be put in this place? Cape Canaveral Hospital down the road is roughly the same size as this, um, size of this, uh, plot. The replacement Rockledge Hospital will be about double the size. And it would be a stretch to make a business case to build a hospital at this specific location. Even if it were, um, it at least would provide long term, um, quality jobs for hundreds of people for decades into the future. This apartment complex simply, uh, will not. Attachment three of the study also lists the traffic impacts for other potential uses of this land, 36 daily trips for single-family homes, nine for a park, 341 for plant nursery, 42 for a golf course, and if I may, zero if we just leave the land alone. I also want to acknowledge the need, uh for afford, affordable housing is very real in our community. Uh, this proposal does nothing to create affordable living for people who live here and work here without clear enforceable affordability commitments. It would simply add more expensive, um, market level, market rate apartments, not the attainable homes that this community and people that we want to move into this community, uh, desperately need. I want to be clear I'm not against growth. My family's here because of thoughtful growth made, um, it's what made this a great place to live and it's what brought us, brought us here. What I'm asking for is growth in the right place, at the right scale, and for the right reasons. Zoning is a promise to current residents and to the future buyers about what they can reasonably expect next door to them. If this promise is broken here, you don't just change one parcel, you weaken the trust that keeps people, um, engaged and supportive of, of our mission. Individual choices add up to a big change, uh, none of us intended. If there is any doubt on the side of protection, we can always consider a better proposal later. We cannot unbuild a project that doesn't fit. Today you have an opportunity to show that local voices matter than distant interests to show that stewardship outranks short-term gain and to show that your duty to the public interest guides

you when I counts. This proposal is being brought forward by um outside interest. Um, approving the rezoning of this parcel for agriculture, from agriculture to medium density multiple family residents would not reflect your core responsibility to the people of this community. It would mean ignoring the voices of the people who elected you in favor of those who don't live here. Uh, please listen to your constituents and reject rezoning. I do want to quickly acknowledge I see you guys are, are tired and hungry and thirsty and I appreciate you guys listening to us and I do want to acknowledge the effort you guys put forward. It was clearly a lot of work and, uh, very expensive. But I want to reiterate that this is our community and not yours. This is Viera and this is, this is not Viera. This is Merritt Island. Thank you.

Altman: Theresa Severson.

Clifton: Good evening, Theresa Clifton. I own a house at 2350 Raintree Lake Circle. I bought it in October of 1998. So, my heart goes out to the young lady. She probably lives on the back side of the neighborhood because when it rains that, it, the water flows down towards the river and that's why that happens. Anyway, um, I'm not going to add comments for everything that's already been said because I don't want to waste y'alls time. I'm tired. I got other stuff to do too. What kept me here is I had an interesting conversation with people from FDOT. My conversation had more to do with this project that they're going to do North Courtenay Parkway safety improvements that will literally, to me, cause more traffic jams than save more lives. But that's, that's not here or there for today. Uh, the interesting part was they're not aware of that development coming in, fix that wasn't part of their study to try and Courtenay Parkway. Also I've, I've heard, um, remnants of there's about 40 acres on the other side of Pioneer that well, they're looking at seeing what happens here to see if they can do that with theirs. So, Pioneer is already, uh, under stress and when they go ahead and do what they're going to do with the concrete barriers, I'm not real big on what I call suicide lanes because yeah, that gets scary on Courtenay, but it is creating a really bad situation and it's only going to get worse and you don't want to stop development. I get that. I do have concerns about the environment. I don't think you can concrete in around one acre and whatever creature is living there in that wild area in the wetlands is going to survive it because I've seen it and it just doesn't, it just doesn't happen. You might as well just go ahead and just mow it all down because whatever there is going to one day come out and get mushed in the road and then it there won't be in there. So anyway, um, that's pretty much what I had to say. I just want to make sure y'all are aware that the, um, two people I spoke with last Thursday from FDOT who came over from Sanford who are in charge of this project were not aware that we're, we have all these other building things happening. So they were not taken into account with any of that traffic study or whatever that was. Thank you.

Altman: Thank you.

Altman: Thank you. Joseph Severson and Kimberly Jarvis will be next.

Severson: All right, good evening. Uh, my name is Joseph Severson, I am also an engineer here on the Island, so I applaud you guys coming up and giving your credentials, that's great. Um, however, my background is in the U.S. Army as a veteran and currently as a safety engineer with a background in environmental, um, studies

and environmental sciences. My career both in uniform and outside of uniform working as an engineer now, um, is been built on identifying hazards, evaluating risk pathways, and protecting people from preventable harm, which by looking at this zoning, um, question here, that's what we're doing. We're trying to protect people from preventable harm by coming here and speaking against this effort. From that perspective, the proposed, the proposed development at North Courtenay Parkway and Pioneer Road presents multiple, high severity risks that cannot be responsibility mitigated, and so far from the planning that I've seen, have not been responsibly mitigated. Several of these risks directly conflict with the current Florida law. Um, I want to begin with the most immediate and unacceptable risk, which is the school zone safety. I know a lot of folks that have been here, um including a couple veterans have already spoken on that tonight, and so I won't hash over a lot of their things that they've already covered but Pioneer Road is the primary access for Lewis Carroll Elementary. During drop off and pickup, the corridor already experiences congestion, unpredictable traffic behavior, limited visibility. Including introducing a high-density residential complex to that flow will increase the number of conflict points between vehicles and children, which in my understanding is the worst case scenario we're looking at here, overarching all of the other discussions that we've had this evening so far. And I'll get to that at the end of my discussion here. Um, under Florida Statute at 163.3176, Section 6A, local governments much ensure that land use decisions protect public safety and maintain a safe transportation, maintain safe transportation conditions. Looking at all of the things that have been discussed here this evening, that's not what's happening, um, and especially if this gets approved. Um, this project knowingly elevates probability of vehicle and pedestrian incidents is an area where consequences are severe and irreversible. We're talking about the lives of children. And once again, I'll get to that again at the end here. But, second, not as serious as the first, um, issue that I was bringing up is the flooding and stormwater risks are substantial and well-documented, not to mention that there have been lived experiences here this evening that have documented that and have showed that to both the Board and the other members of the development team here. Um, elevating a new development and adding large areas of imper, impervious surface will alter the drainage patterns and push water onto adjacent properties, unless engineered with extraordinary precision. And looking at the plan that was proposed, that doesn't seem to be happening. There was not a lot of planning and a lot of, um, proposition that went into the stormwater area there. Um, and so that's going to create significant issue, and any engineer worth their salt knows that the more concrete that you add to an area that's currently under, not developed, it's going to create water issues. Um, and so, looking at that alone, and from a layman's perspective, knows that it's going to create an issue. Um, I also want to make the point that under Florida Law, the burden of proof is on the developer, not the public to discriminate, to demonstrate reasonable assurance that this project will not increase flooding, degrade water quality, or create off-site impacts. Um, once again, looking at the plan that was proposed, that's, that's not being addressed, um, and it's not creating reasonable assurance in my eyes and of those that are already here for the meeting as well. The community does not have to prove that this project will harm us, the applicant, meaning the developers, must prove no harm, and in that case, it's not happening. Um, so it would be negligence in order to, to approve this zoning, this rezoning. Um, and I apologize, I'm a little bit nervous here. I wasn't emotional when I started out this process, but when the

individual came up and spoke, and, and spoke to the emotionalist, and almost insulted all the folks in this room, it kind of set me off a little bit, so I apologize for that. Section 303D of the Clean Water Act in Florida Statute at 403.067 governs BMAPs. Um, our, um, and I apologize, now I'm drawing a complete blank on the acronym for BMAP, um, Basin Management Action Plan. All right, so that's an environmental science term. Basically, we already have a BMAP for this area. We already have the BMAP covering the damage to the Indian River Lagoon that's already occurring, most of which is occurring due to, you know, a lot of the facilities and stormwater drainage that's already present. We're looking at adding more concrete, which is going to exacerbate that situation even further, not to mention the amount of pollutants that are going to come off of these parking lots, not to mention all of the pollutants that are going to come out of the folks that are living in these high-density, um, housing areas. It's going to add more pollution to an already struggling BMAP, and it's going to cost us, the taxpayers, more money to try to fix those issues. So, we're basically shooting ourselves in the foot by approving something like this, it's going to cost us more money in the future. Um, lastly, I want to say that as a safety engineer, I evaluate risk for a living. Um, looking at this rezoning effort, we're, we're looking at a risk where the severity is very high. That worst case scenario of a vehicle impacting a child is the highest case and worst severity we're looking at. It's already got a high likelihood that, that will occur based on the traffic patterns and admittedly the traffic patterns that, um, most folks here have admitted, and then the failure of the analysis that was conducted by the other engineering group here, um, and the mitigations are either non, non-existent or insufficient to prevent that from happening. All in all, I want to say that in the event that worst case scenario does happen and that there is a death of a child in that area because of that school's proximity to this proposed high-density living area, that blood is going to be on the hands of the individuals who approve this, not on the hands of the developers because they don't care, they don't live here. So, I think it's obvious my vote is no, and I hope that you guys see that as well. Thank you for your time.

Altman: Kimberly Jarvis and then Lynn Knight.

Jarvis: Don't mind me, I got a torn hand sprain. My name is Kimberly Jarvis, I am a Merritt Island resident. I'm also a member of the Space Coast Chapter of the National Audubon Society, and I'm a volunteer with the Audubon's Eagle Watch Program. There is an active Bald Eagle's nest just southeast of that property. Hello. I have it right, hey, I have it right here for you. That's Courtenay, that's Courtenay right there. There's the nest. This is the property right over here. The south, right here. The southeast, the south, the, uh, 660-foot buffer for the nest crosses the southeast corner. The 660-foot buffer for the nest crosses the southeast corner of that property. To put it in perspective that most everybody here can understand, 660-feet is two football fields and two, two first downs. I'm sure everybody can relate to that. That gives you perspective. Bald Eagles have exceptional eyesight. They can see rabbit–sized prey in the grass three miles away. Their hearing is the equivalent to that of an adult human being. This development will have a very negative impact. We've already had, I'll show you some pictures of my nest.

? Microphone, microphone.

Jarvis: I got some pictures here. Oops, that way. Come on, Kim. That way. I'll figure it out. I'll figure it out. I took this picture in January. See the little critter? I took this picture in early March. He fled two days after I took that picture. He couldn't wait for me to get back there? There are also owls on that property. There are Barred Owls, B-A-R-R-E-D. Of course not. I'll figure it out one of these days. That is a fledgling Barred Owl. Somebody who lives in Villa De Palmas sent me that picture. I went out there one rainy Tuesday night before the, uh, Planning and Zoning Board meeting in March, and I recorded owls calling. I can play a call for you. I don't know how you can hear it. My phone's not that loud. But anyway, there are, there are Barred Owls on that property. I also heard Black Belly Whistling Ducks. At the end of the Space Coast Partnership meeting, uh, preseason meeting in, um, April. I spoke with one of the men from FWC and he said an environmental impact study is required to be done and developers have a bad habit of skipping that part. If the rezoning is approved, I'll be on the phone with FWC first thing tomorrow morning to make sure an environmental impact study is done. There, there are more Eaglets in that nest. There's at least one more Eaglet in the nest. I've seen the female laying in the nest, and I've seen her sitting up on a branch above it being very watchful. There's only two times Eagles lay in the nest, one is when they're incubating eggs, and the other is when they're brooding, brooding Eaglets. Since the Owl, since adults are not there all the time, there's Eaglets in that nest, which means we're hopefully, we're going to have another fledge. So, the nest is not only considered active, it's considered successful. And I will be ensuring that my Eagles are protected. I love my Eagles. I keep calling it my, my nest, and somebody asked me, "well, how can you own Eagles." I said, "I don't, I just own the nest and rent it to the Eagles."

Altman: Thank you. Lynn Knight, Lynn Knight. The next speaker will be Tracy King.

Knight: My name is Lynn Knight and I've lived in Merritt Island for 46 years. My husband was the head man, head engineer at the Air Force station, and he passed away at 49. Anyway, I wanted to tell you, we moved here because this was the dream of his life. He never wanted to go anyplace but the Space Center, and we, when we came here, I believe if I'm not wrong, and pardon me for being dis, discombobulated, but I think we had $30,000 here, or 30,000 people here in Merritt Island, I may be mistaken, in 1980, but I know that Thad was a child and we introduced him to this stuff. Anyway, um, my reason for speaking today is because, you know, there's so much about the Planning and Zoning Board that they are . . . I appreciate everything that you are doing, and I appreciate all that the young people are doing at the Planning and Zoning Board, but Brevard County is like, uh, a back wood politics. It's like the oldest of the oldest of the oldest, and they're so far behind in everything that it's really sad because when it comes around, we're the ones that are suffering. I want to thank our Commissioner, uh, Goodson. I appreciate very much him being sick and listening to this from all of us people, because we're very concerned. I want to tell you I went to the Department of Transportation yesterday and I spoke with a woman that was very involved and had been doing this for many, many years. She was out of Deland, which is the District of Deland, which is where we're from. That's where we go for our transportation. She told me at that time that we had at the present time 30, uh, 27,500, uh, cars and, and that on, uh, uh, Courtenay, uh, up to 34,000, and it was 30,750 south of, uh, of Courtenay off of five, past 520. So, we have way, way more than anybody ever knows out there that's traveling up

and down our waterways and our river ways, or, uh, streets. I just want to tell you that, uh, one of the gentleman said that if this was approved, that would be 1,329 trips per day, okay, for the amount of people that they had. Well, you can more than double that, it'll be 26,058 because the property directly across was, is not addressed at the present time, is what's coming up next. And, so, we're going to have that many more apartments' right across the street, and my child went to Lewis Carroll Elementary and graduated, and it's a fabulous school. We have so many schools off of Courtenay. We have so many churches off of Courtenay. We have so many businesses that we welcome, but I'm just telling you when you have like even a hotel, when it comes to the evacuation, I've been through the evacuation three times, and I want to tell you something, it's not funny. And that was back when there was 30,000 people. I paid $115,000 for my house back in 1980, and I went to a Commission meeting and was so dis, dis, dissatisfied with what happened, I joined the committee to save Sykes Creek, and this is not any better than it was back in 1980. I, it's nothing against the, uh, Planning and Zoning people that work it, it's the information that's given to them. You know, that's what is happening in our, in our Merritt Island, because just like out of the Space Center, when they bring in the third Star Ship, I wonder if any of you know that the, uh, velocity, or whatever it's called from the, the, noise from the Shuttle is going to be 10 times more than it is now with a Space Shuttle. And all of us are going to have to have our windows replaced. My house right now is worth . . . I paid $115,000, it's now worth $1,000,000, and, and it's really sad because we also have property that's on the street, um, right down the street at Lewis Carroll, and at the end of the street, it is very marshy and watery. And we have on our street, Topaz, we have, uh, they were talking about traffic, the traffic on our street is horrendous. The cars are doubled up to wait for their children to get out of there. That street was originally manufactured because of Lewis Carroll Elementary. Um, I have the numbers and stuff, uh, for all these different places that I've corr, got, gotten together, but there's so many things that I could say that I'm not going to bore you, because I know you have to go to bed, too, you know. But I'm just telling you, the, the sewage that I dealt with back in 1980, I want to tell you honest to God, I worked for seven years, I raised the money, I was the person that went out there and the Today Newspaper called an irate idiot. Well, I told him, I said, "let me bring my information to you and you'll see how many irate idiots are out there." We, we sued the County. We got rid of all of the Commissioners, which you know, they had done their share, but, uh, we raised the money to get a million and a half sewage treatment plant, and we've got people now that are going to be dumping into the river that have just been approved, and, and they're huge corporations. And so, I mean, it's just, it's tragic. It's really tragic, and we just do not need anymore, anymore. It's too overfilled right now.

Altman: Thank you. Tracy King is our next speaker and then Veron . . .

King: I wanted to say I agree with everything that was said here. I'm going to save everybody the time, and I very much would ask that you deny this.

Altman: Thanks, so Tracy is waiving her speaking time, but she's against the project. Let that be reflected. Thank you. Thank you. Veronica Oakler.

Oakler: All right. Before my time starts, I just wanted to be clear. Is it 30 minutes? Is, do we also get, surrebuttal here?

Altman: Yes.

Oakler: Okay.

Altman: We give you the same as the presenter.

? Inaudible.

Altman: You have no rebuttal?

Oakler: Surrebuttal?

? It's included.

Altman: We give you 30 minutes.

Oakler: It's a rebuttal to, to their rebuttal is what I was asking. That's common in, you know, litigation work.

Altman: Let's ask Morris.

Richardson: No.

Oakler: Okay, just wanted to be clear. Every County is different, so I always double check every single time. So, well, good, good afternoon, or should I say evening, uh, commissioners. My name is Veronica Oakler. I'm here to represent the, uh, Sykes Cove Community Association. This entire community has come out in droves. So, I can't the entire, many people are still working and couldn't physically be here, but over 3,000 signatures. That's something quite significant that I thought I should point out. I also wanted to acknowledge and recognize everyone who has come to speak here today. They've kind of stolen my thunder. So, great job everyone, like they, they have covered a lot here today. Um, I do want to give you a little bit of background for my, about myself as well because not all of you have met me. Um, I am an environmental, land use, and real estate attorney. I have worked in both the real estate development side, as well as standing up against real estate development at times. I've worked in state government for Department of Transportation. I've worked in the governor's office in their environmental land use area. I have kind of seen all sides of this coin. I understand being in the government you have to find a balance. It is a balancing act between all these different interests, and that is a very difficult, um, a difficult burden that you do have to carry. So I want to acknowledge that, and I know that everyone here acknowledges that as well, even if we all have disagreements as to how best to do that job. I also want to acknowledge that yes, the development team here has made efforts. They have made efforts based on some public feedback, and some efforts were based on things that they simply just did not know because they're not from this community, they're not local. A lot of work that comes into this is based off of on the ground, boots on the ground, knowing what's going on. And it's not simply doing a desk review. I'm very

familiar with desk reviews, I'm an attorney, we're at, I'm at my desk most of the time. It's kind of the downside so to speak. I don't get the exercise I'd like to get, but it's part of the work, right? The desk review is only one phase of the work. Getting out into the community, that is a very important phase, and as a land use attorney, this is something I often try to recommend to developers, talk to me before you purchase the property. Talk to me before you start doing your market research analysis. We have experts that help you analyze whether this is a good business decision, whether this is the right property and the right project at the right time in the right location. There's a lot of right, right, right when it comes to this and that's because well, you've heard it from realtors, location, location, location. Right? Um, what it comes down to is if an individual or a company wants to do come kind of a development, they have to consider not just the local laws but the impacts to the individuals in that area, and I believe that they did make quite a bit of effort when it comes to that. But there are a number of factors that were originally not really considered that our community had to raise to their attention, or bring to their attention, and that was really important. I think that's why we had this public, um, this public comment process. In particular, I wanted to talk a little bit more about stormwater, drainage, and surface water impacts, but I didn't want to waste your time. I just want to drive home some of these points because we had a fantastic engineer, um, environmental engineer who came out here earlier, and actually answered and stated a lot of things that I really wanted to point out. But I'm going to elaborate a little bit further. In my experience as an environmental real estate and land use attorney, in my experience working at DOT that has a lot of imperious surface, I had to deal with a number of environmental impact statements, environmental analysis, storm water drainage capacity analyses, and I look at it from not just an environmental perspective. Thankfully, my background included an ecology degree for, from the University of Florida. So, I also understand the engineering and the science that goes behind it, not just the well, we'll just call it the boring reading of the law, just the words. I can actually read these maps as well, and that's something that is very difficult for the average person to do sometimes when they're not involved in this on the day in and day out. So, that's something that we often recommend when we're speaking with developers as land use attorneys. We say, "Hey, let me help you with your site plan before you start trying to do your rezoning, before you start making offers to a property owner to see if this is even feasible for you." I argue that this project is not feasible in this location. I think it's a great idea to build multifamily residential in the right place because we do have needs for housing in the right place. That is simply just not the case here. In particular, with regard to this property, it is currently vegetated with a mature tree canopy and a natural ground cover. It provides infiltration, infiltration into our groundwater. Right now, it absorbs water that lands on the surface of this property, and once it's built up, that no longer applies. That water washes away. This property currently also conveys pre-existing, historical, natural flows. That's actually a legal term, so I won't bore you with the details. It just essentially allows for water that is on the surface to flow, sheet flow, or whether it is through an actual river or creek. That is surface water movement. That surface water movement goes straight through this property. So, that is going to have to be diverted and accounted for. That ends up in public stormwater facilities, not private. In addition to that, this property sits within the FEMA Flood zone X. As we've all seen, many of the community members have provided actual evidence, not just words, not just emotional experiences. They've provided evidence, even though they don't

have the burden to prove anything, the burden is on the developer here. They've shown that this area already floods through standard rainstorm events, not through heavy hurricane rain events, and that's something very important to consider here. As already explained, this property is going to be elevated. We're in Florida. A difference of half an inch determines whether a property gets flooded. I've had to deal with a number of properties representing property owners all throughout, Central Florida especially, but all throughout the State regarding their neighbor suddenly developing their property and they're getting flooded. The, the property owner who didn't do any of the changes, now that person is stuck holding the bag, so we want to prevent that and that's actually something I tend to offer a lot of times as, as a land use attorney. I try to help with those site plans before a property or before a client even purchases the property, or considers purchasing the property, because this may not be the right property for that. So, that's another aspect to consider. So, this area, already prone to shallow flooding and sheet flow and ponding, now wants to build 222 units. That's eight buildings. It also includes, uh, parking areas and infrastructure. We also have drive aisles. So, it's not just parking. They have to drive through the property. That's all paved as well. So, this increases the amount of impervious and impermeable surface areas. A pool is also not pervious. Um, a clubhouse that's being proposed is also not pervious. All the related amenities, also not pervious. So, this is what we start running into a lot of problems. The conversion increases runoff volume and peak discharge rates. It disrupts existing historical flow paths. It reduces the site current capacity to store flood waters, and then on top of that, there's two acres, over two acres of wetlands per the wetland delineation. That is what it states. The wetland delineation, no, it was not required to be done yet, or so they said. It actually is per the Comprehensive Plan when you're considering the five factors. I'm happy to, to recap here toward the end of my discussion with you if you have any follow-up questions, I'm happy to go into that as well. But what's particularly concerning here is usually during the rezoning phase, as I have seen in my experience, rezoning, usually when a site plan is produced, it is required to understand what the proposed use is going to be, especially when it's a significant up-zoning. We're going from AU to RU, sorry RU-230. That's a huge jump. That's not a minor jump to match what's already existing abutting the property. That's a significant jump trying to keep up with what's going on in a different portion of the Island, a different portion within the County. It's simply not within this specific area. So, this is going to require a higher level of scrutiny. That includes looking at all of the factors within the Comprehensive Plan that this Board has the authority to review, including requiring a review of wetland delineation and potential impacts to wetlands, to stormwater, to surface flows, and flooding. Now, the developers team, they did mention, okay, a 100-foot buffer, that's a great, that's a great, 100-foot buffer that was not originally part of the plan. They did it because this community stood up and spoke up for themselves and said, "We don't want this being built right on top our houses", and so a 100-foot buffer was offered. However, that 100-foot buffer, I assume that's where the stormwater's going to go, we don't know, site plan doesn't say. It doesn't show anything about where that stormwater will go, how it's going to be managed. So, I'm going to get a little bit legal on you, a little lawyerly. I'm going to reference here Land Development Code, the stormwater management criteria. Chapter 62, and it's a bit long, we have to drill down a bit. So it's Chapter 62, Article 10, Division 6, Exhibit A, Section 1.1. This Section specifically mandates two things that are applicable here on this project. One is

that no site alteration shall adversely affect the existing surface water flow pattern, and two that post-development runoff shall not be greater than pre-development runoff. These are all things that must be considered as part of the application. Now, I'll touch on what the difference is between, um, rezoning stage versus site planning stage and permitting stage. They are two different things, but one does not necessarily, um, prohibit the other from being considered. Site planning work is more specific and more detailed, but there still must be a preliminary information provided during the rezoning stage, and there's not been enough preliminary information provided to even make that decision in order to match all of the requirements of those five factors. And I could drill down into those a little bit without getting too into the weeds. These are technical matters, not just for the later site plan and permitting approval stages, which I also want to remind everyone, the reason we have these public hearings is because once you get to site plan and once you get to permitting, they're rarely put in the spotlight. These are not held with public hearings. Some rezonings, oh, sorry, should I say, some, um, site plans require public hearings. This one wouldn't. So, how on earth can we hold them accountable once we're out of the Sunshine, once we are back in the dark of just being one-on-one dealing with one individual who's making decisions, and yet we have no idea as the public what's going on? And you, as a Board, would not know what's going on either. The surface water element of the Comprehensive Plan, Policy 3.1, requires retention of runoff with no increase in discharge for the 25-year, 24-hour storm. Just going to rattle off some stuff so you'll have it on the record. Policy 4.5 prohibits impacts to adjacent properties and receiving waters and flood prone areas. Objective 4 requires maintaining natural drainage features and flood storage. The conservation element of the Comprehensive Plan, Policy 4.2, requires no net change in floodwater rate and volume across the storm events. It encourages minimizing impervious and preserving flood storage. Policy 5.5 directs incorporation of wetlands into water management systems, so this is where I wanted to pause for a moment. Again, we have no stormwater management plan provided. We have no idea what this project is going to entail. We understand there are over two acres of wetlands, and the site plan already intends to build on top of portions of those wetlands without any reference to what the mitigation will entail. There's no compensation area for pre-existing flood zone, which must be calculated. I won't get too technical into that, we'll, we'll leave that for later, and then, of course, the stormwater ponds. So, all of that must be accounted for within the administrative, or Conservation Element Policy. More importantly, Administrative Policy 7 of the Comprehensive Plan prohibits uses that cause or substantially aggravate any substantial, substantial drainage problem on surrounding properties. So, let's just pause there. We've already heard about all of the flooding here. I'm not saying that this developer's causing it. Even if they did everything perfectly, they're still contributing to it. The reason they're contributing is because there's already a problem here, and we have to take into account the existing conditions of this specific area. And this all brings me back to what the five factors are, and I'll rattle them off for you here as well, just as a reminder, but in particular, that what this applies to is part of Factor 5 in your Land Development Code for 62-1151C, the five factors as to whether or not a rezoning can be approved. And it's the consideration of the public health, safety, and welfare. That's the rezoning stage. That's not a permitting stage, that's not a site plan stage, that's now in the here and now, and there's just way too many questions. So, just as a quick recap regarding what those five requirements, or five factors are, I will refer them to you

here in just a moment. Okay, five factors that you must consider, and this means that the developer here, the applicant, has to prove all of these items to you today, or should I say tonight. Um, first is the character of the surrounding land uses. We have heard quite a bit about the character of this community, this immediate area. Not the character of all of Brevard County, not the character of what's happening south of 528, not the character of what's happening in Viera, the character of what's happening right here in the immediate vicinity, just south of the 528 in Sykes Cove community and beyond, slightly beyond, right there at Courtenay and in Pioneer. Second is changes in conditions since the current zoning was assigned. Okay, the current zoning is AU. The current zoning is NC. It is not RES 15, that's a potential Future Land Use designation. And we want to remind you of that because a potential Future Land Use designation of RES 15 in the 1980s was very different than what we're experiencing today. Not only that, that also takes into account that other laws have come into effect since then, other changes have happened in the surrounding community since then. There have been other developments that have occurred since then. Just today, there was an approval for a rezoning to RU 15 and RU 30. So, that needs to be taken into consideration. There's cumulative effects that occur whenever there's changes occurring on this Island. But you know what? The changes to this neighborhood haven't occurred. This is continuing to be a low density, residential neighborhood of single-family homes, not multifamily, and that's a distinction that I think the development team needs to recognize. We're not comparing residential to commercial. We're not comparing residential to industrial. It's residential to residential, but what kinds of residential? Those are still two different uses. The fourth factor is impacts of traffic, water, sewer, and other public facilities. You've already heard this, so I won't belabor it. The fourth, I'm sorry, that was the third. The fourth is compatibility with the adopted land use plans. That's a Comprehensive Plan. So, the Comprehensive Plan is what is supposed to be considered as one of the five factors referenced in the Land Development Code. We consider everything that's in the Comprehensive Plan here and now tonight. We don't wait until some other point in time in the future when the developer finally gets around to coming up with a stormwater plan. We don't wait until the developer finally comes up with a plan to maybe mitigate for wetlands. We don't come up with a plan later on how this is going to impact our stormwater, sorry, not stormwater. Well, stormwater as well. But our sewer, our water, our impact to our school. It's not just that, its traffic as well, and this is a dangerous intersection, that's already been documented. And then, of course, the fifth factor is the appropriateness of the rezoning for public health, safety, and welfare, and that's already been discussed here extensively as well. So, what we come down to is recognizing as well that the burden of proof is on the applicant, the developer, and you've heard that as well. I just want to really drill that home, because they have to prove by substantial and competent evidence that they are not causing harm and that they're meeting all of these requirements of the five factors and drilling down through all of the requirements of the Comprehensive Plan. Not just the land use element, all of the elements, and that's specifically required per the Comprehensive Plan and the Land Development Code. So, wanting to make sure that you, just to kind of follow up and make sure you've heard everything before you. You heard today a couple of different things. One is these five factors that I just spoke to you about, right? Um, these are add, there's additional binding criteria in addition to the five factors, that's the Comprehensive Plan. There's also the burden of proof that the applicant, not the community,

needs to show this substantial, competent evidence. In fact, if you were to look at this as say a trial, um, a criminal trial, not to say that they're being criminals, I'm just saying if this were a criminal trial, the defendant, all need, all they need to show if reasonable doubt. There is loads, there's loads of reasonable doubt presented here to you today, as was presented at the lower levels with the, um, Planning and Zoning Board. You also heard about the developer's likely argument, and well, maybe you may not have heard this, um, at, the arguments laid at the Planning, made at the Planning and Zoning Board, I'll slow myself down. Um, again, coming back to the infrastructure is a site plan issue. That's directly contradicted by Section 62-1151C and by Section 62-602B. That was already referenced by some of our community members here today. Also, Comprehensive Plan Policies 3 through 6, and the capital improvements element. All of this requires you as the Board to evaluate these impacts at the rezoning phase, here and now tonight, not some future date where it'll be done in the dark because it'll no longer be in your hands. It'll be a decision made by desk review individuals and not those who are physically on the ground, like everyone in this community who came to speak tonight. You also heard that the developer's own roadway capacity analysis proved that Courtenay Parkway, I'm sorry, that Courtenay is already at 88 percent capacity. You have these documents, they were already produced to you. Even though this traffic impact study was done over three different studies, they had to keep going back and correcting things. That's a bit concerning that they had to keep going back and correcting things. Having been at DOT for many years and working with many developers myself, we regularly have to do traffic impact analyses at this stage, not later, and those traffic analyses don't just look at a 24-hour over the course of two days during a time when school wasn't necessarily in session, it looks at peak rates, peak traffic time, and how long it takes during the peak when the congestion is most significant. Again, it's already been raised that this community will bring in the typical eight to five kind of, uh, families that are leaving to work generally in mass, arriving from work generally in mass at the same time that school is arriving and leaving in mass all at the same time at a roadway that has no more capacity available to it. While that may not be our community's fault, it may not be the developer's fault. That is a factor they should have considered before considering this property, before wanting to go through this rezoning process, and see, hey, is this even a possibility given the constraints of the existing roadway, the constraints of the utilities and infrastructure, the constraints of the school right here, so on and so forth. Those are all factors they should have considered and failed to do so. And I understand, they did spend a lot of time trying to find a way to make this square, what is it, round peg fit into a square hole, or is it square peg into a round hole? I always mess those up. The point is they're trying to make something fit here that does not belong, and it's really upsetting to the community because they're already dealing with the day in and day out frustrations of the over congestion, that over congestion that has happened here. And there wasn't even development with their own neighborhood, within their own existing area. All that's happened is services have been provided finally. Oh, they get a, you know, we get a Starbucks. Great, we would love Starbucks. This isn't providing service and that's something really important to consider. Here this project is already at very high capacity. It will, this project will consume 25 percent of the remaining capacity. This is based on their traffic studies. Um, so that brings us up to 93 percent. That does not even account for an already approved development that's coming into play. The traffic

counts didn't account for them because they're not there yet, but once this place, this project, has its entitlements in hand, it's too late. You can't turn them down, then it's too late, the new development will already having been, will have already been built, and now we have no more space to move our cars, to move our people, to move people to the Space Center for all the great jobs that are happening out there, and the great jobs that happen all throughout this Island and this County. We've touched as well on the schools. You've heard that the school concurrency determination, it's just a preliminary expressly non-binding analysis. It doesn't say anything about what future work is going to be here, what the future capacity needs are going to be. It does not take into account the other developments that were slated for approval. None of that was taken into account, because it just goes based off of right here, right now, what do we know? And there's still so much in the air that has not been answered. Again, with the burden of proof being to answer those questions by the development team, they just can't answer it. This is not the right place, that's why. You also heard about impacts to infrastructure. You heard about the potable water, the sewer capacity for sanitary sewer. You've heard about the neighborhood character. Unmistakably, it's single-family residential all throughout here. An assisted living facility that's brand new right next door does not change the character of the neighborhood. In fact, its way in and out is primarily directly on Courtenay. Its secondary access point is not something that's used on the regular basis by these individuals who are, um, living in the facility. As already stated, these are people who are not going to work eight to five, or outside hours. These are not people who are congesting the roadway. What's being proposed here will congest the roadway and will continue to tax this community further. The density as you've already heard as well is a ceiling not an entitlement. Policy 1.1 expressly allows this Board to limit that density, and so I want you to be very clear, not only does the Policy require it, it has been codified in your Land Development Code as well. Wetlands, we've already discussed. You've already heard no net losses allowed here and yet they're losing wetlands. How are we going to balance that interest? That hasn't been answered. It could at least be a few options that are being presented, and yet, none have been presented at all. It's just been swept under the rug and ignore what's going on. Quality of life and property value is something really important, I think, you may also want to look at. You've heard about Administrative Policy 3 that requires evaluation of impacts to the enjoyment, safety, and quality of life in existing neighborhoods. This is part of the five factors, once you drill down within the Comprehensive Plan. You have to understand what Factor 3 looks into. We look right there specifically at the impacts to the enjoyment, safety, and quality of life in existing neighborhoods. So, we don't want to turn our back on those who are already here to benefit someone in the future who then in turn will also end up struggling because they can't even get out of their homes. It's, it's going to be a challenge all across the board, it's not speculative, it's reasonable doubt. They have to prove by substantial, competent evidence and they've ignored the DOT public records as already stated by other, um, commenters here today about how many vehicles are actually on this roadway. One study, one day for 24-hour period that doesn't really cover it. DOT has quite a lot of studies they can review to really understand better what's going on here. So, at a minimum, I want you to also recognize I mentioned the less intense classification. Section 62, and here's the, the citation for, for the record. Section 62-1151H specifically allows this Board, as well as a Planning and Zoning Board, as well as planning staff to require a lower level of

density. It doesn't require an RU 215, RU 230. This whole area is RU 1, RU 1 and AU. This is a major shift and a major change to what's going on here, and you have the authority, one to deny them outright because they have already failed to meet all of the requirements, all these five factors that I've listed, they have deficiencies in every single one. But on top of that, they have failed to answer a lot of the public's questions about how they can do a less, a less dense option. What they have answered in the public, I'm sorry, in the Planning and Zoning Board hearings is, well, it's just not financially feasible for us to do lower density. It's not financially feasible for who, for, for the developer who then leaves and walks away and doesn't have to deal with the problem, and the community does. The residents who move into these apartments have to deal with it, too. So, that's something really important I want to raise to your attention, because if they are to get a rezoning, RU1-1, RU1-5, RU1-11, my goodness, there's so many RU 1 options they could have chosen from, but they chose instead RU 2, increasing from single-family, low-density residential to highly concentrated, multifamily that's going to hurt not just the community living here in the here and now, but the community whose supposed to be moving into these very buildings. How's that going to be a luxury being stuck in your apartment because you can't make a turn onto your road? So, my last two minutes I just wanted to drive home a few last items. Let's see. There's so much. I'm trying not to bog you down because there is just so much to pick at here, and it's not being nitpicky, it's just there's so many holes, and so many holes in what has been presented to you by the development team that this community has been asking for months on end, what, six months it was and yet they've not been answered. There have been attempts, and I understand the effort. There, there were factors that maybe they hadn't considered because they didn't know. If you're not from this area, you may not know the kinds of factors that you need to consider. So, I understand why they didn't. We're not blaming y'all, but we also need to recognize that when we're looking at our Comprehensive Plan, we look at whether the proposed use would significantly diminish the enjoyment, safety, or quality of life in existing neighborhoods. We look at whether it would cause a material reduction in the value of abutting lands. They were previously told in the Planning and Zoning Commission, this community was told, "Well, you haven't been able to prove that your property value would go down." That's not their burden. The burden is on the developer, the applicant, to show that property values would actually go up. The proposed use, the last, the last of these, uh, factors within factors, I know it's kind of hard and kind of difficult, I wouldn't say difficult, it's kind of you have to be a particular drill down kind of person when it comes to reading the laws of the County and the requirements of the Comprehensive Code, and the Florida Statutes, and there is so many in this community who've done exactly that. So, it can make your life easier because you have so much on your plates to have to consider, and they've done the work for you, when the developers have failed to do that themselves. The proposed use must be consistent, not just with the emerging pattern but the existing pattern. And in Florida, if I could finish, I just have two more minutes, I could finish this thought. Um, in Florida, we are treating our zoning like first in time, first in right. That's the reality everywhere. Just because there were developments approved nearby within the last three years doesn't mean that we automatically have to approve every other development similarly to that. The reason it's a race when we're doing development in this State, and anywhere for that matter, is because at some point you just run out of

room, you run out of capacity. We're on an Island and we just can't take anymore. Thank you.

Altman: Thank you. Five-minute break, five-minute break? Okay, we're going, five-minute break. Yes, before . . . we'll take a five-minute break before rebuttal. That's been requested by a number of, been requested by a number of people. Thank you.

*The Board recessed at 8:41 p.m. and reconvened at 8:49 p.m.

Altman: Okay, um, I want to ask the Board if it's okay, I think, um, she had some time left over, we'd give, um, her 10 minutes in rebuttal? We'll add that to, 10 minutes for your rebuttal.

Rezanka: Thank you. Okay, thank you, Chairman Altman, members of the Board. Uh, Mr. Goodson, are you still with us?

Goodson: Yes, ma'am.

Rezanka: Great. So, uh, I, uh, I'm not really sure what to do with that last argument by Ms. Oakler. Um, in my opinion, she's misstated the law, by the State and, uh, local. I, I am from Brevard County. I've been doing this land use for 25 years, not criminal defense or anything else, or FDOT work. And so, we have looked at the Code. The developer did look at all the Code and it has followed the law. This County, nor does State law require a site plan at the rezoning stage. It doesn't require stormwater calculations, it doesn't require stormwater treatment calculations. It doesn't require the Clean Water Act or the St. Johns, uh, treatment rules to be complied with at this stage. Also, your primary responsibility is to follow the law, not to listen to petitions, not to look at red shirts. And the law is very clear that the objections of a large number of residents to the affected neighborhood area are not a sound basis for the denial of a permit. The quasi-judicial function of the Board of, is to, uh, exercise on the basis of the fact seduced. Numerous objections of adjoining property owners may not properly be given even a cumulative effect. Um, other law, Flowers Baking Company versus City of Melbourne, objections of local residents to the conditional use to the use requested are not on fears of traffic do not constitute such substantial competent evidence, and that's what you've heard. As I mentioned, a lot of fears here. There's been one traffic engineer presented to you. The three different versions of the studies were based upon difference of opinions between traffic staff and our expert traffic engineer. There's one traffic engineer here. They did look at the Pioneer Road. They did look at standard reasons the way trips are distributed. No one here has given any competent, substantial evidence in opposition and your County staff has accepted that, that analysis. Should you have questions of the traffic engineer based upon what you heard, he's available to do that. I presented you a packet of information that was presented to P&Z and was left out of your packet. It deals with the concurrency evaluation procedures that has been discussed a couple of times today, and it is clear when you look at this that it does not require concurrency at the zoning stage. I have the package right in front of you, too, Mr. Altman. So, the preliminary evaluation for a zoning action, it does not require stormwater, or wetlands, or anything else. That has been misstated this was provided to P&Z to show that there was only a requirement for site plans to look at the 88 percent traffic capacity. That was in the memo that I

provided to you. Per the definitions in the County Comp Plan, deficiency is the measure of impact of the development proposal, which will qualitatively exceed the existing established minimum acceptable level of service for a public facility or service. This development does not exceed the level of service on Courtenay Parkway. Section 62-602B, only a preliminary evaluation is to be completed to show the availabilities of services and facilities for a zoning application, there's a non-defic, only if there's a non-deficiency, and the Code provision is . . . wait, Section 62-205F is for a vesting of road capacity. The proposed trips generated do not increase level of service. Um, I also want to, other statements made by Ms. Oakler . . . um, this developer doesn't walk away, they manage it. Um, she made many references to facts that were not in the record as she's so fond of saying. Um, this doesn't, the decreasing in value, the requirement of your Codes, says it requires an MAI appraisal, not that it's anyone's, um, not that it's their burden of proof. Uh, the traffic study was done with two 24-hour cycles, and believe it or not, 24 hours does include peak hours, so, and school was in session.

Outbursts from audience.

Rezanka: It wasn't done on a Sunday.

Outbursts from audience.

Rezanka: Um, the day . . .

Altman: I'm going to pause here. Um, we just heard, what, two hours of testimony? Never once did the, the applicant or their counsel interrupt anyone, they respectfully listened to your comments. I'd ask you to provide them the same respect and allow them to present their, uh . . . because we stop the time every time she's interrupted. So, it's only going to, we're not going to allow this to take away from her right of rebuttal. So, it just, it just makes the evening go longer, but please just offer the respect for the, for the applicant.

Rezanka: Thank you. Uh, as to the contention that this is a dangerous intersection, that is an opinion. The traffic study does not say it's a dangerous intersection. Your staff does not say it's a dangerous intersection. Again, these are unsubstantiated opinions that have no factual basis. They're anecdotal, sure, but they're fears. They're catastrophizing and there's nothing in the record to support what they're saying because they don't have an expert traffic engineer here. We have spoken . . . oh, school, school concurrency that's in the record, the staff report says there's no issue with school concurrency. And if you look at the report, in the years 20, 2029, 2030, there's 217 extra elementary seats of capacity at Lewis Carroll. So, that is not an issue. Also, sewer is not an issue. There's a letter in your packet from Victoria Benavidez, she's with Brevard County Utility Services, said that she misspoke at P&Z and wants to correct her statement that Sykes Creek plant does have capacity. Um, I do want to talk about MIRA, and um, MIRAs report, as I said, they denied it based on too much density in the area, no facts, no reasons to support that, and that additional information would be needed. MIRAs staff on the other hand thinks this is a great idea, is needed, and this is the right place for it. We have spoken to Brevard County Sheriff's Office and it has advised that the issue with Lewis Carroll is that most students are

driven and the parents arrive long before pickup time and park in the right-of-way of Lewis Carroll. They've tried to enforce it. The people just ride around the block. Um, the school district is adding a lane to the drop off lane for the next school year, and BCSO believes it will be beneficial. We have offered to assist in any way, including adding an additional loop to the back of Lewis Carroll because there's three acres of non-used land at the east side of Lewis Carroll. This property has never been developed, which is an indication that the current allowed commercial uses or any ag uses is not appropriate. It's been vacant. There's a need for housing. The property must be rezoned so it can be utilized. AU is not appropriate in a commercial, mixed-use area as your staff report has said, is more of a holding car, category for the property. This is not good for raising and grazing of animals. According to Planning Manager Gilliam, because of the BSP on the property, it wouldn't be able to be used for residential. There are options for this property. The medical office hospital, which is a huge traffic generator, ACH is looking for a place for a freestanding ER in Central Brevard County. Parrish has indicated an interest to compete with Health First. They've even looked at the old Cape Canaveral Hospital. If this is denied, they have no option but to do something because the property can't be used for anything other than medical office and that's not going to happen. It hasn't happened since 1986. Uh, we do intend to appeal the County Planning Manager's opinion of Live Local Act because this is approved for a commercial use. Does not say commercial zoning in the Live Local Act. Mr. Altman knows the exact intent of the Live Local Act because he was in the State House when this was adopted. It is to stop this kind of failure to properly prove zoning for residential uses when this is appropriate for zoning for residential uses. There's been a lot made about the area commercial. The area is residential. The area that's residential is here and here. This property has four sides. That's one and a half sides. This area is commercial. There is no residential on Courtenay as stated north of Skyline to State Road 528. So, single-family residential does not belong in this site, and that again is shown by the Future Land Use, not a potential Future Land Use Map, but a real land use map that says this is residential 15 and neighborhood commercial. This is very much akin to the Snyder lawsuit. Mr. Altman, I know you're very, um, involved with that. You were on this Commission when Snyder versus Brevard County went to the Fifth District Court of Appeal. That opinion from the first District Court of Appeal says in Florida, the greater value of land is its potential use value, not its intrinsic value. This is especially true of vacant land. In a society which recognizes the right of a private citizen to own property, the citizen owner has a right to make use of the privately-owned property as a citizen owner desires, subject only to the limitations that private property cannot be used in a manner that encroaches upon the rights of other citizens. This is a self-contained, private use apartment complex that to go out of this property, if you're going north, you're onto Courtenay, you're not going through their neighborhood. That makes absolutely sense, and this was evaluated in the traffic study, which apparently no one read. So, we would ask that you approve this rezoning. We have met the burden of proof. We have met the Comp Plan, and specifically, the private property rights, uh, element of the Comp Plan. Thank you.

Altman: Thank you, thank you. Okay, that was our last speaker. We will bring the, uh, request now to the Board. Are there any questions or comments from the Board? Okay.

Goodson: Chair?

Altman: Yes.

Goodson: I'd like to make a motion that there's going to be no discussion. I'd like to make a motion if there's going to be no discussion.

Altman: I, that motion dies for a lack of a second.

Goodson: I haven't even made it Chair.

Richardson: Oh, I think he said if there's going to be no discussion.

Adkinson: Yes, he said if there's . . .

Altman: Oh, I thought you said for no discussion. I couldn't understand, I misunderstood you. Okay.

Goodson: No, that's fine.

Altman: Okay, all right, you would like to make a motion. Okay, you're welcome to make a motion.

Goodson: Okay, okay, I'd like to make a motion to deny the development because it's not compatible with the area, and I'd like to instruct staff to do Findings of Fact.

Altman: Okay, is there, is there a second to that motion?

Adkinson: I'll second it.

Altman: Okay, second by Commissioner Adkinson. Okay, there's a motion and a second for denial of the applicant and staff to, um, state a Findings of Fact. I'd like to recognize staff to . . .

Feltner: They'll bring it back, right?

Adkinson: They'll bring it back.

Richardson: So, under the, uh, Board Policies, when the Board indicates an intent to take a zoning action and directs the County Attorney's Office to prepare a Finding of Fact, we work with staff and do that, and we'll bring it back to the Board at a future zoning meeting, but you make your decision on your . . .

Altman: Okay.

Richardson: . . . zoning action tonight with the Findings of Fact to come back at the next meeting.

Altman: So, we will vote on the motion to deny. Staff will, uh, take, um, the issue, have a Finding of Fact that, uh, gives us time to review, and then vote into, at a future meeting.

Richardson: You, you make your, you take the zoning action tonight and then bring back the Findings of Fact for consideration approval at a future meeting.

Adkinson: Vote tonight.

Altman: Okay, great. Uh, any questions? I do have a question. Is that meeting where we either accept or deny the Finding of Fact or I assume we have the ability to amend, but is that a public meeting? Is that advertised?

Feltner: Yes.

Richardson: It's not, it's not advertised as a public hearing like this one. It's at a public meeting of the Board of County Commissioners.

Altman: Please let our Attorney . . .

Richardson: It's . . .

Altman: Let him.

Richardson: It's at a public meeting, but it's not a public hearing.

Altman: Right, right, like a zoning.

Richardson: But it's at a public meeting.

Altman: Okay, just wanted . . .

Richardson: It's usually on the Consent Agenda.

Altman: Okay.

Feltner: The, the, it's a, it's a future Commission meeting.

Richardson: Yes.

Feltner: Yes, right, and it's, they're typically on Consent.

Altman: But, we could talk about it, too? I mean, we could remove from Consent?

Feltner: Absolutely 100 percent.

Altman: Just trying to make sure we get the procedure right.

Feltner: I think we recently, Mr. Chair, sorry . . . I think we recently pulled a Finding of Fact off Consent and discussed it, and then passed it.

Altman: Right.

Feltner: So, that's happen . . . I'm sorry.

Rezanka: (unaudible)

Feltner: I, I think, yeah, I think we just went through, went through that just . . .

Altman: Okay. All right, great. Thank you. Okay, uh, is there any debate or comment on the motion? Uh, seeing no debate, I'd call the question. All in favor say Aye.

Goodson: Aye.

An audience member asked for the layman here, what is exactly going on?

Richardson: The public hearing is closed and the Board's about to . . .

Altman: Let's, we're trying to get the Attorney to explain that and he was being interrupted by the audience. So, if you could allow him to speak without interrupting, please? That's a very good question. Okay.

Richardson: The public hearing concluded and the matter is now with the Board to decide. There's a motion on the floor, and now the Board has discussion, and they called a vote on the motion. So, they're about to vote on the motion.

Altman: So we're about to vote on the motion which is to deny. Uh, we, I, I, think we've concluded any discussion. There will be a Finding of Fact that the staff will bring back. The Finding of Fact is under what basis did we, you know, deny the request. Very important process in this, this, this hearing, and that will come back at a future meeting. That meeting will be advertised to be on the Agenda. It's not going to be like a public testimony type of meeting like you have here in the zoning, but it's something that we could discuss. Everybody got that? Okay, good.

Feltner: I, um, what, maybe I could clarify something. The, the, fin . . . Mr. Chair?

Altman: Go ahead.

Feltner: The Finding of Fact, um, issue that would be before the Board of County Commissioners would not change what, what we're doing here tonight. So, the motion to deny is on the table. That's what we're going to vote for right now, that, okay? And the Finding of Fact that, that's simply what's the legal reasoning in why we did that. That's what that is. Okay, all right. And we, okay, Mr. Chair.

Altman: Got it, I'm glad you, I'm glad you clarified. No, it doesn't change our denial, but it takes all the data and information, and our law and the, into effect and we formalize that, and . . . that's exactly right. Okay, um, I'm glad you clarified that, Commissioner.

Feltner: And I'm not an attorney. I don't pretend to be.

Altman: So, is there any debate on the motion? Any further debate? Okay, there's a motion and a second to deny the application. All those in favor say Aye.

Goodson, Adkinson, Feltner, and Altman: Aye.

Altman: Motion passes unanimously, um, I hope. Do we have a date certain when the Finding of Fact will come up?

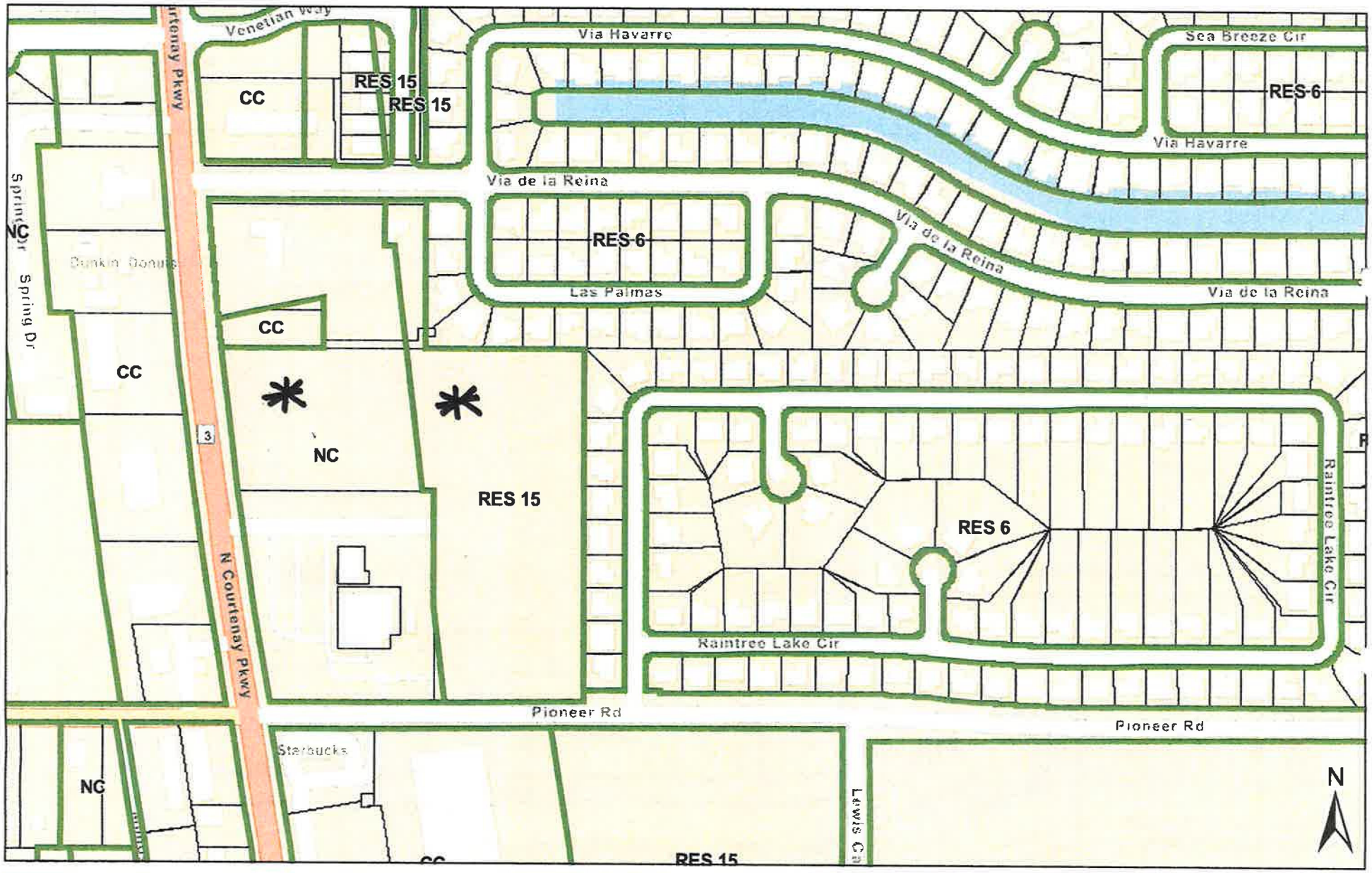
Richardson: Um, I, I cannot . . .

Altman: We don't know for sure . . .

Richardson: Right.

Altman: But it will be advertised to be part of the Agenda, so, okay, thank you.

Zoning & Future Land Use Map



Future Land Use

Parcel Property

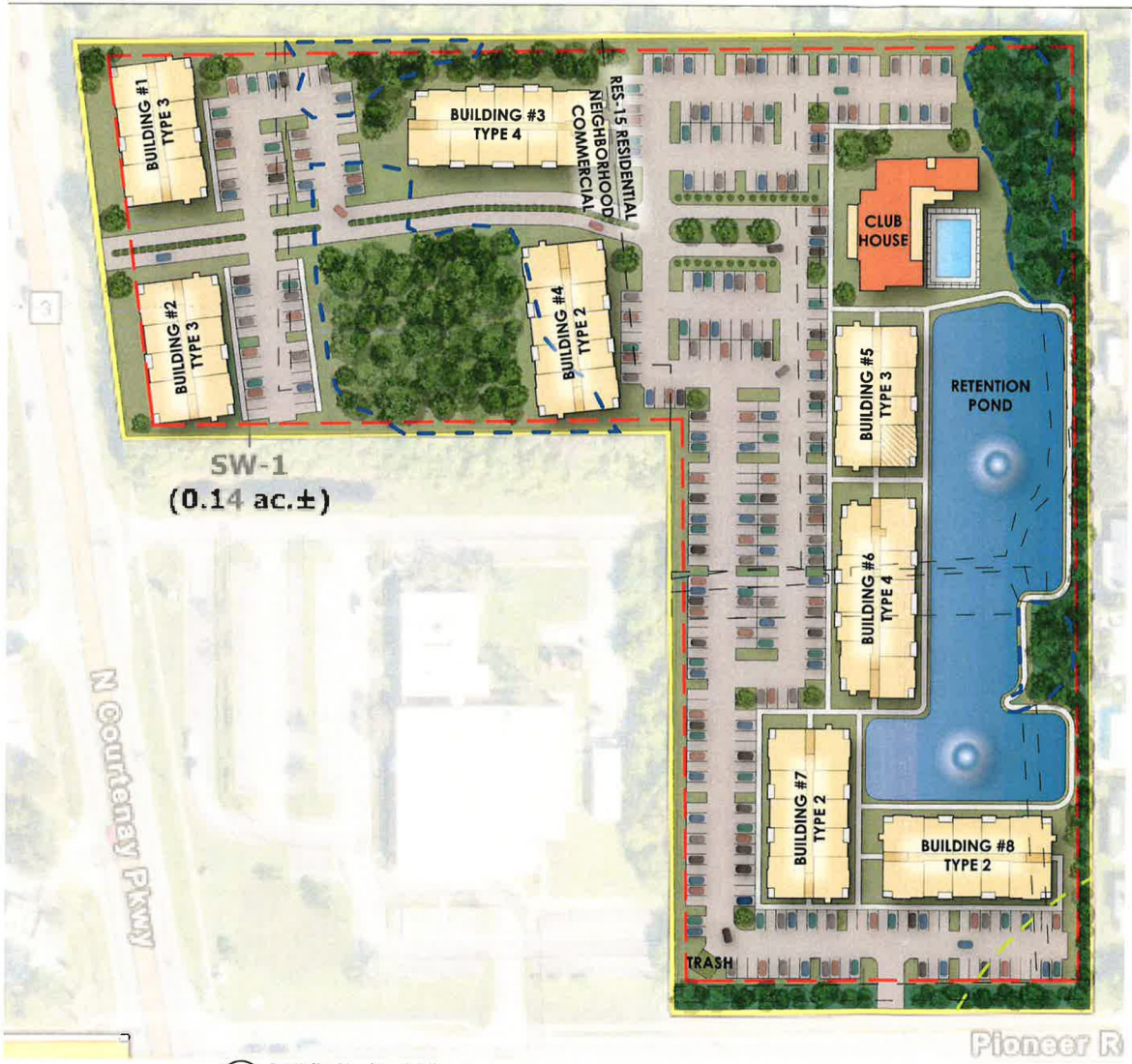
1:4,514

0 0.0375 0.075 0.15 mi

0 0.05 0.1 0.2 km

Esri Community Maps Contributors, FDEP, © OpenStreetMap, Microsoft, Esri, TomTom, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, EPA, NPS, US Census Bureau, USDA, USFWS | Brevard County Property Appraiser Office | ArcGIS Web AppBuilder

RANGEWATER



1 Density Study - Option 1
Scale: 1"=100'-0"

Plan

PROJECT DATA:

ZONE 1: Neighborhood Commercial
3.659 acres
109 units max

BUILDING TYPE 2:
Building 4
3 Stories
30 Units

BUILDING TYPE 3:
Buildings 1- 2
3 Stories
24 Units/EA

BUILDING TYPE 4:
Building 3
3 Stories
30 Units

ZONE 2: Residential
7.581 acres
113 units max

BUILDING TYPE 2:
Buildings 7-8
3 Stories
30 Units/EA

BUILDING TYPE 3:
Building 5
3 Stories
23 Units

BUILDING TYPE 4:
Building 6
3 Stories
30 Units

TOTAL: 222 Units

AMENITY: 6,500 S.F.

PARKING:

TOTAL: 396 Spaces
(1.78 Spaces/Unit)

PRESERVED GREEN SPACE

TOP FLOOR VIEWING PLATFORM

N

00 50 100 200

Merritt Island

November 18, 2025

0000.00

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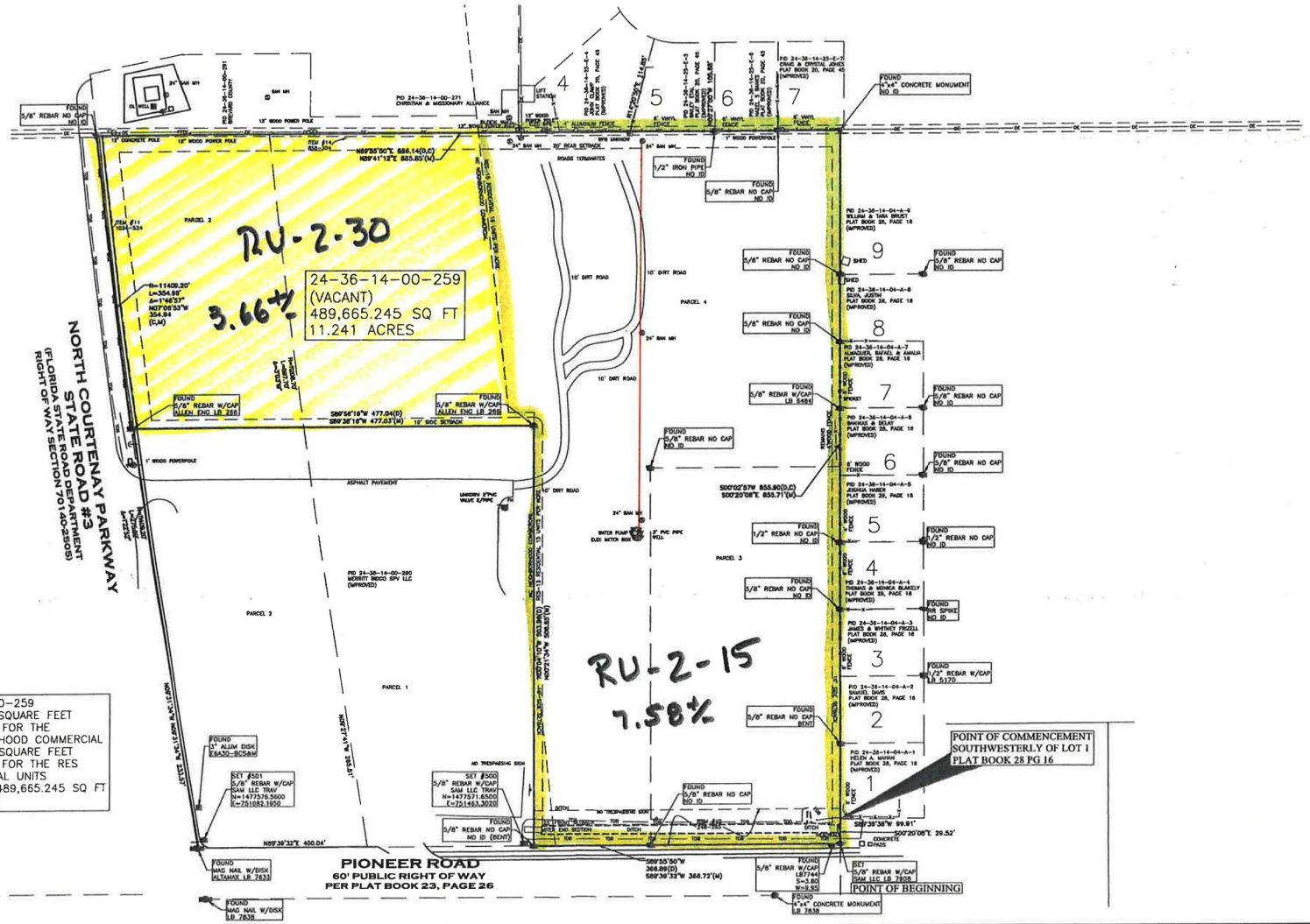
MAP SHOWING

ALTA/NSPS BOUNDARY SURVEY

OF

BEING A PORTION OF SECTION 14, TOWNSHIP 24 SOUTH, RANGE 36 EAST, OF BREVARD COUNTY, FLORIDA, MORE PARTICULARLY DESCRIPTION IN OFFICIAL RECORDS BOOK 10286, PAGE 665.



24-36-14-00-259
159,427.894 SQUARE FEET
3.659 ACRES FOR THE
NC NEIGHBORHOOD COMMERCIAL
330,237.351 SQUARE FEET
7.581 ACRES FOR THE RES
15-RESIDENTIAL UNITS
TOTAL AREA=489,665.245 SQ FT
11.241 ACRES

SAM
SURVEYING AND MAPPING, LLC.
3645 MAGUIRE BLVD., SUITE 229
ORLANDO, FL 32803
TEL: (407) 896-0594

ALTA/NSPS BOUNDARY SURVEY

PROPERTY ADDRESS: NORTH COUNTENAY PARKWAY, MERRITT ISLAND
PARCEL ID: 24-36-14-00-259

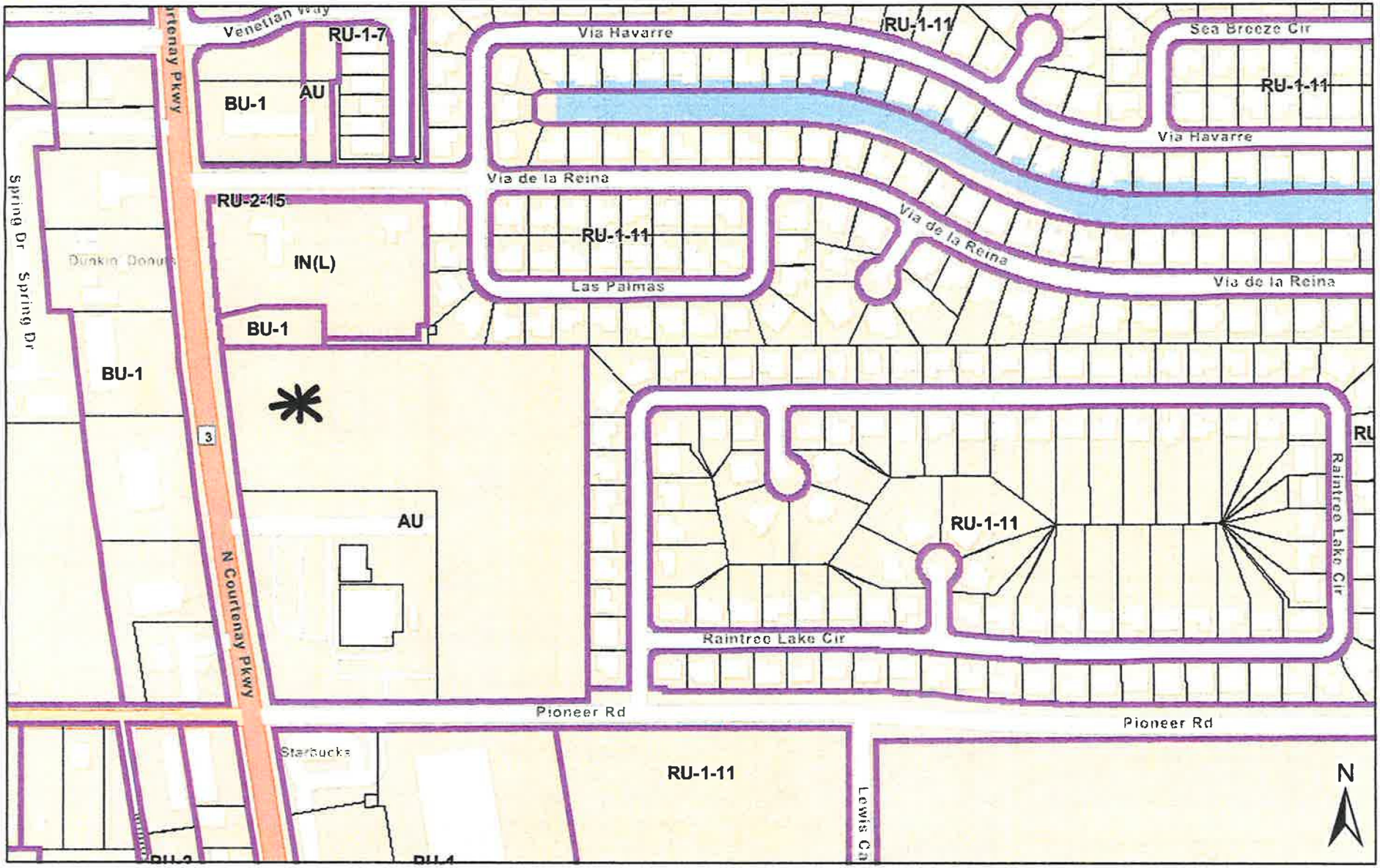
GRAPHIC SCALE

DATE:	REVISIONS:
9/22/2025	AREA BREAKDOWN
10/3/2025	CLIENT COMMENTS

DRAWN BY: TBH | PARTY CHIEF: BC
JOB #: 1025102746
FB #: 1300
DATE OF SURVEY: 09/12/2025
NOT VALID WITHOUT ALL SHEETS
2 OF 2

PATH:\\SAMNFS\VOL1\PROJECTS\1025102746\100\SURVEY\DESIGN\1025102746-2400 NORTH COURTENAY PARKWAY-BOUNDARY-ALTA.DWG

Zoning & Future Land Use Map



Zoning

Parcel Property

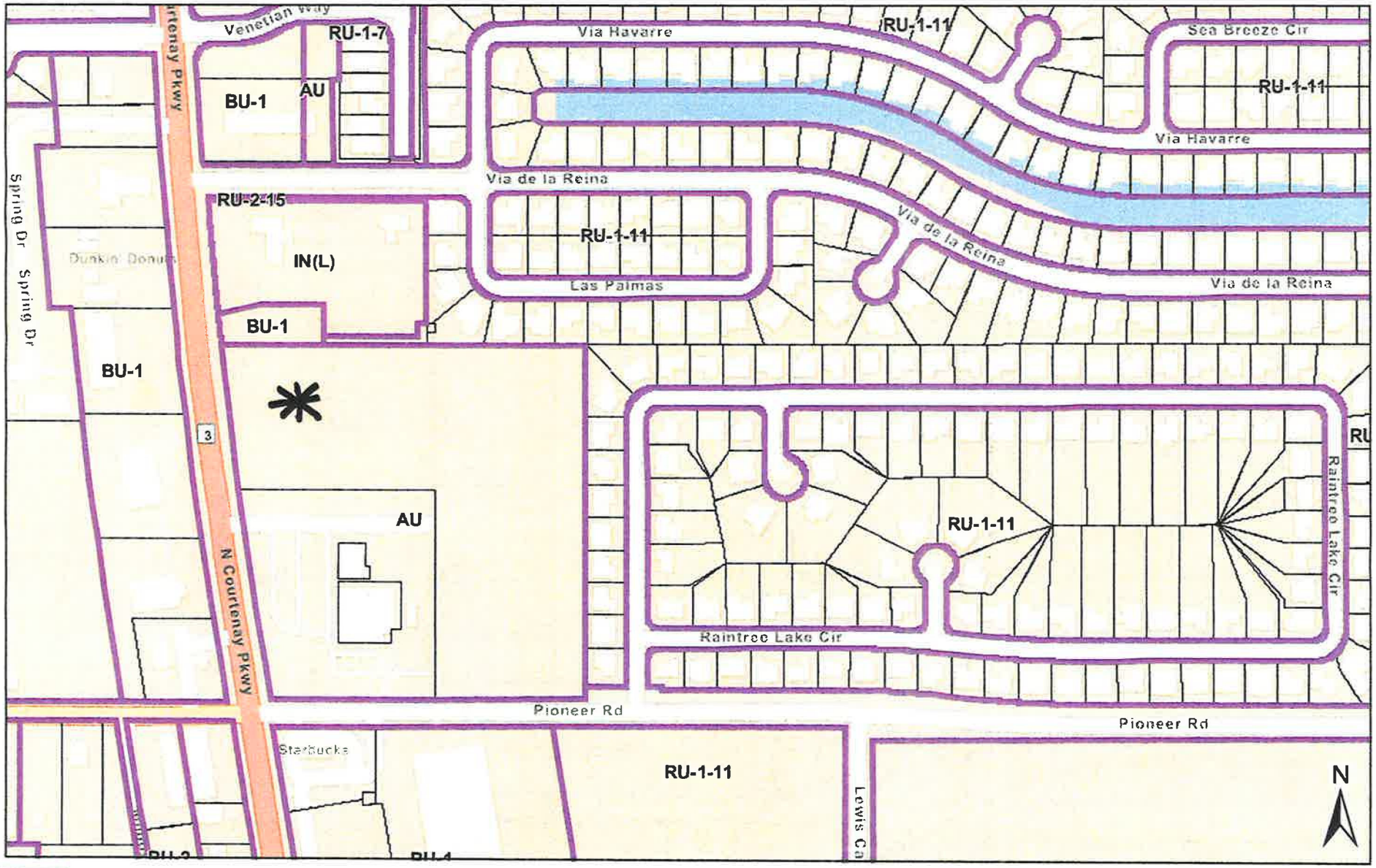
1:4,514

0 0.0375 0.075 0.15 mi

0 0.05 0.1 0.2 km

Esri Community Maps Contributors, FDEP, © OpenStreetMap, Microsoft, Esri, TomTom, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, EPA, NPS, US Census Bureau, USDA, USFWS | Brevard County Property Appraiser Office | ArcGIS Web AppBuilder

Zoning & Future Land Use Map



Zoning

Parcel Property

1:4,514

0 0.0375 0.075 0.15 mi

0 0.05 0.1 0.2 km

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ALTA/NSPS LAND TITLE SURVEY

PROMINENCE ALTA PARCELS

PROPERTY ADDRESS: NORTH COURTENAY, MERRITT ISLAND, FL

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

LEGAL DESCRIPTION PER TITLE

COMMITMENT NO. NCS-1273396-ATL

EXHIBIT A

THE LAND REFERRED TO HEREIN BELOW IS SITUATED IN THE COUNTY OF BREVARD, STATE OF FLORIDA, AND IS DESCRIBED AS FOLLOWS:

LEGAL DESCRIPTION "A" A PARCEL OF LAND LYING IN SECTION 14, TOWNSHIP 24 SOUTH, RANGE 36 EAST, BREVARD COUNTY, FLORIDA, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGIN AT THE INTERSECTION OF THE NORTH LINE OF PIONEER ROAD AS SHOWN IN PLAT BOOK 23 AT PAGE 26 OF THE PUBLIC RECORDS OF BREVARD COUNTY, FLORIDA AND THE WEST LINE OF RAINTREE BY THE LAKE EXTENDED SOUTHERLY AS SHOWN ON THE PLAT THEREOF RECORDED IN PLAT BOOK 28 PAGE 16 OF THE PUBLIC RECORDS OF BREVARD COUNTY, FLORIDA THENCE RUN S 89° 55' 50" W ALONG THE NORTH RIGHT-OF-WAY OF SAID PIONEER ROAD FOR 563.86 FEET TO A POINT LYING 203.03 FEET EAST OF THE EAST RIGHT-OF-WAY LINE OF STATE ROAD NO. 3 AS SHOWN ON STATE OF FLORIDA, STATE ROAD DEPARTMENT, RIGHT OF WAY MAP OF STATE ROAD NO. 3, BREVARD COUNTY, SECTION 70140-2505, AS MEASURED ALONG THE NORTH RIGHT OF WAY LINE OF SAID PIONEER ROAD; THENCE CONTINUE S 89° 55' 50" W FOR 203.03 FEET TO THE EASTERLY RIGHT OF WAY LINE OF SAID STATE ROAD NO. 3, THENCE RUN N 09° 07' 55" W ALONG SAID EASTERLY RIGHT-OF-WAY LINE FOR 234.87 FEET TO THE POINT OF CURVATURE OF A CIRCULAR CURVE TO THE RIGHT, HAVING A RADIUS OF 11409.20 FEET; THENCE RUN NORTHWESTERLY ALONG THE ARC OF SAID CURVE AND SAID EASTERLY RIGHT-OF-WAY LINE, THROUGH A CENTRAL ANGLE OF 03° 09' 41" FOR 629.52 FEET TO THE WESTERLY EXTENSION OF THE SOUTH LINE OF VILLA DE PALMAS, UNIT NO. 1 ACCORDING TO THE PLAT THEREOF RECORDED IN PLAT BOOK 20 AT PAGE 45 OF THE PUBLIC RECORDS OF BREVARD COUNTY, FLORIDA; THENCE RUN N 89° 56' 19" E ALONG THE SAID SOUTH LINE FOR 201.59 FEET TO A POINT LYING ON THE ARC OF A CIRCULAR CURVE, CONCAVE TO THE EAST WHOSE CENTER BEARS N 83° 55' 24" E FROM SAID POINT AND HAVING A RADIUS OF 11208.70 FEET, SAID CURVE IS CONCENTRIC WITH AND 200.50 FEET EAST OF THE EAST RIGHT OF WAY LINE OF SAID STATE ROAD NO. 3; THENCE RUN SOUTHERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 03° 03' 19" FOR 597.71 FEET TO THE POINT OF TANGENCY OF SAID CURVE; THENCE RUN S 09° 07' 55" E PARALLEL WITH AND 200.50 FEET EAST OF THE EAST RIGHT OF WAY LINE OF SAID STATE ROAD NO. 3, FOR 266.85 FEET TO THE POINT OF BEGINNING.

LEGAL DESCRIPTION "B" A PARCEL OF LAND LYING IN SECTION 14, TOWNSHIP 24 SOUTH, RANGE 36 EAST, BREVARD COUNTY, FLORIDA, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS: BEGIN AT THE INTERSECTION OF THE NORTH LINE OF PIONEER ROAD AS SHOWN IN PLAT BOOK 23 AT PAGE 26 OF THE PUBLIC RECORDS OF BREVARD COUNTY, FLORIDA AND THE WEST LINE OF RAINTREE BY THE LAKE EXTENDED SOUTHERLY AS SHOWN ON THE PLAT THEREOF RECORDED IN PLAT BOOK 28 PAGE 16 OF THE PUBLIC RECORDS OF BREVARD COUNTY, FLORIDA, THENCE RUN S 89° 55' 50" W ALONG THE NORTH RIGHT OF WAY OF SAID PIONEER ROAD FOR 225.00 FEET TO A POINT LYING 541.89 FEET EAST OF THE EAST RIGHT OF WAY LINE OF STATE ROAD NO. 3 AS SHOWN ON STATE OF FLORIDA, STATE ROAD DEPARTMENT, RIGHT OF WAY MAP OF STATE ROAD NO. 3, BREVARD COUNTY, SECTION 70140-2505, AS MEASURED ALONG THE NORTH RIGHT OF WAY LINE OF SAID PIONEER ROAD; THENCE RUN N 00° 02' 57" W PARALLEL WITH THE WEST LINE OF SAID RAINTREE BY THE LAKE FOR 452.08 FEET; THENCE RUN N 89° 55' 50" E FOR 225.00 FEET TO THE WEST LINE OF SAID RAINTREE BY THE LAKE; THENCE RUN S 00° 02' 57" E ALONG SAID WEST LINE FOR 452.08 FEET TO THE POINT OF BEGINNING.

LEGAL DESCRIPTION "C" A PARCEL OF LAND LYING IN SECTION 14, TOWNSHIP 24 SOUTH, RANGE 36 EAST, BREVARD COUNTY, FLORIDA, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS: COMMENCE AT THE INTERSECTION OF THE NORTH LINE OF PIONEER ROAD AS SHOWN IN PLAT BOOK 23 AT PAGE 26 OF THE PUBLIC RECORDS OF BREVARD COUNTY, FLORIDA AND THE WEST LINE OF RAINTREE BY THE LAKE EXTENDED SOUTHERLY AS SHOWN ON THE PLAT THEREOF RECORDED IN PLAT BOOK 28 PAGE 16 OF THE PUBLIC RECORDS OF BREVARD COUNTY, FLORIDA THENCE RUN S 89° 55' 50" W ALONG THE NORTH RIGHT-OF-WAY OF SAID PIONEER ROAD FOR 225.00 FEET TO A POINT LYING 541.89 FEET EAST OF THE EAST RIGHT OF WAY LINE OF STATE ROAD NO. 3 AS SHOWN ON STATE OF FLORIDA, STATE ROAD DEPARTMENT, RIGHT OF WAY MAP OF STATE ROAD NO. 3, BREVARD COUNTY, SECTION 70140-2505, AS MEASURED ALONG THE NORTH RIGHT OF WAY LINE OF SAID PIONEER ROAD SAID POINT BEING THE POINT OF BEGINNING; THENCE CONTINUE S 89° 55' 50" W ALONG SAID NORTH RIGHT OF WAY LINE FOR 338.86 FEET; THENCE RUN N 09° 07' 55" W PARALLEL WITH AND 200.5 FEET EAST OF THE EAST RIGHT OF WAY LINE OF SAID STATE ROAD NO. 3 FOR 266.85 FEET TO THE POINT OF CURVATURE OF A CIRCULAR CURVE TO THE RIGHT HAVING A RADIUS OF 11208.70 FEET, SAID CURVE BEING CONCENTRIC WITH AND 200.50 FEET EAST OF SAID EAST RIGHT OF WAY LINE; THENCE RUN NORTHERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF03° 03' 19" FOR 597.71 FEET TO THE WESTERLY EXTENSION OF THE SOUTH LINE OF VILLA DE PALMAS, UNIT NO. 1 ACCORDING TO THE PLAT THEREOF RECORDED IN PLAT BOOK 20 AT PAGE 45 OF THE PUBLIC RECORDS OF BREVARD COUNTY, FLORIDA, THENCE RUN N 89° 56' 19" E ALONG THE SAID SOUTH LINE FOR 684.55 FEET TO THE NORTHERLY EXTENSION OF THE WEST LINE OF SAID RAINTREE BY THE LAKE, THENCE RUN S 00° 02' 57" W ALONG SAID WEST LINE FOR 403.82 FEET; THENCE RUN S 89° 55' 50" W FOR 225.00 FEET; THENCE RUN S 00° 02' 57" E FOR 452.08 FEET TO THE POINT OF BEGINNING.

LESS AND EXCEPT THE FOLLOWING DESCRIBED PROPERTY:

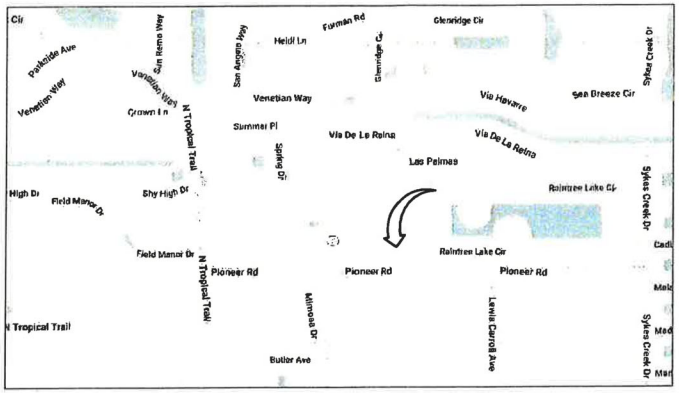
A PARCEL OF LAND LYING IN SECTION 14, TOWNSHIP 24 SOUTH, RANGE 36 EAST, BREVARD COUNTY, FLORIDA, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS: COMMENCE AT THE INTERSECTION OF THE NORTH RIGHT-OF-WAY LINE OF PIONEER ROAD (AS SHOWN IN PLAT BOOK 23 AT PAGE 26 OF THE PUBLIC RECORDS OF BREVARD COUNTY, FLORIDA) WITH THE WEST LINE OF RAINTREE-BY-THE-LAKE (AS SHOWN ON THE PLAT THEREOF RECORDED IN PLAT BOOK 28 AT PAGE 16 OF SAID PUBLIC RECORDS) EXTENDED SOUTHERLY; THENCE RUN S 89° 55' 50" W ALONG SAID NORTH RIGHT-OF-WAY LINE OF PIONEER ROAD FOR 366.89 FEET TO THE POINT OF BEGINNING; THENCE CONTINUE S 89° 55' 50" W FOR 400.00 FEET TO A POINT LYING ON THE EASTERLY RIGHT-OF-WAY LINE OF STATE ROAD NO. 3, AS SHOWN ON FLORIDA STATE ROAD DEPARTMENT, RIGHT-OF-WAY MAP OF STATE ROAD NO. 3, BREVARD COUNTY, SECTION 70140-2505; THENCE RUN N 09° 07' 55" W ALONG SAID EASTERLY RIGHT-OF-WAY LINE FOR 234.87 FEET TO THE POINT OF CURVATURE OF A CURVE TO THE RIGHT HAVING A RADIUS OF 11409.20 FEET; THENCE RUN NORTHERLY ALONG SAID EASTERLY RIGHT-OF-WAY LINE AND ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 01° 22' 52" FOR 275.02 FEET; THENCE LEAVING SAID EASTERLY RIGHT-OF-WAY LINE, RUN N 89° 56' 19" E FOR 477.04 FEET; THENCE RUN S 00° 04' 10" E FOR 503.96 FEET TO THE POINT OF BEGINNING

LEGAL DESCRIPTION PER SURVEYOR

COMMENCE AT THE SOUTHWESTERLY CORNER OF LOT 1 OF PLAT OF RAINTREE-BY-THE-LAKE, RECORDED AS PLAT BOOK 28, PAGE 16, OF THE PUBLIC RECORDS OF BREVARD COUNTY, FLORIDA; THENCE S 09°20'08"E, A DISTANCE OF 29.52 FEET TO A POINT ON THE NORTHERLY RIGHT OF WAY OF PIONEER ROAD (80' PUBLIC RIGHT OF WAY, PER PLAT BOOK 23, PAGE 26), TO THE POINT OF BEGINNING.

THENCE BEARING S 89-39-32 W , ALONG THE NORTHERLY RIGHT OF WAY OF PIONEER ROAD, A DISTANCE OF 366.72 FEET TO A POINT, AT THE SOUTHEASTERLY CORNER OF OFFICIAL RECORD BOOK 10034, PAGE 168, AS SHOWN OF PLAT OF BOUNDARY SURVEY OF MERRITT MEDICAL CENTER CONDOMINIUM, PREPARED BY ALLEN ENGINEERING, INC, DATED APRIL 14, 1992, RECORDED IN OFFICIAL RECORD BOOK 3237, PAGE 3256; THENCE N 00°21'34 W, ALONG THE EASTERLY BOUNDARY OF OFFICIAL RECORDS BOOK 10034, PAGE 168, A DISTANCE OF 506.85 FEET TO A POINT AT THE NORTHEASTERLY CORNER OF OFFICIAL RECORD BOOK 10034, PAGE 168; THENCE S89°38'16"W, ALONG THE NORTHERLY BOUNDARY LINE OF OFFICIAL RECORD BOOK 10034, PAGE 168, A DISTANCE OF 477.03 FEET TO A POINT, TO ON THE WESTERLY RIGHT OF WAY OF NORTH COURTENAY PARKWAY, STATE ROAD #3; THENCE CONTINUING ALONG THE WESTERLY RIGHT OF WAY OF COURTENAY PARKWAY, ALONG A CURVE TO THE RIGHT, HAVING A RADIUS OF 11409.20 A DELTA ANGLE OF 01° 46' 57", AN ARC DISTANCE OF 354.98 FEET AND WHOSE LONG CHORD BEARS N 07°-06-53 W A DISTANCE OF 354.84 FEET; TO A POINT AT THE SOUTHWESTERLY CORNER OF OFFICIAL RECORD BOOK 8660, PAGE 2481; THENCE BEARING N 89°41'12 E , ALONG THE SOUTHERLY BOUNDARY OF OFFICIAL RECORD BOOK 8660, PAGE 2481,A DISTANCE OF 885.85 FEET, TO THE SOUTHEASTERLY CORNER OF OFFICIAL RECORD BOOK 8660, PAGE 2481, BEING THE NORTHWESTERLY CORNER OF LOT 8, PLAT OF RAINTREE-BY-THE-LAKE, RECORDED AS PLAT BOOK 28, PAGE 16 ; THENCE BEARING S 00°20'08" E, ALONG THE WESTERLY BOUNDARY PLAT OF RAINTREE-BY-THE-LAKE, RECORDED AS PLAT BOOK 28, PAGE 16, A DISTANCE OF 855.71FEET, TO THE POINT OF BEGINNING.

THE ABOVE THE DESCRIPTION CONTAINS 469,685.245 SQUARE FEET, OR 11.241 ACRES.



VICINITY MAP

LEGEND (AS APPLICABLE)

- CONCRETE MONUMENT FOUND (AS NOTED)
- REBAR FOUND (AS NOTED)
- ELECTRIC METER
- REBAR SET
- WATER FAUCET
- SANITARY CLEANOUT
- MAG NAIL SET (LB 7808)
- SOLID IRON PIN SET (LB 7808)
- AERIAL TARGET SET
- DISK MONUMENT FOUND (AS NOTED)
- IRON PIPE FOUND (AS NOTED)
- OTHER SURVEY MONUMENT FOUND (AS NOTED)
- BENCHMARK FOUND (AS NOTED)
- HYDRANT
- TRANSFORMER
- POLE
- SANITARY MANHOLE
- BOLLARD CONCRETE
- ELECTRIC TRANSFORMER
- AIR CONDITIONING UNIT
- FLAG POLE
- MAG NAIL FOUND
- SERVICE BOX CABLE
- PROPANE TANK
- CATCH BASIN
- WATER VALVE
- GUY WIRE ANCHOR
- GUY POLE
- MONITORING WELL
- EOI - WATER
- WATER METER
- CATCH BASIN
- STORM MANHOLE
- BENCHMARK FOUND
- SANITARY MANHOLE
- TREE (AS NOTED)
- WATER BACKFLOW PREVENTER
- LIGHT POLE
- WATER VALVE
- FIRE HYDRANT
- ELECTRIC PANEL
- WATER METER
- MAG NAIL FOUND
- POST / BOLLARD

ABBREVIATIONS

C	CALCULATED DISTANCE
CL	CENTERLINE
D	DEED DISTANCE
ID	IDENTIFICATION
LB	LICENSED BUSINESS
LLC	LIMITED LIABILITY COMPANY
M	MEASURED DISTANCE
MH	MANHOLE
PVC	POLYVINYL CHLORIDE
SAN	SANITARY
TOB	TOP OF BANK
WPB	WIRE PULL BOX

SURVEYOR'S NOTES (AS APPLICABLE)

1. HORIZONTAL LOCATIONS OF ALL ELEMENTS OF THIS DRAWING ARE RELATIVE TO THE FLORIDA STATE PLANE, EAST ZONE (US SURVEY FOOT). LOCATION OF THE PRIMARY CONTROL NETWORK FOR THIS SITE (POINTS: #500 AND #501) WERE ESTABLISHED UTILIZING STANDARD GPS RTK PROTOCOLS AND BEST PRACTICE METHODS FOR MAXIMUM PRECISION, IN CONJUNCTION WITH THE FLORIDA DEPARTMENT OF TRANSPORTATION FLORIDA PRIMARY REFERENCE NETWORK (FPRN) AND HAVE AN EXPECTED HORIZONTAL ACCURACY OF ±0.03'. LOCATION OF ALL TOPOGRAPHIC FEATURED SHOWN HEREON WERE ESTABLISHED UTILIZING A ROBOTIC TOTAL STATION AND ARE DERIVED TRIGONOMETRICALLY WITH AN EXPECTED HORIZONTAL ACCURACY OF ±0.02'.
2. THIS SURVEY IS CONDUCTED ACCORDING TO THE 2021 MINIMUM STANDARD DETAIL REQUIREMENTS FOR ALTA/NSPS LAND TITLE SURVEYS FOR TITLE INSURANCE PURPOSES, AUTHORIZED BY DFH ON 2/1/24 FOR THE USE OF SPECIFIED PARTIES.
3. ACCORDING TO FEMA MAPS, THE PROPERTY LIES WITHIN ZONE "X" (PANEL NO. 12009C0340H, DATED JANUARY 29, 2021). THE SURVEY DOES NOT DETERMINE FLOOD RISK. FOR FLOOD DETERMINATION, CONSULT THE LOCAL BUILDING DEPARTMENT OR CUSTODIAL FLOOD AGENCY.
4. NOTE THAT ADDITIONAL EASEMENTS AND/OR RESTRICTIONS NOT FOUND IN PUBLIC RECORDS MAY AFFECT THE PROPERTY.
5. NO INDEPENDENT SEARCH FOR EASEMENTS, ENCUMBRANCES, OR TITLE EVIDENCE WAS CONDUCTED BY THE SURVEYOR. INFORMATION IS BASED ON THE FIRST AMERICAN TITLE INSURANCE COMPANY'S ALTA TITLE COMMITMENT FOR TITLE INSURANCE, COMMITMENT NUMBER NCS-1273396-ATL, DATED 08/03/2025.
6. NO OBSERVED CEMETERIES OR BURIAL GROUNDS FOUND ON SUBJECT PARCEL, AT TIME OF SURVEY.
7. UNDERGROUND UTILITY LOCATIONS ARE BASED ON VISIBLE MARKERS AND DO NOT REPRESENT A COMPREHENSIVE SURVEY OF UNDERGROUND FEATURES.(A SERIES OF SEWER MANHOLES WERE LOCATED BY THIS SURVEY, NO EASEMENT FOUND)
8. THE MATHEMATICAL CLOSURE OF THE SURVEYED BOUNDARY EXCEEDS THE ACCURACY STANDARDS FOR AN URBAN CLASS SURVEY AS DEFINED BY ACSM AND ALTA.
9. THIS SURVEY IS PREPARED FOR THE NAMED ENTITIES AND IS NOT TRANSFERABLE. REPRODUCTION WITHOUT WRITTEN CONSENT FROM THE SIGNING SURVEYOR IS PROHIBITED.
10. THE WORD "CERTIFIED" EXPRESSES THE PROFESSIONAL OPINION OF THE SURVEYOR BASED ON KNOWLEDGE, INFORMATION, AND BELIEF, WITHOUT CONSTITUTING A GUARANTEE OR WARRANTY.
11. PRINTED DIMENSIONS ON THE MAP OF SURVEY TAKE PRECEDENCE OVER SCALED DIMENSIONS. SOME ITEMS MAY BE DRAWN OUT OF SCALE FOR CLARITY.
13. THERE ARE DIRT ROADS SHOWN ON THIS SURVEY, IT IS UNCLEAR WHO IS USING THEM, OR THEIR PURPOSE.
14. THE DATE OF SIGNATURE DOES NOT UPDATE THE DATE OF THE FIELD SURVEY, WHICH REPRESENTS CONDITIONS AT THE TIME OF SURVEY.
15. ZONING: AGRICULTURAL RESIDENTIAL AU ZONE, FRONT SETBACK OF 25 FEET, SIDE SETBACK OF 10 FEET AND A REAR SETBACK OF 20 FEET.
16. NO EVIDENCE OF RECENT EARTH MOVING WORK, BUILDING CONSTRUCTION, OR BUILDING ADDITIONS OBSERVED IN THE PROCESS OF CONDUCTING THE FIELDWORK.
17. NO EVIDENCE OF RECENT STREET OR SIDEWALK CONSTRUCTION OR REPAIRS OBSERVED IN THE PROCESS OF CONDUCTING THE FIELDWORK.
18. THE PUBLIC ACCESS POINT FOR THE SUBJECT PARCEL IS EITHER ON PIONEER ROAD OR NORTH COURTENAY PARKWAY.
19. THAT THE LAND DEPICTED IS THE SAME LAND DESCRIBED IN FIRST AMERICAN TITLE INSURANCE COMMITMENT NUMBER NCS- 1273396-ATL, WITH AN EFFECTIVE DATE OF AUGUST 3, 2025

SCHEDULE B-II TITLE EXCEPTIONS

COMMITMENT NUMBER: NCS-1273396-ATL
EFFECTIVE: AUGUST 03, 2025: 7:30
FIRST AMERICAN TITLE COMPANY
ADDRESS REFERENCE: NORTH COURTENAY PARKWAY, MERRITT ISLAND FLORIDA, 32953
TITLE EXCEPTIONS:
1-9 NOT A SURVEY MATTER.

10. EASEMENT FOR RIGHT-OF-WAY CREATED BY DEED RECORDED IN DEED BOOK 248, PAGE 285.(AFFECTS SUBJECT PARCEL)(PLOTTED)(DRAINAGE EASEMENT)
11. EASEMENT, GRANTED FROM CANAVERAL CAUSEWAY CENTER, INC., A FLORIDA CORPORATION TO BREVARD COUNTY OF THE STATE OF FLORIDA, RECORDED IN BOOK 1034, PAGE 524 OF OFFICIAL RECORDS.(AFFECTS SUBJECT PARCEL)(PLOTTED)(SIDEWALK)
12. EASEMENT, GRANTED FROM WUESTHOFF AMBULATORY CARE CENTER, INC. TO CITY OF COCOA, RECORDED IN BOOK 2895, PAGE 1908 OF OFFICIAL RECORDS, APPROXIMATE LOCATION OF EASEMENT IS AS SHOWN ON SURVEY.(ABUTTING TRACT)(NOT PLOTTED)
13. TERMS, PROVISIONS, RESTRICTIVE COVENANTS, CONDITIONS, RESERVATIONS, RIGHTS, DUTIES AND EASEMENTS CONTAINED IN THE DECLARATION OF CONDOMINIUM OF MERRITT MEDICAL CENTER II CONDOMINIUM, AND ANY EXHIBITS ANNEXED THERETO, RECORDED IN BOOK 3464, PAGE 4220 OF OFFICIAL RECORDS.(ABUTTING TRACT)(NOT PLOTTED)
14. EASEMENT GRANTED TO FLORIDA POWER & LIGHT COMPANY BY INSTRUMENT RECORDED IN BOOK 858, PAGE 304 OF OFFICIAL RECORDS.(AFFECTS SUBJECT PARCEL)(PLOTTED)(UTILITY EASEMENT)
15. NOT A SURVEY MATTER.

SURVEYORS CERTIFICATION:

MERRITT BIDCO SPV, LLC
FIRST AMERICAN TITLE INSURANCE COMPANY

THAT:
THIS IS TO CERTIFY THAT THIS MAP OR PLAT AND THE SURVEY ON WHICH IT IS BASED WERE MADE IN ACCORDANCE WITH THE 2021 MINIMUM STANDARD DETAIL REQUIREMENTS FOR ALTA/NSPS LAND TITLE SURVEYS, JOINTLY ESTABLISHED AND ADOPTED BY ALTA AND NSPS, AND INCLUDES ITEMS 1, 2, 3, 4, 6(A), 6(B), 8, 10A, 11(A), 13, 14, 16, 17, 18, AND 19 OF TABLE "A" THEREOF. THE FIELD WORK WAS COMPLETED ON 09/12/2025
DATE OF PLAT OR MAP: 09/19/2025

JOHN S THOMAS
SAM LLC LICENSE BUSINESS NO. 7808
FLORIDA REGISTERED PROFESSIONAL LAND SURVEYOR NO. 6223

SAM™ SURVEYING AND MAPPING, LLC.
100 POWELL PKWY, SE
MAULDIN, SC 29662
TEL: (864) 335-0211

ALTA/NSPS BOUNDARY SURVEY

PROPERTY ADDRESS: NORTH COUNTENAY PARKWAY, MERRITT ISLAND
PARCEL ID: 24-36-14-00-259

DATE:	REVISIONS:
9/23/2025	AREA BREAKDOWN
10/2/2025	CLIENT COMMENTS

DRAWN BY: TSH | PARTY CHIEF: BG
JOB #: 1025102746
FB #: 1300
DATE OF SURVEY: 09/12/2025
NOT VALID WITHOUT ALL SHEETS
SHEET 1 OF 2

PATH:\SAMINC\JAX\PROJECTS\1025102746\100\SURVEY\DRAWGS\1025102746-2400 NORTH COURTENAY PARKWAY-BOUNDARY-ALTA.DWG

R-192

RESOLUTION NO. Z -6584

On motion of Commissioner York , seconded by Commissioner Wickham , the following resolution was unanimously adopted:

WHEREAS, ALMA E. FIELD, TRUSTEE has/have applied for a change of classification from AU to RU-2-15 to ALL AU with a Conditional Use Permit for a Clinic and a Conditional Use Permit for a Hospital on property described as SEE ATTACHED LEGAL DESCRIPTION

Section 14 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 *approved 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 , now therefore,

BE IT RESOLVED by the Board of County Commissioners of Brevard County, Florida, that the requested change of classification & CUP's be *approved and, that the zoning classification relating to the above described property be changed to AU and the Planning and Zoning Director 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 December 22, 1983.

BOARD OF COUNTY COMMISSIONERS
Brevard County, Florida

ATTEST: by VAL M. STEELE
Chairman

R. C. WINSTEAD, JR., Clerk

by D.C.

(SEAL)

I01

(Hearing - November 29, 1983)

*Approved subject to a Binding Site Plan showing access and a 50 ft. landscaped buffer

Z-65 (Rev. 2/78)

Z-6584

Wuesthoff Memorial Hospital

Post Office Box 6 110 Longwood Avenue Rockledge, Florida 32955 305/636-2211

December 14, 1983

Mr. James Ford
Brevard County Director of Planning & Zoning
2575 N. Courtenay Parkway
Merritt Island, Florida 32952

Subject: Binding Site Plan - Wuesthoff Project
State Route 3 and Pioneer Road

Dear Mr. Ford:

Please consider the following information as part of the Binding Site Plan for Wuesthoff Hospital in its request for zoning modifications of the approximate fourteen (14) acres located east of State Route 3 and north of Courtenay Parkway.

1. No incineration facility has been planned for nor will it be included in that project.

2. In reference to a heliport, the hospital has not applied for and does not plan to apply for approval to establish a helipad at that facility.

3. As it relates to height considerations, the hospital does not plan, nor will they build, a facility higher than four (4) stories on the six (6) acres included in the Binding Site Plan for development for initial phases and will not build facilities on the remainder of the fourteen (14) plus or minus acres in excess of two (2) stories.

All other items that were previously stated in the Binding Site Plan remain accurate and are totally acceptable to Wuesthoff Hospital as firm commitments as it relates to that program.

I am hopeful that this will address the remaining issues that needed to be clarified in order for your office and the County Commissioners to feel that Wuesthoff is sincerly interested in compliance with reasonable requests and stipulations to be included as part of our Binding Site Plan.

WUESTHOFF MEMORIAL HOSPITAL

I013

Z-6584

Should you need additional information, please bring this to my attention at your earliest convenience so that we might take the necessary steps to assure full information available to your office and the Commission prior to the next meeting on December 22, 1983. I remain,

Sincerely yours,

Robert O. Carman
President

ROC/sr

STATE OF FLORIDA
COUNTY OF BREVARD

SWORN TO AND SUBSCRIBED BEFORE ME this 14th day of December,

1983.

Sandra B. Reed
NOTARY PUBLIC

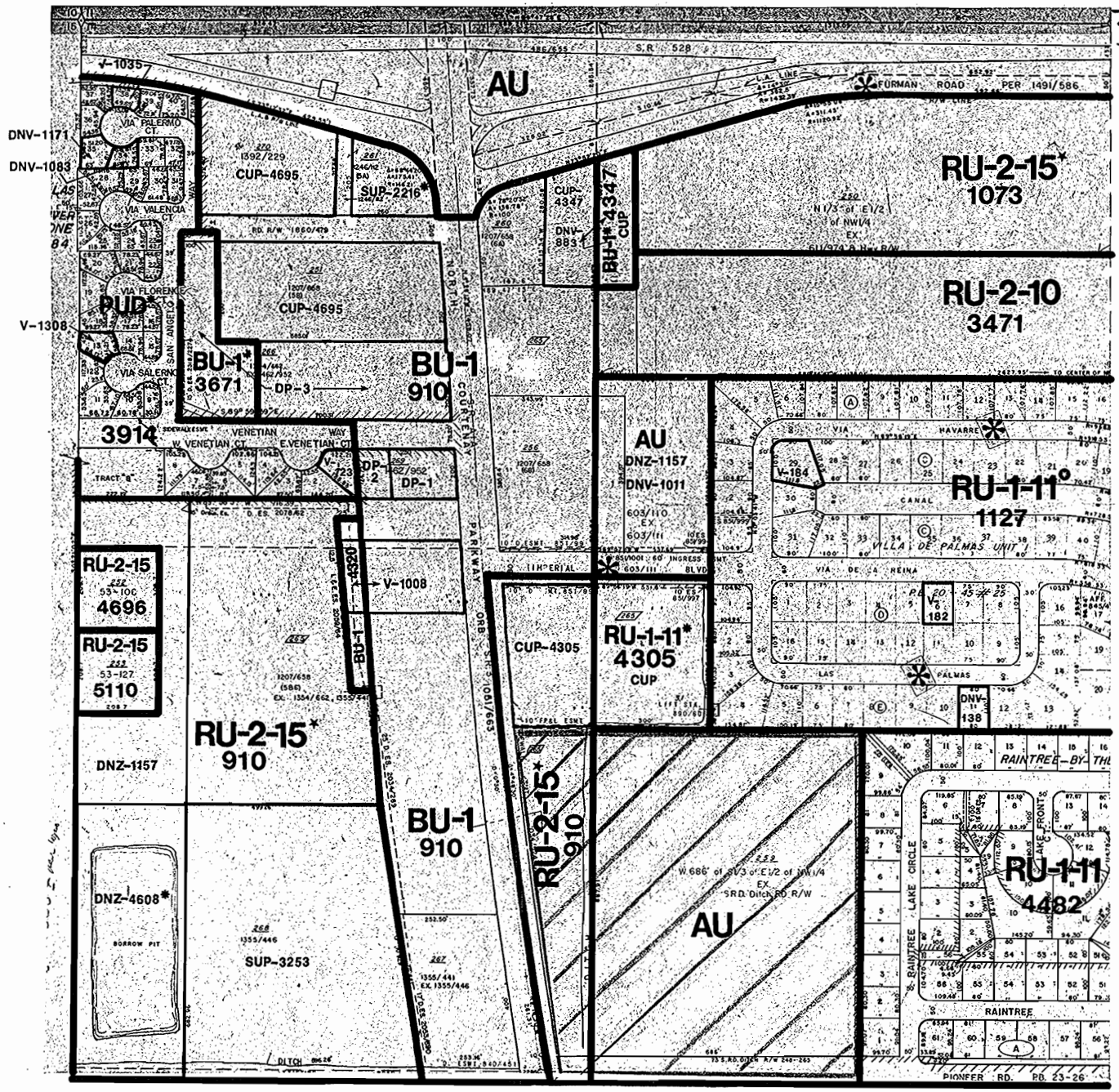
Notary Public, State of Florida at Large
My Commission Expires May 17, 1987
BONDED THRU AGENT'S NOTARY BROKERAGE

I014

Z-6584

NW 1/4 SECTION 14 TOWNSHIP 24 RANGE 36

(13) Joseph & Alma Field
A/A RU-2-15 to AU AU w/CUP's for Hospital & Clinic
Z-6584 Approved subj. to BSP showing access & 50 ft. landscaped buffer. * 73-13 ○ 2980



SCALE 1"=200'

DEVELOPMENT PLAN INDEX

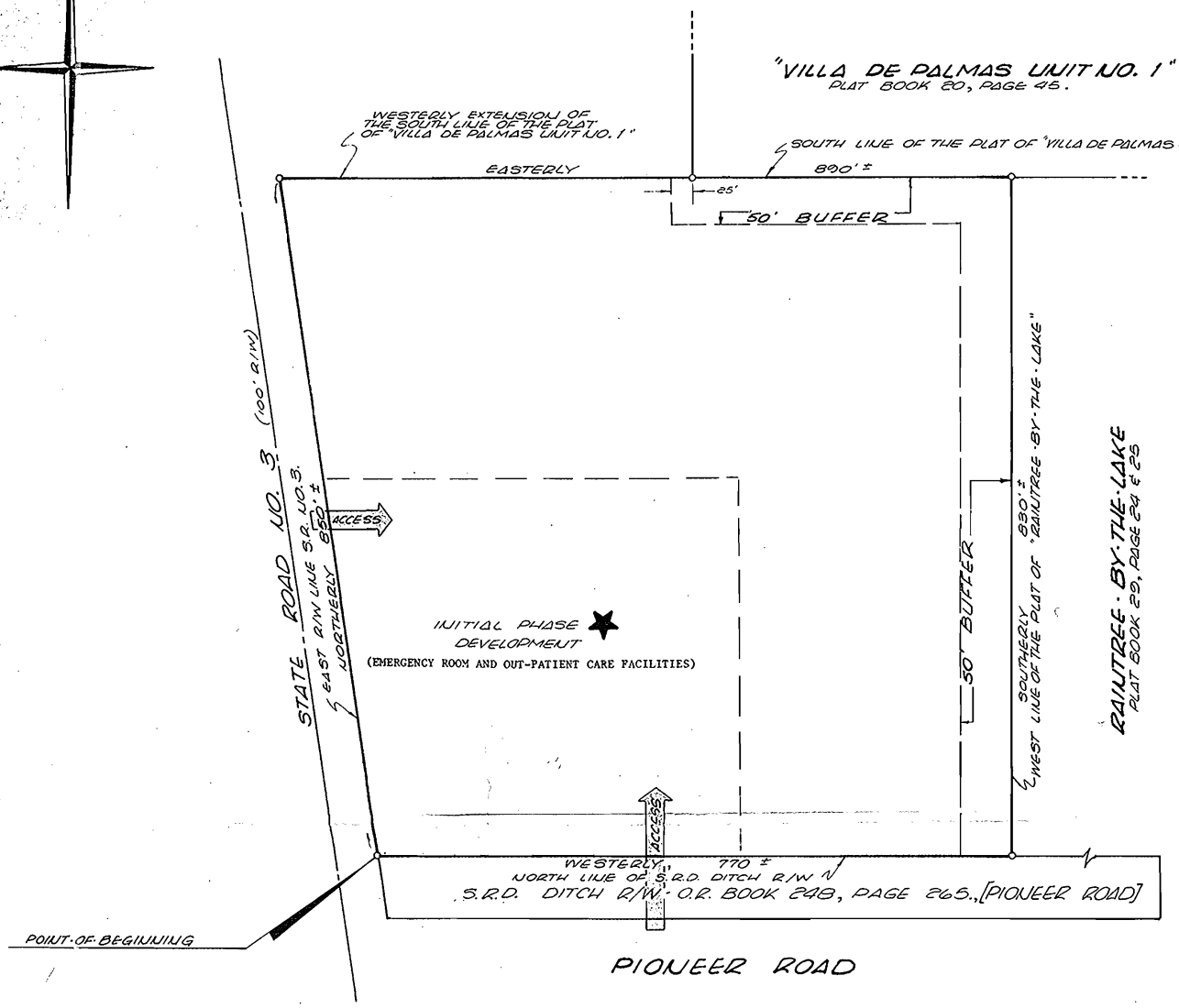
DP-1	S77-04-003
DP-2	S77-12-002
DP-3	S78-09-003

DNZ-2354
W.1/2 of N.W. 1/4
less exceptions

R-196

m01

Z-6584



★ Additional related services and hospital beds will be considered for future phase development, depending on need of the Merritt Island community and receipt of approvals from regulatory agencies.

SURVEYOR'S DESCRIPTION:

A parcel of land lying in the Northwest ¼ of Section 14, Township 24 South, Range 36 East, Brevard County, Florida, lying East of the right-of-way of State Road No. 3 (a 100.00 foot right-of-way), South of the south line of the plat of "Villa de Palmas Unit No. 1" and its westerly extension of said south line as recorded in Plat Book 20, Page 45 of the Public Records of Brevard County, Florida, West of the plat of "Raintree-by-the-Lake" as recorded in Plat Book 29, Pages 24 and 25 of said Public Records, and North of the north line of an existing State Road Department ditch right-of-way as recorded in O.R. Book 248, Page 265 of said Public Records, said parcel being more fully described as follows:

Being at the intersection of the north line of said State Road Department ditch right-of-way with the easterly right-of-way line of State Road No. 3; thence Northerly, along said easterly right-of-way line, a distance of 850 feet, more or less, to an intersection with said westerly extension of the south line of the plat of "Villa de Palmas Unit No. 1"; thence Easterly, along said westerly extension and said south line, a distance of 890 feet, more or less, to an intersection with the west line of said plat of "Raintree-by-the-Lake"; thence Southerly, along said west line, a distance of 830 feet, more or less, to an intersection with the aforesaid north line of said State Road Department ditch right-of-way line; thence Westerly, along said north line, a distance of 770 feet, more or less, to the Point-of-Beginnging.

Containing 15 acres, more or less, and being subject to any easements and/or rights-of-way of recorded and the findings of an accurate survey.

SURVEYOR'S NOTES:

1. The information shown depicts the Surveyor's Description hereon and is not intended to represent a boundary survey.
2. Title report not furnished.
3. Subject to easements and/or rights-of-ways of recorded.

NOTES

1. Height of building will not exceed 4 stories within 6 acre parcel encompassing initial phase of development.
2. Height of building will not exceed 2 stories outside of said 6 acre parcel.
3. No applications will be made for heliport.
4. No incinerator will be allowed anywhere on the property.

BINDING SITE PLAN

Pursuant to: Section 77
Reviewed by: GTR
Posted by: JPM
Date: 12/22/83

BUSSEN ENGINEERING GROUP INC. PH. NO. (305)453-0010
905 NORTH COURTENAY PARKWAY, MERRITT ISLAND, FLA., 32952

REV. 12/14/83 JAM
REV. 11/28/83 JAM

MEDICAL FACILITY
MERRITT ISLAND SITE
SEC. 14, TWP. 24 S., RG. 36 E.

Scale: 1"=100'	Drn. By: JAM	Sheet 1
Date: 11-7-83	Job No.: 256	

Brian J Bussen P. E. No. 19012

m02
Z-6584
R-197
Z-6584

RESOLUTION NO. Z-10781(26)

On motion by Commissioner Pritchard, seconded by Commissioner Scarborough, the following resolution was adopted by a unanimous vote:

WHEREAS, at the direction of the Board of County Commissioners of Brevard County and pursuant to the provisions of Ordinance 99-43, adopted August 3, 1999, the following proposal was submitted:

Removal of Conditional Use Permit Z-6584 for Clinic & Hospital

on property owned by Weusthoff Memorial Hospital, Inc. and described as Section 14, Township 24, Range 36, Parcel 259; 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 approved 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 Denied, now therefore,

BE IT RESOLVED by the Board of County Commissioners of Brevard County, Florida, that the requested Removal of Conditional Use Permit Z-6584 for Clinic & Hospital be DENIED, and that the zoning classification relating to the above described property remain unchanged, and the Planning and Zoning Official 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 March 6, 2003.

BOARD OF COUNTY COMMISSIONERS
Brevard County, Florida
As Approved by the Board on March 6, 2003.

ATTEST: Scott Ellis

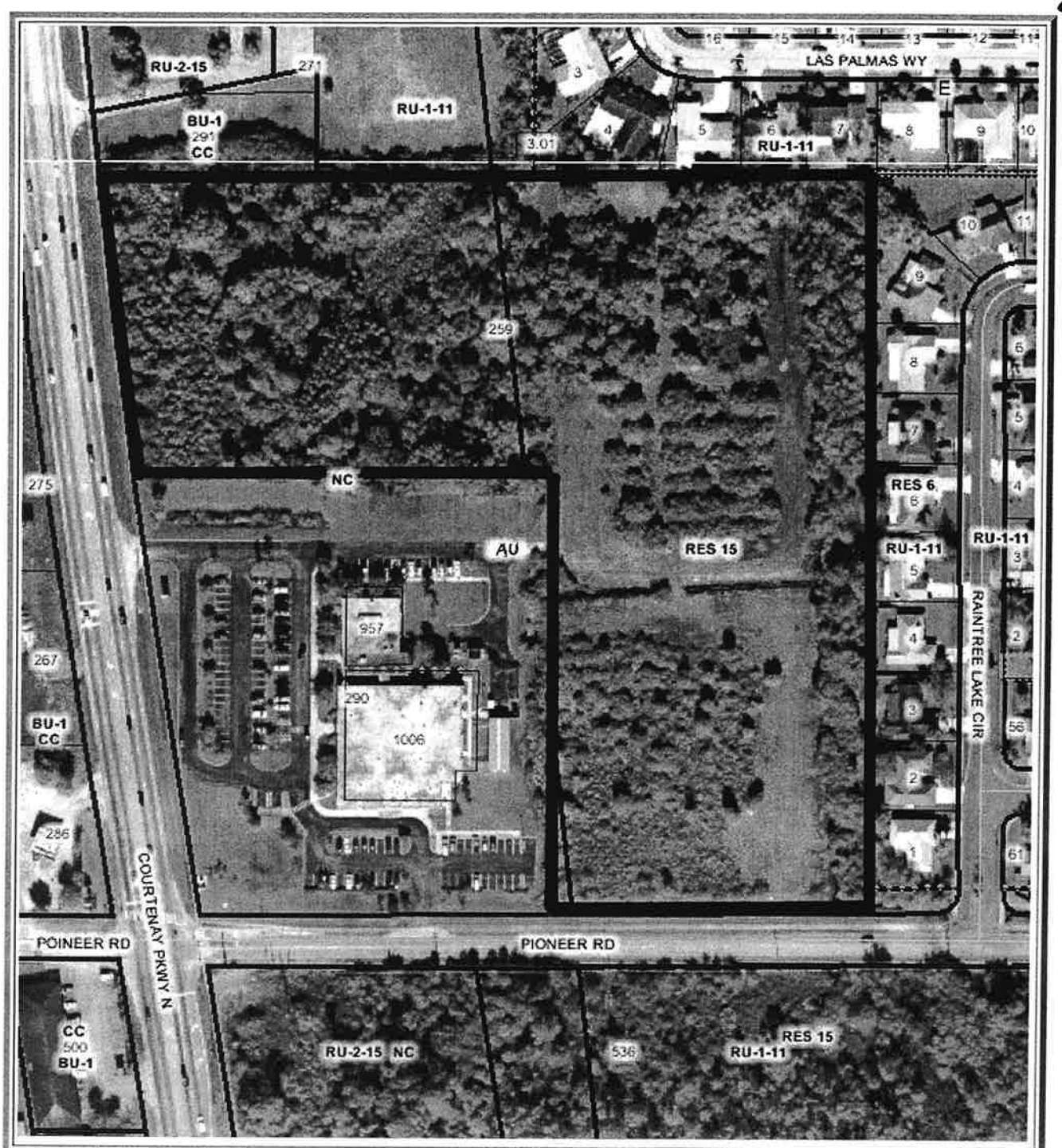
by JACKIE COLON
Chairperson

SCOTT ELLIS, CLERK

(SEAL) Z-10781 (26) Jackie Colon

(Hearing - February 10, 2003)

26



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created: 1/22/2003

Z-6584
Clinic & Hospital

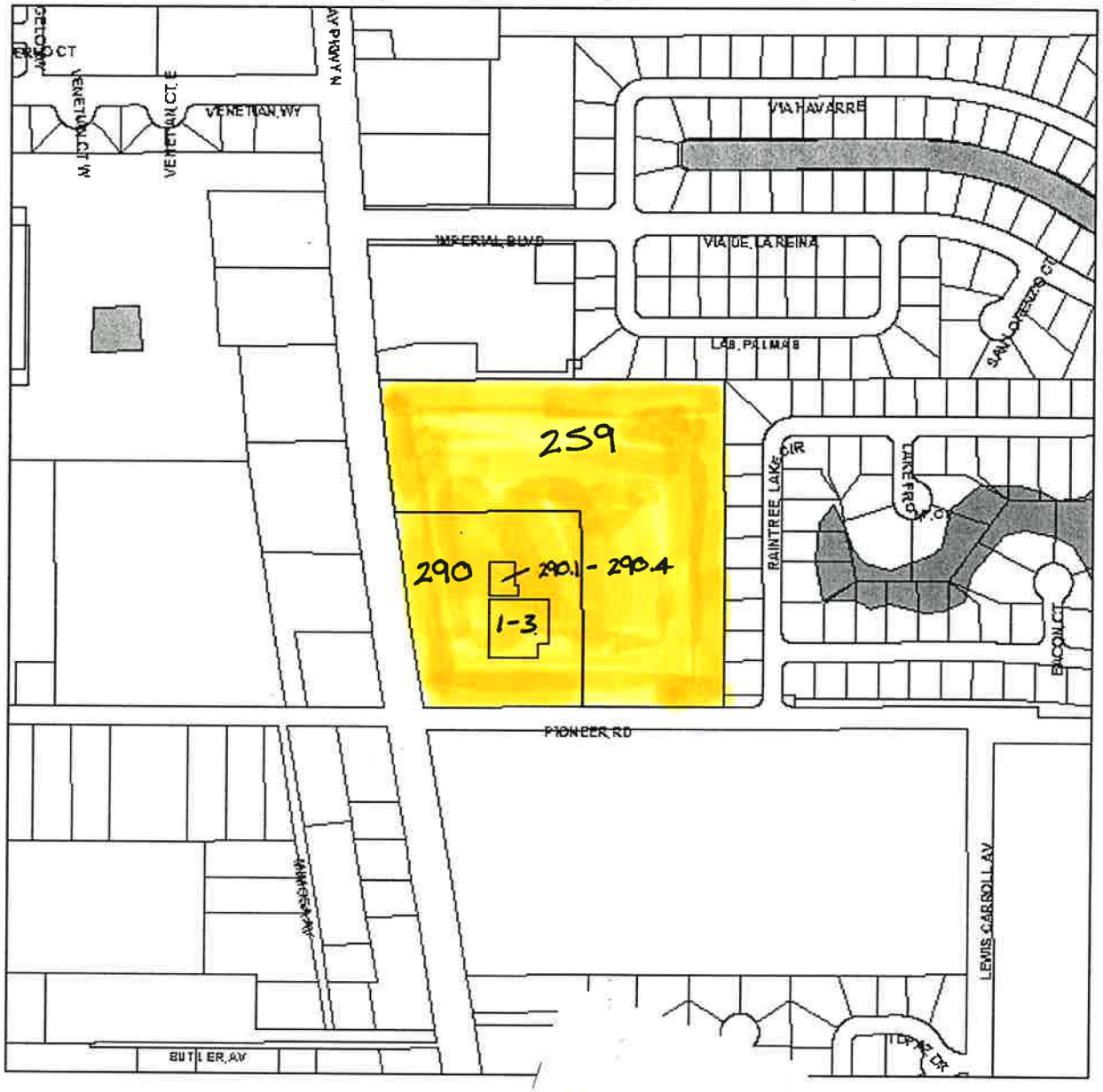
Z10781

Z10781

2

Jim Ford, CFA
Brevard County Property Appraiser - Map Search

26



259 only

Clinic & Hospital

Z10781

Z-6584 24-36-14 - #1A-1-3-, 259, 290, 290.1 - 290.4

http://205.172.172.144/scripts/esrimap.dll?name=Brevard1&id=20020123183442169 5&Parcels 1/23/02

Jim Ford, C.F.A.
Property Appraiser
Brevard County, Fl

Property Research

General Parcel Information for 24-36-14-00-00259.0-0000.00

Parcel Id:	24-36-14-00-00259.0-0000.00	Map	**Millage Code:**	2200	**Exemption:**	**Use Code:**	9909
Property Address:						**Tax Account:**	2412106

Owner Information

Owner Name:	WUESTHOFF MEMORIAL HOSPITAL INC
Second Name:	
Third Name:	
Mailing Address:	P O BOX 565002
City, State, Zipcode:	ROCKLEDGE, FL 32956

Legal Description

PART OF S 1/2 OF NW 1/4 E OF ST RD 3 AS DESC IN ORB 2478 PGS 2258 2260 & 2262 EXC ORB 2656 PG 360PAR 279

Value Summary for 2002

Market Value:	$1,101,630
Agricultural Assessment:	$0
Assessed Value:	$1,101,630
Homestead Exemption:	$0
Other Exemptions:	$0
Taxable Value:	$1,101,630

Land Information

Acres:	11.24
Lots/Units:	0
Front Feet:	0
Depth:	0
Site Code:	370
Land Value:	$1,101,630

* This is the value established for ad valorem purposes in accordance with s.193.011(1) and (8), Florida Statutes. This value does not represent anticipated selling price for the property.

Sales Information

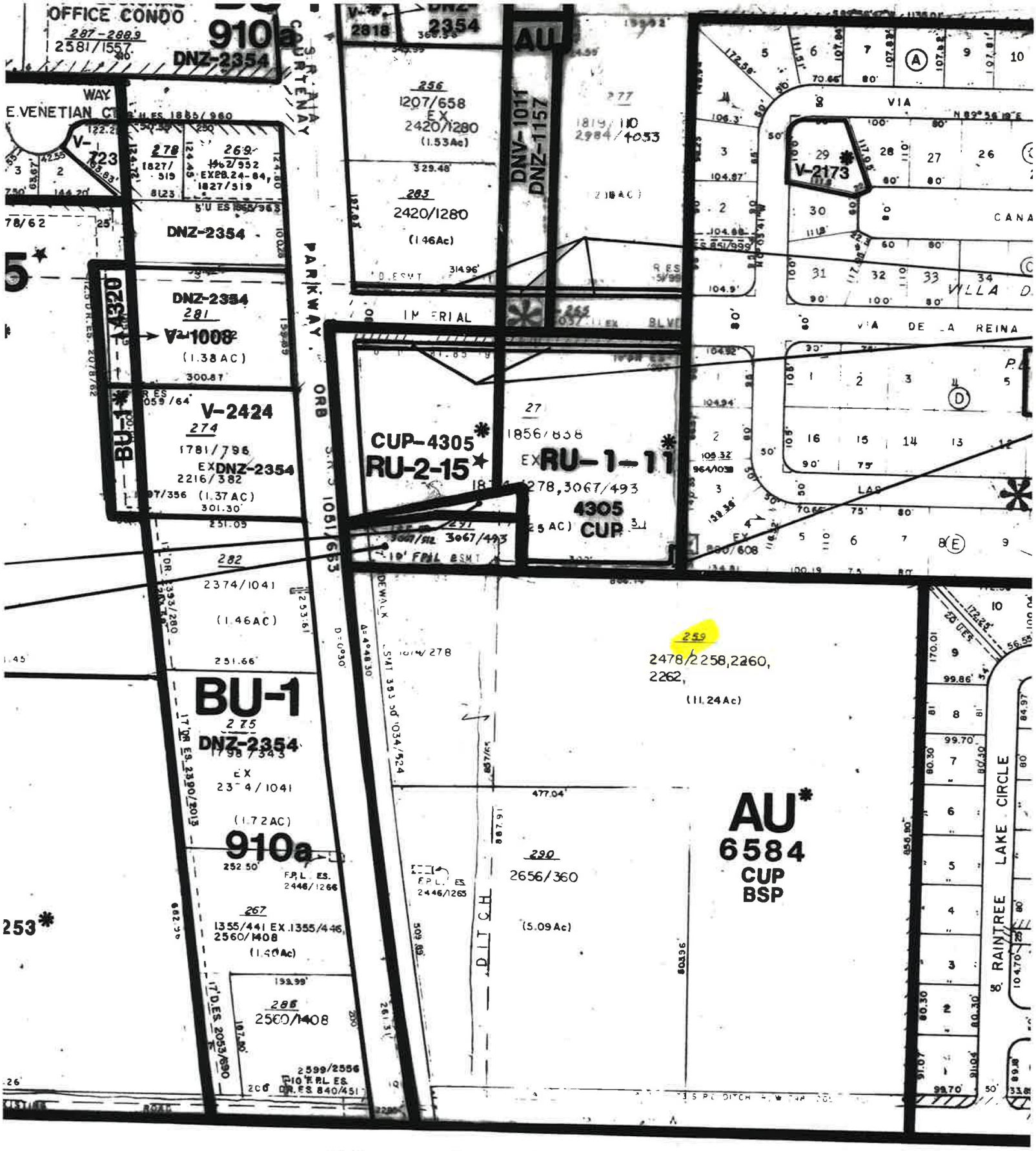
OR Book/Page	Sale Date	Sale Amount	Deed Type	Disqualification Code	Disqualification Source	Vacant/Improved
2544/2286	9/1984	$100	NN			
2468/1675	11/1983	$0	DC			
2450/0935	8/1983	$100	PT			

Extra Feature Information

Pool	Fireplace	Fence	Driveway	Lawn Irrigation	Shed	Dock	Seawall	Other
No	No	No	No	No	No	No	No	No

60584

Z10781



SCALE 1"=200'

NW14 2436

10781 (26)

Memorandum

To: Brevard County
Public Works Department

From: Daniela Jurado, PE | Bowman
Jessica Stord, EI | Bowman

Date: 1/20/2026

Re: Rezoning Traffic Analysis
Rangewater N Courtney Parkway Merritt Island

Bowman has been retained by Rangewater Development LLC to perform a Rezoning Traffic Analysis for a parcel located NE of the intersection N Courtenay Parkway and Pioneer Road, PID# 24-36-14-00-259. The 11.24-acre parcel is proposed to be developed with a residential development consisting of multi-family buildings. The site location is depicted in **Figure 1**. The concept plan and zoning map are presented in **Attachment 1**.

The parcel consists of two zones. Zone 1, comprising 3.659 acres, is currently zoned AU – *Agricultural Residential*, with a future land use designation of NC – *Neighborhood Commercial*. Zone 2, covering 7.581 acres, is also currently zoned AU – *Agricultural Residential*, with a future land use designation of RES-15 – *Residential (15 units per acre)*.

In addition to the uses approved under the existing zoning, these parcels have also been conditionally approved for medical uses such as Clinic and Hospital under resolution # Z-6584, see **Attachment 2**.

The proposed rezoning would change the zoning of parcel 24-36-14-00-259 from *Agricultural Residential (AU)* to *High-Density Multiple-Family Residential (RU-2-30)* for Zone 1 and *Medium-Density Multiple-Family Residential (RU-2-15)* for Zone 2.

Intended Number of Units

The applicant intends to develop the parcel with approximately 222 residential units which will consist of three-story multifamily buildings. The concept and zoning map are presented in **Attachment 1**.

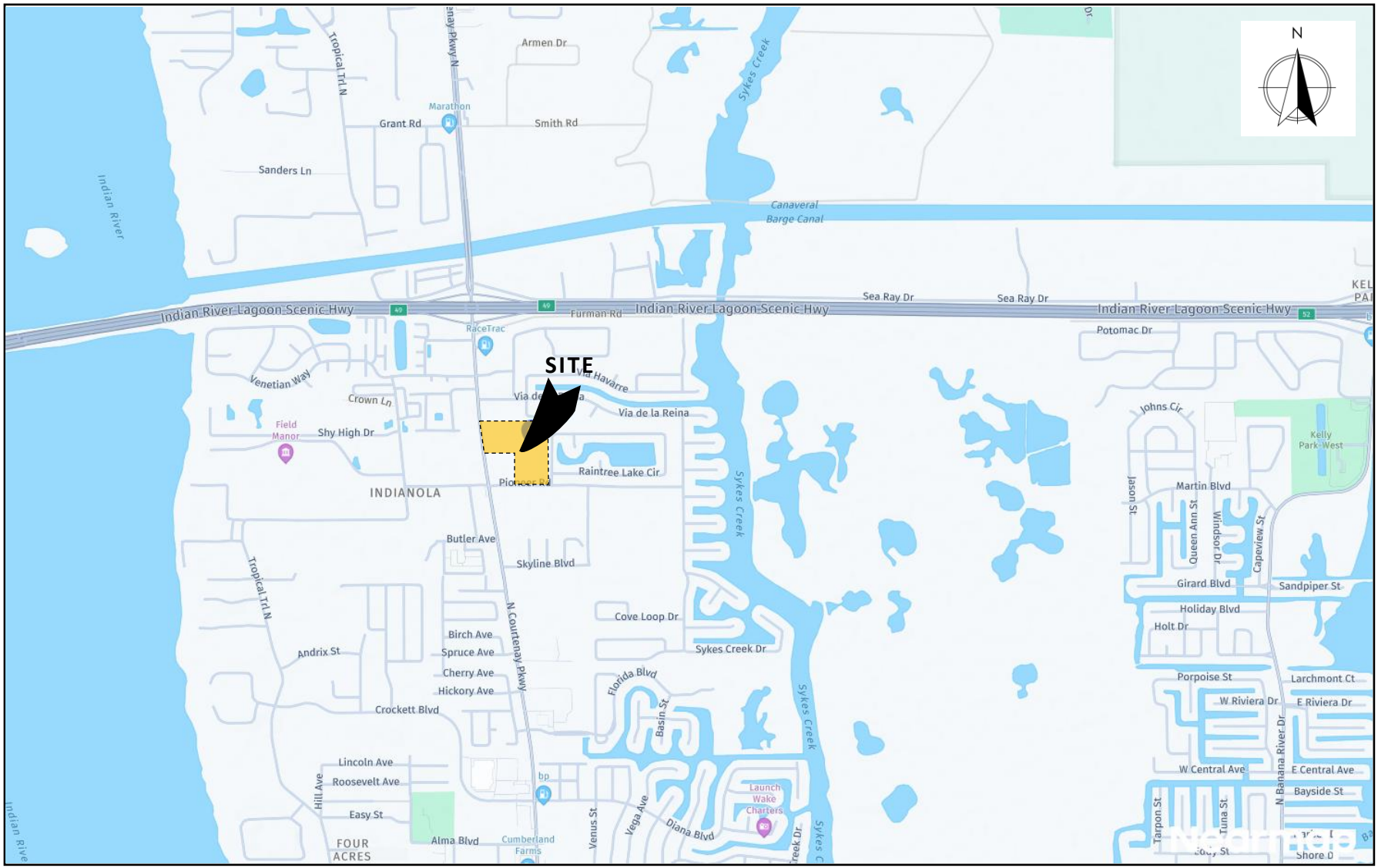


Figure 1
Site Location

Bowman

Highest and Best Use

Existing Zoning - per Chapter 62 of the Brevard County Code of Ordinances, the minimum lot size for the *Agricultural Residential (AU)* zoning is 2.5 acres. Based on the permitted uses under the current zoning and considering the size of the parcel, the use with highest trip generation potential is a combination of a Plant Nursery and single-family detached residences.

As previously noted, the following uses are conditionally allowed in the subject property: Clinic and Hospital. Given this, the use with the maximum trip generation potential under existing conditions is Hospital.

Proposed Zonings - the proposed zonings, *High-Density Multiple-Family Residential (RU-2-30)* and *Medium-Density Multiple-Family Residential (RU-2-15)*, allow for a maximum density of 30 and 15 dwelling units respectively. The use with the maximum trip generation potential in both cases is single family-attached residences.

The relevant sections of Chapter 62 and the highest and best land use selection are presented in **Attachment 3**.

Trip Generation

Trip generation rates for comparable land use as per the Institute of Transportation Engineers Trip (ITE) *Trip Generation Manual, 12th Edition* were used to determine the anticipated maximum trip generation potential of the existing and proposed zonings, the results are summarized in **Table 1** and **Table 2** respectively.

Table 1. Existing Zoning Anticipated Trip Generation Summary

Land Use	Land Use Code(1)	Intensity	Units	Daily Trips			AM Peak Hour(2)			PM Peak Hour(2)		
				Total	In	Out	Total	In	Out	Total	In	Out
Hospital	210	250	KSF	5,535	2,768	2,767	369	251	118	370	126	244

(1) Based on the Institute of Transportation Engineers Trip Generation, 12th Edition
(2) Peak hour of adjacent street

As presented in **Table 1**, under the current *Agricultural Residential (AU)* zoning and conditional uses, the site has the potential to generate 5,535 daily trips, 369 morning peak hour trips, and 370 evening peak hour trips. This reflects the maximum development capacity under the Existing Conditions.

Table 2. Proposed Zoning Anticipated Trip Generation Summary

Land Use	Land Use Code(1)	Intensity	Units	Daily Trips			AM Peak Hour(2)			PM Peak Hour(2)		
				Total	In	Out	Total	In	Out	Total	In	Out
Multifamily Housing (Low-Rise)	220	222	DU	1,379	689	690	91	22	69	115	72	43

(1) Based on the Institute of Transportation Engineers Trip Generation, 12th Edition

As shown in **Table 2**, with the proposed *High-Density Multiple-Family Residential (RU-2-30)* and *Medium-Density Multiple-Family* ***Residential*** *(*RU-2-15) zonings, the site has the potential to generate a total of 1,379 daily trips, 91 morning peak hour trips, and 115 evening peak hour trips.

Table 3 presents the change of trip generation potential of the subject property.

Table 3. Rezoning Potential Trip Generation Change

Daily Trips			AM Peak Hour[2]			PM Peak Hour[2]		
Total	In	Out	Total	In	Out	Total	In	Out
Existing Zoning Potential Trip Generation								
5,535	2,768	2,767	369	251	118	370	126	244
Proposed Zoning Potential Trip Generation								
1,379	689	690	91	22	69	115	72	43
Difference								
-4,156	-2,079	-2,077	-278	-229	-49	-255	-54	-201

(1) Based on the Institute of Transportation Engineers Trip Generation, 12th Edition
(2) Peak Hour of Adjacent Street

The proposed change in zoning from the existing *Agricultural Residential (AU)* zoning with conditional medical uses allowed, to the proposed *High-Density Multiple-Family Residential (RU-2-30)* and *Medium-Density Multiple-Family* ***Residential*** *(RU-2-15)* zonings has the potential of decreasing the potential site trip generation by 4,156 daily trips, with 278 AM peak hour trips, and 255 PM peak hour trips, as presented in **Table 3**.

Considering that the proposed change in zoning has the potential to decrease the number of trips of the subject property, no further analysis shall be required. The impacts of the anticipated project site trips in the surrounding roadway network and mitigation strategies shall be evaluated under the site development plan application.

Should you have any questions please do not hesitate to contact me at djurado@bowman.com or 321.608.0498.

Sincerely,

Daniela S. Jurado, PE
Senior Project Manager-Traffic Engineering
Bowman

Attachments

Attachment 1. Concept Plan & Zoning Map

Attachment 2. Resolution Z-6584

Attachment 3. Brevard County Code of Ordinances Chapter 62 & Preliminary Calculations

ATTACHMENT 1

PROJECT DATA:

ZONE 1: Neighborhood Commercial
3.659 acres
109 units max

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

BUILDING 3:
Building Type 3
30 Units/EA

BUILDING 4:
Building Type 4
31 Units

ZONE 2: Residential
7.581 acres
113 units max

BUILDING 5:
Building Type 2
29 Units

BUILDING 6:
Building Type 4
30 Units/EA

BUILDING 7:
Building Type 2
30 Units/EA

BUILDING 8:
Building Type 1
24 Units/EA

TOTAL: 222 Units
(930 S.F. Average)

AMENITY: 6,500 S.F.

PARKING:

Surface: 368 Spaces
Parallel: 21 Spaces

TOTAL: 389 Spaces
(1.75 Spaces/Unit)

PRESERVED FOR GREENSPACE & SWM

TOP FLOOR VIEWING PLATFORM

N

00 50 100 200

1 Density Study - Option 1
Scale: 1"=100'-0" Plan

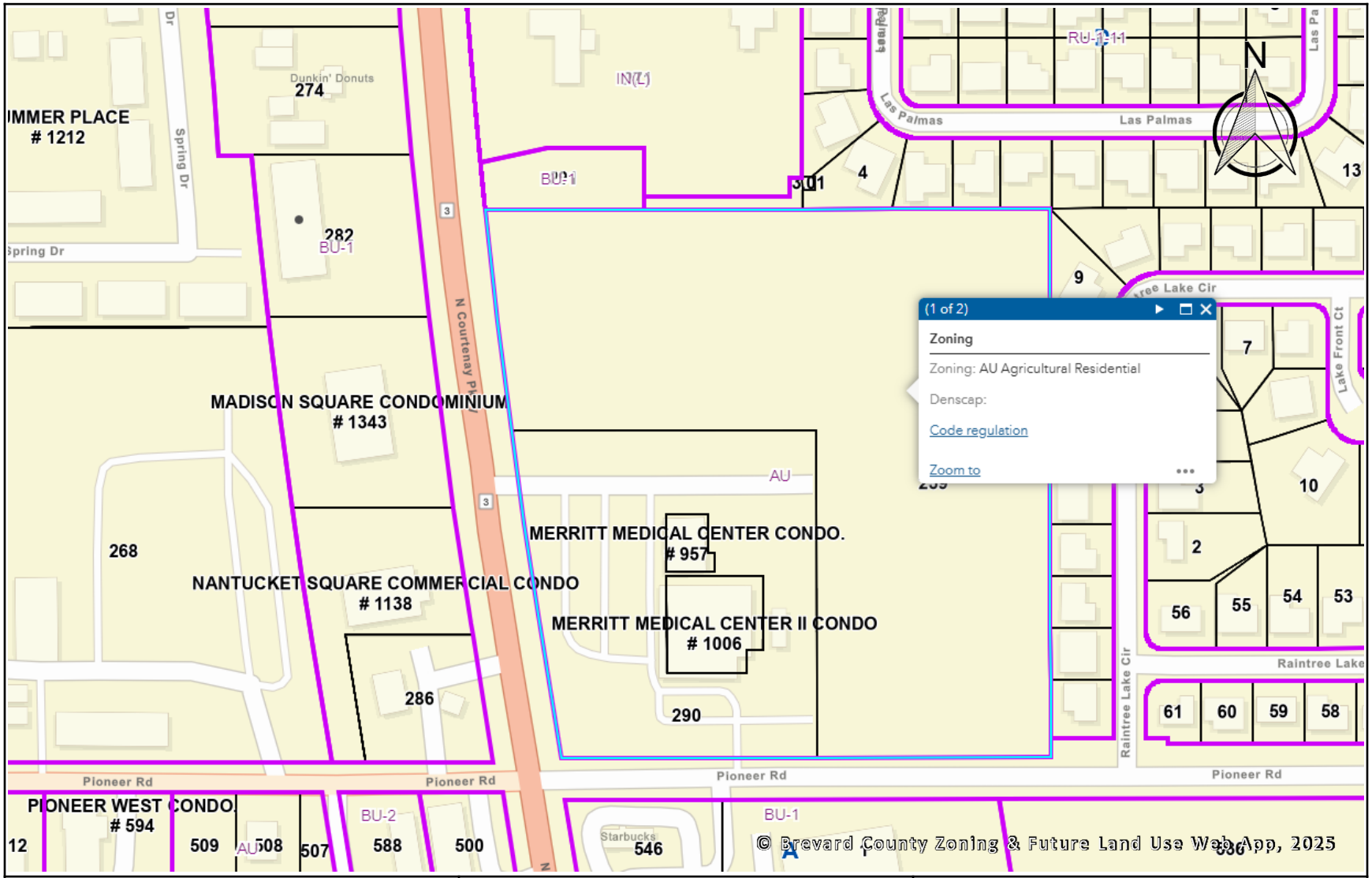
Merritt Island

January 8, 2026

0000.00

R-208

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



Bowman	**LEGEND**	FIGURE 2. ZONING MAP **RANGEWATER MERRITT ISLAND**

ATTACHMENT 2

RESOLUTION NO. Z -6584

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BE IT RESOLVED by the Board of County Commissioners of Brevard County, Florida, that the requested change of classification & CUP's be *approved and, that the zoning classification relating to the above described property be changed to AU and the Planning and Zoning Director is hereby directed to make this change on the official zoning maps of Brevard County, Florida.

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BOARD OF COUNTY COMMISSIONERS
Brevard County, Florida

ATTEST: by VAL M. STEELE
Chairman

R. C. WINSTEAD, JR., Clerk

by D.C.

(SEAL)

I01

(Hearing - November 29, 1983)

*Approved subject to a Binding Site Plan showing access and a 50 ft. landscaped buffer

Z-65 (Rev. 2/78)

Z-6584

Wuesthoff Memorial Hospital

Post Office Box 6 110 Longwood Avenue Rockledge, Florida 32955 305/636-2211

December 14, 1983

Mr. James Ford
Brevard County Director of Planning & Zoning
2575 N. Courtenay Parkway
Merritt Island, Florida 32952

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State Route 3 and Pioneer Road

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2. In reference to a heliport, the hospital has not applied for and does not plan to apply for approval to establish a helipad at that facility.

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WUESTHOFF MEMORIAL HOSPITAL

I013

Z-6584

R-212

Should you need additional information, please bring this to my attention at your earliest convenience so that we might take the necessary steps to assure full information available to your office and the Commission prior to the next meeting on December 22, 1983. I remain,

Sincerely yours,

Robert O. Carman
President

ROC/sr

STATE OF FLORIDA
COUNTY OF BREVARD

SWORN TO AND SUBSCRIBED BEFORE ME this 14th day of December,

1983.

Sandra B. Reed
NOTARY PUBLIC

Notary Public, State of Florida at Large
My Commission Expires May 17, 1987
BONDED THRU AGENT'S NOTARY BROKERAGE

I014

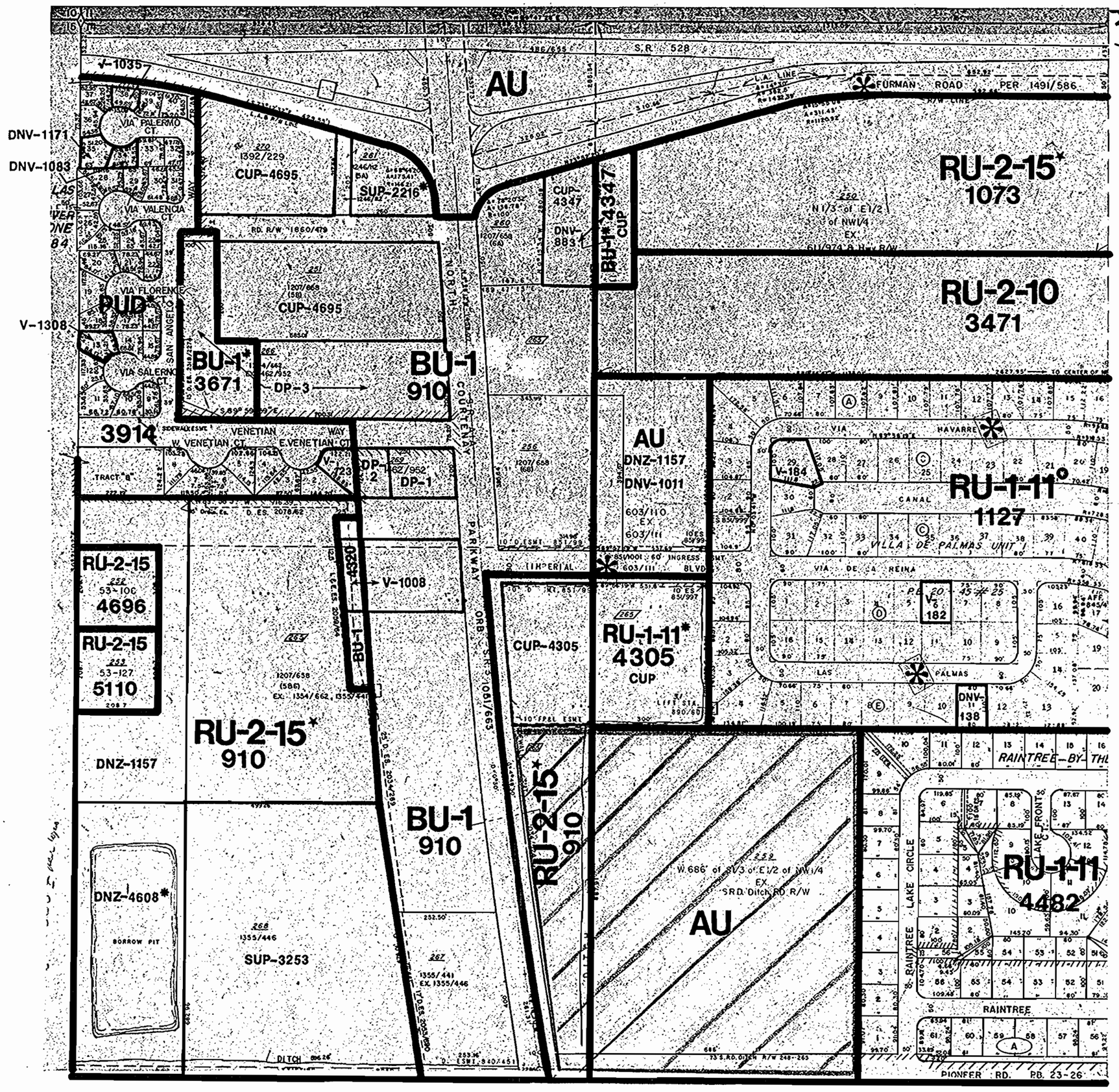
Z-6584

Tabled to Dec Meeting 12/4/85

NW 1/4 SECTION 14 TOWNSHIP 24 RANGE 36

(13) Joseph & Alma Field
A & RU-2-15 to ALL AU w/CUP's for Hospital & Clinic

Z-6584 Approved subj. to BSP showing access & 50 ft. landscaped buffer. * 73-13 ○ 2980



DEVELOPMENT PLAN INDEX

DP-1 S77-04-003
DP-2 S77-12-002
DP-3 S78-09-003

DNZ-2354
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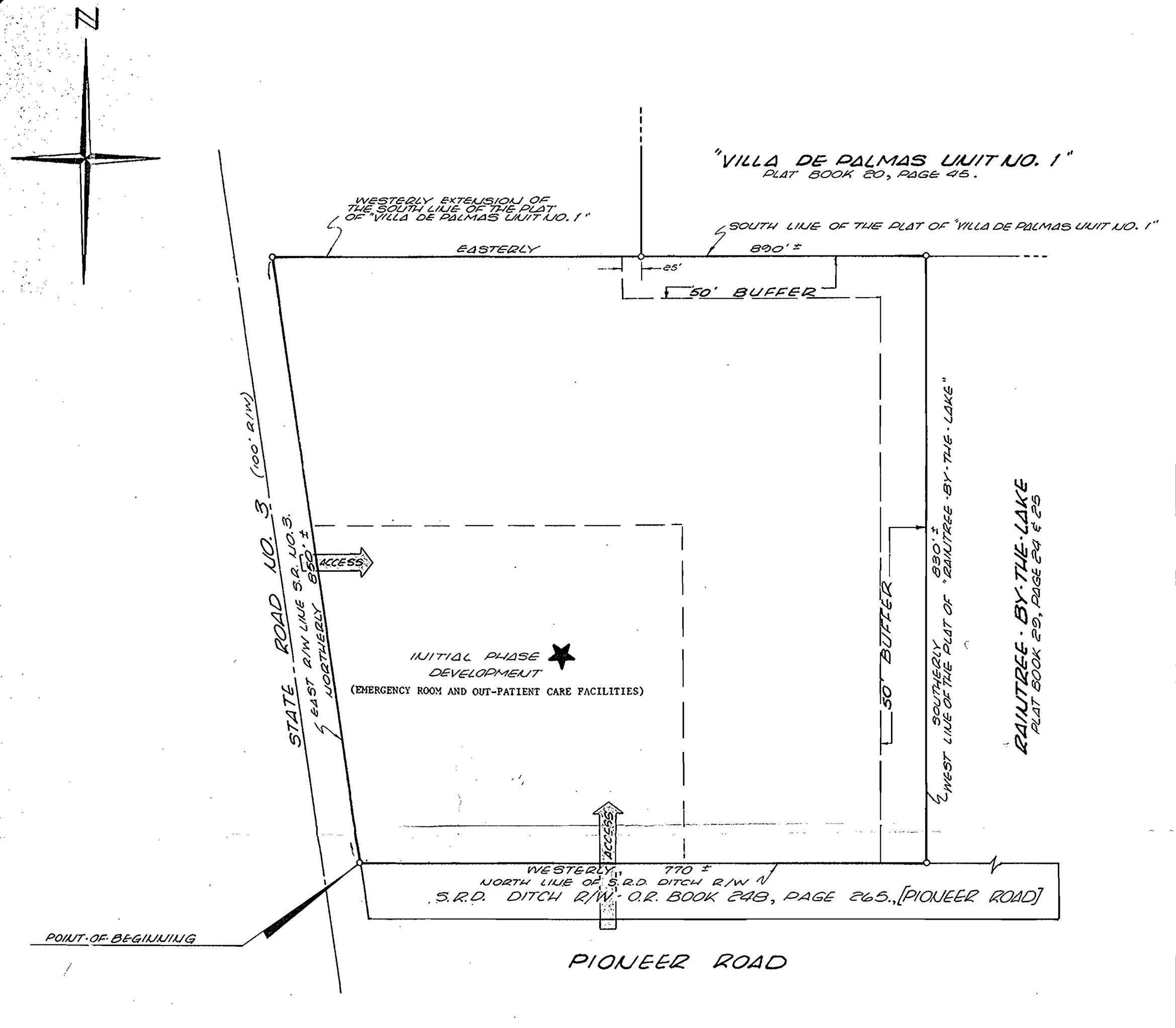
mo1
Z-6584



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SURVEYOR'S DESCRIPTION:

A parcel of land lying in the Northwest ¼ of Section 14, Township 24 South, Range 36 East, Brevard County, Florida, lying East of the right-of-way of State Road No. 3 (a 100.00 foot right-of-way), South of the south line of the plat of "Villa de Palmas Unit No. 1" and its westerly extension of said south line as recorded in Plat Book 20, Page 45 of the Public Records of Brevard County, Florida, West of the plat of "Raintree-by-the-Lake" as recorded in Plat Book 29, Pages 24 and 25 of said Public Records, and North of the north line of an existing State Road Department ditch right-of-way as recorded in O.R. Book 248, Page 265 of said Public Records, said parcel being more fully described as follows:

Being at the intersection of the north line of said State Road Department ditch right-of-way with the easterly right-of-way line of State Road No. 3; thence Northerly, along said easterly right-of-way line, a distance of 850 feet, more or less, to an intersection with said westerly extension of the south line of the plat of "Villa de Palmas Unit No. 1"; thence Easterly, along said westerly extension and said south line, a distance of 890 feet, more or less, to an intersection with the west line of said plat of "Raintree-by-the-Lake";thence Southerly, along said west line, a distance of 830 feet, more or less, to an intersection with the aforesaid north line of said State Road Department ditch right-of-way line; thence Westerly, along said north line, a distance of 770 feet, more or less, to the Point-of-Begininnging.

Containing 15 acres, more or less, and being subject to any easements and/or rights-of-way of recorded and the findings of an accurate survey.

SURVEYOR'S NOTES:

1. The information shown depicts the Surveyor's Description hereon and is not intended to represent a boundary survey.
2. Title report not furnished.
3. Subject to easements and/or rights-of-ways of recorded.

NOTES
1. Height of building will not exceed 4 stories within 6 acre parcel encompassing initial phase of development.
2. Height of building will not exceed 2 stories outside of said 6 acre parcel.
3. No applications will be made for heliport.
4. No incinerator will be allowed anywhere on the property.

BINDING SITE PLAN

Pursuant to: Section 77
Reviewed by: GTR
Posted by: JPM
Date: 12/22/83

m02
Z-6584

REV. 12/14/83 JAM.
REV. 11/15/83 JAM

MEDICAL FACILITY
MERRITT ISLAND SITE
SEC. 14, TWP. 24 S., RG. 36 E.

Scale: 1"=100'	Drn. By: JAM	Sheet 1
Date: 11-7-83	Job No.: 256	

Brian J Bussen P. E. No. 19012

BUSSEN ENGINEERING GROUP INC.
905 NORTH COURTENAY PARKWAY, MERRITT ISLAND, FLA., 32952 PH. NO. (305) 453-0010

Z-6584-A

RESOLUTION NO. Z-10781(26)

On motion by Commissioner Pritchard, seconded by Commissioner Scarborough, the following resolution was adopted by a unanimous vote:

WHEREAS, at the direction of the Board of County Commissioners of Brevard County and pursuant to the provisions of Ordinance 99-43, adopted August 3, 1999, the following proposal was submitted:

Removal of Conditional Use Permit Z-6584 for Clinic & Hospital

on property owned by Weusthoff Memorial Hospital, Inc. and described as Section 14, Township 24, Range 36, Parcel 259; 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 approved 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 Denied, now therefore,

BE IT RESOLVED by the Board of County Commissioners of Brevard County, Florida, that the requested Removal of Conditional Use Permit Z-6584 for Clinic & Hospital be DENIED, and that the zoning classification relating to the above described property remain unchanged, and the Planning and Zoning Official 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 March 6, 2003.

BOARD OF COUNTY COMMISSIONERS
Brevard County, Florida
As Approved by the Board on March 6, 2003.

ATTEST: Scott Ellis

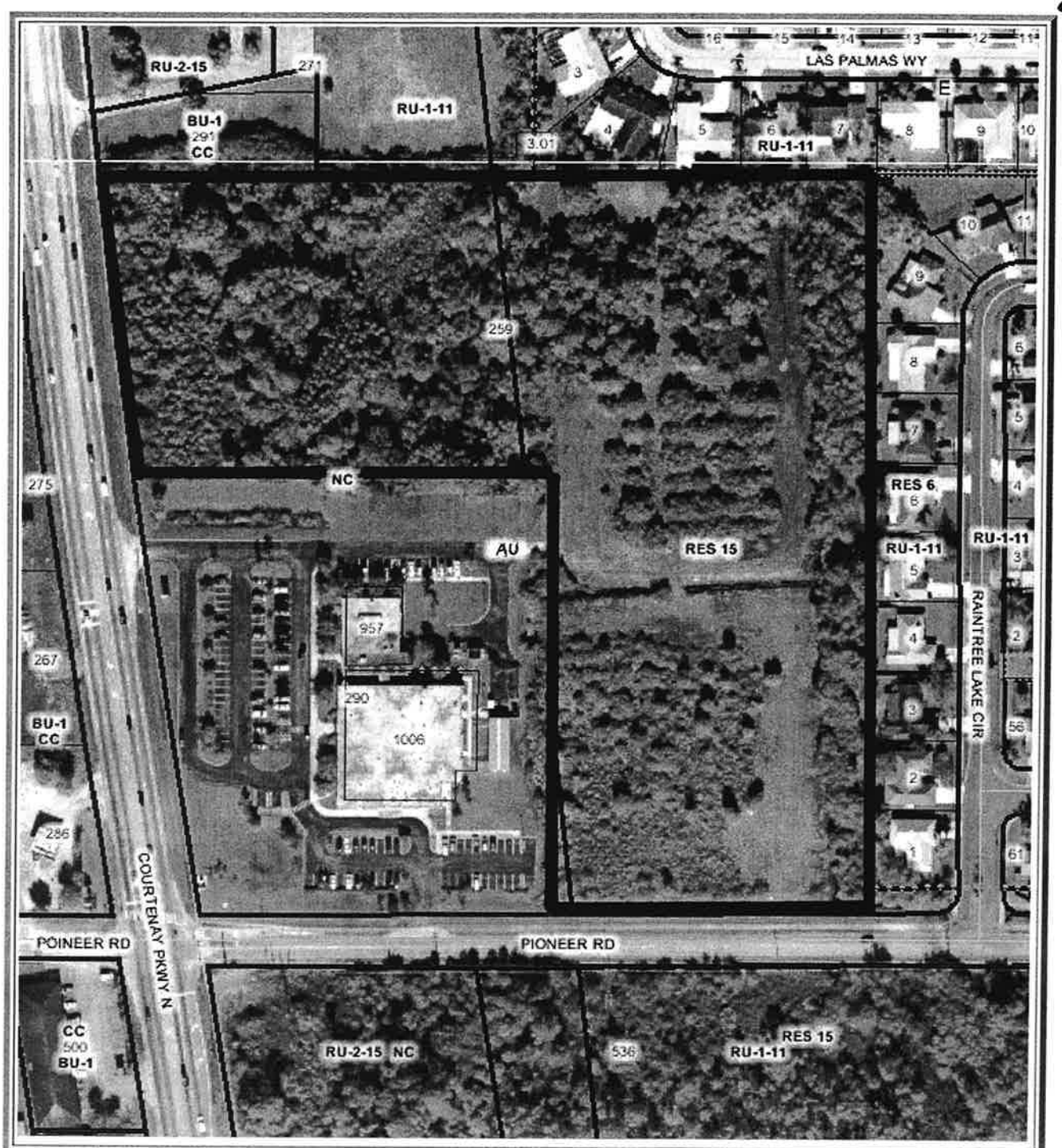
by JACKIE COLON
Chairperson

SCOTT ELLIS, CLERK

(SEAL) Z-10781 (26) Jackie Colon

(Hearing - February 10, 2003)

26



scale: 1"=2,110.78'

created: 1/22/2003

Z-6584
Clinic & Hospital

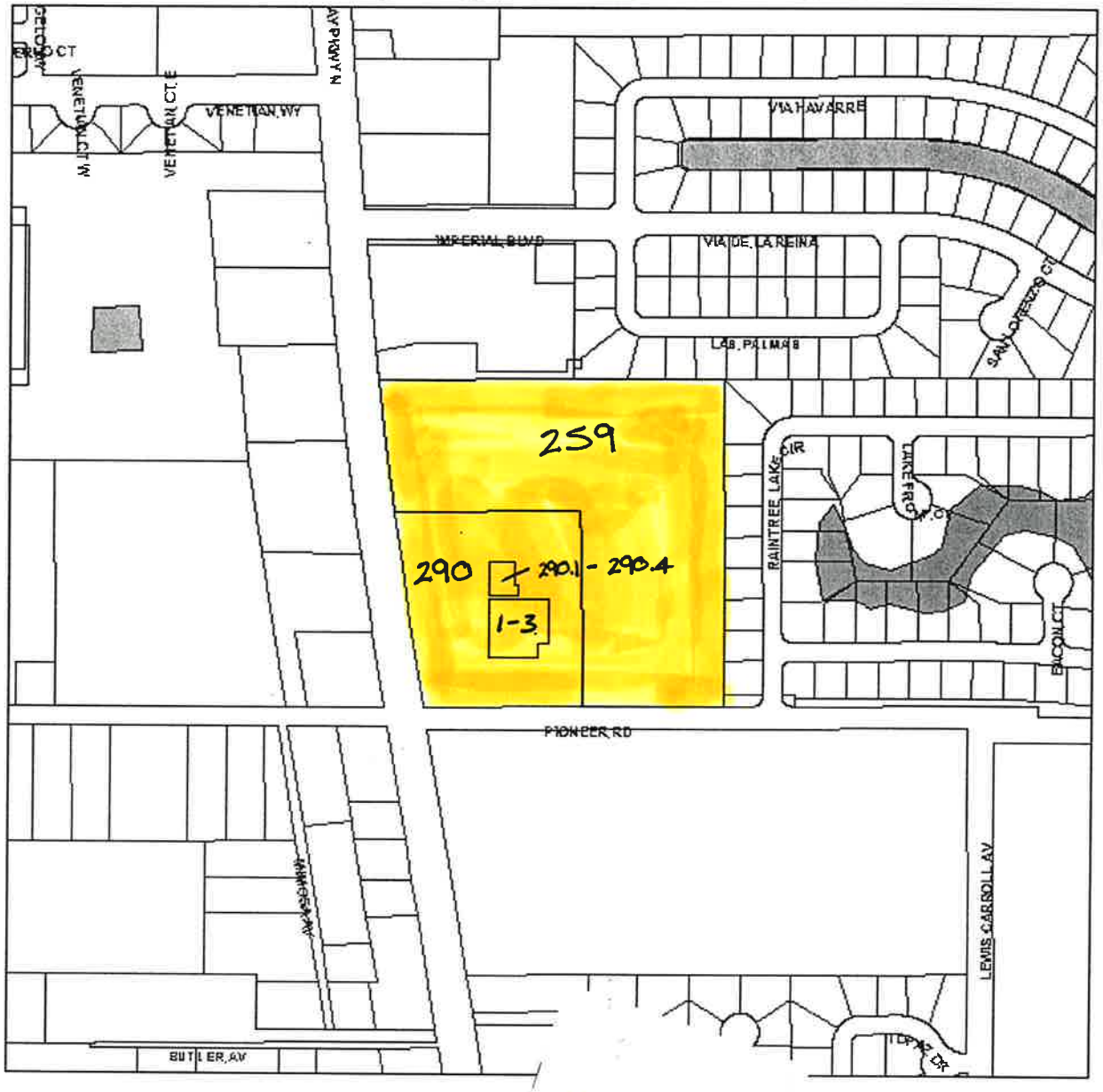
Z10781

Z10781

2

Jim Ford, CFA
Brevard County Property Appraiser - Map Search

26



259 only

Clinic + Hospital

Z10781

Z-6584 24-36-14 - #1A-1-3-, 259, 290, 290.1 - 290.4

http://205.172.172.144/scripts/esrimap.dll?name=Brevard1&id=20020123183442169 5&Parcels 1/23/02

Jim Ford, C.F.A.
Property Appraiser
Brevard County, Fl

Property Research

General Parcel Information for 24-36-14-00-00259.0-0000.00

Parcel Id:	24-36-14-00-00259.0-0000.00	Map	**Millage Code:**	2200	**Exemption:**	**Use Code:**	9909
Property Address:						**Tax Account:**	2412106

Owner Information

Owner Name:	WUESTHOFF MEMORIAL HOSPITAL INC
Second Name:	
Third Name:	
Mailing Address:	P O BOX 565002
City, State, Zipcode:	ROCKLEDGE, FL 32956

Legal Description

PART OF S 1/2 OF NW 1/4 E OF ST RD 3 AS DESC IN ORB 2478 PGS 2258 2260 & 2262 EXC ORB 2656 PG 360PAR 279

Value Summary for 2002

Market Value:	$1,101,630
Agricultural Assessment:	$0
Assessed Value:	$1,101,630
Homestead Exemption:	$0
Other Exemptions:	$0
Taxable Value:	$1,101,630

Land Information

Acres:	11.24
Lots/Units:	0
Front Feet:	0
Depth:	0
Site Code:	370
Land Value:	$1,101,630

* This is the value established for ad valorem purposes in accordance with s.193.011(1) and (8), Florida Statutes. This value does not represent anticipated selling price for the property.

Sales Information

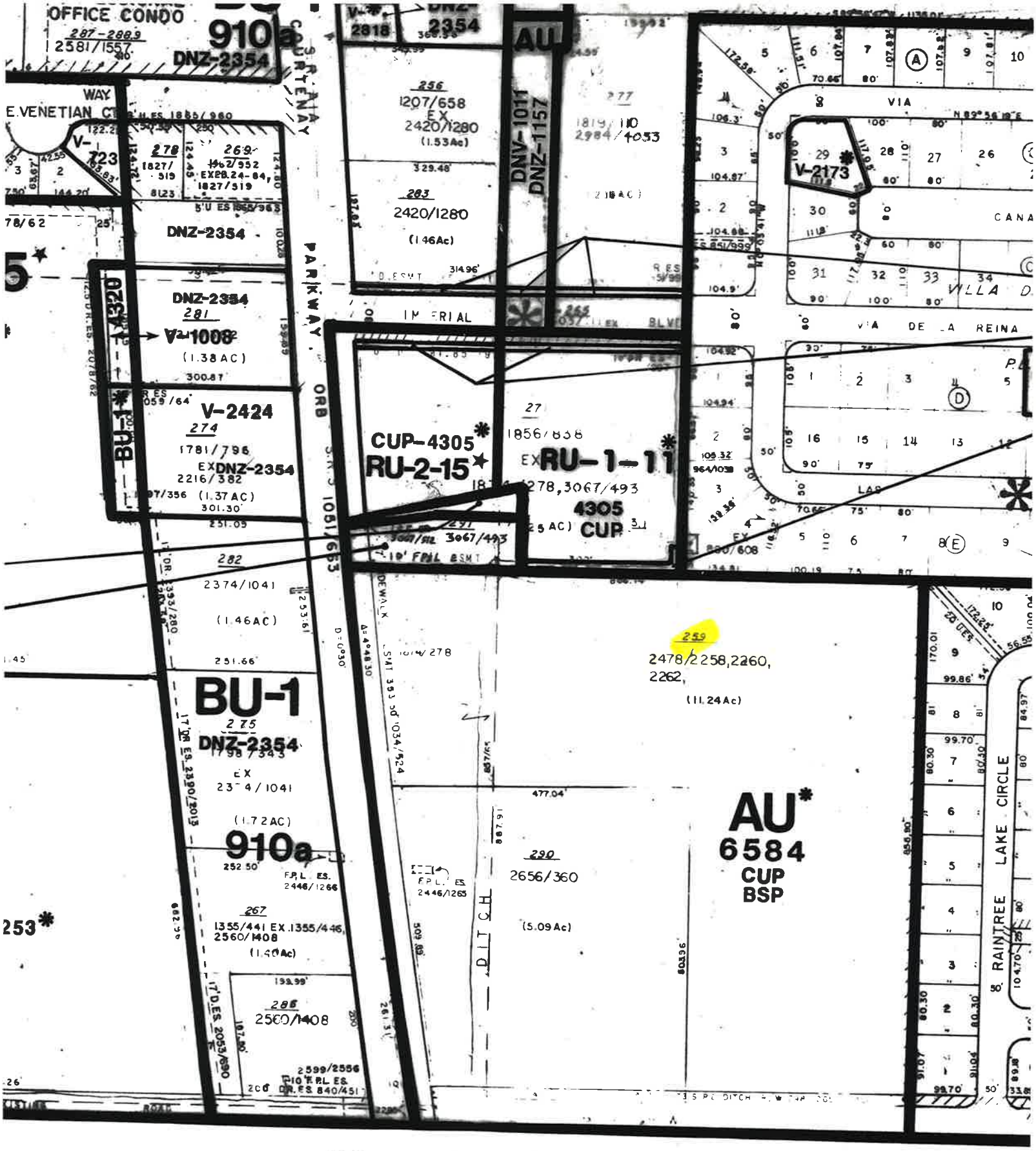
OR Book/Page	Sale Date	Sale Amount	Deed Type	Disqualification Code	Disqualification Source	Vacant/Improved
2544/2286	9/1984	$100	NN			
2468/1675	11/1983	$0	DC			
2450/0935	8/1983	$100	PT			

Extra Feature Information

Pool	Fireplace	Fence	Driveway	Lawn Irrigation	Shed	Dock	Seawall	Other
No	No	No	No	No	No	No	No	No

60584

Z10781



NW14 2436

10781 (26) ✓

ATTACHMENT 3

Existing Zoning

Zone 1 & 2

Zoning :	AU	Agricultural Residential
Area:	11.24 ac	
Min Lot size:	2.5 ac	

Potential Land Uses:

	Intensity	Daily	AM	PM
Single Family Detached Dwelling	4 DU	36	8	5
Parks	11.24 ac	9	1	2
Plant Nurseries	5,000 SF	341	12	33
Golf Course	11.24 ac	42	2	3
Hospital	250,000 SF	5,535	369	370

Based on ITE 12th Edition, For Plant Nursery, 11th Ed was used for Daily and AM Trips

Potential Combination:

	Intensity	Daily	AM	PM
Single Family DU	3 DU	27	8	4
Plant Nurseries	5,000 SF	341	12	33
Total	-	368	20	37

Based on ITE 12th Edition, For Plant Nursery, 11th Ed was used for Daily and AM Trips

Sec. 62-1334. - Agricultural residential, AU and AU(L).

The AU agricultural residential zoning classification encompasses lands devoted to agricultural pursuits and single-family residential development of spacious character.

The classification is divided into two types, AU and AU(L). The AU is the standard agricultural residential classification, while the AU(L) is a low intensity sub-classification more suited to smaller lots where the neighborhood has a more residential than agricultural character.

(1) *Permitted uses.*

a. 1. Permitted uses within the AU classification are as follows:

Single-family detached residential dwelling.

All agricultural pursuits, including the packing, processing, and sales of commodities raised on the premises as provided in chapter 86, article IV.

Raising and grazing of animals.

Dude ranches, with a minimum area of 40 acres. Barns or stables shall be 200 feet from any property line.

Fowl raising and beekeeping.

Parks and public recreational facilities.

Plant nurseries.

Private golf courses.

Private camps.

Foster homes.

2. Permitted uses within the AU(L) sub-classification are as follows:

Single-family detached residential dwelling.

Agricultural pursuits of a personal non-commercial nature. Structures for the housing of livestock and animals shall not be permitted within 100 feet of any existing residence under different ownership, except where otherwise permitted in section 62-2108.

Parks and public recreational facilities.

Foster homes.

b.

Permitted uses with conditions are as follows (see division 5, subdivision II, of this article):

Fish camps (section 62-1835.4.5).

Group homes, level I, subject to the requirements set forth in section 62-1835.9.

Landscaping business (section 62-1837).

Mobile home residential dwelling (section 62-1837.7.5).

Power substations, telephone exchanges and transmission facilities (section 62-1839).

Preexisting use (section 62-1839.7).

Private parks and playgrounds (section 62-1840).

Resort dwellings.

Temporary living quarters during construction of a residence.

Tenant dwellings: Mobile homes (section 62-1843).

Tenant dwellings: One unit is permitted for each five acres of land under the same ownership. Tenant dwellings must be 100 feet from property of different ownership (section 62-1842.5).

Tiny house or a THOW.

(2) *Accessory buildings or uses.* Accessory buildings and uses customary to residential and agricultural uses are permitted. (Refer to definition cited in section 62-1102 and standards cited in section 62-2100.5).

(3) *Conditional uses.* Conditional uses are as follows:

Accessory dwelling unit.

Airplane runways (section 62-1905).

Bed and breakfast inns (section 62-1912).

Boarding of horses and horses for hire (section 62-1913).

Captive wildlife (section 62-1958).

Change of nonconforming agricultural use.

Composting facility.

Farmers' market (section 62-1929).

Guesthouses or servants' quarters, without kitchen facilities (section 62-1932).

Hog farms (section 62-1934).

Land alteration (over five acres) (section 62-1936).

Private heliports (section 62-1943.5).

Roadside stand (section 62-1945.5).

Security mobile homes.

Single-family residential second kitchen facility.

Skateboard ramps (section 62-1948).

Substantial expansion of a preexisting use (section 62-1949.7).

Veterinary hospital, office or clinic, pet kennels (section 62-1956).

Wireless telecommunication facilities and broadcast towers.

Zoological parks (section 62-1960).

(4) *Minimum lot size.* An area of not less than two and one-half acres is required, having a minimum width of 150 feet and a minimum depth of 150 feet.

(5) *Setbacks.*

a. Structures shall be set back not less than 25 feet from the front lot line, not less than ten feet from the side lot lines, and not less than 20 feet from the rear lot line. If a corner lot is contiguous to a key lot, then the side street setback shall be not less than 25 feet.

b. Accessory buildings shall be located to the rear of the front building line of the principal building and shall be set back not less than 15 feet from the side lot lines and not less than 15 feet from the rear lot lines.

c. Setbacks for barns and stalls are as follows:

1. *Front:* 125 feet from the front lot line.
2. *Side:* 50 feet from the side lot line.
3. *Rear:* 50 feet from the rear lot line.

(6) *Minimum floor area.* Minimum floor area is 750 square feet of living area.

(7) *Maximum height of structures.* Maximum height of structures is as follows:

a. Residential structures: 35 feet.

b. Structures accessory to an agricultural use: 45 feet.

(Code 1979, § 14-20.08(D); Ord. No. 95-47, §§ 8, 9, 10-19-95; Ord. No. 95-49, § 18, 10-19-95; Ord. No. 95-51, § 3, 10-19-95; Ord. No. 96-16, §§ 8, 9, 3-28-96; Ord. No. 96-46, § 10, 10-22-96; Ord. No. 97-29, § 2, 8-12-97; Ord. No. 97-46, § 1, 12-2-97; Ord. No. 98-03, § 6, 1-29-98; Ord. No. 98-08, § 2, 2-10-98; Ord. No. 98-11, § 3, 2-26-98; Ord. No. 98-62, § 5, 12-3-98; Ord. No. 2002-49, § 5, 9-17-02; Ord. No. 2003-03, § 6, 1-14-03; Ord. No. 03-40, § 1, 8-12-03; Ord. No. 04-29, § 6, 8-5-04; Ord. No. 2004-52, § 4, 12-14-04; Ord. No. 2005-25, § 5, 5-19-05; Ord. No. 05-27, § 2, 5-19-05; Ord. No. 2007-59, § 9, 12-6-07; Ord. No. 2009-06, § 2(Exh. A), 2-5-09; Ord. No. 2010-22, § 10, 11-23-10; Ord. No. 2011-17, § 4, 5-26-11; Ord. No. 2013-38, § 1, 11-19-13; Ord. No. 2013-38, § 1, 11-19-13; Ord. No. 2014-30, § 3, 10-2-14; Ord. No. 2018-27, § 7, 12-4-18; Ord. No. 2024-29, § 6, 11-7-24)

Editor's note— Ord. No. 2013-38, § 1, adopted November 19, 2013, amended § 62-1334 to read as set out herein. Previously § 62-1334 was titled agricultural residential, AU and AU(L).

Sec. 62-1373. - High-density multiple-family residential, RU-2-30.

The RU-2-30 high-density multiple-family residential zoning classification encompasses lands devoted to multiple-family residential development, together with such accessory uses as may be necessary or are normally compatible with residential surroundings.

(1) *Permitted uses.*

a. Permitted uses are as follows:

Multiple-family dwellings.

Duplexes.

Resort dwellings.

Single-family attached dwelling units subject to the development and site plan standards set forth in the single-family attached zoning classifications.

Single family dwellings up to the allowable density limitation of the zoning classification. For the purposes of setback and spacing requirements, such single family dwellings shall be considered principal buildings. Additional multiple-family dwellings are permitted on the parcel if all units comply with the density limits.

A restaurant and those commercial uses permitted in the restricted neighborhood commercial zoning classification (BU-1-A) are permitted in this zoning classification in conjunction with and accessory to a multiple-family residential building which has a minimum of 90 residential units. Such permitted restaurant and commercial uses are limited to ten percent of the total floor area and are intended as restaurant and commercial uses to serve residents of the building in which the use is located or other buildings on the same parcel of property. Such permitted restaurant and commercial uses are permitted on the first or ground floor only.

Foster homes.

Parks and public recreational facilities.

b. Permitted uses with conditions are as follows (see division 5, subdivision II, of this article):

Group homes, levels I and II, subject to the requirements set forth in section 62-1835.9.

Preexisting use.

Power substations, telephone exchanges and transmission facilities.

Temporary living quarters during construction of a residence.

(2) *Accessory buildings or uses.* Accessory buildings and uses customary to residential uses are permitted. (Refer to definition cited in section 62-1102 and standards cited in section 62-2100.5).

(3) *Conditional uses.* Conditional uses are as follows:

Boardinghouses and bed and breakfast inns.

Change of nonconforming agricultural use.

Guesthouses or servants' quarters, without kitchen facilities.

Land alteration (over five acres and up to ten acres).

Public or private clubs, including art galleries.

Recreational facilities.

Residential/recreational marina.

Restaurants.

Skateboard ramps.

Substantial expansion of a preexisting use.

Wireless telecommunication facilities and broadcast towers.

(4) *Lot requirements.*

a. *Minimum lot size for multifamily structures.* An area of not less than 10,000 square feet is required for multifamily structures, having a width of not less than 100 feet and a depth of not less than 100 feet.

b. *Minimum lot size for single-family residence and duplex.* An area of not less than 7,500 square feet is required for a single-family residence or duplex, having a depth of not less than 75 feet and a width of not less than 75 feet.

c. *Maximum density.* Maximum density is 30 dwelling units per gross acre. For the purpose of computing density allowed, property divided by a public road shall be considered as separate parcels.

(5) *Setbacks, spacing and common open space.*

a. *Setbacks for accessory buildings.* Accessory buildings shall be located to the rear of the front building line of the principal building or structure closest to the front property line and shall be set back not less than seven and one-half feet from the rear and side lot lines for developed single family sites and not less than ten feet from the side and rear lot lines

for developed multiple family sites, but in no case within the setback from a side street. There shall be a minimum spacing of five feet between any other structure on the same site.

b. *Setbacks for principal structures.*

1. The front setback shall be 25 feet.
2. The rear setback shall be 20 feet.
3. The side setback shall be not less than seven and one-half [feet] for all single family residences and ten feet for all other structures. On corner lots side setbacks shall be at least 15 feet from the side lot line. If a corner lot is contiguous to a key lot, the setback shall be no less than 25 feet.

c. *Breezeway/visual corridor.* All riverfront and oceanfront properties are subject to breezeway/visual corridor regulations enumerated in section 62-2105.

d. *Usable common open space.* If the lot, plot, tract or parcel is two acres or more in size, or, regardless of size, if the property will have more than 15 total dwelling units, then 25 percent of the total land area shall be utilized as usable common open space as defined in section 62-1102. At the time of site plan submission, the method of perpetual maintenance of common facilities shall be provided as required in subsection 62-1445(a).

e. *Spacing between principal structures.* Principal buildings or structures shall be spaced a minimum of 15 feet from other principal buildings or structures on the same site. Such spacing shall not be covered or connected to the principal structures.

(6) *Minimum floor area.* Minimum floor area is as follows:

a. Single-family dwelling unit: 1,100 square feet.

b. Duplexes: 1,150 square feet and 575 square feet per unit.

c. Apartments:

1. One bedroom: 500 square feet.
2. Two bedrooms: 750 square feet, plus 100 square feet in each additional bedroom.
3. Efficiencies: 400 square feet.

(7) *Structural height standards.*

a. Where the property abuts any other land located in the GU, AGR, AU, ARR, REU, RU-1-7, RU-1-9, RU-1-11, RU-1-13, RR-1, EU, EU-1, EU-2, SEU, SR, RVP, TR-1-A, TR-1, TR-2, TR-3, TRC-1, RRMH-1, RRMH-2.5, RRMH-5, EA, PA or GML zoning classification, the maximum height threshold of any structure or building thereon shall be 35 feet.

b. Where the property abuts any other land located in the RA-2-4, RA-2-6, RA-2-8, RA-2-10, RU-2-4, RU-2-6, RU-2-8, RU-2-10, RU-2-12, RU-2-15, RU-2-30, RP, BU-1-A, BU-1, BU-2, PBP, PIP, IU, IU-1, TU-1, or TU-2 zoning classification, the maximum height threshold of any structure or building thereon shall be 45 feet.

c. Where any structure or building exceeds 35 feet in height, all conditions enumerated in section 62-2101.5 as applicable shall be fully satisfied.

d. Structures or buildings may not exceed the maximum height thresholds stated in this subsection unless otherwise permitted by section 62-2101.5.

(8) *Ownership.* A multi-family residential development site shall be subject to single ownership or condominium ownership.

(Code 1979, § 14-20.09(C); Ord. No. 95-47, §§ 34, 35, 10-19-95; Ord. No. 95-49, § 18, 10-19-95; Ord. No. 96-16, §§ 37, 38, 3-28-96; Ord. No. 98-08, § 2, 2-10-98; Ord. No. 99-07, §§ 12, 14, 16, 1-28-99; Ord. No. 99-33, § 5, 5-6-99; Ord. No. 2000-02, § 1, 1-11-00; Ord. No. 01-30, § 5, 5-24-01; Ord. No. 2002-49, § 20, 9-17-02; Ord. No. 2003-03, § 20, 1-14-03; Ord. No. 04-29, § 20, 8-5-04; Ord. No. 2004-52, § 17, 12-14-04; Ord. No. 05-27, § 3, 5-19-05; Ord. No. 05-40, § 5, 8-23-05; Ord. No. 2007-59, § 23, 12-6-07; Ord. No. 2014-30, § 2, 10-2-14)

Sec. 62-1372. - Medium-density multiple-family residential, RU-2-10, RU-2-12 and RU-2-15.

The RU-2-10, RU-2-12 and RU-2-15 medium-density multiple-family residential zoning classifications encompass lands devoted to medium-density multifamily residential purposes, together with such accessory uses as may be necessary or are normally compatible with residential surroundings.

(1) *Permitted uses.*

a. Permitted uses are as follows:

Multifamily dwellings.

Duplexes.

Resort dwellings.

Single-family attached dwellings, in accordance with the development standards in the single-family attached residential zoning classifications.

Single family dwellings up to the allowable density limitation of the zoning classification. For the purposes of setback and spacing requirements, such single family dwellings shall be considered principal buildings. Additional multiple-family dwellings are permitted on the parcel if all units comply with the density limits.

Parks and public recreational facilities.

Private golf courses.

Foster homes.

Sewer lift stations.

b. Permitted uses with conditions are as follows (see division 5, subdivision II, of this article):

Group homes, levels I and II, subject to the requirements set forth in-section 62-1835.9.

Preexisting use.

Private parks and playgrounds.

Temporary living quarters during construction of a residence.

(2) *Accessory buildings or uses.* Accessory buildings and uses customary to residential uses are permitted. (Refer to definition cited in section 62-1102 and standards cited in section 62-2100.5).

(3) *Conditional uses.* Conditional uses are as follows:

Boardinghouses and bed and breakfast inns.

Change of nonconforming agricultural use.

Development rights receipt or transfer.

Guesthouses or servants' quarters, without kitchen facilities.

Land alteration (over five acres and up to ten acres).

Power substations, telephone exchanges and transmission facilities.

Recreational facilities.

Residential/recreational marina.

Skateboard ramps.

Substantial expansion of a preexisting use.

Wireless telecommunication facilities and broadcast towers.

(4) *Lot requirements.*

a. Minimum lot size is 7,500 square feet.

b. Minimum lot width is 75 feet.

c. Minimum lot depth is 75 feet.

d. Maximum density is as follows:

1. RU-2-10: Ten units per gross acre.
2. RU-2-12: 12 units per gross acre.
3. RU-2-15: 15 units per gross acre.

For the purpose of computing allowable density property divided by a public road shall be considered separate parcels.

e. Maximum lot coverage is 40 percent.

(5) *Setbacks and spacing requirements.*

a. *Accessory buildings.* Accessory buildings shall be located to the rear of the front building line of the principal building or structure closest to the front property line and shall be set back not less than seven and one-half feet from the side and rear lot lines for developed single family sites and not less than ten feet from the side and rear lot lines for developed multiple family sites, but in no case within the setback from a side street. There shall be a minimum spacing of five feet between any other structure on the same site.

b. *Breezeway/visual corridor.* All riverfront and oceanfront properties are subject to breezeway/visual corridor regulations enumerated in section 62-2105.

c. *Principal structures.*

1. The front setback shall be 25 feet.
2. The rear setback shall be 20 feet.
3. The side setback shall be not less than seven and one-half for all single family residences and ten feet for all other structures. On corner lots, side setbacks shall be at least 15 feet from side lot line. If a corner lot is contiguous to a key lot, setbacks shall be not less than 25 feet.

d. *Spacing between principal structures.* Principal buildings or structures shall be spaced a minimum of 15 feet from other principal buildings or structures on the same site. Such spacing shall not be covered or connected to the principal structures.

(6) *Usable common open space requirements.* If the lot, plot, tract or parcel is two acres or more in size, or, regardless of the size, if the property has or will have more than 15 total dwelling units, then 35 percent of the total land area shall be utilized as usable common space as defined in section 62-1102. At the time of site plan submission, the method of perpetual maintenance of common facilities shall be provided as required in section 62-1445(a). Ten percent of this area shall be retained in natural vegetation rather than improved.

(7) *Minimum floor area.* Minimum floor area is as follows:

a. Single-family dwelling unit: 1,100 square feet.

b. Duplexes: 1,150 square feet and 575 square feet per unit.

c. Apartments:

1. One bedroom: 500 square feet.
2. Two bedrooms: 750 square feet plus 100 square feet for each additional bedroom.
3. Efficiencies: 400 square feet.

(8) *Structural height standards.*

a. Where the property abuts any other land located in the GU, AGR, AU, ARR, REU, RU-1-7, RU-1-9, RU-1-11, RU-1-13, RR-1, EU, EU-1, EU-2, SEU, SR, RVP, TR-1-A, TR-1, TR-2, TR-3, TRC-1, RRMH-1, RRMH-2.5, RRMH-5, EA, PA or GML zoning classification, the maximum height threshold of any structure or building thereon shall be 35 feet.

b. Where the property abuts any other land located in the RA-2-4, RA-2-6, RA-2-8, RA-2-10, RU-2-4, RU-2-6, RU-2-8, RU-2-10, RU-2-12, RU-2-15, RU-2-30, RP, BU-1-A, BU-1, BU-2, PBP, IU, PIP, IU-1, TU-1 or TU-2 zoning classification, the maximum height threshold of any structure or building thereon shall be 45 feet.

c. Where any structure or building exceeds 35 feet in height, all conditions enumerated in section 62-2101.5 as applicable shall be fully satisfied.

d.

Structures or buildings may not exceed the maximum height thresholds stated in this subsection unless otherwise permitted by section 62-2101.5.

(9) *Ownership.* A multi-family residential development site shall be subject to single ownership or condominium ownership.

(Code 1979, § 14-20.09(B); Ord. No. 95-47, §§ 32, 33, 10-19-95; Ord. No. 95-49, § 18, 10-19-95; Ord. No. 96-16, §§ 35, 36, 3-28-96; Ord. No. 98-08, § 2, 2-10-98; Ord. No. 99-07, §§ 12, 15, 1-28-99; Ord. No. 99-33, § 4, 5-6-99; Ord. No. 2000-02, § 1, 1-11-00; Ord. No. 01-30, § 4, 5-24-01; Ord. No. 2002-49, § 19, 9-17-02; Ord. No. 2003-03, § 19, 1-14-03; Ord. No. 04-29, § 19, 8-5-04; Ord. No. 2004-52, § 16, 12-14-04; Ord. No. 05-27, § 3, 5-19-05; Ord. No. 05-40, § 4, 8-23-05; Ord. No. 2007-59, § 22, 12-6-07; Ord. No. 2014-30, § 2, 10-2-14)

TRAFFIC IMPACT STUDY

Rangewater N Courtenay Pkwy Merritt Island
NE of Int of N Courtenay Pkwy/State Road (S.R.) 3 and Pioneer Road
Merritt Island, Florida

March 5, 2026

Prepared for:
RangeWater Development, LLC

Bowman

R-235

TRAFFIC IMPACT STUDY

Rangewater N Courtenay Pkwy Merritt Island

NE of Int of N Courtenay Pkwy/State Road (S.R.) 3 and Pioneer Road
Merritt Island, Florida

Prepared: March 5, 2026

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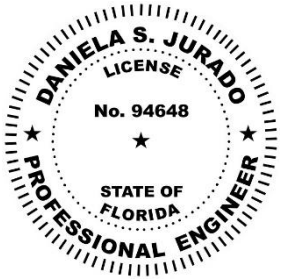

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Bowman Job # 314554-01-001

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Appendix D: Traffic Volume Exhibits
Appendix E: Capacity Analysis Reports

PROFESSIONAL ENGINEERING CERTIFICATE

I hereby Certify that I am a registered professional engineer in the State of Florida, practicing with Bowman Consulting Group, Ltd., authorized to operate as an engineering business with Certificate of Authorization License No. 30462, by the state of Florida Department of Professional Regulation, Board of Professional Engineers, and I have prepared or approved the evaluation, findings, opinions, conclusions, or technical advice herby reported for:

Project:	Rangewater N Courtenay Pkwy Merritt Island
Prepared for:	RangeWater Development, LLC
Location	NE of Int of N Courtenay Pkwy/State Road (S.R.) 3 and Pioneer Road, Merritt Island, Florida
Report date:	3/5/2026

I acknowledge that the procedures and references used to develop the results contained in this report are standard to the professional practice of transportation engineering as applied through professional judgment and experience.

Version	Issue Date	Prepared By	Verified By
V01	2/2/2026	J. Stord	D. Jurado
V02	2/20/2026	J. Stord	D. Jurado
V03	3/5/2026	J. Stord	D. Jurado

_____

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Executive Summary

This report summarizes the findings of the Traffic Impact Study performed by Bowman for the RangeWater multi-family residential development proposed to be developed by the year 2027 on a currently vacant lot located northeast of the intersection of N Courtenay Parkway (S.R. 3) and Pioneer Road, in Merritt Island, Florida.

Based on the agencies and residents feedback, the following potential access configurations were assessed for site accessibility, safety, capacity and queueing:

- **Alternative 0** - Right-in/right-out along N Courtenay Pkwy & shared full access along Pioneer Rd.
- **Alternative 1** - Right-in/right-out along N Courtenay Pkwy & dedicated full access along Pioneer Rd.
- **Alternative 2** - Left-in/right-in/right-out along N Courtenay Pkwy & shared full access along Pioneer Rd.

The scope and methodology of this study were based on coordination with the Brevard County Public Works Department and the Florida Department of Transportation (FDOT) District 5. The purpose of this study is threefold:

- Estimate the number of trips generated by the proposed site.
- Determine the potential impact, if any, of the proposed development on the surrounding roadway network.
- Propose improvements to mitigate the project impacts, if any.

The following scenarios were evaluated as part of this study: 2026 Existing, 2027 No Build, and 2027 Build (Alternatives 0, 1, and 2).

The RangeWater multifamily development is expected to generate a total of 1,379 trips (689 inbound and 690 outbound) during the average weekday, 91 trips (22 inbound and 69 outbound) during the morning peak hour, 85 trips (48 inbound and 37 outbound) during the school dismissal period, and 115 trips (72 inbound and 43 outbound) during the evening peak hour.

A **Crash Analysis** was conducted for the intersection of N Courtenay Pkwy (S.R. 3) and Pioneer Rd and the proposed driveway locations using the most recent five years of available data (2020–2024).

- A total of 62 crashes were recorded within the safety analysis limits, with a peak in 2021 followed by a gradual decline through 2024.
- No fatal crashes were reported; approximately 35% were injury crashes, and 65% involved property damage only.
- Rear-end crashes were the most common collision type followed by angle crashes.
- No lighting-condition-related crash patterns were identified.

A **Turn Lane Warrant Analysis** was conducted for the proposed site driveways following the guidance provided in the 2023 *FDOT Multimodal Access Management Guidebook*. The results are as follows:

- A NB right-turn lane into Driveway 1 along N Courtenay Pkwy is warranted under all alternatives.
- A SB left-turn lane into Driveway 1 is warranted only for Alternative 2.
- Left-turn lanes along Pioneer Road were not warranted for the standalone driveway or the shared driveway under any alternatives.

To evaluate the traffic operations, roadway segment and intersection operational (capacity and queue) analyses were completed in accordance with the Highway Capacity Manual (HCM 7th Edition) methodologies.

The results of the **2026 Existing Conditions** indicate:

- Most study intersections are expected to operate at LOS C or better, except the intersection of N Courtenay Pkwy & S.R. 528 EB ramps, which operates at LOS E during the morning peak hour.
- The ramps (approaches) operate at LOS E or F, at the S.R. 528 ramp intersections as well as the minor street approaches (Pioneer Rd) at the intersection of N. Courtenay Pkwy (S.R. 3) & Pioneer Rd. All remaining approaches operate at acceptable LOS D or better.

The results of the **2027 No Build Conditions** show the following significant changes from the Existing conditions:

- Intersection of N Courtenay Pkwy (S.R. 3) & S.R. 528 WB on-off Ramps, overall intersection: During the PM peak hour, 10.2 seconds increase in delay.
- Intersection of N Courtenay Pkwy (S.R. 3) & S.R. 528 WB on-off Ramps, SB approach: During the PM peak hour, 18.6 seconds increase in delay resulted in a change from LOS D to LOS E.

The results of the **2027 Build Conditions** (Alternatives 0, 1, and 2) indicate the following significant changes from the No Build Conditions:

- Intersection of N Courtenay Pkwy (S.R. 3) & S.R. 528 EB/WB on-off ramps. No significant impacts.
- Intersection of N Courtenay Pkwy (S.R. 3) & Pioneer Rd. While the overall intersection is expected to remain operating at acceptable LOS, there are minor increases in the overall delay (1.3 seconds <Alternative 2> and 1.4 seconds < Alternative 0 and Alternative 1>).
- In general, all three access alternatives operate similarly, with Alternative 2 showing slightly better operational performance.

The **95th% Queue** analysis shows:

- WB right-turn lane queues at N Courtenay Pkwy & Pioneer Rd exceed the existing available storage under all scenarios, including No Build.
- Microsimulation (SimTraffic) indicates Alternative 2 minimizes EB and WB queues at the shared driveway.

- Based on the queue observations, the EB school dismissal queues temporarily affect the standalone driveway alternative location but do not reach the shared driveway.

The **Roadway Segment Analysis** results are as follows:

- The segment of N Courtenay Pkwy from Pioneer Rd to the N on/off Ramps SR 528 is expected to operate over 85% of the capacity at the adopted LOS, without exceeding the total capacity in any of the analysis scenarios (Existing, No Build and Build). The analysis shows that **although the project is expected to consume approximately 2% of the overall capacity of the segment**, **this is still over 25% of the remaining available capacity at the adopted LOS**.

- The segment of Pioneer Rd east of N Courtenay Pkwy (S.R. 3) is expected to operate below 85% of the capacity at the adopted LOS under all analysis scenarios.

RECOMMENDATIONS

The following improvements are recommended to mitigate the project's impact on the study area:

- Proportionate fair share contribution for the segment of N Courtenay Pkwy from Pioneer Rd to the N on/off Ramps SR 528.
- To mitigate the WB queues, we recommend extending the WB right turn lane beyond the anticipated WB left/through queue under Build Conditions. The recommended length is 400 feet (full width) and additional 50 feet taper for a total length of 450 feet. The project proposes a 480 feet right turn lane.
- NB right turn lane, 290 feet including a 50-foot taper.
- If Alternative 2 is selected SB left turn lane 315 feet with 50-foot taper.

Based on the results of the analyses presented in this report, with the inclusion of the proposed improvements, the development of the proposed residential project is not anticipated to adversely impact the surrounding roadway network. Alternative 2 is identified as the preferred access configuration based on safety, queuing, and operational considerations.

1 Introduction

This report summarizes the findings of the Traffic Impact Study performed by Bowman for the proposed Rangewater multi-family residential development to be located northeast of the intersection of N Courtenay Pkwy/State Road (S.R.) 3 and Pioneer Rd (PID# 24-36-14-00-259). **Figure 1** depicts the site location.

The applicant is proposing 222 low-rise residential dwelling units. The latest site plan is presented in **Appendix A**.

Site Access Conditions

The following potential access configurations were evaluated in this study:

- **Alternative 0** - Right-in/right-out along N Courtenay Pkwy & shared full access along Pioneer Rd.
- **Alternative 1** - Right-in/right-out along N Courtenay Pkwy & dedicated full access along Pioneer Rd.
- **Alternative 2** - Left-in/ Right-in/right-out along N Courtenay Pkwy & shared full access along Pioneer Rd.

Phases and Build Out Year

The development is proposed to be constructed on a single phase and to be fully operational by the year 2027.

Traffic Impact Analysis Methodology

The scope and methodology of this study was based on the coordination with the Brevard County Public Works Department and the Florida Department of Transportation (FDOT) District 5. A copy of the approved Traffic Impact Study Methodology Statement and email coordination with the County is contained in **Appendix B**.

Traffic Impact Analysis Purpose

The purpose for the study is threefold: (*i*) to determine the number of trips generated by the proposed site; (*ii*) to determine the potential impact, if any, of the proposed development in the roadway network; (*iii*) to propose improvements, if required.

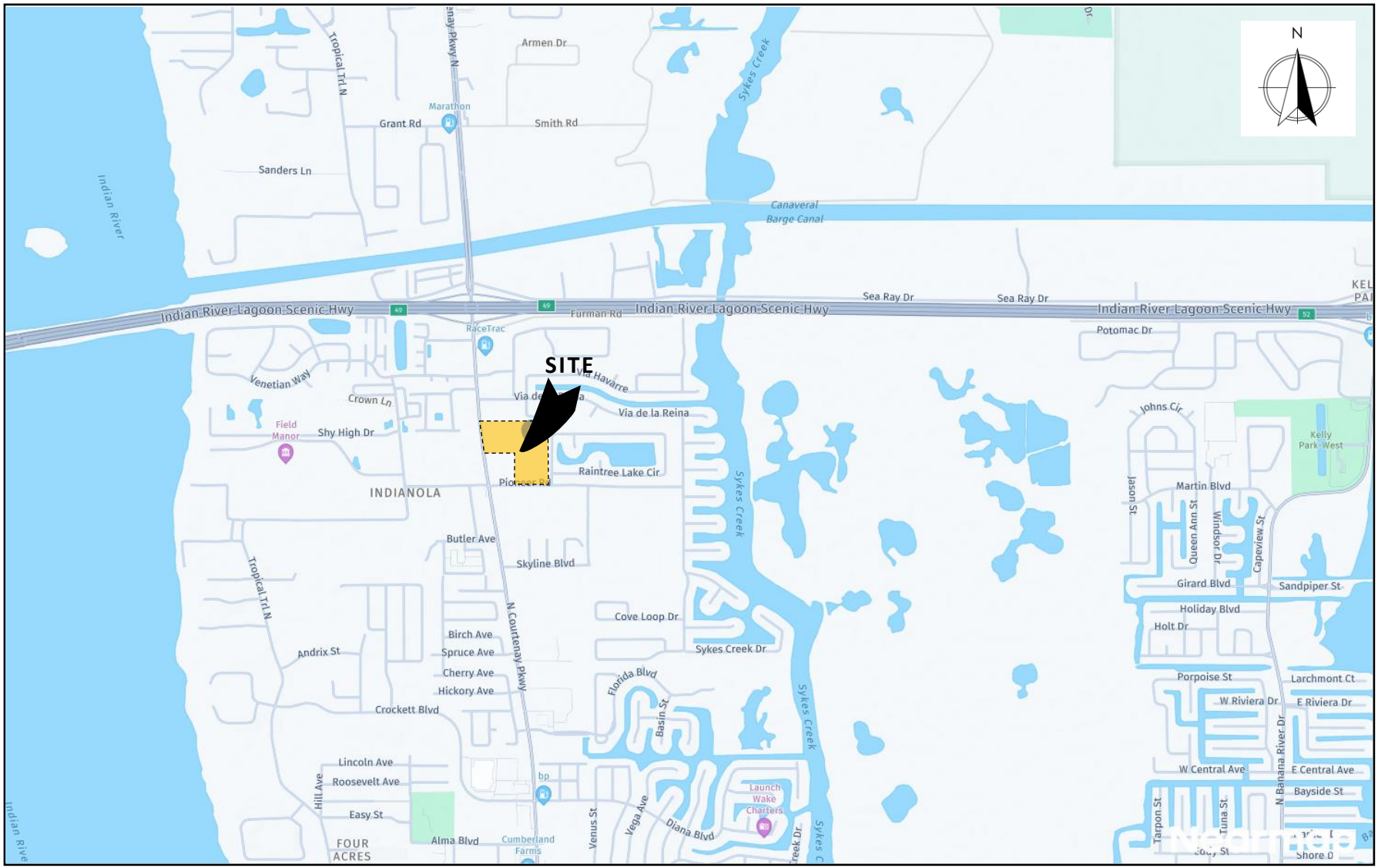


Figure 1
Site Location

Bowman

R-244

2 Data Collection

For the purposes of this study the following data was collected:

- Inspections were conducted to obtain an inventory of existing and proposed roadway geometry, traffic control devices, location of existing and proposed driveways.

- Published FDOT and County AADT, seasonal factor report, and roadway information.

- Turning movement counts were collected while schools were in session. The counts were collected during the morning (7:00 am and 9:00 am) and evening (4:00 pm – 6:00 pm) peak periods at the following intersections:

    - N Courtenay Pkwy (S.R. 3) and Pioneer Rd (December 11th, 2026)
    - N Courtenay Pkwy (S.R. 3) and S.R. 528 EB on-off Ramps (December 11th, 2026)
    - N Courtenay Pkwy (S.R. 3) and S.R. 528 WB on-off Ramps (December 11th, 2026)
    - Pioneer Rd and Complete Care Dwy/Starbucks Dwy (January 14th, 2026)

  Additional turning movement counts were collected while schools were in session during the during the school dismissal period (2:00 pm to 4:00 pm) at the intersections of:
    - N Courtenay Pkwy (S.R. 3) and Pioneer Rd (December 11th, 2026)
    - Pioneer Rd and Complete Care Dwy/Starbucks Dwy (January 14th, 2026)

- 24-hour tube counts and queue observations were collected at the segment of Pioneer Rd from N Courtenay Pkwy (S.R. 3) to Raintree Lake Cir.

- Queue length observations at the segment of Pioneer Rd between the two potential access locations along Pioneer Rd.

- Traffic Signal Phasing and Timing Information was provided by the Florida Department of Transportation (FDOT) District 5.

- Crash data was retrieved from the signal 4 database for the years (2019-2024) for the segment of N Courtenay Pkwy (S.R. 3) from Pioneer Rd to 100 ft N of the proposed site driveway as well as the Pioneer Rd from the intersection to N Courtenay Parkway to 100 feet past the proposed site driveway.

- FDOT project # 453311-1 – S.R. 3/N Courtenay Pkwy (Catalina Isle Dr to N of S.R. 528 EB Ramps)- median modification information and latest plans at the time of preparation of the initial report.

The collected data is presented in **Appendix C**.

3 Study Area Characteristics

Information regarding the study area roadway segment characteristics is presented in **Table 1**.

3.1 Roadway Segments

Table 1. Study Area Roadway Characteristics

Roadway[1]	From[1]	To[1]	ID #[1]	Maintaining Agency[1][2]	Functional Classification[1][3]	Lanes [1][4]	Speed Limit[1][4]	Level of Service[1]	Context Class[1]
N. Courtenay Pkwy. (SR 3)	Crockett Blvd.	Pioneer Rd.	136	FDOT	Urban Principal Arterial-Other	4	45	D	C3C
	Pioneer Rd.	S Ramps SR 528	152	FDOT	Urban Principal Arterial-Other	4	45	D	C3C
	S Ramps SR 528	N Ramps SR 528	155	FDOT	Urban Principal Arterial-Other	4	45	D	C3C
	N Ramps	Hall Rd.	140	FDOT	Urban Principal Arterial-Other	4	45	D	C3C
Pioneer Rd	N. Courtenay Pkwy. (SR 3)	Sykes Creek Blvd.	-	County	Local	2	30	D	C3C*
SR 528	US 1	N. Courtenay Pkwy. (SR 3)	128	FDOT	Urban Principal Arterial-Other	4	55/60	D	LA
	N. Courtenay Pkwy. (SR 3)	N Banana River Dr.	129	FDOT	Urban Principal Arterial-Other	4	60	D	LA

(1) Information from **Space Coast TPO Context Classification Spreadsheet** downloaded on 11/17/2025

*Same context classification as surrounding roadways

(2) Information from **Brevard County Zoning Map**

(3) Information from **FDOT Functional Classification TDA Map**

(4) Information from **Google Maps Satelite View**, **Street View**

3.2 Intersections

N Courtenay Pkwy (S.R. 3) & Pioneer Rd

This intersection is currently a four-legged signalized intersection where N Courtenay Pkwy (S.R. 3) has a north-south alignment, and Pioneer Rd has an east-west alignment.

The eastbound approach consists of a single lane with left-turn, through, and right-turn movements allowed. The westbound approach consists of one shared left-turn/through lane and one exclusive right-turn lane. The northbound approach consists of one exclusive left-turn lane, two through lanes, and one exclusive right-turn lane. The southbound approach consists of one exclusive left-turn lane, one through lane, and one shared through/right-turn lane.

N Courtenay Pkwy (S.R. 3) & S.R. 528 EB on-off Ramps

This intersection is currently a four-legged signalized intersection where N Courtenay Pkwy (S.R. 3) has a north-south alignment, and S.R. 528 EB on-off Ramps have an east-west alignment.

The eastbound approach consists of two exclusive left-turn lanes and two exclusive right-turn lanes. The intersection has no westbound approach. The northbound approach consists of three through lanes and one exclusive channelized right-turn lane. The southbound approach consists of one exclusive left-turn lane and two through lanes.

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

This intersection is currently a four-legged signalized intersection where N Courtenay Pkwy (S.R. 3) has a north-south alignment, and S.R. 528 WB on-off Ramps have an east-west alignment.

The intersection has no eastbound approach. The westbound approach consists of two exclusive left-turn lanes and one exclusive right-turn lane. The northbound approach consists of two exclusive left-turn lanes and two through lanes. The southbound approach consists of three through lanes and one exclusive right-turn lane.

4 Traffic Forecast and Background Traffic

As mentioned previously, for the purposes of this analysis, it is anticipated that the proposed development will be constructed and fully operational by the year 2027. The following scenarios were evaluated as part of this study:

- 2026 Existing Conditions
- 2027 No Build Conditions
- 2027 Build Conditions

To account for the seasonality of the counts, the Peak Season Conversion Factor extracted from the Florida Traffic portal was used to adjust the turning movement counts to the peak season.

To account for ambient background traffic, the counts were affected by individual segment annual growth rates, these were calculated based on the historical (2020–2024) Space Coast TPO traffic counts using the FDOT TRENDS spreadsheet. Minimum growth per BEBR Brevard County population projections. These growth rates were then coordinated during the scope methodology coordination process. The calculations and supporting documentation are presented in **Appendix B**, **Attachment M-5**.

The Brevard County Peak Season Conversion Factor and growth rates were applied to the Turning Movement Counts to develop the 2026 Existing Traffic Volumes depicted in **Exhibit 1** in **Appendix D**.

Per coordination with Brevard County and FDOT, the following background roadway projects and background developments were identified during the coordination:

- FDOT project # 453311-1 – S.R. 3/N Courtenay Pkwy (Catalina Isle Dr to N of S.R. 528 EB Ramps)- median modification.

The 2026 Existing Traffic Volumes were then affected by the applicable growth rates to calculate the 2027 No Build Traffic Volumes, see **Exhibit 2** in **Appendix D**.

5 Project Traffic

The project traffic considered in this analysis is defined as the anticipated number of vehicles trips of the proposed development. Note that, based on the proposed land use and for a conservative approach, all anticipated project trips were assumed vehicular.

5.1 Trip Generation

RangeWater Real Estate is proposing to develop the site with 222 multifamily dwelling units with buildings of no more than three (3) floors. The trip generation rate for the comparable land use Multifamily Housing (Low-Rise) - Not Close to Rail Transit (LUC 220) as per the ITE *Trip Generation Manual, 12th Edition* was used to determine the anticipated trip generation of the development as presented in **Table 2**.

Table 2. Site Trip Generation

Land Use	Land Use Code(1)	Intensity	Units	Daily Trips			AM Peak Hour(2)			PM School Dismissal(3)			PM Peak Hour(2)		
				Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out
Multifamily Housing (Low-Rise)- Not close to rail	220	222	DU	1,379	689	690	91	22	69	85	48	37	115	72	43

(1) Based on the Institute of Transportation Engineers Trip Generation Manual, 12th Edition

(2) Peak hour of adjacent street

(3) School Dismissal period (2:00 pm - 4:00 pm)

The proposed development is expected to generate a total of 1,379 trips (689 inbound and 690 outbound) during the average weekday, 91 trips (22 inbound and 69 outbound) during the morning peak hour, 85 trips (48 inbound and 37 outbound) during the school dismissal period, and 115 trips (72 inbound and 43 outbound) during the evening peak hour.

5.2 Trip Distribution and Assignment

The anticipated site trip distribution was calculated using the Central Florida Regional Planning Model V7 (2030 scenario). The model outputs were reviewed for accuracy, taking into account access to regional thoroughfares, proximity to major employment centers, complementary land uses, and local travel patterns.

- The Site Trip Distributions for each of the alternatives are presented in **Exhibit 3.1-3, in Appendix D**.
- The corresponding Site Trips are presented in **Exhibit 4.1-3**, in **Appendix D**.

The Site Trips were added to the 2027 No Build Traffic Volumes to yield the 2027 Build Traffic Volumes are presented in **Exhibits 5.1-3** in **Appendix D**.

6 Roadway Impact Analysis

Based on the approved scope, the following study area segments were evaluated to determine if the segments are expected to exceed the capacity at the adopted LOS with the inclusion of the project trips:

- N Courtenay Pkwy (S.R. 3) from Pioneer Rd to S Ramps S.R. 528 (ID 152)
- N Courtenay Pkwy (S.R. 3) from S Ramps SR 528 to N Ramps SR 528 (ID 155)
- Pioneer Rd from N Courtenay Pkwy (S.R. 3) to Sykes Creek Blvd (ID –N/A)

Table 3 and **Table 4** present the Weekday and PM peak hour roadway segment capacity analysis respectively for the study area segments.

Weekday Roadway Analysis
Under Existing conditions, the volumes along N Courtenay Pkwy (S.R. 3) from Pioneer Rd to SR 528 N on/off Ramps fall over the 85% capacity threshold, without exceeding the total capacity. Considering the FDOT project # 453311-1 – S.R. 3/N Courtenay Pkwy (Catalina Isle Dr to N of S.R. 528 EB Ramps)- median modification, under No Build and Build conditions, the volumes along N Courtenay Pkwy (S.R. 3) from Pioneer Rd to SR 528 N on/off Ramps fall over the 85% capacity threshold, without exceeding the total capacity. The analysis also shows that the project trips are expected to consume 2% of the overall capacity and more than 25% of the remaining available capacity at the adopted LOS.

The segment of Pioneer Rd east of N Courtenay Pkwy (S.R. 3) is expected to operate below 85% of the capacity at the adopted LOS under all analysis scenarios (Existing, No Build and Build conditions).

PM Peak Hour Roadway Analysis
Under Existing conditions, the volumes along the segment of N Courtenay Pkwy from Pioneer Rd to SR 528 N on/off Ramps consume 95% of the capacity at the adopted LOS during the evening peak hour. Considering the FDOT project # 453311-1 – S.R. 3/N Courtenay Pkwy (Catalina Isle Dr to N of S.R. 528 EB Ramps)- median modification, under No Build and Build conditions, the volumes fall over the 85% capacity threshold, without exceeding the total capacity. Like the weekday analysis, the results of the evening peak hour show that the project trips are expected to consume approximately 2% of the overall capacity and 25% of the remaining available capacity at the adopted LOS.

The segment of Pioneer Rd east of N Courtenay Pkwy (S.R. 3) is expected to operate below 85% of the capacity at the adopted LOS under all analysis scenarios (Existing, No Build and Build conditions).

Table 3. Weekday Roadway Segment Analysis

RANGEWATER N COURTNEY PARKWAY MERRIT ISLAND
2026 EXISTING ROADWAY CAPACITY ANALYSIS - WEEKDAY

Roadway[1]	From[1]	To[1]	ID #[1]	Roadway Capacity[1 *]	2025 Counts[1**]	2026 Counts[1**]	Growth Rate[2]	Reg.	2026 AADT	2026 Existing V/C Ratio
N. Courtenay Pkwy. (S.R. 3)	Pioneer Rd.	S Ramps SR 528	152	34,770	-	34,142	1.34%	Linear	34,142	0.98
	S Ramps SR 528	N Ramps SR 528	155	34,770	-	34,142	3.63%	Linear	34,142	0.98
Pioneer Rd	N. Courtenay Pkwy. (SR 3)	Sykes Creek Blvd.	-	14,760	3,702	-	1.34%	Linear	3,752	0.25

(1) Information from **Space Coast TPO Historical Traffic Volumes 2020-2024** spreadsheet downloaded on 11/17/2025
* Capacity for Pioneer Rd calculated using **2023 FDOT Multimodal Quality/Level of Service Handbook.** Capacity of N Courtenay udpated to consider undivided roadway
** Volumes for Pioneer Rd 24 Hr Counts were collected on 11/05/2025 (SF 1.07). Volumes for N Courtenay Pkwy collected on 01/27/2026 (SF 1.00)
(2) Per **BEBR Project of Florida Population by County, 2025-2050, with Estimates for 2024, Medium Values**, refer to Scope Methodology **Attachment M-5**

2027 NO BUILD ROADWAY CAPACITY ANALYSIS - WEEKDAY

Roadway[1]	From[1]	To[1]	ID #[1]	Roadway Capacity (1 *)	2025 Project Counts[1**]	2026 Counts[1**]	Growth Rate[2]	Reg.	2027 No Build Volume [2]	2027 No Build V/C Ratio	2027 No Build Available Capacity
N. Courtenay Pkwy. (S.R. 3)	Pioneer Rd.	S Ramps SR 528	152	36,600	-	34,142	1.34%	Linear	34,600	0.95	2,000
	S Ramps SR 528	N Ramps SR 528	155	36,600	-	34,142	3.63%	Linear	35,381	0.97	1,219
Pioneer Rd	N. Courtenay Pkwy. (SR 3)	Sykes Creek Blvd.	-	14,760	3,702	-	1.34%	Linear	3,801	0.26	10,959

(1) Information from **Space Coast TPO Historical Traffic Volumes 2020-2024** spreadsheet downloaded on 11/17/2025
* Capacity for Pioneer Rd calculated using **2023 FDOT Multimodal Quality/Level of Service Handbook**. N Courtenay Parkway capacity considers FDOT median project
** Volumes for Pioneer Rd 24 Hr Counts were collected on 11/05/2025 (SF 1.07). Volumes for N Courtenay Pkwy collected on 01/27/2026 (SF 1.00)
(2) Per **BEBR Project of Florida Population by County, 2025-2050, with Estimates for 2024, Medium Values**, refer to Scope Methodology **Attachment M-5**

2027 BUILD ROADWAY CAPACITY ANALYSIS - WEEKDAY

Roadway[1]	From[1]	To[1]	ID #[1]	Roadway Capacity[1 *]	2027 No Build Volume [2]	2027 No Build Available Capacity	Daily Project Traffic		% of Available Capacity	% of Capacity	2027 Build Volumes	2027 Build V/C Ratio
							Trip Dist %[3]	Site Trips[4]				
N. Courtenay Pkwy. (S.R. 3)	Pioneer Rd.	S Ramps SR 528	152	36,600	34,600	2,000	62%	855	43%	2%	35,455	0.97
	S Ramps SR 528	N Ramps SR 528	155	36,600	35,381	1,219	48%	662	54%	2%	36,043	0.98
Pioneer Rd	N. Courtenay Pkwy. (SR 3)	Sykes Creek Blvd.	-	14,760	3,801	10,959	50%	690	6%	5%	4,491	0.30

(1) Information from **Space Coast TPO Historical Traffic Volumes 2020-2024** spreadsheet downloaded on 11/17/2025
* Capacity for Pioneer Rd calculated using **2023 FDOT Multimodal Quality/Level of Service Handbook**. N Courtenay Parkway capacity considers FDOT median project
(2) 2027 roadway volumes extracted from Table - 2027 No Build Roadway Analysis
(3) Extracted from **Figure 2. Trip Distribution**
(4) Extracted from **Table 1. Anticipated Trip Generation**

Table 4. Evening Peak Hour Roadway Segment Analysis

RANGEWATER N COURTNEY PARKWAY MERRIT ISLAND
2026 EXISTING ROADWAY CAPACITY ANALYSIS - PM PEAK HOUR

Roadway[1]	From[1]	To[1]	ID #[1]	Roadway Capacity[1 *]	2025 Counts[1**]	2026 Counts[1**]	Growth Rate[2]	Reg.	2026 Adjusted	2026 Existing V/C Ratio
N. Courtenay Pkwy. (S.R. 3)	Pioneer Rd.	S Ramps SR 528	152	3,130	-	2,962	1.34%	Linear	2,962	0.95
	S Ramps SR 528	N Ramps SR 528	155	3,130	-	2,962	3.63%	Linear	2,962	0.95
Pioneer Rd	N. Courtenay Pkwy. (SR 3)	Sykes Creek Blvd.	-	1,330	448	-	1.34%	Linear	454	0.34

(1) Information from **Space Coast TPO Historical Traffic Volumes 2020-2024** spreadsheet downloaded on 11/17/2025
* Capacity calculated using **2023 FDOT Multimodal Quality/Level of Service Handbook**
** Volumes for Pioneer Rd 24 Hr Counts were collected on 11/05/2025 (SF 1.07). Volumes for N Courtenay Pkwy 24 Hr tube counts collected on 01/27/2026 (SF 1.00)
(2) Per **BEBR Project of Florida Population by County, 2025-2050, with Estimates for 2024, Medium Values**, refer to Scope Methodology **Attachment M-5**

2027 NO BUILD ROADWAY CAPACITY ANALYSIS - PM PEAK HOUR

Roadway[1]	From[1]	To[1]	ID #[1]	Roadway Capacity (1 *)	2025 Project Counts[1**]	2026 Counts[1**]	Growth Rate[2]	Reg.	2027 No Build Volume [2]	2027 No Build V/C Ratio	2027 No Build Available Capacity
N. Courtenay Pkwy. (S.R. 3)	Pioneer Rd.	S Ramps SR 528	152	3,290	-	2,962	1.34%	Linear	3,002	0.91	288
	S Ramps SR 528	N Ramps SR 528	155	3,290	-	2,962	3.63%	Linear	3,070	0.93	220
Pioneer Rd	N. Courtenay Pkwy. (SR 3)	Sykes Creek Blvd.	-	1,330	448	-	1.34%	Linear	460	0.35	870

(1) Information from **Space Coast TPO Historical Traffic Volumes 2020-2024** spreadsheet downloaded on 11/17/2025
* Capacity calculated using **2023 FDOT Multimodal Quality/Level of Service Handbook**. N Courtenay Parkway capacity considers FDOT median project
** Volumes for Pioneer Rd 24 Hr Counts were collected on 11/05/2025 (SF 1.07). Volumes for N Courtenay Pkwy collected on 01/27/2026 (SF 1.00)
(2) Per **BEBR Project of Florida Population by County, 2025-2050, with Estimates for 2024, Medium Values**, refer to Scope Methodology **Attachment M-5**

2027 BUILD ROADWAY CAPACITY ANALYSIS - PM PEAK HOUR

Roadway[1]	From[1]	To[1]	ID #[1]	Roadway Capacity[1 *]	2027 No Build Volume [2]	2027 No Build Available Capacity	Daily Project Traffic		% of Available Capacity	% of Capacity	2027 Build Volumes	2027 Build V/C Ratio
							Trip Dist %[3]	Site Trips[4]				
N. Courtenay Pkwy. (S.R. 3)	Pioneer Rd.	S Ramps SR 528	152	3,290	3,002	288	62%	71	25%	2%	3,073	0.93
	S Ramps SR 528	N Ramps SR 528	155	3,290	3,070	220	48%	55	25%	2%	3,125	0.95
Pioneer Rd *, **	N. Courtenay Pkwy. (SR 3)	Sykes Creek Blvd.	-	1,330	460	870	50%	58	7%	4%	518	0.39

(1) Information from **Space Coast TPO Historical Traffic Volumes 2020-2024** spreadsheet downloaded on 11/17/2025
* Capacity calculated using **2023 FDOT Multimodal Quality/Level of Service Handbook**. N Courtenay Parkway capacity considers FDOT median project
(2) 2027 roadway volumes extracted from Table - 2027 No Build Roadway Analysis
(3) Extracted from **Figure 2. Trip Distribution**
(4) Extracted from **Table 1. Anticipated Trip Generation**

7 Crash Analysis

A crash analysis was performed for this site for the following intersections of N Courtenay Pkwy (S.R. 3) and Pioneer Rd and the proposed site driveways.

The analysis was conducted using the most recent 5 years of available data (January 2020 to December 2024) from the Signal Four database. The severity by year is summarized in **Table 5**.

Table 5. Crashes by Severity

Year	Fatal Crashes	Injury Crashes	Property Damage Only Crashes	Total Crashes
N. Courtenay Pkwy (S.R. 3) and Pioneer Rd				
2020	0	2	10	12
2021	0	8	13	21
2022	0	6	7	13
2023	0	4	6	10
2024	0	2	3	5
Totals	**0**	**22**	**39**	**61**
N. Courtenay Pkwy (S.R. 3) and Proposed Dwy 1				
2020	0	0	0	0
2021	0	0	0	0
2022	0	0	1	1
2023	0	0	0	0
2024	0	0	0	0
Totals	**0**	**0**	**1**	**1**
Pioneer Rd Segment Proposed Dwy 2 & Shared Dwy				
2020	0	0	0	0
2021	0	0	0	0
2022	0	0	0	0
2023	0	0	0	0
2024	0	0	0	0
Totals	**0**	**0**	**0**	**0**
Study Area Total	**0**	**22**	**40**	**62**

As shown in the **Table 5**, 62 crashes were reported in the five-year period (January 1, 2020, through December 31, 2024); of these, 61 crashes occurred at the intersection of N Courtenay Pkwy (S.R. 3) and Pioneer Rd, 1 at the intersection of N Courtenay Pkwy (S.R. 3) and Proposed Dwy 1, and 0 at the intersection of Pioneer Rd segment in front of the shared driveway or alternative site driveway 2.

The review of crash severity indicates that no fatal crashes occurred during this period at the study area intersections. There were 22 injury crashes (35%) at the intersection of N Courtenay Pkwy (S.R. 3) and Pioneer Rd, while the remaining 40 crashes (65%) involved property damage only.

The review of the crash data at the intersection of N Courtenay Pkwy (S.R. 3) and Pioneer Rd shows a spiked in 2021, followed by a steady decrease between 2022 and 2024. The number of injury crashes follows this pattern.

The lighting conditions are summarized in **Table 6**.

Table 6. Crashes by Lighting Condition

Year	Dawn	Daylight	Dusk	Dark	Total Crashes
N. Courtenay Pkwy (S.R. 3) and Pioneer Rd					
2020	0	10	0	2	12
2021	0	19	0	2	21
2022	0	9	0	4	13
2023	0	8	1	1	10
2024	0	5	0	0	5
Total	**0**	**51**	**1**	**9**	**61**
N. Courtenay Pkwy (S.R. 3) and Proposed Dwy 1					
2020	0	0	0	0	0
2021	0	0	0	0	0
2022	0	1	0	0	1
2023	0	0	0	0	0
2024	0	0	0	0	0
Total	**0**	**1**	**0**	**0**	**1**
Pioneer Rd Segment Proposed Dwy 2 & Shared Dwy					
2020	0	0	0	0	0
2021	0	0	0	0	0
2022	0	0	0	0	0
2023	0	0	0	0	0
2024	0	0	0	0	0
Total	**0**	**0**	**0**	**0**	**0**
Study Area Total	**0**	**52**	**1**	**9**	**62**

As indicated in **Table 6** Majority of crashes occurred during the daylight conditions. No patterns related to light conditions were identified.

The crash types by year are summarized in **Table 7**.

Table 7. Crashes by Type of Collision

Year	Angle	Bicyclist	Head On	Left Turn	Off Road	Pedestrian	Rear End	Sideswipe	Backed Into	Unknown	Total Crashes
N. Courtenay Pkwy (S.R. 3) and Pioneer Rd											
2020	0	0	0	1	1	0	10	0	0	0	12
2021	1	0	1	4	1	0	12	0	2	0	21
2022	2	1	0	3	1	1	3	1	0	1	13
2023	0	0	0	3	0	0	5	2	0	0	10
2024	0	0	1	2	0	0	2	0	0	0	5
Total	**3**	**1**	**2**	**13**	**3**	**1**	**32**	**3**	**2**	**1**	**61**
N. Courtenay Pkwy (S.R. 3) and Proposed Dwy 1											
2020	0	0	0	0	0	0	0	0	0	0	0
2021	0	0	0	0	0	0	0	0	0	0	0
2022	0	0	0	0	0	0	1	0	0	0	1
2023	0	0	0	0	0	0	0	0	0	0	0
2024	0	0	0	0	0	0	0	0	0	0	0
Total	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**1**
Pioneer Rd Segment Proposed Dwy 2 & Shared Dwy											
2020	0	0	0	0	0	0	0	0	0	0	0
2021	0	0	0	0	0	0	0	0	0	0	0
2022	0	0	0	0	0	0	0	0	0	0	0
2023	0	0	0	0	0	0	0	0	0	0	0
2024	0	0	0	0	0	0	0	0	0	0	0
Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Study Area	**3**	**1**	**2**	**13**	**3**	**1**	**33**	**3**	**2**	**1**	**62**

The most common type of crash observed at this intersection was a rear end crash (32 crashes) followed by left turn crashes (13 crashes). Based on a review of the crashes a pattern was observed regarding the left-turn crashes at the intersection N Courtenay Pkwy (S.R. 3) and Pioneer Rd approaching from the north or the south.

8 Turn Lane Warrant Analysis

Turn Lane Warrant Analyses were conducted for the proposed site driveways following the guidance provided in the 2023 *FDOT Multimodal Access Management Guidebook*. The volumetric analysis is provided in **Figure 2 Exhibits 1-9**.

Table 8 presents a summary of the turn lane warrant analysis results.

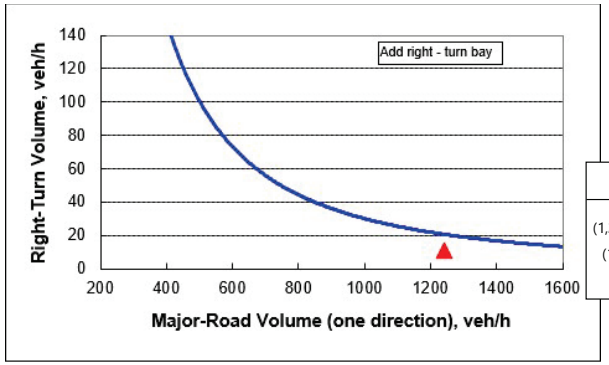
Table 8 Turn Lane Warrant Analysis

Location	Alternative 0	Alternative 1	Alternative 2
N Courtenay Pkwy & Dwy 1 NB Right	Warranted	Warranted	Warranted
N Courtenay Pkwy & Dwy 1 SB Left*	N/A	N/A	Warranted
Pioneer Rd & Shared Dwy EB Left	Not Warranted	N/A	Not Warranted
Pioneer Rd & Dwy 2	N/A	Not Warranted	N/A

The SB left turn lane evaluated for Alternative 2 along N Courtenay Pkwy (S.R. 3) is considered warranted based on the roadway characteristics of the corridor, therefore no volumetric analysis was considered necessary as the turn lane is warranted.

RIGHT TURN LANE WARRANT ANALYSIS FOR UNSIGNALIZED INTERSECTIONS – 4 LANES

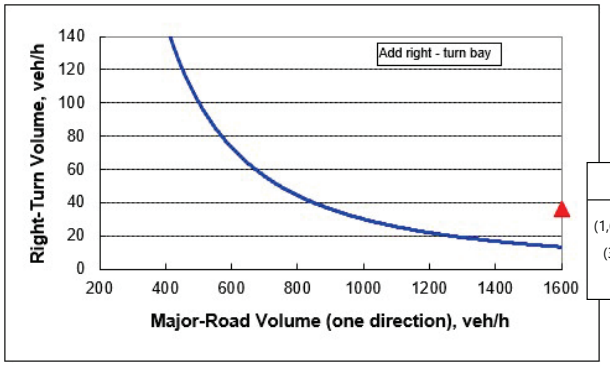
AM Peak Hour



APPROACH VOLUMES	
(1,240)	Major Road
(11)	Right Turns

Do NOT add right-turn bay.

PM Peak Hour



APPROACH VOLUMES	
(1,651)	Major Road
(36)	Right Turns

Add right-turn bay.

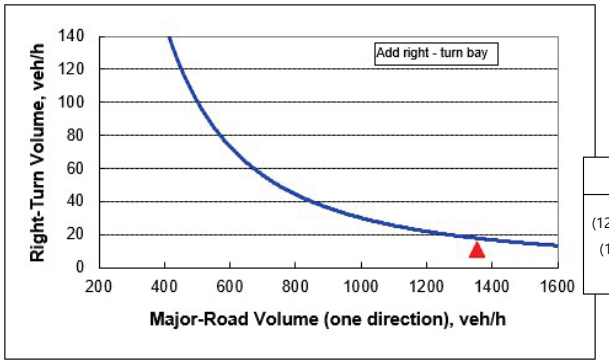
Source NCHRP 457 Figure 3-3

Exhibit 1
Turn Lane Warrants – N. Courtneay Pkwy & Proposed Dwy 1 – Alternative 0

Bowman

RIGHT TURN LANE WARRANT ANALYSIS FOR UNSIGNALIZED INTERSECTIONS – 4 LANES

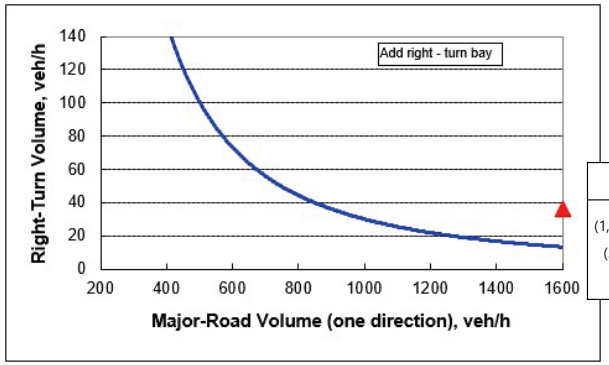
AM Peak Hour



APPROACH VOLUMES	
(1240)	Major Road
(11)	Right Turns

Do NOT add right-turn bay.

PM Peak Hour



APPROACH VOLUMES	
(1,651)	Major Road
(36)	Right Turns

Add right-turn bay.

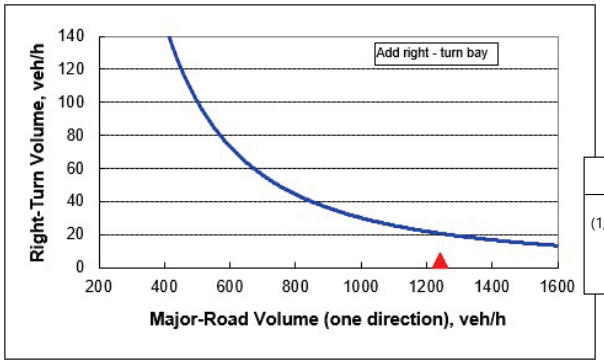
Source NCHRP 457 Figure 3-3

Exhibit 2
Turn Lane Warrants – N. Courtneay Pkwy & Proposed Dwy 1 – Alternative 1

Bowman

RIGHT TURN LANE WARRANT ANALYSIS FOR UNSIGNALIZED INTERSECTIONS – 4 LANES

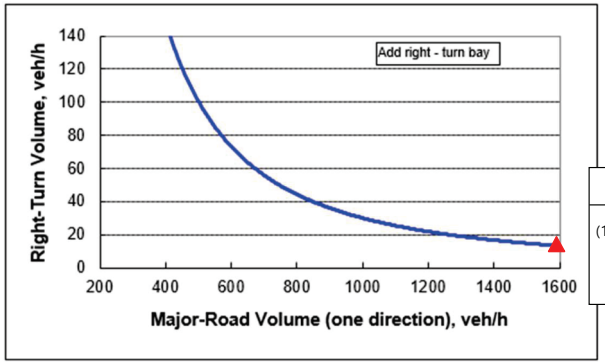
AM Peak Hour



APPROACH VOLUMES	
(1,240)	Major Road
(4)	Right Turns

Do NOT add right-turn bay.

PM Peak Hour



APPROACH VOLUMES	
(1,651)	Major Road
(14)	Right Turns

Add right-turn bay.

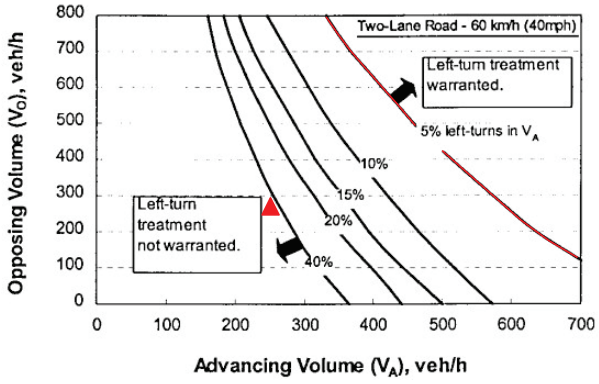
Source NCHRP 457 Figure 3-3

Exhibit 3
Turn Lane Warrants – N. Courtneay Pkwy & Proposed Dwy 1 – Alternative 2

Bowman

LEFT TURN LANE WARRANT ANALYSIS FOR UNSIGNALIZED INTERSECTIONS – 2 LANES

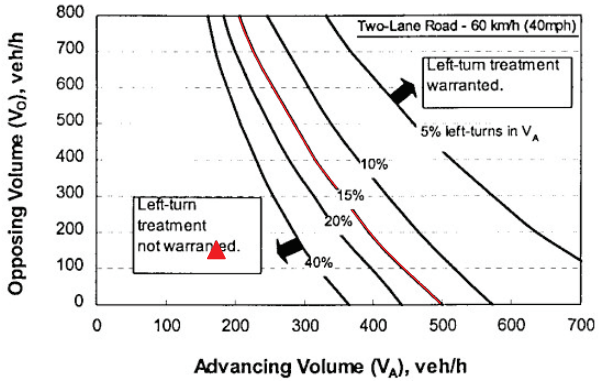
AM Peak Hour



APPROACH VOLUMES	
(17)	Left Turns
(257)	Advancing Volumes
(7%)	Left Turn (%)
(271)	Opposing Volumes

Do NOT add left-turn bay.

SCHOOL DISMISSAL



APPROACH VOLUMES	
(27)	Left Turns
(188)	Advancing Volumes
(14%)	Left Turn (%)
(144)	Opposing Volumes

Do NOT add left-turn bay.

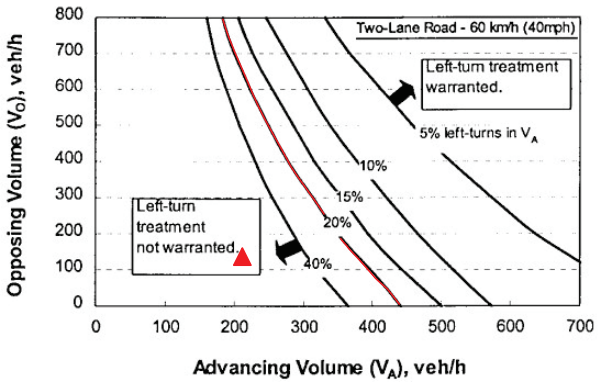
Source NCHRP 457 Figure 2-5

Exhibit 4
Turn Lane Warrants – Pioneer Rd & Shared Dwy – Alternative 0

Bowman

LEFT TURN LANE WARRANT ANALYSIS FOR UNSIGNALIZED INTERSECTIONS – 2 LANES

PM Peak Hour



APPROACH VOLUMES	
(40)	Left Turns
(207)	Advancing Volumes
(19%)	Left Turn (%)
(123)	Opposing Volumes

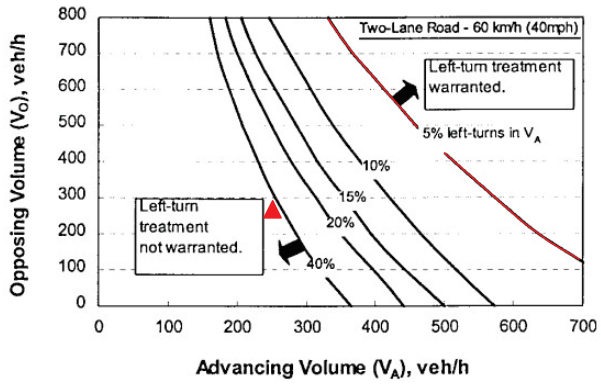
Do NOT add left-turn bay.

Exhibit 5
Turn Lane Warrants – Pioneer Rd & Shared Dwy – Alternative 0

Bowman

LEFT TURN LANE WARRANT ANALYSIS FOR UNSIGNALIZED INTERSECTIONS – 2 LANES

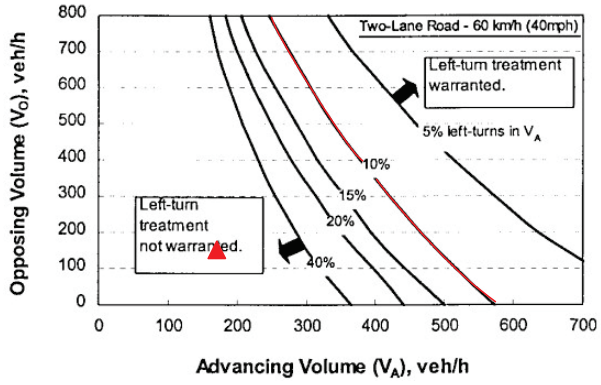
AM Peak Hour



APPROACH VOLUMES	
(12)	Left Turns
(252)	Advancing Volumes
(5%)	Left Turn (%)
(271)	Opposing Volumes

Do NOT add left-turn bay.

SCHOOL DISMISSAL



APPROACH VOLUMES	
(17)	Left Turns
(178)	Advancing Volumes
(9%)	Left Turn (%)
(144)	Opposing Volumes

Do NOT add left-turn bay.

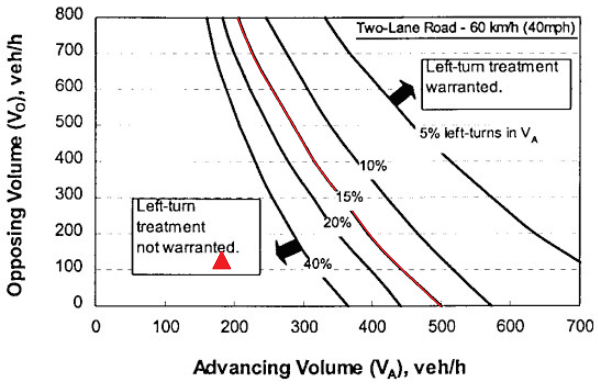
Source NCHRP 457 Figure 2-5

Exhibit 6
Turn Lane Warrants – Pioneer Rd & Shared Dwy – Alternative 2

Bowman

LEFT TURN LANE WARRANT ANALYSIS FOR UNSIGNALIZED INTERSECTIONS – 2 LANES

PM Peak Hour



APPROACH VOLUMES	
(25)	Left Turns
(192)	Advancing Volumes
(12%)	Left Turn (%)
(123)	Opposing Volumes

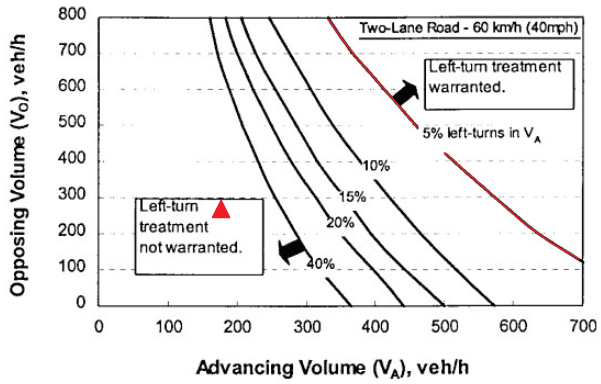
Do NOT add left-turn bay.

Exhibit 7
Turn Lane Warrants – Pioneer Rd & Shared Dwy – Alternative 2

Bowman

LEFT TURN LANE WARRANT ANALYSIS FOR UNSIGNALIZED INTERSECTIONS – 2 LANES

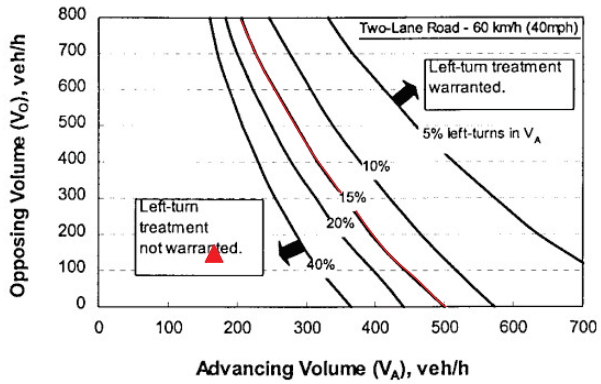
AM Peak Hour



APPROACH VOLUMES	
(11)	Left Turns
(188)	Advancing Volumes
(6%)	Left Turn (%)
(271)	Opposing Volumes

Do NOT add left-turn bay.

SCHOOL DISMISSAL



APPROACH VOLUMES	
(24)	Left Turns
(160)	Advancing Volumes
(15%)	Left Turn (%)
(144)	Opposing Volumes

Do NOT add left-turn bay.

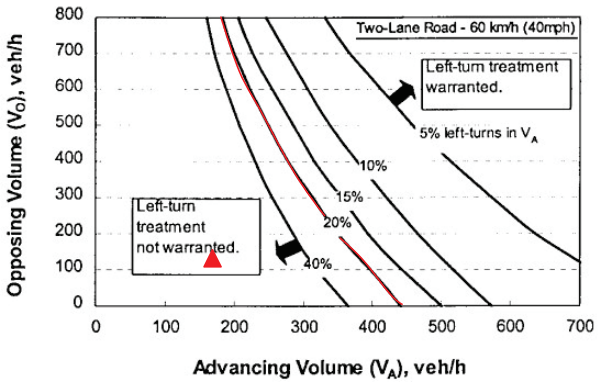
Source NCHRP 457 Figure 2-5

Exhibit 8
Turn Lane Warrants – Pioneer Rd & Dwy 2 – Alternative 1

Bowman

LEFT TURN LANE WARRANT ANALYSIS FOR UNSIGNALIZED INTERSECTIONS – 2 LANES

PM Peak Hour



APPROACH VOLUMES	
(36)	Left Turns
(172)	Advancing Volumes
(21%)	Left Turn (%)
(123)	Opposing Volumes

Do NOT add left-turn bay.

Exhibit 9
Turn Lane Warrants – Pioneer Rd & Dwy 2 – Alternative 1

Bowman

9 Capacity Analysis

The study intersections were analyzed for each scenario following the Highway Capacity Manual (HCM 7th edition) methodologies using the computer software Synchro 12. The analysis uses capacity, Level of Service, and control delay as the criteria for the performance of the driveways.

Capacity, as defined by the HCM, is a measure of the maximum number of vehicles in an hour that can travel through an intersection or section of roadway under typical conditions. Level of Service (LOS) is a marker of the driving conditions and perception of drivers while traveling during the given time period. LOS ranges from LOS "A" which represents free flow conditions, to LOS "F" which represents breakdown conditions. **Table 9** shows the LOS for intersections as defined by the HCM.

Table 9. HCM Level of Service Criteria

Level of Service (LOS)	Unsignalized Average Control Delay (Sec/ Vehicle)	Signalized Average Control Delay (Sec/ Vehicle)
A	≤10	≤10
B	10-15	10-20
C	15-25	20-35
D	25-35	35-55
E	35-50	55-80
F	>50	>80

Control delay is a measure of the total amount of delay experienced by an individual vehicle and includes delay related to deceleration, queue delay, stopped delay, and acceleration. **Table 9** displays the amount of control delay (in seconds per vehicle) that corresponds to the LOS for signalized and unsignalized intersections.

A Capacity Analysis was completed for the following scenarios:

- Existing Conditions (2026)
- No Build Conditions (2027)
- Build Conditions (2027)

9.1 Capacity Analysis 2026 Existing Conditions

A Capacity Analysis was conducted for the 2026 Existing Conditions for all existing intersections and site driveways previously described in this report. This capacity analysis is based on the existing traffic volumes, lane configurations, and intersection configurations. The results are included in **Appendix E**.

Table 10 summarizes the 2026 Existing Conditions capacity analyses results.

Table 10. 2026 Existing Conditions Capacity Analysis Results Summary

INTERSECTION CAPACITY ANALYSIS SUMMARY - 2026 EXISTING CONDITIONS							
INT #	INTERSECTION	SCENARIO	EB	WB	NB	SB	Overall
1	N. Courtenay Pkwy (S.R. 3) & Pioneer Rd (Signalized)	AM	E 60.10	E 66.10	B 16.80	A 4.30	B 16.70
		DS	E 75.60	E 72.10	B 13.80	A 3.10	B 15.40
		PM	E 77.40	E 74.50	B 11.20	A 2.60	B 13.40
2	N. Courtenay Pkwy (S.R. 3) & S.R. 528 EB on-off Ramps (Signalized)	AM	E 66.90		D 52.60	D 50.80	E 55.60
		PM	F 82.00		A 0.70	B 18.70	B 19.60
3	N. Courtenay Pkwy (S.R. 3) & S.R. 528 WB on-off Ramps (Signalized)	AM		F 108.50	B 14.90	C 27.50	C 33.10
		PM		F 92.10	B 14.40	D 48.80	D 39.80
13	Pioneer Rd & Shared Dwy (Unsignalized)	AM	A 0.19	A 0.34	B 14.40	B 11.70	A 2.00
		DS	A 0.14	A 0.16	B 11.39	A 9.44	A 2.30
		PM	A 0.19	A 0.06	B 11.13	A 8.97	A 2.20

Extracted from Synchro 12 HCM 7th Edition

Based on the results of the scenarios evaluated under the 2026 Existing capacity analysis, all the study area intersections are expected to operate at a LOS C or better except for the intersection of N Courtenay Pkwy (S.R. 3) & S.R. 528 EB on-off Ramps which is expected to operate at a LOS E during the AM peak hour.

The following approaches are expected to operate at a LOS E or worse:

- N Courtenay Parkway (S.R. 3) & Pioneer Road
  - EB and WB (LOS E – AM, school dismissal, and PM Peak Hour)

- N Courtenay Parkway (S.R. 3) & S.R. 528 EB On-/Off-Ramps
  - EB (LOS E – AM Peak Hour)
  - EB (LOS F – PM Peak Hour)

- N Courtenay Parkway (S.R. 3) & S.R. 528 WB On-/Off-Ramps
  - WB (LOS F – AM and PM Peak Hours)

All other study area intersection approaches are expected to operate at acceptable LOS D or better under the 2026 Existing Conditions.

9.2 Capacity Analysis 2027 No Build Conditions

A Capacity Analysis was conducted for the 2027 No Build Conditions for the study intersections anticipated to be operational under the 2027 No Build scenario. This capacity analysis is based on the 2027 projected traffic volumes, lane configurations, and intersection configurations, including the FDOT median project (453311-1 – S.R. 3/N Courtenay Pkwy median modification).

The capacity reports are included in **Appendix E**.

Table 11 summarizes the 2027 No Build Conditions capacity analyses results.

Table 11. 2027 No Build Conditions Capacity Analysis Results Summary

INTERSECTION CAPACITY ANALYSIS SUMMARY - 2027 NO BUILD CONDITIONS							
INT #	INTERSECTION	SCENARIO	EB	WB	NB	SB	Overall
1	N. Courtenay Pkwy (S.R. 3) & Pioneer Rd (Signalized)	AM	E 59.90	E 66.10	B 17.20	A 4.50	B 16.90
		DS	E 75.70	E 72.10	B 14.10	A 3.30	B 15.60
		PM	E 77.40	E 74.40	B 11.50	A 2.70	B 13.50
2	N. Courtenay Pkwy (S.R. 3) & S.R. 528 EB on-off Ramps (Signalized)	AM	E 66.90		D 53.70	D 51.70	E 56.30
		PM	F 82.20		A 0.70	B 18.60	B 19.60
3	N. Courtenay Pkwy (S.R. 3) & S.R. 528 WB on-off Ramps (Signalized)	AM		F 119.30	B 14.80	C 29.00	D 35.10
		PM		F 91.70	B 16.10	E 67.40	D 50.00
13	Pioneer Rd & Shared Dwy (Unsignalized)	AM	A 0.19	A 0.33	B 14.51	B 11.75	A 2.00
		DS	A 0.14	A 0.15	B 11.44	A 9.46	A 2.30
		PM	A 0.19	A 0.06	B 11.18	A 8.98	A 2.20

Extracted from Synchro 12 HCM 7th Edition

The capacity analysis results for the **2027 No Build condition** scenarios indicate the following significant changes relative to the 2026 Existing Conditions:

- Intersection of N Courtenay Pkwy (S.R. 3) & S.R. 528 WB on-off Ramps
  - Overall intersection: During the PM peak hour, 10.2 seconds increase in delay.
  - SB: During the PM peak hour, 18.6 seconds increase in delay resulted in a change from LOS D to LOS E.

9.3 Capacity Analysis 2027 Build Conditions – Base Alternative 0

Table 12 summarizes the 2027 Build Conditions capacity analysis results for the baseline alternative, right-in/right-out along N Courtenay Pkwy & shared full access along Pioneer Rd.

Table 12. 2027 Build Conditions Capacity Analysis Results Summary

INTERSECTION CAPACITY ANALYSIS SUMMARY - 2027 BUILD ALT 0 CONDITIONS							
INT #	INTERSECTION	SCENARIO	EB	WB	NB	SB	Overall
1	N. Courtenay Pkwy (S.R. 3) & Pioneer Rd (Signalized)	AM	E 56.60	E 65.70	B 19.70	A 5.20	B 18.30
		MD	E 72.70	E 72.20	B 15.80	A 3.90	B 16.60
		PM	E 74.60	E 74.10	B 13.10	A 3.30	B 14.50
2	N. Courtenay Pkwy (S.R. 3) & S.R. 528 EB on-off Ramps (Signalized)	AM	E 66.90		D 54.20	D 51.70	E 56.40
		PM	F 82.20		A 0.80	B 18.30	B 19.40
3	N. Courtenay Pkwy (S.R. 3) & S.R. 528 WB on-off Ramps (Signalized)	AM		F 119.00	B 15.10	C 30.00	D 35.50
		PM		F 92.90	B 16.80	E 67.60	D 50.40
11	N. Courtenay Pkwy (S.R. 3) & Proposed Dwy 1 (Unsignalized)	AM		B 10.11	A 0.00	A 0.00	A 0.10
		PM		B 11.10	A 0.00	A 0.00	A 0.10
13	Pioneer Rd & Shared Dwy (Unsignalized)	AM	A 0.52	A 0.41	B 13.53	A 9.68	A 2.40
		MD	A 1.09	A 0.17	B 11.57	A 9.07	A 2.90
		PM	A 1.58	A 0.07	B 11.85	A 8.80	A 3.10

Extracted from Synchro 12 HCM 7th Edition

Based on the results of the 2027 Build Condition capacity analysis during the morning, school dismissal, and evening peak hours, no significant changes are anticipated from the 2027 No Build Conditions, except for the following:

- N Courtenay Pkwy (S.R. 3) & Pioneer Rd
  - Overall intersection: During the AM peak hour, 1.4 seconds increase in delay, the intersection remains operating at acceptable LOS B.

No other significant changes from the No Build conditions were identified.

9.4 Capacity Analysis 2027 Build Conditions – Alternative 1

Table 13 summarizes the 2027 Build Conditions capacity analysis results for Alternative 1, Right-in/right-out along N Courtenay Pkwy & dedicated full access along Pioneer Rd. Note intersections 2 and 3 are not affected by changes in the access driveway configuration. The capacity results are included in **Appendix E**.

Table 13. Alternative 1 Conditions Capacity Analysis Results Summary

INTERSECTION CAPACITY ANALYSIS SUMMARY - 2027 BUILD ALT 1 CONDITIONS							
INT #	INTERSECTION	SCENARIO	EB	WB	NB	SB	Overall
1	N. Courtenay Pkwy (S.R. 3) & Pioneer Rd (Signalized)	AM	E 56.60	E 65.70	B 19.70	A 5.20	B 18.30
		MD	E 72.70	E 72.20	B 15.80	A 3.90	B 16.60
		PM	E 74.60	E 74.10	B 13.10	A 3.30	B 14.50
2	N. Courtenay Pkwy (S.R. 3) & S.R. 528 EB on-off Ramps (Signalized)	AM	E 66.90		D 54.20	D 51.70	E 56.40
		PM	F 82.20		A 0.80	B 18.30	B 19.40
3	N. Courtenay Pkwy (S.R. 3) & S.R. 528 WB on-off Ramps (Signalized)	AM		F 119.00	B 15.10	C 30.00	D 35.50
		PM		F 92.90	B 16.80	E 67.60	D 50.40
11	N. Courtenay Pkwy (S.R. 3) & Proposed Dwy 1 (Unsignalized)	AM		B 10.11	A 0.00	A 0.00	A 0.10
		PM		B 11.10	A 0.00	A 0.00	A 0.10
12	Pioneer Rd & Proposed Dwy 2 (Unsignalized)	AM	A 0.46	A 0.00		B 10.09	A 0.90
		MD	A 1.14	A 0.00		A 9.14	A 1.10
		PM	A 1.58	A 0.00		A 9.03	A 1.50

Extracted from Synchro 12 HCM 7th Edition

Similar to the base alternative (Alternative 0), the capacity analysis results for Alternative 1 indicate that the following changes are anticipated from No Build conditions:

- N Courtenay Pkwy (S.R. 3) & Pioneer Rd
  - Overall intersection: During the AM peak hour, 1.4 seconds increase in delay, the intersection remains operating at acceptable LOS B.

No other significant changes from the No Build conditions were identified.

9.5 Capacity Analysis 2027 Build Conditions – Alternative 2

Table 14 summarizes the 2027 Build Conditions capacity analysis results for Alternative 2, Left-in/ Right-in/ right-out along N Courtenay Pkwy & shared full access along Pioneer Rd. Note intersections 2 and 3 are not affected by changes in the access driveway configuration. The capacity results are included in **Appendix E**.

Table 14. Alternative 2 Conditions Capacity Analysis Results Summary

INTERSECTION CAPACITY ANALYSIS SUMMARY - 2027 BUILD ALT 2 CONDITIONS							
INT #	INTERSECTION	SCENARIO	EB	WB	NB	SB	Overall
1	N. Courtenay Pkwy (S.R. 3) & Pioneer Rd (Signalized)	AM	E 56.60	E 65.70	B 19.40	A 5.10	B 18.20
		MD	E 72.70	E 72.20	B 15.20	A 3.50	B 16.30
		PM	E 74.60	E 74.10	B 12.40	A 2.90	B 14.20
2	N. Courtenay Pkwy (S.R. 3) & S.R. 528 EB on-off Ramps (Signalized)	AM	E 66.90		D 54.20	D 51.70	E 56.40
		PM	F 82.20		A 0.80	B 18.30	B 19.40
3	N. Courtenay Pkwy (S.R. 3) & S.R. 528 WB on-off Ramps (Signalized)	AM		F 119.00	B 15.10	C 30.00	D 35.50
		PM		F 92.90	B 16.80	E 67.60	D 50.40
11	N. Courtenay Pkwy (S.R. 3) & Proposed Dwy 1 (Unsignalized)	AM		B 10.11	A 0.00	A 0.07	A 0.20
		PM		B 11.10	A 0.00	A 0.30	A 0.20
13	Pioneer Rd & Shared Dwy (Unsignalized)	AM	A 0.38	A 0.41	B 13.32	A 9.66	A 2.30
		MD	A 0.72	A 0.17	B 11.28	A 9.04	A 2.70
		PM	A 1.06	A 0.07	B 11.38	A 8.80	A 2.90

Extracted from Synchro 12 HCM 7th Edition

Similar to the base alternative (Alternative 0), the capacity analysis results for Alternative 2 indicate that the following changes are anticipated from No Build conditions:

- N Courtenay Pkwy (S.R. 3) & Pioneer Rd
  - Overall intersection: During the AM peak hour, 1.3 seconds increase in delay, the intersection remains operating at acceptable LOS B.

No other significant changes from the No Build conditions were identified.

9.6 Queueing Analysis

Table 15 presents the 95th% queue results scenario comparison for the analysis. The queue reports are included in **Appendix E**.

Table 15. Queueing Analysis

QUEUEING ANALYSIS SUMMARY				Full Width	Morning Peak Hour				School Dismissal Peak Hour				Evening Peak Hour			
Int #	Intersection	Approach	Movement	(Full Width + Taper) ft	No Build	Build Alt 0	Build Alt 1	Build Alt 2	No Build	Build Alt 0	Build Alt 1	Build Alt 2	No Build	Build Alt 0	Build Alt 1	Build Alt 2
1	N. Courtenay Pkwy (S.R. 3) & Pioneer Rd (Signalized)	WB	LT	-	355	395	395	395	283	308	308	308	243	270	270	270
			R	125 (175)	183	180	180	180	130	135	135	135	118	123	123	123
		NB	R	105 (240)	25	28	28	28	28	35	35	35	35	45	45	45
		SB	L	245 (245)	110	125	125	120	55	93	93	65	43	85	85	53
11	N. Courtenay Pkwy (S.R. 3) & Proposed Dwy 1 (Unsignalized)	WB	Approach	-		25	25	25						25	25	25
		NB	R	-		0	0	0						0	0	0
		SB	L	240 (290)				25								25

Extracted from Synchro 12 HCM 7th Edition
Intersection queue vehicle length was assumed equal to 25 ft. Queues <1 vehicles have been rounded to consider at least 25 feet of storage

Based on the results of 95th% queue analysis, the WB right-turn lane at the intersection of N Courtenay Pkwy (S.R. 3) & Pioneer Rd is exceeded under all analysis scenarios, including the No Build. Additionally, the results indicate that the WB left/through queues extend beyond the available right turn lane length and proposed shared driveway location.

The queues at the driveway location alternatives along Pioneer Rd were evaluated using SimTraffic to capture the potential influence of the WB queues from the intersection of N Courtenay Pkwy (S.R. 3) and Pioneer Rd. The analysis was completed using a 15-minute seeding period, 60-minute analysis time and five simulation runs for each scenario. The results are summarized in **Table 16**.

Table 16. Queueing Analysis (SimTraffic) – Pioneer Driveways

QUEUEING ANALYSIS SUMMARY				Morning Peak Hour			School Dismissal			Evening Peak Hour		
Int #	Intersection	Approach	Movement	Build Alt 0	Build Alt 1	Build Alt 2	Build Alt 0	Build Alt 1	Build Alt 2	Build Alt 0	Build Alt 1	Build Alt 2
13	Pioneer Rd & Shared Dwy (Unsignalized)	EB	Approach	21	27	25	24	4	15	54	7	31
		WB	LT	108	89	72	35	21	19	18	10	8
		WB	TR	45	44	23	0	0	0	5	0	4
		NB	Approach	57	58	61	54	52	60	59	54	51
		SB	Approach	51	19	52	44	30	44	45	25	44
12	Pioneer Rd & Dwy 2 (Unsignalized)	EB	Approach		15			17			20	
		WB	Approach		0			0			0	
		SB	Approach		46			39			39	

Extracted from SimTraffic Using 15 seeding time and five (5) runs
*For Alternative 1, the Shared Dwy only operates as medical center driveway although the name remains unchanged for consistency

The microsimulation results indicate that Alternative 2 minimizes anticipated WB queues along Pioneer Rd. The analysis also shows that the EB queues at the shared driveway are not expected to impact operations at the N Courtenay Pkwy intersection. Alternative 1 results in the shortest EB queue during the midday and evening peak hour, followed by Alternative 2. In all scenarios, the queues are not expected to extend to the intersection with N Courtenay Pkwy.

Based on the queueing observations conducted along Pioneer Road, EB queues toward Lewis Carroll Elementary School temporarily block the location of the proposed standalone driveway for approximately 10 minutes during the school dismissal period. These queues do not appear to extend beyond this point or reach the shared medical driveway.

10 Alternative Comparison and Recommended Improvements

Using the results of the analyses presented in this report and acknowledging that none of the alternatives are expected to have significant impacts on safety, capacity, or queues; an evaluation was completed to determine the most suitable access configuration.

The capacity analysis results are comparable across all alternatives, and no significant changes from the No Build conditions were identified. Alternative 2 has slight improvements in delays compared to Alternatives 0 and 1.

Of the three access configuration alternatives evaluated, Alternative 2 results in fewer queuing impacts at the intersection of N Courtenay Pkwy (S.R. 3) and Pioneer Rd. All alternatives have similar impacts on WB queues. For EB queues at the Shared Driveway location, Alternative 1 shows shorter queues near the signalized intersection but it introduces a secondary queue along Pioneer Rd. Additionally, based on site inspections and queue observations during the school dismissal period, EB queues traveling toward the school were observed to extend to the location of this proposed access but did not reach the shared driveway. For this reason, Alternative 2 is preferred, followed by Alternative 0, which generates the longest EB queues (though they do not extend to N Courtenay) with Alternative 1 as the least preferred due to the Lewis Carroll School queue during the school dismissal period.

From a safety perspective, Alternative 2 is also preferred, as it reduces the number of southbound left/U-turns at the intersection of N Courtenay Pkwy and Pioneer Rd. The anticipated traffic "platooning" created by the signal providing gaps for left turns into the site along N Courtenay Pkwy further supports this preference. Alternative 0 is the next most favorable option, with Alternative 1 ranking lowest because it introduces an additional conflict point along Pioneer Road.

As part of the volumetric evaluation along Pioneer Road, allowing left-turning vehicles into Driveway 1 along N Courtenay Pkwy reduces the number of left/U-turns expected at the Pioneer Rd intersection and is anticipated to decrease inbound project trips using Pioneer Rd by approximately 20%.

Table 17 presents a summary of the access alternatives evaluation.

Table 17 Access Alternative Evaluation

Criteria	Description	Alternative 0	Alternative 1	Alternative 2
Safety	Based on conflict points, turning movements, and reduction of left/U-turns at the N Courtenay Pkwy & Pioneer Rd intersection.	Reduces conflict points compared to other alternatives.	Adds a conflict point along Pioneer.	Less safety impacts, improves safety than other alternatives. Left/"u" turns relocated to driveway benefitted by signal-induced platooning.
Queue Impacts	Queues at intersection of N Courtenay and Pioneer Rd. EB & WB queues at driveways on Pioneer Rd.	Longest EB queues along Pioneer but do not reach intersection. WB queues along Pioneer second lowest.	EB queue benefit offset by secondary queue. Poor performance during school dismissal	EB queues second lowest along Pioneer. WB queues along Pioneer lowest.
Intersection Capacity	Change in LOS and delays relative to No Build.	Similar to No Build, no significant changes.	Similar to No Build, no significant changes.	Similar to No Build, no significant changes. With a slight improvement compared to other alternatives
Volumes on Pioneer Rd	Additional traffic introduced onto Pioneer Rd	Project trips are expected along Pioneer and N Courtenay Pkwy	Project trips are expected along Pioneer and N Courtenay Pkwy	Less inbound trips expected on Pioneer Rd due to left-turn access on N Courtenay.
Overall		**Neutral**	**Less recommended**	**Preferred**

RECOMMENDATIONS

- Proportionate fair share contribution for the segment of N Courtenay Pkwy from Pioneer Rd to the N on/off Ramps SR 528.
- To mitigate the WB queues, we recommend extending the WB right turn lane beyond the anticipated WB left/through queue under Build Conditions. The recommended length is 400 feet (full width) and additional 50 feet taper for a total length of 450 feet.
- NB right turn lane, 290 feet including a 50-foot taper.
- If Alternative 2 is selected SB left turn lane 315 feet with 50-foot taper.

11 Conclusions and Recommendations

The RangeWater multifamily development is expected to generate a total of 1,379 trips (689 inbound and 690 outbound) during the average weekday, 91 trips (22 inbound and 69 outbound) during the morning peak hour, 85 trips (48 inbound and 37 outbound) during the school dismissal period, and 115 trips (72 inbound and 43 outbound) during the evening peak hour.

Based on the agencies and residents feedback, the following potential access configurations were assessed for site accessibility, safety, capacity and queueing:

- **Alternative 0** - Right-in/right-out along N Courtenay Pkwy & shared full access along Pioneer Rd.
- **Alternative 1 -** Right-in/right-out along N Courtenay Pkwy & dedicated full access along Pioneer Rd.
- **Alternative 2 -** Left-in/ Right-in/right-out along N Courtenay Pkwy & shared full access along Pioneer Rd.

Roadway Analysis

The results are as follows:

- The segment of N Courtenay Pkwy from Pioneer Rd to the N on/off Ramps SR 528 is expected to operate over 85% of the capacity at the adopted LOS, without exceeding the total capacity in any of the analysis scenarios (Existing, No Build and Build). The analysis shows that **although the project is expected to consume approximately 2% of the overall capacity of the segment**, **this is still over 25% of the remaining available capacity at the adopted LOS**.

- The segment of Pioneer Rd east of N Courtenay Pkwy (S.R. 3) is expected to operate below 85% of the capacity at the adopted LOS under all analysis scenarios.

Crash Analysis

Based the most recent five years of available data (2020–2024).

- A total of 62 crashes were recorded within the safety analysis limits, with a peak in 2021 followed by a gradual decline through 2024.
- No fatal crashes were reported; approximately 35% were injury crashes, and 65% involved property damage only.
- Rear-end crashes were the most common collision type followed by angle crashes.
- No lighting-condition-related crash patterns were identified.

Turn Lane Warrant Analysis

The results of the Turn Lane Warrant Analysis are as follows:

- A NB right-turn lane into Driveway 1 along N Courtenay Pkwy is warranted under all alternatives.

- A SB left-turn lane into Driveway 1 is warranted only for Alternative 2.
- Left-turn lanes along Pioneer Road were not warranted for the standalone driveway or the shared driveway under any alternatives.

Capacity Analysis

The results of the 2026 Existing Conditions indicate:

- Most study intersections are expected to operate at LOS C or better, except the intersection of N Courtenay Pkwy & S.R. 528 EB ramps, which operates at LOS E during the morning peak hour.
- The ramps (approaches) operate at LOS E or F, at the S.R. 528 ramp intersections as well as the minor street approaches (Pioneer Rd) at the intersection of N. Courtenay Pkwy (S.R. 3) & Pioneer Rd. All remaining approaches operate at acceptable LOS D or better.

The results of the 2027 No Build Conditions show the following significant changes from the Existing conditions:

- Intersection of N Courtenay Pkwy (S.R. 3) & S.R. 528 WB on-off Ramps, overall intersection: During the PM peak hour, 10.2 seconds increase in delay.
- Intersection of N Courtenay Pkwy (S.R. 3) & S.R. 528 WB on-off Ramps, SB approach: During the PM peak hour, 18.6 seconds increase in delay resulted in a change from LOS D to LOS E.

The results of the 2027 Build Conditions (for Alternatives 0, 1, and 2) indicate the following significant changes from No Build Conditions:

- Intersection of N Courtenay Pkwy (S.R. 3) & S.R. 528 EB/WB on-off ramps. No significant impacts.
- Intersection of N Courtenay Pkwy (S.R. 3) & Pioneer Rd. While the overall intersection is expected to remain operating at acceptable LOS, there are minor increases in the overall delay (1.3 seconds <Alternative 2> and 1.4 seconds < Alternative 0 and Alternative 1>).
- In general, all three access alternatives operate similarly, with Alternative 2 showing slightly better operational performance.

Queue Analysis

The 95th% Queue Analysis results show:

- WB right-turn lane queues at N Courtenay Pkwy & Pioneer Rd exceed the existing available storage under all scenarios, including No Build.
- Microsimulation (SimTraffic) indicates Alternative 2 minimizes EB and WB queues at the shared driveway.
- Based on the queue observations, the EB school dismissal queues temporarily affect the standalone driveway alternative location but do not reach the shared driveway.

Recommendations

The following improvements are recommended to mitigate the project's impact on the study area:

- Proportionate fair share contribution for the segment of N Courtenay Pkwy from Pioneer Rd to the N on/off Ramps SR 528.
- To mitigate the WB queues, we recommend extending the WB right turn lane beyond the anticipated WB left/through queue under Build Conditions. The recommended length is 400 feet (full width) and additional 50 feet taper for a total length of 450 feet.
- NB right turn lane, 290 feet including a 50-foot taper.
- If Alternative 2 is selected SB left turn lane 315 feet with 50-foot taper.

Based on the results of the analyses presented in this report, with the inclusion of the proposed improvements, the development of the proposed residential project is not anticipated to adversely impact the surrounding roadway network. Alternative 2 is identified as the preferred access configuration based on safety, queuing, and operational considerations.

APPENDIX A

PROJECT DATA:

ZONE 1: Neighborhood Commercial
3.659 acres
109 units max

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

BUILDING 3:
Building Type 3
30 Units/EA

BUILDING 4:
Building Type 4
31 Units

ZONE 2: Residential
7.581 acres
113 units max

BUILDING 5:
Building Type 2
29 Units

BUILDING 6:
Building Type 4
30 Units/EA

BUILDING 7:
Building Type 2
30 Units/EA

BUILDING 8:
Building Type 1
24 Units/EA

TOTAL: 222 Units
(930 S.F. Average)

AMENITY: 6,500 S.F.

PARKING:

Surface: 368 Spaces
Parallel: 21 Spaces

TOTAL: 389 Spaces
(1.75 Spaces/Unit)

PROPOSED GREEN SPACE

TOP FLOOR VIEWING PLATFORM

N

00 50 100 200

Merritt Island

1 Density Study - Option 1
Scale: 1"=100'-0"

Plan

February 3, 2026

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APPENDIX B

Bowman

Memorandum

To: Brevard County – Public Works Department
Florida Department of Transportation (FDOT) District 5

From: Daniela Jurado, PE | Bowman
Jessica Stord, EI | Bowman

Date: 12/10/2025

Re: Traffic Impact Study Methodology
Rangewater N Courtney Pkwy Merritt Island

This memorandum defines the proposed scope and methodologies for the Traffic Impact Study (TIS) associated with the Rangewater multi-family residential development. The project comprises 222 low-rise dwelling units proposed northeast of the N. Courtenay Pkwy/State Road (S.R.) 3 and Pioneer Road intersection (PID# 24-36-14-00-259). Access is proposed via one right-in/right-out along N. Courtenay Pkwy and one full access along Pioneer Rd. The site location and the latest Concept Plan are provided in **Attachment M-1**.

The purpose for the study is threefold: (*i*) to determine the number of trips generated by the proposed site; (*ii*) to determine the potential impact, if any, of the proposed development on the roadway network; (*iii*) to propose improvements, if required.

Project Trip Generation. Trip generation rates were extracted from the Institute of Transportation Engineers *Trip Generation Manual 12th Edition* for the comparable land use Multifamily Housing (Low-Rise) - Not Close to Rail Transit (LUC 220), see excerpts in **Attachment M-2**. **Table 1** displays the trip generation for the proposed development.

Table 1. Anticipated Site Trip Generation

Land Use	Land Use Code(1)	Intensity	Units	Daily Trips			AM Peak Hour(2)			PM Peak Hour(2)		
				Total	In	Out	Total	In	Out	Total	In	Out
Multifamily Housing (Low-Rise)- Not close to rail	220	222	DU	1,379	689	690	91	22	69	115	72	43

(1) Based on the Institute of Transportation Engineers Trip Generation, 12th Edition

(2) Peak Hour of Adjacent Street

Anticipated Project Trip Distribution. The anticipated site trip distribution was calculated using the Central Florida Regional Planning Model V7 (2030 scenario). The model outputs were reviewed for accuracy, taking into account access to regional thoroughfares, proximity to major employment centers, complementary land uses, and local travel patterns. The resulting trip distribution and model results are presented in **Attachment M-3**.

Buildout Year. The proposed development is expected to be constructed and fully operational by the year 2027.

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Study Area. In accordance with Tables 1 and 2 of Brevard County's 2025 *Guidelines on Minimum Requirements for Traffic Impact Analysis*, given the anticipated peak hour site trip generation, and application type; the project falls in category IV.1.d (*large project - site plan*) for which the preliminary study area extent is defined as follows:

- All major signalized and unsignalized intersections under Brevard County's jurisdiction or maintenance within the impact area
- All roadway links under Brevard County's jurisdiction or maintenance within the impact area
- An analysis shall be performed on each major median opening where links under Brevard County's jurisdiction or maintenance are operating at 80% of the capacity of the road or MAV.

The site location and preliminary study area radius are presented in **Attachment M-1**. Per Brevard County guidelines, a segment analysis significance test was performed to refine the preliminary analysis extents. The significance evaluation is presented in **Attachment M-4**.

The following intersections and roadway segments are proposed to be evaluated in the study:

Study Intersections:

- N. Courtenay Pkwy (S.R. 3) and Pioneer Rd (Signalized)
- N. Courtenay Pkwy (S.R. 3) and S.R. 528 EB on-off Ramps (Signalized)
- N. Courtenay Pkwy (S.R. 3) and S.R. 528 WB on-off Ramps (Signalized)
- N. Courtenay Pkwy (S.R. 3) and Site Driveway 1 (right-in/right-out)
- Pioneer Rd (Signalized) and Site Driveway 2 (full access)

Roadway Segments:

- N. Courtenay Pkwy (S.R. 3) from Pioneer Rd to S Ramps S.R. 528 (ID 152)
- N. Courtenay Pkwy (S.R. 3) from S Ramps SR 528 to N Ramps SR 528 (ID 155)
- Pioneer Rd from N. Courtenay Pkwy (S.R. 3) to Sykes Creek Blvd (ID –N/A)

Data Collection Elements and Methodologies. Intersection turning movements counts will be collected on an average weekday while the schools are in session during the morning (7:00 AM - 09:00 AM) and evening (4:00 PM - 06:00 PM) peak periods at the study area intersections.

Growth Rate & Adjustments. To account for the ambient background traffic growth rate, individual segment annual growth rates, calculated from historical (2020–2024) Space Coast TPO traffic counts using the FDOT TRENDS spreadsheet, will be applied to roadway segments. Minimum growth per BEBR Brevard County population projections. The volumes will also be adjusted by the Brevard County Seasonal Factor (SF) extracted from Florida Traffic Online. Background information, calculations, and roadway segment growth rates are presented in **Attachment M-5**.

Background Projects. The following background improvements were identified within the study area:

- FDOT project # 453311-1 – S.R. 3/N Courtenay Pkwy (Catalina Isle Dr to N of S.R. 528 EB Ramps)- median modification.

To be determined during coordination. Approved, unbuilt background developments within the study area will be provided by FDOT and Brevard County will be included.

Analysis Periods and Times.

The intersection capacity analysis will be conducted for the morning peak hour (7:00 AM - 09:00 AM) and evening peak hour (4:00 PM - 06:00 PM), under 2025 Existing, 2027 No Build, 2027 Build scenarios.

The turn lane warrant analysis will be conducted for the morning peak hour (7:00 AM - 09:00 AM) and evening peak hour (4:00 PM - 06:00 PM) under 2027 Build scenario.

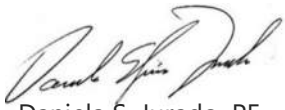
The roadway segments will be evaluated for the daily and evening peak hour (4:00 PM - 06:00 PM) under 2025 Existing, 2027 No Build, 2027 Build scenarios.

Analyses to be performed. The following analysis will be included in the study:

- *Capacity/LOS Analysis:* Capacity Analysis will be performed for the study intersections outlined in the study area section of this memorandum for the analysis periods and scenario. The analysis will be completed following the Highway Capacity Manual (HCM 7th Edition) methodologies using the computer software package Synchro 12. Clustered and other Non–NEMA phasing intersections will be analyzed using HCM 2000 or Synchro Methodologies.
- *Signal Phasing/Timing Modification*: TBD
- *Queue Analysis*: 95th percentile queue lengths for the access driveways and affected movements at the intersection of N. Courtenay Pkwy (S.R. 3) and Pioneer Rd (Signalized)
- *Turn Lane Warrant Analysis:* The analysis for the driveway along N Courtenay Pkwy will be conducted using the FDOT 2023 *Multimodal Access Management Guidebook*. The analysis for the driveway along Pioneer Rd will be conducted using NCHRP Report 457.
- *Roadway Segment Analysis*: A roadway segment analysis will be conducted for the study area roadway segments for the roadway segment analysis periods and scenarios.

Should you have any questions please do not hesitate to contact me at djurado@bowman.com or 321.608.0498.

Sincerely,



Daniela S. Jurado, PE
Senior Project Manager-Traffic Engineering | Bowman

Attachments

Attachment M-1. Site Location and Concept Plan

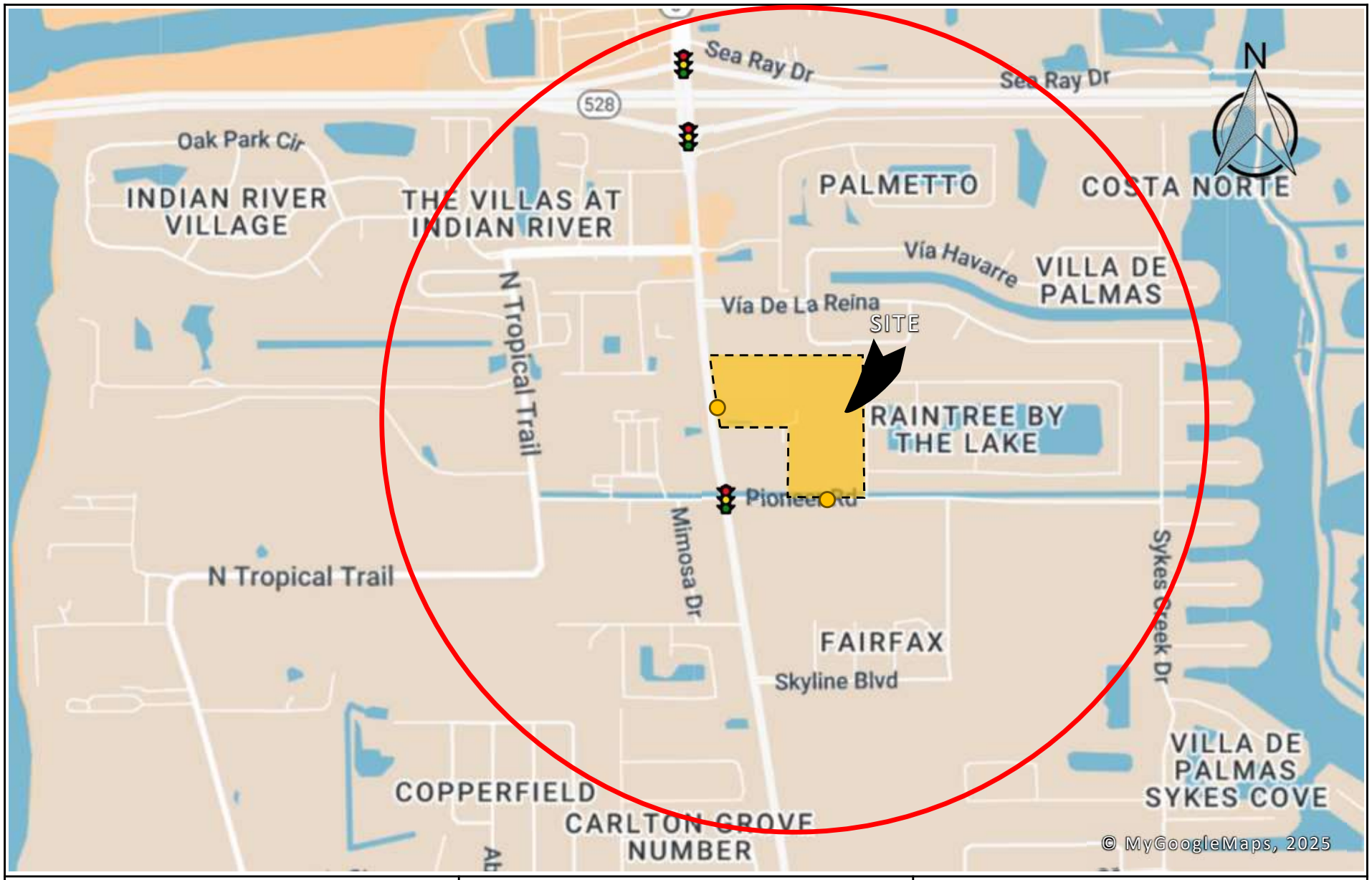
Attachment M-2. ITE 12th Edition Excerpts

Attachment M-3. Trip Distribution

Attachment M-4. Significance Evaluation

Attachment M-5. Growth Rates, Background Information, and Calculations

ATTACHMENT M-1



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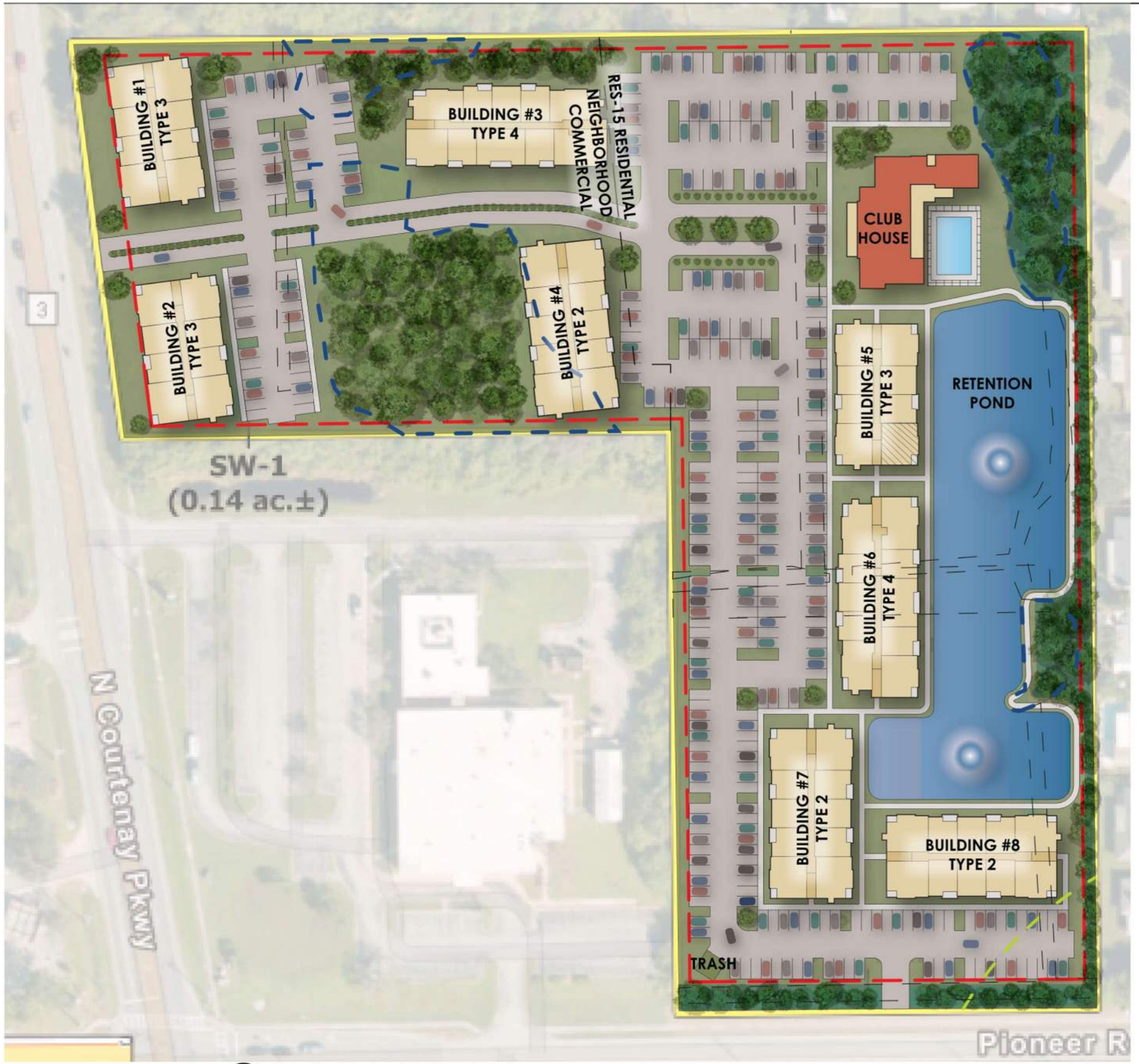
LEGEND

- SITE DRIVEWAY
- 0.5 MILE RADIUS
- SITE LOCATION
- SIGNALIZED INT.

FIGURE 1. SITE LOCATION

RANGEWATER MERRIT ISLAND

RANGEWATER



PROJECT DATA:

ZONE 1: Neighborhood Commercial
3.659 acres
109 units max

AMENITY: 6,500 S.F.

BUILDING TYPE 2:
Building 4
3 Stories
30 Units

BUILDING TYPE 3:
Buildings 1- 2
3 Stories
24 Units/EA

BUILDING TYPE 4:
Building 3
3 Stories
30 Units

PARKING:

TOTAL: 396 Spaces
(1.78 Spaces/Unit)

ZONE 2: Residential
7.581 acres
113 units max

BUILDING TYPE 2:
Buildings 7-8
3 Stories
30 Units/EA

BUILDING TYPE 3:
Building 5
3 Stories
23 Units

BUILDING TYPE 4:
Building 6
3 Stories
30 Units

TOTAL: 222 Units

PRESERVED GREEN SPACE

TOP FLOOR VIEWING PLATFORM

00 50 100 200

N

1 Density Study - Option 1
Scale: 1"=100'-0"

Plan

Merritt Island

November 18, 2025

0000.00

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ATTACHMENT M-2

Land Use: 220
Multifamily Housing (Low-Rise)

Description

Low-rise multifamily housing is a residential building with two or three floors (levels) of residences. Various configurations fit this description, including the following:

- Walk-up apartment or multiplex—access to the individual dwelling units is typically internal to the structure and provided through a shared entry, stairway, and hallway.
- Mansion apartment with several dwelling units within what appears from the outside to be a single-family dwelling unit.
- Stacked townhouse designed to match the external appearance of a townhouse, but which has dwelling units that share both floors and walls and with access through a central entry and stairway.

Land Use Subcategory

Data are presented for two subcategories for this land use: (1) not close to rail transit and (2) close to rail transit. A site is considered close to rail transit if the walking distance between the residential site entrance and the closest rail transit station entrance is ½ mile or less.

Additional Data

For the three sites for which both the number of residents and the number of occupied dwelling units were available, there was an average of 2.72 residents per occupied dwelling unit.

For the two sites for which the numbers of both total dwelling units and occupied dwelling units were available, an average of 96.2 percent of the total dwelling units were occupied.

It is expected that the number of bedrooms and number of residents are likely correlated to the trips generated by a residential site. To assist in future analysis, trip generation studies of all multifamily housing should attempt to obtain information on occupancy rate and on the mix of residential unit sizes (i.e., number of units by number of bedrooms at the site complex).

The sites were surveyed in the 1990s, the 2000s, the 2010s, and the 2020s in Arizona, British Columbia (CAN), California, Delaware, Florida, Illinois, Maine, Massachusetts, Minnesota, New Jersey, New York, Ontario (CAN), Oregon, Pennsylvania, South Carolina, South Dakota, Tennessee, Utah, and Washington.

Source Numbers

357, 390, 412, 525, 530, 579, 583, 638, 864, 866, 896, 901, 903, 904, 936, 939, 944, 946, 947, 948, 963, 964, 966, 967, 1012, 1013, 1014, 1036, 1047, 1056, 1071, 1076, 1219, 1236, 1265, 1267

Multifamily Housing (Low-Rise)
Not Close to Rail Transit (220)

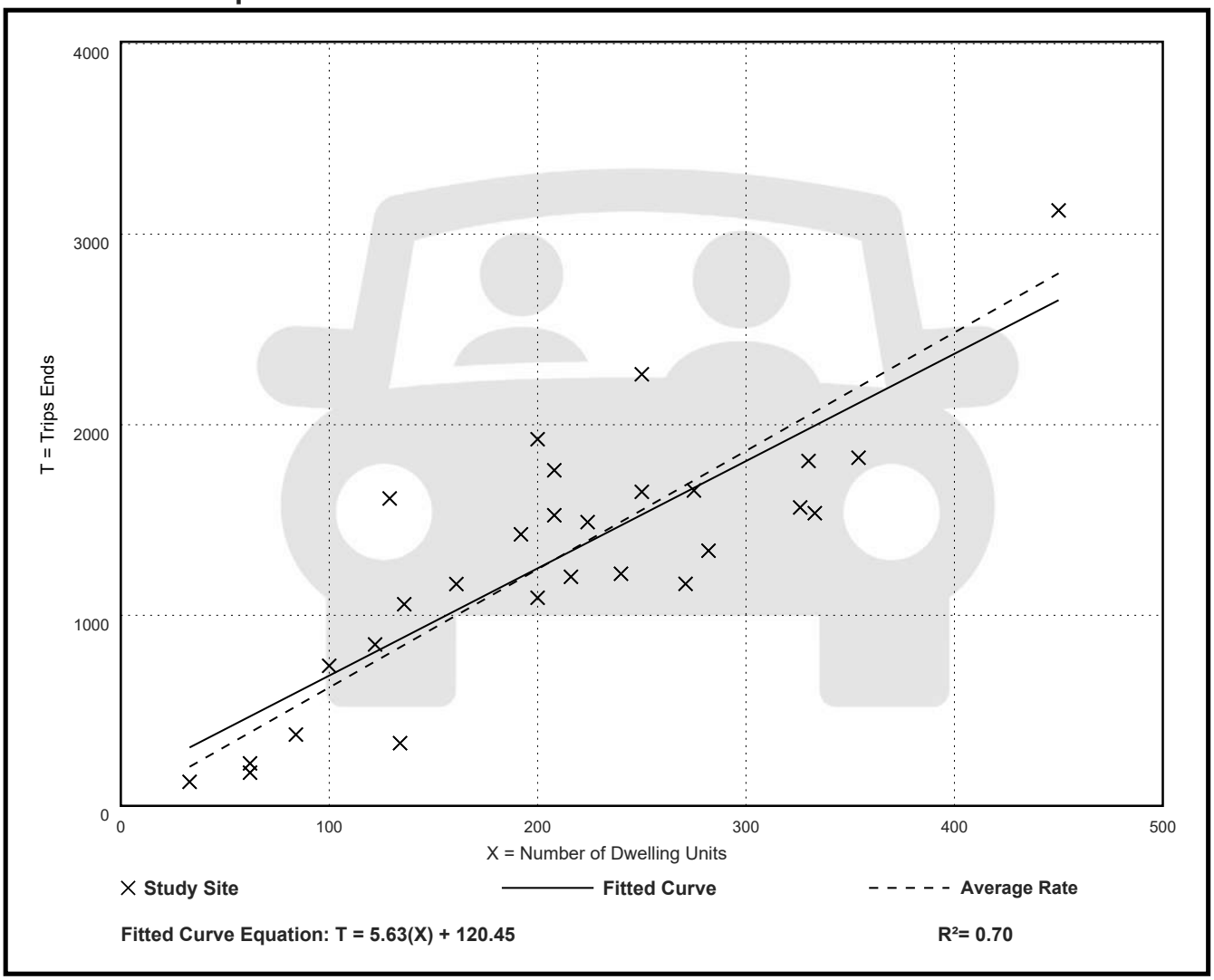
Vehicle Trip Ends vs: **Dwelling Units**
On a: **Weekday**

Setting/Location: **General Urban/Suburban**
Number of Studies: 28
Avg. Num. of Dwelling Units: 208
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
6.21	2.46 - 12.50	1.87

Data Plot and Equation



Fitted Curve Equation: T = 5.63(X) + 120.45

R^2= 0.70

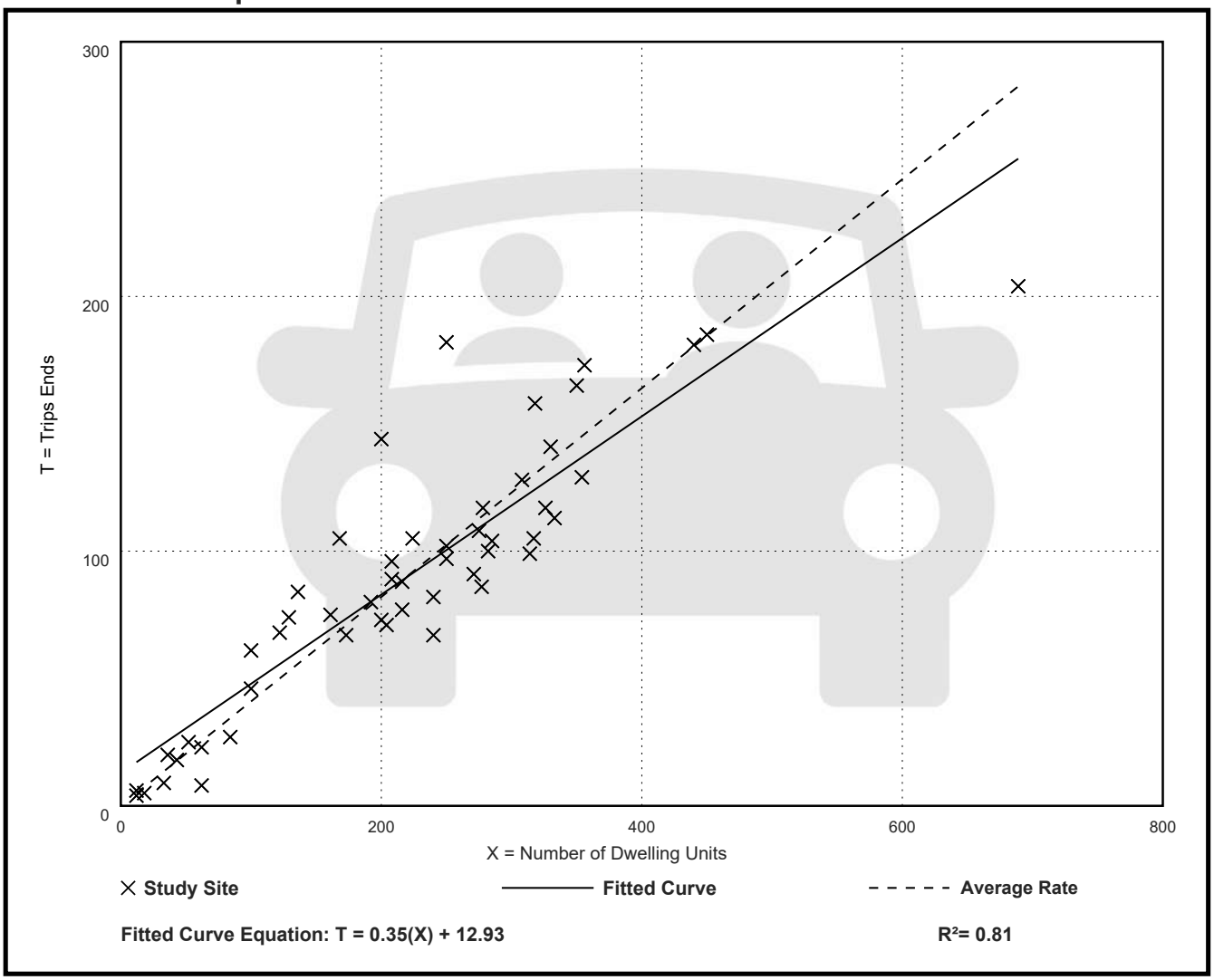
Multifamily Housing (Low-Rise)
Not Close to Rail Transit (220)

Vehicle Trip Ends vs: **Dwelling Units**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 51
Avg. Num. of Dwelling Units: 219
Directional Distribution: 24% entering, 76% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.41	0.13 - 0.73	0.10

Data Plot and Equation



Fitted Curve Equation: T = 0.35(X) + 12.93

R^2= 0.81

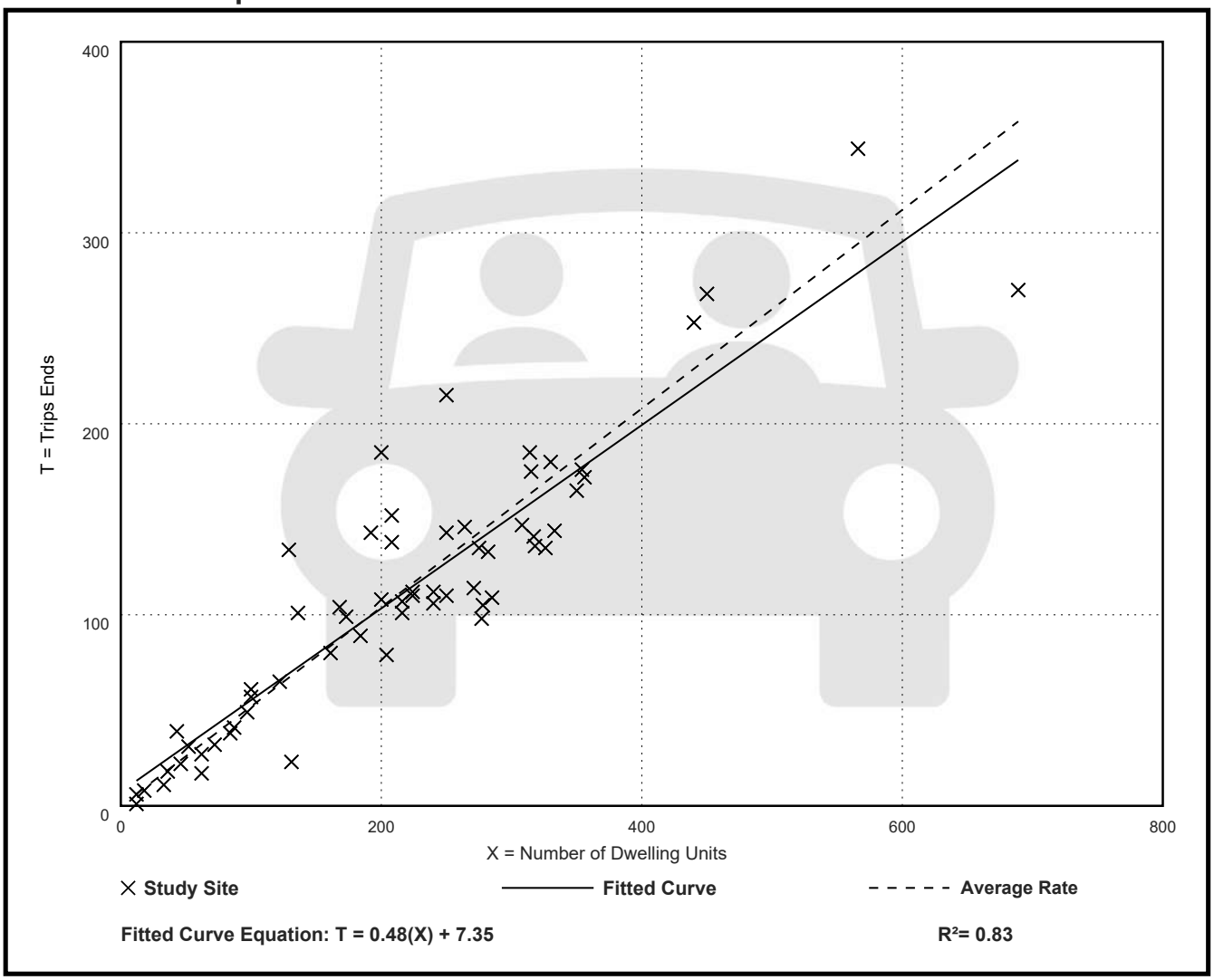
Multifamily Housing (Low-Rise)
Not Close to Rail Transit (220)

Vehicle Trip Ends vs: **Dwelling Units**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 61
Avg. Num. of Dwelling Units: 215
Directional Distribution: 62% entering, 38% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.52	0.08 - 1.04	0.13

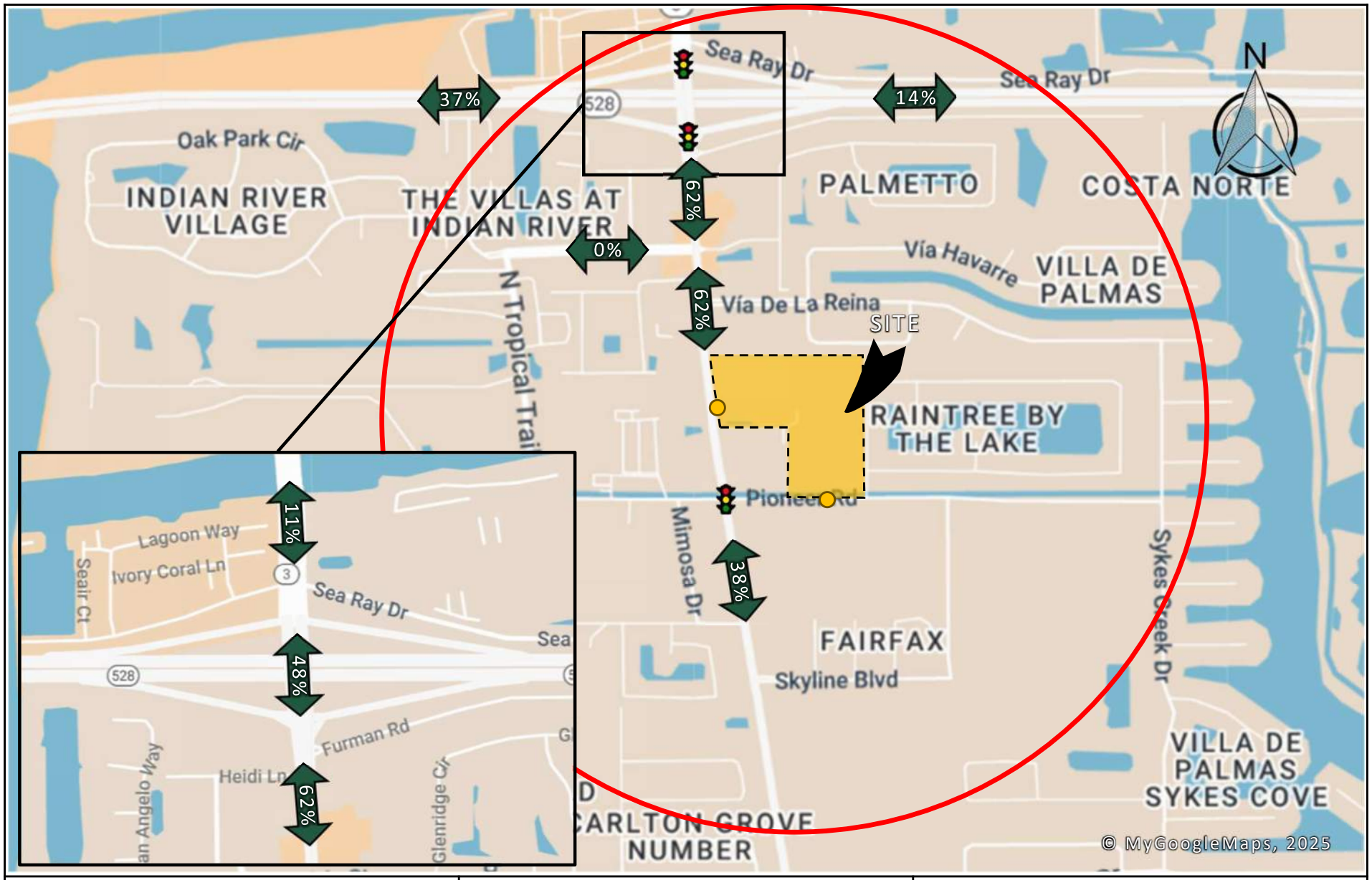
Data Plot and Equation



Fitted Curve Equation: T = 0.48(X) + 7.35

R^2= 0.83

ATTACHMENT M-3



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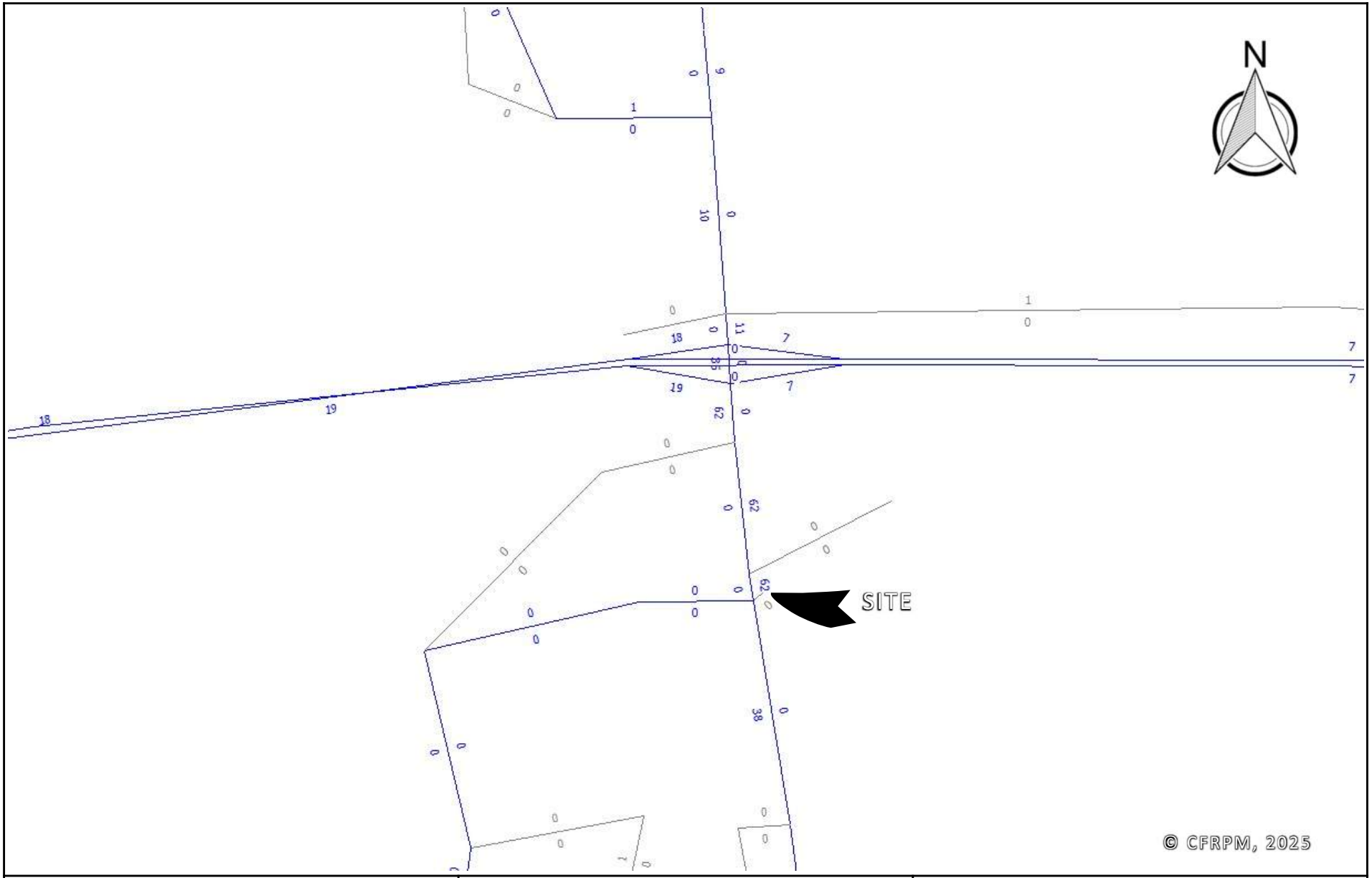
LEGEND

- Site Driveway
- 0.5 Mile Radius
- Signalized Int.
- Site location
- #% Distribution

FIGURE 2. SITE TRIP DISTRIBUTION

RANGEWATER MERRITT ISLAND



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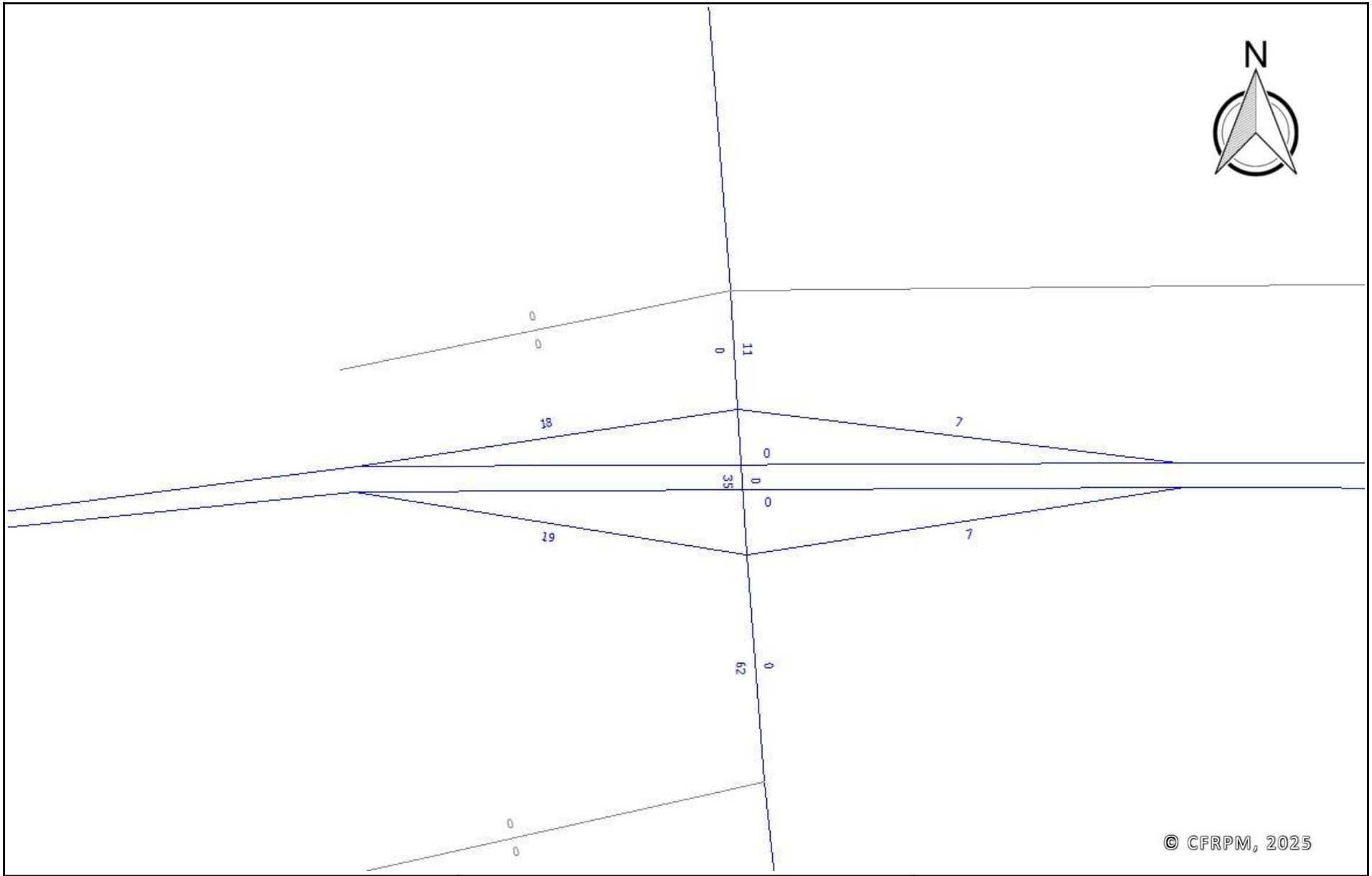
LEGEND

FIGURE 3. CFRPM SCREENSHOT 1

RANGEWATER MERRITT ISLAND



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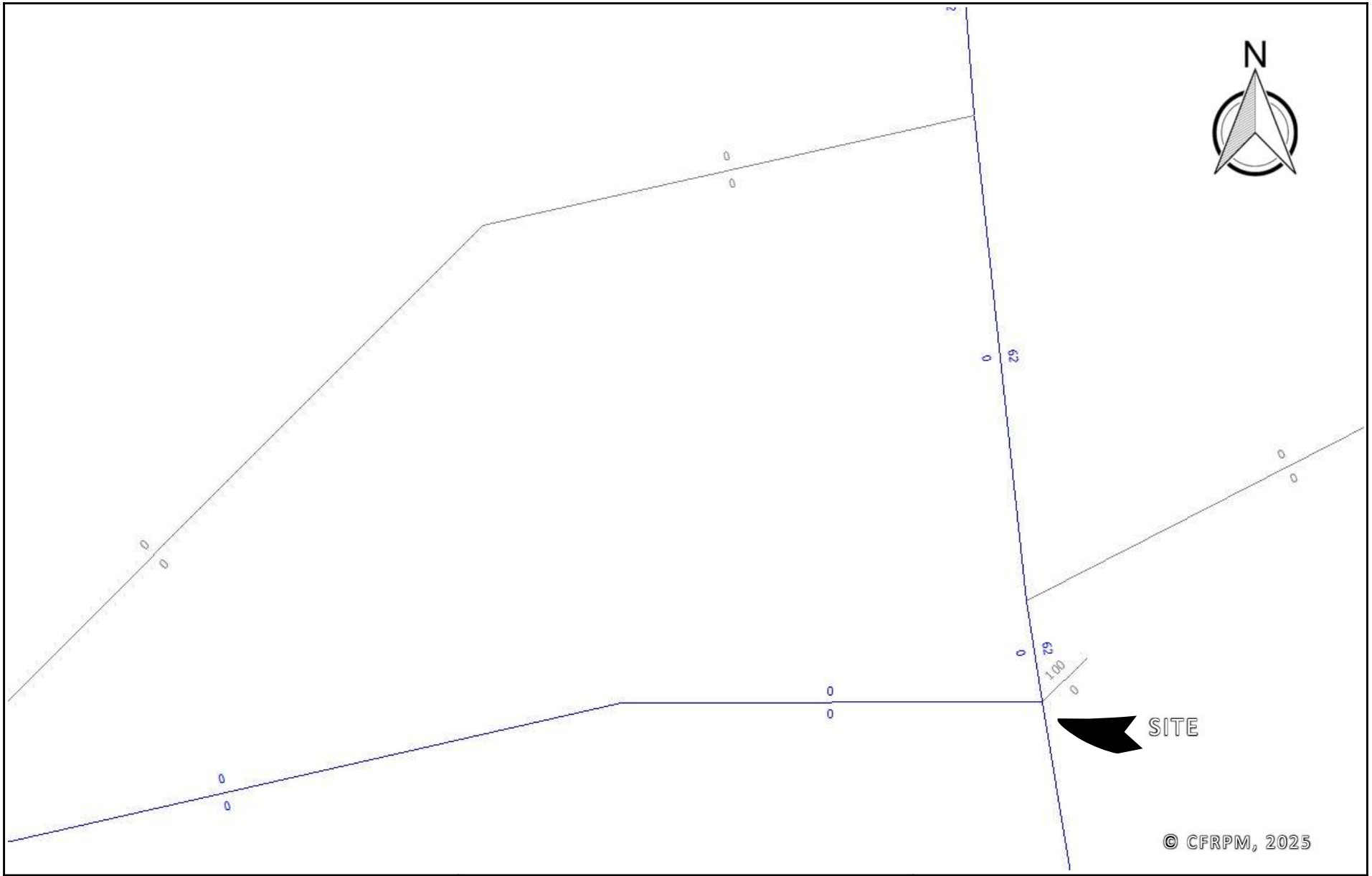
LEGEND

FIGURE 4. CFRPM SCREENSHOT 2

RANGEWATER MERRITT ISLAND



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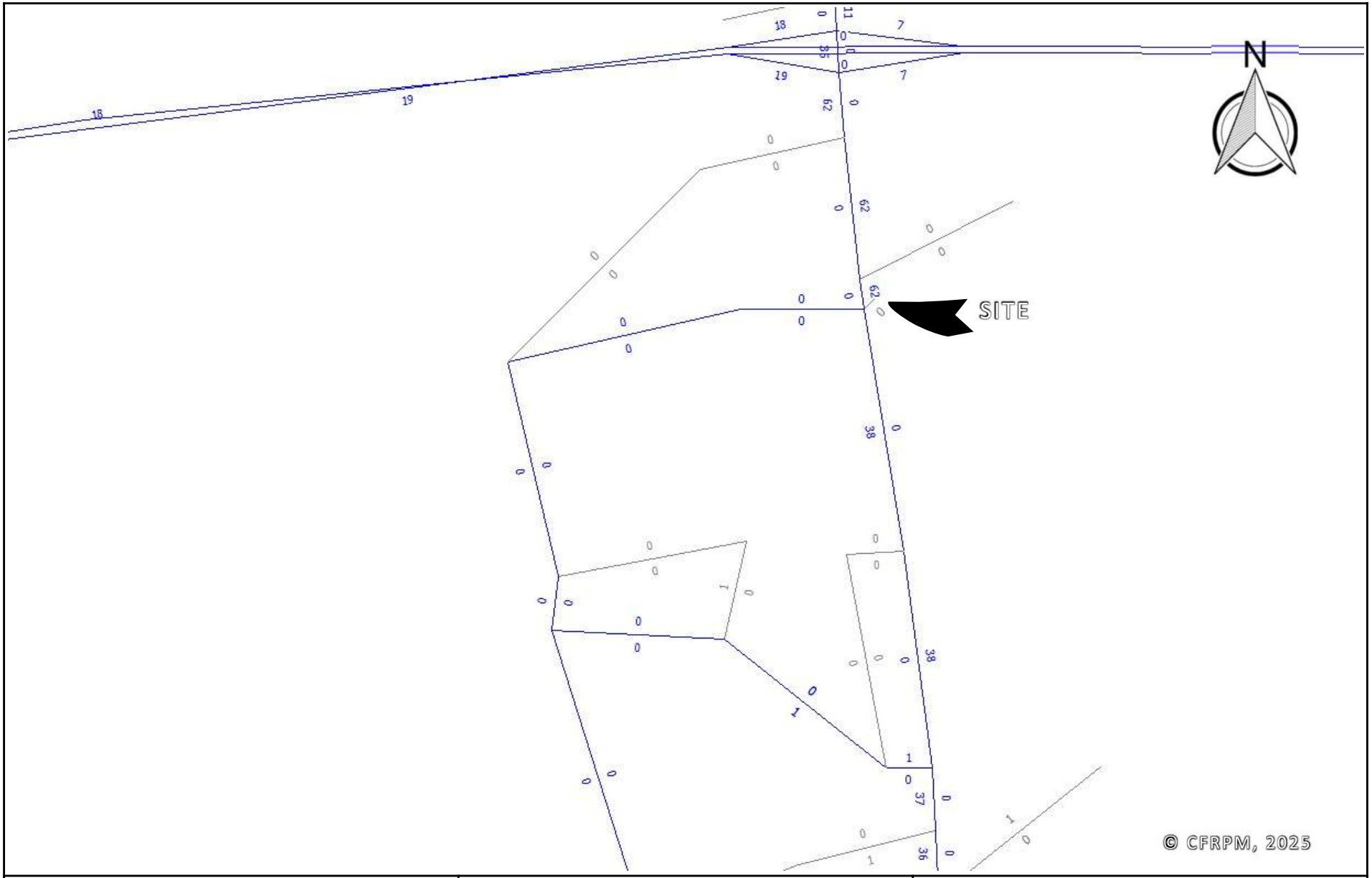
LEGEND

FIGURE 5. CFRPM SCREENSHOT 3

RANGEWATER MERRITT ISLAND



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LEGEND

FIGURE 6. CFRPM SCREENSHOT 4

RANGEWATER MERRITT ISLAND

ATTACHMENT M-4

RANGEWATER N COURTNEY PARKWAY MERRIT ISLAND
ROADWAY SIGNIFICANCE EVALUATION

Roadway[1]	From[1]	To[1]	ID #[1]	Functional Classification[1]	Lanes[1]	Level of Service[1]	Roadway Capacity[1]	2024 Existing Volume[2]	V/C Ratio	Exceed V/C Ratio of 0.85?	Remaining Capacity	Daily Project Traffic		Percent of Remaining Capacity (%)	Exceed 25% of Remaining Capacity
												Trip Dist %[3]	Site Trips[4]		
N. Courtenay Pkwy. (SR 3)	Crockett Blvd.	Pioneer Rd.	136	Urban Principal Arterial-Other	4	D	38,430	30,230	0.79	No	8,200	38%	524	6.39%	No
	Pioneer Rd.	S Ramps SR 528	152	Urban Principal Arterial-Other	4	D	38,430	33,650	0.88	Yes	4,780	62%	855	17.89%	No
	S Ramps SR 528	N Ramps SR 528	155	Urban Principal Arterial-Other	4	D	38,430	34,400	0.90	Yes	4,030	48%	662	16.43%	No
	N Ramps	Hall Rd.	140	Urban Principal Arterial-Other	4	D	38,430	24,960	0.65	No	13,470	11%	152	1.13%	No
SR 528	US 1	N. Courtenay Pkwy. (SR 3)	128	Urban Principal Arterial-Other	4	D	82,200	53,870	0.66	No	28,330	37%	510	1.80%	No
	N. Courtenay Pkwy. (SR 3)	N Banana River Dr.	129	Urban Principal Arterial-Other	4	D	82,200	41,270	0.50	No	40,930	14%	193	0.47%	No

(1) Information from **Space Coast TPO Context Classification Spreadsheet** downloaded on 11/17/2025

(2) Extracted from **Space Coast Transportation Planning Organization Traffic Counts: 2020 - 2024**

(3) Extracted from **Figure 2. Trip Distribution**

(4) Extracted from **Table 1. Anticipated Trip Generation**

TIS Appendix B - SCOPE

SOS ID	Corridor Order	Roadway	From	To	City	Maintaining Agency	Functional Classification	Number of Lanes	Speed Limit	Level of Service Standa	Context Classifications	Existing Volume	Volume Year	Updated Capacity	Updated v/c
206	1	BARNA AVE.	SR 405	SR 50	Titusville	Titusville	Urban Major Collector	2	35	E	C3R	4,942	2023	22,400	0.22
707051	2	BARNA AVE.	SR 50	KNOX MCRAE DR.	Titusville	Titusville	Urban Major Collector	2	35	E	C3R	11,300	2023	22,400	0.50
707020	3	BARNA AVE.	KNOX MCRAE DR.	PARK AVE.	Titusville	Titusville	Urban Major Collector	2	35	E	C3R	5,600	2023	22,400	0.25
521	4	CAMP RD.	GRISSOM PKWY.	US 1	Unincorporated	Brevard County	Urban Major Collector	2	25	E	C3C, C3R	2,348	2023	21,700	0.11
522	5	CITRUS BLVD.	PINE ST.	LEE ST./CANAVERAL GROVES E	Unincorporated	Brevard County	Urban Major Collector	2	30	E	C3R	3,886	2023	22,400	0.17
212	6	CANAVERAL GROVES BLVD.	LEE ST.	GRISSOM PKWY.	Unincorporated	Brevard County	Urban Major Collector	2	35	E	C3R	7,565	2022	22,400	0.34
213	7	CANAVERAL GROVES BLVD.	GRISSOM PKWY.	US 1	Unincorporated	Brevard County	Urban Major Collector	2	35/25	E	C3R, C3C	5,137	2023	21,700	0.24
188	8	CARPENTER RD.	FOX LAKE RD.	GARDEN ST.	Titusville	Brevard County	Urban Major Collector	2	40/30	E	C3R	3,537	2023	22,400	0.16
184	9	CARPENTER RD.	GARDEN ST.	DAIRY RD.	Titusville	Brevard County	Urban Major Collector	2	30/35	E	C3R	5,802	2023	22,400	0.26
183	10	CARPENTER RD.	DAIRY RD.	SR 46	Unincorporated	Brevard County	Urban Major Collector	2	35/30/40	E	C3R	4,617	2023	22,400	0.21
185	11	DAIRY RD.	CARPENTER RD.	HOLDER RD.	Titusville	Brevard County	Urban Major Collector	2	30	E	C3R	5,277	2023	22,400	0.24
523	12	DAIRY RD.	HOLDER RD.	SINGLETON AVE.	Titusville	Brevard County	Urban Major Collector	2	30	E	C3R	6,163	2022	22,400	0.28
186	13	DAIRY RD.	SINGELTON AVE.	OLD DIXIE HWY.	Titusville	Brevard County	Urban Major Collector	2	30	E	C3R	7,190	2023	22,400	0.32
187	14	DAIRY RD.	OLD DIXIE HWY.	US 1	Titusville	Brevard County	Urban Major Collector	2	30	E	C3R	6,163	2022	22,400	0.28
596	15	DEERING PKWY.	I-95	US 1	Unincorporated	Brevard County	Rural Major Collector	2	45	D	C2	2,933	2023	14,000	0.21
549	16	FAY BLVD.	GOLFVIEW AVE.	HOMESTEAD AVE.	Unincorporated	Brevard County	Urban Major Collector	2	35	E	C3R	3,059	2023	22,400	0.14
207	17	FAY BLVD.	HOMESTEAD AVE.	DEER LN.	Unincorporated	Brevard County	Urban Major Collector	2	35	E	C3R	6,626	2022	22,400	0.30
229	18	FAY BLVD.	DEER LN.	GRISSOM PKWY.	Unincorporated	Brevard County	Urban Major Collector	2	35	E	C3R	8,638	2023	22,400	0.39
208	19	FAY BLVD.	GRISSOM PKWY.	AREQUIPPA RD.	Unincorporated	Brevard County	Urban Major Collector	4	35	E	C3R	13,270	2022	37,300	0.36
209	20	FAY BLVD.	AREQUIPPA RD.	CAROLE AVE.	Unincorporated	Brevard County	Urban Major Collector	4	35	E	C3R	12,353	2023	37,300	0.33
210	21	FAY BLVD.	CAROLE AVE.	US 1	Unincorporated	Brevard County	Urban Major Collector	4	35	E	C3R	14,691	2023	37,300	0.39
235	22	FOX LAKE RD.	CARPENTER RD.	SOUTH ST.	Titusville	Brevard County	Urban Major Collector	2	40	D	C3R	4,069	2023	22,400	0.18
634	23	GRISSOM PKWY.	INDUSTRY RD.	FED EX CENTER	Cocoa	Brevard County	Urban Minor Arterial	2	30	E	C3C	11,135	2023	21,700	0.51
197	24	GRISSOM PKWY.	FED EX CENTER	CANAVERAL GROVES BLVD.	Cocoa	Brevard County	Urban Minor Arterial	2	30/40/50/45	E	C3C	8,276	2023	21,700	0.38
196	25	GRISSOM PKWY.	CANAVERAL GROVES BL	CAMP RD.	Unincorporated	Brevard County	Urban Minor Arterial	2	45	E	C3R	8,207	2023	22,400	0.37
195	26	GRISSOM PKWY.	CAMP RD.	PORT ST. JOHN PKWY	Unincorporated	Brevard County	Urban Minor Arterial	2	50	E	C2	9,709	2023	28,500	0.34
194	27	GRISSOM PKWY.	PORT ST. JOHN PKWY.	BRIDGE RD.	Unincorporated	Brevard County	Urban Minor Arterial	2	45	E	C3R, C2	13,025	2023	22,400	0.58
193	28	GRISSOM PKWY.	BRIDGE RD.	FAY BLVD.	Unincorporated	Brevard County	Urban Minor Arterial	2	45	E	C3R	13,474	2023	22,400	0.60
192	29	GRISSOM PKWY.	FAY BLVD.	CURTIS BLVD.	Unincorporated	Brevard County	Urban Minor Arterial	2	35	E	C3R	9,149	2023	22,400	0.41
191	30	GRISSOM PKWY.	CURTIS BLVD.	KINGS HWY.	Unincorporated	Brevard County	Urban Minor Arterial	2	35	E	C3R	11,383	2022	22,400	0.51
190	31	GRISSOM PKWY.	KINGS HWY.	SHEPARD DR.	Titusville	Brevard County	Rural Minor Arterial	4	35	D	C3C	9,615	2023	36,600	0.26
189	32	GRISSOM PKWY.	SHEPARD DR.	SR 405	Titusville	Brevard County	Urban Minor Arterial	4	45	D	C3C	9,940	2022	36,600	0.27
524	33	GOLFVIEW AVE.	PORT ST. JOHN PKWY.	FAY BLVD.	Unincorporated	Brevard County	Urban Major Collector	2	35	E	C3R	5,703	2022	22,400	0.25
526	34	HOLDER RD.	DAIRY RD.	SR 46	Titusville	Brevard County	Urban Major Collector	2	45	E	C3R	2,557	2023	22,400	0.11
583	35	HOPKINS AVE.	SR 50	KNOX MCRAE DR.	Titusville	Titusville	Urban Major Collector	2	35	E	C3C	7,449	2022	21,700	0.34
584	36	HOPKINS AVE.	KNOX MCRAE DR.	COUNTRY CLUB DR.	Titusville	Titusville	Urban Minor Arterial	2	35	E	C3C	9,229	2023	21,700	0.43
577	37	HOPKINS AVE.	COUNTRY CLUB DR.	HARRISON ST.	Titusville	Titusville	Urban Minor Arterial	2	35	E	C3C	10,464	2022	21,700	0.48
586	38	HOPKINS AVE.	HARRISON ST.	GRACE ST.	Titusville	Titusville	Urban Minor Arterial	2	35	E	C3C	5,110	2023	21,700	0.24
198	39	INDUSTRY RD. (SR 524)	SR 524	GRISSOM PKWY.	Cocoa	Brevard County/FDOT	Urban Minor Arterial	4	35	E	C3C	16,295	2023	38,430	0.42
594	40	INDUSTRY RD.	GRISSOM PKWY.	CIDCO RD.	Cocoa	Cocoa	Urban Local	2	25	E	C3C	3,651	2023	21,700	0.17
245	41	KINGS HWY.	GRISSOM PKWY.	US 1	Unincorporated	Brevard County	Urban Major Collector	2	35	E	C3R	5,273	2023	22,400	0.24
223	42	NASA CSWY.	US 1	SPACE COMMERCE WAY	Unincorporated	FDOT	Rural Principal Arterial Other	4	50/55	D	C1, C3C	13,558	2023	36,600	0.37
239	43	OLD DIXIE HWY.	GARDEN ST.	DAIRY RD.	Titusville	Brevard County	Urban Major Collector	2	30/35	E	C3R	1,159	2022	22,400	0.05
240	44	OLD DIXIE HWY.	DAIRY RD.	PARRISH RD.	Titusville	Brevard County	Urban Major Collector	2	35	E	C3R	915	2023	22,400	0.04
242	45	PARRISH RD.	HOLDER RD.	SINGLETON AVE.	Unincorporated	Brevard County	Urban Major Collector	2	25	E	C2	690	2020	28,500	0.02
241	46	PARRISH RD.	SINGLETON AVE.	US 1	Unincorporated	Brevard County	Urban Major Collector	2	25	E	C3R	1,048	2023	22,400	0.05
211	47	PT ST JOHN PKWY.	I-95	GRISSOM PKWY.	Unincorporated	Brevard County	Urban Minor Arterial	4	40	E	C2	10,059	2023	55,700	0.18
578	48	SINGLETON AVE.	SR 405 (SOUTH ST.)	GARDEN ST.	Titusville	Titusville	Urban Major Collector	2	40	E	C3R	7,231	2020	22,400	0.32
238	49	SINGLETON AVE.	GARDEN ST.	DAIRY RD.	Titusville	Brevard County	Urban Major Collector	2	35	E	C3R, C3C	6,984	2023	21,700	0.32
547	50	SINGLETON AVE.	DAIRY RD.	SR 46	Titusville	Brevard County	Urban Major Collector	2	25/35	E	C3R, C2	1,516	2022	22,400	0.07
234	51	SISSON RD.	SR 405	SAN MATEO BLVD.	Titusville	Brevard County	Urban Major Collector	2	35	E	C3R	5,893	2023	22,400	0.26
550	52	SISSON RD.	SAN MATEO BLVD.	SR 50	Titusville	Brevard County	Urban Major Collector	2	35	E	C3R	8,561	2023	22,400	0.38
201	53	SR 46	VOLUSIA CO.	FAWN LAKE BLVD.	Unincorporated	FDOT	Rural Principal Arterial Other	2	55	C	C1, C3R, C2	6,522	2023	8,200	0.80
200	54	SR 46	FAWN LAKE BLVD.	I-95	Unincorporated	FDOT	Urban Principal Arterial-Other	2	55	D	C3C, C3R	10,664	2023	17,360	0.61
199	55	SR 46	I-95	US 1	Unincorporated	FDOT	Urban Principal Arterial-Other	2	45/35	D	C2, C3R, C3C	12,791	2023	14,000	0.91
231	56	SR 50	ORANGE CO.	I-95	Titusville	FDOT	Rural Principal Arterial Other	4	65/55/45	C	C1, C3C, C3R, C2	14,577	2023	30,700	0.47
232	57	SR 50	I-95	SR 405	Titusville	FDOT	Urban Principal Arterial-Other	4	45	D	C3C	29,484	2023	38,430	0.77
164	58	SR 50	SR 405	BARNA AVE.	Titusville	FDOT	Urban Minor Arterial	4	50/45	D	C3C	20,515	2023	38,430	0.53
163	59	SR 50	BARNA AVE.	SISSON RD.	Titusville	FDOT	Urban Minor Arterial	4	45	D	C3C	21,916	2022	38,430	0.57
162	60	SR 50	SISSON RD.	HOPKINS AVE.	Titusville	FDOT	Urban Minor Arterial	4	35	D	C3C	19,235	2023	38,430	0.50
161	61	SR 50	HOPKINS AVE.	US 1	Titusville	FDOT	Urban Minor Arterial	4	35	D	C3C	14,510	2023	38,430	0.38
218	62	SR 405 (COLUMBIA BLVD.)	SR 50	BARNA AVE.	Titusville	FDOT	Urban Principal Arterial-Other	4	55	D	C3R, C3C	18,524	2023	38,430	0.48
219	63	SR 405 (COLUMBIA BLVD.)	BARNA AVE.	SR 407	Titusville	FDOT	Urban Principal Arterial-Other	4	55	D	C3C	19,055	2023	38,430	0.50
220	64	SR 405 (COLUMBIA BLVD.)	SR 407	GRISSOM PKWY.	Titusville	FDOT	Urban Principal Arterial-Other	4	55	D	C3C	19,210	2023	38,430	0.50
221	65	SR 405 (COLUMBIA BLVD.)	GRISSOM PKWY.	SISSON RD.	Titusville	FDOT	Urban Principal Arterial-Other	4	45	D	C3C	17,510	2023	38,430	0.46
222	66	SR 405 (COLUMBIA BLVD.)	SISSON RD.	US 1	Titusville	FDOT	Urban Principal Arterial-Other	4	45/55	D	C3C	12,463	2023	38,430	0.32
217	67	SR 405 (SOUTH ST.)	SR 50	FOX LAKE RD.	Titusville	FDOT	Urban Minor Arterial	2	55	D	C3C	18,794	2023	17,360	1.08
216	68	SR 405 (SOUTH ST.)	FOX LAKE RD.	SINGLETON AVE.	Titusville	FDOT	Urban Minor Arterial	2	45/55	D	C3R, C2	11,917	2023	14,000	0.85
215	69	SR 405 (SOUTH ST.)	SINGLETON AVE.	PARK AVE.	Titusville	FDOT	Urban Minor Arterial	4	55/40	D	C2, C4	6,345	2023	34,300	0.18
214	70	SR 405 (SOUTH ST.)	PARK AVE.	WASHINGTON AVE.	Titusville	FDOT	Urban Minor Arterial	4		35	D	C4	5,390	2022	37,910	0.14
595	71	SR 406 (GARDEN ST.)	CARPENTER RD.	I-95	Titusville	Titusville	Urban Minor Arterial	2		35	D	C3C	7,443	2022	21,700	0.34
202	72	SR 406 (GARDEN ST.)	I-95	SINGLETON AVE.	Titusville	FDOT	Urban Principal Arterial-Other	4		40	D	C3C, C3R	15,220	2023	38,430	0.40
203	73	SR 406 (GARDEN ST.)	SINGLETON AVE.	PARK AVE.	Titusville	FDOT	Urban Principal Arterial-Other	4		40	D	C4, C3C, C4	15,896	2023	36,100	0.44
204	74	SR 406 (GARDEN ST.)	PARK AVE.	HOPKINS AVE.	Titusville	FDOT	Urban Principal Arterial-Other	4	40/30	D	C3C	11,553	2023	36,600	0.32
205	75	SR 406 (GARDEN ST.)	HOPKINS AVE.	WASHINGTON AVE.	Titusville	FDOT	Urban Principal Arterial-Other	4		30	D	C3C	9,471	2023	36,600	0.26
233	76	A. MAX BREWER MEMORIAL PKW	WASHINGTON AVE.	MAX BREWER MEMORIAL PKW	Titusville	FDOT	Urban Principal Arterial-Other	2		30	D	C1, C3C	5,799	2023	14,000	0.41
225	77	SR 407	SR 528	I-95	Unincorporated	Turnpike	Rural Principal Arterial - Freeway	2		60	D	C2	5,713	2023	14,700	0.39
548	78	SR 407	I-95	SHEPARD DR.	Brevard County	Turnpike	Urban Principal Arterial - Freeway	2		55	D	C2	11,229	2023	14,000	0.80
224	79	SR 407	SHEPARD DR.	SR 405	Titusville	Turnpike	Urban Principal Arterial - Freeway	2		55	D	C2	9,496	2023	14,000	0.68
226	80	US 1	SR 528	CANAVERAL GROVES BLVD.	Unincorporated	FDOT	Urban Principal Arterial-Other	4	45/55	D	C3C	26,903	2023	38,430	0.70
159	81	US 1	CANAVERAL GROVES BL	CAMP RD.	Unincorporated	FDOT	Urban Principal Arterial-Other	4		55	D	C3C	30,416	2023	38,430	0.79
160	82	US 1	CAMP RD.	BROADWAY BLVD.	Unincorporated	FDOT	Urban Principal Arterial-Other	4		55	D	C3C	24,270	2023	38,430	0.63
227	83	US 1	BROADWAY BLVD.	FAY BLVD.	Unincorporated	FDOT	Urban Principal Arterial-Other	4	55/45	D	C3C	25,351	2023	38,430	0.66
228	84	US 1	FAY BLVD.	KINGS HWY.	Unincorporated	FDOT	Urban Principal Arterial-Other	4	45/55	D	C3C	23,210	2023	38,430	0.60
230	85	US 1	KINGS HWY.	SR 405	Titusville	FDOT	Urban Principal Arterial-Other	4		55	D	C3C	22,664	2023	38,430	0.59
169	86	US 1	SR 405	SR 50	Titusville	FDOT	Urban Principal Arterial-Other	4	55/50/45	D	C3C	21,210	2023	38,430	0.55
170	87	US 1	SR 50	KNOX MCRAE DR.	Titusville	FDOT	Urban Principal Arterial-Other	4		45	D	C2T	25,749	2023	32,970	0.78
172	88	US 1	KNOX MCRAE DR.	COUNTRY CLUB DR.	Titusville	FDOT	Urban Principal Arterial-Other	4		45	D	C3C, C2T	26,337	2023	32,970	0.80
173	89	US 1	COUNTRY CLUB DR.	HARRISON ST.	Titusville	FDOT	Urban Principal Arterial-Other	4		45	D	C3C	24,521	2023	38,430	0.64
174	90	US 1	HARRISON ST.	GRACE ST.	Titusville	FDOT	Urban Principal Arterial-Other	4		45	D	C3C, C4	23,489	2023	37,910	0.62
182	91	US 1 (NB WASHINGTON AVE.)	GRACE ST.	SOUTH ST.	Titusville	FDOT	Urban Principal Arterial-Other	2		40	D	C4	12,149	2023	21,660	0.56
181	92	US 1 (NB WASHINGTON AVE.)	SOUTH ST.	MAIN ST.	Titusville	FDOT	Urban Principal Arterial-Other	2		30	D	C4	12,616	2022	21,660	0.58
179	93	US 1 (NB WASHINGTON AVE.)	MAIN ST.	GARDEN ST.	Titusville	FDOT	Urban Principal Arterial-Other	2		30	D	C3C, C4	9,892	2023	21,660	0.46
178	94	US 1 (SB HOPKINS AVE.)	GARDEN ST.	MAIN ST.	Titusville	FDOT	Urban Principal Arterial-Other	2	30/40	D	C3C, C4	11,649	2023	21,660	0.54
176	95	US 1 (SB HOPKINS AVE.)	MAIN ST.	SOUTH ST.	Titusville	FDOT	Urban Principal Arterial-Other	2		40	D	C4	12,354	2022	21,660	0.57
175	96	US 1 (SB HOPKINS AVE.)	SOUTH ST.	GRACE ST.	Titusville	FDOT	Urban Principal Arterial-Other	2		40	D	C3C	12,528	2023	21,960	0.57
165	97	US 1	GARDEN ST.	DAIRY RD.	Titusville	FDOT	Urban Principal Arterial-Other	4	35/45/55	D	C3C, C2	21,673	2023	38,430	0.56
166	98	US 1	DAIRY RD.	SR 46	Titusville	FDOT	Urban Principal Arterial-Other	4	55/45	D	C2, C3C	15,506	2023	38,430	0.40
167	99	US 1	SR 46	LIONEL RD.	Unincorporated	FDOT	Urban Principal Arterial-Other	4	45/55	D	C3C	10,798	2023	38,430	0.28
168	100	US 1	LIONEL RD.	BURKHOLM RD.	Unincorporated	FDOT	Urban Principal Arterial-Other	4		60	C	C3C	9,603	2023	30,700	0.31
527	101	US 1	BURKHOLM RD.	VOLUSIA CO.	Unincorporated	FDOT	Rural Principal Arterial Other	4	60/65	C	C3C, C3R, C2, C2T	3,736	2023	21,800	0.17
117	102	CONE RD.	S TROPICAL TR.	S COURTENAY PKWY.	Unincorporated	Brevard County	Urban Minor Collector	2		35	E	C3R	4,162	2023	22,400	0.19
115	103	CONE RD.	S COURTENAY PKWY.	PLUMOSA ST.	Unincorporated	Brevard County	Urban Minor Collector	2		35	E	C3C	4,996	2023	21,700	0.23
137	104	CROCKETT BLVD.	N TROPICAL TR.	N COURTENAY PKWY. (SR 3)	Unincorporated	Brevard County	Urban Minor Collector	2		35	E	C3R	1,988	2023	21,700	0.09
119	105	FORTENBERRY RD.	S COURTENAY PKWY.	PLUMOSA ST.	Unincorporated	Brevard County	Urban Major Collector	2		35	E	C3C	3,600	2023	21,700	0.17
154	106	FORTENBERRY RD.	PLUMOSA ST.	SYKES CREEK PKWY.	Unincorporated	Brevard County	Urban Major Collector	2		35	E	C3C	4,076	2023	21,700	0.19
158	107	HALL RD.	N TROPICAL TR.	N COURTENAY PKWY. (SR 3)	Unincorporated	Brevard County	Urban Minor Collector	2		35	E	C3C	2,140	2023	22,400	0.10
138	108	LUCAS RD.	N TROPICAL TR.	N COURTENAY PKWY. (SR 3)	Unincorporated	Brevard County	Urban Minor Collector	2		35	E	C3R	3,124	2023	22,400	0.14
153	109	MERRITT AVE.	N TROPICAL TR.	N COURTENAY PKWY. (SR 3)	Unincorporated	Brevard County	Urban Major Collector	2		25	E	C3C	3,018	2023	21,700	0.14
103	110	MERRITT AVE.	N COURTENAY PKWY. (S	PLUMOSA ST.	Unincorporated	Brevard County	Urban Major Collector	4		35	E	C3C	12,956	2023	36,600	0.35
110	111	MERRITT AVE.	PLUMOSA ST.	SYKES CREEK PKWY.	Unincorporated	Brevard County	Urban Major Collector	4		35	E	C3C	13,500	2023	36,600	0.37
104	112	NEWFOUND HARBOR DR.	END	SR 520	Unincorporated	Brevard County	Urban Minor Collector	2		30	E	C3R	5,033	2023	22,400	0.22
109	113	N. BANANA RIVER DR.	SR 520	SYKES CREEK PKWY.	Unincorporated	Brevard County	Urban Minor Arterial	2		25	E	C3R	6,246	2023	22,400	0.28
107	114	N. BANANA RIVER DR.	SYKES CREEK PKWY.	CENTRAL AVE.	Unincorporated	Brevard County	Urban Minor Arterial	2		35	E	C3C, C3R	11,517	2023	21,700	0.53
102	115	N. BANANA RIVER DR.	CENTRAL AVE.	MARTIN BLVD.	Unincorporated	Brevard County	Urban Minor Arterial	2		35	E	C3R	9,658	2023	22,400	0.43
602	116	N. BANANA RIVER DR.	MARTIN BLVD.	SR 528	Unincorporated	Brevard County	Urban Minor Arterial	2		35	E	C3C	9,918	2023	21,700	0.46
613	117	N. BANANA RIVER DR.	SR 528	SEA RAY DR.	Unincorporated	Brevard County	Urban Local	2			E	C3C	1,650	2023	21,700	0.08
130	118	N. COURTENAY PKWY. (SR 3)	SR 520	MERRITT AVE.	Unincorporated	FDOT	Urban Principal Arterial-Other	4		35	D	C4	26,291	2023	37,910	0.69
131	119	N. COURTENAY PKWY. (SR 3)	MERRITT AVE.	NEEDLE BLVD.	Unincorporated	FDOT	Urban Principal Arterial-Other	4		35	D	C4	32,028	2023	37,910	0.84
133	120	N. COURTENAY PKWY. (SR 3)	NEEDLE BLVD.	LUCAS RD.	Unincorporated	FDOT	Urban Principal Arterial-Other	4		40	D	C4	31,209	2023	37,910	0.82
135	121	N. COURTENAY PKWY. (SR 3)	LUCAS RD.	CROCKETT BLVD.	Unincorporated	FDOT	Urban Principal Arterial-Other	4	40/45	D	C3C	31,485	2023	38,430	0.82
136	122	N. COURTENAY PKWY. (SR 3)	CROCKETT BLVD.	PIONEER RD.	Unincorporated	FDOT	Urban Principal Arterial-Other	4		45	D	C3C	31,764	2023	38,430	0.83
152	123	N. COURTENAY PKWY. (SR 3)	PIONEER RD.	S RAMPS SR 528	Unincorporated	FDOT	Urban Principal Arterial-Other	4		45	D	C3C	27,075	2023	38,430	0.70
155	124	N. COURTENAY PKWY. (SR 3)	S RAMPS SR 528	N RAMPS SR 528	Unincorporated	FDOT	Urban Principal Arterial-Other	4		45	D	C3C	30,651	2023	38,430	0.80
140	125	N. COURTENAY PKWY. (SR 3)	N RAMPS	HALL RD.	Unincorporated	FDOT	Urban Principal Arterial-Other	4		45	D	C3C	21,688	2023	38,430	0.56
157	126	N. COURTENAY PKWY. (SR 3)	HALL RD.	N TROPICAL TR.	Unincorporated	FDOT	Urban Principal Arterial-Other	4		50	D	C3R	15,388	2023	39,170	0.39
141	127	N. COURTENAY PKWY. (SR 3)	N TROPICAL TR.	SPACE COMMERCE WAY	Unincorporated	FDOT	Rural Principal Arterial Other	4		55	C	C2, C1	9,251	2023	45,800	0.20
147	128	N. TROPICAL TR.	SR 520	MERRITT AVE.	Unincorporated	Brevard County	Urban Major Collector	2	25/30	E	C3C	8,557	2023	21,700	0.39
146	129	N. TROPICAL TR.	MERRITT AVE.	LUCAS RD.	Unincorporated	Brevard County	Urban Major Collector	2	30/35	E	C3R	6,663	2023	22,400	0.30
145	130	N. TROPICAL TR.	LUCAS RD.	CROCKETT BLVD.	Unincorporated	Brevard County	Urban Major Collector	2		35	E	C3R	4,321	2023	22,400	0.19
156	131	N. TROPICAL TR.	CROCKETT BLVD.	PIONEER RD.	Unincorporated	Brevard County	Urban Major Collector	2		35	E	C3R	2,250	2023	22,400	0.10
144	132	N. TROPICAL TR.	GRANT RD.	HALL RD.	Unincorporated	Brevard County	Urban Major Collector	2		35	E	C3R	758	2022	22,400	0.03
143	133	N. TROPICAL TR.	HALL RD.	CRISAFULLI RD.	Unincorporated	Brevard County	Urban Major Collector	2		35	E	C2, C3R	974	2023	22,400	0.04
142	134	N. TROPICAL TR.	CRISAFULLI RD.	N COURTENAY PKWY. (SR 3)	Unincorporated	Brevard County	Urban Major Collector	2		35	E	C2	1,988	2023	22,400	0.09
116	135	PLUMOSA ST.	CONE RD.	FORTENBERRY RD.	Unincorporated	Brevard County	Urban Minor Collector	2		35	E	C3C	4,442	2022	21,700	0.20
120	136	PLUMOSA ST.	FORTENBERRY RD.	SR 520	Unincorporated	Brevard County	Urban Minor Collector	2		25	E	C3C	3,586	2023	21,700	0.17
106	137	PLUMOSA ST.	SR 520	MERRITT AVE.	Unincorporated	Brevard County	Urban Minor Collector	2		25	E	C3C	5,777	2023	21,700	0.27
105	138	S. BANANA RIVER DR.	END	SR 520	Unincorporated	Brevard County	Urban Local	2		25	E	C3R	1,908	2023	17,920	0.11
112	139	S. TROPICAL TR.	PINEDA CSWY. (SR 404)	S COURTENAY PKWY.	Unincorporated	Brevard County	Urban Minor Arterial	2	35/45	E	C3R	7,706	2023	17,920	0.43
113	140	S. COURTENAY PKWY.	S. TROPICAL TR.	BANANA BLVD.	Unincorporated	Brevard County	Urban Minor Arterial	2	35/45	E	C3R	8,701	2023	22,400	0.39
114	141	S. COURTENAY PKWY.	BANANA BLVD.	CONE RD.	Unincorporated	Brevard County	Urban Minor Arterial	2	35	E	C3R	11,111	2023	22,400	0.50
118	142	S. COURTENAY PKWY.	CONE RD.	FORTENBERRY RD.	Unincorporated	Brevard County	Urban Minor Arterial	2		35	E	C3R	13,848	2023	17,920	0.77
122	143	S. COURTENAY PKWY.	FORTENBERRY RD.	MAGNOLIA AVE.	Unincorporated	Brevard County	Urban Minor Arterial	4		35	E	C3C	16,619	2023	36,600	0.45
139	144	S. COURTENAY PKWY.	MAGNOLIA AVE.	SR 520	Unincorporated	Brevard County	Urban Minor Arterial	4		35	E	C3C	18,665	2023	36,600	0.51
111	145	S. TROPICAL TR.	MATHERS BRIDGE	PINEDA CSWY. (SR 404)	Unincorporated	Brevard County	Urban Major Collector	2	25/35	E	C3R	1,495	2023	17,920	0.08

622	146	BANANA RIVER DR.	MATHERS BRIDGE	S. PATRICK DR. (SR 513)	Indian Harbour Beach	Brevard County	Urban Major Collector	2		25	E	C3C	2,638	2023	21,700	0.12
125	147	S. TROPICAL TR.	S COURTENAY PKWY.	PLANTATION RD.	Unincorporated	Brevard County	Urban Major Collector	2		45	D	C3R	1,322	2023	17,920	0.07
126	148	S. TROPICAL TR.	PLANTATION RD.	CONE RD.	Unincorporated	Brevard County	Urban Major Collector	2	45/35		E	C3R	6,787	2023	17,920	0.38
124	149	S. TROPICAL TR.	CONE RD.	SR 520	Unincorporated	Brevard County	Urban Major Collector	2		35	E	C3C, C3R	5,229	2023	17,360	0.30
603	150	SPACE COMMERCE WY.	SR 3	NASA CSWY.	Unincorporated	FDOT	Rural Principal Arterial Other	2	35/45		D	C3C	5,717	2023	21,700	0.26
101	151	SR 520	HUMPHREY BRIDGE	N.TROPICAL TR.	Unincorporated	FDOT	Urban Principal Arterial-Other	6		45	D	C5, C4	46,697	2023	53,900	0.87
148	152	SR 520	N.TROPICAL TR.	SR 3	Unincorporated	FDOT	Urban Principal Arterial-Other	6		45	D	C4	37,789	2023	56,800	0.67
97	153	SR 520	SR 3	GOODWIN DR.	Unincorporated	FDOT	Urban Principal Arterial-Other	6		45	D	C4, C3C	29,767	2023	56,810	0.52
98	154	SR 520	GOODWIN DR.	PLUMOSA ST.	Unincorporated	FDOT	Urban Principal Arterial-Other	6		45	D	C3C	30,542	2023	56,810	0.54
99	155	SR 520	PLUMOSA ST.	MALL ENTRANCE	Unincorporated	FDOT	Urban Principal Arterial-Other	6		45	D	C3C	27,445	2022	56,810	0.48
100	156	SR 520	MALL ENTRANCE	SYKES CREEK PKWY.	Unincorporated	FDOT	Urban Principal Arterial-Other	6		45	D	C3C	24,898	2023	56,810	0.44
149	157	SR 520	SYKES CREEK PKWY.	NEWFOUND HARBOR DR.	Unincorporated	FDOT	Urban Principal Arterial-Other	6		45	D	C3C	29,025	2023	56,810	0.51
150	158	SR 520	NEWFOUND HARBOR DR	N BANANA RIVER DR.	Unincorporated	FDOT	Urban Principal Arterial-Other	6		45	D	C3C	24,515	2023	56,810	0.43
151	159	SR 520	N BANANA RIVER DR.	S BANANA RIVER DR.	Unincorporated	FDOT	Urban Principal Arterial-Other	6		45	D	C3C	22,841	2023	56,810	0.40
128	160	SR 528	US 1	N COURTENAY PKWY. (SR 3)	Unincorporated	FDOT	Urban Principal Arterial-Other	4	55/60		D	LA	39,271	2023	82,200	0.48
129	161	SR 528	N COURTENAY PKWY. (S	N BANANA RIVER DR.	Unincorporated	FDOT	Urban Principal Arterial-Other	4		60	D	LA	37,751	2023	82,200	0.46
127	162	SR 528	N BANANA RIVER DR.	SR 401	Unincorporated	FDOT	Urban Principal Arterial-Other	4	60/55		D	LA	36,048	2023	82,200	0.44
123	163	SYKES CREEK PKWY.	FORTENBERRY RD.	SR 520	Unincorporated	Brevard County	Urban Major Collector	4		35	E	C3C	4,230	2023	36,600	0.12
121	164	SYKES CREEK PKWY.	SR 520	MERRITT AVE.	Unincorporated	Brevard County	Urban Major Collector	4		45	E	C3C	11,642	2023	36,600	0.32
108	165	SYKES CREEK PKWY.	MERRITT AVE.	N BANANA RIVER DR.	Unincorporated	Brevard County	Urban Major Collector	2		45	E	C1, C3R, C3C	9,480	2023	21,700	0.44
75	166	ADAMSON RD.	PINE ST.	SR 524	Unincorporated	Brevard County	Urban Minor Collector	2		50	D	C3R, C2	6,655	2023	14,000	0.48
77	167	BARNES BLVD.	FISKE BLVD. (SR 519)	THREE MEADOWS DR.	Rockledge	Brevard County	Urban Principal Arterial-Other	4		45	E	C3C	15,128	2023	36,600	0.41
604	168	BARNES BLVD.	THREE MEADOWS DR.	MURRELL RD.	Rockledge	Brevard County	Urban Principal Arterial-Other	4		45	E	C3C	16,701	2023	36,600	0.46
72	169	BARNES BLVD.	MURRELL RD.	US 1	Rockledge	Rockledge	Urban Principal Arterial-Other	2		45	E	C3C	10,145	2023	21,700	0.47
49	170	CLEARLAKE RD.	PLUCKEBAUM RD.	SR 520	Cocoa	Brevard County	Urban Major Collector	2		30	E	C3R, C3C	4,189	2023	21,700	0.19
29	171	CLEARLAKE RD. (SR 501)	SR 520	LAKE DR.	Cocoa	FDOT	Urban Minor Arterial	4		45	D	C3C	11,650	2023	36,600	0.32
30	172	CLEARLAKE RD. (SR 501)	LAKE DR.	DIXON BLVD.	Cocoa	FDOT	Urban Minor Arterial	4		45	D	C3C	15,167	2023	36,600	0.41
31	173	CLEARLAKE RD. (SR 501)	DIXON BLVD.	ROSETINE ST.	Cocoa	FDOT	Urban Minor Arterial	4		45	D	C4	15,040	2022	36,100	0.42
32	174	CLEARLAKE RD. (SR 501)	ROSETINE ST.	MICHIGAN AVE.	Cocoa	FDOT	Urban Minor Arterial	4		45	D	C4	16,619	2023	36,100	0.46
39	175	CLEARLAKE RD. (SR 501)	MICHIGAN AVE.	OTTERBEIN AVE.	Cocoa	FDOT	Urban Minor Arterial	3		45	D	C4, C3C	16,047	2023	36,100	0.44
50	176	CLEARLAKE RD. (SR 501)	OTTERBEIN AVE.	N. WALMART ENTRANCE	Cocoa	FDOT	Urban Minor Arterial	3		40	D	C3C	13,026	2023	38,430	0.34
95	177	CLEARLAKE RD. (SR 501)	N. WALMART ENTRANCE	SR 524	Cocoa	FDOT	Urban Minor Arterial	2	40/45		D	C3C	15,377	2023	22,790	0.67
61	178	COX RD.	SR 520	SR 524	Cocoa	Brevard County/Cocoa	Urban Major Collector	2		45	E	C3C	4,561	2023	21,700	0.21
69	179	COX RD.	SR 524	JAMES RD.	Cocoa	Brevard County	Urban Major Collector	2		45	E	C3R	2,620	2023	22,400	0.12
47	180	DIXON BLVD.	CLEARLAKE RD.	PINEDA ST.	Cocoa	Brevard County	Urban Minor Arterial	4	20/40		E	C4	9,729	2023	40,800	0.24
51	181	DIXON BLVD.	PINEDA ST.	FISKE BLVD.	Cocoa	Brevard County	Urban Minor Arterial	4		40	E	C4	9,662	2023	40,800	0.24
46	182	DIXON BLVD.	FISKE BLVD.	BYRD PLAZA ENTRANCE	Cocoa	Brevard County	Urban Minor Arterial	4		40	E	C4	9,505	2023	40,800	0.23
45	183	DIXON BLVD.	BYRD PLAZA ENTRANCE	US 1	Cocoa	Brevard County	Urban Minor Arterial	4		40	E	C4	8,950	2023	40,800	0.22
44	184	FISKE BLVD. (SR 519)	I-95/BARNES BLVD.	EYSTER BLVD.	Rockledge	FDOT	Urban Principal Arterial-Other	4		45	D	C3C, C3R	26,603	2023	38,430	0.69
96	185	FISKE BLVD. (SR 519)	EYSTER BLVD.	BARTON BLVD.	Rockledge	FDOT	Urban Principal Arterial-Other	4		45	D	C3C	21,990	2023	38,430	0.57
42	186	FISKE BLVD. (SR 519)	BARTON BLVD.	ST. ANDREWS DR.	Rockledge	FDOT	Urban Principal Arterial-Other	4		40	D	C3R, C3C	25,050	2023	38,430	0.65
41	187	FISKE BLVD. (SR 519)	ST. ANDREWS DR.	PLUCKEBAUM RD.	Rockledge	FDOT	Urban Principal Arterial-Other	4		40	D	C4	25,000	2023	37,910	0.66
40	188	FISKE BLVD. (SR 519)	PLUCKEBAUM RD.	ROSA JONES DR.	Rockledge	FDOT	Urban Principal Arterial-Other	4		40	D	C4	20,091	2023	37,910	0.53
38	189	FISKE BLVD. (SR 519)	ROSA JONES DR.	SR 520	Cocoa	FDOT	Urban Principal Arterial-Other	4		40	D	C4	16,289	2023	37,910	0.43
37	190	FISKE BLVD.	SR 520	DIXON BLVD.	Cocoa	Cocoa	Urban Minor Arterial	2		30	E	C3R	6,599	2023	22,400	0.29
43	191	BARTON BLVD.	FISKE BLVD.	MURRELL RD.	Rockledge	Rockledge	Urban Minor Arterial	4		35	E	C4	15,741	2023	37,910	0.42
71	192	BARTON BLVD.	MURRELL RD.	US 1	Rockledge	Rockledge	Urban Minor Arterial	4		35	E	C4	13,922	2023	37,910	0.37
635	193	EYSTER BLVD.	FISKE BLVD.	HUNTINGTON	Rockledge	Rockledge	Urban Major Collector	2		35	E	C3C	6,772	2023	21,700	0.31
636	194	EYSTER BLVD.	HUNTINGTON LN.	MURRELL RD.	Rockledge	Rockledge	Urban Major Collector	2		35	E	C3C	7,033	2023	21,700	0.32
637	195	EYSTER BLVD.	MURRELL RD.	US 1	Rockledge	Rockledge	Urban Minor Arterial	4		35	E	C3C	10,762	2023	38,430	0.28
60	196	MURRELL RD.	BARNES BLVD.	EYSTER BLVD.	Rockledge	Rockledge	Urban Minor Arterial	4		40	E	C3C	16,480	2023	38,430	0.43
56	197	MURRELL RD.	EYSTER BLVD.	BARTON BLVD.	Rockledge	Rockledge	Urban Major Collector	4		35	E	C3C	4,156	2023	38,430	0.11
55	198	FLORIDA AVE.	US 1	ROSA JONES DR.	Rockledge	Rockledge	Urban Minor Arterial	2		35	E	C3C, C4	6,283	2023	21,700	0.29
54	199	FLORIDA AVE.	ROSA JONES DR.	SR 520	Cocoa	Cocoa	Urban Minor Arterial	2	35/25		E	C4	3,837	2023	24,000	0.16
52	200	FORREST AVE.	SR 520	PEACHTREE ST.	Cocoa	Cocoa	Urban Minor Arterial	2		35	E	C4	11,268	2023	24,000	0.47
53	201	FORREST AVE.	PEACHTREE ST.	US 1	Cocoa	Cocoa	Urban Minor Arterial	2		35	E	C3C, C4	9,368	2023	21,700	0.43
67	202	FRIDAY RD.	SR 520	SR 524	Cocoa	Brevard County/Cocoa	Urban Major Collector	2		25	E	C3C	1,746	2023	21,700	0.08
64	203	FRIDAY RD.	SR 524	JAMES RD.	Cocoa	Brevard County	Urban Local	2		45	E	C3R	3,076	2023	22,400	0.14
593	204	JUDGE F JAMIESON WY.	TAVISTOCK DR.	STADIUM PKWY.	Unincorporated	Brevard County	Urban Local	2		40	E	C3C	4,003	2023	21,700	0.18
80	205	JUDGE F JAMIESON WY.	STADIUM PKWY.	GOV'T CENTER/SCH. BOARD EI	Unincorporated	Brevard County	Urban Minor Arterial	4		40	E	C3C	7,948	2023	36,600	0.22
78	206	JUDGE F JAMIESON WY.	GOV'T CENTER/SCH. BO/	LAKE ANDREW DR.	Unincorporated	Brevard County	Urban Minor Arterial	4		40	E	C3C	11,075	2023	36,600	0.30
85	207	LAKE DR.	COX RD.	RANGE RD.	Cocoa	Brevard County	Urban Major Collector	2		45	E	C3C	3,167	2023	21,700	0.15
62	208	LAKE DR.	RANGE RD.	CLEARLAKE RD. (SR 501)	Cocoa	Brevard County	Urban Major Collector	2		35	E	C3R	3,389	2023	22,400	0.15
68	209	LAKE DR.	CLEARLAKE RD. (SR 501	SR 520	Cocoa	Brevard County/Cocoa	Urban Major Collector	2		20	E	C3C	3,295	2023	21,700	0.15
81	210	LAKE ANDREW DR.	WICKHAM RD.	THE AVENUES ENTRANCE	Unincorporated	Brevard County	Urban Minor Arterial	4		45	E	C3C	19,598	2023	36,600	0.54
82	211	LAKE ANDREW DR.	THE AVENUES ENTRANCI	JUDGE F JAMIESON WY.	Unincorporated	Brevard County	Urban Minor Arterial	4		45	E	C3C	16,905	2023	36,600	0.46
640	212	LAKE ANDREW DR.	JUDGE F JAMIESON WY.	PORADA DR.	Unincorporated	Brevard County	-	4		40	E	C3C	12,070	2023	36,600	0.33
641	213	LAKE ANDREW DR.	PORADA DR.	VIERA BLVD.	Unincorporated	Brevard County	-	4		40	E	C3C	12,855	2023	36,600	0.35
86	214	MICHIGAN AVE.	RANGE RD.	CLEARLAKE RD.	Cocoa	Cocoa	Urban Major Collector	2		30	E	C3R	3,817	2022	22,400	0.17
48	215	MICHIGAN AVE.	CLEARLAKE RD.	US 1	Cocoa	Brevard County	Urban Minor Arterial	4		45	E	C3C	10,627	2023	36,600	0.29
528	216	MURRELL RD.	WICKHAM RD.	SPYGLASS HILL DR.	Unincorporated	Brevard County	Urban Minor Arterial	4		35	E	C3C	14,524	2023	36,600	0.40
59	217	MURRELL RD.	SPYGLASS HILL DR.	VIERA BLVD.	Unincorporated	Brevard County	Urban Minor Arterial	4		40	E	C3R	13,580	2023	37,300	0.36
529	218	MURRELL RD.	VIERA BLVD.	CLUB HOUSE DR.	Unincorporated	Brevard County	Urban Minor Arterial	4		40	E	C3R	18,181	2023	37,300	0.49
57	219	MURRELL RD.	CLUB HOUSE DR.	BARNES BLVD.	Rockledge	Brevard County/Cocoa	Urban Minor Arterial	4		40	E	C3C, C3R	16,527	2023	36,600	0.45
592	220	PEACHTREE ST.	LAKE DR.	FISKE BLVD.	Cocoa	Brevard County/Cocoa	Urban Major Collector	2		20	E	C3C	4,474	2022	21,700	0.21
17	221	PINEHURST AVE.	WICKHAM RD.	SPYGLASS HILL DR.	Unincorporated	Brevard County	Urban Minor Collector	2		25	E	C3R	6,598	2023	22,400	0.29
530	222	PINEHURST AVE.	SPYGLASS HILL DR.	FARGO DR.	Unincorporated	Brevard County	Urban Minor Collector	2		25	E	C3R	5,148	2023	22,400	0.23
16	223	PINEHURST AVE.	FARGO DR.	HOLIDAY SPRINGS RD.	Unincorporated	Brevard County	Urban Minor Collector	2		25	E	C3R	3,845	2023	22,400	0.17
94	224	HOLIDAY SPRINGS RD.	PINEHURST AVE.	VIERA BLVD.	Unincorporated	Brevard County	Urban Minor Collector	2		25	E	C3R, C3C	4,437	2023	21,700	0.20
568	225	PLUCKEBAUM RD.	CLEARLAKE RD.	FISKE BLVD. (SR 519)	Rockledge	Brevard County	Urban Major Collector	2		35	E	C3R	6,841	2023	22,400	0.31
531	226	RANGE RD.	SR 520	LAKE DR.	Cocoa	Brevard County	Urban Major Collector	2		35	E	C3C	4,305	2023	21,700	0.20
532	227	RANGE RD.	LAKE DR.	ROSETINE ST.	Cocoa	Brevard County/Cocoa	Urban Major Collector	2		35	E	C3R, C2	5,970	2022	22,400	0.27
74	228	ROSETINE ST.	RANGE RD.	CLEARLAKE RD.	Cocoa	Brevard County/Cocoa	Urban Minor Collector	2		25	E	C3C	3,226	2023	21,700	0.15
18	229	SPYGLASS HILL RD.	MURRELL RD.	PINEHURST AVE.	Unincorporated	Brevard County	Urban Minor Collector	2		30	E	C3R, C3C	4,098	2023	21,700	0.19
534	230	SR 520	ORANGE CO	SR 524	Cocoa	FDOT	Rural Principal Arterial Other	4		65	C	C2	13,909	2023	45,800	0.30
1	231	SR 520	SR 524	FRIDAY RD.	Cocoa	FDOT	Urban Principal Arterial-Other	4		55	D	C3R, C3C	12,761	2023	38,430	0.33
84	232	SR 520	FRIDAY RD.	I-95	Cocoa	FDOT	Urban Principal Arterial-Other	4		45	D	C3C	19,729	2023	38,430	0.51
2	233	SR 520	I-95	BURNETT RD.	Cocoa	FDOT	Urban Principal Arterial-Other	4		45	D	C3C	20,874	2023	38,430	0.54
3	234	SR 520	BURNETT RD.	RANGE RD.	Cocoa	FDOT	Urban Principal Arterial-Other	4	45/55		D	C3C	20,207	2023	38,430	0.53
14	235	SR 520	RANGE RD.	CLEARLAKE RD. (SR 501)	Cocoa	FDOT	Urban Principal Arterial-Other	4	55/45		D	C3C	19,930	2023	38,430	0.52
4	236	SR 520	CLEARLAKE RD. (SR 501	LAKE DR.	Cocoa	FDOT	Urban Principal Arterial-Other	4		45	D	C3C	19,202	2023	36,600	0.52
5	237	SR 520	LAKE DR.	FISKE BLVD. (SR 519)	Cocoa	FDOT	Urban Principal Arterial-Other	4		40	D	C3C	21,802	2023	36,600	0.60
6	238	SR 520	FISKE BLVD. (SR 519)	BLAKE AVE.	Cocoa	FDOT	Urban Principal Arterial-Other	4		40	D	C3C	25,178	2023	38,430	0.66
7	239	SR 520	BLAKE AVE.	US 1	Cocoa	FDOT	Urban Principal Arterial-Other	4		40	D	C3C	24,142	2022	38,430	0.63
8	240	SR 520 (EB)	US 1	FORREST AVE.	Cocoa	FDOT	Urban Principal Arterial-Other	3		35	D	C4, C3C	17,270	2023	21,660	0.80
9	241	SR 520 (EB)	FORREST AVE.	BREVARD AVE.	Cocoa	FDOT	Urban Principal Arterial-Other	3		35	D	C4	22,061	2023	21,660	1.02
10	242	SR 520 (EB)	BREVARD AVE.	DELANNOY AVE.	Cocoa	FDOT	Urban Principal Arterial-Other	3		35	D	C4	21,998	2023	21,660	1.02
11	243	SR 520 (EB)	DELANNOY AVE.	RIVEREDGE BLVD.	Cocoa	FDOT	Urban Principal Arterial-Other	2		35	D	C4	22,567	2023	21,660	1.04
12	244	SR 520 (WB)	CAUSEWAY	DELANNOY AVE.	Cocoa	FDOT	Urban Principal Arterial-Other	2		35	D	C5	22,262	2023	22,980	0.97
13	245	SR 520 (WB)	DELANNOY AVE.	BREVARD AVE.	Cocoa	FDOT	Urban Principal Arterial-Other	2		35	D	C5	23,716	2023	22,980	1.03
15	246	SR 520 (WB)	BREVARD AVE.	FORREST AVE.	Cocoa	FDOT	Urban Principal Arterial-Other	3		35	D	C5	21,896	2023	22,980	0.95
87	247	SR 520 (WB)	FORREST AVE.	US 1	Cocoa	FDOT	Urban Principal Arterial-Other	2		35	D	C5, C3C	16,247	2023	21,960	0.74
66	248	SR 524	SR 520	I-95	Cocoa	FDOT	Urban Minor Arterial	2	45/55		D	C2, C3C	7,375	2023	14,000	0.53
73	249	SR 524	I-95	COX RD.	Cocoa	FDOT	Urban Minor Arterial	2	45/55		D	C3R, C3C	10,946	2023	22,790	0.48
76	250	SR 524	COX RD.	INDUSTRY RD.	Cocoa	FDOT	Urban Minor Arterial	2	55/45		D	C3R, C3C	12,853	2023	23,870	0.54
91	251	SR 528	ORANGE CO	SR 407	Unincorporated	Turnpike	Rural Principal Arterial - Freeway	4		70	C	LA	37,620	2023	48,000	0.78
90	252	SR 528	SR 407	I-95	Unincorporated	Turnpike	Rural Principal Arterial - Freeway	4		70	C	LA	33,196	2023	48,000	0.69
93	253	SR 528	I-95	INDUSTRY RD.	Cocoa	Turnpike	Urban Principal Arterial - Freeway	4	70/65		D	LA	28,494	2023	82,200	0.35
92	254	SR 528	INDUSTRY RD.	US 1	Cocoa	FDOT	Urban Principal Arterial - Freeway	4		55	D	LA	40,080	2023	82,200	0.49
644	255	STADIUM PKWY.	CUDDINGTON DR.	WICKHAM RD.	Unincorporated	Brevard County	Urban Minor Arterial	2		40	D	C3R	5,910	2023	22,400	0.26
25	256	STADIUM PKWY.	WICKHAM RD.	JUDGE F JAMIESON WY.	Unincorporated	Brevard County	Urban Minor Arterial	2		40	E	C3C	12,734	2023	21,700	0.59
26	257	STADIUM PKWY.	JUDGE F JAMIESON WY	VIERA BLVD.	Unincorporated	Brevard County	Urban Minor Arterial	4		40	E	C3C	20,958	2023	36,600	0.57
535	258	STADIUM PKWY.	VIERA BLVD.	ROSEMOUNT DR.	Unincorporated	Brevard County	Urban Minor Arterial	4		40	E	C3C	15,647	2023	36,600	0.43
606	259	STADIUM PKWY.	ROSEMOUNT DR.	I-95/FISKE BLVD.	Unincorporated	Brevard County	Urban Minor Arterial	4		40	E	C3R	16,453	2023	37,300	0.44
607	260	TAVISTOCK DR.	JUDGE F JAMIESON WY.	VIERA BLVD.	Unincorporated	Brevard County	Urban Local	2		35	E	C3R	3,140	2023	22,400	0.14
608	261	TAVISTOCK DR.	VIERA BLVD.	STADIUM PKWY.	Unincorporated	Brevard County	Urban Local	2		35	E	C3R	2,403	2023	22,400	0.11
89	262	US 1	PINEDA CSWY. (SR 404)	SUNTREE BLVD.	Unincorporated	FDOT	Urban Principal Arterial-Other	4	45/55		D	C3C	35,288	2023	38,430	0.92
567	263	US 1	SUNTREE BLVD.	VIERA BLVD.	Unincorporated	FDOT	Urban Principal Arterial-Other	4		55	D	C3C	32,069	2023	38,430	0.83
36	264	US 1	VIERA BLVD.	BARNES BLVD.	Unincorporated	FDOT	Urban Principal Arterial-Other	4		55	D	C3C	25,816	2023	38,430	0.67
70	265	US 1	BARNES BLVD.	EYSTER BLVD.	Rockledge	FDOT	Urban Principal Arterial-Other	4		55	D	C3C	26,332	2023	38,430	0.69
34	266	US 1	EYSTER BLVD.	BARTON BLVD.	Rockledge	FDOT	Urban Principal Arterial-Other	6		45	D	C3C	33,131	2023	56,810	0.58
33	267	US 1	BARTON BLVD.	FLORIDA AVE.	Rockledge	FDOT	Urban Principal Arterial-Other	6		45	D	C3C	40,616	2023	56,810	0.71
88	268	US 1	FLORIDA AVE.	ROSA JONES DR.	Rockledge	FDOT	Urban Principal Arterial-Other	6		45	D	C3C, C4	33,944	2023	56,810	0.60
24	269	US 1	ROSA JONES DR.	SR 520	Cocoa	FDOT	Urban Principal Arterial-Other	6		35	D	C4	34,566	2023	59,640	0.58
23	270	US 1	SR 520	PEACHTREE ST.	Cocoa	FDOT	Urban Principal Arterial-Other	6		35	D	C3C	23,322	2023	56,810	0.41
22	271	US 1	PEACHTREE ST.	FORREST AVE.	Cocoa	FDOT	Urban Principal Arterial-Other	6		45	D	C3C	23,066	2023	56,810	0.41
21	272	US 1	FORREST AVE.	DIXON BLVD.	Cocoa	FDOT	Urban Principal Arterial-Other	6		45	D	C3C	29,941	2023	56,810	0.53
20	273	US 1	DIXON BLVD.	MICHIGAN AVE.	Cocoa	FDOT	Urban Principal Arterial-Other	6		45	D	C3C	31,789	2023	56,810	0.56
19	274	US 1	MICHIGAN AVE.	SR 528	Cocoa	FDOT	Urban Principal Arterial-Other	6		45	D	C3C	30,127	2023	56,810	0.53
572	275	VIERA BLVD.	TAVISTOCK DRIVE	STADIUM PKWY.	Unincorporated	Brevard County	Urban Local	4		40	E	C3R	8,359	2023	37,300	0.22
536	276	VIERA BLVD.	STADIUM PKWY.	LAKE ANDREW DR.	Unincorporated	Brevard County	Urban Minor Arterial	4		45	E	C3C	19,408	2023	36,600	0.53
645	277	VIERA BLVD.	LAKE ANDREW DR.	MURRELL RD.	Unincorporated	Brevard County	Urban Minor Arterial	4		45	E	C3C	25,456	2023	36,600	0.70
58	278	VIERA BLVD.	MURRELL RD.	HOLIDAY SPRINGS RD.	Unincorporated	Brevard County	Urban Minor Arterial	4		40	E	C3R	17,971	2023	37,300	0.48
537	279	VIERA BLVD.	HOLIDAY SPRINGS RD.	US 1	Unincorporated	Brevard County	Urban Minor Arterial	4		35	D	C3C	13,864	2023	30,300	0.46
503	280	DR. MARTIN LUTHER KING JR. BL	US 192	HIBISCUS BLVD.	Melbourne	Melbourne	Urban Minor Arterial	4		35	D	C3C	9,521	2023	36,600	0.26
502	281	DR. MARTIN LUTHER KING JR. BL	HIBISCUS BLVD.	NASA BLVD. (SR 508)	Melbourne	Melbourne	Urban Minor Arterial	4		35	D	C3C	8,682	2023	38,430	0.23
501	282	DR. MARTIN LUTHER KING JR. BL	NASA BLVD. (SR 508)	APOLLO BLVD.	Melbourne	Melbourne	Urban Minor Arterial	4		40	D	C3C	11,878	2023	36,600	0.32
510	283	APOLLO BLVD.	DR. MARTIN LUTHER KIN	ST. MICHAELS PL.	Melbourne	Brevard County	Urban Minor Arterial	4		45	D	C3C	20,673	2,022	38,430	0.54
538	284	APOLLO BLVD.	ST. MICHAELS PL.	SARNO RD.	Melbourne	Brevard County	Urban Minor Arterial	4		45	D	C3C	18,587	2023	38,430	0.48
571	285	APOLLO BLVD.	SARNO RD.	EAU GALLIE BLVD. (SR 518)	Melbourne	Melbourne	Urban Local	4		35	E	C3R	10,114	2023	37,300	0.27
507	286	AURORA RD.	JOHN RODES BLVD.	TURTLEMOUND RD.	Melbourne	Brevard County	Urban Major Collector	2	30/45		E	C3R	7,446	2023	22,400	0.33
514	287	AURORA RD.	TURTLEMOUND RD.	WICKHAM RD.	Melbourne	Brevard County	Urban Major Collector	2		45	D	C3R	6,057	2023	22,400	0.27
515	288	AURORA RD.	WICKHAM RD.	CROTON RD.	Melbourne	Brevard County	Urban Minor Arterial	4		40	D	C3C	10,459	2023	36,600	0.29
366	289	AURORA RD.	CROTON RD.	STEWART RD.	Melbourne	Brevard County	Urban Minor Arterial	4		40	D	C3C	10,453	2023	36,600	0.29
376	290	AURORA RD.	STEWART RD.	US 1	Melbourne	Brevard County	Urban Minor Arterial	4		40	D	C3C	9,383	2023	36,600	0.26

SPACE COAST
TRANSPORTATION PLANNING ORGANIZATION
HISTORICAL TRAFFIC VOLUMES – 2020-2024

[Click Here for On-line Interactive Website]

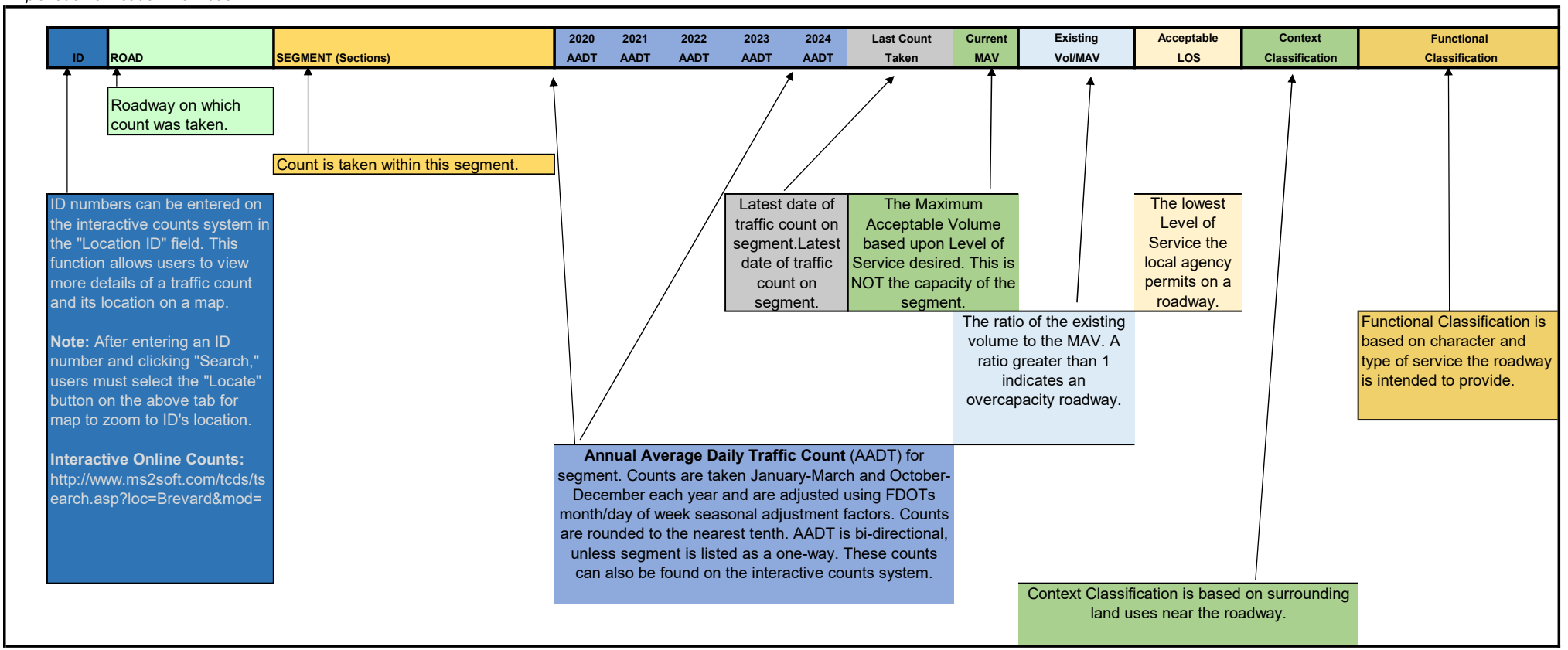
MAY 19, 2025

SPACE COAST TRANSPORTATION PLANNING ORGANIZATION TRAFFIC COUNTS

Questions? Please contact TPO staff at 321-690-6890

The Space Coast Transportation Planning Organization (SCTPO) annually collects traffic counts that are used for a variety of transportation monitoring programs, local government concurrency management systems, the Florida Department of Transportation, private citizens and local businesses. The SCTPO's consultant collects forty-eight (48) hour directional traffic counts by fifteen (15) minute intervals at specified locations. All counts are taken during the weekday period from 12:01 AM, Monday, through 12:00 noon Friday.

Explanation of header information:



*AADTs: Counts are calculated based on FDOT seasonal factors. It should also be noted that a reduced seasonal adjustment is applied on lower level roads (local and collectors) that experience less seasonal fluctuation in traffic.

SPACE COAST TRANSPORTATION PLANNING ORGANIZATION TRAFFIC COUNTS: 2020 - 2024

ID	ROAD	FROM	TO	2020 AADT	2021 AADT	2022 AADT	2023 AADT	2024 AADT	Last Count Taken	Current MAV	Existing Vol/MAV	Acceptable LOS	Context Classification	Functional Classification
AREA: MERRITT ISLAND														
	CONE RD.	S TROPICAL TR.	PLUMOSA ST.	4,880	4,515	4,715	4,600	4,630						
117	CONE RD.	S TROPICAL TR.	S COURTENAY PKWY.	4,720	4,230	4,260	4,180	4,280	01/29/24-01/30/24	22,400	0.19	E	C3R	Urban Minor Collector
115	CONE RD.	S COURTENAY PKWY.	PLUMOSA ST.	5,040	4,800	5,170	5,020	4,980	01/31/24-02/01/24	21,700	0.23	E	C3C	Urban Minor Collector
137	CROCKETT BLVD.	N TROPICAL TR.	N COURTENAY PKWY. (SR 3)	1,890	1,850	1,970	1,990	2,080	02/06/24-02/07/24	21,700	0.10	E	C3C	Urban Minor Collector
	FORTENBERRY RD.	S COURTENAY PKWY.	SYKES CREEK PKWY.	4,700	3,945	4,105	3,860	3,970						
119	FORTENBERRY RD.	S COURTENAY PKWY.	PLUMOSA ST.	4,960	3,900	3,930	3,620	3,620	01/31/24-02/01/24	21,700	0.17	E	C3C	Urban Major Collector
154	FORTENBERRY RD.	PLUMOSA ST.	SYKES CREEK PKWY.	4,440	3,990	4,280	4,100	4,320	01/31/24-02/01/24	21,700	0.20	E	C3C	Urban Major Collector
158	HALL RD.	N TROPICAL TR.	N COURTENAY PKWY. (SR 3)	2,950	NC	2,980	2,140	3,160	01/29/24-01/30/24	22,400	0.14	E	C3R	Urban Minor Collector
138	LUCAS RD.	N TROPICAL TR.	N COURTENAY PKWY. (SR 3)	3,410	3,090	3,200	3,120	NC	01/09/23-01/10/23	22,400	0.14	E	C3R	Urban Minor Collector
153	MERRITT AVE.	N TROPICAL TR.	N COURTENAY PKWY. (SR 3)	3,940	3,240	3,030	3,030	3,140	02/06/24-02/07/24	21,700	0.14	E	C3C	Urban Major Collector
	MERRITT AVE.	N COURTENAY PKWY. (SR 3)	SYKES CREEK PKWY.	14,660	13,000	13,080	13,295	12,810						
103	MERRITT AVE.	N COURTENAY PKWY. (SR 3)	PLUMOSA ST.	15,150	12,780	12,380	13,020	11,760	02/06/24-02/07/24	36,600	0.32	E	C3C	Urban Major Collector
110	MERRITT AVE.	PLUMOSA ST.	SYKES CREEK PKWY.	14,170	13,220	13,780	13,570	13,860	01/31/24-02/01/24	36,600	0.38	E	C3C	Urban Major Collector
104	NEWFOUND HARBOR DR.	END	SR 520	6,260	5,400	5,640	5,060	5,410	01/31/24-02/01/24	22,400	0.24	E	C3R	Urban Minor Collector
	N. BANANA RIVER DR.	SR 520	SEA RAY DR.	8,802	7,860	8,278	7,840	8,456						
109	N. BANANA RIVER DR.	SR 520	SYKES CREEK PKWY.	6,390	6,140	6,130	6,280	6,470	01/31/24-02/01/24	22,400	0.29	E	C3R	Urban Minor Arterial
107	N. BANANA RIVER DR.	SYKES CREEK PKWY.	CENTRAL AVE.	12,300	11,680	12,430	11,580	12,260	01/31/24-02/01/24	21,700	0.56	E	C3C, C3R	Urban Minor Arterial
102	N. BANANA RIVER DR.	CENTRAL AVE.	MARTIN BLVD.	11,920	10,050	10,910	9,710	10,890	01/31/24-02/01/24	22,400	0.49	E	C3R	Urban Minor Arterial
602	N. BANANA RIVER DR.	MARTIN BLVD.	SR 528	11,900	10,000	10,370	9,970	11,000	01/29/24-01/30/24	21,700	0.51	E	C3C	Urban Minor Arterial
613	N. BANANA RIVER DR.	SR 528	SEA RAY DR.	1,500	1,430	1,550	1,660	1,660	01/29/24-01/30/24	21,700	0.08	E	C3C	Urban Local
	N. COURTENAY PKWY. (SR 3)	SR 520	PIONEER RD.	29,001	30,260	28,214	30,073	31,287						
130	N. COURTENAY PKWY. (SR 3)	SR 520	MERRITT AVE.	25,760	26,150	25,640	26,290	27,300	01/31/24-02/01/24	37,910	0.72	D	C4	Urban Principal Arterial-Other
131	N. COURTENAY PKWY. (SR 3)	MERRITT AVE.	NEEDLE BLVD.	30,220	32,130	30,980	32,030	31,490	02/06/24-02/07/24	37,910	0.83	D	C4	Urban Principal Arterial-Other
133	N. COURTENAY PKWY. (SR 3)	NEEDLE BLVD.	LUCAS RD.	32,190	34,740	30,540	31,210	30,650	02/06/24-02/07/24	37,910	0.81	D	C4	Urban Principal Arterial-Other
135	N. COURTENAY PKWY. (SR 3)	LUCAS RD.	CROCKETT BLVD.	27,630	29,670	26,310	31,490	NC	01/09/23-01/10/23	38,430	0.82	D	C3C	Urban Principal Arterial-Other
136	N. COURTENAY PKWY. (SR 3)	CROCKETT BLVD.	PIONEER RD.	26,690	28,680	30,190	31,760	30,230	01/30/24-01/31/24	38,430	0.79	D	C3C	Urban Principal Arterial-Other
152	N. COURTENAY PKWY. (SR 3)	PIONEER RD.	S RAMPS SR 528	33,250	31,170	26,990	27,080	33,650	02/13/24-02/14/24	38,430	0.88	D	C3C	Urban Principal Arterial-Other
155	N. COURTENAY PKWY. (SR 3)	S RAMPS SR 528	N RAMPS SR 528	27,270	29,280	26,850	30,650	34,400	01/29/24-01/30/24	38,430	0.90	D	C3C	Urban Principal Arterial-Other
	N. COURTENAY PKWY. (SR 3)	N RAMPS	SPACE COMMERCE WAY	14,903	12,893	12,660	15,443	18,460						
140	N. COURTENAY PKWY. (SR 3)	N RAMPS	HALL RD.	18,790	18,030	17,900	21,690	24,960	01/29/24-01/30/24	38,430	0.65	D	C3C	Urban Principal Arterial-Other
157	N. COURTENAY PKWY. (SR 3)	HALL RD.	N TROPICAL TR.	15,610	14,330	13,070	15,390	18,380	01/29/24-01/30/24	39,170	0.47	D	C3R	Urban Principal Arterial-Other
141	N. COURTENAY PKWY. (SR 3)	N TROPICAL TR.	SPACE COMMERCE WAY	10,310	6,320	7,010	9,250	12,040	01/29/24-01/30/24	45,800	0.26	C	C2, C1	Rural Principal Arterial Other
	N. TROPICAL TR.	SR 520	PIONEER RD.	5,083	5,040	5,118	5,448	5,028						
147	N. TROPICAL TR.	SR 520	MERRITT AVE.	8,240	8,100	8,030	8,560	7,480	02/06/24-02/07/24	21,700	0.34	E	C3C	Urban Major Collector
146	N. TROPICAL TR.	MERRITT AVE.	LUCAS RD.	6,270	6,110	6,390	6,660	5,360	02/06/24-02/07/24	22,400	0.24	E	C3R	Urban Major Collector
145	N. TROPICAL TR.	LUCAS RD.	CROCKETT BLVD.	3,930	3,990	4,010	4,320	5,230	02/06/24-02/07/24	22,400	0.23	E	C3R	Urban Major Collector
156	N. TROPICAL TR.	CROCKETT BLVD.	PIONEER RD.	1,890	1,960	2,040	2,250	2,040	02/06/24-02/07/24	22,400	0.09	E	C3R	Urban Major Collector
	N. TROPICAL TR.	GRANT RD.	N COURTENAY PKWY. (SR 3)	1,403	1,295	1,160	1,475	1,380						
144	N. TROPICAL TR.	GRANT RD.	HALL RD.	760	NC	760	NC	720	01/29/24-01/30/24	22,400	0.03	E	C3R	Urban Major Collector
143	N. TROPICAL TR.	HALL RD.	CRISAFULLI RD.	1,560	870	970	970	1,590	01/29/24-01/30/24	22,400	0.07	E	C2, C3R	Urban Major Collector
142	N. TROPICAL TR.	CRISAFULLI RD.	N COURTENAY PKWY. (SR 3)	1,890	1,720	1,750	1,980	1,830	01/29/24-01/30/24	22,400	0.08	E	C3R	Urban Major Collector
	PLUMOSA ST.	CONE RD.	MERRITT AVE.	5,280	4,705	4,755	4,690	5,065						
116	PLUMOSA ST.	CONE RD.	FORTENBERRY RD.	4,820	NC	4,440	NC	4,550	01/31/24-02/01/24	21,700	0.21	E	C3C	Urban Minor Collector
120	PLUMOSA ST.	FORTENBERRY RD.	SR 520	NC	4,150	NC	3,600	NC	01/19/23-01/20/23	21,700	0.17	E	C3C	Urban Minor Collector
106	PLUMOSA ST.	SR 520	MERRITT AVE.	5,740	5,260	5,070	5,780	5,580	01/31/24-02/01/24	21,700	0.26	E	C3C	Urban Minor Collector
105	S. BANANA RIVER DR.	END	SR 520	2,230	2,330	2,120	1,920	1,990	01/31/24-02/01/24	17,920	0.11	E	C3R	Urban Local
	S. TROPICAL TR./S. COURTENAY PKWY.	PINEDA CSWY. (SR 404)	FORTENBERRY RD.	12,113	10,193	10,690	10,398	11,410						
112	S. TROPICAL TR.	PINEDA CSWY. (SR 404)	S COURTENAY PKWY.	8,600	7,530	8,160	7,750	8,530	01/29/24-01/30/24	17,920	0.48	E	C3R	Urban Minor Arterial
113	S. COURTENAY PKWY.	S. TROPICAL TR.	BANANA BLVD.	10,300	8,880	9,430	8,750	10,110	01/29/24-01/30/24	22,400	0.45	E	C3R	Urban Minor Arterial
114	S. COURTENAY PKWY.	BANANA BLVD.	CONE RD.	13,010	10,970	11,570	11,170	12,570	01/29/24-01/30/24	22,400	0.56	E	C3R	Urban Minor Arterial
118	S. COURTENAY PKWY.	CONE RD.	FORTENBERRY RD.	16,540	13,390	13,600	13,920	14,430	01/31/24-02/01/24	22,400	0.64	E	C3R	Urban Minor Arterial
	S. COURTENAY PKWY.	FORTENBERRY RD.	SR 520	17,805	17,350	16,865	17,735	18,015						
122	S. COURTENAY PKWY.	FORTENBERRY RD.	MAGNOLIA AVE.	17,160	16,840	15,680	16,710	17,510	01/31/24-02/01/24	36,600	0.48	E	C3C	Urban Minor Arterial
139	S. COURTENAY PKWY.	MAGNOLIA AVE.	SR 520	18,450	17,860	18,050	18,760	18,520	02/06/24-02/07/24	36,600	0.51	E	C3C	Urban Minor Arterial
111	S. TROPICAL TR.	MATHERS BRIDGE	PINEDA CSWY. (SR 404)	1,740	1,550	1,460	1,500	1,500	01/29/24-01/30/24	17,920	0.08	E	C3R	Urban Major Collector
	S. TROPICAL TR.	S COURTENAY PKWY.	SR 520	4,887	4,363	4,477	4,467	4,390						
125	S. TROPICAL TR.	S COURTENAY PKWY.	PLANTATION RD.	1,520	1,290	1,420	1,320	1,300	01/29/24-01/30/24	17,920	0.07	D	C3R	Urban Major Collector
126	S. TROPICAL TR.	PLANTATION RD.	CONE RD.	7,410	6,730	7,000	6,820	6,760	01/29/24-01/30/24	17,920	0.38	E	C3R	Urban Major Collector
124	S. TROPICAL TR.	CONE RD.	SR 520	5,730	5,070	5,010	5,260	5,110	01/29/24-01/30/24	17,360	0.29	E	C3C, C3R	Urban Major Collector
603	SPACE COMMERCE WY.	SR 3	NASA CSWY.	3,990	3,270	4,420	5,720	6,200	01/29/24-01/30/24	21,700	0.29	D	C3C	Rural Principal Arterial Other
	SR 520	HUMPHREY BRIDGE	S BANANA RIVER DR.	30,794	30,014	28,571	30,761	30,076						
101	SR 520	HUMPHREY BRIDGE	N.TROPICAL TR.	44,660	44,030	42,590	46,700	44,050	01/31/24-02/01/24	53,900	0.82	D	C5, C4	Urban Principal Arterial-Other
148	SR 520	N.TROPICAL TR.	SR 3	33,180	37,330	34,490	37,790	37,660	01/31/24-02/01/24	56,800	0.66	D	C4	Urban Principal Arterial-Other
97	SR 520	SR 3	GOODWIN DR.	31,100	30,030	30,440	29,770	29,750	01/31/24-02/01/24	56,810	0.52	D	C4, C3C	Urban Principal Arterial-Other
98	SR 520	GOODWIN DR.	PLUMOSA ST.	27,800	29,670	28,930	30,540	31,270	01/31/24-02/01/24	56,810	0.55	D	C3C	Urban Principal Arterial-Other
99	SR 520	PLUMOSA ST.	MALL ENTRANCE	26,780	28,180	27,450	29,310	30,020	01/31/24-02/01/24	56,810	0.53	D	C3C	Urban Principal Arterial-Other
100	SR 520	MALL ENTRANCE	SYKES CREEK PKWY.	25,190	23,830	21,580	24,900	21,830	01/31/24-02/01/24	56,810	0.38	D	C3C	Urban Principal Arterial-Other
149	SR 520	SYKES CREEK PKWY.	NEWFOUND HARBOR DR.	26,850	28,480	28,120	29,030	25,280	01/31/24-02/01/24	56,810	0.44	D	C3C	Urban Principal Arterial-Other
150	SR 520	NEWFOUND HARBOR DR.	N BANANA RIVER DR.	NC	24,780	22,090	24,520	26,090	01/31/24-02/01/24	56,810	0.46	D	C3C	Urban Principal Arterial-Other
151	SR 520	N BANANA RIVER DR.	S BANANA RIVER DR.	NC	23,800	21,450	22,840	24,680	01/31/24-02/01/24	56,810	0.43	D	C3C	Urban Principal Arterial-Other

NC=Not Counted; UC=Under Construction

SPACE COAST TRANSPORTATION PLANNING ORGANIZATION TRAFFIC COUNTS: 2020 - 2024

ID	ROAD	FROM	TO	2020 AADT	2021 AADT	2022 AADT	2023 AADT	2024 AADT	Last Count Taken	Current MAV	Existing Vol/MAV	Acceptable LOS	Context Classification	Functional Classification
AREA: MERRITT ISLAND														
	SR 528	US 1	SR 401	47,357	36,517	33,900	37,690	44,317						
128	SR 528	US 1	N COURTENAY PKWY. (SR 3)	55,910	46,300	38,530	39,270	53,870	01/29/24-01/30/24	82,200	0.66	D	LA	Urban Principal Arterial-Other
129	SR 528	N COURTENAY PKWY. (SR 3)	N BANANA RIVER DR.	44,790	35,050	33,410	37,750	41,270	01/29/24-01/30/24	82,200	0.50	D	LA	Urban Principal Arterial-Other
127	SR 528	N BANANA RIVER DR.	SR 401	41,370	28,200	29,760	36,050	37,810	01/29/24-01/30/24	82,200	0.46	D	LA	Urban Principal Arterial-Other
123	SYKES CREEK PKWY.	FORTENBERRY RD.	SR 520	4,850	4,050	4,370	4,230	3,820	02/05/24-02/06/24	36,600	0.10	E	C3C	Urban Major Collector
121	SYKES CREEK PKWY.	SR 520	MERRITT AVE.	12,910	10,770	10,700	11,640	11,540	01/31/24-02/01/24	36,600	0.32	E	C3C	Urban Major Collector
108	SYKES CREEK PKWY.	MERRITT AVE.	N BANANA RIVER DR.	11,410	9,680	9,840	9,530	9,720	01/31/24-02/01/24	21,700	0.45	E	C1, C3R, C3C	Urban Major Collector

NC=Not Counted; UC=Under Construction

ATTACHMENT M-5

RANGEWATER RESIDENTIAL N COURTNEY PARKWAY MERRIT ISLAND
Growth Rate Calculations Summary

Roadway	From	To	ID #	2020[1]	2021[1]	2022[1]	2023[1]	2024[1]	Trend Growth Rate to Design Year[2]		Applicable Growth Rate	
N. Courtenay Pkwy. (S.R. 3)	Crockett Blvd.	Pioneer Rd.	136	-	28,680	30,190	31,760	30,230	2.10%	Exp	2.10%	Exp
	Pioneer Rd.	S Ramps SR 528	152	-	31,170	26,990	27,080	33,650	0.33%	Linear	1.34%	Linear
	S Ramps SR 528	N Ramps SR 528	155	-	29,280	26,850	30,650	34,400	3.63%	Linear	3.63%	Linear
	N Ramps	Hall Rd.	140	-	18,030	17,900	21,690	24,960	8.83%	Exp	8.83%	Exp
SR 528	US 1	N. Courtenay Pkwy. (SR 3)	128	-	46,300	38,530	39,270	53,870	1.77%	Linear	1.77%	Linear
	N. Courtenay Pkwy. (SR 3)	N Banana River Dr.	129	-	35,050	33,410	37,750	41,270	3.79%	Linear	3.79%	Linear

(1) AADT Values Extracted from **SCTPO Traffic Counts and LOS Historical Report: 2020-2024**
2020 removed due to atypical traffic conditions caused by COVID-19 Pandemic

(2) Trend Growth Rates calculated using FDOT TRENDS Software
The highest R-Squared regression was recorded, excluding the decaying exponential growth rate

A minimum 1.34% growth rate was considered based on the Bureau of Economic and Business Research *Projections of Florida Population by County for Brevard*

RANGEWATER RESIDENTIAL N COURTNEY PARKWAY MERRIT ISLAND
Minimum Growth Rate Calculations Summary Per BERB

Year	2024	2025	2030	2026[1]	Growth Rate[2]
Projections of Population (Brevard)	653,703	663,200	703,300	671,220	1.34%

Information from **BEBR Project of Florida Population by County, 2025-2050, with Estimates for 2024**, Medium Values

(1) 2026 population interpolated between 2025 and 2030 populations

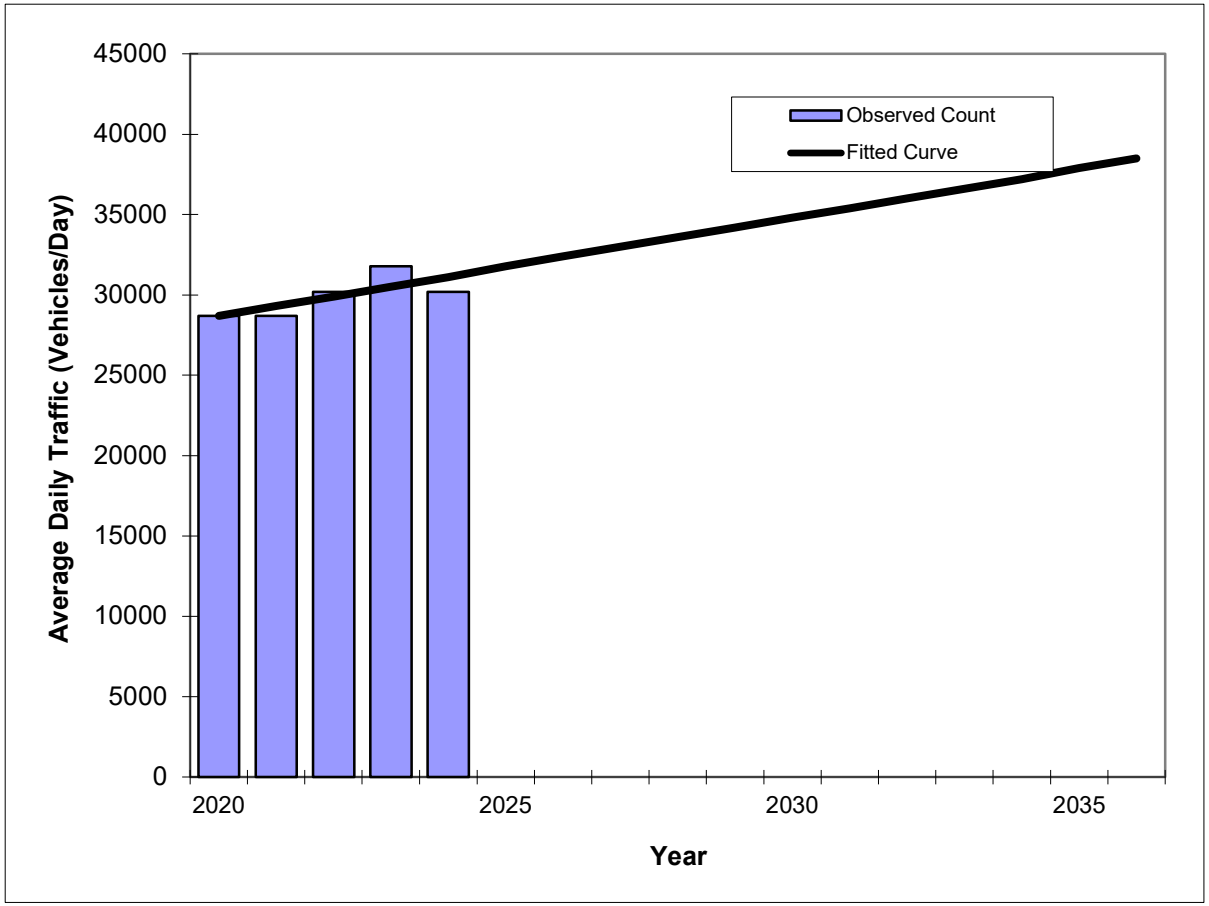
(2) Annual growth rate from 2024 to 2026

Traffic Trends - V03.a

N COURTENAY PKWY (SR 3) -- 136

FIN#	1234
Location	1

County:	Brevard (70)
Station #:	0
Highway:	N COURTENAY PKWY (SR 3)



Year	Traffic (ADT/AADT) Count*	Trend**
2020	28700	28700
2021	28700	29300
2022	30200	29900
2023	31800	30500
2024	30200	31100
2026 Opening Year Trend		
2026	N/A	32400
2027 Mid-Year Trend		
2027	N/A	33000
2028 Design Year Trend		
2028	N/A	33600
TRANPLAN Forecasts/Trends		

**** Annual Trend Increase:**	610
Trend R-squared:	55.80%
Trend Annual Historic Growth Rate:	2.09%
Trend Growth Rate (2024 to Design Year):	2.01%
Printed:	23-Sep-25

Straight Line Growth Option

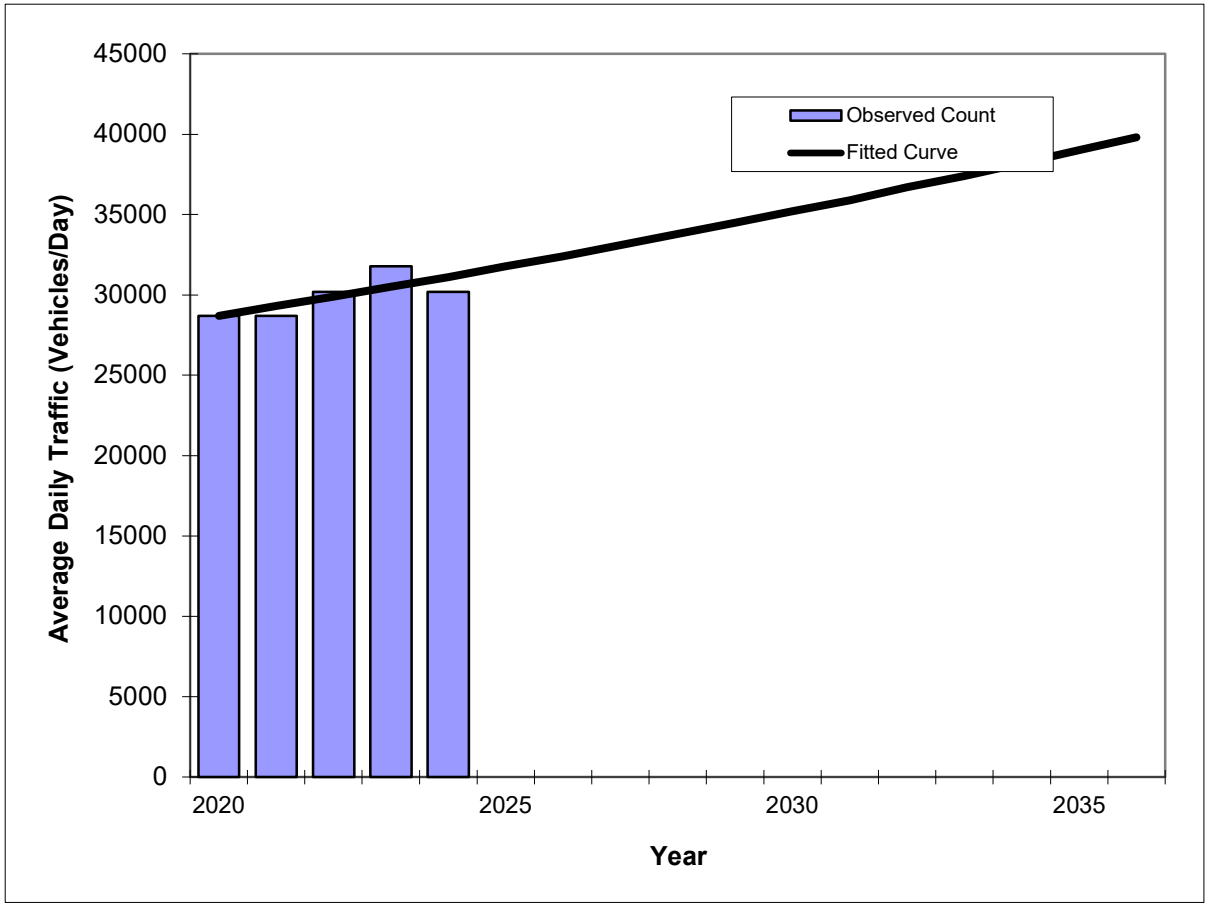
***Axle-Adjusted**

Traffic Trends - V03.a

N COURTENAY PKWY (SR 3) -- 136

FIN#	1234
Location	1

County:	Brevard (70)
Station #:	0
Highway:	N COURTENAY PKWY (SR 3)



Year	Traffic (ADT/AADT) Count*	Trend**
2020	28700	28700
2021	28700	29300
2022	30200	29900
2023	31800	30500
2024	30200	31100
2026 Opening Year Trend		
2026	N/A	32400
2027 Mid-Year Trend		
2027	N/A	33100
2028 Design Year Trend		
2028	N/A	33800
TRANPLAN Forecasts/Trends		

Trend R-squared:	56.87%
Compounded Annual Historic Growth Rate:	2.03%
Compounded Growth Rate (2024 to Design Year):	2.10%
Printed:	23-Sep-25

Exponential Growth Option

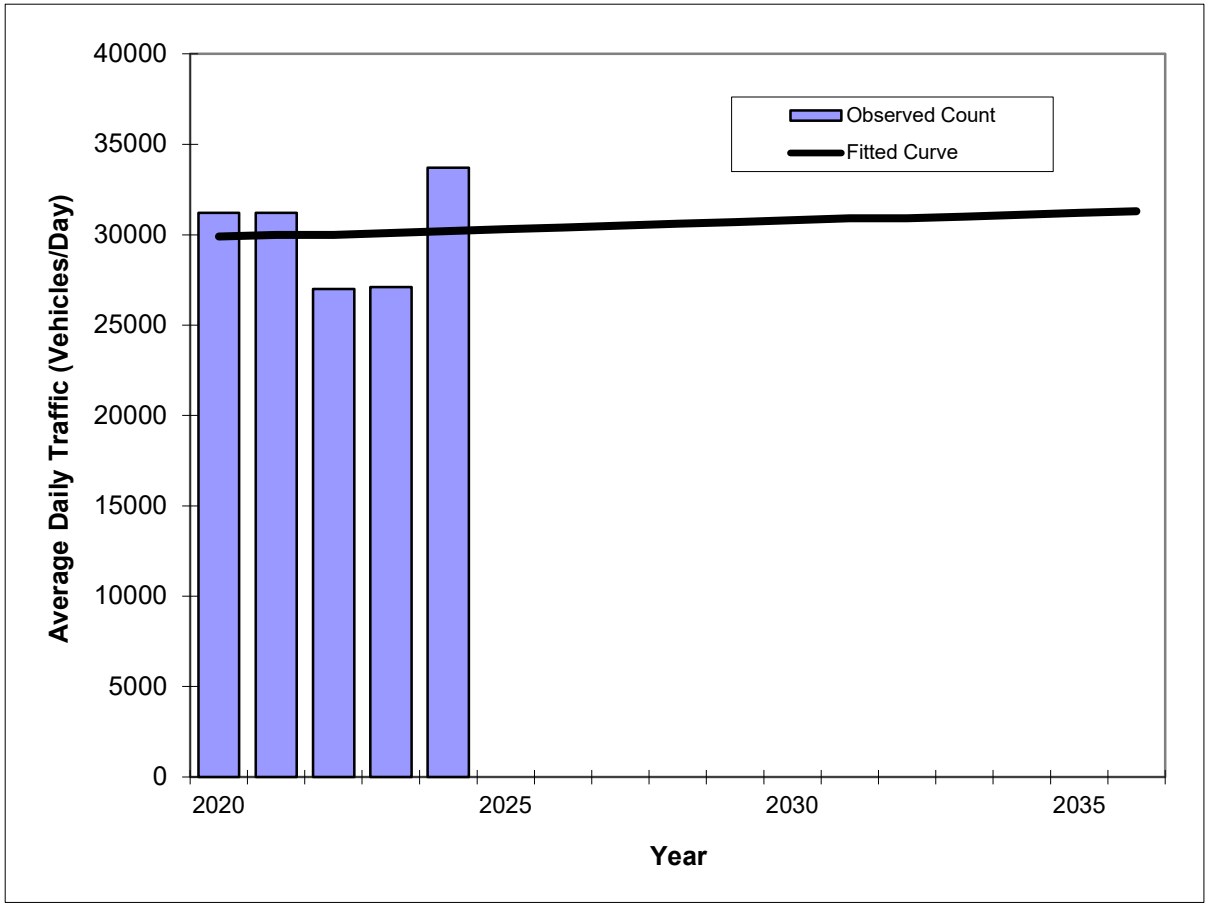
***Axle-Adjusted**

Traffic Trends - V03.a

N COURTENAY PKWY (SR 3) -- 152

FIN#	1234
Location	1

County:	Brevard (70)
Station #:	0
Highway:	N COURTENAY PKWY (SR 3)



Year	Traffic (ADT/AADT) Count*	Trend**
2020	31200	29900
2021	31200	30000
2022	27000	30000
2023	27100	30100
2024	33700	30200
2026 Opening Year Trend		
2026	N/A	30400
2027 Mid-Year Trend		
2027	N/A	30500
2028 Design Year Trend		
2028	N/A	30600
TRANPLAN Forecasts/Trends		

**** Annual Trend Increase:**	90
Trend R-squared:	0.24%
Trend Annual Historic Growth Rate:	0.25%
Trend Growth Rate (2024 to Design Year):	0.33%
Printed:	23-Sep-25

Straight Line Growth Option

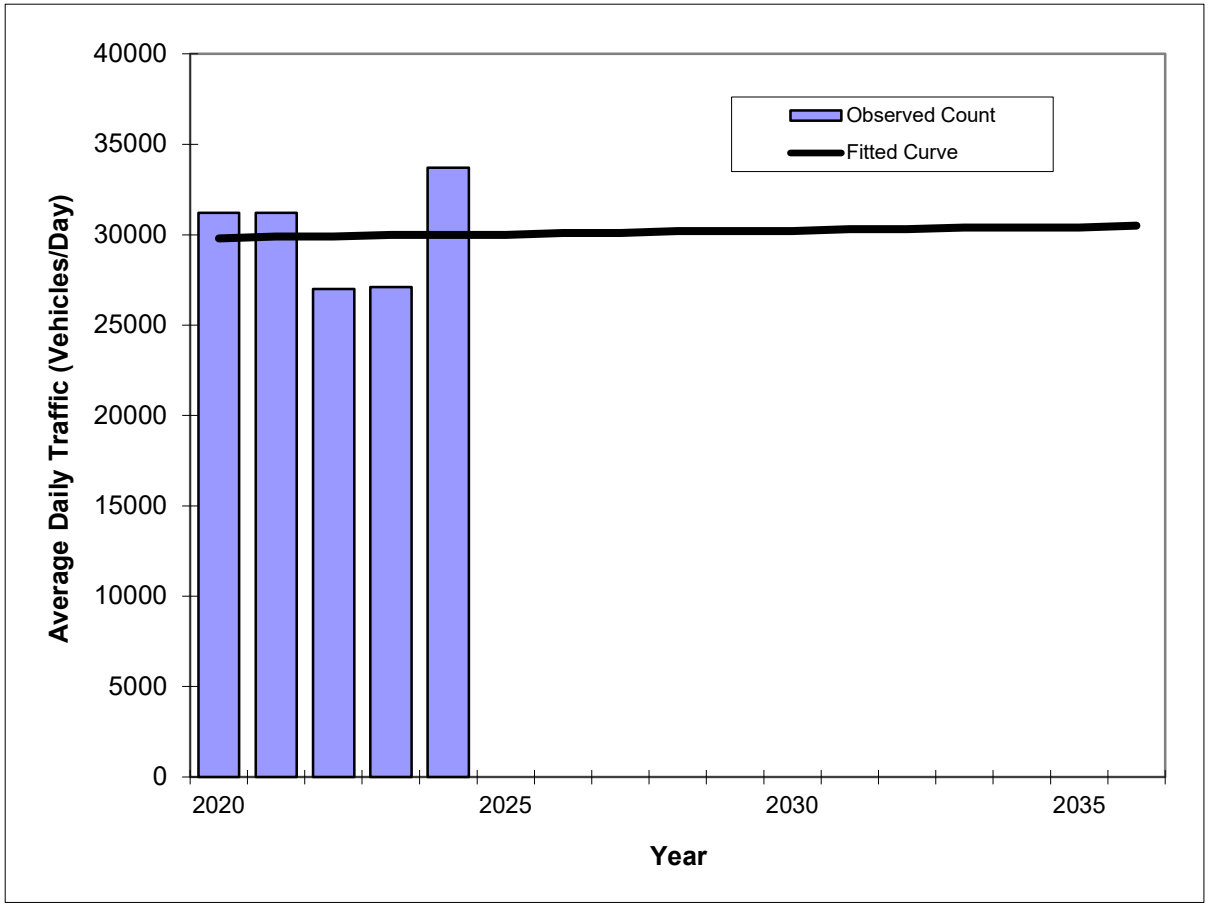
***Axle-Adjusted**

Traffic Trends - V03.a

N COURTENAY PKWY (SR 3) -- 152

FIN#	1234
Location	1

County:	Brevard (70)
Station #:	0
Highway:	N COURTENAY PKWY (SR 3)



Year	Traffic (ADT/AADT) Count*	Trend**
2020	31200	29800
2021	31200	29900
2022	27000	29900
2023	27100	30000
2024	33700	30000
2026 Opening Year Trend		
2026	N/A	30100
2027 Mid-Year Trend		
2027	N/A	30100
2028 Design Year Trend		
2028	N/A	30200
TRANPLAN Forecasts/Trends		

Trend R-squared:	0.05%
Compounded Annual Historic Growth Rate:	0.17%
Compounded Growth Rate (2024 to Design Year):	0.17%
Printed:	23-Sep-25

Exponential Growth Option

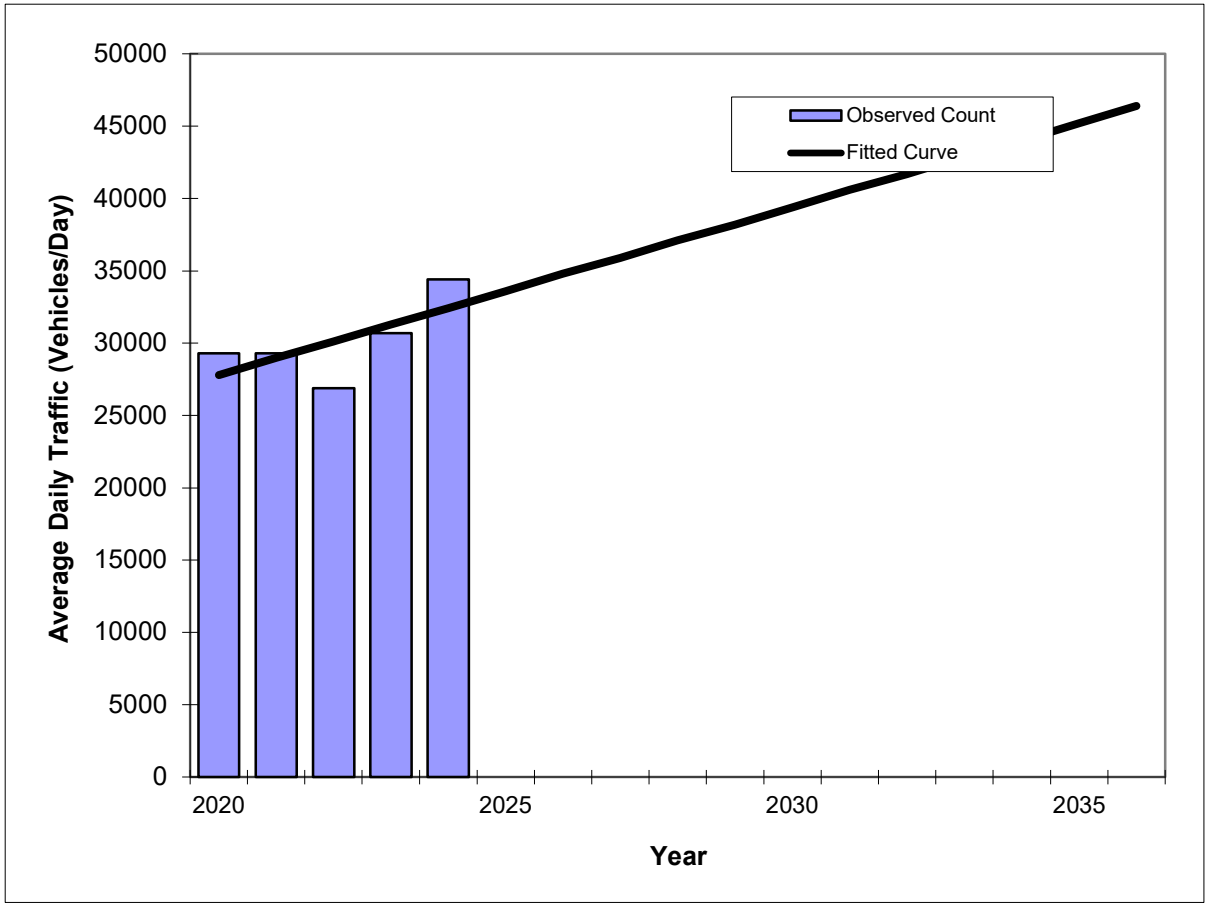
***Axle-Adjusted**

Traffic Trends - V03.a

N COURTENAY PKWY (SR 3) -- 155

FIN#	1234
Location	1

County:	Brevard (70)
Station #:	0
Highway:	N COURTENAY PKWY (SR 3)



Year	Traffic (ADT/AADT) Count*	Trend**
2020	29300	27800
2021	29300	29000
2022	26900	30100
2023	30700	31300
2024	34400	32400
2026 Opening Year Trend		
2026	N/A	34800
2027 Mid-Year Trend		
2027	N/A	35900
2028 Design Year Trend		
2028	N/A	37100
TRANPLAN Forecasts/Trends		

**** Annual Trend Increase:**	1,160
Trend R-squared:	44.31%
Trend Annual Historic Growth Rate:	4.14%
Trend Growth Rate (2024 to Design Year):	3.63%
Printed:	23-Sep-25

Straight Line Growth Option

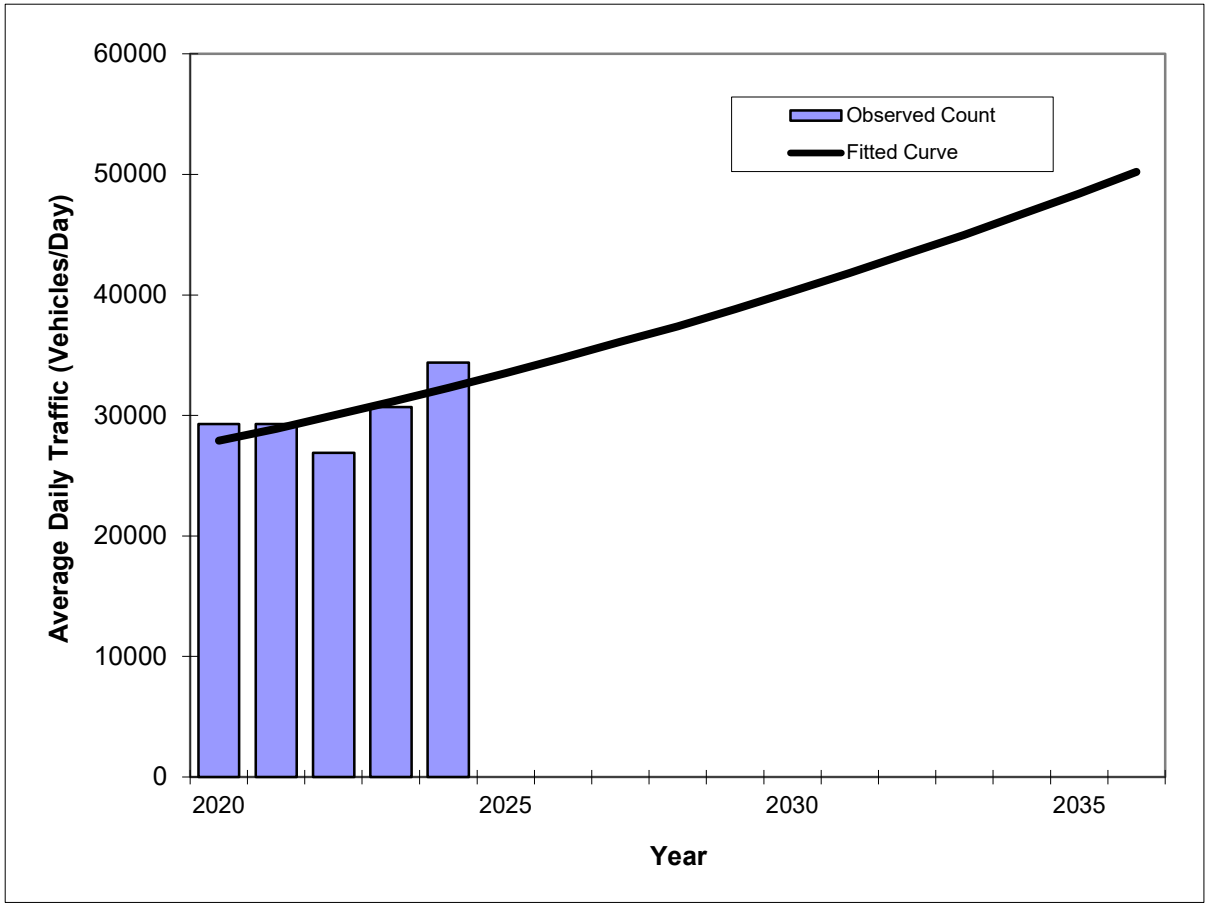
***Axle-Adjusted**

Traffic Trends - V03.a

N COURTENAY PKWY (SR 3) -- 155

FIN#	1234
Location	1

County:	Brevard (70)
Station #:	0
Highway:	N COURTENAY PKWY (SR 3)



Year	Traffic (ADT/AADT) Count*	Trend**
2020	29300	27900
2021	29300	28900
2022	26900	30000
2023	30700	31100
2024	34400	32300
2026 Opening Year Trend		
2026	N/A	34800
2027 Mid-Year Trend		
2027	N/A	36100
2028 Design Year Trend		
2028	N/A	37400
TRANPLAN Forecasts/Trends		

Trend R-squared:	41.88%
Compounded Annual Historic Growth Rate:	3.73%
Compounded Growth Rate (2024 to Design Year):	3.73%
Printed:	23-Sep-25

Exponential Growth Option

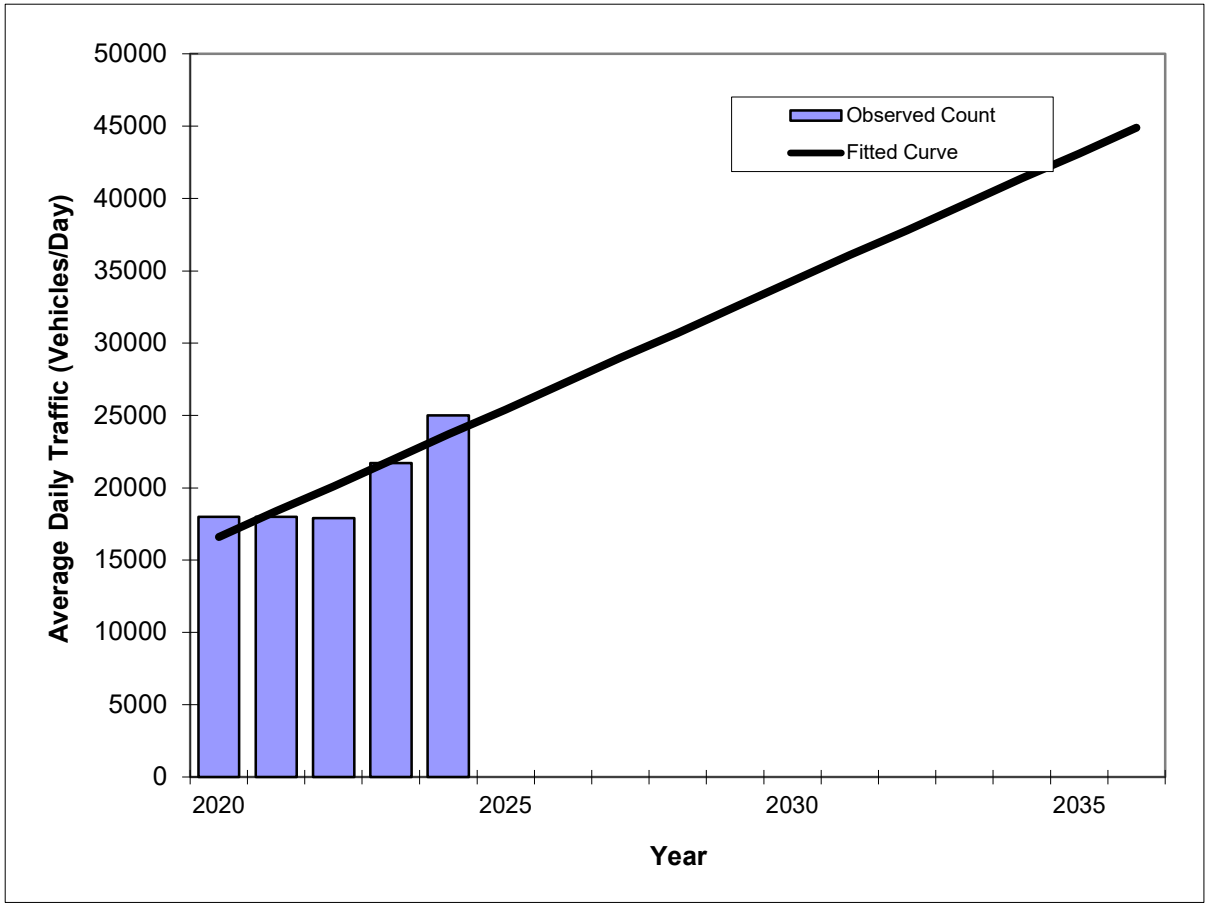
***Axle-Adjusted**

Traffic Trends - V03.a

N COURTENAY PKWY (SR 3) -- 140

FIN#	1234
Location	1

County:	Brevard (70)
Station #:	0
Highway:	N COURTENAY PKWY (SR 3)



Year	Traffic (ADT/AADT) Count*	Trend**
2020	18000	16600
2021	18000	18400
2022	17900	20100
2023	21700	21900
2024	25000	23700
2026 Opening Year Trend		
2026	N/A	27200
2027 Mid-Year Trend		
2027	N/A	29000
2028 Design Year Trend		
2028	N/A	30700
TRANPLAN Forecasts/Trends		

**** Annual Trend Increase:**	1,770
Trend R-squared:	77.88%
Trend Annual Historic Growth Rate:	10.69%
Trend Growth Rate (2024 to Design Year):	7.38%
Printed:	23-Sep-25

Straight Line Growth Option

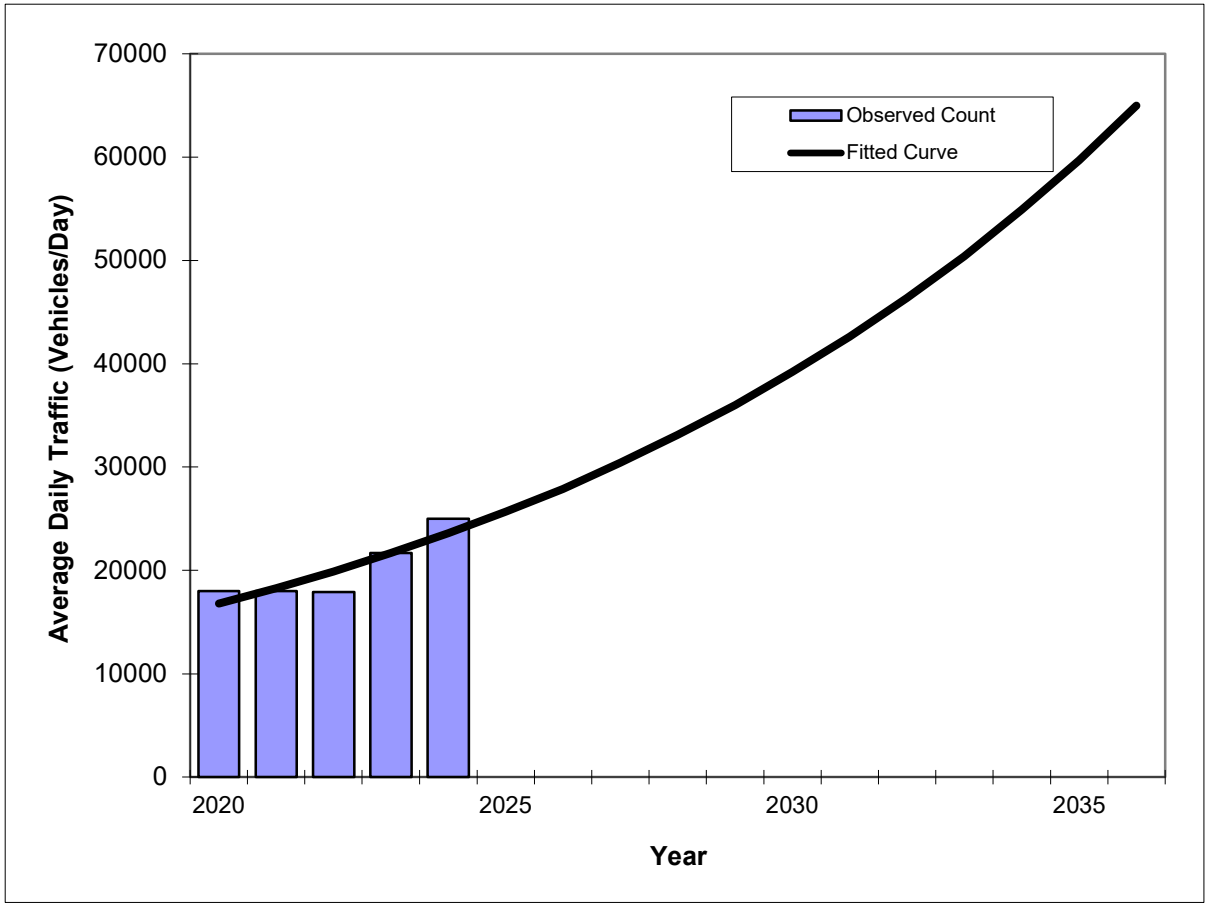
***Axle-Adjusted**

Traffic Trends - V03.a

N COURTENAY PKWY (SR 3) -- 140

FIN#	1234
Location	1

County:	Brevard (70)
Station #:	0
Highway:	N COURTENAY PKWY (SR 3)



Year	Traffic (ADT/AADT) Count*	Trend**
2020	18000	16800
2021	18000	18300
2022	17900	19900
2023	21700	21700
2024	25000	23600
2026 Opening Year Trend		
2026	N/A	27900
2027 Mid-Year Trend		
2027	N/A	30400
2028 Design Year Trend		
2028	N/A	33100
TRANPLAN Forecasts/Trends		

Trend R-squared:	78.36%
Compounded Annual Historic Growth Rate:	8.87%
Compounded Growth Rate (2024 to Design Year):	8.83%
Printed:	23-Sep-25

Exponential Growth Option

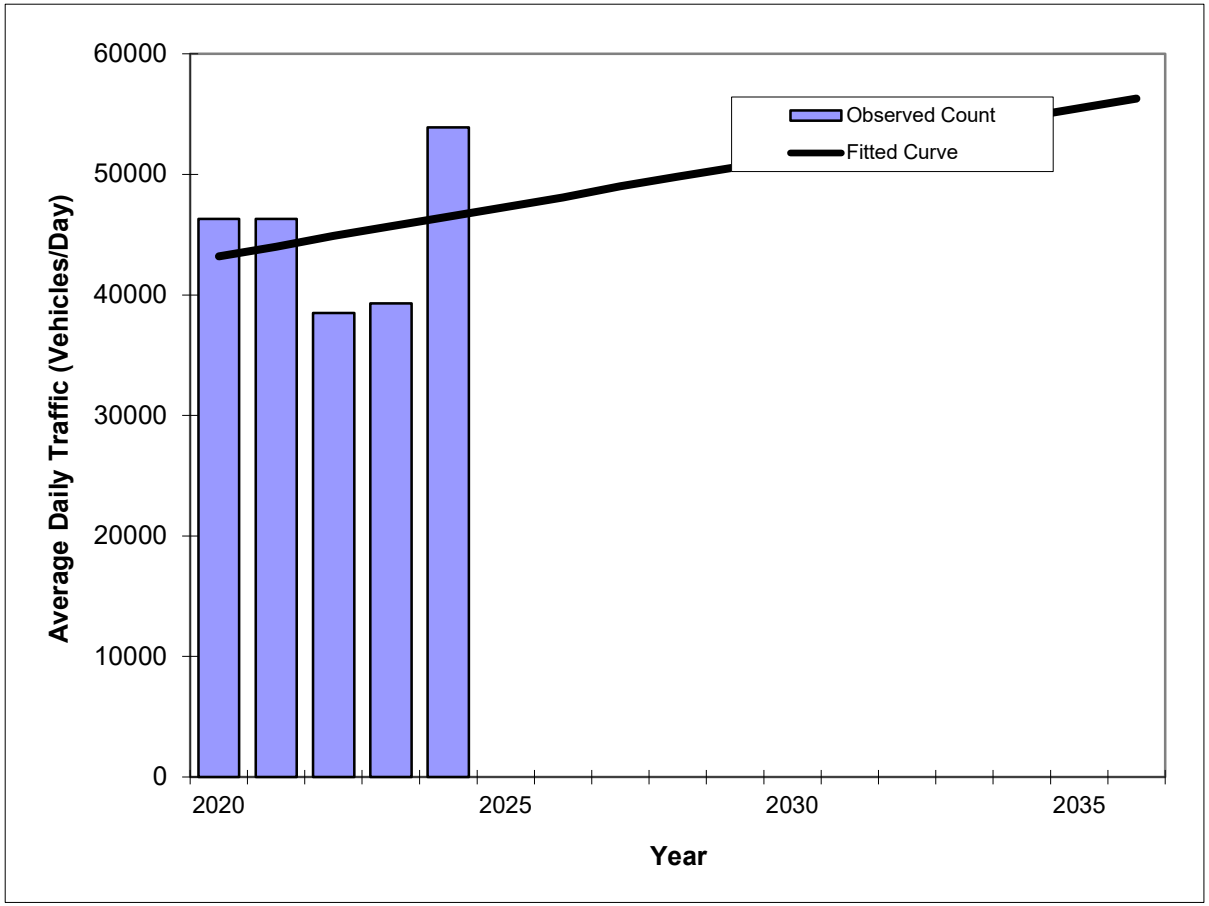
***Axle-Adjusted**

Traffic Trends - V03.a

N COURTENAY PKWY (SR 3) -- 128

FIN#	1234
Location	1

County:	Brevard (70)
Station #:	0
Highway:	N COURTENAY PKWY (SR 3)



Year	Traffic (ADT/AADT) Count*	Trend**
2020	46300	43200
2021	46300	44000
2022	38500	44900
2023	39300	45700
2024	53900	46500
2026 Opening Year Trend		
2026	N/A	48100
2027 Mid-Year Trend		
2027	N/A	49000
2028 Design Year Trend		
2028	N/A	49800
TRANPLAN Forecasts/Trends		

**** Annual Trend Increase:**	820
Trend R-squared:	4.28%
Trend Annual Historic Growth Rate:	1.91%
Trend Growth Rate (2024 to Design Year):	1.77%
Printed:	23-Sep-25

Straight Line Growth Option

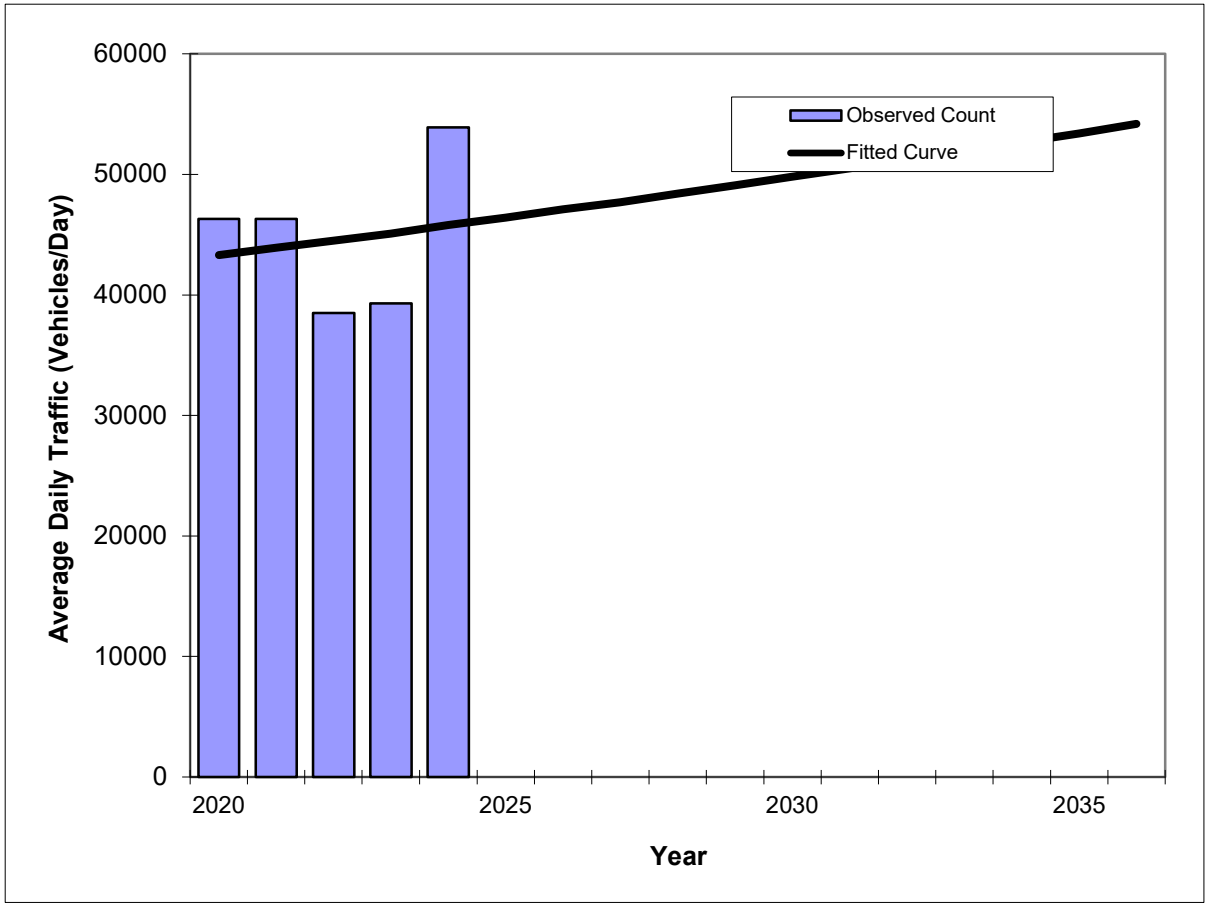
***Axle-Adjusted**

Traffic Trends - V03.a

N COURTENAY PKWY (SR 3) -- 128

FIN#	1234
Location	1

County:	Brevard (70)
Station #:	0
Highway:	N COURTENAY PKWY (SR 3)



Year	Traffic (ADT/AADT) Count*	Trend**
2020	46300	43300
2021	46300	43900
2022	38500	44500
2023	39300	45100
2024	53900	45800
2026 Opening Year Trend		
2026	N/A	47100
2027 Mid-Year Trend		
2027	N/A	47700
2028 Design Year Trend		
2028	N/A	48400
TRANPLAN Forecasts/Trends		

Trend R-squared:	2.57%
Compounded Annual Historic Growth Rate:	1.41%
Compounded Growth Rate (2024 to Design Year):	1.39%
Printed:	23-Sep-25

Exponential Growth Option

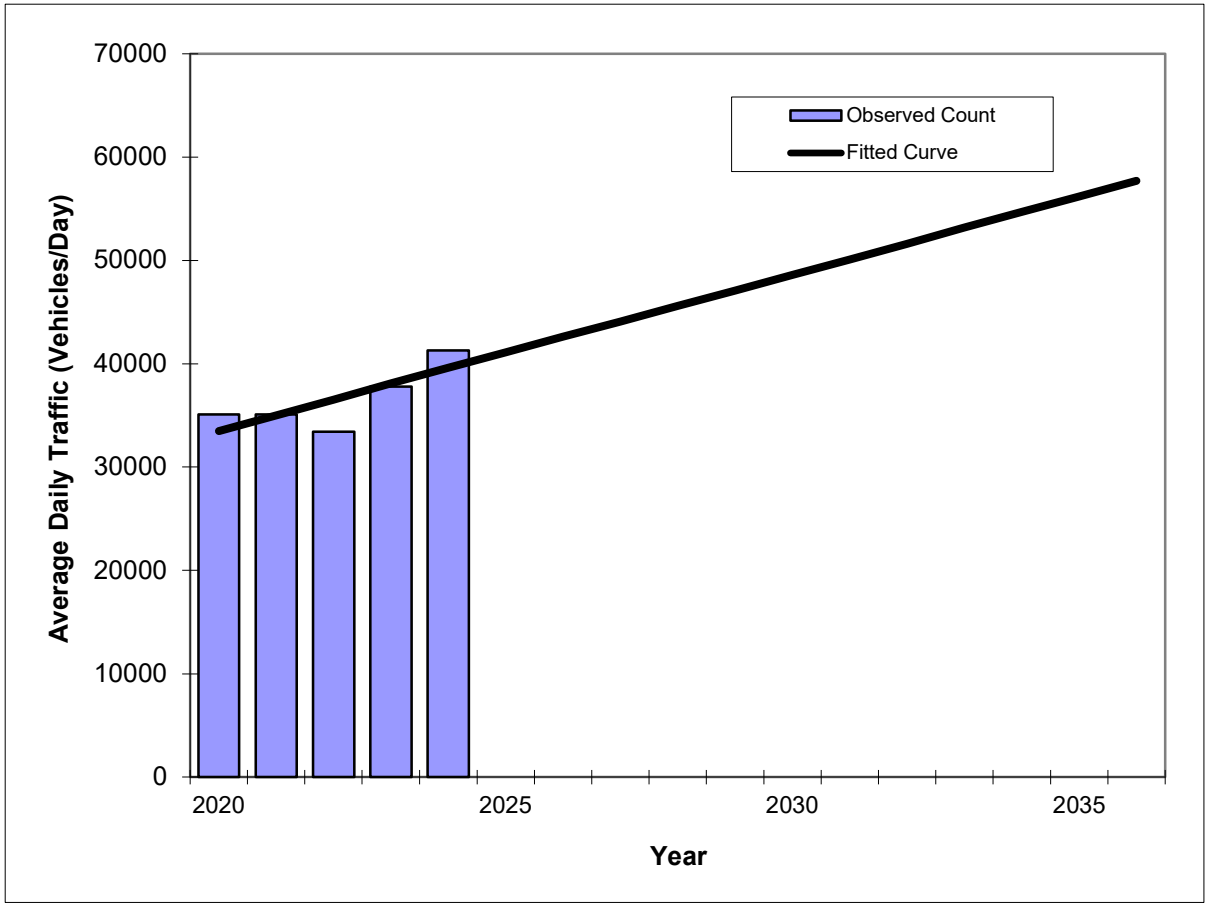
***Axle-Adjusted**

Traffic Trends - V03.a

N COURTENAY PKWY (SR 3) -- 129

FIN#	1234
Location	1

County:	Brevard (70)
Station #:	0
Highway:	N COURTENAY PKWY (SR 3)



Year	Traffic (ADT/AADT) Count*	Trend**
2020	35100	33500
2021	35100	35000
2022	33400	36500
2023	37800	38100
2024	41300	39600
2026 Opening Year Trend		
2026	N/A	42600
2027 Mid-Year Trend		
2027	N/A	44100
2028 Design Year Trend		
2028	N/A	45600
TRANPLAN Forecasts/Trends		

**** Annual Trend Increase:**	1,510
Trend R-squared:	59.61%
Trend Annual Historic Growth Rate:	4.55%
Trend Growth Rate (2024 to Design Year):	3.79%
Printed:	23-Sep-25

Straight Line Growth Option

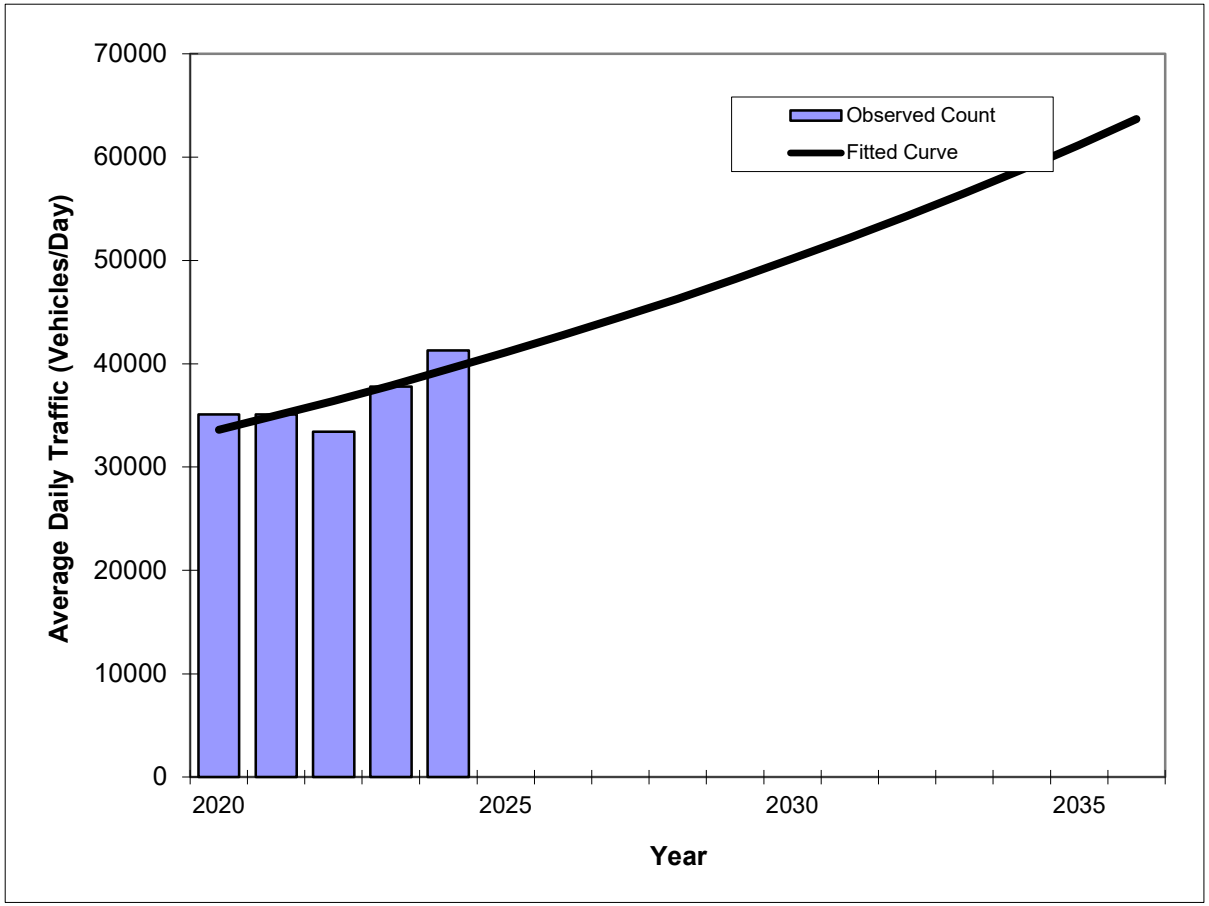
***Axle-Adjusted**

Traffic Trends - V03.a

N COURTENAY PKWY (SR 3) -- 129

FIN#	1234
Location	1

County:	Brevard (70)
Station #:	0
Highway:	N COURTENAY PKWY (SR 3)



Year	Traffic (ADT/AADT) Count*	Trend**
2020	35100	33600
2021	35100	35000
2022	33400	36400
2023	37800	37900
2024	41300	39500
2026 Opening Year Trend		
2026	N/A	42800
2027 Mid-Year Trend		
2027	N/A	44500
2028 Design Year Trend		
2028	N/A	46300
TRANPLAN Forecasts/Trends		

Trend R-squared:	58.20%
Compounded Annual Historic Growth Rate:	4.13%
Compounded Growth Rate (2024 to Design Year):	4.05%
Printed:	10-Dec-25

Exponential Growth Option

***Axle-Adjusted**

SPACE COAST TRANSPORTATION PLANNING ORGANIZATION TRAFFIC COUNTS: 2020 - 2024

ID	ROAD	FROM	TO	2020 AADT	2021 AADT	2022 AADT	2023 AADT	2024 AADT	Last Count Taken	Current MAV	Existing Vol/MAV	Acceptable LOS	Context Classification	Functional Classification
AREA: MERRITT ISLAND														
	CONE RD.	S TROPICAL TR.	PLUMOSA ST.	4,880	4,515	4,715	4,600	4,630						
117	CONE RD.	S TROPICAL TR.	S COURTENAY PKWY.	4,720	4,230	4,260	4,180	4,280	01/29/24-01/30/24	22,400	0.19	E	C3R	Urban Minor Collector
115	CONE RD.	S COURTENAY PKWY.	PLUMOSA ST.	5,040	4,800	5,170	5,020	4,980	01/31/24-02/01/24	21,700	0.23	E	C3C	Urban Minor Collector
137	CROCKETT BLVD.	N TROPICAL TR.	N COURTENAY PKWY. (SR 3)	1,890	1,850	1,970	1,990	2,080	02/06/24-02/07/24	21,700	0.10	E	C3C	Urban Minor Collector
	FORTENBERRY RD.	S COURTENAY PKWY.	SYKES CREEK PKWY.	4,700	3,945	4,105	3,860	3,970						
119	FORTENBERRY RD.	S COURTENAY PKWY.	PLUMOSA ST.	4,960	3,900	3,930	3,620	3,620	01/31/24-02/01/24	21,700	0.17	E	C3C	Urban Major Collector
154	FORTENBERRY RD.	PLUMOSA ST.	SYKES CREEK PKWY.	4,440	3,990	4,280	4,100	4,320	01/31/24-02/01/24	21,700	0.20	E	C3C	Urban Major Collector
158	HALL RD.	N TROPICAL TR.	N COURTENAY PKWY. (SR 3)	2,950	NC	2,980	2,140	3,160	01/29/24-01/30/24	22,400	0.14	E	C3R	Urban Minor Collector
138	LUCAS RD.	N TROPICAL TR.	N COURTENAY PKWY. (SR 3)	3,410	3,090	3,200	3,120	NC	01/09/23-01/10/23	22,400	0.14	E	C3R	Urban Minor Collector
153	MERRITT AVE.	N TROPICAL TR.	N COURTENAY PKWY. (SR 3)	3,940	3,240	3,030	3,030	3,140	02/06/24-02/07/24	21,700	0.14	E	C3C	Urban Major Collector
	MERRITT AVE.	N COURTENAY PKWY. (SR 3)	SYKES CREEK PKWY.	14,660	13,000	13,080	13,295	12,810						
103	MERRITT AVE.	N COURTENAY PKWY. (SR 3)	PLUMOSA ST.	15,150	12,780	12,380	13,020	11,760	02/06/24-02/07/24	36,600	0.32	E	C3C	Urban Major Collector
110	MERRITT AVE.	PLUMOSA ST.	SYKES CREEK PKWY.	14,170	13,220	13,780	13,570	13,860	01/31/24-02/01/24	36,600	0.38	E	C3C	Urban Major Collector
104	NEWFOUND HARBOR DR.	END	SR 520	6,260	5,400	5,640	5,060	5,410	01/31/24-02/01/24	22,400	0.24	E	C3R	Urban Minor Collector
	N. BANANA RIVER DR.	SR 520	SEA RAY DR.	8,802	7,860	8,278	7,840	8,456						
109	N. BANANA RIVER DR.	SR 520	SYKES CREEK PKWY.	6,390	6,140	6,130	6,280	6,470	01/31/24-02/01/24	22,400	0.29	E	C3R	Urban Minor Arterial
107	N. BANANA RIVER DR.	SYKES CREEK PKWY.	CENTRAL AVE.	12,300	11,680	12,430	11,580	12,260	01/31/24-02/01/24	21,700	0.56	E	C3C, C3R	Urban Minor Arterial
102	N. BANANA RIVER DR.	CENTRAL AVE.	MARTIN BLVD.	11,920	10,050	10,910	9,710	10,890	01/31/24-02/01/24	22,400	0.49	E	C3R	Urban Minor Arterial
602	N. BANANA RIVER DR.	MARTIN BLVD.	SR 528	11,900	10,000	10,370	9,970	11,000	01/29/24-01/30/24	21,700	0.51	E	C3C	Urban Minor Arterial
613	N. BANANA RIVER DR.	SR 528	SEA RAY DR.	1,500	1,430	1,550	1,660	1,660	01/29/24-01/30/24	21,700	0.08	E	C3C	Urban Local
	N. COURTENAY PKWY. (SR 3)	SR 520	PIONEER RD.	29,001	30,260	28,214	30,073	31,287						
130	N. COURTENAY PKWY. (SR 3)	SR 520	MERRITT AVE.	25,760	26,150	25,640	26,290	27,300	01/31/24-02/01/24	37,910	0.72	D	C4	Urban Principal Arterial-Other
131	N. COURTENAY PKWY. (SR 3)	MERRITT AVE.	NEEDLE BLVD.	30,220	32,130	30,980	32,030	31,490	02/06/24-02/07/24	37,910	0.83	D	C4	Urban Principal Arterial-Other
133	N. COURTENAY PKWY. (SR 3)	NEEDLE BLVD.	LUCAS RD.	32,190	34,740	30,540	31,210	30,650	02/06/24-02/07/24	37,910	0.81	D	C4	Urban Principal Arterial-Other
135	N. COURTENAY PKWY. (SR 3)	LUCAS RD.	CROCKETT BLVD.	27,630	29,670	26,310	31,490	NC	01/09/23-01/10/23	38,430	0.82	D	C3C	Urban Principal Arterial-Other
136	N. COURTENAY PKWY. (SR 3)	CROCKETT BLVD.	PIONEER RD.	26,690	28,680	30,190	31,760	30,230	01/30/24-01/31/24	38,430	0.79	D	C3C	Urban Principal Arterial-Other
152	N. COURTENAY PKWY. (SR 3)	PIONEER RD.	S RAMPS SR 528	33,250	31,170	26,990	27,080	33,650	02/13/24-02/14/24	38,430	0.88	D	C3C	Urban Principal Arterial-Other
155	N. COURTENAY PKWY. (SR 3)	S RAMPS SR 528	N RAMPS SR 528	27,270	29,280	26,850	30,650	34,400	01/29/24-01/30/24	38,430	0.90	D	C3C	Urban Principal Arterial-Other
	N. COURTENAY PKWY. (SR 3)	N RAMPS	SPACE COMMERCE WAY	14,903	12,893	12,660	15,443	18,460						
140	N. COURTENAY PKWY. (SR 3)	N RAMPS	HALL RD.	18,790	18,030	17,900	21,690	24,960	01/29/24-01/30/24	38,430	0.65	D	C3C	Urban Principal Arterial-Other
157	N. COURTENAY PKWY. (SR 3)	HALL RD.	N TROPICAL TR.	15,610	14,330	13,070	15,390	18,380	01/29/24-01/30/24	39,170	0.47	D	C3R	Urban Principal Arterial-Other
141	N. COURTENAY PKWY. (SR 3)	N TROPICAL TR.	SPACE COMMERCE WAY	10,310	6,320	7,010	9,250	12,040	01/29/24-01/30/24	45,800	0.26	C	C2, C1	Rural Principal Arterial Other
	N. TROPICAL TR.	SR 520	PIONEER RD.	5,083	5,040	5,118	5,448	5,028						
147	N. TROPICAL TR.	SR 520	MERRITT AVE.	8,240	8,100	8,030	8,560	7,480	02/06/24-02/07/24	21,700	0.34	E	C3C	Urban Major Collector
146	N. TROPICAL TR.	MERRITT AVE.	LUCAS RD.	6,270	6,110	6,390	6,660	5,360	02/06/24-02/07/24	22,400	0.24	E	C3R	Urban Major Collector
145	N. TROPICAL TR.	LUCAS RD.	CROCKETT BLVD.	3,930	3,990	4,010	4,320	5,230	02/06/24-02/07/24	22,400	0.23	E	C3R	Urban Major Collector
156	N. TROPICAL TR.	CROCKETT BLVD.	PIONEER RD.	1,890	1,960	2,040	2,250	2,040	02/06/24-02/07/24	22,400	0.09	E	C3R	Urban Major Collector
	N. TROPICAL TR.	GRANT RD.	N COURTENAY PKWY. (SR 3)	1,403	1,295	1,160	1,475	1,380						
144	N. TROPICAL TR.	GRANT RD.	HALL RD.	760	NC	760	NC	720	01/29/24-01/30/24	22,400	0.03	E	C3R	Urban Major Collector
143	N. TROPICAL TR.	HALL RD.	CRISAFULLI RD.	1,560	870	970	970	1,590	01/29/24-01/30/24	22,400	0.07	E	C2, C3R	Urban Major Collector
142	N. TROPICAL TR.	CRISAFULLI RD.	N COURTENAY PKWY. (SR 3)	1,890	1,720	1,750	1,980	1,830	01/29/24-01/30/24	22,400	0.08	E	C3R	Urban Major Collector
	PLUMOSA ST.	CONE RD.	MERRITT AVE.	5,280	4,705	4,755	4,690	5,065						
116	PLUMOSA ST.	CONE RD.	FORTENBERRY RD.	4,820	NC	4,440	NC	4,550	01/31/24-02/01/24	21,700	0.21	E	C3C	Urban Minor Collector
120	PLUMOSA ST.	FORTENBERRY RD.	SR 520	NC	4,150	NC	3,600	NC	01/19/23-01/20/23	21,700	0.17	E	C3C	Urban Minor Collector
106	PLUMOSA ST.	SR 520	MERRITT AVE.	5,740	5,260	5,070	5,780	5,580	01/31/24-02/01/24	21,700	0.26	E	C3C	Urban Minor Collector
105	S. BANANA RIVER DR.	END	SR 520	2,230	2,330	2,120	1,920	1,990	01/31/24-02/01/24	17,920	0.11	E	C3R	Urban Local
	S. TROPICAL TR./S. COURTENAY PKWY.	PINEDA CSWY. (SR 404)	FORTENBERRY RD.	12,113	10,193	10,690	10,398	11,410						
112	S. TROPICAL TR.	PINEDA CSWY. (SR 404)	S COURTENAY PKWY.	8,600	7,530	8,160	7,750	8,530	01/29/24-01/30/24	17,920	0.48	E	C3R	Urban Minor Arterial
113	S. COURTENAY PKWY.	S. TROPICAL TR.	BANANA BLVD.	10,300	8,880	9,430	8,750	10,110	01/29/24-01/30/24	22,400	0.45	E	C3R	Urban Minor Arterial
114	S. COURTENAY PKWY.	BANANA BLVD.	CONE RD.	13,010	10,970	11,570	11,170	12,570	01/29/24-01/30/24	22,400	0.56	E	C3R	Urban Minor Arterial
118	S. COURTENAY PKWY.	CONE RD.	FORTENBERRY RD.	16,540	13,390	13,600	13,920	14,430	01/31/24-02/01/24	22,400	0.64	E	C3R	Urban Minor Arterial
	S. COURTENAY PKWY.	FORTENBERRY RD.	SR 520	17,805	17,350	16,865	17,735	18,015						
122	S. COURTENAY PKWY.	FORTENBERRY RD.	MAGNOLIA AVE.	17,160	16,840	15,680	16,710	17,510	01/31/24-02/01/24	36,600	0.48	E	C3C	Urban Minor Arterial
139	S. COURTENAY PKWY.	MAGNOLIA AVE.	SR 520	18,450	17,860	18,050	18,760	18,520	02/06/24-02/07/24	36,600	0.51	E	C3C	Urban Minor Arterial
111	S. TROPICAL TR.	MATHERS BRIDGE	PINEDA CSWY. (SR 404)	1,740	1,550	1,460	1,500	1,500	01/29/24-01/30/24	17,920	0.08	E	C3R	Urban Major Collector
	S. TROPICAL TR.	S COURTENAY PKWY.	SR 520	4,887	4,363	4,477	4,467	4,390						
125	S. TROPICAL TR.	S COURTENAY PKWY.	PLANTATION RD.	1,520	1,290	1,420	1,320	1,300	01/29/24-01/30/24	17,920	0.07	D	C3R	Urban Major Collector
126	S. TROPICAL TR.	PLANTATION RD.	CONE RD.	7,410	6,730	7,000	6,820	6,760	01/29/24-01/30/24	17,920	0.38	E	C3R	Urban Major Collector
124	S. TROPICAL TR.	CONE RD.	SR 520	5,730	5,070	5,010	5,260	5,110	01/29/24-01/30/24	17,360	0.29	E	C3C, C3R	Urban Major Collector
603	SPACE COMMERCE WY.	SR 3	NASA CSWY.	3,990	3,270	4,420	5,720	6,200	01/29/24-01/30/24	21,700	0.29	D	C3C	Rural Principal Arterial Other
	SR 520	HUMPHREY BRIDGE	S BANANA RIVER DR.	30,794	30,014	28,571	30,761	30,076						
101	SR 520	HUMPHREY BRIDGE	N.TROPICAL TR.	44,660	44,030	42,590	46,700	44,050	01/31/24-02/01/24	53,900	0.82	D	C5, C4	Urban Principal Arterial-Other
148	SR 520	N.TROPICAL TR.	SR 3	33,180	37,330	34,490	37,790	37,660	01/31/24-02/01/24	56,800	0.66	D	C4	Urban Principal Arterial-Other
97	SR 520	SR 3	GOODWIN DR.	31,100	30,030	30,440	29,770	29,750	01/31/24-02/01/24	56,810	0.52	D	C4, C3C	Urban Principal Arterial-Other
98	SR 520	GOODWIN DR.	PLUMOSA ST.	27,800	29,670	28,930	30,540	31,270	01/31/24-02/01/24	56,810	0.55	D	C3C	Urban Principal Arterial-Other
99	SR 520	PLUMOSA ST.	MALL ENTRANCE	26,780	28,180	27,450	29,310	30,020	01/31/24-02/01/24	56,810	0.53	D	C3C	Urban Principal Arterial-Other
100	SR 520	MALL ENTRANCE	SYKES CREEK PKWY.	25,190	23,830	21,580	24,900	21,830	01/31/24-02/01/24	56,810	0.38	D	C3C	Urban Principal Arterial-Other
149	SR 520	SYKES CREEK PKWY.	NEWFOUND HARBOR DR.	26,850	28,480	28,120	29,030	25,280	01/31/24-02/01/24	56,810	0.44	D	C3C	Urban Principal Arterial-Other
150	SR 520	NEWFOUND HARBOR DR.	N BANANA RIVER DR.	NC	24,780	22,090	24,520	26,090	01/31/24-02/01/24	56,810	0.46	D	C3C	Urban Principal Arterial-Other
151	SR 520	N BANANA RIVER DR.	S BANANA RIVER DR.	NC	23,800	21,450	22,840	24,680	01/31/24-02/01/24	56,810	0.43	D	C3C	Urban Principal Arterial-Other

NC=Not Counted; UC=Under Construction

SPACE COAST TRANSPORTATION PLANNING ORGANIZATION TRAFFIC COUNTS: 2020 - 2024

ID	ROAD	FROM	TO	2020 AADT	2021 AADT	2022 AADT	2023 AADT	2024 AADT	Last Count Taken	Current MAV	Existing Vol/MAV	Acceptable LOS	Context Classification	Functional Classification
AREA: MERRITT ISLAND														
	SR 528	US 1	SR 401	47,357	36,517	33,900	37,690	44,317						
128	SR 528	US 1	N COURTENAY PKWY. (SR 3)	55,910	46,300	38,530	39,270	53,870	01/29/24-01/30/24	82,200	0.66	D	LA	Urban Principal Arterial-Other
129	SR 528	N COURTENAY PKWY. (SR 3)	N BANANA RIVER DR.	44,790	35,050	33,410	37,750	41,270	01/29/24-01/30/24	82,200	0.50	D	LA	Urban Principal Arterial-Other
127	SR 528	N BANANA RIVER DR.	SR 401	41,370	28,200	29,760	36,050	37,810	01/29/24-01/30/24	82,200	0.46	D	LA	Urban Principal Arterial-Other
123	SYKES CREEK PKWY.	FORTENBERRY RD.	SR 520	4,850	4,050	4,370	4,230	3,820	02/05/24-02/06/24	36,600	0.10	E	C3C	Urban Major Collector
121	SYKES CREEK PKWY.	SR 520	MERRITT AVE.	12,910	10,770	10,700	11,640	11,540	01/31/24-02/01/24	36,600	0.32	E	C3C	Urban Major Collector
108	SYKES CREEK PKWY.	MERRITT AVE.	N BANANA RIVER DR.	11,410	9,680	9,840	9,530	9,720	01/31/24-02/01/24	21,700	0.45	E	C1, C3R, C3C	Urban Major Collector

NC=Not Counted; UC=Under Construction

College of Liberal Arts and Sciences
Bureau of Economic and Business Research

Florida Population Studies

Volume 58, Bulletin 201
August 2025

Projections of Florida Population by County, 2025–2050, with Estimates for 2024

Stefan Rayer, Population Program Director
Conor Comfort, Research Demographer

The Bureau of Economic and Business Research (BEBR) at the University of Florida has produced population projections for Florida and its counties since the 1970s. This report presents our 2025 set of projections and describes the methodology used to construct those projections. To account for uncertainty regarding future population growth, we publish three series of projections: low, medium, and high. We recommend using the medium series for most purposes; this series has historically provided the most accurate forecasts for Florida counties. It should be noted that these projections refer solely to the resident population of Florida; they do not include temporary or seasonal residents whose usual place of residence is in another jurisdiction.

State Projections

The starting point for the state-level projections was the decennial census count for April 1, 2020. Projections were made in one-year intervals using a cohort-component methodology in which births, deaths, and migration are projected separately for each age-sex cohort in Florida.

Survival rates were applied by single year of age and sex to project future deaths in the population. These rates were based on the CDC Florida Life Tables for 2019. We adjusted the survival rates for 2020–2030 to make them consistent with recent mortality trends, and to align the projected deaths with those from the State of Florida's Demographic Estimating Conference (DEC) held June 30, 2025. After 2030, we made small adjustments to the survival rates based on projected changes in survival rates released by the U.S. Census Bureau.

Domestic migration rates by age and sex were based on Public Use Microdata Sample (PUMS) files from the 2021–2023 American Community Survey (ACS) 1-year estimates and 2019–2023 ACS 5-year estimates. We calculated a weighted average of those two sets; projections based on input data from more than one period tend to be more accurate than those based on a single period. By combining 1-year ACS estimates, which are more current, with 5-year ACS estimates, which are more stable, we make use of the different strengths of each type of ACS data.

We applied smoothing techniques to the migration rates by single year of age and sex to adjust for data irregularities caused by small sample sizes. The smoothed in- and out-migration rates were weighted to account for recent changes in Florida's population growth rates. Projections of domestic in-migration were made by applying weighted in-migration rates to the projected population of the United States (minus Florida), using the most recent set of national projections produced by the U.S. Census Bureau. Projections of out-migration were made by applying weighted out-migration rates to the Florida population. In both instances, rates were calculated separately for males and females for each age up to 90 and over.

The distribution of foreign immigrants by age and sex was also based on averages of the patterns observed

over the same time periods using the same ACS data sets as for domestic migration. Again, we smoothed the estimates to account for data irregularities in the age/sex distribution of immigrants.

Projections were made in one-year intervals, with each projection serving as the base for the following projection. Projected in-migration for each one-year interval was added to the survived Florida population at the end of the interval and projected out-migration was subtracted, giving a projection of the population age one and older.

Births were projected by applying age-specific birth rates (adjusted for child mortality) to the projected female population. These birth rates were based on Florida birth data for 2012–2018 published by the Office of Vital Statistics in the Florida Department of Health. They imply a total fertility rate (TFR) of 1.75 births per woman. These rates were reduced in the short-term projections to make them consistent with recent fertility trends, and to align the projected births with those from the June 30, 2025 DEC. The long-term projections imply about 1.78 births per woman.

The medium projections of total population for 2025–2030 were adjusted to be consistent with the state population forecasts for those years produced by the June 30, 2025 DEC. The projections after 2030 did not have any further controls.

In addition to the medium series, we also created a low and a high series for Florida. These should not be considered low and high growth scenarios; rather, they represent an indication of the uncertainty surrounding the medium projections. The low and high series were based on analyses of past population forecast errors for Florida. In this publication, we provide projections for 2025, 2030, 2035, 2040, 2045, and 2050. State projections for other years are available by request.

County Projections

The cohort-component model is the most widely used technique to make population projections for larger areas such as states, but it is not necessarily the best way to make projections at the county level. Many counties in Florida have small populations, which make it difficult to produce reliable cohort-component projections by age and sex. Furthermore, county growth patterns can be volatile, and projections based on a single technique using data from a single time period may provide suboptimal results. We believe more useful projections of total population can be made by applying different techniques that incorporate data from different time periods.

For counties, we started with the population estimate constructed by BEBR for April 1, 2024. We made projections for each county using six different techniques in five-year increments. The six techniques were:

1. Linear – the population will change by the same number of persons in each future year as the average annual change during the base period.

2. Exponential – the population will change at the same percentage rate in each future year as the average annual rate during the base period.

3. Share-of-growth – each county's share of state population growth in the future will be the same as its share during the base period.

4. Shift-share – each county's share of the state population will change by the same annual amount in the future as the average annual change during the base period.

5. Constant-share – each county's share of the state population will remain constant at its 2024 level.

6. Constant – each county's population will remain equal to its 2024 estimate.

For the linear technique, we used base periods of ten and twenty years (2014–2024, and 2004–2024) yielding two sets of projections; for the exponential technique, we used a fifteen-year base period (2009–2024) yielding one projection; for the share-of-growth technique, we used base periods of two, ten, and twenty years (2022–2024, 2014–2024, and 2004–2024) yielding three sets of projections; and for the shift-share technique, we used base periods of five and fifteen

years (2019–2024 and 2009–2024) yielding two sets of projections. The constant-share and constant techniques were based on data from a single year (2024).

This methodology produced ten different projections for each county for each projection year (2025, 2030, 2035, 2040, 2045, and 2050). From these, we calculated four averages: one using all ten projections (AVE-10), one that excluded the highest and lowest projections (AVE-8), one that excluded the two highest and two lowest projections (AVE-6), and one that excluded the three highest and three lowest projections (AVE-4). Based on the results of previous research, we designated the average that excluded the three highest and three lowest projections (AVE-4) as the default technique for each county. For counties in which AVE-4 did not provide reasonable projections, we selected the technique which produced projections that fit most closely with our evaluation criteria. We evaluated the resulting projections by comparing them with historical population trends and with the level of population growth projected for the state.

For 65 counties we selected projections made with AVE-4, the default technique. In the remaining two counties – Gadsden and Hardee – we selected projections made with an individual technique (Constant).

In counties with large institutional populations – including university students and state and federal prison inmates – we projected the non-institutional population separately from the institutional population. In the present set of projections, such adjustments were made for Alachua, Baker, Bradford, Calhoun, Columbia, DeSoto, Dixie, Franklin, Gadsden, Gilchrist, Glades, Gulf, Hamilton, Hardee, Hendry, Holmes, Jackson, Jefferson, Lafayette, Leon, Liberty, Madison, Okeechobee, Santa Rosa, Sumter, Suwannee, Taylor, Union, Wakulla, Walton, and Washington counties. In all other counties the projections were made for the total population.

Range of County Projections

The methodology described above was used to construct the medium series of county projections. This is the series we believe will generally provide the most accurate forecasts of future population change. We also constructed a low and a high series, which provide an indication of the uncertainty surrounding the medium county projections. The low and high series were based on analyses of past population forecast errors for counties in Florida, broken down by population size and growth rate. They indicate the range into which approximately three-quarters of future county populations will fall, if the future distribution of forecast errors is similar to the past distribution.

The range between the low and high projections varies based on three factors: a county's population size in 2024 (less than 30,000; 30,000–199,999; and 200,000 or more), rate of population growth between 2014 and 2024 (less than 7.5%; 7.5–15%; 15–30%; and 30% or more), and the length of the projection horizon. Our studies have found that the distribution of absolute percent errors tends to remain relatively stable over time, leading us to believe that the low and high projections provide a reasonable range of errors for most counties. It must be emphasized, however, that the actual future population of any given county could be below the low projection or above the high projection.

For the medium series of projections, the sum of the county projections equals the state projection for each year (except for slight differences due to rounding). However, for the low and the high series, the sum of the county projections does not equal the state projection. The sum of the low projections for counties is lower than the state's low projection and the sum of the high projections for counties is higher than the state's high projection. This occurs because potential variation around the medium projection is greater for counties than for the state.

Acknowledgement

Funding for these projections was provided by the Florida Legislature.

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TIS Appendix B - SCOPE

Projections of Florida Population by County, 2025–2050, with Estimates for 2024

County and State	Estimates April 1, 2024	Projections, April 1					
		2025	2030	2035	2040	2045	2050
ALACHUA	296,313						
Low		291,200	294,900	293,000	288,000	281,400	274,500
Medium		300,200	316,400	328,300	336,600	342,800	347,900
High		309,200	337,900	363,600	385,300	404,200	421,300
BAKER	28,899						
Low		28,400	29,500	29,200	28,700	28,100	27,400
Medium		29,200	31,600	32,700	33,600	34,200	34,800
High		30,100	33,800	36,200	38,400	40,300	42,100
BAY	196,112						
Low		192,600	195,100	194,700	192,800	190,100	187,100
Medium		198,600	209,400	218,100	225,400	231,500	237,200
High		204,600	223,600	241,600	257,900	273,000	287,200
BRADFORD	27,335						
Low		26,700	26,100	25,400	24,700	23,900	23,200
Medium		27,500	28,000	28,500	28,800	29,100	29,400
High		28,300	29,900	31,500	33,000	34,300	35,600
BREVARD	653,703						
Low		643,300	655,500	656,200	649,900	639,600	628,000
Medium		663,200	703,300	735,200	759,700	779,000	796,000
High		683,100	751,200	814,200	869,500	918,500	963,900
BROWARD	1,981,888						
Low		1,948,200	1,948,200	1,919,500	1,880,800	1,837,700	1,795,100
Medium		1,998,100	2,065,900	2,112,900	2,145,800	2,169,700	2,189,100
High		2,048,100	2,183,700	2,306,200	2,410,800	2,501,600	2,583,100
CALHOUN	13,700						
Low		13,200	12,800	12,300	11,900	11,400	11,000
Medium		13,600	13,700	13,800	13,900	13,900	13,900
High		14,000	14,700	15,300	15,900	16,400	16,900
CHARLOTTE	210,645						
Low		208,300	217,000	221,100	223,100	222,000	219,900
Medium		214,800	232,800	247,800	260,800	270,400	278,700
High		221,200	248,600	274,400	298,500	318,800	337,500
CITRUS	166,151						
Low		162,600	164,200	163,000	160,600	157,200	153,200
Medium		168,400	178,300	186,000	192,500	197,700	202,100
High		174,300	192,400	208,900	224,300	238,200	251,000
CLAY	236,365						
Low		233,100	240,600	243,100	242,100	238,700	234,500
Medium		240,300	258,100	272,400	283,000	290,800	297,300
High		247,500	275,700	301,700	323,900	342,800	360,000
COLLIER	408,381						
Low		403,300	417,300	420,700	419,300	414,800	409,000
Medium		415,800	447,800	471,400	490,200	505,300	518,400
High		428,300	478,200	522,100	561,000	595,700	627,800
COLUMBIA	72,155						
Low		71,000	70,800	70,000	68,700	67,400	66,000
Medium		72,800	75,100	77,000	78,400	79,600	80,500
High		74,600	79,400	84,100	88,100	91,700	95,000
DESOTO	35,487						
Low		34,800	34,400	33,600	32,800	31,900	31,000
Medium		35,700	36,400	37,000	37,400	37,600	37,800
High		36,600	38,500	40,400	42,000	43,400	44,600
DIXIE	17,555						
Low		17,200	17,000	16,700	16,300	15,800	15,400
Medium		17,700	18,300	18,700	19,000	19,300	19,500
High		18,300	19,500	20,700	21,800	22,700	23,700

SCOPE EMAIL COORDINATION

Jessica Stord

From: Jessica Stord
Sent: Monday, December 15, 2025 9:58 AM
To: TrafficStudies; Daniela Jurado
Cc: Nguyen, Peter; Gumm, Corrina; Smith, Sean; Swanson, Devin A; Johnson, William
Subject: RE: Traffic Study Methodology - Rangewater Residential Courtney Pkwy & Pioneer Rd Merritt Island - County

Will do, thank you!

JESSICA STORD, EI, LEED® Green Associate™
Engineer II | **BOWMAN**
O: (321) 255-5434 Ext. 4325 | D: (321) 378-0025
jstord@bowman.com

From: TrafficStudies <trafficstudies@brevardfl.gov>
Sent: Monday, December 15, 2025 9:34 AM
To: Jessica Stord <jstord@bowman.com>; Daniela Jurado <djurado@bowman.com>; TrafficStudies <trafficstudies@brevardfl.gov>
Cc: Nguyen, Peter <Peter.Nguyen@brevardfl.gov>; Gumm, Corrina <corrina.gumm@brevardfl.gov>; Smith, Sean <Sean.Smith@brevardfl.gov>; Swanson, Devin A <Devin.Swanson@brevardfl.gov>; Johnson, William <William.Johnson@brevardfl.gov>
Subject: [EXTERNAL] RE: Traffic Study Methodology - Rangewater Residential Courtney Pkwy & Pioneer Rd Merritt Island - County

Good morning Jessica,

The revised TIA methodology has been reviewed and is approved. Please proceed with the analysis, and please let us know if you have any questions.

Thank you,

Sean Smith, E.I.
Traffic Operations Engineer I
Brevard County Public Works
2915 Pineda Causeway, Melbourne, FL 32940
Office: 321-633-2077

From: Jessica Stord <jstord@bowman.com>
Sent: Wednesday, December 10, 2025 5:10 PM
To: Daniela Jurado <djurado@bowman.com>; TrafficStudies <trafficstudies@brevardfl.gov>
Cc: Nguyen, Peter <Peter.Nguyen@brevardfl.gov>; Gumm, Corrina <corrina.gumm@brevardfl.gov>; Smith, Sean <Sean.Smith@brevardfl.gov>; Swanson, Devin A <Devin.Swanson@brevardfl.gov>; Johnson, William <William.Johnson@brevardfl.gov>
Subject: RE: Traffic Study Methodology - Rangewater Residential Courtney Pkwy & Pioneer Rd Merritt Island - County

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Good Afternoon Sean,

The scope has been updated per the comments provided. Please see the attached updated scope for your records.

Thank you,

JESSICA STORD, EI, LEED® Green Associate™
Engineer II | **BOWMAN**
O: (321) 255-5434 Ext. 4325 | D: (321) 378-0025
jstord@bowman.com

From: Daniela Jurado <djurado@bowman.com>
Sent: Monday, December 8, 2025 6:10 PM
To: TrafficStudies <trafficstudies@brevardfl.gov>; Jessica Stord <jstord@bowman.com>
Cc: Nguyen, Peter <Peter.Nguyen@brevardfl.gov>; Gumm, Corrina <corrina.gumm@brevardfl.gov>; Smith, Sean <Sean.Smith@brevardfl.gov>; Swanson, Devin A <Devin.Swanson@brevardfl.gov>; Johnson, William <William.Johnson@brevardfl.gov>
Subject: RE: Traffic Study Methodology - Rangewater Residential Courtney Pkwy & Pioneer Rd Merritt Island - County

Thank you Sean. We will incorporate these and send the updated scope for your records.

Best regards,

DANIELA JURADO, PE
Senior Project Manager, Transportation | **BOWMAN**
O: (321) 255-5434| D: (321) 608-0498
djurado@bowman.com

From: TrafficStudies <trafficstudies@brevardfl.gov>
Sent: Monday, December 8, 2025 11:11 AM
To: Daniela Jurado <djurado@bowman.com>; Jessica Stord <jstord@bowman.com>
Cc: Nguyen, Peter <Peter.Nguyen@brevardfl.gov>; TrafficStudies <trafficstudies@brevardfl.gov>; Gumm, Corrina <corrina.gumm@brevardfl.gov>; Smith, Sean <Sean.Smith@brevardfl.gov>; Swanson, Devin A <Devin.Swanson@brevardfl.gov>; Johnson, William <William.Johnson@brevardfl.gov>
Subject: [EXTERNAL] RE: Traffic Study Methodology - Rangewater Residential Courtney Pkwy & Pioneer Rd Merritt Island - County

Good morning Daniela and Jessica,

We have completed our review of the Rangewater Residential Traffic Impact Analysis (TIA) Methodology, dated November 21, 2025. Review comments are provided in the attached letter. Please let us know if you have any questions or concerns.

Thank you,

Sean Smith, E.I.
Traffic Operations Engineer I

Brevard County Public Works
2915 Pineda Causeway, Melbourne, FL 32940
Office: 321-633-2077

From: Daniela Jurado <djurado@bowman.com>
Sent: Tuesday, December 2, 2025 4:06 PM
To: Smith, Sean <Sean.Smith@brevardfl.gov>; Jessica Stord <jstord@bowman.com>
Cc: Nguyen, Peter <Peter.Nguyen@brevardfl.gov>; TrafficStudies <trafficstudies@brevardfl.gov>
Subject: RE: Traffic Study Methodology - Rangewater Residential Courtney Pkwy & Pioneer Rd Merritt Island - County

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Perfect, thank you Sean. Let me know if you have any questions in the meantime.

Best regards,

DANIELA JURADO, PE
Senior Project Manager, Transportation | **BOWMAN**
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djurado@bowman.com

From: Smith, Sean <Sean.Smith@brevardfl.gov>
Sent: Tuesday, December 2, 2025 3:35 PM
To: Daniela Jurado <djurado@bowman.com>; Jessica Stord <jstord@bowman.com>
Cc: Nguyen, Peter <Peter.Nguyen@brevardfl.gov>; TrafficStudies <trafficstudies@brevardfl.gov>
Subject: [EXTERNAL] RE: Traffic Study Methodology - Rangewater Residential Courtney Pkwy & Pioneer Rd Merritt Island - County

Good afternoon Daniela,

Peter is out of the office with limited access to email for the next two weeks, so I will be handling this methodology review. I expect to have the comments finalized by the end of next week, 12/12, but will do my best to have the review completed sooner.

Thank you,

Sean Smith, E.I.
Traffic Operations Engineer I
Brevard County Public Works
2915 Pineda Causeway, Melbourne, FL 32940
Office: 321-633-2077

From: Daniela Jurado <djurado@bowman.com>
Sent: Tuesday, December 2, 2025 2:32 PM
To: TrafficStudies <trafficstudies@brevardfl.gov>; Jessica Stord <jstord@bowman.com>
Cc: Nguyen, Peter <Peter.Nguyen@brevardfl.gov>; Smith, Sean <Sean.Smith@brevardfl.gov>
Subject: RE: Traffic Study Methodology - Rangewater Residential Courtney Pkwy & Pioneer Rd Merritt Island - County

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Thank you for the confirmation Peter. At your convenience can you provide an ETA for the review?

Thanks again,

DANIELA JURADO, PE
Senior Project Manager, Transportation | **BOWMAN**
O: (321) 255-5434| D: (321) 608-0498
djurado@bowman.com

From: TrafficStudies <trafficstudies@brevardfl.gov>
Sent: Tuesday, December 2, 2025 6:36 AM
To: Jessica Stord <jstord@bowman.com>
Cc: Daniela Jurado <djurado@bowman.com>; Nguyen, Peter <Peter.Nguyen@brevardfl.gov>; Smith, Sean <Sean.Smith@brevardfl.gov>; TrafficStudies <trafficstudies@brevardfl.gov>
Subject: [EXTERNAL] RE: Traffic Study Methodology - Rangewater Residential Courtney Pkwy & Pioneer Rd Merritt Island - County

Good morning Jessica,

I apologize for the delay in response. We are in receipt of the methodology and will review when time permits. Let me know if you have any additional questions.

Thanks,
Peter

Peter Nguyen, P.E.
Traffic Operations Engineer II
Brevard County Public Works
2915 Pineda Causeway, Melbourne, FL 32940
Office: 321-633-2077

From: Jessica Stord <jstord@bowman.com>
Sent: Monday, December 1, 2025 9:42 AM
To: TrafficStudies <trafficstudies@brevardfl.gov>; Nguyen, Peter <Peter.Nguyen@brevardfl.gov>
Cc: Daniela Jurado <djurado@bowman.com>
Subject: RE: Traffic Study Methodology - Rangewater Residential Courtney Pkwy & Pioneer Rd Merritt Island - County

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Good Morning Peter,

I hope you're doing well.

I just wanted to follow up on my previous email.

Please let me know if the scope is acceptable or you would like to discuss further.

Thank you,

JESSICA STORD, EI, LEED® Green Associate™
Engineer II | **BOWMAN**
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jstord@bowman.com

From: Jessica Stord
Sent: Friday, November 21, 2025 4:06 PM
To: TrafficStudies <trafficstudies@brevardfl.gov>; Nguyen, Peter <peter.nguyen@brevardfl.gov>
Cc: Daniela Jurado <djurado@bowman.com>
Subject: Traffic Study Methodology - Rangewater Residential Courtney Pkwy & Pioneer Rd Merritt Island - County

Good Afternoon Peter,

We are working on the traffic study for a new residential development in Merritt Island proposed NW of the intersection of N Courtney Pkwy & Pioneer Rd. The project consists of 222 multifamily units (low rise) and amenities. I am reaching out to you to coordinate the scope of the traffic study. Attached is the memorandum outlining both the scope and the methodologies of the study.

Let me know if they are acceptable or if you would like to discuss further.

Best regards,

JESSICA STORD, EI, LEED® Green Associate™
Engineer II | **BOWMAN**
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jstord@bowman.com | bowman.com

APPENDIX C

TMC

Bi-Directional Class Count || Location Overview

Merritt Island, FL

Marr Traffic DATA COLLECTION
www.marrtraffic.com

Site 1
Pioneer Rd,
east of FL-3 N Courtenay Pkwy

Lat/Long
28.398034°, -80.702878°

Click here for Map

0000 - 2400 (Weekday 24h Session) (All Dates)
Location Overview

Description	Time Interval	Visible	Tabs
Bi-Directional Class Count	15min	☑	4
Bi-Directional Class Count	60min	☑	4
Graphical Analysis	-	☑	3
Base Data	15min	☑	2
Base Data	60min	☑	2

Daily & Monthly Factors

	Wed
	11/05
DF	1.00
MF	1.00
DF*MF	**1.00**

Bi-Directional Class Count || NB EB 15min

Merritt Island, FL

Marr Traffic DATA COLLECTION
www.marrtraffic.com

Site 1
Pioneer Rd,
east of FL-3 N Courtenay Pkwy

Date
Wednesday, November 5, 2025

Lat/Long
28.398034°, -80.702878°

Click here for Map

Weather
Fair
75°F

Click here for Detailed Weather

0000 - 2400 (Weekday 24h Session) (11-05-2025)
NB EB 15min

	Eastbound (Movement 1,1)													15min	60min
Time	1	2	3	4	5	6	7	8	9	10	11	12	13	Total	Total
0000 - 0015	0	0	1	0	0	0	0	0	0	0	0	0	0	1	
0015 - 0030	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
0030 - 0045	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0045 - 0100	0	2	1	0	0	0	0	0	0	0	0	0	0	3	7
0100 - 0115	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0115 - 0130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0130 - 0145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0145 - 0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
0200 - 0215	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0215 - 0230	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0230 - 0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0245 - 0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
0300 - 0315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0315 - 0330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0330 - 0345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0345 - 0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400 - 0415	0	0	1	0	0	0	0	0	0	0	0	0	0	1	
0415 - 0430	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0430 - 0445	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0445 - 0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
0500 - 0515	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0515 - 0530	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0530 - 0545	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0545 - 0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
0600 - 0615	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0615 - 0630	0	5	0	0	0	0	0	0	0	0	0	0	0	5	
0630 - 0645	0	2	1	0	1	0	0	0	0	0	0	0	0	4	
0645 - 0700	0	11	3	0	0	0	0	0	0	0	0	0	0	14	24
0700 - 0715	0	21	5	1	1	0	0	0	0	0	0	0	0	28	
0715 - 0730	0	47	12	0	0	0	0	0	0	0	0	0	0	59	
0730 - 0745	0	91	23	0	1	0	0	0	0	0	0	0	0	115	
0745 - 0800	0	74	21	0	1	0	0	0	0	0	0	0	0	96	298
0800 - 0815	0	14	5	0	0	0	0	0	0	0	0	0	0	19	
0815 - 0830	0	15	8	0	0	0	0	1	0	0	0	0	0	24	
0830 - 0845	0	8	4	0	0	0	0	0	0	0	0	0	0	12	
0845 - 0900	0	8	4	0	0	0	0	0	0	0	0	0	0	12	67
0900 - 0915	0	8	9	0	2	0	0	0	0	0	0	0	0	19	
0915 - 0930	0	18	7	0	0	0	0	0	0	0	0	0	0	25	
0930 - 0945	0	13	6	0	2	0	0	2	0	0	0	0	0	23	
0945 - 1000	0	13	3	0	0	0	0	0	0	0	0	0	0	16	83
1000 - 1015	0	9	3	0	0	0	0	0	0	0	0	0	0	12	
1015 - 1030	0	9	1	0	0	0	0	0	0	0	0	0	0	10	
1030 - 1045	0	19	3	0	1	0	0	0	0	0	0	0	0	23	
1045 - 1100	0	17	4	0	0	0	0	0	0	0	0	0	0	21	66
1100 - 1115	0	16	8	0	1	0	0	0	0	0	0	0	0	25	
1115 - 1130	0	16	2	0	0	0	0	0	0	0	0	0	0	18	
1130 - 1145	0	14	4	0	0	0	0	0	0	0	0	0	0	18	
1145 - 1200	0	20	3	0	1	0	0	0	0	0	0	0	0	24	85
1200 - 1215	0	18	8	0	1	0	0	0	0	0	0	0	0	27	
1215 - 1230	0	26	5	0	1	0	0	0	0	0	0	0	0	32	
1230 - 1245	0	18	3	0	1	0	0	0	0	0	0	0	0	22	
1245 - 1300	0	11	3	0	1	0	0	0	0	0	0	0	0	15	96
1300 - 1315	0	17	5	0	0	0	0	0	0	0	0	0	0	22	
1315 - 1330	0	30	6	0	0	0	0	0	0	0	0	0	0	36	
1330 - 1345	0	16	2	0	0	0	0	0	0	0	0	0	0	18	
1345 - 1400	0	22	6	0	0	0	0	0	0	0	0	0	0	28	104
1400 - 1415	0	44	9	0	0	0	0	1	0	0	0	0	0	54	
1415 - 1430	0	49	8	0	0	0	0	0	0	0	0	0	0	57	
1430 - 1445	0	62	8	0	2	0	0	1	0	0	0	0	0	73	
1445 - 1500	0	27	6	0	0	0	0	0	0	0	0	0	0	33	217
1500 - 1515	0	21	3	1	0	0	0	0	0	0	0	0	0	25	
1515 - 1530	0	15	7	0	1	0	0	0	0	0	0	0	0	23	
1530 - 1545	0	26	7	0	0	0	0	0	0	0	0	0	0	33	
1545 - 1600	0	22	10	0	0	0	0	0	0	0	0	0	0	32	113
1600 - 1615	0	22	6	1	0	0	0	0	0	0	0	0	0	29	
1615 - 1630	0	17	5	0	0	0	0	0	0	0	0	0	0	22	
1630 - 1645	0	30	7	1	0	0	0	0	0	0	0	0	0	38	
1645 - 1700	0	31	7	0	0	0	0	0	0	0	0	0	0	38	127
1700 - 1715	0	31	4	0	0	0	0	0	0	0	0	0	0	35	
1715 - 1730	0	35	9	0	0	0	0	0	0	0	0	0	0	44	
1730 - 1745	0	22	5	0	0	0	0	0	0	0	0	0	0	27	
1745 - 1800	0	15	12	0	1	0	0	0	0	0	0	0	0	28	134
1800 - 1815	0	22	7	0	0	0	0	0	0	0	0	0	0	29	
1815 - 1830	0	14	6	0	1	0	0	0	0	0	0	0	0	21	
1830 - 1845	0	10	5	0	0	0	0	0	0	0	0	0	0	15	
1845 - 1900	0	16	6	0	1	0	0	1	0	0	0	0	0	24	89
1900 - 1915	0	16	3	0	0	0	0	0	1	0	0	0	0	20	
1915 - 1930	0	12	6	0	0	0	0	0	0	0	0	0	0	18	
1930 - 1945	0	8	5	0	0	0	0	0	0	0	0	0	0	13	
1945 - 2000	0	17	6	0	0	0	0	0	0	0	0	0	0	23	74
2000 - 2015	0	11	8	0	0	0	0	0	0	0	0	0	0	19	
2015 - 2030	0	12	3	0	0	0	0	0	0	0	0	0	0	15	
2030 - 2045	0	7	4	0	0	0	0	0	0	0	0	0	0	11	
2045 - 2100	0	6	3	0	0	0	0	0	0	0	0	0	0	9	54
2100 - 2115	0	4	2	0	0	0	0	0	0	0	0	0	0	6	
2115 - 2130	0	3	1	0	0	0	0	0	0	0	0	0	0	4	
2130 - 2145	0	5	2	0	0	0	0	0	0	0	0	0	0	7	
2145 - 2200	0	5	3	0	0	0	0	0	0	0	0	0	0	8	25
2200 - 2215	0	5	2	0	0	0	0	0	0	0	0	0	0	7	
2215 - 2230	0	2	1	0	0	0	0	0	0	0	0	0	0	3	
2230 - 2245	0	2	1	0	0	0	0	0	0	0	0	0	0	3	
2245 - 2300	0	2	0	0	0	0	0	0	0	0	0	0	0	2	15
2300 - 2315	0	2	1	0	0	0	0	0	0	0	0	0	0	3	
2315 - 2330	0	3	1	0	0	0	0	0	0	0	0	0	0	4	
2330 - 2345	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
2345 - 0000	0	3	1	0	0	0	0	0	0	0	0	0	0	4	13

Session Total	0	1295	370	4	21	0	0	6	1	0	0	0	0	1697
Session Average	0.00	13.49	3.85	0.04	0.22	0.00	0.00	0.06	0.01	0.00	0.00	0.00	0.00	17.68
Session Percentage	0.00	76.31	21.80	0.24	1.24	0.00	0.00	0.35	0.06	0.00	0.00	0.00	0.00	

AM Peak Hour	-	0700 - 0800	0700 - 0800	0615 - 0715	0845 - 0945	-	-	0845 - 0945	-	-	-	-	-	0700 - 0800
AM Peak Volume	0	233	61	1	4	0	0	2	0	0	0	0	0	298
AM Peak %age	0.00	78.19	20.47	0.34	1.34	0.00	0.00	0.67	0.00	0.00	0.00	0.00	0.00	

Noon Peak Hour	-	1400 - 1500	1345 - 1445	1415 - 1515	1145 - 1245	-	-	1345 - 1445	-	-	-	-	-	1400 - 1500
Noon Peak Volume	0	182	31	1	4	0	0	2	0	0	0	0	0	217
Noon Peak %age	0.00	83.87	14.29	0.46	1.84	0.00	0.00	0.92	0.00	0.00	0.00	0.00	0.00	

PM Peak Hour	-	1630 - 1730	1715 - 1815	1545 - 1645	1730 - 1830	-	-	1800 - 1900	1815 - 1915	-	-	-	-	1630 - 1730
PM Peak Volume	0	127	33	2	2	0	0	1	1	0	0	0	0	155
PM Peak %age	0.00	81.94	21.29	1.29	1.29	0.00	0.00	0.65	0.65	0.00	0.00	0.00	0.00	

User Peak Volume	0	5	2	0	0	0	0	0	0	0	0	0	0	7
User Peak %age	0.00	71.43	28.57	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Bi-Directional Class Count || SB WB 15min

Merritt Island, FL

Marr Traffic DATA COLLECTION
www.marrtraffic.com

Site 1
Pioneer Rd,
east of FL-3 N Courtenay Pkwy

Date
Wednesday, November 5, 2025

Lat/Long
28.398034°, -80.702878°

Click here for Map

Weather
Fair
75°F

Click here for Detailed Weather

0000 - 2400 (Weekday 24h Session) (11-05-2025)
SB WB 15min

	Westbound (Movement 1,2)													15min	60min
Time	1	2	3	4	5	6	7	8	9	10	11	12	13	Total	Total
0000 - 0015	0	3	0	0	0	0	0	0	0	0	0	0	0	3	
0015 - 0030	0	0	1	0	0	0	0	0	0	0	0	0	0	1	
0030 - 0045	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0045 - 0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
0100 - 0115	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0115 - 0130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0130 - 0145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0145 - 0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
0200 - 0215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0215 - 0230	0	0	1	0	0	0	0	0	0	0	0	0	0	1	
0230 - 0245	0	0	1	0	0	0	0	0	0	0	0	0	0	1	
0245 - 0300	0	1	0	0	0	0	0	0	0	0	0	0	0	1	3
0300 - 0315	0	0	1	0	0	0	0	0	0	0	0	0	0	1	
0315 - 0330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0330 - 0345	0	1	1	0	0	0	0	0	0	0	0	0	0	2	
0345 - 0400	0	2	0	0	0	0	0	0	0	0	0	0	0	2	5
0400 - 0415	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0415 - 0430	0	3	1	0	0	0	0	0	0	0	0	0	0	4	
0430 - 0445	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0445 - 0500	0	1	4	0	0	0	0	0	0	0	0	0	0	5	10
0500 - 0515	0	2	1	0	0	0	0	0	0	0	0	0	0	3	
0515 - 0530	0	1	1	0	0	0	0	0	0	0	0	0	0	2	
0530 - 0545	0	7	2	0	0	0	0	0	0	0	0	0	0	9	
0545 - 0600	0	6	3	0	0	0	0	0	0	0	0	0	0	9	23
0600 - 0615	0	5	3	0	0	0	0	0	0	0	0	0	0	8	
0615 - 0630	0	6	3	0	0	0	0	0	0	0	0	0	0	9	
0630 - 0645	0	15	2	0	0	0	0	0	0	0	0	0	0	17	
0645 - 0700	0	20	8	1	0	0	0	0	0	0	0	0	0	29	63
0700 - 0715	0	20	3	1	0	0	0	0	0	0	0	0	0	24	
0715 - 0730	0	31	8	1	0	0	0	0	0	0	0	0	0	40	
0730 - 0745	0	88	27	8	0	0	0	0	0	0	0	0	0	123	
0745 - 0800	0	109	26	0	0	0	0	0	0	0	0	0	0	135	322
0800 - 0815	0	34	7	1	0	0	0	0	0	0	0	0	0	42	
0815 - 0830	0	23	7	0	0	0	0	0	0	0	0	0	0	30	
0830 - 0845	0	24	11	0	0	0	0	1	0	0	0	0	0	36	
0845 - 0900	0	28	9	1	0	0	0	0	0	0	0	0	0	38	146
0900 - 0915	0	19	4	0	0	0	0	0	0	0	0	0	0	23	
0915 - 0930	0	21	4	0	1	0	0	0	0	0	0	0	0	26	
0930 - 0945	0	15	5	1	1	0	0	0	0	0	0	0	0	22	
0945 - 1000	1	18	5	0	0	0	0	1	0	0	0	0	0	25	96
1000 - 1015	0	21	7	0	3	0	0	0	0	0	0	0	0	31	
1015 - 1030	0	9	2	0	0	0	0	1	0	0	0	0	0	12	
1030 - 1045	0	17	7	0	1	0	0	0	0	0	0	0	0	25	
1045 - 1100	0	17	5	0	0	0	0	0	0	0	0	0	0	22	90
1100 - 1115	0	15	6	0	2	0	0	0	0	0	0	0	0	23	
1115 - 1130	0	17	2	0	0	0	0	0	0	0	0	0	0	19	
1130 - 1145	0	15	5	0	2	0	0	0	0	0	0	0	0	22	
1145 - 1200	0	22	14	0	0	0	0	0	0	0	0	0	0	36	100
1200 - 1215	0	17	6	0	0	0	0	0	0	0	0	0	0	23	
1215 - 1230	0	19	4	0	0	0	0	1	0	0	0	0	0	24	
1230 - 1245	0	18	5	0	0	0	0	0	0	0	0	0	0	23	
1245 - 1300	0	16	4	0	2	0	0	0	0	0	0	0	0	22	92
1300 - 1315	0	14	8	0	0	0	0	0	0	0	0	0	0	22	
1315 - 1330	0	17	2	0	0	0	0	0	0	0	0	0	0	19	
1330 - 1345	0	18	8	1	0	1	0	0	0	0	0	0	0	28	
1345 - 1400	0	15	2	0	0	0	0	0	0	0	0	0	0	17	86
1400 - 1415	0	15	5	0	2	0	0	1	0	0	0	0	0	23	
1415 - 1430	0	18	3	0	1	0	0	0	0	0	0	0	0	22	
1430 - 1445	0	87	13	7	1	0	0	0	0	0	0	0	0	108	
1445 - 1500	0	63	13	1	1	0	0	0	0	0	0	0	0	78	231
1500 - 1515	0	26	10	1	1	0	0	0	0	0	0	0	0	38	
1515 - 1530	0	20	9	1	0	0	0	1	0	0	0	0	0	31	
1530 - 1545	0	22	11	1	1	0	0	0	0	0	0	0	0	35	
1545 - 1600	0	12	5	1	0	0	0	0	0	0	0	0	0	18	122
1600 - 1615	0	23	3	2	0	0	0	0	0	0	0	0	0	28	
1615 - 1630	0	15	1	0	0	0	0	0	0	0	0	0	0	16	
1630 - 1645	0	17	8	2	0	0	0	0	0	0	0	0	0	27	
1645 - 1700	0	27	8	0	0	0	0	0	0	0	0	0	0	35	106
1700 - 1715	0	19	4	0	0	0	0	0	0	0	0	0	0	23	
1715 - 1730	0	23	7	0	0	0	0	0	0	0	0	0	0	30	
1730 - 1745	0	30	8	0	0	0	0	0	0	0	0	0	0	38	
1745 - 1800	0	16	10	0	0	0	0	0	0	0	0	0	0	26	117
1800 - 1815	0	12	6	0	0	0	0	0	0	0	0	0	0	18	
1815 - 1830	0	12	4	0	1	0	0	0	0	0	0	0	0	17	
1830 - 1845	0	5	3	0	0	0	0	0	0	0	0	0	0	8	
1845 - 1900	0	13	2	0	0	0	0	0	0	0	0	0	0	15	58
1900 - 1915	0	13	4	0	0	0	0	0	0	0	0	0	0	17	
1915 - 1930	0	7	3	0	0	0	0	0	0	0	0	0	0	10	
1930 - 1945	0	6	2	0	0	0	0	0	0	0	0	0	0	8	
1945 - 2000	0	7	2	0	0	0	0	0	0	0	0	0	0	9	44
2000 - 2015	0	4	2	0	0	0	0	0	0	0	0	0	0	6	
2015 - 2030	0	3	2	0	0	0	0	0	0	0	0	0	0	5	
2030 - 2045	0	4	3	0	0	0	0	0	0	0	0	0	0	7	
2045 - 2100	0	2	1	0	0	0	0	0	0	0	0	0	0	3	21
2100 - 2115	0	3	1	0	0	0	0	0	0	0	0	0	0	4	
2115 - 2130	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
2130 - 2145	0	3	1	0	0	0	0	0	0	0	0	0	0	4	
2145 - 2200	0	1	0	0	0	0	0	0	0	0	0	0	0	1	10
2200 - 2215	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
2215 - 2230	0	1	1	0	0	0	0	0	0	0	0	0	0	2	
2230 - 2245	0	3	0	0	0	0	0	0	0	0	0	0	0	3	
2245 - 2300	0	1	2	0	0	0	0	0	0	0	0	0	0	3	10
2300 - 2315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2315 - 2330	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
2330 - 2345	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
2345 - 0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3

Session Total	1	1311	393	31	20	1	0	6	0	0	0	0	0	1763
Session Average	0.01	13.66	4.09	0.32	0.21	0.01	0.00	0.06	0.00	0.00	0.00	0.00	0.00	18.36
Session Percentage	0.06	74.36	22.29	1.76	1.13	0.06	0.00	0.34	0.00	0.00	0.00	0.00	0.00	

AM Peak Hour	0900 - 1000	0715 - 0815	0715 - 0815	0645 - 0745	0915 - 1015	-	-	0930 - 1030	-	-	-	-	-	0715 - 0815
AM Peak Volume	1	262	68	11	5	0	0	2	0	0	0	0	0	340
AM Peak %age	0.29	77.06	20.00	3.24	1.47	0.00	0.00	0.59	0.00	0.00	0.00	0.00	0.00	

Noon Peak Hour	-	1430 - 1530	1430 - 1530	1430 - 1530	1400 - 1500	1245 - 1345	-	1000 - 1100	-	-	-	-	-	1430 - 1530
Noon Peak Volume	0	196	45	10	5	1	0	1	0	0	0	0	0	255
Noon Peak %age	0.00	76.86	17.65	3.92	1.96	0.39	0.00	0.39	0.00	0.00	0.00	0.00	0.00	

PM Peak Hour	-	1645 - 1745	1500 - 1600	1515 - 1615	1500 - 1600	-	-	1500 - 1600	-	-	-	-	-	1645 - 1745
PM Peak Volume	0	99	35	5	2	0	0	1	0	0	0	0	0	126
PM Peak %age	0.00	78.57	27.78	3.97	1.59	0.00	0.00	0.79	0.00	0.00	0.00	0.00	0.00	

User Peak Volume	0	3	1	0	0	0	0	0	0	0	0	0	0	4
User Peak %age	0.00	75.00	25.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Bi-Directional Class Count || Bi-Directional 15min

Merritt Island, FL

Marr Traffic DATA COLLECTION
www.marrtraffic.com

Site 1
Pioneer Rd,
east of FL-3 N Courtenay Pkwy

Date
Wednesday, November 5, 2025

Lat/Long
28.398034°, -80.702878°

Weather
Fair
75°F

Click here for Detailed Weather

0000 - 2400 (Weekday 24h Session) (11-05-2025)
Bi-Directional 15min

	Bi-Directional 15min													15min	60min
Time	1	2	3	4	5	6	7	8	9	10	11	12	13	Total	Total
0000 - 0015	0	3	1	0	0	0	0	0	0	0	0	0	0	4	
0015 - 0030	0	2	1	0	0	0	0	0	0	0	0	0	0	3	
0030 - 0045	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0045 - 0100	0	2	1	0	0	0	0	0	0	0	0	0	0	3	11
0100 - 0115	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
0115 - 0130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0130 - 0145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0145 - 0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
0200 - 0215	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0215 - 0230	0	1	1	0	0	0	0	0	0	0	0	0	0	2	
0230 - 0245	0	0	1	0	0	0	0	0	0	0	0	0	0	1	
0245 - 0300	0	1	0	0	0	0	0	0	0	0	0	0	0	1	5
0300 - 0315	0	0	1	0	0	0	0	0	0	0	0	0	0	1	
0315 - 0330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0330 - 0345	0	1	1	0	0	0	0	0	0	0	0	0	0	2	
0345 - 0400	0	2	0	0	0	0	0	0	0	0	0	0	0	2	5
0400 - 0415	0	1	1	0	0	0	0	0	0	0	0	0	0	2	
0415 - 0430	0	3	1	0	0	0	0	0	0	0	0	0	0	4	
0430 - 0445	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0445 - 0500	0	1	4	0	0	0	0	0	0	0	0	0	0	5	12
0500 - 0515	0	2	1	0	0	0	0	0	0	0	0	0	0	3	
0515 - 0530	0	2	1	0	0	0	0	0	0	0	0	0	0	3	
0530 - 0545	0	7	2	0	0	0	0	0	0	0	0	0	0	9	
0545 - 0600	0	6	3	0	0	0	0	0	0	0	0	0	0	9	24
0600 - 0615	0	6	3	0	0	0	0	0	0	0	0	0	0	9	
0615 - 0630	0	11	3	0	0	0	0	0	0	0	0	0	0	14	
0630 - 0645	0	17	3	0	1	0	0	0	0	0	0	0	0	21	
0645 - 0700	0	31	11	1	0	0	0	0	0	0	0	0	0	43	87
0700 - 0715	0	41	8	2	1	0	0	0	0	0	0	0	0	52	
0715 - 0730	0	78	20	1	0	0	0	0	0	0	0	0	0	99	
0730 - 0745	0	179	50	8	1	0	0	0	0	0	0	0	0	238	
0745 - 0800	0	183	47	0	1	0	0	0	0	0	0	0	0	231	620
0800 - 0815	0	48	12	1	0	0	0	0	0	0	0	0	0	61	
0815 - 0830	0	38	15	0	0	0	0	1	0	0	0	0	0	54	
0830 - 0845	0	32	15	0	0	0	0	1	0	0	0	0	0	48	
0845 - 0900	0	36	13	1	0	0	0	0	0	0	0	0	0	50	213
0900 - 0915	0	27	13	0	2	0	0	0	0	0	0	0	0	42	
0915 - 0930	0	39	11	0	1	0	0	0	0	0	0	0	0	51	
0930 - 0945	0	28	11	1	3	0	0	2	0	0	0	0	0	45	
0945 - 1000	1	31	8	0	0	0	0	1	0	0	0	0	0	41	179
1000 - 1015	0	30	10	0	3	0	0	0	0	0	0	0	0	43	
1015 - 1030	0	18	3	0	0	0	0	1	0	0	0	0	0	22	
1030 - 1045	0	36	10	0	2	0	0	0	0	0	0	0	0	48	
1045 - 1100	0	34	9	0	0	0	0	0	0	0	0	0	0	43	156
1100 - 1115	0	31	14	0	3	0	0	0	0	0	0	0	0	48	
1115 - 1130	0	33	4	0	0	0	0	0	0	0	0	0	0	37	
1130 - 1145	0	29	9	0	2	0	0	0	0	0	0	0	0	40	
1145 - 1200	0	42	17	0	1	0	0	0	0	0	0	0	0	60	185
1200 - 1215	0	35	14	0	1	0	0	0	0	0	0	0	0	50	
1215 - 1230	0	45	9	0	1	0	0	1	0	0	0	0	0	56	
1230 - 1245	0	36	8	0	1	0	0	0	0	0	0	0	0	45	
1245 - 1300	0	27	7	0	3	0	0	0	0	0	0	0	0	37	188
1300 - 1315	0	31	13	0	0	0	0	0	0	0	0	0	0	44	
1315 - 1330	0	47	8	0	0	0	0	0	0	0	0	0	0	55	
1330 - 1345	0	34	10	1	0	1	0	0	0	0	0	0	0	46	
1345 - 1400	0	37	8	0	0	0	0	0	0	0	0	0	0	45	190
1400 - 1415	0	59	14	0	2	0	0	2	0	0	0	0	0	77	
1415 - 1430	0	67	11	0	1	0	0	0	0	0	0	0	0	79	
1430 - 1445	0	149	21	7	3	0	0	1	0	0	0	0	0	181	
1445 - 1500	0	90	19	1	1	0	0	0	0	0	0	0	0	111	448
1500 - 1515	0	47	13	2	1	0	0	0	0	0	0	0	0	63	
1515 - 1530	0	35	16	1	1	0	0	1	0	0	0	0	0	54	
1530 - 1545	0	48	18	1	1	0	0	0	0	0	0	0	0	68	
1545 - 1600	0	34	15	1	0	0	0	0	0	0	0	0	0	50	235
1600 - 1615	0	45	9	3	0	0	0	0	0	0	0	0	0	57	
1615 - 1630	0	32	6	0	0	0	0	0	0	0	0	0	0	38	
1630 - 1645	0	47	15	3	0	0	0	0	0	0	0	0	0	65	
1645 - 1700	0	58	15	0	0	0	0	0	0	0	0	0	0	73	233
1700 - 1715	0	50	8	0	0	0	0	0	0	0	0	0	0	58	
1715 - 1730	0	58	16	0	0	0	0	0	0	0	0	0	0	74	
1730 - 1745	0	52	13	0	0	0	0	0	0	0	0	0	0	65	
1745 - 1800	0	31	22	0	1	0	0	0	0	0	0	0	0	54	251
1800 - 1815	0	34	13	0	0	0	0	0	0	0	0	0	0	47	
1815 - 1830	0	26	10	0	2	0	0	0	0	0	0	0	0	38	
1830 - 1845	0	15	8	0	0	0	0	0	0	0	0	0	0	23	
1845 - 1900	0	29	8	0	1	0	0	1	0	0	0	0	0	39	147
1900 - 1915	0	29	7	0	0	0	0	0	1	0	0	0	0	37	
1915 - 1930	0	19	9	0	0	0	0	0	0	0	0	0	0	28	
1930 - 1945	0	14	7	0	0	0	0	0	0	0	0	0	0	21	
1945 - 2000	0	24	8	0	0	0	0	0	0	0	0	0	0	32	118
2000 - 2015	0	15	10	0	0	0	0	0	0	0	0	0	0	25	
2015 - 2030	0	15	5	0	0	0	0	0	0	0	0	0	0	20	
2030 - 2045	0	11	7	0	0	0	0	0	0	0	0	0	0	18	
2045 - 2100	0	8	4	0	0	0	0	0	0	0	0	0	0	12	75
2100 - 2115	0	7	3	0	0	0	0	0	0	0	0	0	0	10	
2115 - 2130	0	4	1	0	0	0	0	0	0	0	0	0	0	5	
2130 - 2145	0	8	3	0	0	0	0	0	0	0	0	0	0	11	
2145 - 2200	0	6	3	0	0	0	0	0	0	0	0	0	0	9	35
2200 - 2215	0	7	2	0	0	0	0	0	0	0	0	0	0	9	
2215 - 2230	0	3	2	0	0	0	0	0	0	0	0	0	0	5	
2230 - 2245	0	5	1	0	0	0	0	0	0	0	0	0	0	6	
2245 - 2300	0	3	2	0	0	0	0	0	0	0	0	0	0	5	25
2300 - 2315	0	2	1	0	0	0	0	0	0	0	0	0	0	3	
2315 - 2330	0	4	1	0	0	0	0	0	0	0	0	0	0	5	
2330 - 2345	0	4	0	0	0	0	0	0	0	0	0	0	0	4	
2345 - 0000	0	3	1	0	0	0	0	0	0	0	0	0	0	4	16

Session Total	1	2606	763	35	41	1	0	12	1	0	0	0	0	3460
Session Average	0.01	27.15	7.95	0.36	0.43	0.01	0.00	0.13	0.01	0.00	0.00	0.00	0.00	36.04
Session Percentage	0.03	75.32	22.05	1.01	1.18	0.03	0.00	0.35	0.03	0.00	0.00	0.00	0.00	

AM Peak Hour	0900 - 1000	0715 - 0815	0715 - 0815	0645 - 0745	0915 - 1015	-	-	0930 - 1030	-	-	-	-	-	0715 - 0815
AM Peak Volume	1	488	129	12	7	0	0	4	0	0	0	0	0	629
AM Peak %age	0.16	77.58	20.51	1.91	1.11	0.00	0.00	0.64	0.00	0.00	0.00	0.00	0.00	

Noon Peak Hour	-	1400 - 1500	1430 - 1530	1430 - 1530	1400 - 1500	1245 - 1345	-	1345 - 1445	-	-	-	-	-	1400 - 1500
Noon Peak Volume	0	365	69	11	7	1	0	1	0	0	0	0	0	448
Noon Peak %age	0.00	81.47	15.40	2.46	1.56	0.22	0.00	0.67	0.00	0.00	0.00	0.00	0.00	

PM Peak Hour	-	1645 - 1745	1715 - 1815	1545 - 1645	1500 - 1600	-	-	1500 - 1600	1815 - 1915	-	-	-	-	1630 - 1730
PM Peak Volume	0	238	64	7	3	0	0	1	1	0	0	0	0	270
PM Peak %age	0.00	80.74	23.70	2.59	1.11	0.00	0.00	0.37	0.37	0.00	0.00	0.00	0.00	

User Peak Volume	0	8	3	0	0	0	0	0	0	0	0	0	0	11
User Peak %age	0.00	72.73	27.27	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Bi-Directional Class Count || Volume Summary 15min

Merritt Island, FL

Marr Traffic DATA COLLECTION
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Site 1
Pioneer Rd,
east of FL-3 N Courtenay Pkwy

Date
Wednesday, November 5, 2025

Lat/Long
28.398034°, -80.702878°

Weather
Fair
75°F

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0000 - 2400 (Weekday 24h Session) (11-05-2025)
Volume Summary 15min

TIME	Volume Summary 15min EB	WB	15min Total	60min Total
0000 - 0015	1	3	**4**	
0015 - 0030	2	1	**3**	
0030 - 0045	1	0	**1**	
0045 - 0100	3	0	**3**	**11**
0100 - 0115	1	1	**2**	
0115 - 0130	0	0	**0**	
0130 - 0145	0	0	**0**	
0145 - 0200	0	0	**0**	**2**
0200 - 0215	1	0	**1**	
0215 - 0230	1	1	**2**	
0230 - 0245	0	1	**1**	
0245 - 0300	0	1	**1**	**5**
0300 - 0315	0	1	**1**	
0315 - 0330	0	0	**0**	
0330 - 0345	0	2	**2**	
0345 - 0400	0	2	**2**	**5**
0400 - 0415	1	1	**2**	
0415 - 0430	0	4	**4**	
0430 - 0445	1	0	**1**	
0445 - 0500	0	5	**5**	**12**
0500 - 0515	0	3	**3**	
0515 - 0530	1	2	**3**	
0530 - 0545	0	9	**9**	
0545 - 0600	0	9	**9**	**24**
0600 - 0615	1	8	**9**	
0615 - 0630	5	9	**14**	
0630 - 0645	4	17	**21**	
0645 - 0700	14	29	**43**	**87**
0700 - 0715	28	24	**52**	
0715 - 0730	59	40	**99**	
0730 - 0745	115	123	**238**	
0745 - 0800	96	135	**231**	**620**
0800 - 0815	19	42	**61**	
0815 - 0830	24	30	**54**	
0830 - 0845	12	36	**48**	
0845 - 0900	12	38	**50**	**213**
0900 - 0915	19	23	**42**	
0915 - 0930	25	26	**51**	
0930 - 0945	23	22	**45**	
0945 - 1000	16	25	**41**	**179**
1000 - 1015	12	31	**43**	
1015 - 1030	10	12	**22**	
1030 - 1045	23	25	**48**	
1045 - 1100	21	22	**43**	**156**
1100 - 1115	25	23	**48**	
1115 - 1130	18	19	**37**	
1130 - 1145	18	22	**40**	
1145 - 1200	24	36	**60**	**185**

Time	Volume Summary 15min EB	WB	15min Total	60min Total
1200 - 1215	27	23	**50**	
1215 - 1230	32	24	**56**	
1230 - 1245	22	23	**45**	
1245 - 1300	15	22	**37**	**188**
1300 - 1315	22	22	**44**	
1315 - 1330	36	19	**55**	
1330 - 1345	18	28	**46**	
1345 - 1400	28	17	**45**	**190**
1400 - 1415	54	23	**77**	
1415 - 1430	57	22	**79**	
1430 - 1445	73	108	**181**	
1445 - 1500	33	78	**111**	**448**
1500 - 1515	25	38	**63**	
1515 - 1530	23	31	**54**	
1530 - 1545	33	35	**68**	
1545 - 1600	32	18	**50**	**235**
1600 - 1615	29	28	**57**	
1615 - 1630	22	16	**38**	
1630 - 1645	38	27	**65**	
1645 - 1700	38	35	**73**	**233**
1700 - 1715	35	23	**58**	
1715 - 1730	44	30	**74**	
1730 - 1745	27	38	**65**	
1745 - 1800	28	26	**54**	**251**
1800 - 1815	29	18	**47**	
1815 - 1830	21	17	**38**	
1830 - 1845	15	8	**23**	
1845 - 1900	24	15	**39**	**147**
1900 - 1915	20	17	**37**	
1915 - 1930	18	10	**28**	
1930 - 1945	13	8	**21**	
1945 - 2000	23	9	**32**	**118**
2000 - 2015	19	6	**25**	
2015 - 2030	15	5	**20**	
2030 - 2045	11	7	**18**	
2045 - 2100	9	3	**12**	**75**
2100 - 2115	6	4	**10**	
2115 - 2130	4	1	**5**	
2130 - 2145	7	4	**11**	
2145 - 2200	8	1	**9**	**35**
2200 - 2215	7	2	**9**	
2215 - 2230	3	2	**5**	
2230 - 2245	3	3	**6**	
2245 - 2300	2	3	**5**	**25**
2300 - 2315	3	0	**3**	
2315 - 2330	4	1	**5**	
2330 - 2345	2	2	**4**	
2345 - 0000	4	0	**4**	**16**

Session Total	1697	1763	**3460**
Session Average	17.68	18.36	**36.04**
Session Percentage	49.05	50.95	

Bi-Directional Class Count || NB EB 60min

Merritt Island, FL

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Wednesday, November 5, 2025

Lat/Long
28.398034°, -80.702878°

Weather
Fair
75°F

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0000 - 2400 (Weekday 24h Session) (11-05-2025)
NB EB 60min

	Eastbound (Movement 1.1)													
TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	Total
0000 - 0100	0	5	2	0	0	0	0	0	0	0	0	0	0	**7**
0100 - 0200	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
0200 - 0300	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
0300 - 0400	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
0400 - 0500	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**
0500 - 0600	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
0600 - 0700	0	19	4	0	1	0	0	0	0	0	0	0	0	**24**
0700 - 0800	0	233	61	1	3	0	0	0	0	0	0	0	0	**298**
0800 - 0900	0	45	21	0	0	0	0	1	0	0	0	0	0	**67**
0900 - 1000	0	52	25	0	4	0	0	2	0	0	0	0	0	**83**
1000 - 1100	0	54	11	0	1	0	0	0	0	0	0	0	0	**66**
1100 - 1200	0	66	17	0	2	0	0	0	0	0	0	0	0	**85**
1200 - 1300	0	73	19	0	4	0	0	0	0	0	0	0	0	**96**
1300 - 1400	0	85	19	0	0	0	0	0	0	0	0	0	0	**104**
1400 - 1500	0	182	31	0	2	0	0	2	0	0	0	0	0	**217**
1500 - 1600	0	84	27	1	1	0	0	0	0	0	0	0	0	**113**
1600 - 1700	0	100	25	2	0	0	0	0	0	0	0	0	0	**127**
1700 - 1800	0	103	30	0	1	0	0	0	0	0	0	0	0	**134**
1800 - 1900	0	62	24	0	2	0	0	1	0	0	0	0	0	**89**
1900 - 2000	0	53	20	0	0	0	0	0	1	0	0	0	0	**74**
2000 - 2100	0	36	18	0	0	0	0	0	0	0	0	0	0	**54**
2100 - 2200	0	17	8	0	0	0	0	0	0	0	0	0	0	**25**
2200 - 2300	0	11	4	0	0	0	0	0	0	0	0	0	0	**15**
2300 - 2400	0	10	3	0	0	0	0	0	0	0	0	0	0	**13**

Session Total	0	1295	370	4	21	0	0	6	1	0	0	0	0	**1697**
Session Average	0.00	53.96	15.42	0.17	0.88	0.00	0.00	0.25	0.04	0.00	0.00	0.00	0.00	**70.71**
Session Percentage	0.00	76.31	21.80	0.24	1.24	0.00	0.00	0.35	0.06	0.00	0.00	0.00	0.00	

AM Peak Hour	-	0700 - 0800	0700 - 0800	0700 - 0800	0900 - 1000	-	-	0900 - 1000	-	-	-	-	-	**0700 - 0800**
AM Peak Volume	0	233	61	1	4	0	0	2	0	0	0	0	0	**298**
AM Peak %age	0.00	78.19	20.47	0.34	1.34	0.00	0.00	0.67	0.00	0.00	0.00	0.00	0.00	

Noon Peak Hour	-	1400 - 1500	1400 - 1500	-	1200 - 1300	-	-	1400 - 1500	-	-	-	-	-	**1400 - 1500**
Noon Peak Volume	0	182	31	0	4	0	0	2	0	0	0	0	0	**217**
Noon Peak %age	0.00	83.87	14.29	0.00	1.84	0.00	0.00	0.92	0.00	0.00	0.00	0.00	0.00	

PM Peak Hour	-	1700 - 1800	1700 - 1800	1600 - 1700	1800 - 1900	-	-	1800 - 1900	1900 - 2000	-	-	-	-	**1700 - 1800**
PM Peak Volume	0	103	30	2	2	0	0	1	1	0	0	0	0	**134**
PM Peak %age	0.00	76.87	22.39	1.49	1.49	0.00	0.00	0.75	0.75	0.00	0.00	0.00	0.00	

Bi-Directional Class Count || SB WB 60min

Merritt Island, FL

Marr Traffic DATA COLLECTION
www.marrtraffic.com

Site 1
Pioneer Rd,
east of FL-3 N Courtenay Pkwy

Date
Wednesday, November 5, 2025

Lat/Long
28.398034°, -80.702878°

Weather
Fair
75°F

Click here for Detailed Weather

0000 - 2400 (Weekday 24h Session) (11-05-2025)
SB WB 60min

	Westbound (Movement 1.2)													
TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	Total
0000 - 0100	0	3	1	0	0	0	0	0	0	0	0	0	0	**4**
0100 - 0200	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
0200 - 0300	0	1	2	0	0	0	0	0	0	0	0	0	0	**3**
0300 - 0400	0	3	2	0	0	0	0	0	0	0	0	0	0	**5**
0400 - 0500	0	5	5	0	0	0	0	0	0	0	0	0	0	**10**
0500 - 0600	0	16	7	0	0	0	0	0	0	0	0	0	0	**23**
0600 - 0700	0	46	16	1	0	0	0	0	0	0	0	0	0	**63**
0700 - 0800	0	248	64	10	0	0	0	0	0	0	0	0	0	**322**
0800 - 0900	0	109	34	2	0	0	0	1	0	0	0	0	0	**146**
0900 - 1000	1	73	18	1	2	0	0	1	0	0	0	0	0	**96**
1000 - 1100	0	64	21	0	4	0	0	1	0	0	0	0	0	**90**
1100 - 1200	0	69	27	0	4	0	0	0	0	0	0	0	0	**100**
1200 - 1300	0	70	19	0	2	0	0	1	0	0	0	0	0	**92**
1300 - 1400	0	64	20	1	0	1	0	0	0	0	0	0	0	**86**
1400 - 1500	0	183	34	8	5	0	0	1	0	0	0	0	0	**231**
1500 - 1600	0	80	35	4	2	0	0	1	0	0	0	0	0	**122**
1600 - 1700	0	82	20	4	0	0	0	0	0	0	0	0	0	**106**
1700 - 1800	0	88	29	0	0	0	0	0	0	0	0	0	0	**117**
1800 - 1900	0	42	15	0	1	0	0	0	0	0	0	0	0	**58**
1900 - 2000	0	33	11	0	0	0	0	0	0	0	0	0	0	**44**
2000 - 2100	0	13	8	0	0	0	0	0	0	0	0	0	0	**21**
2100 - 2200	0	8	2	0	0	0	0	0	0	0	0	0	0	**10**
2200 - 2300	0	7	3	0	0	0	0	0	0	0	0	0	0	**10**
2300 - 2400	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**

Session Total	1	1311	393	31	20	1	0	6	0	0	0	0	0	**1763**
Session Average	0.04	54.63	16.38	1.29	0.83	0.04	0.00	0.25	0.00	0.00	0.00	0.00	0.00	**73.46**
Session Percentage	0.06	74.36	22.29	1.76	1.13	0.06	0.00	0.34	0.00	0.00	0.00	0.00	0.00	

AM Peak Hour	0900 - 1000	0700 - 0800	0700 - 0800	0700 - 0800	0900 - 1000	-	-	0800 - 0900	-	-	-	-	-	**0700 - 0800**
AM Peak Volume	1	248	64	10	2	0	0	1	0	0	0	0	0	**322**
AM Peak %age	0.31	77.02	19.88	3.11	0.62	0.00	0.00	0.31	0.00	0.00	0.00	0.00	0.00	

Noon Peak Hour	-	1400 - 1500	1400 - 1500	1400 - 1500	1400 - 1500	1300 - 1400	-	1000 - 1100	-	-	-	-	-	**1400 - 1500**
Noon Peak Volume	0	183	34	8	5	1	0	1	0	0	0	0	0	**231**
Noon Peak %age	0.00	79.22	14.72	3.46	2.16	0.43	0.00	0.43	0.00	0.00	0.00	0.00	0.00	

PM Peak Hour	-	1700 - 1800	1500 - 1600	1500 - 1600	1500 - 1600	-	-	1500 - 1600	-	-	-	-	-	**1500 - 1600**
PM Peak Volume	0	88	35	4	2	0	0	1	0	0	0	0	0	**122**
PM Peak %age	0.00	72.13	28.69	3.28	1.64	0.00	0.00	0.82	0.00	0.00	0.00	0.00	0.00	

Bi-Directional Class Count || Bi-Directional 60min

Merritt Island, FL

Marr Traffic DATA COLLECTION
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Site 1
Pioneer Rd,
east of FL-3 N Courtenay Pkwy

Date
Wednesday, November 5, 2025

Lat/Long
28.398034°, -80.702878°

Weather
Fair
75°F

Click here for Detailed Weather

0000 - 2400 (Weekday 24h Session) (11-05-2025)
Bi-Directional 60min

	Bi-Directional 60min													
TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	Total
0000 - 0100	0	8	3	0	0	0	0	0	0	0	0	0	0	**11**
0100 - 0200	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
0200 - 0300	0	3	2	0	0	0	0	0	0	0	0	0	0	**5**
0300 - 0400	0	3	2	0	0	0	0	0	0	0	0	0	0	**5**
0400 - 0500	0	6	6	0	0	0	0	0	0	0	0	0	0	**12**
0500 - 0600	0	17	7	0	0	0	0	0	0	0	0	0	0	**24**
0600 - 0700	0	65	20	1	1	0	0	0	0	0	0	0	0	**87**
0700 - 0800	0	481	125	11	3	0	0	0	0	0	0	0	0	**620**
0800 - 0900	0	154	55	2	0	0	0	2	0	0	0	0	0	**213**
0900 - 1000	1	125	43	1	6	0	0	3	0	0	0	0	0	**179**
1000 - 1100	0	118	32	0	5	0	0	1	0	0	0	0	0	**156**
1100 - 1200	0	135	44	0	6	0	0	0	0	0	0	0	0	**185**
1200 - 1300	0	143	38	0	6	0	0	1	0	0	0	0	0	**188**
1300 - 1400	0	149	39	1	0	1	0	0	0	0	0	0	0	**190**
1400 - 1500	0	365	65	8	7	0	0	3	0	0	0	0	0	**448**
1500 - 1600	0	164	62	5	3	0	0	1	0	0	0	0	0	**235**
1600 - 1700	0	182	45	6	0	0	0	0	0	0	0	0	0	**233**
1700 - 1800	0	191	59	0	1	0	0	0	0	0	0	0	0	**251**
1800 - 1900	0	104	39	0	3	0	0	1	0	0	0	0	0	**147**
1900 - 2000	0	86	31	0	0	0	0	0	1	0	0	0	0	**118**
2000 - 2100	0	49	26	0	0	0	0	0	0	0	0	0	0	**75**
2100 - 2200	0	25	10	0	0	0	0	0	0	0	0	0	0	**35**
2200 - 2300	0	18	7	0	0	0	0	0	0	0	0	0	0	**25**
2300 - 2400	0	13	3	0	0	0	0	0	0	0	0	0	0	**16**

Session Total	1	2606	763	35	41	1	0	12	1	0	0	0	0	**3460**
Session Average	0.04	108.58	31.79	1.46	1.71	0.04	0.00	0.50	0.04	0.00	0.00	0.00	0.00	**144.17**
Session Percentage	0.03	75.32	22.05	1.01	1.18	0.03	0.00	0.35	0.03	0.00	0.00	0.00	0.00	

AM Peak Hour	0900 - 1000	0700 - 0800	0700 - 0800	0700 - 0800	0900 - 1000	-	-	0900 - 1000	-	-	-	-	-	**0700 - 0800**
AM Peak Volume	1	481	125	11	6	0	0	3	0	0	0	0	0	**620**
AM Peak %age	0.16	77.58	20.16	1.77	0.97	0.00	0.00	0.48	0.00	0.00	0.00	0.00	0.00	

Noon Peak Hour	-	1400 - 1500	1400 - 1500	1400 - 1500	1400 - 1500	1300 - 1400	-	1400 - 1500	-	-	-	-	-	**1400 - 1500**
Noon Peak Volume	0	365	65	8	7	1	0	3	0	0	0	0	0	**448**
Noon Peak %age	0.00	81.47	14.51	1.79	1.56	0.22	0.00	0.67	0.00	0.00	0.00	0.00	0.00	

PM Peak Hour	-	1700 - 1800	1500 - 1600	1600 - 1700	1500 - 1600	-	-	1500 - 1600	1900 - 2000	-	-	-	-	**1700 - 1800**
PM Peak Volume	0	191	62	6	3	0	0	1	1	0	0	0	0	**251**
PM Peak %age	0.00	76.10	24.70	2.39	1.20	0.00	0.00	0.40	0.40	0.00	0.00	0.00	0.00	

Bi-Directional Class Count || Volume Summary 60min

Merritt Island, FL

Marr Traffic DATA COLLECTION
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Site 1
Pioneer Rd,
east of FL-3 N Courtenay Pkwy

Date
Wednesday, November 5, 2025

Lat/Long
28.398034°, -80.702878°

Weather
Fair
75°F

Click here for Detailed Weather

0000 - 2400 (Weekday 24h Session) (11-05-2025)
Volume Summary 60min

	Volume Summary 60min		
TIME	EB	WB	Total
0000 - 0100	7	4	**11**
0100 - 0200	1	1	**2**
0200 - 0300	2	3	**5**
0300 - 0400	0	5	**5**
0400 - 0500	2	10	**12**
0500 - 0600	1	23	**24**
0600 - 0700	24	63	**87**
0700 - 0800	298	322	**620**
0800 - 0900	67	146	**213**
0900 - 1000	83	96	**179**
1000 - 1100	66	90	**156**
1100 - 1200	85	100	**185**

	Volume Summary 60min		
Time	EB	WB	Total
1200 - 1300	96	92	**188**
1300 - 1400	104	86	**190**
1400 - 1500	217	231	**448**
1500 - 1600	113	122	**235**
1600 - 1700	127	106	**233**
1700 - 1800	134	117	**251**
1800 - 1900	89	58	**147**
1900 - 2000	74	44	**118**
2000 - 2100	54	21	**75**
2100 - 2200	25	10	**35**
2200 - 2300	15	10	**25**
2300 - 2400	13	3	**16**

Session Total	1697	1763	**3460**
Session Average	70.71	73.46	**144.17**
Session Percentage	49.05	50.95	

Bi-Directional Class Count || Graphical Analysis NB EB

Merritt Island, FL

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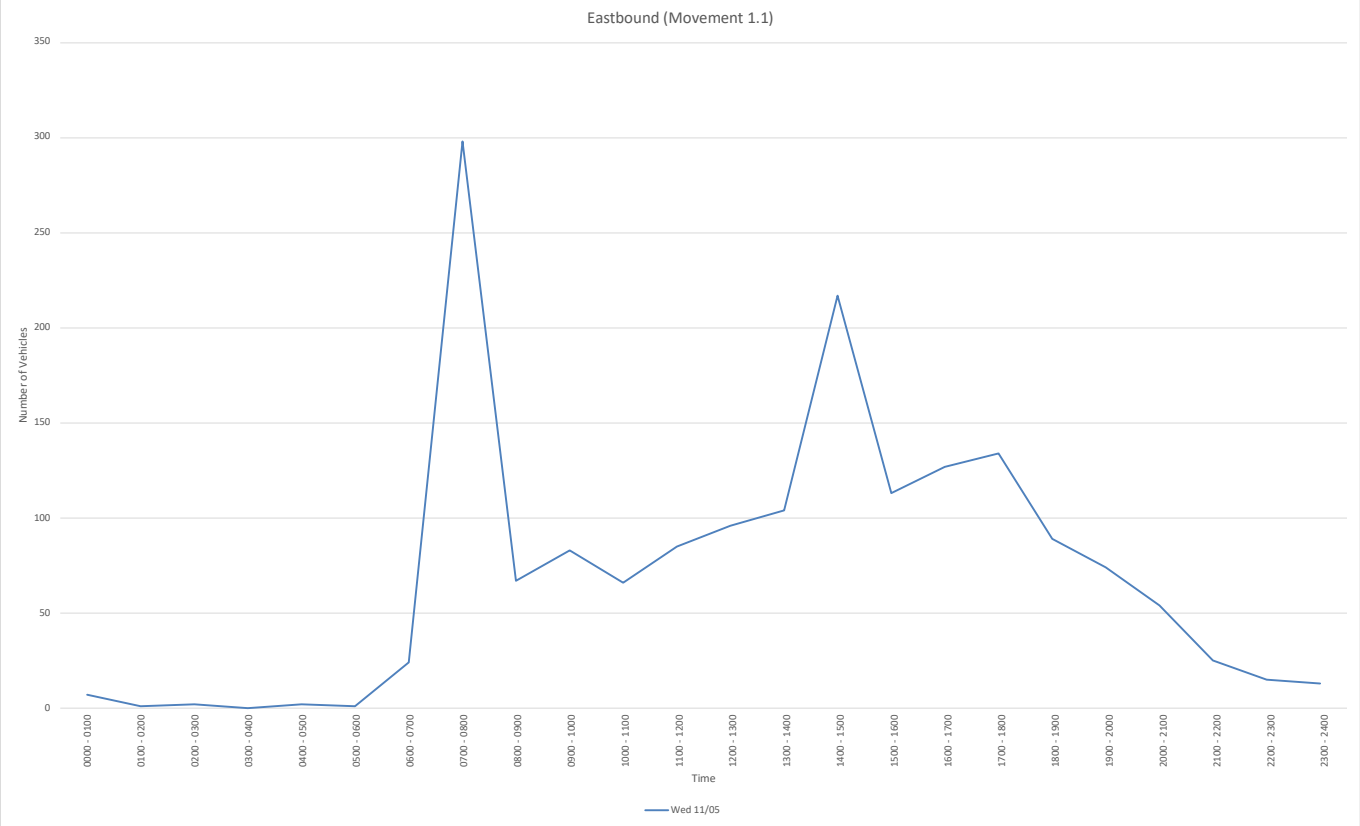
www.marrtraffic.com

Site 1
Pioneer Rd,
east of FL-3 N Courtenay Pkwy

Lat/Long
28.398034°, -80.702878°

0000 - 2400 (Weekday 24h Session)
Graphical Analysis NB EB



Time	Wed 11/05						
0000 - 0100	7						
0100 - 0200	1						
0200 - 0300	2						
0300 - 0400	0						
0400 - 0500	2						
0500 - 0600	1						
0600 - 0700	24						
0700 - 0800	298						
0800 - 0900	67						
0900 - 1000	83						
1000 - 1100	66						
1100 - 1200	85						
1200 - 1300	96						
1300 - 1400	104						
1400 - 1500	217						
1500 - 1600	113						
1600 - 1700	127						
1700 - 1800	134						
1800 - 1900	89						
1900 - 2000	74						
2000 - 2100	54						
2100 - 2200	25						
2200 - 2300	15						
2300 - 2400	13						

Daily Total	1697						

Bi-Directional Class Count || Graphical Analysis SB WB

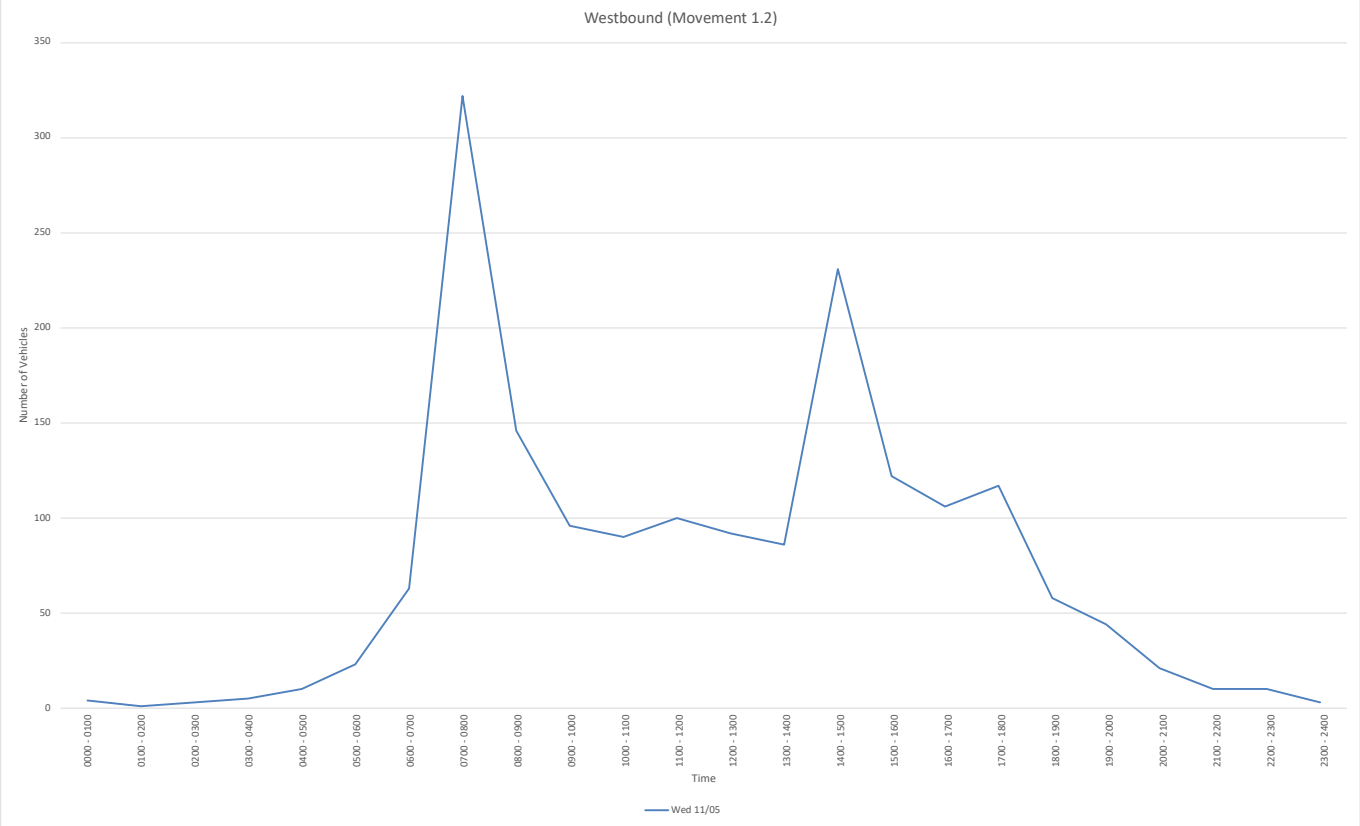
Merritt Island, FL

Marr Traffic DATA COLLECTION
www.marrtraffic.com

Site 1
Pioneer Rd,
east of FL-3 N Courtenay Pkwy

Lat/Long
28.398034°, -80.702878°

0000 - 2400 (Weekday 24h Session)
Graphical Analysis SB WB



Time	Wed 11/05						
0000 - 0100	4						
0100 - 0200	1						
0200 - 0300	3						
0300 - 0400	5						
0400 - 0500	10						
0500 - 0600	23						
0600 - 0700	63						
0700 - 0800	322						
0800 - 0900	146						
0900 - 1000	96						
1000 - 1100	90						
1100 - 1200	100						
1200 - 1300	92						
1300 - 1400	86						
1400 - 1500	231						
1500 - 1600	122						
1600 - 1700	106						
1700 - 1800	117						
1800 - 1900	58						
1900 - 2000	44						
2000 - 2100	21						
2100 - 2200	10						
2200 - 2300	10						
2300 - 2400	3						

Daily Total	1763						

Bi-Directional Class Count || Graphical Analysis BiDir

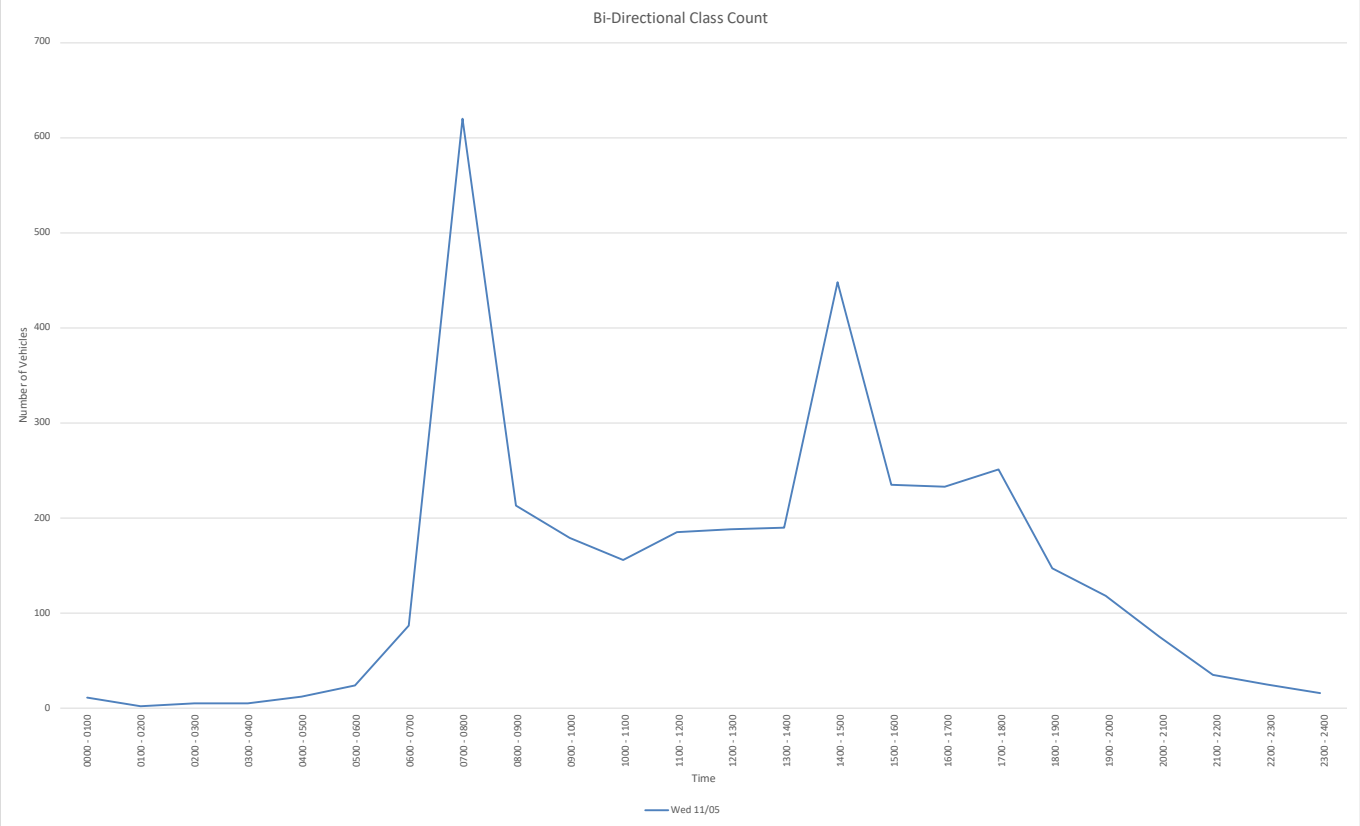
Merritt Island, FL

Marr Traffic DATA COLLECTION
www.marrtraffic.com

Site 1
Pioneer Rd,
east of FL-3 N Courtenay Pkwy

Lat/Long
28.398034°, -80.702878°

0000 - 2400 (Weekday 24h Session)
Graphical Analysis BiDir



Time	Wed 11/05						
0000 - 0100	11						
0100 - 0200	2						
0200 - 0300	5						
0300 - 0400	5						
0400 - 0500	12						
0500 - 0600	24						
0600 - 0700	87						
0700 - 0800	620						
0800 - 0900	213						
0900 - 1000	179						
1000 - 1100	156						
1100 - 1200	185						
1200 - 1300	188						
1300 - 1400	190						
1400 - 1500	448						
1500 - 1600	235						
1600 - 1700	233						
1700 - 1800	251						
1800 - 1900	147						
1900 - 2000	118						
2000 - 2100	75						
2100 - 2200	35						
2200 - 2300	25						
2300 - 2400	16						

Daily Total	3460						

EB
File Name:
Start Date: 11/5/2025
Start Time: 0
Site Code: 1
Station ID: 1
Location 1: Pioneer Rd, east of FL-3 N Courtenay Pkwy
Location 2:

Date	Time	1	2	3	4	5	6	7	8	9	10	11	12	13
11/5/2025	12:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0
11/5/2025	12:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0
11/5/2025	12:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0
11/5/2025	12:45 AM	0	2	1	0	0	0	0	0	0	0	0	0	0
11/5/2025	1:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0
11/5/2025	1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11/5/2025	1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11/5/2025	1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11/5/2025	2:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0
11/5/2025	2:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0
11/5/2025	2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11/5/2025	2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11/5/2025	3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11/5/2025	3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11/5/2025	3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11/5/2025	3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11/5/2025	4:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0
11/5/2025	4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11/5/2025	4:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0
11/5/2025	4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11/5/2025	5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11/5/2025	5:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0
11/5/2025	5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11/5/2025	5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11/5/2025	6:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0
11/5/2025	6:15 AM	0	5	0	0	0	0	0	0	0	0	0	0	0
11/5/2025	6:30 AM	0	2	1	0	1	0	0	0	0	0	0	0	0
11/5/2025	6:45 AM	0	11	3	0	0	0	0	0	0	0	0	0	0
11/5/2025	7:00 AM	0	21	5	1	1	0	0	0	0	0	0	0	0
11/5/2025	7:15 AM	0	47	12	0	0	0	0	0	0	0	0	0	0
11/5/2025	7:30 AM	0	91	23	0	1	0	0	0	0	0	0	0	0
11/5/2025	7:45 AM	0	74	21	0	1	0	0	0	0	0	0	0	0
11/5/2025	8:00 AM	0	14	5	0	0	0	0	0	0	0	0	0	0
11/5/2025	8:15 AM	0	15	8	0	0	0	0	1	0	0	0	0	0
11/5/2025	8:30 AM	0	8	4	0	0	0	0	0	0	0	0	0	0
11/5/2025	8:45 AM	0	8	4	0	0	0	0	0	0	0	0	0	0
11/5/2025	9:00 AM	0	8	9	0	2	0	0	0	0	0	0	0	0
11/5/2025	9:15 AM	0	18	7	0	0	0	0	0	0	0	0	0	0
11/5/2025	9:30 AM	0	13	6	0	2	0	0	2	0	0	0	0	0
11/5/2025	9:45 AM	0	13	3	0	0	0	0	0	0	0	0	0	0
11/5/2025	10:00 AM	0	9	3	0	0	0	0	0	0	0	0	0	0
11/5/2025	10:15 AM	0	9	1	0	0	0	0	0	0	0	0	0	0
11/5/2025	10:30 AM	0	19	3	0	1	0	0	0	0	0	0	0	0
11/5/2025	10:45 AM	0	17	4	0	0	0	0	0	0	0	0	0	0
11/5/2025	11:00 AM	0	16	8	0	1	0	0	0	0	0	0	0	0
11/5/2025	11:15 AM	0	16	2	0	0	0	0	0	0	0	0	0	0
11/5/2025	11:30 AM	0	14	4	0	0	0	0	0	0	0	0	0	0
11/5/2025	11:45 AM	0	20	3	0	1	0	0	0	0	0	0	0	0
11/5/2025	12:00 PM	0	18	8	0	1	0	0	0	0	0	0	0	0
11/5/2025	12:15 PM	0	26	5	0	1	0	0	0	0	0	0	0	0
11/5/2025	12:30 PM	0	18	3	0	1	0	0	0	0	0	0	0	0
11/5/2025	12:45 PM	0	11	3	0	1	0	0	0	0	0	0	0	0
11/5/2025	1:00 PM	0	17	5	0	0	0	0	0	0	0	0	0	0
11/5/2025	1:15 PM	0	30	6	0	0	0	0	0	0	0	0	0	0
11/5/2025	1:30 PM	0	16	2	0	0	0	0	0	0	0	0	0	0
11/5/2025	1:45 PM	0	22	6	0	0	0	0	0	0	0	0	0	0
11/5/2025	2:00 PM	0	44	9	0	0	0	0	1	0	0	0	0	0
11/5/2025	2:15 PM	0	49	8	0	0	0	0	0	0	0	0	0	0
11/5/2025	2:30 PM	0	62	8	0	2	0	0	1	0	0	0	0	0
11/5/2025	2:45 PM	0	27	6	0	0	0	0	0	0	0	0	0	0
11/5/2025	3:00 PM	0	21	3	1	0	0	0	0	0	0	0	0	0
11/5/2025	3:15 PM	0	15	7	0	1	0	0	0	0	0	0	0	0
11/5/2025	3:30 PM	0	26	7	0	0	0	0	0	0	0	0	0	0
11/5/2025	3:45 PM	0	22	10	0	0	0	0	0	0	0	0	0	0
11/5/2025	4:00 PM	0	22	6	1	0	0	0	0	0	0	0	0	0
11/5/2025	4:15 PM	0	17	5	0	0	0	0	0	0	0	0	0	0
11/5/2025	4:30 PM	0	30	7	1	0	0	0	0	0	0	0	0	0
11/5/2025	4:45 PM	0	31	7	0	0	0	0	0	0	0	0	0	0
11/5/2025	5:00 PM	0	31	4	0	0	0	0	0	0	0	0	0	0
11/5/2025	5:15 PM	0	35	9	0	0	0	0	0	0	0	0	0	0
11/5/2025	5:30 PM	0	22	5	0	0	0	0	0	0	0	0	0	0
11/5/2025	5:45 PM	0	15	12	0	1	0	0	0	0	0	0	0	0
11/5/2025	6:00 PM	0	22	7	0	0	0	0	0	0	0	0	0	0
11/5/2025	6:15 PM	0	14	6	0	1	0	0	0	0	0	0	0	0
11/5/2025	6:30 PM	0	10	5	0	0	0	0	0	0	0	0	0	0
11/5/2025	6:45 PM	0	16	6	0	1	0	0	1	0	0	0	0	0
11/5/2025	7:00 PM	0	16	3	0	0	0	0	0	1	0	0	0	0
11/5/2025	7:15 PM	0	12	6	0	0	0	0	0	0	0	0	0	0
11/5/2025	7:30 PM	0	8	5	0	0	0	0	0	0	0	0	0	0
11/5/2025	7:45 PM	0	17	6	0	0	0	0	0	0	0	0	0	0
11/5/2025	8:00 PM	0	11	8	0	0	0	0	0	0	0	0	0	0
11/5/2025	8:15 PM	0	12	3	0	0	0	0	0	0	0	0	0	0
11/5/2025	8:30 PM	0	7	4	0	0	0	0	0	0	0	0	0	0
11/5/2025	8:45 PM	0	6	3	0	0	0	0	0	0	0	0	0	0
11/5/2025	9:00 PM	0	4	2	0	0	0	0	0	0	0	0	0	0
11/5/2025	9:15 PM	0	3	1	0	0	0	0	0	0	0	0	0	0
11/5/2025	9:30 PM	0	5	2	0	0	0	0	0	0	0	0	0	0
11/5/2025	9:45 PM	0	5	3	0	0	0	0	0	0	0	0	0	0
11/5/2025	10:00 PM	0	5	2	0	0	0	0	0	0	0	0	0	0
11/5/2025	10:15 PM	0	2	1	0	0	0	0	0	0	0	0	0	0
11/5/2025	10:30 PM	0	2	1	0	0	0	0	0	0	0	0	0	0
11/5/2025	10:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	0
11/5/2025	11:00 PM	0	2	1	0	0	0	0	0	0	0	0	0	0
11/5/2025	11:15 PM	0	3	1	0	0	0	0	0	0	0	0	0	0
11/5/2025	11:30 PM	0	2	0	0	0	0	0	0	0	0	0	0	0
11/5/2025	11:45 PM	0	3	1	0	0	0	0	0	0	0	0	0	0

WB
File Name:
Start Date: 11/5/2025
Start Time: 0
Site Code: 1
Station ID: 1
Location 1: Pioneer Rd, east of FL-3 N Courtenay Pkwy
Location 2:

Date	Time	1	2	3	4	5	6	7	8	9	10	11	12	13
11/5/2025	12:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	0
11/5/2025	12:15 AM	0	0	1	0	0	0	0	0	0	0	0	0	0
11/5/2025	12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11/5/2025	12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11/5/2025	1:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0
11/5/2025	1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11/5/2025	1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11/5/2025	1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11/5/2025	2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11/5/2025	2:15 AM	0	0	1	0	0	0	0	0	0	0	0	0	0
11/5/2025	2:30 AM	0	0	1	0	0	0	0	0	0	0	0	0	0
11/5/2025	2:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0
11/5/2025	3:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0
11/5/2025	3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11/5/2025	3:30 AM	0	1	1	0	0	0	0	0	0	0	0	0	0
11/5/2025	3:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	0
11/5/2025	4:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0
11/5/2025	4:15 AM	0	3	1	0	0	0	0	0	0	0	0	0	0
11/5/2025	4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11/5/2025	4:45 AM	0	1	4	0	0	0	0	0	0	0	0	0	0
11/5/2025	5:00 AM	0	2	1	0	0	0	0	0	0	0	0	0	0
11/5/2025	5:15 AM	0	1	1	0	0	0	0	0	0	0	0	0	0
11/5/2025	5:30 AM	0	7	2	0	0	0	0	0	0	0	0	0	0
11/5/2025	5:45 AM	0	6	3	0	0	0	0	0	0	0	0	0	0
11/5/2025	6:00 AM	0	5	3	0	0	0	0	0	0	0	0	0	0
11/5/2025	6:15 AM	0	6	3	0	0	0	0	0	0	0	0	0	0
11/5/2025	6:30 AM	0	15	2	0	0	0	0	0	0	0	0	0	0
11/5/2025	6:45 AM	0	20	8	1	0	0	0	0	0	0	0	0	0
11/5/2025	7:00 AM	0	20	3	1	0	0	0	0	0	0	0	0	0
11/5/2025	7:15 AM	0	31	8	1	0	0	0	0	0	0	0	0	0
11/5/2025	7:30 AM	0	88	27	8	0	0	0	0	0	0	0	0	0
11/5/2025	7:45 AM	0	109	26	0	0	0	0	0	0	0	0	0	0
11/5/2025	8:00 AM	0	34	7	1	0	0	0	0	0	0	0	0	0
11/5/2025	8:15 AM	0	23	7	0	0	0	0	0	0	0	0	0	0
11/5/2025	8:30 AM	0	24	11	0	0	0	0	1	0	0	0	0	0
11/5/2025	8:45 AM	0	28	9	1	0	0	0	0	0	0	0	0	0
11/5/2025	9:00 AM	0	19	4	0	0	0	0	0	0	0	0	0	0
11/5/2025	9:15 AM	0	21	4	0	1	0	0	0	0	0	0	0	0
11/5/2025	9:30 AM	0	15	5	1	1	0	0	0	0	0	0	0	0
11/5/2025	9:45 AM	1	18	5	0	0	0	0	1	0	0	0	0	0
11/5/2025	10:00 AM	0	21	7	0	3	0	0	0	0	0	0	0	0
11/5/2025	10:15 AM	0	9	2	0	0	0	0	1	0	0	0	0	0
11/5/2025	10:30 AM	0	17	7	0	1	0	0	0	0	0	0	0	0
11/5/2025	10:45 AM	0	17	5	0	0	0	0	0	0	0	0	0	0
11/5/2025	11:00 AM	0	15	6	0	2	0	0	0	0	0	0	0	0
11/5/2025	11:15 AM	0	17	2	0	0	0	0	0	0	0	0	0	0
11/5/2025	11:30 AM	0	15	5	0	2	0	0	0	0	0	0	0	0
11/5/2025	11:45 AM	0	22	14	0	0	0	0	0	0	0	0	0	0
11/5/2025	12:00 PM	0	17	6	0	0	0	0	0	0	0	0	0	0
11/5/2025	12:15 PM	0	19	4	0	0	0	0	1	0	0	0	0	0
11/5/2025	12:30 PM	0	18	5	0	0	0	0	0	0	0	0	0	0
11/5/2025	12:45 PM	0	16	4	0	2	0	0	0	0	0	0	0	0
11/5/2025	1:00 PM	0	14	8	0	0	0	0	0	0	0	0	0	0
11/5/2025	1:15 PM	0	17	2	0	0	0	0	0	0	0	0	0	0
11/5/2025	1:30 PM	0	18	8	1	0	1	0	0	0	0	0	0	0
11/5/2025	1:45 PM	0	15	2	0	0	0	0	0	0	0	0	0	0
11/5/2025	2:00 PM	0	15	5	0	2	0	0	1	0	0	0	0	0
11/5/2025	2:15 PM	0	18	3	0	1	0	0	0	0	0	0	0	0
11/5/2025	2:30 PM	0	87	13	7	1	0	0	0	0	0	0	0	0
11/5/2025	2:45 PM	0	63	13	1	1	0	0	0	0	0	0	0	0
11/5/2025	3:00 PM	0	26	10	1	1	0	0	0	0	0	0	0	0
11/5/2025	3:15 PM	0	20	9	1	0	0	0	1	0	0	0	0	0
11/5/2025	3:30 PM	0	22	11	1	1	0	0	0	0	0	0	0	0
11/5/2025	3:45 PM	0	12	5	1	0	0	0	0	0	0	0	0	0
11/5/2025	4:00 PM	0	23	3	2	0	0	0	0	0	0	0	0	0
11/5/2025	4:15 PM	0	15	1	0	0	0	0	0	0	0	0	0	0
11/5/2025	4:30 PM	0	17	8	2	0	0	0	0	0	0	0	0	0
11/5/2025	4:45 PM	0	27	8	0	0	0	0	0	0	0	0	0	0
11/5/2025	5:00 PM	0	19	4	0	0	0	0	0	0	0	0	0	0
11/5/2025	5:15 PM	0	23	7	0	0	0	0	0	0	0	0	0	0
11/5/2025	5:30 PM	0	30	8	0	0	0	0	0	0	0	0	0	0
11/5/2025	5:45 PM	0	16	10	0	0	0	0	0	0	0	0	0	0
11/5/2025	6:00 PM	0	12	6	0	0	0	0	0	0	0	0	0	0
11/5/2025	6:15 PM	0	12	4	0	1	0	0	0	0	0	0	0	0
11/5/2025	6:30 PM	0	5	3	0	0	0	0	0	0	0	0	0	0
11/5/2025	6:45 PM	0	13	2	0	0	0	0	0	0	0	0	0	0
11/5/2025	7:00 PM	0	13	4	0	0	0	0	0	0	0	0	0	0
11/5/2025	7:15 PM	0	7	3	0	0	0	0	0	0	0	0	0	0
11/5/2025	7:30 PM	0	6	2	0	0	0	0	0	0	0	0	0	0
11/5/2025	7:45 PM	0	7	2	0	0	0	0	0	0	0	0	0	0
11/5/2025	8:00 PM	0	4	2	0	0	0	0	0	0	0	0	0	0
11/5/2025	8:15 PM	0	3	2	0	0	0	0	0	0	0	0	0	0
11/5/2025	8:30 PM	0	4	3	0	0	0	0	0	0	0	0	0	0
11/5/2025	8:45 PM	0	2	1	0	0	0	0	0	0	0	0	0	0
11/5/2025	9:00 PM	0	3	1	0	0	0	0	0	0	0	0	0	0
11/5/2025	9:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0
11/5/2025	9:30 PM	0	3	1	0	0	0	0	0	0	0	0	0	0
11/5/2025	9:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0
11/5/2025	10:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0
11/5/2025	10:15 PM	0	1	1	0	0	0	0	0	0	0	0	0	0
11/5/2025	10:30 PM	0	3	0	0	0	0	0	0	0	0	0	0	0
11/5/2025	10:45 PM	0	1	2	0	0	0	0	0	0	0	0	0	0
11/5/2025	11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11/5/2025	11:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0
11/5/2025	11:30 PM	0	2	0	0	0	0	0	0	0	0	0	0	0
11/5/2025	11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0

EB
File Name:
Start Date: 11/5/2025
Start Time: 0
Site Code: 1
Station ID: 1
Location 1: Pioneer Rd, east of FL-3 N Courtenay Pkwy
Location 2:

Date	Time	1	2	3	4	5	6	7	8	9	10	11	12	13
11/5/2025	12:00 AM	0	5	2	0	0	0	0	0	0	0	0	0	0
11/5/2025	12:15 AM	0	6	1	0	0	0	0	0	0	0	0	0	0
11/5/2025	12:30 AM	0	4	1	0	0	0	0	0	0	0	0	0	0
11/5/2025	12:45 AM	0	3	1	0	0	0	0	0	0	0	0	0	0
11/5/2025	1:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0
11/5/2025	1:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0
11/5/2025	1:30 AM	0	2	0	0	0	0	0	0	0	0	0	0	0
11/5/2025	1:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	0
11/5/2025	2:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0
11/5/2025	2:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0
11/5/2025	2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11/5/2025	2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11/5/2025	3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11/5/2025	3:15 AM	0	0	1	0	0	0	0	0	0	0	0	0	0
11/5/2025	3:30 AM	0	0	1	0	0	0	0	0	0	0	0	0	0
11/5/2025	3:45 AM	0	1	1	0	0	0	0	0	0	0	0	0	0
11/5/2025	4:00 AM	0	1	1	0	0	0	0	0	0	0	0	0	0
11/5/2025	4:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0
11/5/2025	4:30 AM	0	2	0	0	0	0	0	0	0	0	0	0	0
11/5/2025	4:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0
11/5/2025	5:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0
11/5/2025	5:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0
11/5/2025	5:30 AM	0	6	0	0	0	0	0	0	0	0	0	0	0
11/5/2025	5:45 AM	0	8	1	0	1	0	0	0	0	0	0	0	0
11/5/2025	6:00 AM	0	19	4	0	1	0	0	0	0	0	0	0	0
11/5/2025	6:15 AM	0	39	9	1	2	0	0	0	0	0	0	0	0
11/5/2025	6:30 AM	0	81	21	1	2	0	0	0	0	0	0	0	0
11/5/2025	6:45 AM	0	170	43	1	2	0	0	0	0	0	0	0	0
11/5/2025	7:00 AM	0	233	61	1	3	0	0	0	0	0	0	0	0
11/5/2025	7:15 AM	0	226	61	0	2	0	0	0	0	0	0	0	0
11/5/2025	7:30 AM	0	194	57	0	2	0	0	1	0	0	0	0	0
11/5/2025	7:45 AM	0	111	38	0	1	0	0	1	0	0	0	0	0
11/5/2025	8:00 AM	0	45	21	0	0	0	0	1	0	0	0	0	0
11/5/2025	8:15 AM	0	39	25	0	2	0	0	1	0	0	0	0	0
11/5/2025	8:30 AM	0	42	24	0	2	0	0	0	0	0	0	0	0
11/5/2025	8:45 AM	0	47	26	0	4	0	0	2	0	0	0	0	0
11/5/2025	9:00 AM	0	52	25	0	4	0	0	2	0	0	0	0	0
11/5/2025	9:15 AM	0	53	19	0	2	0	0	2	0	0	0	0	0
11/5/2025	9:30 AM	0	44	13	0	2	0	0	2	0	0	0	0	0
11/5/2025	9:45 AM	0	50	10	0	1	0	0	0	0	0	0	0	0
11/5/2025	10:00 AM	0	54	11	0	1	0	0	0	0	0	0	0	0
11/5/2025	10:15 AM	0	61	16	0	2	0	0	0	0	0	0	0	0
11/5/2025	10:30 AM	0	68	17	0	2	0	0	0	0	0	0	0	0
11/5/2025	10:45 AM	0	63	18	0	1	0	0	0	0	0	0	0	0
11/5/2025	11:00 AM	0	66	17	0	2	0	0	0	0	0	0	0	0
11/5/2025	11:15 AM	0	68	17	0	2	0	0	0	0	0	0	0	0
11/5/2025	11:30 AM	0	78	20	0	3	0	0	0	0	0	0	0	0
11/5/2025	11:45 AM	0	82	19	0	4	0	0	0	0	0	0	0	0
11/5/2025	12:00 PM	0	73	19	0	4	0	0	0	0	0	0	0	0
11/5/2025	12:15 PM	0	72	16	0	3	0	0	0	0	0	0	0	0
11/5/2025	12:30 PM	0	76	17	0	2	0	0	0	0	0	0	0	0
11/5/2025	12:45 PM	0	74	16	0	1	0	0	0	0	0	0	0	0
11/5/2025	1:00 PM	0	85	19	0	0	0	0	0	0	0	0	0	0
11/5/2025	1:15 PM	0	112	23	0	0	0	0	1	0	0	0	0	0
11/5/2025	1:30 PM	0	131	25	0	0	0	0	1	0	0	0	0	0
11/5/2025	1:45 PM	0	177	31	0	2	0	0	2	0	0	0	0	0
11/5/2025	2:00 PM	0	182	31	0	2	0	0	2	0	0	0	0	0
11/5/2025	2:15 PM	0	159	25	1	2	0	0	1	0	0	0	0	0
11/5/2025	2:30 PM	0	125	24	1	3	0	0	1	0	0	0	0	0
11/5/2025	2:45 PM	0	89	23	1	1	0	0	0	0	0	0	0	0
11/5/2025	3:00 PM	0	84	27	1	1	0	0	0	0	0	0	0	0
11/5/2025	3:15 PM	0	85	30	1	1	0	0	0	0	0	0	0	0
11/5/2025	3:30 PM	0	87	28	1	0	0	0	0	0	0	0	0	0
11/5/2025	3:45 PM	0	91	28	2	0	0	0	0	0	0	0	0	0
11/5/2025	4:00 PM	0	100	25	2	0	0	0	0	0	0	0	0	0
11/5/2025	4:15 PM	0	109	23	1	0	0	0	0	0	0	0	0	0
11/5/2025	4:30 PM	0	127	27	1	0	0	0	0	0	0	0	0	0
11/5/2025	4:45 PM	0	119	25	0	0	0	0	0	0	0	0	0	0
11/5/2025	5:00 PM	0	103	30	0	1	0	0	0	0	0	0	0	0
11/5/2025	5:15 PM	0	94	33	0	1	0	0	0	0	0	0	0	0
11/5/2025	5:30 PM	0	73	30	0	2	0	0	0	0	0	0	0	0
11/5/2025	5:45 PM	0	61	30	0	2	0	0	0	0	0	0	0	0
11/5/2025	6:00 PM	0	62	24	0	2	0	0	1	0	0	0	0	0
11/5/2025	6:15 PM	0	56	20	0	2	0	0	1	1	0	0	0	0
11/5/2025	6:30 PM	0	54	20	0	1	0	0	1	1	0	0	0	0
11/5/2025	6:45 PM	0	52	20	0	1	0	0	1	1	0	0	0	0
11/5/2025	7:00 PM	0	53	20	0	0	0	0	0	1	0	0	0	0
11/5/2025	7:15 PM	0	48	25	0	0	0	0	0	0	0	0	0	0
11/5/2025	7:30 PM	0	48	22	0	0	0	0	0	0	0	0	0	0
11/5/2025	7:45 PM	0	47	21	0	0	0	0	0	0	0	0	0	0
11/5/2025	8:00 PM	0	36	18	0	0	0	0	0	0	0	0	0	0
11/5/2025	8:15 PM	0	29	12	0	0	0	0	0	0	0	0	0	0
11/5/2025	8:30 PM	0	20	10	0	0	0	0	0	0	0	0	0	0
11/5/2025	8:45 PM	0	18	8	0	0	0	0	0	0	0	0	0	0
11/5/2025	9:00 PM	0	17	8	0	0	0	0	0	0	0	0	0	0
11/5/2025	9:15 PM	0	18	8	0	0	0	0	0	0	0	0	0	0
11/5/2025	9:30 PM	0	17	8	0	0	0	0	0	0	0	0	0	0
11/5/2025	9:45 PM	0	14	7	0	0	0	0	0	0	0	0	0	0
11/5/2025	10:00 PM	0	11	4	0	0	0	0	0	0	0	0	0	0
11/5/2025	10:15 PM	0	8	3	0	0	0	0	0	0	0	0	0	0
11/5/2025	10:30 PM	0	9	3	0	0	0	0	0	0	0	0	0	0
11/5/2025	10:45 PM	0	9	2	0	0	0	0	0	0	0	0	0	0
11/5/2025	11:00 PM	0	10	3	0	0	0	0	0	0	0	0	0	0
11/5/2025	11:15 PM	0	8	2	0	0	0	0	0	0	0	0	0	0
11/5/2025	11:30 PM	0	5	1	0	0	0	0	0	0	0	0	0	0
11/5/2025	11:45 PM	0	3	1	0	0	0	0	0	0	0	0	0	0

WB
File Name:
Start Date: 11/5/2025
Start Time: 0
Site Code: 1
Station ID: 1
Location 1: Pioneer Rd, east of FL-3 N Courtenay Pkwy
Location 2:

Date	Time	1	2	3	4	5	6	7	8	9	10	11	12	13
11/5/2025	12:00 AM	0	3	1	0	0	0	0	0	0	0	0	0	0
11/5/2025	12:15 AM	0	1	1	0	0	0	0	0	0	0	0	0	0
11/5/2025	12:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0
11/5/2025	12:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0
11/5/2025	1:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0
11/5/2025	1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11/5/2025	1:30 AM	0	0	1	0	0	0	0	0	0	0	0	0	0
11/5/2025	1:45 AM	0	0	2	0	0	0	0	0	0	0	0	0	0
11/5/2025	2:00 AM	0	1	2	0	0	0	0	0	0	0	0	0	0
11/5/2025	2:15 AM	0	1	3	0	0	0	0	0	0	0	0	0	0
11/5/2025	2:30 AM	0	1	2	0	0	0	0	0	0	0	0	0	0
11/5/2025	2:45 AM	0	2	2	0	0	0	0	0	0	0	0	0	0
11/5/2025	3:00 AM	0	3	2	0	0	0	0	0	0	0	0	0	0
11/5/2025	3:15 AM	0	4	1	0	0	0	0	0	0	0	0	0	0
11/5/2025	3:30 AM	0	7	2	0	0	0	0	0	0	0	0	0	0
11/5/2025	3:45 AM	0	6	1	0	0	0	0	0	0	0	0	0	0
11/5/2025	4:00 AM	0	5	5	0	0	0	0	0	0	0	0	0	0
11/5/2025	4:15 AM	0	6	6	0	0	0	0	0	0	0	0	0	0
11/5/2025	4:30 AM	0	4	6	0	0	0	0	0	0	0	0	0	0
11/5/2025	4:45 AM	0	11	8	0	0	0	0	0	0	0	0	0	0
11/5/2025	5:00 AM	0	16	7	0	0	0	0	0	0	0	0	0	0
11/5/2025	5:15 AM	0	19	9	0	0	0	0	0	0	0	0	0	0
11/5/2025	5:30 AM	0	24	11	0	0	0	0	0	0	0	0	0	0
11/5/2025	5:45 AM	0	32	11	0	0	0	0	0	0	0	0	0	0
11/5/2025	6:00 AM	0	46	16	1	0	0	0	0	0	0	0	0	0
11/5/2025	6:15 AM	0	61	16	2	0	0	0	0	0	0	0	0	0
11/5/2025	6:30 AM	0	86	21	3	0	0	0	0	0	0	0	0	0
11/5/2025	6:45 AM	0	159	46	11	0	0	0	0	0	0	0	0	0
11/5/2025	7:00 AM	0	248	64	10	0	0	0	0	0	0	0	0	0
11/5/2025	7:15 AM	0	262	68	10	0	0	0	0	0	0	0	0	0
11/5/2025	7:30 AM	0	254	67	9	0	0	0	0	0	0	0	0	0
11/5/2025	7:45 AM	0	190	51	1	0	0	0	1	0	0	0	0	0
11/5/2025	8:00 AM	0	109	34	2	0	0	0	1	0	0	0	0	0
11/5/2025	8:15 AM	0	94	31	1	0	0	0	1	0	0	0	0	0
11/5/2025	8:30 AM	0	92	28	1	1	0	0	1	0	0	0	0	0
11/5/2025	8:45 AM	0	83	22	2	2	0	0	0	0	0	0	0	0
11/5/2025	9:00 AM	1	73	18	1	2	0	0	1	0	0	0	0	0
11/5/2025	9:15 AM	1	75	21	1	5	0	0	1	0	0	0	0	0
11/5/2025	9:30 AM	1	63	19	1	4	0	0	2	0	0	0	0	0
11/5/2025	9:45 AM	1	65	21	0	4	0	0	2	0	0	0	0	0
11/5/2025	10:00 AM	0	64	21	0	4	0	0	1	0	0	0	0	0
11/5/2025	10:15 AM	0	58	20	0	3	0	0	1	0	0	0	0	0
11/5/2025	10:30 AM	0	66	20	0	3	0	0	0	0	0	0	0	0
11/5/2025	10:45 AM	0	64	18	0	4	0	0	0	0	0	0	0	0
11/5/2025	11:00 AM	0	69	27	0	4	0	0	0	0	0	0	0	0
11/5/2025	11:15 AM	0	71	27	0	2	0	0	0	0	0	0	0	0
11/5/2025	11:30 AM	0	73	29	0	2	0	0	1	0	0	0	0	0
11/5/2025	11:45 AM	0	76	29	0	0	0	0	1	0	0	0	0	0
11/5/2025	12:00 PM	0	70	19	0	2	0	0	1	0	0	0	0	0
11/5/2025	12:15 PM	0	67	21	0	2	0	0	1	0	0	0	0	0
11/5/2025	12:30 PM	0	65	19	0	2	0	0	0	0	0	0	0	0
11/5/2025	12:45 PM	0	65	22	1	2	1	0	0	0	0	0	0	0
11/5/2025	1:00 PM	0	64	20	1	0	1	0	0	0	0	0	0	0
11/5/2025	1:15 PM	0	65	17	1	2	1	0	1	0	0	0	0	0
11/5/2025	1:30 PM	0	66	18	1	3	1	0	1	0	0	0	0	0
11/5/2025	1:45 PM	0	135	23	7	4	0	0	1	0	0	0	0	0
11/5/2025	2:00 PM	0	183	34	8	5	0	0	1	0	0	0	0	0
11/5/2025	2:15 PM	0	194	39	9	4	0	0	0	0	0	0	0	0
11/5/2025	2:30 PM	0	196	45	10	3	0	0	1	0	0	0	0	0
11/5/2025	2:45 PM	0	131	43	4	3	0	0	1	0	0	0	0	0
11/5/2025	3:00 PM	0	80	35	4	2	0	0	1	0	0	0	0	0
11/5/2025	3:15 PM	0	77	28	5	1	0	0	1	0	0	0	0	0
11/5/2025	3:30 PM	0	72	20	4	1	0	0	0	0	0	0	0	0
11/5/2025	3:45 PM	0	67	17	5	0	0	0	0	0	0	0	0	0
11/5/2025	4:00 PM	0	82	20	4	0	0	0	0	0	0	0	0	0
11/5/2025	4:15 PM	0	78	21	2	0	0	0	0	0	0	0	0	0
11/5/2025	4:30 PM	0	86	27	2	0	0	0	0	0	0	0	0	0
11/5/2025	4:45 PM	0	99	27	0	0	0	0	0	0	0	0	0	0
11/5/2025	5:00 PM	0	88	29	0	0	0	0	0	0	0	0	0	0
11/5/2025	5:15 PM	0	81	31	0	0	0	0	0	0	0	0	0	0
11/5/2025	5:30 PM	0	70	28	0	1	0	0	0	0	0	0	0	0
11/5/2025	5:45 PM	0	45	23	0	1	0	0	0	0	0	0	0	0
11/5/2025	6:00 PM	0	42	15	0	1	0	0	0	0	0	0	0	0
11/5/2025	6:15 PM	0	43	13	0	1	0	0	0	0	0	0	0	0
11/5/2025	6:30 PM	0	38	12	0	0	0	0	0	0	0	0	0	0
11/5/2025	6:45 PM	0	39	11	0	0	0	0	0	0	0	0	0	0
11/5/2025	7:00 PM	0	33	11	0	0	0	0	0	0	0	0	0	0
11/5/2025	7:15 PM	0	24	9	0	0	0	0	0	0	0	0	0	0
11/5/2025	7:30 PM	0	20	8	0	0	0	0	0	0	0	0	0	0
11/5/2025	7:45 PM	0	18	9	0	0	0	0	0	0	0	0	0	0
11/5/2025	8:00 PM	0	13	8	0	0	0	0	0	0	0	0	0	0
11/5/2025	8:15 PM	0	12	7	0	0	0	0	0	0	0	0	0	0
11/5/2025	8:30 PM	0	10	5	0	0	0	0	0	0	0	0	0	0
11/5/2025	8:45 PM	0	9	3	0	0	0	0	0	0	0	0	0	0
11/5/2025	9:00 PM	0	8	2	0	0	0	0	0	0	0	0	0	0
11/5/2025	9:15 PM	0	7	1	0	0	0	0	0	0	0	0	0	0
11/5/2025	9:30 PM	0	7	2	0	0	0	0	0	0	0	0	0	0
11/5/2025	9:45 PM	0	7	1	0	0	0	0	0	0	0	0	0	0
11/5/2025	10:00 PM	0	7	3	0	0	0	0	0	0	0	0	0	0
11/5/2025	10:15 PM	0	5	3	0	0	0	0	0	0	0	0	0	0
11/5/2025	10:30 PM	0	5	2	0	0	0	0	0	0	0	0	0	0
11/5/2025	10:45 PM	0	4	2	0	0	0	0	0	0	0	0	0	0
11/5/2025	11:00 PM	0	3	0	0	0	0	0	0	0	0	0	0	0
11/5/2025	11:15 PM	0	3	0	0	0	0	0	0	0	0	0	0	0
11/5/2025	11:30 PM	0	2	0	0	0	0	0	0	0	0	0	0	0
11/5/2025	11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0

Bi-Directional Class Count || Location Overview

Merritt Island, FL

Marr Traffic DATA COLLECTION
www.marrtraffic.com

Site 1
FL-3 N Courtenay Pkwy,
north of Pioneer Rd

Lat/Long
28.398730°, -80.705063°

Click here for Map

0000 - 2400 (Weekday 24h Session) (All Dates)
Location Overview

Description	Time Interval	Visible	Tabs
Bi-Directional Class Count	15min	☑	4
Bi-Directional Class Count	60min	☑	4
Graphical Analysis	-	☑	3
Base Data	15min	☑	2
Base Data	60min	☑	2

Daily & Monthly Factors

	Tue
	01/27
DF	1.00
MF	1.00
DF*MF	**1.00**

Bi-Directional Class Count || NB EB 15min

Merritt Island, FL

Marr Traffic DATA COLLECTION
www.marrtraffic.com

Site 1
FL-3 N Courtenay Pkwy,
north of Pioneer Rd

Date
Tuesday, January 27, 2026

Lat/Long
28.398730°, -80.705063°

Click here for Map

Weather
Fair
48°F

Click here for Detailed Weather

0000 - 2400 (Weekday 24h Session) (01-27-2026)
NB EB 15min

	Northbound (Movement 1,1)													15min	60min
Time	1	2	3	4	5	6	7	8	9	10	11	12	13	Total	Total
0000 - 0015	0	12	2	0	0	0	0	0	0	0	0	0	0	14	
0015 - 0030	0	13	1	0	0	0	0	0	0	0	0	0	0	14	
0030 - 0045	0	10	0	0	0	0	0	0	0	0	0	0	0	10	
0045 - 0100	0	8	0	0	2	0	0	0	0	0	0	0	0	10	48
0100 - 0115	0	10	0	0	0	0	0	0	0	0	0	0	0	10	
0115 - 0130	0	9	0	0	0	0	0	0	0	0	0	0	0	9	
0130 - 0145	0	6	0	0	0	0	0	0	0	0	0	0	0	6	
0145 - 0200	0	1	0	0	0	0	0	0	1	0	0	0	0	2	27
0200 - 0215	0	3	0	0	0	0	0	0	0	0	0	0	0	3	
0215 - 0230	0	12	2	0	0	0	0	0	0	0	0	0	0	14	
0230 - 0245	0	10	0	0	0	0	0	0	0	0	0	0	0	10	
0245 - 0300	0	9	1	0	1	0	0	0	0	0	0	0	0	11	38
0300 - 0315	0	10	1	0	1	0	0	0	0	0	0	0	0	12	
0315 - 0330	0	7	0	0	0	0	0	0	0	0	0	0	0	7	
0330 - 0345	0	12	2	0	0	0	0	0	0	0	0	0	0	14	
0345 - 0400	0	9	0	0	0	0	0	0	0	0	0	0	0	9	42
0400 - 0415	0	21	5	0	0	0	0	0	0	0	0	0	0	26	
0415 - 0430	1	27	6	0	0	0	0	0	1	0	0	0	0	35	
0430 - 0445	1	54	10	0	0	0	0	0	0	0	0	0	0	65	
0445 - 0500	0	46	12	0	0	0	0	0	0	0	0	0	0	58	184
0500 - 0515	0	58	11	1	0	2	0	0	1	0	0	0	0	73	
0515 - 0530	0	88	19	0	0	0	0	0	1	0	0	0	0	108	
0530 - 0545	0	110	22	0	0	0	0	0	0	0	0	0	0	132	
0545 - 0600	0	100	26	0	0	0	0	0	0	0	0	0	0	126	439
0600 - 0615	1	73	31	0	0	0	0	0	0	0	0	0	0	105	
0615 - 0630	0	125	24	2	0	0	0	0	0	0	0	0	0	151	
0630 - 0645	0	171	34	4	0	0	0	0	1	0	0	0	0	210	
0645 - 0700	0	132	44	5	2	2	0	1	0	0	0	0	0	186	652
0700 - 0715	1	172	48	2	1	0	0	0	0	0	0	0	0	224	
0715 - 0730	0	139	52	0	5	1	0	0	2	0	0	0	0	199	
0730 - 0745	2	232	69	6	6	0	0	2	0	0	0	0	0	317	
0745 - 0800	0	197	71	2	5	0	0	0	1	0	0	0	0	276	1016
0800 - 0815	0	248	83	1	4	1	0	1	0	0	0	0	0	338	
0815 - 0830	0	185	64	2	7	0	0	0	1	0	0	0	0	259	
0830 - 0845	0	207	66	4	6	1	0	1	1	0	0	0	0	286	
0845 - 0900	0	179	56	0	4	0	0	1	1	0	0	0	0	241	1124
0900 - 0915	1	193	47	0	3	0	0	0	2	0	0	0	0	246	
0915 - 0930	1	165	51	0	1	1	0	0	1	0	0	0	0	220	
0930 - 0945	0	182	66	2	4	3	0	0	0	0	0	0	0	257	
0945 - 1000	0	147	50	1	2	1	0	2	1	0	0	0	0	204	927
1000 - 1015	0	166	66	0	4	0	0	1	2	0	0	0	0	239	
1015 - 1030	0	170	64	1	6	2	0	2	2	0	0	0	0	247	
1030 - 1045	0	156	73	0	4	4	0	2	0	0	0	0	0	239	
1045 - 1100	1	183	53	0	3	1	0	1	0	0	0	0	0	242	967
1100 - 1115	0	169	52	0	2	2	0	2	1	0	0	0	0	228	
1115 - 1130	0	167	70	0	3	1	0	1	4	0	0	0	0	246	
1130 - 1145	1	176	65	0	5	0	0	1	1	0	0	0	0	249	
1145 - 1200	0	189	75	0	4	1	0	0	2	0	0	0	0	271	994
1200 - 1215	1	211	61	0	4	0	0	0	0	0	0	0	0	277	
1215 - 1230	0	232	68	0	2	0	0	0	1	0	0	0	0	303	
1230 - 1245	0	226	59	0	5	0	0	0	2	0	0	0	0	292	
1245 - 1300	3	208	57	0	1	2	0	0	1	0	0	0	0	272	1144
1300 - 1315	0	208	72	0	3	0	0	1	0	0	0	0	0	284	
1315 - 1330	0	190	66	1	5	0	0	2	0	0	0	0	0	264	
1330 - 1345	1	204	76	0	4	0	0	0	1	0	0	0	0	286	
1345 - 1400	0	223	52	2	0	0	0	0	1	0	0	0	0	278	1112
1400 - 1415	0	201	62	7	2	0	0	1	1	0	0	0	0	274	
1415 - 1430	2	214	73	0	4	0	0	0	0	0	0	0	0	293	
1430 - 1445	1	272	48	7	2	0	0	0	2	0	0	0	0	332	
1445 - 1500	0	288	73	2	6	0	0	0	1	0	0	0	0	370	1269
1500 - 1515	0	220	57	2	5	0	0	1	1	0	0	0	0	286	
1515 - 1530	0	242	73	1	4	0	0	0	0	0	0	0	0	320	
1530 - 1545	2	299	85	8	2	0	0	0	0	0	0	0	0	396	
1545 - 1600	1	312	71	2	4	0	0	3	0	0	0	0	0	393	1395
1600 - 1615	0	298	71	3	6	0	0	0	0	0	0	0	0	378	
1615 - 1630	1	246	70	0	6	1	0	0	0	0	0	0	0	324	
1630 - 1645	0	281	64	6	3	0	0	1	0	0	0	0	0	355	
1645 - 1700	1	278	61	3	2	1	0	0	1	0	0	0	0	347	1404
1700 - 1715	1	306	83	0	0	0	0	1	1	0	0	0	0	392	
1715 - 1730	0	287	82	1	3	0	0	1	0	0	0	0	0	374	
1730 - 1745	1	291	55	0	2	0	0	1	1	0	0	0	0	351	
1745 - 1800	0	257	50	0	1	0	0	0	0	0	0	0	0	308	1425
1800 - 1815	1	220	34	0	1	0	0	0	0	0	0	0	0	256	
1815 - 1830	0	229	17	0	2	0	0	0	0	0	0	0	0	248	
1830 - 1845	0	201	25	0	0	0	0	0	1	0	0	0	0	227	
1845 - 1900	0	223	20	0	3	0	0	0	0	0	0	0	0	246	977
1900 - 1915	0	173	20	0	0	0	0	0	0	0	0	0	0	193	
1915 - 1930	1	170	23	0	1	0	0	0	0	0	0	0	0	195	
1930 - 1945	0	160	13	0	0	0	0	0	0	0	0	0	0	173	
1945 - 2000	0	165	24	0	1	0	0	0	0	0	0	0	0	190	751
2000 - 2015	0	161	20	0	1	1	0	0	0	0	0	0	0	183	
2015 - 2030	0	101	16	0	0	0	0	0	0	0	0	0	0	117	
2030 - 2045	0	118	20	0	0	0	0	0	0	0	0	0	0	138	
2045 - 2100	0	102	17	0	0	0	0	0	1	0	0	0	0	120	558
2100 - 2115	0	80	17	0	0	0	0	1	0	0	0	0	0	98	
2115 - 2130	0	60	16	0	0	0	0	0	0	0	0	0	0	76	
2130 - 2145	0	59	14	0	0	0	0	0	1	0	0	0	0	74	
2145 - 2200	0	55	11	0	0	0	0	0	1	0	0	0	0	67	315
2200 - 2215	0	40	7	0	0	0	0	0	0	0	0	0	0	47	
2215 - 2230	0	45	13	0	0	0	0	0	0	0	0	0	0	58	
2230 - 2245	0	33	10	0	0	0	0	0	0	0	0	0	0	43	
2245 - 2300	0	20	5	0	0	0	0	0	0	0	0	0	0	25	173
2300 - 2315	0	30	6	0	0	0	0	0	0	0	0	0	0	36	
2315 - 2330	0	25	8	0	0	0	0	0	0	0	0	0	0	33	
2330 - 2345	0	28	6	0	0	0	0	0	0	0	0	0	0	34	
2345 - 0000	0	10	2	0	0	0	0	0	0	0	0	0	0	12	115

Session Total	27	13270	3447	78	170	28	0	31	45	0	0	0	0	17096
Session Average	0.28	138.23	35.91	0.81	1.77	0.29	0.00	0.32	0.47	0.00	0.00	0.00	0.00	178.08
Session Percentage	0.16	77.62	20.16	0.46	0.99	0.16	0.00	0.18	0.26	0.00	0.00	0.00	0.00	

AM Peak Hour	0645 - 0745	0730 - 0830	0730 - 0830	0615 - 0715	0730 - 0830	0945 - 1045	-	0945 - 1045	0815 - 0915	-	-	-	-	0730 - 0830
AM Peak Volume	3	862	287	13	22	7	0	7	5	0	0	0	0	1190
AM Peak %age	0.25	72.44	24.12	1.09	1.85	0.59	0.00	0.59	0.42	0.00	0.00	0.00	0.00	

Noon Peak Hour	1200 - 1300	1445 - 1545	1445 - 1545	1345 - 1445	1000 - 1100	1015 - 1115	-	1015 - 1115	1100 - 1200	-	-	-	-	1445 - 1545
Noon Peak Volume	4	1049	288	16	17	9	0	7	8	0	0	0	0	1372
Noon Peak %age	0.29	76.46	20.99	1.17	1.24	0.66	0.00	0.51	0.58	0.00	0.00	0.00	0.00	

PM Peak Hour	1530 - 1630	1645 - 1745	1515 - 1615	1515 - 1615	1545 - 1645	1600 - 1700	-	1500 - 1600	1645 - 1745	-	-	-	-	1530 - 1630
PM Peak Volume	4	1162	300	14	19	2	0	4	3	0	0	0	0	1491
PM Peak %age	0.27	77.93	20.12	0.94	1.27	0.13	0.00	0.27	0.20	0.00	0.00	0.00	0.00	

User Peak Volume	0	43	3	0	2	0	0	0	0	0	0	0	0	48
User Peak %age	0.00	89.58	6.25	0.00	4.17	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Bi-Directional Class Count || SB WB 15min

Merritt Island, FL

Marr Traffic DATA COLLECTION
www.marrtraffic.com

Site 1
FL-3 N Courtenay Pkwy,
north of Pioneer Rd

Date
Tuesday, January 27, 2026

Lat/Long
28.398730°, -80.705063°

Click here for Map

Weather
Fair
48°F

Click here for Detailed Weather

0000 - 2400 (Weekday 24h Session) (01-27-2026)
SB WB 15min

	Southbound (Movement 1,2)													15min	60min
Time	1	2	3	4	5	6	7	8	9	10	11	12	13	Total	Total
0000 - 0015	0	11	1	0	0	0	0	0	0	0	0	0	0	12	
0015 - 0030	0	12	1	0	0	0	0	0	0	0	0	0	0	13	
0030 - 0045	0	15	3	0	0	0	0	0	0	0	0	0	0	18	
0045 - 0100	0	9	0	0	1	0	0	0	0	0	0	0	0	10	53
0100 - 0115	0	7	0	0	0	0	0	0	0	0	0	0	0	7	
0115 - 0130	0	6	0	0	0	0	0	0	0	0	0	0	0	6	
0130 - 0145	0	10	1	0	0	0	0	0	1	0	0	0	0	12	
0145 - 0200	0	12	1	0	0	0	0	0	0	0	0	0	0	13	38
0200 - 0215	0	8	0	0	0	0	0	0	0	0	0	0	0	8	
0215 - 0230	0	14	3	0	0	0	0	0	2	0	0	0	0	19	
0230 - 0245	0	10	1	0	2	0	0	0	0	0	0	0	0	13	
0245 - 0300	0	9	1	0	0	0	0	0	0	0	0	0	0	10	50
0300 - 0315	0	7	0	0	0	0	0	0	0	0	0	0	0	7	
0315 - 0330	0	9	0	0	2	0	0	0	2	0	0	0	0	13	
0330 - 0345	0	11	0	0	0	0	0	0	1	0	0	0	0	12	
0345 - 0400	0	13	2	0	1	0	0	0	1	0	0	0	0	17	49
0400 - 0415	0	11	1	0	0	0	0	0	0	0	0	0	0	12	
0415 - 0430	0	15	2	0	1	0	0	0	0	0	0	0	0	18	
0430 - 0445	0	18	6	0	0	0	0	0	0	0	0	0	0	24	
0445 - 0500	0	26	7	0	0	0	0	0	0	0	0	0	0	33	87
0500 - 0515	0	29	9	0	1	0	0	0	0	0	0	0	0	39	
0515 - 0530	0	43	8	0	0	0	0	0	1	0	0	0	0	52	
0530 - 0545	0	68	8	0	1	0	0	0	0	0	0	0	0	77	
0545 - 0600	0	69	9	0	0	0	0	1	2	0	0	0	0	81	249
0600 - 0615	0	90	19	0	1	0	0	0	1	0	0	0	0	111	
0615 - 0630	0	107	20	1	2	0	0	0	0	0	0	0	0	130	
0630 - 0645	0	110	27	9	2	0	0	0	1	0	0	0	0	149	
0645 - 0700	0	128	33	1	2	1	0	0	2	0	0	0	0	167	557
0700 - 0715	0	150	39	5	5	1	0	0	0	0	0	0	0	200	
0715 - 0730	1	210	70	6	7	0	0	1	0	0	0	0	0	295	
0730 - 0745	0	296	62	1	5	0	0	0	0	0	0	0	0	364	
0745 - 0800	0	315	76	0	5	0	0	0	0	0	0	0	0	396	1255
0800 - 0815	0	298	75	1	4	0	0	1	1	0	0	0	0	380	
0815 - 0830	0	277	80	5	0	1	0	1	2	0	0	0	0	366	
0830 - 0845	0	248	70	1	6	1	0	1	0	0	0	0	0	327	
0845 - 0900	0	229	65	2	3	0	0	0	0	0	0	0	0	299	1372
0900 - 0915	0	221	52	6	4	1	0	1	2	0	0	0	0	287	
0915 - 0930	0	192	62	3	6	2	0	1	3	0	0	0	0	269	
0930 - 0945	1	191	65	0	5	1	0	0	3	0	0	0	0	266	
0945 - 1000	0	225	74	0	8	1	0	0	1	0	0	0	0	309	1131
1000 - 1015	0	176	71	2	5	0	0	1	1	0	0	0	0	256	
1015 - 1030	0	178	60	0	4	1	0	1	0	0	0	0	0	244	
1030 - 1045	0	197	62	0	2	0	0	1	0	0	0	0	0	262	
1045 - 1100	0	214	63	0	12	0	0	0	1	0	0	0	0	290	1052
1100 - 1115	0	198	51	4	7	1	0	2	0	0	0	0	0	263	
1115 - 1130	0	203	65	0	5	0	0	1	0	0	0	0	0	274	
1130 - 1145	0	172	66	1	4	0	0	1	1	0	0	0	0	245	
1145 - 1200	1	232	60	0	5	0	0	1	0	0	0	0	0	299	1081
1200 - 1215	0	193	58	1	1	2	0	2	2	0	0	0	0	259	
1215 - 1230	0	196	66	1	3	0	0	1	0	0	0	0	0	267	
1230 - 1245	0	186	74	1	2	1	0	1	0	0	0	0	0	265	
1245 - 1300	2	192	69	0	3	0	0	1	0	0	0	0	0	267	1058
1300 - 1315	0	209	63	2	4	0	0	0	0	0	0	0	0	278	
1315 - 1330	1	190	57	0	2	0	0	0	2	0	0	0	0	252	
1330 - 1345	1	215	59	0	3	0	0	2	1	0	0	0	0	281	
1345 - 1400	0	196	68	1	0	1	0	1	1	0	0	0	0	268	1079
1400 - 1415	0	197	58	11	3	0	0	1	0	0	0	0	0	270	
1415 - 1430	0	247	62	2	1	0	0	0	1	0	0	0	0	313	
1430 - 1445	0	247	72	1	4	2	0	1	1	0	0	0	0	328	
1445 - 1500	0	242	66	3	2	1	0	2	0	0	0	0	0	316	1227
1500 - 1515	1	235	58	6	4	1	0	2	0	0	0	0	0	307	
1515 - 1530	1	273	76	2	2	0	0	1	2	0	0	0	0	357	
1530 - 1545	3	274	81	3	2	0	0	0	0	0	0	0	0	363	
1545 - 1600	2	304	79	0	1	0	0	1	1	0	0	0	0	388	1415
1600 - 1615	0	263	87	4	3	0	0	0	2	0	0	0	0	359	
1615 - 1630	0	314	102	1	3	2	0	3	0	0	0	0	0	425	
1630 - 1645	0	299	83	2	5	0	0	1	0	0	0	0	0	390	
1645 - 1700	0	303	78	2	0	0	0	0	1	0	0	0	0	384	1558
1700 - 1715	0	298	94	1	4	0	0	0	0	0	0	0	0	397	
1715 - 1730	0	297	82	0	0	0	0	0	0	0	0	0	0	379	
1730 - 1745	1	253	66	0	1	0	0	0	0	0	0	0	0	321	
1745 - 1800	0	279	70	1	2	0	0	1	0	0	0	0	0	353	1450
1800 - 1815	0	257	58	0	0	0	0	1	1	0	0	0	0	317	
1815 - 1830	0	233	30	0	0	0	0	0	0	0	0	0	0	263	
1830 - 1845	0	185	29	0	0	0	0	0	0	0	0	0	0	214	
1845 - 1900	0	154	24	0	1	0	0	0	0	0	0	0	0	179	973
1900 - 1915	0	130	13	0	0	0	0	0	1	0	0	0	0	144	
1915 - 1930	0	133	15	0	0	0	0	0	0	0	0	0	0	148	
1930 - 1945	0	109	12	0	0	0	0	0	0	0	0	0	0	121	
1945 - 2000	0	96	10	0	1	0	0	0	0	0	0	0	0	107	520
2000 - 2015	0	92	12	0	1	0	0	0	1	0	0	0	0	106	
2015 - 2030	0	80	10	0	0	0	0	0	1	0	0	0	0	91	
2030 - 2045	0	66	8	0	0	0	0	0	2	0	0	0	0	76	
2045 - 2100	0	64	6	0	0	0	0	0	0	0	0	0	0	70	343
2100 - 2115	0	56	6	0	0	0	0	0	0	0	0	0	0	62	
2115 - 2130	0	50	5	0	0	0	0	0	0	0	0	0	0	55	
2130 - 2145	0	45	4	0	0	0	0	0	0	0	0	0	0	49	
2145 - 2200	0	35	4	0	0	0	0	0	0	0	0	0	0	39	205
2200 - 2215	0	37	5	0	0	0	0	0	0	0	0	0	0	42	
2215 - 2230	0	36	4	0	0	0	0	0	0	0	0	0	0	40	
2230 - 2245	0	30	3	0	0	0	0	0	0	0	0	0	0	33	
2245 - 2300	0	29	5	0	0	0	0	0	0	0	0	0	0	34	149
2300 - 2315	0	15	4	0	0	0	0	0	0	0	0	0	0	19	
2315 - 2330	0	20	3	0	0	0	0	0	0	0	0	0	0	23	
2330 - 2345	0	22	4	0	0	0	0	0	0	0	0	0	0	26	
2345 - 0000	0	22	5	0	0	0	0	0	0	0	0	0	0	27	95

Session Total	15	13197	3458	93	176	21	0	37	49	0	0	0	0	17046
Session Average	0.16	137.47	36.02	0.97	1.83	0.22	0.00	0.39	0.51	0.00	0.00	0.00	0.00	177.56
Session Percentage	0.09	77.42	20.29	0.55	1.03	0.12	0.00	0.22	0.29	0.00	0.00	0.00	0.00	

AM Peak Hour	0630 - 0730	0730 - 0830	0745 - 0845	0630 - 0730	0915 - 1015	0900 - 1000	-	0745 - 0845	0900 - 1000	-	-	-	-	0730 - 0830
AM Peak Volume	1	1186	301	21	24	5	0	3	9	0	0	0	0	1506
AM Peak %age	0.07	78.75	19.99	1.39	1.59	0.33	0.00	0.20	0.60	0.00	0.00	0.00	0.00	

Noon Peak Hour	1445 - 1545	1445 - 1545	1445 - 1545	1400 - 1500	1045 - 1145	1415 - 1515	-	1430 - 1530	1300 - 1400	-	-	-	-	1445 - 1545
Noon Peak Volume	5	1024	281	17	28	4	0	6	4	0	0	0	0	1343
Noon Peak %age	0.37	76.25	20.92	1.27	2.08	0.30	0.00	0.45	0.30	0.00	0.00	0.00	0.00	

PM Peak Hour	1500 - 1600	1615 - 1715	1615 - 1715	1500 - 1600	1545 - 1645	1530 - 1630	-	1545 - 1645	1515 - 1615	-	-	-	-	1615 - 1715
PM Peak Volume	7	1214	357	11	12	2	0	5	5	0	0	0	0	1596
PM Peak %age	0.44	76.07	22.37	0.69	0.75	0.13	0.00	0.31	0.31	0.00	0.00	0.00	0.00	

User Peak Volume	0	47	5	0	1	0	0	0	0	0	0	0	0	53
User Peak %age	0.00	88.68	9.43	0.00	1.89	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Bi-Directional Class Count || Bi-Directional 15min

Merritt Island, FL

Marr Traffic DATA COLLECTION
www.marrtraffic.com

Site 1
FL-3 N Courtenay Pkwy,
north of Pioneer Rd

Date
Tuesday, January 27, 2026

Lat/Long
28.398730°, -80.705063°

Weather
Fair
48°F

Click here for Detailed Weather

0000 - 2400 (Weekday 24h Session) (01-27-2026)
Bi-Directional 15min

	Bi-Directional 15min													15min	60min
Time	1	2	3	4	5	6	7	8	9	10	11	12	13	Total	Total
0000 - 0015	0	23	3	0	0	0	0	0	0	0	0	0	0	26	
0015 - 0030	0	25	2	0	0	0	0	0	0	0	0	0	0	27	
0030 - 0045	0	25	3	0	0	0	0	0	0	0	0	0	0	28	
0045 - 0100	0	17	0	0	3	0	0	0	0	0	0	0	0	20	101
0100 - 0115	0	17	0	0	0	0	0	0	0	0	0	0	0	17	
0115 - 0130	0	15	0	0	0	0	0	0	0	0	0	0	0	15	
0130 - 0145	0	16	1	0	0	0	0	0	1	0	0	0	0	18	
0145 - 0200	0	13	1	0	0	0	0	0	1	0	0	0	0	15	65
0200 - 0215	0	11	0	0	0	0	0	0	0	0	0	0	0	11	
0215 - 0230	0	26	5	0	0	0	0	0	2	0	0	0	0	33	
0230 - 0245	0	20	1	0	2	0	0	0	0	0	0	0	0	23	
0245 - 0300	0	18	2	0	1	0	0	0	0	0	0	0	0	21	88
0300 - 0315	0	17	1	0	1	0	0	0	0	0	0	0	0	19	
0315 - 0330	0	16	0	0	2	0	0	0	2	0	0	0	0	20	
0330 - 0345	0	23	2	0	0	0	0	0	1	0	0	0	0	26	
0345 - 0400	0	22	2	0	1	0	0	0	1	0	0	0	0	26	91
0400 - 0415	0	32	6	0	0	0	0	0	0	0	0	0	0	38	
0415 - 0430	1	42	8	0	1	0	0	0	1	0	0	0	0	53	
0430 - 0445	1	72	16	0	0	0	0	0	0	0	0	0	0	89	
0445 - 0500	0	72	19	0	0	0	0	0	0	0	0	0	0	91	271
0500 - 0515	0	87	20	1	1	2	0	0	1	0	0	0	0	112	
0515 - 0530	0	131	27	0	0	0	0	0	2	0	0	0	0	160	
0530 - 0545	0	178	30	0	1	0	0	0	0	0	0	0	0	209	
0545 - 0600	0	169	35	0	0	0	0	1	2	0	0	0	0	207	688
0600 - 0615	1	163	50	0	1	0	0	0	1	0	0	0	0	216	
0615 - 0630	0	232	44	3	2	0	0	0	0	0	0	0	0	281	
0630 - 0645	0	281	61	13	2	0	0	0	2	0	0	0	0	359	
0645 - 0700	0	260	77	6	4	3	0	1	2	0	0	0	0	353	1209
0700 - 0715	1	322	87	7	6	1	0	0	0	0	0	0	0	424	
0715 - 0730	1	349	122	6	12	1	0	1	2	0	0	0	0	494	
0730 - 0745	2	528	131	7	11	0	0	2	0	0	0	0	0	681	
0745 - 0800	0	512	147	2	10	0	0	0	1	0	0	0	0	672	2271
0800 - 0815	0	546	158	2	8	1	0	2	1	0	0	0	0	718	
0815 - 0830	0	462	144	7	7	1	0	1	3	0	0	0	0	625	
0830 - 0845	0	455	136	5	12	2	0	2	1	0	0	0	0	613	
0845 - 0900	0	408	121	2	7	0	0	1	1	0	0	0	0	540	2496
0900 - 0915	1	414	99	6	7	1	0	1	4	0	0	0	0	533	
0915 - 0930	1	357	113	3	7	3	0	1	4	0	0	0	0	489	
0930 - 0945	1	373	131	2	9	4	0	0	3	0	0	0	0	523	
0945 - 1000	0	372	124	1	10	2	0	2	2	0	0	0	0	513	2058
1000 - 1015	0	342	137	2	9	0	0	2	3	0	0	0	0	495	
1015 - 1030	0	348	124	1	10	3	0	3	2	0	0	0	0	491	
1030 - 1045	0	353	135	0	6	4	0	3	0	0	0	0	0	501	
1045 - 1100	1	397	116	0	15	1	0	1	1	0	0	0	0	532	2019
1100 - 1115	0	367	103	4	9	3	0	4	1	0	0	0	0	491	
1115 - 1130	0	370	135	0	8	1	0	2	4	0	0	0	0	520	
1130 - 1145	1	348	131	1	9	0	0	2	2	0	0	0	0	494	
1145 - 1200	1	421	135	0	9	1	0	1	2	0	0	0	0	570	2075
1200 - 1215	1	404	119	1	5	2	0	2	2	0	0	0	0	536	
1215 - 1230	0	428	134	1	5	0	0	1	1	0	0	0	0	570	
1230 - 1245	0	412	133	1	7	1	0	1	2	0	0	0	0	557	
1245 - 1300	5	400	126	0	4	2	0	1	1	0	0	0	0	539	2202
1300 - 1315	0	417	135	2	7	0	0	1	0	0	0	0	0	562	
1315 - 1330	1	380	123	1	7	0	0	2	2	0	0	0	0	516	
1330 - 1345	2	419	135	0	7	0	0	2	2	0	0	0	0	567	
1345 - 1400	0	419	120	3	0	1	0	1	2	0	0	0	0	546	2191
1400 - 1415	0	398	120	18	5	0	0	2	1	0	0	0	0	544	
1415 - 1430	2	461	135	2	5	0	0	0	1	0	0	0	0	606	
1430 - 1445	1	519	120	8	6	2	0	1	3	0	0	0	0	660	
1445 - 1500	0	530	139	5	8	1	0	2	1	0	0	0	0	686	2496
1500 - 1515	1	455	115	8	9	1	0	3	1	0	0	0	0	593	
1515 - 1530	1	515	149	3	6	0	0	1	2	0	0	0	0	677	
1530 - 1545	5	573	166	11	4	0	0	0	0	0	0	0	0	759	
1545 - 1600	3	616	150	2	5	0	0	4	1	0	0	0	0	781	2810
1600 - 1615	0	561	158	7	9	0	0	0	2	0	0	0	0	737	
1615 - 1630	1	560	172	1	9	3	0	3	0	0	0	0	0	749	
1630 - 1645	0	580	147	8	8	0	0	2	0	0	0	0	0	745	
1645 - 1700	1	581	139	5	2	1	0	0	2	0	0	0	0	731	2962
1700 - 1715	1	604	177	1	4	0	0	1	1	0	0	0	0	789	
1715 - 1730	0	584	164	1	3	0	0	1	0	0	0	0	0	753	
1730 - 1745	2	544	121	0	3	0	0	1	1	0	0	0	0	672	
1745 - 1800	0	536	120	1	3	0	0	1	0	0	0	0	0	661	2875
1800 - 1815	1	477	92	0	1	0	0	1	1	0	0	0	0	573	
1815 - 1830	0	462	47	0	2	0	0	0	0	0	0	0	0	511	
1830 - 1845	0	386	54	0	0	0	0	0	1	0	0	0	0	441	
1845 - 1900	0	377	44	0	4	0	0	0	0	0	0	0	0	425	1950
1900 - 1915	0	303	33	0	0	0	0	0	1	0	0	0	0	337	
1915 - 1930	1	303	38	0	1	0	0	0	0	0	0	0	0	343	
1930 - 1945	0	269	25	0	0	0	0	0	0	0	0	0	0	294	
1945 - 2000	0	261	34	0	2	0	0	0	0	0	0	0	0	297	1271
2000 - 2015	0	253	32	0	2	1	0	0	1	0	0	0	0	289	
2015 - 2030	0	181	26	0	0	0	0	0	1	0	0	0	0	208	
2030 - 2045	0	184	28	0	0	0	0	0	2	0	0	0	0	214	
2045 - 2100	0	166	23	0	0	0	0	0	1	0	0	0	0	190	901
2100 - 2115	0	136	23	0	0	0	0	1	0	0	0	0	0	160	
2115 - 2130	0	110	21	0	0	0	0	0	0	0	0	0	0	131	
2130 - 2145	0	104	18	0	0	0	0	0	1	0	0	0	0	123	
2145 - 2200	0	90	15	0	0	0	0	0	1	0	0	0	0	106	520
2200 - 2215	0	77	12	0	0	0	0	0	0	0	0	0	0	89	
2215 - 2230	0	81	17	0	0	0	0	0	0	0	0	0	0	98	
2230 - 2245	0	63	13	0	0	0	0	0	0	0	0	0	0	76	
2245 - 2300	0	49	10	0	0	0	0	0	0	0	0	0	0	59	322
2300 - 2315	0	45	10	0	0	0	0	0	0	0	0	0	0	55	
2315 - 2330	0	45	11	0	0	0	0	0	0	0	0	0	0	56	
2330 - 2345	0	50	10	0	0	0	0	0	0	0	0	0	0	60	
2345 - 0000	0	32	7	0	0	0	0	0	0	0	0	0	0	39	210

Session Total	42	26467	6905	171	346	49	0	68	94	0	0	0	0	34142
Session Average	0.44	275.70	71.93	1.78	3.60	0.51	0.00	0.71	0.98	0.00	0.00	0.00	0.00	355.65
Session Percentage	0.12	77.52	20.22	0.50	1.01	0.14	0.00	0.20	0.28	0.00	0.00	0.00	0.00	

AM Peak Hour	0645 - 0745	0730 - 0830	0745 - 0845	0630 - 0730	0715 - 0815	0900 - 1000	-	0945 - 1045	0900 - 1000	-	-	-	-	0730 - 0830
AM Peak Volume	4	2048	585	32	41	10	0	10	13	0	0	0	0	2696
AM Peak %age	0.15	75.96	21.70	1.19	1.52	0.37	0.00	0.37	0.48	0.00	0.00	0.00	0.00	

Noon Peak Hour	1245 - 1345	1445 - 1545	1445 - 1545	1400 - 1500	1045 - 1145	1015 - 1115	-	1015 - 1115	1115 - 1215	-	-	-	-	1445 - 1545
Noon Peak Volume	8	2073	589	33	41	11	0	11	10	0	0	0	0	2715
Noon Peak %age	0.29	76.35	20.96	1.22	1.51	0.41	0.00	0.41	0.37	0.00	0.00	0.00	0.00	

PM Peak Hour	1500 - 1600	1630 - 1730	1530 - 1630	1500 - 1600	1545 - 1645	1600 - 1700	-	1545 - 1645	1515 - 1615	-	-	-	-	1530 - 1630
PM Peak Volume	10	2349	646	24	31	4	0	9	5	0	0	0	0	3026
PM Peak %age	0.33	77.63	21.35	0.79	1.02	0.13	0.00	0.30	0.17	0.00	0.00	0.00	0.00	

User Peak Volume	0	90	8	0	3	0	0	0	0	0	0	0	0	101
User Peak %age	0.00	89.11	7.92	0.00	2.97	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Bi-Directional Class Count || Volume Summary 15min

Merritt Island, FL

Marr Traffic DATA COLLECTION
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Site 1
FL-3 N Courtenay Pkwy,
north of Pioneer Rd

Date
Tuesday, January 27, 2026

Lat/Long
28.398730°, -80.705063°

Weather
Fair
48°F

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0000 - 2400 (Weekday 24h Session) (01-27-2026)
Volume Summary 15min

TIME	Volume Summary 15min NB	SB	15min Total	60min Total
0000 - 0015	14	12	**26**	
0015 - 0030	14	13	**27**	
0030 - 0045	10	18	**28**	
0045 - 0100	10	10	**20**	**101**
0100 - 0115	10	7	**17**	
0115 - 0130	9	6	**15**	
0130 - 0145	6	12	**18**	
0145 - 0200	2	13	**15**	**65**
0200 - 0215	3	8	**11**	
0215 - 0230	14	19	**33**	
0230 - 0245	10	13	**23**	
0245 - 0300	11	10	**21**	**88**
0300 - 0315	12	7	**19**	
0315 - 0330	7	13	**20**	
0330 - 0345	14	12	**26**	
0345 - 0400	9	17	**26**	**91**
0400 - 0415	26	12	**38**	
0415 - 0430	35	18	**53**	
0430 - 0445	65	24	**89**	
0445 - 0500	58	33	**91**	**271**
0500 - 0515	73	39	**112**	
0515 - 0530	108	52	**160**	
0530 - 0545	132	77	**209**	
0545 - 0600	126	81	**207**	**688**
0600 - 0615	105	111	**216**	
0615 - 0630	151	130	**281**	
0630 - 0645	210	149	**359**	
0645 - 0700	186	167	**353**	**1209**
0700 - 0715	224	200	**424**	
0715 - 0730	199	295	**494**	
0730 - 0745	317	364	**681**	
0745 - 0800	276	396	**672**	**2271**
0800 - 0815	338	380	**718**	
0815 - 0830	259	366	**625**	
0830 - 0845	286	327	**613**	
0845 - 0900	241	299	**540**	**2496**
0900 - 0915	246	287	**533**	
0915 - 0930	220	269	**489**	
0930 - 0945	257	266	**523**	
0945 - 1000	204	309	**513**	**2058**
1000 - 1015	239	256	**495**	
1015 - 1030	247	244	**491**	
1030 - 1045	239	262	**501**	
1045 - 1100	242	290	**532**	**2019**
1100 - 1115	228	263	**491**	
1115 - 1130	246	274	**520**	
1130 - 1145	249	245	**494**	
1145 - 1200	271	299	**570**	**2075**

Time	Volume Summary 15min NB	SB	15min Total	60min Total
1200 - 1215	277	259	**536**	
1215 - 1230	303	267	**570**	
1230 - 1245	292	265	**557**	
1245 - 1300	272	267	**539**	**2202**
1300 - 1315	284	278	**562**	
1315 - 1330	264	252	**516**	
1330 - 1345	286	281	**567**	
1345 - 1400	278	268	**546**	**2191**
1400 - 1415	274	270	**544**	
1415 - 1430	293	313	**606**	
1430 - 1445	332	328	**660**	
1445 - 1500	370	316	**686**	**2496**
1500 - 1515	286	307	**593**	
1515 - 1530	320	357	**677**	
1530 - 1545	396	363	**759**	
1545 - 1600	393	388	**781**	**2810**
1600 - 1615	378	359	**737**	
1615 - 1630	324	425	**749**	
1630 - 1645	355	390	**745**	
1645 - 1700	347	384	**731**	**2962**
1700 - 1715	392	397	**789**	
1715 - 1730	374	379	**753**	
1730 - 1745	351	321	**672**	
1745 - 1800	308	353	**661**	**2875**
1800 - 1815	256	317	**573**	
1815 - 1830	248	263	**511**	
1830 - 1845	227	214	**441**	
1845 - 1900	246	179	**425**	**1950**
1900 - 1915	193	144	**337**	
1915 - 1930	195	148	**343**	
1930 - 1945	173	121	**294**	
1945 - 2000	190	107	**297**	**1271**
2000 - 2015	183	106	**289**	
2015 - 2030	117	91	**208**	
2030 - 2045	138	76	**214**	
2045 - 2100	120	70	**190**	**901**
2100 - 2115	98	62	**160**	
2115 - 2130	76	55	**131**	
2130 - 2145	74	49	**123**	
2145 - 2200	67	39	**106**	**520**
2200 - 2215	47	42	**89**	
2215 - 2230	58	40	**98**	
2230 - 2245	43	33	**76**	
2245 - 2300	25	34	**59**	**322**
2300 - 2315	36	19	**55**	
2315 - 2330	33	23	**56**	
2330 - 2345	34	26	**60**	
2345 - 0000	12	27	**39**	**210**

Session Total	17096	17046	**34142**
Session Average	178.08	177.56	**355.65**
Session Percentage	50.07	49.93	

Bi-Directional Class Count || NB EB 60min

Merritt Island, FL

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Weather
Fair
48°F

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0000 - 2400 (Weekday 24h Session) (01-27-2026)
NB EB 60min

	Northbound (Movement 1.1)													
TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	Total
0000 - 0100	0	43	3	0	2	0	0	0	0	0	0	0	0	**48**
0100 - 0200	0	26	0	0	0	0	0	0	1	0	0	0	0	**27**
0200 - 0300	0	34	3	0	1	0	0	0	0	0	0	0	0	**38**
0300 - 0400	0	38	3	0	1	0	0	0	0	0	0	0	0	**42**
0400 - 0500	2	148	33	0	0	0	0	0	1	0	0	0	0	**184**
0500 - 0600	0	356	78	1	0	2	0	0	2	0	0	0	0	**439**
0600 - 0700	1	501	133	11	2	2	0	1	1	0	0	0	0	**652**
0700 - 0800	3	740	240	10	17	1	0	2	3	0	0	0	0	**1016**
0800 - 0900	0	819	269	7	21	2	0	3	3	0	0	0	0	**1124**
0900 - 1000	2	687	214	3	10	5	0	2	4	0	0	0	0	**927**
1000 - 1100	1	675	256	1	17	7	0	6	4	0	0	0	0	**967**
1100 - 1200	1	701	262	0	14	4	0	4	8	0	0	0	0	**994**
1200 - 1300	4	877	245	0	12	2	0	0	4	0	0	0	0	**1144**
1300 - 1400	1	825	266	3	12	0	0	3	2	0	0	0	0	**1112**
1400 - 1500	3	975	256	16	14	0	0	1	4	0	0	0	0	**1269**
1500 - 1600	3	1073	286	13	15	0	0	4	1	0	0	0	0	**1395**
1600 - 1700	2	1103	266	12	17	2	0	1	1	0	0	0	0	**1404**
1700 - 1800	2	1141	270	1	6	0	0	3	2	0	0	0	0	**1425**
1800 - 1900	1	873	96	0	6	0	0	0	1	0	0	0	0	**977**
1900 - 2000	1	668	80	0	2	0	0	0	0	0	0	0	0	**751**
2000 - 2100	0	482	73	0	1	1	0	0	1	0	0	0	0	**558**
2100 - 2200	0	254	58	0	0	0	0	1	2	0	0	0	0	**315**
2200 - 2300	0	138	35	0	0	0	0	0	0	0	0	0	0	**173**
2300 - 2400	0	93	22	0	0	0	0	0	0	0	0	0	0	**115**

Session Total	27	13270	3447	78	170	28	0	31	45	0	0	0	0	**17096**
Session Average	1.13	552.92	143.63	3.25	7.08	1.17	0.00	1.29	1.88	0.00	0.00	0.00	0.00	**712.33**
Session Percentage	0.16	77.62	20.16	0.46	0.99	0.16	0.00	0.18	0.26	0.00	0.00	0.00	0.00	

AM Peak Hour	0700 - 0800	0800 - 0900	0800 - 0900	0600 - 0700	0800 - 0900	0900 - 1000	-	0800 - 0900	0900 - 1000	-	-	-	-	**0800 - 0900**
AM Peak Volume	3	819	269	11	21	5	0	3	4	0	0	0	0	**1124**
AM Peak %age	0.27	72.86	23.93	0.98	1.87	0.44	0.00	0.27	0.36	0.00	0.00	0.00	0.00	

Noon Peak Hour	1200 - 1300	1400 - 1500	1300 - 1400	1400 - 1500	1000 - 1100	1000 - 1100	-	1000 - 1100	1100 - 1200	-	-	-	-	**1400 - 1500**
Noon Peak Volume	4	975	266	16	17	7	0	6	8	0	0	0	0	**1269**
Noon Peak %age	0.32	76.83	20.96	1.26	1.34	0.55	0.00	0.47	0.63	0.00	0.00	0.00	0.00	

PM Peak Hour	1500 - 1600	1700 - 1800	1500 - 1600	1500 - 1600	1600 - 1700	1600 - 1700	-	1500 - 1600	1700 - 1800	-	-	-	-	**1700 - 1800**
PM Peak Volume	3	1141	286	13	17	2	0	4	2	0	0	0	0	**1425**
PM Peak %age	0.21	80.07	20.07	0.91	1.19	0.14	0.00	0.28	0.14	0.00	0.00	0.00	0.00	

Bi-Directional Class Count || SB WB 60min

Merritt Island, FL

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Tuesday, January 27, 2026

Lat/Long
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Weather
Fair
48°F

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0000 - 2400 (Weekday 24h Session) (01-27-2026)
SB WB 60min

	Southbound (Movement 1.2)													
TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	Total
0000 - 0100	0	47	5	0	1	0	0	0	0	0	0	0	0	**53**
0100 - 0200	0	35	2	0	0	0	0	0	1	0	0	0	0	**38**
0200 - 0300	0	41	5	0	2	0	0	0	2	0	0	0	0	**50**
0300 - 0400	0	40	2	0	3	0	0	0	4	0	0	0	0	**49**
0400 - 0500	0	70	16	0	1	0	0	0	0	0	0	0	0	**87**
0500 - 0600	0	209	34	0	2	0	0	1	3	0	0	0	0	**249**
0600 - 0700	0	435	99	11	7	1	0	0	4	0	0	0	0	**557**
0700 - 0800	1	971	247	12	22	1	0	1	0	0	0	0	0	**1255**
0800 - 0900	0	1052	290	9	13	2	0	3	3	0	0	0	0	**1372**
0900 - 1000	1	829	253	9	23	5	0	2	9	0	0	0	0	**1131**
1000 - 1100	0	765	256	2	23	1	0	3	2	0	0	0	0	**1052**
1100 - 1200	1	805	242	5	21	1	0	5	1	0	0	0	0	**1081**
1200 - 1300	2	767	267	3	9	3	0	5	2	0	0	0	0	**1058**
1300 - 1400	2	810	247	3	9	1	0	3	4	0	0	0	0	**1079**
1400 - 1500	0	933	258	17	10	3	0	4	2	0	0	0	0	**1227**
1500 - 1600	7	1086	294	11	9	1	0	4	3	0	0	0	0	**1415**
1600 - 1700	0	1179	350	9	11	2	0	4	3	0	0	0	0	**1558**
1700 - 1800	1	1127	312	2	7	0	0	1	0	0	0	0	0	**1450**
1800 - 1900	0	829	141	0	1	0	0	1	1	0	0	0	0	**973**
1900 - 2000	0	468	50	0	1	0	0	0	1	0	0	0	0	**520**
2000 - 2100	0	302	36	0	1	0	0	0	4	0	0	0	0	**343**
2100 - 2200	0	186	19	0	0	0	0	0	0	0	0	0	0	**205**
2200 - 2300	0	132	17	0	0	0	0	0	0	0	0	0	0	**149**
2300 - 2400	0	79	16	0	0	0	0	0	0	0	0	0	0	**95**

Session Total	15	13197	3458	93	176	21	0	37	49	0	0	0	0	**17046**
Session Average	0.63	549.88	144.08	3.88	7.33	0.88	0.00	1.54	2.04	0.00	0.00	0.00	0.00	**710.25**
Session Percentage	0.09	77.42	20.29	0.55	1.03	0.12	0.00	0.22	0.29	0.00	0.00	0.00	0.00	

AM Peak Hour	0700 - 0800	0800 - 0900	0800 - 0900	0700 - 0800	0900 - 1000	0900 - 1000	-	0800 - 0900	0900 - 1000	-	-	-	-	**0800 - 0900**
AM Peak Volume	1	1052	290	12	23	5	0	3	9	0	0	0	0	**1372**
AM Peak %age	0.07	76.68	21.14	0.87	1.68	0.36	0.00	0.22	0.66	0.00	0.00	0.00	0.00	

Noon Peak Hour	1200 - 1300	1400 - 1500	1200 - 1300	1400 - 1500	1000 - 1100	1200 - 1300	-	1100 - 1200	1300 - 1400	-	-	-	-	**1400 - 1500**
Noon Peak Volume	2	933	267	17	23	3	0	5	4	0	0	0	0	**1227**
Noon Peak %age	0.16	76.04	21.76	1.39	1.87	0.24	0.00	0.41	0.33	0.00	0.00	0.00	0.00	

PM Peak Hour	1500 - 1600	1600 - 1700	1600 - 1700	1500 - 1600	1600 - 1700	1600 - 1700	-	1500 - 1600	1500 - 1600	-	-	-	-	**1600 - 1700**
PM Peak Volume	7	1179	350	11	11	2	0	4	3	0	0	0	0	**1558**
PM Peak %age	0.45	75.67	22.46	0.71	0.71	0.13	0.00	0.26	0.19	0.00	0.00	0.00	0.00	

Bi-Directional Class Count || Bi-Directional 60min

Merritt Island, FL

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0000 - 2400 (Weekday 24h Session) (01-27-2026)
Bi-Directional 60min

	Bi-Directional 60min													
TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	Total
0000 - 0100	0	90	8	0	3	0	0	0	0	0	0	0	0	**101**
0100 - 0200	0	61	2	0	0	0	0	0	2	0	0	0	0	**65**
0200 - 0300	0	75	8	0	3	0	0	0	2	0	0	0	0	**88**
0300 - 0400	0	78	5	0	4	0	0	0	4	0	0	0	0	**91**
0400 - 0500	2	218	49	0	1	0	0	0	1	0	0	0	0	**271**
0500 - 0600	0	565	112	1	2	2	0	1	5	0	0	0	0	**688**
0600 - 0700	1	936	232	22	9	3	0	1	5	0	0	0	0	**1209**
0700 - 0800	4	1711	487	22	39	2	0	3	3	0	0	0	0	**2271**
0800 - 0900	0	1871	559	16	34	4	0	6	6	0	0	0	0	**2496**
0900 - 1000	3	1516	467	12	33	10	0	4	13	0	0	0	0	**2058**
1000 - 1100	1	1440	512	3	40	8	0	9	6	0	0	0	0	**2019**
1100 - 1200	2	1506	504	5	35	5	0	9	9	0	0	0	0	**2075**
1200 - 1300	6	1644	512	3	21	5	0	5	6	0	0	0	0	**2202**
1300 - 1400	3	1635	513	6	21	1	0	6	6	0	0	0	0	**2191**
1400 - 1500	3	1908	514	33	24	3	0	5	6	0	0	0	0	**2496**
1500 - 1600	10	2159	580	24	24	1	0	8	4	0	0	0	0	**2810**
1600 - 1700	2	2282	616	21	28	4	0	5	4	0	0	0	0	**2962**
1700 - 1800	3	2268	582	3	13	0	0	4	2	0	0	0	0	**2875**
1800 - 1900	1	1702	237	0	7	0	0	1	2	0	0	0	0	**1950**
1900 - 2000	1	1136	130	0	3	0	0	0	1	0	0	0	0	**1271**
2000 - 2100	0	784	109	0	2	1	0	0	5	0	0	0	0	**901**
2100 - 2200	0	440	77	0	0	0	0	1	2	0	0	0	0	**520**
2200 - 2300	0	270	52	0	0	0	0	0	0	0	0	0	0	**322**
2300 - 2400	0	172	38	0	0	0	0	0	0	0	0	0	0	**210**

Session Total	42	26467	6905	171	346	49	0	68	94	0	0	0	0	**34142**
Session Average	1.75	1102.79	287.71	7.13	14.42	2.04	0.00	2.83	3.92	0.00	0.00	0.00	0.00	**1422.58**
Session Percentage	0.12	77.52	20.22	0.50	1.01	0.14	0.00	0.20	0.28	0.00	0.00	0.00	0.00	

AM Peak Hour	0700 - 0800	0800 - 0900	0800 - 0900	0600 - 0700	0700 - 0800	0900 - 1000	-	0800 - 0900	0900 - 1000	-	-	-	-	**0800 - 0900**
AM Peak Volume	4	1871	559	22	39	10	0	6	13	0	0	0	0	**2496**
AM Peak %age	0.16	74.96	22.40	0.88	1.56	0.40	0.00	0.24	0.52	0.00	0.00	0.00	0.00	

Noon Peak Hour	1200 - 1300	1400 - 1500	1400 - 1500	1400 - 1500	1000 - 1100	1000 - 1100	-	1000 - 1100	1100 - 1200	-	-	-	-	**1400 - 1500**
Noon Peak Volume	6	1908	514	33	40	8	0	9	9	0	0	0	0	**2496**
Noon Peak %age	0.24	76.44	20.59	1.32	1.60	0.32	0.00	0.36	0.36	0.00	0.00	0.00	0.00	

PM Peak Hour	1500 - 1600	1600 - 1700	1600 - 1700	1500 - 1600	1600 - 1700	1600 - 1700	-	1500 - 1600	1500 - 1600	-	-	-	-	**1600 - 1700**
PM Peak Volume	10	2282	616	24	28	4	0	8	4	0	0	0	0	**2962**
PM Peak %age	0.34	77.04	20.80	0.81	0.95	0.14	0.00	0.27	0.14	0.00	0.00	0.00	0.00	

Bi-Directional Class Count || Volume Summary 60min

Merritt Island, FL

Marr Traffic DATA COLLECTION
www.marrtraffic.com

Site 1
FL-3 N Courtenay Pkwy,
north of Pioneer Rd

Date
Tuesday, January 27, 2026

Lat/Long
28.398730°, -80.705063°

Weather
Fair
48°F

Click here for Detailed Weather

0000 - 2400 (Weekday 24h Session) (01-27-2026)
Volume Summary 60min

	Volume Summary 60min		
TIME	NB	SB	Total
0000 - 0100	48	53	**101**
0100 - 0200	27	38	**65**
0200 - 0300	38	50	**88**
0300 - 0400	42	49	**91**
0400 - 0500	184	87	**271**
0500 - 0600	439	249	**688**
0600 - 0700	652	557	**1209**
0700 - 0800	1016	1255	**2271**
0800 - 0900	1124	1372	**2496**
0900 - 1000	927	1131	**2058**
1000 - 1100	967	1052	**2019**
1100 - 1200	994	1081	**2075**

Session Total	17096	17046	**34142**
Session Average	712.33	710.25	**1422.58**
Session Percentage	50.07	49.93	

	Volume Summary 60min		
Time	NB	SB	Total
1200 - 1300	1144	1058	**2202**
1300 - 1400	1112	1079	**2191**
1400 - 1500	1269	1227	**2496**
1500 - 1600	1395	1415	**2810**
1600 - 1700	1404	1558	**2962**
1700 - 1800	1425	1450	**2875**
1800 - 1900	977	973	**1950**
1900 - 2000	751	520	**1271**
2000 - 2100	558	343	**901**
2100 - 2200	315	205	**520**
2200 - 2300	173	149	**322**
2300 - 2400	115	95	**210**

Bi-Directional Class Count || Graphical Analysis NB EB

Merritt Island, FL

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Site 1

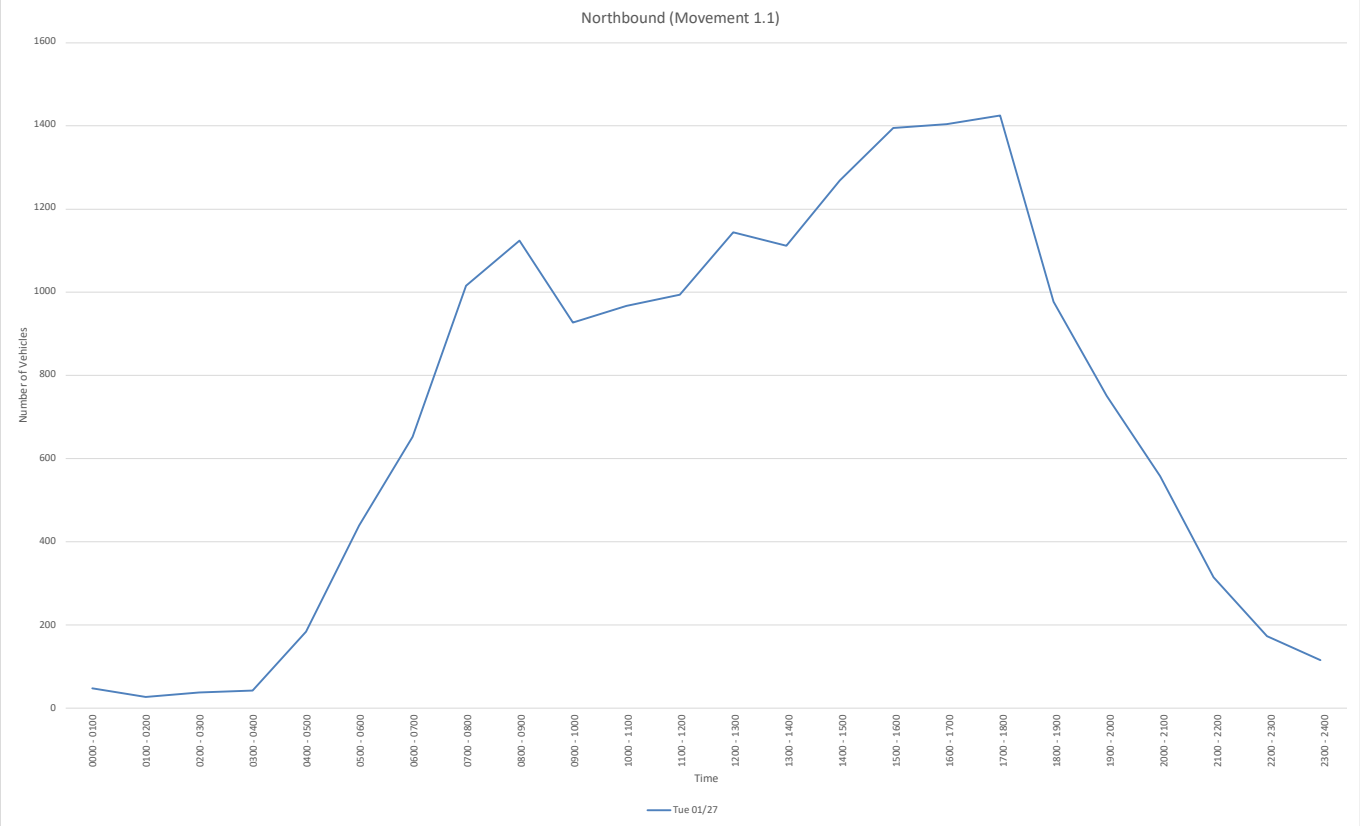
FL-3 N Courtenay Pkwy,
north of Pioneer Rd

Lat/Long

28.398730°, -80.705063°

0000 - 2400 (Weekday 24h Session)

Graphical Analysis NB EB



Time	Tue 01/27						
0000 - 0100	48						
0100 - 0200	27						
0200 - 0300	38						
0300 - 0400	42						
0400 - 0500	184						
0500 - 0600	439						
0600 - 0700	652						
0700 - 0800	1016						
0800 - 0900	1124						
0900 - 1000	927						
1000 - 1100	967						
1100 - 1200	994						
1200 - 1300	1144						
1300 - 1400	1112						
1400 - 1500	1269						
1500 - 1600	1395						
1600 - 1700	1404						
1700 - 1800	1425						
1800 - 1900	977						
1900 - 2000	751						
2000 - 2100	558						
2100 - 2200	315						
2200 - 2300	173						
2300 - 2400	115						

Daily Total	17096						

Bi-Directional Class Count || Graphical Analysis SB WB

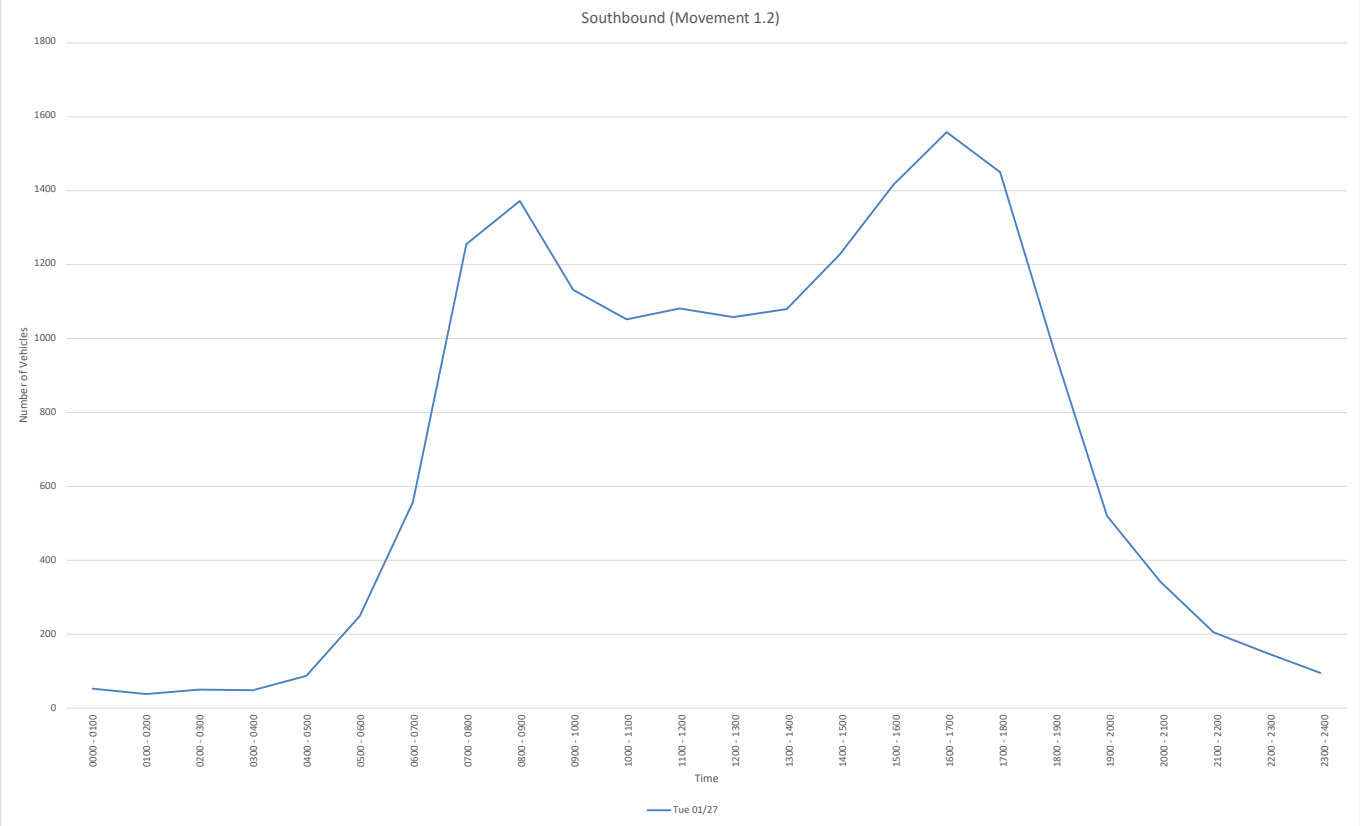
Merritt Island, FL

Marr Traffic DATA COLLECTION
www.marrtraffic.com

Site 1
FL-3 N Courtenay Pkwy,
north of Pioneer Rd

Lat/Long
28.398730°, -80.705063°

0000 - 2400 (Weekday 24h Session)
Graphical Analysis SB WB



Time	Tue 01/27						
0000 - 0100	53						
0100 - 0200	38						
0200 - 0300	50						
0300 - 0400	49						
0400 - 0500	87						
0500 - 0600	249						
0600 - 0700	557						
0700 - 0800	1255						
0800 - 0900	1372						
0900 - 1000	1131						
1000 - 1100	1052						
1100 - 1200	1081						
1200 - 1300	1058						
1300 - 1400	1079						
1400 - 1500	1227						
1500 - 1600	1415						
1600 - 1700	1558						
1700 - 1800	1450						
1800 - 1900	973						
1900 - 2000	520						
2000 - 2100	343						
2100 - 2200	205						
2200 - 2300	149						
2300 - 2400	95						

Daily Total	17046						

Bi-Directional Class Count || Graphical Analysis BiDir

Merritt Island, FL

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Site 1

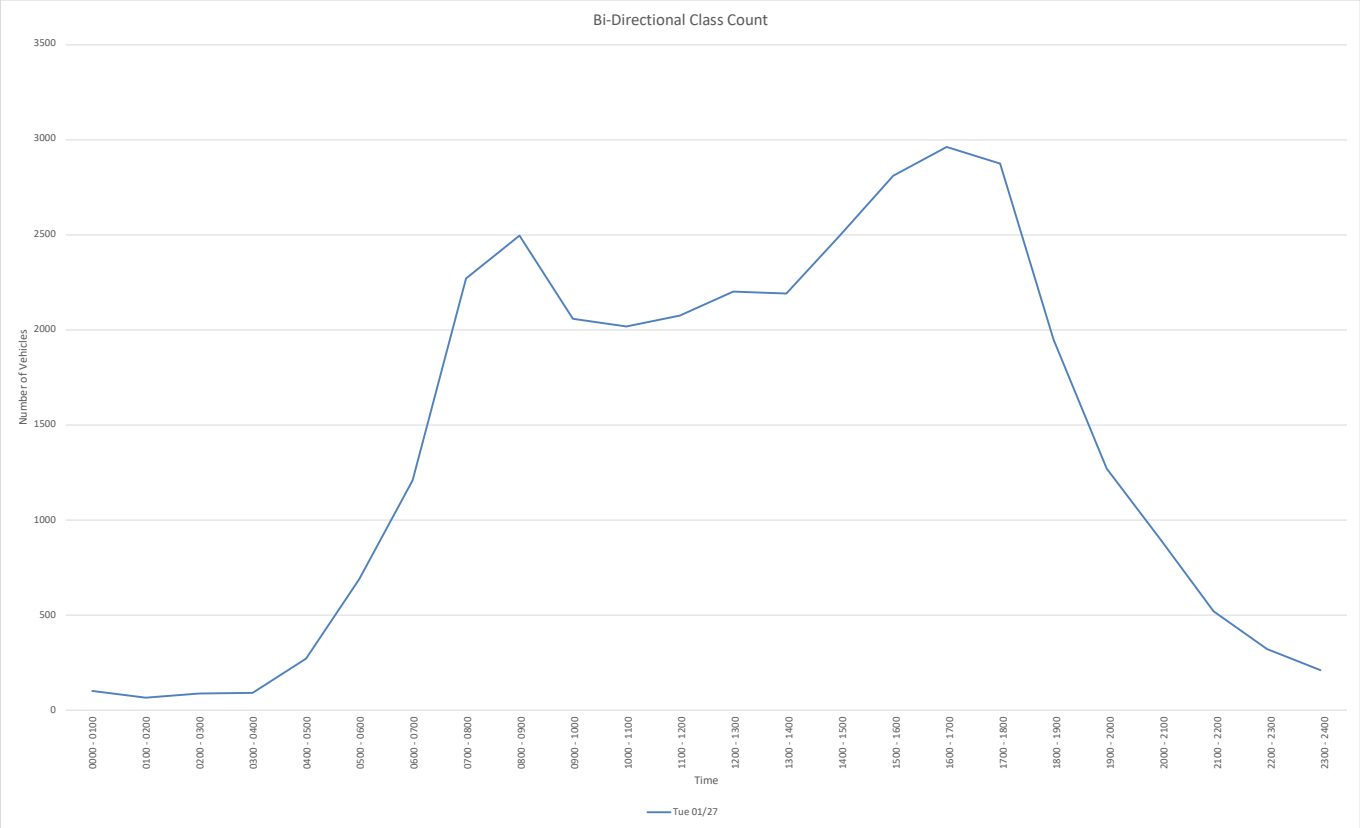
FL-3 N Courtenay Pkwy,
north of Pioneer Rd

Lat/Long

28.398730°, -80.705063°

0000 - 2400 (Weekday 24h Session)

Graphical Analysis BiDir



Time	Tue 01/27						
0000 - 0100	101						
0100 - 0200	65						
0200 - 0300	88						
0300 - 0400	91						
0400 - 0500	271						
0500 - 0600	688						
0600 - 0700	1209						
0700 - 0800	2271						
0800 - 0900	2496						
0900 - 1000	2058						
1000 - 1100	2019						
1100 - 1200	2075						
1200 - 1300	2202						
1300 - 1400	2191						
1400 - 1500	2496						
1500 - 1600	2810						
1600 - 1700	2962						
1700 - 1800	2875						
1800 - 1900	1950						
1900 - 2000	1271						
2000 - 2100	901						
2100 - 2200	520						
2200 - 2300	322						
2300 - 2400	210						

Daily Total	34142						

NB
File Name:
Start Date: 1/27/2026
Start Time: 0
Site Code: 1
Station ID: 1
Location 1: FL-3 N Courtenay Pkwy, north of Pioneer Rd
Location 2:

Date	Time	1	2	3	4	5	6	7	8	9	10	11	12	13
1/27/2026	12:00 AM	0	12	2	0	0	0	0	0	0	0	0	0	0
1/27/2026	12:15 AM	0	13	1	0	0	0	0	0	0	0	0	0	0
1/27/2026	12:30 AM	0	10	0	0	0	0	0	0	0	0	0	0	0
1/27/2026	12:45 AM	0	8	0	0	2	0	0	0	0	0	0	0	0
1/27/2026	1:00 AM	0	10	0	0	0	0	0	0	0	0	0	0	0
1/27/2026	1:15 AM	0	9	0	0	0	0	0	0	0	0	0	0	0
1/27/2026	1:30 AM	0	6	0	0	0	0	0	0	0	0	0	0	0
1/27/2026	1:45 AM	0	1	0	0	0	0	0	0	1	0	0	0	0
1/27/2026	2:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	0
1/27/2026	2:15 AM	0	12	2	0	0	0	0	0	0	0	0	0	0
1/27/2026	2:30 AM	0	10	0	0	0	0	0	0	0	0	0	0	0
1/27/2026	2:45 AM	0	9	1	0	1	0	0	0	0	0	0	0	0
1/27/2026	3:00 AM	0	10	1	0	1	0	0	0	0	0	0	0	0
1/27/2026	3:15 AM	0	7	0	0	0	0	0	0	0	0	0	0	0
1/27/2026	3:30 AM	0	12	2	0	0	0	0	0	0	0	0	0	0
1/27/2026	3:45 AM	0	9	0	0	0	0	0	0	0	0	0	0	0
1/27/2026	4:00 AM	0	21	5	0	0	0	0	0	0	0	0	0	0
1/27/2026	4:15 AM	1	27	6	0	0	0	0	0	1	0	0	0	0
1/27/2026	4:30 AM	1	54	10	0	0	0	0	0	0	0	0	0	0
1/27/2026	4:45 AM	0	46	12	0	0	0	0	0	0	0	0	0	0
1/27/2026	5:00 AM	0	58	11	1	0	2	0	0	1	0	0	0	0
1/27/2026	5:15 AM	0	88	19	0	0	0	0	0	1	0	0	0	0
1/27/2026	5:30 AM	0	110	22	0	0	0	0	0	0	0	0	0	0
1/27/2026	5:45 AM	0	100	26	0	0	0	0	0	0	0	0	0	0
1/27/2026	6:00 AM	1	73	31	0	0	0	0	0	0	0	0	0	0
1/27/2026	6:15 AM	0	125	24	2	0	0	0	0	0	0	0	0	0
1/27/2026	6:30 AM	0	171	34	4	0	0	0	0	1	0	0	0	0
1/27/2026	6:45 AM	0	132	44	5	2	2	0	1	0	0	0	0	0
1/27/2026	7:00 AM	1	172	48	2	1	0	0	0	0	0	0	0	0
1/27/2026	7:15 AM	0	139	52	0	5	1	0	0	2	0	0	0	0
1/27/2026	7:30 AM	2	232	69	6	6	0	0	2	0	0	0	0	0
1/27/2026	7:45 AM	0	197	71	2	5	0	0	0	1	0	0	0	0
1/27/2026	8:00 AM	0	248	83	1	4	1	0	1	0	0	0	0	0
1/27/2026	8:15 AM	0	185	64	2	7	0	0	0	1	0	0	0	0
1/27/2026	8:30 AM	0	207	66	4	6	1	0	1	1	0	0	0	0
1/27/2026	8:45 AM	0	179	56	0	4	0	0	1	1	0	0	0	0
1/27/2026	9:00 AM	1	193	47	0	3	0	0	0	2	0	0	0	0
1/27/2026	9:15 AM	1	165	51	0	1	1	0	0	1	0	0	0	0
1/27/2026	9:30 AM	0	182	66	2	4	3	0	0	0	0	0	0	0
1/27/2026	9:45 AM	0	147	50	1	2	1	0	2	1	0	0	0	0
1/27/2026	10:00 AM	0	166	66	0	4	0	0	1	2	0	0	0	0
1/27/2026	10:15 AM	0	170	64	1	6	2	0	2	2	0	0	0	0
1/27/2026	10:30 AM	0	156	73	0	4	4	0	2	0	0	0	0	0
1/27/2026	10:45 AM	1	183	53	0	3	1	0	1	0	0	0	0	0
1/27/2026	11:00 AM	0	169	52	0	2	2	0	2	1	0	0	0	0
1/27/2026	11:15 AM	0	167	70	0	3	1	0	1	4	0	0	0	0
1/27/2026	11:30 AM	1	176	65	0	5	0	0	1	1	0	0	0	0
1/27/2026	11:45 AM	0	189	75	0	4	1	0	0	2	0	0	0	0
1/27/2026	12:00 PM	1	211	61	0	4	0	0	0	0	0	0	0	0
1/27/2026	12:15 PM	0	232	68	0	2	0	0	0	1	0	0	0	0
1/27/2026	12:30 PM	0	226	59	0	5	0	0	0	2	0	0	0	0
1/27/2026	12:45 PM	3	208	57	0	1	2	0	0	1	0	0	0	0
1/27/2026	1:00 PM	0	208	72	0	3	0	0	1	0	0	0	0	0
1/27/2026	1:15 PM	0	190	66	1	5	0	0	2	0	0	0	0	0
1/27/2026	1:30 PM	1	204	76	0	4	0	0	0	1	0	0	0	0
1/27/2026	1:45 PM	0	223	52	2	0	0	0	0	1	0	0	0	0
1/27/2026	2:00 PM	0	201	62	7	2	0	0	1	1	0	0	0	0
1/27/2026	2:15 PM	2	214	73	0	4	0	0	0	0	0	0	0	0
1/27/2026	2:30 PM	1	272	48	7	2	0	0	0	2	0	0	0	0
1/27/2026	2:45 PM	0	288	73	2	6	0	0	0	1	0	0	0	0
1/27/2026	3:00 PM	0	220	57	2	5	0	0	1	1	0	0	0	0
1/27/2026	3:15 PM	0	242	73	1	4	0	0	0	0	0	0	0	0
1/27/2026	3:30 PM	2	299	85	8	2	0	0	0	0	0	0	0	0
1/27/2026	3:45 PM	1	312	71	2	4	0	0	3	0	0	0	0	0
1/27/2026	4:00 PM	0	298	71	3	6	0	0	0	0	0	0	0	0
1/27/2026	4:15 PM	1	246	70	0	6	1	0	0	0	0	0	0	0
1/27/2026	4:30 PM	0	281	64	6	3	0	0	1	0	0	0	0	0
1/27/2026	4:45 PM	1	278	61	3	2	1	0	0	1	0	0	0	0
1/27/2026	5:00 PM	1	306	83	0	0	0	0	1	1	0	0	0	0
1/27/2026	5:15 PM	0	287	82	1	3	0	0	1	0	0	0	0	0
1/27/2026	5:30 PM	1	291	55	0	2	0	0	1	1	0	0	0	0
1/27/2026	5:45 PM	0	257	50	0	1	0	0	0	0	0	0	0	0
1/27/2026	6:00 PM	1	220	34	0	1	0	0	0	0	0	0	0	0
1/27/2026	6:15 PM	0	229	17	0	2	0	0	0	0	0	0	0	0
1/27/2026	6:30 PM	0	201	25	0	0	0	0	0	1	0	0	0	0
1/27/2026	6:45 PM	0	223	20	0	3	0	0	0	0	0	0	0	0
1/27/2026	7:00 PM	0	173	20	0	0	0	0	0	0	0	0	0	0
1/27/2026	7:15 PM	1	170	23	0	1	0	0	0	0	0	0	0	0
1/27/2026	7:30 PM	0	160	13	0	0	0	0	0	0	0	0	0	0
1/27/2026	7:45 PM	0	165	24	0	1	0	0	0	0	0	0	0	0
1/27/2026	8:00 PM	0	161	20	0	1	1	0	0	0	0	0	0	0
1/27/2026	8:15 PM	0	101	16	0	0	0	0	0	0	0	0	0	0
1/27/2026	8:30 PM	0	118	20	0	0	0	0	0	0	0	0	0	0
1/27/2026	8:45 PM	0	102	17	0	0	0	0	0	1	0	0	0	0
1/27/2026	9:00 PM	0	80	17	0	0	0	0	1	0	0	0	0	0
1/27/2026	9:15 PM	0	60	16	0	0	0	0	0	0	0	0	0	0
1/27/2026	9:30 PM	0	59	14	0	0	0	0	0	1	0	0	0	0
1/27/2026	9:45 PM	0	55	11	0	0	0	0	0	1	0	0	0	0
1/27/2026	10:00 PM	0	40	7	0	0	0	0	0	0	0	0	0	0
1/27/2026	10:15 PM	0	45	13	0	0	0	0	0	0	0	0	0	0
1/27/2026	10:30 PM	0	33	10	0	0	0	0	0	0	0	0	0	0
1/27/2026	10:45 PM	0	20	5	0	0	0	0	0	0	0	0	0	0
1/27/2026	11:00 PM	0	30	6	0	0	0	0	0	0	0	0	0	0
1/27/2026	11:15 PM	0	25	8	0	0	0	0	0	0	0	0	0	0
1/27/2026	11:30 PM	0	28	6	0	0	0	0	0	0	0	0	0	0
1/27/2026	11:45 PM	0	10	2	0	0	0	0	0	0	0	0	0	0

SB
File Name:
Start Date: 1/27/2026
Start Time: 0
Site Code: 1
Station ID: 1
Location 1: FL-3 N Courtenay Pkwy, north of Pioneer Rd
Location 2:

Date	Time	1	2	3	4	5	6	7	8	9	10	11	12	13
1/27/2026	12:00 AM	0	11	1	0	0	0	0	0	0	0	0	0	0
1/27/2026	12:15 AM	0	12	1	0	0	0	0	0	0	0	0	0	0
1/27/2026	12:30 AM	0	15	3	0	0	0	0	0	0	0	0	0	0
1/27/2026	12:45 AM	0	9	0	0	1	0	0	0	0	0	0	0	0
1/27/2026	1:00 AM	0	7	0	0	0	0	0	0	0	0	0	0	0
1/27/2026	1:15 AM	0	6	0	0	0	0	0	0	0	0	0	0	0
1/27/2026	1:30 AM	0	10	1	0	0	0	0	0	1	0	0	0	0
1/27/2026	1:45 AM	0	12	1	0	0	0	0	0	0	0	0	0	0
1/27/2026	2:00 AM	0	8	0	0	0	0	0	0	0	0	0	0	0
1/27/2026	2:15 AM	0	14	3	0	0	0	0	0	2	0	0	0	0
1/27/2026	2:30 AM	0	10	1	0	2	0	0	0	0	0	0	0	0
1/27/2026	2:45 AM	0	9	1	0	0	0	0	0	0	0	0	0	0
1/27/2026	3:00 AM	0	7	0	0	0	0	0	0	0	0	0	0	0
1/27/2026	3:15 AM	0	9	0	0	2	0	0	0	2	0	0	0	0
1/27/2026	3:30 AM	0	11	0	0	0	0	0	0	1	0	0	0	0
1/27/2026	3:45 AM	0	13	2	0	1	0	0	0	1	0	0	0	0
1/27/2026	4:00 AM	0	11	1	0	0	0	0	0	0	0	0	0	0
1/27/2026	4:15 AM	0	15	2	0	1	0	0	0	0	0	0	0	0
1/27/2026	4:30 AM	0	18	6	0	0	0	0	0	0	0	0	0	0
1/27/2026	4:45 AM	0	26	7	0	0	0	0	0	0	0	0	0	0
1/27/2026	5:00 AM	0	29	9	0	1	0	0	0	0	0	0	0	0
1/27/2026	5:15 AM	0	43	8	0	0	0	0	0	1	0	0	0	0
1/27/2026	5:30 AM	0	68	8	0	1	0	0	0	0	0	0	0	0
1/27/2026	5:45 AM	0	69	9	0	0	0	0	1	2	0	0	0	0
1/27/2026	6:00 AM	0	90	19	0	1	0	0	0	1	0	0	0	0
1/27/2026	6:15 AM	0	107	20	1	2	0	0	0	0	0	0	0	0
1/27/2026	6:30 AM	0	110	27	9	2	0	0	0	1	0	0	0	0
1/27/2026	6:45 AM	0	128	33	1	2	1	0	0	2	0	0	0	0
1/27/2026	7:00 AM	0	150	39	5	5	1	0	0	0	0	0	0	0
1/27/2026	7:15 AM	1	210	70	6	7	0	0	1	0	0	0	0	0
1/27/2026	7:30 AM	0	296	62	1	5	0	0	0	0	0	0	0	0
1/27/2026	7:45 AM	0	315	76	0	5	0	0	0	0	0	0	0	0
1/27/2026	8:00 AM	0	298	75	1	4	0	0	1	1	0	0	0	0
1/27/2026	8:15 AM	0	277	80	5	0	1	0	1	2	0	0	0	0
1/27/2026	8:30 AM	0	248	70	1	6	1	0	1	0	0	0	0	0
1/27/2026	8:45 AM	0	229	65	2	3	0	0	0	0	0	0	0	0
1/27/2026	9:00 AM	0	221	52	6	4	1	0	1	2	0	0	0	0
1/27/2026	9:15 AM	0	192	62	3	6	2	0	1	3	0	0	0	0
1/27/2026	9:30 AM	1	191	65	0	5	1	0	0	3	0	0	0	0
1/27/2026	9:45 AM	0	225	74	0	8	1	0	0	1	0	0	0	0
1/27/2026	10:00 AM	0	176	71	2	5	0	0	1	1	0	0	0	0
1/27/2026	10:15 AM	0	178	60	0	4	1	0	1	0	0	0	0	0
1/27/2026	10:30 AM	0	197	62	0	2	0	0	1	0	0	0	0	0
1/27/2026	10:45 AM	0	214	63	0	12	0	0	0	1	0	0	0	0
1/27/2026	11:00 AM	0	198	51	4	7	1	0	2	0	0	0	0	0
1/27/2026	11:15 AM	0	203	65	0	5	0	0	1	0	0	0	0	0
1/27/2026	11:30 AM	0	172	66	1	4	0	0	1	1	0	0	0	0
1/27/2026	11:45 AM	1	232	60	0	5	0	0	1	0	0	0	0	0
1/27/2026	12:00 PM	0	193	58	1	1	2	0	2	2	0	0	0	0
1/27/2026	12:15 PM	0	196	66	1	3	0	0	1	0	0	0	0	0
1/27/2026	12:30 PM	0	186	74	1	2	1	0	1	0	0	0	0	0
1/27/2026	12:45 PM	2	192	69	0	3	0	0	1	0	0	0	0	0
1/27/2026	1:00 PM	0	209	63	2	4	0	0	0	0	0	0	0	0
1/27/2026	1:15 PM	1	190	57	0	2	0	0	0	2	0	0	0	0
1/27/2026	1:30 PM	1	215	59	0	3	0	0	2	1	0	0	0	0
1/27/2026	1:45 PM	0	196	68	1	0	1	0	1	1	0	0	0	0
1/27/2026	2:00 PM	0	197	58	11	3	0	0	1	0	0	0	0	0
1/27/2026	2:15 PM	0	247	62	2	1	0	0	0	1	0	0	0	0
1/27/2026	2:30 PM	0	247	72	1	4	2	0	1	1	0	0	0	0
1/27/2026	2:45 PM	0	242	66	3	2	1	0	2	0	0	0	0	0
1/27/2026	3:00 PM	1	235	58	6	4	1	0	2	0	0	0	0	0
1/27/2026	3:15 PM	1	273	76	2	2	0	0	1	2	0	0	0	0
1/27/2026	3:30 PM	3	274	81	3	2	0	0	0	0	0	0	0	0
1/27/2026	3:45 PM	2	304	79	0	1	0	0	1	1	0	0	0	0
1/27/2026	4:00 PM	0	263	87	4	3	0	0	0	2	0	0	0	0
1/27/2026	4:15 PM	0	314	102	1	3	2	0	3	0	0	0	0	0
1/27/2026	4:30 PM	0	299	83	2	5	0	0	1	0	0	0	0	0
1/27/2026	4:45 PM	0	303	78	2	0	0	0	0	1	0	0	0	0
1/27/2026	5:00 PM	0	298	94	1	4	0	0	0	0	0	0	0	0
1/27/2026	5:15 PM	0	297	82	0	0	0	0	0	0	0	0	0	0
1/27/2026	5:30 PM	1	253	66	0	1	0	0	0	0	0	0	0	0
1/27/2026	5:45 PM	0	279	70	1	2	0	0	1	0	0	0	0	0
1/27/2026	6:00 PM	0	257	58	0	0	0	0	1	1	0	0	0	0
1/27/2026	6:15 PM	0	233	30	0	0	0	0	0	0	0	0	0	0
1/27/2026	6:30 PM	0	185	29	0	0	0	0	0	0	0	0	0	0
1/27/2026	6:45 PM	0	154	24	0	1	0	0	0	0	0	0	0	0
1/27/2026	7:00 PM	0	130	13	0	0	0	0	0	1	0	0	0	0
1/27/2026	7:15 PM	0	133	15	0	0	0	0	0	0	0	0	0	0
1/27/2026	7:30 PM	0	109	12	0	0	0	0	0	0	0	0	0	0
1/27/2026	7:45 PM	0	96	10	0	1	0	0	0	0	0	0	0	0
1/27/2026	8:00 PM	0	92	12	0	1	0	0	0	1	0	0	0	0
1/27/2026	8:15 PM	0	80	10	0	0	0	0	0	1	0	0	0	0
1/27/2026	8:30 PM	0	66	8	0	0	0	0	0	2	0	0	0	0
1/27/2026	8:45 PM	0	64	6	0	0	0	0	0	0	0	0	0	0
1/27/2026	9:00 PM	0	56	6	0	0	0	0	0	0	0	0	0	0
1/27/2026	9:15 PM	0	50	5	0	0	0	0	0	0	0	0	0	0
1/27/2026	9:30 PM	0	45	4	0	0	0	0	0	0	0	0	0	0
1/27/2026	9:45 PM	0	35	4	0	0	0	0	0	0	0	0	0	0
1/27/2026	10:00 PM	0	37	5	0	0	0	0	0	0	0	0	0	0
1/27/2026	10:15 PM	0	36	4	0	0	0	0	0	0	0	0	0	0
1/27/2026	10:30 PM	0	30	3	0	0	0	0	0	0	0	0	0	0
1/27/2026	10:45 PM	0	29	5	0	0	0	0	0	0	0	0	0	0
1/27/2026	11:00 PM	0	15	4	0	0	0	0	0	0	0	0	0	0
1/27/2026	11:15 PM	0	20	3	0	0	0	0	0	0	0	0	0	0
1/27/2026	11:30 PM	0	22	4	0	0	0	0	0	0	0	0	0	0
1/27/2026	11:45 PM	0	22	5	0	0	0	0	0	0	0	0	0	0

NB
File Name:
Start Date: 1/27/2026
Start Time: 0
Site Code: 1
Station ID: 1
Location 1: FL-3 N Courtenay Pkwy, north of Pioneer Rd
Location 2:

Date	Time	1	2	3	4	5	6	7	8	9	10	11	12	13
1/27/2026	12:00 AM	0	43	3	0	2	0	0	0	0	0	0	0	0
1/27/2026	12:15 AM	0	41	1	0	2	0	0	0	0	0	0	0	0
1/27/2026	12:30 AM	0	37	0	0	2	0	0	0	0	0	0	0	0
1/27/2026	12:45 AM	0	33	0	0	2	0	0	0	0	0	0	0	0
1/27/2026	1:00 AM	0	26	0	0	0	0	0	0	1	0	0	0	0
1/27/2026	1:15 AM	0	19	0	0	0	0	0	0	1	0	0	0	0
1/27/2026	1:30 AM	0	22	2	0	0	0	0	0	1	0	0	0	0
1/27/2026	1:45 AM	0	26	2	0	0	0	0	0	1	0	0	0	0
1/27/2026	2:00 AM	0	34	3	0	1	0	0	0	0	0	0	0	0
1/27/2026	2:15 AM	0	41	4	0	2	0	0	0	0	0	0	0	0
1/27/2026	2:30 AM	0	36	2	0	2	0	0	0	0	0	0	0	0
1/27/2026	2:45 AM	0	38	4	0	2	0	0	0	0	0	0	0	0
1/27/2026	3:00 AM	0	38	3	0	1	0	0	0	0	0	0	0	0
1/27/2026	3:15 AM	0	49	7	0	0	0	0	0	0	0	0	0	0
1/27/2026	3:30 AM	1	69	13	0	0	0	0	0	1	0	0	0	0
1/27/2026	3:45 AM	2	111	21	0	0	0	0	0	1	0	0	0	0
1/27/2026	4:00 AM	2	148	33	0	0	0	0	0	1	0	0	0	0
1/27/2026	4:15 AM	2	185	39	1	0	2	0	0	2	0	0	0	0
1/27/2026	4:30 AM	1	246	52	1	0	2	0	0	2	0	0	0	0
1/27/2026	4:45 AM	0	302	64	1	0	2	0	0	2	0	0	0	0
1/27/2026	5:00 AM	0	356	78	1	0	2	0	0	2	0	0	0	0
1/27/2026	5:15 AM	1	371	98	0	0	0	0	0	1	0	0	0	0
1/27/2026	5:30 AM	1	408	103	2	0	0	0	0	0	0	0	0	0
1/27/2026	5:45 AM	1	469	115	6	0	0	0	0	1	0	0	0	0
1/27/2026	6:00 AM	1	501	133	11	2	2	0	1	1	0	0	0	0
1/27/2026	6:15 AM	1	600	150	13	3	2	0	1	1	0	0	0	0
1/27/2026	6:30 AM	1	614	178	11	8	3	0	1	3	0	0	0	0
1/27/2026	6:45 AM	3	675	213	13	14	3	0	3	2	0	0	0	0
1/27/2026	7:00 AM	3	740	240	10	17	1	0	2	3	0	0	0	0
1/27/2026	7:15 AM	2	816	275	9	20	2	0	3	3	0	0	0	0
1/27/2026	7:30 AM	2	862	287	11	22	1	0	3	2	0	0	0	0
1/27/2026	7:45 AM	0	837	284	9	22	2	0	2	3	0	0	0	0
1/27/2026	8:00 AM	0	819	269	7	21	2	0	3	3	0	0	0	0
1/27/2026	8:15 AM	1	764	233	6	20	1	0	2	5	0	0	0	0
1/27/2026	8:30 AM	2	744	220	4	14	2	0	2	5	0	0	0	0
1/27/2026	8:45 AM	2	719	220	2	12	4	0	1	4	0	0	0	0
1/27/2026	9:00 AM	2	687	214	3	10	5	0	2	4	0	0	0	0
1/27/2026	9:15 AM	1	660	233	3	11	5	0	3	4	0	0	0	0
1/27/2026	9:30 AM	0	665	246	4	16	6	0	5	5	0	0	0	0
1/27/2026	9:45 AM	0	639	253	2	16	7	0	7	5	0	0	0	0
1/27/2026	10:00 AM	1	675	256	1	17	7	0	6	4	0	0	0	0
1/27/2026	10:15 AM	1	678	242	1	15	9	0	7	3	0	0	0	0
1/27/2026	10:30 AM	1	675	248	0	12	8	0	6	5	0	0	0	0
1/27/2026	10:45 AM	2	695	240	0	13	4	0	5	6	0	0	0	0
1/27/2026	11:00 AM	1	701	262	0	14	4	0	4	8	0	0	0	0
1/27/2026	11:15 AM	2	743	271	0	16	2	0	2	7	0	0	0	0
1/27/2026	11:30 AM	2	808	269	0	15	1	0	1	4	0	0	0	0
1/27/2026	11:45 AM	1	858	263	0	15	1	0	0	5	0	0	0	0
1/27/2026	12:00 PM	4	877	245	0	12	2	0	0	4	0	0	0	0
1/27/2026	12:15 PM	3	874	256	0	11	2	0	1	4	0	0	0	0
1/27/2026	12:30 PM	3	832	254	1	14	2	0	3	3	0	0	0	0
1/27/2026	12:45 PM	4	810	271	1	13	2	0	3	2	0	0	0	0
1/27/2026	1:00 PM	1	825	266	3	12	0	0	3	2	0	0	0	0
1/27/2026	1:15 PM	1	818	256	10	11	0	0	3	3	0	0	0	0
1/27/2026	1:30 PM	3	842	263	9	10	0	0	1	3	0	0	0	0
1/27/2026	1:45 PM	3	910	235	16	8	0	0	1	4	0	0	0	0
1/27/2026	2:00 PM	3	975	256	16	14	0	0	1	4	0	0	0	0
1/27/2026	2:15 PM	3	994	251	11	17	0	0	1	4	0	0	0	0
1/27/2026	2:30 PM	1	1022	251	12	17	0	0	1	4	0	0	0	0
1/27/2026	2:45 PM	2	1049	288	13	17	0	0	1	2	0	0	0	0
1/27/2026	3:00 PM	3	1073	286	13	15	0	0	4	1	0	0	0	0
1/27/2026	3:15 PM	3	1151	300	14	16	0	0	3	0	0	0	0	0
1/27/2026	3:30 PM	4	1155	297	13	18	1	0	3	0	0	0	0	0
1/27/2026	3:45 PM	2	1137	276	11	19	1	0	4	0	0	0	0	0
1/27/2026	4:00 PM	2	1103	266	12	17	2	0	1	1	0	0	0	0
1/27/2026	4:15 PM	3	1111	278	9	11	2	0	2	2	0	0	0	0
1/27/2026	4:30 PM	2	1152	290	10	8	1	0	3	2	0	0	0	0
1/27/2026	4:45 PM	3	1162	281	4	7	1	0	3	3	0	0	0	0
1/27/2026	5:00 PM	2	1141	270	1	6	0	0	3	2	0	0	0	0
1/27/2026	5:15 PM	2	1055	221	1	7	0	0	2	1	0	0	0	0
1/27/2026	5:30 PM	2	997	156	0	6	0	0	1	1	0	0	0	0
1/27/2026	5:45 PM	1	907	126	0	4	0	0	0	1	0	0	0	0
1/27/2026	6:00 PM	1	873	96	0	6	0	0	0	1	0	0	0	0
1/27/2026	6:15 PM	0	826	82	0	5	0	0	0	1	0	0	0	0
1/27/2026	6:30 PM	1	767	88	0	4	0	0	0	1	0	0	0	0
1/27/2026	6:45 PM	1	726	76	0	4	0	0	0	0	0	0	0	0
1/27/2026	7:00 PM	1	668	80	0	2	0	0	0	0	0	0	0	0
1/27/2026	7:15 PM	1	656	80	0	3	1	0	0	0	0	0	0	0
1/27/2026	7:30 PM	0	587	73	0	2	1	0	0	0	0	0	0	0
1/27/2026	7:45 PM	0	545	80	0	2	1	0	0	0	0	0	0	0
1/27/2026	8:00 PM	0	482	73	0	1	1	0	0	1	0	0	0	0
1/27/2026	8:15 PM	0	401	70	0	0	0	0	1	1	0	0	0	0
1/27/2026	8:30 PM	0	360	70	0	0	0	0	1	1	0	0	0	0
1/27/2026	8:45 PM	0	301	64	0	0	0	0	1	2	0	0	0	0
1/27/2026	9:00 PM	0	254	58	0	0	0	0	1	2	0	0	0	0
1/27/2026	9:15 PM	0	214	48	0	0	0	0	0	2	0	0	0	0
1/27/2026	9:30 PM	0	199	45	0	0	0	0	0	2	0	0	0	0
1/27/2026	9:45 PM	0	173	41	0	0	0	0	0	1	0	0	0	0
1/27/2026	10:00 PM	0	138	35	0	0	0	0	0	0	0	0	0	0
1/27/2026	10:15 PM	0	128	34	0	0	0	0	0	0	0	0	0	0
1/27/2026	10:30 PM	0	108	29	0	0	0	0	0	0	0	0	0	0
1/27/2026	10:45 PM	0	103	25	0	0	0	0	0	0	0	0	0	0
1/27/2026	11:00 PM	0	93	22	0	0	0	0	0	0	0	0	0	0
1/27/2026	11:15 PM	0	63	16	0	0	0	0	0	0	0	0	0	0
1/27/2026	11:30 PM	0	38	8	0	0	0	0	0	0	0	0	0	0
1/27/2026	11:45 PM	0	10	2	0	0	0	0	0	0	0	0	0	0

SB
File Name:
Start Date: 1/27/2026
Start Time: 0
Site Code: 1
Station ID: 1
Location 1: FL-3 N Courtenay Pkwy, north of Pioneer Rd
Location 2:

Date	Time	1	2	3	4	5	6	7	8	9	10	11	12	13
1/27/2026	12:00 AM	0	47	5	0	1	0	0	0	0	0	0	0	0
1/27/2026	12:15 AM	0	43	4	0	1	0	0	0	0	0	0	0	0
1/27/2026	12:30 AM	0	37	3	0	1	0	0	0	0	0	0	0	0
1/27/2026	12:45 AM	0	32	1	0	1	0	0	0	1	0	0	0	0
1/27/2026	1:00 AM	0	35	2	0	0	0	0	0	1	0	0	0	0
1/27/2026	1:15 AM	0	36	2	0	0	0	0	0	1	0	0	0	0
1/27/2026	1:30 AM	0	44	5	0	0	0	0	0	3	0	0	0	0
1/27/2026	1:45 AM	0	44	5	0	2	0	0	0	2	0	0	0	0
1/27/2026	2:00 AM	0	41	5	0	2	0	0	0	2	0	0	0	0
1/27/2026	2:15 AM	0	40	5	0	2	0	0	0	2	0	0	0	0
1/27/2026	2:30 AM	0	35	2	0	4	0	0	0	2	0	0	0	0
1/27/2026	2:45 AM	0	36	1	0	2	0	0	0	3	0	0	0	0
1/27/2026	3:00 AM	0	40	2	0	3	0	0	0	4	0	0	0	0
1/27/2026	3:15 AM	0	44	3	0	3	0	0	0	4	0	0	0	0
1/27/2026	3:30 AM	0	50	5	0	2	0	0	0	2	0	0	0	0
1/27/2026	3:45 AM	0	57	11	0	2	0	0	0	1	0	0	0	0
1/27/2026	4:00 AM	0	70	16	0	1	0	0	0	0	0	0	0	0
1/27/2026	4:15 AM	0	88	24	0	2	0	0	0	0	0	0	0	0
1/27/2026	4:30 AM	0	116	30	0	1	0	0	0	1	0	0	0	0
1/27/2026	4:45 AM	0	166	32	0	2	0	0	0	1	0	0	0	0
1/27/2026	5:00 AM	0	209	34	0	2	0	0	1	3	0	0	0	0
1/27/2026	5:15 AM	0	270	44	0	2	0	0	1	4	0	0	0	0
1/27/2026	5:30 AM	0	334	56	1	4	0	0	1	3	0	0	0	0
1/27/2026	5:45 AM	0	376	75	10	5	0	0	1	4	0	0	0	0
1/27/2026	6:00 AM	0	435	99	11	7	1	0	0	4	0	0	0	0
1/27/2026	6:15 AM	0	495	119	16	11	2	0	0	3	0	0	0	0
1/27/2026	6:30 AM	1	598	169	21	16	2	0	1	3	0	0	0	0
1/27/2026	6:45 AM	1	784	204	13	19	2	0	1	2	0	0	0	0
1/27/2026	7:00 AM	1	971	247	12	22	1	0	1	0	0	0	0	0
1/27/2026	7:15 AM	1	1119	283	8	21	0	0	2	1	0	0	0	0
1/27/2026	7:30 AM	0	1186	293	7	14	1	0	2	3	0	0	0	0
1/27/2026	7:45 AM	0	1138	301	7	15	2	0	3	3	0	0	0	0
1/27/2026	8:00 AM	0	1052	290	9	13	2	0	3	3	0	0	0	0
1/27/2026	8:15 AM	0	975	267	14	13	3	0	3	4	0	0	0	0
1/27/2026	8:30 AM	0	890	249	12	19	4	0	3	5	0	0	0	0
1/27/2026	8:45 AM	1	833	244	11	18	4	0	2	8	0	0	0	0
1/27/2026	9:00 AM	1	829	253	9	23	5	0	2	9	0	0	0	0
1/27/2026	9:15 AM	1	784	272	5	24	4	0	2	8	0	0	0	0
1/27/2026	9:30 AM	1	770	270	2	22	3	0	2	5	0	0	0	0
1/27/2026	9:45 AM	0	776	267	2	19	2	0	3	2	0	0	0	0
1/27/2026	10:00 AM	0	765	256	2	23	1	0	3	2	0	0	0	0
1/27/2026	10:15 AM	0	787	236	4	25	2	0	4	1	0	0	0	0
1/27/2026	10:30 AM	0	812	241	4	26	1	0	4	1	0	0	0	0
1/27/2026	10:45 AM	0	787	245	5	28	1	0	4	2	0	0	0	0
1/27/2026	11:00 AM	1	805	242	5	21	1	0	5	1	0	0	0	0
1/27/2026	11:15 AM	1	800	249	2	15	2	0	5	3	0	0	0	0
1/27/2026	11:30 AM	1	793	250	3	13	2	0	5	3	0	0	0	0
1/27/2026	11:45 AM	1	807	258	3	11	3	0	5	2	0	0	0	0
1/27/2026	12:00 PM	2	767	267	3	9	3	0	5	2	0	0	0	0
1/27/2026	12:15 PM	2	783	272	4	12	1	0	3	0	0	0	0	0
1/27/2026	12:30 PM	3	777	263	3	11	1	0	2	2	0	0	0	0
1/27/2026	12:45 PM	4	806	248	2	12	0	0	3	3	0	0	0	0
1/27/2026	1:00 PM	2	810	247	3	9	1	0	3	4	0	0	0	0
1/27/2026	1:15 PM	2	798	242	12	8	1	0	4	4	0	0	0	0
1/27/2026	1:30 PM	1	855	247	14	7	1	0	4	3	0	0	0	0
1/27/2026	1:45 PM	0	887	260	15	8	3	0	3	3	0	0	0	0
1/27/2026	2:00 PM	0	933	258	17	10	3	0	4	2	0	0	0	0
1/27/2026	2:15 PM	1	971	258	12	11	4	0	5	2	0	0	0	0
1/27/2026	2:30 PM	2	997	272	12	12	4	0	6	3	0	0	0	0
1/27/2026	2:45 PM	5	1024	281	14	10	2	0	5	2	0	0	0	0
1/27/2026	3:00 PM	7	1086	294	11	9	1	0	4	3	0	0	0	0
1/27/2026	3:15 PM	6	1114	323	9	8	0	0	2	5	0	0	0	0
1/27/2026	3:30 PM	5	1155	349	8	9	2	0	4	3	0	0	0	0
1/27/2026	3:45 PM	2	1180	351	7	12	2	0	5	3	0	0	0	0
1/27/2026	4:00 PM	0	1179	350	9	11	2	0	4	3	0	0	0	0
1/27/2026	4:15 PM	0	1214	357	6	12	2	0	4	1	0	0	0	0
1/27/2026	4:30 PM	0	1197	337	5	9	0	0	1	1	0	0	0	0
1/27/2026	4:45 PM	1	1151	320	3	5	0	0	0	1	0	0	0	0
1/27/2026	5:00 PM	1	1127	312	2	7	0	0	1	0	0	0	0	0
1/27/2026	5:15 PM	1	1086	276	1	3	0	0	2	1	0	0	0	0
1/27/2026	5:30 PM	1	1022	224	1	3	0	0	2	1	0	0	0	0
1/27/2026	5:45 PM	0	954	187	1	2	0	0	2	1	0	0	0	0
1/27/2026	6:00 PM	0	829	141	0	1	0	0	1	1	0	0	0	0
1/27/2026	6:15 PM	0	702	96	0	1	0	0	0	1	0	0	0	0
1/27/2026	6:30 PM	0	602	81	0	1	0	0	0	1	0	0	0	0
1/27/2026	6:45 PM	0	526	64	0	1	0	0	0	1	0	0	0	0
1/27/2026	7:00 PM	0	468	50	0	1	0	0	0	1	0	0	0	0
1/27/2026	7:15 PM	0	430	49	0	2	0	0	0	1	0	0	0	0
1/27/2026	7:30 PM	0	377	44	0	2	0	0	0	2	0	0	0	0
1/27/2026	7:45 PM	0	334	40	0	2	0	0	0	4	0	0	0	0
1/27/2026	8:00 PM	0	302	36	0	1	0	0	0	4	0	0	0	0
1/27/2026	8:15 PM	0	266	30	0	0	0	0	0	3	0	0	0	0
1/27/2026	8:30 PM	0	236	25	0	0	0	0	0	2	0	0	0	0
1/27/2026	8:45 PM	0	215	21	0	0	0	0	0	0	0	0	0	0
1/27/2026	9:00 PM	0	186	19	0	0	0	0	0	0	0	0	0	0
1/27/2026	9:15 PM	0	167	18	0	0	0	0	0	0	0	0	0	0
1/27/2026	9:30 PM	0	153	17	0	0	0	0	0	0	0	0	0	0
1/27/2026	9:45 PM	0	138	16	0	0	0	0	0	0	0	0	0	0
1/27/2026	10:00 PM	0	132	17	0	0	0	0	0	0	0	0	0	0
1/27/2026	10:15 PM	0	110	16	0	0	0	0	0	0	0	0	0	0
1/27/2026	10:30 PM	0	94	15	0	0	0	0	0	0	0	0	0	0
1/27/2026	10:45 PM	0	86	16	0	0	0	0	0	0	0	0	0	0
1/27/2026	11:00 PM	0	79	16	0	0	0	0	0	0	0	0	0	0
1/27/2026	11:15 PM	0	64	12	0	0	0	0	0	0	0	0	0	0
1/27/2026	11:30 PM	0	44	9	0	0	0	0	0	0	0	0	0	0
1/27/2026	11:45 PM	0	22	5	0	0	0	0	0	0	0	0	0	0

Peak Hour Turning Movement Count

Merritt Island, FL

Click here for Map

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Thursday, December 11, 2025		
	Fair	61°F
Period	0700 - 0900	APPLY
Peak Hour	0730 - 0830	APPLY
Global PH	0745 - 0845	APPLY

* the Peak Hour Diagram does not include bicycles

Session Parameters

(Drop Down Menu)

Global Peak Hour

Volume

All vehicles

	Northbound						Southbound						Eastbound						Westbound						
	FL-3 N Courtenay Pkwy (South)						FL-3 N Courtenay Pkwy (North)						Pioneer Rd (West)						Pioneer Rd (East)						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	4.1	4.2	4.3		4.4	Total	4.5	4.6	4.7		4.8	Total	4.9	4.10	4.11		4.12	Total	4.13	4.14	4.15		4.16	Total	Total
0000 - 0015	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0015 - 0030	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0030 - 0045	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0045 - 0100	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
Total	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
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Passenger Vehicles (1-3)

	Northbound						Southbound						Eastbound						Westbound						
	FL-3 N Courtenay Pkwy (South)						FL-3 N Courtenay Pkwy (North)						Pioneer Rd (West)						Pioneer Rd (East)						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	4.1	4.2	4.3		4.4	Total	4.5	4.6	4.7		4.8	Total	4.9	4.10	4.11		4.12	Total	4.13	4.14	4.15		4.16	Total	Total
0000 - 0015	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0015 - 0030	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0030 - 0045	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0045 - 0100	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
Total	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
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Single Unit Trucks (4-7)

	Northbound						Southbound						Eastbound						Westbound						
	FL-3 N Courtenay Pkwy (South)						FL-3 N Courtenay Pkwy (North)						Pioneer Rd (West)						Pioneer Rd (East)						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	4.1	4.2	4.3		4.4	Total	4.5	4.6	4.7		4.8	Total	4.9	4.10	4.11		4.12	Total	4.13	4.14	4.15		4.16	Total	Total
0000 - 0015	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0015 - 0030	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0030 - 0045	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0045 - 0100	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
Total	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
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Combination Trucks (8-13)

	Northbound						Southbound						Eastbound						Westbound						
	FL-3 N Courtenay Pkwy (South)						FL-3 N Courtenay Pkwy (North)						Pioneer Rd (West)						Pioneer Rd (East)						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	4.1	4.2	4.3		4.4	Total	4.5	4.6	4.7		4.8	Total	4.9	4.10	4.11		4.12	Total	4.13	4.14	4.15		4.16	Total	Total
0000 - 0015	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0015 - 0030	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0030 - 0045	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0045 - 0100	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
Total	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
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Bicycles

	Northbound						Southbound						Eastbound						Westbound						
	FL-3 N Courtenay Pkwy (South)						FL-3 N Courtenay Pkwy (North)						Pioneer Rd (West)						Pioneer Rd (East)						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	4.1	4.2	4.3		4.4	Total	4.5	4.6	4.7		4.8	Total	4.9	4.10	4.11		4.12	Total	4.13	4.14	4.15		4.16	Total	Total
0000 - 0015	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0015 - 0030	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0030 - 0045	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0045 - 0100	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
Total	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
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Peak Hour Turning Movement Count

Merritt Island, FL

Click here for Map

Marr Traffic DATA COLLECTION

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Thursday, December 11, 2025		
	Fair	61°F
Period	1400 - 1600	APPLY
Peak Hour	1500 - 1600	APPLY
Global PH	1500 - 1600	APPLY

* the Peak Hour Diagram does not include bicycles

Session Parameters

(Drop Down Menu)

Global Peak Hour

Volume

All vehicles

	Northbound						Southbound						Eastbound						Westbound						
	FL-3 N Courtenay Pkwy (South)						FL-3 N Courtenay Pkwy (North)						Pioneer Rd (West)						Pioneer Rd (East)						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	4.1	4.2	4.3		4.4	Total	4.5	4.6	4.7		4.8	Total	4.9	4.10	4.11		4.12	Total	4.13	4.14	4.15		4.16	Total	Total
0000 - 0015	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0015 - 0030	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0030 - 0045	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0045 - 0100	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
Total	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
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Passenger Vehicles (1-3)

	Northbound						Southbound						Eastbound						Westbound						
	FL-3 N Courtenay Pkwy (South)						FL-3 N Courtenay Pkwy (North)						Pioneer Rd (West)						Pioneer Rd (East)						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	4.1	4.2	4.3		4.4	Total	4.5	4.6	4.7		4.8	Total	4.9	4.10	4.11		4.12	Total	4.13	4.14	4.15		4.16	Total	Total
0000 - 0015	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0015 - 0030	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0030 - 0045	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0045 - 0100	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
Total	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
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Single Unit Trucks (4-7)

	Northbound						Southbound						Eastbound						Westbound						
	FL-3 N Courtenay Pkwy (South)						FL-3 N Courtenay Pkwy (North)						Pioneer Rd (West)						Pioneer Rd (East)						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	4.1	4.2	4.3		4.4	Total	4.5	4.6	4.7		4.8	Total	4.9	4.10	4.11		4.12	Total	4.13	4.14	4.15		4.16	Total	Total
0000 - 0015	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0015 - 0030	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0030 - 0045	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0045 - 0100	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
Total	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
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Combination Trucks (8-13)

	Northbound						Southbound						Eastbound						Westbound						
	FL-3 N Courtenay Pkwy (South)						FL-3 N Courtenay Pkwy (North)						Pioneer Rd (West)						Pioneer Rd (East)						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	4.1	4.2	4.3		4.4	Total	4.5	4.6	4.7		4.8	Total	4.9	4.10	4.11		4.12	Total	4.13	4.14	4.15		4.16	Total	Total
0000 - 0015	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0015 - 0030	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0030 - 0045	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0045 - 0100	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
Total	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
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Bicycles

	Northbound						Southbound						Eastbound						Westbound						
	FL-3 N Courtenay Pkwy (South)						FL-3 N Courtenay Pkwy (North)						Pioneer Rd (West)						Pioneer Rd (East)						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	4.1	4.2	4.3		4.4	Total	4.5	4.6	4.7		4.8	Total	4.9	4.10	4.11		4.12	Total	4.13	4.14	4.15		4.16	Total	Total
0000 - 0015	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0015 - 0030	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0030 - 0045	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0045 - 0100	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
Total	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
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Peak Hour Turning Movement Count

Merritt Island, FL

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Marr Traffic DATA COLLECTION

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Thursday, December 11, 2025		
	Fair	61°F
Period	1600 - 1800	APPLY
Peak Hour	1615 - 1715	APPLY
Global PH	1600 - 1700	APPLY

* the Peak Hour Diagram does not include bicycles

Session Parameters

(Drop Down Menu)

Global Peak Hour

Volume

All vehicles

	Northbound						Southbound						Eastbound						Westbound						
	FL-3 N Courtenay Pkwy (South)						FL-3 N Courtenay Pkwy (North)						Pioneer Rd (West)						Pioneer Rd (East)						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	4.1	4.2	4.3		4.4	Total	4.5	4.6	4.7		4.8	Total	4.9	4.10	4.11		4.12	Total	4.13	4.14	4.15		4.16	Total	Total
0000 - 0015	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0015 - 0030	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0030 - 0045	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0045 - 0100	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
Total	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
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Passenger Vehicles (1-3)

	Northbound						Southbound						Eastbound						Westbound						
	FL-3 N Courtenay Pkwy (South)						FL-3 N Courtenay Pkwy (North)						Pioneer Rd (West)						Pioneer Rd (East)						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	4.1	4.2	4.3		4.4	Total	4.5	4.6	4.7		4.8	Total	4.9	4.10	4.11		4.12	Total	4.13	4.14	4.15		4.16	Total	Total
0000 - 0015	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0015 - 0030	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0030 - 0045	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0045 - 0100	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
Total	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
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Single Unit Trucks (4-7)

	Northbound						Southbound						Eastbound						Westbound						
	FL-3 N Courtenay Pkwy (South)						FL-3 N Courtenay Pkwy (North)						Pioneer Rd (West)						Pioneer Rd (East)						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	4.1	4.2	4.3		4.4	Total	4.5	4.6	4.7		4.8	Total	4.9	4.10	4.11		4.12	Total	4.13	4.14	4.15		4.16	Total	Total
0000 - 0015	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0015 - 0030	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0030 - 0045	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0045 - 0100	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
Total	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
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Combination Trucks (8-13)

	Northbound						Southbound						Eastbound						Westbound						
	FL-3 N Courtenay Pkwy (South)						FL-3 N Courtenay Pkwy (North)						Pioneer Rd (West)						Pioneer Rd (East)						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	4.1	4.2	4.3		4.4	Total	4.5	4.6	4.7		4.8	Total	4.9	4.10	4.11		4.12	Total	4.13	4.14	4.15		4.16	Total	Total
0000 - 0015	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0015 - 0030	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0030 - 0045	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0045 - 0100	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
Total	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
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Bicycles

	Northbound						Southbound						Eastbound						Westbound						
	FL-3 N Courtenay Pkwy (South)						FL-3 N Courtenay Pkwy (North)						Pioneer Rd (West)						Pioneer Rd (East)						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	4.1	4.2	4.3		4.4	Total	4.5	4.6	4.7		4.8	Total	4.9	4.10	4.11		4.12	Total	4.13	4.14	4.15		4.16	Total	Total
0000 - 0015	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0015 - 0030	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0030 - 0045	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0045 - 0100	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
Total	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
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Classified Turn Movement Count || All vehicles

Merritt Island, FL

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Site 4
FL-3 N Courtenay Pkwy (South)
FL-3 N Courtenay Pkwy (North)
Pioneer Rd (West)
Pioneer Rd (East)

Date
Thursday, December 11, 2025

Lat/Long
28.398035°, -80.704930°
Click here for Map

Weather
Fair
61°F
Click here for Detailed Weather

0700 - 0900 (Weekday 2h Session) (12-11-2025)
All vehicles

	Northbound FL-3 N Courtenay Pkwy (South)					Southbound FL-3 N Courtenay Pkwy (North)					Eastbound Pioneer Rd (West)					Westbound Pioneer Rd (East)					
TIME	Left 4.1	Thru 4.2	Right 4.3	U-Turn 4.4	App Total	Left 4.5	Thru 4.6	Right 4.7	U-Turn 4.8	App Total	Left 4.9	Thru 4.10	Right 4.11	U-Turn 4.12	App Total	Left 4.13	Thru 4.14	Right 4.15	U-Turn 4.16	App Total	Int Total
0700 - 0715	8	161	2	0	171	28	136	5	0	169	11	2	5	0	18	7	5	25	0	37	395
0715 - 0730	6	169	14	0	189	53	239	12	0	304	12	6	6	0	24	17	3	24	0	44	561
0730 - 0745	8	233	27	0	268	69	259	7	0	335	17	9	9	0	35	37	6	58	0	101	739
0745 - 0800	5	172	30	1	208	95	308	10	0	413	22	16	6	0	44	59	14	72	0	145	810
Hourly Total	27	735	73	1	**836**	245	942	34	0	**1221**	62	33	26	0	**121**	120	28	179	0	**327**	**2505**
0800 - 0815	11	228	13	0	252	23	340	9	0	372	16	2	10	0	28	39	13	33	0	85	737
0815 - 0830	4	247	14	1	266	25	359	3	0	387	20	3	5	0	28	35	3	14	0	52	733
0830 - 0845	4	253	13	0	270	29	309	7	0	345	22	3	5	0	30	12	4	17	0	33	678
0845 - 0900	6	218	12	0	236	20	303	5	0	328	19	4	7	0	30	22	4	17	0	43	637
Hourly Total	25	946	52	1	**1024**	97	1311	24	0	**1432**	77	12	27	0	**116**	108	24	81	0	**213**	**2785**
Grand Total	52	1681	125	2	**1860**	342	2253	58	0	**2653**	139	45	53	0	**237**	228	52	260	0	**540**	**5290**
Approach %	2.80	90.38	6.72	0.11	-	12.89	84.92	2.19	0.00	-	58.65	18.99	22.36	0.00	-	42.22	9.63	48.15	0.00	-	
Intersection %	0.98	31.78	2.36	0.04	35.16	6.47	42.59	1.10	0.00	50.15	2.63	0.85	1.00	0.00	4.48	4.31	0.98	4.91	0.00	10.21	
Heavy Vehicle %	13	3	1	0	**3**	2	4	7	-	**4**	5	2	2	-	**4**	2	4	2	-	**2**	**3**
PHF	0.55	0.89	0.58	0.50	**0.92**	0.45	0.92	0.73	0.00	**0.92**	0.91	0.38	0.65	0.00	**0.74**	0.61	0.61	0.47	0.00	**0.54**	**0.91**
Peak Hour Total	24	900	70	2	**996**	172	1316	29	0	**1517**	80	24	26	0	**130**	145	34	136	0	**315**	**2958**
Peak Hour HV %	25	3	1	0	**3**	1	3	7	0	**3**	3	4	0	0	**2**	0	6	0	0	**1**	**3**

1400 - 1600 (Weekday 2h Session) (12-11-2025)
All vehicles

	Northbound FL-3 N Courtenay Pkwy (South)					Southbound FL-3 N Courtenay Pkwy (North)					Eastbound Pioneer Rd (West)					Westbound Pioneer Rd (East)					
TIME	Left 4.1	Thru 4.2	Right 4.3	U-Turn 4.4	App Total	Left 4.5	Thru 4.6	Right 4.7	U-Turn 4.8	App Total	Left 4.9	Thru 4.10	Right 4.11	U-Turn 4.12	App Total	Left 4.13	Thru 4.14	Right 4.15	U-Turn 4.16	App Total	Int Total
1400 - 1415	15	252	26	0	293	26	283	6	0	315	17	2	3	0	22	17	1	21	0	39	669
1415 - 1430	7	271	27	0	305	40	293	7	0	340	16	3	5	0	24	22	2	10	0	34	703
1430 - 1445	12	294	30	0	336	49	286	13	0	348	17	4	10	0	31	40	7	59	0	106	821
1445 - 1500	8	293	22	0	323	18	300	6	0	324	15	1	6	0	22	40	4	48	0	92	761
Hourly Total	42	1110	105	0	**1257**	133	1162	32	0	**1327**	65	10	24	0	**99**	119	14	138	0	**271**	**2954**
1500 - 1515	7	256	23	0	286	18	325	5	0	348	26	4	12	0	42	29	3	20	0	52	728
1515 - 1530	10	307	18	0	335	29	348	11	0	388	23	5	7	0	35	25	3	19	0	47	805
1530 - 1545	8	336	14	0	358	24	365	10	0	399	25	7	6	0	38	27	4	31	0	62	857
1545 - 1600	18	374	14	0	406	21	331	5	0	357	36	2	8	0	46	31	10	30	0	71	880
Hourly Total	43	1273	69	0	**1385**	92	1369	31	0	**1492**	110	18	33	0	**161**	112	20	100	0	**232**	**3270**
Grand Total	85	2383	174	0	**2642**	225	2531	63	0	**2819**	175	28	57	0	**260**	231	34	238	0	**503**	**6224**
Approach %	3.22	90.20	6.59	0.00	-	7.98	89.78	2.23	0.00	-	67.31	10.77	21.92	0.00	-	45.92	6.76	47.32	0.00	-	
Intersection %	1.37	38.29	2.80	0.00	42.45	3.62	40.67	1.01	0.00	45.29	2.81	0.45	0.92	0.00	4.18	3.71	0.55	3.82	0.00	8.08	
Heavy Vehicle %	8	2	2	-	**2**	0	2	8	-	**2**	5	4	4	-	**4**	2	9	5	-	**4**	**2**
PHF	0.60	0.85	0.75	0.00	**0.85**	0.79	0.94	0.70	0.00	**0.93**	0.76	0.64	0.69	0.00	**0.88**	0.90	0.50	0.81	0.00	**0.82**	**0.93**
Peak Hour Total	43	1273	69	0	**1385**	92	1369	31	0	**1492**	110	18	33	0	**161**	112	20	100	0	**232**	**3270**
Peak Hour HV %	5	2	1	0	**2**	0	1	0	0	**1**	1	6	3	0	**2**	2	5	4	0	**3**	**2**

1600 - 1800 (Weekday 2h Session) (12-11-2025)
All vehicles

	Northbound FL-3 N Courtenay Pkwy (South)					Southbound FL-3 N Courtenay Pkwy (North)					Eastbound Pioneer Rd (West)					Westbound Pioneer Rd (East)					
TIME	Left 4.1	Thru 4.2	Right 4.3	U-Turn 4.4	App Total	Left 4.5	Thru 4.6	Right 4.7	U-Turn 4.8	App Total	Left 4.9	Thru 4.10	Right 4.11	U-Turn 4.12	App Total	Left 4.13	Thru 4.14	Right 4.15	U-Turn 4.16	App Total	Int Total
1600 - 1615	14	351	24	0	389	21	350	5	0	376	19	5	8	0	32	19	5	20	0	44	841
1615 - 1630	6	342	26	0	374	29	350	13	0	392	25	2	8	0	35	17	2	25	0	44	845
1630 - 1645	7	315	18	0	340	23	344	11	0	378	31	5	6	0	42	22	7	22	0	51	811
1645 - 1700	8	276	23	0	307	23	363	2	1	389	26	7	6	0	39	41	4	26	0	71	806
Hourly Total	35	1284	91	0	**1410**	96	1407	31	1	**1535**	101	19	28	0	**148**	99	18	93	0	**210**	**3303**
1700 - 1715	10	376	15	0	401	21	332	7	1	361	25	3	10	0	38	22	5	26	0	53	853
1715 - 1730	6	309	22	0	337	23	378	6	1	408	17	8	6	0	31	29	6	19	0	54	830
1730 - 1745	4	276	13	0	293	17	356	7	0	380	25	5	10	0	40	26	3	20	0	49	762
1745 - 1800	9	273	14	0	296	9	353	3	0	365	13	2	5	0	20	24	2	9	0	35	716
Hourly Total	29	1234	64	0	**1327**	70	1419	23	2	**1514**	80	18	31	0	**129**	101	16	74	0	**191**	**3161**
Grand Total	64	2518	155	0	**2737**	166	2826	54	3	**3049**	181	37	59	0	**277**	200	34	167	0	**401**	**6464**
Approach %	2.34	92.00	5.66	0.00	-	5.44	92.69	1.77	0.10	-	65.34	13.36	21.30	0.00	-	49.88	8.48	41.65	0.00	-	
Intersection %	0.99	38.95	2.40	0.00	42.34	2.57	43.72	0.84	0.05	47.17	2.80	0.57	0.91	0.00	4.29	3.09	0.53	2.58	0.00	6.20	
Heavy Vehicle %	8	2	0	-	**2**	1	1	9	0	**1**	4	0	3	-	**3**	1	0	4	-	**2**	**2**
PHF	0.63	0.91	0.88	0.00	**0.91**	0.83	0.97	0.60	0.25	**0.98**	0.81	0.68	0.88	0.00	**0.88**	0.60	0.64	0.89	0.00	**0.74**	**0.98**
Peak Hour Total	35	1284	91	0	**1410**	96	1407	31	1	**1535**	101	19	28	0	**148**	99	18	93	0	**210**	**3303**
Peak Hour HV %	11	2	0	0	**2**	2	2	3	0	**2**	6	0	4	0	**5**	1	0	6	0	**3**	**2**

Classified Turn Movement Count || Passenger Vehicles (1-3)

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Merritt Island, FL

Site 4
FL-3 N Courtenay Pkwy (South)
FL-3 N Courtenay Pkwy (North)
Pioneer Rd (West)
Pioneer Rd (East)

Date
Thursday, December 11, 2025

Lat/Long
28.398035°, -80.704930°
Click here for Map

Weather
Fair
61°F
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0700 - 0900 (Weekday 2h Session) (12-11-2025)

Passenger Vehicles (1-3)

	Northbound FL-3 N Courtenay Pkwy (South)					Southbound FL-3 N Courtenay Pkwy (North)					Eastbound Pioneer Rd (West)					Westbound Pioneer Rd (East)					
TIME	Left 4.1	Thru 4.2	Right 4.3	U-Turn 4.4	App Total	Left 4.5	Thru 4.6	Right 4.7	U-Turn 4.8	App Total	Left 4.9	Thru 4.10	Right 4.11	U-Turn 4.12	App Total	Left 4.13	Thru 4.14	Right 4.15	U-Turn 4.16	App Total	Int Total
0700 - 0715	7	158	2	0	167	25	127	4	0	156	9	2	5	0	16	7	5	25	0	37	376
0715 - 0730	6	166	14	0	186	53	220	11	0	284	11	6	5	0	22	15	3	24	0	42	534
0730 - 0745	8	228	27	0	263	67	250	7	0	324	16	9	9	0	34	36	6	53	0	95	716
0745 - 0800	5	165	30	1	201	94	302	10	0	406	22	16	6	0	44	59	13	72	0	144	795
Hourly Total	26	717	73	1	**817**	239	899	32	0	**1170**	58	33	25	0	**116**	117	27	174	0	**318**	**2421**
0800 - 0815	10	223	13	0	246	23	329	7	0	359	16	2	10	0	28	39	12	33	0	84	717
0815 - 0830	0	241	14	1	256	24	347	3	0	374	18	2	5	0	25	35	3	14	0	52	707
0830 - 0845	3	245	12	0	260	29	299	7	0	335	22	3	5	0	30	12	4	17	0	33	658
0845 - 0900	6	211	12	0	229	20	292	5	0	317	18	4	7	0	29	21	4	17	0	42	617
Hourly Total	19	920	51	1	**991**	96	1267	22	0	**1385**	74	11	27	0	**112**	107	23	81	0	**211**	**2699**
Grand Total	45	1637	124	2	**1808**	335	2166	54	0	**2555**	132	44	52	0	**228**	224	50	255	0	**529**	**5120**
Approach %	2.49	90.54	6.86	0.11	-	13.11	84.77	2.11	0.00	-	57.89	19.30	22.81	0.00	-	42.34	9.45	48.20	0.00	-	
Intersection %	0.88	31.97	2.42	0.04	35.31	6.54	42.30	1.05	0.00	49.90	2.58	0.86	1.02	0.00	4.45	4.38	0.98	4.98	0.00	10.33	

1400 - 1600 (Weekday 2h Session) (12-11-2025)

Passenger Vehicles (1-3)

	Northbound FL-3 N Courtenay Pkwy (South)					Southbound FL-3 N Courtenay Pkwy (North)					Eastbound Pioneer Rd (West)					Westbound Pioneer Rd (East)					
TIME	Left 4.1	Thru 4.2	Right 4.3	U-Turn 4.4	App Total	Left 4.5	Thru 4.6	Right 4.7	U-Turn 4.8	App Total	Left 4.9	Thru 4.10	Right 4.11	U-Turn 4.12	App Total	Left 4.13	Thru 4.14	Right 4.15	U-Turn 4.16	App Total	Int Total
1400 - 1415	13	245	26	0	284	26	277	6	0	309	13	2	3	0	18	16	1	20	0	37	648
1415 - 1430	7	266	27	0	300	40	286	7	0	333	16	3	5	0	24	22	2	10	0	34	691
1430 - 1445	10	286	29	0	325	49	283	10	0	342	15	4	10	0	29	40	5	52	0	97	793
1445 - 1500	7	288	21	0	316	18	295	4	0	317	14	1	5	0	20	39	4	48	0	91	744
Hourly Total	37	1085	103	0	**1225**	133	1141	27	0	**1301**	58	10	23	0	**91**	117	12	130	0	**259**	**2876**
1500 - 1515	5	255	23	0	283	18	318	5	0	341	26	4	12	0	42	28	3	18	0	49	715
1515 - 1530	10	302	17	0	329	29	342	11	0	382	23	4	6	0	33	25	3	18	0	46	790
1530 - 1545	8	323	14	0	345	24	361	10	0	395	24	7	6	0	37	26	4	31	0	61	838
1545 - 1600	18	369	14	0	401	21	327	5	0	353	36	2	8	0	46	31	9	29	0	69	869
Hourly Total	41	1249	68	0	**1358**	92	1348	31	0	**1471**	109	17	32	0	**158**	110	19	96	0	**225**	**3212**
Grand Total	78	2334	171	0	**2583**	225	2489	58	0	**2772**	167	27	55	0	**249**	227	31	226	0	**484**	**6088**
Approach %	3.02	90.36	6.62	0.00	-	8.12	89.79	2.09	0.00	-	67.07	10.84	22.09	0.00	-	46.90	6.40	46.69	0.00	-	
Intersection %	1.28	38.34	2.81	0.00	42.43	3.70	40.88	0.95	0.00	45.53	2.74	0.44	0.90	0.00	4.09	3.73	0.51	3.71	0.00	7.95	

1600 - 1800 (Weekday 2h Session) (12-11-2025)

Passenger Vehicles (1-3)

	Northbound FL-3 N Courtenay Pkwy (South)					Southbound FL-3 N Courtenay Pkwy (North)					Eastbound Pioneer Rd (West)					Westbound Pioneer Rd (East)					
TIME	Left 4.1	Thru 4.2	Right 4.3	U-Turn 4.4	App Total	Left 4.5	Thru 4.6	Right 4.7	U-Turn 4.8	App Total	Left 4.9	Thru 4.10	Right 4.11	U-Turn 4.12	App Total	Left 4.13	Thru 4.14	Right 4.15	U-Turn 4.16	App Total	Int Total
1600 - 1615	14	345	24	0	383	21	343	5	0	369	18	5	7	0	30	19	5	20	0	44	826
1615 - 1630	4	336	26	0	366	28	343	13	0	384	22	2	8	0	32	17	2	23	0	42	824
1630 - 1645	7	306	18	0	331	22	338	10	0	370	31	5	6	0	42	22	7	20	0	49	792
1645 - 1700	6	274	23	0	303	23	357	2	1	383	24	7	6	0	37	40	4	24	0	68	791
Hourly Total	31	1261	91	0	**1383**	94	1381	30	1	**1506**	95	19	27	0	**141**	98	18	87	0	**203**	**3233**
1700 - 1715	9	372	15	0	396	21	330	6	1	358	25	3	10	0	38	22	5	25	0	52	844
1715 - 1730	6	302	22	0	330	23	377	6	1	407	16	8	5	0	29	29	6	19	0	54	820
1730 - 1745	4	272	13	0	289	17	354	5	0	376	25	5	10	0	40	26	3	20	0	49	754
1745 - 1800	9	270	14	0	293	9	351	2	0	362	13	2	5	0	20	24	2	9	0	35	710
Hourly Total	28	1216	64	0	**1308**	70	1412	19	2	**1503**	79	18	30	0	**127**	101	16	73	0	**190**	**3128**
Grand Total	59	2477	155	0	**2691**	164	2793	49	3	**3009**	174	37	57	0	**268**	199	34	160	0	**393**	**6361**
Approach %	2.19	92.05	5.76	0.00	-	5.45	92.82	1.63	0.10	-	64.93	13.81	21.27	0.00	-	50.64	8.65	40.71	0.00	-	
Intersection %	0.93	38.94	2.44	0.00	42.30	2.58	43.91	0.77	0.05	47.30	2.74	0.58	0.90	0.00	4.21	3.13	0.53	2.52	0.00	6.18	

Classified Turn Movement Count || Single Unit Trucks (4-7)

Merritt Island, FL

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Site 4
FL-3 N Courtenay Pkwy (South)
FL-3 N Courtenay Pkwy (North)
Pioneer Rd (West)
Pioneer Rd (East)

Date
Thursday, December 11, 2025

Lat/Long
28.398035°, -80.704930°
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0700 - 0900 (Weekday 2h Session) (12-11-2025)
Single Unit Trucks (4-7)

	Northbound FL-3 N Courtenay Pkwy (South)					Southbound FL-3 N Courtenay Pkwy (North)					Eastbound Pioneer Rd (West)					Westbound Pioneer Rd (East)					
TIME	Left 4.1	Thru 4.2	Right 4.3	U-Turn 4.4	App Total	Left 4.5	Thru 4.6	Right 4.7	U-Turn 4.8	App Total	Left 4.9	Thru 4.10	Right 4.11	U-Turn 4.12	App Total	Left 4.13	Thru 4.14	Right 4.15	U-Turn 4.16	App Total	Int Total
0700 - 0715	1	2	0	0	3	3	5	1	0	9	2	0	0	0	2	0	0	0	0	0	14
0715 - 0730	0	3	0	0	3	0	15	1	0	16	1	0	1	0	2	2	0	0	0	2	23
0730 - 0745	0	3	0	0	3	2	8	0	0	10	1	0	0	0	1	1	0	5	0	6	20
0745 - 0800	0	5	0	0	5	1	5	0	0	6	0	0	0	0	0	0	1	0	0	1	12
Hourly Total	1	13	0	0	**14**	6	33	2	0	**41**	4	0	1	0	**5**	3	1	5	0	**9**	**69**
0800 - 0815	1	4	0	0	5	0	10	2	0	12	0	0	0	0	0	0	1	0	0	1	18
0815 - 0830	4	5	0	0	9	0	11	0	0	11	2	1	0	0	3	0	0	0	0	0	23
0830 - 0845	1	7	1	0	9	0	7	0	0	7	0	0	0	0	0	0	0	0	0	0	16
0845 - 0900	0	6	0	0	6	0	9	0	0	9	1	0	0	0	1	1	0	0	0	1	17
Hourly Total	6	22	1	0	**29**	0	37	2	0	**39**	3	1	0	0	**4**	1	1	0	0	**2**	**74**
Grand Total	7	35	1	0	**43**	6	70	4	0	**80**	7	1	1	0	**9**	4	2	5	0	**11**	**143**
Approach %	16.28	81.40	2.33	0.00	-	7.50	87.50	5.00	0.00	-	77.78	11.11	11.11	0.00	-	36.36	18.18	45.45	0.00	-	
Intersection %	4.90	24.48	0.70	0.00	30.07	4.20	48.95	2.80	0.00	55.94	4.90	0.70	0.70	0.00	6.29	2.80	1.40	3.50	0.00	7.69	

1400 - 1600 (Weekday 2h Session) (12-11-2025)
Single Unit Trucks (4-7)

	Northbound FL-3 N Courtenay Pkwy (South)					Southbound FL-3 N Courtenay Pkwy (North)					Eastbound Pioneer Rd (West)					Westbound Pioneer Rd (East)					
TIME	Left 4.1	Thru 4.2	Right 4.3	U-Turn 4.4	App Total	Left 4.5	Thru 4.6	Right 4.7	U-Turn 4.8	App Total	Left 4.9	Thru 4.10	Right 4.11	U-Turn 4.12	App Total	Left 4.13	Thru 4.14	Right 4.15	U-Turn 4.16	App Total	Int Total
1400 - 1415	2	5	0	0	7	0	6	0	0	6	4	0	0	0	4	1	0	1	0	2	19
1415 - 1430	0	5	0	0	5	0	7	0	0	7	0	0	0	0	0	0	0	0	0	0	12
1430 - 1445	2	6	1	0	9	0	2	3	0	5	2	0	0	0	2	0	2	7	0	9	25
1445 - 1500	1	5	1	0	7	0	4	2	0	6	1	0	1	0	2	1	0	0	0	1	16
Hourly Total	5	21	2	0	**28**	0	19	5	0	**24**	7	0	1	0	**8**	2	2	8	0	**12**	**72**
1500 - 1515	2	1	0	0	3	0	6	0	0	6	0	0	0	0	0	1	0	1	0	2	11
1515 - 1530	0	3	1	0	4	0	4	0	0	4	0	0	1	0	1	0	0	1	0	1	10
1530 - 1545	0	11	0	0	11	0	4	0	0	4	1	0	0	0	1	1	0	0	0	1	17
1545 - 1600	0	3	0	0	3	0	4	0	0	4	0	0	0	0	0	0	1	0	0	1	8
Hourly Total	2	18	1	0	**21**	0	18	0	0	**18**	1	0	1	0	**2**	2	1	2	0	**5**	**46**
Grand Total	7	39	3	0	**49**	0	37	5	0	**42**	8	0	2	0	**10**	4	3	10	0	**17**	**118**
Approach %	14.29	79.59	6.12	0.00	-	0.00	88.10	11.90	0.00	-	80.00	0.00	20.00	0.00	-	23.53	17.65	58.82	0.00	-	
Intersection %	5.93	33.05	2.54	0.00	41.53	0.00	31.36	4.24	0.00	35.59	6.78	0.00	1.69	0.00	8.47	3.39	2.54	8.47	0.00	14.41	

1600 - 1800 (Weekday 2h Session) (12-11-2025)
Single Unit Trucks (4-7)

	Northbound FL-3 N Courtenay Pkwy (South)					Southbound FL-3 N Courtenay Pkwy (North)					Eastbound Pioneer Rd (West)					Westbound Pioneer Rd (East)					
TIME	Left 4.1	Thru 4.2	Right 4.3	U-Turn 4.4	App Total	Left 4.5	Thru 4.6	Right 4.7	U-Turn 4.8	App Total	Left 4.9	Thru 4.10	Right 4.11	U-Turn 4.12	App Total	Left 4.13	Thru 4.14	Right 4.15	U-Turn 4.16	App Total	Int Total
1600 - 1615	0	5	0	0	5	0	4	0	0	4	1	0	1	0	2	0	0	0	0	0	11
1615 - 1630	2	5	0	0	7	1	6	0	0	7	2	0	0	0	2	0	0	2	0	2	18
1630 - 1645	0	8	0	0	8	1	6	0	0	7	0	0	0	0	0	0	0	2	0	2	17
1645 - 1700	2	1	0	0	3	0	5	0	0	5	2	0	0	0	2	1	0	0	0	1	11
Hourly Total	4	19	0	0	**23**	2	21	0	0	**23**	5	0	1	0	**6**	1	0	4	0	**5**	**57**
1700 - 1715	1	3	0	0	4	0	2	1	0	3	0	0	0	0	0	0	0	1	0	1	8
1715 - 1730	0	5	0	0	5	0	1	0	0	1	1	0	1	0	2	0	0	0	0	0	8
1730 - 1745	0	3	0	0	3	0	2	2	0	4	0	0	0	0	0	0	0	0	0	0	7
1745 - 1800	0	2	0	0	2	0	2	1	0	3	0	0	0	0	0	0	0	0	0	0	5
Hourly Total	1	13	0	0	**14**	0	7	4	0	**11**	1	0	1	0	**2**	0	0	1	0	**1**	**28**
Grand Total	5	32	0	0	**37**	2	28	4	0	**34**	6	0	2	0	**8**	1	0	5	0	**6**	**85**
Approach %	13.51	86.49	0.00	0.00	-	5.88	82.35	11.76	0.00	-	75.00	0.00	25.00	0.00	-	16.67	0.00	83.33	0.00	-	
Intersection %	5.88	37.65	0.00	0.00	43.53	2.35	32.94	4.71	0.00	40.00	7.06	0.00	2.35	0.00	9.41	1.18	0.00	5.88	0.00	7.06	

Classified Turn Movement Count || Combination Trucks (8-13)

Merritt Island, FL

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FL-3 N Courtenay Pkwy (North)
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0700 - 0900 (Weekday 2h Session) (12-11-2025)
Combination Trucks (8-13)

	Northbound FL-3 N Courtenay Pkwy (South)					Southbound FL-3 N Courtenay Pkwy (North)					Eastbound Pioneer Rd (West)					Westbound Pioneer Rd (East)					
TIME	Left 4.1	Thru 4.2	Right 4.3	U-Turn 4.4	App Total	Left 4.5	Thru 4.6	Right 4.7	U-Turn 4.8	App Total	Left 4.9	Thru 4.10	Right 4.11	U-Turn 4.12	App Total	Left 4.13	Thru 4.14	Right 4.15	U-Turn 4.16	App Total	Int Total
0700 - 0715	0	1	0	0	1	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	5
0715 - 0730	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	4
0730 - 0745	0	2	0	0	2	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	3
0745 - 0800	0	2	0	0	2	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	3
Hourly Total	0	5	0	0	**5**	0	10	0	0	**10**	0	0	0	0	**0**	0	0	0	0	**0**	**15**
0800 - 0815	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
0815 - 0830	0	1	0	0	1	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	3
0830 - 0845	0	1	0	0	1	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	4
0845 - 0900	0	1	0	0	1	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	3
Hourly Total	0	4	0	0	**4**	1	7	0	0	**8**	0	0	0	0	**0**	0	0	0	0	**0**	**12**
Grand Total	0	9	0	0	**9**	1	17	0	0	**18**	0	0	0	0	**0**	0	0	0	0	**0**	**27**
Approach %	0.00	100.00	0.00	0.00	-	5.56	94.44	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
Intersection %	0.00	33.33	0.00	0.00	33.33	3.70	62.96	0.00	0.00	66.67	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

1400 - 1600 (Weekday 2h Session) (12-11-2025)
Combination Trucks (8-13)

	Northbound FL-3 N Courtenay Pkwy (South)					Southbound FL-3 N Courtenay Pkwy (North)					Eastbound Pioneer Rd (West)					Westbound Pioneer Rd (East)					
TIME	Left 4.1	Thru 4.2	Right 4.3	U-Turn 4.4	App Total	Left 4.5	Thru 4.6	Right 4.7	U-Turn 4.8	App Total	Left 4.9	Thru 4.10	Right 4.11	U-Turn 4.12	App Total	Left 4.13	Thru 4.14	Right 4.15	U-Turn 4.16	App Total	Int Total
1400 - 1415	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
1415 - 1430	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1430 - 1445	0	2	0	0	2	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	3
1445 - 1500	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Hourly Total	0	4	0	0	**4**	0	2	0	0	**2**	0	0	0	0	**0**	0	0	0	0	**0**	**6**
1500 - 1515	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	1	0	1	2
1515 - 1530	0	2	0	0	2	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	4
1530 - 1545	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
1545 - 1600	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	3
Hourly Total	0	6	0	0	**6**	0	2	0	0	**2**	0	1	0	0	**1**	0	0	2	0	**2**	**11**
Grand Total	0	10	0	0	**10**	0	4	0	0	**4**	0	1	0	0	**1**	0	0	2	0	**2**	**17**
Approach %	0.00	100.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	0.00	0.00	100.00	0.00	-	
Intersection %	0.00	58.82	0.00	0.00	58.82	0.00	23.53	0.00	0.00	23.53	0.00	5.88	0.00	0.00	5.88	0.00	0.00	11.76	0.00	11.76	

1600 - 1800 (Weekday 2h Session) (12-11-2025)
Combination Trucks (8-13)

	Northbound FL-3 N Courtenay Pkwy (South)					Southbound FL-3 N Courtenay Pkwy (North)					Eastbound Pioneer Rd (West)					Westbound Pioneer Rd (East)					
TIME	Left 4.1	Thru 4.2	Right 4.3	U-Turn 4.4	App Total	Left 4.5	Thru 4.6	Right 4.7	U-Turn 4.8	App Total	Left 4.9	Thru 4.10	Right 4.11	U-Turn 4.12	App Total	Left 4.13	Thru 4.14	Right 4.15	U-Turn 4.16	App Total	Int Total
1600 - 1615	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
1615 - 1630	0	1	0	0	1	0	1	0	0	1	1	0	0	0	1	0	0	0	0	0	3
1630 - 1645	0	1	0	0	1	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	2
1645 - 1700	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	2	0	2	4
Hourly Total	0	4	0	0	**4**	0	3	1	0	**4**	1	0	0	0	**1**	0	0	2	0	**2**	**11**
1700 - 1715	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1715 - 1730	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
1730 - 1745	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1745 - 1800	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Hourly Total	0	5	0	0	**5**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**5**
Grand Total	0	9	0	0	**9**	0	3	1	0	**4**	1	0	0	0	**1**	0	0	2	0	**2**	**16**
Approach %	0.00	100.00	0.00	0.00	-	0.00	75.00	25.00	0.00	-	100.00	0.00	0.00	0.00	-	0.00	0.00	100.00	0.00	-	
Intersection %	0.00	56.25	0.00	0.00	56.25	0.00	18.75	6.25	0.00	25.00	6.25	0.00	0.00	0.00	6.25	0.00	0.00	12.50	0.00	12.50	

Classified Turn Movement Count || Bicycles

Merritt Island, FL

Marr Traffic DATA COLLECTION
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Site 4
FL-3 N Courtenay Pkwy (South)
FL-3 N Courtenay Pkwy (North)
Pioneer Rd (West)
Pioneer Rd (East)

Date
Thursday, December 11, 2025

Lat/Long
28.398035°, -80.704930°
Click here for Map

Weather
Fair
61°F
Click here for Detailed Weather

0700 - 0900 (Weekday 2h Session) (12-11-2025)
Bicycles

	Northbound FL-3 N Courtenay Pkwy (South)					Southbound FL-3 N Courtenay Pkwy (North)					Eastbound Pioneer Rd (West)					Westbound Pioneer Rd (East)					
TIME	Left 4.1	Thru 4.2	Right 4.3	U-Turn 4.4	App Total	Left 4.5	Thru 4.6	Right 4.7	U-Turn 4.8	App Total	Left 4.9	Thru 4.10	Right 4.11	U-Turn 4.12	App Total	Left 4.13	Thru 4.14	Right 4.15	U-Turn 4.16	App Total	Int Total
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**
Grand Total	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

1400 - 1600 (Weekday 2h Session) (12-11-2025)
Bicycles

	Northbound FL-3 N Courtenay Pkwy (South)					Southbound FL-3 N Courtenay Pkwy (North)					Eastbound Pioneer Rd (West)					Westbound Pioneer Rd (East)					
TIME	Left 4.1	Thru 4.2	Right 4.3	U-Turn 4.4	App Total	Left 4.5	Thru 4.6	Right 4.7	U-Turn 4.8	App Total	Left 4.9	Thru 4.10	Right 4.11	U-Turn 4.12	App Total	Left 4.13	Thru 4.14	Right 4.15	U-Turn 4.16	App Total	Int Total
1400 - 1415	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1415 - 1430	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1430 - 1445	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1445 - 1500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**
1500 - 1515	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1515 - 1530	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
1530 - 1545	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1545 - 1600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	**0**	0	1	0	0	**1**	0	0	0	0	**0**	0	0	0	0	**0**	**1**
Grand Total	0	0	0	0	**0**	0	1	0	0	**1**	0	0	0	0	**0**	0	0	0	0	**0**	**1**
Approach %	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	100.00	0.00	0.00	100.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

1600 - 1800 (Weekday 2h Session) (12-11-2025)
Bicycles

	Northbound FL-3 N Courtenay Pkwy (South)					Southbound FL-3 N Courtenay Pkwy (North)					Eastbound Pioneer Rd (West)					Westbound Pioneer Rd (East)					
TIME	Left 4.1	Thru 4.2	Right 4.3	U-Turn 4.4	App Total	Left 4.5	Thru 4.6	Right 4.7	U-Turn 4.8	App Total	Left 4.9	Thru 4.10	Right 4.11	U-Turn 4.12	App Total	Left 4.13	Thru 4.14	Right 4.15	U-Turn 4.16	App Total	Int Total
1600 - 1615	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	**0**	0	2	0	0	**2**	0	0	0	0	**0**	0	0	0	0	**0**	**2**
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**
Grand Total	0	0	0	0	**0**	0	2	0	0	**2**	0	0	0	0	**0**	0	0	0	0	**0**	**2**
Approach %	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	100.00	0.00	0.00	100.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Classified Turn Movement Count || All Trucks (4-13)

Marr Traffic DATA COLLECTION
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Merritt Island, FL

Site 4
FL-3 N Courtenay Pkwy (South)
FL-3 N Courtenay Pkwy (North)
Pioneer Rd (West)
Pioneer Rd (East)

Date
Thursday, December 11, 2025

Lat/Long
28.398035°, -80.704930°
Click here for Map

Weather
Fair
61°F
Click here for Detailed Weather

0700 - 0900 (Weekday 2h Session) (12-11-2025)
All Trucks (4-13)

	Northbound FL-3 N Courtenay Pkwy (South)					Southbound FL-3 N Courtenay Pkwy (North)					Eastbound Pioneer Rd (West)					Westbound Pioneer Rd (East)					
TIME	Left 4.1	Thru 4.2	Right 4.3	U-Turn 4.4	App Total	Left 4.5	Thru 4.6	Right 4.7	U-Turn 4.8	App Total	Left 4.9	Thru 4.10	Right 4.11	U-Turn 4.12	App Total	Left 4.13	Thru 4.14	Right 4.15	U-Turn 4.16	App Total	Int Total
0700 - 0715	1	3	0	0	4	3	9	1	0	13	2	0	0	0	2	0	0	0	0	0	19
0715 - 0730	0	3	0	0	3	0	19	1	0	20	1	0	1	0	2	2	0	0	0	2	27
0730 - 0745	0	5	0	0	5	2	9	0	0	11	1	0	0	0	1	1	0	5	0	6	23
0745 - 0800	0	7	0	0	7	1	6	0	0	7	0	0	0	0	0	0	1	0	0	1	15
Hourly Total	1	18	0	0	**19**	6	43	2	0	**51**	4	0	1	0	**5**	3	1	5	0	**9**	**84**
0800 - 0815	1	5	0	0	6	0	11	2	0	13	0	0	0	0	0	0	1	0	0	1	20
0815 - 0830	4	6	0	0	10	1	12	0	0	13	2	1	0	0	3	0	0	0	0	0	26
0830 - 0845	1	8	1	0	10	0	10	0	0	10	0	0	0	0	0	0	0	0	0	0	20
0845 - 0900	0	7	0	0	7	0	11	0	0	11	1	0	0	0	1	1	0	0	0	1	20
Hourly Total	6	26	1	0	**33**	1	44	2	0	**47**	3	1	0	0	**4**	1	1	0	0	**2**	**86**
Grand Total	7	44	1	0	**52**	7	87	4	0	**98**	7	1	1	0	**9**	4	2	5	0	**11**	**170**
Approach %	13.46	84.62	1.92	0.00	-	7.14	88.78	4.08	0.00	-	77.78	11.11	11.11	0.00	-	36.36	18.18	45.45	0.00	-	
Intersection %	4.12	25.88	0.59	0.00	30.59	4.12	51.18	2.35	0.00	57.65	4.12	0.59	0.59	0.00	5.29	2.35	1.18	2.94	0.00	6.47	

1400 - 1600 (Weekday 2h Session) (12-11-2025)
All Trucks (4-13)

	Northbound FL-3 N Courtenay Pkwy (South)					Southbound FL-3 N Courtenay Pkwy (North)					Eastbound Pioneer Rd (West)					Westbound Pioneer Rd (East)					
TIME	Left 4.1	Thru 4.2	Right 4.3	U-Turn 4.4	App Total	Left 4.5	Thru 4.6	Right 4.7	U-Turn 4.8	App Total	Left 4.9	Thru 4.10	Right 4.11	U-Turn 4.12	App Total	Left 4.13	Thru 4.14	Right 4.15	U-Turn 4.16	App Total	Int Total
1400 - 1415	2	7	0	0	9	0	6	0	0	6	4	0	0	0	4	1	0	1	0	2	21
1415 - 1430	0	5	0	0	5	0	7	0	0	7	0	0	0	0	0	0	0	0	0	0	12
1430 - 1445	2	8	1	0	11	0	3	3	0	6	2	0	0	0	2	0	2	7	0	9	28
1445 - 1500	1	5	1	0	7	0	5	2	0	7	1	0	1	0	2	1	0	0	0	1	17
Hourly Total	5	25	2	0	**32**	0	21	5	0	**26**	7	0	1	0	**8**	2	2	8	0	**12**	**78**
1500 - 1515	2	1	0	0	3	0	7	0	0	7	0	0	0	0	0	1	0	2	0	3	13
1515 - 1530	0	5	1	0	6	0	5	0	0	5	0	1	1	0	2	0	0	1	0	1	14
1530 - 1545	0	13	0	0	13	0	4	0	0	4	1	0	0	0	1	1	0	0	0	1	19
1545 - 1600	0	5	0	0	5	0	4	0	0	4	0	0	0	0	0	0	1	1	0	2	11
Hourly Total	2	24	1	0	**27**	0	20	0	0	**20**	1	1	1	0	**3**	2	1	4	0	**7**	**57**
Grand Total	7	49	3	0	**59**	0	41	5	0	**46**	8	1	2	0	**11**	4	3	12	0	**19**	**135**
Approach %	11.86	83.05	5.08	0.00	-	0.00	89.13	10.87	0.00	-	72.73	9.09	18.18	0.00	-	21.05	15.79	63.16	0.00	-	
Intersection %	5.19	36.30	2.22	0.00	43.70	0.00	30.37	3.70	0.00	34.07	5.93	0.74	1.48	0.00	8.15	2.96	2.22	8.89	0.00	14.07	

1600 - 1800 (Weekday 2h Session) (12-11-2025)
All Trucks (4-13)

	Northbound FL-3 N Courtenay Pkwy (South)					Southbound FL-3 N Courtenay Pkwy (North)					Eastbound Pioneer Rd (West)					Westbound Pioneer Rd (East)					
TIME	Left 4.1	Thru 4.2	Right 4.3	U-Turn 4.4	App Total	Left 4.5	Thru 4.6	Right 4.7	U-Turn 4.8	App Total	Left 4.9	Thru 4.10	Right 4.11	U-Turn 4.12	App Total	Left 4.13	Thru 4.14	Right 4.15	U-Turn 4.16	App Total	Int Total
1600 - 1615	0	6	0	0	6	0	5	0	0	5	1	0	1	0	2	0	0	0	0	0	13
1615 - 1630	2	6	0	0	8	1	7	0	0	8	3	0	0	0	3	0	0	2	0	2	21
1630 - 1645	0	9	0	0	9	1	6	1	0	8	0	0	0	0	0	0	0	2	0	2	19
1645 - 1700	2	2	0	0	4	0	6	0	0	6	2	0	0	0	2	1	0	2	0	3	15
Hourly Total	4	23	0	0	**27**	2	24	1	0	**27**	6	0	1	0	**7**	1	0	6	0	**7**	**68**
1700 - 1715	1	4	0	0	5	0	2	1	0	3	0	0	0	0	0	0	0	1	0	1	9
1715 - 1730	0	7	0	0	7	0	1	0	0	1	1	0	1	0	2	0	0	0	0	0	10
1730 - 1745	0	4	0	0	4	0	2	2	0	4	0	0	0	0	0	0	0	0	0	0	8
1745 - 1800	0	3	0	0	3	0	2	1	0	3	0	0	0	0	0	0	0	0	0	0	6
Hourly Total	1	18	0	0	**19**	0	7	4	0	**11**	1	0	1	0	**2**	0	0	1	0	**1**	**33**
Grand Total	5	41	0	0	**46**	2	31	5	0	**38**	7	0	2	0	**9**	1	0	7	0	**8**	**101**
Approach %	10.87	89.13	0.00	0.00	-	5.26	81.58	13.16	0.00	-	77.78	0.00	22.22	0.00	-	12.50	0.00	87.50	0.00	-	
Intersection %	4.95	40.59	0.00	0.00	45.54	1.98	30.69	4.95	0.00	37.62	6.93	0.00	1.98	0.00	8.91	0.99	0.00	6.93	0.00	7.92	

Crosswalk Counts || Pedestrians

Merritt Island, FL

Marr Traffic DATA COLLECTION
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Site 4
FL-3 N Courtenay Pkwy (South)
FL-3 N Courtenay Pkwy (North)
Pioneer Rd (West)
Pioneer Rd (East)

Date
Thursday, December 11, 2025

Lat/Long
28.398035°, -80.704930°
Click here for Map

Weather
Fair
61°F
Click here for Detailed Weather

0700 - 0900 (Weekday 2h Session) (12-11-2025)
Pedestrians

	Northbound			Southbound			Eastbound			Westbound			
	FL-3 N Courtenay Pkwy (South)			FL-3 N Courtenay Pkwy (North)			Pioneer Rd (West)			Pioneer Rd (East)			
TIME	EB 4a	WB 4b	App Total	EB 4c	WB 4d	App Total	NB 4e	SB 4f	App Total	NB 4g	SB 4h	App Total	Int Total
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0	1	1	1
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	1	**1**	**1**
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0	1	1	1
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	1	**1**	**1**
Grand Total	0	0	**0**	0	0	**0**	0	0	**0**	0	2	**2**	**2**
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	0.00	100.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	100.00	100.00	

1400 - 1600 (Weekday 2h Session) (12-11-2025)
Pedestrians

	Northbound			Southbound			Eastbound			Westbound			
	FL-3 N Courtenay Pkwy (South)			FL-3 N Courtenay Pkwy (North)			Pioneer Rd (West)			Pioneer Rd (East)			
TIME	EB 4a	WB 4b	App Total	EB 4c	WB 4d	App Total	NB 4e	SB 4f	App Total	NB 4g	SB 4h	App Total	Int Total
1400 - 1415	0	0	0	0	0	0	0	0	0	0	0	0	0
1415 - 1430	0	0	0	0	0	0	0	0	0	0	1	1	1
1430 - 1445	0	0	0	0	0	0	0	0	0	0	0	0	0
1445 - 1500	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	1	**1**	**1**
1500 - 1515	0	0	0	0	0	0	0	0	0	0	0	0	0
1515 - 1530	0	0	0	0	0	0	0	0	0	0	0	0	0
1530 - 1545	0	0	0	0	0	0	0	0	0	0	0	0	0
1545 - 1600	4	0	4	0	0	0	0	1	1	0	1	1	6
Hourly Total	4	0	**4**	0	0	**0**	0	1	**1**	0	1	**1**	**6**
Grand Total	4	0	**4**	0	0	**0**	0	1	**1**	0	2	**2**	**7**
Approach %	100.00	0.00	-	0.00	0.00	-	0.00	100.00	-	0.00	100.00	-	
Intersection %	57.14	0.00	57.14	0.00	0.00	0.00	0.00	14.29	14.29	0.00	28.57	28.57	

1600 - 1800 (Weekday 2h Session) (12-11-2025)
Pedestrians

	Northbound			Southbound			Eastbound			Westbound			
	FL-3 N Courtenay Pkwy (South)			FL-3 N Courtenay Pkwy (North)			Pioneer Rd (West)			Pioneer Rd (East)			
TIME	EB 4a	WB 4b	App Total	EB 4c	WB 4d	App Total	NB 4e	SB 4f	App Total	NB 4g	SB 4h	App Total	Int Total
1600 - 1615	0	0	0	0	0	0	0	0	0	0	1	1	1
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	2	0	2	2
1645 - 1700	0	0	0	0	2	2	0	2	2	0	0	0	4
Hourly Total	0	0	**0**	0	2	**2**	0	2	**2**	2	1	**3**	**7**
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	0	0	**0**	0	2	**2**	0	2	**2**	2	1	**3**	**7**
Approach %	0.00	0.00	-	0.00	100.00	-	0.00	100.00	-	66.67	33.33	-	
Intersection %	0.00	0.00	0.00	0.00	28.57	28.57	0.00	28.57	28.57	28.57	14.29	42.86	

Crosswalk Counts || Bicycles

Merritt Island, FL

Marr Traffic DATA COLLECTION
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Site 4
FL-3 N Courtenay Pkwy (South)
FL-3 N Courtenay Pkwy (North)
Pioneer Rd (West)
Pioneer Rd (East)

Date
Thursday, December 11, 2025

Lat/Long
28.398035°, -80.704930°
Click here for Map

Weather
Fair
61°F
Click here for Detailed Weather

0700 - 0900 (Weekday 2h Session) (12-11-2025)
Bicycles

	Northbound			Southbound			Eastbound			Westbound			
	FL-3 N Courtenay Pkwy (South)			FL-3 N Courtenay Pkwy (North)			Pioneer Rd (West)			Pioneer Rd (East)			
TIME	EB 4a	WB 4b	App Total	EB 4c	WB 4d	App Total	NB 4e	SB 4f	App Total	NB 4g	SB 4h	App Total	Int Total
0700 - 0715	0	0	0	0	1	1	0	0	0	0	0	0	1
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	1	**1**	0	0	**0**	0	0	**0**	**1**
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	1	1	0	0	0	1
Hourly Total	0	0	**0**	0	0	**0**	0	1	**1**	0	0	**0**	**1**
Grand Total	0	0	**0**	0	1	**1**	0	1	**1**	0	0	**0**	**2**
Approach %	0.00	0.00	-	0.00	100.00	-	0.00	100.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	50.00	50.00	0.00	50.00	50.00	0.00	0.00	0.00	

1400 - 1600 (Weekday 2h Session) (12-11-2025)
Bicycles

	Northbound			Southbound			Eastbound			Westbound			
	FL-3 N Courtenay Pkwy (South)			FL-3 N Courtenay Pkwy (North)			Pioneer Rd (West)			Pioneer Rd (East)			
TIME	EB 4a	WB 4b	App Total	EB 4c	WB 4d	App Total	NB 4e	SB 4f	App Total	NB 4g	SB 4h	App Total	Int Total
1400 - 1415	0	0	0	0	0	0	0	0	0	0	0	0	0
1415 - 1430	0	0	0	0	0	0	0	0	0	0	0	0	0
1430 - 1445	0	0	0	0	0	0	0	0	0	0	0	0	0
1445 - 1500	0	0	0	0	0	0	0	0	0	0	1	1	1
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	1	**1**	**1**
1500 - 1515	0	0	0	0	0	0	0	0	0	0	0	0	0
1515 - 1530	0	0	0	0	0	0	0	0	0	0	0	0	0
1530 - 1545	0	0	0	0	0	0	0	0	0	0	0	0	0
1545 - 1600	0	0	0	0	0	0	0	1	1	0	0	0	1
Hourly Total	0	0	**0**	0	0	**0**	0	1	**1**	0	0	**0**	**1**
Grand Total	0	0	**0**	0	0	**0**	0	1	**1**	0	1	**1**	**2**
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	100.00	-	0.00	100.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	50.00	50.00	0.00	50.00	50.00	

1600 - 1800 (Weekday 2h Session) (12-11-2025)
Bicycles

	Northbound			Southbound			Eastbound			Westbound			
	FL-3 N Courtenay Pkwy (South)			FL-3 N Courtenay Pkwy (North)			Pioneer Rd (West)			Pioneer Rd (East)			
TIME	EB 4a	WB 4b	App Total	EB 4c	WB 4d	App Total	NB 4e	SB 4f	App Total	NB 4g	SB 4h	App Total	Int Total
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Crosswalk Counts || Motorized Vehicles

Merritt Island, FL

Marr Traffic DATA COLLECTION
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Site 4
FL-3 N Courtenay Pkwy (South)
FL-3 N Courtenay Pkwy (North)
Pioneer Rd (West)
Pioneer Rd (East)

Date
Thursday, December 11, 2025

Lat/Long
28.398035°, -80.704930°
Click here for Map

Weather
Fair
61°F
Click here for Detailed Weather

0700 - 0900 (Weekday 2h Session) (12-11-2025)
Motorized Vehicles

	Northbound			Southbound			Eastbound			Westbound			
	FL-3 N Courtenay Pkwy (South)			FL-3 N Courtenay Pkwy (North)			Pioneer Rd (West)			Pioneer Rd (East)			
TIME	EB 4a	WB 4b	App Total	EB 4c	WB 4d	App Total	NB 4e	SB 4f	App Total	NB 4g	SB 4h	App Total	Int Total
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

1400 - 1600 (Weekday 2h Session) (12-11-2025)
Motorized Vehicles

	Northbound			Southbound			Eastbound			Westbound			
	FL-3 N Courtenay Pkwy (South)			FL-3 N Courtenay Pkwy (North)			Pioneer Rd (West)			Pioneer Rd (East)			
TIME	EB 4a	WB 4b	App Total	EB 4c	WB 4d	App Total	NB 4e	SB 4f	App Total	NB 4g	SB 4h	App Total	Int Total
1400 - 1415	0	0	0	0	0	0	0	0	0	0	0	0	0
1415 - 1430	0	0	0	0	0	0	0	0	0	0	0	0	0
1430 - 1445	0	0	0	0	0	0	0	0	0	0	0	0	0
1445 - 1500	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1500 - 1515	0	0	0	0	0	0	0	0	0	0	0	0	0
1515 - 1530	0	0	0	0	0	0	0	0	0	0	0	0	0
1530 - 1545	0	0	0	0	0	0	0	0	0	0	0	0	0
1545 - 1600	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

1600 - 1800 (Weekday 2h Session) (12-11-2025)
Motorized Vehicles

	Northbound			Southbound			Eastbound			Westbound			
	FL-3 N Courtenay Pkwy (South)			FL-3 N Courtenay Pkwy (North)			Pioneer Rd (West)			Pioneer Rd (East)			
TIME	EB 4a	WB 4b	App Total	EB 4c	WB 4d	App Total	NB 4e	SB 4f	App Total	NB 4g	SB 4h	App Total	Int Total
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Start Date: 12/11/2025	Pioneer Rd (West) Eastbound			Pioneer Rd (East) Westbound			FL-3 N Courtenay Pkwy (South) Northbound			FL-3 N Courtenay Pkwy (North) Southbound			
Time	**EBL**	**EBT**	**EBR**	**WBL**	**WBT**	**WBR**	**NBL**	**NBT**	**NBR**	**SBL**	**SBT**	**SBR**	**Total**
15 Minute Totals													
12:00 AM - 12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 AM - 12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 AM - 12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 AM - 01:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 AM - 01:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 AM - 01:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 AM - 01:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 AM - 02:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 AM - 02:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 AM - 02:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 AM - 02:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 AM - 03:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 AM - 03:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 AM - 03:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 AM - 03:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 AM - 04:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 AM - 04:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 AM - 04:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 AM - 04:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 AM - 05:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 AM - 05:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 AM - 05:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 AM - 05:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 AM - 06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 AM - 06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM - 06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM - 06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM - 07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM - 07:15 AM	11	2	5	7	5	25	8	161	2	28	136	5	395
07:15 AM - 07:30 AM	12	6	6	17	3	24	6	169	14	53	239	12	561
07:30 AM - 07:45 AM	17	9	9	37	6	58	8	233	27	69	259	7	739
07:45 AM - 08:00 AM	22	16	6	59	14	72	5	172	30	95	308	10	809
08:00 AM - 08:15 AM	16	2	10	39	13	33	11	228	13	23	340	9	737
08:15 AM - 08:30 AM	20	3	5	35	3	14	4	247	14	25	359	3	732
08:30 AM - 08:45 AM	22	3	5	12	4	17	4	253	13	29	309	7	678
08:45 AM - 09:00 AM	19	4	7	22	4	17	6	218	12	20	303	5	637
09:00 AM - 09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM - 09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM - 09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM - 10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM - 10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM - 10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM - 10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM - 11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM - 11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM - 11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM - 11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM - 12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM - 12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM - 12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM - 12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM - 01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM - 01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM - 01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM - 01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM - 02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM - 02:15 PM	17	2	3	17	1	21	15	252	26	26	283	6	669
02:15 PM - 02:30 PM	16	3	5	22	2	10	7	271	27	40	293	7	703
02:30 PM - 02:45 PM	17	4	10	40	7	59	12	294	30	49	286	13	821
02:45 PM - 03:00 PM	15	1	6	40	4	48	8	293	22	18	300	6	761
03:00 PM - 03:15 PM	26	4	12	29	3	20	7	256	23	18	325	5	728
03:15 PM - 03:30 PM	23	5	7	25	3	19	10	307	18	29	348	11	805
03:30 PM - 03:45 PM	25	7	6	27	4	31	8	336	14	24	365	10	857
03:45 PM - 04:00 PM	36	2	8	31	10	30	18	374	14	21	331	5	880
04:00 PM - 04:15 PM	19	5	8	19	5	20	14	351	24	21	350	5	841
04:15 PM - 04:30 PM	25	2	8	17	2	25	6	342	26	29	350	13	845
04:30 PM - 04:45 PM	31	5	6	22	7	22	7	315	18	23	344	11	811
04:45 PM - 05:00 PM	26	7	6	41	4	26	8	276	23	23	363	2	805
05:00 PM - 05:15 PM	25	3	10	22	5	26	10	376	15	21	332	7	852
05:15 PM - 05:30 PM	17	8	6	29	6	19	6	309	22	23	378	6	829
05:30 PM - 05:45 PM	25	5	10	26	3	20	4	276	13	17	356	7	762
05:45 PM - 06:00 PM	13	2	5	24	2	9	9	273	14	9	353	3	716
06:00 PM - 06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM - 06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM - 06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM - 07:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 PM - 07:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 PM - 07:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 PM - 07:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 PM - 08:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 PM - 08:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 PM - 08:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 PM - 08:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 PM - 09:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 PM - 09:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 PM - 09:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 PM - 09:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 PM - 10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM - 10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 PM - 10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 PM - 10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 PM - 11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM - 11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 PM - 11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 PM - 11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 PM - 12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0

Peak Hour Turning Movement Count

Merritt Island, FL

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Marr Traffic DATA COLLECTION

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All vehicles

	Northbound						Southbound						Eastbound						Westbound						
	FL-3 N Courtenay Pkwy (South)						FL-3 N Courtenay Pkwy (North)						28 Martin Andersen Beachline Expy E/Bound Off-R						28 Martin Andersen Beachline Expy E/Bound On-R						
Time		Thru 2.1	Right 2.2		U-Turn 2.3	App Total	Left 2.4	Thru 2.5			U-Turn 2.6	App Total	Left 2.7	Thru 2.8	Right 2.9			App Total						App Total	Int Total
0000 - 0015	-	0	0	-	0	0	0	0	-	-	0	0	0	0	0	-	-	0	-	-	-	-	-	0	0
0015 - 0030	-	0	0	-	0	0	0	0	-	-	0	0	0	0	0	-	-	0	-	-	-	-	-	0	0
0030 - 0045	-	0	0	-	0	0	0	0	-	-	0	0	0	0	0	-	-	0	-	-	-	-	-	0	0
0045 - 0100	-	0	0	-	0	0	0	0	-	-	0	0	0	0	0	-	-	0	-	-	-	-	-	0	0
Total	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
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Passenger Vehicles (1-3)

	Northbound						Southbound						Eastbound						Westbound						
	FL-3 N Courtenay Pkwy (South)						FL-3 N Courtenay Pkwy (North)						28 Martin Andersen Beachline Expy E/Bound Off-R						28 Martin Andersen Beachline Expy E/Bound On-R						
Time		Thru 2.1	Right 2.2		U-Turn 2.3	App Total	Left 2.4	Thru 2.5			U-Turn 2.6	App Total	Left 2.7	Thru 2.8	Right 2.9			App Total						App Total	Int Total
0000 - 0015	-	0	0	-	0	0	0	0	-	-	0	0	0	0	0	-	-	0	-	-	-	-	-	0	0
0015 - 0030	-	0	0	-	0	0	0	0	-	-	0	0	0	0	0	-	-	0	-	-	-	-	-	0	0
0030 - 0045	-	0	0	-	0	0	0	0	-	-	0	0	0	0	0	-	-	0	-	-	-	-	-	0	0
0045 - 0100	-	0	0	-	0	0	0	0	-	-	0	0	0	0	0	-	-	0	-	-	-	-	-	0	0
Total	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
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Single Unit Trucks (4-7)

	Northbound						Southbound						Eastbound						Westbound						
	FL-3 N Courtenay Pkwy (South)						FL-3 N Courtenay Pkwy (North)						28 Martin Andersen Beachline Expy E/Bound Off-R						28 Martin Andersen Beachline Expy E/Bound On-R						
Time		Thru 2.1	Right 2.2		U-Turn 2.3	App Total	Left 2.4	Thru 2.5			U-Turn 2.6	App Total	Left 2.7	Thru 2.8	Right 2.9			App Total						App Total	Int Total
0000 - 0015	-	0	0	-	0	0	0	0	-	-	0	0	0	0	0	-	-	0	-	-	-	-	-	0	0
0015 - 0030	-	0	0	-	0	0	0	0	-	-	0	0	0	0	0	-	-	0	-	-	-	-	-	0	0
0030 - 0045	-	0	0	-	0	0	0	0	-	-	0	0	0	0	0	-	-	0	-	-	-	-	-	0	0
0045 - 0100	-	0	0	-	0	0	0	0	-	-	0	0	0	0	0	-	-	0	-	-	-	-	-	0	0
Total	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
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Combination Trucks (8-13)

	Northbound						Southbound						Eastbound						Westbound						
	FL-3 N Courtenay Pkwy (South)						FL-3 N Courtenay Pkwy (North)						28 Martin Andersen Beachline Expy E/Bound Off-R						28 Martin Andersen Beachline Expy E/Bound On-R						
Time		Thru 2.1	Right 2.2		U-Turn 2.3	App Total	Left 2.4	Thru 2.5			U-Turn 2.6	App Total	Left 2.7	Thru 2.8	Right 2.9			App Total						App Total	Int Total
0000 - 0015	-	0	0	-	0	0	0	0	-	-	0	0	0	0	0	-	-	0	-	-	-	-	-	0	0
0015 - 0030	-	0	0	-	0	0	0	0	-	-	0	0	0	0	0	-	-	0	-	-	-	-	-	0	0
0030 - 0045	-	0	0	-	0	0	0	0	-	-	0	0	0	0	0	-	-	0	-	-	-	-	-	0	0
0045 - 0100	-	0	0	-	0	0	0	0	-	-	0	0	0	0	0	-	-	0	-	-	-	-	-	0	0
Total	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
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Bicycles

	Northbound						Southbound						Eastbound						Westbound						
	FL-3 N Courtenay Pkwy (South)						FL-3 N Courtenay Pkwy (North)						28 Martin Andersen Beachline Expy E/Bound Off-R						28 Martin Andersen Beachline Expy E/Bound On-R						
Time		Thru 2.1	Right 2.2		U-Turn 2.3	App Total	Left 2.4	Thru 2.5			U-Turn 2.6	App Total	Left 2.7	Thru 2.8	Right 2.9			App Total						App Total	Int Total
0000 - 0015	-	0	0	-	0	0	0	0	-	-	0	0	0	0	0	-	-	0	-	-	-	-	-	0	0
0015 - 0030	-	0	0	-	0	0	0	0	-	-	0	0	0	0	0	-	-	0	-	-	-	-	-	0	0
0030 - 0045	-	0	0	-	0	0	0	0	-	-	0	0	0	0	0	-	-	0	-	-	-	-	-	0	0
0045 - 0100	-	0	0	-	0	0	0	0	-	-	0	0	0	0	0	-	-	0	-	-	-	-	-	0	0
Total	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
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Peak Hour Turning Movement Count

Merritt Island, FL

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Marr Traffic DATA COLLECTION

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All vehicles

	Northbound						Southbound						Eastbound						Westbound						
	FL-3 N Courtenay Pkwy (South)						FL-3 N Courtenay Pkwy (North)						28 Martin Andersen Beachline Expy E/Bound Off-R						28 Martin Andersen Beachline Expy E/Bound On-R						
Time		Thru 2.1	Right 2.2		U-Turn 2.3	App Total	Left 2.4	Thru 2.5			U-Turn 2.6	App Total	Left 2.7	Thru 2.8	Right 2.9			App Total						App Total	Int Total
0000 - 0015	-	0	0	-	0	0	0	0	-	-	0	0	0	0	0	-	-	0	-	-	-	-	-	0	0
0015 - 0030	-	0	0	-	0	0	0	0	-	-	0	0	0	0	0	-	-	0	-	-	-	-	-	0	0
0030 - 0045	-	0	0	-	0	0	0	0	-	-	0	0	0	0	0	-	-	0	-	-	-	-	-	0	0
0045 - 0100	-	0	0	-	0	0	0	0	-	-	0	0	0	0	0	-	-	0	-	-	-	-	-	0	0
Total	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
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Passenger Vehicles (1-3)

	Northbound						Southbound						Eastbound						Westbound						
	FL-3 N Courtenay Pkwy (South)						FL-3 N Courtenay Pkwy (North)						28 Martin Andersen Beachline Expy E/Bound Off-R						28 Martin Andersen Beachline Expy E/Bound On-R						
Time		Thru 2.1	Right 2.2		U-Turn 2.3	App Total	Left 2.4	Thru 2.5			U-Turn 2.6	App Total	Left 2.7	Thru 2.8	Right 2.9			App Total						App Total	Int Total
0000 - 0015	-	0	0	-	0	0	0	0	-	-	0	0	0	0	0	-	-	0	-	-	-	-	-	0	0
0015 - 0030	-	0	0	-	0	0	0	0	-	-	0	0	0	0	0	-	-	0	-	-	-	-	-	0	0
0030 - 0045	-	0	0	-	0	0	0	0	-	-	0	0	0	0	0	-	-	0	-	-	-	-	-	0	0
0045 - 0100	-	0	0	-	0	0	0	0	-	-	0	0	0	0	0	-	-	0	-	-	-	-	-	0	0
Total	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
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Single Unit Trucks (4-7)

	Northbound						Southbound						Eastbound						Westbound						
	FL-3 N Courtenay Pkwy (South)						FL-3 N Courtenay Pkwy (North)						28 Martin Andersen Beachline Expy E/Bound Off-R						28 Martin Andersen Beachline Expy E/Bound On-R						
Time		Thru 2.1	Right 2.2		U-Turn 2.3	App Total	Left 2.4	Thru 2.5			U-Turn 2.6	App Total	Left 2.7	Thru 2.8	Right 2.9			App Total						App Total	Int Total
0000 - 0015	-	0	0	-	0	0	0	0	-	-	0	0	0	0	0	-	-	0	-	-	-	-	-	0	0
0015 - 0030	-	0	0	-	0	0	0	0	-	-	0	0	0	0	0	-	-	0	-	-	-	-	-	0	0
0030 - 0045	-	0	0	-	0	0	0	0	-	-	0	0	0	0	0	-	-	0	-	-	-	-	-	0	0
0045 - 0100	-	0	0	-	0	0	0	0	-	-	0	0	0	0	0	-	-	0	-	-	-	-	-	0	0
Total	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
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Combination Trucks (8-13)

	Northbound						Southbound						Eastbound						Westbound						
	FL-3 N Courtenay Pkwy (South)						FL-3 N Courtenay Pkwy (North)						28 Martin Andersen Beachline Expy E/Bound Off-R						28 Martin Andersen Beachline Expy E/Bound On-R						
Time		Thru 2.1	Right 2.2		U-Turn 2.3	App Total	Left 2.4	Thru 2.5			U-Turn 2.6	App Total	Left 2.7	Thru 2.8	Right 2.9			App Total						App Total	Int Total
0000 - 0015	-	0	0	-	0	0	0	0	-	-	0	0	0	0	0	-	-	0	-	-	-	-	-	0	0
0015 - 0030	-	0	0	-	0	0	0	0	-	-	0	0	0	0	0	-	-	0	-	-	-	-	-	0	0
0030 - 0045	-	0	0	-	0	0	0	0	-	-	0	0	0	0	0	-	-	0	-	-	-	-	-	0	0
0045 - 0100	-	0	0	-	0	0	0	0	-	-	0	0	0	0	0	-	-	0	-	-	-	-	-	0	0
Total	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
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Bicycles

	Northbound						Southbound						Eastbound						Westbound						
	FL-3 N Courtenay Pkwy (South)						FL-3 N Courtenay Pkwy (North)						28 Martin Andersen Beachline Expy E/Bound Off-R						28 Martin Andersen Beachline Expy E/Bound On-R						
Time		Thru 2.1	Right 2.2		U-Turn 2.3	App Total	Left 2.4	Thru 2.5			U-Turn 2.6	App Total	Left 2.7	Thru 2.8	Right 2.9			App Total						App Total	Int Total
0000 - 0015	-	0	0	-	0	0	0	0	-	-	0	0	0	0	0	-	-	0	-	-	-	-	-	0	0
0015 - 0030	-	0	0	-	0	0	0	0	-	-	0	0	0	0	0	-	-	0	-	-	-	-	-	0	0
0030 - 0045	-	0	0	-	0	0	0	0	-	-	0	0	0	0	0	-	-	0	-	-	-	-	-	0	0
0045 - 0100	-	0	0	-	0	0	0	0	-	-	0	0	0	0	0	-	-	0	-	-	-	-	-	0	0
Total	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
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Classified Turn Movement Count || All vehicles

Merritt Island, FL

Marr Traffic DATA COLLECTION
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Site 2
FL-3 N Courtenay Pkwy (South)
FL-3 N Courtenay Pkwy (North)
FL-528 Martin Andersen Beachline Expy E/Bound Off-Ramp
FL-528 Martin Andersen Beachline Expy E/Bound On-Ramp

Date
Thursday, December 11, 2025

Lat/Long
28.404641°, -80.705715°
Click here for Map

Weather
Fair
61°F
Click here for Detailed Weather

0700 - 0900 (Weekday 2h Session) (12-11-2025)

All vehicles

	Northbound				Southbound				Eastbound				Westbound	
	FL-3 N Courtenay Pkwy (South)				FL-3 N Courtenay Pkwy (North)				FL-528 Martin Andersen Beachline Expy E/Bound Off-Ramp				FL-528 Martin Andersen Beachline Expy E/Bound On-Ramp	
TIME	Thru 2.1	Right 2.2	U-Turn 2.3	App Total	Left 2.4	Thru 2.5	U-Turn 2.6	App Total	Left 2.7	Thru 2.8	Right 2.9	App Total		Int Total
0700 - 0715	137	55	0	192	38	92	1	131	197	0	102	299		622
0715 - 0730	187	75	0	262	29	167	2	198	148	0	171	319		779
0730 - 0745	244	57	0	301	58	179	2	239	130	0	170	300		840
0745 - 0800	230	64	0	294	58	208	1	267	189	0	227	416		977
Hourly Total	798	251	0	**1049**	183	646	6	**835**	664	0	670	**1334**		**3218**
0800 - 0815	252	55	0	307	57	188	1	246	155	0	181	336		889
0815 - 0830	231	69	0	300	58	227	0	285	191	0	180	371		956
0830 - 0845	231	97	0	328	35	178	0	213	145	0	183	328		869
0845 - 0900	221	59	0	280	40	169	1	210	110	0	179	289		779
Hourly Total	935	280	0	**1215**	190	762	2	**954**	601	0	723	**1324**		**3493**
Grand Total	1733	531	0	**2264**	373	1408	8	**1789**	1265	0	1393	**2658**		**6711**
Approach %	76.55	23.45	0.00	-	20.85	78.70	0.45	-	47.59	0.00	52.41	-		
Intersection %	25.82	7.91	0.00	33.74	5.56	20.98	0.12	26.66	18.85	0.00	20.76	39.61		
Heavy Vehicle %	2	4	-	**3**	8	4	0	**5**	6	-	3	**4**		**4**
PHF	0.94	0.73	0.00	**0.94**	0.90	0.88	0.50	**0.89**	0.89	0.00	0.85	**0.87**		**0.94**
Peak Hour Total	944	285	0	**1229**	208	801	2	**1011**	680	0	771	**1451**		**3691**
Peak Hour HV %	2	2	0	**2**	7	2	0	**3**	6	0	2	**4**		**3**

1400 - 1600 (Weekday 2h Session) (12-11-2025)

All vehicles

	Northbound				Southbound				Eastbound				Westbound	
	FL-3 N Courtenay Pkwy (South)				FL-3 N Courtenay Pkwy (North)				FL-528 Martin Andersen Beachline Expy E/Bound Off-Ramp				FL-528 Martin Andersen Beachline Expy E/Bound On-Ramp	
TIME	Thru 2.1	Right 2.2	U-Turn 2.3	App Total	Left 2.4	Thru 2.5	U-Turn 2.6	App Total	Left 2.7	Thru 2.8	Right 2.9	App Total		Int Total
1400 - 1415	223	50	0	273	35	163	1	199	79	0	137	216		688
1415 - 1430	237	61	0	298	67	205	0	272	83	0	139	222		792
1430 - 1445	296	44	0	340	63	207	2	272	89	0	143	232		844
1445 - 1500	311	61	0	372	52	217	0	269	79	0	123	202		843
Hourly Total	1067	216	0	**1283**	217	792	3	**1012**	330	0	542	**872**		**3167**
1500 - 1515	238	61	0	299	61	232	0	293	99	0	174	273		865
1515 - 1530	293	64	0	357	72	285	2	359	78	0	139	217		933
1530 - 1545	317	68	0	385	68	271	0	339	92	0	175	267		991
1545 - 1600	361	67	0	428	62	254	1	317	96	0	158	254		999
Hourly Total	1209	260	0	**1469**	263	1042	3	**1308**	365	0	646	**1011**		**3788**
Grand Total	2276	476	0	**2752**	480	1834	6	**2320**	695	0	1188	**1883**		**6955**
Approach %	82.70	17.30	0.00	-	20.69	79.05	0.26	-	36.91	0.00	63.09	-		
Intersection %	32.72	6.84	0.00	39.57	6.90	26.37	0.09	33.36	9.99	0.00	17.08	27.07		
Heavy Vehicle %	3	1	-	**3**	2	1	17	**2**	5	-	2	**3**		**2**
PHF	0.84	0.96	0.00	**0.86**	0.91	0.91	0.38	**0.91**	0.92	0.00	0.92	**0.93**		**0.95**
Peak Hour Total	1209	260	0	**1469**	263	1042	3	**1308**	365	0	646	**1011**		**3788**
Peak Hour HV %	2	2	0	**2**	0	1	33	**1**	5	0	1	**3**		**2**

1600 - 1800 (Weekday 2h Session) (12-11-2025)

All vehicles

	Northbound				Southbound				Eastbound				Westbound	
	FL-3 N Courtenay Pkwy (South)				FL-3 N Courtenay Pkwy (North)				FL-528 Martin Andersen Beachline Expy E/Bound Off-Ramp				FL-528 Martin Andersen Beachline Expy E/Bound On-Ramp	
TIME	Thru 2.1	Right 2.2	U-Turn 2.3	App Total	Left 2.4	Thru 2.5	U-Turn 2.6	App Total	Left 2.7	Thru 2.8	Right 2.9	App Total		Int Total
1600 - 1615	279	71	0	350	89	251	1	341	91	0	141	232		923
1615 - 1630	339	57	0	396	70	270	2	342	85	0	155	240		978
1630 - 1645	310	68	0	378	74	248	0	322	92	0	166	258		958
1645 - 1700	243	61	0	304	79	266	0	345	106	1	161	268		917
Hourly Total	1171	257	0	**1428**	312	1035	3	**1350**	374	1	623	**998**		**3776**
1700 - 1715	324	67	0	391	97	234	0	331	78	0	132	210		932
1715 - 1730	308	63	0	371	79	238	0	317	77	0	175	252		940
1730 - 1745	251	54	0	305	90	211	0	301	106	0	196	302		908
1745 - 1800	239	45	0	284	107	238	0	345	71	0	142	213		842
Hourly Total	1122	229	0	**1351**	373	921	0	**1294**	332	0	645	**977**		**3622**
Grand Total	2293	486	0	**2779**	685	1956	3	**2644**	706	1	1268	**1975**		**7398**
Approach %	82.51	17.49	0.00	-	25.91	73.98	0.11	-	35.75	0.05	64.20	-		
Intersection %	30.99	6.57	0.00	37.56	9.26	26.44	0.04	35.74	9.54	0.01	17.14	26.70		
Heavy Vehicle %	2	1	-	**2**	1	1	0	**1**	2	0	1	**2**		**2**
PHF	0.86	0.90	0.00	**0.90**	0.88	0.96	0.38	**0.98**	0.88	0.25	0.94	**0.93**		**0.97**
Peak Hour Total	1171	257	0	**1428**	312	1035	3	**1350**	374	1	623	**998**		**3776**
Peak Hour HV %	3	1	0	**2**	1	2	0	**2**	3	0	2	**2**		**2**

Classified Turn Movement Count || Passenger Vehicles (1-3)

Marr Traffic DATA COLLECTION
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Merritt Island, FL

Site 2
FL-3 N Courtenay Pkwy (South)
FL-3 N Courtenay Pkwy (North)
FL-528 Martin Andersen Beachline Expy E/Bound Off-Ramp
FL-528 Martin Andersen Beachline Expy E/Bound On-Ramp

Date
Thursday, December 11, 2025

Lat/Long
28.404641°, -80.705715°
Click here for Map

Weather
Fair
61°F
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0700 - 0900 (Weekday 2h Session) (12-11-2025)
Passenger Vehicles (1-3)

	Northbound				Southbound				Eastbound				Westbound				
	FL-3 N Courtenay Pkwy (South)				FL-3 N Courtenay Pkwy (North)				FL-528 Martin Andersen Beachline Expy E/Bound Off-Ramp				FL-528 Martin Andersen Beachline Expy E/Bound On-Ramp				
TIME	Thru 2.1	Right 2.2	U-Turn 2.3	App Total	Left 2.4	Thru 2.5	U-Turn 2.6	App Total	Left 2.7	Thru 2.8	Right 2.9	App Total					Int Total
0700 - 0715	135	50	0	185	33	84	1	118	192	0	96	288					591
0715 - 0730	186	74	0	260	24	145	2	171	137	0	168	305					736
0730 - 0745	233	54	0	287	56	176	2	234	124	0	164	288					809
0745 - 0800	225	64	0	289	55	207	1	263	177	0	224	401					953
Hourly Total	779	242	0	**1021**	168	612	6	**786**	630	0	652	**1282**					**3089**
0800 - 0815	246	55	0	301	56	186	1	243	149	0	178	327					871
0815 - 0830	226	68	0	294	50	214	0	264	179	0	175	354					912
0830 - 0845	225	91	0	316	32	173	0	205	135	0	178	313					834
0845 - 0900	217	56	0	273	37	159	1	197	101	0	172	273					743
Hourly Total	914	270	0	**1184**	175	732	2	**909**	564	0	703	**1267**					**3360**
Grand Total	1693	512	0	**2205**	343	1344	8	**1695**	1194	0	1355	**2549**					**6449**
Approach %	76.78	23.22	0.00	-	20.24	79.29	0.47	-	46.84	0.00	53.16	-					
Intersection %	26.25	7.94	0.00	34.19	5.32	20.84	0.12	26.28	18.51	0.00	21.01	39.53					

1400 - 1600 (Weekday 2h Session) (12-11-2025)
Passenger Vehicles (1-3)

	Northbound				Southbound				Eastbound				Westbound				
	FL-3 N Courtenay Pkwy (South)				FL-3 N Courtenay Pkwy (North)				FL-528 Martin Andersen Beachline Expy E/Bound Off-Ramp				FL-528 Martin Andersen Beachline Expy E/Bound On-Ramp				
TIME	Thru 2.1	Right 2.2	U-Turn 2.3	App Total	Left 2.4	Thru 2.5	U-Turn 2.6	App Total	Left 2.7	Thru 2.8	Right 2.9	App Total					Int Total
1400 - 1415	218	50	0	268	34	160	1	195	73	0	133	206					669
1415 - 1430	227	60	0	287	62	203	0	265	79	0	137	216					768
1430 - 1445	280	43	0	323	63	206	2	271	85	0	137	222					816
1445 - 1500	303	61	0	364	50	212	0	262	76	0	120	196					822
Hourly Total	1028	214	0	**1242**	209	781	3	**993**	313	0	527	**840**					**3075**
1500 - 1515	236	61	0	297	61	225	0	286	94	0	171	265					848
1515 - 1530	289	64	0	353	72	282	2	356	69	0	138	207					916
1530 - 1545	303	65	0	368	68	269	0	337	89	0	171	260					965
1545 - 1600	356	66	0	422	62	250	0	312	95	0	157	252					986
Hourly Total	1184	256	0	**1440**	263	1026	2	**1291**	347	0	637	**984**					**3715**
Grand Total	2212	470	0	**2682**	472	1807	5	**2284**	660	0	1164	**1824**					**6790**
Approach %	82.48	17.52	0.00	-	20.67	79.12	0.22	-	36.18	0.00	63.82	-					
Intersection %	32.58	6.92	0.00	39.50	6.95	26.61	0.07	33.64	9.72	0.00	17.14	26.86					

1600 - 1800 (Weekday 2h Session) (12-11-2025)
Passenger Vehicles (1-3)

	Northbound				Southbound				Eastbound				Westbound				
	FL-3 N Courtenay Pkwy (South)				FL-3 N Courtenay Pkwy (North)				FL-528 Martin Andersen Beachline Expy E/Bound Off-Ramp				FL-528 Martin Andersen Beachline Expy E/Bound On-Ramp				
TIME	Thru 2.1	Right 2.2	U-Turn 2.3	App Total	Left 2.4	Thru 2.5	U-Turn 2.6	App Total	Left 2.7	Thru 2.8	Right 2.9	App Total					Int Total
1600 - 1615	272	71	0	343	88	245	1	334	88	0	137	225					902
1615 - 1630	329	56	0	385	70	266	2	338	81	0	152	233					956
1630 - 1645	301	67	0	368	73	245	0	318	88	0	164	252					938
1645 - 1700	237	61	0	298	78	260	0	338	104	1	159	264					900
Hourly Total	1139	255	0	**1394**	309	1016	3	**1328**	361	1	612	**974**					**3696**
1700 - 1715	320	67	0	387	96	231	0	327	76	0	131	207					921
1715 - 1730	303	62	0	365	79	238	0	317	77	0	174	251					933
1730 - 1745	245	54	0	299	90	207	0	297	106	0	196	302					898
1745 - 1800	236	45	0	281	107	235	0	342	69	0	141	210					833
Hourly Total	1104	228	0	**1332**	372	911	0	**1283**	328	0	642	**970**					**3585**
Grand Total	2243	483	0	**2726**	681	1927	3	**2611**	689	1	1254	**1944**					**7281**
Approach %	82.28	17.72	0.00	-	26.08	73.80	0.11	-	35.44	0.05	64.51	-					
Intersection %	30.81	6.63	0.00	37.44	9.35	26.47	0.04	35.86	9.46	0.01	17.22	26.70					

Classified Turn Movement Count || Single Unit Trucks (4-7)

Merritt Island, FL

Marr Traffic DATA COLLECTION
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Site 2
FL-3 N Courtenay Pkwy (South)
FL-3 N Courtenay Pkwy (North)
FL-528 Martin Andersen Beachline Expy E/Bound Off-Ramp
FL-528 Martin Andersen Beachline Expy E/Bound On-Ramp

Date
Thursday, December 11, 2025

Lat/Long
28.404641°, -80.705715°
Click here for Map

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Fair
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0700 - 0900 (Weekday 2h Session) (12-11-2025)
Single Unit Trucks (4-7)

	Northbound				Southbound				Eastbound				Westbound				
	FL-3 N Courtenay Pkwy (South)				FL-3 N Courtenay Pkwy (North)				FL-528 Martin Andersen Beachline Expy E/Bound Off-Ramp				FL-528 Martin Andersen Beachline Expy E/Bound On-Ramp				
TIME	Thru 2.1	Right 2.2	U-Turn 2.3	App Total	Left 2.4	Thru 2.5	U-Turn 2.6	App Total	Left 2.7	Thru 2.8	Right 2.9	App Total					Int Total
0700 - 0715	2	4	0	6	4	7	0	11	5	0	4	9					26
0715 - 0730	1	1	0	2	3	18	0	21	9	0	2	11					34
0730 - 0745	9	2	0	11	2	2	0	4	5	0	5	10					25
0745 - 0800	4	0	0	4	2	1	0	3	10	0	3	13					20
Hourly Total	16	7	0	**23**	11	28	0	**39**	29	0	14	**43**					**105**
0800 - 0815	5	0	0	5	1	2	0	3	5	0	2	7					15
0815 - 0830	4	1	0	5	8	11	0	19	8	0	4	12					36
0830 - 0845	5	6	0	11	3	3	0	6	8	0	4	12					29
0845 - 0900	3	3	0	6	3	9	0	12	8	0	5	13					31
Hourly Total	17	10	0	**27**	15	25	0	**40**	29	0	15	**44**					**111**
Grand Total	33	17	0	**50**	26	53	0	**79**	58	0	29	**87**					**216**
Approach %	66.00	34.00	0.00	-	32.91	67.09	0.00	-	66.67	0.00	33.33	-					
Intersection %	15.28	7.87	0.00	23.15	12.04	24.54	0.00	36.57	26.85	0.00	13.43	40.28					

1400 - 1600 (Weekday 2h Session) (12-11-2025)
Single Unit Trucks (4-7)

	Northbound				Southbound				Eastbound				Westbound				
	FL-3 N Courtenay Pkwy (South)				FL-3 N Courtenay Pkwy (North)				FL-528 Martin Andersen Beachline Expy E/Bound Off-Ramp				FL-528 Martin Andersen Beachline Expy E/Bound On-Ramp				
TIME	Thru 2.1	Right 2.2	U-Turn 2.3	App Total	Left 2.4	Thru 2.5	U-Turn 2.6	App Total	Left 2.7	Thru 2.8	Right 2.9	App Total					Int Total
1400 - 1415	3	0	0	3	1	3	0	4	4	0	4	8					15
1415 - 1430	10	1	0	11	5	2	0	7	3	0	2	5					23
1430 - 1445	14	0	0	14	0	1	0	1	4	0	6	10					25
1445 - 1500	8	0	0	8	2	4	0	6	2	0	2	4					18
Hourly Total	35	1	0	**36**	8	10	0	**18**	13	0	14	**27**					**81**
1500 - 1515	1	0	0	1	0	6	0	6	4	0	3	7					14
1515 - 1530	4	0	0	4	0	3	0	3	4	0	0	4					11
1530 - 1545	14	0	0	14	0	2	0	2	1	0	4	5					21
1545 - 1600	1	1	0	2	0	3	0	3	1	0	1	2					7
Hourly Total	20	1	0	**21**	0	14	0	**14**	10	0	8	**18**					**53**
Grand Total	55	2	0	**57**	8	24	0	**32**	23	0	22	**45**					**134**
Approach %	96.49	3.51	0.00	-	25.00	75.00	0.00	-	51.11	0.00	48.89	-					
Intersection %	41.04	1.49	0.00	42.54	5.97	17.91	0.00	23.88	17.16	0.00	16.42	33.58					

1600 - 1800 (Weekday 2h Session) (12-11-2025)
Single Unit Trucks (4-7)

	Northbound				Southbound				Eastbound				Westbound				
	FL-3 N Courtenay Pkwy (South)				FL-3 N Courtenay Pkwy (North)				FL-528 Martin Andersen Beachline Expy E/Bound Off-Ramp				FL-528 Martin Andersen Beachline Expy E/Bound On-Ramp				
TIME	Thru 2.1	Right 2.2	U-Turn 2.3	App Total	Left 2.4	Thru 2.5	U-Turn 2.6	App Total	Left 2.7	Thru 2.8	Right 2.9	App Total					Int Total
1600 - 1615	6	0	0	6	1	5	0	6	1	0	2	3					15
1615 - 1630	8	1	0	9	0	3	0	3	2	0	2	4					16
1630 - 1645	8	1	0	9	1	3	0	4	4	0	2	6					19
1645 - 1700	3	0	0	3	1	6	0	7	2	0	2	4					14
Hourly Total	25	2	0	**27**	3	17	0	**20**	9	0	8	**17**					**64**
1700 - 1715	3	0	0	3	1	3	0	4	2	0	1	3					10
1715 - 1730	3	1	0	4	0	0	0	0	0	0	1	1					5
1730 - 1745	5	0	0	5	0	4	0	4	0	0	0	0					9
1745 - 1800	2	0	0	2	0	3	0	3	1	0	1	2					7
Hourly Total	13	1	0	**14**	1	10	0	**11**	3	0	3	**6**					**31**
Grand Total	38	3	0	**41**	4	27	0	**31**	12	0	11	**23**					**95**
Approach %	92.68	7.32	0.00	-	12.90	87.10	0.00	-	52.17	0.00	47.83	-					
Intersection %	40.00	3.16	0.00	43.16	4.21	28.42	0.00	32.63	12.63	0.00	11.58	24.21					

Classified Turn Movement Count || Combination Trucks (8-13)

Merritt Island, FL

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Site 2
FL-3 N Courtenay Pkwy (South)
FL-3 N Courtenay Pkwy (North)
FL-528 Martin Andersen Beachline Expy E/Bound Off-Ramp
FL-528 Martin Andersen Beachline Expy E/Bound On-Ramp

Date
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0700 - 0900 (Weekday 2h Session) (12-11-2025)
Combination Trucks (8-13)

	Northbound				Southbound				Eastbound				Westbound				
	FL-3 N Courtenay Pkwy (South)				FL-3 N Courtenay Pkwy (North)				FL-528 Martin Andersen Beachline Expy E/Bound Off-Ramp				FL-528 Martin Andersen Beachline Expy E/Bound On-Ramp				
TIME	Thru 2.1	Right 2.2	U-Turn 2.3	App Total	Left 2.4	Thru 2.5	U-Turn 2.6	App Total	Left 2.7	Thru 2.8	Right 2.9	App Total					Int Total
0700 - 0715	0	1	0	1	1	1	0	2	0	0	2	2					5
0715 - 0730	0	0	0	0	2	4	0	6	2	0	1	3					9
0730 - 0745	2	1	0	3	0	1	0	1	1	0	1	2					6
0745 - 0800	1	0	0	1	1	0	0	1	2	0	0	2					4
Hourly Total	3	2	0	**5**	4	6	0	**10**	5	0	4	**9**					**24**
0800 - 0815	1	0	0	1	0	0	0	0	1	0	1	2					3
0815 - 0830	1	0	0	1	0	2	0	2	4	0	1	5					8
0830 - 0845	1	0	0	1	0	1	0	1	2	0	1	3					5
0845 - 0900	1	0	0	1	0	0	0	0	1	0	2	3					4
Hourly Total	4	0	0	**4**	0	3	0	**3**	8	0	5	**13**					**20**
Grand Total	7	2	0	**9**	4	9	0	**13**	13	0	9	**22**					**44**
Approach %	77.78	22.22	0.00	-	30.77	69.23	0.00	-	59.09	0.00	40.91	-					
Intersection %	15.91	4.55	0.00	20.45	9.09	20.45	0.00	29.55	29.55	0.00	20.45	50.00					

1400 - 1600 (Weekday 2h Session) (12-11-2025)
Combination Trucks (8-13)

	Northbound				Southbound				Eastbound				Westbound				
	FL-3 N Courtenay Pkwy (South)				FL-3 N Courtenay Pkwy (North)				FL-528 Martin Andersen Beachline Expy E/Bound Off-Ramp				FL-528 Martin Andersen Beachline Expy E/Bound On-Ramp				
TIME	Thru 2.1	Right 2.2	U-Turn 2.3	App Total	Left 2.4	Thru 2.5	U-Turn 2.6	App Total	Left 2.7	Thru 2.8	Right 2.9	App Total					Int Total
1400 - 1415	2	0	0	2	0	0	0	0	2	0	0	2					4
1415 - 1430	0	0	0	0	0	0	0	0	1	0	0	1					1
1430 - 1445	1	1	0	2	0	0	0	0	0	0	0	0					2
1445 - 1500	0	0	0	0	0	1	0	1	1	0	1	2					3
Hourly Total	3	1	0	**4**	0	1	0	**1**	4	0	1	**5**					**10**
1500 - 1515	1	0	0	1	0	1	0	1	1	0	0	1					3
1515 - 1530	0	0	0	0	0	0	0	0	5	0	1	6					6
1530 - 1545	0	3	0	3	0	0	0	0	2	0	0	2					5
1545 - 1600	4	0	0	4	0	0	1	1	0	0	0	0					5
Hourly Total	5	3	0	**8**	0	1	1	**2**	8	0	1	**9**					**19**
Grand Total	8	4	0	**12**	0	2	1	**3**	12	0	2	**14**					**29**
Approach %	66.67	33.33	0.00	-	0.00	66.67	33.33	-	85.71	0.00	14.29	-					
Intersection %	27.59	13.79	0.00	41.38	0.00	6.90	3.45	10.34	41.38	0.00	6.90	48.28					

1600 - 1800 (Weekday 2h Session) (12-11-2025)
Combination Trucks (8-13)

	Northbound				Southbound				Eastbound				Westbound				
	FL-3 N Courtenay Pkwy (South)				FL-3 N Courtenay Pkwy (North)				FL-528 Martin Andersen Beachline Expy E/Bound Off-Ramp				FL-528 Martin Andersen Beachline Expy E/Bound On-Ramp				
TIME	Thru 2.1	Right 2.2	U-Turn 2.3	App Total	Left 2.4	Thru 2.5	U-Turn 2.6	App Total	Left 2.7	Thru 2.8	Right 2.9	App Total					Int Total
1600 - 1615	1	0	0	1	0	0	0	0	2	0	2	4					5
1615 - 1630	2	0	0	2	0	1	0	1	2	0	1	3					6
1630 - 1645	1	0	0	1	0	0	0	0	0	0	0	0					1
1645 - 1700	3	0	0	3	0	0	0	0	0	0	0	0					3
Hourly Total	7	0	0	**7**	0	1	0	**1**	4	0	3	**7**					**15**
1700 - 1715	1	0	0	1	0	0	0	0	0	0	0	0					1
1715 - 1730	2	0	0	2	0	0	0	0	0	0	0	0					2
1730 - 1745	1	0	0	1	0	0	0	0	0	0	0	0					1
1745 - 1800	1	0	0	1	0	0	0	0	1	0	0	1					2
Hourly Total	5	0	0	**5**	0	0	0	**0**	1	0	0	**1**					**6**
Grand Total	12	0	0	**12**	0	1	0	**1**	5	0	3	**8**					**21**
Approach %	100.00	0.00	0.00	-	0.00	100.00	0.00	-	62.50	0.00	37.50	-					
Intersection %	57.14	0.00	0.00	57.14	0.00	4.76	0.00	4.76	23.81	0.00	14.29	38.10					

Classified Turn Movement Count || Bicycles

Merritt Island, FL

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Site 2
FL-3 N Courtenay Pkwy (South)
FL-3 N Courtenay Pkwy (North)
FL-528 Martin Andersen Beachline Expy E/Bound Off-Ramp
FL-528 Martin Andersen Beachline Expy E/Bound On-Ramp

Date
Thursday, December 11, 2025

Lat/Long
28.404641°, -80.705715°
Click here for Map

Weather
Fair
61°F
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0700 - 0900 (Weekday 2h Session) (12-11-2025)
Bicycles

	Northbound				Southbound				Eastbound				Westbound	
	FL-3 N Courtenay Pkwy (South)				FL-3 N Courtenay Pkwy (North)				FL-528 Martin Andersen Beachline Expy E/Bound Off-R				FL-528 Martin Andersen Beachline Expy E/Bound On-Ramp	
TIME	Thru 2.1	Right 2.2	U-Turn 2.3	App Total	Left 2.4	Thru 2.5	U-Turn 2.6	App Total	Left 2.7	Thru 2.8	Right 2.9	App Total		Int Total
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0		0
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0		0
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0		0
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0		0
Hourly Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**		**0**
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0		0
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0		0
0830 - 0845	0	0	0	0	0	1	0	1	0	0	0	0		1
0845 - 0900	0	0	0	0	0	1	0	1	0	0	0	0		1
Hourly Total	0	0	0	**0**	0	2	0	**2**	0	0	0	**0**		**2**
Grand Total	0	0	0	**0**	0	2	0	**2**	0	0	0	**0**		**2**
Approach %	0.00	0.00	0.00	-	0.00	100.00	0.00	-	0.00	0.00	0.00	-		
Intersection %	0.00	0.00	0.00	0.00	0.00	100.00	0.00	100.00	0.00	0.00	0.00	0.00		

1400 - 1600 (Weekday 2h Session) (12-11-2025)
Bicycles

	Northbound				Southbound				Eastbound				Westbound	
	FL-3 N Courtenay Pkwy (South)				FL-3 N Courtenay Pkwy (North)				FL-528 Martin Andersen Beachline Expy E/Bound Off-R				FL-528 Martin Andersen Beachline Expy E/Bound On-Ramp	
TIME	Thru 2.1	Right 2.2	U-Turn 2.3	App Total	Left 2.4	Thru 2.5	U-Turn 2.6	App Total	Left 2.7	Thru 2.8	Right 2.9	App Total		Int Total
1400 - 1415	0	0	0	0	0	0	0	0	0	0	0	0		0
1415 - 1430	0	0	0	0	0	0	0	0	0	0	0	0		0
1430 - 1445	1	0	0	1	0	0	0	0	0	0	0	0		1
1445 - 1500	0	0	0	0	0	0	0	0	0	0	0	0		0
Hourly Total	1	0	0	**1**	0	0	0	**0**	0	0	0	**0**		**1**
1500 - 1515	0	0	0	0	0	0	0	0	0	0	0	0		0
1515 - 1530	0	0	0	0	0	0	0	0	0	0	0	0		0
1530 - 1545	0	0	0	0	0	0	0	0	0	0	0	0		0
1545 - 1600	0	0	0	0	0	1	0	1	0	0	0	0		1
Hourly Total	0	0	0	**0**	0	1	0	**1**	0	0	0	**0**		**1**
Grand Total	1	0	0	**1**	0	1	0	**1**	0	0	0	**0**		**2**
Approach %	100.00	0.00	0.00	-	0.00	100.00	0.00	-	0.00	0.00	0.00	-		
Intersection %	50.00	0.00	0.00	50.00	0.00	50.00	0.00	50.00	0.00	0.00	0.00	0.00		

1600 - 1800 (Weekday 2h Session) (12-11-2025)
Bicycles

	Northbound				Southbound				Eastbound				Westbound	
	FL-3 N Courtenay Pkwy (South)				FL-3 N Courtenay Pkwy (North)				FL-528 Martin Andersen Beachline Expy E/Bound Off-R				FL-528 Martin Andersen Beachline Expy E/Bound On-Ramp	
TIME	Thru 2.1	Right 2.2	U-Turn 2.3	App Total	Left 2.4	Thru 2.5	U-Turn 2.6	App Total	Left 2.7	Thru 2.8	Right 2.9	App Total		Int Total
1600 - 1615	0	0	0	0	0	1	0	1	0	0	0	0		1
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0		0
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0		0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0		0
Hourly Total	0	0	0	**0**	0	1	0	**1**	0	0	0	**0**		**1**
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0		0
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0		0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0		0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0		0
Hourly Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**		**0**
Grand Total	0	0	0	**0**	0	1	0	**1**	0	0	0	**0**		**1**
Approach %	0.00	0.00	0.00	-	0.00	100.00	0.00	-	0.00	0.00	0.00	-		
Intersection %	0.00	0.00	0.00	0.00	0.00	100.00	0.00	100.00	0.00	0.00	0.00	0.00		

Classified Turn Movement Count || All Trucks (4-13)

Merritt Island, FL

Marr Traffic DATA COLLECTION
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Site 2
FL-3 N Courtenay Pkwy (South)
FL-3 N Courtenay Pkwy (North)
FL-528 Martin Andersen Beachline Expy E/Bound Off-Ramp
FL-528 Martin Andersen Beachline Expy E/Bound On-Ramp

Date
Thursday, December 11, 2025

Lat/Long
28.404641°, -80.705715°
Click here for Map

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0700 - 0900 (Weekday 2h Session) (12-11-2025)
All Trucks (4-13)

	Northbound				Southbound				Eastbound				Westbound				
	FL-3 N Courtenay Pkwy (South)				FL-3 N Courtenay Pkwy (North)				FL-528 Martin Andersen Beachline Expy E/Bound Off-R				FL-528 Martin Andersen Beachline Expy E/Bound On-Ramp				
TIME	Thru 2.1	Right 2.2	U-Turn 2.3	App Total	Left 2.4	Thru 2.5	U-Turn 2.6	App Total	Left 2.7	Thru 2.8	Right 2.9	App Total					Int Total
0700 - 0715	2	5	0	7	5	8	0	13	5	0	6	11					31
0715 - 0730	1	1	0	2	5	22	0	27	11	0	3	14					43
0730 - 0745	11	3	0	14	2	3	0	5	6	0	6	12					31
0745 - 0800	5	0	0	5	3	1	0	4	12	0	3	15					24
Hourly Total	19	9	0	**28**	15	34	0	**49**	34	0	18	**52**					**129**
0800 - 0815	6	0	0	6	1	2	0	3	6	0	3	9					18
0815 - 0830	5	1	0	6	8	13	0	21	12	0	5	17					44
0830 - 0845	6	6	0	12	3	4	0	7	10	0	5	15					34
0845 - 0900	4	3	0	7	3	9	0	12	9	0	7	16					35
Hourly Total	21	10	0	**31**	15	28	0	**43**	37	0	20	**57**					**131**
Grand Total	40	19	0	**59**	30	62	0	**92**	71	0	38	**109**					**260**
Approach %	67.80	32.20	0.00	-	32.61	67.39	0.00	-	65.14	0.00	34.86	-					
Intersection %	15.38	7.31	0.00	22.69	11.54	23.85	0.00	35.38	27.31	0.00	14.62	41.92					

1400 - 1600 (Weekday 2h Session) (12-11-2025)
All Trucks (4-13)

	Northbound				Southbound				Eastbound				Westbound				
	FL-3 N Courtenay Pkwy (South)				FL-3 N Courtenay Pkwy (North)				FL-528 Martin Andersen Beachline Expy E/Bound Off-R				FL-528 Martin Andersen Beachline Expy E/Bound On-Ramp				
TIME	Thru 2.1	Right 2.2	U-Turn 2.3	App Total	Left 2.4	Thru 2.5	U-Turn 2.6	App Total	Left 2.7	Thru 2.8	Right 2.9	App Total					Int Total
1400 - 1415	5	0	0	5	1	3	0	4	6	0	4	10					19
1415 - 1430	10	1	0	11	5	2	0	7	4	0	2	6					24
1430 - 1445	15	1	0	16	0	1	0	1	4	0	6	10					27
1445 - 1500	8	0	0	8	2	5	0	7	3	0	3	6					21
Hourly Total	38	2	0	**40**	8	11	0	**19**	17	0	15	**32**					**91**
1500 - 1515	2	0	0	2	0	7	0	7	5	0	3	8					17
1515 - 1530	4	0	0	4	0	3	0	3	9	0	1	10					17
1530 - 1545	14	3	0	17	0	2	0	2	3	0	4	7					26
1545 - 1600	5	1	0	6	0	3	1	4	1	0	1	2					12
Hourly Total	25	4	0	**29**	0	15	1	**16**	18	0	9	**27**					**72**
Grand Total	63	6	0	**69**	8	26	1	**35**	35	0	24	**59**					**163**
Approach %	91.30	8.70	0.00	-	22.86	74.29	2.86	-	59.32	0.00	40.68	-					
Intersection %	38.65	3.68	0.00	42.33	4.91	15.95	0.61	21.47	21.47	0.00	14.72	36.20					

1600 - 1800 (Weekday 2h Session) (12-11-2025)
All Trucks (4-13)

	Northbound				Southbound				Eastbound				Westbound				
	FL-3 N Courtenay Pkwy (South)				FL-3 N Courtenay Pkwy (North)				FL-528 Martin Andersen Beachline Expy E/Bound Off-R				FL-528 Martin Andersen Beachline Expy E/Bound On-Ramp				
TIME	Thru 2.1	Right 2.2	U-Turn 2.3	App Total	Left 2.4	Thru 2.5	U-Turn 2.6	App Total	Left 2.7	Thru 2.8	Right 2.9	App Total					Int Total
1600 - 1615	7	0	0	7	1	5	0	6	3	0	4	7					20
1615 - 1630	10	1	0	11	0	4	0	4	4	0	3	7					22
1630 - 1645	9	1	0	10	1	3	0	4	4	0	2	6					20
1645 - 1700	6	0	0	6	1	6	0	7	2	0	2	4					17
Hourly Total	32	2	0	**34**	3	18	0	**21**	13	0	11	**24**					**79**
1700 - 1715	4	0	0	4	1	3	0	4	2	0	1	3					11
1715 - 1730	5	1	0	6	0	0	0	0	0	0	1	1					7
1730 - 1745	6	0	0	6	0	4	0	4	0	0	0	0					10
1745 - 1800	3	0	0	3	0	3	0	3	2	0	1	3					9
Hourly Total	18	1	0	**19**	1	10	0	**11**	4	0	3	**7**					**37**
Grand Total	50	3	0	**53**	4	28	0	**32**	17	0	14	**31**					**116**
Approach %	94.34	5.66	0.00	-	12.50	87.50	0.00	-	54.84	0.00	45.16	-					
Intersection %	43.10	2.59	0.00	45.69	3.45	24.14	0.00	27.59	14.66	0.00	12.07	26.72					

Crosswalk Counts || Pedestrians

Merritt Island, FL

Marr Traffic DATA COLLECTION
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Site 2
FL-3 N Courtenay Pkwy (South)
FL-3 N Courtenay Pkwy (North)
FL-528 Martin Andersen Beachline Expy E/Bound Off-Ramp
FL-528 Martin Andersen Beachline Expy E/Bound On-Ramp

Date
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Lat/Long
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0700 - 0900 (Weekday 2h Session) (12-11-2025)

Pedestrians

	Northbound			Southbound			Eastbound			Westbound			
	FL-3 N Courtenay Pkwy (South)			FL-3 N Courtenay Pkwy (North)			FL-528 Martin Andersen Beachline Expy E/Bound Off-Ramp			FL-528 Martin Andersen Beachline Expy E/Bound On-Ramp			
TIME	EB 2a	WB 2b	App Total	EB 2c	WB 2d	App Total	NB 2e	SB 2f	App Total	NB 2g	SB 2h	App Total	Int Total
0700 - 0715	0	0	0	0	0	0	1	0	1	0	0	0	1
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	1	0	**1**	0	0	**0**	**1**
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	0	0	**0**	0	0	**0**	1	0	**1**	0	0	**0**	**1**
Approach %	0.00	0.00	-	0.00	0.00	-	100.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	100.00	0.00	100.00	0.00	0.00	0.00	

1400 - 1600 (Weekday 2h Session) (12-11-2025)

Pedestrians

	Northbound			Southbound			Eastbound			Westbound			
	FL-3 N Courtenay Pkwy (South)			FL-3 N Courtenay Pkwy (North)			FL-528 Martin Andersen Beachline Expy E/Bound Off-Ramp			FL-528 Martin Andersen Beachline Expy E/Bound On-Ramp			
TIME	EB 2a	WB 2b	App Total	EB 2c	WB 2d	App Total	NB 2e	SB 2f	App Total	NB 2g	SB 2h	App Total	Int Total
1400 - 1415	0	0	0	0	0	0	0	0	0	1	0	1	1
1415 - 1430	0	0	0	0	0	0	0	0	0	0	0	0	0
1430 - 1445	0	0	0	0	0	0	0	0	0	0	0	0	0
1445 - 1500	0	0	0	0	0	0	1	0	1	0	0	0	1
Hourly Total	0	0	**0**	0	0	**0**	1	0	**1**	1	0	**1**	**2**
1500 - 1515	0	0	0	0	0	0	0	0	0	0	0	0	0
1515 - 1530	0	0	0	0	0	0	0	0	0	0	0	0	0
1530 - 1545	0	0	0	0	0	0	0	2	2	0	1	1	3
1545 - 1600	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	2	**2**	0	1	**1**	**3**
Grand Total	0	0	**0**	0	0	**0**	1	2	**3**	1	1	**2**	**5**
Approach %	0.00	0.00	-	0.00	0.00	-	33.33	66.67	-	50.00	50.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	20.00	40.00	60.00	20.00	20.00	40.00	

1600 - 1800 (Weekday 2h Session) (12-11-2025)

Pedestrians

	Northbound			Southbound			Eastbound			Westbound			
	FL-3 N Courtenay Pkwy (South)			FL-3 N Courtenay Pkwy (North)			FL-528 Martin Andersen Beachline Expy E/Bound Off-Ramp			FL-528 Martin Andersen Beachline Expy E/Bound On-Ramp			
TIME	EB 2a	WB 2b	App Total	EB 2c	WB 2d	App Total	NB 2e	SB 2f	App Total	NB 2g	SB 2h	App Total	Int Total
1600 - 1615	0	0	0	0	0	0	0	1	1	0	0	0	1
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	1	**1**	0	0	**0**	**1**
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	1	1	0	0	0	1
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	1	**1**	0	0	**0**	**1**
Grand Total	0	0	**0**	0	0	**0**	0	2	**2**	0	0	**0**	**2**
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	100.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	100.00	100.00	0.00	0.00	0.00	

Crosswalk Counts || Bicycles

Merritt Island, FL

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Site 2
FL-3 N Courtenay Pkwy (South)
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FL-528 Martin Andersen Beachline Expy E/Bound Off-Ramp
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0700 - 0900 (Weekday 2h Session) (12-11-2025)
Bicycles

	Northbound			Southbound			Eastbound			Westbound			
	FL-3 N Courtenay Pkwy (South)			FL-3 N Courtenay Pkwy (North)			FL-528 Martin Andersen Beachline Expy E/Bound Off-Ramp			FL-528 Martin Andersen Beachline Expy E/Bound On-Ramp			
TIME	EB 2a	WB 2b	App Total	EB 2c	WB 2d	App Total	NB 2e	SB 2f	App Total	NB 2g	SB 2h	App Total	Int Total
0700 - 0715	0	0	0	0	0	0	0	0	0	1	0	1	1
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	1	0	**1**	**1**
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	0	0	**0**	0	0	**0**	0	0	**0**	1	0	**1**	**1**
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	100.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	100.00	0.00	100.00	

1400 - 1600 (Weekday 2h Session) (12-11-2025)
Bicycles

	Northbound			Southbound			Eastbound			Westbound			
	FL-3 N Courtenay Pkwy (South)			FL-3 N Courtenay Pkwy (North)			FL-528 Martin Andersen Beachline Expy E/Bound Off-Ramp			FL-528 Martin Andersen Beachline Expy E/Bound On-Ramp			
TIME	EB 2a	WB 2b	App Total	EB 2c	WB 2d	App Total	NB 2e	SB 2f	App Total	NB 2g	SB 2h	App Total	Int Total
1400 - 1415	0	0	0	0	0	0	0	0	0	0	0	0	0
1415 - 1430	0	0	0	0	0	0	0	0	0	0	0	0	0
1430 - 1445	0	0	0	0	0	0	0	0	0	0	1	1	1
1445 - 1500	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	1	**1**	**1**
1500 - 1515	0	0	0	0	0	0	0	0	0	0	0	0	0
1515 - 1530	0	0	0	0	0	0	0	0	0	0	0	0	0
1530 - 1545	0	0	0	0	0	0	0	0	0	0	0	0	0
1545 - 1600	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	0	0	**0**	0	0	**0**	0	0	**0**	0	1	**1**	**1**
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	0.00	100.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	100.00	100.00	

1600 - 1800 (Weekday 2h Session) (12-11-2025)
Bicycles

	Northbound			Southbound			Eastbound			Westbound			
	FL-3 N Courtenay Pkwy (South)			FL-3 N Courtenay Pkwy (North)			FL-528 Martin Andersen Beachline Expy E/Bound Off-Ramp			FL-528 Martin Andersen Beachline Expy E/Bound On-Ramp			
TIME	EB 2a	WB 2b	App Total	EB 2c	WB 2d	App Total	NB 2e	SB 2f	App Total	NB 2g	SB 2h	App Total	Int Total
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Crosswalk Counts || Motorized Vehicles

Merritt Island, FL

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Site 2
FL-3 N Courtenay Pkwy (South)
FL-3 N Courtenay Pkwy (North)
FL-528 Martin Andersen Beachline Expy E/Bound Off-Ramp
FL-528 Martin Andersen Beachline Expy E/Bound On-Ramp

Date
Thursday, December 11, 2025

Lat/Long
28.404641°, -80.705715°
Click here for Map

Weather
Fair
61°F
Click here for Detailed Weather

0700 - 0900 (Weekday 2h Session) (12-11-2025)
Motorized Vehicles

	Northbound			Southbound			Eastbound			Westbound			
	FL-3 N Courtenay Pkwy (South)			FL-3 N Courtenay Pkwy (North)			FL-528 Martin Andersen Beachline Expy E/Bound Off-Ramp			FL-528 Martin Andersen Beachline Expy E/Bound On-Ramp			
TIME	EB 2a	WB 2b	App Total	EB 2c	WB 2d	App Total	NB 2e	SB 2f	App Total	NB 2g	SB 2h	App Total	Int Total
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

1400 - 1600 (Weekday 2h Session) (12-11-2025)
Motorized Vehicles

	Northbound			Southbound			Eastbound			Westbound			
	FL-3 N Courtenay Pkwy (South)			FL-3 N Courtenay Pkwy (North)			FL-528 Martin Andersen Beachline Expy E/Bound Off-Ramp			FL-528 Martin Andersen Beachline Expy E/Bound On-Ramp			
TIME	EB 2a	WB 2b	App Total	EB 2c	WB 2d	App Total	NB 2e	SB 2f	App Total	NB 2g	SB 2h	App Total	Int Total
1400 - 1415	0	0	0	0	0	0	0	0	0	0	0	0	0
1415 - 1430	0	0	0	0	0	0	0	0	0	0	0	0	0
1430 - 1445	0	0	0	0	0	0	0	0	0	0	0	0	0
1445 - 1500	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1500 - 1515	0	0	0	0	0	0	0	0	0	0	0	0	0
1515 - 1530	0	0	0	0	0	0	0	0	0	0	0	0	0
1530 - 1545	0	0	0	0	0	0	0	0	0	0	0	0	0
1545 - 1600	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

1600 - 1800 (Weekday 2h Session) (12-11-2025)
Motorized Vehicles

	Northbound			Southbound			Eastbound			Westbound			
	FL-3 N Courtenay Pkwy (South)			FL-3 N Courtenay Pkwy (North)			FL-528 Martin Andersen Beachline Expy E/Bound Off-Ramp			FL-528 Martin Andersen Beachline Expy E/Bound On-Ramp			
TIME	EB 2a	WB 2b	App Total	EB 2c	WB 2d	App Total	NB 2e	SB 2f	App Total	NB 2g	SB 2h	App Total	Int Total
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Start Date: 12/11/2025	n Andersen Beachline Expy E/Bou			n Andersen Beachline Expy E/Bou			FL-3 N Courtenay Pkwy (South)			FL-3 N Courtenay Pkwy (North)			
	Eastbound			Westbound			Northbound			Southbound			
Time	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	Total
15 Minute Totals													
12:00 AM - 12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 AM - 12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 AM - 12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 AM - 01:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 AM - 01:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 AM - 01:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 AM - 01:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 AM - 02:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 AM - 02:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 AM - 02:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 AM - 02:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 AM - 03:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 AM - 03:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 AM - 03:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 AM - 03:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 AM - 04:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 AM - 04:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 AM - 04:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 AM - 04:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 AM - 05:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 AM - 05:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 AM - 05:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 AM - 05:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 AM - 06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 AM - 06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM - 06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM - 06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM - 07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM - 07:15 AM	197	0	102	0	0	0	0	137	55	38	92	0	621
07:15 AM - 07:30 AM	148	0	171	0	0	0	0	187	75	29	167	0	777
07:30 AM - 07:45 AM	130	0	170	0	0	0	0	244	57	58	179	0	838
07:45 AM - 08:00 AM	189	0	227	0	0	0	0	230	64	58	208	0	976
08:00 AM - 08:15 AM	155	0	181	0	0	0	0	252	55	57	188	0	888
08:15 AM - 08:30 AM	191	0	180	0	0	0	0	231	69	58	227	0	956
08:30 AM - 08:45 AM	145	0	183	0	0	0	0	231	97	35	178	0	869
08:45 AM - 09:00 AM	110	0	179	0	0	0	0	221	59	40	169	0	778
09:00 AM - 09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM - 09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM - 09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM - 10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM - 10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM - 10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM - 10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM - 11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM - 11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM - 11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM - 11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM - 12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM - 12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM - 12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM - 12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM - 01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM - 01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM - 01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM - 01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM - 02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM - 02:15 PM	79	0	137	0	0	0	0	223	50	35	163	0	687
02:15 PM - 02:30 PM	83	0	139	0	0	0	0	237	61	67	205	0	792
02:30 PM - 02:45 PM	89	0	143	0	0	0	0	296	44	63	207	0	842
02:45 PM - 03:00 PM	79	0	123	0	0	0	0	311	61	52	217	0	843
03:00 PM - 03:15 PM	99	0	174	0	0	0	0	238	61	61	232	0	865
03:15 PM - 03:30 PM	78	0	139	0	0	0	0	293	64	72	285	0	931
03:30 PM - 03:45 PM	92	0	175	0	0	0	0	317	68	68	271	0	991
03:45 PM - 04:00 PM	96	0	158	0	0	0	0	361	67	62	254	0	998
04:00 PM - 04:15 PM	91	0	141	0	0	0	0	279	71	89	251	0	922
04:15 PM - 04:30 PM	85	0	155	0	0	0	0	339	57	70	270	0	976
04:30 PM - 04:45 PM	92	0	166	0	0	0	0	310	68	74	248	0	958
04:45 PM - 05:00 PM	106	1	161	0	0	0	0	243	61	79	266	0	917
05:00 PM - 05:15 PM	78	0	132	0	0	0	0	324	67	97	234	0	932
05:15 PM - 05:30 PM	77	0	175	0	0	0	0	308	63	79	238	0	940
05:30 PM - 05:45 PM	106	0	196	0	0	0	0	251	54	90	211	0	908
05:45 PM - 06:00 PM	71	0	142	0	0	0	0	239	45	107	238	0	842
06:00 PM - 06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM - 06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM - 06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM - 07:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 PM - 07:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 PM - 07:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 PM - 07:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 PM - 08:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 PM - 08:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 PM - 08:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 PM - 08:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 PM - 09:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 PM - 09:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 PM - 09:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 PM - 09:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 PM - 10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM - 10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 PM - 10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 PM - 10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 PM - 11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM - 11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 PM - 11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 PM - 11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 PM - 12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0

Peak Hour Turning Movement Count

Merritt Island, FL

Click here for Map

Marr Traffic DATA COLLECTION

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Thursday, December 11, 2025		
	Fair	61°F
Period	0700 - 0900	APPLY
Peak Hour	0745 - 0845	APPLY
Global PH	0745 - 0845	APPLY

* the Peak Hour Diagram does not include bicycles

Session Parameters

(Drop Down Menu)

Global Peak Hour

Volume

All vehicles

	Northbound						Southbound						Eastbound						Westbound						
	FL-3 N Courtenay Pkwy (South)						FL-3 N Courtenay Pkwy (North)						28 Martin Andersen Beachline Expy W/Bound On-R						28 Martin Andersen Beachline Expy W/Bound Off-R						
	Left	Thru			U-Turn	App		Thru	Right		U-Turn	App						App	Left	Thru	Right			App	Int
Time	3.1	3.2			3.3	Total		3.4	3.5		3.6	Total						Total	3.7	3.8	3.9			Total	Total
0000 - 0015	0	0	-	-	0	0	-	0	0	-	0	0	-	-	-	-	-	0	0	0	0	-	-	0	0
0015 - 0030	0	0	-	-	0	0	-	0	0	-	0	0	-	-	-	-	-	0	0	0	0	-	-	0	0
0030 - 0045	0	0	-	-	0	0	-	0	0	-	0	0	-	-	-	-	-	0	0	0	0	-	-	0	0
0045 - 0100	0	0	-	-	0	0	-	0	0	-	0	0	-	-	-	-	-	0	0	0	0	-	-	0	0
Total	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
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Passenger Vehicles (1-3)

	Northbound						Southbound						Eastbound						Westbound						
	FL-3 N Courtenay Pkwy (South)						FL-3 N Courtenay Pkwy (North)						28 Martin Andersen Beachline Expy W/Bound On-R						28 Martin Andersen Beachline Expy W/Bound Off-R						
	Left	Thru			U-Turn	App		Thru	Right		U-Turn	App						App	Left	Thru	Right			App	Int
Time	3.1	3.2			3.3	Total		3.4	3.5		3.6	Total						Total	3.7	3.8	3.9			Total	Total
0000 - 0015	0	0	-	-	0	0	-	0	0	-	0	0	-	-	-	-	-	0	0	0	0	-	-	0	0
0015 - 0030	0	0	-	-	0	0	-	0	0	-	0	0	-	-	-	-	-	0	0	0	0	-	-	0	0
0030 - 0045	0	0	-	-	0	0	-	0	0	-	0	0	-	-	-	-	-	0	0	0	0	-	-	0	0
0045 - 0100	0	0	-	-	0	0	-	0	0	-	0	0	-	-	-	-	-	0	0	0	0	-	-	0	0
Total	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
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Single Unit Trucks (4-7)

	Northbound						Southbound						Eastbound						Westbound						
	FL-3 N Courtenay Pkwy (South)						FL-3 N Courtenay Pkwy (North)						28 Martin Andersen Beachline Expy W/Bound On-R						28 Martin Andersen Beachline Expy W/Bound Off-R						
	Left	Thru			U-Turn	App		Thru	Right		U-Turn	App						App	Left	Thru	Right			App	Int
Time	3.1	3.2			3.3	Total		3.4	3.5		3.6	Total						Total	3.7	3.8	3.9			Total	Total
0000 - 0015	0	0	-	-	0	0	-	0	0	-	0	0	-	-	-	-	-	0	0	0	0	-	-	0	0
0015 - 0030	0	0	-	-	0	0	-	0	0	-	0	0	-	-	-	-	-	0	0	0	0	-	-	0	0
0030 - 0045	0	0	-	-	0	0	-	0	0	-	0	0	-	-	-	-	-	0	0	0	0	-	-	0	0
0045 - 0100	0	0	-	-	0	0	-	0	0	-	0	0	-	-	-	-	-	0	0	0	0	-	-	0	0
Total	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
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Combination Trucks (8-13)

	Northbound						Southbound						Eastbound						Westbound						
	FL-3 N Courtenay Pkwy (South)						FL-3 N Courtenay Pkwy (North)						28 Martin Andersen Beachline Expy W/Bound On-R						28 Martin Andersen Beachline Expy W/Bound Off-R						
	Left	Thru			U-Turn	App		Thru	Right		U-Turn	App						App	Left	Thru	Right			App	Int
Time	3.1	3.2			3.3	Total		3.4	3.5		3.6	Total						Total	3.7	3.8	3.9			Total	Total
0000 - 0015	0	0	-	-	0	0	-	0	0	-	0	0	-	-	-	-	-	0	0	0	0	-	-	0	0
0015 - 0030	0	0	-	-	0	0	-	0	0	-	0	0	-	-	-	-	-	0	0	0	0	-	-	0	0
0030 - 0045	0	0	-	-	0	0	-	0	0	-	0	0	-	-	-	-	-	0	0	0	0	-	-	0	0
0045 - 0100	0	0	-	-	0	0	-	0	0	-	0	0	-	-	-	-	-	0	0	0	0	-	-	0	0
Total	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
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Bicycles

	Northbound						Southbound						Eastbound						Westbound						
	FL-3 N Courtenay Pkwy (South)						FL-3 N Courtenay Pkwy (North)						28 Martin Andersen Beachline Expy W/Bound On-R						28 Martin Andersen Beachline Expy W/Bound Off-R						
	Left	Thru			U-Turn	App		Thru	Right		U-Turn	App						App	Left	Thru	Right			App	Int
Time	3.1	3.2			3.3	Total		3.4	3.5		3.6	Total						Total	3.7	3.8	3.9			Total	Total
0000 - 0015	0	0	-	-	0	0	-	0	0	-	0	0	-	-	-	-	-	0	0	0	0	-	-	0	0
0015 - 0030	0	0	-	-	0	0	-	0	0	-	0	0	-	-	-	-	-	0	0	0	0	-	-	0	0
0030 - 0045	0	0	-	-	0	0	-	0	0	-	0	0	-	-	-	-	-	0	0	0	0	-	-	0	0
0045 - 0100	0	0	-	-	0	0	-	0	0	-	0	0	-	-	-	-	-	0	0	0	0	-	-	0	0
Total	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
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Peak Hour Turning Movement Count

Merritt Island, FL

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Marr Traffic DATA COLLECTION

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All vehicles

	Northbound						Southbound						Eastbound						Westbound						
	FL-3 N Courtenay Pkwy (South)						FL-3 N Courtenay Pkwy (North)						28 Martin Andersen Beachline Expy W/Bound On-R						28 Martin Andersen Beachline Expy W/Bound Off-R						
	Left	Thru			U-Turn	App		Thru	Right		U-Turn	App						App	Left	Thru	Right			App	Int
Time	3.1	3.2			3.3	Total		3.4	3.5		3.6	Total						Total	3.7	3.8	3.9			Total	Total
0000 - 0015	0	0	-	-	0	0	-	0	0	-	0	0	-	-	-	-	-	0	0	0	0	-	-	0	0
0015 - 0030	0	0	-	-	0	0	-	0	0	-	0	0	-	-	-	-	-	0	0	0	0	-	-	0	0
0030 - 0045	0	0	-	-	0	0	-	0	0	-	0	0	-	-	-	-	-	0	0	0	0	-	-	0	0
0045 - 0100	0	0	-	-	0	0	-	0	0	-	0	0	-	-	-	-	-	0	0	0	0	-	-	0	0
Total	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
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Passenger Vehicles (1-3)

	Northbound						Southbound						Eastbound						Westbound						
	FL-3 N Courtenay Pkwy (South)						FL-3 N Courtenay Pkwy (North)						28 Martin Andersen Beachline Expy W/Bound On-R						28 Martin Andersen Beachline Expy W/Bound Off-R						
	Left	Thru			U-Turn	App		Thru	Right		U-Turn	App						App	Left	Thru	Right			App	Int
Time	3.1	3.2			3.3	Total		3.4	3.5		3.6	Total						Total	3.7	3.8	3.9			Total	Total
0000 - 0015	0	0	-	-	0	0	-	0	0	-	0	0	-	-	-	-	-	0	0	0	0	-	-	0	0
0015 - 0030	0	0	-	-	0	0	-	0	0	-	0	0	-	-	-	-	-	0	0	0	0	-	-	0	0
0030 - 0045	0	0	-	-	0	0	-	0	0	-	0	0	-	-	-	-	-	0	0	0	0	-	-	0	0
0045 - 0100	0	0	-	-	0	0	-	0	0	-	0	0	-	-	-	-	-	0	0	0	0	-	-	0	0
Total	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
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Single Unit Trucks (4-7)

	Northbound						Southbound						Eastbound						Westbound						
	FL-3 N Courtenay Pkwy (South)						FL-3 N Courtenay Pkwy (North)						28 Martin Andersen Beachline Expy W/Bound On-R						28 Martin Andersen Beachline Expy W/Bound Off-R						
	Left	Thru			U-Turn	App		Thru	Right		U-Turn	App						App	Left	Thru	Right			App	Int
Time	3.1	3.2			3.3	Total		3.4	3.5		3.6	Total						Total	3.7	3.8	3.9			Total	Total
0000 - 0015	0	0	-	-	0	0	-	0	0	-	0	0	-	-	-	-	-	0	0	0	0	-	-	0	0
0015 - 0030	0	0	-	-	0	0	-	0	0	-	0	0	-	-	-	-	-	0	0	0	0	-	-	0	0
0030 - 0045	0	0	-	-	0	0	-	0	0	-	0	0	-	-	-	-	-	0	0	0	0	-	-	0	0
0045 - 0100	0	0	-	-	0	0	-	0	0	-	0	0	-	-	-	-	-	0	0	0	0	-	-	0	0
Total	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
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Combination Trucks (8-13)

	Northbound						Southbound						Eastbound						Westbound						
	FL-3 N Courtenay Pkwy (South)						FL-3 N Courtenay Pkwy (North)						28 Martin Andersen Beachline Expy W/Bound On-R						28 Martin Andersen Beachline Expy W/Bound Off-R						
	Left	Thru			U-Turn	App		Thru	Right		U-Turn	App						App	Left	Thru	Right			App	Int
Time	3.1	3.2			3.3	Total		3.4	3.5		3.6	Total						Total	3.7	3.8	3.9			Total	Total
0000 - 0015	0	0	-	-	0	0	-	0	0	-	0	0	-	-	-	-	-	0	0	0	0	-	-	0	0
0015 - 0030	0	0	-	-	0	0	-	0	0	-	0	0	-	-	-	-	-	0	0	0	0	-	-	0	0
0030 - 0045	0	0	-	-	0	0	-	0	0	-	0	0	-	-	-	-	-	0	0	0	0	-	-	0	0
0045 - 0100	0	0	-	-	0	0	-	0	0	-	0	0	-	-	-	-	-	0	0	0	0	-	-	0	0
Total	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
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Bicycles

	Northbound						Southbound						Eastbound						Westbound						
	FL-3 N Courtenay Pkwy (South)						FL-3 N Courtenay Pkwy (North)						28 Martin Andersen Beachline Expy W/Bound On-R						28 Martin Andersen Beachline Expy W/Bound Off-R						
	Left	Thru			U-Turn	App		Thru	Right		U-Turn	App						App	Left	Thru	Right			App	Int
Time	3.1	3.2			3.3	Total		3.4	3.5		3.6	Total						Total	3.7	3.8	3.9			Total	Total
0000 - 0015	0	0	-	-	0	0	-	0	0	-	0	0	-	-	-	-	-	0	0	0	0	-	-	0	0
0015 - 0030	0	0	-	-	0	0	-	0	0	-	0	0	-	-	-	-	-	0	0	0	0	-	-	0	0
0030 - 0045	0	0	-	-	0	0	-	0	0	-	0	0	-	-	-	-	-	0	0	0	0	-	-	0	0
0045 - 0100	0	0	-	-	0	0	-	0	0	-	0	0	-	-	-	-	-	0	0	0	0	-	-	0	0
Total	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
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Classified Turn Movement Count || All vehicles

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Merritt Island, FL

Site 3
FL-3 N Courtenay Pkwy (South)
FL-3 N Courtenay Pkwy (North)
FL-528 Martin Andersen Beachline Expy W/Bound On-Ramp
FL-528 Martin Andersen Beachline Expy W/Bound Off-Ramp

Date
Thursday, December 11, 2025

Lat/Long
28.405841°, -80.705816°
Click here for Map

Weather
Fair
61°F
Click here for Detailed Weather

0700 - 0900 (Weekday 2h Session) (12-11-2025)
All vehicles

	Northbound (FL-3 N Courtenay Pkwy (South))				Southbound (FL-3 N Courtenay Pkwy (North))				Eastbound (FL-528 Martin Andersen Beachline Expy W/Bound On-Ramp)				Westbound (FL-528 Martin Andersen Beachline Expy W/Bound Off-Ramp)				
TIME	Left 3.1	Thru 3.2	U-Turn 3.3	App Total	Thru 3.4	Right 3.5	U-Turn 3.6	App Total					Left 3.7	Thru 3.8	Right 3.9	App Total	Int Total
0700 - 0715	79	276	0	355	97	88	0	185					29	0	51	80	620
0715 - 0730	83	236	0	319	179	77	0	256					27	0	72	99	674
0730 - 0745	92	248	1	341	187	88	0	275					42	0	84	126	742
0745 - 0800	112	361	0	473	226	92	0	318					41	0	89	130	921
Hourly Total	366	1121	1	**1488**	689	345	0	**1034**					139	0	296	**435**	**2957**
0800 - 0815	111	285	0	396	198	95	0	293					43	0	75	118	807
0815 - 0830	93	308	0	401	219	104	0	323					58	0	86	144	868
0830 - 0845	106	307	0	413	173	80	0	253					53	0	103	156	822
0845 - 0900	104	203	0	307	159	90	0	249					55	0	80	135	691
Hourly Total	414	1103	0	**1517**	749	369	0	**1118**					209	0	344	**553**	**3188**
Grand Total	780	2224	1	**3005**	1438	714	0	**2152**					348	0	640	**988**	**6145**
Approach %	25.96	74.01	0.03	-	66.82	33.18	0.00	-					35.22	0.00	64.78	-	
Intersection %	12.69	36.19	0.02	48.90	23.40	11.62	0.00	35.02					5.66	0.00	10.41	16.08	
Heavy Vehicle %	3	4	0	**4**	6	7	-	**6**					2	-	4	**3**	**5**
PHF	0.94	0.87	0.00	**0.89**	0.90	0.89	0.00	**0.92**					0.84	0.00	0.86	**0.88**	**0.93**
Peak Hour Total	422	1261	0	**1683**	816	371	0	**1187**					195	0	353	**548**	**3418**
Peak Hour HV %	3	4	0	**4**	4	10	0	**6**					1	0	4	**3**	**4**

1400 - 1600 (Weekday 2h Session) (12-11-2025)
All vehicles

	Northbound (FL-3 N Courtenay Pkwy (South))				Southbound (FL-3 N Courtenay Pkwy (North))				Eastbound (FL-528 Martin Andersen Beachline Expy W/Bound On-Ramp)				Westbound (FL-528 Martin Andersen Beachline Expy W/Bound Off-Ramp)				
TIME	Left 3.1	Thru 3.2	U-Turn 3.3	App Total	Thru 3.4	Right 3.5	U-Turn 3.6	App Total					Left 3.7	Thru 3.8	Right 3.9	App Total	Int Total
1400 - 1415	112	182	0	294	162	98	0	260					44	0	39	83	637
1415 - 1430	108	223	1	332	207	92	0	299					67	0	53	120	751
1430 - 1445	134	240	0	374	220	132	0	352					55	0	42	97	823
1445 - 1500	152	233	0	385	209	132	0	341					53	1	56	110	836
Hourly Total	506	878	1	**1385**	798	454	0	**1252**					219	1	190	**410**	**3047**
1500 - 1515	135	209	0	344	217	125	0	342					71	0	51	122	808
1515 - 1530	145	242	0	387	285	181	0	466					60	0	58	118	971
1530 - 1545	154	261	1	416	270	204	0	474					66	0	58	124	1014
1545 - 1600	184	259	0	443	220	235	0	455					105	0	72	177	1075
Hourly Total	618	971	1	**1590**	992	745	0	**1737**					302	0	239	**541**	**3868**
Grand Total	1124	1849	2	**2975**	1790	1199	0	**2989**					521	1	429	**951**	**6915**
Approach %	37.78	62.15	0.07	-	59.89	40.11	0.00	-					54.78	0.11	45.11	-	
Intersection %	16.25	26.74	0.03	43.02	25.89	17.34	0.00	43.22					7.53	0.01	6.20	13.75	
Heavy Vehicle %	2	4	0	**3**	2	5	-	**3**					1	0	5	**3**	**3**
PHF	0.84	0.93	0.25	**0.90**	0.87	0.79	0.00	**0.92**					0.72	0.00	0.83	**0.76**	**0.90**
Peak Hour Total	618	971	1	**1590**	992	745	0	**1737**					302	0	239	**541**	**3868**
Peak Hour HV %	1	4	0	**3**	1	4	0	**2**					1	0	4	**2**	**3**

1600 - 1800 (Weekday 2h Session) (12-11-2025)
All vehicles

	Northbound (FL-3 N Courtenay Pkwy (South))				Southbound (FL-3 N Courtenay Pkwy (North))				Eastbound (FL-528 Martin Andersen Beachline Expy W/Bound On-Ramp)				Westbound (FL-528 Martin Andersen Beachline Expy W/Bound Off-Ramp)				
TIME	Left 3.1	Thru 3.2	U-Turn 3.3	App Total	Thru 3.4	Right 3.5	U-Turn 3.6	App Total					Left 3.7	Thru 3.8	Right 3.9	App Total	Int Total
1600 - 1615	146	223	0	369	268	226	0	494					66	0	63	129	992
1615 - 1630	157	253	0	410	273	211	0	484					80	0	68	148	1042
1630 - 1645	160	250	0	410	263	172	0	435					62	0	71	133	978
1645 - 1700	135	217	0	352	246	209	0	455					93	0	65	158	965
Hourly Total	598	943	0	**1541**	1050	818	0	**1868**					301	0	267	**568**	**3977**
1700 - 1715	154	237	0	391	280	175	0	455					55	0	52	107	953
1715 - 1730	158	229	0	387	249	214	0	463					66	0	57	123	973
1730 - 1745	143	217	0	360	243	188	0	431					62	0	44	106	897
1745 - 1800	120	207	0	327	296	182	0	478					47	0	32	79	884
Hourly Total	575	890	0	**1465**	1068	759	0	**1827**					230	0	185	**415**	**3707**
Grand Total	1173	1833	0	**3006**	2118	1577	0	**3695**					531	0	452	**983**	**7684**
Approach %	39.02	60.98	0.00	-	57.32	42.68	0.00	-					54.02	0.00	45.98	-	
Intersection %	15.27	23.85	0.00	39.12	27.56	20.52	0.00	48.09					6.91	0.00	5.88	12.79	
Heavy Vehicle %	2	2	-	**2**	1	3	-	**2**					1	-	3	**2**	**2**
PHF	0.93	0.93	0.00	**0.94**	0.96	0.90	0.00	**0.95**					0.81	0.00	0.94	**0.90**	**0.95**
Peak Hour Total	598	943	0	**1541**	1050	818	0	**1868**					301	0	267	**568**	**3977**
Peak Hour HV %	3	3	0	**3**	1	3	0	**2**					2	0	4	**3**	**3**

Classified Turn Movement Count || Passenger Vehicles (1-3)

Merritt Island, FL

Marr Traffic DATA COLLECTION
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Site 3
FL-3 N Courtenay Pkwy (South)
FL-3 N Courtenay Pkwy (North)
FL-528 Martin Andersen Beachline Expy W/Bound On-Ramp
FL-528 Martin Andersen Beachline Expy W/Bound Off-Ramp

Date
Thursday, December 11, 2025

Lat/Long
28.405841°, -80.705816°
Click here for Map

Weather
Fair
61°F
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0700 - 0900 (Weekday 2h Session) (12-11-2025)
Passenger Vehicles (1-3)

	Northbound (FL-3 N Courtenay Pkwy (South))				Southbound (FL-3 N Courtenay Pkwy (North))				Eastbound (FL-528 Martin Andersen Beachline Expy W/Bound On-Ramp)				Westbound (FL-528 Martin Andersen Beachline Expy W/Bound Off-Ramp)				
TIME	Left 3.1	Thru 3.2	U-Turn 3.3	App Total	Thru 3.4	Right 3.5	U-Turn 3.6	App Total					Left 3.7	Thru 3.8	Right 3.9	App Total	Int Total
0700 - 0715	77	268	0	345	84	84	0	168					29	0	49	78	591
0715 - 0730	83	226	0	309	153	74	0	227					26	0	67	93	629
0730 - 0745	87	236	1	324	183	87	0	270					41	0	81	122	716
0745 - 0800	108	349	0	457	222	84	0	306					41	0	88	129	892
Hourly Total	355	1079	1	**1435**	642	329	0	**971**					137	0	285	**422**	**2828**
0800 - 0815	108	275	0	383	192	85	0	277					43	0	70	113	773
0815 - 0830	90	296	0	386	202	89	0	291					57	0	82	139	816
0830 - 0845	102	294	0	396	166	76	0	242					52	0	98	150	788
0845 - 0900	101	193	0	294	150	84	0	234					52	0	78	130	658
Hourly Total	401	1058	0	**1459**	710	334	0	**1044**					204	0	328	**532**	**3035**
Grand Total	756	2137	1	**2894**	1352	663	0	**2015**					341	0	613	**954**	**5863**
Approach %	26.12	73.84	0.03	-	67.10	32.90	0.00	-					35.74	0.00	64.26	-	
Intersection %	12.89	36.45	0.02	49.36	23.06	11.31	0.00	34.37					5.82	0.00	10.46	16.27	

1400 - 1600 (Weekday 2h Session) (12-11-2025)
Passenger Vehicles (1-3)

	Northbound (FL-3 N Courtenay Pkwy (South))				Southbound (FL-3 N Courtenay Pkwy (North))				Eastbound (FL-528 Martin Andersen Beachline Expy W/Bound On-Ramp)				Westbound (FL-528 Martin Andersen Beachline Expy W/Bound Off-Ramp)				
TIME	Left 3.1	Thru 3.2	U-Turn 3.3	App Total	Thru 3.4	Right 3.5	U-Turn 3.6	App Total					Left 3.7	Thru 3.8	Right 3.9	App Total	Int Total
1400 - 1415	109	174	0	283	157	88	0	245					43	0	36	79	607
1415 - 1430	99	215	1	315	202	86	0	288					67	0	51	118	721
1430 - 1445	130	226	0	356	219	125	0	344					55	0	38	93	793
1445 - 1500	149	226	0	375	204	127	0	331					51	1	54	106	812
Hourly Total	487	841	1	**1329**	782	426	0	**1208**					216	1	179	**396**	**2933**
1500 - 1515	135	204	0	339	211	120	0	331					68	0	47	115	785
1515 - 1530	142	232	0	374	284	172	0	456					60	0	57	117	947
1530 - 1545	152	248	1	401	268	198	0	466					66	0	58	124	991
1545 - 1600	182	250	0	432	216	227	0	443					104	0	68	172	1047
Hourly Total	611	934	1	**1546**	979	717	0	**1696**					298	0	230	**528**	**3770**
Grand Total	1098	1775	2	**2875**	1761	1143	0	**2904**					514	1	409	**924**	**6703**
Approach %	38.19	61.74	0.07	-	60.64	39.36	0.00	-					55.63	0.11	44.26	-	
Intersection %	16.38	26.48	0.03	42.89	26.27	17.05	0.00	43.32					7.67	0.01	6.10	13.78	

1600 - 1800 (Weekday 2h Session) (12-11-2025)
Passenger Vehicles (1-3)

	Northbound (FL-3 N Courtenay Pkwy (South))				Southbound (FL-3 N Courtenay Pkwy (North))				Eastbound (FL-528 Martin Andersen Beachline Expy W/Bound On-Ramp)				Westbound (FL-528 Martin Andersen Beachline Expy W/Bound Off-Ramp)				
TIME	Left 3.1	Thru 3.2	U-Turn 3.3	App Total	Thru 3.4	Right 3.5	U-Turn 3.6	App Total					Left 3.7	Thru 3.8	Right 3.9	App Total	Int Total
1600 - 1615	139	219	0	358	262	220	0	482					66	0	62	128	968
1615 - 1630	151	246	0	397	271	207	0	478					78	0	64	142	1017
1630 - 1645	155	243	0	398	260	167	0	427					61	0	68	129	954
1645 - 1700	134	209	0	343	243	200	0	443					89	0	61	150	936
Hourly Total	579	917	0	**1496**	1036	794	0	**1830**					294	0	255	**549**	**3875**
1700 - 1715	150	234	0	384	276	167	0	443					55	0	51	106	933
1715 - 1730	156	226	0	382	249	207	0	456					66	0	57	123	961
1730 - 1745	141	213	0	354	239	183	0	422					62	0	44	106	882
1745 - 1800	118	204	0	322	293	180	0	473					47	0	32	79	874
Hourly Total	565	877	0	**1442**	1057	737	0	**1794**					230	0	184	**414**	**3650**
Grand Total	1144	1794	0	**2938**	2093	1531	0	**3624**					524	0	439	**963**	**7525**
Approach %	38.94	61.06	0.00	-	57.75	42.25	0.00	-					54.41	0.00	45.59	-	
Intersection %	15.20	23.84	0.00	39.04	27.81	20.35	0.00	48.16					6.96	0.00	5.83	12.80	

Classified Turn Movement Count || Single Unit Trucks (4-7)

Merritt Island, FL

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Site 3
FL-3 N Courtenay Pkwy (South)
FL-3 N Courtenay Pkwy (North)
FL-528 Martin Andersen Beachline Expy W/Bound On-Ramp
FL-528 Martin Andersen Beachline Expy W/Bound Off-Ramp

Date
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0700 - 0900 (Weekday 2h Session) (12-11-2025)
Single Unit Trucks (4-7)

	Northbound (FL-3 N Courtenay Pkwy (South))				Southbound (FL-3 N Courtenay Pkwy (North))				Eastbound (FL-528 Martin Andersen Beachline Expy W/Bound On-Ramp)				Westbound (FL-528 Martin Andersen Beachline Expy W/Bound Off-Ramp)				
TIME	Left 3.1	Thru 3.2	U-Turn 3.3	App Total	Thru 3.4	Right 3.5	U-Turn 3.6	App Total					Left 3.7	Thru 3.8	Right 3.9	App Total	Int Total
0700 - 0715	1	8	0	9	11	4	0	15					0	0	2	2	26
0715 - 0730	0	8	0	8	20	2	0	22					1	0	4	5	35
0730 - 0745	3	11	0	14	4	1	0	5					1	0	0	1	20
0745 - 0800	4	10	0	14	2	8	0	10					0	0	1	1	25
Hourly Total	8	37	0	**45**	37	15	0	**52**					2	0	7	**9**	**106**
0800 - 0815	2	8	0	10	6	10	0	16					0	0	4	4	30
0815 - 0830	3	9	0	12	16	9	0	25					0	0	2	2	39
0830 - 0845	2	11	0	13	5	4	0	9					1	0	3	4	26
0845 - 0900	2	9	0	11	9	5	0	14					3	0	2	5	30
Hourly Total	9	37	0	**46**	36	28	0	**64**					4	0	11	**15**	**125**
Grand Total	17	74	0	**91**	73	43	0	**116**					6	0	18	**24**	**231**
Approach %	18.68	81.32	0.00	-	62.93	37.07	0.00	-					25.00	0.00	75.00	-	
Intersection %	7.36	32.03	0.00	39.39	31.60	18.61	0.00	50.22					2.60	0.00	7.79	10.39	

1400 - 1600 (Weekday 2h Session) (12-11-2025)
Single Unit Trucks (4-7)

	Northbound (FL-3 N Courtenay Pkwy (South))				Southbound (FL-3 N Courtenay Pkwy (North))				Eastbound (FL-528 Martin Andersen Beachline Expy W/Bound On-Ramp)				Westbound (FL-528 Martin Andersen Beachline Expy W/Bound Off-Ramp)				
TIME	Left 3.1	Thru 3.2	U-Turn 3.3	App Total	Thru 3.4	Right 3.5	U-Turn 3.6	App Total					Left 3.7	Thru 3.8	Right 3.9	App Total	Int Total
1400 - 1415	1	7	0	8	5	8	0	13					1	0	1	2	23
1415 - 1430	9	6	0	15	5	5	0	10					0	0	2	2	27
1430 - 1445	4	12	0	16	1	6	0	7					0	0	3	3	26
1445 - 1500	3	6	0	9	4	4	0	8					2	0	2	4	21
Hourly Total	17	31	0	**48**	15	23	0	**38**					3	0	8	**11**	**97**
1500 - 1515	0	3	0	3	5	4	0	9					3	0	3	6	18
1515 - 1530	3	5	0	8	1	5	0	6					0	0	1	1	15
1530 - 1545	2	11	0	13	2	5	0	7					0	0	0	0	20
1545 - 1600	1	5	0	6	2	6	0	8					1	0	4	5	19
Hourly Total	6	24	0	**30**	10	20	0	**30**					4	0	8	**12**	**72**
Grand Total	23	55	0	**78**	25	43	0	**68**					7	0	16	**23**	**169**
Approach %	29.49	70.51	0.00	-	36.76	63.24	0.00	-					30.43	0.00	69.57	-	
Intersection %	13.61	32.54	0.00	46.15	14.79	25.44	0.00	40.24					4.14	0.00	9.47	13.61	

1600 - 1800 (Weekday 2h Session) (12-11-2025)
Single Unit Trucks (4-7)

	Northbound (FL-3 N Courtenay Pkwy (South))				Southbound (FL-3 N Courtenay Pkwy (North))				Eastbound (FL-528 Martin Andersen Beachline Expy W/Bound On-Ramp)				Westbound (FL-528 Martin Andersen Beachline Expy W/Bound Off-Ramp)				
TIME	Left 3.1	Thru 3.2	U-Turn 3.3	App Total	Thru 3.4	Right 3.5	U-Turn 3.6	App Total					Left 3.7	Thru 3.8	Right 3.9	App Total	Int Total
1600 - 1615	6	2	0	8	6	5	0	11					0	0	1	1	20
1615 - 1630	5	5	0	10	2	4	0	6					1	0	3	4	20
1630 - 1645	3	5	0	8	3	4	0	7					1	0	3	4	19
1645 - 1700	1	7	0	8	3	7	0	10					4	0	4	8	26
Hourly Total	15	19	0	**34**	14	20	0	**34**					6	0	11	**17**	**85**
1700 - 1715	3	3	0	6	4	4	0	8					0	0	1	1	15
1715 - 1730	1	2	0	3	0	7	0	7					0	0	0	0	10
1730 - 1745	1	2	0	3	4	5	0	9					0	0	0	0	12
1745 - 1800	1	3	0	4	3	1	0	4					0	0	0	0	8
Hourly Total	6	10	0	**16**	11	17	0	**28**					0	0	1	**1**	**45**
Grand Total	21	29	0	**50**	25	37	0	**62**					6	0	12	**18**	**130**
Approach %	42.00	58.00	0.00	-	40.32	59.68	0.00	-					33.33	0.00	66.67	-	
Intersection %	16.15	22.31	0.00	38.46	19.23	28.46	0.00	47.69					4.62	0.00	9.23	13.85	

Classified Turn Movement Count || Combination Trucks (8-13)

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Merritt Island, FL

Site 3
FL-3 N Courtenay Pkwy (South)
FL-3 N Courtenay Pkwy (North)
FL-528 Martin Andersen Beachline Expy W/Bound On-Ramp
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0700 - 0900 (Weekday 2h Session) (12-11-2025)
Combination Trucks (8-13)

	Northbound (FL-3 N Courtenay Pkwy (South))				Southbound (FL-3 N Courtenay Pkwy (North))				Eastbound (FL-528 Martin Andersen Beachline Expy W/Bound On-Ramp)				Westbound (FL-528 Martin Andersen Beachline Expy W/Bound Off-Ramp)				
TIME	Left 3.1	Thru 3.2	U-Turn 3.3	App Total	Thru 3.4	Right 3.5	U-Turn 3.6	App Total					Left 3.7	Thru 3.8	Right 3.9	App Total	Int Total
0700 - 0715	1	0	0	1	2	0	0	2					0	0	0	0	3
0715 - 0730	0	2	0	2	6	1	0	7					0	0	1	1	10
0730 - 0745	2	1	0	3	0	0	0	0					0	0	3	3	6
0745 - 0800	0	2	0	2	2	0	0	2					0	0	0	0	4
Hourly Total	3	5	0	**8**	10	1	0	**11**					0	0	4	**4**	**23**
0800 - 0815	1	2	0	3	0	0	0	0					0	0	1	1	4
0815 - 0830	0	3	0	3	1	6	0	7					1	0	2	3	13
0830 - 0845	2	2	0	4	1	0	0	1					0	0	2	2	7
0845 - 0900	1	1	0	2	0	1	0	1					0	0	0	0	3
Hourly Total	4	8	0	**12**	2	7	0	**9**					1	0	5	**6**	**27**
Grand Total	7	13	0	**20**	12	8	0	**20**					1	0	9	**10**	**50**
Approach %	35.00	65.00	0.00	-	60.00	40.00	0.00	-					10.00	0.00	90.00	-	
Intersection %	14.00	26.00	0.00	40.00	24.00	16.00	0.00	40.00					2.00	0.00	18.00	20.00	

1400 - 1600 (Weekday 2h Session) (12-11-2025)
Combination Trucks (8-13)

	Northbound (FL-3 N Courtenay Pkwy (South))				Southbound (FL-3 N Courtenay Pkwy (North))				Eastbound (FL-528 Martin Andersen Beachline Expy W/Bound On-Ramp)				Westbound (FL-528 Martin Andersen Beachline Expy W/Bound Off-Ramp)				
TIME	Left 3.1	Thru 3.2	U-Turn 3.3	App Total	Thru 3.4	Right 3.5	U-Turn 3.6	App Total					Left 3.7	Thru 3.8	Right 3.9	App Total	Int Total
1400 - 1415	2	1	0	3	0	2	0	2					0	0	2	2	7
1415 - 1430	0	2	0	2	0	1	0	1					0	0	0	0	3
1430 - 1445	0	1	0	1	0	1	0	1					0	0	1	1	3
1445 - 1500	0	1	0	1	1	1	0	2					0	0	0	0	3
Hourly Total	2	5	0	**7**	1	5	0	**6**					0	0	3	**3**	**16**
1500 - 1515	0	2	0	2	1	1	0	2					0	0	1	1	5
1515 - 1530	0	5	0	5	0	4	0	4					0	0	0	0	9
1530 - 1545	0	2	0	2	0	1	0	1					0	0	0	0	3
1545 - 1600	1	4	0	5	1	2	0	3					0	0	0	0	8
Hourly Total	1	13	0	**14**	2	8	0	**10**					0	0	1	**1**	**25**
Grand Total	3	18	0	**21**	3	13	0	**16**					0	0	4	**4**	**41**
Approach %	14.29	85.71	0.00	-	18.75	81.25	0.00	-					0.00	0.00	100.00	-	
Intersection %	7.32	43.90	0.00	51.22	7.32	31.71	0.00	39.02					0.00	0.00	9.76	9.76	

1600 - 1800 (Weekday 2h Session) (12-11-2025)
Combination Trucks (8-13)

	Northbound (FL-3 N Courtenay Pkwy (South))				Southbound (FL-3 N Courtenay Pkwy (North))				Eastbound (FL-528 Martin Andersen Beachline Expy W/Bound On-Ramp)				Westbound (FL-528 Martin Andersen Beachline Expy W/Bound Off-Ramp)				
TIME	Left 3.1	Thru 3.2	U-Turn 3.3	App Total	Thru 3.4	Right 3.5	U-Turn 3.6	App Total					Left 3.7	Thru 3.8	Right 3.9	App Total	Int Total
1600 - 1615	1	2	0	3	0	1	0	1					0	0	0	0	4
1615 - 1630	1	2	0	3	0	0	0	0					1	0	1	2	5
1630 - 1645	2	2	0	4	0	1	0	1					0	0	0	0	5
1645 - 1700	0	1	0	1	0	2	0	2					0	0	0	0	3
Hourly Total	4	7	0	**11**	0	4	0	**4**					1	0	1	**2**	**17**
1700 - 1715	1	0	0	1	0	4	0	4					0	0	0	0	5
1715 - 1730	1	0	0	1	0	0	0	0					0	0	0	0	1
1730 - 1745	1	2	0	3	0	0	0	0					0	0	0	0	3
1745 - 1800	1	0	0	1	0	1	0	1					0	0	0	0	2
Hourly Total	4	2	0	**6**	0	5	0	**5**					0	0	0	**0**	**11**
Grand Total	8	9	0	**17**	0	9	0	**9**					1	0	1	**2**	**28**
Approach %	47.06	52.94	0.00	-	0.00	100.00	0.00	-					50.00	0.00	50.00	-	
Intersection %	28.57	32.14	0.00	60.71	0.00	32.14	0.00	32.14					3.57	0.00	3.57	7.14	

Classified Turn Movement Count || Bicycles

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FL-528 Martin Andersen Beachline Expy W/Bound On-Ramp
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0700 - 0900 (Weekday 2h Session) (12-11-2025)
Bicycles

	Northbound (FL-3 N Courtenay Pkwy (South))				Southbound (FL-3 N Courtenay Pkwy (North))				Eastbound (FL-528 Martin Andersen Beachline Expy W/Bound On-Ramp)				Westbound (FL-528 Martin Andersen Beachline Expy W/Bound Off-Ramp)				
TIME	Left 3.1	Thru 3.2	U-Turn 3.3	App Total	Thru 3.4	Right 3.5	U-Turn 3.6	App Total					Left 3.7	Thru 3.8	Right 3.9	App Total	Int Total
0700 - 0715	0	0	0	0	0	0	0	0					0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0					0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0					0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0					0	0	0	0	0
Hourly Total	0	0	0	**0**	0	0	0	**0**					0	0	0	**0**	**0**
0800 - 0815	0	0	0	0	0	0	0	0					0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0					0	0	0	0	0
0830 - 0845	0	0	0	0	1	0	0	1					0	0	0	0	1
0845 - 0900	0	0	0	0	0	0	0	0					0	0	0	0	0
Hourly Total	0	0	0	**0**	1	0	0	**1**					0	0	0	**0**	**1**
Grand Total	0	0	0	**0**	1	0	0	**1**					0	0	0	**0**	**1**
Approach %	0.00	0.00	0.00	-	100.00	0.00	0.00	-					0.00	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	100.00	0.00	0.00	100.00					0.00	0.00	0.00	0.00	

1400 - 1600 (Weekday 2h Session) (12-11-2025)
Bicycles

	Northbound (FL-3 N Courtenay Pkwy (South))				Southbound (FL-3 N Courtenay Pkwy (North))				Eastbound (FL-528 Martin Andersen Beachline Expy W/Bound On-Ramp)				Westbound (FL-528 Martin Andersen Beachline Expy W/Bound Off-Ramp)				
TIME	Left 3.1	Thru 3.2	U-Turn 3.3	App Total	Thru 3.4	Right 3.5	U-Turn 3.6	App Total					Left 3.7	Thru 3.8	Right 3.9	App Total	Int Total
1400 - 1415	0	0	0	0	0	0	0	0					0	0	0	0	0
1415 - 1430	0	0	0	0	0	0	0	0					0	0	0	0	0
1430 - 1445	0	1	0	1	0	0	0	0					0	0	0	0	1
1445 - 1500	0	0	0	0	0	0	0	0					0	0	0	0	0
Hourly Total	0	1	0	**1**	0	0	0	**0**					0	0	0	**0**	**1**
1500 - 1515	0	0	0	0	0	0	0	0					0	0	0	0	0
1515 - 1530	0	0	0	0	0	0	0	0					0	0	0	0	0
1530 - 1545	0	0	0	0	0	0	0	0					0	0	0	0	0
1545 - 1600	0	0	0	0	1	0	0	1					0	0	0	0	1
Hourly Total	0	0	0	**0**	1	0	0	**1**					0	0	0	**0**	**1**
Grand Total	0	1	0	**1**	1	0	0	**1**					0	0	0	**0**	**2**
Approach %	0.00	100.00	0.00	-	100.00	0.00	0.00	-					0.00	0.00	0.00	-	
Intersection %	0.00	50.00	0.00	50.00	50.00	0.00	0.00	50.00					0.00	0.00	0.00	0.00	

1600 - 1800 (Weekday 2h Session) (12-11-2025)
Bicycles

	Northbound (FL-3 N Courtenay Pkwy (South))				Southbound (FL-3 N Courtenay Pkwy (North))				Eastbound (FL-528 Martin Andersen Beachline Expy W/Bound On-Ramp)				Westbound (FL-528 Martin Andersen Beachline Expy W/Bound Off-Ramp)				
TIME	Left 3.1	Thru 3.2	U-Turn 3.3	App Total	Thru 3.4	Right 3.5	U-Turn 3.6	App Total					Left 3.7	Thru 3.8	Right 3.9	App Total	Int Total
1600 - 1615	0	0	0	0	0	0	0	0					0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0					0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0					0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0					0	0	0	0	0
Hourly Total	0	0	0	**0**	0	0	0	**0**					0	0	0	**0**	**0**
1700 - 1715	0	0	0	0	0	0	0	0					0	0	0	0	0
1715 - 1730	0	1	0	1	0	0	0	0					0	0	0	0	1
1730 - 1745	0	0	0	0	0	0	0	0					0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0					0	0	0	0	0
Hourly Total	0	1	0	**1**	0	0	0	**0**					0	0	0	**0**	**1**
Grand Total	0	1	0	**1**	0	0	0	**0**					0	0	0	**0**	**1**
Approach %	0.00	100.00	0.00	-	0.00	0.00	0.00	-					0.00	0.00	0.00	-	
Intersection %	0.00	100.00	0.00	100.00	0.00	0.00	0.00	0.00					0.00	0.00	0.00	0.00	

Classified Turn Movement Count || All Trucks (4-13)

Merritt Island, FL

Marr Traffic DATA COLLECTION
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Site 3
FL-3 N Courtenay Pkwy (South)
FL-3 N Courtenay Pkwy (North)
FL-528 Martin Andersen Beachline Expy W/Bound On-Ramp
FL-528 Martin Andersen Beachline Expy W/Bound Off-Ramp

Date
Thursday, December 11, 2025

Lat/Long
28.405841°, -80.705816°
Click here for Map

Weather
Fair
61°F
Click here for Detailed Weather

0700 - 0900 (Weekday 2h Session) (12-11-2025)
All Trucks (4-13)

	Northbound (FL-3 N Courtenay Pkwy (South))				Southbound (FL-3 N Courtenay Pkwy (North))				Eastbound (FL-528 Martin Andersen Beachline Expy W/Bound On-Ramp)				Westbound (FL-528 Martin Andersen Beachline Expy W/Bound Off-Ramp)				
TIME	Left 3.1	Thru 3.2	U-Turn 3.3	App Total	Thru 3.4	Right 3.5	U-Turn 3.6	App Total					Left 3.7	Thru 3.8	Right 3.9	App Total	Int Total
0700 - 0715	2	8	0	10	13	4	0	17					0	0	2	2	29
0715 - 0730	0	10	0	10	26	3	0	29					1	0	5	6	45
0730 - 0745	5	12	0	17	4	1	0	5					1	0	3	4	26
0745 - 0800	4	12	0	16	4	8	0	12					0	0	1	1	29
Hourly Total	11	42	0	**53**	47	16	0	**63**					2	0	11	**13**	**129**
0800 - 0815	3	10	0	13	6	10	0	16					0	0	5	5	34
0815 - 0830	3	12	0	15	17	15	0	32					1	0	4	5	52
0830 - 0845	4	13	0	17	6	4	0	10					1	0	5	6	33
0845 - 0900	3	10	0	13	9	6	0	15					3	0	2	5	33
Hourly Total	13	45	0	**58**	38	35	0	**73**					5	0	16	**21**	**152**
Grand Total	24	87	0	**111**	85	51	0	**136**					7	0	27	**34**	**281**
Approach %	21.62	78.38	0.00	-	62.50	37.50	0.00	-					20.59	0.00	79.41	-	
Intersection %	8.54	30.96	0.00	39.50	30.25	18.15	0.00	48.40					2.49	0.00	9.61	12.10	

1400 - 1600 (Weekday 2h Session) (12-11-2025)
All Trucks (4-13)

	Northbound (FL-3 N Courtenay Pkwy (South))				Southbound (FL-3 N Courtenay Pkwy (North))				Eastbound (FL-528 Martin Andersen Beachline Expy W/Bound On-Ramp)				Westbound (FL-528 Martin Andersen Beachline Expy W/Bound Off-Ramp)				
TIME	Left 3.1	Thru 3.2	U-Turn 3.3	App Total	Thru 3.4	Right 3.5	U-Turn 3.6	App Total					Left 3.7	Thru 3.8	Right 3.9	App Total	Int Total
1400 - 1415	3	8	0	11	5	10	0	15					1	0	3	4	30
1415 - 1430	9	8	0	17	5	6	0	11					0	0	2	2	30
1430 - 1445	4	13	0	17	1	7	0	8					0	0	4	4	29
1445 - 1500	3	7	0	10	5	5	0	10					2	0	2	4	24
Hourly Total	19	36	0	**55**	16	28	0	**44**					3	0	11	**14**	**113**
1500 - 1515	0	5	0	5	6	5	0	11					3	0	4	7	23
1515 - 1530	3	10	0	13	1	9	0	10					0	0	1	1	24
1530 - 1545	2	13	0	15	2	6	0	8					0	0	0	0	23
1545 - 1600	2	9	0	11	3	8	0	11					1	0	4	5	27
Hourly Total	7	37	0	**44**	12	28	0	**40**					4	0	9	**13**	**97**
Grand Total	26	73	0	**99**	28	56	0	**84**					7	0	20	**27**	**210**
Approach %	26.26	73.74	0.00	-	33.33	66.67	0.00	-					25.93	0.00	74.07	-	
Intersection %	12.38	34.76	0.00	47.14	13.33	26.67	0.00	40.00					3.33	0.00	9.52	12.86	

1600 - 1800 (Weekday 2h Session) (12-11-2025)
All Trucks (4-13)

	Northbound (FL-3 N Courtenay Pkwy (South))				Southbound (FL-3 N Courtenay Pkwy (North))				Eastbound (FL-528 Martin Andersen Beachline Expy W/Bound On-Ramp)				Westbound (FL-528 Martin Andersen Beachline Expy W/Bound Off-Ramp)				
TIME	Left 3.1	Thru 3.2	U-Turn 3.3	App Total	Thru 3.4	Right 3.5	U-Turn 3.6	App Total					Left 3.7	Thru 3.8	Right 3.9	App Total	Int Total
1600 - 1615	7	4	0	11	6	6	0	12					0	0	1	1	24
1615 - 1630	6	7	0	13	2	4	0	6					2	0	4	6	25
1630 - 1645	5	7	0	12	3	5	0	8					1	0	3	4	24
1645 - 1700	1	8	0	9	3	9	0	12					4	0	4	8	29
Hourly Total	19	26	0	**45**	14	24	0	**38**					7	0	12	**19**	**102**
1700 - 1715	4	3	0	7	4	8	0	12					0	0	1	1	20
1715 - 1730	2	2	0	4	0	7	0	7					0	0	0	0	11
1730 - 1745	2	4	0	6	4	5	0	9					0	0	0	0	15
1745 - 1800	2	3	0	5	3	2	0	5					0	0	0	0	10
Hourly Total	10	12	0	**22**	11	22	0	**33**					0	0	1	**1**	**56**
Grand Total	29	38	0	**67**	25	46	0	**71**					7	0	13	**20**	**158**
Approach %	43.28	56.72	0.00	-	35.21	64.79	0.00	-					35.00	0.00	65.00	-	
Intersection %	18.35	24.05	0.00	42.41	15.82	29.11	0.00	44.94					4.43	0.00	8.23	12.66	

Crosswalk Counts || Pedestrians

Merritt Island, FL

Marr Traffic DATA COLLECTION
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Site 3
FL-3 N Courtenay Pkwy (South)
FL-3 N Courtenay Pkwy (North)
FL-528 Martin Andersen Beachline Expy W/Bound On-Ramp
FL-528 Martin Andersen Beachline Expy W/Bound Off-Ramp

Date
Thursday, December 11, 2025

Lat/Long
28.405841°, -80.705816°
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0700 - 0900 (Weekday 2h Session) (12-11-2025)
Pedestrians

	Northbound			Southbound			Eastbound			Westbound			
	FL-3 N Courtenay Pkwy (South)			FL-3 N Courtenay Pkwy (North)			FL-528 Martin Andersen Beachline Expy W/Bound On-Ramp			FL-528 Martin Andersen Beachline Expy W/Bound Off-Ramp			
TIME	EB 3a	WB 3b	App Total	EB 3c	WB 3d	App Total	NB 3e	SB 3f	App Total	NB 3g	SB 3h	App Total	Int Total
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	1	0	1	0	0	0	1
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	1	0	**1**	0	0	**0**	**1**
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	1	0	1	0	0	0	0	0	0	1
0845 - 0900	0	0	0	0	0	0	0	1	1	0	1	1	2
Hourly Total	0	0	**0**	1	0	**1**	0	1	**1**	0	1	**1**	**3**
Grand Total	0	0	**0**	1	0	**1**	1	1	**2**	0	1	**1**	**4**
Approach %	0.00	0.00	-	100.00	0.00	-	50.00	50.00	-	0.00	100.00	-	
Intersection %	0.00	0.00	0.00	25.00	0.00	25.00	25.00	25.00	50.00	0.00	25.00	25.00	

1400 - 1600 (Weekday 2h Session) (12-11-2025)
Pedestrians

	Northbound			Southbound			Eastbound			Westbound			
	FL-3 N Courtenay Pkwy (South)			FL-3 N Courtenay Pkwy (North)			FL-528 Martin Andersen Beachline Expy W/Bound On-Ramp			FL-528 Martin Andersen Beachline Expy W/Bound Off-Ramp			
TIME	EB 3a	WB 3b	App Total	EB 3c	WB 3d	App Total	NB 3e	SB 3f	App Total	NB 3g	SB 3h	App Total	Int Total
1400 - 1415	0	0	0	0	1	1	0	0	0	1	0	1	2
1415 - 1430	0	0	0	0	0	0	0	0	0	0	0	0	0
1430 - 1445	0	0	0	0	0	0	0	0	0	0	0	0	0
1445 - 1500	0	0	0	0	0	0	0	1	1	0	0	0	1
Hourly Total	0	0	**0**	0	1	**1**	0	1	**1**	1	0	**1**	**3**
1500 - 1515	0	0	0	0	0	0	0	0	0	0	0	0	0
1515 - 1530	0	0	0	0	0	0	0	0	0	0	0	0	0
1530 - 1545	0	0	0	0	0	0	0	2	2	0	1	1	3
1545 - 1600	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	2	**2**	0	1	**1**	**3**
Grand Total	0	0	**0**	0	1	**1**	0	3	**3**	1	1	**2**	**6**
Approach %	0.00	0.00	-	0.00	100.00	-	0.00	100.00	-	50.00	50.00	-	
Intersection %	0.00	0.00	0.00	0.00	16.67	16.67	0.00	50.00	50.00	16.67	16.67	33.33	

1600 - 1800 (Weekday 2h Session) (12-11-2025)
Pedestrians

	Northbound			Southbound			Eastbound			Westbound			
	FL-3 N Courtenay Pkwy (South)			FL-3 N Courtenay Pkwy (North)			FL-528 Martin Andersen Beachline Expy W/Bound On-Ramp			FL-528 Martin Andersen Beachline Expy W/Bound Off-Ramp			
TIME	EB 3a	WB 3b	App Total	EB 3c	WB 3d	App Total	NB 3e	SB 3f	App Total	NB 3g	SB 3h	App Total	Int Total
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Crosswalk Counts || Bicycles

Merritt Island, FL

Marr Traffic DATA COLLECTION
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Site 3
FL-3 N Courtenay Pkwy (South)
FL-3 N Courtenay Pkwy (North)
FL-528 Martin Andersen Beachline Expy W/Bound On-Ramp
FL-528 Martin Andersen Beachline Expy W/Bound Off-Ramp

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0700 - 0900 (Weekday 2h Session) (12-11-2025)
Bicycles

	Northbound			Southbound			Eastbound			Westbound			
	FL-3 N Courtenay Pkwy (South)			FL-3 N Courtenay Pkwy (North)			FL-528 Martin Andersen Beachline Expy W/Bound On-Ramp			FL-528 Martin Andersen Beachline Expy W/Bound Off-Ramp			
TIME	EB 3a	WB 3b	App Total	EB 3c	WB 3d	App Total	NB 3e	SB 3f	App Total	NB 3g	SB 3h	App Total	Int Total
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

1400 - 1600 (Weekday 2h Session) (12-11-2025)
Bicycles

	Northbound			Southbound			Eastbound			Westbound			
	FL-3 N Courtenay Pkwy (South)			FL-3 N Courtenay Pkwy (North)			FL-528 Martin Andersen Beachline Expy W/Bound On-Ramp			FL-528 Martin Andersen Beachline Expy W/Bound Off-Ramp			
TIME	EB 3a	WB 3b	App Total	EB 3c	WB 3d	App Total	NB 3e	SB 3f	App Total	NB 3g	SB 3h	App Total	Int Total
1400 - 1415	0	0	0	0	0	0	0	0	0	0	0	0	0
1415 - 1430	0	0	0	0	0	0	0	0	0	0	0	0	0
1430 - 1445	0	0	0	0	0	0	0	0	0	0	0	0	0
1445 - 1500	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1500 - 1515	0	0	0	0	0	0	0	0	0	0	0	0	0
1515 - 1530	0	0	0	0	0	0	0	0	0	0	0	0	0
1530 - 1545	0	0	0	0	0	0	0	0	0	0	0	0	0
1545 - 1600	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

1600 - 1800 (Weekday 2h Session) (12-11-2025)
Bicycles

	Northbound			Southbound			Eastbound			Westbound			
	FL-3 N Courtenay Pkwy (South)			FL-3 N Courtenay Pkwy (North)			FL-528 Martin Andersen Beachline Expy W/Bound On-Ramp			FL-528 Martin Andersen Beachline Expy W/Bound Off-Ramp			
TIME	EB 3a	WB 3b	App Total	EB 3c	WB 3d	App Total	NB 3e	SB 3f	App Total	NB 3g	SB 3h	App Total	Int Total
1600 - 1615	0	0	0	0	0	0	0	0	0	0	1	1	1
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	1	**1**	**1**
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	0	0	**0**	0	0	**0**	0	0	**0**	0	1	**1**	**1**
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	0.00	100.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	100.00	100.00	

Crosswalk Counts || Motorized Vehicles

Merritt Island, FL

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Site 3
FL-3 N Courtenay Pkwy (South)
FL-3 N Courtenay Pkwy (North)
FL-528 Martin Andersen Beachline Expy W/Bound On-Ramp
FL-528 Martin Andersen Beachline Expy W/Bound Off-Ramp

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0700 - 0900 (Weekday 2h Session) (12-11-2025)
Motorized Vehicles

	Northbound			Southbound			Eastbound			Westbound			
	FL-3 N Courtenay Pkwy (South)			FL-3 N Courtenay Pkwy (North)			FL-528 Martin Andersen Beachline Expy W/Bound On-Ramp			FL-528 Martin Andersen Beachline Expy W/Bound Off-Ramp			
TIME	EB 3a	WB 3b	App Total	EB 3c	WB 3d	App Total	NB 3e	SB 3f	App Total	NB 3g	SB 3h	App Total	Int Total
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

1400 - 1600 (Weekday 2h Session) (12-11-2025)
Motorized Vehicles

	Northbound			Southbound			Eastbound			Westbound			
	FL-3 N Courtenay Pkwy (South)			FL-3 N Courtenay Pkwy (North)			FL-528 Martin Andersen Beachline Expy W/Bound On-Ramp			FL-528 Martin Andersen Beachline Expy W/Bound Off-Ramp			
TIME	EB 3a	WB 3b	App Total	EB 3c	WB 3d	App Total	NB 3e	SB 3f	App Total	NB 3g	SB 3h	App Total	Int Total
1400 - 1415	0	0	0	0	0	0	0	0	0	0	0	0	0
1415 - 1430	0	0	0	0	0	0	0	0	0	0	0	0	0
1430 - 1445	0	0	0	0	0	0	0	0	0	0	0	0	0
1445 - 1500	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1500 - 1515	0	0	0	0	0	0	0	0	0	0	0	0	0
1515 - 1530	0	0	0	0	0	0	0	0	0	0	0	0	0
1530 - 1545	0	0	0	0	0	0	0	0	0	0	0	0	0
1545 - 1600	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

1600 - 1800 (Weekday 2h Session) (12-11-2025)
Motorized Vehicles

	Northbound			Southbound			Eastbound			Westbound			
	FL-3 N Courtenay Pkwy (South)			FL-3 N Courtenay Pkwy (North)			FL-528 Martin Andersen Beachline Expy W/Bound On-Ramp			FL-528 Martin Andersen Beachline Expy W/Bound Off-Ramp			
TIME	EB 3a	WB 3b	App Total	EB 3c	WB 3d	App Total	NB 3e	SB 3f	App Total	NB 3g	SB 3h	App Total	Int Total
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Start Date: 12/11/2025	n Andersen Beachline Expy W/Bou			n Andersen Beachline Expy W/Bou			FL-3 N Courtenay Pkwy (South)			FL-3 N Courtenay Pkwy (North)			
	Eastbound			Westbound			Northbound			Southbound			
Time	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	Total
15 Minute Totals													
12:00 AM - 12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 AM - 12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 AM - 12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 AM - 01:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 AM - 01:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 AM - 01:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 AM - 01:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 AM - 02:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 AM - 02:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 AM - 02:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 AM - 02:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 AM - 03:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 AM - 03:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 AM - 03:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 AM - 03:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 AM - 04:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 AM - 04:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 AM - 04:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 AM - 04:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 AM - 05:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 AM - 05:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 AM - 05:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 AM - 05:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 AM - 06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 AM - 06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM - 06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM - 06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM - 07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM - 07:15 AM	0	0	0	29	0	51	79	276	0	0	97	88	620
07:15 AM - 07:30 AM	0	0	0	27	0	72	83	236	0	0	179	77	674
07:30 AM - 07:45 AM	0	0	0	42	0	84	92	248	0	0	187	88	741
07:45 AM - 08:00 AM	0	0	0	41	0	89	112	361	0	0	226	92	921
08:00 AM - 08:15 AM	0	0	0	43	0	75	111	285	0	0	198	95	807
08:15 AM - 08:30 AM	0	0	0	58	0	86	93	308	0	0	219	104	868
08:30 AM - 08:45 AM	0	0	0	53	0	103	106	307	0	0	173	80	822
08:45 AM - 09:00 AM	0	0	0	55	0	80	104	203	0	0	159	90	691
09:00 AM - 09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM - 09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM - 09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM - 10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM - 10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM - 10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM - 10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM - 11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM - 11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM - 11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM - 11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM - 12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM - 12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM - 12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM - 12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM - 01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM - 01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM - 01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM - 01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM - 02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM - 02:15 PM	0	0	0	44	0	39	112	182	0	0	162	98	637
02:15 PM - 02:30 PM	0	0	0	67	0	53	108	223	0	0	207	92	750
02:30 PM - 02:45 PM	0	0	0	55	0	42	134	240	0	0	220	132	823
02:45 PM - 03:00 PM	0	0	0	53	1	56	152	233	0	0	209	132	836
03:00 PM - 03:15 PM	0	0	0	71	0	51	135	209	0	0	217	125	808
03:15 PM - 03:30 PM	0	0	0	60	0	58	145	242	0	0	285	181	971
03:30 PM - 03:45 PM	0	0	0	66	0	58	154	261	0	0	270	204	1013
03:45 PM - 04:00 PM	0	0	0	105	0	72	184	259	0	0	220	235	1075
04:00 PM - 04:15 PM	0	0	0	66	0	63	146	223	0	0	268	226	992
04:15 PM - 04:30 PM	0	0	0	80	0	68	157	253	0	0	273	211	1042
04:30 PM - 04:45 PM	0	0	0	62	0	71	160	250	0	0	263	172	978
04:45 PM - 05:00 PM	0	0	0	93	0	65	135	217	0	0	246	209	965
05:00 PM - 05:15 PM	0	0	0	55	0	52	154	237	0	0	280	175	953
05:15 PM - 05:30 PM	0	0	0	66	0	57	158	229	0	0	249	214	973
05:30 PM - 05:45 PM	0	0	0	62	0	44	143	217	0	0	243	188	897
05:45 PM - 06:00 PM	0	0	0	47	0	32	120	207	0	0	296	182	884
06:00 PM - 06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM - 06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM - 06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM - 07:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 PM - 07:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 PM - 07:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 PM - 07:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 PM - 08:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 PM - 08:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 PM - 08:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 PM - 08:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 PM - 09:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 PM - 09:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 PM - 09:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 PM - 09:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 PM - 10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM - 10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 PM - 10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 PM - 10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 PM - 11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM - 11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 PM - 11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 PM - 11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 PM - 12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0

Peak Hour Turning Movement Count

Click here for Map

Merritt Island, FL

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Wednesday, January 14, 2026		
	Partly Cloudy	48°F
Period	0700 - 0900	APPLY
Peak Hour	0715 - 0815	APPLY
Global PH	0715 - 0815	APPLY

* the Peak Hour Diagram does not include bicycles

Session Parameters

(Drop Down Menu)

0745 - 0845

Volume

All vehicles

	Northbound						Southbound						Eastbound						Westbound						
	Hampton Manor Of Merritt Island Driveway						teward Laboratory Services Merritt Island Driveway						Pioneer Rd (West)						Pioneer Rd (East)						
Time	Left 1.1	Thru 1.2	Right 1.3		U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7		U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11		U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15		U-Turn 1.16	App Total	Int Total
0745 - 0800	8	1	4	-	0	13	1	0	0	-	0	1	0	108	12	-	0	120	7	139	2	-	0	148	282
0800 - 0815	10	0	2	-	0	12	0	0	0	-	0	0	3	16	15	-	0	34	2	58	0	-	0	60	106
0815 - 0830	20	1	1	-	0	22	0	1	1	-	0	2	1	15	21	-	0	37	1	29	1	-	0	31	92
0830 - 0845	19	1	1	-	0	21	0	0	1	-	0	1	2	22	22	-	0	46	2	30	0	-	0	32	100
Total	57	3	8	0	0	68	1	1	2	0	0	4	6	161	70	0	0	237	12	256	3	0	0	271	580
Approach %	83.82	4.41	11.76	0.00	0.00	-	25.00	25.00	50.00	0.00	0.00	-	2.53	67.93	29.54	0.00	0.00	-	4.43	94.46	1.11	0.00	0.00	-	
PHF	0.71	0.75	0.50	0.00	0.00	**0.77**	0.25	0.25	0.50	0.00	0.00	**0.50**	0.50	0.37	0.80	0.00	0.00	**0.49**	0.43	0.46	0.38	0.00	0.00	**0.46**	**0.51**

Passenger Vehicles (1-3)

	Northbound						Southbound						Eastbound						Westbound						
	Hampton Manor Of Merritt Island Driveway						teward Laboratory Services Merritt Island Driveway						Pioneer Rd (West)						Pioneer Rd (East)						
Time	Left 1.1	Thru 1.2	Right 1.3		U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7		U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11		U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15		U-Turn 1.16	App Total	Int Total
0745 - 0800	8	1	4	-	0	13	1	0	0	-	0	1	0	108	12	-	0	120	7	138	2	-	0	147	281
0800 - 0815	10	0	2	-	0	12	0	0	0	-	0	0	3	12	15	-	0	30	2	57	0	-	0	59	101
0815 - 0830	20	1	1	-	0	22	0	1	1	-	0	2	1	15	21	-	0	37	1	29	1	-	0	31	92
0830 - 0845	19	1	1	-	0	21	0	0	1	-	0	1	2	20	22	-	0	44	2	28	0	-	0	30	96
Total	57	3	8	0	0	68	1	1	2	0	0	4	6	155	70	0	0	231	12	252	3	0	0	267	570
Approach %	83.82	4.41	11.76	0.00	0.00	-	25.00	25.00	50.00	0.00	0.00	-	2.60	67.10	30.30	0.00	0.00	-	4.49	94.38	1.12	0.00	0.00	-	
PHF	0.71	0.75	0.50	0.00	0.00	**0.77**	0.25	0.25	0.50	0.00	0.00	**0.50**	0.50	0.36	0.80	0.00	0.00	**0.48**	0.43	0.46	0.38	0.00	0.00	**0.45**	**0.51**

Single Unit Trucks (4-7)

	Northbound						Southbound						Eastbound						Westbound						
	Hampton Manor Of Merritt Island Driveway						teward Laboratory Services Merritt Island Driveway						Pioneer Rd (West)						Pioneer Rd (East)						
Time	Left 1.1	Thru 1.2	Right 1.3		U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7		U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11		U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15		U-Turn 1.16	App Total	Int Total
0745 - 0800	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0800 - 0815	0	0	0	-	0	0	0	0	0	-	0	0	0	3	0	-	0	3	0	1	0	-	0	1	4
0815 - 0830	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0830 - 0845	0	0	0	-	0	0	0	0	0	-	0	0	0	1	0	-	0	1	0	1	0	-	0	1	2
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4	0	2	0	0	0	2	6
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.33	0.00	0.00	0.00	**0.33**	0.00	0.50	0.00	0.00	0.00	**0.50**	**0.38**

Combination Trucks (8-13)

	Northbound						Southbound						Eastbound						Westbound						
	Hampton Manor Of Merritt Island Driveway						teward Laboratory Services Merritt Island Driveway						Pioneer Rd (West)						Pioneer Rd (East)						
Time	Left 1.1	Thru 1.2	Right 1.3		U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7		U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11		U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15		U-Turn 1.16	App Total	Int Total
0745 - 0800	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	1	0	-	0	1	1
0800 - 0815	0	0	0	-	0	0	0	0	0	-	0	0	0	1	0	-	0	1	0	0	0	-	0	0	1
0815 - 0830	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0830 - 0845	0	0	0	-	0	0	0	0	0	-	0	0	0	1	0	-	0	1	0	1	0	-	0	1	2
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	2	0	0	0	2	4
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.50	0.00	0.00	0.00	**0.50**	0.00	0.50	0.00	0.00	0.00	**0.50**	**0.50**

Bicycles

	Northbound						Southbound						Eastbound						Westbound						
	Hampton Manor Of Merritt Island Driveway						teward Laboratory Services Merritt Island Driveway						Pioneer Rd (West)						Pioneer Rd (East)						
Time	Left 1.1	Thru 1.2	Right 1.3		U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7		U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11		U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15		U-Turn 1.16	App Total	Int Total
0745 - 0800	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0800 - 0815	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0815 - 0830	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0830 - 0845	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
Total	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
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Peak Hour Turning Movement Count

Merritt Island, FL

Click here for Map

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Wednesday, January 14, 2026		
Partly Cloudy		48°F
Period	1400 - 1800	APPLY
Peak Hour	1400 - 1500	APPLY
Global PH	1400 - 1500	APPLY

* the Peak Hour Diagram does not include bicycles

Session Parameters

(Drop Down Menu)

1600 - 1700

Volume

All vehicles

	Northbound						Southbound						Eastbound						Westbound						
	Hampton Manor Of Merritt Island Driveway						teward Laboratory Services Merritt Island Driveway						Pioneer Rd (West)						Pioneer Rd (East)						
Time	Left 1.1	Thru 1.2	Right 1.3		U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7		U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11		U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15		U-Turn 1.16	App Total	Int Total
1600 - 1615	17	0	1	-	0	18	0	0	1	-	0	1	1	32	7	-	1	41	0	33	0	-	0	33	93
1615 - 1630	14	0	0	-	0	14	0	0	1	-	0	1	0	33	9	-	0	42	0	31	0	-	0	31	88
1630 - 1645	13	0	1	-	0	14	0	0	1	-	0	1	0	39	9	-	1	49	1	26	0	-	0	27	91
1645 - 1700	14	0	1	-	0	15	0	0	4	-	0	4	1	23	8	-	0	32	0	27	0	-	0	27	78
Total	58	0	3	0	0	61	0	0	7	0	0	7	2	127	33	0	2	164	1	117	0	0	0	118	350
Approach %	95.08	0.00	4.92	0.00	0.00	-	0.00	0.00	100.00	0.00	0.00	-	1.22	77.44	20.12	0.00	1.22	-	0.85	99.15	0.00	0.00	0.00	-	
PHF	0.85	0.00	0.75	0.00	0.00	**0.85**	0.00	0.00	0.44	0.00	0.00	**0.44**	0.50	0.81	0.92	0.00	0.50	**0.84**	0.25	0.89	0.00	0.00	0.00	**0.89**	**0.94**

Passenger Vehicles (1-3)

	Northbound						Southbound						Eastbound						Westbound						
	Hampton Manor Of Merritt Island Driveway						teward Laboratory Services Merritt Island Driveway						Pioneer Rd (West)						Pioneer Rd (East)						
Time	Left 1.1	Thru 1.2	Right 1.3		U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7		U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11		U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15		U-Turn 1.16	App Total	Int Total
1600 - 1615	17	0	1	-	0	18	0	0	1	-	0	1	0	31	7	-	1	39	0	32	0	-	0	32	90
1615 - 1630	14	0	0	-	0	14	0	0	1	-	0	1	0	33	9	-	0	42	0	31	0	-	0	31	88
1630 - 1645	13	0	1	-	0	14	0	0	1	-	0	1	0	38	9	-	1	48	1	24	0	-	0	25	88
1645 - 1700	14	0	1	-	0	15	0	0	4	-	0	4	1	23	7	-	0	31	0	27	0	-	0	27	77
Total	58	0	3	0	0	61	0	0	7	0	0	7	1	125	32	0	2	160	1	114	0	0	0	115	343
Approach %	95.08	0.00	4.92	0.00	0.00	-	0.00	0.00	100.00	0.00	0.00	-	0.63	78.13	20.00	0.00	1.25	-	0.87	99.13	0.00	0.00	0.00	-	
PHF	0.85	0.00	0.75	0.00	0.00	**0.85**	0.00	0.00	0.44	0.00	0.00	**0.44**	0.25	0.82	0.89	0.00	0.50	**0.83**	0.25	0.89	0.00	0.00	0.00	**0.90**	**0.95**

Single Unit Trucks (4-7)

	Northbound						Southbound						Eastbound						Westbound						
	Hampton Manor Of Merritt Island Driveway						teward Laboratory Services Merritt Island Driveway						Pioneer Rd (West)						Pioneer Rd (East)						
Time	Left 1.1	Thru 1.2	Right 1.3		U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7		U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11		U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15		U-Turn 1.16	App Total	Int Total
1600 - 1615	0	0	0	-	0	0	0	0	0	-	0	0	1	1	0	-	0	2	0	1	0	-	0	1	3
1615 - 1630	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
1630 - 1645	0	0	0	-	0	0	0	0	0	-	0	0	0	1	0	-	0	1	0	2	0	-	0	2	3
1645 - 1700	0	0	0	-	0	0	0	0	0	-	0	0	0	0	1	-	0	1	0	0	0	-	0	0	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	1	2	1	0	0	4	0	3	0	0	0	3	7
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	25.00	50.00	25.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.25	0.50	0.25	0.00	0.00	**0.50**	0.00	0.38	0.00	0.00	0.00	**0.38**	**0.58**

Combination Trucks (8-13)

	Northbound						Southbound						Eastbound						Westbound						
	Hampton Manor Of Merritt Island Driveway						teward Laboratory Services Merritt Island Driveway						Pioneer Rd (West)						Pioneer Rd (East)						
Time	Left 1.1	Thru 1.2	Right 1.3		U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7		U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11		U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15		U-Turn 1.16	App Total	Int Total
1600 - 1615	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
1615 - 1630	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
1630 - 1645	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
1645 - 1700	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
Total	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
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Bicycles

	Northbound						Southbound						Eastbound						Westbound						
	Hampton Manor Of Merritt Island Driveway						teward Laboratory Services Merritt Island Driveway						Pioneer Rd (West)						Pioneer Rd (East)						
Time	Left 1.1	Thru 1.2	Right 1.3		U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7		U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11		U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15		U-Turn 1.16	App Total	Int Total
1600 - 1615	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
1615 - 1630	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
1630 - 1645	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
1645 - 1700	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
Total	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
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Classified Turn Movement Count || All vehicles

Merritt Island, FL

Marr Traffic DATA COLLECTION
www.marrtraffic.com

Site 1
Hampton Manor Of Merritt Island Driveway
Steward Laboratory Services Merritt Island Driveway
Pioneer Rd (West)
Pioneer Rd (East)

Date
Wednesday, January 14, 2026

Lat/Long
28.398054°, -80.703977°
Click here for Map

Weather
Partly Cloudy
48°F
Click here for Detailed Weather

0700 - 0900 (Weekday 2h Session) (01-14-2026)
All vehicles

	Northbound					Southbound					Eastbound					Westbound					
	Hampton Manor Of Merritt Island Driveway					Steward Laboratory Services Merritt Island Driveway					Pioneer Rd (West)					Pioneer Rd (East)					
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Int
TIME	1.1	1.2	1.3	1.4	Total	1.5	1.6	1.7	1.8	Total	1.9	1.10	1.11	1.12	Total	1.13	1.14	1.15	1.16	Total	Total
0700 - 0715	13	0	2	0	15	0	0	0	0	0	0	23	16	0	39	0	20	0	0	20	74
0715 - 0730	9	1	4	0	14	0	0	0	0	0	0	45	14	1	60	0	25	0	0	25	99
0730 - 0745	10	0	1	0	11	1	0	1	0	2	0	101	19	0	120	3	110	0	0	113	246
0745 - 0800	8	1	4	0	13	1	0	0	0	1	0	108	12	0	120	7	139	2	0	148	282
Hourly Total	40	2	11	0	**53**	2	0	1	0	**3**	0	277	61	1	**339**	10	294	2	0	**306**	**701**
0800 - 0815	10	0	2	0	12	0	0	0	0	0	3	16	15	0	34	2	58	0	0	60	106
0815 - 0830	20	1	1	0	22	0	1	1	0	2	1	15	21	0	37	1	29	1	0	31	92
0830 - 0845	19	1	1	0	21	0	0	1	0	1	2	22	22	0	46	2	30	0	0	32	100
0845 - 0900	19	0	1	0	20	0	0	2	0	2	2	9	10	0	21	1	31	0	0	32	75
Hourly Total	68	2	5	0	**75**	0	1	4	0	**5**	8	62	68	0	**138**	6	148	1	0	**155**	**373**
Grand Total	108	4	16	0	**128**	2	1	5	0	**8**	8	339	129	1	**477**	16	442	3	0	**461**	**1074**
Approach %	84.38	3.13	12.50	0.00	-	25.00	12.50	62.50	0.00	-	1.68	71.07	27.04	0.21	-	3.47	95.88	0.65	0.00	-	
Intersection %	10.06	0.37	1.49	0.00	11.92	0.19	0.09	0.47	0.00	0.74	0.74	31.56	12.01	0.09	44.41	1.49	41.15	0.28	0.00	42.92	
Heavy Vehicle %	0	0	0	-	**0**	0	0	0	-	**0**	0	3	0	0	**2**	0	3	0	-	**3**	**2**
PHF	0.71	0.75	0.50	0.00	**0.77**	0.25	0.25	0.50	0.00	**0.50**	0.50	0.37	0.80	0.00	**0.49**	0.43	0.46	0.38	0.00	**0.46**	**0.51**
Peak Hour Total	57	3	8	0	**68**	1	1	2	0	**4**	6	161	70	0	**237**	12	256	3	0	**271**	**580**
Peak Hour HV %	0	0	0	0	**0**	0	0	0	0	**0**	0	4	0	0	**3**	0	2	0	0	**1**	**2**

1400 - 1800 (Weekday 4h Session) (01-14-2026)
All vehicles

	Northbound					Southbound					Eastbound					Westbound					
	Hampton Manor Of Merritt Island Driveway					Steward Laboratory Services Merritt Island Driveway					Pioneer Rd (West)					Pioneer Rd (East)					
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Int
TIME	1.1	1.2	1.3	1.4	Total	1.5	1.6	1.7	1.8	Total	1.9	1.10	1.11	1.12	Total	1.13	1.14	1.15	1.16	Total	Total
1400 - 1415	15	1	2	0	18	0	0	1	0	1	4	51	8	0	63	0	17	1	0	18	100
1415 - 1430	18	0	2	0	20	0	0	3	0	3	2	56	11	0	69	1	18	0	0	19	111
1430 - 1445	15	1	0	0	16	3	0	3	0	6	4	65	8	0	77	4	98	1	0	103	202
1445 - 1500	12	2	3	0	17	0	0	1	0	1	0	33	16	0	49	2	82	0	0	84	151
Hourly Total	60	4	7	0	**71**	3	0	8	0	**11**	10	205	43	0	**258**	7	215	2	0	**224**	**564**
1500 - 1515	18	0	3	0	21	1	0	1	0	2	0	30	8	1	39	2	26	0	0	28	90
1515 - 1530	15	0	0	0	15	0	0	1	0	1	2	27	7	0	36	1	37	0	0	38	90
1530 - 1545	10	0	2	0	12	1	0	2	0	3	1	28	7	0	36	0	39	0	0	39	90
1545 - 1600	14	0	2	0	16	0	1	4	0	5	0	36	11	0	47	0	35	1	0	36	104
Hourly Total	57	0	7	0	**64**	2	1	8	0	**11**	3	121	33	1	**158**	3	137	1	0	**141**	**374**
1600 - 1615	17	0	1	0	18	0	0	1	0	1	1	32	7	1	41	0	33	0	0	33	93
1615 - 1630	14	0	0	0	14	0	0	1	0	1	0	33	9	0	42	0	31	0	0	31	88
1630 - 1645	13	0	1	0	14	0	0	1	0	1	0	39	9	1	49	1	26	0	0	27	91
1645 - 1700	14	0	1	0	15	0	0	4	0	4	1	23	8	0	32	0	27	0	0	27	78
Hourly Total	58	0	3	0	**61**	0	0	7	0	**7**	2	127	33	2	**164**	1	117	0	0	**118**	**350**
1700 - 1715	14	0	0	0	14	0	0	2	0	2	0	35	9	1	45	1	22	0	0	23	84
1715 - 1730	11	0	1	0	12	0	0	0	0	0	0	36	8	0	44	0	35	0	0	35	91
1730 - 1745	7	0	2	0	9	0	0	0	0	0	0	31	1	0	32	0	26	0	0	26	67
1745 - 1800	9	0	0	0	9	0	0	1	0	1	0	34	4	0	38	0	31	1	0	32	80
Hourly Total	41	0	3	0	**44**	0	0	3	0	**3**	0	136	22	1	**159**	1	114	1	0	**116**	**322**
Grand Total	216	4	20	0	**240**	5	1	26	0	**32**	15	589	131	4	**739**	12	583	4	0	**599**	**1610**
Approach %	90.00	1.67	8.33	0.00	-	15.63	3.13	81.25	0.00	-	2.03	79.70	17.73	0.54	-	2.00	97.33	0.67	0.00	-	
Intersection %	13.42	0.25	1.24	0.00	14.91	0.31	0.06	1.61	0.00	1.99	0.93	36.58	8.14	0.25	45.90	0.75	36.21	0.25	0.00	37.20	
Heavy Vehicle %	0	0	0	-	**0**	0	0	0	-	**0**	7	1	1	0	**1**	0	3	25	-	**4**	**2**
PHF	0.85	0.00	0.75	0.00	**0.85**	0.00	0.00	0.44	0.00	**0.44**	0.50	0.81	0.92	0.50	**0.84**	0.25	0.89	0.00	0.00	**0.89**	**0.94**
Peak Hour Total	58	0	3	0	**61**	0	0	7	0	**7**	2	127	33	2	**164**	1	117	0	0	**118**	**350**
Peak Hour HV %	0	0	0	0	**0**	0	0	0	0	**0**	50	2	3	0	**2**	0	3	0	0	**3**	**2**

Classified Turn Movement Count || Passenger Vehicles (1-3)

Merritt Island, FL

Marr Traffic DATA COLLECTION
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Site 1
Hampton Manor Of Merritt Island Driveway
Steward Laboratory Services Merritt Island Driveway
Pioneer Rd (West)
Pioneer Rd (East)

Date
Wednesday, January 14, 2026

Lat/Long
28.398054°, -80.703977°
Click here for Map

Weather
Partly Cloudy
48°F
Click here for Detailed Weather

0700 - 0900 (Weekday 2h Session) (01-14-2026)
Passenger Vehicles (1-3)

	Northbound					Southbound					Eastbound					Westbound					
	Hampton Manor Of Merritt Island Driveway					Steward Laboratory Services Merritt Island Driveway					Pioneer Rd (West)					Pioneer Rd (East)					
TIME	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total	Int Total
0700 - 0715	13	0	2	0	15	0	0	0	0	0	0	22	16	0	38	0	20	0	0	20	73
0715 - 0730	9	0	4	0	13	0	0	0	0	0	0	45	14	1	60	0	24	0	0	24	97
0730 - 0745	10	0	1	0	11	1	0	1	0	2	0	99	19	0	118	3	102	0	0	105	236
0745 - 0800	8	1	4	0	13	1	0	0	0	1	0	108	12	0	120	7	138	2	0	147	281
Hourly Total	40	1	11	0	**52**	2	0	1	0	**3**	0	274	61	1	**336**	10	284	2	0	**296**	**687**
0800 - 0815	10	0	2	0	12	0	0	0	0	0	3	12	15	0	30	2	57	0	0	59	101
0815 - 0830	20	1	1	0	22	0	1	1	0	2	1	15	21	0	37	1	29	1	0	31	92
0830 - 0845	19	1	1	0	21	0	0	1	0	1	2	20	22	0	44	2	28	0	0	30	96
0845 - 0900	19	0	1	0	20	0	0	2	0	2	2	9	10	0	21	1	30	0	0	31	74
Hourly Total	68	2	5	0	**75**	0	1	4	0	**5**	8	56	68	0	**132**	6	144	1	0	**151**	**363**
Grand Total	108	3	16	0	**127**	2	1	5	0	**8**	8	330	129	1	**468**	16	428	3	0	**447**	**1050**
Approach %	85.04	2.36	12.60	0.00	-	25.00	12.50	62.50	0.00	-	1.71	70.51	27.56	0.21	-	3.58	95.75	0.67	0.00	-	
Intersection %	10.29	0.29	1.52	0.00	12.10	0.19	0.10	0.48	0.00	0.76	0.76	31.43	12.29	0.10	44.57	1.52	40.76	0.29	0.00	42.57	

1400 - 1800 (Weekday 4h Session) (01-14-2026)
Passenger Vehicles (1-3)

	Northbound					Southbound					Eastbound					Westbound					
	Hampton Manor Of Merritt Island Driveway					Steward Laboratory Services Merritt Island Driveway					Pioneer Rd (West)					Pioneer Rd (East)					
TIME	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total	Int Total
1400 - 1415	15	1	2	0	18	0	0	1	0	1	4	51	8	0	63	0	16	1	0	17	99
1415 - 1430	18	0	2	0	20	0	0	3	0	3	2	56	11	0	69	1	18	0	0	19	111
1430 - 1445	15	1	0	0	16	3	0	3	0	6	4	64	8	0	76	4	90	1	0	95	193
1445 - 1500	12	2	3	0	17	0	0	1	0	1	0	33	16	0	49	2	80	0	0	82	149
Hourly Total	60	4	7	0	**71**	3	0	8	0	**11**	10	204	43	0	**257**	7	204	2	0	**213**	**552**
1500 - 1515	18	0	3	0	21	1	0	1	0	2	0	28	8	1	37	2	24	0	0	26	86
1515 - 1530	15	0	0	0	15	0	0	1	0	1	2	26	7	0	35	1	36	0	0	37	88
1530 - 1545	10	0	2	0	12	1	0	2	0	3	1	28	7	0	36	0	38	0	0	38	89
1545 - 1600	14	0	2	0	16	0	0	4	0	4	0	36	11	0	47	0	34	0	0	34	101
Hourly Total	57	0	7	0	**64**	2	0	8	0	**10**	3	118	33	1	**155**	3	132	0	0	**135**	**364**
1600 - 1615	17	0	1	0	18	0	0	1	0	1	0	31	7	1	39	0	32	0	0	32	90
1615 - 1630	14	0	0	0	14	0	0	1	0	1	0	33	9	0	42	0	31	0	0	31	88
1630 - 1645	13	0	1	0	14	0	0	1	0	1	0	38	9	1	48	1	24	0	0	25	88
1645 - 1700	14	0	1	0	15	0	0	4	0	4	1	23	7	0	31	0	27	0	0	27	77
Hourly Total	58	0	3	0	**61**	0	0	7	0	**7**	1	125	32	2	**160**	1	114	0	0	**115**	**343**
1700 - 1715	13	0	0	0	13	0	0	2	0	2	0	35	9	1	45	1	22	0	0	23	83
1715 - 1730	11	0	1	0	12	0	0	0	0	0	0	36	8	0	44	0	34	0	0	34	90
1730 - 1745	7	0	2	0	9	0	0	0	0	0	0	31	1	0	32	0	26	0	0	26	67
1745 - 1800	9	0	0	0	9	0	0	1	0	1	0	34	4	0	38	0	31	1	0	32	80
Hourly Total	40	0	3	0	**43**	0	0	3	0	**3**	0	136	22	1	**159**	1	113	1	0	**115**	**320**
Grand Total	215	4	20	0	**239**	5	0	26	0	**31**	14	583	130	4	**731**	12	563	3	0	**578**	**1579**
Approach %	89.96	1.67	8.37	0.00	-	16.13	0.00	83.87	0.00	-	1.92	79.75	17.78	0.55	-	2.08	97.40	0.52	0.00	-	
Intersection %	13.62	0.25	1.27	0.00	15.14	0.32	0.00	1.65	0.00	1.96	0.89	36.92	8.23	0.25	46.30	0.76	35.66	0.19	0.00	36.61	

Classified Turn Movement Count || Single Unit Trucks (4-7)

Merritt Island, FL

Marr Traffic DATA COLLECTION
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Site 1
Hampton Manor Of Merritt Island Driveway
Steward Laboratory Services Merritt Island Driveway
Pioneer Rd (West)
Pioneer Rd (East)

Date
Wednesday, January 14, 2026

Lat/Long
28.398054°, -80.703977°
Click here for Map

Weather
Partly Cloudy
48°F
Click here for Detailed Weather

0700 - 0900 (Weekday 2h Session) (01-14-2026)

Single Unit Trucks (4-7)

	Northbound					Southbound					Eastbound					Westbound					
	Hampton Manor Of Merritt Island Driveway					Steward Laboratory Services Merritt Island Driveway					Pioneer Rd (West)					Pioneer Rd (East)					
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Int
TIME	1.1	1.2	1.3	1.4	Total	1.5	1.6	1.7	1.8	Total	1.9	1.10	1.11	1.12	Total	1.13	1.14	1.15	1.16	Total	Total
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	8	0	0	8	10
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	**0**	0	0	0	0	**0**	0	3	0	0	**3**	0	9	0	0	**9**	**12**
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	1	0	0	1	4
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	2
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Hourly Total	0	0	0	0	**0**	0	0	0	0	**0**	0	4	0	0	**4**	0	3	0	0	**3**	**7**
Grand Total	0	0	0	0	**0**	0	0	0	0	**0**	0	7	0	0	**7**	0	12	0	0	**12**	**19**
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	36.84	0.00	0.00	36.84	0.00	63.16	0.00	0.00	63.16	

1400 - 1800 (Weekday 4h Session) (01-14-2026)

Single Unit Trucks (4-7)

	Northbound					Southbound					Eastbound					Westbound					
	Hampton Manor Of Merritt Island Driveway					Steward Laboratory Services Merritt Island Driveway					Pioneer Rd (West)					Pioneer Rd (East)					
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Int
TIME	1.1	1.2	1.3	1.4	Total	1.5	1.6	1.7	1.8	Total	1.9	1.10	1.11	1.12	Total	1.13	1.14	1.15	1.16	Total	Total
1400 - 1415	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
1415 - 1430	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1430 - 1445	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	8	0	0	8	9
1445 - 1500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
Hourly Total	0	0	0	0	**0**	0	0	0	0	**0**	0	1	0	0	**1**	0	11	0	0	**11**	**12**
1500 - 1515	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	2	0	0	2	4
1515 - 1530	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	2
1530 - 1545	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
1545 - 1600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	2
Hourly Total	0	0	0	0	**0**	0	0	0	0	**0**	0	3	0	0	**3**	0	5	1	0	**6**	**9**
1600 - 1615	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	0	1	0	0	1	3
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	2	0	0	2	3
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
Hourly Total	0	0	0	0	**0**	0	0	0	0	**0**	1	2	1	0	**4**	0	3	0	0	**3**	**7**
1700 - 1715	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	1	0	0	0	**1**	0	0	0	0	**0**	0	0	0	0	**0**	0	1	0	0	**1**	**2**
Grand Total	1	0	0	0	**1**	0	0	0	0	**0**	1	6	1	0	**8**	0	20	1	0	**21**	**30**
Approach %	100.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	12.50	75.00	12.50	0.00	-	0.00	95.24	4.76	0.00	-	
Intersection %	3.33	0.00	0.00	0.00	3.33	0.00	0.00	0.00	0.00	0.00	3.33	20.00	3.33	0.00	26.67	0.00	66.67	3.33	0.00	70.00	

Classified Turn Movement Count || Combination Trucks (8-13)

Merritt Island, FL

Marr Traffic DATA COLLECTION
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Site 1
Hampton Manor Of Merritt Island Driveway
Steward Laboratory Services Merritt Island Driveway
Pioneer Rd (West)
Pioneer Rd (East)

Date
Wednesday, January 14, 2026

Lat/Long
28.398054°, -80.703977°
Click here for Map

Weather
Partly Cloudy
48°F
Click here for Detailed Weather

0700 - 0900 (Weekday 2h Session) (01-14-2026)
Combination Trucks (8-13)

	Northbound					Southbound					Eastbound					Westbound					
	Hampton Manor Of Merritt Island Driveway					Steward Laboratory Services Merritt Island Driveway					Pioneer Rd (West)					Pioneer Rd (East)					
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Int
TIME	1.1	1.2	1.3	1.4	Total	1.5	1.6	1.7	1.8	Total	1.9	1.10	1.11	1.12	Total	1.13	1.14	1.15	1.16	Total	Total
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Hourly Total	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	1	0	0	**1**	**1**
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	2
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	**0**	0	0	0	0	**0**	0	2	0	0	**2**	0	1	0	0	**1**	**3**
Grand Total	0	0	0	0	**0**	0	0	0	0	**0**	0	2	0	0	**2**	0	2	0	0	**2**	**4**
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	50.00	0.00	0.00	50.00	0.00	50.00	0.00	0.00	50.00	

1400 - 1800 (Weekday 4h Session) (01-14-2026)
Combination Trucks (8-13)

	Northbound					Southbound					Eastbound					Westbound					
	Hampton Manor Of Merritt Island Driveway					Steward Laboratory Services Merritt Island Driveway					Pioneer Rd (West)					Pioneer Rd (East)					
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Int
TIME	1.1	1.2	1.3	1.4	Total	1.5	1.6	1.7	1.8	Total	1.9	1.10	1.11	1.12	Total	1.13	1.14	1.15	1.16	Total	Total
1400 - 1415	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1415 - 1430	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1430 - 1445	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1445 - 1500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**
1500 - 1515	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1515 - 1530	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1530 - 1545	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1545 - 1600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**
Grand Total	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Classified Turn Movement Count || Bicycles

Merritt Island, FL

Marr Traffic DATA COLLECTION
www.marrtraffic.com

Site 1
Hampton Manor Of Merritt Island Driveway
Steward Laboratory Services Merritt Island Driveway
Pioneer Rd (West)
Pioneer Rd (East)

Date
Wednesday, January 14, 2026

Lat/Long
28.398054°, -80.703977°
Click here for Map

Weather
Partly Cloudy
48°F
Click here for Detailed Weather

0700 - 0900 (Weekday 2h Session) (01-14-2026)
Bicycles

	Northbound					Southbound					Eastbound					Westbound					
	Hampton Manor Of Merritt Island Driveway					Steward Laboratory Services Merritt Island Driveway					Pioneer Rd (West)					Pioneer Rd (East)					
TIME	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total	Int Total
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	1	0	0	**1**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**1**
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**
Grand Total	0	1	0	0	**1**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**1**
Approach %	0.00	100.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
Intersection %	0.00	100.00	0.00	0.00	100.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

1400 - 1800 (Weekday 4h Session) (01-14-2026)
Bicycles

	Northbound					Southbound					Eastbound					Westbound					
	Hampton Manor Of Merritt Island Driveway					Steward Laboratory Services Merritt Island Driveway					Pioneer Rd (West)					Pioneer Rd (East)					
TIME	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total	Int Total
1400 - 1415	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1415 - 1430	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1430 - 1445	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1445 - 1500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**
1500 - 1515	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1515 - 1530	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1530 - 1545	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1545 - 1600	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Hourly Total	0	0	0	0	**0**	0	1	0	0	**1**	0	0	0	0	**0**	0	0	0	0	**0**	**1**
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**
Grand Total	0	0	0	0	**0**	0	1	0	0	**1**	0	0	0	0	**0**	0	0	0	0	**0**	**1**
Approach %	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	100.00	0.00	0.00	100.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Classified Turn Movement Count || All Trucks (4-13)

Merritt Island, FL

Marr Traffic DATA COLLECTION
www.marrtraffic.com

Site 1
Hampton Manor Of Merritt Island Driveway
Steward Laboratory Services Merritt Island Driveway
Pioneer Rd (West)
Pioneer Rd (East)

Date
Wednesday, January 14, 2026

Lat/Long
28.398054°, -80.703977°
Click here for Map

Weather
Partly Cloudy
48°F
Click here for Detailed Weather

0700 - 0900 (Weekday 2h Session) (01-14-2026)
All Trucks (4-13)

	Northbound					Southbound					Eastbound					Westbound					
	Hampton Manor Of Merritt Island Driveway					Steward Laboratory Services Merritt Island Driveway					Pioneer Rd (West)					Pioneer Rd (East)					
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Int
TIME	1.1	1.2	1.3	1.4	Total	1.5	1.6	1.7	1.8	Total	1.9	1.10	1.11	1.12	Total	1.13	1.14	1.15	1.16	Total	Total
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	8	0	0	8	10
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Hourly Total	0	0	0	0	**0**	0	0	0	0	**0**	0	3	0	0	**3**	0	10	0	0	**10**	**13**
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	1	0	0	1	5
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	2	0	0	2	4
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Hourly Total	0	0	0	0	**0**	0	0	0	0	**0**	0	6	0	0	**6**	0	4	0	0	**4**	**10**
Grand Total	0	0	0	0	**0**	0	0	0	0	**0**	0	9	0	0	**9**	0	14	0	0	**14**	**23**
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	39.13	0.00	0.00	39.13	0.00	60.87	0.00	0.00	60.87	

1400 - 1800 (Weekday 4h Session) (01-14-2026)
All Trucks (4-13)

	Northbound					Southbound					Eastbound					Westbound					
	Hampton Manor Of Merritt Island Driveway					Steward Laboratory Services Merritt Island Driveway					Pioneer Rd (West)					Pioneer Rd (East)					
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Int
TIME	1.1	1.2	1.3	1.4	Total	1.5	1.6	1.7	1.8	Total	1.9	1.10	1.11	1.12	Total	1.13	1.14	1.15	1.16	Total	Total
1400 - 1415	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
1415 - 1430	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1430 - 1445	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	8	0	0	8	9
1445 - 1500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
Hourly Total	0	0	0	0	**0**	0	0	0	0	**0**	0	1	0	0	**1**	0	11	0	0	**11**	**12**
1500 - 1515	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	2	0	0	2	4
1515 - 1530	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	2
1530 - 1545	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
1545 - 1600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	2
Hourly Total	0	0	0	0	**0**	0	0	0	0	**0**	0	3	0	0	**3**	0	5	1	0	**6**	**9**
1600 - 1615	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	0	1	0	0	1	3
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	2	0	0	2	3
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
Hourly Total	0	0	0	0	**0**	0	0	0	0	**0**	1	2	1	0	**4**	0	3	0	0	**3**	**7**
1700 - 1715	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	1	0	0	0	**1**	0	0	0	0	**0**	0	0	0	0	**0**	0	1	0	0	**1**	**2**
Grand Total	1	0	0	0	**1**	0	0	0	0	**0**	1	6	1	0	**8**	0	20	1	0	**21**	**30**
Approach %	100.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	12.50	75.00	12.50	0.00	-	0.00	95.24	4.76	0.00	-	
Intersection %	3.33	0.00	0.00	0.00	3.33	0.00	0.00	0.00	0.00	0.00	3.33	20.00	3.33	0.00	26.67	0.00	66.67	3.33	0.00	70.00	

Crosswalk Counts || Pedestrians

Merritt Island, FL

Marr Traffic DATA COLLECTION
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Site 1
Hampton Manor Of Merritt Island Driveway
Steward Laboratory Services Merritt Island Driveway
Pioneer Rd (West)
Pioneer Rd (East)

Date
Wednesday, January 14, 2026

Lat/Long
28.398054°, -80.703977°
Click here for Map

Weather
Partly Cloudy
48°F
Click here for Detailed Weather

0700 - 0900 (Weekday 2h Session) (01-14-2026)
Pedestrians

	Northbound			Southbound			Eastbound			Westbound			
	Hampton Manor Of Merritt Island Driveway			Steward Laboratory Services Merritt Island Driveway			Pioneer Rd (West)			Pioneer Rd (East)			
TIME	EB 1a	WB 1b	App Total	EB 1c	WB 1d	App Total	NB 1e	SB 1f	App Total	NB 1g	SB 1h	App Total	Int Total
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0
0715 - 0730	1	0	1	0	0	0	0	0	0	0	0	0	1
0730 - 0745	0	0	0	0	1	1	0	0	0	0	0	0	1
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	1	0	**1**	0	1	**1**	0	0	**0**	0	0	**0**	**2**
0800 - 0815	0	0	0	1	0	1	0	0	0	0	0	0	1
0815 - 0830	1	1	2	2	0	2	0	0	0	0	0	0	4
0830 - 0845	0	0	0	0	1	1	0	0	0	0	0	0	1
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	1	1	**2**	3	1	**4**	0	0	**0**	0	0	**0**	**6**
Grand Total	2	1	**3**	3	2	**5**	0	0	**0**	0	0	**0**	**8**
Approach %	66.67	33.33	-	60.00	40.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	25.00	12.50	37.50	37.50	25.00	62.50	0.00	0.00	0.00	0.00	0.00	0.00	

1400 - 1800 (Weekday 4h Session) (01-14-2026)
Pedestrians

	Northbound			Southbound			Eastbound			Westbound			
	Hampton Manor Of Merritt Island Driveway			Steward Laboratory Services Merritt Island Driveway			Pioneer Rd (West)			Pioneer Rd (East)			
TIME	EB 1a	WB 1b	App Total	EB 1c	WB 1d	App Total	NB 1e	SB 1f	App Total	NB 1g	SB 1h	App Total	Int Total
1400 - 1415	0	0	0	0	0	0	0	0	0	0	0	0	0
1415 - 1430	0	0	0	0	0	0	0	0	0	0	0	0	0
1430 - 1445	0	0	0	0	0	0	0	0	0	0	0	0	0
1445 - 1500	0	0	0	0	1	1	0	0	0	0	0	0	1
Hourly Total	0	0	**0**	0	1	**1**	0	0	**0**	0	0	**0**	**1**
1500 - 1515	0	0	0	0	0	0	0	0	0	0	0	0	0
1515 - 1530	0	0	0	0	0	0	0	0	0	0	0	0	0
1530 - 1545	0	0	0	0	0	0	0	0	0	0	0	0	0
1545 - 1600	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	1	0	1	0	0	0	0	0	0	1
Hourly Total	0	0	**0**	1	0	**1**	0	0	**0**	0	0	**0**	**1**
1700 - 1715	0	0	0	0	0	0	0	0	0	1	0	1	1
1715 - 1730	0	0	0	0	0	0	0	0	0	0	1	1	1
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	1	1	0	0	0	0	0	0	1
Hourly Total	0	0	**0**	0	1	**1**	0	0	**0**	1	1	**2**	**3**
Grand Total	0	0	**0**	1	2	**3**	0	0	**0**	1	1	**2**	**5**
Approach %	0.00	0.00	-	33.33	66.67	-	0.00	0.00	-	50.00	50.00	-	
Intersection %	0.00	0.00	0.00	20.00	40.00	60.00	0.00	0.00	0.00	20.00	20.00	40.00	

Crosswalk Counts || Bicycles

Merritt Island, FL

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Site 1
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Pioneer Rd (West)
Pioneer Rd (East)

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0700 - 0900 (Weekday 2h Session) (01-14-2026)
Bicycles

	Northbound			Southbound			Eastbound			Westbound			
	Hampton Manor Of Merritt Island Driveway			Steward Laboratory Services Merritt Island Driveway			Pioneer Rd (West)			Pioneer Rd (East)			
TIME	EB 1a	WB 1b	App Total	EB 1c	WB 1d	App Total	NB 1e	SB 1f	App Total	NB 1g	SB 1h	App Total	Int Total
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	1	1	0	2	2	0	0	0	0	0	0	3
Hourly Total	0	1	**1**	0	2	**2**	0	0	**0**	0	0	**0**	**3**
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	0	1	**1**	0	2	**2**	0	0	**0**	0	0	**0**	**3**
Approach %	0.00	100.00	-	0.00	100.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	33.33	33.33	0.00	66.67	66.67	0.00	0.00	0.00	0.00	0.00	0.00	

1400 - 1800 (Weekday 4h Session) (01-14-2026)
Bicycles

	Northbound			Southbound			Eastbound			Westbound			
	Hampton Manor Of Merritt Island Driveway			Steward Laboratory Services Merritt Island Driveway			Pioneer Rd (West)			Pioneer Rd (East)			
TIME	EB 1a	WB 1b	App Total	EB 1c	WB 1d	App Total	NB 1e	SB 1f	App Total	NB 1g	SB 1h	App Total	Int Total
1400 - 1415	0	0	0	0	0	0	0	0	0	0	0	0	0
1415 - 1430	0	0	0	0	0	0	0	0	0	0	0	0	0
1430 - 1445	0	0	0	0	0	0	0	0	0	0	0	0	0
1445 - 1500	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1500 - 1515	0	0	0	0	0	0	0	0	0	0	0	0	0
1515 - 1530	0	0	0	0	0	0	0	0	0	0	0	0	0
1530 - 1545	0	0	0	0	0	0	0	0	0	0	0	0	0
1545 - 1600	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1600 - 1615	0	0	0	0	1	1	0	0	0	0	0	0	1
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	1	0	1	1	0	1	2
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	1	**1**	1	0	**1**	1	0	**1**	**3**
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	1	0	1	0	1	1	0	0	0	0	0	0	2
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	1	0	**1**	0	1	**1**	0	0	**0**	0	0	**0**	**2**
Grand Total	1	0	**1**	0	2	**2**	1	0	**1**	1	0	**1**	**5**
Approach %	100.00	0.00	-	0.00	100.00	-	100.00	0.00	-	100.00	0.00	-	
Intersection %	20.00	0.00	20.00	0.00	40.00	40.00	20.00	0.00	20.00	20.00	0.00	20.00	

Crosswalk Counts || Motorized Vehicles

Merritt Island, FL

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Site 1
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Pioneer Rd (West)
Pioneer Rd (East)

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Weather
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0700 - 0900 (Weekday 2h Session) (01-14-2026)
Motorized Vehicles

	Northbound			Southbound			Eastbound			Westbound			
	Hampton Manor Of Merritt Island Driveway			Steward Laboratory Services Merritt Island Driveway			Pioneer Rd (West)			Pioneer Rd (East)			
TIME	EB 1a	WB 1b	App Total	EB 1c	WB 1d	App Total	NB 1e	SB 1f	App Total	NB 1g	SB 1h	App Total	Int Total
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

1400 - 1800 (Weekday 4h Session) (01-14-2026)
Motorized Vehicles

	Northbound			Southbound			Eastbound			Westbound			
	Hampton Manor Of Merritt Island Driveway			Steward Laboratory Services Merritt Island Driveway			Pioneer Rd (West)			Pioneer Rd (East)			
TIME	EB 1a	WB 1b	App Total	EB 1c	WB 1d	App Total	NB 1e	SB 1f	App Total	NB 1g	SB 1h	App Total	Int Total
1400 - 1415	0	0	0	0	0	0	0	0	0	0	0	0	0
1415 - 1430	0	0	0	0	0	0	0	0	0	0	0	0	0
1430 - 1445	1	0	1	0	0	0	0	0	0	0	0	0	1
1445 - 1500	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	1	0	**1**	0	0	**0**	0	0	**0**	0	0	**0**	**1**
1500 - 1515	0	0	0	0	0	0	0	0	0	0	0	0	0
1515 - 1530	0	0	0	0	0	0	0	0	0	0	0	0	0
1530 - 1545	0	0	0	0	0	0	0	0	0	0	0	0	0
1545 - 1600	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	1	0	**1**	0	0	**0**	0	0	**0**	0	0	**0**	**1**
Approach %	100.00	0.00	-	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	100.00	0.00	100.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Start Date: 1/14/2026	Pioneer Rd (West) Eastbound			Pioneer Rd (East) Westbound			hpton Manor Of Merritt Island Drive Northbound			Laboratory Services Merritt Island Southbound			
Time	**EBL**	**EBT**	**EBR**	**WBL**	**WBT**	**WBR**	**NBL**	**NBT**	**NBR**	**SBL**	**SBT**	**SBR**	**Total**
15 Minute Totals													
12:00 AM - 12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 AM - 12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 AM - 12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 AM - 01:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 AM - 01:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 AM - 01:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 AM - 01:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 AM - 02:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 AM - 02:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 AM - 02:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 AM - 02:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 AM - 03:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 AM - 03:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 AM - 03:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 AM - 03:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 AM - 04:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 AM - 04:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 AM - 04:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 AM - 04:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 AM - 05:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 AM - 05:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 AM - 05:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 AM - 05:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 AM - 06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 AM - 06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM - 06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM - 06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM - 07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM - 07:15 AM	0	23	16	0	20	0	13	0	2	0	0	0	74
07:15 AM - 07:30 AM	0	45	14	0	25	0	9	1	4	0	0	0	98
07:30 AM - 07:45 AM	0	101	19	3	110	0	10	0	1	1	0	1	246
07:45 AM - 08:00 AM	0	108	12	7	139	2	8	1	4	1	0	0	282
08:00 AM - 08:15 AM	3	16	15	2	58	0	10	0	2	0	0	0	106
08:15 AM - 08:30 AM	1	15	21	1	29	1	20	1	1	0	1	1	92
08:30 AM - 08:45 AM	2	22	22	2	30	0	19	1	1	0	0	1	100
08:45 AM - 09:00 AM	2	9	10	1	31	0	19	0	1	0	0	2	75
09:00 AM - 09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM - 09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM - 09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM - 10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM - 10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM - 10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM - 10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM - 11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM - 11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM - 11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM - 11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM - 12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM - 12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM - 12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM - 12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM - 01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM - 01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM - 01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM - 01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM - 02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM - 02:15 PM	4	51	8	0	17	1	15	1	2	0	0	1	100
02:15 PM - 02:30 PM	2	56	11	1	18	0	18	0	2	0	0	3	111
02:30 PM - 02:45 PM	4	65	8	4	98	1	15	1	0	3	0	3	202
02:45 PM - 03:00 PM	0	33	16	2	82	0	12	2	3	0	0	1	151
03:00 PM - 03:15 PM	0	30	8	2	26	0	18	0	3	1	0	1	89
03:15 PM - 03:30 PM	2	27	7	1	37	0	15	0	0	0	0	1	90
03:30 PM - 03:45 PM	1	28	7	0	39	0	10	0	2	1	0	2	90
03:45 PM - 04:00 PM	0	36	11	0	35	1	14	0	2	0	1	4	104
04:00 PM - 04:15 PM	1	32	7	0	33	0	17	0	1	0	0	1	92
04:15 PM - 04:30 PM	0	33	9	0	31	0	14	0	0	0	0	1	88
04:30 PM - 04:45 PM	0	39	9	1	26	0	13	0	1	0	0	1	90
04:45 PM - 05:00 PM	1	23	8	0	27	0	14	0	1	0	0	4	78
05:00 PM - 05:15 PM	0	35	9	1	22	0	14	0	0	0	0	2	83
05:15 PM - 05:30 PM	0	36	8	0	35	0	11	0	1	0	0	0	91
05:30 PM - 05:45 PM	0	31	1	0	26	0	7	0	2	0	0	0	67
05:45 PM - 06:00 PM	0	34	4	0	31	1	9	0	0	0	0	1	80
06:00 PM - 06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM - 06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM - 06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM - 07:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 PM - 07:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 PM - 07:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 PM - 07:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 PM - 08:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 PM - 08:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 PM - 08:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 PM - 08:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 PM - 09:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 PM - 09:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 PM - 09:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 PM - 09:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 PM - 10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM - 10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 PM - 10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 PM - 10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 PM - 11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM - 11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 PM - 11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 PM - 11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 PM - 12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0

Peak Hour Turning Movement Count

Merritt Island, FL

Click here for Map

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Wednesday, January 14, 2026		
	Partly Cloudy	48°F
Period	1400 - 1800	APPLY
Peak Hour	1400 - 1500	APPLY
Global PH	1400 - 1500	APPLY

* the Peak Hour Diagram does not include bicycles

Session Parameters

(Drop Down Menu)

1500 - 1600

Volume

All vehicles

	Northbound						Southbound						Eastbound						Westbound						
	Hampton Manor Of Merritt Island Driveway						teward Laboratory Services Merritt Island Driveway						Pioneer Rd (West)						Pioneer Rd (East)						
Time	Left 1.1	Thru 1.2	Right 1.3		U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7		U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11		U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15		U-Turn 1.16	App Total	Int Total
1500 - 1515	18	0	3	-	0	21	1	0	1	-	0	2	0	30	8	-	1	39	2	26	0	-	0	28	90
1515 - 1530	15	0	0	-	0	15	0	0	1	-	0	1	2	27	7	-	0	36	1	37	0	-	0	38	90
1530 - 1545	10	0	2	-	0	12	1	0	2	-	0	3	1	28	7	-	0	36	0	39	0	-	0	39	90
1545 - 1600	14	0	2	-	0	16	0	1	4	-	0	5	0	36	11	-	0	47	0	35	1	-	0	36	104
Total	57	0	7	0	0	64	2	1	8	0	0	11	3	121	33	0	1	158	3	137	1	0	0	141	374
Approach %	89.06	0.00	10.94	0.00	0.00	-	18.18	9.09	72.73	0.00	0.00	-	1.90	76.58	20.89	0.00	0.63	-	2.13	97.16	0.71	0.00	0.00	-	
PHF	0.79	0.00	0.58	0.00	0.00	**0.76**	0.50	0.25	0.50	0.00	0.00	**0.55**	0.38	0.84	0.75	0.00	0.25	**0.84**	0.38	0.88	0.25	0.00	0.00	**0.90**	**0.90**

Passenger Vehicles (1-3)

	Northbound						Southbound						Eastbound						Westbound						
	Hampton Manor Of Merritt Island Driveway						teward Laboratory Services Merritt Island Driveway						Pioneer Rd (West)						Pioneer Rd (East)						
Time	Left 1.1	Thru 1.2	Right 1.3		U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7		U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11		U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15		U-Turn 1.16	App Total	Int Total
1500 - 1515	18	0	3	-	0	21	1	0	1	-	0	2	0	28	8	-	1	37	2	24	0	-	0	26	86
1515 - 1530	15	0	0	-	0	15	0	0	1	-	0	1	2	26	7	-	0	35	1	36	0	-	0	37	88
1530 - 1545	10	0	2	-	0	12	1	0	2	-	0	3	1	28	7	-	0	36	0	38	0	-	0	38	89
1545 - 1600	14	0	2	-	0	16	0	0	4	-	0	4	0	36	11	-	0	47	0	34	0	-	0	34	101
Total	57	0	7	0	0	64	2	0	8	0	0	10	3	118	33	0	1	155	3	132	0	0	0	135	364
Approach %	89.06	0.00	10.94	0.00	0.00	-	20.00	0.00	80.00	0.00	0.00	-	1.94	76.13	21.29	0.00	0.65	-	2.22	97.78	0.00	0.00	0.00	-	
PHF	0.79	0.00	0.58	0.00	0.00	**0.76**	0.50	0.00	0.50	0.00	0.00	**0.63**	0.38	0.82	0.75	0.00	0.25	**0.82**	0.38	0.87	0.00	0.00	0.00	**0.89**	**0.90**

Single Unit Trucks (4-7)

	Northbound						Southbound						Eastbound						Westbound						
	Hampton Manor Of Merritt Island Driveway						teward Laboratory Services Merritt Island Driveway						Pioneer Rd (West)						Pioneer Rd (East)						
Time	Left 1.1	Thru 1.2	Right 1.3		U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7		U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11		U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15		U-Turn 1.16	App Total	Int Total
1500 - 1515	0	0	0	-	0	0	0	0	0	-	0	0	0	2	0	-	0	2	0	2	0	-	0	2	4
1515 - 1530	0	0	0	-	0	0	0	0	0	-	0	0	0	1	0	-	0	1	0	1	0	-	0	1	2
1530 - 1545	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	1	0	-	0	1	1
1545 - 1600	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	1	1	-	0	2	2
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	0	5	1	0	0	6	9
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	0.00	83.33	16.67	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.38	0.00	0.00	0.00	**0.38**	0.00	0.63	0.25	0.00	0.00	**0.75**	**0.56**

Combination Trucks (8-13)

	Northbound						Southbound						Eastbound						Westbound						
	Hampton Manor Of Merritt Island Driveway						teward Laboratory Services Merritt Island Driveway						Pioneer Rd (West)						Pioneer Rd (East)						
Time	Left 1.1	Thru 1.2	Right 1.3		U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7		U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11		U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15		U-Turn 1.16	App Total	Int Total
1500 - 1515	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
1515 - 1530	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
1530 - 1545	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
1545 - 1600	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
Total	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
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Bicycles

	Northbound						Southbound						Eastbound						Westbound						
	Hampton Manor Of Merritt Island Driveway						teward Laboratory Services Merritt Island Driveway						Pioneer Rd (West)						Pioneer Rd (East)						
Time	Left 1.1	Thru 1.2	Right 1.3		U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7		U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11		U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15		U-Turn 1.16	App Total	Int Total
1500 - 1515	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
1515 - 1530	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
1530 - 1545	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
1545 - 1600	0	0	0	-	0	0	0	1	0	-	0	1	0	0	0	-	0	0	0	0	0	-	0	0	1
Total	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.25	0.00	0.00	0.00	**0.25**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.25**

Classified Turn Movement Count || All vehicles

Merritt Island, FL

Marr Traffic DATA COLLECTION
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Site 1
Hampton Manor Of Merritt Island Driveway
Steward Laboratory Services Merritt Island Driveway
Pioneer Rd (West)
Pioneer Rd (East)

Date
Wednesday, January 14, 2026

Lat/Long
28.398054°, -80.703977°
Click here for Map

Weather
Partly Cloudy
48°F
Click here for Detailed Weather

0700 - 0900 (Weekday 2h Session) (01-14-2026)
All vehicles

	Northbound					Southbound					Eastbound					Westbound					
	Hampton Manor Of Merritt Island Driveway					Steward Laboratory Services Merritt Island Driveway					Pioneer Rd (West)					Pioneer Rd (East)					
TIME	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total	Int Total
0700 - 0715	13	0	2	0	15	0	0	0	0	0	0	23	16	0	39	0	20	0	0	20	74
0715 - 0730	9	1	4	0	14	0	0	0	0	0	0	45	14	1	60	0	25	0	0	25	99
0730 - 0745	10	0	1	0	11	1	0	1	0	2	0	101	19	0	120	3	110	0	0	113	246
0745 - 0800	8	1	4	0	13	1	0	0	0	1	0	108	12	0	120	7	139	2	0	148	282
Hourly Total	40	2	11	0	**53**	2	0	1	0	**3**	0	277	61	1	**339**	10	294	2	0	**306**	**701**
0800 - 0815	10	0	2	0	12	0	0	0	0	0	3	16	15	0	34	2	58	0	0	60	106
0815 - 0830	20	1	1	0	22	0	1	1	0	2	1	15	21	0	37	1	29	1	0	31	92
0830 - 0845	19	1	1	0	21	0	0	1	0	1	2	22	22	0	46	2	30	0	0	32	100
0845 - 0900	19	0	1	0	20	0	0	2	0	2	2	9	10	0	21	1	31	0	0	32	75
Hourly Total	68	2	5	0	**75**	0	1	4	0	**5**	8	62	68	0	**138**	6	148	1	0	**155**	**373**
Grand Total	108	4	16	0	**128**	2	1	5	0	**8**	8	339	129	1	**477**	16	442	3	0	**461**	**1074**
Approach %	84.38	3.13	12.50	0.00	-	25.00	12.50	62.50	0.00	-	1.68	71.07	27.04	0.21	-	3.47	95.88	0.65	0.00	-	
Intersection %	10.06	0.37	1.49	0.00	11.92	0.19	0.09	0.47	0.00	0.74	0.74	31.56	12.01	0.09	44.41	1.49	41.15	0.28	0.00	42.92	
Heavy Vehicle %	0	0	0	-	**0**	0	0	0	-	**0**	0	3	0	0	**2**	0	3	0	-	**3**	**2**
PHF	0.71	0.75	0.50	0.00	**0.77**	0.25	0.25	0.50	0.00	**0.50**	0.50	0.37	0.80	0.00	**0.49**	0.43	0.46	0.38	0.00	**0.46**	**0.51**
Peak Hour Total	57	3	8	0	**68**	1	1	2	0	**4**	6	161	70	0	**237**	12	256	3	0	**271**	**580**
Peak Hour HV %	0	0	0	0	**0**	0	0	0	0	**0**	0	4	0	0	**3**	0	2	0	0	**1**	**2**

1400 - 1800 (Weekday 4h Session) (01-14-2026)
All vehicles

	Northbound					Southbound					Eastbound					Westbound					
	Hampton Manor Of Merritt Island Driveway					Steward Laboratory Services Merritt Island Driveway					Pioneer Rd (West)					Pioneer Rd (East)					
TIME	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total	Int Total
1400 - 1415	15	1	2	0	18	0	0	1	0	1	4	51	8	0	63	0	17	1	0	18	100
1415 - 1430	18	0	2	0	20	0	0	3	0	3	2	56	11	0	69	1	18	0	0	19	111
1430 - 1445	15	1	0	0	16	3	0	3	0	6	4	65	8	0	77	4	98	1	0	103	202
1445 - 1500	12	2	3	0	17	0	0	1	0	1	0	33	16	0	49	2	82	0	0	84	151
Hourly Total	60	4	7	0	**71**	3	0	8	0	**11**	10	205	43	0	**258**	7	215	2	0	**224**	**564**
1500 - 1515	18	0	3	0	21	1	0	1	0	2	0	30	8	1	39	2	26	0	0	28	90
1515 - 1530	15	0	0	0	15	0	0	1	0	1	2	27	7	0	36	1	37	0	0	38	90
1530 - 1545	10	0	2	0	12	1	0	2	0	3	1	28	7	0	36	0	39	0	0	39	90
1545 - 1600	14	0	2	0	16	0	1	4	0	5	0	36	11	0	47	0	35	1	0	36	104
Hourly Total	57	0	7	0	**64**	2	1	8	0	**11**	3	121	33	1	**158**	3	137	1	0	**141**	**374**
1600 - 1615	17	0	1	0	18	0	0	1	0	1	1	32	7	1	41	0	33	0	0	33	93
1615 - 1630	14	0	0	0	14	0	0	1	0	1	0	33	9	0	42	0	31	0	0	31	88
1630 - 1645	13	0	1	0	14	0	0	1	0	1	0	39	9	1	49	1	26	0	0	27	91
1645 - 1700	14	0	1	0	15	0	0	4	0	4	1	23	8	0	32	0	27	0	0	27	78
Hourly Total	58	0	3	0	**61**	0	0	7	0	**7**	2	127	33	2	**164**	1	117	0	0	**118**	**350**
1700 - 1715	14	0	0	0	14	0	0	2	0	2	0	35	9	1	45	1	22	0	0	23	84
1715 - 1730	11	0	1	0	12	0	0	0	0	0	0	36	8	0	44	0	35	0	0	35	91
1730 - 1745	7	0	2	0	9	0	0	0	0	0	0	31	1	0	32	0	26	0	0	26	67
1745 - 1800	9	0	0	0	9	0	0	1	0	1	0	34	4	0	38	0	31	1	0	32	80
Hourly Total	41	0	3	0	**44**	0	0	3	0	**3**	0	136	22	1	**159**	1	114	1	0	**116**	**322**
Grand Total	216	4	20	0	**240**	5	1	26	0	**32**	15	589	131	4	**739**	12	583	4	0	**599**	**1610**
Approach %	90.00	1.67	8.33	0.00	-	15.63	3.13	81.25	0.00	-	2.03	79.70	17.73	0.54	-	2.00	97.33	0.67	0.00	-	
Intersection %	13.42	0.25	1.24	0.00	14.91	0.31	0.06	1.61	0.00	1.99	0.93	36.58	8.14	0.25	45.90	0.75	36.21	0.25	0.00	37.20	
Heavy Vehicle %	0	0	0	-	**0**	0	0	0	-	**0**	7	1	1	0	**1**	0	3	25	-	**4**	**2**
PHF	0.79	0.00	0.58	0.00	**0.76**	0.50	0.25	0.50	0.00	**0.55**	0.38	0.84	0.75	0.25	**0.84**	0.38	0.88	0.25	0.00	**0.90**	**0.90**
Peak Hour Total	57	0	7	0	**64**	2	1	8	0	**11**	3	121	33	1	**158**	3	137	1	0	**141**	**374**
Peak Hour HV %	0	0	0	0	**0**	0	0	0	0	**0**	0	2	0	0	**2**	0	4	100	0	**4**	**2**

Peak Hour Turning Movement Count

Merritt Island, FL

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Marr Traffic DATA COLLECTION

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Thursday, December 11, 2025		
	Fair	61°F
Period	0700 - 0900	APPLY
Peak Hour	0730 - 0830	APPLY
Global PH	0745 - 0845	APPLY

* the Peak Hour Diagram does not include bicycles

Session Parameters

(Drop Down Menu)

Global Peak Hour

Volume

All vehicles

	Northbound						Southbound						Eastbound						Westbound						
	FL-3 N Courtenay Pkwy (South)						FL-3 N Courtenay Pkwy (North)						NHC HomeCare Driveway						Medical Center Driveway						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	1.1	1.2	1.3		1.4	Total	1.5	1.6	1.7		1.8	Total	1.9	1.10	1.11		1.12	Total	1.13	1.14	1.15		1.16	Total	Total
0000 - 0015	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0015 - 0030	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0030 - 0045	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0045 - 0100	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
Total	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
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Passenger Vehicles (1-3)

	Northbound						Southbound						Eastbound						Westbound						
	FL-3 N Courtenay Pkwy (South)						FL-3 N Courtenay Pkwy (North)						NHC HomeCare Driveway						Medical Center Driveway						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	1.1	1.2	1.3		1.4	Total	1.5	1.6	1.7		1.8	Total	1.9	1.10	1.11		1.12	Total	1.13	1.14	1.15		1.16	Total	Total
0000 - 0015	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0015 - 0030	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0030 - 0045	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0045 - 0100	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
Total	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
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Single Unit Trucks (4-7)

	Northbound						Southbound						Eastbound						Westbound						
	FL-3 N Courtenay Pkwy (South)						FL-3 N Courtenay Pkwy (North)						NHC HomeCare Driveway						Medical Center Driveway						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	1.1	1.2	1.3		1.4	Total	1.5	1.6	1.7		1.8	Total	1.9	1.10	1.11		1.12	Total	1.13	1.14	1.15		1.16	Total	Total
0000 - 0015	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0015 - 0030	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0030 - 0045	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0045 - 0100	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
Total	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
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Combination Trucks (8-13)

	Northbound						Southbound						Eastbound						Westbound						
	FL-3 N Courtenay Pkwy (South)						FL-3 N Courtenay Pkwy (North)						NHC HomeCare Driveway						Medical Center Driveway						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	1.1	1.2	1.3		1.4	Total	1.5	1.6	1.7		1.8	Total	1.9	1.10	1.11		1.12	Total	1.13	1.14	1.15		1.16	Total	Total
0000 - 0015	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0015 - 0030	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0030 - 0045	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0045 - 0100	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
Total	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
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Bicycles

	Northbound						Southbound						Eastbound						Westbound						
	FL-3 N Courtenay Pkwy (South)						FL-3 N Courtenay Pkwy (North)						NHC HomeCare Driveway						Medical Center Driveway						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	1.1	1.2	1.3		1.4	Total	1.5	1.6	1.7		1.8	Total	1.9	1.10	1.11		1.12	Total	1.13	1.14	1.15		1.16	Total	Total
0000 - 0015	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0015 - 0030	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0030 - 0045	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0045 - 0100	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
Total	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
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Peak Hour Turning Movement Count

Merritt Island, FL

Click here for Map

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Thursday, December 11, 2025		
	Fair	61°F
Period	1600 - 1800	APPLY
Peak Hour	1615 - 1715	APPLY
Global PH	1600 - 1700	APPLY

* the Peak Hour Diagram does not include bicycles

Session Parameters

(Drop Down Menu)

Global Peak Hour

Volume

All vehicles

	Northbound						Southbound						Eastbound						Westbound						
	FL-3 N Courtenay Pkwy (South)						FL-3 N Courtenay Pkwy (North)						NHC HomeCare Driveway						Medical Center Driveway						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	1.1	1.2	1.3		1.4	Total	1.5	1.6	1.7		1.8	Total	1.9	1.10	1.11		1.12	Total	1.13	1.14	1.15		1.16	Total	Total
0000 - 0015	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0015 - 0030	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0030 - 0045	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0045 - 0100	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
Total	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
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Passenger Vehicles (1-3)

	Northbound						Southbound						Eastbound						Westbound						
	FL-3 N Courtenay Pkwy (South)						FL-3 N Courtenay Pkwy (North)						NHC HomeCare Driveway						Medical Center Driveway						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	1.1	1.2	1.3		1.4	Total	1.5	1.6	1.7		1.8	Total	1.9	1.10	1.11		1.12	Total	1.13	1.14	1.15		1.16	Total	Total
0000 - 0015	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0015 - 0030	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0030 - 0045	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0045 - 0100	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
Total	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
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Single Unit Trucks (4-7)

	Northbound						Southbound						Eastbound						Westbound						
	FL-3 N Courtenay Pkwy (South)						FL-3 N Courtenay Pkwy (North)						NHC HomeCare Driveway						Medical Center Driveway						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	1.1	1.2	1.3		1.4	Total	1.5	1.6	1.7		1.8	Total	1.9	1.10	1.11		1.12	Total	1.13	1.14	1.15		1.16	Total	Total
0000 - 0015	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0015 - 0030	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0030 - 0045	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0045 - 0100	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
Total	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
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Combination Trucks (8-13)

	Northbound						Southbound						Eastbound						Westbound						
	FL-3 N Courtenay Pkwy (South)						FL-3 N Courtenay Pkwy (North)						NHC HomeCare Driveway						Medical Center Driveway						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	1.1	1.2	1.3		1.4	Total	1.5	1.6	1.7		1.8	Total	1.9	1.10	1.11		1.12	Total	1.13	1.14	1.15		1.16	Total	Total
0000 - 0015	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0015 - 0030	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0030 - 0045	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0045 - 0100	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
Total	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
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Bicycles

	Northbound						Southbound						Eastbound						Westbound						
	FL-3 N Courtenay Pkwy (South)						FL-3 N Courtenay Pkwy (North)						NHC HomeCare Driveway						Medical Center Driveway						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	1.1	1.2	1.3		1.4	Total	1.5	1.6	1.7		1.8	Total	1.9	1.10	1.11		1.12	Total	1.13	1.14	1.15		1.16	Total	Total
0000 - 0015	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0015 - 0030	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0030 - 0045	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0045 - 0100	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
Total	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
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Classified Turn Movement Count || All vehicles

Marr Traffic DATA COLLECTION
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Merritt Island, FL

Site 1
FL-3 N Courtenay Pkwy (South)
FL-3 N Courtenay Pkwy (North)
NHC HomeCare Driveway
Medical Center Driveway

Date
Thursday, December 11, 2025

Lat/Long
28.399269°, -80.705132°
Click here for Map

Weather
Fair
61°F
Click here for Detailed Weather

0700 - 0900 (Weekday 2h Session) (12-11-2025)
All vehicles

	Northbound (FL-3 N Courtenay Pkwy (South))					Southbound (FL-3 N Courtenay Pkwy (North))					Eastbound (NHC HomeCare Driveway)					Westbound (Medical Center Driveway)					
TIME	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total	Int Total
0700 - 0715	0	198	0	0	198	0	168	0	0	168	0	0	0	0	0	0	0	0	0	0	366
0715 - 0730	0	205	1	0	206	2	316	1	0	319	0	0	0	0	0	0	0	0	0	0	525
0730 - 0745	0	313	2	0	315	2	351	0	0	353	0	0	0	0	0	0	0	1	0	1	669
0745 - 0800	0	258	1	0	259	4	399	1	0	404	0	0	0	0	0	0	0	2	0	2	665
Hourly Total	0	974	4	0	**978**	8	1234	2	0	**1244**	0	0	0	0	**0**	0	0	3	0	**3**	**2225**
0800 - 0815	0	275	1	0	276	2	376	0	0	378	0	0	0	0	0	0	0	0	0	0	654
0815 - 0830	0	276	0	0	276	2	382	0	0	384	0	0	0	0	0	0	0	2	0	2	662
0830 - 0845	0	297	0	0	297	3	346	1	0	350	0	0	2	0	2	0	0	1	0	1	650
0845 - 0900	0	254	1	0	255	1	329	1	0	331	0	0	0	0	0	0	0	2	0	2	588
Hourly Total	0	1102	2	0	**1104**	8	1433	2	0	**1443**	0	0	2	0	**2**	0	0	5	0	**5**	**2554**
Grand Total	0	2076	6	0	**2082**	16	2667	4	0	**2687**	0	0	2	0	**2**	0	0	8	0	**8**	**4779**
Approach %	0.00	99.71	0.29	0.00	-	0.60	99.26	0.15	0.00	-	0.00	0.00	100.00	0.00	-	0.00	0.00	100.00	0.00	-	
Intersection %	0.00	43.44	0.13	0.00	43.57	0.33	55.81	0.08	0.00	56.23	0.00	0.00	0.04	0.00	0.04	0.00	0.00	0.17	0.00	0.17	
Heavy Vehicle %	-	3	17	-	**3**	0	4	0	-	**4**	-	-	0	-	**0**	-	-	13	-	**13**	**3**
PHF	0.00	0.93	0.50	0.00	**0.93**	0.69	0.94	0.50	0.00	**0.94**	0.00	0.00	0.25	0.00	**0.25**	0.00	0.00	0.63	0.00	**0.63**	**0.99**
Peak Hour Total	0	1106	2	0	**1108**	11	1503	2	0	**1516**	0	0	2	0	**2**	0	0	5	0	**5**	**2631**
Peak Hour HV %	0	2	50	0	**2**	0	3	0	0	**3**	0	0	0	0	**0**	0	0	20	0	**20**	**3**

1400 - 1600 (Weekday 2h Session) (12-11-2025)
All vehicles

	Northbound (FL-3 N Courtenay Pkwy (South))					Southbound (FL-3 N Courtenay Pkwy (North))					Eastbound (NHC HomeCare Driveway)					Westbound (Medical Center Driveway)					
TIME	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total	Int Total
1400 - 1415	0	287	0	0	287	3	321	0	0	324	0	0	0	0	0	0	0	3	0	3	614
1415 - 1430	0	289	0	0	289	0	334	0	0	334	0	0	0	0	0	1	0	2	0	3	626
1430 - 1445	0	375	3	0	378	3	337	2	0	342	0	0	2	0	2	0	0	5	0	5	727
1445 - 1500	0	360	1	0	361	3	328	0	0	331	0	0	0	0	0	0	0	3	0	3	695
Hourly Total	0	1311	4	0	**1315**	9	1320	2	0	**1331**	0	0	2	0	**2**	1	0	13	0	**14**	**2662**
1500 - 1515	0	304	0	0	304	2	354	1	0	357	0	0	0	0	0	0	0	2	0	2	663
1515 - 1530	0	346	0	0	346	0	373	0	0	373	0	0	2	0	2	0	0	1	0	1	722
1530 - 1545	0	396	0	0	396	2	397	1	0	400	0	0	0	0	0	0	0	0	0	0	796
1545 - 1600	1	436	1	1	439	0	358	2	0	360	0	0	0	0	0	0	0	5	0	5	804
Hourly Total	1	1482	1	1	**1485**	4	1482	4	0	**1490**	0	0	2	0	**2**	0	0	8	0	**8**	**2985**
Grand Total	1	2793	5	1	**2800**	13	2802	6	0	**2821**	0	0	4	0	**4**	1	0	21	0	**22**	**5647**
Approach %	0.04	99.75	0.18	0.04	-	0.46	99.33	0.21	0.00	-	0.00	0.00	100.00	0.00	-	4.55	0.00	95.45	0.00	-	
Intersection %	0.02	49.46	0.09	0.02	49.58	0.23	49.62	0.11	0.00	49.96	0.00	0.00	0.07	0.00	0.07	0.02	0.00	0.37	0.00	0.39	
Heavy Vehicle %	0	2	0	0	**2**	0	2	0	-	**2**	-	-	0	-	**0**	0	-	5	-	**5**	**2**
PHF	0.25	0.85	0.25	0.25	**0.85**	0.50	0.93	0.50	0.00	**0.93**	0.00	0.00	0.25	0.00	**0.25**	0.00	0.00	0.40	0.00	**0.40**	**0.93**
Peak Hour Total	1	1482	1	1	**1485**	4	1482	4	0	**1490**	0	0	2	0	**2**	0	0	8	0	**8**	**2985**
Peak Hour HV %	0	2	0	0	**2**	0	1	0	0	**1**	0	0	0	0	**0**	0	0	0	0	**0**	**2**

1600 - 1800 (Weekday 2h Session) (12-11-2025)
All vehicles

	Northbound (FL-3 N Courtenay Pkwy (South))					Southbound (FL-3 N Courtenay Pkwy (North))					Eastbound (NHC HomeCare Driveway)					Westbound (Medical Center Driveway)					
TIME	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total	Int Total
1600 - 1615	1	385	0	0	386	1	373	2	0	376	0	0	0	0	0	0	0	2	0	2	764
1615 - 1630	0	389	1	0	390	2	390	2	0	394	0	0	0	0	0	0	0	3	0	3	787
1630 - 1645	0	369	2	0	371	1	375	2	2	380	0	0	0	0	0	0	0	3	0	3	754
1645 - 1700	1	332	0	0	333	0	401	5	0	406	0	0	1	0	1	0	0	1	0	1	741
Hourly Total	2	1475	3	0	**1480**	4	1539	11	2	**1556**	0	0	1	0	**1**	0	0	9	0	**9**	**3046**
1700 - 1715	0	424	1	0	425	0	348	0	0	348	1	0	2	0	3	0	0	2	0	2	778
1715 - 1730	0	351	0	0	351	0	401	2	0	403	3	0	6	0	9	0	0	2	0	2	765
1730 - 1745	0	316	1	0	317	0	385	0	0	385	0	0	2	0	2	0	0	1	0	1	705
1745 - 1800	0	296	0	0	296	0	353	0	0	353	1	0	3	0	4	0	0	0	0	0	653
Hourly Total	0	1387	2	0	**1389**	0	1487	2	0	**1489**	5	0	13	0	**18**	0	0	5	0	**5**	**2901**
Grand Total	2	2862	5	0	**2869**	4	3026	13	2	**3045**	5	0	14	0	**19**	0	0	14	0	**14**	**5947**
Approach %	0.07	99.76	0.17	0.00	-	0.13	99.38	0.43	0.07	-	26.32	0.00	73.68	0.00	-	0.00	0.00	100.00	0.00	-	
Intersection %	0.03	48.13	0.08	0.00	48.24	0.07	50.88	0.22	0.03	51.20	0.08	0.00	0.24	0.00	0.32	0.00	0.00	0.24	0.00	0.24	
Heavy Vehicle %	0	2	0	-	**2**	0	1	0	0	**1**	0	-	0	-	**0**	-	-	0	-	**0**	**2**
PHF	0.50	0.95	0.38	0.00	**0.95**	0.50	0.96	0.55	0.25	**0.96**	0.00	0.00	0.25	0.00	**0.25**	0.00	0.00	0.75	0.00	**0.75**	**0.97**
Peak Hour Total	2	1475	3	0	**1480**	4	1539	11	2	**1556**	0	0	1	0	**1**	0	0	9	0	**9**	**3046**
Peak Hour HV %	0	2	0	0	**2**	0	2	0	0	**2**	0	0	0	0	**0**	0	0	0	0	**0**	**2**

Classified Turn Movement Count || Passenger Vehicles (1-3)

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Merritt Island, FL

Site 1
FL-3 N Courtenay Pkwy (South)
FL-3 N Courtenay Pkwy (North)
NHC HomeCare Driveway
Medical Center Driveway

Date
Thursday, December 11, 2025

Lat/Long
28.399269°, -80.705132°
Click here for Map

Weather
Fair
61°F
Click here for Detailed Weather

0700 - 0900 (Weekday 2h Session) (12-11-2025)
Passenger Vehicles (1-3)

	Northbound (FL-3 N Courtenay Pkwy (South))					Southbound (FL-3 N Courtenay Pkwy (North))					Eastbound (NHC HomeCare Driveway)					Westbound (Medical Center Driveway)					
TIME	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total	Int Total
0700 - 0715	0	193	0	0	193	0	155	0	0	155	0	0	0	0	0	0	0	0	0	0	348
0715 - 0730	0	203	1	0	204	2	293	1	0	296	0	0	0	0	0	0	0	0	0	0	500
0730 - 0745	0	300	2	0	302	2	344	0	0	346	0	0	0	0	0	0	0	1	0	1	649
0745 - 0800	0	252	0	0	252	4	391	1	0	396	0	0	0	0	0	0	0	1	0	1	649
Hourly Total	0	948	3	0	**951**	8	1183	2	0	**1193**	0	0	0	0	**0**	0	0	2	0	**2**	**2146**
0800 - 0815	0	268	1	0	269	2	365	0	0	367	0	0	0	0	0	0	0	0	0	0	636
0815 - 0830	0	270	0	0	270	2	368	0	0	370	0	0	0	0	0	0	0	2	0	2	642
0830 - 0845	0	290	0	0	290	3	335	1	0	339	0	0	2	0	2	0	0	1	0	1	632
0845 - 0900	0	245	1	0	246	1	317	1	0	319	0	0	0	0	0	0	0	2	0	2	567
Hourly Total	0	1073	2	0	**1075**	8	1385	2	0	**1395**	0	0	2	0	**2**	0	0	5	0	**5**	**2477**
Grand Total	0	2021	5	0	**2026**	16	2568	4	0	**2588**	0	0	2	0	**2**	0	0	7	0	**7**	**4623**
Approach %	0.00	99.75	0.25	0.00	-	0.62	99.23	0.15	0.00	-	0.00	0.00	100.00	0.00	-	0.00	0.00	100.00	0.00	-	
Intersection %	0.00	43.72	0.11	0.00	43.82	0.35	55.55	0.09	0.00	55.98	0.00	0.00	0.04	0.00	0.04	0.00	0.00	0.15	0.00	0.15	

1400 - 1600 (Weekday 2h Session) (12-11-2025)
Passenger Vehicles (1-3)

	Northbound (FL-3 N Courtenay Pkwy (South))					Southbound (FL-3 N Courtenay Pkwy (North))					Eastbound (NHC HomeCare Driveway)					Westbound (Medical Center Driveway)					
TIME	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total	Int Total
1400 - 1415	0	275	0	0	275	3	316	0	0	319	0	0	0	0	0	0	0	3	0	3	597
1415 - 1430	0	288	0	0	288	0	327	0	0	327	0	0	0	0	0	1	0	2	0	3	618
1430 - 1445	0	356	3	0	359	3	330	2	0	335	0	0	2	0	2	0	0	4	0	4	700
1445 - 1500	0	352	1	0	353	3	321	0	0	324	0	0	0	0	0	0	0	3	0	3	680
Hourly Total	0	1271	4	0	**1275**	9	1294	2	0	**1305**	0	0	2	0	**2**	1	0	12	0	**13**	**2595**
1500 - 1515	0	301	0	0	301	2	345	1	0	348	0	0	0	0	0	0	0	2	0	2	651
1515 - 1530	0	340	0	0	340	0	369	0	0	369	0	0	2	0	2	0	0	1	0	1	712
1530 - 1545	0	383	0	0	383	2	393	1	0	396	0	0	0	0	0	0	0	0	0	0	779
1545 - 1600	1	429	1	1	432	0	354	2	0	356	0	0	0	0	0	0	0	5	0	5	793
Hourly Total	1	1453	1	1	**1456**	4	1461	4	0	**1469**	0	0	2	0	**2**	0	0	8	0	**8**	**2935**
Grand Total	1	2724	5	1	**2731**	13	2755	6	0	**2774**	0	0	4	0	**4**	1	0	20	0	**21**	**5530**
Approach %	0.04	99.74	0.18	0.04	-	0.47	99.32	0.22	0.00	-	0.00	0.00	100.00	0.00	-	4.76	0.00	95.24	0.00	-	
Intersection %	0.02	49.26	0.09	0.02	49.39	0.24	49.82	0.11	0.00	50.16	0.00	0.00	0.07	0.00	0.07	0.02	0.00	0.36	0.00	0.38	

1600 - 1800 (Weekday 2h Session) (12-11-2025)
Passenger Vehicles (1-3)

	Northbound (FL-3 N Courtenay Pkwy (South))					Southbound (FL-3 N Courtenay Pkwy (North))					Eastbound (NHC HomeCare Driveway)					Westbound (Medical Center Driveway)					
TIME	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total	Int Total
1600 - 1615	1	378	0	0	379	1	364	2	0	367	0	0	0	0	0	0	0	2	0	2	748
1615 - 1630	0	379	1	0	380	2	382	2	0	386	0	0	0	0	0	0	0	3	0	3	769
1630 - 1645	0	359	2	0	361	1	369	2	2	374	0	0	0	0	0	0	0	3	0	3	738
1645 - 1700	1	324	0	0	325	0	396	5	0	401	0	0	1	0	1	0	0	1	0	1	728
Hourly Total	2	1440	3	0	**1445**	4	1511	11	2	**1528**	0	0	1	0	**1**	0	0	9	0	**9**	**2983**
1700 - 1715	0	419	1	0	420	0	345	0	0	345	1	0	2	0	3	0	0	2	0	2	770
1715 - 1730	0	344	0	0	344	0	400	2	0	402	3	0	6	0	9	0	0	2	0	2	757
1730 - 1745	0	312	1	0	313	0	381	0	0	381	0	0	2	0	2	0	0	1	0	1	697
1745 - 1800	0	292	0	0	292	0	350	0	0	350	1	0	3	0	4	0	0	0	0	0	646
Hourly Total	0	1367	2	0	**1369**	0	1476	2	0	**1478**	5	0	13	0	**18**	0	0	5	0	**5**	**2870**
Grand Total	2	2807	5	0	**2814**	4	2987	13	2	**3006**	5	0	14	0	**19**	0	0	14	0	**14**	**5853**
Approach %	0.07	99.75	0.18	0.00	-	0.13	99.37	0.43	0.07	-	26.32	0.00	73.68	0.00	-	0.00	0.00	100.00	0.00	-	
Intersection %	0.03	47.96	0.09	0.00	48.08	0.07	51.03	0.22	0.03	51.36	0.09	0.00	0.24	0.00	0.32	0.00	0.00	0.24	0.00	0.24	

Classified Turn Movement Count || Single Unit Trucks (4-7)

Merritt Island, FL

Marr Traffic DATA COLLECTION
www.marrtraffic.com

Site 1
FL-3 N Courtenay Pkwy (South)
FL-3 N Courtenay Pkwy (North)
NHC HomeCare Driveway
Medical Center Driveway

Date
Thursday, December 11, 2025

Lat/Long
28.399269°, -80.705132°
Click here for Map

Weather
Fair
61°F
Click here for Detailed Weather

0700 - 0900 (Weekday 2h Session) (12-11-2025)
Single Unit Trucks (4-7)

	Northbound (FL-3 N Courtenay Pkwy (South))					Southbound (FL-3 N Courtenay Pkwy (North))					Eastbound (NHC HomeCare Driveway)					Westbound (Medical Center Driveway)					
TIME	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total	Int Total
0700 - 0715	0	4	0	0	4	0	11	0	0	11	0	0	0	0	0	0	0	0	0	0	15
0715 - 0730	0	2	0	0	2	0	16	0	0	16	0	0	0	0	0	0	0	0	0	0	18
0730 - 0745	0	10	0	0	10	0	6	0	0	6	0	0	0	0	0	0	0	0	0	0	16
0745 - 0800	0	5	1	0	6	0	8	0	0	8	0	0	0	0	0	0	0	1	0	1	15
Hourly Total	0	21	1	0	**22**	0	41	0	0	**41**	0	0	0	0	**0**	0	0	1	0	**1**	**64**
0800 - 0815	0	6	0	0	6	0	10	0	0	10	0	0	0	0	0	0	0	0	0	0	16
0815 - 0830	0	5	0	0	5	0	11	0	0	11	0	0	0	0	0	0	0	0	0	0	16
0830 - 0845	0	6	0	0	6	0	8	0	0	8	0	0	0	0	0	0	0	0	0	0	14
0845 - 0900	0	8	0	0	8	0	10	0	0	10	0	0	0	0	0	0	0	0	0	0	18
Hourly Total	0	25	0	0	**25**	0	39	0	0	**39**	0	0	0	0	**0**	0	0	0	0	**0**	**64**
Grand Total	0	46	1	0	**47**	0	80	0	0	**80**	0	0	0	0	**0**	0	0	1	0	**1**	**128**
Approach %	0.00	97.87	2.13	0.00	-	0.00	100.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	100.00	0.00	-	
Intersection %	0.00	35.94	0.78	0.00	36.72	0.00	62.50	0.00	0.00	62.50	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.78	0.00	0.78	

1400 - 1600 (Weekday 2h Session) (12-11-2025)
Single Unit Trucks (4-7)

	Northbound (FL-3 N Courtenay Pkwy (South))					Southbound (FL-3 N Courtenay Pkwy (North))					Eastbound (NHC HomeCare Driveway)					Westbound (Medical Center Driveway)					
TIME	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total	Int Total
1400 - 1415	0	10	0	0	10	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	15
1415 - 1430	0	1	0	0	1	0	7	0	0	7	0	0	0	0	0	0	0	0	0	0	8
1430 - 1445	0	17	0	0	17	0	6	0	0	6	0	0	0	0	0	0	0	1	0	1	24
1445 - 1500	0	8	0	0	8	0	6	0	0	6	0	0	0	0	0	0	0	0	0	0	14
Hourly Total	0	36	0	0	**36**	0	24	0	0	**24**	0	0	0	0	**0**	0	0	1	0	**1**	**61**
1500 - 1515	0	2	0	0	2	0	8	0	0	8	0	0	0	0	0	0	0	0	0	0	10
1515 - 1530	0	4	0	0	4	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	6
1530 - 1545	0	11	0	0	11	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	15
1545 - 1600	0	4	0	0	4	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	8
Hourly Total	0	21	0	0	**21**	0	18	0	0	**18**	0	0	0	0	**0**	0	0	0	0	**0**	**39**
Grand Total	0	57	0	0	**57**	0	42	0	0	**42**	0	0	0	0	**0**	0	0	1	0	**1**	**100**
Approach %	0.00	100.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	100.00	0.00	-	
Intersection %	0.00	57.00	0.00	0.00	57.00	0.00	42.00	0.00	0.00	42.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00	

1600 - 1800 (Weekday 2h Session) (12-11-2025)
Single Unit Trucks (4-7)

	Northbound (FL-3 N Courtenay Pkwy (South))					Southbound (FL-3 N Courtenay Pkwy (North))					Eastbound (NHC HomeCare Driveway)					Westbound (Medical Center Driveway)					
TIME	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total	Int Total
1600 - 1615	0	6	0	0	6	0	6	0	0	6	0	0	0	0	0	0	0	0	0	0	12
1615 - 1630	0	8	0	0	8	0	7	0	0	7	0	0	0	0	0	0	0	0	0	0	15
1630 - 1645	0	9	0	0	9	0	6	0	0	6	0	0	0	0	0	0	0	0	0	0	15
1645 - 1700	0	5	0	0	5	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	9
Hourly Total	0	28	0	0	**28**	0	23	0	0	**23**	0	0	0	0	**0**	0	0	0	0	**0**	**51**
1700 - 1715	0	4	0	0	4	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	7
1715 - 1730	0	5	0	0	5	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	6
1730 - 1745	0	3	0	0	3	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	7
1745 - 1800	0	3	0	0	3	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	6
Hourly Total	0	15	0	0	**15**	0	11	0	0	**11**	0	0	0	0	**0**	0	0	0	0	**0**	**26**
Grand Total	0	43	0	0	**43**	0	34	0	0	**34**	0	0	0	0	**0**	0	0	0	0	**0**	**77**
Approach %	0.00	100.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
Intersection %	0.00	55.84	0.00	0.00	55.84	0.00	44.16	0.00	0.00	44.16	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Classified Turn Movement Count || Combination Trucks (8-13)

Merritt Island, FL

Marr Traffic DATA COLLECTION
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Site 1
FL-3 N Courtenay Pkwy (South)
FL-3 N Courtenay Pkwy (North)
NHC HomeCare Driveway
Medical Center Driveway

Date
Thursday, December 11, 2025

Lat/Long
28.399269°, -80.705132°
Click here for Map

Weather
Fair
61°F
Click here for Detailed Weather

0700 - 0900 (Weekday 2h Session) (12-11-2025)
Combination Trucks (8-13)

	Northbound (FL-3 N Courtenay Pkwy (South))					Southbound (FL-3 N Courtenay Pkwy (North))					Eastbound (NHC HomeCare Driveway)					Westbound (Medical Center Driveway)					
TIME	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total	Int Total
0700 - 0715	0	1	0	0	1	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	3
0715 - 0730	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	0	0	0	0	0	7
0730 - 0745	0	3	0	0	3	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	4
0745 - 0800	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Hourly Total	0	5	0	0	**5**	0	10	0	0	**10**	0	0	0	0	**0**	0	0	0	0	**0**	**15**
0800 - 0815	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
0815 - 0830	0	1	0	0	1	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	3
0830 - 0845	0	1	0	0	1	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	4
0845 - 0900	0	1	0	0	1	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	3
Hourly Total	0	4	0	0	**4**	0	8	0	0	**8**	0	0	0	0	**0**	0	0	0	0	**0**	**12**
Grand Total	0	9	0	0	**9**	0	18	0	0	**18**	0	0	0	0	**0**	0	0	0	0	**0**	**27**
Approach %	0.00	100.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
Intersection %	0.00	33.33	0.00	0.00	33.33	0.00	66.67	0.00	0.00	66.67	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

1400 - 1600 (Weekday 2h Session) (12-11-2025)
Combination Trucks (8-13)

	Northbound (FL-3 N Courtenay Pkwy (South))					Southbound (FL-3 N Courtenay Pkwy (North))					Eastbound (NHC HomeCare Driveway)					Westbound (Medical Center Driveway)					
TIME	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total	Int Total
1400 - 1415	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
1415 - 1430	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1430 - 1445	0	2	0	0	2	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	3
1445 - 1500	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Hourly Total	0	4	0	0	**4**	0	2	0	0	**2**	0	0	0	0	**0**	0	0	0	0	**0**	**6**
1500 - 1515	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
1515 - 1530	0	2	0	0	2	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	3
1530 - 1545	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
1545 - 1600	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Hourly Total	0	8	0	0	**8**	0	2	0	0	**2**	0	0	0	0	**0**	0	0	0	0	**0**	**10**
Grand Total	0	12	0	0	**12**	0	4	0	0	**4**	0	0	0	0	**0**	0	0	0	0	**0**	**16**
Approach %	0.00	100.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
Intersection %	0.00	75.00	0.00	0.00	75.00	0.00	25.00	0.00	0.00	25.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

1600 - 1800 (Weekday 2h Session) (12-11-2025)
Combination Trucks (8-13)

	Northbound (FL-3 N Courtenay Pkwy (South))					Southbound (FL-3 N Courtenay Pkwy (North))					Eastbound (NHC HomeCare Driveway)					Westbound (Medical Center Driveway)					
TIME	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total	Int Total
1600 - 1615	0	1	0	0	1	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	3
1615 - 1630	0	2	0	0	2	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	3
1630 - 1645	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1645 - 1700	0	3	0	0	3	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	4
Hourly Total	0	7	0	0	**7**	0	4	0	0	**4**	0	0	0	0	**0**	0	0	0	0	**0**	**11**
1700 - 1715	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1715 - 1730	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
1730 - 1745	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1745 - 1800	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Hourly Total	0	5	0	0	**5**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**5**
Grand Total	0	12	0	0	**12**	0	4	0	0	**4**	0	0	0	0	**0**	0	0	0	0	**0**	**16**
Approach %	0.00	100.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
Intersection %	0.00	75.00	0.00	0.00	75.00	0.00	25.00	0.00	0.00	25.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Classified Turn Movement Count || Bicycles

Merritt Island, FL

Marr Traffic DATA COLLECTION
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Site 1
FL-3 N Courtenay Pkwy (South)
FL-3 N Courtenay Pkwy (North)
NHC HomeCare Driveway
Medical Center Driveway

Date
Thursday, December 11, 2025

Lat/Long
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Weather
Fair
61°F
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0700 - 0900 (Weekday 2h Session) (12-11-2025)

Bicycles

	Northbound FL-3 N Courtenay Pkwy (South)					Southbound FL-3 N Courtenay Pkwy (North)					Eastbound NHC HomeCare Driveway					Westbound Medical Center Driveway					
TIME	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total	Int Total
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	**0**	0	1	0	0	**1**	0	0	0	0	**0**	0	0	0	0	**0**	**1**
Grand Total	0	0	0	0	**0**	0	1	0	0	**1**	0	0	0	0	**0**	0	0	0	0	**0**	**1**
Approach %	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	100.00	0.00	0.00	100.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

1400 - 1600 (Weekday 2h Session) (12-11-2025)

Bicycles

	Northbound FL-3 N Courtenay Pkwy (South)					Southbound FL-3 N Courtenay Pkwy (North)					Eastbound NHC HomeCare Driveway					Westbound Medical Center Driveway					
TIME	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total	Int Total
1400 - 1415	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1415 - 1430	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1430 - 1445	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1445 - 1500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**
1500 - 1515	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1515 - 1530	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
1530 - 1545	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1545 - 1600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	**0**	0	1	0	0	**1**	0	0	0	0	**0**	0	0	0	0	**0**	**1**
Grand Total	0	0	0	0	**0**	0	1	0	0	**1**	0	0	0	0	**0**	0	0	0	0	**0**	**1**
Approach %	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	100.00	0.00	0.00	100.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

1600 - 1800 (Weekday 2h Session) (12-11-2025)

Bicycles

	Northbound FL-3 N Courtenay Pkwy (South)					Southbound FL-3 N Courtenay Pkwy (North)					Eastbound NHC HomeCare Driveway					Westbound Medical Center Driveway					
TIME	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total	Int Total
1600 - 1615	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	**0**	0	1	0	0	**1**	0	0	0	0	**0**	0	0	0	0	**0**	**1**
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**
Grand Total	0	0	0	0	**0**	0	1	0	0	**1**	0	0	0	0	**0**	0	0	0	0	**0**	**1**
Approach %	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	100.00	0.00	0.00	100.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Classified Turn Movement Count || All Trucks (4-13)

Marr Traffic DATA COLLECTION
www.marrtraffic.com

Merritt Island, FL

Site 1
FL-3 N Courtenay Pkwy (South)
FL-3 N Courtenay Pkwy (North)
NHC HomeCare Driveway
Medical Center Driveway

Date
Thursday, December 11, 2025

Lat/Long
28.399269°, -80.705132°
Click here for Map

Weather
Fair
61°F
Click here for Detailed Weather

0700 - 0900 (Weekday 2h Session) (12-11-2025)
All Trucks (4-13)

	Northbound (FL-3 N Courtenay Pkwy (South))					Southbound (FL-3 N Courtenay Pkwy (North))					Eastbound (NHC HomeCare Driveway)					Westbound (Medical Center Driveway)					
TIME	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total	Int Total
0700 - 0715	0	5	0	0	5	0	13	0	0	13	0	0	0	0	0	0	0	0	0	0	18
0715 - 0730	0	2	0	0	2	0	23	0	0	23	0	0	0	0	0	0	0	0	0	0	25
0730 - 0745	0	13	0	0	13	0	7	0	0	7	0	0	0	0	0	0	0	0	0	0	20
0745 - 0800	0	6	1	0	7	0	8	0	0	8	0	0	0	0	0	0	0	1	0	1	16
Hourly Total	0	26	1	0	**27**	0	51	0	0	**51**	0	0	0	0	**0**	0	0	1	0	**1**	**79**
0800 - 0815	0	7	0	0	7	0	11	0	0	11	0	0	0	0	0	0	0	0	0	0	18
0815 - 0830	0	6	0	0	6	0	13	0	0	13	0	0	0	0	0	0	0	0	0	0	19
0830 - 0845	0	7	0	0	7	0	11	0	0	11	0	0	0	0	0	0	0	0	0	0	18
0845 - 0900	0	9	0	0	9	0	12	0	0	12	0	0	0	0	0	0	0	0	0	0	21
Hourly Total	0	29	0	0	**29**	0	47	0	0	**47**	0	0	0	0	**0**	0	0	0	0	**0**	**76**
Grand Total	0	55	1	0	**56**	0	98	0	0	**98**	0	0	0	0	**0**	0	0	1	0	**1**	**155**
Approach %	0.00	98.21	1.79	0.00	-	0.00	100.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	100.00	0.00	-	
Intersection %	0.00	35.48	0.65	0.00	36.13	0.00	63.23	0.00	0.00	63.23	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.65	0.00	0.65	

1400 - 1600 (Weekday 2h Session) (12-11-2025)
All Trucks (4-13)

	Northbound (FL-3 N Courtenay Pkwy (South))					Southbound (FL-3 N Courtenay Pkwy (North))					Eastbound (NHC HomeCare Driveway)					Westbound (Medical Center Driveway)					
TIME	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total	Int Total
1400 - 1415	0	12	0	0	12	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	17
1415 - 1430	0	1	0	0	1	0	7	0	0	7	0	0	0	0	0	0	0	0	0	0	8
1430 - 1445	0	19	0	0	19	0	7	0	0	7	0	0	0	0	0	0	0	1	0	1	27
1445 - 1500	0	8	0	0	8	0	7	0	0	7	0	0	0	0	0	0	0	0	0	0	15
Hourly Total	0	40	0	0	**40**	0	26	0	0	**26**	0	0	0	0	**0**	0	0	1	0	**1**	**67**
1500 - 1515	0	3	0	0	3	0	9	0	0	9	0	0	0	0	0	0	0	0	0	0	12
1515 - 1530	0	6	0	0	6	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	9
1530 - 1545	0	13	0	0	13	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	17
1545 - 1600	0	7	0	0	7	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	11
Hourly Total	0	29	0	0	**29**	0	20	0	0	**20**	0	0	0	0	**0**	0	0	0	0	**0**	**49**
Grand Total	0	69	0	0	**69**	0	46	0	0	**46**	0	0	0	0	**0**	0	0	1	0	**1**	**116**
Approach %	0.00	100.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	100.00	0.00	-	
Intersection %	0.00	59.48	0.00	0.00	59.48	0.00	39.66	0.00	0.00	39.66	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.86	0.00	0.86	

1600 - 1800 (Weekday 2h Session) (12-11-2025)
All Trucks (4-13)

	Northbound (FL-3 N Courtenay Pkwy (South))					Southbound (FL-3 N Courtenay Pkwy (North))					Eastbound (NHC HomeCare Driveway)					Westbound (Medical Center Driveway)					
TIME	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total	Int Total
1600 - 1615	0	7	0	0	7	0	8	0	0	8	0	0	0	0	0	0	0	0	0	0	15
1615 - 1630	0	10	0	0	10	0	8	0	0	8	0	0	0	0	0	0	0	0	0	0	18
1630 - 1645	0	10	0	0	10	0	6	0	0	6	0	0	0	0	0	0	0	0	0	0	16
1645 - 1700	0	8	0	0	8	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	13
Hourly Total	0	35	0	0	**35**	0	27	0	0	**27**	0	0	0	0	**0**	0	0	0	0	**0**	**62**
1700 - 1715	0	5	0	0	5	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	8
1715 - 1730	0	7	0	0	7	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	8
1730 - 1745	0	4	0	0	4	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	8
1745 - 1800	0	4	0	0	4	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	7
Hourly Total	0	20	0	0	**20**	0	11	0	0	**11**	0	0	0	0	**0**	0	0	0	0	**0**	**31**
Grand Total	0	55	0	0	**55**	0	38	0	0	**38**	0	0	0	0	**0**	0	0	0	0	**0**	**93**
Approach %	0.00	100.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
Intersection %	0.00	59.14	0.00	0.00	59.14	0.00	40.86	0.00	0.00	40.86	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Crosswalk Counts || Pedestrians

Merritt Island, FL

Marr Traffic DATA COLLECTION
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Site 1
FL-3 N Courtenay Pkwy (South)
FL-3 N Courtenay Pkwy (North)
NHC HomeCare Driveway
Medical Center Driveway

Date
Thursday, December 11, 2025

Lat/Long
28.399269°, -80.705132°
Click here for Map

Weather
Fair
61°F
Click here for Detailed Weather

0700 - 0900 (Weekday 2h Session) (12-11-2025)
Pedestrians

	Northbound			Southbound			Eastbound			Westbound			
	FL-3 N Courtenay Pkwy (South)			FL-3 N Courtenay Pkwy (North)			NHC HomeCare Driveway			Medical Center Driveway			
TIME	EB 1a	WB 1b	App Total	EB 1c	WB 1d	App Total	NB 1e	SB 1f	App Total	NB 1g	SB 1h	App Total	Int Total
0700 - 0715	0	0	0	0	0	0	0	1	1	0	0	0	1
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	1	**1**	0	0	**0**	**1**
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0	1	1	1
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	1	**1**	**1**
Grand Total	0	0	**0**	0	0	**0**	0	1	**1**	0	1	**1**	**2**
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	100.00	-	0.00	100.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	50.00	50.00	0.00	50.00	50.00	

1400 - 1600 (Weekday 2h Session) (12-11-2025)
Pedestrians

	Northbound			Southbound			Eastbound			Westbound			
	FL-3 N Courtenay Pkwy (South)			FL-3 N Courtenay Pkwy (North)			NHC HomeCare Driveway			Medical Center Driveway			
TIME	EB 1a	WB 1b	App Total	EB 1c	WB 1d	App Total	NB 1e	SB 1f	App Total	NB 1g	SB 1h	App Total	Int Total
1400 - 1415	0	0	0	0	0	0	0	0	0	0	0	0	0
1415 - 1430	0	0	0	0	0	0	0	0	0	0	1	1	1
1430 - 1445	0	0	0	0	0	0	0	0	0	0	0	0	0
1445 - 1500	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	1	**1**	**1**
1500 - 1515	0	0	0	0	0	0	0	0	0	0	0	0	0
1515 - 1530	0	0	0	0	0	0	0	0	0	0	0	0	0
1530 - 1545	0	0	0	0	0	0	0	0	0	0	0	0	0
1545 - 1600	0	0	0	0	0	0	0	2	2	0	0	0	2
Hourly Total	0	0	**0**	0	0	**0**	0	2	**2**	0	0	**0**	**2**
Grand Total	0	0	**0**	0	0	**0**	0	2	**2**	0	1	**1**	**3**
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	100.00	-	0.00	100.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	66.67	66.67	0.00	33.33	33.33	

1600 - 1800 (Weekday 2h Session) (12-11-2025)
Pedestrians

	Northbound			Southbound			Eastbound			Westbound			
	FL-3 N Courtenay Pkwy (South)			FL-3 N Courtenay Pkwy (North)			NHC HomeCare Driveway			Medical Center Driveway			
TIME	EB 1a	WB 1b	App Total	EB 1c	WB 1d	App Total	NB 1e	SB 1f	App Total	NB 1g	SB 1h	App Total	Int Total
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Crosswalk Counts || Bicycles

Merritt Island, FL

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Site 1
FL-3 N Courtenay Pkwy (South)
FL-3 N Courtenay Pkwy (North)
NHC HomeCare Driveway
Medical Center Driveway

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0700 - 0900 (Weekday 2h Session) (12-11-2025)
Bicycles

	Northbound			Southbound			Eastbound			Westbound			
	FL-3 N Courtenay Pkwy (South)			FL-3 N Courtenay Pkwy (North)			NHC HomeCare Driveway			Medical Center Driveway			
TIME	EB 1a	WB 1b	App Total	EB 1c	WB 1d	App Total	NB 1e	SB 1f	App Total	NB 1g	SB 1h	App Total	Int Total
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	1	0	1	1
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	1	0	**1**	**1**
0800 - 0815	0	0	0	0	0	0	0	0	0	2	0	2	2
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	1	1	0	0	0	1
Hourly Total	0	0	**0**	0	0	**0**	0	1	**1**	2	0	**2**	**3**
Grand Total	0	0	**0**	0	0	**0**	0	1	**1**	3	0	**3**	**4**
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	100.00	-	100.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	25.00	25.00	75.00	0.00	75.00	

1400 - 1600 (Weekday 2h Session) (12-11-2025)
Bicycles

	Northbound			Southbound			Eastbound			Westbound			
	FL-3 N Courtenay Pkwy (South)			FL-3 N Courtenay Pkwy (North)			NHC HomeCare Driveway			Medical Center Driveway			
TIME	EB 1a	WB 1b	App Total	EB 1c	WB 1d	App Total	NB 1e	SB 1f	App Total	NB 1g	SB 1h	App Total	Int Total
1400 - 1415	0	0	0	0	0	0	0	0	0	0	0	0	0
1415 - 1430	0	0	0	0	0	0	0	0	0	0	0	0	0
1430 - 1445	0	0	0	0	0	0	0	0	0	0	0	0	0
1445 - 1500	0	0	0	0	0	0	0	0	0	0	1	1	1
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	1	**1**	**1**
1500 - 1515	0	0	0	0	0	0	0	0	0	0	0	0	0
1515 - 1530	0	0	0	0	0	0	0	0	0	0	0	0	0
1530 - 1545	0	0	0	0	0	0	0	0	0	0	0	0	0
1545 - 1600	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	0	0	**0**	0	0	**0**	0	0	**0**	0	1	**1**	**1**
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	0.00	100.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	100.00	100.00	

1600 - 1800 (Weekday 2h Session) (12-11-2025)
Bicycles

	Northbound			Southbound			Eastbound			Westbound			
	FL-3 N Courtenay Pkwy (South)			FL-3 N Courtenay Pkwy (North)			NHC HomeCare Driveway			Medical Center Driveway			
TIME	EB 1a	WB 1b	App Total	EB 1c	WB 1d	App Total	NB 1e	SB 1f	App Total	NB 1g	SB 1h	App Total	Int Total
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	1	1	0	0	0	1
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	1	**1**	0	0	**0**	**1**
Grand Total	0	0	**0**	0	0	**0**	0	1	**1**	0	0	**0**	**1**
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	100.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	100.00	100.00	0.00	0.00	0.00	

Crosswalk Counts || Motorized Vehicles

Merritt Island, FL

Marr Traffic DATA COLLECTION
www.marrtraffic.com

Site 1
FL-3 N Courtenay Pkwy (South)
FL-3 N Courtenay Pkwy (North)
NHC HomeCare Driveway
Medical Center Driveway

Date
Thursday, December 11, 2025

Lat/Long
28.399269°, -80.705132°
Click here for Map

Weather
Fair
61°F
Click here for Detailed Weather

0700 - 0900 (Weekday 2h Session) (12-11-2025)
Motorized Vehicles

	Northbound			Southbound			Eastbound			Westbound			
	FL-3 N Courtenay Pkwy (South)			FL-3 N Courtenay Pkwy (North)			NHC HomeCare Driveway			Medical Center Driveway			
TIME	EB 1a	WB 1b	App Total	EB 1c	WB 1d	App Total	NB 1e	SB 1f	App Total	NB 1g	SB 1h	App Total	Int Total
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

1400 - 1600 (Weekday 2h Session) (12-11-2025)
Motorized Vehicles

	Northbound			Southbound			Eastbound			Westbound			
	FL-3 N Courtenay Pkwy (South)			FL-3 N Courtenay Pkwy (North)			NHC HomeCare Driveway			Medical Center Driveway			
TIME	EB 1a	WB 1b	App Total	EB 1c	WB 1d	App Total	NB 1e	SB 1f	App Total	NB 1g	SB 1h	App Total	Int Total
1400 - 1415	0	0	0	0	0	0	0	0	0	0	0	0	0
1415 - 1430	0	0	0	0	0	0	0	0	0	0	0	0	0
1430 - 1445	0	0	0	0	0	0	0	0	0	0	0	0	0
1445 - 1500	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1500 - 1515	0	0	0	0	0	0	0	0	0	0	0	0	0
1515 - 1530	0	0	0	0	0	0	0	0	0	0	0	0	0
1530 - 1545	0	0	0	0	0	0	0	0	0	0	0	0	0
1545 - 1600	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

1600 - 1800 (Weekday 2h Session) (12-11-2025)
Motorized Vehicles

	Northbound			Southbound			Eastbound			Westbound			
	FL-3 N Courtenay Pkwy (South)			FL-3 N Courtenay Pkwy (North)			NHC HomeCare Driveway			Medical Center Driveway			
TIME	EB 1a	WB 1b	App Total	EB 1c	WB 1d	App Total	NB 1e	SB 1f	App Total	NB 1g	SB 1h	App Total	Int Total
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Start Date: 12/11/2025	NHC HomeCare Driveway Eastbound			Medical Center Driveway Westbound			FL-3 N Courtenay Pkwy (South) Northbound			FL-3 N Courtenay Pkwy (North) Southbound			
Time	**EBL**	**EBT**	**EBR**	**WBL**	**WBT**	**WBR**	**NBL**	**NBT**	**NBR**	**SBL**	**SBT**	**SBR**	**Total**
15 Minute Totals													
12:00 AM - 12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 AM - 12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 AM - 12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 AM - 01:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 AM - 01:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 AM - 01:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 AM - 01:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 AM - 02:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 AM - 02:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 AM - 02:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 AM - 02:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 AM - 03:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 AM - 03:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 AM - 03:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 AM - 03:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 AM - 04:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 AM - 04:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 AM - 04:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 AM - 04:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 AM - 05:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 AM - 05:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 AM - 05:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 AM - 05:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 AM - 06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 AM - 06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM - 06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM - 06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM - 07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM - 07:15 AM	0	0	0	0	0	0	0	198	0	0	168	0	366
07:15 AM - 07:30 AM	0	0	0	0	0	0	0	205	1	2	316	1	525
07:30 AM - 07:45 AM	0	0	0	0	0	1	0	313	2	2	351	0	669
07:45 AM - 08:00 AM	0	0	0	0	0	2	0	258	1	4	399	1	665
08:00 AM - 08:15 AM	0	0	0	0	0	0	0	275	1	2	376	0	654
08:15 AM - 08:30 AM	0	0	0	0	0	2	0	276	0	2	382	0	662
08:30 AM - 08:45 AM	0	0	2	0	0	1	0	297	0	3	346	1	650
08:45 AM - 09:00 AM	0	0	0	0	0	2	0	254	1	1	329	1	588
09:00 AM - 09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM - 09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM - 09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM - 10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM - 10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM - 10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM - 10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM - 11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM - 11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM - 11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM - 11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM - 12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM - 12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM - 12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM - 12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM - 01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM - 01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM - 01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM - 01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM - 02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM - 02:15 PM	0	0	0	0	0	3	0	287	0	3	321	0	614
02:15 PM - 02:30 PM	0	0	0	1	0	2	0	289	0	0	334	0	626
02:30 PM - 02:45 PM	0	0	2	0	0	5	0	375	3	3	337	2	727
02:45 PM - 03:00 PM	0	0	0	0	0	3	0	360	1	3	328	0	695
03:00 PM - 03:15 PM	0	0	0	0	0	2	0	304	0	2	354	1	663
03:15 PM - 03:30 PM	0	0	2	0	0	1	0	346	0	0	373	0	722
03:30 PM - 03:45 PM	0	0	0	0	0	0	0	396	0	2	397	1	796
03:45 PM - 04:00 PM	0	0	0	0	0	5	1	436	1	0	358	2	803
04:00 PM - 04:15 PM	0	0	0	0	0	2	1	385	0	1	373	2	764
04:15 PM - 04:30 PM	0	0	0	0	0	3	0	389	1	2	390	2	787
04:30 PM - 04:45 PM	0	0	0	0	0	3	0	369	2	1	375	2	752
04:45 PM - 05:00 PM	0	0	1	0	0	1	1	332	0	0	401	5	741
05:00 PM - 05:15 PM	1	0	2	0	0	2	0	424	1	0	348	0	778
05:15 PM - 05:30 PM	3	0	6	0	0	2	0	351	0	0	401	2	765
05:30 PM - 05:45 PM	0	0	2	0	0	1	0	316	1	0	385	0	705
05:45 PM - 06:00 PM	1	0	3	0	0	0	0	296	0	0	353	0	653
06:00 PM - 06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM - 06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM - 06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM - 07:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 PM - 07:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 PM - 07:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 PM - 07:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 PM - 08:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 PM - 08:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 PM - 08:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 PM - 08:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 PM - 09:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 PM - 09:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 PM - 09:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 PM - 09:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 PM - 10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM - 10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 PM - 10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 PM - 10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 PM - 11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM - 11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 PM - 11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 PM - 11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 PM - 12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0

QUEUE DATA

Figure 3
Queue Observations Along Pioneer Rd- EB queue along Pioneer Rd

SIGNAL INFORMATION

BREVARD COUNTY
Traffic Signal Timings

Designed By:	JCS
Date:	5/20/2024
Checked By:	CRD
Date:	5/31/2024

Agency	Brevard County	**Mile Post**	2.855	**Node**	10
Sig ID	14	**Controller**	Naztec 900 ATC	**System ID**	
Maj. Street	SR 3 (Courtenay Parkway)	**Orientation**	N-S	**SOP**	7 Modified
Min. Street	Pioneer Road	**Orientation**	E-W		

Controller Timings (seconds)

Movement # (Controller Phase Ø)	1	2	3	4	5	6	7	8	Notes
Direction	NBL	SB		WB	SBL	NB		EB	
Turn Type	PT/PM				PT/PM				
Min Green	5	15		7	5	15		7	
Ext	3.0	3.5		3.5	3.0	3.5		3.5	
Yellow	4.8	4.8		3.7	4.8	4.8		3.7	
All Red	3.0	2.0		3.0	3.0	2.0		3.0	
Max I	15	45		35	25	45		35	
Max II	25	45		45	25	45		45	
Walk		7		7		7		7	
Flashing Don't Walk		19		27		17		28	
Min Splits (Calculated)	12.8	21.8		13.7	12.8	21.8		13.7	
Min Splits (Calculated)	12.8	32.8		40.7	12.8	30.8		41.7	Including Pedestrian Times
Detector Memory									
Det. Cross Switch.									
Recall		Min				Min			
Delay									
Rest in Walk		Yes				Yes			
Stop in Walk									
CNA									
Coord Phase		By TOD							Phase 2 & 6 MxP Recall during coord.

Coordination Timings (seconds)

Plan	Pattern	C-O-S	Splits								Cycle Length	Offset	Seq.
AM	1		18	92		50	35	75		50	160	135	1
MIDDAY	2		17	76		47	18	75		47	140	109	1
PM	3		18	110		42	20	108		42	170	105	1
OFF-PEAK (Existing)	4		18	64		18	18	64		18	100	5	1

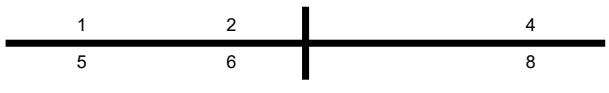
Time of Day Plan(s)

Day Plan 1 (Weekday)	Hour	0	6	9	14	18	20	22	
	Minute		30	30					
	Action	100	1	2	3	2	4	100	Action 100 = Pattern 254
Day Plan 2 (Saturday)	Hour	0	7	9	18	22			
	Minute				30				
	Action	100	4	2	4	100			Action 100 = Pattern 254
Day Plan 3 (Sunday)	Hour	0	8	10	18	22			
	Minute								
	Action	100	4	2	4	100			Action 100 = Pattern 254
Day Plan 4	Hour								
	Minute								
	Action								Action 100 = Pattern 254
Day Plan 5	Hour								
	Minute								
	Action								Action 100 = Pattern 254
Day Plan 6	Hour								
	Minute								
	Action								Action 100 = Pattern 254
Day Plan 7	Hour								
	Minute								
	Action								Action 100 = Pattern 254

Notes:

1. Float force offs
2. Max Inhibit during coordination
3. Offset Reference Point: End of Green first through coordinated phase
4. MxP on phases 2 & 6 during coordination

SIGNAL PHASING SEQUENCE 1



BREVARD COUNTY TRAFFIC SIGNAL TIMING

Intersection: SR-3 (Courtenay Pkwy) & SR-528 WB Ramp **ID: 31**
Equipment: Naztec 76.16c **Date: 03/05/25**

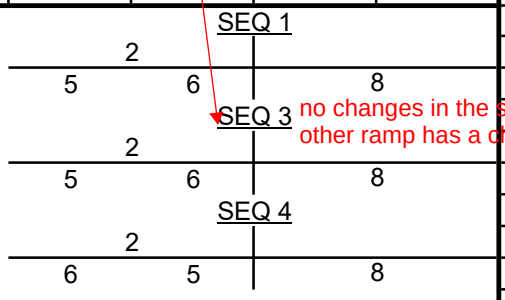
BASIC TIMING

Phase	1	2	3	4	5	6	7	8
Direction		SB			SBL	NB		EB
Min Green (sec)		12			5	12		10
Vehicle Gap (sec)		4.0			4.0	4.0		6.0
Max Green 1 (sec)		55			25	55		50
Max Green 2 (sec)								
Yellow (sec)		4.8			4.8	4.8		4.1
All-Red (sec)		2.6			3.0	2.6		3.0
Walk (sec)								
Flash Don't Walk (sec)								
Recall/Memory		MIN/LK				MIN/LK		
Delay (sec)								
Detector Switching								
Dual Entry		Y				Y		
Overlap								
Flash		Y			R	Y		R

COORDINATION PLANS

Coordination Pattern	1	2	3	4		Day	Time	Pattern
Cycle	160	140	170	100		1	0:00	FREE
Split 1						1	6:00	1
Split 2	100	100	130	77		1	9:30	2
Split 3						1	14:00	3
Split 4						1	18:00	2
Split 5	36	40	45	19		1	20:00	4
Split 6	64	60	85	58		1	22:00	FREE
Split 7						2	0:00	FREE
Split 8	60	40	40	23		2	7:00	4
Offset	73	9	99	49		2	9:00	2
Sequence	1	4	3	4		2	18:30	4
Day Plans	**Day**					2	22:00	FREE
1	Mon-Fri					3	0:00	FREE
2	Sat					3	8:00	4
3	Sun					3	10:00	2
						3	18:00	4
						3	22:00	FREE

Notes:
1. Referenced to the End of Green
2. Force Mode: Fixed
3. Max Mode: Max Inhibit
4. Max recall on Ø2 & Ø6 during coordination
5. Pattern 100 - Free
6. Correction Mode: Short/Long
7. Use Alt Ph Time Table 2 for Pattern 1 & 2
8. Use Alt Ph Time Table 1 for Pattern 3 & 4
9. No Short Ø5 & Ø8 during coordination



no changes in the sequence so its ok. the other ramp has a change

BREVARD COUNTY TRAFFIC SIGNAL TIMING

Intersection: SR-3 (Courtenay Pkwy) & SR-528 WB Ramp **ID: 30**
Equipment: Naztec 76.16c **Date: 03/05/25**

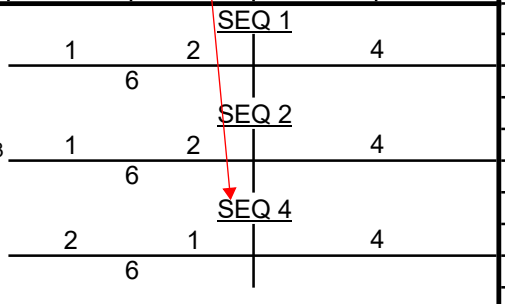
BASIC TIMING

Phase	1	2	3	4	5	6	7	8
Direction	NBLT	SB		WB		NB		
Min Green (sec)	5	12		7		12		
Vehicle Gap (sec)	3.0	4.0		3.0		3.0		
Max Green 1 (sec)	30	55		25		55		
Max Green 2 (sec)	30	55		25		55		
Yellow (sec)	4.8	5.3		4.0		5.3		
All-Red (sec)	3.1	2.2		3.0		2.2		
Walk (sec)				7				
Flash Don't Walk (sec)				37				
Recall/Memory		MIN/LK		LK		MIN/LK		
Delay (sec)								
Detector Switching								
Dual Entry		Y				Y		
Overlap								
Flash	R	Y		R		Y		

COORDINATION PLANS

Coordination Pattern	1	2	3	4		Day	Time	Pattern
Cycle	160	140	170	100		1	0:00	FREE
Split 1	53	38	52	22		1	6:00	10
Split 2	67	72	88	57		1	7:30	1
Split 3						1	9:30	2
Split 4	40	30	30	21		1	14:00	3
Split 5						1	18:00	2
Split 6	120	110	140	79		1	20:00	4
Split 7						1	22:00	FREE
Split 8						2	0:00	FREE
Offset	25	59	62	0		2	7:00	4
Sequence	1	2	4	2		2	9:00	2
Day Plans	**Day**					2	18:30	4
1	Mon-Fri					2	22:00	FREE
2	Sat					3	0:00	FREE
3	Sun					3	8:00	4
						3	10:00	2
						3	18:00	4
						3	22:00	FREE

Notes:
1. Referenced to the End of Green
2. Force Mode: Fixed
3. Max Mode: Max Inhibit
4. Max recall on Ø2 & Ø6 during coordination
5. Min Recall on Ø1 during Pattern 1 and Pattern 3
6. Pattern 100 - Free
7. Correction Mode: Short/Long
8. Use Alt Ph Time Table 1 for Pattern 1 & 3
9. No Short Ø1 & Ø5 during Pattern 2 and Pattern 4
10. OL1 includes Ø1



CRASH DATA

REPORT_NUMBER	CRASH_YEAR	CRASH_DATE_AND_TIME	REPORT_DATE_AND_TIME	ON_STREET_ROAD_HIGHWAY	DIRECTION_FROM_INTERSECTION	FROM_INTERSECTION_OF	LIGHT_CONDITION	WEATHER_CONDITION	ROAD_SURFACE_CONDITION	S4_CRASH_TYPE	S4_CRASH_TYPE_SIMPLIFIED	S4_CRASH_SEVERITY	S4_CRASH_SEVERITY_DETAIL
88266697	2020	1/31/2020 11:20	1/31/2020 12:05	SR 3 (N COURTENAY PKWY) N/O PIONEER RD	North	PIONEER RD	Daylight	Cloudy	Dry	Rear End	Rear End	No Injury	No Injury
88288753	2020	2/13/2020 15:50	2/13/2020 17:03	SR3 (COURTENAY PKWY)	South	PIONEER RD	Daylight	Clear	Dry	Rear End	Rear End	No Injury	No Injury
88956979	2020	4/28/2020 11:09	4/28/2020 0:00	N COURTENAY PKWY	North	PIONEER RD	Daylight	Clear	Dry	Rear End	Rear End	No Injury	No Injury
88957011	2020	5/25/2020 14:55	5/25/2020 0:00	N COURTENAY PKWY	North	PIONEER RD	Daylight	Rain	Wet	Rear End	Rear End	No Injury	No Injury
88387420	2020	9/18/2020 16:30	9/18/2020 17:59	SR3 (COURTENAY PKWY)	South	PIONEER ROAD	Daylight	Clear	Dry	Rear End	Rear End	Injury	Possible Injury
88398133	2020	9/23/2020 14:25	9/23/2020 15:06	STATE ROAD 3 (NORTH COURTENAY PARKWAY)	North	PIONEER ROAD	Daylight	Clear	Dry	Left Leaving	Left Turn	Injury	Non-Incapacitating Injury
88398166	2020	10/10/2020 20:06	10/17/2020 16:43	STATE ROAD 3 (NORTH COURTENAY PARKWAY)	South	VIA DE LA REINA	Dark - Not Lighted	Clear	Dry	Off Road	Off Road	No Injury	No Injury
88409983	2020	10/22/2020 15:55	10/22/2020 18:39	STATE ROAD-3 / N COURTENAY PARKWAY	South	PIONEER ROAD	Daylight	Clear	Dry	Rear End	Rear End	No Injury	No Injury
88397504	2020	11/14/2020 10:22	11/14/2020 11:03	STATE ROAD 3 (N. COURTENAY PARKWAY)	South	FRONTEER ROAD	Daylight	Cloudy	Wet	Rear End	Rear End	No Injury	No Injury
88435229	2020	12/22/2020 15:00	2/9/2021 20:18	STATE ROAD-3 (COURTENAY PARKWAY)	South	PIONEER ROAD	Daylight	Clear	Dry	Rear End	Rear End	No Injury	No Injury
88441159	2020	12/23/2020 18:09	12/23/2020 18:49	STATE ROAD 3 (NORTH COURTENAY PARKWAY)	South	PIONEER ROAD	Dark - Lighted	Clear	Dry	Rear End	Rear End	No Injury	No Injury
88439511	2020	12/30/2020 14:42	12/30/2020 15:33	SR3 (N COURTENAY PKWY)	South	PIONEER RD	Daylight	Clear	Dry	Rear End	Rear End	No Injury	No Injury
88441173	2021	1/4/2021 12:45	1/4/2021 13:25	STATE ROAD 3 (NORTH COURTENAY PARKWAY)	North	PIONEER ROAD	Daylight	Clear	Dry	Rear End	Rear End	No Injury	No Injury
88430815	2021	1/19/2021 16:45	2/10/2021 16:17	STAT ROAD-3 / N COURTENAY PARKWAY	South	PIONEER ROAD	Daylight	Clear	Dry	Left Entering	Left Turn	No Injury	No Injury
88434198	2021	3/8/2021 11:34	3/8/2021 12:13	STATE ROAD 3 (N. COUTENAY PARKWAY)	North	PIONEER RD	Daylight	Clear	Dry	Rear End	Rear End	No Injury	No Injury
88457420	2021	3/10/2021 14:00	3/10/2021 15:01	STATE ROAD 3 (N COURTENAY PKWY)	South	PIONEER ROAD	Daylight	Clear	Dry	Rear End	Rear End	No Injury	No Injury
88458766	2021	4/13/2021 15:00	4/13/2021 15:41	STATE ROAD-3 / N COURTENAY PARKWAY	North	PIONEER ROAD	Daylight	Clear	Dry	Rear End	Rear End	No Injury	No Injury
88477689	2021	4/14/2021 10:25	4/14/2021 10:58	STATE ROAD 3 (COURTENAY PARKWAY)	North	PIONEER ROAD	Daylight	Clear	Dry	Rear End	Rear End	No Injury	No Injury
88500450	2021	5/10/2021 8:00	5/10/2021 12:54	2280 N. COURTENAY PARKWAY		PIONEER ROAD	Daylight	Cloudy	Dry	Parked Vehicle	Backed Into	No Injury	No Injury
88499415	2021	5/15/2021 11:10	5/15/2021 11:21	SR-3 (N COURTENAY PKWY)	North	PIONEER RD	Daylight	Cloudy	Dry	Rear End	Rear End	No Injury	No Injury
88499416	2021	5/16/2021 12:35	5/16/2021 12:44	STATE ROAD 3 (NORTH COURTENAY PKWY)	North	PIONEER RD	Daylight	Cloudy	Dry	Rear End	Rear End	No Injury	No Injury
88517491	2021	6/1/2021 13:35	6/1/2021 14:27	STATE ROAD 3 (NORTH COURTENAY PARKWAY)	North	PIONEER ROAD	Daylight	Cloudy	Dry	Left Entering	Left Turn	Serious Injury	Incapacitating Injury
88507721	2021	7/21/2021 8:55	8/12/2021 23:40	2280 N COURTENAY PARKWAY		PIONEER ROAD	Daylight	Clear	Dry	Backed Into	Backed Into	No Injury	No Injury
88503002	2021	7/22/2021 17:00	7/22/2021 17:54	PIONEER ROAD	West	STATE ROAD -3 / N COURTENAY PARKWAY	Daylight	Clear	Dry	Rear End	Rear End	Injury	Possible Injury
88500496	2021	8/2/2021 13:50	8/2/2021 14:20	STATE ROAD 3 (COURTENAY PKWY)	West	PIONEER RD	Daylight	Cloudy	Dry	Off Road	Off Road	Injury	Possible Injury
88523081	2021	8/9/2021 20:33	8/9/2021 21:25	SR3 (N COURTENAY PKWY)	North	PIONEER RD	Dark - Lighted	Clear	Dry	Rear End	Rear End	Injury	Possible Injury
88520795	2021	8/21/2021 12:53	8/21/2021 13:08	SR-3 (N COURTENAY PKWY)	North	PIONEER RD	Daylight	Cloudy	Dry	Rear End	Rear End	No Injury	No Injury
88558931	2021	9/10/2021 8:30	9/10/2021 9:41	STATE ROAD 3 (N COURTENAY PKWY)	North	PIONEER ROAD	Daylight	Cloudy	Dry	Left Leaving	Left Turn	No Injury	No Injury
88444071	2021	9/15/2021 0:15	9/15/2021 12:52	N COURTENAY PKWY/SR3	South	PIONEER ROAD	Daylight	Clear	Dry	Left Rear	Left Turn	Injury	Possible Injury
88558495	2021	11/16/2021 18:00	11/16/2021 19:52	STATE ROAD 3 / N COURTENAY PARKWAY	North	PIONEER ROAD	Dark - Lighted	Clear	Dry	Head On	Head On	Injury	Possible Injury
24130763	2021	12/15/2021 12:53	12/15/2021 0:00	PIONEER RD		N COURTENAY PKWY	Daylight	Rain	Wet	Rear End	Rear End	No Injury	No Injury
89570955	2021	12/20/2021 13:35	12/20/2021 15:15	STATE ROAD 3 / N COURTENAY PARKWAY	South	PIONEER DRIVE	Daylight	Rain	Wet	Rear End	Rear End	Injury	Possible Injury
89575228	2021	12/31/2021 9:05	12/31/2021 9:47	STATE ROAD 3 (N. COURTENAY PARKWAY)		PIONEER ROAD	Daylight	Cloudy	Dry	Right Angle	Angle	Injury	Possible Injury
24130853	2022	2/16/2022 16:45	2/16/2022 0:00	N COURTENAY PKWY	South	PIONEER RD	Daylight	Clear	Dry	Rear End	Rear End	No Injury	No Injury
24906514	2022	2/25/2022 8:47	2/25/2022 9:36	STATE ROAD 3 (N. COUTENAY PARKWAY)		PIONEER ROAD	Daylight	Clear	Dry	Rear End	Rear End	No Injury	No Injury
24906534	2022	4/1/2022 8:31	4/1/2022 9:29	155 PIONEER ROAD	East	STATE ROAD 3 (N. COURTENAY PARKWAY)	Daylight	Rain	Wet	Off Road	Off Road	No Injury	No Injury
24939301	2022	4/7/2022 17:30	4/7/2022 18:14	STATE ROAD 3 (COURTENAY PARKWAY)	South	PIONEER ROAD	Daylight	Clear	Dry	Unknown	Sideswipe	No Injury	No Injury
24939308	2022	4/14/2022 20:40	4/14/2022 21:19	STATE ROAD 3 (NORTH COURTENAY PARKWAY)	South	PIONEER ROAD	Dark - Not Lighted	Clear	Dry	Left Entering	Left Turn	Injury	Non-Incapacitating Injury
24905797	2022	4/16/2022 9:47	4/16/2022 10:46	PIONEER ROAD		STATE ROAD 3 (N. COURTENAY PKWY)	Daylight	Clear	Dry	Bicycle	Bicycle	No Injury	No Injury
24922289	2022	4/28/2022 10:23	4/28/2022 11:00	SR-3 (N COURTENAY PKWY)	North	PIONEER RD	Daylight	Cloudy	Dry	Unknown	Unknown	No Injury	No Injury
24951371	2022	5/31/2022 7:34	5/31/2022 8:37	STATE ROAD 3 (N COURTENAY PARKWAY)		PIONEER ROAD	Daylight	Cloudy	Dry	Pedestrian	Pedestrian	Injury	Non-Incapacitating Injury
24953649	2022	6/3/2022 23:48	6/4/2022 1:27	STATE ROAD 3 (NORTH COURTENAY PARKWAY)	South	PIONEER ROAD	Dark - Lighted	Rain	Wet	Rear End	Rear End	Injury	Possible Injury
24925139	2022	6/9/2022 5:25	6/9/2022 6:01	STATE ROAD 3 / N COURTENAY PKWY	North	PIONEER ROAD	Dark - Not Lighted	Clear	Dry	Left Rear	Left Turn	Injury	Non-Incapacitating Injury
24922322	2022	6/19/2022 10:12	6/19/2022 10:45	SR-3 (N COURTENAY PKWY)		PIONEER RD	Daylight	Cloudy	Dry	Right Angle	Angle	Injury	Non-Incapacitating Injury
24982647	2022	8/24/2022 15:11	8/24/2022 15:46	(STATE ROAD 3) COURTENAY PKWY		2323 COURTENAY PKWY	Daylight	Clear	Dry	Right Angle	Angle	No Injury	No Injury
25011239	2022	12/15/2022 19:45	12/15/2022 20:21	STATE ROAD 3 (NORTH COURTENAY PARKWAY)	North	PIONEER ROAD	Dark - Lighted	Cloudy	Dry	Left Entering	Left Turn	Injury	Possible Injury
24908092	2023	1/11/2023 8:35	1/11/2023 9:09	STATE ROAD 3		PIONEER ROAD	Daylight	Clear	Dry	Unknown	Sideswipe	Injury	Possible Injury
25059117	2023	1/26/2023 18:30	1/26/2023 19:34	STATE ROAD 3 (N COURTENAY PARKWAY)	South	PIONEER ROAD	Dark - Lighted	Clear	Dry	Rear End	Rear End	Injury	Non-Incapacitating Injury
25066299	2023	2/14/2023 16:21	2/14/2023 16:54	STATE ROAD 3 (N COURTENAY PKWY)		PIONEER ROAD	Daylight	Clear	Dry	Rear End	Rear End	No Injury	No Injury
89598591	2023	2/23/2023 14:20	2/23/2023 15:10	STATE ROAD 3 (N COURTENAY PARKWAY)	South	PIONEER ROAD	Daylight	Clear	Dry	Rear End	Rear End	No Injury	No Injury
89614324	2023	3/16/2023 7:38	3/16/2023 8:24	STAT ROAD 3 (N. COURTENAY PARKWAY)		PIONEER ROAD	Daylight	Clear	Dry	ame Direction Sideswip	Sideswipe	No Injury	No Injury
89606045	2023	3/21/2023 14:40	3/21/2023 16:14	PIONEER ROAD	N/A	STATE ROAD 3 (N COURTENAY PARKWAY)	Daylight	Clear	Dry	Left Rear	Left Turn	No Injury	No Injury
89653960	2023	6/27/2023 7:55	6/27/2023 9:13	SATE ROAD 3 (N. CORTNEAY PARKWAY)	North	PIONEER STREET	Daylight	Clear	Dry	Left Leaving	Left Turn	No Injury	No Injury
89670485	2023	10/29/2023 15:00	10/29/2023 16:45	STATE ROAD 3 (NORTH COURTENAY PARKWAY)		PIONEER ROAD	Daylight	Clear	Dry	Rear End	Rear End	No Injury	No Injury
89734482	2023	12/12/2023 17:05	12/12/2023 18:03	STATE ROAD-3 (COURTENAY PARKWAY)		PINOEER ROAD	Dusk	Clear	Dry	Rear End	Rear End	Injury	Possible Injury
89743098	2023	12/28/2023 10:56	12/28/2023 11:29	STATE ROAD 3 (N COURTENAY PARKWAY)	North	PIONEER ROAD	Daylight	Rain	Wet	Left Entering	Left Turn	Injury	Possible Injury
26350698	2024	5/2/2024 17:02	5/2/2024 21:43	STATE ROAD-3 (COURTENAY PARKWAY)	South	PIONEER ROAD	Daylight	Clear	Dry	Left Entering	Left Turn	No Injury	No Injury
26350111	2024	7/26/2024 8:50	7/26/2024 9:25	STATE ROAD 3 (N COURTENAY PARKWAY)	N/A	PIONEER ROAD	Daylight	Clear	Dry	Left Leaving	Left Turn	Injury	Possible Injury
26382555	2024	8/21/2024 15:30	8/21/2024 16:13	STATE ROAD 3 (NORTH COURTENAY PARKWAY)	North	PIONEER ROAD	Daylight	Rain	Wet	Unknown	Head On	No Injury	No Injury
26387086	2024	8/29/2024 8:48	8/29/2024 10:18	STATE ROAD 3 (N COURTENAY PARKWAY)		PIONEER ROAD	Daylight	Clear	Dry	Rear End	Rear End	No Injury	No Injury
26382565	2024	8/30/2024 15:15	8/30/2024 16:04	STATE ROAD 3 (NORTH COURTENAY PARKWAY)		PIONEER ROAD	Daylight	Rain	Wet	Rear End	Rear End	Injury	Possible Injury

FDOT PEAK SEASON FACTOR

2024 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
CATEGORY: 7000 BREVARD COUNTYWIDE

MOCF: 0.92

WEEK	DATES	SF	PSCF
1	01/01/2024 - 01/06/2024	1.08	1.17
2	01/07/2024 - 01/13/2024	1.06	1.15
3	01/14/2024 - 01/20/2024	1.03	1.12
4	01/21/2024 - 01/27/2024	1.00	1.09
5	01/28/2024 - 02/03/2024	0.97	1.05
* 6	02/04/2024 - 02/10/2024	0.95	1.03
* 7	02/11/2024 - 02/17/2024	0.92	1.00
* 8	02/18/2024 - 02/24/2024	0.91	0.99
* 9	02/25/2024 - 03/02/2024	0.90	0.98
*10	03/03/2024 - 03/09/2024	0.89	0.97
*11	03/10/2024 - 03/16/2024	0.88	0.96
*12	03/17/2024 - 03/23/2024	0.89	0.97
*13	03/24/2024 - 03/30/2024	0.90	0.98
*14	03/31/2024 - 04/06/2024	0.91	0.99
*15	04/07/2024 - 04/13/2024	0.92	1.00
*16	04/14/2024 - 04/20/2024	0.93	1.01
*17	04/21/2024 - 04/27/2024	0.94	1.02
*18	04/28/2024 - 05/04/2024	0.96	1.04
19	05/05/2024 - 05/11/2024	0.97	1.05
20	05/12/2024 - 05/18/2024	0.99	1.08
21	05/19/2024 - 05/25/2024	1.00	1.09
22	05/26/2024 - 06/01/2024	1.01	1.10
23	06/02/2024 - 06/08/2024	1.02	1.11
24	06/09/2024 - 06/15/2024	1.03	1.12
25	06/16/2024 - 06/22/2024	1.03	1.12
26	06/23/2024 - 06/29/2024	1.03	1.12
27	06/30/2024 - 07/06/2024	1.03	1.12
28	07/07/2024 - 07/13/2024	1.02	1.11
29	07/14/2024 - 07/20/2024	1.02	1.11
30	07/21/2024 - 07/27/2024	1.03	1.12
31	07/28/2024 - 08/03/2024	1.05	1.14
32	08/04/2024 - 08/10/2024	1.06	1.15
33	08/11/2024 - 08/17/2024	1.07	1.16
34	08/18/2024 - 08/24/2024	1.07	1.16
35	08/25/2024 - 08/31/2024	1.07	1.16
36	09/01/2024 - 09/07/2024	1.07	1.16
37	09/08/2024 - 09/14/2024	1.07	1.16
38	09/15/2024 - 09/21/2024	1.07	1.16
39	09/22/2024 - 09/28/2024	1.08	1.17
40	09/29/2024 - 10/05/2024	1.09	1.18
41	10/06/2024 - 10/12/2024	1.09	1.18
42	10/13/2024 - 10/19/2024	1.10	1.20
43	10/20/2024 - 10/26/2024	1.09	1.18
44	10/27/2024 - 11/02/2024	1.08	1.17
45	11/03/2024 - 11/09/2024	1.07	1.16
46	11/10/2024 - 11/16/2024	1.06	1.15
47	11/17/2024 - 11/23/2024	1.06	1.15
48	11/24/2024 - 11/30/2024	1.07	1.16
49	12/01/2024 - 12/07/2024	1.07	1.16
50	12/08/2024 - 12/14/2024	1.08	1.17
51	12/15/2024 - 12/21/2024	1.08	1.17
52	12/22/2024 - 12/28/2024	1.06	1.15
53	12/29/2024 - 12/31/2024	1.03	1.12

* PEAK SEASON

04-MAR-2025 16:32:53 830UPD 5_7000_PKSEASON.TXT

FDOT PROJECTS

MILLING AND RESURFACING

ROADWAY WIDENING

RIGHT-OF-WAY

EASEMENT

PROPERTY LINE

ENGLAND-THIMS & MILLER, INC.
1540 INTERNATIONAL PARKWAY, SUITE 2000
LAKE MARY, FL 32746
TEL: (407) 536-5379
FAX: (407) 536-5301
CA - 00002584 LC - 0000316

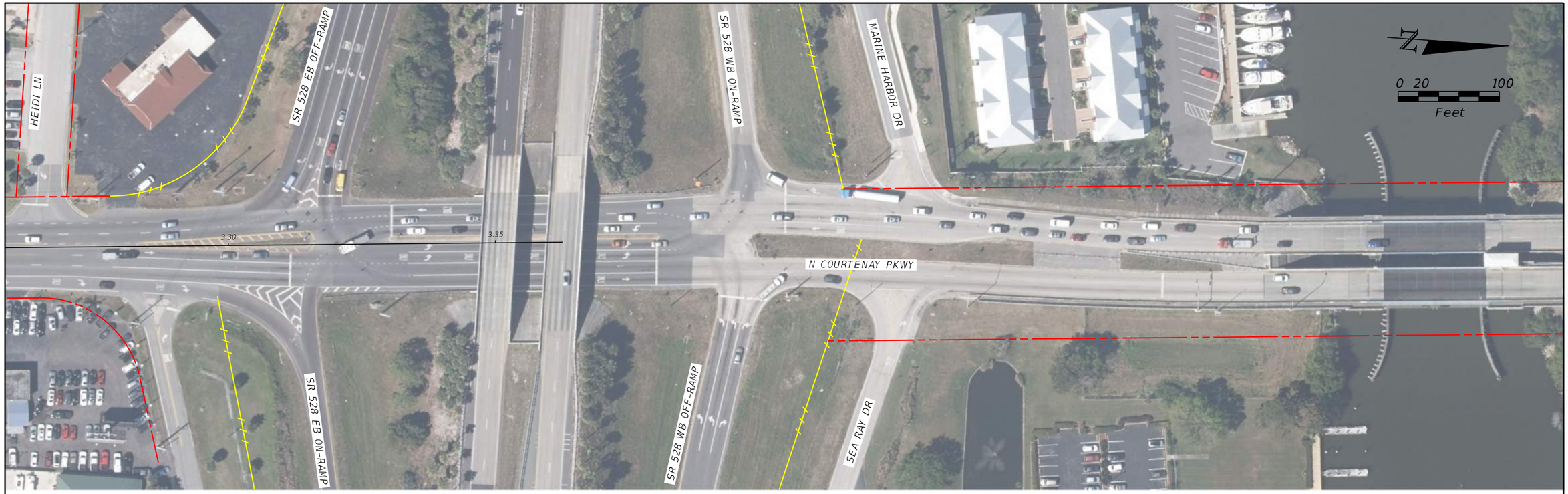
STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

SR 3 CORRIDOR STUDY
ALTERNATIVE 2 CONCEPT

SHEET NO.

R-449 4

$USERS $DATE$ $TIME$ $FILE$



MILLING AND RESURFACING

ROADWAY WIDENING

RIGHT-OF-WAY

EASEMENT

PROPERTY LINE

ENGLAND-THIMS & MILLER, INC.
1540 INTERNATIONAL PARKWAY, SUITE 2000
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TEL: (407) 536-5379
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STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

$USER$ $DATE$ $TIME$ $FILE$

SR 3 CORRIDOR STUDY
ALTERNATIVE 2 CONCEPT

SHEET NO.

5

R-450

APPENDIX D

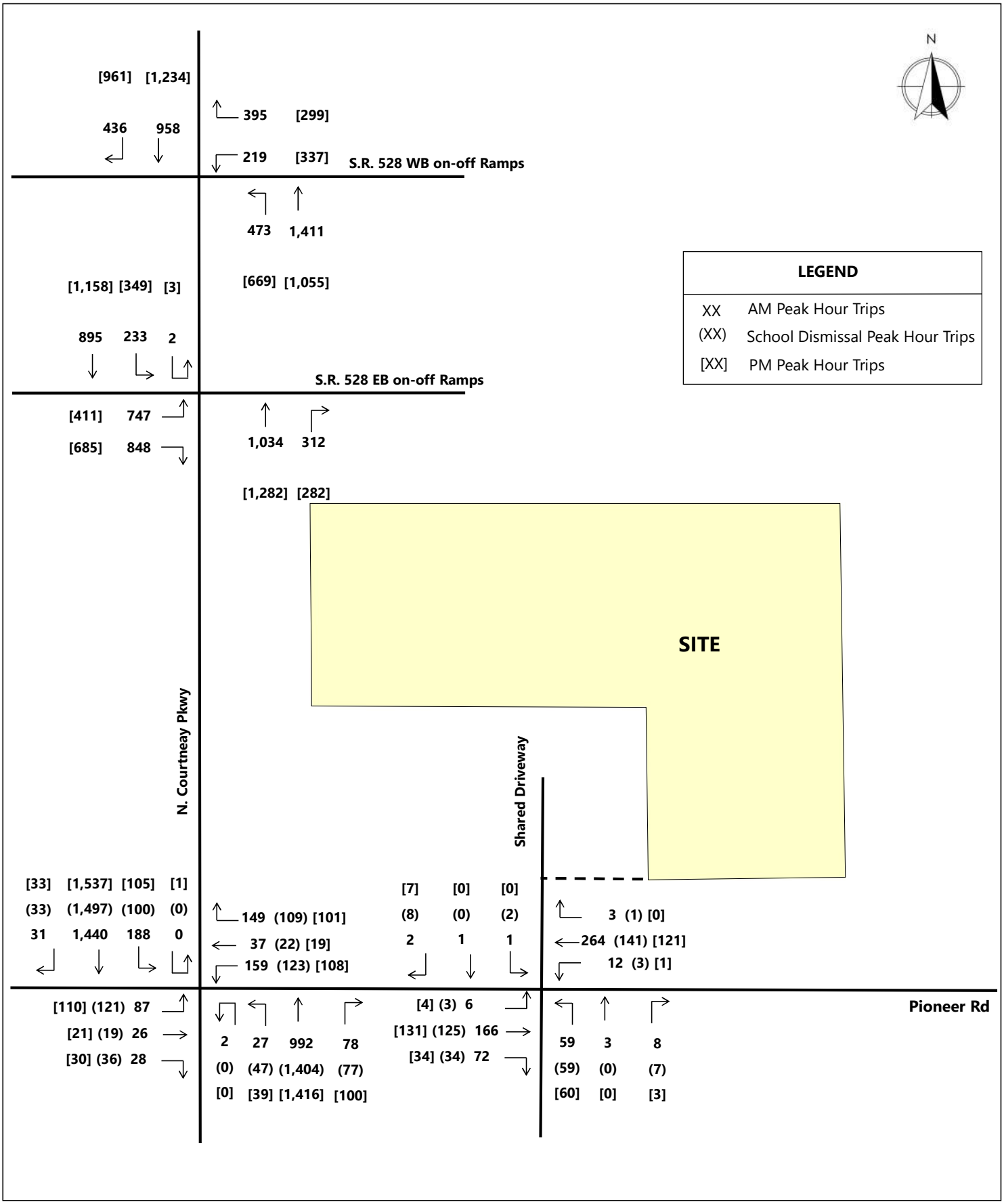


Exhibit 1

2026 Existing Traffic Volumes

Rangewater N Courtenay Pkwy Merritt Island

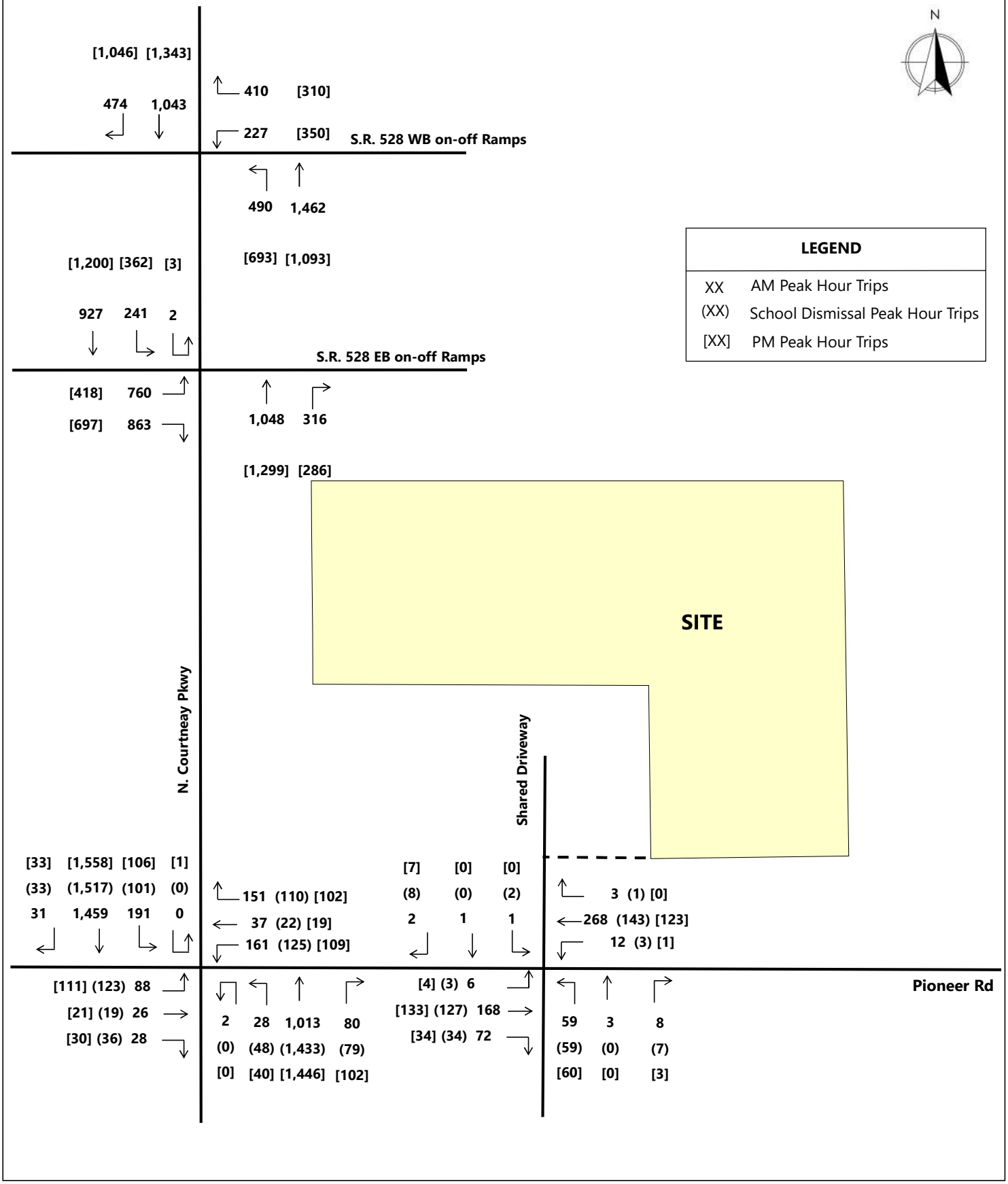


Exhibit 2

2027 No Build Traffic Volumes

Rangewater N Courtenay Pkwy Merritt Island

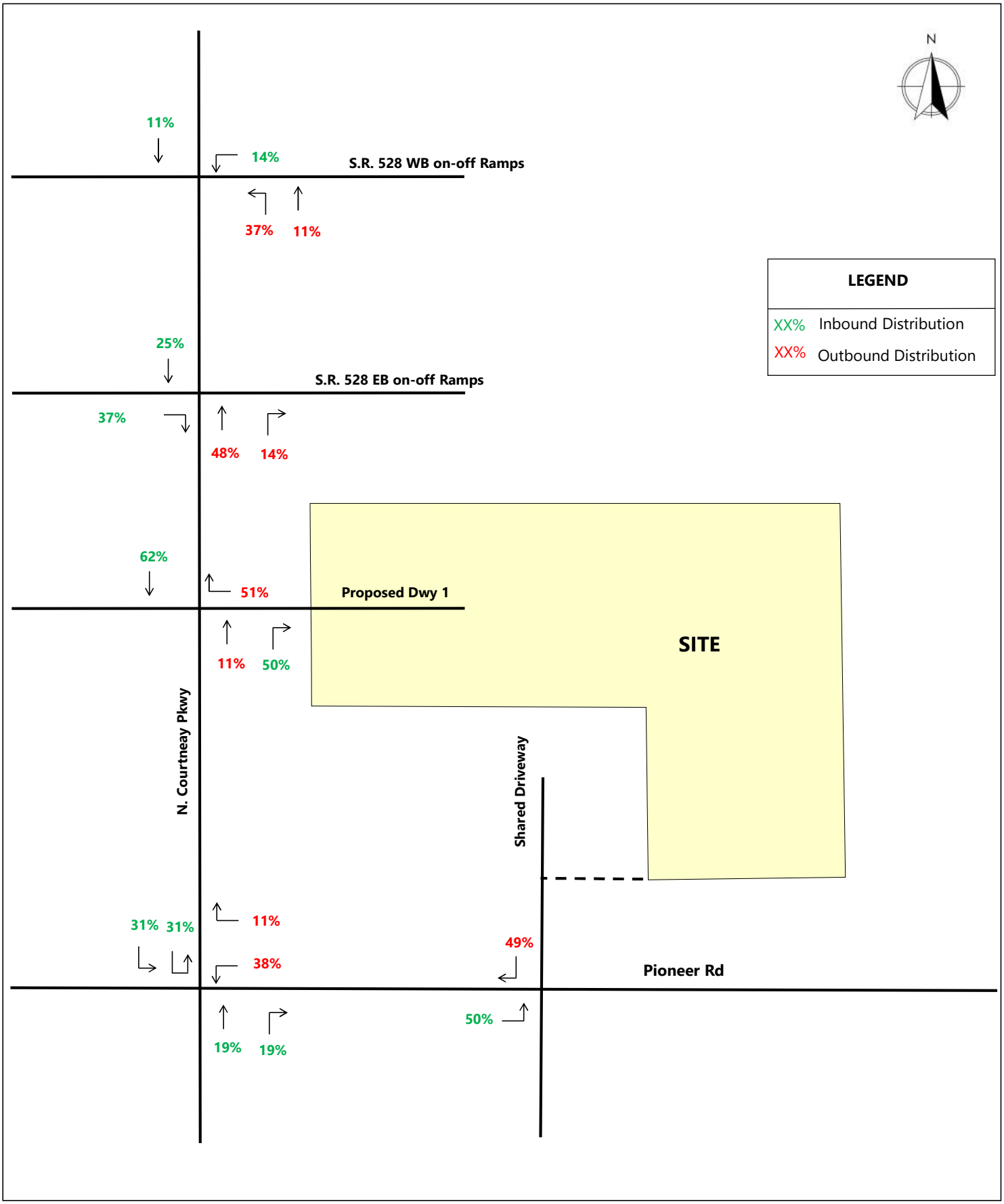


Exhibit 3-0

Alternative 0 Site Trip Distribution

Rangewater N Courtenay Pkwy Merritt Island

Bowman

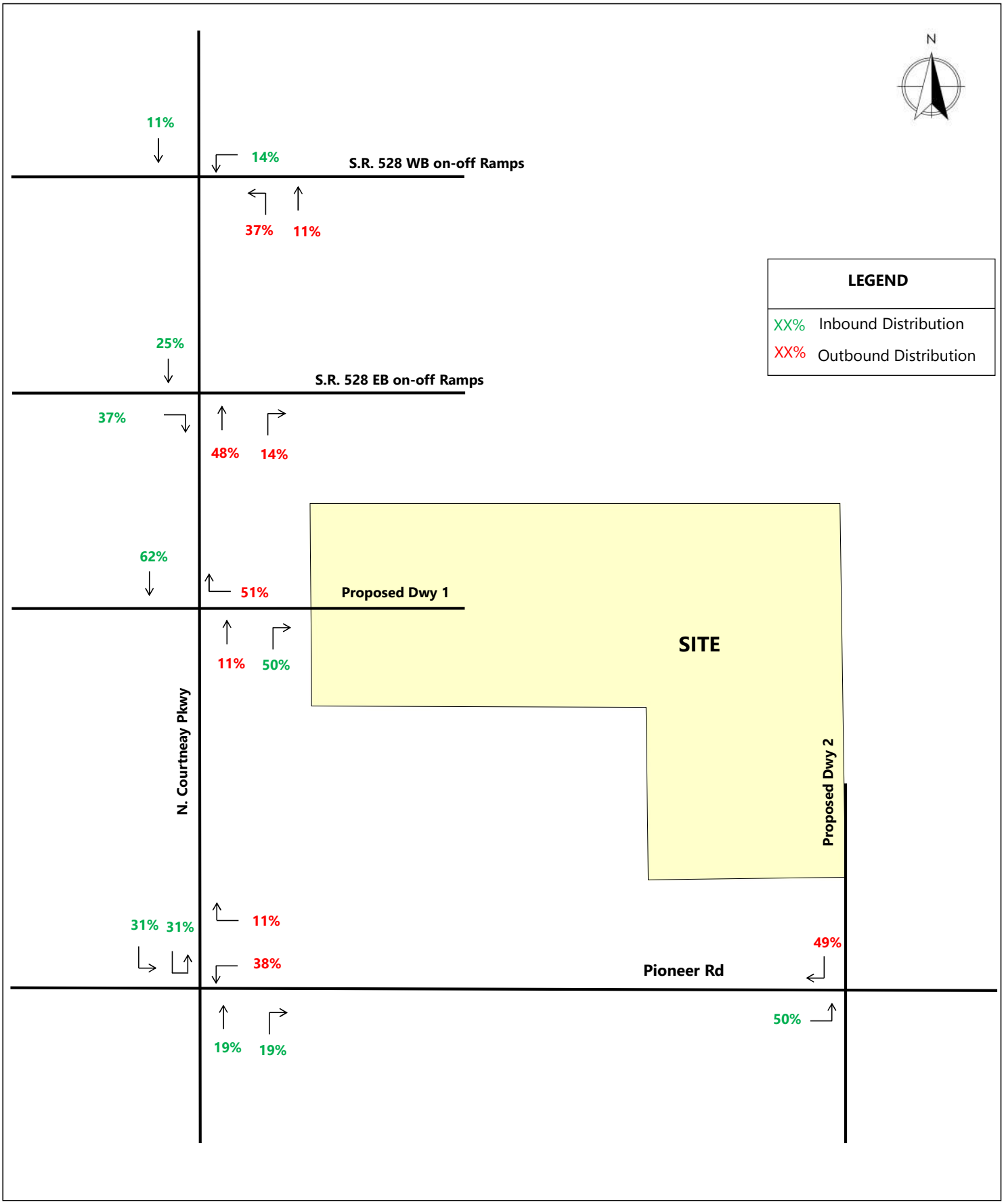


Exhibit 3-1

Alternative 1 Site Trip Distribution

Rangewater N Courtenay Pkwy Merritt Island

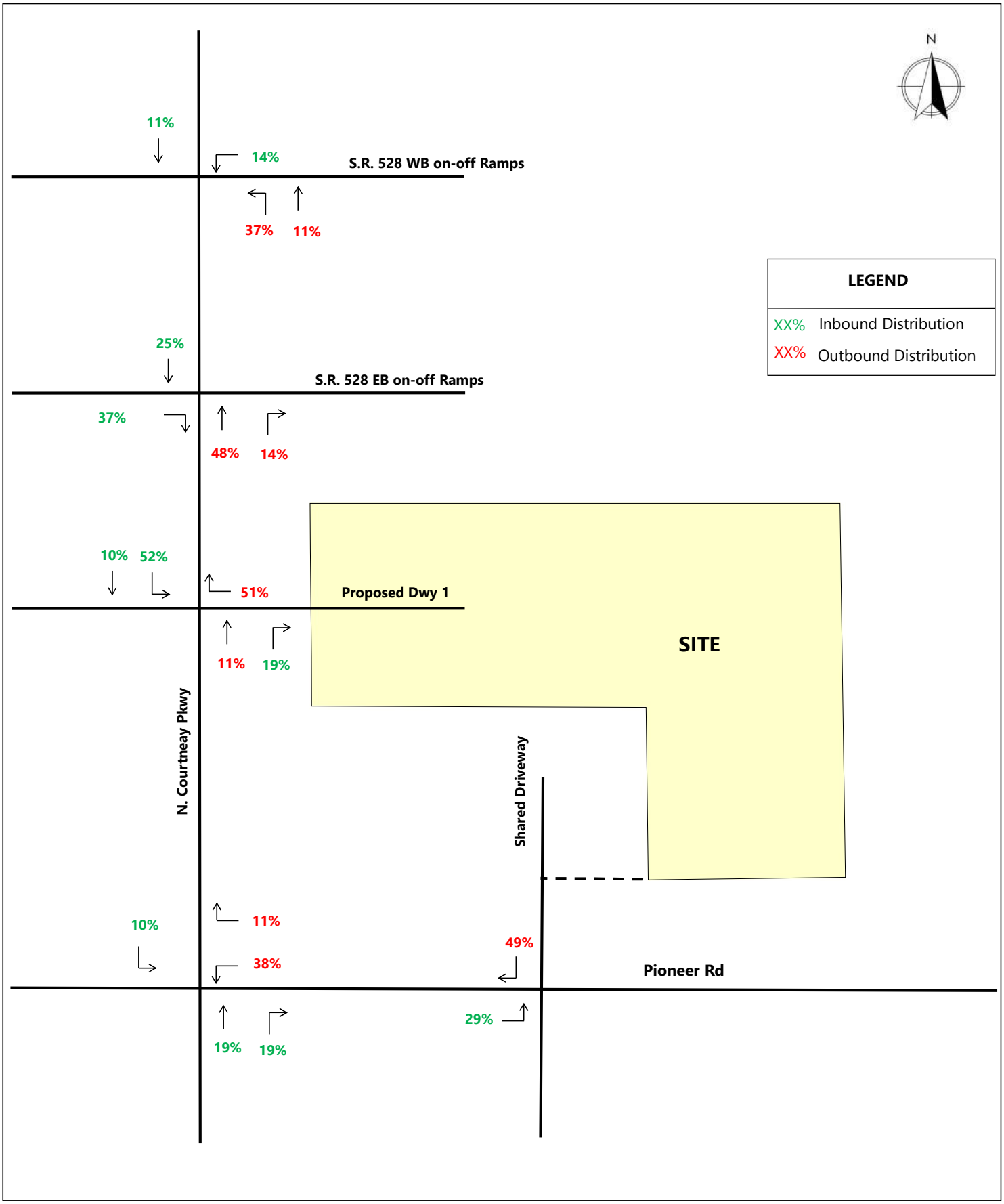


Exhibit 3-2

Alternative 2 Site Trip Distribution

Rangewater N Courtenay Pkwy Merritt Island

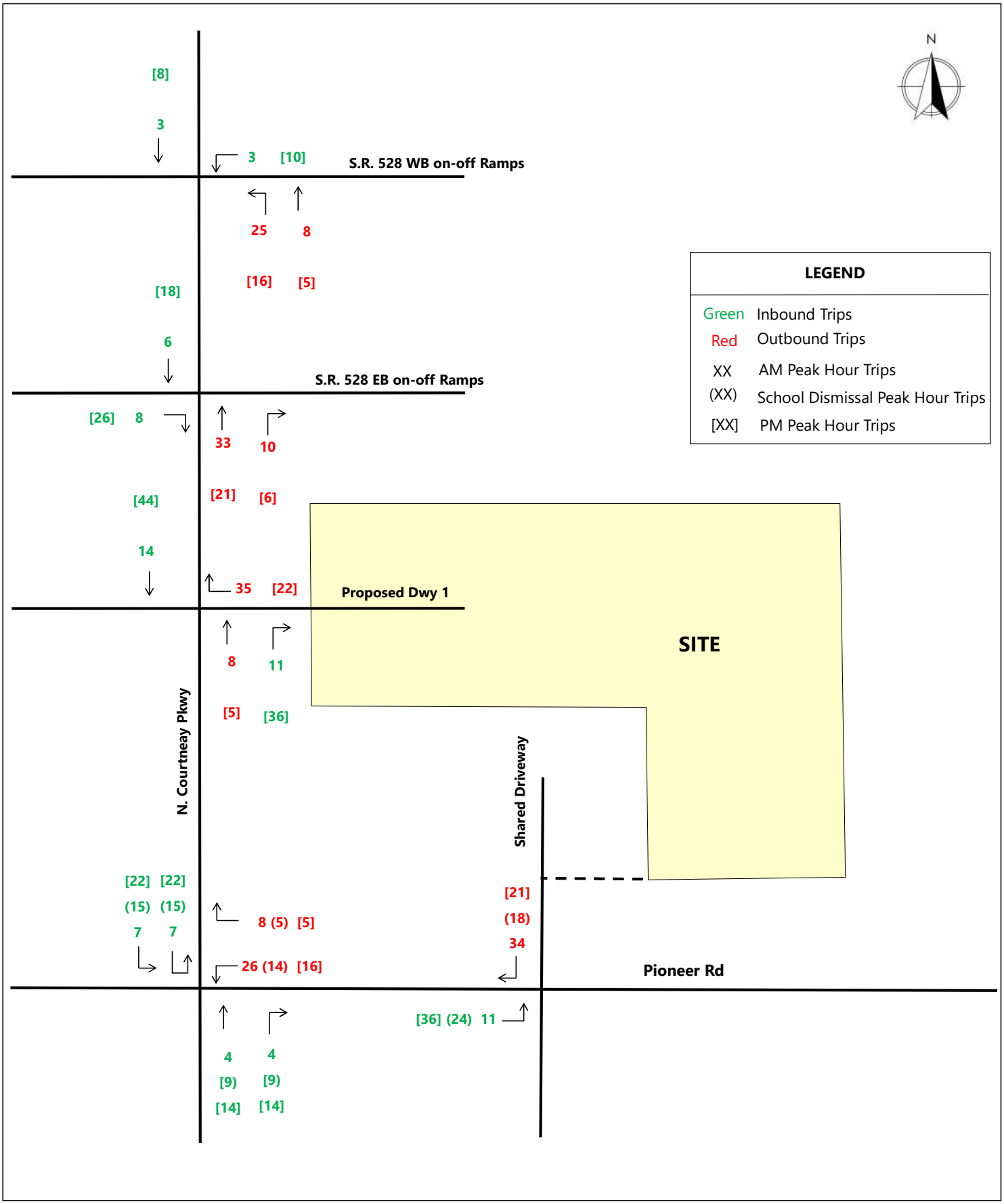


Exhibit 4-0

Alternative 0 Site Trips

Rangewater N Courtenay Pkwy Merritt Island

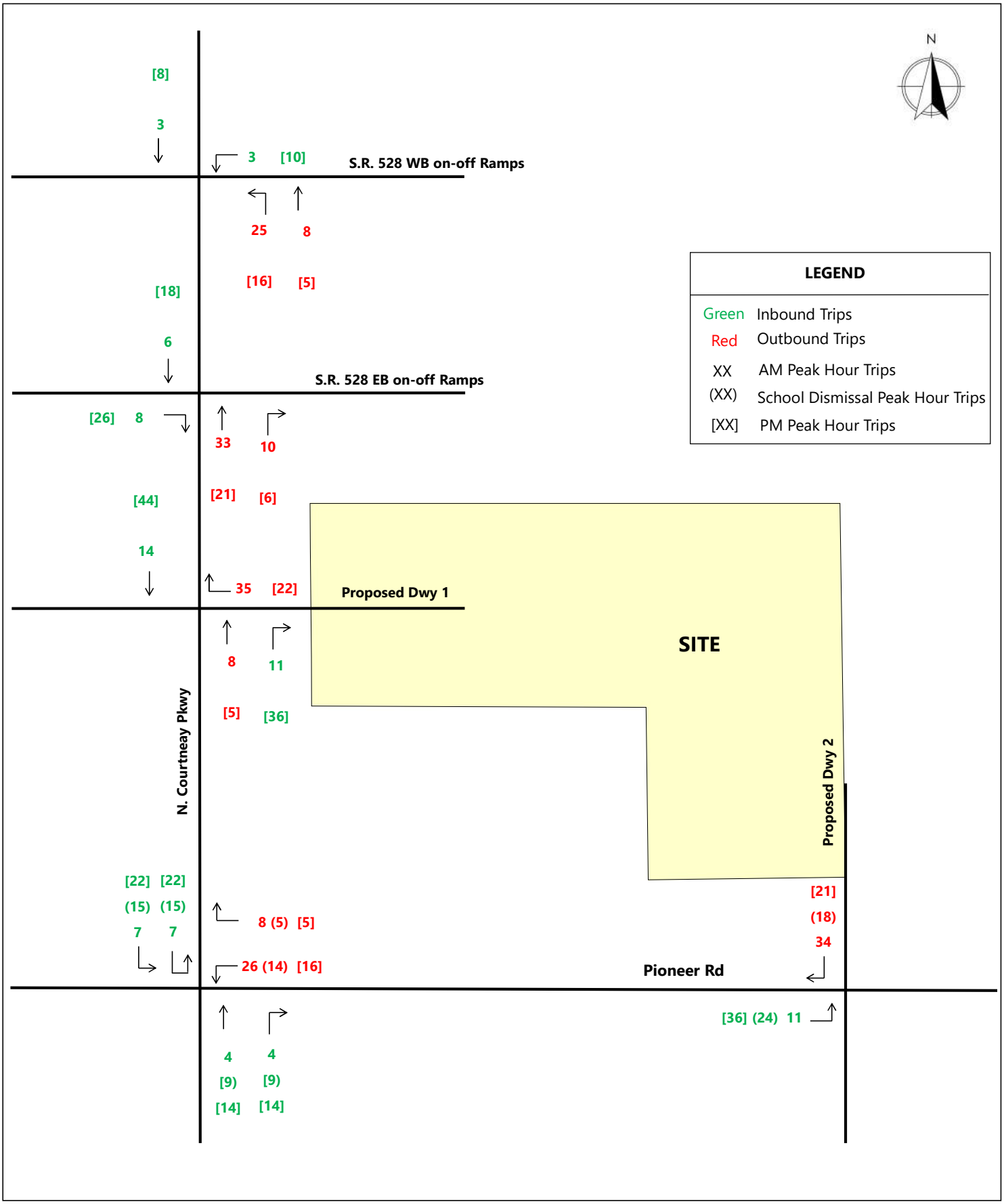


Exhibit 4-1

Alternative 1 Site Trips

Rangewater N Courtenay Pkwy Merritt Island

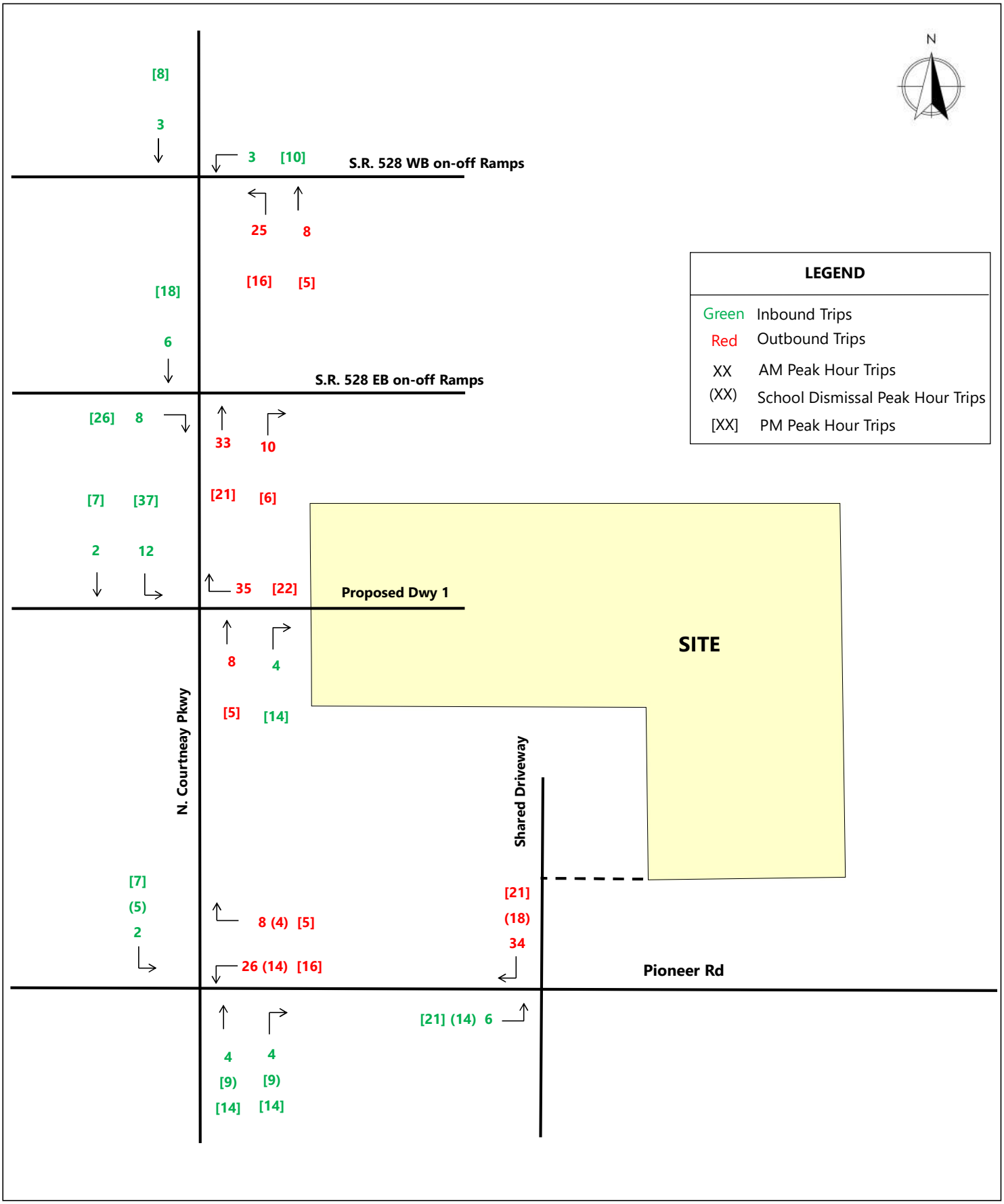


Exhibit 4-2

Alternative 2 Site Trips

Rangewater N Courtenay Pkwy Merritt Island

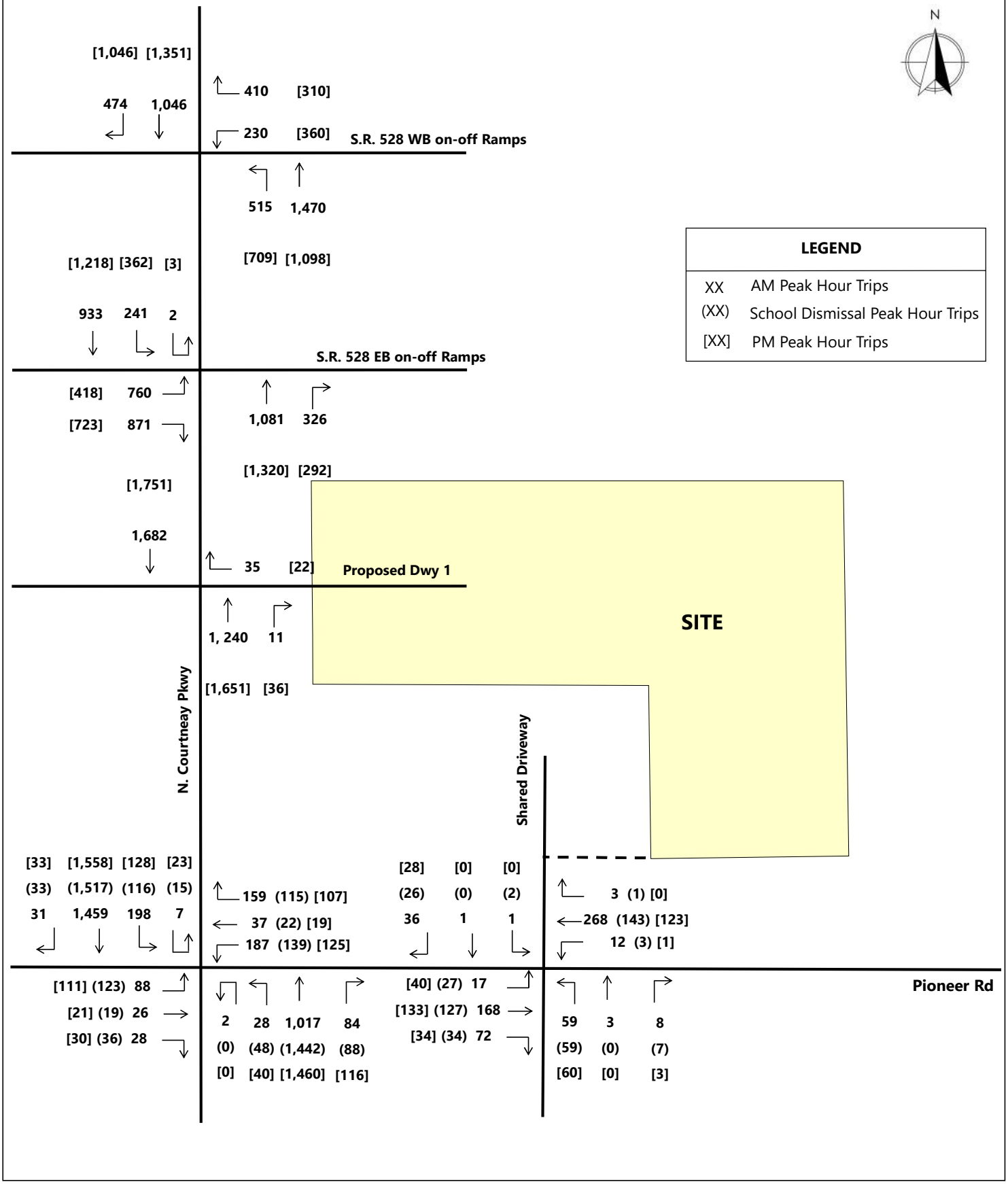


Exhibit 5-0

Alternative 0 2027 Build Traffic Volumes

Rangewater N Courtenay Pkwy Merritt Island

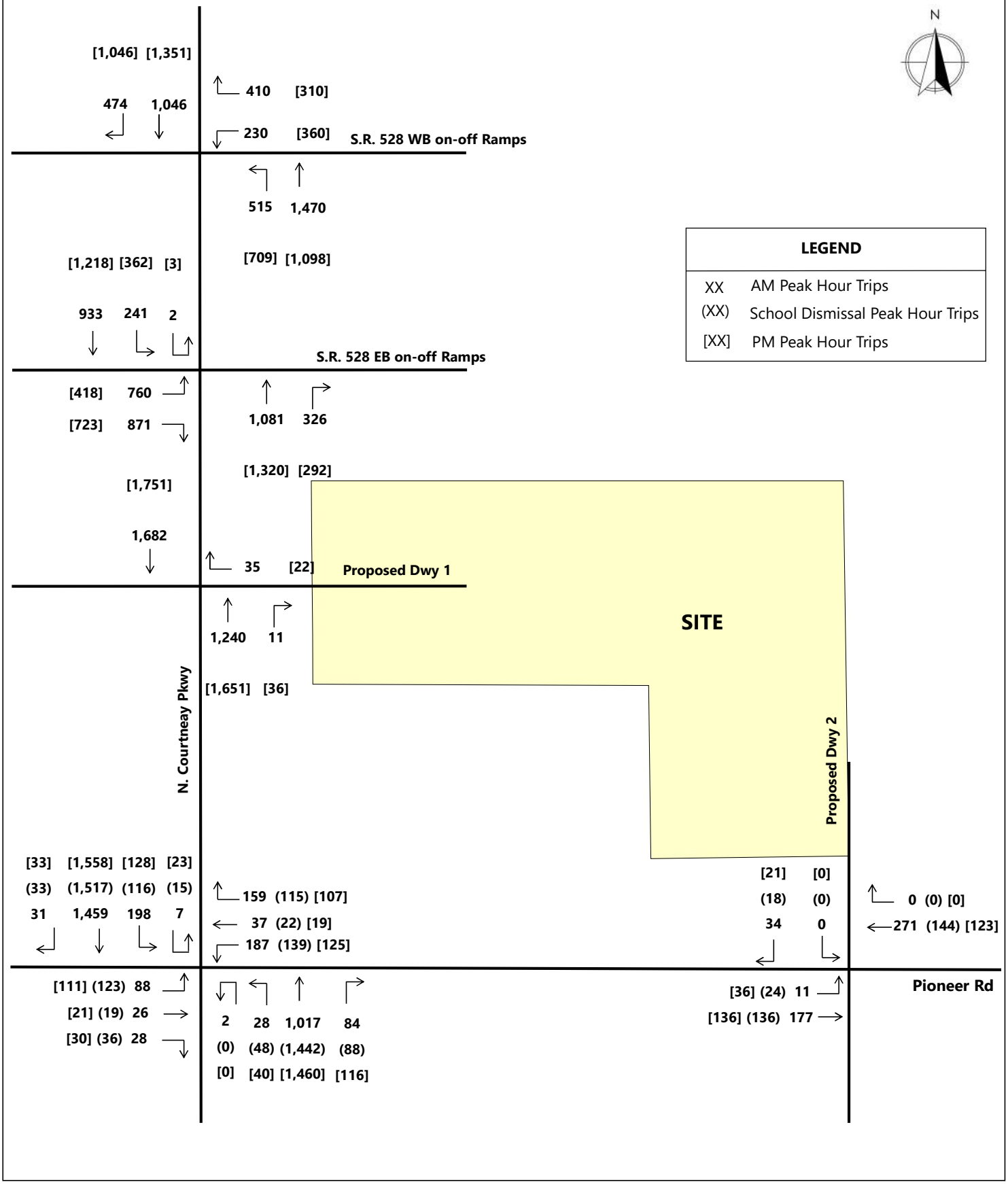


Exhibit 5-1

Alternative 1 2027 Build Traffic Volumes

Rangewater N Courtenay Pkwy Merritt Island

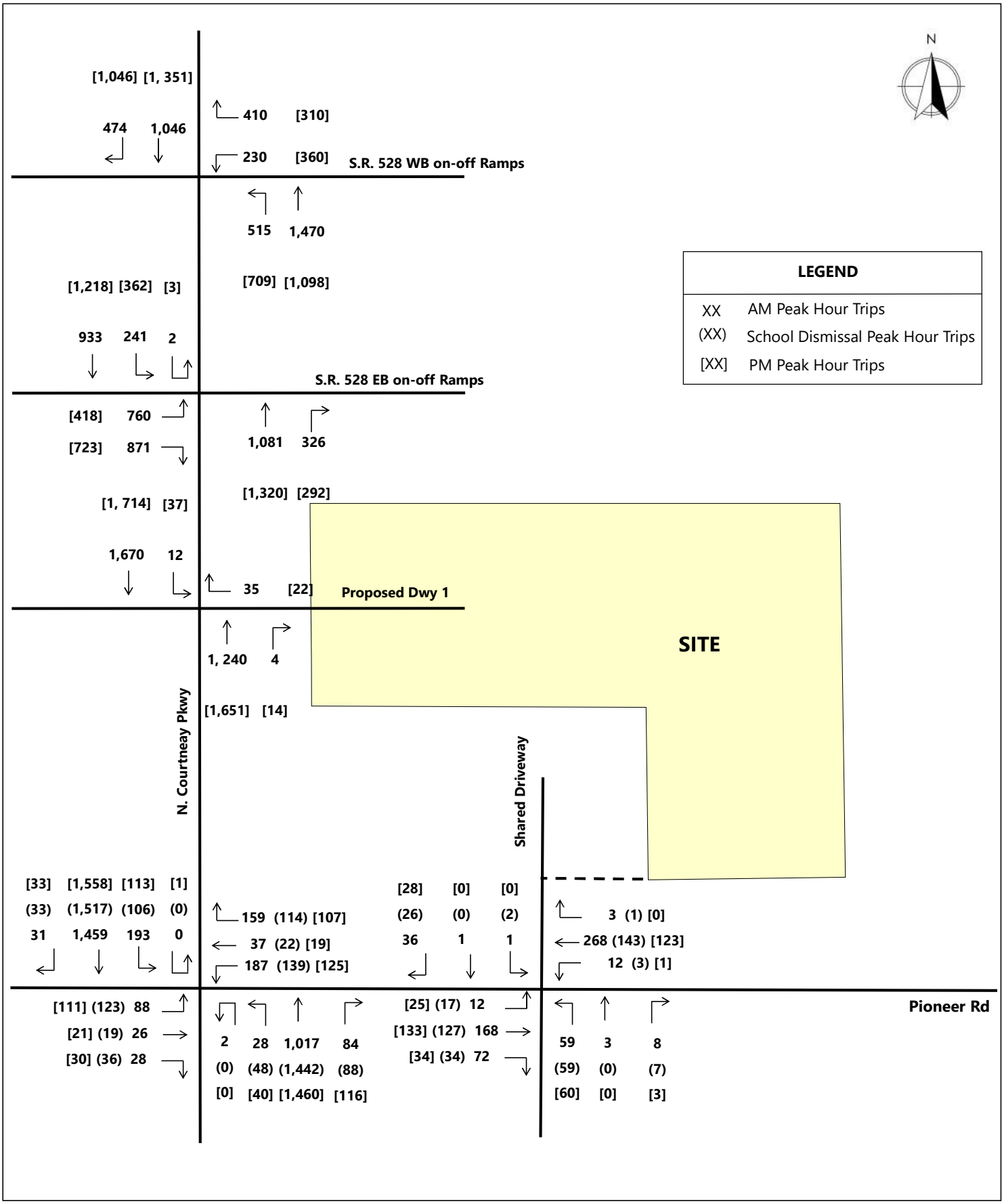


Exhibit 5-2

Alternative 2 2027 Build Traffic Volumes

Rangewater N Courtenay Pkwy Merritt Island

APPENDIX E

EXISTING AM

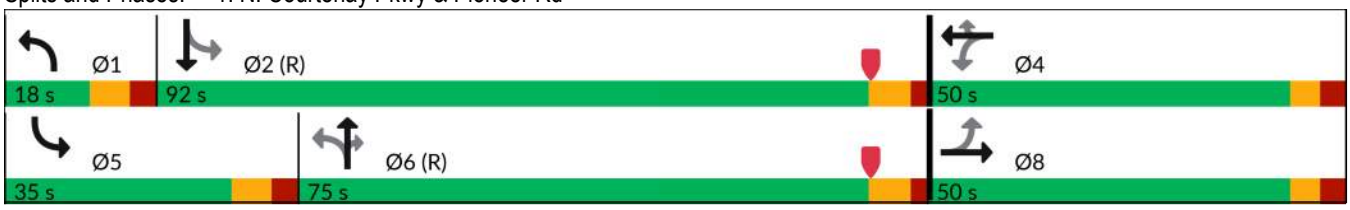
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	87	26	28	159	37	149	29	992	78	188	1440	31
Future Volume (vph)	87	26	28	159	37	149	29	992	78	188	1440	31
Confl. Peds. (#/hr)									1			
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	3%	4%	2%	2%	6%	2%	25%	3%	2%	2%	3%	7%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	156	0	0	216	164	32	1090	86	207	1616	0
Turn Type	Perm	NA		Perm	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	
Protected Phases		8			4		1	6		5	2	
Permitted Phases	8			4		4	6		6	2		
Detector Phase	8	8		4	4	4	1	6	6	5	2	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0	7.0	5.0	15.0	15.0	5.0	15.0	
Minimum Split (s)	41.7	41.7		40.7	40.7	40.7	12.8	30.8	30.8	12.8	32.8	
Total Split (s)	50.0	50.0		50.0	50.0	50.0	18.0	75.0	75.0	35.0	92.0	
Total Split (%)	31.3%	31.3%		31.3%	31.3%	31.3%	11.3%	46.9%	46.9%	21.9%	57.5%	
Maximum Green (s)	43.3	43.3		43.3	43.3	43.3	10.2	68.2	68.2	27.2	85.2	
Yellow Time (s)	3.7	3.7		3.7	3.7	3.7	4.8	4.8	4.8	4.8	4.8	
All-Red Time (s)	3.0	3.0		3.0	3.0	3.0	3.0	2.0	2.0	3.0	2.0	
Lost Time Adjust (s)		0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)		6.7			6.7	6.7	7.8	6.8	6.8	7.8	6.8	
Lead/Lag							Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.5	3.5		3.5	3.5	3.5	3.0	3.5	3.5	3.0	3.5	
Recall Mode	None	None		None	None	None	None	C-Min	C-Min	None	C-Min	
Walk Time (s)	7.0	7.0		7.0	7.0	7.0		7.0	7.0		7.0	
Flash Don't Walk (s)	28.0	28.0		27.0	27.0	27.0		17.0	17.0		19.0	
Pedestrian Calls (#/hr)	0	0		0	0	0		0	0		0	
Act Effct Green (s)		34.3			34.3	34.3	95.8	90.0	90.0	110.3	100.3	
Actuated g/C Ratio		0.21			0.21	0.21	0.60	0.56	0.56	0.69	0.63	
v/c Ratio		0.88			0.85	0.37	0.25	0.57	0.10	0.61	0.76	
Control Delay (s/veh)		97.6			87.6	12.6	15.8	26.3	0.8	19.2	35.2	
Queue Delay		0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay (s/veh)		97.6			87.6	12.6	15.8	26.3	0.8	19.2	35.2	
LOS		F			F	B	B	C	A	B	D	
Approach Delay (s/veh)		97.6			55.2			24.2			33.4	
Approach LOS		F			E			C			C	
Queue Length 50th (ft)		152			219	19	10	372	0	76	827	
Queue Length 95th (ft)		#245			306	81	26	562	6	m152	868	
Internal Link Dist (ft)		649			211			778			658	
Turn Bay Length (ft)						125	150		105	245		
Base Capacity (vph)		223			322	517	160	1906	898	453	2116	
Starvation Cap Reductn		0			0	0	0	0	0	0	0	
Spillback Cap Reductn		0			0	0	0	0	0	0	0	
Storage Cap Reductn		0			0	0	0	0	0	0	0	
Reduced v/c Ratio		0.70			0.67	0.32	0.20	0.57	0.10	0.46	0.76	

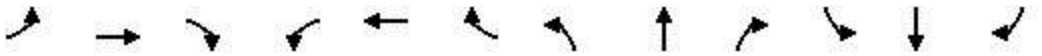
Intersection Summary

Cycle Length: 160	
Actuated Cycle Length: 160	
Offset: 135 (84%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow	
Natural Cycle: 110	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.88	
Intersection Signal Delay (s/veh): 35.4	Intersection LOS: D
Intersection Capacity Utilization 77.3%	ICU Level of Service D
Analysis Period (min) 15	

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

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

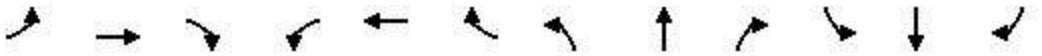




Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	87	26	28	159	37	149	29	992	78	188	1440	31
Future Volume (veh/h)	87	26	28	159	37	149	29	992	78	188	1440	31
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1841	1870	1870	1811	1870	1530	1856	1870	1870	1856	1796
Adj Flow Rate, veh/h	96	29	24	175	41	109	32	1090	40	207	1582	33
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	3	4	2	2	6	2	25	3	2	2	3	7
Cap, veh/h	216	64	47	238	46	289	239	2201	989	380	2333	49
Arrive On Green	0.18	0.18	0.18	0.18	0.18	0.18	0.02	0.62	0.62	0.12	1.00	1.00
Sat Flow, veh/h	979	353	256	1080	253	1585	1457	3526	1584	1781	3532	74
Grp Volume(v), veh/h	149	0	0	216	0	109	32	1090	40	207	788	827
Grp Sat Flow(s),veh/h/ln	1588	0	0	1333	0	1585	1457	1763	1584	1781	1763	1842
Q Serve(g_s), s	0.0	0.0	0.0	12.2	0.0	9.7	1.3	26.9	1.6	7.1	0.0	0.0
Cycle Q Clear(g_c), s	13.3	0.0	0.0	25.5	0.0	9.7	1.3	26.9	1.6	7.1	0.0	0.0
Prop In Lane	0.64		0.16	0.81		1.00	1.00		1.00	1.00		0.04
Lane Grp Cap(c), veh/h	327	0	0	284	0	289	239	2201	989	380	1165	1217
V/C Ratio(X)	0.46	0.00	0.00	0.76	0.00	0.38	0.13	0.50	0.04	0.55	0.68	0.68
Avail Cap(c_a), veh/h	455	0	0	406	0	429	298	2201	989	575	1165	1217
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	58.9	0.0	0.0	64.1	0.0	57.4	10.1	16.4	11.6	12.0	0.0	0.0
Incr Delay (d2), s/veh	1.2	0.0	0.0	5.9	0.0	1.0	0.3	0.8	0.1	1.2	3.2	3.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	9.5	0.0	0.0	14.1	0.0	7.2	0.7	16.0	1.0	4.3	1.8	1.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	60.1	0.0	0.0	70.0	0.0	58.4	10.4	17.2	11.7	13.2	3.2	3.1
LnGrp LOS	E			E		E	B	B	B	B	A	A
Approach Vol, veh/h		149			325			1162			1822	
Approach Delay, s/veh		60.1			66.1			16.8			4.3	
Approach LOS		E			E			B			A	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	11.6	112.5		35.9	17.4	106.7		35.9				
Change Period (Y+Rc), s	7.8	6.8		6.7	7.8	6.8		6.7				
Max Green Setting (Gmax), s	10.2	85.2		43.3	27.2	68.2		43.3				
Max Q Clear Time (g_c+I1), s	3.3	2.0		27.5	9.1	28.9		15.3				
Green Ext Time (p_c), s	0.0	23.5		1.7	0.5	11.2		1.0				

Intersection Summary			
HCM 7th Control Delay, s/veh		16.7	
HCM 7th LOS		B	

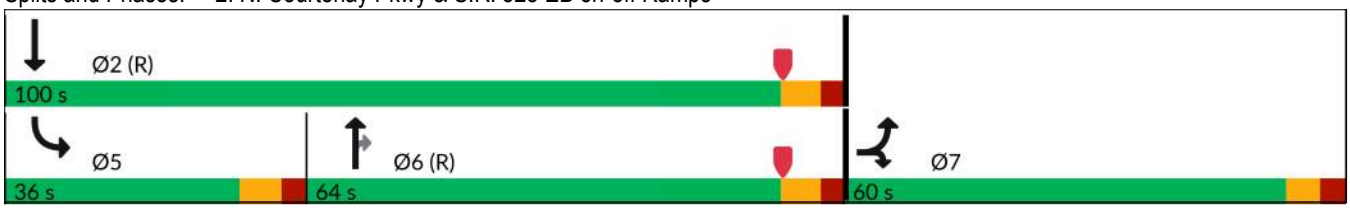


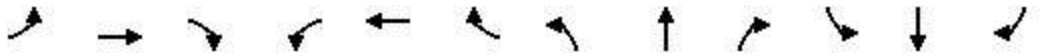
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	747	0	848	0	0	0	0	1034	312	235	895	0
Future Volume (vph)	747	0	848	0	0	0	0	1034	312	235	895	0
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	6%	2%	2%	2%	2%	2%	2%	2%	2%	7%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	795	0	902	0	0	0	0	1100	332	250	952	0
Turn Type	Prot		Prot					NA	Perm	Prot	NA	
Protected Phases	7		7					6		5	2	
Permitted Phases									6			
Detector Phase	7		7					6	6	5	2	
Switch Phase												
Minimum Initial (s)	5.0		5.0					12.0	12.0	5.0	12.0	
Minimum Split (s)	12.1		12.1					25.4	25.4	25.8	25.4	
Total Split (s)	60.0		60.0					64.0	64.0	36.0	100.0	
Total Split (%)	37.5%		37.5%					40.0%	40.0%	22.5%	62.5%	
Maximum Green (s)	52.9		52.9					56.6	56.6	28.2	92.6	
Yellow Time (s)	4.1		4.1					4.8	4.8	4.8	4.8	
All-Red Time (s)	3.0		3.0					2.6	2.6	3.0	2.6	
Lost Time Adjust (s)	0.0		0.0					0.0	0.0	0.0	0.0	
Total Lost Time (s)	7.1		7.1					7.4	7.4	7.8	7.4	
Lead/Lag								Lag	Lag	Lead		
Lead-Lag Optimize?								Yes	Yes	Yes		
Vehicle Extension (s)	3.0		3.0					4.0	4.0	4.0	4.0	
Recall Mode	None		None					C-Max	C-Max	None	C-Max	
Act Effct Green (s)	48.7		48.7					60.9	60.9	28.1	96.8	
Actuated g/C Ratio	0.30		0.30					0.38	0.38	0.18	0.61	
v/c Ratio	0.79		0.90					0.59	0.42	0.90	0.48	
Control Delay (s/veh)	57.1		52.7					54.3	20.9	80.7	14.3	
Queue Delay	1.6		0.0					0.8	0.0	0.0	0.4	
Total Delay (s/veh)	58.7		52.7					55.1	20.9	80.7	14.7	
LOS	E		D					E	C	F	B	
Approach Delay (s/veh)		55.5						47.1			28.4	
Approach LOS		E						D			C	
Queue Length 50th (ft)	384		401					433	125	261	374	
Queue Length 95th (ft)	457		498					475	251	#432	446	
Internal Link Dist (ft)		674			677			1602			365	
Turn Bay Length (ft)	385		385						725			
Base Capacity (vph)	1092		1068					1871	788	284	1999	
Starvation Cap Reductn	0		0					0	0	0	515	
Spillback Cap Reductn	148		0					430	0	0	0	
Storage Cap Reductn	0		0					0	0	0	0	
Reduced v/c Ratio	0.84		0.84					0.76	0.42	0.88	0.64	

Intersection Summary
Cycle Length: 160
Actuated Cycle Length: 160
Offset: 73 (46%), Referenced to phase 2:SBT and 6:NBT, Start of Yellow
Natural Cycle: 90

Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.90
Intersection Signal Delay (s/veh): 45.2 Intersection LOS: D
Intersection Capacity Utilization 114.2% ICU Level of Service H
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

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





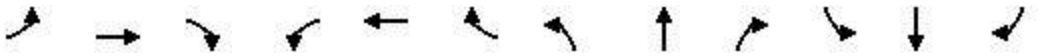
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	747	0	848	0	0	0	0	1034	312	235	895	0
Future Volume (veh/h)	747	0	848	0	0	0	0	1034	312	235	895	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1811	0	1870				0	1870	1870	1796	1870	0
Adj Flow Rate, veh/h	795	0	0				0	1100	0	250	952	0
Peak Hour Factor	0.94	0.94	0.94				0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	6	0	2				0	2	2	7	2	0
Cap, veh/h	872	0					0	2247		273	2305	0
Arrive On Green	0.26	0.00	0.00				0.00	0.15	0.00	0.05	0.21	0.00
Sat Flow, veh/h	3346	0	2790				0	5274	1585	1711	3647	0
Grp Volume(v), veh/h	795	0	0				0	1100	0	250	952	0
Grp Sat Flow(s),veh/h/ln	1673	0	1395				0	1702	1585	1711	1777	0
Q Serve(g_s), s	36.9	0.0	0.0				0.0	31.7	0.0	23.3	37.0	0.0
Cycle Q Clear(g_c), s	36.9	0.0	0.0				0.0	31.7	0.0	23.3	37.0	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	872	0					0	2247		273	2305	0
V/C Ratio(X)	0.91	0.00					0.00	0.49		0.91	0.41	0.00
Avail Cap(c_a), veh/h	1106	0					0	2247		302	2305	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	0.33	0.33	0.33	0.33	1.00
Upstream Filter(I)	1.00	0.00	0.00				0.00	1.00	0.00	0.91	0.91	0.00
Uniform Delay (d), s/veh	57.4	0.0	0.0				0.0	51.8	0.0	74.7	36.6	0.0
Incr Delay (d2), s/veh	9.6	0.0	0.0				0.0	0.8	0.0	28.2	0.5	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	23.6	0.0	0.0				0.0	21.0	0.0	18.5	24.4	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	66.9	0.0	0.0				0.0	52.6	0.0	102.8	37.1	0.0
LnGrp LOS	E							D		F	D	
Approach Vol, veh/h		795						1100			1202	
Approach Delay, s/veh		66.9						52.6			50.8	
Approach LOS		E						D			D	

Timer - Assigned Phs		2		4	5	6						
Phs Duration (G+Y+Rc), s		111.2		48.8	33.4	77.8						
Change Period (Y+Rc), s		7.4		7.1	7.8	7.4						
Max Green Setting (Gmax), s		92.6		52.9	28.2	56.6						
Max Q Clear Time (g_c+I1), s		39.0		38.9	25.3	33.7						
Green Ext Time (p_c), s		11.6		2.8	0.3	10.3						

Intersection Summary	
HCM 7th Control Delay, s/veh	55.6
HCM 7th LOS	E

Notes

Unsignalized Delay for [NBR, EBR] is excluded from calculations of the approach delay and intersection delay.

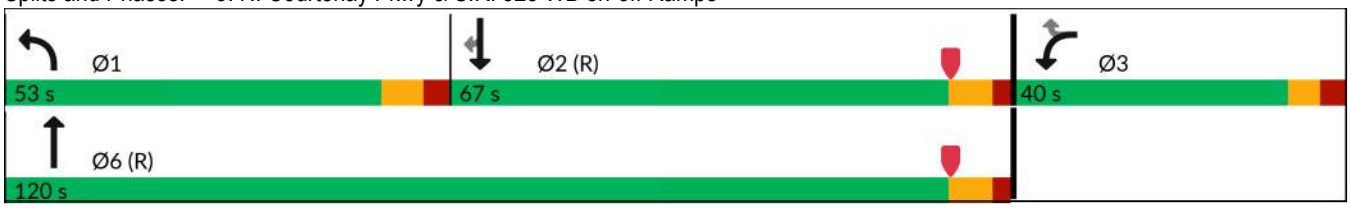


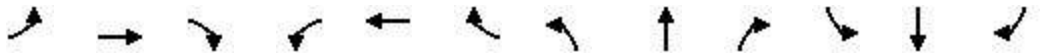
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	219	0	395	473	1411	0	0	958	436
Future Volume (vph)	0	0	0	219	0	395	473	1411	0	0	958	436
Confl. Peds. (#/hr)						1						
Confl. Bikes (#/hr)												1
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	2%	2%	2%	2%	2%	4%	3%	4%	2%	2%	4%	10%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	235	0	425	509	1517	0	0	1030	469
Turn Type				Prot		Perm	Prot	NA			NA	Perm
Protected Phases				3			1	6			2	
Permitted Phases						3						2
Detector Phase				3		3	1	6			2	2
Switch Phase												
Minimum Initial (s)				7.0		7.0	5.0	12.0			12.0	12.0
Minimum Split (s)				14.0		14.0	22.5	22.5			22.5	22.5
Total Split (s)				40.0		40.0	53.0	120.0			67.0	67.0
Total Split (%)				25.0%		25.0%	33.1%	75.0%			41.9%	41.9%
Maximum Green (s)				33.0		33.0	45.1	112.5			59.5	59.5
Yellow Time (s)				4.0		4.0	4.8	5.3			5.3	5.3
All-Red Time (s)				3.0		3.0	3.1	2.2			2.2	2.2
Lost Time Adjust (s)				0.0		0.0	0.0	0.0			0.0	0.0
Total Lost Time (s)				7.0		7.0	7.9	7.5			7.5	7.5
Lead/Lag							Lead				Lag	Lag
Lead-Lag Optimize?							Yes				Yes	Yes
Vehicle Extension (s)				3.0		3.0	3.0	3.0			4.0	4.0
Recall Mode				None		None	Min	C-Max			C-Max	C-Max
Act Effct Green (s)				33.0		33.0	29.4	112.5			75.2	75.2
Actuated g/C Ratio				0.21		0.21	0.18	0.70			0.47	0.47
v/c Ratio				0.33		1.11	0.81	0.62			0.44	0.59
Control Delay (s/veh)				55.7		123.9	66.7	29.7			29.6	20.8
Queue Delay				0.0		0.0	0.1	48.8			0.1	0.0
Total Delay (s/veh)				55.7		123.9	66.7	78.6			29.7	20.8
LOS				E		F	E	E			C	C
Approach Delay (s/veh)					99.6			75.6			26.9	
Approach LOS					F			E			C	
Queue Length 50th (ft)				109		~432	245	831			260	201
Queue Length 95th (ft)				153		#656	300	914			324	348
Internal Link Dist (ft)		690			789			365			641	
Turn Bay Length (ft)				150		275						90
Base Capacity (vph)				708		383	958	2440			2343	789
Starvation Cap Reductn				0		0	32	1147			0	0
Spillback Cap Reductn				0		0	0	0			254	0
Storage Cap Reductn				0		0	0	0			0	0
Reduced v/c Ratio				0.33		1.11	0.55	1.17			0.49	0.59

Intersection Summary
Cycle Length: 160
Actuated Cycle Length: 160

Offset: 25 (16%), Referenced to phase 2:SBT and 6:NBT, Start of Yellow
Natural Cycle: 65
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.11
Intersection Signal Delay (s/veh): 61.9 Intersection LOS: E
Intersection Capacity Utilization 114.2% ICU Level of Service H
Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

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

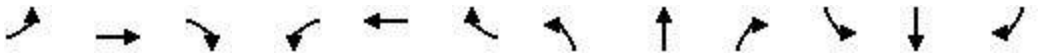




Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	219	0	395	473	1411	0	0	958	436
Future Volume (veh/h)	0	0	0	219	0	395	473	1411	0	0	958	436
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Lane Width Adj.				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		0.98
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1870	0	1841	1856	1841	0	0	1841	1752
Adj Flow Rate, veh/h				235	0	355	509	1517	0	0	1030	338
Peak Hour Factor				0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %				2	0	4	3	4	0	0	4	10
Cap, veh/h				713	0	322	565	2459	0	0	2457	711
Arrive On Green				0.21	0.00	0.21	0.33	1.00	0.00	0.00	0.49	0.49
Sat Flow, veh/h				3456	0	1560	3428	3589	0	0	5191	1454
Grp Volume(v), veh/h				235	0	355	509	1517	0	0	1030	338
Grp Sat Flow(s),veh/h/ln				1728	0	1560	1714	1749	0	0	1675	1454
Q Serve(g_s), s				9.3	0.0	33.0	22.7	0.0	0.0	0.0	21.1	24.8
Cycle Q Clear(g_c), s				9.3	0.0	33.0	22.7	0.0	0.0	0.0	21.1	24.8
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				713	0	322	565	2459	0	0	2457	711
V/C Ratio(X)				0.33	0.00	1.10	0.90	0.62	0.00	0.00	0.42	0.48
Avail Cap(c_a), veh/h				713	0	322	966	2459	0	0	2457	711
HCM Platoon Ratio				1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	0.68	0.68	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				54.1	0.0	63.5	52.4	0.0	0.0	0.0	26.3	27.2
Incr Delay (d2), s/veh				0.3	0.0	80.9	4.6	0.8	0.0	0.0	0.5	2.3
Initial Q Delay(d3), s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln				7.1	0.0	28.7	12.5	0.5	0.0	0.0	13.1	13.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh				54.3	0.0	144.4	57.0	0.8	0.0	0.0	26.8	29.5
LnGrp LOS				D		F	E	A			C	C
Approach Vol, veh/h					590			2026			1368	
Approach Delay, s/veh					108.5			14.9			27.5	
Approach LOS					F			B			C	

Timer - Assigned Phs	1	2				6		8				
Phs Duration (G+Y+Rc), s	34.3	85.7				120.0		40.0				
Change Period (Y+Rc), s	7.9	7.5				7.5		7.0				
Max Green Setting (Gmax), s	45.1	59.5				112.5		33.0				
Max Q Clear Time (g_c+I1), s	24.7	26.8				2.0		35.0				
Green Ext Time (p_c), s	1.7	14.0				17.4		0.0				

Intersection Summary		
HCM 7th Control Delay, s/veh		33.1
HCM 7th LOS		C



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	6	166	72	12	264	3	59	3	8	1	1	2
Future Volume (vph)	6	166	72	12	264	3	59	3	8	1	1	2
Confl. Peds. (#/hr)	6		3	3		6						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	2%	2%	4%	2%	2%	2%	2%	2%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	265	0	0	303	0	0	76	0	0	4	0
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Control Type: Unsignalized			
Intersection Capacity Utilization 37.1%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	6	166	72	12	264	3	59	3	8	1	1	2
Future Vol, veh/h	6	166	72	12	264	3	59	3	8	1	1	2
Conflicting Peds, #/hr	6	0	3	3	0	6	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	4	2	2	2	2	2	2	2
Mvmt Flow	7	180	78	13	287	3	64	3	9	1	1	2

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	296	0	0	262	0	0	549	558	223	516	595	295
Stage 1	-	-	-	-	-	-	236	236	-	321	321	-
Stage 2	-	-	-	-	-	-	314	322	-	195	275	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1265	-	-	1303	-	-	446	438	817	470	417	745
Stage 1	-	-	-	-	-	-	768	710	-	691	652	-
Stage 2	-	-	-	-	-	-	697	651	-	807	683	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1258	-	-	1299	-	-	435	427	815	450	406	740
Mov Cap-2 Maneuver	-	-	-	-	-	-	435	427	-	450	406	-
Stage 1	-	-	-	-	-	-	761	704	-	679	640	-
Stage 2	-	-	-	-	-	-	686	639	-	790	677	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.19	0.34	14.4	11.7
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	459	42	-	-	77	-	-	542
HCM Lane V/C Ratio	0.166	0.005	-	-	0.01	-	-	0.008
HCM Ctrl Dly (s/v)	14.4	7.9	0	-	7.8	0	-	11.7
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.6	0	-	-	0	-	-	0

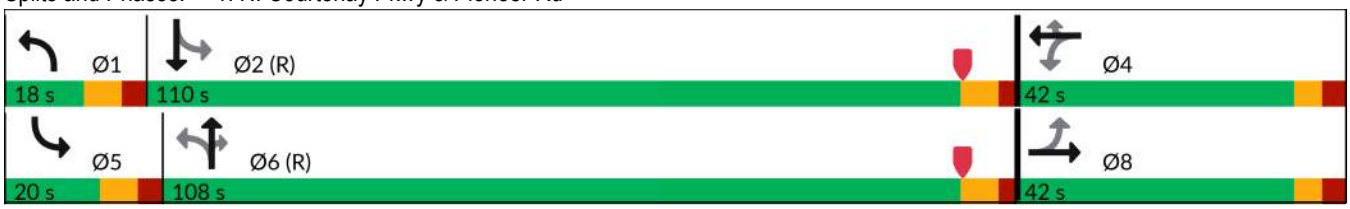
EXISTING DS

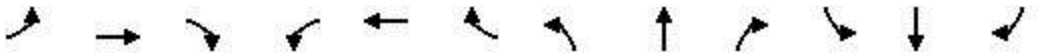
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	121	19	36	123	22	109	47	1404	77	100	1497	33
Future Volume (vph)	121	19	36	123	22	109	47	1404	77	100	1497	33
Confl. Peds. (#/hr)			4	4			2		1	1		2
Confl. Bikes (#/hr)												1
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	2%	6%	3%	2%	5%	4%	5%	2%	2%	2%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	189	0	0	156	117	51	1510	83	108	1645	0
Turn Type	Perm	NA		Perm	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	
Protected Phases		8			4		1	6		5	2	
Permitted Phases	8			4		4	6		6	2		
Detector Phase	8	8		4	4	4	1	6	6	5	2	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0	7.0	5.0	15.0	15.0	5.0	15.0	
Minimum Split (s)	41.7	41.7		40.7	40.7	40.7	12.8	30.8	30.8	12.8	32.8	
Total Split (s)	42.0	42.0		42.0	42.0	42.0	18.0	108.0	108.0	20.0	110.0	
Total Split (%)	24.7%	24.7%		24.7%	24.7%	24.7%	10.6%	63.5%	63.5%	11.8%	64.7%	
Maximum Green (s)	35.3	35.3		35.3	35.3	35.3	10.2	101.2	101.2	12.2	103.2	
Yellow Time (s)	3.7	3.7		3.7	3.7	3.7	4.8	4.8	4.8	4.8	4.8	
All-Red Time (s)	3.0	3.0		3.0	3.0	3.0	3.0	2.0	2.0	3.0	2.0	
Lost Time Adjust (s)		0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)		6.7			6.7	6.7	7.8	6.8	6.8	7.8	6.8	
Lead/Lag							Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.5	3.5		3.5	3.5	3.5	3.0	3.5	3.5	3.0	3.5	
Recall Mode	None	None		None	None	None	None	C-Min	C-Min	None	C-Min	
Walk Time (s)	7.0	7.0		7.0	7.0	7.0		7.0	7.0		7.0	
Flash Don't Walk (s)	28.0	28.0		27.0	27.0	27.0		17.0	17.0		19.0	
Pedestrian Calls (#/hr)	0	0		0	0	0		0	0		0	
Act Effct Green (s)		36.0			36.0	36.0	109.6	103.5	103.5	115.1	108.3	
Actuated g/C Ratio		0.21			0.21	0.21	0.64	0.61	0.61	0.68	0.64	
v/c Ratio		0.89			0.62	0.29	0.34	0.73	0.09	0.55	0.76	
Control Delay (s/veh)		100.2			72.0	10.2	14.8	26.5	3.8	20.7	25.9	
Queue Delay		0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay (s/veh)		100.2			72.0	10.2	14.8	26.5	3.8	20.7	25.9	
LOS		F			E	B	B	C	A	C	C	
Approach Delay (s/veh)		100.2			45.5			25.0			25.5	
Approach LOS		F			D			C			C	
Queue Length 50th (ft)		192			153	0	18	653	4	40	744	
Queue Length 95th (ft)		#364			249	58	31	709	29	63	781	
Internal Link Dist (ft)		649			211			778			658	
Turn Bay Length (ft)						125	150		105	245		
Base Capacity (vph)		220			262	421	183	2095	944	225	2185	
Starvation Cap Reductn		0			0	0	0	0	0	0	0	
Spillback Cap Reductn		0			0	0	0	0	0	0	0	
Storage Cap Reductn		0			0	0	0	0	0	0	0	
Reduced v/c Ratio		0.86			0.60	0.28	0.28	0.72	0.09	0.48	0.75	

Intersection Summary	
Cycle Length: 170	
Actuated Cycle Length: 170	
Offset: 105 (62%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow	
Natural Cycle: 110	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.89	
Intersection Signal Delay (s/veh): 30.4	Intersection LOS: C
Intersection Capacity Utilization 82.6%	ICU Level of Service E
Analysis Period (min) 15	

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

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





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	121	19	36	123	22	109	47	1404	77	100	1497	33
Future Volume (veh/h)	121	19	36	123	22	109	47	1404	77	100	1497	33
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1811	1856	1870	1826	1841	1826	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	130	20	34	132	24	72	51	1510	53	108	1610	34
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	6	3	2	5	4	5	2	2	2	2	2
Cap, veh/h	193	24	41	202	30	221	298	2494	1111	255	2509	53
Arrive On Green	0.14	0.14	0.14	0.14	0.14	0.14	0.03	0.70	0.70	0.06	1.00	1.00
Sat Flow, veh/h	1101	169	288	1144	208	1547	1739	3554	1583	1781	3557	75
Grp Volume(v), veh/h	184	0	0	156	0	72	51	1510	53	108	803	841
Grp Sat Flow(s),veh/h/ln	1559	0	0	1352	0	1547	1739	1777	1583	1781	1777	1855
Q Serve(g_s), s	0.0	0.0	0.0	0.1	0.0	7.1	1.4	37.4	1.8	3.0	0.0	0.0
Cycle Q Clear(g_c), s	19.0	0.0	0.0	19.1	0.0	7.1	1.4	37.4	1.8	3.0	0.0	0.0
Prop In Lane	0.71		0.18	0.85		1.00	1.00		1.00	1.00		0.04
Lane Grp Cap(c), veh/h	258	0	0	232	0	221	298	2494	1111	255	1253	1308
V/C Ratio(X)	0.71	0.00	0.00	0.67	0.00	0.33	0.17	0.61	0.05	0.42	0.64	0.64
Avail Cap(c_a), veh/h	350	0	0	321	0	321	355	2494	1111	329	1253	1308
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	70.6	0.0	0.0	70.7	0.0	65.5	6.4	13.1	7.8	12.2	0.0	0.0
Incr Delay (d2), s/veh	5.0	0.0	0.0	4.0	0.0	1.0	0.3	1.1	0.1	1.1	2.5	2.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	12.9	0.0	0.0	11.2	0.0	5.2	0.9	20.4	1.1	2.0	1.6	1.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	75.6	0.0	0.0	74.7	0.0	66.6	6.7	14.2	7.9	13.3	2.5	2.4
LnGrp LOS	E			E		E	A	B	A	B	A	A
Approach Vol, veh/h		184			228			1614			1752	
Approach Delay, s/veh		75.6			72.1			13.8			3.1	
Approach LOS		E			E			B			A	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	12.4	126.7		30.9	12.9	126.1		30.9				
Change Period (Y+Rc), s	7.8	6.8		6.7	7.8	6.8		6.7				
Max Green Setting (Gmax), s	10.2	103.2		35.3	12.2	101.2		35.3				
Max Q Clear Time (g_c+I1), s	3.4	2.0		21.1	5.0	39.4		21.0				
Green Ext Time (p_c), s	0.0	25.2		1.1	0.1	21.4		1.0				

Intersection Summary		
HCM 7th Control Delay, s/veh	15.4	
HCM 7th LOS	B	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	3	125	34	3	141	1	59	0	7	2	0	8
Future Volume (vph)	3	125	34	3	141	1	59	0	7	2	0	8
Confl. Bikes (#/hr)												1
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	2%	2%	2%	2%	4%	100%	2%	2%	2%	2%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	180	0	0	161	0	0	74	0	0	11	0
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Control Type: Unsignalized			
Intersection Capacity Utilization 27.2%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	2.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	3	125	34	3	141	1	59	0	7	2	0	8
Future Vol, veh/h	3	125	34	3	141	1	59	0	7	2	0	8
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	4	100	2	2	2	2	2	2
Mvmt Flow	3	139	38	3	157	1	66	0	8	2	0	9

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	158	0	0	177	0	0	328	329	158	309	347	157
Stage 1	-	-	-	-	-	-	164	164	-	164	164	-
Stage 2	-	-	-	-	-	-	163	164	-	146	183	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1422	-	-	1399	-	-	625	590	888	643	576	888
Stage 1	-	-	-	-	-	-	838	762	-	838	763	-
Stage 2	-	-	-	-	-	-	839	762	-	857	748	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1422	-	-	1399	-	-	616	587	888	634	573	888
Mov Cap-2 Maneuver	-	-	-	-	-	-	616	587	-	634	573	-
Stage 1	-	-	-	-	-	-	835	760	-	836	761	-
Stage 2	-	-	-	-	-	-	828	760	-	847	746	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.14	0.16	11.39	9.44
HCM LOS			B	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	637	32	-	-	37	-	-	822
HCM Lane V/C Ratio	0.115	0.002	-	-	0.002	-	-	0.014
HCM Ctrl Dly (s/v)	11.4	7.5	0	-	7.6	0	-	9.4
HCM Lane LOS	B	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0.4	0	-	-	0	-	-	0

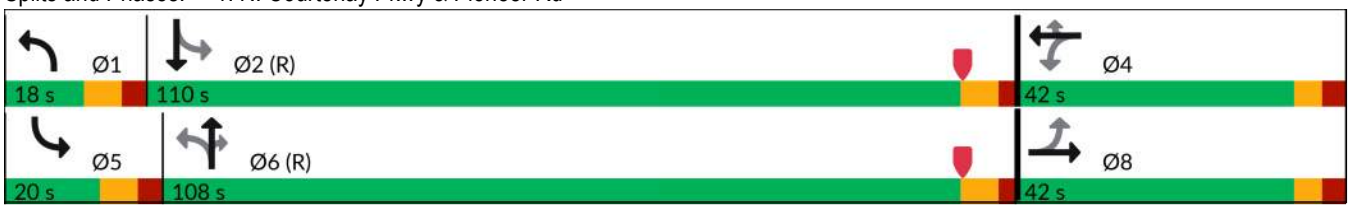
EXISTING PM

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	110	21	30	108	19	101	39	1416	100	106	1537	33
Future Volume (vph)	110	21	30	108	19	101	39	1416	100	106	1537	33
Confl. Peds. (#/hr)	2					2	2		3	3		2
Confl. Bikes (#/hr)												2
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	6%	2%	4%	2%	2%	6%	11%	2%	2%	2%	2%	3%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	164	0	0	129	103	40	1445	102	108	1602	0
Turn Type	Perm	NA		Perm	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	
Protected Phases		8			4		1	6		5	2	
Permitted Phases	8			4		4	6		6	2		
Detector Phase	8	8		4	4	4	1	6	6	5	2	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0	7.0	5.0	15.0	15.0	5.0	15.0	
Minimum Split (s)	41.7	41.7		40.7	40.7	40.7	12.8	30.8	30.8	12.8	32.8	
Total Split (s)	42.0	42.0		42.0	42.0	42.0	18.0	108.0	108.0	20.0	110.0	
Total Split (%)	24.7%	24.7%		24.7%	24.7%	24.7%	10.6%	63.5%	63.5%	11.8%	64.7%	
Maximum Green (s)	35.3	35.3		35.3	35.3	35.3	10.2	101.2	101.2	12.2	103.2	
Yellow Time (s)	3.7	3.7		3.7	3.7	3.7	4.8	4.8	4.8	4.8	4.8	
All-Red Time (s)	3.0	3.0		3.0	3.0	3.0	3.0	2.0	2.0	3.0	2.0	
Lost Time Adjust (s)		0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)		6.7			6.7	6.7	7.8	6.8	6.8	7.8	6.8	
Lead/Lag							Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.5	3.5		3.5	3.5	3.5	3.0	3.5	3.5	3.0	3.5	
Recall Mode	None	None		None	None	None	None	C-Min	C-Min	None	C-Min	
Walk Time (s)	7.0	7.0		7.0	7.0	7.0		7.0	7.0		7.0	
Flash Don't Walk (s)	28.0	28.0		27.0	27.0	27.0		17.0	17.0		19.0	
Pedestrian Calls (#/hr)	0	0		0	0	0		0	0		0	
Act Effct Green (s)		30.3			30.3	30.3	115.5	109.7	109.7	120.7	114.3	
Actuated g/C Ratio		0.18			0.18	0.18	0.68	0.65	0.65	0.71	0.67	
v/c Ratio		0.88			0.60	0.30	0.24	0.65	0.10	0.48	0.70	
Control Delay (s/veh)		105.2			74.8	11.3	11.1	21.4	4.9	11.0	10.1	
Queue Delay		0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay (s/veh)		105.2			74.8	11.3	11.1	21.4	4.9	11.0	10.1	
LOS		F			E	B	B	C	A	B	B	
Approach Delay (s/veh)		105.2			46.6			20.1			10.1	
Approach LOS		F			D			C			B	
Queue Length 50th (ft)		173			132	0	12	510	11	16	134	
Queue Length 95th (ft)		#282			205	55	26	654	40	m14	m652	
Internal Link Dist (ft)		649			211			778			658	
Turn Bay Length (ft)						125	150		105	245		
Base Capacity (vph)		219			255	386	199	2208	984	260	2292	
Starvation Cap Reductn		0			0	0	0	0	0	0	0	
Spillback Cap Reductn		0			0	0	0	0	0	0	0	
Storage Cap Reductn		0			0	0	0	0	0	0	0	
Reduced v/c Ratio		0.75			0.51	0.27	0.20	0.65	0.10	0.42	0.70	

Intersection Summary	
Cycle Length: 170	
Actuated Cycle Length: 170	
Offset: 105 (62%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow	
Natural Cycle: 110	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.88	
Intersection Signal Delay (s/veh): 20.9	Intersection LOS: C
Intersection Capacity Utilization 81.1%	ICU Level of Service D
Analysis Period (min) 15	

\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	110	21	30	108	19	101	39	1416	100	106	1537	33
Future Volume (veh/h)	110	21	30	108	19	101	39	1416	100	106	1537	33
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1811	1870	1841	1870	1870	1811	1737	1870	1870	1870	1870	1856
Adj Flow Rate, veh/h	112	21	26	110	19	63	40	1445	73	108	1568	33
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	6	2	4	2	2	6	11	2	2	2	2	3
Cap, veh/h	172	25	32	180	24	182	298	2581	1149	280	2599	55
Arrive On Green	0.12	0.12	0.12	0.12	0.12	0.12	0.02	0.73	0.73	0.06	1.00	1.00
Sat Flow, veh/h	1139	214	264	1182	204	1527	1654	3554	1582	1781	3557	75
Grp Volume(v), veh/h	159	0	0	129	0	63	40	1445	73	108	782	819
Grp Sat Flow(s),veh/h/ln	1617	0	0	1387	0	1527	1654	1777	1582	1781	1777	1855
Q Serve(g_s), s	0.4	0.0	0.0	0.0	0.0	6.4	1.0	31.9	2.3	2.8	0.0	0.0
Cycle Q Clear(g_c), s	15.9	0.0	0.0	15.4	0.0	6.4	1.0	31.9	2.3	2.8	0.0	0.0
Prop In Lane	0.70		0.16	0.85		1.00	1.00		1.00	1.00		0.04
Lane Grp Cap(c), veh/h	229	0	0	204	0	182	298	2581	1149	280	1298	1355
V/C Ratio(X)	0.69	0.00	0.00	0.63	0.00	0.35	0.13	0.56	0.06	0.39	0.60	0.60
Avail Cap(c_a), veh/h	359	0	0	329	0	317	356	2581	1149	355	1298	1355
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	72.9	0.0	0.0	72.8	0.0	68.8	5.4	10.7	6.7	9.4	0.0	0.0
Incr Delay (d2), s/veh	4.5	0.0	0.0	3.8	0.0	1.4	0.2	0.9	0.1	0.9	2.1	2.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	11.5	0.0	0.0	9.6	0.0	4.7	0.6	17.3	1.3	1.7	1.3	1.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	77.4	0.0	0.0	76.6	0.0	70.1	5.6	11.6	6.8	10.3	2.1	2.0
LnGrp LOS	E			E		E	A	B	A	B	A	A
Approach Vol, veh/h		159			192			1558			1709	
Approach Delay, s/veh		77.4			74.5			11.2			2.6	
Approach LOS		E			E			B			A	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	12.0	131.0		27.0	12.8	130.3		27.0				
Change Period (Y+Rc), s	7.8	6.8		6.7	7.8	6.8		6.7				
Max Green Setting (Gmax), s	10.2	103.2		35.3	12.2	101.2		35.3				
Max Q Clear Time (g_c+I1), s	3.0	2.0		17.4	4.8	33.9		17.9				
Green Ext Time (p_c), s	0.0	23.5		1.0	0.1	20.3		0.9				

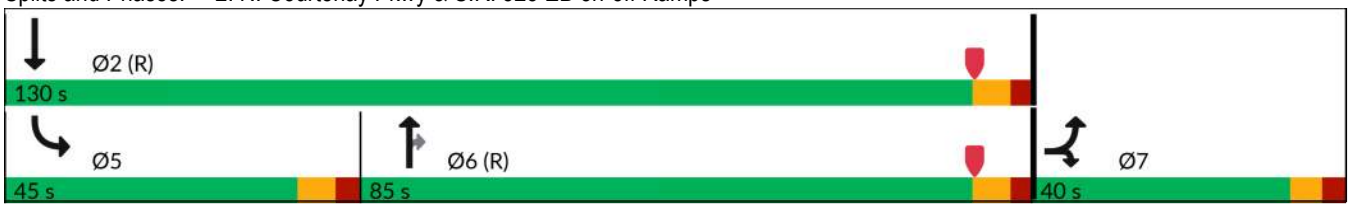
Intersection Summary	
HCM 7th Control Delay, s/veh	13.4
HCM 7th LOS	B

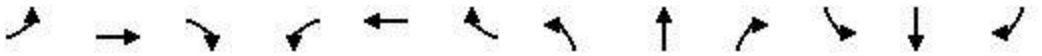
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	411	0	685	0	0	0	0	1282	282	352	1158	0
Future Volume (vph)	411	0	685	0	0	0	0	1282	282	352	1158	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	3%	2%	2%	2%	2%	2%	3%	2%	2%	2%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	424	0	706	0	0	0	0	1322	291	363	1194	0
Turn Type	Prot		Prot					NA	Perm	Prot	NA	
Protected Phases	7		7					6		5	2	
Permitted Phases									6			
Detector Phase	7		7					6	6	5	2	
Switch Phase												
Minimum Initial (s)	5.0		5.0					12.0	12.0	5.0	12.0	
Minimum Split (s)	12.1		12.1					25.4	25.4	25.8	25.4	
Total Split (s)	40.0		40.0					85.0	85.0	45.0	130.0	
Total Split (%)	23.5%		23.5%					50.0%	50.0%	26.5%	76.5%	
Maximum Green (s)	32.9		32.9					77.6	77.6	37.2	122.6	
Yellow Time (s)	4.1		4.1					4.8	4.8	4.8	4.8	
All-Red Time (s)	3.0		3.0					2.6	2.6	3.0	2.6	
Lost Time Adjust (s)	0.0		0.0					0.0	0.0	0.0	0.0	
Total Lost Time (s)	7.1		7.1					7.4	7.4	7.8	7.4	
Lead/Lag								Lag	Lag	Lead		
Lead-Lag Optimize?								Yes	Yes	Yes		
Vehicle Extension (s)	3.0		3.0					4.0	4.0	4.0	4.0	
Recall Mode	None		None					C-Max	C-Max	None	C-Max	
Act Effct Green (s)	32.9		32.9					77.6	77.6	37.2	122.6	
Actuated g/C Ratio	0.19		0.19					0.46	0.46	0.22	0.72	
v/c Ratio	0.64		0.99					0.59	0.34	1.01	0.50	
Control Delay (s/veh)	68.4		78.1					25.7	3.5	89.6	6.7	
Queue Delay	0.0		0.0					0.5	0.0	18.4	0.4	
Total Delay (s/veh)	68.4		78.1					26.2	3.5	107.9	7.1	
LOS	E		E					C	A	F	A	
Approach Delay (s/veh)		74.4						22.1			30.6	
Approach LOS		E						C			C	
Queue Length 50th (ft)	227		333					412	36	~296	159	
Queue Length 95th (ft)	289		#487					231	27	#618	174	
Internal Link Dist (ft)		674			677			1602			365	
Turn Bay Length (ft)	385		385						725			
Base Capacity (vph)	658		712					2244	857	361	2382	
Starvation Cap Reductn	0		0					0	0	20	589	
Spillback Cap Reductn	0		0					434	0	0	0	
Storage Cap Reductn	0		0					0	0	0	0	
Reduced v/c Ratio	0.64		0.99					0.73	0.34	1.06	0.67	

Intersection Summary
Cycle Length: 170
Actuated Cycle Length: 170
Offset: 99 (58%), Referenced to phase 2:SBT and 6:NBT, Start of Yellow
Natural Cycle: 90

Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.01
Intersection Signal Delay (s/veh): 38.9 Intersection LOS: D
Intersection Capacity Utilization 106.9% ICU Level of Service G
Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

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





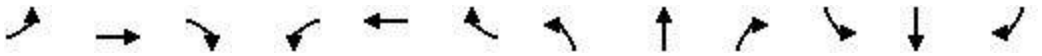
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	411	0	685	0	0	0	0	1282	282	352	1158	0
Future Volume (veh/h)	411	0	685	0	0	0	0	1282	282	352	1158	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1856	0	1870				0	1870	1870	1870	1870	0
Adj Flow Rate, veh/h	424	0	0				0	1322	0	363	1194	0
Peak Hour Factor	0.97	0.97	0.97				0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	3	0	2				0	2	2	2	2	0
Cap, veh/h	480	0					0	2640		377	2753	0
Arrive On Green	0.14	0.00	0.00				0.00	1.00	0.00	0.42	1.00	0.00
Sat Flow, veh/h	3428	0	2790				0	5274	1585	1781	3647	0
Grp Volume(v), veh/h	424	0	0				0	1322	0	363	1194	0
Grp Sat Flow(s),veh/h/ln	1714	0	1395				0	1702	1585	1781	1777	0
Q Serve(g_s), s	20.6	0.0	0.0				0.0	0.0	0.0	33.7	0.0	0.0
Cycle Q Clear(g_c), s	20.6	0.0	0.0				0.0	0.0	0.0	33.7	0.0	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	480	0					0	2640		377	2753	0
V/C Ratio(X)	0.88	0.00					0.00	0.50		0.96	0.43	0.00
Avail Cap(c_a), veh/h	663	0					0	2640		390	2753	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	2.00	2.00	2.00	2.00	1.00
Upstream Filter(I)	1.00	0.00	0.00				0.00	1.00	0.00	0.78	0.78	0.00
Uniform Delay (d), s/veh	71.7	0.0	0.0				0.0	0.0	0.0	48.4	0.0	0.0
Incr Delay (d2), s/veh	10.3	0.0	0.0				0.0	0.7	0.0	30.7	0.4	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	15.0	0.0	0.0				0.0	0.3	0.0	21.2	0.3	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	82.0	0.0	0.0				0.0	0.7	0.0	79.0	0.4	0.0
LnGrp LOS	F							A		E	A	
Approach Vol, veh/h		424						1322			1557	
Approach Delay, s/veh		82.0						0.7			18.7	
Approach LOS		F						A			B	

Timer - Assigned Phs		2		4	5	6						
Phs Duration (G+Y+Rc), s		139.1		30.9	43.8	95.3						
Change Period (Y+Rc), s		7.4		7.1	7.8	7.4						
Max Green Setting (Gmax), s		122.6		32.9	37.2	77.6						
Max Q Clear Time (g_c+I1), s		2.0		22.6	35.7	2.0						
Green Ext Time (p_c), s		17.9		1.2	0.3	19.6						

Intersection Summary												
HCM 7th Control Delay, s/veh			19.6									
HCM 7th LOS			B									

Notes

Unsignalized Delay for [NBR, EBR] is excluded from calculations of the approach delay and intersection delay.

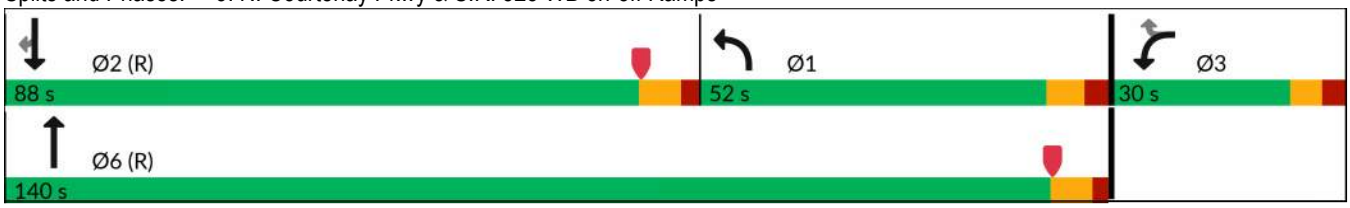


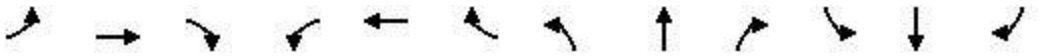
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	337	0	299	669	1055	0	0	1234	961
Future Volume (vph)	0	0	0	337	0	299	669	1055	0	0	1234	961
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	2%	2%	2%	2%	2%	4%	3%	3%	2%	2%	2%	3%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	355	0	315	704	1111	0	0	1299	1012
Turn Type				Prot		Perm	Prot	NA			NA	Perm
Protected Phases				3			1	6			2	
Permitted Phases						3						2
Detector Phase				3		3	1	6			2	2
Switch Phase												
Minimum Initial (s)				7.0		7.0	5.0	12.0			12.0	12.0
Minimum Split (s)				14.0		14.0	22.5	22.5			22.5	22.5
Total Split (s)				30.0		30.0	52.0	140.0			88.0	88.0
Total Split (%)				17.6%		17.6%	30.6%	82.4%			51.8%	51.8%
Maximum Green (s)				23.0		23.0	44.1	132.5			80.5	80.5
Yellow Time (s)				4.0		4.0	4.8	5.3			5.3	5.3
All-Red Time (s)				3.0		3.0	3.1	2.2			2.2	2.2
Lost Time Adjust (s)				0.0		0.0	0.0	0.0			0.0	0.0
Total Lost Time (s)				7.0		7.0	7.9	7.5			7.5	7.5
Lead/Lag							Lag				Lead	Lead
Lead-Lag Optimize?							Yes				Yes	Yes
Vehicle Extension (s)				3.0		3.0	3.0	3.0			4.0	4.0
Recall Mode				None		None	Min	C-Max			C-Max	C-Max
Act Effct Green (s)				21.4		21.4	44.1	134.1			82.1	82.1
Actuated g/C Ratio				0.13		0.13	0.26	0.79			0.48	0.48
v/c Ratio				0.82		0.92	0.80	0.40			0.53	1.06
Control Delay (s/veh)				88.2		65.3	61.5	7.6			31.7	70.7
Queue Delay				0.0		0.0	29.5	0.2			0.0	0.0
Total Delay (s/veh)				88.2		65.3	91.0	7.8			31.8	70.7
LOS				F		E	F	A			C	E
Approach Delay (s/veh)					77.5			40.1			48.8	
Approach LOS					E			D			D	
Queue Length 50th (ft)				200		172	410	161			371	~998
Queue Length 95th (ft)				260		#352	483	180			416	#1269
Internal Link Dist (ft)		690			789			365			641	
Turn Bay Length (ft)				150		275						90
Base Capacity (vph)				464		355	882	2763			2454	959
Starvation Cap Reductn				0		0	208	721			0	0
Spillback Cap Reductn				0		0	0	0			80	0
Storage Cap Reductn				0		0	0	0			0	0
Reduced v/c Ratio				0.77		0.89	1.04	0.54			0.55	1.06

Intersection Summary
Cycle Length: 170
Actuated Cycle Length: 170
Offset: 62 (36%), Referenced to phase 2:SBT and 6:NBT, Start of Yellow
Natural Cycle: 140

Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.06
Intersection Signal Delay (s/veh): 49.5 Intersection LOS: D
Intersection Capacity Utilization 106.9% ICU Level of Service G
Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

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





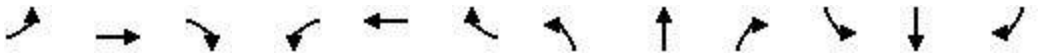
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	337	0	299	669	1055	0	0	1234	961
Future Volume (veh/h)	0	0	0	337	0	299	669	1055	0	0	1234	961
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Lane Width Adj.				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1870	0	1841	1856	1856	0	0	1870	1856
Adj Flow Rate, veh/h				355	0	167	704	1111	0	0	1299	808
Peak Hour Factor				0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %				2	0	4	3	3	0	0	2	3
Cap, veh/h				417	0	188	939	2791	0	0	2418	745
Arrive On Green				0.12	0.00	0.12	0.55	1.00	0.00	0.00	0.47	0.47
Sat Flow, veh/h				3456	0	1560	3428	3618	0	0	5274	1572
Grp Volume(v), veh/h				355	0	167	704	1111	0	0	1299	808
Grp Sat Flow(s),veh/h/ln				1728	0	1560	1714	1763	0	0	1702	1572
Q Serve(g_s), s				17.1	0.0	17.9	26.8	0.0	0.0	0.0	30.5	49.0
Cycle Q Clear(g_c), s				17.1	0.0	17.9	26.8	0.0	0.0	0.0	30.5	49.0
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				417	0	188	939	2791	0	0	2418	745
V/C Ratio(X)				0.85	0.00	0.89	0.75	0.40	0.00	0.00	0.54	1.09
Avail Cap(c_a), veh/h				468	0	211	939	2791	0	0	2418	745
HCM Platoon Ratio				1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	0.77	0.77	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				73.2	0.0	73.6	33.9	0.0	0.0	0.0	31.6	16.6
Incr Delay (d2), s/veh				12.9	0.0	31.3	2.6	0.3	0.0	0.0	0.9	58.5
Initial Q Delay(d3), s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln				12.8	0.0	13.5	13.1	0.2	0.0	0.0	18.4	38.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh				86.1	0.0	104.8	36.6	0.3	0.0	0.0	32.5	75.1
LnGrp LOS				F		F	D	A			C	F
Approach Vol, veh/h					522			1815			2107	
Approach Delay, s/veh					92.1			14.4			48.8	
Approach LOS					F			B			D	

Timer - Assigned Phs	1	2			6		8					
Phs Duration (G+Y+Rc), s	54.5	88.0			142.5		27.5					
Change Period (Y+Rc), s	7.9	7.5			* 7.9		7.0					
Max Green Setting (Gmax), s	44.1	80.5			* 1.3E+02		23.0					
Max Q Clear Time (g_c+I1), s	28.8	51.0			2.0		19.9					
Green Ext Time (p_c), s	2.3	20.9			9.7		0.6					

Intersection Summary		
HCM 7th Control Delay, s/veh	39.8	
HCM 7th LOS	D	

Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	4	131	34	1	121	0	60	0	3	0	0	7
Future Volume (vph)	4	131	34	1	121	0	60	0	3	0	0	7
Confl. Peds. (#/hr)	2					2	1		1	1		1
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	50%	2%	3%	2%	3%	2%	2%	2%	2%	2%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	179	0	0	130	0	0	67	0	0	7	0
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Control Type: Unsignalized			
Intersection Capacity Utilization 28.6%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	2.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	4	131	34	1	121	0	60	0	3	0	0	7
Future Vol, veh/h	4	131	34	1	121	0	60	0	3	0	0	7
Conflicting Peds, #/hr	2	0	0	0	0	2	1	0	1	1	0	1
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	50	2	3	2	3	2	2	2	2	2	2	2
Mvmt Flow	4	139	36	1	129	0	64	0	3	0	0	7

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	131	0	0	176	0	0	298	299	158	282	317	132
Stage 1	-	-	-	-	-	-	166	166	-	133	133	-
Stage 2	-	-	-	-	-	-	132	133	-	149	184	-
Critical Hdwy	4.6	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.65	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1206	-	-	1401	-	-	654	613	887	671	599	918
Stage 1	-	-	-	-	-	-	836	761	-	871	786	-
Stage 2	-	-	-	-	-	-	872	786	-	854	747	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1203	-	-	1401	-	-	645	609	886	663	595	915
Mov Cap-2 Maneuver	-	-	-	-	-	-	645	609	-	663	595	-
Stage 1	-	-	-	-	-	-	833	758	-	868	784	-
Stage 2	-	-	-	-	-	-	863	784	-	846	744	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.19	0.06	11.13	8.97
HCM LOS			B	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	654	41	-	-	15	-	-	915
HCM Lane V/C Ratio	0.102	0.004	-	-	0.001	-	-	0.008
HCM Ctrl Dly (s/v)	11.1	8	0	-	7.6	0	-	9
HCM Lane LOS	B	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0.3	0	-	-	0	-	-	0

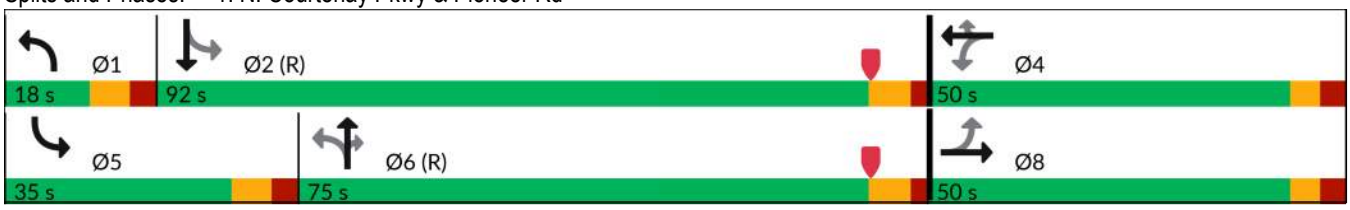
NO BUILD AM

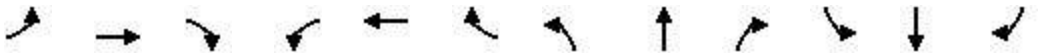
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	88	26	28	161	37	151	30	1013	80	191	1459	31
Future Volume (vph)	88	26	28	161	37	151	30	1013	80	191	1459	31
Confl. Peds. (#/hr)									1			
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	3%	4%	2%	2%	6%	2%	25%	3%	2%	2%	3%	7%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	157	0	0	218	166	33	1113	88	210	1637	0
Turn Type	Perm	NA		Perm	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	
Protected Phases		8			4		1	6		5	2	
Permitted Phases	8			4		4	6		6	2		
Detector Phase	8	8		4	4	4	1	6	6	5	2	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0	7.0	5.0	15.0	15.0	5.0	15.0	
Minimum Split (s)	41.7	41.7		40.7	40.7	40.7	12.8	30.8	30.8	12.8	32.8	
Total Split (s)	50.0	50.0		50.0	50.0	50.0	18.0	75.0	75.0	35.0	92.0	
Total Split (%)	31.3%	31.3%		31.3%	31.3%	31.3%	11.3%	46.9%	46.9%	21.9%	57.5%	
Maximum Green (s)	43.3	43.3		43.3	43.3	43.3	10.2	68.2	68.2	27.2	85.2	
Yellow Time (s)	3.7	3.7		3.7	3.7	3.7	4.8	4.8	4.8	4.8	4.8	
All-Red Time (s)	3.0	3.0		3.0	3.0	3.0	3.0	2.0	2.0	3.0	2.0	
Lost Time Adjust (s)		0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)		6.7			6.7	6.7	7.8	6.8	6.8	7.8	6.8	
Lead/Lag							Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.5	3.5		3.5	3.5	3.5	3.0	3.5	3.5	3.0	3.5	
Recall Mode	None	None		None	None	None	None	C-Min	C-Min	None	C-Min	
Walk Time (s)	7.0	7.0		7.0	7.0	7.0		7.0	7.0		7.0	
Flash Don't Walk (s)	28.0	28.0		27.0	27.0	27.0		17.0	17.0		19.0	
Pedestrian Calls (#/hr)	0	0		0	0	0		0	0		0	
Act Effct Green (s)		34.4			34.4	34.4	95.0	89.1	89.1	110.4	100.0	
Actuated g/C Ratio		0.22			0.22	0.22	0.59	0.56	0.56	0.69	0.63	
v/c Ratio		0.88			0.85	0.38	0.26	0.59	0.10	0.63	0.78	
Control Delay (s/veh)		98.8			87.9	12.9	16.7	27.3	1.0	19.8	35.7	
Queue Delay		0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay (s/veh)		98.8			87.9	12.9	16.7	27.3	1.0	19.8	35.7	
LOS		F			F	B	B	C	A	B	D	
Approach Delay (s/veh)		98.8			55.4			25.2			33.9	
Approach LOS		F			E			C			C	
Queue Length 50th (ft)		153			220	21	10	392	0	79	818	
Queue Length 95th (ft)		#252			308	83	27	588	8	m153	879	
Internal Link Dist (ft)		649			211			778			658	
Turn Bay Length (ft)						125	150		105	245		
Base Capacity (vph)		222			322	517	156	1887	891	444	2110	
Starvation Cap Reductn		0			0	0	0	0	0	0	0	
Spillback Cap Reductn		0			0	0	0	0	0	0	0	
Storage Cap Reductn		0			0	0	0	0	0	0	0	
Reduced v/c Ratio		0.71			0.68	0.32	0.21	0.59	0.10	0.47	0.78	

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 135 (84%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow
Natural Cycle: 120
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.88
Intersection Signal Delay (s/veh): 36.0 Intersection LOS: D
Intersection Capacity Utilization 77.8% ICU Level of Service D
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

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





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	88	26	28	161	37	151	30	1013	80	191	1459	31
Future Volume (veh/h)	88	26	28	161	37	151	30	1013	80	191	1459	31
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1841	1870	1870	1811	1870	1530	1856	1870	1870	1856	1796
Adj Flow Rate, veh/h	97	29	24	177	41	111	33	1113	40	210	1603	33
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	3	4	2	2	6	2	25	3	2	2	3	7
Cap, veh/h	218	64	47	240	46	291	236	2192	985	372	2328	48
Arrive On Green	0.18	0.18	0.18	0.18	0.18	0.18	0.02	0.62	0.62	0.12	1.00	1.00
Sat Flow, veh/h	985	350	254	1083	251	1585	1457	3526	1584	1781	3533	73
Grp Volume(v), veh/h	150	0	0	218	0	111	33	1113	40	210	799	837
Grp Sat Flow(s),veh/h/ln	1589	0	0	1334	0	1585	1457	1763	1584	1781	1763	1842
Q Serve(g_s), s	0.0	0.0	0.0	12.3	0.0	9.8	1.3	27.9	1.6	7.3	0.0	0.0
Cycle Q Clear(g_c), s	13.4	0.0	0.0	25.7	0.0	9.8	1.3	27.9	1.6	7.3	0.0	0.0
Prop In Lane	0.65		0.16	0.81		1.00	1.00		1.00	1.00		0.04
Lane Grp Cap(c), veh/h	329	0	0	286	0	291	236	2192	985	372	1162	1214
V/C Ratio(X)	0.46	0.00	0.00	0.76	0.00	0.38	0.14	0.51	0.04	0.56	0.69	0.69
Avail Cap(c_a), veh/h	455	0	0	406	0	429	294	2192	985	566	1162	1214
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	58.7	0.0	0.0	64.0	0.0	57.3	10.3	16.7	11.7	12.4	0.0	0.0
Incr Delay (d2), s/veh	1.2	0.0	0.0	6.0	0.0	1.0	0.3	0.8	0.1	1.3	3.3	3.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	9.5	0.0	0.0	14.2	0.0	7.3	0.8	16.5	1.0	4.4	1.9	2.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	59.9	0.0	0.0	70.0	0.0	58.3	10.5	17.6	11.8	13.7	3.3	3.2
LnGrp LOS	E			E		E	B	B	B	B	A	A
Approach Vol, veh/h		150			329			1186			1846	
Approach Delay, s/veh		59.9			66.1			17.2			4.5	
Approach LOS		E			E			B			A	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	11.6	112.2		36.1	17.6	106.3		36.1				
Change Period (Y+Rc), s	7.8	6.8		6.7	7.8	6.8		6.7				
Max Green Setting (Gmax), s	10.2	85.2		43.3	27.2	68.2		43.3				
Max Q Clear Time (g_c+I1), s	3.3	2.0		27.7	9.3	29.9		15.4				
Green Ext Time (p_c), s	0.0	24.2		1.7	0.5	11.5		1.0				

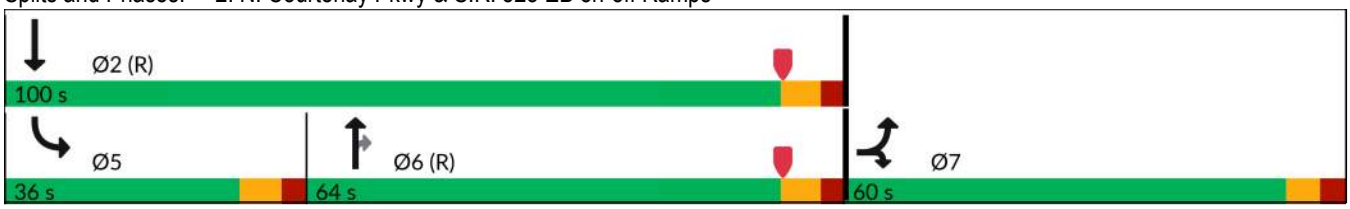
Intersection Summary			
HCM 7th Control Delay, s/veh		16.9	
HCM 7th LOS		B	

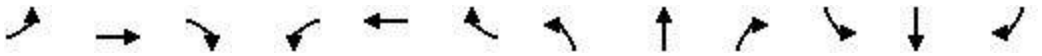
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	760	0	863	0	0	0	0	1048	316	243	927	0
Future Volume (vph)	760	0	863	0	0	0	0	1048	316	243	927	0
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	6%	2%	2%	2%	2%	2%	2%	2%	2%	7%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	809	0	918	0	0	0	0	1115	336	259	986	0
Turn Type	Prot		Prot					NA	Perm	Prot	NA	
Protected Phases	7		7					6		5	2	
Permitted Phases									6			
Detector Phase	7		7					6	6	5	2	
Switch Phase												
Minimum Initial (s)	5.0		5.0					12.0	12.0	5.0	12.0	
Minimum Split (s)	12.1		12.1					25.4	25.4	25.8	25.4	
Total Split (s)	60.0		60.0					64.0	64.0	36.0	100.0	
Total Split (%)	37.5%		37.5%					40.0%	40.0%	22.5%	62.5%	
Maximum Green (s)	52.9		52.9					56.6	56.6	28.2	92.6	
Yellow Time (s)	4.1		4.1					4.8	4.8	4.8	4.8	
All-Red Time (s)	3.0		3.0					2.6	2.6	3.0	2.6	
Lost Time Adjust (s)	0.0		0.0					0.0	0.0	0.0	0.0	
Total Lost Time (s)	7.1		7.1					7.4	7.4	7.8	7.4	
Lead/Lag								Lag	Lag	Lead		
Lead-Lag Optimize?								Yes	Yes	Yes		
Vehicle Extension (s)	3.0		3.0					4.0	4.0	4.0	4.0	
Recall Mode	None		None					C-Max	C-Max	None	C-Max	
Act Effct Green (s)	49.9		49.9					59.1	59.1	28.6	95.6	
Actuated g/C Ratio	0.31		0.31					0.37	0.37	0.18	0.60	
v/c Ratio	0.78		0.91					0.61	0.43	0.92	0.50	
Control Delay (s/veh)	56.0		54.3					55.1	20.9	81.7	14.7	
Queue Delay	1.9		0.0					1.1	0.0	0.0	0.5	
Total Delay (s/veh)	57.9		54.3					56.2	20.9	81.7	15.2	
LOS	E		D					E	C	F	B	
Approach Delay (s/veh)		56.0						48.1			29.0	
Approach LOS		E						D			C	
Queue Length 50th (ft)	388		419					439	131	274	403	
Queue Length 95th (ft)	467		525					482	256	#455	471	
Internal Link Dist (ft)		674			677			1602			365	
Turn Bay Length (ft)	385		385						725			
Base Capacity (vph)	1092		1056					1817	777	284	1972	
Starvation Cap Reductn	0		0					0	0	0	516	
Spillback Cap Reductn	148		0					434	0	0	0	
Storage Cap Reductn	0		0					0	0	0	0	
Reduced v/c Ratio	0.86		0.87					0.81	0.43	0.91	0.68	

Intersection Summary
Cycle Length: 160
Actuated Cycle Length: 160
Offset: 73 (46%), Referenced to phase 2:SBT and 6:NBT, Start of Yellow
Natural Cycle: 90

Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.92
Intersection Signal Delay (s/veh): 45.8 Intersection LOS: D
Intersection Capacity Utilization 118.3% ICU Level of Service H
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

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



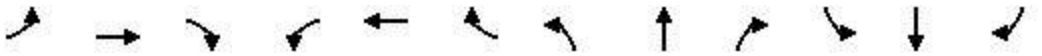


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	760	0	863	0	0	0	0	1048	316	243	927	0
Future Volume (veh/h)	760	0	863	0	0	0	0	1048	316	243	927	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1811	0	1870				0	1870	1870	1796	1870	0
Adj Flow Rate, veh/h	809	0	0				0	1115	0	259	986	0
Peak Hour Factor	0.94	0.94	0.94				0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	6	0	2				0	2	2	7	2	0
Cap, veh/h	886	0					0	2202		282	2291	0
Arrive On Green	0.26	0.00	0.00				0.00	0.14	0.00	0.05	0.21	0.00
Sat Flow, veh/h	3346	0	2790				0	5274	1585	1711	3647	0
Grp Volume(v), veh/h	809	0	0				0	1115	0	259	986	0
Grp Sat Flow(s),veh/h/ln	1673	0	1395				0	1702	1585	1711	1777	0
Q Serve(g_s), s	37.5	0.0	0.0				0.0	32.3	0.0	24.1	38.5	0.0
Cycle Q Clear(g_c), s	37.5	0.0	0.0				0.0	32.3	0.0	24.1	38.5	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	886	0					0	2202		282	2291	0
V/C Ratio(X)	0.91	0.00					0.00	0.51		0.92	0.43	0.00
Avail Cap(c_a), veh/h	1106	0					0	2202		302	2291	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	0.33	0.33	0.33	0.33	1.00
Upstream Filter(I)	1.00	0.00	0.00				0.00	1.00	0.00	0.89	0.89	0.00
Uniform Delay (d), s/veh	57.0	0.0	0.0				0.0	52.9	0.0	74.6	37.5	0.0
Incr Delay (d2), s/veh	9.9	0.0	0.0				0.0	0.8	0.0	29.0	0.5	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	24.0	0.0	0.0				0.0	21.3	0.0	19.1	25.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	66.9	0.0	0.0				0.0	53.7	0.0	103.6	38.1	0.0
LnGrp LOS	E							D		F	D	
Approach Vol, veh/h		809						1115			1245	
Approach Delay, s/veh		66.9						53.7			51.7	
Approach LOS		E						D			D	

Timer - Assigned Phs		2		4	5	6						
Phs Duration (G+Y+Rc), s		110.5		49.5	34.2	76.4						
Change Period (Y+Rc), s		7.4		7.1	7.8	7.4						
Max Green Setting (Gmax), s		92.6		52.9	28.2	56.6						
Max Q Clear Time (g_c+I1), s		40.5		39.5	26.1	34.3						
Green Ext Time (p_c), s		12.1		2.8	0.2	10.3						

Intersection Summary	
HCM 7th Control Delay, s/veh	56.3
HCM 7th LOS	E

Notes
Unsignalized Delay for [NBR, EBR] is excluded from calculations of the approach delay and intersection delay.

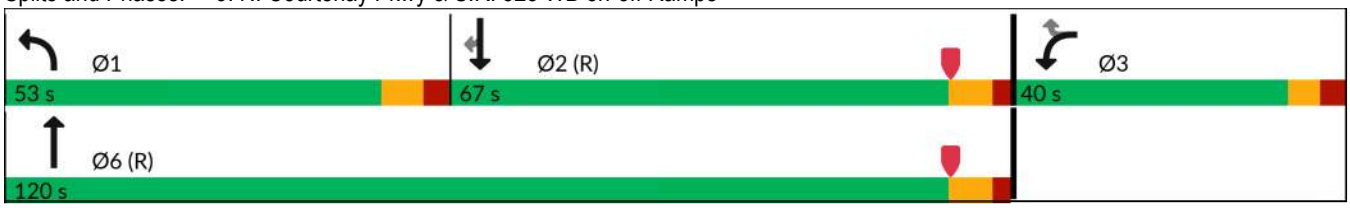


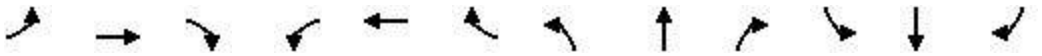
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	227	0	410	490	1462	0	0	1043	474
Future Volume (vph)	0	0	0	227	0	410	490	1462	0	0	1043	474
Confl. Peds. (#/hr)						1						
Confl. Bikes (#/hr)												1
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	2%	2%	2%	2%	2%	4%	3%	4%	2%	2%	4%	10%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	244	0	441	527	1572	0	0	1122	510
Turn Type				Prot		Perm	Prot	NA			NA	Perm
Protected Phases				3			1	6			2	
Permitted Phases						3						2
Detector Phase				3		3	1	6			2	2
Switch Phase												
Minimum Initial (s)				7.0		7.0	5.0	12.0			12.0	12.0
Minimum Split (s)				14.0		14.0	22.5	22.5			22.5	22.5
Total Split (s)				40.0		40.0	53.0	120.0			67.0	67.0
Total Split (%)				25.0%		25.0%	33.1%	75.0%			41.9%	41.9%
Maximum Green (s)				33.0		33.0	45.1	112.5			59.5	59.5
Yellow Time (s)				4.0		4.0	4.8	5.3			5.3	5.3
All-Red Time (s)				3.0		3.0	3.1	2.2			2.2	2.2
Lost Time Adjust (s)				0.0		0.0	0.0	0.0			0.0	0.0
Total Lost Time (s)				7.0		7.0	7.9	7.5			7.5	7.5
Lead/Lag							Lead				Lag	Lag
Lead-Lag Optimize?							Yes				Yes	Yes
Vehicle Extension (s)				3.0		3.0	3.0	3.0			4.0	4.0
Recall Mode				None		None	Min	C-Max			C-Max	C-Max
Act Effct Green (s)				33.0		33.0	30.3	112.5			74.3	74.3
Actuated g/C Ratio				0.21		0.21	0.19	0.70			0.46	0.46
v/c Ratio				0.34		1.15	0.82	0.64			0.48	0.65
Control Delay (s/veh)				55.9		137.7	65.6	31.6			31.1	24.0
Queue Delay				0.0		0.0	0.1	48.7			0.1	0.0
Total Delay (s/veh)				55.9		137.7	65.7	80.3			31.2	24.0
LOS				E		F	E	F			C	C
Approach Delay (s/veh)					108.6			76.6			29.0	
Approach LOS					F			E			C	
Queue Length 50th (ft)				113		~467	253	859			293	248
Queue Length 95th (ft)				157		#695	309	943			363	416
Internal Link Dist (ft)		690			789			365			641	
Turn Bay Length (ft)				150		275						90
Base Capacity (vph)				708		383	958	2440			2317	782
Starvation Cap Reductn				0		0	44	1114			0	0
Spillback Cap Reductn				0		0	0	0			337	0
Storage Cap Reductn				0		0	0	0			0	0
Reduced v/c Ratio				0.34		1.15	0.58	1.19			0.57	0.65

Intersection Summary
Cycle Length: 160
Actuated Cycle Length: 160

Offset: 25 (16%), Referenced to phase 2:SBT and 6:NBT, Start of Yellow
Natural Cycle: 70
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.15
Intersection Signal Delay (s/veh): 64.0 Intersection LOS: E
Intersection Capacity Utilization 118.3% ICU Level of Service H
Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

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

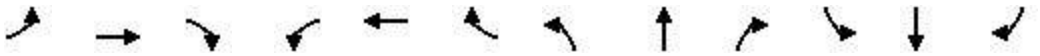




Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	227	0	410	490	1462	0	0	1043	474
Future Volume (veh/h)	0	0	0	227	0	410	490	1462	0	0	1043	474
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Lane Width Adj.				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		0.98
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1870	0	1841	1856	1841	0	0	1841	1752
Adj Flow Rate, veh/h				244	0	371	527	1572	0	0	1122	380
Peak Hour Factor				0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %				2	0	4	3	4	0	0	4	10
Cap, veh/h				713	0	322	583	2459	0	0	2431	703
Arrive On Green				0.21	0.00	0.21	0.34	1.00	0.00	0.00	0.48	0.48
Sat Flow, veh/h				3456	0	1560	3428	3589	0	0	5191	1454
Grp Volume(v), veh/h				244	0	371	527	1572	0	0	1122	380
Grp Sat Flow(s),veh/h/ln				1728	0	1560	1714	1749	0	0	1675	1454
Q Serve(g_s), s				9.6	0.0	33.0	23.4	0.0	0.0	0.0	23.7	29.2
Cycle Q Clear(g_c), s				9.6	0.0	33.0	23.4	0.0	0.0	0.0	23.7	29.2
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				713	0	322	583	2459	0	0	2431	703
V/C Ratio(X)				0.34	0.00	1.15	0.90	0.64	0.00	0.00	0.46	0.54
Avail Cap(c_a), veh/h				713	0	322	966	2459	0	0	2431	703
HCM Platoon Ratio				1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	0.67	0.67	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				54.2	0.0	63.5	51.5	0.0	0.0	0.0	27.5	28.9
Incr Delay (d2), s/veh				0.3	0.0	98.4	5.0	0.9	0.0	0.0	0.6	3.0
Initial Q Delay(d3), s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln				7.4	0.0	31.3	12.8	0.5	0.0	0.0	14.5	15.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh				54.5	0.0	161.9	56.5	0.9	0.0	0.0	28.1	31.8
LnGrp LOS				D		F	E	A			C	C
Approach Vol, veh/h					615			2099			1502	
Approach Delay, s/veh					119.3			14.8			29.0	
Approach LOS					F			B			C	

Timer - Assigned Phs	1	2				6		8				
Phs Duration (G+Y+Rc), s	35.1	84.9				120.0		40.0				
Change Period (Y+Rc), s	7.9	7.5				7.5		7.0				
Max Green Setting (Gmax), s	45.1	59.5				112.5		33.0				
Max Q Clear Time (g_c+I1), s	25.4	31.2				2.0		35.0				
Green Ext Time (p_c), s	1.8	14.6				18.8		0.0				

Intersection Summary		
HCM 7th Control Delay, s/veh		35.1
HCM 7th LOS		D



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	6	168	72	12	268	3	59	3	8	1	1	2
Future Volume (vph)	6	168	72	12	268	3	59	3	8	1	1	2
Confl. Peds. (#/hr)	6		3	3		6						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	2%	2%	4%	2%	2%	2%	2%	2%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	268	0	0	307	0	0	76	0	0	4	0
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Control Type: Unsignalized			
Intersection Capacity Utilization 37.3%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	6	168	72	12	268	3	59	3	8	1	1	2
Future Vol, veh/h	6	168	72	12	268	3	59	3	8	1	1	2
Conflicting Peds, #/hr	6	0	3	3	0	6	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	4	2	2	2	2	2	2	2
Mvmt Flow	7	183	78	13	291	3	64	3	9	1	1	2

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	301	0	0	264	0	0	556	564	225	522	602	299
Stage 1	-	-	-	-	-	-	238	238	-	325	325	-
Stage 2	-	-	-	-	-	-	318	327	-	197	277	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1261	-	-	1300	-	-	442	434	815	465	414	741
Stage 1	-	-	-	-	-	-	765	708	-	687	649	-
Stage 2	-	-	-	-	-	-	693	648	-	805	681	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1253	-	-	1296	-	-	430	423	812	446	403	736
Mov Cap-2 Maneuver	-	-	-	-	-	-	430	423	-	446	403	-
Stage 1	-	-	-	-	-	-	759	702	-	675	638	-
Stage 2	-	-	-	-	-	-	682	636	-	787	675	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.19	0.33	14.51	11.75
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	454	41	-	-	76	-	-	537
HCM Lane V/C Ratio	0.167	0.005	-	-	0.01	-	-	0.008
HCM Ctrl Dly (s/v)	14.5	7.9	0	-	7.8	0	-	11.8
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.6	0	-	-	0	-	-	0

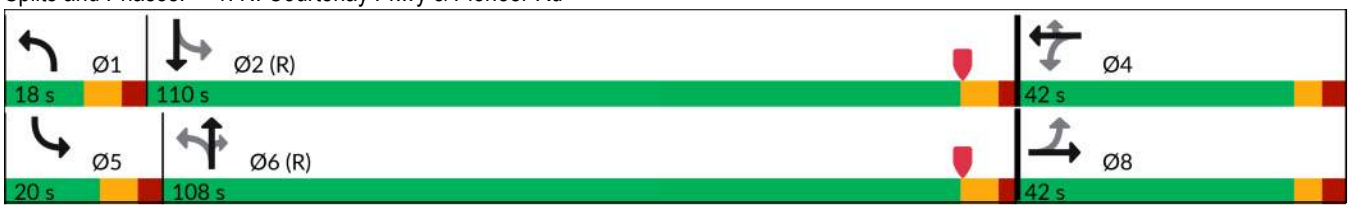
NO BUILD DS

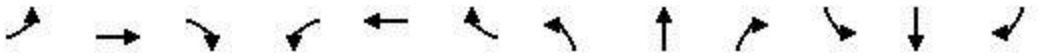
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	123	19	36	125	22	110	48	1433	79	101	1517	33
Future Volume (vph)	123	19	36	125	22	110	48	1433	79	101	1517	33
Confl. Peds. (#/hr)			4	4			2		1	1		2
Confl. Bikes (#/hr)												1
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	2%	6%	3%	2%	5%	4%	5%	2%	2%	2%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	191	0	0	158	118	52	1541	85	109	1666	0
Turn Type	Perm	NA		Perm	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	
Protected Phases		8			4		1	6		5	2	
Permitted Phases	8			4		4	6		6	2		
Detector Phase	8	8		4	4	4	1	6	6	5	2	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0	7.0	5.0	15.0	15.0	5.0	15.0	
Minimum Split (s)	41.7	41.7		40.7	40.7	40.7	12.8	30.8	30.8	12.8	32.8	
Total Split (s)	42.0	42.0		42.0	42.0	42.0	18.0	108.0	108.0	20.0	110.0	
Total Split (%)	24.7%	24.7%		24.7%	24.7%	24.7%	10.6%	63.5%	63.5%	11.8%	64.7%	
Maximum Green (s)	35.3	35.3		35.3	35.3	35.3	10.2	101.2	101.2	12.2	103.2	
Yellow Time (s)	3.7	3.7		3.7	3.7	3.7	4.8	4.8	4.8	4.8	4.8	
All-Red Time (s)	3.0	3.0		3.0	3.0	3.0	3.0	2.0	2.0	3.0	2.0	
Lost Time Adjust (s)		0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)		6.7			6.7	6.7	7.8	6.8	6.8	7.8	6.8	
Lead/Lag							Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.5	3.5		3.5	3.5	3.5	3.0	3.5	3.5	3.0	3.5	
Recall Mode	None	None		None	None	None	None	C-Min	C-Min	None	C-Min	
Walk Time (s)	7.0	7.0		7.0	7.0	7.0		7.0	7.0		7.0	
Flash Don't Walk (s)	28.0	28.0		27.0	27.0	27.0		17.0	17.0		19.0	
Pedestrian Calls (#/hr)	0	0		0	0	0		0	0		0	
Act Effct Green (s)		36.9			36.9	36.9	108.7	102.5	102.5	114.2	107.3	
Actuated g/C Ratio		0.22			0.22	0.22	0.64	0.60	0.60	0.67	0.63	
v/c Ratio		0.88			0.61	0.28	0.35	0.75	0.09	0.58	0.77	
Control Delay (s/veh)		97.3			71.1	10.1	15.8	27.8	3.9	24.9	27.0	
Queue Delay		0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay (s/veh)		97.3			71.1	10.1	15.8	27.8	3.9	24.9	27.0	
LOS		F			E	B	B	C	A	C	C	
Approach Delay (s/veh)		97.3			45.0			26.2			26.9	
Approach LOS		F			D			C			C	
Queue Length 50th (ft)		192			153	0	19	691	5	41	777	
Queue Length 95th (ft)		#368			252	58	31	735	30	75	802	
Internal Link Dist (ft)		649			211			778			658	
Turn Bay Length (ft)						125	150		105	245		
Base Capacity (vph)		223			266	426	176	2081	938	216	2171	
Starvation Cap Reductn		0			0	0	0	0	0	0	0	
Spillback Cap Reductn		0			0	0	0	0	0	0	0	
Storage Cap Reductn		0			0	0	0	0	0	0	0	
Reduced v/c Ratio		0.86			0.59	0.28	0.30	0.74	0.09	0.50	0.77	

Intersection Summary	
Cycle Length: 170	
Actuated Cycle Length: 170	
Offset: 105 (62%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow	
Natural Cycle: 120	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.88	
Intersection Signal Delay (s/veh): 31.3	Intersection LOS: C
Intersection Capacity Utilization 83.2%	ICU Level of Service E
Analysis Period (min) 15	

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

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

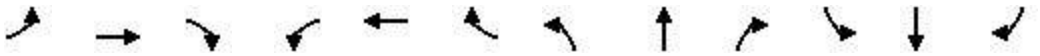




Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	123	19	36	125	22	110	48	1433	79	101	1517	33
Future Volume (veh/h)	123	19	36	125	22	110	48	1433	79	101	1517	33
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1811	1856	1870	1826	1841	1826	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	132	20	34	134	24	72	52	1541	55	109	1631	34
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	6	3	2	5	4	5	2	2	2	2	2
Cap, veh/h	195	24	41	204	30	222	293	2490	1109	247	2506	52
Arrive On Green	0.14	0.14	0.14	0.14	0.14	0.14	0.03	0.70	0.70	0.06	1.00	1.00
Sat Flow, veh/h	1107	168	285	1150	206	1547	1739	3554	1583	1781	3558	74
Grp Volume(v), veh/h	186	0	0	158	0	72	52	1541	55	109	813	852
Grp Sat Flow(s),veh/h/ln	1560	0	0	1356	0	1547	1739	1777	1583	1781	1777	1855
Q Serve(g_s), s	0.0	0.0	0.0	0.1	0.0	7.1	1.4	39.0	1.8	3.1	0.0	0.0
Cycle Q Clear(g_c), s	19.1	0.0	0.0	19.3	0.0	7.1	1.4	39.0	1.8	3.1	0.0	0.0
Prop In Lane	0.71		0.18	0.85		1.00	1.00		1.00	1.00		0.04
Lane Grp Cap(c), veh/h	260	0	0	234	0	222	293	2490	1109	247	1251	1306
V/C Ratio(X)	0.71	0.00	0.00	0.68	0.00	0.32	0.18	0.62	0.05	0.44	0.65	0.65
Avail Cap(c_a), veh/h	350	0	0	322	0	321	351	2490	1109	321	1251	1306
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	70.5	0.0	0.0	70.6	0.0	65.4	6.5	13.4	7.9	12.8	0.0	0.0
Incr Delay (d2), s/veh	5.1	0.0	0.0	4.1	0.0	1.0	0.3	1.2	0.1	1.2	2.6	2.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	13.0	0.0	0.0	11.3	0.0	5.2	0.9	21.1	1.1	2.2	1.6	1.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	75.7	0.0	0.0	74.7	0.0	66.4	6.8	14.6	8.0	14.1	2.6	2.5
LnGrp LOS	E			E		E	A	B	A	B	A	A
Approach Vol, veh/h		186			230			1648			1774	
Approach Delay, s/veh		75.7			72.1			14.1			3.3	
Approach LOS		E			E			B			A	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	12.4	126.5		31.1	13.0	125.9		31.1				
Change Period (Y+Rc), s	7.8	6.8		6.7	7.8	6.8		6.7				
Max Green Setting (Gmax), s	10.2	103.2		35.3	12.2	101.2		35.3				
Max Q Clear Time (g_c+I1), s	3.4	2.0		21.3	5.1	41.0		21.1				
Green Ext Time (p_c), s	0.0	26.0		1.1	0.1	22.0		1.0				

Intersection Summary												
HCM 7th Control Delay, s/veh			15.6									
HCM 7th LOS			B									



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	3	127	34	3	143	1	59	0	7	2	0	8
Future Volume (vph)	3	127	34	3	143	1	59	0	7	2	0	8
Confl. Bikes (#/hr)												1
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	2%	2%	2%	2%	4%	100%	2%	2%	2%	2%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	182	0	0	163	0	0	74	0	0	11	0
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Control Type: Unsignalized			
Intersection Capacity Utilization 27.3%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	2.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	3	127	34	3	143	1	59	0	7	2	0	8
Future Vol, veh/h	3	127	34	3	143	1	59	0	7	2	0	8
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	4	100	2	2	2	2	2	2
Mvmt Flow	3	141	38	3	159	1	66	0	8	2	0	9

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	160	0	0	179	0	0	332	333	160	314	352	159
Stage 1	-	-	-	-	-	-	167	167	-	166	166	-
Stage 2	-	-	-	-	-	-	166	167	-	148	186	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1419	-	-	1397	-	-	621	587	885	639	573	886
Stage 1	-	-	-	-	-	-	835	760	-	836	761	-
Stage 2	-	-	-	-	-	-	836	760	-	855	746	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1419	-	-	1397	-	-	612	584	885	630	570	886
Mov Cap-2 Maneuver	-	-	-	-	-	-	612	584	-	630	570	-
Stage 1	-	-	-	-	-	-	833	758	-	834	759	-
Stage 2	-	-	-	-	-	-	826	758	-	845	744	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.14	0.15	11.44	9.46
HCM LOS			B	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	632	32	-	-	37	-	-	819
HCM Lane V/C Ratio	0.116	0.002	-	-	0.002	-	-	0.014
HCM Ctrl Dly (s/v)	11.4	7.5	0	-	7.6	0	-	9.5
HCM Lane LOS	B	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0.4	0	-	-	0	-	-	0

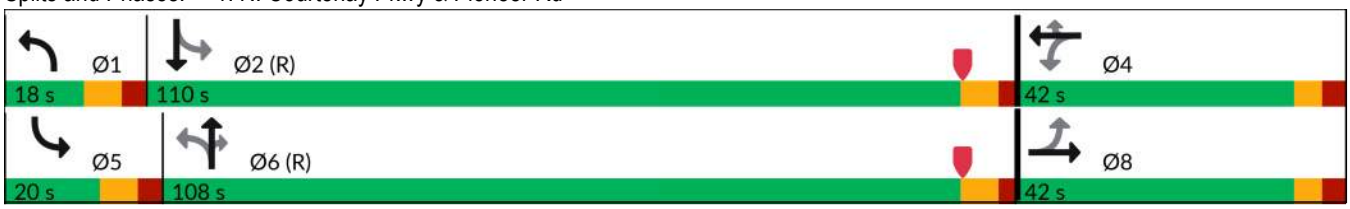
NO BUILD PM

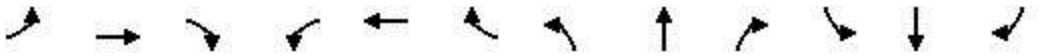
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	111	21	30	109	19	102	40	1446	102	107	1558	33
Future Volume (vph)	111	21	30	109	19	102	40	1446	102	107	1558	33
Confl. Peds. (#/hr)	2					2	2		3	3		2
Confl. Bikes (#/hr)												2
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	6%	2%	4%	2%	2%	6%	11%	2%	2%	2%	2%	3%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	165	0	0	130	104	41	1476	104	109	1624	0
Turn Type	Perm	NA		Perm	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	
Protected Phases		8			4		1	6		5	2	
Permitted Phases	8			4		4	6		6	2		
Detector Phase	8	8		4	4	4	1	6	6	5	2	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0	7.0	5.0	15.0	15.0	5.0	15.0	
Minimum Split (s)	41.7	41.7		40.7	40.7	40.7	12.8	30.8	30.8	12.8	32.8	
Total Split (s)	42.0	42.0		42.0	42.0	42.0	18.0	108.0	108.0	20.0	110.0	
Total Split (%)	24.7%	24.7%		24.7%	24.7%	24.7%	10.6%	63.5%	63.5%	11.8%	64.7%	
Maximum Green (s)	35.3	35.3		35.3	35.3	35.3	10.2	101.2	101.2	12.2	103.2	
Yellow Time (s)	3.7	3.7		3.7	3.7	3.7	4.8	4.8	4.8	4.8	4.8	
All-Red Time (s)	3.0	3.0		3.0	3.0	3.0	3.0	2.0	2.0	3.0	2.0	
Lost Time Adjust (s)		0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)		6.7			6.7	6.7	7.8	6.8	6.8	7.8	6.8	
Lead/Lag							Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.5	3.5		3.5	3.5	3.5	3.0	3.5	3.5	3.0	3.5	
Recall Mode	None	None		None	None	None	None	C-Min	C-Min	None	C-Min	
Walk Time (s)	7.0	7.0		7.0	7.0	7.0		7.0	7.0		7.0	
Flash Don't Walk (s)	28.0	28.0		27.0	27.0	27.0		17.0	17.0		19.0	
Pedestrian Calls (#/hr)	0	0		0	0	0		0	0		0	
Act Effct Green (s)		30.4			30.4	30.4	115.3	109.5	109.5	120.7	114.2	
Actuated g/C Ratio		0.18			0.18	0.18	0.68	0.64	0.64	0.71	0.67	
v/c Ratio		0.89			0.60	0.30	0.25	0.67	0.11	0.50	0.71	
Control Delay (s/veh)		106.1			74.9	11.2	11.5	22.0	5.0	12.7	10.2	
Queue Delay		0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay (s/veh)		106.1			74.9	11.2	11.5	22.0	5.0	12.7	10.2	
LOS		F			E	B	B	C	A	B	B	
Approach Delay (s/veh)		106.1			46.6			20.6			10.3	
Approach LOS		F			D			C			B	
Queue Length 50th (ft)		174			133	0	12	532	12	15	125	
Queue Length 95th (ft)		#291			206	55	26	676	41	m13	m601	
Internal Link Dist (ft)		649			211			778			658	
Turn Bay Length (ft)						125	150		105	245		
Base Capacity (vph)		217			255	386	193	2204	982	253	2289	
Starvation Cap Reductn		0			0	0	0	0	0	0	0	
Spillback Cap Reductn		0			0	0	0	0	0	0	0	
Storage Cap Reductn		0			0	0	0	0	0	0	0	
Reduced v/c Ratio		0.76			0.51	0.27	0.21	0.67	0.11	0.43	0.71	

Intersection Summary	
Cycle Length: 170	
Actuated Cycle Length: 170	
Offset: 105 (62%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow	
Natural Cycle: 110	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.89	
Intersection Signal Delay (s/veh): 21.2	Intersection LOS: C
Intersection Capacity Utilization 81.8%	ICU Level of Service D
Analysis Period (min) 15	

\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

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





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	111	21	30	109	19	102	40	1446	102	107	1558	33
Future Volume (veh/h)	111	21	30	109	19	102	40	1446	102	107	1558	33
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1811	1870	1841	1870	1870	1811	1737	1870	1870	1870	1870	1856
Adj Flow Rate, veh/h	113	21	26	111	19	63	41	1476	75	109	1590	33
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	6	2	4	2	2	6	11	2	2	2	2	3
Cap, veh/h	173	25	31	181	24	183	293	2579	1148	271	2597	54
Arrive On Green	0.12	0.12	0.12	0.12	0.12	0.12	0.03	0.73	0.73	0.06	1.00	1.00
Sat Flow, veh/h	1143	212	263	1186	203	1527	1654	3554	1582	1781	3558	74
Grp Volume(v), veh/h	160	0	0	130	0	63	41	1476	75	109	793	830
Grp Sat Flow(s),veh/h/ln	1618	0	0	1388	0	1527	1654	1777	1582	1781	1777	1855
Q Serve(g_s), s	0.4	0.0	0.0	0.0	0.0	6.4	1.1	33.1	2.3	2.8	0.0	0.0
Cycle Q Clear(g_c), s	16.0	0.0	0.0	15.5	0.0	6.4	1.1	33.1	2.3	2.8	0.0	0.0
Prop In Lane	0.71		0.16	0.85		1.00	1.00		1.00	1.00		0.04
Lane Grp Cap(c), veh/h	230	0	0	205	0	183	293	2579	1148	271	1297	1354
V/C Ratio(X)	0.70	0.00	0.00	0.63	0.00	0.34	0.14	0.57	0.07	0.40	0.61	0.61
Avail Cap(c_a), veh/h	359	0	0	330	0	317	351	2579	1148	347	1297	1354
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	72.9	0.0	0.0	72.7	0.0	68.7	5.4	10.9	6.7	9.9	0.0	0.0
Incr Delay (d2), s/veh	4.5	0.0	0.0	3.9	0.0	1.3	0.2	0.9	0.1	1.0	2.2	2.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	11.5	0.0	0.0	9.7	0.0	4.7	0.7	17.9	1.4	1.7	1.4	1.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	77.4	0.0	0.0	76.6	0.0	70.1	5.6	11.9	6.8	10.8	2.2	2.1
LnGrp LOS	E			E		E	A	B	A	B	A	A
Approach Vol, veh/h		160			193			1592			1732	
Approach Delay, s/veh		77.4			74.4			11.5			2.7	
Approach LOS		E			E			B			A	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	12.1	130.9		27.0	12.8	130.2		27.0				
Change Period (Y+Rc), s	7.8	6.8		6.7	7.8	6.8		6.7				
Max Green Setting (Gmax), s	10.2	103.2		35.3	12.2	101.2		35.3				
Max Q Clear Time (g_c+I1), s	3.1	2.0		17.5	4.8	35.1		18.0				
Green Ext Time (p_c), s	0.0	24.3		1.0	0.1	21.0		0.9				

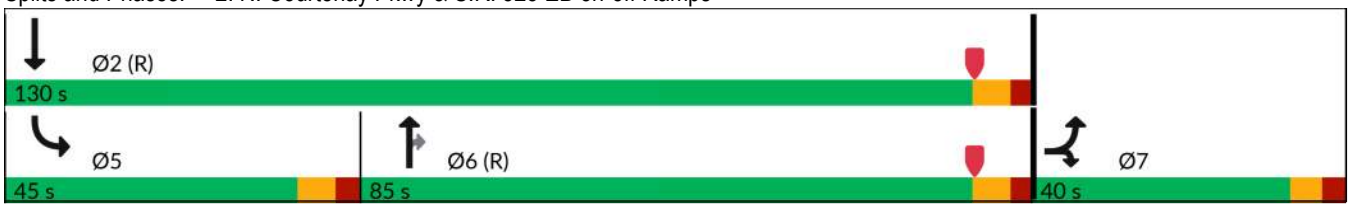
Intersection Summary			
HCM 7th Control Delay, s/veh		13.5	
HCM 7th LOS		B	

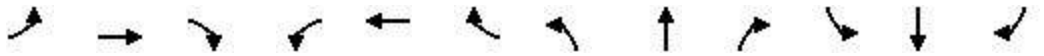
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	418	0	697	0	0	0	0	1299	286	365	1200	0
Future Volume (vph)	418	0	697	0	0	0	0	1299	286	365	1200	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	3%	2%	2%	2%	2%	2%	3%	2%	2%	2%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	431	0	719	0	0	0	0	1339	295	376	1237	0
Turn Type	Prot		Prot					NA	Perm	Prot	NA	
Protected Phases	7		7					6		5	2	
Permitted Phases									6			
Detector Phase	7		7					6	6	5	2	
Switch Phase												
Minimum Initial (s)	5.0		5.0					12.0	12.0	5.0	12.0	
Minimum Split (s)	12.1		12.1					25.4	25.4	25.8	25.4	
Total Split (s)	40.0		40.0					85.0	85.0	45.0	130.0	
Total Split (%)	23.5%		23.5%					50.0%	50.0%	26.5%	76.5%	
Maximum Green (s)	32.9		32.9					77.6	77.6	37.2	122.6	
Yellow Time (s)	4.1		4.1					4.8	4.8	4.8	4.8	
All-Red Time (s)	3.0		3.0					2.6	2.6	3.0	2.6	
Lost Time Adjust (s)	0.0		0.0					0.0	0.0	0.0	0.0	
Total Lost Time (s)	7.1		7.1					7.4	7.4	7.8	7.4	
Lead/Lag								Lag	Lag	Lead		
Lead-Lag Optimize?								Yes	Yes	Yes		
Vehicle Extension (s)	3.0		3.0					4.0	4.0	4.0	4.0	
Recall Mode	None		None					C-Max	C-Max	None	C-Max	
Act Effct Green (s)	32.9		32.9					77.6	77.6	37.2	122.6	
Actuated g/C Ratio	0.19		0.19					0.46	0.46	0.22	0.72	
v/c Ratio	0.66		1.03					0.60	0.34	1.04	0.52	
Control Delay (s/veh)	68.7		88.5					25.8	3.7	101.8	6.0	
Queue Delay	0.0		0.0					0.7	0.0	21.0	0.4	
Total Delay (s/veh)	68.7		88.5					26.5	3.7	122.8	6.4	
LOS	E		F					C	A	F	A	
Approach Delay (s/veh)		81.1						22.4			33.5	
Approach LOS		F						C			C	
Queue Length 50th (ft)	231		~376					389	26	~432	158	
Queue Length 95th (ft)	293		#523					245	35	#654	173	
Internal Link Dist (ft)		674			677			1602			365	
Turn Bay Length (ft)	385		385						725			
Base Capacity (vph)	658		699					2244	859	361	2382	
Starvation Cap Reductn	0		0					0	0	21	589	
Spillback Cap Reductn	0		0					513	0	0	0	
Storage Cap Reductn	0		0					0	0	0	0	
Reduced v/c Ratio	0.66		1.03					0.77	0.34	1.11	0.69	

Intersection Summary
Cycle Length: 170
Actuated Cycle Length: 170
Offset: 99 (58%), Referenced to phase 2:SBT and 6:NBT, Start of Yellow
Natural Cycle: 90

Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.04
Intersection Signal Delay (s/veh): 41.8 Intersection LOS: D
Intersection Capacity Utilization 113.2% ICU Level of Service H
Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

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





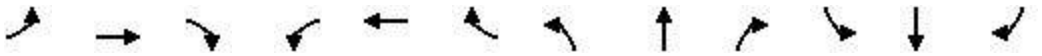
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	418	0	697	0	0	0	0	1299	286	365	1200	0
Future Volume (veh/h)	418	0	697	0	0	0	0	1299	286	365	1200	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1856	0	1870				0	1870	1870	1870	1870	0
Adj Flow Rate, veh/h	431	0	0				0	1339	0	376	1237	0
Peak Hour Factor	0.97	0.97	0.97				0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	3	0	2				0	2	2	2	2	0
Cap, veh/h	487	0					0	2598		388	2746	0
Arrive On Green	0.14	0.00	0.00				0.00	1.00	0.00	0.44	1.00	0.00
Sat Flow, veh/h	3428	0	2790				0	5274	1585	1781	3647	0
Grp Volume(v), veh/h	431	0	0				0	1339	0	376	1237	0
Grp Sat Flow(s),veh/h/ln	1714	0	1395				0	1702	1585	1781	1777	0
Q Serve(g_s), s	21.0	0.0	0.0				0.0	0.0	0.0	35.0	0.0	0.0
Cycle Q Clear(g_c), s	21.0	0.0	0.0				0.0	0.0	0.0	35.0	0.0	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	487	0					0	2598		388	2746	0
V/C Ratio(X)	0.88	0.00					0.00	0.52		0.97	0.45	0.00
Avail Cap(c_a), veh/h	663	0					0	2598		390	2746	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	2.00	2.00	2.00	2.00	1.00
Upstream Filter(I)	1.00	0.00	0.00				0.00	1.00	0.00	0.73	0.73	0.00
Uniform Delay (d), s/veh	71.6	0.0	0.0				0.0	0.0	0.0	47.4	0.0	0.0
Incr Delay (d2), s/veh	10.6	0.0	0.0				0.0	0.7	0.0	31.0	0.4	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	15.2	0.0	0.0				0.0	0.3	0.0	21.6	0.3	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	82.2	0.0	0.0				0.0	0.7	0.0	78.3	0.4	0.0
LnGrp LOS	F							A		E	A	
Approach Vol, veh/h		431						1339			1613	
Approach Delay, s/veh		82.2						0.7			18.6	
Approach LOS		F						A			B	

Timer - Assigned Phs		2		4	5	6						
Phs Duration (G+Y+Rc), s		138.7		31.3	44.9	93.9						
Change Period (Y+Rc), s		7.4		7.1	7.8	7.4						
Max Green Setting (Gmax), s		122.6		32.9	37.2	77.6						
Max Q Clear Time (g_c+I1), s		2.0		23.0	37.0	2.0						
Green Ext Time (p_c), s		19.2		1.2	0.0	20.1						

Intersection Summary												
HCM 7th Control Delay, s/veh			19.6									
HCM 7th LOS			B									

Notes

Unsignalized Delay for [NBR, EBR] is excluded from calculations of the approach delay and intersection delay.

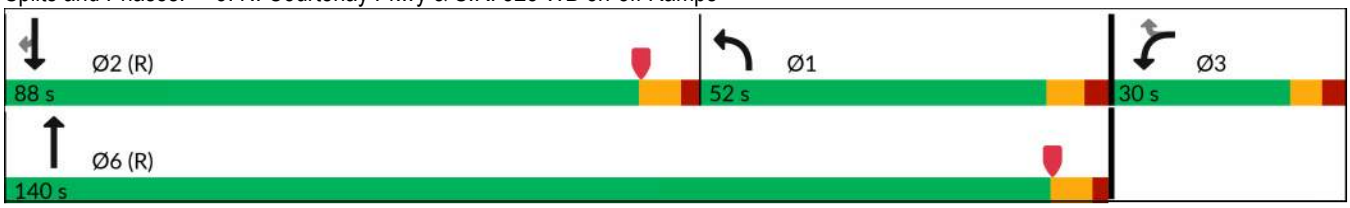


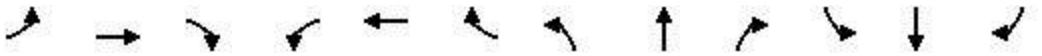
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	350	0	310	693	1093	0	0	1343	1046
Future Volume (vph)	0	0	0	350	0	310	693	1093	0	0	1343	1046
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	2%	2%	2%	2%	2%	4%	3%	3%	2%	2%	2%	3%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	368	0	326	729	1151	0	0	1414	1101
Turn Type				Prot		Perm	Prot	NA			NA	Perm
Protected Phases				3			1	6			2	
Permitted Phases						3						2
Detector Phase				3		3	1	6			2	2
Switch Phase												
Minimum Initial (s)				7.0		7.0	5.0	12.0			12.0	12.0
Minimum Split (s)				14.0		14.0	22.5	22.5			22.5	22.5
Total Split (s)				30.0		30.0	52.0	140.0			88.0	88.0
Total Split (%)				17.6%		17.6%	30.6%	82.4%			51.8%	51.8%
Maximum Green (s)				23.0		23.0	44.1	132.5			80.5	80.5
Yellow Time (s)				4.0		4.0	4.8	5.3			5.3	5.3
All-Red Time (s)				3.0		3.0	3.1	2.2			2.2	2.2
Lost Time Adjust (s)				0.0		0.0	0.0	0.0			0.0	0.0
Total Lost Time (s)				7.0		7.0	7.9	7.5			7.5	7.5
Lead/Lag							Lag				Lead	Lead
Lead-Lag Optimize?							Yes				Yes	Yes
Vehicle Extension (s)				3.0		3.0	3.0	3.0			4.0	4.0
Recall Mode				None		None	Min	C-Max			C-Max	C-Max
Act Effct Green (s)				22.1		22.1	44.1	133.4			81.4	81.4
Actuated g/C Ratio				0.13		0.13	0.26	0.78			0.48	0.48
v/c Ratio				0.82		0.96	0.83	0.42			0.58	1.16
Control Delay (s/veh)				87.7		77.7	63.1	7.8			33.4	108.3
Queue Delay				0.3		0.0	41.9	0.2			0.0	0.0
Total Delay (s/veh)				88.0		77.7	105.0	8.0			33.4	108.3
LOS				F		E	F	A			C	F
Approach Delay (s/veh)					83.2			45.6			66.2	
Approach LOS					F			D			E	
Queue Length 50th (ft)				208		202	426	168			416	~1208
Queue Length 95th (ft)				269		#407	504	187			464	#1479
Internal Link Dist (ft)		690			789			365			641	
Turn Bay Length (ft)				150		275						90
Base Capacity (vph)				464		345	882	2749			2433	953
Starvation Cap Reductn				0		0	207	706			0	0
Spillback Cap Reductn				6		0	0	0			100	0
Storage Cap Reductn				0		0	0	0			0	0
Reduced v/c Ratio				0.80		0.94	1.08	0.56			0.61	1.16

Intersection Summary
Cycle Length: 170
Actuated Cycle Length: 170
Offset: 62 (36%), Referenced to phase 2:SBT and 6:NBT, Start of Yellow
Natural Cycle: 140

Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.16
Intersection Signal Delay (s/veh): 60.9 Intersection LOS: E
Intersection Capacity Utilization 113.2% ICU Level of Service H
Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

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





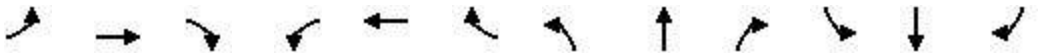
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	350	0	310	693	1093	0	0	1343	1046
Future Volume (veh/h)	0	0	0	350	0	310	693	1093	0	0	1343	1046
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Lane Width Adj.				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1870	0	1841	1856	1856	0	0	1870	1856
Adj Flow Rate, veh/h				368	0	188	729	1151	0	0	1414	898
Peak Hour Factor				0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %				2	0	4	3	3	0	0	2	3
Cap, veh/h				456	0	206	901	2752	0	0	2418	745
Arrive On Green				0.13	0.00	0.13	0.53	1.00	0.00	0.00	0.47	0.47
Sat Flow, veh/h				3456	0	1560	3428	3618	0	0	5274	1572
Grp Volume(v), veh/h				368	0	188	729	1151	0	0	1414	898
Grp Sat Flow(s),veh/h/ln				1728	0	1560	1714	1763	0	0	1702	1572
Q Serve(g_s), s				17.6	0.0	20.2	29.8	0.0	0.0	0.0	34.3	47.3
Cycle Q Clear(g_c), s				17.6	0.0	20.2	29.8	0.0	0.0	0.0	34.3	47.3
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				456	0	206	901	2752	0	0	2418	745
V/C Ratio(X)				0.81	0.00	0.91	0.81	0.42	0.00	0.00	0.58	1.21
Avail Cap(c_a), veh/h				468	0	211	901	2752	0	0	2418	745
HCM Platoon Ratio				1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	0.76	0.76	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				71.7	0.0	72.8	36.8	0.0	0.0	0.0	32.6	15.4
Incr Delay (d2), s/veh				9.9	0.0	38.6	4.3	0.4	0.0	0.0	1.0	105.2
Initial Q Delay(d3), s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln				13.0	0.0	15.3	14.8	0.2	0.0	0.0	20.3	53.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh				81.6	0.0	111.5	41.1	0.4	0.0	0.0	33.6	120.6
LnGrp LOS				F		F	D	A			C	F
Approach Vol, veh/h					556			1880			2312	
Approach Delay, s/veh					91.7			16.1			67.4	
Approach LOS					F			B			E	

Timer - Assigned Phs	1	2			6		8					
Phs Duration (G+Y+Rc), s	52.6	88.0			140.6		29.4					
Change Period (Y+Rc), s	7.9	7.5			* 7.9		7.0					
Max Green Setting (Gmax), s	44.1	80.5			* 1.3E+02		23.0					
Max Q Clear Time (g_c+I1), s	31.8	49.3			2.0		22.2					
Green Ext Time (p_c), s	2.2	23.9			10.3		0.2					

Intersection Summary		
HCM 7th Control Delay, s/veh	50.0	
HCM 7th LOS	D	

Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	4	133	34	1	123	0	60	0	3	0	0	7
Future Volume (vph)	4	133	34	1	123	0	60	0	3	0	0	7
Confl. Peds. (#/hr)	2					2	1		1	1		1
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	50%	2%	3%	2%	3%	2%	2%	2%	2%	2%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	181	0	0	132	0	0	67	0	0	7	0
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Control Type: Unsignalized			
Intersection Capacity Utilization 28.7%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	2.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	4	133	34	1	123	0	60	0	3	0	0	7
Future Vol, veh/h	4	133	34	1	123	0	60	0	3	0	0	7
Conflicting Peds, #/hr	2	0	0	0	0	2	1	0	1	1	0	1
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	50	2	3	2	3	2	2	2	2	2	2	2
Mvmt Flow	4	141	36	1	131	0	64	0	3	0	0	7

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	133	0	0	178	0	0	302	303	161	286	321	134
Stage 1	-	-	-	-	-	-	168	168	-	135	135	-
Stage 2	-	-	-	-	-	-	134	135	-	151	186	-
Critical Hdwy	4.6	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.65	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1203	-	-	1398	-	-	650	610	884	666	596	915
Stage 1	-	-	-	-	-	-	834	759	-	868	785	-
Stage 2	-	-	-	-	-	-	869	785	-	851	746	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1201	-	-	1398	-	-	641	606	884	659	592	913
Mov Cap-2 Maneuver	-	-	-	-	-	-	641	606	-	659	592	-
Stage 1	-	-	-	-	-	-	831	756	-	866	783	-
Stage 2	-	-	-	-	-	-	861	783	-	844	743	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.19	0.06	11.18	8.98
HCM LOS			B	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	650	40	-	-	15	-	-	913
HCM Lane V/C Ratio	0.103	0.004	-	-	0.001	-	-	0.008
HCM Ctrl Dly (s/v)	11.2	8	0	-	7.6	0	-	9
HCM Lane LOS	B	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0.3	0	-	-	0	-	-	0

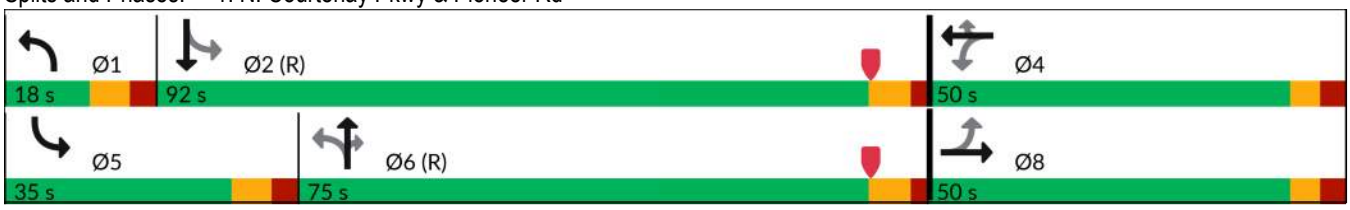
BUILD AM
ALTERNATIVE 0

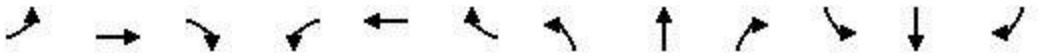
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	88	26	28	187	37	159	30	1017	84	205	1459	31
Future Volume (vph)	88	26	28	187	37	159	30	1017	84	205	1459	31
Confl. Peds. (#/hr)									1			
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	3%	4%	2%	2%	6%	2%	25%	3%	2%	2%	3%	7%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	157	0	0	246	175	33	1118	92	225	1637	0
Turn Type	Perm	NA		Perm	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	
Protected Phases		8			4		1	6		5	2	
Permitted Phases	8			4		4	6		6	2		
Detector Phase	8	8		4	4	4	1	6	6	5	2	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0	7.0	5.0	15.0	15.0	5.0	15.0	
Minimum Split (s)	41.7	41.7		40.7	40.7	40.7	12.8	30.8	30.8	12.8	32.8	
Total Split (s)	50.0	50.0		50.0	50.0	50.0	18.0	75.0	75.0	35.0	92.0	
Total Split (%)	31.3%	31.3%		31.3%	31.3%	31.3%	11.3%	46.9%	46.9%	21.9%	57.5%	
Maximum Green (s)	43.3	43.3		43.3	43.3	43.3	10.2	68.2	68.2	27.2	85.2	
Yellow Time (s)	3.7	3.7		3.7	3.7	3.7	4.8	4.8	4.8	4.8	4.8	
All-Red Time (s)	3.0	3.0		3.0	3.0	3.0	3.0	2.0	2.0	3.0	2.0	
Lost Time Adjust (s)		0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)		6.7			6.7	6.7	7.8	6.8	6.8	7.8	6.8	
Lead/Lag							Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.5	3.5		3.5	3.5	3.5	3.0	3.5	3.5	3.0	3.5	
Recall Mode	None	None		None	None	None	None	C-Min	C-Min	None	C-Min	
Walk Time (s)	7.0	7.0		7.0	7.0	7.0		7.0	7.0		7.0	
Flash Don't Walk (s)	28.0	28.0		27.0	27.0	27.0		17.0	17.0		19.0	
Pedestrian Calls (#/hr)	0	0		0	0	0		0	0		0	
Act Effct Green (s)		37.6			37.6	37.6	90.3	84.3	84.3	107.6	96.8	
Actuated g/C Ratio		0.24			0.24	0.24	0.56	0.53	0.53	0.67	0.61	
v/c Ratio		0.87			0.89	0.35	0.28	0.63	0.11	0.68	0.80	
Control Delay (s/veh)		93.8			90.2	7.8	19.0	30.9	1.3	23.9	38.2	
Queue Delay		0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay (s/veh)		93.8			90.2	7.8	19.0	30.9	1.3	23.9	38.2	
LOS		F			F	A	B	C	A	C	D	
Approach Delay (s/veh)		93.8			55.9			28.4			36.4	
Approach LOS		F			E			C			D	
Queue Length 50th (ft)		149			247	0	11	434	0	114	785	
Queue Length 95th (ft)		#267			#371	61	27	605	11	m171	879	
Internal Link Dist (ft)		649			211			778			658	
Turn Bay Length (ft)							150		105	245		
Base Capacity (vph)		208			319	541	147	1785	850	427	2043	
Starvation Cap Reductn		0			0	0	0	0	0	0	0	
Spillback Cap Reductn		0			0	0	0	0	0	0	0	
Storage Cap Reductn		0			0	0	0	0	0	0	0	
Reduced v/c Ratio		0.75			0.77	0.32	0.22	0.63	0.11	0.53	0.80	

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 135 (84%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow
Natural Cycle: 120
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.89
Intersection Signal Delay (s/veh): 38.4 Intersection LOS: D
Intersection Capacity Utilization 79.7% ICU Level of Service D
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

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

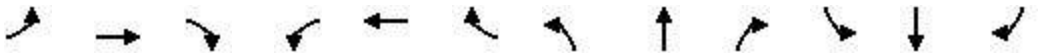




Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	88	26	28	187	37	159	30	1017	84	205	1459	31
Future Volume (veh/h)	88	26	28	187	37	159	30	1017	84	205	1459	31
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1841	1870	1870	1811	1870	1530	1856	1870	1870	1856	1796
Adj Flow Rate, veh/h	97	29	24	205	41	113	33	1118	41	225	1603	33
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	3	4	2	2	6	2	25	3	2	2	3	7
Cap, veh/h	243	72	53	268	45	324	229	2098	942	363	2256	46
Arrive On Green	0.20	0.20	0.20	0.20	0.20	0.20	0.02	0.59	0.59	0.14	1.00	1.00
Sat Flow, veh/h	1006	351	258	1111	222	1585	1457	3526	1584	1781	3533	73
Grp Volume(v), veh/h	150	0	0	246	0	113	33	1118	41	225	799	837
Grp Sat Flow(s),veh/h/ln	1615	0	0	1333	0	1585	1457	1763	1584	1781	1763	1842
Q Serve(g_s), s	0.0	0.0	0.0	16.2	0.0	9.8	1.4	30.1	1.7	8.3	0.0	0.0
Cycle Q Clear(g_c), s	12.8	0.0	0.0	28.9	0.0	9.8	1.4	30.1	1.7	8.3	0.0	0.0
Prop In Lane	0.65		0.16	0.83		1.00	1.00		1.00	1.00		0.04
Lane Grp Cap(c), veh/h	367	0	0	314	0	324	229	2098	942	363	1126	1176
V/C Ratio(X)	0.41	0.00	0.00	0.78	0.00	0.35	0.14	0.53	0.04	0.62	0.71	0.71
Avail Cap(c_a), veh/h	463	0	0	405	0	429	287	2098	942	545	1126	1176
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	55.7	0.0	0.0	62.4	0.0	54.5	11.9	19.2	13.5	14.3	0.0	0.0
Incr Delay (d2), s/veh	0.9	0.0	0.0	8.1	0.0	0.8	0.3	1.0	0.1	1.7	3.8	3.7
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	9.3	0.0	0.0	15.8	0.0	7.2	0.8	17.8	1.1	5.0	2.1	2.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	56.6	0.0	0.0	70.5	0.0	55.3	12.2	20.2	13.6	16.1	3.8	3.7
LnGrp LOS	E			E		E	B	C	B	B	A	A
Approach Vol, veh/h		150			359			1192			1861	
Approach Delay, s/veh		56.6			65.7			19.7			5.2	
Approach LOS		E			E			B			A	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	11.6	109.0		39.4	18.6	102.0		39.4				
Change Period (Y+Rc), s	7.8	6.8		6.7	7.8	6.8		6.7				
Max Green Setting (Gmax), s	10.2	85.2		43.3	27.2	68.2		43.3				
Max Q Clear Time (g_c+I1), s	3.4	2.0		30.9	10.3	32.1		14.8				
Green Ext Time (p_c), s	0.0	24.2		1.7	0.5	11.4		1.0				

Intersection Summary			
HCM 7th Control Delay, s/veh		18.3	
HCM 7th LOS		B	

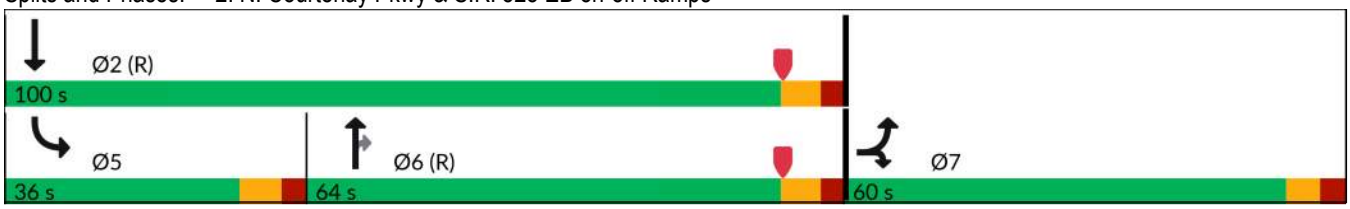


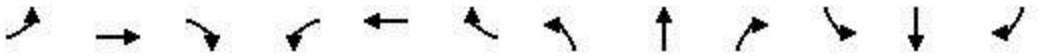
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	760	0	871	0	0	0	0	1081	326	243	933	0
Future Volume (vph)	760	0	871	0	0	0	0	1081	326	243	933	0
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	6%	2%	2%	2%	2%	2%	2%	2%	2%	7%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	809	0	927	0	0	0	0	1150	347	259	993	0
Turn Type	Prot		Prot					NA	Perm	Prot	NA	
Protected Phases	7		7					6		5	2	
Permitted Phases									6			
Detector Phase	7		7					6	6	5	2	
Switch Phase												
Minimum Initial (s)	5.0		5.0					12.0	12.0	5.0	12.0	
Minimum Split (s)	12.1		12.1					25.4	25.4	25.8	25.4	
Total Split (s)	60.0		60.0					64.0	64.0	36.0	100.0	
Total Split (%)	37.5%		37.5%					40.0%	40.0%	22.5%	62.5%	
Maximum Green (s)	52.9		52.9					56.6	56.6	28.2	92.6	
Yellow Time (s)	4.1		4.1					4.8	4.8	4.8	4.8	
All-Red Time (s)	3.0		3.0					2.6	2.6	3.0	2.6	
Lost Time Adjust (s)	0.0		0.0					0.0	0.0	0.0	0.0	
Total Lost Time (s)	7.1		7.1					7.4	7.4	7.8	7.4	
Lead/Lag								Lag	Lag	Lead		
Lead-Lag Optimize?								Yes	Yes	Yes		
Vehicle Extension (s)	3.0		3.0					4.0	4.0	4.0	4.0	
Recall Mode	None		None					C-Max	C-Max	None	C-Max	
Act Effct Green (s)	50.3		50.3					59.0	59.0	28.5	95.2	
Actuated g/C Ratio	0.31		0.31					0.37	0.37	0.18	0.60	
v/c Ratio	0.78		0.92					0.63	0.44	0.93	0.51	
Control Delay (s/veh)	55.6		55.3					56.3	21.9	82.2	14.2	
Queue Delay	1.9		0.0					1.4	0.0	0.0	0.5	
Total Delay (s/veh)	57.4		55.3					57.6	21.9	82.2	14.7	
LOS	E		E					E	C	F	B	
Approach Delay (s/veh)		56.3						49.3			28.7	
Approach LOS		E						D			C	
Queue Length 50th (ft)	388		428					447	147	275	405	
Queue Length 95th (ft)	467		536					495	261	#456	474	
Internal Link Dist (ft)		674			677			1602			365	
Turn Bay Length (ft)	385		385						725			
Base Capacity (vph)	1092		1053					1812	783	282	1966	
Starvation Cap Reductn	0		0					0	0	0	511	
Spillback Cap Reductn	148		0					429	0	0	0	
Storage Cap Reductn	0		0					0	0	0	0	
Reduced v/c Ratio	0.86		0.88					0.83	0.44	0.92	0.68	

Intersection Summary
Cycle Length: 160
Actuated Cycle Length: 160
Offset: 73 (46%), Referenced to phase 2:SBT and 6:NBT, Start of Yellow
Natural Cycle: 90

Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.93
Intersection Signal Delay (s/veh): 46.3 Intersection LOS: D
Intersection Capacity Utilization 119.2% ICU Level of Service H
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

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





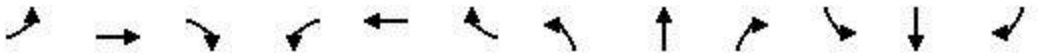
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	760	0	871	0	0	0	0	1081	326	243	933	0
Future Volume (veh/h)	760	0	871	0	0	0	0	1081	326	243	933	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1811	0	1870				0	1870	1870	1796	1870	0
Adj Flow Rate, veh/h	809	0	0				0	1150	0	259	993	0
Peak Hour Factor	0.94	0.94	0.94				0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	6	0	2				0	2	2	7	2	0
Cap, veh/h	886	0					0	2202		282	2291	0
Arrive On Green	0.26	0.00	0.00				0.00	0.14	0.00	0.05	0.21	0.00
Sat Flow, veh/h	3346	0	2790				0	5274	1585	1711	3647	0
Grp Volume(v), veh/h	809	0	0				0	1150	0	259	993	0
Grp Sat Flow(s),veh/h/ln	1673	0	1395				0	1702	1585	1711	1777	0
Q Serve(g_s), s	37.5	0.0	0.0				0.0	33.4	0.0	24.1	38.8	0.0
Cycle Q Clear(g_c), s	37.5	0.0	0.0				0.0	33.4	0.0	24.1	38.8	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	886	0					0	2202		282	2291	0
V/C Ratio(X)	0.91	0.00					0.00	0.52		0.92	0.43	0.00
Avail Cap(c_a), veh/h	1106	0					0	2202		302	2291	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	0.33	0.33	0.33	0.33	1.00
Upstream Filter(I)	1.00	0.00	0.00				0.00	1.00	0.00	0.88	0.88	0.00
Uniform Delay (d), s/veh	57.0	0.0	0.0				0.0	53.3	0.0	74.6	37.6	0.0
Incr Delay (d2), s/veh	9.9	0.0	0.0				0.0	0.9	0.0	28.8	0.5	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	24.0	0.0	0.0				0.0	21.9	0.0	19.0	25.3	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	66.9	0.0	0.0				0.0	54.2	0.0	103.3	38.2	0.0
LnGrp LOS	E							D		F	D	
Approach Vol, veh/h		809						1150			1252	
Approach Delay, s/veh		66.9						54.2			51.7	
Approach LOS		E						D			D	

Timer - Assigned Phs		2		4	5	6						
Phs Duration (G+Y+Rc), s		110.5		49.5	34.2	76.4						
Change Period (Y+Rc), s		7.4		7.1	7.8	7.4						
Max Green Setting (Gmax), s		92.6		52.9	28.2	56.6						
Max Q Clear Time (g_c+I1), s		40.8		39.5	26.1	35.4						
Green Ext Time (p_c), s		12.2		2.8	0.2	10.4						

Intersection Summary												
HCM 7th Control Delay, s/veh			56.4									
HCM 7th LOS			E									

Notes

Unsignalized Delay for [NBR, EBR] is excluded from calculations of the approach delay and intersection delay.

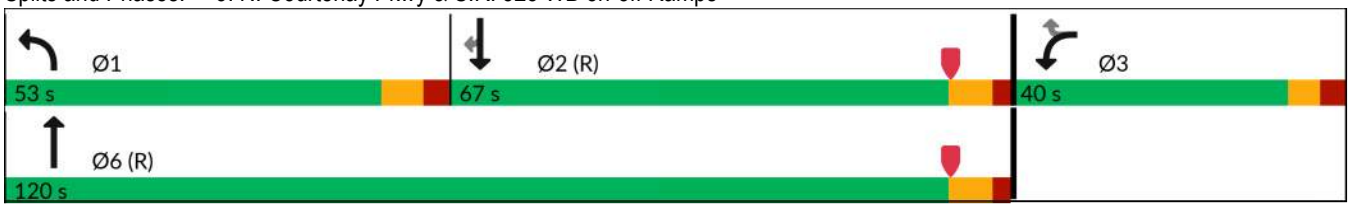


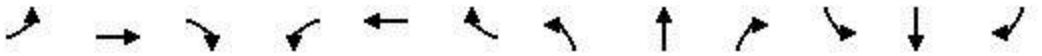
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	230	0	410	515	1470	0	0	1046	474
Future Volume (vph)	0	0	0	230	0	410	515	1470	0	0	1046	474
Confl. Peds. (#/hr)						1						
Confl. Bikes (#/hr)												1
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	2%	2%	2%	2%	2%	4%	3%	4%	2%	2%	4%	10%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	247	0	441	554	1581	0	0	1125	510
Turn Type				Prot		Perm	Prot	NA			NA	Perm
Protected Phases				3			1	6			2	
Permitted Phases						3						2
Detector Phase				3		3	1	6			2	2
Switch Phase												
Minimum Initial (s)				7.0		7.0	5.0	12.0			12.0	12.0
Minimum Split (s)				14.0		14.0	22.5	22.5			22.5	22.5
Total Split (s)				40.0		40.0	53.0	120.0			67.0	67.0
Total Split (%)				25.0%		25.0%	33.1%	75.0%			41.9%	41.9%
Maximum Green (s)				33.0		33.0	45.1	112.5			59.5	59.5
Yellow Time (s)				4.0		4.0	4.8	5.3			5.3	5.3
All-Red Time (s)				3.0		3.0	3.1	2.2			2.2	2.2
Lost Time Adjust (s)				0.0		0.0	0.0	0.0			0.0	0.0
Total Lost Time (s)				7.0		7.0	7.9	7.5			7.5	7.5
Lead/Lag							Lead				Lag	Lag
Lead-Lag Optimize?							Yes				Yes	Yes
Vehicle Extension (s)				3.0		3.0	3.0	3.0			4.0	4.0
Recall Mode				None		None	Min	C-Max			C-Max	C-Max
Act Effct Green (s)				33.0		33.0	31.5	112.5			73.1	73.1
Actuated g/C Ratio				0.21		0.21	0.20	0.70			0.46	0.46
v/c Ratio				0.35		1.15	0.83	0.65			0.49	0.66
Control Delay (s/veh)				56.0		137.7	63.8	32.3			32.0	24.8
Queue Delay				0.0		0.0	0.2	48.7			0.2	0.0
Total Delay (s/veh)				56.0		137.7	64.0	81.0			32.2	24.8
LOS				E		F	E	F			C	C
Approach Delay (s/veh)					108.4			76.6			29.9	
Approach LOS					F			E			C	
Queue Length 50th (ft)				115		~467	267	866			299	253
Queue Length 95th (ft)				159		#695	325	950			370	422
Internal Link Dist (ft)		690			789			365			641	
Turn Bay Length (ft)				150		275						90
Base Capacity (vph)				708		383	958	2440			2278	773
Starvation Cap Reductn				0		0	64	1121			0	0
Spillback Cap Reductn				0		0	0	0			338	0
Storage Cap Reductn				0		0	0	0			0	0
Reduced v/c Ratio				0.35		1.15	0.62	1.20			0.58	0.66

Intersection Summary
Cycle Length: 160
Actuated Cycle Length: 160

Offset: 25 (16%), Referenced to phase 2:SBT and 6:NBT, Start of Yellow
Natural Cycle: 70
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.15
Intersection Signal Delay (s/veh): 64.4 Intersection LOS: E
Intersection Capacity Utilization 119.2% ICU Level of Service H
Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

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





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	230	0	410	515	1470	0	0	1046	474
Future Volume (veh/h)	0	0	0	230	0	410	515	1470	0	0	1046	474
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Lane Width Adj.				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		0.98
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1870	0	1841	1856	1841	0	0	1841	1752
Adj Flow Rate, veh/h				247	0	371	554	1581	0	0	1125	380
Peak Hour Factor				0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %				2	0	4	3	4	0	0	4	10
Cap, veh/h				713	0	322	610	2459	0	0	2391	692
Arrive On Green				0.21	0.00	0.21	0.36	1.00	0.00	0.00	0.48	0.48
Sat Flow, veh/h				3456	0	1560	3428	3589	0	0	5191	1454
Grp Volume(v), veh/h				247	0	371	554	1581	0	0	1125	380
Grp Sat Flow(s),veh/h/ln				1728	0	1560	1714	1749	0	0	1675	1454
Q Serve(g_s), s				9.8	0.0	33.0	24.6	0.0	0.0	0.0	24.2	29.7
Cycle Q Clear(g_c), s				9.8	0.0	33.0	24.6	0.0	0.0	0.0	24.2	29.7
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				713	0	322	610	2459	0	0	2391	692
V/C Ratio(X)				0.35	0.00	1.15	0.91	0.64	0.00	0.00	0.47	0.55
Avail Cap(c_a), veh/h				713	0	322	966	2459	0	0	2391	692
HCM Platoon Ratio				1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	0.66	0.66	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				54.3	0.0	63.5	50.3	0.0	0.0	0.0	28.3	29.8
Incr Delay (d2), s/veh				0.3	0.0	98.4	5.6	0.9	0.0	0.0	0.7	3.1
Initial Q Delay(d3), s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln				7.5	0.0	31.3	13.3	0.5	0.0	0.0	14.8	15.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh				54.6	0.0	161.9	55.9	0.9	0.0	0.0	29.0	32.9
LnGrp LOS				D		F	E	A			C	C
Approach Vol, veh/h					618			2135			1505	
Approach Delay, s/veh					119.0			15.1			30.0	
Approach LOS					F			B			C	

Timer - Assigned Phs	1	2				6		8				
Phs Duration (G+Y+Rc), s	36.4	83.6				120.0		40.0				
Change Period (Y+Rc), s	7.9	7.5				7.5		7.0				
Max Green Setting (Gmax), s	45.1	59.5				112.5		33.0				
Max Q Clear Time (g_c+I1), s	26.6	31.7				2.0		35.0				
Green Ext Time (p_c), s	1.9	14.5				19.0		0.0				

Intersection Summary		
HCM 7th Control Delay, s/veh		35.5
HCM 7th LOS		D

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	35	1240	11	0	1682
Future Volume (vph)	0	35	1240	11	0	1682
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	38	1360	0	0	1828
Sign Control	Stop		Free			Free

Intersection Summary			
Control Type: Unsignalized			
Intersection Capacity Utilization	49.8%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	0.1

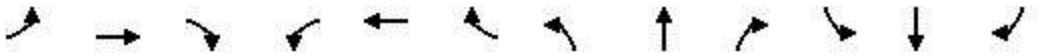
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	35	1240	11	0	1682
Future Vol, veh/h	0	35	1240	11	0	1682
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	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	38	1348	12	0	1828

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	680	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.94	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.32	-	-	-	-
Pot Cap-1 Maneuver	0	*742	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		0	-	-		-
Mov Cap-1 Maneuver	-	*742	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	10.11	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBT
Capacity (veh/h)	-	-	742	-
HCM Lane V/C Ratio	-	-	0.051	-
HCM Ctrl Dly (s/v)	-	-	10.1	-
HCM Lane LOS	-	-	B	-
HCM 95th %tile Q(veh)	-	-	0.2	-

Notes	
~: Volume exceeds capacity	$: Delay exceeds 300s
+: Computation Not Defined	*: All major volume in platoon



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	17	168	72	12	268	3	59	3	8	1	1	36
Future Volume (vph)	17	168	72	12	268	3	59	3	8	1	1	36
Confl. Peds. (#/hr)	6		3	3		6						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	2%	2%	4%	2%	2%	2%	2%	2%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	279	0	0	307	0	0	76	0	0	41	0
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Control Type: Unsignalized			
Intersection Capacity Utilization 43.7%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	2.4

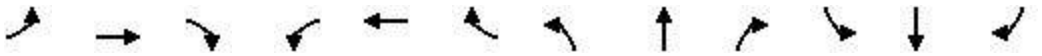
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	17	168	72	12	268	3	59	3	8	1	1	36
Future Vol, veh/h	17	168	72	12	268	3	59	3	8	1	1	36
Conflicting Peds, #/hr	6	0	3	3	0	6	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	139	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	4	2	2	2	2	2	2	2
Mvmt Flow	18	183	78	13	291	3	64	3	9	1	1	39

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	301	0	0	264	0	0	434	588	225	546	626	153
Stage 1	-	-	-	-	-	-	262	262	-	325	325	-
Stage 2	-	-	-	-	-	-	172	327	-	221	301	-
Critical Hdwy	4.13	-	-	4.13	-	-	7.33	6.53	6.23	7.33	6.53	6.93
Critical Hdwy Stg 1	-	-	-	-	-	-	6.13	5.53	-	6.53	5.53	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.53	5.53	-	6.13	5.53	-
Follow-up Hdwy	2.219	-	-	2.219	-	-	3.519	4.019	3.319	3.519	4.019	3.319
Pot Cap-1 Maneuver	1259	-	-	1299	-	-	519	420	814	434	400	866
Stage 1	-	-	-	-	-	-	743	691	-	662	648	-
Stage 2	-	-	-	-	-	-	813	647	-	781	664	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1252	-	-	1295	-	-	479	405	812	412	385	861
Mov Cap-2 Maneuver	-	-	-	-	-	-	479	405	-	412	385	-
Stage 1	-	-	-	-	-	-	728	677	-	651	638	-
Stage 2	-	-	-	-	-	-	766	636	-	755	651	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.52	0.41	13.53	9.68
HCM LOS			B	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	498	112	-	-	150	-	-	811
HCM Lane V/C Ratio	0.153	0.015	-	-	0.01	-	-	0.051
HCM Ctrl Dly (s/v)	13.5	7.9	0	-	7.8	0.1	-	9.7
HCM Lane LOS	B	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0.5	0	-	-	0	-	-	0.2

BUILD DS
ALTERNATIVE 0

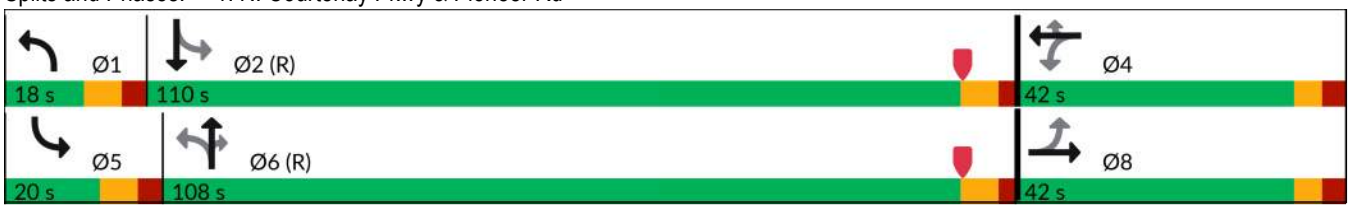


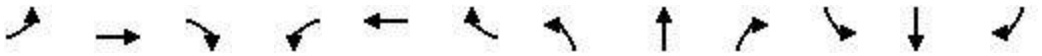
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	123	19	36	139	22	115	48	1442	88	131	1517	33
Future Volume (vph)	123	19	36	139	22	115	48	1442	88	131	1517	33
Confl. Peds. (#/hr)			4	4			2		1	1		2
Confl. Bikes (#/hr)												1
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	2%	6%	3%	2%	5%	4%	5%	2%	2%	2%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	191	0	0	173	124	52	1551	95	141	1666	0
Turn Type	Perm	NA		Perm	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	
Protected Phases		8			4		1	6		5	2	
Permitted Phases	8			4		4	6		6	2		
Detector Phase	8	8		4	4	4	1	6	6	5	2	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0	7.0	5.0	15.0	15.0	5.0	15.0	
Minimum Split (s)	41.7	41.7		40.7	40.7	40.7	12.8	30.8	30.8	12.8	32.8	
Total Split (s)	42.0	42.0		42.0	42.0	42.0	18.0	108.0	108.0	20.0	110.0	
Total Split (%)	24.7%	24.7%		24.7%	24.7%	24.7%	10.6%	63.5%	63.5%	11.8%	64.7%	
Maximum Green (s)	35.3	35.3		35.3	35.3	35.3	10.2	101.2	101.2	12.2	103.2	
Yellow Time (s)	3.7	3.7		3.7	3.7	3.7	4.8	4.8	4.8	4.8	4.8	
All-Red Time (s)	3.0	3.0		3.0	3.0	3.0	3.0	2.0	2.0	3.0	2.0	
Lost Time Adjust (s)		0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)		6.7			6.7	6.7	7.8	6.8	6.8	7.8	6.8	
Lead/Lag							Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.5	3.5		3.5	3.5	3.5	3.0	3.5	3.5	3.0	3.5	
Recall Mode	None	None		None	None	None	None	C-Min	C-Min	None	C-Min	
Walk Time (s)	7.0	7.0		7.0	7.0	7.0		7.0	7.0		7.0	
Flash Don't Walk (s)	28.0	28.0		27.0	27.0	27.0		17.0	17.0		19.0	
Pedestrian Calls (#/hr)	0	0		0	0	0		0	0		0	
Act Effct Green (s)		39.6			39.6	39.6	104.8	98.6	98.6	112.6	104.6	
Actuated g/C Ratio		0.23			0.23	0.23	0.62	0.58	0.58	0.66	0.62	
v/c Ratio		0.85			0.63	0.28	0.37	0.78	0.11	0.76	0.79	
Control Delay (s/veh)		90.4			70.7	9.8	17.4	31.0	4.9	48.6	28.8	
Queue Delay		0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay (s/veh)		90.4			70.7	9.8	17.4	31.0	4.9	48.6	28.8	
LOS		F			E	A	B	C	A	D	C	
Approach Delay (s/veh)		90.4			45.3			29.1			30.3	
Approach LOS		F			D			C			C	
Queue Length 50th (ft)		195			171	0	19	710	10	65	772	
Queue Length 95th (ft)		#376			#278	59	31	744	36	#149	802	
Internal Link Dist (ft)		649			211			778			658	
Turn Bay Length (ft)							150		105	245		
Base Capacity (vph)		225			275	444	169	2040	921	201	2136	
Starvation Cap Reductn		0			0	0	0	0	0	0	0	
Spillback Cap Reductn		0			0	0	0	0	0	0	0	
Storage Cap Reductn		0			0	0	0	0	0	0	0	
Reduced v/c Ratio		0.85			0.63	0.28	0.31	0.76	0.10	0.70	0.78	

Intersection Summary	
Cycle Length: 170	
Actuated Cycle Length: 170	
Offset: 105 (62%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow	
Natural Cycle: 120	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.85	
Intersection Signal Delay (s/veh): 33.8	Intersection LOS: C
Intersection Capacity Utilization 83.2%	ICU Level of Service E
Analysis Period (min) 15	

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

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

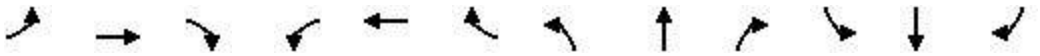




Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	123	19	36	139	22	115	48	1442	88	131	1517	33
Future Volume (veh/h)	123	19	36	139	22	115	48	1442	88	131	1517	33
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1811	1856	1870	1826	1841	1826	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	132	20	34	149	24	76	52	1551	65	141	1631	34
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	6	3	2	5	4	5	2	2	2	2	2
Cap, veh/h	208	26	44	218	29	237	288	2431	1083	247	2472	51
Arrive On Green	0.15	0.15	0.15	0.15	0.15	0.15	0.03	0.68	0.68	0.08	1.00	1.00
Sat Flow, veh/h	1122	170	289	1164	188	1548	1739	3554	1583	1781	3558	74
Grp Volume(v), veh/h	186	0	0	173	0	76	52	1551	65	141	813	852
Grp Sat Flow(s),veh/h/ln	1581	0	0	1352	0	1548	1739	1777	1583	1781	1777	1855
Q Serve(g_s), s	0.0	0.0	0.0	2.5	0.0	7.4	1.5	41.6	2.3	4.3	0.0	0.0
Cycle Q Clear(g_c), s	18.7	0.0	0.0	21.2	0.0	7.4	1.5	41.6	2.3	4.3	0.0	0.0
Prop In Lane	0.71		0.18	0.86		1.00	1.00		1.00	1.00		0.04
Lane Grp Cap(c), veh/h	278	0	0	246	0	237	288	2431	1083	247	1235	1289
V/C Ratio(X)	0.67	0.00	0.00	0.70	0.00	0.32	0.18	0.64	0.06	0.57	0.66	0.66
Avail Cap(c_a), veh/h	355	0	0	321	0	321	346	2431	1083	308	1235	1289
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	68.9	0.0	0.0	70.0	0.0	64.1	7.3	15.1	8.9	15.5	0.0	0.0
Incr Delay (d2), s/veh	3.8	0.0	0.0	5.3	0.0	0.9	0.3	1.3	0.1	2.1	2.8	2.7
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	12.8	0.0	0.0	12.3	0.0	5.4	1.0	22.7	1.4	3.7	1.7	1.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	72.7	0.0	0.0	75.3	0.0	65.1	7.6	16.4	9.0	17.6	2.8	2.7
LnGrp LOS	E			E		E	A	B	A	B	A	A
Approach Vol, veh/h		186			249			1668			1806	
Approach Delay, s/veh		72.7			72.2			15.8			3.9	
Approach LOS		E			E			B			A	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	12.4	124.9		32.7	14.2	123.1		32.7				
Change Period (Y+Rc), s	7.8	6.8		6.7	7.8	6.8		6.7				
Max Green Setting (Gmax), s	10.2	103.2		35.3	12.2	101.2		35.3				
Max Q Clear Time (g_c+I1), s	3.5	2.0		23.2	6.3	43.6		20.7				
Green Ext Time (p_c), s	0.0	26.0		1.1	0.2	22.1		1.0				

Intersection Summary		
HCM 7th Control Delay, s/veh		16.6
HCM 7th LOS		B



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	27	127	34	3	143	1	59	0	7	2	0	26
Future Volume (vph)	27	127	34	3	143	1	59	0	7	2	0	26
Confl. Bikes (#/hr)												1
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	2%	2%	2%	2%	4%	100%	2%	2%	2%	2%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	209	0	0	163	0	0	74	0	0	31	0
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Control Type: Unsignalized			
Intersection Capacity Utilization 34.7%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	2.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	27	127	34	3	143	1	59	0	7	2	0	26
Future Vol, veh/h	27	127	34	3	143	1	59	0	7	2	0	26
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	139	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	4	100	2	2	2	2	2	2
Mvmt Flow	30	141	38	3	159	1	66	0	8	2	0	29

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	160	0	0	179	0	0	306	387	160	367	405	80
Stage 1	-	-	-	-	-	-	220	220	-	166	166	-
Stage 2	-	-	-	-	-	-	86	167	-	201	239	-
Critical Hdwy	4.13	-	-	4.13	-	-	7.33	6.53	6.23	7.33	6.53	6.93
Critical Hdwy Stg 1	-	-	-	-	-	-	6.13	5.53	-	6.53	5.53	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.53	5.53	-	6.13	5.53	-
Follow-up Hdwy	2.219	-	-	2.219	-	-	3.519	4.019	3.319	3.519	4.019	3.319
Pot Cap-1 Maneuver	1418	-	-	1396	-	-	635	547	884	576	534	965
Stage 1	-	-	-	-	-	-	782	721	-	820	760	-
Stage 2	-	-	-	-	-	-	912	760	-	800	707	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1418	-	-	1396	-	-	600	533	884	557	520	965
Mov Cap-2 Maneuver	-	-	-	-	-	-	600	533	-	557	520	-
Stage 1	-	-	-	-	-	-	763	704	-	818	758	-
Stage 2	-	-	-	-	-	-	883	758	-	774	690	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	1.09	0.17	11.57	9.07
HCM LOS			B	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	621	248	-	-	73	-	-	917
HCM Lane V/C Ratio	0.118	0.021	-	-	0.002	-	-	0.034
HCM Ctrl Dly (s/v)	11.6	7.6	0	-	7.6	0	-	9.1
HCM Lane LOS	B	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0.4	0.1	-	-	0	-	-	0.1

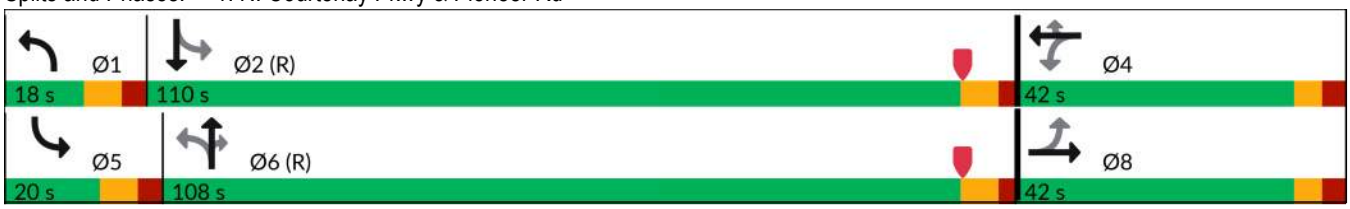
BUILD PM
ALTERNATIVE 0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	111	21	30	125	19	107	40	1460	116	151	1558	33
Future Volume (vph)	111	21	30	125	19	107	40	1460	116	151	1558	33
Confl. Peds. (#/hr)	2					2	2		3	3		2
Confl. Bikes (#/hr)												2
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	6%	2%	4%	2%	2%	6%	11%	2%	2%	2%	2%	3%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	165	0	0	147	109	41	1490	118	154	1624	0
Turn Type	Perm	NA		Perm	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	
Protected Phases		8			4		1	6		5	2	
Permitted Phases	8			4		4	6		6	2		
Detector Phase	8	8		4	4	4	1	6	6	5	2	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0	7.0	5.0	15.0	15.0	5.0	15.0	
Minimum Split (s)	41.7	41.7		40.7	40.7	40.7	12.8	30.8	30.8	12.8	32.8	
Total Split (s)	42.0	42.0		42.0	42.0	42.0	18.0	108.0	108.0	20.0	110.0	
Total Split (%)	24.7%	24.7%		24.7%	24.7%	24.7%	10.6%	63.5%	63.5%	11.8%	64.7%	
Maximum Green (s)	35.3	35.3		35.3	35.3	35.3	10.2	101.2	101.2	12.2	103.2	
Yellow Time (s)	3.7	3.7		3.7	3.7	3.7	4.8	4.8	4.8	4.8	4.8	
All-Red Time (s)	3.0	3.0		3.0	3.0	3.0	3.0	2.0	2.0	3.0	2.0	
Lost Time Adjust (s)		0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)		6.7			6.7	6.7	7.8	6.8	6.8	7.8	6.8	
Lead/Lag							Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.5	3.5		3.5	3.5	3.5	3.0	3.5	3.5	3.0	3.5	
Recall Mode	None	None		None	None	None	None	C-Min	C-Min	None	C-Min	
Walk Time (s)	7.0	7.0		7.0	7.0	7.0		7.0	7.0		7.0	
Flash Don't Walk (s)	28.0	28.0		27.0	27.0	27.0		17.0	17.0		19.0	
Pedestrian Calls (#/hr)	0	0		0	0	0		0	0		0	
Act Effct Green (s)		32.0			32.0	32.0	112.0	106.2	106.2	120.6	112.6	
Actuated g/C Ratio		0.19			0.19	0.19	0.66	0.62	0.62	0.71	0.66	
v/c Ratio		0.90			0.65	0.30	0.26	0.70	0.12	0.69	0.72	
Control Delay (s/veh)		106.7			76.7	10.9	12.3	24.6	6.4	34.6	11.0	
Queue Delay		0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay (s/veh)		106.7			76.7	10.9	12.3	24.6	6.4	34.6	11.0	
LOS		F			E	B	B	C	A	C	B	
Approach Delay (s/veh)		106.7			48.7			23.0			13.1	
Approach LOS		F			D			C			B	
Queue Length 50th (ft)		173			151	0	13	580	19	47	173	
Queue Length 95th (ft)		#305			234	56	26	693	50	m72	m564	
Internal Link Dist (ft)		649			211			778			658	
Turn Bay Length (ft)							150		105	245		
Base Capacity (vph)		208			256	394	189	2159	964	242	2262	
Starvation Cap Reductn		0			0	0	0	0	0	0	0	
Spillback Cap Reductn		0			0	0	0	0	0	0	0	
Storage Cap Reductn		0			0	0	0	0	0	0	0	
Reduced v/c Ratio		0.79			0.57	0.28	0.22	0.69	0.12	0.64	0.72	

Intersection Summary	
Cycle Length: 170	
Actuated Cycle Length: 170	
Offset: 105 (62%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow	
Natural Cycle: 110	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.90	
Intersection Signal Delay (s/veh): 23.7	Intersection LOS: C
Intersection Capacity Utilization 82.2%	ICU Level of Service E
Analysis Period (min) 15	

\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

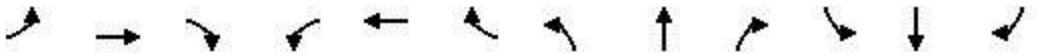
Splits and Phases: 1: N. Courtenay Pkwy & Pioneer Rd



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	111	21	30	125	19	107	40	1460	116	151	1558	33
Future Volume (veh/h)	111	21	30	125	19	107	40	1460	116	151	1558	33
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1811	1870	1841	1870	1870	1811	1737	1870	1870	1870	1870	1856
Adj Flow Rate, veh/h	113	21	26	128	19	67	41	1490	89	154	1590	33
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	6	2	4	2	2	6	11	2	2	2	2	3
Cap, veh/h	186	28	35	195	23	197	288	2514	1119	271	2564	53
Arrive On Green	0.13	0.13	0.13	0.13	0.13	0.13	0.03	0.71	0.71	0.08	1.00	1.00
Sat Flow, veh/h	1163	216	268	1206	179	1528	1654	3554	1582	1781	3558	74
Grp Volume(v), veh/h	160	0	0	147	0	67	41	1490	89	154	793	830
Grp Sat Flow(s),veh/h/ln	1646	0	0	1384	0	1528	1654	1777	1582	1781	1777	1855
Q Serve(g_s), s	0.0	0.0	0.0	2.2	0.0	6.8	1.2	35.9	3.0	4.3	0.0	0.0
Cycle Q Clear(g_c), s	15.5	0.0	0.0	17.7	0.0	6.8	1.2	35.9	3.0	4.3	0.0	0.0
Prop In Lane	0.71		0.16	0.87		1.00	1.00		1.00	1.00		0.04
Lane Grp Cap(c), veh/h	249	0	0	218	0	197	288	2514	1119	271	1280	1337
V/C Ratio(X)	0.64	0.00	0.00	0.67	0.00	0.34	0.14	0.59	0.08	0.57	0.62	0.62
Avail Cap(c_a), veh/h	364	0	0	329	0	317	346	2514	1119	331	1280	1337
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	71.2	0.0	0.0	72.2	0.0	67.4	6.2	12.5	7.7	12.5	0.0	0.0
Incr Delay (d2), s/veh	3.3	0.0	0.0	4.3	0.0	1.2	0.2	1.0	0.1	1.9	2.3	2.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	11.3	0.0	0.0	10.8	0.0	4.9	0.7	19.6	1.8	3.4	1.4	1.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	74.6	0.0	0.0	76.5	0.0	68.7	6.5	13.6	7.8	14.4	2.3	2.2
LnGrp LOS	E			E		E	A	B	A	B	A	A
Approach Vol, veh/h		160			214			1620			1777	
Approach Delay, s/veh		74.6			74.1			13.1			3.3	
Approach LOS		E			E			B			A	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	12.1	129.3		28.6	14.3	127.1		28.6				
Change Period (Y+Rc), s	7.8	6.8		6.7	7.8	6.8		6.7				
Max Green Setting (Gmax), s	10.2	103.2		35.3	12.2	101.2		35.3				
Max Q Clear Time (g_c+I1), s	3.2	2.0		19.7	6.3	37.9		17.5				
Green Ext Time (p_c), s	0.0	24.3		1.1	0.2	21.4		0.9				

Intersection Summary			
HCM 7th Control Delay, s/veh		14.5	
HCM 7th LOS		B	

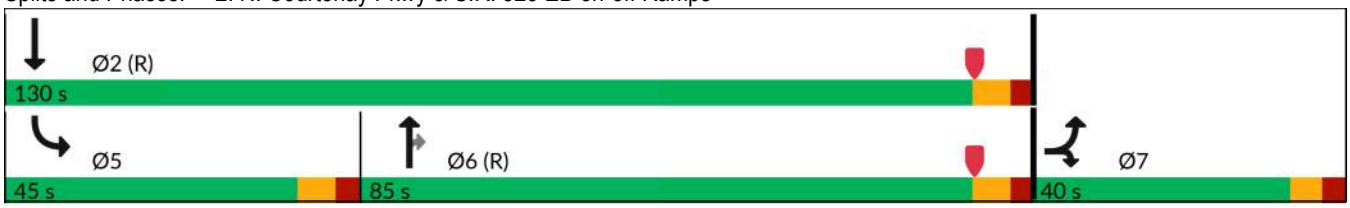


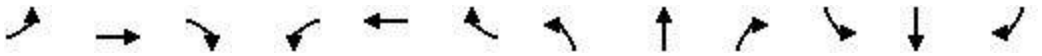
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	418	0	723	0	0	0	0	1320	292	365	1218	0
Future Volume (vph)	418	0	723	0	0	0	0	1320	292	365	1218	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	3%	2%	2%	2%	2%	2%	3%	2%	2%	2%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	431	0	745	0	0	0	0	1361	301	376	1256	0
Turn Type	Prot		Prot					NA	Perm	Prot	NA	
Protected Phases	7		7					6		5	2	
Permitted Phases									6			
Detector Phase	7		7					6	6	5	2	
Switch Phase												
Minimum Initial (s)	5.0		5.0					12.0	12.0	5.0	12.0	
Minimum Split (s)	12.1		12.1					25.4	25.4	25.8	25.4	
Total Split (s)	40.0		40.0					85.0	85.0	45.0	130.0	
Total Split (%)	23.5%		23.5%					50.0%	50.0%	26.5%	76.5%	
Maximum Green (s)	32.9		32.9					77.6	77.6	37.2	122.6	
Yellow Time (s)	4.1		4.1					4.8	4.8	4.8	4.8	
All-Red Time (s)	3.0		3.0					2.6	2.6	3.0	2.6	
Lost Time Adjust (s)	0.0		0.0					0.0	0.0	0.0	0.0	
Total Lost Time (s)	7.1		7.1					7.4	7.4	7.8	7.4	
Lead/Lag								Lag	Lag	Lead		
Lead-Lag Optimize?								Yes	Yes	Yes		
Vehicle Extension (s)	3.0		3.0					4.0	4.0	4.0	4.0	
Recall Mode	None		None					C-Max	C-Max	None	C-Max	
Act Effct Green (s)	32.9		32.9					77.6	77.6	37.2	122.6	
Actuated g/C Ratio	0.19		0.19					0.46	0.46	0.22	0.72	
v/c Ratio	0.66		1.08					0.61	0.35	1.04	0.53	
Control Delay (s/veh)	68.7		102.3					25.8	3.6	101.7	6.4	
Queue Delay	0.0		0.0					0.8	0.0	21.1	0.4	
Total Delay (s/veh)	68.7		102.3					26.6	3.6	122.7	6.8	
LOS	E		F					C	A	F	A	
Approach Delay (s/veh)		90.0						22.4			33.5	
Approach LOS		F						C			C	
Queue Length 50th (ft)	231		~419					323	9	~432	164	
Queue Length 95th (ft)	293		#568					260	m40	m#650	179	
Internal Link Dist (ft)		674			677			1602			365	
Turn Bay Length (ft)	385		385						725			
Base Capacity (vph)	658		693					2244	862	361	2382	
Starvation Cap Reductn	0		0					0	0	22	589	
Spillback Cap Reductn	0		0					516	0	0	0	
Storage Cap Reductn	0		0					0	0	0	0	
Reduced v/c Ratio	0.66		1.08					0.79	0.35	1.11	0.70	

Intersection Summary
Cycle Length: 170
Actuated Cycle Length: 170
Offset: 99 (58%), Referenced to phase 2:SBT and 6:NBT, Start of Yellow
Natural Cycle: 90

Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.08
Intersection Signal Delay (s/veh): 44.3 Intersection LOS: D
Intersection Capacity Utilization 113.9% ICU Level of Service H
Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

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





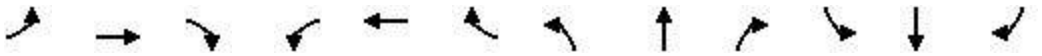
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	418	0	723	0	0	0	0	1320	292	365	1218	0
Future Volume (veh/h)	418	0	723	0	0	0	0	1320	292	365	1218	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1856	0	1870				0	1870	1870	1870	1870	0
Adj Flow Rate, veh/h	431	0	0				0	1361	0	376	1256	0
Peak Hour Factor	0.97	0.97	0.97				0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	3	0	2				0	2	2	2	2	0
Cap, veh/h	487	0					0	2598		388	2746	0
Arrive On Green	0.14	0.00	0.00				0.00	1.00	0.00	0.44	1.00	0.00
Sat Flow, veh/h	3428	0	2790				0	5274	1585	1781	3647	0
Grp Volume(v), veh/h	431	0	0				0	1361	0	376	1256	0
Grp Sat Flow(s),veh/h/ln	1714	0	1395				0	1702	1585	1781	1777	0
Q Serve(g_s), s	21.0	0.0	0.0				0.0	0.0	0.0	35.0	0.0	0.0
Cycle Q Clear(g_c), s	21.0	0.0	0.0				0.0	0.0	0.0	35.0	0.0	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	487	0					0	2598		388	2746	0
V/C Ratio(X)	0.88	0.00					0.00	0.52		0.97	0.46	0.00
Avail Cap(c_a), veh/h	663	0					0	2598		390	2746	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	2.00	2.00	2.00	2.00	1.00
Upstream Filter(I)	1.00	0.00	0.00				0.00	1.00	0.00	0.72	0.72	0.00
Uniform Delay (d), s/veh	71.6	0.0	0.0				0.0	0.0	0.0	47.4	0.0	0.0
Incr Delay (d2), s/veh	10.6	0.0	0.0				0.0	0.8	0.0	30.7	0.4	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	15.2	0.0	0.0				0.0	0.3	0.0	21.6	0.3	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	82.2	0.0	0.0				0.0	0.8	0.0	78.1	0.4	0.0
LnGrp LOS	F							A		E	A	
Approach Vol, veh/h		431						1361			1632	
Approach Delay, s/veh		82.2						0.8			18.3	
Approach LOS		F						A			B	

Timer - Assigned Phs		2		4	5	6						
Phs Duration (G+Y+Rc), s		138.7		31.3	44.9	93.9						
Change Period (Y+Rc), s		7.4		7.1	7.8	7.4						
Max Green Setting (Gmax), s		122.6		32.9	37.2	77.6						
Max Q Clear Time (g_c+I1), s		2.0		23.0	37.0	2.0						
Green Ext Time (p_c), s		19.8		1.2	0.0	20.7						

Intersection Summary												
HCM 7th Control Delay, s/veh			19.4									
HCM 7th LOS			B									

Notes

Unsignalized Delay for [NBR, EBR] is excluded from calculations of the approach delay and intersection delay.

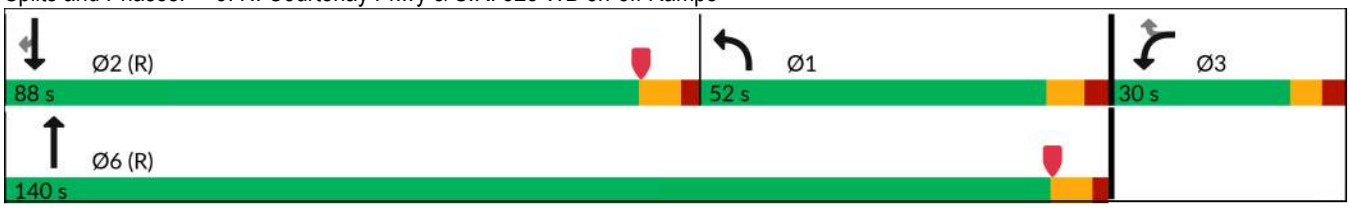


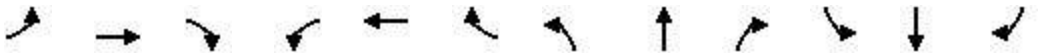
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	360	0	310	709	1098	0	0	1351	1046
Future Volume (vph)	0	0	0	360	0	310	709	1098	0	0	1351	1046
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	2%	2%	2%	2%	2%	4%	3%	3%	2%	2%	2%	3%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	379	0	326	746	1156	0	0	1422	1101
Turn Type				Prot		Perm	Prot	NA			NA	Perm
Protected Phases				3			1	6			2	
Permitted Phases						3						2
Detector Phase				3		3	1	6			2	2
Switch Phase												
Minimum Initial (s)				7.0		7.0	5.0	12.0			12.0	12.0
Minimum Split (s)				14.0		14.0	22.5	22.5			22.5	22.5
Total Split (s)				30.0		30.0	52.0	140.0			88.0	88.0
Total Split (%)				17.6%		17.6%	30.6%	82.4%			51.8%	51.8%
Maximum Green (s)				23.0		23.0	44.1	132.5			80.5	80.5
Yellow Time (s)				4.0		4.0	4.8	5.3			5.3	5.3
All-Red Time (s)				3.0		3.0	3.1	2.2			2.2	2.2
Lost Time Adjust (s)				0.0		0.0	0.0	0.0			0.0	0.0
Total Lost Time (s)				7.0		7.0	7.9	7.5			7.5	7.5
Lead/Lag							Lag				Lead	Lead
Lead-Lag Optimize?							Yes				Yes	Yes
Vehicle Extension (s)				3.0		3.0	3.0	3.0			4.0	4.0
Recall Mode				None		None	Min	C-Max			C-Max	C-Max
Act Effct Green (s)				22.2		22.2	44.1	133.3			81.3	81.3
Actuated g/C Ratio				0.13		0.13	0.26	0.78			0.48	0.48
v/c Ratio				0.85		0.97	0.85	0.42			0.58	1.16
Control Delay (s/veh)				89.6		78.2	63.3	7.8			33.5	109.0
Queue Delay				0.5		0.0	49.3	0.2			0.0	0.0
Total Delay (s/veh)				90.1		78.2	112.7	8.0			33.5	109.0
LOS				F		E	F	A			C	F
Approach Delay (s/veh)					84.6			49.0			66.5	
Approach LOS					F			D			E	
Queue Length 50th (ft)				214		204	438	167			419	~1211
Queue Length 95th (ft)				#286		#409	519	185			467	#1481
Internal Link Dist (ft)		690			789			365			641	
Turn Bay Length (ft)				150		275						90
Base Capacity (vph)				464		344	882	2748			2431	952
Starvation Cap Reductn				0		0	206	715			0	0
Spillback Cap Reductn				7		0	0	0			101	0
Storage Cap Reductn				0		0	0	0			0	0
Reduced v/c Ratio				0.83		0.95	1.10	0.57			0.61	1.16

Intersection Summary
Cycle Length: 170
Actuated Cycle Length: 170
Offset: 62 (36%), Referenced to phase 2:SBT and 6:NBT, Start of Yellow
Natural Cycle: 140

Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.16
Intersection Signal Delay (s/veh): 62.5 Intersection LOS: E
Intersection Capacity Utilization 113.9% ICU Level of Service H
Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

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





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	360	0	310	709	1098	0	0	1351	1046
Future Volume (veh/h)	0	0	0	360	0	310	709	1098	0	0	1351	1046
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Lane Width Adj.				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1870	0	1841	1856	1856	0	0	1870	1856
Adj Flow Rate, veh/h				379	0	189	746	1156	0	0	1422	899
Peak Hour Factor				0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %				2	0	4	3	3	0	0	2	3
Cap, veh/h				457	0	206	899	2750	0	0	2418	745
Arrive On Green				0.13	0.00	0.13	0.52	1.00	0.00	0.00	0.47	0.47
Sat Flow, veh/h				3456	0	1560	3428	3618	0	0	5274	1572
Grp Volume(v), veh/h				379	0	189	746	1156	0	0	1422	899
Grp Sat Flow(s),veh/h/ln				1728	0	1560	1714	1763	0	0	1702	1572
Q Serve(g_s), s				18.2	0.0	20.3	31.1	0.0	0.0	0.0	34.5	47.2
Cycle Q Clear(g_c), s				18.2	0.0	20.3	31.1	0.0	0.0	0.0	34.5	47.2
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				457	0	206	899	2750	0	0	2418	745
V/C Ratio(X)				0.83	0.00	0.92	0.83	0.42	0.00	0.00	0.59	1.21
Avail Cap(c_a), veh/h				468	0	211	899	2750	0	0	2418	745
HCM Platoon Ratio				1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	0.75	0.75	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				71.9	0.0	72.8	37.2	0.0	0.0	0.0	32.7	15.4
Incr Delay (d2), s/veh				11.6	0.0	39.0	5.0	0.4	0.0	0.0	1.1	105.7
Initial Q Delay(d3), s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln				13.4	0.0	15.4	15.4	0.2	0.0	0.0	20.4	53.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh				83.5	0.0	111.8	42.2	0.4	0.0	0.0	33.7	121.1
LnGrp LOS				F		F	D	A			C	F
Approach Vol, veh/h					568			1902			2321	
Approach Delay, s/veh					92.9			16.8			67.6	
Approach LOS					F			B			E	

Timer - Assigned Phs	1	2			6		8					
Phs Duration (G+Y+Rc), s	52.5	88.0			140.5		29.5					
Change Period (Y+Rc), s	7.9	7.5			* 7.9		7.0					
Max Green Setting (Gmax), s	44.1	80.5			* 1.3E+02		23.0					
Max Q Clear Time (g_c+I1), s	33.1	49.2			2.0		22.3					
Green Ext Time (p_c), s	2.2	24.0			10.4		0.2					

Intersection Summary		
HCM 7th Control Delay, s/veh	50.4	
HCM 7th LOS	D	

Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	22	1651	36	0	1751
Future Volume (vph)	0	22	1651	36	0	1751
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	24	1834	0	0	1903
Sign Control	Stop		Free			Free

Intersection Summary			
Control Type: Unsignalized			
Intersection Capacity Utilization	56.8%	ICU Level of Service	B
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	0.1

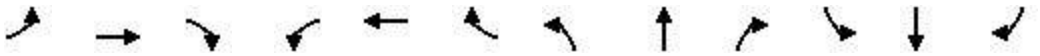
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	22	1651	36	0	1751
Future Vol, veh/h	0	22	1651	36	0	1751
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	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	24	1795	39	0	1903

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	917	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.94	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.32	-	-	-	-
Pot Cap-1 Maneuver	0	*614	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		0	-	-		-
Mov Cap-1 Maneuver	-	*614	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	11.1	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBT
Capacity (veh/h)	-	-	614	-
HCM Lane V/C Ratio	-	-	0.039	-
HCM Ctrl Dly (s/v)	-	-	11.1	-
HCM Lane LOS	-	-	B	-
HCM 95th %tile Q(veh)	-	-	0.1	-

Notes	
~: Volume exceeds capacity	$: Delay exceeds 300s
+: Computation Not Defined	*: All major volume in platoon



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	40	133	34	1	123	0	60	0	3	0	0	28
Future Volume (vph)	40	133	34	1	123	0	60	0	3	0	0	28
Confl. Peds. (#/hr)	2					2	1		1	1		1
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	50%	2%	3%	2%	3%	2%	2%	2%	2%	2%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	220	0	0	132	0	0	67	0	0	30	0
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Control Type: Unsignalized			
Intersection Capacity Utilization 35.6%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	3.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	40	133	34	1	123	0	60	0	3	0	0	28
Future Vol, veh/h	40	133	34	1	123	0	60	0	3	0	0	28
Conflicting Peds, #/hr	2	0	0	0	0	2	1	0	1	1	0	1
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	139	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	50	2	3	2	3	2	2	2	2	2	2	2
Mvmt Flow	43	141	36	1	131	0	64	0	3	0	0	30

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	133	0	0	178	0	0	313	380	161	363	398	68
Stage 1	-	-	-	-	-	-	245	245	-	135	135	-
Stage 2	-	-	-	-	-	-	69	135	-	228	263	-
Critical Hdwy	4.85	-	-	4.13	-	-	7.33	6.53	6.23	7.33	6.53	6.93
Critical Hdwy Stg 1	-	-	-	-	-	-	6.13	5.53	-	6.53	5.53	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.53	5.53	-	6.13	5.53	-
Follow-up Hdwy	2.675	-	-	2.219	-	-	3.519	4.019	3.319	3.519	4.019	3.319
Pot Cap-1 Maneuver	1182	-	-	1397	-	-	628	552	884	581	539	981
Stage 1	-	-	-	-	-	-	758	703	-	855	784	-
Stage 2	-	-	-	-	-	-	934	784	-	774	690	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1179	-	-	1397	-	-	583	528	883	553	516	978
Mov Cap-2 Maneuver	-	-	-	-	-	-	583	528	-	553	516	-
Stage 1	-	-	-	-	-	-	728	675	-	853	782	-
Stage 2	-	-	-	-	-	-	904	782	-	740	663	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	1.58	0.07	11.85	8.8
HCM LOS			B	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	593	334	-	-	29	-	-	978
HCM Lane V/C Ratio	0.113	0.036	-	-	0.001	-	-	0.03
HCM Ctrl Dly (s/v)	11.8	8.2	0	-	7.6	0	-	8.8
HCM Lane LOS	B	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0.4	0.1	-	-	0	-	-	0.1

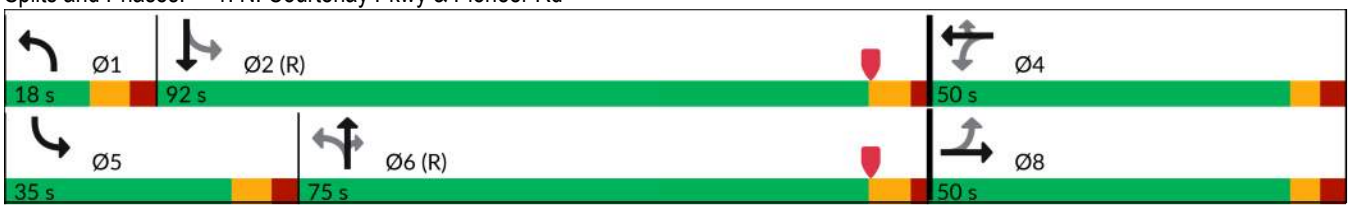
BUILD AM
ALTERNATIVE 1

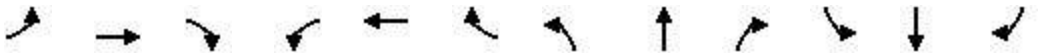
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	88	26	28	187	37	159	30	1017	84	205	1459	31
Future Volume (vph)	88	26	28	187	37	159	30	1017	84	205	1459	31
Confl. Peds. (#/hr)									1			
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	3%	4%	2%	2%	6%	2%	25%	3%	2%	2%	3%	7%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	157	0	0	246	175	33	1118	92	225	1637	0
Turn Type	Perm	NA		Perm	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	
Protected Phases		8			4		1	6		5	2	
Permitted Phases	8			4		4	6		6	2		
Detector Phase	8	8		4	4	4	1	6	6	5	2	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0	7.0	5.0	15.0	15.0	5.0	15.0	
Minimum Split (s)	41.7	41.7		40.7	40.7	40.7	12.8	30.8	30.8	12.8	32.8	
Total Split (s)	50.0	50.0		50.0	50.0	50.0	18.0	75.0	75.0	35.0	92.0	
Total Split (%)	31.3%	31.3%		31.3%	31.3%	31.3%	11.3%	46.9%	46.9%	21.9%	57.5%	
Maximum Green (s)	43.3	43.3		43.3	43.3	43.3	10.2	68.2	68.2	27.2	85.2	
Yellow Time (s)	3.7	3.7		3.7	3.7	3.7	4.8	4.8	4.8	4.8	4.8	
All-Red Time (s)	3.0	3.0		3.0	3.0	3.0	3.0	2.0	2.0	3.0	2.0	
Lost Time Adjust (s)		0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)		6.7			6.7	6.7	7.8	6.8	6.8	7.8	6.8	
Lead/Lag							Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.5	3.5		3.5	3.5	3.5	3.0	3.5	3.5	3.0	3.5	
Recall Mode	None	None		None	None	None	None	C-Min	C-Min	None	C-Min	
Walk Time (s)	7.0	7.0		7.0	7.0	7.0		7.0	7.0		7.0	
Flash Don't Walk (s)	28.0	28.0		27.0	27.0	27.0		17.0	17.0		19.0	
Pedestrian Calls (#/hr)	0	0		0	0	0		0	0		0	
Act Effct Green (s)		37.6			37.6	37.6	90.3	84.3	84.3	107.6	96.8	
Actuated g/C Ratio		0.24			0.24	0.24	0.56	0.53	0.53	0.67	0.61	
v/c Ratio		0.87			0.89	0.35	0.28	0.63	0.11	0.68	0.80	
Control Delay (s/veh)		93.8			90.2	7.8	19.0	30.9	1.3	23.9	38.2	
Queue Delay		0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay (s/veh)		93.8			90.2	7.8	19.0	30.9	1.3	23.9	38.2	
LOS		F			F	A	B	C	A	C	D	
Approach Delay (s/veh)		93.8			55.9			28.4			36.4	
Approach LOS		F			E			C			D	
Queue Length 50th (ft)		149			247	0	11	434	0	114	785	
Queue Length 95th (ft)		#267			#371	61	27	605	11	m171	879	
Internal Link Dist (ft)		649			211			778			658	
Turn Bay Length (ft)							150		105	245		
Base Capacity (vph)		208			319	541	147	1785	850	427	2043	
Starvation Cap Reductn		0			0	0	0	0	0	0	0	
Spillback Cap Reductn		0			0	0	0	0	0	0	0	
Storage Cap Reductn		0			0	0	0	0	0	0	0	
Reduced v/c Ratio		0.75			0.77	0.32	0.22	0.63	0.11	0.53	0.80	

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 135 (84%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow
Natural Cycle: 120
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.89
Intersection Signal Delay (s/veh): 38.4 Intersection LOS: D
Intersection Capacity Utilization 79.7% ICU Level of Service D
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

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

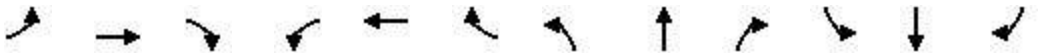




Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	88	26	28	187	37	159	30	1017	84	205	1459	31
Future Volume (veh/h)	88	26	28	187	37	159	30	1017	84	205	1459	31
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1841	1870	1870	1811	1870	1530	1856	1870	1870	1856	1796
Adj Flow Rate, veh/h	97	29	24	205	41	113	33	1118	41	225	1603	33
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	3	4	2	2	6	2	25	3	2	2	3	7
Cap, veh/h	243	72	53	268	45	324	229	2098	942	363	2256	46
Arrive On Green	0.20	0.20	0.20	0.20	0.20	0.20	0.02	0.59	0.59	0.14	1.00	1.00
Sat Flow, veh/h	1006	351	258	1111	222	1585	1457	3526	1584	1781	3533	73
Grp Volume(v), veh/h	150	0	0	246	0	113	33	1118	41	225	799	837
Grp Sat Flow(s),veh/h/ln	1615	0	0	1333	0	1585	1457	1763	1584	1781	1763	1842
Q Serve(g_s), s	0.0	0.0	0.0	16.2	0.0	9.8	1.4	30.1	1.7	8.3	0.0	0.0
Cycle Q Clear(g_c), s	12.8	0.0	0.0	28.9	0.0	9.8	1.4	30.1	1.7	8.3	0.0	0.0
Prop In Lane	0.65		0.16	0.83		1.00	1.00		1.00	1.00		0.04
Lane Grp Cap(c), veh/h	367	0	0	314	0	324	229	2098	942	363	1126	1176
V/C Ratio(X)	0.41	0.00	0.00	0.78	0.00	0.35	0.14	0.53	0.04	0.62	0.71	0.71
Avail Cap(c_a), veh/h	463	0	0	405	0	429	287	2098	942	545	1126	1176
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	55.7	0.0	0.0	62.4	0.0	54.5	11.9	19.2	13.5	14.3	0.0	0.0
Incr Delay (d2), s/veh	0.9	0.0	0.0	8.1	0.0	0.8	0.3	1.0	0.1	1.7	3.8	3.7
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	9.3	0.0	0.0	15.8	0.0	7.2	0.8	17.8	1.1	5.0	2.1	2.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	56.6	0.0	0.0	70.5	0.0	55.3	12.2	20.2	13.6	16.1	3.8	3.7
LnGrp LOS	E			E		E	B	C	B	B	A	A
Approach Vol, veh/h		150			359			1192			1861	
Approach Delay, s/veh		56.6			65.7			19.7			5.2	
Approach LOS		E			E			B			A	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	11.6	109.0		39.4	18.6	102.0		39.4				
Change Period (Y+Rc), s	7.8	6.8		6.7	7.8	6.8		6.7				
Max Green Setting (Gmax), s	10.2	85.2		43.3	27.2	68.2		43.3				
Max Q Clear Time (g_c+I1), s	3.4	2.0		30.9	10.3	32.1		14.8				
Green Ext Time (p_c), s	0.0	24.2		1.7	0.5	11.4		1.0				

Intersection Summary			
HCM 7th Control Delay, s/veh		18.3	
HCM 7th LOS		B	

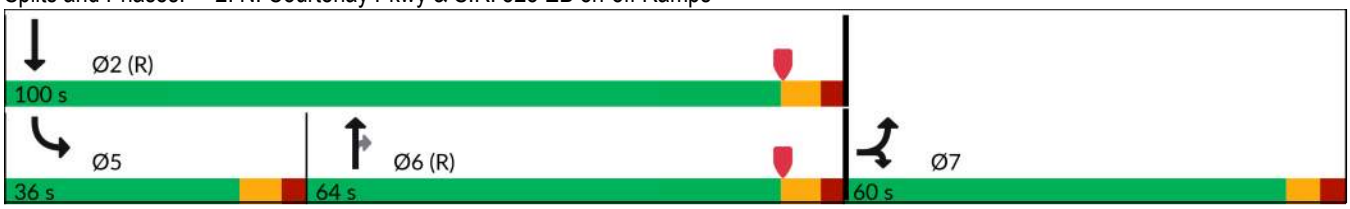


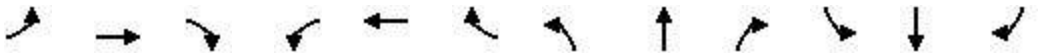
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	760	0	871	0	0	0	0	1081	326	243	933	0
Future Volume (vph)	760	0	871	0	0	0	0	1081	326	243	933	0
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	6%	2%	2%	2%	2%	2%	2%	2%	2%	7%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	809	0	927	0	0	0	0	1150	347	259	993	0
Turn Type	Prot		Prot					NA	Perm	Prot	NA	
Protected Phases	7		7					6		5	2	
Permitted Phases									6			
Detector Phase	7		7					6	6	5	2	
Switch Phase												
Minimum Initial (s)	5.0		5.0					12.0	12.0	5.0	12.0	
Minimum Split (s)	12.1		12.1					25.4	25.4	25.8	25.4	
Total Split (s)	60.0		60.0					64.0	64.0	36.0	100.0	
Total Split (%)	37.5%		37.5%					40.0%	40.0%	22.5%	62.5%	
Maximum Green (s)	52.9		52.9					56.6	56.6	28.2	92.6	
Yellow Time (s)	4.1		4.1					4.8	4.8	4.8	4.8	
All-Red Time (s)	3.0		3.0					2.6	2.6	3.0	2.6	
Lost Time Adjust (s)	0.0		0.0					0.0	0.0	0.0	0.0	
Total Lost Time (s)	7.1		7.1					7.4	7.4	7.8	7.4	
Lead/Lag								Lag	Lag	Lead		
Lead-Lag Optimize?								Yes	Yes	Yes		
Vehicle Extension (s)	3.0		3.0					4.0	4.0	4.0	4.0	
Recall Mode	None		None					C-Max	C-Max	None	C-Max	
Act Effct Green (s)	50.3		50.3					59.0	59.0	28.5	95.2	
Actuated g/C Ratio	0.31		0.31					0.37	0.37	0.18	0.60	
v/c Ratio	0.78		0.92					0.63	0.44	0.93	0.51	
Control Delay (s/veh)	55.6		55.3					56.3	21.9	82.2	14.2	
Queue Delay	1.9		0.0					1.4	0.0	0.0	0.5	
Total Delay (s/veh)	57.4		55.3					57.6	21.9	82.2	14.7	
LOS	E		E					E	C	F	B	
Approach Delay (s/veh)		56.3						49.3			28.7	
Approach LOS		E						D			C	
Queue Length 50th (ft)	388		428					447	147	275	405	
Queue Length 95th (ft)	467		536					495	261	#456	474	
Internal Link Dist (ft)		674			677			1602			365	
Turn Bay Length (ft)	385		385						725			
Base Capacity (vph)	1092		1053					1812	783	282	1966	
Starvation Cap Reductn	0		0					0	0	0	511	
Spillback Cap Reductn	148		0					429	0	0	0	
Storage Cap Reductn	0		0					0	0	0	0	
Reduced v/c Ratio	0.86		0.88					0.83	0.44	0.92	0.68	

Intersection Summary
Cycle Length: 160
Actuated Cycle Length: 160
Offset: 73 (46%), Referenced to phase 2:SBT and 6:NBT, Start of Yellow
Natural Cycle: 90

Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.93
Intersection Signal Delay (s/veh): 46.3 Intersection LOS: D
Intersection Capacity Utilization 119.2% ICU Level of Service H
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

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





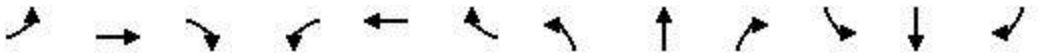
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	760	0	871	0	0	0	0	1081	326	243	933	0
Future Volume (veh/h)	760	0	871	0	0	0	0	1081	326	243	933	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1811	0	1870				0	1870	1870	1796	1870	0
Adj Flow Rate, veh/h	809	0	0				0	1150	0	259	993	0
Peak Hour Factor	0.94	0.94	0.94				0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	6	0	2				0	2	2	7	2	0
Cap, veh/h	886	0					0	2202		282	2291	0
Arrive On Green	0.26	0.00	0.00				0.00	0.14	0.00	0.05	0.21	0.00
Sat Flow, veh/h	3346	0	2790				0	5274	1585	1711	3647	0
Grp Volume(v), veh/h	809	0	0				0	1150	0	259	993	0
Grp Sat Flow(s),veh/h/ln	1673	0	1395				0	1702	1585	1711	1777	0
Q Serve(g_s), s	37.5	0.0	0.0				0.0	33.4	0.0	24.1	38.8	0.0
Cycle Q Clear(g_c), s	37.5	0.0	0.0				0.0	33.4	0.0	24.1	38.8	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	886	0					0	2202		282	2291	0
V/C Ratio(X)	0.91	0.00					0.00	0.52		0.92	0.43	0.00
Avail Cap(c_a), veh/h	1106	0					0	2202		302	2291	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	0.33	0.33	0.33	0.33	1.00
Upstream Filter(I)	1.00	0.00	0.00				0.00	1.00	0.00	0.88	0.88	0.00
Uniform Delay (d), s/veh	57.0	0.0	0.0				0.0	53.3	0.0	74.6	37.6	0.0
Incr Delay (d2), s/veh	9.9	0.0	0.0				0.0	0.9	0.0	28.8	0.5	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	24.0	0.0	0.0				0.0	21.9	0.0	19.0	25.3	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	66.9	0.0	0.0				0.0	54.2	0.0	103.3	38.2	0.0
LnGrp LOS	E							D		F	D	
Approach Vol, veh/h		809						1150			1252	
Approach Delay, s/veh		66.9						54.2			51.7	
Approach LOS		E						D			D	

Timer - Assigned Phs		2		4	5	6						
Phs Duration (G+Y+Rc), s		110.5		49.5	34.2	76.4						
Change Period (Y+Rc), s		7.4		7.1	7.8	7.4						
Max Green Setting (Gmax), s		92.6		52.9	28.2	56.6						
Max Q Clear Time (g_c+I1), s		40.8		39.5	26.1	35.4						
Green Ext Time (p_c), s		12.2		2.8	0.2	10.4						

Intersection Summary												
HCM 7th Control Delay, s/veh			56.4									
HCM 7th LOS			E									

Notes

Unsignalized Delay for [NBR, EBR] is excluded from calculations of the approach delay and intersection delay.

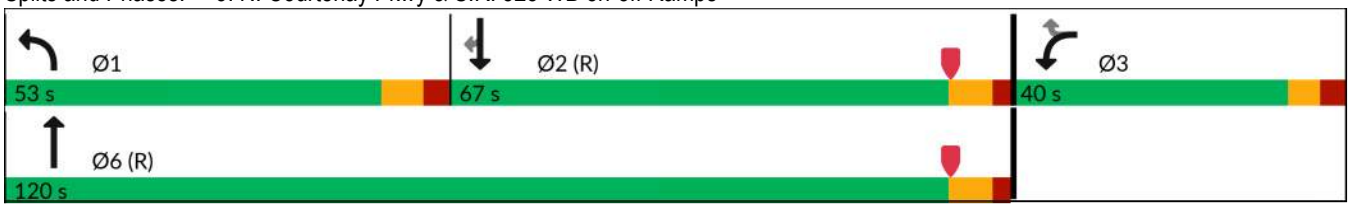


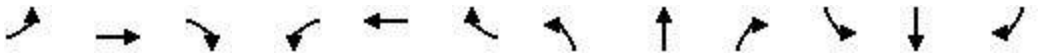
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	230	0	410	515	1470	0	0	1046	474
Future Volume (vph)	0	0	0	230	0	410	515	1470	0	0	1046	474
Confl. Peds. (#/hr)						1						
Confl. Bikes (#/hr)												1
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	2%	2%	2%	2%	2%	4%	3%	4%	2%	2%	4%	10%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	247	0	441	554	1581	0	0	1125	510
Turn Type				Prot		Perm	Prot	NA			NA	Perm
Protected Phases				3			1	6			2	
Permitted Phases						3						2
Detector Phase				3		3	1	6			2	2
Switch Phase												
Minimum Initial (s)				7.0		7.0	5.0	12.0			12.0	12.0
Minimum Split (s)				14.0		14.0	22.5	22.5			22.5	22.5
Total Split (s)				40.0		40.0	53.0	120.0			67.0	67.0
Total Split (%)				25.0%		25.0%	33.1%	75.0%			41.9%	41.9%
Maximum Green (s)				33.0		33.0	45.1	112.5			59.5	59.5
Yellow Time (s)				4.0		4.0	4.8	5.3			5.3	5.3
All-Red Time (s)				3.0		3.0	3.1	2.2			2.2	2.2
Lost Time Adjust (s)				0.0		0.0	0.0	0.0			0.0	0.0
Total Lost Time (s)				7.0		7.0	7.9	7.5			7.5	7.5
Lead/Lag							Lead				Lag	Lag
Lead-Lag Optimize?							Yes				Yes	Yes
Vehicle Extension (s)				3.0		3.0	3.0	3.0			4.0	4.0
Recall Mode				None		None	Min	C-Max			C-Max	C-Max
Act Effct Green (s)				33.0		33.0	31.5	112.5			73.1	73.1
Actuated g/C Ratio				0.21		0.21	0.20	0.70			0.46	0.46
v/c Ratio				0.35		1.15	0.83	0.65			0.49	0.66
Control Delay (s/veh)				56.0		137.7	63.8	32.3			32.0	24.8
Queue Delay				0.0		0.0	0.2	48.7			0.2	0.0
Total Delay (s/veh)				56.0		137.7	64.0	81.0			32.2	24.8
LOS				E		F	E	F			C	C
Approach Delay (s/veh)					108.4			76.6			29.9	
Approach LOS					F			E			C	
Queue Length 50th (ft)				115		~467	267	866			299	253
Queue Length 95th (ft)				159		#695	325	950			370	422
Internal Link Dist (ft)		690			789			365			641	
Turn Bay Length (ft)				150		275						90
Base Capacity (vph)				708		383	958	2440			2278	773
Starvation Cap Reductn				0		0	64	1121			0	0
Spillback Cap Reductn				0		0	0	0			338	0
Storage Cap Reductn				0		0	0	0			0	0
Reduced v/c Ratio				0.35		1.15	0.62	1.20			0.58	0.66

Intersection Summary
Cycle Length: 160
Actuated Cycle Length: 160

Offset: 25 (16%), Referenced to phase 2:SBT and 6:NBT, Start of Yellow
Natural Cycle: 70
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.15
Intersection Signal Delay (s/veh): 64.4 Intersection LOS: E
Intersection Capacity Utilization 119.2% ICU Level of Service H
Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

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





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	230	0	410	515	1470	0	0	1046	474
Future Volume (veh/h)	0	0	0	230	0	410	515	1470	0	0	1046	474
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Lane Width Adj.				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		0.98
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1870	0	1841	1856	1841	0	0	1841	1752
Adj Flow Rate, veh/h				247	0	371	554	1581	0	0	1125	380
Peak Hour Factor				0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %				2	0	4	3	4	0	0	4	10
Cap, veh/h				713	0	322	610	2459	0	0	2391	692
Arrive On Green				0.21	0.00	0.21	0.36	1.00	0.00	0.00	0.48	0.48
Sat Flow, veh/h				3456	0	1560	3428	3589	0	0	5191	1454
Grp Volume(v), veh/h				247	0	371	554	1581	0	0	1125	380
Grp Sat Flow(s),veh/h/ln				1728	0	1560	1714	1749	0	0	1675	1454
Q Serve(g_s), s				9.8	0.0	33.0	24.6	0.0	0.0	0.0	24.2	29.7
Cycle Q Clear(g_c), s				9.8	0.0	33.0	24.6	0.0	0.0	0.0	24.2	29.7
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				713	0	322	610	2459	0	0	2391	692
V/C Ratio(X)				0.35	0.00	1.15	0.91	0.64	0.00	0.00	0.47	0.55
Avail Cap(c_a), veh/h				713	0	322	966	2459	0	0	2391	692
HCM Platoon Ratio				1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	0.66	0.66	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				54.3	0.0	63.5	50.3	0.0	0.0	0.0	28.3	29.8
Incr Delay (d2), s/veh				0.3	0.0	98.4	5.6	0.9	0.0	0.0	0.7	3.1
Initial Q Delay(d3), s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln				7.5	0.0	31.3	13.3	0.5	0.0	0.0	14.8	15.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh				54.6	0.0	161.9	55.9	0.9	0.0	0.0	29.0	32.9
LnGrp LOS				D		F	E	A			C	C
Approach Vol, veh/h					618			2135			1505	
Approach Delay, s/veh					119.0			15.1			30.0	
Approach LOS					F			B			C	

Timer - Assigned Phs	1	2				6		8				
Phs Duration (G+Y+Rc), s	36.4	83.6				120.0		40.0				
Change Period (Y+Rc), s	7.9	7.5				7.5		7.0				
Max Green Setting (Gmax), s	45.1	59.5				112.5		33.0				
Max Q Clear Time (g_c+I1), s	26.6	31.7				2.0		35.0				
Green Ext Time (p_c), s	1.9	14.5				19.0		0.0				

Intersection Summary		
HCM 7th Control Delay, s/veh		35.5
HCM 7th LOS		D

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	35	1240	11	0	1682
Future Volume (vph)	0	35	1240	11	0	1682
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	38	1360	0	0	1828
Sign Control	Stop		Free			Free

Intersection Summary			
Control Type: Unsignalized			
Intersection Capacity Utilization	49.8%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	0.1

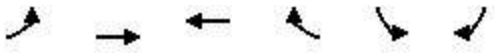
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	35	1240	11	0	1682
Future Vol, veh/h	0	35	1240	11	0	1682
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	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	38	1348	12	0	1828

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	680	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.94	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.32	-	-	-	-
Pot Cap-1 Maneuver	0	*742	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		0	-	-		-
Mov Cap-1 Maneuver	-	*742	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	10.11	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBT
Capacity (veh/h)	-	-	742	-
HCM Lane V/C Ratio	-	-	0.051	-
HCM Ctrl Dly (s/v)	-	-	10.1	-
HCM Lane LOS	-	-	B	-
HCM 95th %tile Q(veh)	-	-	0.2	-

Notes	
~: Volume exceeds capacity	$: Delay exceeds 300s
+: Computation Not Defined	*: All major volume in platoon



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	11	177	271	0	0	34
Future Volume (vph)	11	177	271	0	0	34
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	204	295	0	37	0
Sign Control		Free	Free		Stop	

Intersection Summary			
Control Type: Unsignalized			
Intersection Capacity Utilization 28.3%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	11	177	271	0	0	34
Future Vol, veh/h	11	177	271	0	0	34
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	12	192	295	0	0	37

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	295	0	-	0	511	295
Stage 1	-	-	-	-	295	-
Stage 2	-	-	-	-	216	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1267	-	-	-	542	745
Stage 1	-	-	-	-	756	-
Stage 2	-	-	-	-	850	-
Platoon blocked, %		-	-	-	0	
Mov Cap-1 Maneuver	1267	-	-	-	536	745
Mov Cap-2 Maneuver	-	-	-	-	536	-
Stage 1	-	-	-	-	748	-
Stage 2	-	-	-	-	850	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.46	0	10.09
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	105	-	-	-	745
HCM Lane V/C Ratio	0.009	-	-	-	0.05
HCM Ctrl Dly (s/v)	7.9	0	-	-	10.1
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.2

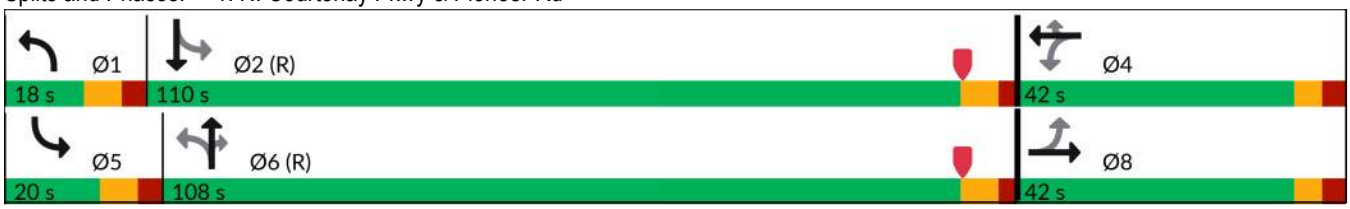
BUILD DS
ALTERNATIVE 1

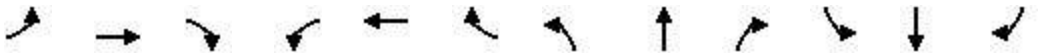
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	123	19	36	139	22	115	48	1442	88	131	1517	33
Future Volume (vph)	123	19	36	139	22	115	48	1442	88	131	1517	33
Confl. Peds. (#/hr)			4	4			2		1	1		2
Confl. Bikes (#/hr)												1
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	2%	6%	3%	2%	5%	4%	5%	2%	2%	2%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	191	0	0	173	124	52	1551	95	141	1666	0
Turn Type	Perm	NA		Perm	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	
Protected Phases		8			4		1	6		5	2	
Permitted Phases	8			4		4	6		6	2		
Detector Phase	8	8		4	4	4	1	6	6	5	2	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0	7.0	5.0	15.0	15.0	5.0	15.0	
Minimum Split (s)	41.7	41.7		40.7	40.7	40.7	12.8	30.8	30.8	12.8	32.8	
Total Split (s)	42.0	42.0		42.0	42.0	42.0	18.0	108.0	108.0	20.0	110.0	
Total Split (%)	24.7%	24.7%		24.7%	24.7%	24.7%	10.6%	63.5%	63.5%	11.8%	64.7%	
Maximum Green (s)	35.3	35.3		35.3	35.3	35.3	10.2	101.2	101.2	12.2	103.2	
Yellow Time (s)	3.7	3.7		3.7	3.7	3.7	4.8	4.8	4.8	4.8	4.8	
All-Red Time (s)	3.0	3.0		3.0	3.0	3.0	3.0	2.0	2.0	3.0	2.0	
Lost Time Adjust (s)		0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)		6.7			6.7	6.7	7.8	6.8	6.8	7.8	6.8	
Lead/Lag							Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.5	3.5		3.5	3.5	3.5	3.0	3.5	3.5	3.0	3.5	
Recall Mode	None	None		None	None	None	None	C-Min	C-Min	None	C-Min	
Walk Time (s)	7.0	7.0		7.0	7.0	7.0		7.0	7.0		7.0	
Flash Don't Walk (s)	28.0	28.0		27.0	27.0	27.0		17.0	17.0		19.0	
Pedestrian Calls (#/hr)	0	0		0	0	0		0	0		0	
Act Effct Green (s)		39.6			39.6	39.6	104.8	98.6	98.6	112.6	104.6	
Actuated g/C Ratio		0.23			0.23	0.23	0.62	0.58	0.58	0.66	0.62	
v/c Ratio		0.85			0.63	0.28	0.37	0.78	0.11	0.76	0.79	
Control Delay (s/veh)		90.4			70.7	9.8	17.4	31.0	4.9	48.6	28.8	
Queue Delay		0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay (s/veh)		90.4			70.7	9.8	17.4	31.0	4.9	48.6	28.8	
LOS		F			E	A	B	C	A	D	C	
Approach Delay (s/veh)		90.4			45.3			29.1			30.3	
Approach LOS		F			D			C			C	
Queue Length 50th (ft)		195			171	0	19	710	10	65	772	
Queue Length 95th (ft)		#376			#278	59	31	744	36	#149	802	
Internal Link Dist (ft)		649			211			778			658	
Turn Bay Length (ft)							150		105	245		
Base Capacity (vph)		225			275	444	169	2040	921	201	2136	
Starvation Cap Reductn		0			0	0	0	0	0	0	0	
Spillback Cap Reductn		0			0	0	0	0	0	0	0	
Storage Cap Reductn		0			0	0	0	0	0	0	0	
Reduced v/c Ratio		0.85			0.63	0.28	0.31	0.76	0.10	0.70	0.78	

Intersection Summary	
Cycle Length: 170	
Actuated Cycle Length: 170	
Offset: 105 (62%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow	
Natural Cycle: 120	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.85	
Intersection Signal Delay (s/veh): 33.8	Intersection LOS: C
Intersection Capacity Utilization 83.2%	ICU Level of Service E
Analysis Period (min) 15	

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

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

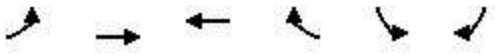




Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	123	19	36	139	22	115	48	1442	88	131	1517	33
Future Volume (veh/h)	123	19	36	139	22	115	48	1442	88	131	1517	33
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1811	1856	1870	1826	1841	1826	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	132	20	34	149	24	76	52	1551	65	141	1631	34
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	6	3	2	5	4	5	2	2	2	2	2
Cap, veh/h	208	26	44	218	29	237	288	2431	1083	247	2472	51
Arrive On Green	0.15	0.15	0.15	0.15	0.15	0.15	0.03	0.68	0.68	0.08	1.00	1.00
Sat Flow, veh/h	1122	170	289	1164	188	1548	1739	3554	1583	1781	3558	74
Grp Volume(v), veh/h	186	0	0	173	0	76	52	1551	65	141	813	852
Grp Sat Flow(s),veh/h/ln	1581	0	0	1352	0	1548	1739	1777	1583	1781	1777	1855
Q Serve(g_s), s	0.0	0.0	0.0	2.5	0.0	7.4	1.5	41.6	2.3	4.3	0.0	0.0
Cycle Q Clear(g_c), s	18.7	0.0	0.0	21.2	0.0	7.4	1.5	41.6	2.3	4.3	0.0	0.0
Prop In Lane	0.71		0.18	0.86		1.00	1.00		1.00	1.00		0.04
Lane Grp Cap(c), veh/h	278	0	0	246	0	237	288	2431	1083	247	1235	1289
V/C Ratio(X)	0.67	0.00	0.00	0.70	0.00	0.32	0.18	0.64	0.06	0.57	0.66	0.66
Avail Cap(c_a), veh/h	355	0	0	321	0	321	346	2431	1083	308	1235	1289
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	68.9	0.0	0.0	70.0	0.0	64.1	7.3	15.1	8.9	15.5	0.0	0.0
Incr Delay (d2), s/veh	3.8	0.0	0.0	5.3	0.0	0.9	0.3	1.3	0.1	2.1	2.8	2.7
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	12.8	0.0	0.0	12.3	0.0	5.4	1.0	22.7	1.4	3.7	1.7	1.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	72.7	0.0	0.0	75.3	0.0	65.1	7.6	16.4	9.0	17.6	2.8	2.7
LnGrp LOS	E			E		E	A	B	A	B	A	A
Approach Vol, veh/h		186			249			1668			1806	
Approach Delay, s/veh		72.7			72.2			15.8			3.9	
Approach LOS		E			E			B			A	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	12.4	124.9		32.7	14.2	123.1		32.7				
Change Period (Y+Rc), s	7.8	6.8		6.7	7.8	6.8		6.7				
Max Green Setting (Gmax), s	10.2	103.2		35.3	12.2	101.2		35.3				
Max Q Clear Time (g_c+I1), s	3.5	2.0		23.2	6.3	43.6		20.7				
Green Ext Time (p_c), s	0.0	26.0		1.1	0.2	22.1		1.0				

Intersection Summary		
HCM 7th Control Delay, s/veh		16.6
HCM 7th LOS		B



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	24	136	144	0	0	18
Future Volume (vph)	24	136	144	0	0	18
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	174	157	0	20	0
Sign Control		Free	Free		Stop	

Intersection Summary			
Control Type: Unsignalized			
Intersection Capacity Utilization 29.4%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	1.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	24	136	144	0	0	18
Future Vol, veh/h	24	136	144	0	0	18
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	26	148	157	0	0	20

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	157	0	-	0	357	157
Stage 1	-	-	-	-	157	-
Stage 2	-	-	-	-	200	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1423	-	-	-	665	889
Stage 1	-	-	-	-	872	-
Stage 2	-	-	-	-	854	-
Platoon blocked, %		-	-	-	0	
Mov Cap-1 Maneuver	1423	-	-	-	651	889
Mov Cap-2 Maneuver	-	-	-	-	651	-
Stage 1	-	-	-	-	854	-
Stage 2	-	-	-	-	854	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	1.14	0	9.14
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	270	-	-	-	889
HCM Lane V/C Ratio	0.018	-	-	-	0.022
HCM Ctrl Dly (s/v)	7.6	0	-	-	9.1
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0.1

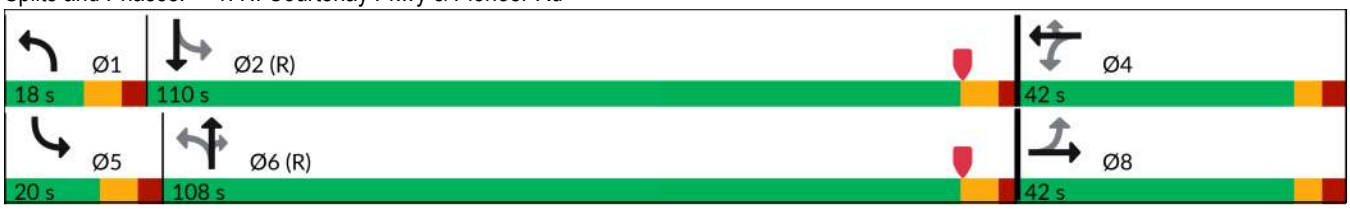
BUILD PM
ALTERNATIVE 1

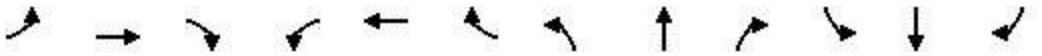
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	111	21	30	125	19	107	40	1460	116	151	1558	33
Future Volume (vph)	111	21	30	125	19	107	40	1460	116	151	1558	33
Confl. Peds. (#/hr)	2					2	2		3	3		2
Confl. Bikes (#/hr)												2
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	6%	2%	4%	2%	2%	6%	11%	2%	2%	2%	2%	3%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	165	0	0	147	109	41	1490	118	154	1624	0
Turn Type	Perm	NA		Perm	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	
Protected Phases		8			4		1	6		5	2	
Permitted Phases	8			4		4	6		6	2		
Detector Phase	8	8		4	4	4	1	6	6	5	2	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0	7.0	5.0	15.0	15.0	5.0	15.0	
Minimum Split (s)	41.7	41.7		40.7	40.7	40.7	12.8	30.8	30.8	12.8	32.8	
Total Split (s)	42.0	42.0		42.0	42.0	42.0	18.0	108.0	108.0	20.0	110.0	
Total Split (%)	24.7%	24.7%		24.7%	24.7%	24.7%	10.6%	63.5%	63.5%	11.8%	64.7%	
Maximum Green (s)	35.3	35.3		35.3	35.3	35.3	10.2	101.2	101.2	12.2	103.2	
Yellow Time (s)	3.7	3.7		3.7	3.7	3.7	4.8	4.8	4.8	4.8	4.8	
All-Red Time (s)	3.0	3.0		3.0	3.0	3.0	3.0	2.0	2.0	3.0	2.0	
Lost Time Adjust (s)		0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)		6.7			6.7	6.7	7.8	6.8	6.8	7.8	6.8	
Lead/Lag							Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.5	3.5		3.5	3.5	3.5	3.0	3.5	3.5	3.0	3.5	
Recall Mode	None	None		None	None	None	None	C-Min	C-Min	None	C-Min	
Walk Time (s)	7.0	7.0		7.0	7.0	7.0		7.0	7.0		7.0	
Flash Don't Walk (s)	28.0	28.0		27.0	27.0	27.0		17.0	17.0		19.0	
Pedestrian Calls (#/hr)	0	0		0	0	0		0	0		0	
Act Effct Green (s)		32.0			32.0	32.0	112.0	106.2	106.2	120.6	112.6	
Actuated g/C Ratio		0.19			0.19	0.19	0.66	0.62	0.62	0.71	0.66	
v/c Ratio		0.90			0.65	0.30	0.26	0.70	0.12	0.69	0.72	
Control Delay (s/veh)		106.7			76.7	10.9	12.3	24.6	6.4	34.6	11.0	
Queue Delay		0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay (s/veh)		106.7			76.7	10.9	12.3	24.6	6.4	34.6	11.0	
LOS		F			E	B	B	C	A	C	B	
Approach Delay (s/veh)		106.7			48.7			23.0			13.1	
Approach LOS		F			D			C			B	
Queue Length 50th (ft)		173			151	0	13	580	19	47	173	
Queue Length 95th (ft)		#305			234	56	26	693	50	m72	m564	
Internal Link Dist (ft)		649			211			778			658	
Turn Bay Length (ft)							150		105	245		
Base Capacity (vph)		208			256	394	189	2159	964	242	2262	
Starvation Cap Reductn		0			0	0	0	0	0	0	0	
Spillback Cap Reductn		0			0	0	0	0	0	0	0	
Storage Cap Reductn		0			0	0	0	0	0	0	0	
Reduced v/c Ratio		0.79			0.57	0.28	0.22	0.69	0.12	0.64	0.72	

Intersection Summary	
Cycle Length: 170	
Actuated Cycle Length: 170	
Offset: 105 (62%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow	
Natural Cycle: 110	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.90	
Intersection Signal Delay (s/veh): 23.7	Intersection LOS: C
Intersection Capacity Utilization 82.2%	ICU Level of Service E
Analysis Period (min) 15	

\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

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

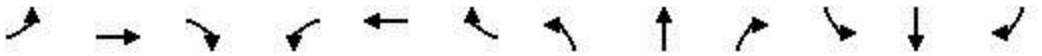




Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	111	21	30	125	19	107	40	1460	116	151	1558	33
Future Volume (veh/h)	111	21	30	125	19	107	40	1460	116	151	1558	33
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1811	1870	1841	1870	1870	1811	1737	1870	1870	1870	1870	1856
Adj Flow Rate, veh/h	113	21	26	128	19	67	41	1490	89	154	1590	33
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	6	2	4	2	2	6	11	2	2	2	2	3
Cap, veh/h	186	28	35	195	23	197	288	2514	1119	271	2564	53
Arrive On Green	0.13	0.13	0.13	0.13	0.13	0.13	0.03	0.71	0.71	0.08	1.00	1.00
Sat Flow, veh/h	1163	216	268	1206	179	1528	1654	3554	1582	1781	3558	74
Grp Volume(v), veh/h	160	0	0	147	0	67	41	1490	89	154	793	830
Grp Sat Flow(s),veh/h/ln	1646	0	0	1384	0	1528	1654	1777	1582	1781	1777	1855
Q Serve(g_s), s	0.0	0.0	0.0	2.2	0.0	6.8	1.2	35.9	3.0	4.3	0.0	0.0
Cycle Q Clear(g_c), s	15.5	0.0	0.0	17.7	0.0	6.8	1.2	35.9	3.0	4.3	0.0	0.0
Prop In Lane	0.71		0.16	0.87		1.00	1.00		1.00	1.00		0.04
Lane Grp Cap(c), veh/h	249	0	0	218	0	197	288	2514	1119	271	1280	1337
V/C Ratio(X)	0.64	0.00	0.00	0.67	0.00	0.34	0.14	0.59	0.08	0.57	0.62	0.62
Avail Cap(c_a), veh/h	364	0	0	329	0	317	346	2514	1119	331	1280	1337
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	71.2	0.0	0.0	72.2	0.0	67.4	6.2	12.5	7.7	12.5	0.0	0.0
Incr Delay (d2), s/veh	3.3	0.0	0.0	4.3	0.0	1.2	0.2	1.0	0.1	1.9	2.3	2.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	11.3	0.0	0.0	10.8	0.0	4.9	0.7	19.6	1.8	3.4	1.4	1.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	74.6	0.0	0.0	76.5	0.0	68.7	6.5	13.6	7.8	14.4	2.3	2.2
LnGrp LOS	E			E		E	A	B	A	B	A	A
Approach Vol, veh/h		160			214			1620			1777	
Approach Delay, s/veh		74.6			74.1			13.1			3.3	
Approach LOS		E			E			B			A	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	12.1	129.3		28.6	14.3	127.1		28.6				
Change Period (Y+Rc), s	7.8	6.8		6.7	7.8	6.8		6.7				
Max Green Setting (Gmax), s	10.2	103.2		35.3	12.2	101.2		35.3				
Max Q Clear Time (g_c+I1), s	3.2	2.0		19.7	6.3	37.9		17.5				
Green Ext Time (p_c), s	0.0	24.3		1.1	0.2	21.4		0.9				

Intersection Summary												
HCM 7th Control Delay, s/veh			14.5									
HCM 7th LOS			B									

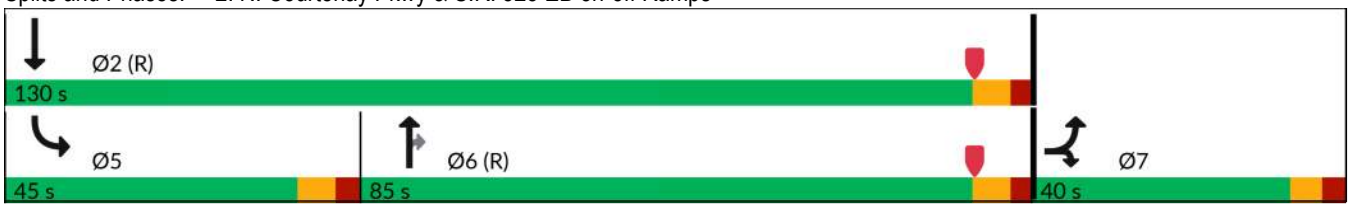


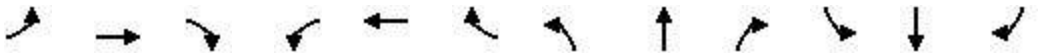
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	418	0	723	0	0	0	0	1320	292	365	1218	0
Future Volume (vph)	418	0	723	0	0	0	0	1320	292	365	1218	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	3%	2%	2%	2%	2%	2%	3%	2%	2%	2%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	431	0	745	0	0	0	0	1361	301	376	1256	0
Turn Type	Prot		Prot					NA	Perm	Prot	NA	
Protected Phases	7		7					6		5	2	
Permitted Phases									6			
Detector Phase	7		7					6	6	5	2	
Switch Phase												
Minimum Initial (s)	5.0		5.0					12.0	12.0	5.0	12.0	
Minimum Split (s)	12.1		12.1					25.4	25.4	25.8	25.4	
Total Split (s)	40.0		40.0					85.0	85.0	45.0	130.0	
Total Split (%)	23.5%		23.5%					50.0%	50.0%	26.5%	76.5%	
Maximum Green (s)	32.9		32.9					77.6	77.6	37.2	122.6	
Yellow Time (s)	4.1		4.1					4.8	4.8	4.8	4.8	
All-Red Time (s)	3.0		3.0					2.6	2.6	3.0	2.6	
Lost Time Adjust (s)	0.0		0.0					0.0	0.0	0.0	0.0	
Total Lost Time (s)	7.1		7.1					7.4	7.4	7.8	7.4	
Lead/Lag								Lag	Lag	Lead		
Lead-Lag Optimize?								Yes	Yes	Yes		
Vehicle Extension (s)	3.0		3.0					4.0	4.0	4.0	4.0	
Recall Mode	None		None					C-Max	C-Max	None	C-Max	
Act Effct Green (s)	32.9		32.9					77.6	77.6	37.2	122.6	
Actuated g/C Ratio	0.19		0.19					0.46	0.46	0.22	0.72	
v/c Ratio	0.66		1.08					0.61	0.35	1.04	0.53	
Control Delay (s/veh)	68.7		102.3					25.8	3.6	101.7	6.4	
Queue Delay	0.0		0.0					0.8	0.0	21.1	0.4	
Total Delay (s/veh)	68.7		102.3					26.6	3.6	122.7	6.8	
LOS	E		F					C	A	F	A	
Approach Delay (s/veh)		90.0						22.4			33.5	
Approach LOS		F						C			C	
Queue Length 50th (ft)	231		~419					323	9	~432	164	
Queue Length 95th (ft)	293		#568					260	m40	m#650	179	
Internal Link Dist (ft)		674			677			1602			365	
Turn Bay Length (ft)	385		385						725			
Base Capacity (vph)	658		693					2244	862	361	2382	
Starvation Cap Reductn	0		0					0	0	22	589	
Spillback Cap Reductn	0		0					516	0	0	0	
Storage Cap Reductn	0		0					0	0	0	0	
Reduced v/c Ratio	0.66		1.08					0.79	0.35	1.11	0.70	

Intersection Summary
Cycle Length: 170
Actuated Cycle Length: 170
Offset: 99 (58%), Referenced to phase 2:SBT and 6:NBT, Start of Yellow
Natural Cycle: 90

Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.08
Intersection Signal Delay (s/veh): 44.3 Intersection LOS: D
Intersection Capacity Utilization 113.9% ICU Level of Service H
Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

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





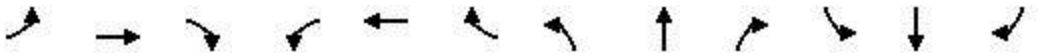
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	418	0	723	0	0	0	0	1320	292	365	1218	0
Future Volume (veh/h)	418	0	723	0	0	0	0	1320	292	365	1218	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1856	0	1870				0	1870	1870	1870	1870	0
Adj Flow Rate, veh/h	431	0	0				0	1361	0	376	1256	0
Peak Hour Factor	0.97	0.97	0.97				0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	3	0	2				0	2	2	2	2	0
Cap, veh/h	487	0					0	2598		388	2746	0
Arrive On Green	0.14	0.00	0.00				0.00	1.00	0.00	0.44	1.00	0.00
Sat Flow, veh/h	3428	0	2790				0	5274	1585	1781	3647	0
Grp Volume(v), veh/h	431	0	0				0	1361	0	376	1256	0
Grp Sat Flow(s),veh/h/ln	1714	0	1395				0	1702	1585	1781	1777	0
Q Serve(g_s), s	21.0	0.0	0.0				0.0	0.0	0.0	35.0	0.0	0.0
Cycle Q Clear(g_c), s	21.0	0.0	0.0				0.0	0.0	0.0	35.0	0.0	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	487	0					0	2598		388	2746	0
V/C Ratio(X)	0.88	0.00					0.00	0.52		0.97	0.46	0.00
Avail Cap(c_a), veh/h	663	0					0	2598		390	2746	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	2.00	2.00	2.00	2.00	1.00
Upstream Filter(I)	1.00	0.00	0.00				0.00	1.00	0.00	0.72	0.72	0.00
Uniform Delay (d), s/veh	71.6	0.0	0.0				0.0	0.0	0.0	47.4	0.0	0.0
Incr Delay (d2), s/veh	10.6	0.0	0.0				0.0	0.8	0.0	30.7	0.4	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	15.2	0.0	0.0				0.0	0.3	0.0	21.6	0.3	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	82.2	0.0	0.0				0.0	0.8	0.0	78.1	0.4	0.0
LnGrp LOS	F							A		E	A	
Approach Vol, veh/h		431						1361			1632	
Approach Delay, s/veh		82.2						0.8			18.3	
Approach LOS		F						A			B	

Timer - Assigned Phs		2		4	5	6						
Phs Duration (G+Y+Rc), s		138.7		31.3	44.9	93.9						
Change Period (Y+Rc), s		7.4		7.1	7.8	7.4						
Max Green Setting (Gmax), s		122.6		32.9	37.2	77.6						
Max Q Clear Time (g_c+I1), s		2.0		23.0	37.0	2.0						
Green Ext Time (p_c), s		19.8		1.2	0.0	20.7						

Intersection Summary												
HCM 7th Control Delay, s/veh			19.4									
HCM 7th LOS			B									

Notes

Unsignalized Delay for [NBR, EBR] is excluded from calculations of the approach delay and intersection delay.

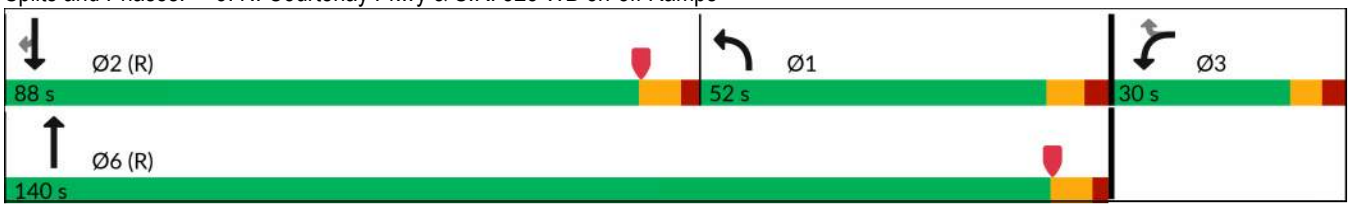


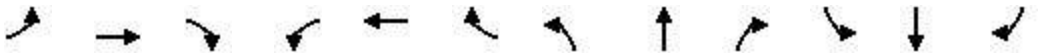
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	360	0	310	709	1098	0	0	1351	1046
Future Volume (vph)	0	0	0	360	0	310	709	1098	0	0	1351	1046
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	2%	2%	2%	2%	2%	4%	3%	3%	2%	2%	2%	3%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	379	0	326	746	1156	0	0	1422	1101
Turn Type				Prot		Perm	Prot	NA			NA	Perm
Protected Phases				3			1	6			2	
Permitted Phases						3						2
Detector Phase				3		3	1	6			2	2
Switch Phase												
Minimum Initial (s)				7.0		7.0	5.0	12.0			12.0	12.0
Minimum Split (s)				14.0		14.0	22.5	22.5			22.5	22.5
Total Split (s)				30.0		30.0	52.0	140.0			88.0	88.0
Total Split (%)				17.6%		17.6%	30.6%	82.4%			51.8%	51.8%
Maximum Green (s)				23.0		23.0	44.1	132.5			80.5	80.5
Yellow Time (s)				4.0		4.0	4.8	5.3			5.3	5.3
All-Red Time (s)				3.0		3.0	3.1	2.2			2.2	2.2
Lost Time Adjust (s)				0.0		0.0	0.0	0.0			0.0	0.0
Total Lost Time (s)				7.0		7.0	7.9	7.5			7.5	7.5
Lead/Lag							Lag				Lead	Lead
Lead-Lag Optimize?							Yes				Yes	Yes
Vehicle Extension (s)				3.0		3.0	3.0	3.0			4.0	4.0
Recall Mode				None		None	Min	C-Max			C-Max	C-Max
Act Effct Green (s)				22.2		22.2	44.1	133.3			81.3	81.3
Actuated g/C Ratio				0.13		0.13	0.26	0.78			0.48	0.48
v/c Ratio				0.85		0.97	0.85	0.42			0.58	1.16
Control Delay (s/veh)				89.6		78.2	63.3	7.8			33.5	109.0
Queue Delay				0.5		0.0	49.3	0.2			0.0	0.0
Total Delay (s/veh)				90.1		78.2	112.7	8.0			33.5	109.0
LOS				F		E	F	A			C	F
Approach Delay (s/veh)					84.6			49.0			66.5	
Approach LOS					F			D			E	
Queue Length 50th (ft)				214		204	438	167			419	~1211
Queue Length 95th (ft)				#286		#409	519	185			467	#1481
Internal Link Dist (ft)		690			789			365			641	
Turn Bay Length (ft)				150		275						90
Base Capacity (vph)				464		344	882	2748			2431	952
Starvation Cap Reductn				0		0	206	715			0	0
Spillback Cap Reductn				7		0	0	0			101	0
Storage Cap Reductn				0		0	0	0			0	0
Reduced v/c Ratio				0.83		0.95	1.10	0.57			0.61	1.16

Intersection Summary
Cycle Length: 170
Actuated Cycle Length: 170
Offset: 62 (36%), Referenced to phase 2:SBT and 6:NBT, Start of Yellow
Natural Cycle: 140

Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.16
Intersection Signal Delay (s/veh): 62.5 Intersection LOS: E
Intersection Capacity Utilization 113.9% ICU Level of Service H
Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

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





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	360	0	310	709	1098	0	0	1351	1046
Future Volume (veh/h)	0	0	0	360	0	310	709	1098	0	0	1351	1046
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Lane Width Adj.				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1870	0	1841	1856	1856	0	0	1870	1856
Adj Flow Rate, veh/h				379	0	189	746	1156	0	0	1422	899
Peak Hour Factor				0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %				2	0	4	3	3	0	0	2	3
Cap, veh/h				457	0	206	899	2750	0	0	2418	745
Arrive On Green				0.13	0.00	0.13	0.52	1.00	0.00	0.00	0.47	0.47
Sat Flow, veh/h				3456	0	1560	3428	3618	0	0	5274	1572
Grp Volume(v), veh/h				379	0	189	746	1156	0	0	1422	899
Grp Sat Flow(s),veh/h/ln				1728	0	1560	1714	1763	0	0	1702	1572
Q Serve(g_s), s				18.2	0.0	20.3	31.1	0.0	0.0	0.0	34.5	47.2
Cycle Q Clear(g_c), s				18.2	0.0	20.3	31.1	0.0	0.0	0.0	34.5	47.2
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				457	0	206	899	2750	0	0	2418	745
V/C Ratio(X)				0.83	0.00	0.92	0.83	0.42	0.00	0.00	0.59	1.21
Avail Cap(c_a), veh/h				468	0	211	899	2750	0	0	2418	745
HCM Platoon Ratio				1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	0.75	0.75	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				71.9	0.0	72.8	37.2	0.0	0.0	0.0	32.7	15.4
Incr Delay (d2), s/veh				11.6	0.0	39.0	5.0	0.4	0.0	0.0	1.1	105.7
Initial Q Delay(d3), s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln				13.4	0.0	15.4	15.4	0.2	0.0	0.0	20.4	53.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh				83.5	0.0	111.8	42.2	0.4	0.0	0.0	33.7	121.1
LnGrp LOS				F		F	D	A			C	F
Approach Vol, veh/h					568			1902			2321	
Approach Delay, s/veh					92.9			16.8			67.6	
Approach LOS					F			B			E	

Timer - Assigned Phs	1	2			6		8					
Phs Duration (G+Y+Rc), s	52.5	88.0			140.5		29.5					
Change Period (Y+Rc), s	7.9	7.5			* 7.9		7.0					
Max Green Setting (Gmax), s	44.1	80.5			* 1.3E+02		23.0					
Max Q Clear Time (g_c+I1), s	33.1	49.2			2.0		22.3					
Green Ext Time (p_c), s	2.2	24.0			10.4		0.2					

Intersection Summary	
HCM 7th Control Delay, s/veh	50.4
HCM 7th LOS	D

Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	22	1651	36	0	1751
Future Volume (vph)	0	22	1651	36	0	1751
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	24	1834	0	0	1903
Sign Control	Stop		Free			Free

Intersection Summary			
Control Type: Unsignalized			
Intersection Capacity Utilization	56.8%	ICU Level of Service	B
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	0.1

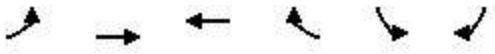
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	22	1651	36	0	1751
Future Vol, veh/h	0	22	1651	36	0	1751
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	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	24	1795	39	0	1903

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	917	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.94	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.32	-	-	-	-
Pot Cap-1 Maneuver	0	*614	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		0	-	-		-
Mov Cap-1 Maneuver	-	*614	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	11.1	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBT
Capacity (veh/h)	-	-	614	-
HCM Lane V/C Ratio	-	-	0.039	-
HCM Ctrl Dly (s/v)	-	-	11.1	-
HCM Lane LOS	-	-	B	-
HCM 95th %tile Q(veh)	-	-	0.1	-

Notes	
~: Volume exceeds capacity	$: Delay exceeds 300s
+: Computation Not Defined	*: All major volume in platoon



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	36	136	123	0	0	21
Future Volume (vph)	36	136	123	0	0	21
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	187	134	0	23	0
Sign Control		Free	Free		Stop	

Intersection Summary			
Control Type: Unsignalized			
Intersection Capacity Utilization 29.0%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	1.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	36	136	123	0	0	21
Future Vol, veh/h	36	136	123	0	0	21
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	39	148	134	0	0	23

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	134	0	-	0	360	134
Stage 1	-	-	-	-	134	-
Stage 2	-	-	-	-	226	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1451	-	-	-	662	915
Stage 1	-	-	-	-	893	-
Stage 2	-	-	-	-	830	-
Platoon blocked, %		-	-	-	0	
Mov Cap-1 Maneuver	1451	-	-	-	642	915
Mov Cap-2 Maneuver	-	-	-	-	642	-
Stage 1	-	-	-	-	866	-
Stage 2	-	-	-	-	830	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	1.58	0	9.03
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	377	-	-	-	915
HCM Lane V/C Ratio	0.027	-	-	-	0.025
HCM Ctrl Dly (s/v)	7.5	0	-	-	9
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0.1

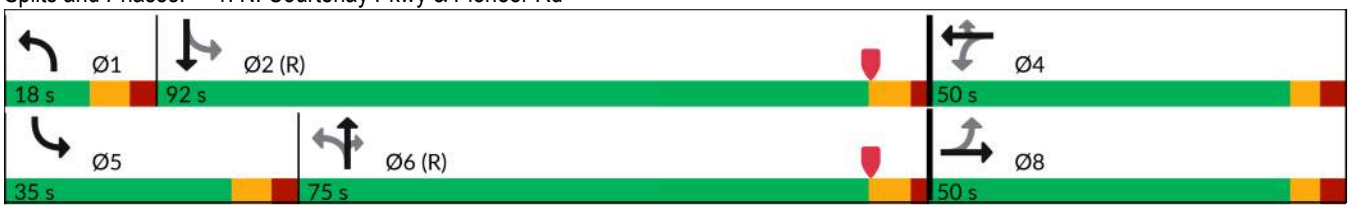
BUILD AM
ALTERNATIVE 2

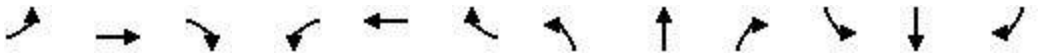
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	88	26	28	187	37	159	30	1017	84	193	1459	31
Future Volume (vph)	88	26	28	187	37	159	30	1017	84	193	1459	31
Confl. Peds. (#/hr)									1			
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	3%	4%	2%	2%	6%	2%	25%	3%	2%	2%	3%	7%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	157	0	0	246	175	33	1118	92	212	1637	0
Turn Type	Perm	NA		Perm	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	
Protected Phases		8			4		1	6		5	2	
Permitted Phases	8			4		4	6		6	2		
Detector Phase	8	8		4	4	4	1	6	6	5	2	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0	7.0	5.0	15.0	15.0	5.0	15.0	
Minimum Split (s)	41.7	41.7		40.7	40.7	40.7	12.8	30.8	30.8	12.8	32.8	
Total Split (s)	50.0	50.0		50.0	50.0	50.0	18.0	75.0	75.0	35.0	92.0	
Total Split (%)	31.3%	31.3%		31.3%	31.3%	31.3%	11.3%	46.9%	46.9%	21.9%	57.5%	
Maximum Green (s)	43.3	43.3		43.3	43.3	43.3	10.2	68.2	68.2	27.2	85.2	
Yellow Time (s)	3.7	3.7		3.7	3.7	3.7	4.8	4.8	4.8	4.8	4.8	
All-Red Time (s)	3.0	3.0		3.0	3.0	3.0	3.0	2.0	2.0	3.0	2.0	
Lost Time Adjust (s)		0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)		6.7			6.7	6.7	7.8	6.8	6.8	7.8	6.8	
Lead/Lag							Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.5	3.5		3.5	3.5	3.5	3.0	3.5	3.5	3.0	3.5	
Recall Mode	None	None		None	None	None	None	C-Min	C-Min	None	C-Min	
Walk Time (s)	7.0	7.0		7.0	7.0	7.0		7.0	7.0		7.0	
Flash Don't Walk (s)	28.0	28.0		27.0	27.0	27.0		17.0	17.0		19.0	
Pedestrian Calls (#/hr)	0	0		0	0	0		0	0		0	
Act Effct Green (s)		37.6			37.6	37.6	91.4	85.4	85.4	107.4	96.8	
Actuated g/C Ratio		0.24			0.24	0.24	0.57	0.53	0.53	0.67	0.61	
v/c Ratio		0.87			0.89	0.35	0.28	0.62	0.11	0.65	0.80	
Control Delay (s/veh)		93.8			90.2	7.8	18.7	29.9	1.2	22.6	38.2	
Queue Delay		0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay (s/veh)		93.8			90.2	7.8	18.7	29.9	1.2	22.6	38.2	
LOS		F			F	A	B	C	A	C	D	
Approach Delay (s/veh)		93.8			55.9			27.5			36.4	
Approach LOS		F			E			C			D	
Queue Length 50th (ft)		149			247	0	11	427	0	102	785	
Queue Length 95th (ft)		#267			#371	61	27	595	11	m156	879	
Internal Link Dist (ft)		649			211			778			658	
Turn Bay Length (ft)							150		105	245		
Base Capacity (vph)		208			319	541	147	1808	859	429	2043	
Starvation Cap Reductn		0			0	0	0	0	0	0	0	
Spillback Cap Reductn		0			0	0	0	0	0	0	0	
Storage Cap Reductn		0			0	0	0	0	0	0	0	
Reduced v/c Ratio		0.75			0.77	0.32	0.22	0.62	0.11	0.49	0.80	

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 135 (84%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow
Natural Cycle: 120
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.89
Intersection Signal Delay (s/veh): 38.1 Intersection LOS: D
Intersection Capacity Utilization 79.7% ICU Level of Service D
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

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

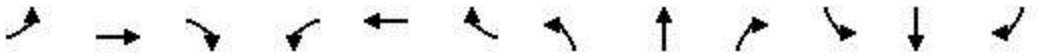




Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	88	26	28	187	37	159	30	1017	84	193	1459	31
Future Volume (veh/h)	88	26	28	187	37	159	30	1017	84	193	1459	31
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1841	1870	1870	1811	1870	1530	1856	1870	1870	1856	1796
Adj Flow Rate, veh/h	97	29	24	205	41	113	33	1118	41	212	1603	33
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	3	4	2	2	6	2	25	3	2	2	3	7
Cap, veh/h	243	72	53	268	45	324	230	2110	948	359	2256	46
Arrive On Green	0.20	0.20	0.20	0.20	0.20	0.20	0.02	0.60	0.60	0.13	1.00	1.00
Sat Flow, veh/h	1006	351	258	1111	222	1585	1457	3526	1584	1781	3533	73
Grp Volume(v), veh/h	150	0	0	246	0	113	33	1118	41	212	799	837
Grp Sat Flow(s),veh/h/ln	1615	0	0	1333	0	1585	1457	1763	1584	1781	1763	1842
Q Serve(g_s), s	0.0	0.0	0.0	16.2	0.0	9.8	1.4	29.8	1.7	7.8	0.0	0.0
Cycle Q Clear(g_c), s	12.8	0.0	0.0	28.9	0.0	9.8	1.4	29.8	1.7	7.8	0.0	0.0
Prop In Lane	0.65		0.16	0.83		1.00	1.00		1.00	1.00		0.04
Lane Grp Cap(c), veh/h	367	0	0	314	0	324	230	2110	948	359	1126	1176
V/C Ratio(X)	0.41	0.00	0.00	0.78	0.00	0.35	0.14	0.53	0.04	0.59	0.71	0.71
Avail Cap(c_a), veh/h	463	0	0	405	0	429	288	2110	948	547	1126	1176
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	55.7	0.0	0.0	62.4	0.0	54.5	11.7	18.9	13.2	14.1	0.0	0.0
Incr Delay (d2), s/veh	0.9	0.0	0.0	8.1	0.0	0.8	0.3	1.0	0.1	1.6	3.8	3.7
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	9.3	0.0	0.0	15.8	0.0	7.2	0.8	17.6	1.1	4.8	2.1	2.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	56.6	0.0	0.0	70.5	0.0	55.3	12.0	19.9	13.3	15.6	3.8	3.7
LnGrp LOS	E			E		E	B	B	B	B	A	A
Approach Vol, veh/h		150			359			1192			1848	
Approach Delay, s/veh		56.6			65.7			19.4			5.1	
Approach LOS		E			E			B			A	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	11.6	109.0		39.4	18.1	102.5		39.4				
Change Period (Y+Rc), s	7.8	6.8		6.7	7.8	6.8		6.7				
Max Green Setting (Gmax), s	10.2	85.2		43.3	27.2	68.2		43.3				
Max Q Clear Time (g_c+I1), s	3.4	2.0		30.9	9.8	31.8		14.8				
Green Ext Time (p_c), s	0.0	24.2		1.7	0.5	11.4		1.0				

Intersection Summary			
HCM 7th Control Delay, s/veh		18.2	
HCM 7th LOS		B	

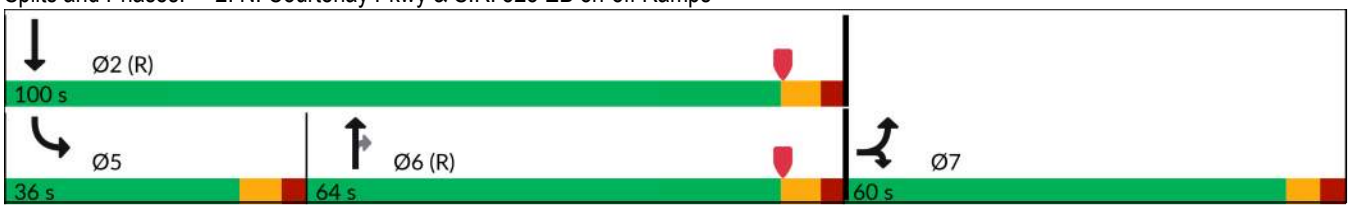


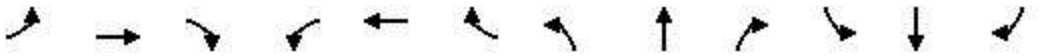
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	760	0	871	0	0	0	0	1081	326	243	933	0
Future Volume (vph)	760	0	871	0	0	0	0	1081	326	243	933	0
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	6%	2%	2%	2%	2%	2%	2%	2%	2%	7%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	809	0	927	0	0	0	0	1150	347	259	993	0
Turn Type	Prot		Prot					NA	Perm	Prot	NA	
Protected Phases	7		7					6		5	2	
Permitted Phases									6			
Detector Phase	7		7					6	6	5	2	
Switch Phase												
Minimum Initial (s)	5.0		5.0					12.0	12.0	5.0	12.0	
Minimum Split (s)	12.1		12.1					25.4	25.4	25.8	25.4	
Total Split (s)	60.0		60.0					64.0	64.0	36.0	100.0	
Total Split (%)	37.5%		37.5%					40.0%	40.0%	22.5%	62.5%	
Maximum Green (s)	52.9		52.9					56.6	56.6	28.2	92.6	
Yellow Time (s)	4.1		4.1					4.8	4.8	4.8	4.8	
All-Red Time (s)	3.0		3.0					2.6	2.6	3.0	2.6	
Lost Time Adjust (s)	0.0		0.0					0.0	0.0	0.0	0.0	
Total Lost Time (s)	7.1		7.1					7.4	7.4	7.8	7.4	
Lead/Lag								Lag	Lag	Lead		
Lead-Lag Optimize?								Yes	Yes	Yes		
Vehicle Extension (s)	3.0		3.0					4.0	4.0	4.0	4.0	
Recall Mode	None		None					C-Max	C-Max	None	C-Max	
Act Effct Green (s)	50.3		50.3					59.0	59.0	28.5	95.2	
Actuated g/C Ratio	0.31		0.31					0.37	0.37	0.18	0.60	
v/c Ratio	0.78		0.92					0.63	0.44	0.93	0.51	
Control Delay (s/veh)	55.6		55.3					56.5	21.8	82.2	14.2	
Queue Delay	1.9		0.0					1.4	0.0	0.0	0.5	
Total Delay (s/veh)	57.4		55.3					57.9	21.8	82.2	14.7	
LOS	E		E					E	C	F	B	
Approach Delay (s/veh)		56.3						49.5			28.7	
Approach LOS		E						D			C	
Queue Length 50th (ft)	388		428					447	145	275	405	
Queue Length 95th (ft)	467		536					495	257	#456	474	
Internal Link Dist (ft)		674			677			1602			365	
Turn Bay Length (ft)	385		385						725			
Base Capacity (vph)	1092		1053					1812	783	282	1966	
Starvation Cap Reductn	0		0					0	0	0	511	
Spillback Cap Reductn	148		0					429	0	0	0	
Storage Cap Reductn	0		0					0	0	0	0	
Reduced v/c Ratio	0.86		0.88					0.83	0.44	0.92	0.68	

Intersection Summary
Cycle Length: 160
Actuated Cycle Length: 160
Offset: 73 (46%), Referenced to phase 2:SBT and 6:NBT, Start of Yellow
Natural Cycle: 90

Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.93
Intersection Signal Delay (s/veh): 46.3 Intersection LOS: D
Intersection Capacity Utilization 119.2% ICU Level of Service H
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

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





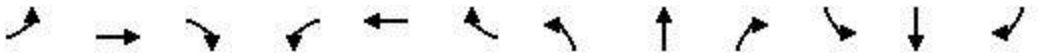
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	760	0	871	0	0	0	0	1081	326	243	933	0
Future Volume (veh/h)	760	0	871	0	0	0	0	1081	326	243	933	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1811	0	1870				0	1870	1870	1796	1870	0
Adj Flow Rate, veh/h	809	0	0				0	1150	0	259	993	0
Peak Hour Factor	0.94	0.94	0.94				0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	6	0	2				0	2	2	7	2	0
Cap, veh/h	886	0					0	2202		282	2291	0
Arrive On Green	0.26	0.00	0.00				0.00	0.14	0.00	0.05	0.21	0.00
Sat Flow, veh/h	3346	0	2790				0	5274	1585	1711	3647	0
Grp Volume(v), veh/h	809	0	0				0	1150	0	259	993	0
Grp Sat Flow(s),veh/h/ln	1673	0	1395				0	1702	1585	1711	1777	0
Q Serve(g_s), s	37.5	0.0	0.0				0.0	33.4	0.0	24.1	38.8	0.0
Cycle Q Clear(g_c), s	37.5	0.0	0.0				0.0	33.4	0.0	24.1	38.8	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	886	0					0	2202		282	2291	0
V/C Ratio(X)	0.91	0.00					0.00	0.52		0.92	0.43	0.00
Avail Cap(c_a), veh/h	1106	0					0	2202		302	2291	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	0.33	0.33	0.33	0.33	1.00
Upstream Filter(I)	1.00	0.00	0.00				0.00	1.00	0.00	0.88	0.88	0.00
Uniform Delay (d), s/veh	57.0	0.0	0.0				0.0	53.3	0.0	74.6	37.6	0.0
Incr Delay (d2), s/veh	9.9	0.0	0.0				0.0	0.9	0.0	28.8	0.5	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	24.0	0.0	0.0				0.0	21.9	0.0	19.0	25.3	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	66.9	0.0	0.0				0.0	54.2	0.0	103.3	38.2	0.0
LnGrp LOS	E							D		F	D	
Approach Vol, veh/h		809						1150			1252	
Approach Delay, s/veh		66.9						54.2			51.7	
Approach LOS		E						D			D	

Timer - Assigned Phs		2		4	5	6						
Phs Duration (G+Y+Rc), s		110.5		49.5	34.2	76.4						
Change Period (Y+Rc), s		7.4		7.1	7.8	7.4						
Max Green Setting (Gmax), s		92.6		52.9	28.2	56.6						
Max Q Clear Time (g_c+I1), s		40.8		39.5	26.1	35.4						
Green Ext Time (p_c), s		12.2		2.8	0.2	10.4						

Intersection Summary												
HCM 7th Control Delay, s/veh			56.4									
HCM 7th LOS			E									

Notes

Unsignalized Delay for [NBR, EBR] is excluded from calculations of the approach delay and intersection delay.

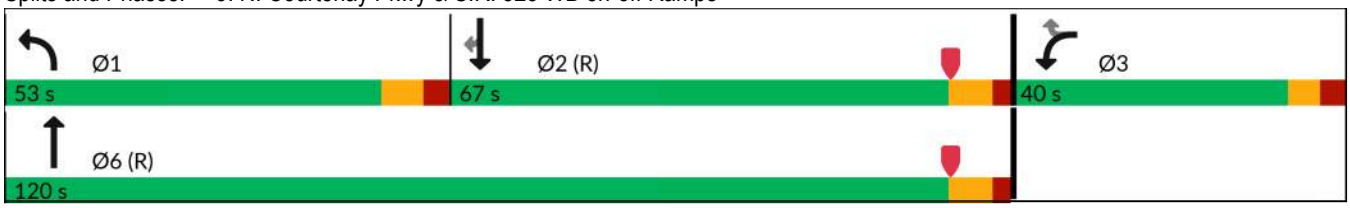


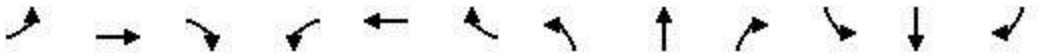
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	230	0	410	515	1470	0	0	1046	474
Future Volume (vph)	0	0	0	230	0	410	515	1470	0	0	1046	474
Confl. Peds. (#/hr)						1						
Confl. Bikes (#/hr)												1
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	2%	2%	2%	2%	2%	4%	3%	4%	2%	2%	4%	10%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	247	0	441	554	1581	0	0	1125	510
Turn Type				Prot		Perm	Prot	NA			NA	Perm
Protected Phases				3			1	6			2	
Permitted Phases						3						2
Detector Phase				3		3	1	6			2	2
Switch Phase												
Minimum Initial (s)				7.0		7.0	5.0	12.0			12.0	12.0
Minimum Split (s)				14.0		14.0	22.5	22.5			22.5	22.5
Total Split (s)				40.0		40.0	53.0	120.0			67.0	67.0
Total Split (%)				25.0%		25.0%	33.1%	75.0%			41.9%	41.9%
Maximum Green (s)				33.0		33.0	45.1	112.5			59.5	59.5
Yellow Time (s)				4.0		4.0	4.8	5.3			5.3	5.3
All-Red Time (s)				3.0		3.0	3.1	2.2			2.2	2.2
Lost Time Adjust (s)				0.0		0.0	0.0	0.0			0.0	0.0
Total Lost Time (s)				7.0		7.0	7.9	7.5			7.5	7.5
Lead/Lag							Lead				Lag	Lag
Lead-Lag Optimize?							Yes				Yes	Yes
Vehicle Extension (s)				3.0		3.0	3.0	3.0			4.0	4.0
Recall Mode				None		None	Min	C-Max			C-Max	C-Max
Act Effct Green (s)				33.0		33.0	31.5	112.5			73.1	73.1
Actuated g/C Ratio				0.21		0.21	0.20	0.70			0.46	0.46
v/c Ratio				0.35		1.15	0.83	0.65			0.49	0.66
Control Delay (s/veh)				56.0		137.7	63.8	32.3			32.0	24.8
Queue Delay				0.0		0.0	0.2	48.7			0.2	0.0
Total Delay (s/veh)				56.0		137.7	64.0	81.0			32.2	24.8
LOS				E		F	E	F			C	C
Approach Delay (s/veh)					108.4			76.6			29.9	
Approach LOS					F			E			C	
Queue Length 50th (ft)				115		~467	267	866			299	253
Queue Length 95th (ft)				159		#695	325	950			370	422
Internal Link Dist (ft)		690			789			365			641	
Turn Bay Length (ft)				150		275						90
Base Capacity (vph)				708		383	958	2440			2278	773
Starvation Cap Reductn				0		0	64	1121			0	0
Spillback Cap Reductn				0		0	0	0			338	0
Storage Cap Reductn				0		0	0	0			0	0
Reduced v/c Ratio				0.35		1.15	0.62	1.20			0.58	0.66

Intersection Summary
Cycle Length: 160
Actuated Cycle Length: 160

Offset: 25 (16%), Referenced to phase 2:SBT and 6:NBT, Start of Yellow
Natural Cycle: 70
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.15
Intersection Signal Delay (s/veh): 64.4 Intersection LOS: E
Intersection Capacity Utilization 119.2% ICU Level of Service H
Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

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





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	230	0	410	515	1470	0	0	1046	474
Future Volume (veh/h)	0	0	0	230	0	410	515	1470	0	0	1046	474
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Lane Width Adj.				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		0.98
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1870	0	1841	1856	1841	0	0	1841	1752
Adj Flow Rate, veh/h				247	0	371	554	1581	0	0	1125	380
Peak Hour Factor				0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %				2	0	4	3	4	0	0	4	10
Cap, veh/h				713	0	322	610	2459	0	0	2391	692
Arrive On Green				0.21	0.00	0.21	0.36	1.00	0.00	0.00	0.48	0.48
Sat Flow, veh/h				3456	0	1560	3428	3589	0	0	5191	1454
Grp Volume(v), veh/h				247	0	371	554	1581	0	0	1125	380
Grp Sat Flow(s),veh/h/ln				1728	0	1560	1714	1749	0	0	1675	1454
Q Serve(g_s), s				9.8	0.0	33.0	24.6	0.0	0.0	0.0	24.2	29.7
Cycle Q Clear(g_c), s				9.8	0.0	33.0	24.6	0.0	0.0	0.0	24.2	29.7
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				713	0	322	610	2459	0	0	2391	692
V/C Ratio(X)				0.35	0.00	1.15	0.91	0.64	0.00	0.00	0.47	0.55
Avail Cap(c_a), veh/h				713	0	322	966	2459	0	0	2391	692
HCM Platoon Ratio				1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	0.66	0.66	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				54.3	0.0	63.5	50.3	0.0	0.0	0.0	28.3	29.8
Incr Delay (d2), s/veh				0.3	0.0	98.4	5.6	0.9	0.0	0.0	0.7	3.1
Initial Q Delay(d3), s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln				7.5	0.0	31.3	13.3	0.5	0.0	0.0	14.8	15.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh				54.6	0.0	161.9	55.9	0.9	0.0	0.0	29.0	32.9
LnGrp LOS				D		F	E	A			C	C
Approach Vol, veh/h					618			2135			1505	
Approach Delay, s/veh					119.0			15.1			30.0	
Approach LOS					F			B			C	

Timer - Assigned Phs	1	2				6		8				
Phs Duration (G+Y+Rc), s	36.4	83.6				120.0		40.0				
Change Period (Y+Rc), s	7.9	7.5				7.5		7.0				
Max Green Setting (Gmax), s	45.1	59.5				112.5		33.0				
Max Q Clear Time (g_c+I1), s	26.6	31.7				2.0		35.0				
Green Ext Time (p_c), s	1.9	14.5				19.0		0.0				

Intersection Summary		
HCM 7th Control Delay, s/veh		35.5
HCM 7th LOS		D

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	35	1240	4	12	1670
Future Volume (vph)	0	35	1240	4	12	1670
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	38	1352	0	13	1815
Sign Control	Stop		Free			Free

Intersection Summary			
Control Type: Unsignalized			
Intersection Capacity Utilization	49.5%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	0.2

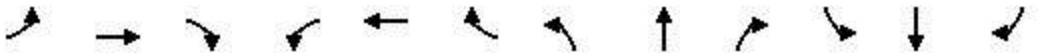
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	35	1240	4	12	1670
Future Vol, veh/h	0	35	1240	4	12	1670
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	240	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	38	1348	4	13	1815

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	676	0	0	1352	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.94	-	-	4.14	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	0	*742	-	-	671	-
Stage 1	0	-	-	-	-	-
Stage 2	0	-	-	-	-	-
Platoon blocked, %		0	-	-	0	-
Mov Cap-1 Maneuver	-	*742	-	-	671	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	10.11	0	0.07
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	742	671	-
HCM Lane V/C Ratio	-	-	0.051	0.019	-
HCM Ctrl Dly (s/v)	-	-	10.1	10.5	-
HCM Lane LOS	-	-	B	B	-
HCM 95th %tile Q(veh)	-	-	0.2	0.1	-

Notes	
~: Volume exceeds capacity	$: Delay exceeds 300s
+: Computation Not Defined	*: All major volume in platoon



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	12	168	72	12	268	3	59	3	8	1	1	36
Future Volume (vph)	12	168	72	12	268	3	59	3	8	1	1	36
Confl. Peds. (#/hr)	6		3	3		6						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	2%	2%	4%	2%	2%	2%	2%	2%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	274	0	0	307	0	0	76	0	0	41	0
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Control Type: Unsignalized			
Intersection Capacity Utilization 40.7%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	2.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	12	168	72	12	268	3	59	3	8	1	1	36
Future Vol, veh/h	12	168	72	12	268	3	59	3	8	1	1	36
Conflicting Peds, #/hr	6	0	3	3	0	6	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	139	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	4	2	2	2	2	2	2	2
Mvmt Flow	13	183	78	13	291	3	64	3	9	1	1	39

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	301	0	0	264	0	0	423	577	225	535	615	153
Stage 1	-	-	-	-	-	-	251	251	-	325	325	-
Stage 2	-	-	-	-	-	-	172	327	-	210	290	-
Critical Hdwy	4.13	-	-	4.13	-	-	7.33	6.53	6.23	7.33	6.53	6.93
Critical Hdwy Stg 1	-	-	-	-	-	-	6.13	5.53	-	6.53	5.53	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.53	5.53	-	6.13	5.53	-
Follow-up Hdwy	2.219	-	-	2.219	-	-	3.519	4.019	3.319	3.519	4.019	3.319
Pot Cap-1 Maneuver	1259	-	-	1299	-	-	528	426	814	442	406	866
Stage 1	-	-	-	-	-	-	753	699	-	662	648	-
Stage 2	-	-	-	-	-	-	813	647	-	791	672	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1252	-	-	1295	-	-	489	413	812	421	393	861
Mov Cap-2 Maneuver	-	-	-	-	-	-	489	413	-	421	393	-
Stage 1	-	-	-	-	-	-	741	688	-	651	638	-
Stage 2	-	-	-	-	-	-	766	636	-	769	661	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.38	0.41	13.32	9.66
HCM LOS			B	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	508	81	-	-	150	-	-	813
HCM Lane V/C Ratio	0.15	0.01	-	-	0.01	-	-	0.051
HCM Ctrl Dly (s/v)	13.3	7.9	0	-	7.8	0.1	-	9.7
HCM Lane LOS	B	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0.5	0	-	-	0	-	-	0.2

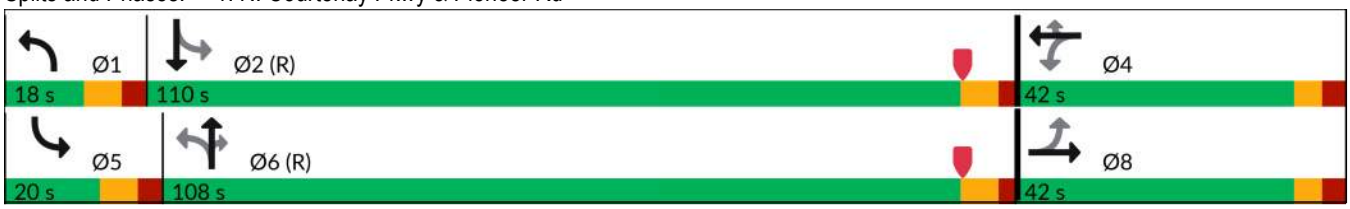
BUILD DS
ALTERNATIVE 2

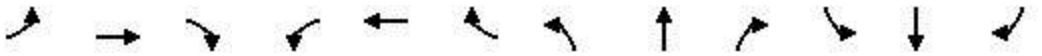
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	123	19	36	139	22	114	48	1442	88	106	1517	33
Future Volume (vph)	123	19	36	139	22	114	48	1442	88	106	1517	33
Confl. Peds. (#/hr)			4	4			2		1	1		2
Confl. Bikes (#/hr)												1
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	2%	6%	3%	2%	5%	4%	5%	2%	2%	2%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	191	0	0	173	123	52	1551	95	114	1666	0
Turn Type	Perm	NA		Perm	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	
Protected Phases		8			4		1	6		5	2	
Permitted Phases	8			4		4	6		6	2		
Detector Phase	8	8		4	4	4	1	6	6	5	2	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0	7.0	5.0	15.0	15.0	5.0	15.0	
Minimum Split (s)	41.7	41.7		40.7	40.7	40.7	12.8	30.8	30.8	12.8	32.8	
Total Split (s)	42.0	42.0		42.0	42.0	42.0	18.0	108.0	108.0	20.0	110.0	
Total Split (%)	24.7%	24.7%		24.7%	24.7%	24.7%	10.6%	63.5%	63.5%	11.8%	64.7%	
Maximum Green (s)	35.3	35.3		35.3	35.3	35.3	10.2	101.2	101.2	12.2	103.2	
Yellow Time (s)	3.7	3.7		3.7	3.7	3.7	4.8	4.8	4.8	4.8	4.8	
All-Red Time (s)	3.0	3.0		3.0	3.0	3.0	3.0	2.0	2.0	3.0	2.0	
Lost Time Adjust (s)		0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)		6.7			6.7	6.7	7.8	6.8	6.8	7.8	6.8	
Lead/Lag							Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.5	3.5		3.5	3.5	3.5	3.0	3.5	3.5	3.0	3.5	
Recall Mode	None	None		None	None	None	None	C-Min	C-Min	None	C-Min	
Walk Time (s)	7.0	7.0		7.0	7.0	7.0		7.0	7.0		7.0	
Flash Don't Walk (s)	28.0	28.0		27.0	27.0	27.0		17.0	17.0		19.0	
Pedestrian Calls (#/hr)	0	0		0	0	0		0	0		0	
Act Effct Green (s)		39.6			39.6	39.6	105.7	99.6	99.6	111.8	104.6	
Actuated g/C Ratio		0.23			0.23	0.23	0.62	0.59	0.59	0.66	0.62	
v/c Ratio		0.85			0.63	0.28	0.37	0.77	0.10	0.64	0.79	
Control Delay (s/veh)		90.4			70.7	9.8	17.3	30.1	4.8	33.0	28.8	
Queue Delay		0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay (s/veh)		90.4			70.7	9.8	17.3	30.1	4.8	33.0	28.8	
LOS		F			E	A	B	C	A	C	C	
Approach Delay (s/veh)		90.4			45.4			28.3			29.1	
Approach LOS		F			D			C			C	
Queue Length 50th (ft)		195			171	0	19	696	10	43	772	
Queue Length 95th (ft)		#376			#278	59	31	744	36	97	802	
Internal Link Dist (ft)		649			211			778			658	
Turn Bay Length (ft)							150		105	245		
Base Capacity (vph)		225			275	443	168	2042	922	204	2136	
Starvation Cap Reductn		0			0	0	0	0	0	0	0	
Spillback Cap Reductn		0			0	0	0	0	0	0	0	
Storage Cap Reductn		0			0	0	0	0	0	0	0	
Reduced v/c Ratio		0.85			0.63	0.28	0.31	0.76	0.10	0.56	0.78	

Intersection Summary	
Cycle Length: 170	
Actuated Cycle Length: 170	
Offset: 105 (62%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow	
Natural Cycle: 120	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.85	
Intersection Signal Delay (s/veh): 32.9	Intersection LOS: C
Intersection Capacity Utilization 83.2%	ICU Level of Service E
Analysis Period (min) 15	

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

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





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	123	19	36	139	22	114	48	1442	88	106	1517	33
Future Volume (veh/h)	123	19	36	139	22	114	48	1442	88	106	1517	33
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1811	1856	1870	1826	1841	1826	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	132	20	34	149	24	76	52	1551	65	114	1631	34
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	6	3	2	5	4	5	2	2	2	2	2
Cap, veh/h	208	26	44	218	29	237	290	2451	1092	240	2472	51
Arrive On Green	0.15	0.15	0.15	0.15	0.15	0.15	0.03	0.69	0.69	0.06	1.00	1.00
Sat Flow, veh/h	1122	170	289	1164	188	1548	1739	3554	1583	1781	3558	74
Grp Volume(v), veh/h	186	0	0	173	0	76	52	1551	65	114	813	852
Grp Sat Flow(s),veh/h/ln	1581	0	0	1352	0	1548	1739	1777	1583	1781	1777	1855
Q Serve(g_s), s	0.0	0.0	0.0	2.5	0.0	7.4	1.5	40.9	2.3	3.4	0.0	0.0
Cycle Q Clear(g_c), s	18.7	0.0	0.0	21.2	0.0	7.4	1.5	40.9	2.3	3.4	0.0	0.0
Prop In Lane	0.71		0.18	0.86		1.00	1.00		1.00	1.00		0.04
Lane Grp Cap(c), veh/h	278	0	0	246	0	237	290	2451	1092	240	1235	1289
V/C Ratio(X)	0.67	0.00	0.00	0.70	0.00	0.32	0.18	0.63	0.06	0.47	0.66	0.66
Avail Cap(c_a), veh/h	355	0	0	321	0	321	348	2451	1092	311	1235	1289
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	68.9	0.0	0.0	70.0	0.0	64.1	7.0	14.5	8.5	14.1	0.0	0.0
Incr Delay (d2), s/veh	3.8	0.0	0.0	5.3	0.0	0.9	0.3	1.3	0.1	1.5	2.8	2.7
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	12.8	0.0	0.0	12.3	0.0	5.4	1.0	22.2	1.4	2.6	1.7	1.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	72.7	0.0	0.0	75.3	0.0	65.1	7.3	15.8	8.6	15.6	2.8	2.7
LnGrp LOS	E			E		E	A	B	A	B	A	A
Approach Vol, veh/h		186			249			1668			1779	
Approach Delay, s/veh		72.7			72.2			15.2			3.5	
Approach LOS		E			E			B			A	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	12.4	124.9		32.7	13.3	124.0		32.7				
Change Period (Y+Rc), s	7.8	6.8		6.7	7.8	6.8		6.7				
Max Green Setting (Gmax), s	10.2	103.2		35.3	12.2	101.2		35.3				
Max Q Clear Time (g_c+I1), s	3.5	2.0		23.2	5.4	42.9		20.7				
Green Ext Time (p_c), s	0.0	26.0		1.1	0.1	22.2		1.0				

Intersection Summary	
HCM 7th Control Delay, s/veh	16.3
HCM 7th LOS	B

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	17	127	34	3	143	1	59	0	7	2	0	26
Future Volume (vph)	17	127	34	3	143	1	59	0	7	2	0	26
Confl. Bikes (#/hr)												1
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	2%	2%	2%	2%	4%	100%	2%	2%	2%	2%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	198	0	0	163	0	0	74	0	0	31	0
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Control Type: Unsignalized			
Intersection Capacity Utilization 34.1%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	2.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↕			↔			↔	
Traffic Vol, veh/h	17	127	34	3	143	1	59	0	7	2	0	26
Future Vol, veh/h	17	127	34	3	143	1	59	0	7	2	0	26
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	139	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	4	100	2	2	2	2	2	2
Mvmt Flow	19	141	38	3	159	1	66	0	8	2	0	29

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	160	0	0	179	0	0	284	364	160	345	383	80
Stage 1	-	-	-	-	-	-	198	198	-	166	166	-
Stage 2	-	-	-	-	-	-	86	167	-	179	217	-
Critical Hdwy	4.13	-	-	4.13	-	-	7.33	6.53	6.23	7.33	6.53	6.93
Critical Hdwy Stg 1	-	-	-	-	-	-	6.13	5.53	-	6.53	5.53	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.53	5.53	-	6.13	5.53	-
Follow-up Hdwy	2.219	-	-	2.219	-	-	3.519	4.019	3.319	3.519	4.019	3.319
Pot Cap-1 Maneuver	1418	-	-	1396	-	-	657	563	884	597	550	965
Stage 1	-	-	-	-	-	-	803	737	-	820	760	-
Stage 2	-	-	-	-	-	-	912	760	-	822	723	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1418	-	-	1396	-	-	626	553	884	582	540	965
Mov Cap-2 Maneuver	-	-	-	-	-	-	626	553	-	582	540	-
Stage 1	-	-	-	-	-	-	791	726	-	818	758	-
Stage 2	-	-	-	-	-	-	883	758	-	803	712	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.72	0.17	11.28	9.04
HCM LOS			B	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	646	165	-	-	73	-	-	921
HCM Lane V/C Ratio	0.113	0.013	-	-	0.002	-	-	0.034
HCM Ctrl Dly (s/v)	11.3	7.6	0	-	7.6	0	-	9
HCM Lane LOS	B	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0.4	0	-	-	0	-	-	0.1

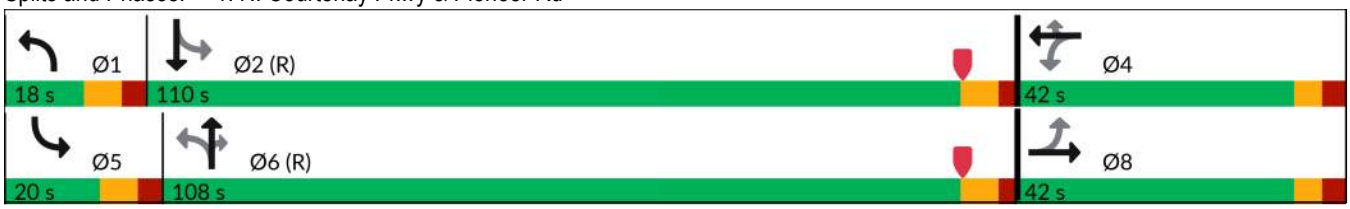
BUILD PM
ALTERNATIVE 2

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	111	21	30	125	19	107	40	1460	116	114	1558	33
Future Volume (vph)	111	21	30	125	19	107	40	1460	116	114	1558	33
Confl. Peds. (#/hr)	2					2	2		3	3		2
Confl. Bikes (#/hr)												2
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	6%	2%	4%	2%	2%	6%	11%	2%	2%	2%	2%	3%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	165	0	0	147	109	41	1490	118	116	1624	0
Turn Type	Perm	NA		Perm	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	
Protected Phases		8			4		1	6		5	2	
Permitted Phases	8			4		4	6		6	2		
Detector Phase	8	8		4	4	4	1	6	6	5	2	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0	7.0	5.0	15.0	15.0	5.0	15.0	
Minimum Split (s)	41.7	41.7		40.7	40.7	40.7	12.8	30.8	30.8	12.8	32.8	
Total Split (s)	42.0	42.0		42.0	42.0	42.0	18.0	108.0	108.0	20.0	110.0	
Total Split (%)	24.7%	24.7%		24.7%	24.7%	24.7%	10.6%	63.5%	63.5%	11.8%	64.7%	
Maximum Green (s)	35.3	35.3		35.3	35.3	35.3	10.2	101.2	101.2	12.2	103.2	
Yellow Time (s)	3.7	3.7		3.7	3.7	3.7	4.8	4.8	4.8	4.8	4.8	
All-Red Time (s)	3.0	3.0		3.0	3.0	3.0	3.0	2.0	2.0	3.0	2.0	
Lost Time Adjust (s)		0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)		6.7			6.7	6.7	7.8	6.8	6.8	7.8	6.8	
Lead/Lag							Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.5	3.5		3.5	3.5	3.5	3.0	3.5	3.5	3.0	3.5	
Recall Mode	None	None		None	None	None	None	C-Min	C-Min	None	C-Min	
Walk Time (s)	7.0	7.0		7.0	7.0	7.0		7.0	7.0		7.0	
Flash Don't Walk (s)	28.0	28.0		27.0	27.0	27.0		17.0	17.0		19.0	
Pedestrian Calls (#/hr)	0	0		0	0	0		0	0		0	
Act Effct Green (s)		32.0			32.0	32.0	113.3	107.5	107.5	119.5	112.6	
Actuated g/C Ratio		0.19			0.19	0.19	0.67	0.63	0.63	0.70	0.66	
v/c Ratio		0.90			0.65	0.30	0.26	0.69	0.12	0.54	0.72	
Control Delay (s/veh)		106.7			76.7	10.9	12.2	23.6	6.1	17.1	11.0	
Queue Delay		0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay (s/veh)		106.7			76.7	10.9	12.2	23.6	6.1	17.1	11.0	
LOS		F			E	B	B	C	A	B	B	
Approach Delay (s/veh)		106.7			48.7			22.1			11.4	
Approach LOS		F			D			C			B	
Queue Length 50th (ft)		173			151	0	13	566	18	15	173	
Queue Length 95th (ft)		#305			234	56	26	693	50	m19	m564	
Internal Link Dist (ft)		649			211			778			658	
Turn Bay Length (ft)							150		105	245		
Base Capacity (vph)		208			256	394	189	2172	969	242	2262	
Starvation Cap Reductn		0			0	0	0	0	0	0	0	
Spillback Cap Reductn		0			0	0	0	0	0	0	0	
Storage Cap Reductn		0			0	0	0	0	0	0	0	
Reduced v/c Ratio		0.79			0.57	0.28	0.22	0.69	0.12	0.48	0.72	

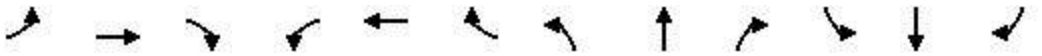
Intersection Summary	
Cycle Length: 170	
Actuated Cycle Length: 170	
Offset: 105 (62%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow	
Natural Cycle: 110	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.90	
Intersection Signal Delay (s/veh): 22.7	Intersection LOS: C
Intersection Capacity Utilization 81.8%	ICU Level of Service D
Analysis Period (min) 15	

\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

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



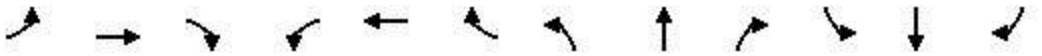
1: N. Courtenay Pkwy & Pioneer Rd



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	111	21	30	125	19	107	40	1460	116	114	1558	33
Future Volume (veh/h)	111	21	30	125	19	107	40	1460	116	114	1558	33
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1811	1870	1841	1870	1870	1811	1737	1870	1870	1870	1870	1856
Adj Flow Rate, veh/h	113	21	26	128	19	67	41	1490	89	116	1590	33
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	6	2	4	2	2	6	11	2	2	2	2	3
Cap, veh/h	186	28	35	195	23	197	290	2540	1131	262	2564	53
Arrive On Green	0.13	0.13	0.13	0.13	0.13	0.13	0.03	0.71	0.71	0.06	1.00	1.00
Sat Flow, veh/h	1163	216	268	1206	179	1528	1654	3554	1582	1781	3558	74
Grp Volume(v), veh/h	160	0	0	147	0	67	41	1490	89	116	793	830
Grp Sat Flow(s),veh/h/ln	1646	0	0	1384	0	1528	1654	1777	1582	1781	1777	1855
Q Serve(g_s), s	0.0	0.0	0.0	2.2	0.0	6.8	1.1	35.0	2.9	3.1	0.0	0.0
Cycle Q Clear(g_c), s	15.5	0.0	0.0	17.7	0.0	6.8	1.1	35.0	2.9	3.1	0.0	0.0
Prop In Lane	0.71		0.16	0.87		1.00	1.00		1.00	1.00		0.04
Lane Grp Cap(c), veh/h	249	0	0	218	0	197	290	2540	1131	262	1280	1337
V/C Ratio(X)	0.64	0.00	0.00	0.67	0.00	0.34	0.14	0.59	0.08	0.44	0.62	0.62
Avail Cap(c_a), veh/h	364	0	0	329	0	317	348	2540	1131	335	1280	1337
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	71.2	0.0	0.0	72.2	0.0	67.4	5.9	11.9	7.3	11.0	0.0	0.0
Incr Delay (d2), s/veh	3.3	0.0	0.0	4.3	0.0	1.2	0.2	1.0	0.1	1.2	2.3	2.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	11.3	0.0	0.0	10.8	0.0	4.9	0.7	19.0	1.8	2.1	1.4	1.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	74.6	0.0	0.0	76.5	0.0	68.7	6.1	12.9	7.5	12.2	2.3	2.2
LnGrp LOS	E			E		E	A	B	A	B	A	A
Approach Vol, veh/h		160			214			1620			1739	
Approach Delay, s/veh		74.6			74.1			12.4			2.9	
Approach LOS		E			E			B			A	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	12.1	129.3		28.6	13.0	128.3		28.6				
Change Period (Y+Rc), s	7.8	6.8		6.7	7.8	6.8		6.7				
Max Green Setting (Gmax), s	10.2	103.2		35.3	12.2	101.2		35.3				
Max Q Clear Time (g_c+I1), s	3.1	2.0		19.7	5.1	37.0		17.5				
Green Ext Time (p_c), s	0.0	24.3		1.1	0.1	21.4		0.9				

Intersection Summary	
HCM 7th Control Delay, s/veh	14.2
HCM 7th LOS	B

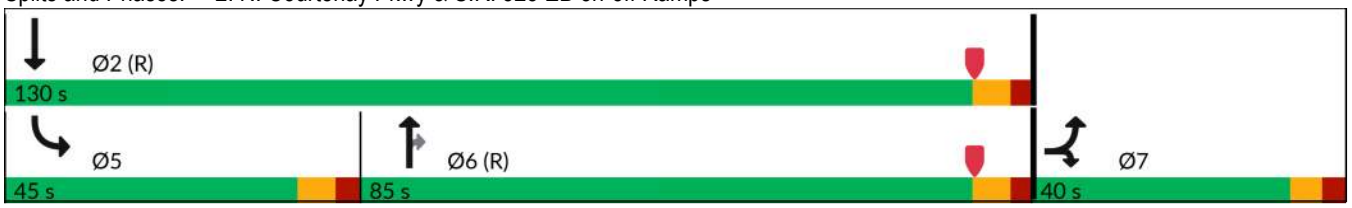


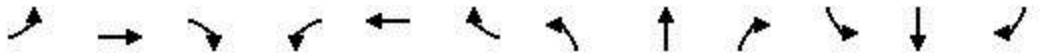
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	418	0	723	0	0	0	0	1320	292	365	1218	0
Future Volume (vph)	418	0	723	0	0	0	0	1320	292	365	1218	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	3%	2%	2%	2%	2%	2%	3%	2%	2%	2%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	431	0	745	0	0	0	0	1361	301	376	1256	0
Turn Type	Prot		Prot					NA	Perm	Prot	NA	
Protected Phases	7		7					6		5	2	
Permitted Phases									6			
Detector Phase	7		7					6	6	5	2	
Switch Phase												
Minimum Initial (s)	5.0		5.0					12.0	12.0	5.0	12.0	
Minimum Split (s)	12.1		12.1					25.4	25.4	25.8	25.4	
Total Split (s)	40.0		40.0					85.0	85.0	45.0	130.0	
Total Split (%)	23.5%		23.5%					50.0%	50.0%	26.5%	76.5%	
Maximum Green (s)	32.9		32.9					77.6	77.6	37.2	122.6	
Yellow Time (s)	4.1		4.1					4.8	4.8	4.8	4.8	
All-Red Time (s)	3.0		3.0					2.6	2.6	3.0	2.6	
Lost Time Adjust (s)	0.0		0.0					0.0	0.0	0.0	0.0	
Total Lost Time (s)	7.1		7.1					7.4	7.4	7.8	7.4	
Lead/Lag								Lag	Lag	Lead		
Lead-Lag Optimize?								Yes	Yes	Yes		
Vehicle Extension (s)	3.0		3.0					4.0	4.0	4.0	4.0	
Recall Mode	None		None					C-Max	C-Max	None	C-Max	
Act Effct Green (s)	32.9		32.9					77.6	77.6	37.2	122.6	
Actuated g/C Ratio	0.19		0.19					0.46	0.46	0.22	0.72	
v/c Ratio	0.66		1.08					0.61	0.35	1.04	0.53	
Control Delay (s/veh)	68.7		102.3					25.8	3.6	101.7	6.4	
Queue Delay	0.0		0.0					0.8	0.0	21.1	0.4	
Total Delay (s/veh)	68.7		102.3					26.6	3.6	122.7	6.8	
LOS	E		F					C	A	F	A	
Approach Delay (s/veh)		90.0						22.4			33.5	
Approach LOS		F						C			C	
Queue Length 50th (ft)	231		~419					342	13	~432	164	
Queue Length 95th (ft)	293		#568					258	m39	m#650	179	
Internal Link Dist (ft)		674			677			1602			365	
Turn Bay Length (ft)	385		385						725			
Base Capacity (vph)	658		693					2244	862	361	2382	
Starvation Cap Reductn	0		0					0	0	22	589	
Spillback Cap Reductn	0		0					527	0	0	0	
Storage Cap Reductn	0		0					0	0	0	0	
Reduced v/c Ratio	0.66		1.08					0.79	0.35	1.11	0.70	

Intersection Summary
Cycle Length: 170
Actuated Cycle Length: 170
Offset: 99 (58%), Referenced to phase 2:SBT and 6:NBT, Start of Yellow
Natural Cycle: 90

Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.08
Intersection Signal Delay (s/veh): 44.3 Intersection LOS: D
Intersection Capacity Utilization 113.9% ICU Level of Service H
Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

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





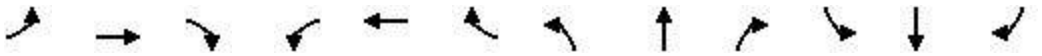
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	418	0	723	0	0	0	0	1320	292	365	1218	0
Future Volume (veh/h)	418	0	723	0	0	0	0	1320	292	365	1218	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1856	0	1870				0	1870	1870	1870	1870	0
Adj Flow Rate, veh/h	431	0	0				0	1361	0	376	1256	0
Peak Hour Factor	0.97	0.97	0.97				0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	3	0	2				0	2	2	2	2	0
Cap, veh/h	487	0					0	2598		388	2746	0
Arrive On Green	0.14	0.00	0.00				0.00	1.00	0.00	0.44	1.00	0.00
Sat Flow, veh/h	3428	0	2790				0	5274	1585	1781	3647	0
Grp Volume(v), veh/h	431	0	0				0	1361	0	376	1256	0
Grp Sat Flow(s),veh/h/ln	1714	0	1395				0	1702	1585	1781	1777	0
Q Serve(g_s), s	21.0	0.0	0.0				0.0	0.0	0.0	35.0	0.0	0.0
Cycle Q Clear(g_c), s	21.0	0.0	0.0				0.0	0.0	0.0	35.0	0.0	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	487	0					0	2598		388	2746	0
V/C Ratio(X)	0.88	0.00					0.00	0.52		0.97	0.46	0.00
Avail Cap(c_a), veh/h	663	0					0	2598		390	2746	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	2.00	2.00	2.00	2.00	1.00
Upstream Filter(I)	1.00	0.00	0.00				0.00	1.00	0.00	0.72	0.72	0.00
Uniform Delay (d), s/veh	71.6	0.0	0.0				0.0	0.0	0.0	47.4	0.0	0.0
Incr Delay (d2), s/veh	10.6	0.0	0.0				0.0	0.8	0.0	30.7	0.4	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	15.2	0.0	0.0				0.0	0.3	0.0	21.6	0.3	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	82.2	0.0	0.0				0.0	0.8	0.0	78.1	0.4	0.0
LnGrp LOS	F							A		E	A	
Approach Vol, veh/h		431						1361			1632	
Approach Delay, s/veh		82.2						0.8			18.3	
Approach LOS		F						A			B	

Timer - Assigned Phs		2		4	5	6						
Phs Duration (G+Y+Rc), s		138.7		31.3	44.9	93.9						
Change Period (Y+Rc), s		7.4		7.1	7.8	7.4						
Max Green Setting (Gmax), s		122.6		32.9	37.2	77.6						
Max Q Clear Time (g_c+I1), s		2.0		23.0	37.0	2.0						
Green Ext Time (p_c), s		19.8		1.2	0.0	20.7						

Intersection Summary												
HCM 7th Control Delay, s/veh			19.4									
HCM 7th LOS			B									

Notes

Unsignalized Delay for [NBR, EBR] is excluded from calculations of the approach delay and intersection delay.

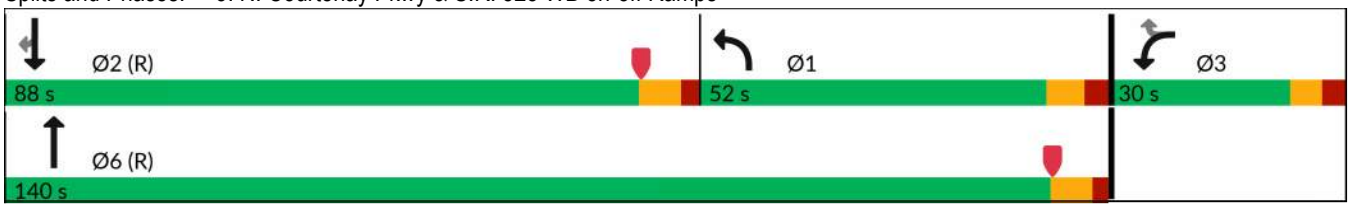


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	360	0	310	709	1098	0	0	1351	1046
Future Volume (vph)	0	0	0	360	0	310	709	1098	0	0	1351	1046
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	2%	2%	2%	2%	2%	4%	3%	3%	2%	2%	2%	3%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	379	0	326	746	1156	0	0	1422	1101
Turn Type				Prot		Perm	Prot	NA			NA	Perm
Protected Phases				3			1	6			2	
Permitted Phases						3						2
Detector Phase				3		3	1	6			2	2
Switch Phase												
Minimum Initial (s)				7.0		7.0	5.0	12.0			12.0	12.0
Minimum Split (s)				14.0		14.0	22.5	22.5			22.5	22.5
Total Split (s)				30.0		30.0	52.0	140.0			88.0	88.0
Total Split (%)				17.6%		17.6%	30.6%	82.4%			51.8%	51.8%
Maximum Green (s)				23.0		23.0	44.1	132.5			80.5	80.5
Yellow Time (s)				4.0		4.0	4.8	5.3			5.3	5.3
All-Red Time (s)				3.0		3.0	3.1	2.2			2.2	2.2
Lost Time Adjust (s)				0.0		0.0	0.0	0.0			0.0	0.0
Total Lost Time (s)				7.0		7.0	7.9	7.5			7.5	7.5
Lead/Lag							Lag				Lead	Lead
Lead-Lag Optimize?							Yes				Yes	Yes
Vehicle Extension (s)				3.0		3.0	3.0	3.0			4.0	4.0
Recall Mode				None		None	Min	C-Max			C-Max	C-Max
Act Effct Green (s)				22.2		22.2	44.1	133.3			81.3	81.3
Actuated g/C Ratio				0.13		0.13	0.26	0.78			0.48	0.48
v/c Ratio				0.85		0.97	0.85	0.42			0.58	1.16
Control Delay (s/veh)				89.6		78.2	63.5	7.8			33.5	109.0
Queue Delay				0.5		0.0	49.3	0.2			0.0	0.0
Total Delay (s/veh)				90.1		78.2	112.9	8.0			33.5	109.0
LOS				F		E	F	A			C	F
Approach Delay (s/veh)					84.6			49.1			66.5	
Approach LOS					F			D			E	
Queue Length 50th (ft)				214		204	438	167			419	~1211
Queue Length 95th (ft)				#286		#409	519	185			467	#1481
Internal Link Dist (ft)		690			789			365			641	
Turn Bay Length (ft)				150		275						90
Base Capacity (vph)				464		344	882	2748			2431	952
Starvation Cap Reductn				0		0	206	715			0	0
Spillback Cap Reductn				7		0	0	0			101	0
Storage Cap Reductn				0		0	0	0			0	0
Reduced v/c Ratio				0.83		0.95	1.10	0.57			0.61	1.16

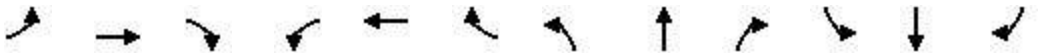
Intersection Summary
Cycle Length: 170
Actuated Cycle Length: 170
Offset: 62 (36%), Referenced to phase 2:SBT and 6:NBT, Start of Yellow
Natural Cycle: 140

Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.16
Intersection Signal Delay (s/veh): 62.5 Intersection LOS: E
Intersection Capacity Utilization 113.9% ICU Level of Service H
Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

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



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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	360	0	310	709	1098	0	0	1351	1046
Future Volume (veh/h)	0	0	0	360	0	310	709	1098	0	0	1351	1046
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Lane Width Adj.				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1870	0	1841	1856	1856	0	0	1870	1856
Adj Flow Rate, veh/h				379	0	189	746	1156	0	0	1422	899
Peak Hour Factor				0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %				2	0	4	3	3	0	0	2	3
Cap, veh/h				457	0	206	899	2750	0	0	2418	745
Arrive On Green				0.13	0.00	0.13	0.52	1.00	0.00	0.00	0.47	0.47
Sat Flow, veh/h				3456	0	1560	3428	3618	0	0	5274	1572
Grp Volume(v), veh/h				379	0	189	746	1156	0	0	1422	899
Grp Sat Flow(s),veh/h/ln				1728	0	1560	1714	1763	0	0	1702	1572
Q Serve(g_s), s				18.2	0.0	20.3	31.1	0.0	0.0	0.0	34.5	47.2
Cycle Q Clear(g_c), s				18.2	0.0	20.3	31.1	0.0	0.0	0.0	34.5	47.2
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				457	0	206	899	2750	0	0	2418	745
V/C Ratio(X)				0.83	0.00	0.92	0.83	0.42	0.00	0.00	0.59	1.21
Avail Cap(c_a), veh/h				468	0	211	899	2750	0	0	2418	745
HCM Platoon Ratio				1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	0.75	0.75	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				71.9	0.0	72.8	37.2	0.0	0.0	0.0	32.7	15.4
Incr Delay (d2), s/veh				11.6	0.0	39.0	5.0	0.4	0.0	0.0	1.1	105.7
Initial Q Delay(d3), s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln				13.4	0.0	15.4	15.4	0.2	0.0	0.0	20.4	53.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh				83.5	0.0	111.8	42.2	0.4	0.0	0.0	33.7	121.1
LnGrp LOS				F		F	D	A			C	F
Approach Vol, veh/h					568			1902			2321	
Approach Delay, s/veh					92.9			16.8			67.6	
Approach LOS					F			B			E	

Timer - Assigned Phs	1	2			6		8					
Phs Duration (G+Y+Rc), s	52.5	88.0			140.5		29.5					
Change Period (Y+Rc), s	7.9	7.5			* 7.9		7.0					
Max Green Setting (Gmax), s	44.1	80.5			* 1.3E+02		23.0					
Max Q Clear Time (g_c+I1), s	33.1	49.2			2.0		22.3					
Green Ext Time (p_c), s	2.2	24.0			10.4		0.2					

Intersection Summary		
HCM 7th Control Delay, s/veh	50.4	
HCM 7th LOS	D	

Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	22	1651	14	37	1714
Future Volume (vph)	0	22	1651	14	37	1714
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	24	1810	0	40	1863
Sign Control	Stop		Free			Free

Intersection Summary			
Control Type: Unsignalized			
Intersection Capacity Utilization	56.1%	ICU Level of Service	B
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	0.2

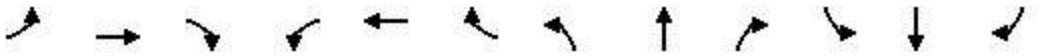
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	22	1651	14	37	1714
Future Vol, veh/h	0	22	1651	14	37	1714
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	240	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	24	1795	15	40	1863

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	905	0	0	1810	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.94	-	-	4.14	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	0	*614	-	-	426	-
Stage 1	0	-	-	-	-	-
Stage 2	0	-	-	-	-	-
Platoon blocked, %		0	-	-	0	-
Mov Cap-1 Maneuver	-	*614	-	-	426	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	11.1	0	0.3
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	614	426	-
HCM Lane V/C Ratio	-	-	0.039	0.095	-
HCM Ctrl Dly (s/v)	-	-	11.1	14.3	-
HCM Lane LOS	-	-	B	B	-
HCM 95th %tile Q(veh)	-	-	0.1	0.3	-

Notes	
~: Volume exceeds capacity	$: Delay exceeds 300s
+: Computation Not Defined	*: All major volume in platoon



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	25	133	34	1	123	0	60	0	3	0	0	28
Future Volume (vph)	25	133	34	1	123	0	60	0	3	0	0	28
Confl. Peds. (#/hr)	2					2	1		1	1		1
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	50%	2%	3%	2%	3%	2%	2%	2%	2%	2%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	204	0	0	132	0	0	67	0	0	30	0
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Control Type: Unsignalized			
Intersection Capacity Utilization 34.8%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	2.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Vol, veh/h	25	133	34	1	123	0	60	0	3	0	0	28
Future Vol, veh/h	25	133	34	1	123	0	60	0	3	0	0	28
Conflicting Peds, #/hr	2	0	0	0	0	2	1	0	1	1	0	1
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	139	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	50	2	3	2	3	2	2	2	2	2	2	2
Mvmt Flow	27	141	36	1	131	0	64	0	3	0	0	30

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	133	0	0	178	0	0	281	348	161	331	366	68
Stage 1	-	-	-	-	-	-	213	213	-	135	135	-
Stage 2	-	-	-	-	-	-	69	135	-	196	231	-
Critical Hdwy	4.85	-	-	4.13	-	-	7.33	6.53	6.23	7.33	6.53	6.93
Critical Hdwy Stg 1	-	-	-	-	-	-	6.13	5.53	-	6.53	5.53	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.53	5.53	-	6.13	5.53	-
Follow-up Hdwy	2.675	-	-	2.219	-	-	3.519	4.019	3.319	3.519	4.019	3.319
Pot Cap-1 Maneuver	1182	-	-	1397	-	-	660	575	884	611	562	981
Stage 1	-	-	-	-	-	-	789	726	-	855	784	-
Stage 2	-	-	-	-	-	-	934	784	-	805	713	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1179	-	-	1397	-	-	623	559	883	591	546	978
Mov Cap-2 Maneuver	-	-	-	-	-	-	623	559	-	591	546	-
Stage 1	-	-	-	-	-	-	769	708	-	853	782	-
Stage 2	-	-	-	-	-	-	904	782	-	782	695	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	1.06	0.07	11.38	8.8
HCM LOS			B	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	631	225	-	-	29	-	-	978
HCM Lane V/C Ratio	0.106	0.023	-	-	0.001	-	-	0.03
HCM Ctrl Dly (s/v)	11.4	8.1	0	-	7.6	0	-	8.8
HCM Lane LOS	B	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0.4	0.1	-	-	0	-	-	0.1

SIMTRAFFIC QUEUES
ALTERNATIVE 0

Intersection: 13: Pioneer Rd & Shared Driveway

Movement	EB	WB	WB	NB	SB
Directions Served	LTR	LT	TR	LTR	LTR
Maximum Queue (ft)	40	202	66	71	62
Average Queue (ft)	3	21	4	31	23
95th Queue (ft)	21	108	45	57	51
Link Distance (ft)	203	299		131	326
Upstream Blk Time (%)		0			
Queuing Penalty (veh)		0			
Storage Bay Dist (ft)			139		
Storage Blk Time (%)		1	0		
Queuing Penalty (veh)		2	0		

Intersection: 13: Pioneer Rd & Shared Driveway

Movement	EB	WB	NB	SB
Directions Served	LTR	LT	LTR	LTR
Maximum Queue (ft)	29	70	61	47
Average Queue (ft)	5	5	31	18
95th Queue (ft)	24	35	54	44
Link Distance (ft)	203	299	131	326
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 13: Pioneer Rd & Shared Driveway

Movement	EB	WB	WB	NB	SB
Directions Served	LTR	LT	TR	LTR	LTR
Maximum Queue (ft)	88	30	10	71	46
Average Queue (ft)	13	2	0	32	19
95th Queue (ft)	54	18	5	59	45
Link Distance (ft)	203	299		131	326
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)			139		
Storage Blk Time (%)					
Queuing Penalty (veh)					

SIMTRAFFIC QUEUES
ALTERNATIVE 1

Intersection: 13: Pioneer Rd & Shared Driveway

Movement	EB	WB	WB	NB	SB
Directions Served	LTR	LT	TR	LTR	LTR
Maximum Queue (ft)	61	157	107	67	29
Average Queue (ft)	3	22	5	32	4
95th Queue (ft)	27	89	44	58	19
Link Distance (ft)	203	276		131	326
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)			139		
Storage Blk Time (%)		0	0		
Queuing Penalty (veh)		1	0		

Intersection: 12: Pioneer Rd & Proposed Dwy2

Movement	EB	SB
Directions Served	LT	LR
Maximum Queue (ft)	31	44
Average Queue (ft)	2	22
95th Queue (ft)	15	46
Link Distance (ft)	276	596
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 13: Pioneer Rd & Shared Driveway

Movement	EB	WB	NB	SB
Directions Served	LTR	LT	LTR	LTR
Maximum Queue (ft)	6	48	60	34
Average Queue (ft)	0	3	32	8
95th Queue (ft)	4	21	52	30
Link Distance (ft)	203	276	131	326
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 12: Pioneer Rd & Proposed Dwy2

Movement	EB	SB
Directions Served	LT	LR
Maximum Queue (ft)	40	40
Average Queue (ft)	2	14
95th Queue (ft)	17	39
Link Distance (ft)	276	596
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 13: Pioneer Rd & Shared Driveway

Movement	EB	WB	NB	SB
Directions Served	LTR	LT	LTR	LTR
Maximum Queue (ft)	18	12	61	30
Average Queue (ft)	1	1	30	6
95th Queue (ft)	7	10	54	25
Link Distance (ft)	203	276	131	326
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 12: Pioneer Rd & Proposed Dwy2

Movement	EB	SB
Directions Served	LT	LR
Maximum Queue (ft)	41	31
Average Queue (ft)	3	14
95th Queue (ft)	20	39
Link Distance (ft)	276	596
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

SIMTRAFFIC QUEUES
ALTERNATIVE 2

Intersection: 13: Pioneer Rd & Shared Driveway

Movement	EB	WB	WB	NB	SB
Directions Served	LTR	LT	TR	LTR	LTR
Maximum Queue (ft)	48	136	38	76	62
Average Queue (ft)	4	17	1	32	24
95th Queue (ft)	25	72	23	61	52
Link Distance (ft)	203	299		131	326
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)			139		
Storage Blk Time (%)		0			
Queuing Penalty (veh)		1			

Intersection: 13: Pioneer Rd & Shared Driveway

Movement	EB	WB	NB	SB
Directions Served	LTR	LT	LTR	LTR
Maximum Queue (ft)	29	38	78	48
Average Queue (ft)	2	2	32	18
95th Queue (ft)	15	19	60	44
Link Distance (ft)	203	299	131	326
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 13: Pioneer Rd & Shared Driveway

Movement	EB	WB	WB	NB	SB
Directions Served	LTR	LT	TR	LTR	LTR
Maximum Queue (ft)	65	12	6	53	53
Average Queue (ft)	5	1	0	28	16
95th Queue (ft)	31	8	4	51	44
Link Distance (ft)	203	299		131	326
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)			139		
Storage Blk Time (%)					
Queuing Penalty (veh)					

BOARD OF COUNTY COMMISSIONERS

Public Works Department
Traffic Operations Program
2725 Judge Fran Jamieson Way
Building A, Room 211

February 26, 2026

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

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

Ms. Jurado:

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

02/12/2026 Comment 1:	*PDF Pg 14, Traffic Forecast and Background Traffic:* Use the FDOT Season Factor (SF) instead of the Peak Season Conversion Factor (PSCF) to seasonally adjust volumes. Per FDOT 2024 Project Traffic Forecasting Handbook, the PSCF is used to convert a "24-hour count, representing the average weekday daily traffic, to [Peak Season Weekday Average Daily Traffic]."
02/20/2026 Response 1:	**The intersection capacity analyses have been updated to use the FDOT Season Factor (SF) instead of the Peak Season Conversion Factor (PSCF). The volumes are presented in Appendix D.**
Comment 1 Status:	*Comment closed.*

02/12/2026 Comment 2:	*PDF Pg 17, Table 3. Weekday Roadway Segment Analysis:* After coordinating with the Space Coast TPO, it was found that there was an error in the MAV for Segment ID 152, N Courtenay Pkwy (SR 3) from Pioneer Rd to S Ramps SR 528, in the Space Coast TPO Historical Traffic Volumes 2020-2024. Rather than the listed 38,430 vehicles per day (vpd), the MAV should be 34,770 vpd (base MAV of 36,600 vpd for a C3C, 4 lane roadway with LOS D, multiplied by an adjustment factor of 0.95 for "Multilane Undivided Roadway with an Exclusive Left Turn Lane" per FDOT 2023 Multimodal Quality/Level of Service Handbook). The Space Coast TPO is aware of this error and is working to update this information. Please revise accordingly.
02/20/2026 Response 2:	**The Existing Conditions Roadway Analysis has been updated accordingly. The No Build and Build Conditions Roadway Analyses were not updated because of the inclusion of FDOT project # 453311-1 as a background project.**

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

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

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

Please also note that following the same parameters and adjustments used for the daily capacity, the peak hour capacity is as follows:
Existing: 3,130 vph
No Build: 3,450 vph
See calculations below:

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

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

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

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

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

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

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

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

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

Comment 6 Status: *Comment closed.*

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

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

Comment 7 Status: *Comment closed.*

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

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

02/20/2026 Response 8:

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

Comment 8 Status: *Comment closed.*

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

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

Comment 9 Status: *Comment closed.*

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

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

Comment 10 Status: *Comment closed.*

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

02/20/2026 Response 11:	**The exhibits in Appendix D have been updated to remove driveways not being analyzed under the specified condition. The synchro reports presented in Appendix E have also been updated to remove driveways not being analyzed under the specified condition.**
Comment 11 Status:	*Running the intersection of N Courtenay Pkwy (SR 3) and Pioneer Rd in SimTraffic revealed WBL queuing concerns with regard to the new proposed driveway location on Pioneer Rd. Please be advised that the final driveway configuration will not be reviewed and approved until there is a formal site plan submittal.*
02/12/2026 Comment 12:	*General Comment:* The Background and Buildout scenario analyses will be reviewed in further detail upon resolution of the comments above.
02/20/2026 Response 12:	**Comment noted.**
Comment 12 Status:	*Comment closed.*
02/12/2026 Comment 13:	*General Comment:* The turn lane analysis and queuing analysis will be reviewed upon resolution of the comments above.
02/20/2026 Response 13:	**Comment noted.**
Comment 13 Status:	*Comment closed.*

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

Best regards,

Sean Smith, EI
Engineer I

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

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

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

To Planning and Zoning for Brevard County

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

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

Dear Members of the Agency,

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

I want to be clear from the start: I am not opposed to development. Growth is inevitable, and it can bring positive improvements to our community. My concern is that this specific project, at this scale, on this particular corner, does not align with safe or responsible planning for Merritt Island.
This is an 11-acre parcel proposed for 222 multifamily units, three stories tall, with multiple access points feeding directly into a two-lane road in a school zone and a heavily congested five-lane arterial operating at 88% of capacity. When I reviewed and researched the data, the concerns fell into three key areas: traffic, compatibility, and environmental impact.

1. Traffic & Safety Concerns

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

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

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

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

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

B. Pioneer Rd cannot safely absorb apartment-level traffic

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

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

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

2. Neighborhood Compatibility & Scale

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

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

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

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

3. Environmental & Stormwater Impact

A. Loss of 11 acres of mature tree canopy

Removing essentially the entire canopy will:

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

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

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

B. This area has known drainage challenges

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

4. About the Developer

RangeWater is a high-volume multifamily developer known for:

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

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

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

Conclusion

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

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

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

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

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

Respectfully,

Chelsey True

Merritt Island Resident

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

Dear Members of the Planning and Zoning Board,

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

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

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

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

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

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

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

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

II. Incompatibility with Surrounding Uses and Established Development Pattern

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

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

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

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

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

III. Consistency with Prior Planning and Zoning Board Denials

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

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

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

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

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

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

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

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

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

C. Broader Pattern of Denials to Preserve Plan Integrity

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

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

IV. Reasonable and Economically Viable Use Exists Under Current Zoning

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

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

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

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

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

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

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

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

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

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

Conclusion

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

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

Respectfully submitted,

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

I. Findings of Fact – Outline Supporting Denial

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

A. Jurisdiction and Application

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

B. Comprehensive Plan Consistency

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

C. Spot Zoning Considerations

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

D. Compatibility with Surrounding Uses

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

E. Precedent and Consistency with Prior Board Actions

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

F. Reasonable Use Under Existing Zoning

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

G. Infrastructure and Environmental Context

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

H. Public Interest and Long-Term Planning

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

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

I. Conclusion

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

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

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

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

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

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

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

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

Thank you.

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

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

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

Dear Members of the Planning and Zoning Board,

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

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

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

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

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

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

Respectfully,

Gayle Allenback

2405 Raintree Lake Circle

Merritt Island, FL 32953

R-657

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

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

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

To whom it may concern,

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

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

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

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

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

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

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

For these reasons, I respectfully urge the Commissioners to **deny approval of Rezoning Request 25Z00054** and to prioritize the safety, infrastructure limitations, and quality of life of current residents and families in the surrounding communities.
Thank you for your time and consideration.
Sincerely,
Amanda Smith
116 Via Havarre, Merritt Island
Resident/Owner, Villa de Palmas

Greetings Mrs. Katie Delaney and staff,

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

Thank you.

Best regards,
Ethan Herrell

Merritt Island resident

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

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

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

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

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

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

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

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

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

Daniel and Lynn Tweed
2855 Raintree Lake Circle

Merritt Island

Sent from my iPad

Commissioner,

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

Thank you,

David Pratt

1645 Seashell

Merritt Island

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

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

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

Thank you,
David Pratt
1645 Seashell
Merritt Island

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

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

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

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

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

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- This proposed project represents "spot zoning," placing a high density apartment complex in a low density residential pocket. Under Administrative Policy #3, this use will significantly diminish the quality of life and the safety of existing neighborhoods through noise and traffic.

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

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

Daniel and Lynn Tweed
2855 Raintree Lake Circle

Merritt Island

Sent from my iPad

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

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

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

Best regards,
Ethan Herrell
Merritt Island resident

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

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

Dear Planning and Zoning Staff,

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

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

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

Respectfully,

Chelsey True

Merritt Island Resident

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

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

Urge Brevard County Commissioners to oppose rezoning on Merritt Island.

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

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

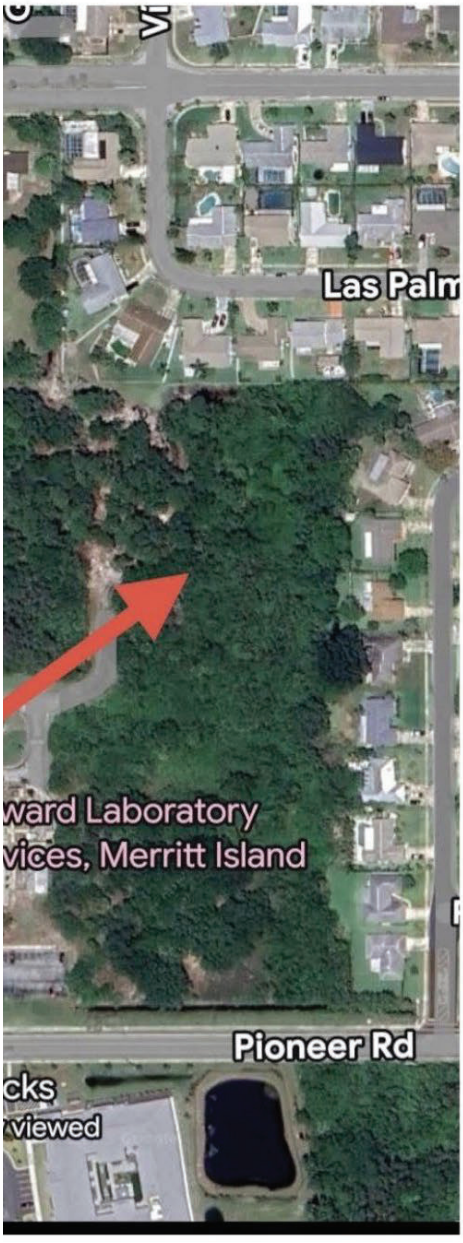
Dear Commissioners,

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

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

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

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


Las Palm
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Pioneer Rd
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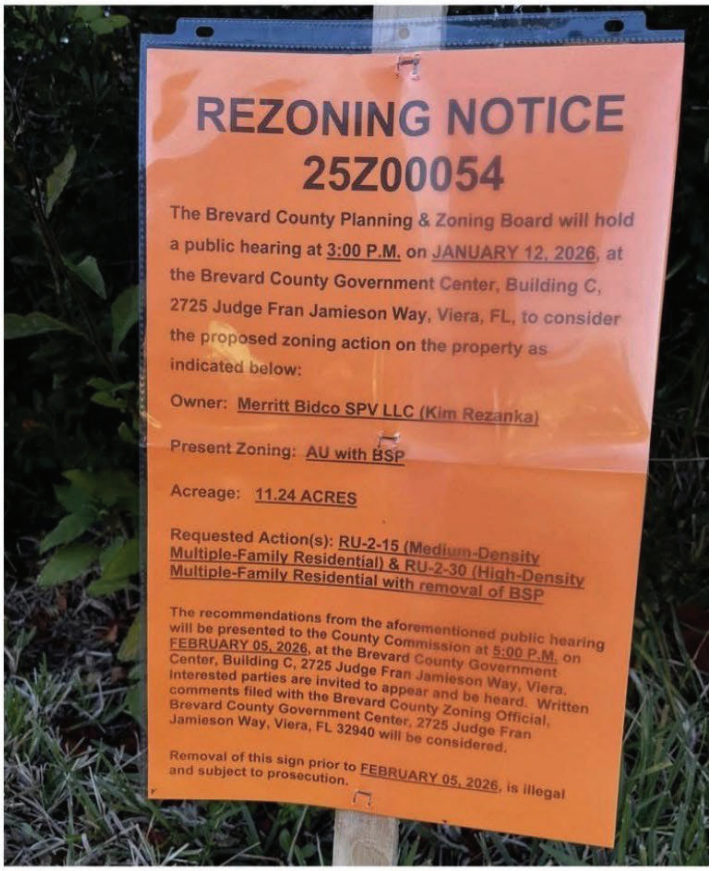

REZONING NOTICE
25Z00054
The Brevard County Planning & Zoning Board will hold a public hearing at 3:00 P.M. on JANUARY 12, 2026, at the Brevard County Government Center, Building C, 2725 Judge Fran Jamieson Way, Viera, FL, to consider the proposed zoning action on the property as indicated below:
Owner: Merritt Bidco SPV LLC (Kim Rezanka)
Present Zoning: AU with BSP
Acreage: 11.24 ACRES
Requested Action(s): RU-2-15 (Medium-Density Multiple-Family Residential) & RU-2-30 (High-Density Multiple-Family Residential with removal of BSP
The recommendations from the aforementioned public hearing will be presented to the County Commission at 5:00 P.M. on FEBRUARY 05, 2026, at the Brevard County Government Center, Building C, 2725 Judge Fran Jamieson Way, Viera, interested parties are invited to appear and be heard. Written comments filed with the Brevard County Zoning Official, Brevard County Government Center, 2725 Judge Fran Jamieson Way, Viera, FL 32940 will be considered.
Removal of this sign prior to FEBRUARY 05, 2026, is illegal and subject to prosecution.

GEWATER
BUILDING #1 TYPE 3
BUILDING #3 TYPE 4
RES-15 RESIDENTIAL NEIGHBORHOOD COMMERCIAL
CLUB HOUSE
BUILDING #2 TYPE 3
BUILDING #4 TYPE 2
BUILDING #5 TYPE 3
RETENTION POND
SW-1
(0.14 ac.±)
BUILDING #6 TYPE 4
N Courtenay Pkwy
BUILDING #7 TYPE 2
BUILDING #8 TYPE 2
TRASH
erritt Island
1 Density Study - Option 1
PIC•COLLA

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

"To love a place is not enough. We must find ways to heal it."
— Robin Wall Kimmerer, Braiding Sweetgrass: Indigenous Wisdom, Scientific Knowledge and the Teachings of Plants

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

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

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

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

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

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

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

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

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

Why this project is wrong for Merritt Island:
⚠ PUBLIC SAFETY: The Staff Report (p. 10) explicitly warns of a "Material Danger to Public Safety." If you've ever tried to drive on Pioneer or turn onto Courtenay when the elementary school children are being dropped off and picked up, you'd have a better understanding of one of the safety issues. I also know that it is very risky trying to turn left (southbound) on Courtenay from Venetian Way.
TRAFFIC: North Courtenay is already at 88% capacity. This project violates the "25% remaining capacity" rule.
INCOMPATIBLE: Even the county admits 222 units is NOT consistent with our single-family neighborhoods.
NO LOCAL SUPPORT: Our local advisory boards (MIRA/P&Z) refused to back this project.
Many residents in the area are also concerned about lower property values and privacy issues with being so close to the 3-story buildings. After increase issues with flooding since developers built Starbucks, Hampton Manor, and the car wash on the southwest corner, many concerned about flooding issues even though this developer says "trust us".

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

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

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

Why this project is wrong for Merritt Island:

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

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

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

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

Many residents in the area are also concerned about lower property values and privacy issues with being so close to the 3-story buildings. After increased issues with flooding since developers built Starbucks, Hampton Manor, and the car wash on the southwest corner, many residents are concerned about flooding issues even though this developer says "trust us" ,as I suspect the other developer also said.

25Z00054

Dear Members of the Planning Commission,

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

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

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

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

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

Thank you for your time and consideration.

Sincerely,

Amanda Palmer

Concerned Resident

ts and concerns regarding the zoning request on Merritt Island.

1. Property values. Please see the attached photo. This home is for sale in Raintree. You can see in the background beautiful live oak trees and other foliage. This homes property line borders the proposed site of a towering apartment complex. Won't that be a lovely sight when everything is cleared from that lot and viewing that home, instead of nature, you will see tall buildings with a direct view of everything you do. Gatherings in back yard, pool time, etc. No privacy whatsoever. Values for homes bordering that complex will plummet. I would venture to say all homes in Raintree will suffer. Who will want to purchase in there when as soon as you enter the neighborhood the entire length of the road you enter borders towering apartment buildings.

2. Traffic. The proposed main entrance appears to be via Courtenay. Since there are 0 grocery stores, 0 retail shops, 0 restaurants to the north of there, it only makes sense 200+ car owners will be using Pioneer as the exit point from that complex if they want to go south. Only someone with a death wish try's to make a left turn onto Courtenay without a light. Pioneer is heavily travelled. There is only one way in/out of Raintree, that is via Pioneer. Lewis Carroll grade school is only about 1/4 mile down off Pioneer. Traffic backs up terribly, and with Pioneer and Courtenay light being a school crossing, there are numerous walkers/riders of grade school age as well as cars both at drop off and pickup. Courtenay in itself is sometimes a nightmare. With drawbridge only 1/2 mile north of Pioneer, I have seen traffic back up south of Pioneer.

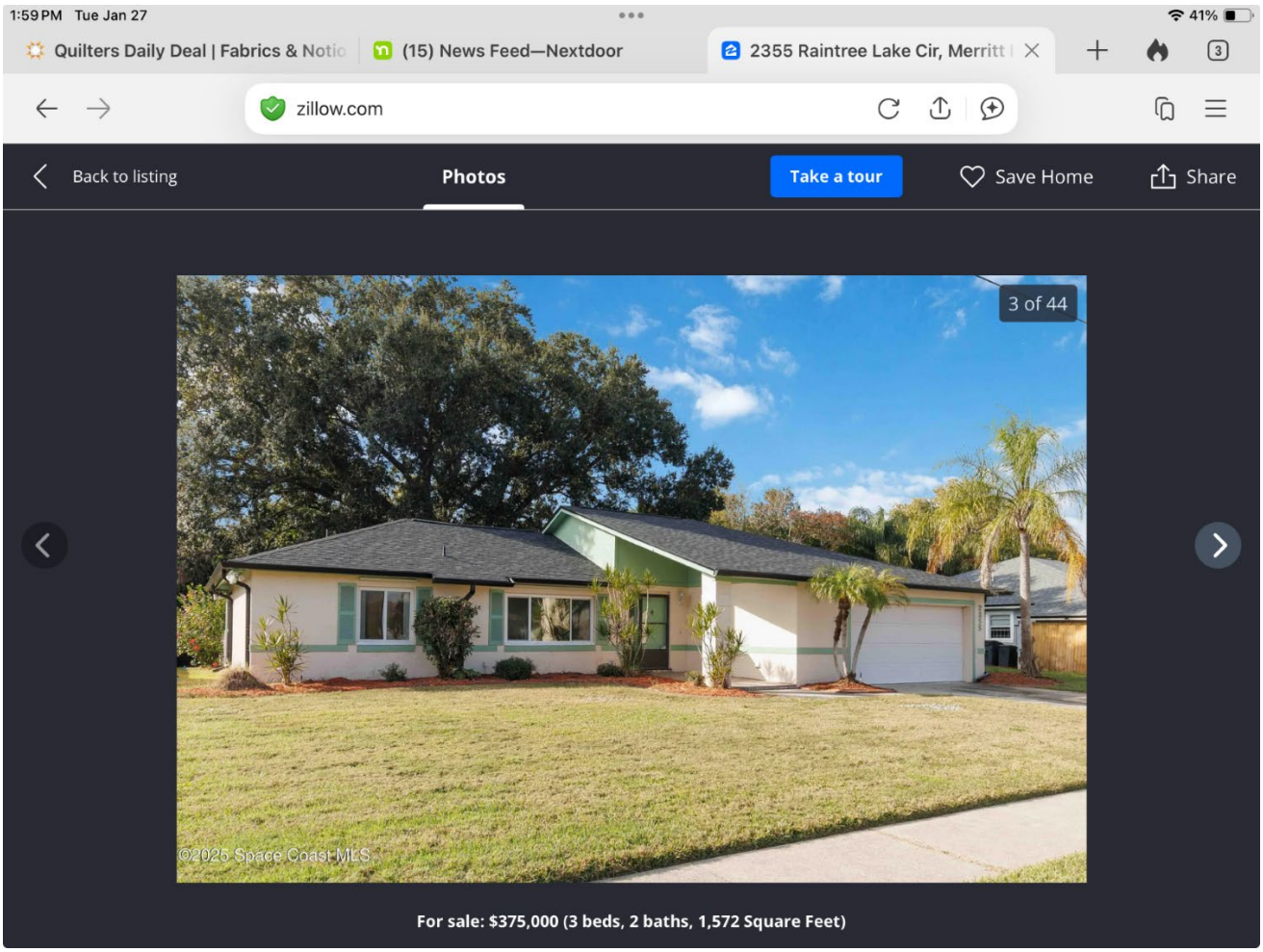
3. Safety. In event of evacuation, we are talking possibility of an extra 300 cars or more trying to exit the island,all jammed right at the Beachline. Is our small island Fire department equipped to handle a major emergency such as fire in a complex this size, especially with homes in such close proximity?

4. Schools. Possible impact to our schools. They already use trailers placed for extra classrooms.

5. I fail to see any benefit whatsoever for rezoning this land to multi family. Too many vehicles, too much impact on our roads and schools, and possible devastation to property values. Towering apartments are meant for people who want water views, not looking into people's backyards and onto a busy road.

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

PLEASE vote NO!



Sent from my iPad

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

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

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

Sincerely
Jean Nordfors

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

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

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

Sent from my iPad

Begin forwarded message:

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

ts and concerns regarding the zoning request on Merritt Island.

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

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

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

Sent from my iPad

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

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

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

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

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

Sincerely
Jean Nordfors

Sent from my iPad

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

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

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

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

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

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

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

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

Dear Commissioner,

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

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

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

Thank you again for your time and consideration.

Respectfully,
Chelsey True
206-300-0013

Sent from my iPhone

> On Jan 16, 2026, at 8:14 PM, Chelsey True <bjork.chelsey@gmail.com> wrote:
>
> Dear Commissioner Goodson,
>
> My name is Chelsey True and I live immediately adjacent to the proposed rezoning at Courtenay Parkway and Pioneer Road.
>
> I attended the developer outreach meeting, the MIRA meeting and the planning and zoning hearing. Based on Staff analysis identifying potential traffic concurrency deficiencies, unresolved environmental constraints and compatibility concerns, I am respectfully requesting a brief meeting or call prior to the upcoming vote to share my perspective as a nearby resident.
>
> I'm not opposed to development, my concerns are specific to whether this rezoning meets County's adopted standards at this stage.

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

Thank you for your time and consideration,

Chelsey True
Merritt Island resident

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

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

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

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

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

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

Good Evening Mr. Goodson,

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

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

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

Thank you for your time,

Marie Vassalotti

625 Oak Park Cir

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

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

Hi Tom Goodson,

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

View the petition

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

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

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

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

Best,

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

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

Privacy policy

We'd love to hear from you! Contact us through our help center.

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

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

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

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

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

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

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

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

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

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

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

--
Is this email not relevant to you? Click here

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

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

Don Peplow

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

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

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

1893 Sykes Creek Dr.
Merritt Island,Fl
Sent from Yahoo Mail for iPad

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

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

Hello Tom Goodson,

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

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

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

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

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

Best,
Jason

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

--
Is this email not relevant to you? Click here

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

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

Dear Commissioner Goodson and fellow Commissioners,

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

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

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

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

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

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

adopted concurrency policies.

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

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

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

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

Thank you for your time and consideration.

Respectfully,

Chelsey True

Merritt Island Resident

Sources:

Brevard County Planning and Zoning Staff Analysis

Space Coast Transportation Planning Organization (TPO)

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

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

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

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

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

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

Good Morning Commissioners !

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

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

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

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

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

Respectfully,

Heike Jahnert
6729 Mangrove Dr.
Merritt Island

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

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

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

SpaceCoastDaily.com
SpaceCoastStateFair.com
SpaceCoastKeyLimePieFestival.com
SpaceCoastStrawberryFestival.com
CocoaBeachBaseballSpringTraining.com
CocoaBeachSoftballSpringTraining.com
CocoaBeachLacrosse.com
CocoaBeachSpringTraining.com
SpaceCoastRenaissanceFair.com

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Please excuse any typos as this may be dictated via a mobile device.

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

Hey,

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

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

https://c.org/FzXMFB9qjH

Thanks!
Giles

Sent from my iPhone

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

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

Dear Commissioner Goodson,

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

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

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

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

Thank you for your time and consideration,

Chelsey True
Merritt Island resident

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

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

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

Thank you for your time.

Erica Cochran

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

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

Dear Mr. Feltner,

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

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

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

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

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

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

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

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

Sincerely,

Amy Muir

1100 E Crisafulli Road

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

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

Please oppose the rezonging on Merrit Island. The area at Pionee Rd. and Courtnenay Parkway will be harmfully impacted if this goes through. The high desity apartnment complex in single family neightborhoods will compromise safety and traffic flow.

Thank you,
Kathleen Brandt

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

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

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

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

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

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

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

Regards,
Karie Hanselman, concerned resident of area

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

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

Dear Commissioner Rob Feltner,

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

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

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

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

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

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

5. Violation of Administrative Policy #3 & Infrastructure

Failure Under **Administrative Policy #3**, the County must protect the quality of life of existing residents from "Land Use Shocks." North Courtenay Parkway is already at **88% capacity**. This project alone would consume **24.95% of the total remaining capacity**, violating the spirit of our concurrency rules and diminishing the safety of our neighborhoods through noise and transient traffic.

6. Unanimous Denial by MIRA (7-0) The Merritt Island Redevelopment Agency (MIRA) board—the local body that best understands our island's unique constraints—voted **unanimously (7-0)** to recommend denial.

The Planning and Zoning Board's **7-7 tie** reflects the deep flaws in this application. With 1,800 residents standing in opposition, a Staff Report warning of **"material danger to public safety,"** and the severe risks to our school children and environment, there is no justification for approval.

I urge you to follow the recommendation of MIRA and Staff and **deny this rezoning.**

Sincerely,

Rebecca Hauser

815-608-8451

Petition can be found here: https://www.change.org/p/urge-brevard-county-commissioners-to-oppose-rezoning-on-merritt-island

From: Gayle Allenback
To: Commissioner, D4
Subject: Request for Denial of Zoning Application 25Z00054 – Parcel ID 24-36-14-00-259
Date: Saturday, January 31, 2026 4:21:28 PM

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

Dear Commissioner Feltner,

I am writing as a concerned resident of Merritt Island to respectfully urge you not to approve the proposed zoning change (zoning application 25Z00054) that would allow medium- to high-density housing at the property located on the east side of N. Courtenay Parkway, approximately 420 feet south of Via De La Reina (parcel ID 24-36-14-00-259).

While growth can be beneficial when thoughtfully planned, this particular proposal threatens the safety, infrastructure, environmental balance, and character of the immediate neighborhood as well as the whole island in ways that are already well documented in the official reports on record.

Public safety must be paramount. One of the reports explicitly warns that this project presents a "material danger to public safety." This is not merely a speculative concern, but a formal conclusion based on the project's own analysis. Approving a development identified as posing such a risk would place current residents, future occupants, and first responders in jeopardy.

Traffic and infrastructure capacity are already strained. Many are familiar with the daily congestion along N. Courtenay Parkway. According to the report, local roads are operating at approximately 88% capacity, leaving very little margin for additional traffic. The proposed development exceeds the established "25% of remaining capacity" guideline; thus, rezoning this property would only exacerbate an already dangerous situation—raising the likelihood of accidents and posing increased risks to both drivers and adult and child pedestrians, particularly as the area awaits roadway redesign to place a raised median.

In addition, flooding concerns cannot be ignored. Natural drainage systems on Merritt Island are already under stress, and increased density at this location would further burden those systems. The result could be heightened flood risk for nearby homes and businesses, creating long-term consequences that are difficult and costly to reverse.

The proposal is also incompatible with surrounding land use. The report itself acknowledges that the planned 222 units are not consistent with the adjacent single-family neighborhoods. Such incompatibility threatens the stability, character, and quality of life of communities that residents, including myself, have invested in for decades.

Equally concerning is the loss of green space, especially wetlands and wildlife habitats, which would be irreversible. Our community has worked hard to preserve these areas, recognizing their importance to our ecosystem, natural drainage, and as a buffer against overdevelopment. Once lost, this land—and the balance it provides—cannot be restored. Preserving these spaces is essential to maintaining what makes Merritt Island a unique and cherished place to live.

Finally, there is clear local opposition and advisory concern. The Merritt Island Redevelopment Agency (MIRA) has already demonstrated its support for preserving our community by voting against the rezoning proposal, and even the Brevard County Planning & Zoning board was not able to reach a majority in favor of this project, after hearing both sides. As one of our elected representatives, I respectfully ask that you honor the judgment of local advisory boards and the residents they serve, rather than overriding their recommendations.

I support smart, appropriately scaled growth—but not this specific project, particularly in this specific location. The proposed density cannot be sustained without compromising safety, traffic flow, environmental resilience, and neighborhood compatibility.

For these reasons, I respectfully ask that you vote no on this zoning change and help protect the safety, environment, and long-term well-being of Merritt Island and its residents.

Thank you for your time, consideration, and service to our community.

Respectfully,

Gayle Allenback

2405 Raintree Lake Circle

Merritt Island, FL 32953

From: Diane Duclos
To: Commissioner, D4
Subject: Fwd: Brevard reasoning on Merritt island
Date: Monday, February 2, 2026 8:18:52 AM

[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: Diane Duclos <duclos1957@yahoo.com>
Date: February 2, 2026 at 8:16:01 AM EST
To: D1.Commissioner@brevardfl.gov
Subject: Brevard reasoning on Merritt island

Good Day Commissioner-

I am a resident of Villa de Palma neighborhood on Merritt Island.
It has come to my attention that the Brevard County commissioner's office is contemplating rezoning the area off Pioneer Road on Merritt Island for an apartment complex.
The decision to rezone would be a huge mistake. Pioneer Road is already so busy between the three neighborhoods that are adjacent to it plus the school that has daily traffic in the morning and the afternoon that Pioneer Road cannot carry this much traffic. Plus all the neighborhoods surrounding the area for rebuild are all single family homes. An apartment complex just does not go with the complexion of the area .The area for rebuild is so small for the number of apartments that you want to put in.
Let alone losing more green space on Merritt Island that has over 50,000 people now living on it and losing the green space for all the animals that inhabit the area on Pioneer, which houses the endangered gopher turtles.
Putting up more apartments on Merritt Island is going to tax on the school system, the fire department and the police department along with all of our road wear.
Please reconsider your opinion on this rezoning for Merritt Island.

Thank you
Michael Duclos
Diane Duclos

Sent from my iPhone

From:	Chelsey True
To:	Commissioner, D1; Commissioner, D2; Commissioner, D3; Commissioner, D4; Commissioner, D5
Subject:	Request for Clarification and Record Accuracy from the P&Z Vote Procedure (January 12, APP 25Z00054)
Date:	Friday, January 30, 2026 10:25:06 AM

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

Dear Commissioners,

My name is Chelsey True, a Merritt Island resident who has been actively following and participating in the public process regarding Application 25Z00054.

I am writing to respectfully flag a procedural concern from the Planning & Zoning Board meeting on January 12, which I believe is important for the County Commission to be aware of as this application moves forward.

While rewatching the meeting video, I observed confusion during the vote count related to the Chair's participation in the vote. A headcount appeared to reflect a 7–6 vote; however, there was audible discussion on the record indicating that the Chair would only vote in the event of a tie. Despite this, the outcome was ultimately announced as a 7–7 tie, followed by a second vote without a clearly stated tally.

I am not alleging misconduct. My concern is that the procedure created ambiguity on the record regarding how the final vote count was reached. Given the significance of this application and the level of public interest, clarity in voting procedure and documentation is important for public confidence and for the Commission's review.

I have raised this question with staff and understand that the approved minutes will reflect the official tally. My intent in contacting you directly is simply to ensure that Commissioners are aware of the procedural confusion observed on the video record as you consider this item.

I appreciate your time and your service, and I look forward to discussing this and other substantive infrastructure and safety concerns related to this application in upcoming meetings.

Chelsey True
Merritt Island Resident

Dear Commissioner Goodson,

I am writing regarding the upcoming vote on the rezoning request for the property located at Pioneer Road and Courtenay Parkway. I am a resident of the Palmetto neighborhood, which lies north of Villa De Palmas and just south of State Road 528.

I respectfully urge you to vote **against** this rezoning request to allow multi-family development in what is currently a single-family area. My primary concern is traffic, which has already reached an unsafe and congested level along Courtenay Parkway.

As a resident who travels this corridor daily, I can attest that **turning left from the Palmetto neighborhood onto Courtenay Parkway (southbound) or turning left into the Palmetto Neighborhood onto Venetian Way from Courtenay Parkway (southbound)**i s difficult at most times of day and becomes nearly impossible when the bridge is raised and traffic backs up. According to the developer, the project would include an average of 1.75 parking spaces per unit, potentially adding approximately 389 additional vehicles to Courtenay Parkway. This figure does not account for visitor traffic or service vehicles.

Anyone familiar with this corridor during **school drop-off and pick-up hours, rush hour, or Space Center shift changes** knows that Courtenay Parkway is already operating at or near capacity. Traffic has increased significantly since I moved into my home in 2017, due in part to multiple large developments approved north of SR 528. Each new project adds to an already overburdened roadway.

This raises an important question: when was the most recent traffic capacity study conducted for Courtenay Parkway, and does it adequately account for the cumulative impact of these developments? Beyond traffic, increased density places additional strain on emergency services and contributes to overcrowding that affects the safety and quality of life of existing residents.

I am also aware that the Merritt Island Redevelopment Agency (MIRA) voted against this project. I respectfully ask that you and your fellow commissioners stand with the residents of Merritt Island and vote no on this rezoning request.

Thank you for your time, consideration, and service to our community.

Sincerely,

Marie Chiaino

321-591-1663 (cell

From:	Marie Chiaino
To:	Commissioner, D2
Cc:	Commissioner, D1; Commissioner, D3; Commissioner, D4; Commissioner, D5
Subject:	Opposition to Rezoning Notice 2500054 on Merrit Island
Date:	Tuesday, February 3, 2026 7:17:59 PM

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

Dear Commissioner Goodson,

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I respectfully urge you to vote **against** this rezoning request to allow multi-family development in what is currently a single-family area. My primary concern is traffic, which has already reached an unsafe and congested level along Courtenay Parkway.

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I am also aware that the Merritt Island Redevelopment Agency (MIRA) voted against this project. I respectfully ask that you and your fellow commissioners stand with the residents of Merritt Island and vote no on this rezoning request.

Thank you for your time, consideration, and service to our community.

Sincerely,

Marie Chiaino
321-591-1663 (cell)

From: Diane Duclos
To: Commissioner, D2
Subject: Fwd: Brevard reasoning on Merritt island
Date: Monday, February 2, 2026 8:17:17 AM

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Let alone losing more green space on Merritt Island that has over 50,000 people now living on it and losing the green space for all the animals that inhabit the area on Pioneer, which houses the endangered gopher turtles.
Putting up more apartments on Merritt Island is going to tax on the school system, the fire department and the police department along with all of our road wear.
Please reconsider your opinion on this rezoning for Merritt Island.

Thank you
Michael Duclos
Diane Duclos

Sent from my iPhone

From: Gayle Allenback
To: Commissioner, D2
Subject: Request for Denial of Zoning Application 25Z00054 – Parcel ID 24-36-14-00-259
Date: Saturday, January 31, 2026 4:18:54 PM

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

Dear Commissioner Goodson,

I am writing as a concerned resident of Merritt Island to respectfully urge you not to approve the proposed zoning change (zoning application 25Z00054) that would allow medium- to high-density housing at the property located on the east side of N. Courtenay Parkway, approximately 420 feet south of Via De La Reina (parcel ID 24-36-14-00-259).

While growth can be beneficial when thoughtfully planned, this particular proposal threatens the safety, infrastructure, environmental balance, and character of the immediate neighborhood as well as the whole island in ways that are already well documented in the official reports on record.

Public safety must be paramount. One of the reports explicitly warns that this project presents a "material danger to public safety." This is not merely a speculative concern, but a formal conclusion based on the project's own analysis. Approving a development identified as posing such a risk would place current residents, future occupants, and first responders in jeopardy.

Traffic and infrastructure capacity are already strained. Many are familiar with the daily congestion along N. Courtenay Parkway. According to the report, local roads are operating at approximately 88% capacity, leaving very little margin for additional traffic. The proposed development exceeds the established "25% of remaining capacity" guideline; thus, rezoning this property would only exacerbate an already dangerous situation—raising the likelihood of accidents and posing increased risks to both drivers and adult and child pedestrians, particularly as the area awaits roadway redesign to place a raised median.

In addition, flooding concerns cannot be ignored. Natural drainage systems on Merritt Island are already under stress, and increased density at this location would further burden those systems. The result could be heightened flood risk for nearby homes and businesses, creating long-term consequences that are difficult and costly to reverse.

The proposal is also incompatible with surrounding land use. The report itself acknowledges that the planned 222 units are not consistent with the adjacent single-family neighborhoods. Such incompatibility threatens the stability, character, and quality of life of communities that residents, including myself, have invested in for decades.

Equally concerning is the loss of green space, especially wetlands and wildlife habitats, which would be irreversible. Our community has worked hard to preserve these areas, recognizing their importance to our ecosystem, natural drainage, and as a buffer against overdevelopment. Once lost, this land—and the balance it provides—cannot be restored. Preserving these spaces is essential to maintaining what makes Merritt Island a unique and cherished place to live.

Finally, there is clear local opposition and advisory concern. The Merritt Island Redevelopment Agency (MIRA) has already demonstrated its support for preserving our community by voting against the rezoning proposal, and even the Brevard County Planning & Zoning board was not able to reach a majority in favor of this project, after hearing both sides. As one of our elected representatives, I respectfully ask that you honor the judgment of local advisory boards and the residents they serve, rather than overriding their recommendations.

I support smart, appropriately scaled growth—but not this specific project, particularly in this specific location. The proposed density cannot be sustained without compromising safety, traffic flow, environmental resilience, and neighborhood compatibility.

For these reasons, I respectfully ask that you vote no on this zoning change and help protect the safety, environment, and long-term well-being of Merritt Island and its residents.

Thank you for your time, consideration, and service to our community.

Respectfully,

Gayle Allenback

2405 Raintree Lake Circle

Merritt Island, FL 32953

From: Karie Hanselman
To: Commissioner, D1; Commissioner, D2; Commissioner, D3; Commissioner, D4; Commissioner, D5
Subject: STOP THE DEVELOPMENT!
Date: Saturday, January 31, 2026 9:42:18 AM

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

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

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

Regards,
Karie Hanselman, concerned resident of area

From: Rebecca Hauser
To: Commissioner, D2
Subject: Opposition to Rezoning Case #25Z00054 – Public Safety Danger, Flooding Risks, & 1,800+ Residents Opposed
Date: Friday, January 30, 2026 5:34:15 PM

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

Dear Commissioner Tom Goodson,

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

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

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

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

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

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

5. Violation of Administrative Policy #3 & Infrastructure Failure Under **Administrative Policy #3**, the County must protect the quality of life of existing residents from "Land Use Shocks." North Courtenay Parkway is already at **88% capacity**. This project alone would consume **24.95% of the total remaining capacity**, violating the spirit of our concurrency rules and diminishing the safety of our neighborhoods through noise and transient traffic.

6. Unanimous Denial by MIRA (7-0) The Merritt Island Redevelopment Agency (MIRA) board—the local body that best understands our island's unique constraints—voted **unanimously (7-0)** to recommend denial.

The Planning and Zoning Board's **7-7 tie** reflects the deep flaws in this application. With 1,800 residents standing in opposition, a Staff Report warning of **"material danger to public safety,"** and the severe risks to our school children and environment, there is no justification for approval.

I urge you to follow the recommendation of MIRA and Staff and **deny this rezoning.**

Sincerely,

Rebecca Hauser

815-608-8451

Petition can be found here: https://www.change.org/p/urge-brevard-county-commissioners-to-oppose-rezoning-on-merritt-island

From: Kathy Brandt
To: Commissioner, D2
Subject: rezoning on Merritt Island
Date: Friday, January 30, 2026 10:19:18 AM

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

Please oppose the rezonging on Merrit Island. The area at Pionee Rd. and Courtnenay Parkway will be harmfully impacted if this goes through. The high desity apartnment complex in single family neightborhoods will compromise safety and traffic flow.

Thank you,
Kathleen Brandt

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

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

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

Thank you for your time.

Erica Cochran

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

Dear Members of the Planning and Zoning Board,

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

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

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

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

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

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

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

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

II. Incompatibility with Surrounding Uses and Established Development Pattern

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

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

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

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

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

III. Consistency with Prior Planning and Zoning Board Denials

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

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

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

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

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

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

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

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

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

C. Broader Pattern of Denials to Preserve Plan Integrity

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

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

IV. Reasonable and Economically Viable Use Exists Under Current Zoning

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

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

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

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

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

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

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

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

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

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

Conclusion

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

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

Respectfully submitted,

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

I. Findings of Fact – Outline Supporting Denial

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

A. Jurisdiction and Application

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

B. Comprehensive Plan Consistency

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

C. Spot Zoning Considerations

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

D. Compatibility with Surrounding Uses

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

E. Precedent and Consistency with Prior Board Actions

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

F. Reasonable Use Under Existing Zoning

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

G. Infrastructure and Environmental Context

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

H. Public Interest and Long-Term Planning

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

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

I. Conclusion

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

Good Day,

I hope this email finds you well. This email is a response to the proposed rezoning of land at the intersection of N. Courtenay & Pioneer. Adding a structure that could potentially house 100's of additional people in an already very congested area is a terrible deal for the residents of Merritt Island. As a resident of North Merritt Island , PTO President at Lewis Carroll Elementary and Mom to 3 students attending LCE// the safety of the school's students & their families is of the utmost importance. This is a terrible idea and should be denied.

• Public Safety: The Staff Report (p. 10) explicitly warns that this project creates a "Material Danger to Public Safety."

• Infrastructure: Our roads are already at 88% capacity. This project exceeds the "25% of remaining capacity" rule.

• Incompatibility: The report admits 222 units is "not consistent" with our surrounding single-family neighborhoods.

• Local Opposition: The local advisory boards (MIRA/P&Z) could not find a majority to support this. As our representatives, we ask that you do not override the local experts and residents.

I hope you take time to review the 1000's of concerned residents and take the appropriate action on this item.

Thank you for your time

Caitlyn Winn

From:	John Golovich
To:	Commissioner, D2; Commissioner, D1; Commissioner, D3; Commissioner, D4; Commissioner, D5
Subject:	Fw: Public Hearing - Zoning Application No. 25Z00054
Date:	Wednesday, February 4, 2026 10:27:07 AM
Attachments:	Zoning Board Letter.pdf

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

Please accept this letter in regards to the Zoning Application 25Z00054 which is on the agenda for February 5th, 2026. While I intended to attend in person to voice my concerns, with the failure of the Artemis 2 Wet Dress Rehearsal, I will be on site at Kennedy Space Center while the meeting is being held.

Thank You

John Golovich
2540 Raintree Lake Circle
Merritt Island, FL 32953

From:	Rebecca Hauser
To:	AdministrativeServices
Cc:	Commissioner, D1; Commissioner, D2; Commissioner, D3; Commissioner, D4; Commissioner, D5
Subject:	Opposition to Continuance & Request for Denial – Item 25Z00054, Lack of Competent Substantial Evidence
Date:	Wednesday, February 4, 2026 3:41:24 PM

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

Dear Commissioners,

I am writing as a concerned Merritt Island resident to express my opposition to a continuance for Item 25Z00054. While the applicant has requested more time, the significant late-hour submission of 480 pages of technical data suggests the original application was incomplete and, more importantly, **lacks Competent Substantial Evidence** to support a change in zoning.

This project faces fundamental challenges that more time and paperwork cannot resolve:

- **Unanimous Local Opposition:** The **Merritt Island Redevelopment Agency (MIRA) voted 7-0 to recommend Denial**. This was followed by a 7-7 deadlock at the Planning & Zoning board. The local bodies most familiar with this land have already found the project unsuitable.
- **Infrastructure at a Breaking Point:** The surrounding roads are already failing. The SR 528 westbound ramps are expected to drop to a precarious state by next year, and the **southbound approach is projected to hit LOS F (Total Failure).** Currently, North Courtenay and the SR 528 ramps operate at **LOS E** in the morning.
- **Illegal Access & Signal Conflict:** The proposed median break on SR 3 is roughly **600 feet** from the Pioneer Road signal. **Under FDOT Rule 14-97, this is not permitted** (1,320-foot spacing required).
- **Pioneer Road:** If FDOT denies the median break—which is highly likely given the proximity to the light—the North Courtenay exit becomes a **"Right-In, Right-Out" only.** This means 100% of the residents wanting to go South or toward the 528 will be forced to exit onto **Pioneer Road** to use the traffic light. This creates a massive, dangerous bottleneck on a residential street that cannot handle that volume.
- **Fiscal Deficit & Violation of County Code 62-16:** P&Z minutes (pages 4 & 5) show staff agrees the impact is actually ~3,000 trips, yet the applicant's study cites only 1,379. Under **Brevard County Code Section 62-16**, the developer must pay for the capacity they consume. By under-reporting traffic by over 50%, the applicant avoids their legal obligation to fund road repairs, leaving taxpayers to fix the resulting gridlock.
- **Fundamentally Flawed Traffic Data:** The study notes a 2:00 PM school dismissal, but **December 11th was a 1:30 PM Early Release.** By starting their counts 30 minutes late, the applicant missed 100% of the peak school-zone traffic.

Because the applicant's data is based on incorrect school times, unpermitted road access, and under-counted trip volumes, the application lacks the Competent Substantial Evidence required for approval. Rather than granting a continuance to review eleventh-hour data, I respectfully ask the Board to follow the recommendations of MIRA and P&Z and Deny this application today.

Sincerely,

Rebecca Hauser 815-608-8451

From:	Greg McClasky
To:	AdministrativeServices; Commissioner, D1; Commissioner, D2; Commissioner, D3; Commissioner, D4; Commissioner, D5
Subject:	I Oppose Continuance & Request for Denial – Item 25Z00054, Lack of Competent Substantial Evidence
Date:	Wednesday, February 4, 2026 4:28:25 PM

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

Dear Commissioners,

I am writing as a concerned Merritt Island resident to express my opposition to a continuance for Item 25Z00054. While the applicant has requested more time, the significant late-hour submission of 480 pages of technical data suggests the original application was incomplete and, more importantly, **lacks Competent Substantial Evidence** to support a change in zoning.

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Sincerely,

Greg McClasky

Tel: 321-302-2844

From:	Tina McClasky
To:	AdministrativeServices; Commissioner, D2; Commissioner, D3; Commissioner, D4; Commissioner, D5; Commissioner, D1
Subject:	My Opposition to a Continuance & a Request for Denial – Item 25Z00054, Lack of Competent Substantial Evidence
Date:	Wednesday, February 4, 2026 4:36:39 PM

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

Dear Commissioners,

I am writing as a concerned Merritt Island resident to express my opposition to a continuance for Item 25Z00054. While the applicant has requested more time, the significant late-hour submission of 480 pages of technical data suggests the original application was incomplete and, more importantly, **lacks Competent Substantial Evidence** to support a change in zoning.

This project faces fundamental challenges that more time and paperwork cannot resolve:

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Because the applicant's data is based on incorrect school times, unpermitted road access, and under-counted trip volumes, the application lacks the Competent Substantial Evidence required for approval. Rather than granting a continuance to review eleventh-hour data, I respectfully ask the Board to follow the recommendations of MIRA and P&Z and Deny this application today.

Sincerely,

Tina McClasky

Home Phone:321-449-4014

From:	Chelsey Bjork
To:	AdministrativeServices
Cc:	Commissioner, D1; Commissioner, D2; Commissioner, D3; Commissioner, D4; Commissioner, D5
Subject:	Public record submission - zoning item 25Z00054
Date:	Thursday, February 5, 2026 8:08:28 AM

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

Good morning Commissioners and Administrative Staff,

For record purposes, I respectfully submit the following comments regarding the proposed continuance of zoning item 25Z00054.

I understand and respect the rationale for a continuance when new information is introduced and the record requires additional review. However, based on the materials already submitted, including the staff analysis and documented compatibility, safety, and traffic concerns, I believe there is already substantial evidence indicating that this project, at its proposed location and scale, is deficient.

In an effort to better understand assumptions made in the traffic analysis, I contacted FDOT permit and project staff regarding the potential access configuration referenced in the report, including the use of the SR-3 median. At this time, I was informed that there is no known application or request on file related to this development. While I am awaiting written confirmation, this raises significant questions as to whether the “preferred” access scenario relies on improvements or access points that are neither approved nor guaranteed.

Rezoning at this stage would lock in density, rights, and entitlements before concurrency is verified. The FDOT project is independent, safety driven, and already in the design stage. It cannot be assumed as mitigation for this development and may, in fact, further constrain access. Rezoning now would require the County to speculate on future access permissions, turn movement restrictions, queuing impacts, and additional mitigation needs. Concurrency cannot be evaluated based on preferred, but unapproved scenarios, tied to a separate state project.

Additionally, the existence of theoretical by-right uses does not justify approval of a rezoning that removes existing safeguards while increasing intensity. The decision before you is not whether other uses might be permitted today, but whether removing a binding site plan while increasing density is compatible and supported by infrastructure. The current binding site plan provides enforceable protections related to access, circulation, buffering, and vegetation. Those protections would be lost with this rezoning, and future boards would lose leverage. The traffic analysis continues to rely on access patterns tied to the existing binding site plan, yet those assumptions are no longer guaranteed if it is removed.

Whether the density is achieved through a bonus or split designation does not change the real world impact. 222 units on approximately 11 acres represents an intense residential use at this intersection given existing traffic and safety constraints. The math may differ on paper, but the

impacts on the ground are the same.

The staff analysis notes the developer's willingness to pursue proportionate fair share; however, there is no agreement, no defined project, and no assurance that mitigation would occur prior to impacts. This is not a completed concurrency solution, but a placeholder. Impact fees, while valuable, are not project specific mitigation and do not replace concurrency or guarantee improvements on Pioneer Road.

While Florida Statute 163.3180 allows proportionate fair share to address concurrency, it does not override conditions that present a material danger to public safety. A financial contribution alone does not resolve site specific safety issues, particularly within an active school zone. Payment does not physically reduce queuing, improve sight lines, or make the Lewis Carroll Elementary corridor safer for the increased traffic volumes associated with this proposal.

Additionally, I want to note that proportionate fair share functions as a financial contribution, not a physical transportation solution. While payment may be offered, it does not widen North Courtenay Parkway, resolve queuing near the school zone, or improve safety conditions on its own. This concern is heightened by the fact that FDOT is already advancing a state funded safety project on this corridor that limits turning movements and lane configurations. Accepting proportional fair share under these circumstances risks allowing additional traffic to be approved on a roadway the State is actively redesigning to reduce conflicts, not accommodate new access. That disconnect underscores why concurrency cannot be satisfied by payment alone in this case.

I appreciate the Board's attention to maintaining a complete and accurate record. My intent in submitting these comments is not to challenge the process, but to ensure that unresolved issues related to traffic, concurrency assumptions, and compatibility are formally noted as this item moves forward.

While I respect the request for a continuance, I wish to state clearly for the record that the existing evidence already demonstrates that this rezoning is incompatible and unsupported. A continuance should not be interpreted as a lack of information, but rather as additional time to review concerns that are already well established.

Kindly,
Chelsey True
Merritt Island Resident

Dear Commissioners/Board Members,

We are writing to express our strong opposition to the proposed rezoning (Case #25Z00054) for the Maronda/Strada Homes development on East Crisafulli Road in Merritt Island. I am concerned about increased traffic congestion on already overburdened local roads, worsening flooding and stormwater issues, loss of natural wetlands, and the impact on the character and safety of the community. We respectfully urge you to deny this rezoning request and ensure proper studies and public input are completed before any land-use changes are considered.

Thank You For Your Consideration Of This Matter!

William and Sarah Hodge

390 Sanders Lane

Merritt Island, Florida 32953

Phone: 321-452-3340

Email: billhodge@juno.com

sarahkiserhodge@gmail.com

25Z00054

Dear Commissioner,
Please do not approve the proposed apartments at Pioneer and N. Courtenay. I live in Palmetto neighborhood a few blocks down. I have lived here for 15 years, and know that there have been at least 3 deaths from car accidents at the entrance to my neighborhood, possibly 4. The traffic is so bad at times, that I cannot get out of my neighborhood, and mostly cannot get in. The traffic has tripled in the past 6 years. We cannot sustain anymore traffic. These apartments will overload an already overcrowded street.

Thank you for your time!
Sincerely,
Rose Bray
3222 Glenridge Circle
Merritt Island FL 32953

25Z00054

Good evening,

Question, do you live on Merritt Island? If not have tou visited the proposed site of the 220 unit apartment cimplex you will allow to be built there? If not, I suggest you do.

This is a area of single family homes. There are no apartment complexes there.

Besides bringing down property values, it will add a possible 220 to 440 plus cars at an already outdated and inadequate intersection of Pioneer and hwy 3. You are relying on a 16byear old traffic study. That intersection has no let turn lanes or traffic lights. Pioneer is a 2 lane road. Nearly everyday, there are near misses and or accidents. People line the Pioneer road in am and pm for the Elm school.

The 528 and hwy 3 intersection is about 1/4 mile from the Pioneer intersection. This 528 onevwas not designed for this level of traffic when built 40+ years ago. This intersection absores North Merritt Island, South Merritt Island traffic. Add in the cruise parking you approved and built 2 yrs ago along with the busiest cruise terminal in the world. Disaster.

The FDOT has in their master plan to add a street light at Via DeLa Reina. Its not going to help. They also have a proposed plan to widen 528 to the port and to modernize thev528 hwy intersection as well as build new briddges. Until these are done, I insist that the project be re-examined and relocated.

I cannot leave my house on Via De La Reina. It is too dangerous. There isnt a county sheriff's presence for traffic enforcement anywhere on MI. People speed through my neighborhood whether they live there or not. People drink and drive, smoke dope so bad I get high driving down hwy 3 not because I smoke, rather whoever is doing it blows out the window in clouds.

I believe that the commissioners made up their mind a few years ago that they would do this apartment project. Otherwise they would not have put in a new lift station off courtenay next door to the project. It started in 2022 and has been going on for 3 years. Finally done. It caused damage to my house due to incompetence and laziness by the contractor.

I aslo believe that deception was use by putting a 1x1 sign about the first meeting for residents on the Stewart health site. No one knows what this project is. They wont till the trees come down. I didn't find out until very recently for a petition gathering.

No commissioner should vote yes. There will be opposition to tjose who do come voting time.

Respectfully,

Ted Howley

144 Via De La Reina

Merritt Island, FL 32953

4076151456

25Z00054

Please vote NO on the proposal for rezoning a property on the east side of N. Courtenay Parkway to make it suitable for an apartment complex to go in.
I live at 2605 Raintree Lake Circle, and struggle with major flooding from large storms. The neighborhood behind us was built at least a half a foot higher than ours so we get their runoff already. If the proposed rezoning is allowed to take place, it's going to negatively affect my home. I can't imagine how devastating the impact will be for the residents of Raintree by the Lake.
PLEASE VOTE NO!

Thank you sincerely,
Reina Dalton
(321)745-0596
Sent from my iPhone

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

Thank you for your time.

25Z00054

Please oppose the rezonging on Merrit Island. The area at Pionee Rd. and Courtnenay Parkway will be harmfully impacted if this goes through. The high desity apartnment complex in single family neightborhoods will compromise safety and traffic flow.

Thank you,

Kathleen Brandt

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

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

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

Adding a 225-unit apartment complex—introducing more than 250 additional vehicles—would create dangerous conditions for residents, schoolchildren, parents, teachers, and emergency responders. It would further complicate evacuation routes and increase risks in an area already beyond its infrastructure and environmental capacity.

After four decades of living on this small island, it is clear that Merritt Island has exceeded sustainable growth. Recent developments have already caused flooding in older neighborhoods, degraded water quality, and strained natural systems. Approving another high density project in a location unable to support it is not progress—it is a failure of responsible urban planning and a decision driven purely by profit, not community well-being.

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

Regards,

Karie Hanselman, concerned resident of area

Dear Commissioner Delaney,

I am writing as a concerned resident of Merritt Island to respectfully urge you not to approve the proposed zoning change (zoning application 25Z00054) that would allow medium- to high-density housing at the property located on the east side of N. Courtenay Parkway, approximately 420 feet south of Via De La Reina (parcel ID 24-36-14-00-259).

While growth can be beneficial when thoughtfully planned, this particular proposal threatens the safety, infrastructure, environmental balance, and character of the immediate neighborhood as well as the whole island in ways that are already well documented in the official reports on record.

Public safety must be paramount. One of the reports explicitly warns that this project presents a "material danger to public safety." This is not merely a speculative concern, but a formal conclusion based on the project's own analysis. Approving a development identified as posing such a risk would place current residents, future occupants, and first responders in jeopardy.

Traffic and infrastructure capacity are already strained. Many are familiar with the daily congestion along N. Courtenay Parkway. According to the report, local roads are operating at approximately 88% capacity, leaving very little margin for additional traffic. The proposed development exceeds the established "25% of remaining capacity" guideline; thus, rezoning this property would only exacerbate an already dangerous situation—raising the likelihood of accidents and posing increased risks to both drivers and adult and child pedestrians, particularly as the area awaits roadway redesign to place a raised median.

In addition, flooding concerns cannot be ignored. Natural drainage systems on Merritt Island are already under stress, and increased density at this location would further burden those systems. The result could be heightened flood risk for nearby homes and businesses, creating long-term consequences that are difficult and costly to reverse.

The proposal is also incompatible with surrounding land use. The report itself acknowledges that the planned 222 units are not consistent with the adjacent single-family neighborhoods. Such incompatibility threatens the stability, character, and quality of life of communities that residents, including myself, have invested in for decades.

Equally concerning is the loss of green space, especially wetlands and wildlife habitats, which would be irreversible. Our community has worked hard to preserve these areas, recognizing their importance to our ecosystem, natural drainage, and as a buffer against overdevelopment. Once lost, this land—and the balance it provides—cannot be restored. Preserving these spaces is essential to maintaining what makes Merritt Island a unique and cherished place to live.

Finally, there is clear local opposition and advisory concern. The Merritt Island Redevelopment Agency (MIRA) has already demonstrated its support for preserving our community by voting against the rezoning proposal, and even the Brevard County Planning & Zoning board was not able to reach a majority in favor of this project, after hearing both sides. As one of our elected representatives, I respectfully ask that you honor the judgment of local advisory boards and the residents they serve, rather than overriding their recommendations.

I support smart, appropriately scaled growth—but not this specific project, particularly in this specific location. The proposed density cannot be sustained without compromising safety, traffic flow, environmental resilience, and neighborhood compatibility.

For these reasons, I respectfully ask that you vote no on this zoning change and help protect the safety, environment, and long-term well-being of Merritt Island and its residents.

Thank you for your time, consideration, and service to our community.

Respectfully,

Gayle Allenback

2405 Raintree Lake Circle

Merritt Island, FL 32953

25Z00054

Dear Commissioner:

I want to email to let you know that I live in Villa de Palmas and I am very much against changing the zoning for the proposed 222 apartments at Pioneer and N. Courtney.

It would add so much traffic to an already crowded and dangerous intersection and road and impede traffic, which is already a mess at certain times a day.

Additionally, the purchaser of the property knew the zoning when they purchased it. So, I see no reason to change it to fit in with their plans.

Please keep the current residents in mind when you cast your vote.

Sincerely

Ute Steigerwald

241 Mariah Court

Merritt Island

25Z00054

From: 116mongo@gmail.com
To: Commissioner, D2
Subject: N.Courtney add Pioneer Housing
Date: Thursday, February 5, 2026 12:39:48 PM

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

Vote NO on this preposterous housing project. We don't want it. Period.
Jeff Wilson,
Resident of North Merritt Island

Sent from my iPhone

From: Gayle Allenback
To: AdministrativeServices
Subject: Request for Denial of Zoning Application 25Z00054 – Parcel ID 24-36-14-00-259
Date: Wednesday, March 11, 2026 9:10:37 AM

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

Dear Members of the Planning and Zoning Board,

I am writing as a concerned resident of Merritt Island to respectfully urge you not to approve the proposed zoning change (Zoning Application 25Z00054) that would allow medium- to high-density housing at the property located on the east side of N. Courtenay Parkway, approximately 420 feet south of Via De La Reina (parcel ID 24-36-14-00-259).

While growth can be beneficial when thoughtfully planned, this particular proposal threatens the safety, infrastructure, environmental balance, and character of the immediate neighborhood as well as the whole island in ways that are already well documented in the official reports on record.

Public safety must be paramount. One of the reports explicitly warns that this project presents a "material danger to public safety." This is not merely a speculative concern, but a formal conclusion based on the project's own analysis. Approving a development identified as posing such a risk would place current residents, future occupants, and first responders in jeopardy.

Traffic and infrastructure capacity are already strained. Many are familiar with the daily congestion along N. Courtenay Parkway. According to the report, local roads are operating at approximately 88% capacity, leaving very little margin for additional traffic. The proposed development exceeds the established "25% of remaining capacity" guideline; thus, rezoning this property would only exacerbate an already dangerous situation—raising the likelihood of accidents and posing increased risks to both drivers and adult and child pedestrians, particularly as the area awaits roadway redesign to place a raised median.

In addition, flooding concerns cannot be ignored. Natural drainage systems on Merritt Island are already under stress, and increased density at this location would further burden those systems. The result could be heightened flood risk for nearby homes and businesses, creating long-term consequences that are difficult and costly to reverse.

The proposal is also incompatible with surrounding land use. The report itself acknowledges that the planned 222 units are not consistent with the adjacent single-family neighborhoods. Such incompatibility threatens the stability, character, and quality of life of communities that residents, including myself, have invested in for decades.

Equally concerning is the loss of green space, especially wetlands and wildlife habitats, which would be irreversible. Our community has worked hard to preserve these areas, recognizing their importance to our ecosystem, natural drainage, and as a buffer against overdevelopment. Once lost, this land—and the balance it provides—cannot be restored. Preserving these spaces is essential to maintaining what makes Merritt Island a unique and cherished place to live.

Finally, there is clear local opposition and advisory concern. The Merritt Island Redevelopment Agency (MIRA) has already demonstrated its support for preserving our community by voting against the rezoning proposal. There is also a Change.org petition with many residents who have signed to indicate they are against the zoning change. I respectfully ask that you honor the judgment of local advisors and residents, rather than overriding their recommendations and wishes.

I support smart, appropriately scaled growth—but not this specific project, particularly in this specific location. The proposed density cannot be sustained without compromising safety, traffic flow, environmental resilience, and neighborhood compatibility.

For these reasons, I respectfully ask that you vote against this zoning change and help protect the safety, environment, and long-term well-being of Merritt Island and its residents.

Thank you for your time, consideration, and service to our community.

Respectfully,

Gayle Allenback

2405 Raintree Lake Circle

Merritt Island, FL 32953

(702) 378-2167

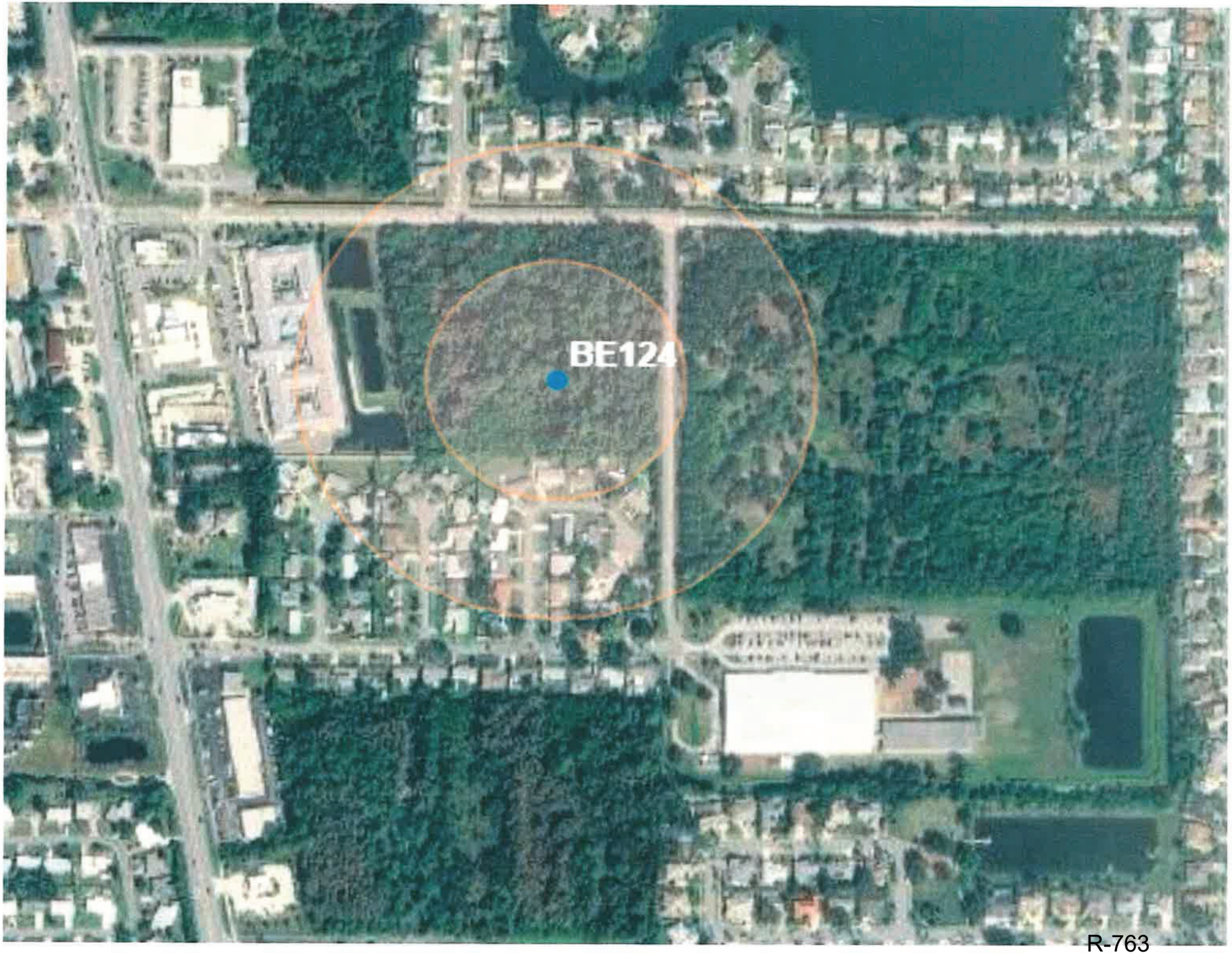
From:	Gary Olsen
To:	D1.Commisioner@brevardfl.gov; D2.Commisioner@revard.gov; D3.Commisioner@brevard.gov; D4.Commisioner@brevardfl.gov; D5.Commisioner@brevard.gov; AdministrativeServices
Subject:	Proposed zoning change. Merritt Island
Date:	Thursday, March 12, 2026 7:28:23 AM

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

Commissioner,

I strongly urge you to reject the proposed zoning change on Pioneer road on Merritt Island. As a nearby property owner I don't believe existing infrastructure can handle a traffic or wastewater increase of such magnitude. This dense addition to the area would change the entire nature of the neighborhood. Please leave the existing zoning as is. Thank You for your attention to this matter.

Yours, Gary Olsen


BE124

March 16, 2026

To: Brevard County Planning and Zoning Board

- Commissioner **Katie Delaney**
- Commissioner **Tom Goodson**
- Commissioner **Kim Adkinson**
- Commissioner **Rob Feltner**
- Commissioner **Thad Altman**

From: Barbara K. Giles, concerned North Sykes Creek Dr. Development (Villa de Palmas/Sykes Cove) Resident

Re: **Letter Re Foreseeable Adverse Impacts of Proposed Zoning Change in Merritt Island at Pioneer Road and North Courtenay Pkwy**

Dear Commissioners:

I am writing to express my concern that the zoning commission is apparently still considering a drastic change of zoning restrictions that **it knows** could negatively impact the north Sykes Creek Drive residential development area of Merritt Island (Villa de Palmas/Sykes Cove) and endanger the many users of Pioneer Road and North Courtenay Pkwy.

1. **Background**.

Google Maps indicates that the north Sykes Creek Drive development area in Merritt Island (Villa de Palmas/Sykes Cove) currently has approximately 800-plus single-family homes. I cannot vouch for the accuracy of the map, but the zoning commission can surely get accurate statistics. My husband and I have a home and live here, as do thousands of other residents, including but not limited to couples, families with children of all ages, and elderly retirees.

At present, Pioneer Road (one lane ingress, one lane egress) is the only ingress and egress road *with a stoplight* in and around the entire north Sykes Creek Drive development area. The stoplight is at Pioneer and North Courtenay. Thus,

drivers, pedestrians, and bike riders primarily use this road and the stoplight to get into and out of the area at Courtenay as safely as possible.

In addition, drivers from all over can and do use Pioneer to access and exit a busy Starbucks, a medical center, a carwash, an assisted living community, and a financial institution-- all of which are located on the corners of Pioneer and North Courtenay Parkway-- as well as a public elementary school located off Pioneer, namely Lewis Carroll, which reportedly has in excess of 600 students. As the Commission is aware, the ingress and egress lanes on Pioneer are already seriously strained in the mornings and afternoons, when parents and multiple school buses take children to and from the elementary school, and parents and multiple school buses take older children to and from the middle and high schools.

Presently, the green spaces on Pioneer provide invaluable storm water absorption and flood protection for the entire area. Even so, like other coastal communities Merritt Island routinely gets flood warnings and evacuation orders directing residents to leave during severe weather events, and the safe and orderly way out for our neighborhoods and the school is on Pioneer Road, at the Courtenay traffic light.

In other words, the busy Pioneer Road /North Courtenay intersection is the major ingress/egress lifeline for thousands of Sykes Creek Drive development residents; school personnel, parents and children; local businesses; school buses; police, fire and medical vehicles and personnel responding to emergency calls; and others.

2. **Proposed Drastic Zoning Change**.

Notwithstanding all the above, it appears that for some reason the Commission is still considering a drastic and dangerous zoning change on Pioneer at North Courtenay which would allow the construction of **7 massive three-story multi-family apartment buildings, with a planned total of 222 1-3 bedroom apartments and likely upwards of 400 parking spaces,** on the green and wetland space by the existing medical building. The consideration appears ongoing even though for months the Commission has had a Staff Comment report (25Z00054) that reached the following troubling conclusions:

"The proposed use is not consistent with the existing pattern of surrounding development, which is characterized as single-family residential to the east, a medical facility to the west, and an assisted living facility to the south." P. 8

"The proposed development has the potential to cause traffic capacity issues that potentially could impact design capabilities or a de facto change in functional classification." P. 10

"The proposed development has the potential to produce 2,308 trips daily. The physical deterioration of the surrounding roadway has not been evaluated at this time." P. 11

"This development has the potential to cause traffic impacts that could adversely impact the safety or welfare of residents in the existing surrounding residential neighborhoods." P. 11 (bold emphasis added)

In other words, the Commission's own reports acknowledge that this proposed development is inconsistent with existing land use and negatively impacts the safety and welfare of thousands of current residents in the nearby neighborhoods.

Obvious Question: Why would the zoning commission knowingly vote to drastically change zoning laws in a residential area near a busy elementary school in a manner that foreseeably endangers thousands of current Merritt Island residents?

It certainly isn't that this is the only available location, or that it is a perfect location for high density apartment buildings. It obviously isn't. There are lots of other far more suitable locations in Merritt Island that do not present the same disruptive problems, dangers, and neighborhood infringement issues. For example, the apartment development presently being constructed on Harbor Woods Blvd, near the Merritt Island mall, has a start to finish estimate of years, but there appears to be plenty of space for builders, machinery, apartment buildings, new roads, and parking. That type of access and space does NOT exist at Courtenay and Pioneer.

3. **Conclusion**. The Commission is being asked to approve a drastic zoning change that the Commission knows "*could adversely impact the safety or*

welfare" of thousands of residents in the existing surrounding residential neighborhoods.

Under the circumstances, allowing this unusual and risky zoning change appears patently unnecessary and reckless.

Under the circumstances, it appears the only responsible vote on this project is **no**.

Respectfully,

Barbara K. Giles

Barbara K. Giles

203 Cove Loop Drive, Merritt Island, FL

Dear Commissioner,

I am writing to urge you not to approve the rezoning of the property at N Courtenay and Pioneer Rd to put in a 220 unit apartment building. The amount of congestion and traffic backup in that area is already quite heavy, especially at peak times and that type of development seems like it would create not only a nuisance but a more dangerous traffic area. I've seen the aftermath of a few accidents there and witnessed many more close calls. Thank you for considering this matter.

Best,

Charlie

Charlie Amrich

321-266-8209
charlieamrich@gmail.com

Dear Board of County Commissioners,

As a full time homeowner off Pioneer and Sykes Creek Drive, rezoning the area in front of Pioneer would not provide a positive impact to the surrounding neighborhood. With Starbucks and the elementary school in the area, high delays already accrue with high level of traffic and accidents on N. Courtenay Parkway, congestion will be at its peak.

Moving in this neighborhood in 2019, we wanted a slower, peaceful living. Many homes are for sell and sold in the area, there for multiple families have also arrived to enjoy the quiet area. Kids are still currently able to ride their bikes and play outside safety. I have seen animals live in these areas too, bunnies and raccoons, birds, even domesticated cats.

I ask, you please to vote NO for the rezoning.

Hello

My name is William Cauffman. I have lived at 2265 Sykes Creek Drive since 1999. I have enjoyed it greatly. The area under consideration is jam packed with very little extra space for expansion. The infrastructure simply cannot support that increase in traffic density.

My subdivision, Villa De Palmas, and neighboring Sykes Cove have roughly 300 expensive water front homes. The remaining homes in those subdivisions are $500K plus. I understand there is a desire to increase the tax base, but how about responsible planning where the new development adds to the quality of life rather than detract.

North of the barge canal there are many undeveloped acres where an apartment complex might be better suited. Please reject this proposal to rezone the 10 acres for a 200 plus apartment building.

Best regards

William Cauffman

Please do NOT approve the rezoning for Merritt Island - That intersection is already a nightmare! This is not the place to approve high density housing!

Sincerely,

Patty Bender

Bacardi Drive

Merritt Island

--

Patty Bender

Producer

Renaissance Entertainment

407-222-0064

From:	Patricia Bender
To:	Commissioner, D1; Commissioner, D2; Commissioner, D3; Commissioner, D4; Commissioner, D5
Subject:	Re: Merritt Island Rezoning
Date:	Tuesday, March 17, 2026 8:26:23 PM

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

Patty Bender
465 Bacardi Drive,
Merritt Island, FL 32953

407-222–064

> On Mar 17, 2026, at 6:42 PM, Patricia Bender <pgb8@icloud.com> wrote:
>
> Dear Commissioner,
>
> Please do NOT approve the rezoning in Merritt Island. That intersection is already a nightmare - this is NOT the place to put high density housing!
>
> Please help keep our Island a well-functioning place to live!
>
> Sincerely,
>
> Patty Bender
>
> 465 Bacardi Drive
>
> Merritt Island

From: Charlie Amrich
To: Commissioner, D1
Subject: Apartments on N. Courtenay
Date: Tuesday, March 17, 2026 4:42:01 PM

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

Dear Commissioner,
I am writing to urge you not to approve the rezoning of the property at N Courtenay and Pioneer Rd to put in a 220 unit apartment building. The amount of congestion and traffic backup in that area is already quite heavy, especially at peak times and that type of development seems like it would create not only a nuisance but a more dangerous traffic area. I've seen the aftermath of a few accidents there and witnessed many more close calls.
Thank you for considering this matter.

Best,
Charlie

Charlie Amrich
321-266-8209
charlieamrich@gmail.com

From:	Patricia Bender
To:	Commissioner, D1; Commissioner, D2; Commissioner, D3; Commissioner, D4; Commissioner, D5
Subject:	Merritt Island Rezoning
Date:	Tuesday, March 17, 2026 6:42:52 PM

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

Dear Commissioner,

Please do NOT approve the rezoning in Merritt Island. That intersection is already a nightmare - this is NOT the place to put high density housing!

Please help keep our Island a well-functioning place to live!

Sincerely,

Patty Bender

465 Bacardi Drive

Merritt Island

From: wcauffman@cfl.rr.com
To: Commissioner, D3; Commissioner, D4; Commissioner, D5
Subject: Merritt Island rezoning to allow apartment complex
Date: Wednesday, March 18, 2026 8:50:15 AM

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

Hello
My name is William Cauffman. I have lived at 2265 Sykes Creek Drive since 1999. I have enjoyed it greatly. The area under consideration is jam packed with very little extra space for expansion. The infrastructure simply cannot support that increase in traffic density.
My subdivision, Villa De Palmas, and neighboring Sykes Cove have roughly 300 expensive water front homes. The remaining homes in those subdivisions are $500K plus. I understand there is a desire to increase the tax base, but how about responsible planning where the new development adds to the quality of life rather than detract.
North of the barge canal there are many undeveloped acres where an apartment complex might be better suited. Please reject this proposal to rezone the 10 acres for a 200 plus apartment building.
Best regards
William Cauffman

From:	Danielle Dulude
Cc:	AdministrativeServices
Subject:	Public Comment – File 8588 / 25Z00054 – Opposition to Merritt Bidco / RangeWater 222-Unit Rezoning on Merritt Island
Date:	Monday, March 30, 2026 11:32:22 AM
Attachments:	File 8588.docx FOF 1245 - Special Report Impact Fees 2-22 v2# PAGES 2-6.pdf INVENTORY OF EXISTING REVENUE SOURCES C&D.pdf INVENTORY OF EXISTING REVENUE SOURCES OBJ 3.pdf INVENTORY OF EXISTING REVENUE SOURCES POLICY 4.5.pdf merritt_island_cdp_florida_playbook PAGE 9.pdf merritt_island_cdp_florida_playbook PAGES6-7.pdf Microsoft Word - East Merritt Island SAS.doc 44-45.pdf Microsoft Word - East Merritt Island SAS.doc 50-53.pdf Microsoft Word - East Merritt Island SAS.doc PAGE 63.pdf Microsoft Word - East Merritt Island SAS.doc PAGES 5-6.pdf Microsoft Word - East Merritt Island SAS.doc PAGES 28-31.pdf

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

Dear Commissioners,
Attached please find my written public comment regarding File 8588 / 25Z00054, the proposed rezoning for the 222-unit multi-family development on Merritt Island.
I will also be speaking at the April 2, 2026 Board of County Commissioners meeting. Due to the 7-7 deadlock at the Planning & Zoning Board and serious unresolved concerns regarding infrastructure concurrency, taxpayer subsidies, PFAS contamination, sewer capacity, and mandatory evacuation risks in Zone A (Red), I respectfully urge you to deny this rezoning or approve it only with strict, binding conditions that require the developer to fully fund all necessary improvements.
Thank you for your time and service to Brevard County residents.
Respectfully,
Danielle Dulude
450 East Crisafulli Rd Merritt Island, Florida
407-430-3821
d.dulude87@gmail.com

Re: File #8588 / 25Z00054 – Merritt Bidco SPV, LLC (Kim Rezanka, attorney) / RangeWater Real Estate – Rezoning Request from AU (with Binding Site Plan) to RU-2-15 and RU-2-30 with Removal of BSP

Tax Parcel 2412106, District 2, Merritt Island (approx. 11.24 acres near Pioneer Road / North Courtenay Parkway)

Date: March 30, 2026

Brevard County Board of County Commissioners

2725 Judge Fran Jamieson Way, Building C

Viera, FL 32940

Dear Commissioners,

I write on behalf of the existing homeowners and taxpayers of Merritt Island and Brevard County. The Planning & Zoning Board deadlocked 7-7 on March 16, 2026, with no recommendation forwarded to you. This tie vote reflects deep, unresolved concerns about infrastructure shortfalls and taxpayer subsidies. We urge you to deny this rezoning — or approve it only with ironclad, binding conditions requiring the developer to pay 100% of all infrastructure upgrades concurrent with development, with no burden shifted to existing residents.

Exact Details from March 16, 2026, P&Z Meeting (Item H.3)
The applicant, represented by attorney Kim Rezanka (on behalf of Merritt Bidco SPV, LLC and contract purchaser RangeWater), along with RangeWater representative Mike Oliver, engineer Kyle Chastine, and traffic engineer Trent Ebersole (earlier references also noted Daniela Jurado), presented the following:

- Rezoning from Agricultural Use (AU) with an existing Binding Site Plan (BSP for a former hospital conditional use) to RU-2-15 (7.5 acres) and RU-2-30 (3.66 acres), removing the BSP entirely.
- Concept plan: **222 multi-family units** (reduced from 240), three stories maximum, average density 19.75 units/acre, one-story clubhouse.
- Binding Development Plan modifications offered: extension of a right-turn lane on Pioneer Road (to 400 ft), reduced building height, increased eastern setbacks to 100 ft, maintained 50-ft north landscape buffer, cross-access easement, and a proportionate fair share (PFS) **agreement "if necessary."**

- Traffic Impact Study claims: 1,379 daily vehicle trips (85 AM / 115 PM peak). Courtenay Parkway segments at 95% capacity in the 2027 no-build scenario; the project adds "only 2%" capacity. Courtenay/Pioneer intersection: **"no change in Level of Service (LOS**)"; delay increases by only **"one additional vehicle every two minutes**… **you wouldn't notice any change whatsoever."** They compared it favorably to the old hospital use (which would generate 4x daily trips).
- Attorney Rezanka stated: **"We're not changing the level of service from D to something else**" and **"This project will not introduce traffic into identified boundaries of [nearby neighborhoods]."** Impact fees were projected at >$500,000 plus $200–300k PFS. They argued full consistency with the Comprehensive Plan's Merritt Island Redevelopment Area (MIRA) policies.

County staff noted the TIS was preliminary for rezoning (full concurrency review occurs at site-plan stage) and referenced that the project could exceed 25% of remaining capacity on certain Courtenay Parkway segments under Brevard County Code §62-602(F)(6)(b). The applicant's team repeatedly deferred fixes: **"phased improvements possible," "PFS if necessary,"** and **"site plan issue, not rezoning."**

These Claims Fail Under Brevard County's Own Policies
The applicant's own language — particularly the repeated use of **"if necessary"** — proves the infrastructure is inadequate now. Yet the **Capital Improvements Element (Chapter 13)** requires the opposite:

"Brevard County should consider financing needed capital improvements with … impact fees and other forms of development exactions to ensure that new development pays a pro rata share of infrastructure development costs" (Policy 4.5, p. XIII-7).

"Brevard County shall continue to utilize a concurrency management system … to ensure that service levels are not degraded below acceptable level of service standards" (Policy 5.1, p. XIII-6).

"Building permits may be approved if the developer agrees to construct all improvements necessary … concurrent with its development" (Policy 5.2 Criteria D, p. XIII-9).

"Limit future public expenditures for infrastructure and service facilities which serve to subsidize growth" (Objective 3, p. XIII-6). Transportation facilities must be in place or under actual construction no more than three years after certificate of occupancy (Policy 5.2 Criteria C).

Transportation impact fees have not been updated since 2007 — the fee for a new single-family home remains at $4,353. When these outdated fees fall short, existing homeowners subsidize new development through property taxes and deferred maintenance. The 1000 Friends of Florida report confirms: **"Without the fees, existing residents would in effect subsidize the costs of new development" (p. 2);** residents **"may face increased taxes to subsidize new development" (p. 3)**.

The East Merritt Island Small Area Study (2008) and North Merritt Island Small Area Study (2018) explicitly warned against high-density redevelopment on this barrier island: it would drop LOS to "F," degrade evacuation times in **Zone A (Red)**, and worsen chronic flooding due to limited outfalls. The studies recommend **reducing** densities, not increasing them. The applicant's **"2% add, one car every two minutes"** claim **ignores cumulative growth** and the fact that their own TIS shows the corridor is already at **95% capacity pre-development**.

Even more concerning is the strain on our failing water and sewer systems. Brevard County faces **nearly $800 million** in mandated upgrades (Florida Today, March 22, 2026). **PFAS**, **forever chemicals**, exceed the EPA's 4-ppt limit in drinking water at the Mims/North Brevard and Barefoot Bay plants (finished water up to 5.9 ppt, some wells 13 ppt PFOS). Wastewater treatment removes less than 10% of PFAS, and leaky pipes have already caused major sewage discharges. The staff report confirms the project will connect to county sewer and that the **developer must pay for lift-station improvements "if capacity is not sufficient."**

This site lies entirely in **mandatory Evacuation Zone A (Red)**. Brevard County Emergency Management states: **"Zone A (Red) … includes the barrier islands, Merritt Island … due to storm surge which can affect causeway and bridge approaches."** The North Merritt Island Small Area Study (p. 43) warns that **"any additional increase in residential density may further degrade the evacuation times for the area."**

Call to Action
I respectfully request that you deny this rezoning. Alternatively, approve it only if the applicant executes a **binding agreement before any vote** that:

1. Requires the developer to fund and construct **100%** of all traffic, drainage, water/sewer, and concurrency improvements at their sole cost.
2. Proves no degradation below adopted LOS standards and full concurrency **(including safe evacuation times)** at certificate of occupancy.
3. **Waives any future taxpayer bailout or subsidy.**

We are not against growth. We are against **subsidized growth** that violates your own Comprehensive Plan policies and places unacceptable burdens on the families who already paid for Brevard's infrastructure. The people of Merritt Island and Brevard County deserve better.

Thank you.

I have attached key excerpts from Chapter 13 (Capital Improvements Element), both Small Area Studies, the 1000 Friends of Florida report, PFAS testing data, the official Evacuation Zone A policy, and the P&Z meeting video link for the record. I am available to answer any questions.

Attachments:

- Capital Improvements Element (pp. XIII-6 to XIII-9)
- East Merritt Island Small Area Study (2008) – key excerpts (pp. 4–5, 30, 51–52)
- North Merritt Island Small Area Study (2018) – key excerpts (pp. 40–43, 62)
- 1000 Friends of Florida Impact Fees Report (2022) – pp. 2, 3, 6
- Florida Today – "Brevard needs $800 million worth of water and sewer upgrades" (March 22, 2026): https://www.floridatoday.com/story/news/local/environment/2026/03/22/sewer-water-most-taxing-on-brevard-future-budgets/89242416007/
- Brevard County Official PFAS page (current test results): http://www.brevardfl.gov/UtilityServices/drinking-water/PFAS
- County staff report for 25Z00054 (lift-station responsibility): https://brevardfl.legistar.com/gateway.aspx?M=F&ID=e082f63b-07b3-4f36-b2dc-944a176151bd.pdf (pages on Utilities Services comments)
- "Brevard County Evacuation Zone A (Red) – Official Policy" Direct link: https://www.brevardfl.gov/EmergencyManagement/BePrepared/Step3HaveAPlan/Evacuation
- Direct PDF link (Florida Disaster / Brevard County evacuation zone map): https://maps.floridadisaster.org/county/EVAC_BREVARD.pdf

1000 FRIENDS of FLORIDA

The Role of Impact Fees

Introduction

Population growth stimulated by new development strains existing infrastructure including roads, water and sewer systems, fire and rescue services, as well as schools and libraries. Local governments in Florida have a tool to help offset the costs of such development. Impact fees help to pay for new or expanded infrastructure necessitated by the construction of new residential or commercial development.

In 2021, however, the Florida Legislature passed a bill, later signed by the Governor, that placed limits on the rate and frequency at which local governments could increase impact fees. That action, its results, and the possibility of further impact fee bills passing during the 2022 Florida legislative session are the impetus for this study of those fees in counties throughout Florida.

An Overview of Impact Fees

Impact fees are one-time fees municipal and county governments and some special districts in Florida may charge a developer to cover a portion of the anticipated cost of additional infrastructure and public facilities needed to support a new development. The fees are charged to help pay for the "impact" of new development on roads, parks, schools and other critical infrastructure. The rationale is that new development necessitates new or expanded infrastructure to accommodate new residents. Without the fees, existing residents would in effect subsidize the costs of new development.

Impact fees are considered allowable under the precept of police powers, the ability of local governments to act to preserve the health and safety of their citizens. The Florida Impact Fee Act (*Section 163.31801, F.S.*) notes:

> The Legislature finds that impact fees are an important source of revenue for a local government to use in funding the infrastructure necessitated by new growth. The Legislature further finds that impact fees are an outgrowth of the home rule power of a local government to provide certain services within its jurisdiction.

In order to assess impact fees, a local government must adopt an ordinance that meets a series of requirements identified in the Act. The Act defines infrastructure as "a fixed capital expenditure or fixed capital outlay, excluding the cost of repairs or maintenance, associated with the construction, reconstruction, or improvement of public facilities that have a life expectancy of at least 5 years; related land acquisition, land improvement, design, engineering, and permitting costs; and other related construction costs required to bring the public facility into service."

continued on next page

The Role of Impact Fees

An Overview of Impact Fees *continued*

The Act also allows certain vehicles and associated equipment as needed for law enforcement, emergency medical services and schools.

Impact fees must meet the criteria of the dual rational nexus test to be considered legal. This means that impact fees must have a reasonable connection (rational nexus) between:

1. The proposed new development and the need for additional capital facilities; and,
2. The expenditure of funds and the benefits accruing to the proposed new development.

The concept of impact fees evolved nationally over decades. In Florida, local governments began adopting them as early as the 1960s, with the courts substantiating and validating this approach. Florida's 1985 Growth Management Act required local governments to identify sources of funding for capital improvements such as new roads and schools. As existing tax revenue alone was insufficient to cover infrastructure costs, especially those associated with new development, local governments increasingly turned to impact fees. Impact fees are more widely used in low-tax states which do not have sufficient revenue through income tax and other means to pay for growth.

Impact fees are only to be used to fund new infrastructure necessitated by the new development and may not be used for maintenance or repair, making it especially important for local governments to consider the long-term costs they are shouldering when they approve new development and associated infrastructure. Impact fees also cannot be used to pay off debts or fund previously approved projects. If a developer provides land for road right-of-way or other public contributions, then this value is taken off their impact fee assessment in what is known as a proportionate fair share agreement.

As noted, impact fees cover a portion of the cost of growth and in some instances can discourage unsustainable, sprawling development which requires considerable public investment in roads and other infrastructures. While some maintain that impact fees slow or discourage growth, Florida has experienced some of its highest rates of growth after the advent of impact fees.

Developers often indicate that they pass the cost of impact fees on to their customers, making new construction more expensive and less affordable. Alternatively, residents throughout the municipality or county may face increased taxes to subsidize new development or live with increasingly stressed critical infrastructure and services. New development is far less appealing to prospective consumers if they lack good roads, a quality school system, or reliable fire and EMS services, all of which can be supported by impact fees. People are less likely to want to live or do business in an area that lacks well-maintained essential infrastructure and services.

Purpose of Study

As noted, HB 337, passed during the 2021 Florida legislative session, curtails both the frequency and rate with which local governments are permitted to increase impact fees. Its provisions include:

1. An increase to a current impact fee rate of not more than 25 percent of the current rate must be implemented in two equal annual increments beginning with the date on which the increased fee is adopted.
2. An increase to a current impact fee rate which exceeds 25 percent but is not more than 50 percent of the current rate must be implemented in four equal installments beginning with the date the increased fee is adopted.
3. An impact fee increase may not exceed 50 percent of the current impact fee rate.
4. An impact fee may not be increased more than once every 4 years.

Local governments may only exceed these limits if they demonstrate "extraordinary circumstances," hold two public workshops, and approve the increase by at least a two-thirds vote.

New bills introduced in the 2022 legislative session would further erode the power of county and municipal governments to address growth through impact fees. SB 1030 (Taddeo) and HB 681 (Rodriguez) would expand the area where impact fee credits for a development could be transferred from an adjoining impact fee zone to the entire municipality or county.

Put plainly, growth could occur in an area while the increase in the capacity of critical infrastructure and services paid for by impact fees could occur in an entirely different area of the county. 1000 Friends of Florida opposes this bill because such a change would further limit the ability of local governments to manage growth responsibly, leaving taxpayers to foot the bill for growth through increasing taxes or face growing deficiencies in critical infrastructure and services.

This project primarily intends to provide a baseline evaluation of the frequency and the magnitude of impact fee schedules across county governments in Florida that utilize this growth management tool.

The use of impact fees varies across counties. While some counties do not levy any impact fees, those that do implement impact fee schedules do so for varying purposes. Because each county's growth management scheme is as unique as its development characteristics, the magnitude of impact fees varies significantly across counties.

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Purpose of Study *continued*

This paper provides data on each county in Florida, including minimum, maximum, mean, median, and gross values for total impact fee per square foot of development. Further, the data examines the components of each county's impact fee structure by purpose (i.e., transportation, schools, etc.). It does not survey municipal impact fees.

Method

1000 Friends of Florida collected data on the impact fees of each county in Florida by visiting each county's planning or growth management website. The URLs of the websites from which data was collected are listed in the "Source" column of the spreadsheet. Many governments hosted the information in text or in the form of a pdf link on their websites, while other governmental websites linked to Municode websites. The information on impact fees was transcribed to an Excel spreadsheet for analysis.

Key Findings

Given the complexity and variability of the type of structures (addressed below) between counties, the data in Attachment 1- 4 addresses the impact fees collected for the development of a single-family detached residential structure of approximately 2000 - 2500 square feet in area.

The average rate ($) per square foot of residential development is $3.83 / sq. ft. or $9,564.25 per unit (single-family detached, 2500 sq. ft.)

- 24 of Florida's 67 counties do not implement impact fees. Most of these counties, but not all, have experienced negative or relatively little amounts of growth in the last 10 years (as per the 2010 and 2020 Census Reports).
- 43 of Florida's 67 counties do utilize impact fees. The implementation of fees varies significantly by county.
- Counties with relatively larger population growth (2010 – 2020) assess larger fees.
- Typical purposes for which impact fees (for residential development) are collected:
    - Transportation (*37 counties*)
    - Schools (*32 counties*)
    - Parks (*27 counties*)
    - Fire departments (*29 counties*)
    - Public buildings and libraries (*23 counties*)
    - Law enforcement departments (*18 counties*)
    - Water (*3 counties*)

The Role of Impact Fees

Implications of Legislation

Impact fees are an integral tool for local governments in Florida. Revenues accrued from impact fees must be spent on infrastructure improvements that directly benefit the development that pays the fee. Therefore, impact fees allow local governments to fund specific components of their infrastructure in an intentional fashion. For this reason, impact fees address the needs of a growing community in a more targeted way than a general fund derived from ad valorem taxes. Additionally, the flexibility to adjust impact fee schedules to account for rising construction prices and property values makes impact fees an invaluable tool for counties in Florida.

HB 337 decreases the capability of local governments in Florida to pay for the growth of their communities. It limits the frequency and magnitude with which local governments can increase impact fee amounts and allows freer transferability of impact fee credits. With their approval of HB 337, the Governor and legislative leaders asserted that county and municipal governments have had too much power to change impact fee schedules and to raise money for capital infrastructure projects through impact fees, leading to excessive and unpredictable increases that make housing and other construction less affordable.

But this message warrants an essential question: How should local governments raise money for infrastructure investments? Property tax rates are already severely limited by a state law implemented in 2007 (*Section 200.065, F.S.*), while sales and gas taxes are collected by the state and local governments must be allocated money from these funds. As politically unpopular as having to pay money to the government is, funding is necessary to a local government's ability to provide adequate infrastructure to its communities. The provisions of HB 337 certainly reduce the revenue of county governments in Florida, which may cause governments to trim back on critical infrastructure programs and services. Meanwhile, the Legislature is considering additional measures that could reduce revenue from impact fees.

So, What's the Plan?

How are local governments in Florida supposed to invest in meeting the needs of growing communities if they can't raise or obtain the funds necessary? If not through impact fees or taxes, how can local governments provide their citizens with critical infrastructure and services? The concept behind impact fees is for new development to pay for at least part of the cost of new public infrastructure or improvements needed to support that new development. The increasing restrictions on impact fees place local governments in an increasing financial bind, with local taxpayers left to either cover an increased portion of the direct costs of new development, or accept a declining quality of life with more crowded roads, schools and strains on other public infrastructure.

Policy 4.2

When adequate funding in not available for a high priority project from existing sources of revenue and the consequences of delaying the project would adversely impact the economy, environment, or public health, safety and welfare, Brevard County should consider enactment of the infrastructure sales tax by referendum.

Policy 4.3

Brevard County should continue to seek funding from State and Federal sources and pursue interlocal agreements with private and public agencies to ensure sufficient money is available to provide necessary public facilities and services.

Policy 4.4

Brevard County should periodically readdress its budget and fiscal policies to ensure debt management practices such as limitations on the use of revenue bonds as a percentage of total debt, maximum ratio of total debt service to total revenue, and maximum ratio of outstanding capital indebtedness to property tax base are adequate and effective.

Policy 4.5

Brevard County should consider financing needed capital improvements with Municipal Service Benefit Units, Municipal Service Taxing Units, Community Development Districts, impact fees and other forms of development exactions to ensure that new development pays a pro rata share of infrastructure development costs when it can be determined that these financing methods are not in conflict with Brevard County's economic development and affordable housing goals.

Objective 5

Brevard County may approve development orders consistent with the acceptable level of service standards adopted as part of this Comprehensive Plan for public facilities, including transportation, potable water, sanitary sewer, solid waste disposal, surface water management, and recreation and open space.

Policy 5.1

Brevard County shall continue to utilize a concurrency management system to review the impacts of all development proposals on existing public facilities to ensure that service levels are not degraded below acceptable level of service standards as adopted in this Comprehensive Plan.

Policy 5.2

Brevard County may approve rezoning applications, subdivision plats, site plans, and building permits if the potential impact of the proposed development does not decrease the level of service below acceptable standards for any existing public facility or a facility listed in this Element's Schedule of Improvements. If evaluation of the development application indicates a potential decrease in the level of service below the acceptable standards, approval of a development order may be granted based on the following conditions:

Criteria:

A. For review of zoning applications, a preliminary concurrency evaluation shall be completed as part of the zoning review process to illustrate the relationship between the proposal and the availability of services and facilities for the Planning and Zoning Board and the Board of County Commissioners. All approvals of zoning applications shall be conditional and shall require a formal concurrency evaluation prior to site plan, subdivision plat or building permit approval.

B. Subdivision plats and site plans may be approved if the Schedule of Improvements in the Capital Improvements Element includes a facility improvement that will

provide sufficient capacity to accommodate the potential impact of the proposed project based on acceptable level of service standards. These approvals are subject to the following conditions:

1. All development orders pursuant to this criterion are conditional and shall not be considered vested; they will be revisited upon application for building permits in accordance with Criteria C and D below, to determine their impact upon established or programmed acceptable levels of service.
2. If the impact evaluation indicated that the conditional development order will cause the level of service of a public facility to fall below the adopted standard, or if the development order will further increase an existing deficiency in the adopted levels of service, Brevard County will maintain the authority to modify the development order to achieve the acceptable levels of service.

C. Building permits may be approved if the concurrency review determines that the following conditions are met:

1. Potable water~~,~~ supplies and facilities, sanitary sewer, solid waste, and drainage facilities with adequate capacity to accommodate the impacts of the development based on adopted level of service standards will be in place at the time the certificate of occupancy is issued; and

2. Parks and recreation facilities with adequate capacity to accommodate the impacts of the development based on adopted level of service standards will be in place or are scheduled to be under actual construction in the Schedule of Recreation and Open Space Improvements in this Element not more than one year after the certificate of occupancy is issued; and
3. Transportation facilities with adequate capacity to accommodate the impacts of the development based on adopted level of service standards will be in place or are scheduled to be under actual construction in the Schedule of Transportation Improvements in this Element not more than three years after the certificate of occupancy is issued or one of the following conditions is met:
   a. At the time that a development order or permit is issued, the necessary transportation facilities or services are subject to a binding executed agreement which requires such facilities to be in place or under actual construction not more than three years after the certificate of occupancy is issued; or
   b. At the time that a development order or permit is issued, the necessary transportation facilities or services are guaranteed in an enforceable development agreement, pursuant to Section 163.3220, Florida Statutes, or development order issued pursuant to Chapter 380, Florida Statutes, to be in place or under actual construction not more than three years after the certificate of occupancy is issued; or
   c. For the purpose of issuing a development order or permit, a development may be deemed to have a de minimis impact and may

not be subject to the concurrency requirements of all applicable State Statutes and Florida Administrative Codes if all of the following conditions are met:

i. The development proposal is for an increase in density or intensity of less than or equal to twice the density or intensity of the existing development, or for the development of a vacant parcel of land, at a residential density of less than four dwelling units per acre or, for nonresidential use, at an intensity of less than 0.1 floor area ratio. Isolated vacant lots in predominantly built residential subdivisions where construction of a single family house would be the most suitable use, may be developed for single family residential under the de minimis exception even if smaller than one quarter acre in size; and

ii. The transportation impact of the proposed development alone does not exceed 0.1 percent of the maximum service volume at the adopted level of service standard for the peak hour of the affected transportation facility; and

iii. The cumulative total transportation impact from the de minimis exceptions does not exceed three percent of the maximum service volume at the adopted level of service standard for the peak hour of the affected transportation facility if the facility does not meet the minimum level of service standard.

4. A comprehensive plan amendment shall be required to eliminate, defer, or delay construction of any road or public transit facility or service which is needed to maintain the adopted level of service standard and which is listed in the Schedule of Transportation Improvements in this Element.

D. Building permits may be approved if the developer agrees to construct all improvements necessary to accommodate the specific impacts of the proposed project concurrent with its development.

Policy 5.3

Brevard County may approve development orders if the proposed development is phased to ensure that the necessary public facilities and services are available prior to the completion of the proposed development.

Policy 5.4

Brevard County shall coordinate with public and private agencies to identify public facility improvements made necessary by growth in the Viera Development of Regional Impact in order to ensure that needed improvements are incorporated into the Schedule of Improvements and that the developer continues to fund its fair share of the costs of needed infrastructure pursuant to the terms of the DRI Development Order.

Policy 5.5

Brevard County shall coordinate the provision of potable water from the Cities of Cocoa,

Policy 2.10

Brevard County shall not extend public facilities and services to Suburban and Rural Density Areas for new development, unless there is an overriding public benefit which accrues to an area larger than the specific Suburban or Rural Density Area. However, the County will accept facilities through dedication, and provide services and facilities through MSBUs, MSTUs and other means through which the recipients pay for the service or facility.

Objective 3

Limit future public expenditures for infrastructure and service facilities which serve to subsidize growth within the coastal high hazard area of Brevard County. Expenditures for public land acquisition or enhancement of natural resources shall be encouraged.

Policy 3.1

Brevard County shall designate coastal high hazard areas as defined in Chapter 163, Florida Statutes

Policy 3.2

Brevard County shall not support or finance new local transportation corridors which lie within the coastal high hazard zone or areas zoned as Environmental Area, except where there are no other cost-feasible alternatives.

Policy 3.3

Brevard County should not locate sanitary sewer and water transmission lines within the coastal high hazard zone, except where there is no cost-feasible alternative and where practical due to engineering, safety and cost considerations, and where necessary utilizing existing rights-of-way.

Policy 3.4

If County utility lines are relocated for any purpose, they should be located outside of the coastal high hazard zone, except where there is no cost-feasible alternative.

Policy 3.5

Public facilities, except for recreational facilities, shall not be located by Brevard County within of the coastal high hazard zone, except where there are no other cost-feasible alternatives.

Objective 4

Brevard County shall maintain adequate fiscal resources and policies to fund necessary public facility improvements, including transportation, potable water, sanitary sewer, surface water management, solid waste, parks and recreation, public libraries, law enforcement, correctional facilities, fire protection, and emergency medical services.

Policy 4.1

Brevard County should periodically review the fiscal requirements of needed transportation system improvements and adjust the local option gas tax as may be necessary.

Policy 4.2

When adequate funding in not available for a high priority project from existing sources of revenue and the consequences of delaying the project would adversely impact the economy, environment, or public health, safety and welfare, Brevard County should consider enactment of the infrastructure sales tax by referendum.

Policy 4.3

Brevard County should continue to seek funding from State and Federal sources and pursue interlocal agreements with private and public agencies to ensure sufficient money is available to provide necessary public facilities and services.

Policy 4.4

Brevard County should periodically readdress its budget and fiscal policies to ensure debt management practices such as limitations on the use of revenue bonds as a percentage of total debt, maximum ratio of total debt service to total revenue, and maximum ratio of outstanding capital indebtedness to property tax base are adequate and effective.

Policy 4.5

Brevard County should consider financing needed capital improvements with Municipal Service Benefit Units, Municipal Service Taxing Units, Community Development Districts, impact fees and other forms of development exactions to ensure that new development pays a pro rata share of infrastructure development costs when it can be determined that these financing methods are not in conflict with Brevard County's economic development and affordable housing goals.

Objective 5

Brevard County may approve development orders consistent with the acceptable level of service standards adopted as part of this Comprehensive Plan for public facilities, including transportation, potable water, sanitary sewer, solid waste disposal, surface water management, and recreation and open space.

Policy 5.1

Brevard County shall continue to utilize a concurrency management system to review the impacts of all development proposals on existing public facilities to ensure that service levels are not degraded below acceptable level of service standards as adopted in this Comprehensive Plan.

Policy 5.2

Brevard County may approve rezoning applications, subdivision plats, site plans, and building permits if the potential impact of the proposed development does not decrease the level of service below acceptable standards for any existing public facility or a facility listed in this Element's Schedule of Improvements. If evaluation of the development application indicates a potential decrease in the level of service below the acceptable standards, approval of a development order may be granted based on the following conditions:

Criteria:

A. For review of zoning applications, a preliminary concurrency evaluation shall be completed as part of the zoning review process to illustrate the relationship between the proposal and the availability of services and facilities for the Planning and Zoning Board and the Board of County Commissioners. All approvals of zoning applications shall be conditional and shall require a formal concurrency evaluation prior to site plan, subdivision plat or building permit approval.

B. Subdivision plats and site plans may be approved if the Schedule of Improvements in the Capital Improvements Element includes a facility improvement that will

A Path to Housing Abundance: Implementation Strategy

The three most important things in addressing housing abundance and affordability: **"small lots, small lots, small lots."** Smaller lots allow more homes to be built on the same amount of land. This reduces land costs, leads to smaller, but usually still family-sized homes, and promotes townhomes, which cost less to build than a similarly sized detached home. They also provide home-sharing opportunities for service workers.

Across the country—and around the world—case studies consistently reveal a formula for successful housing supply reform:

- **Allow small lot flexibility for new subdivisions, home dwelling type and lot split flexibilities on existing lots, and the flexibility to build homes near jobs** by adopting one or more of the reform options outlined above,
- **Enable by-right zoning**, so projects don't get delayed or killed by discretionary reviews,
- **Follow the Keep it Short and Simple (KISS) principle** instead of micromanaging the process.

How Does the KISS Principle Unlock Housing Supply?

The KISS principle refers to eliminating unnecessary complexity in the homebuilding process. Simplicity brings certainty, lowers costs, and makes small-scale infill and larger-scale development both feasible and attractive. See *Full List of KISS Reforms to Consider* for more details.

Others Are Doing it, and Model Legislation Is Available

Several states—including Texas, California, Montana, Vermont, Oregon, and Washington—have recently enacted legislation to support housing abundance.

The key to successful reform lies in adhering to the Housing Abundance Success Sequence while avoiding unnecessary micromanagement. A range of legislative templates and model bills are readily available to guide this process. Texas SB-15 (lot size flexibility for new residential subdivisions in larger cities) and Texas SB-840 (residential and mixed-use housing on all commercial and light industrial land in larger cities) were enacted in mid-2025. Taken together, these two bills implement Playbook Options 1 and 3. Implementation of Option 1 and 2 can be accomplished through a single model bill: the AEI Model Starter Homes Act, which sets minimum lot sizes for both residential subdivisions and home dwelling type and lot split flexibilities on existing lots. A second model bill, AEI Model Multifamily and Mixed-Use Residential in Certain Zoning Classifications, covers Option 3. It would allow for a residential overlay by-right in commercial, industrial, and mixed use zones.

Why Allow for Lot Size and Location Flexibility?

This gives owners the right to build homes that most people can afford—whether in new neighborhoods, existing communities, or near jobs. It increases supply and affordability by allowing people to build starter homes on **smaller lots in new residential subdivisions**, and by **allowing duplexes, triplexes, fourplexes, townhomes, or ADUs** on single-family lots. It also refers to location – allowing **homes near jobs** and amenities in commercial and other non-residential areas.

It creates more affordable starter homes by using land more efficiently. This approach reduces sprawl, infrastructure costs, and energy use. By building smaller homes on smaller lots, we can significantly increase the supply of lower-priced, family-sized homes while freeing up existing housing stock.

It creates more workforce housing since single-family detached homes and townhomes average about 3.5 and 2.8 bedrooms respectively and are suitable for raising a family and naturally affordable shared living arrangements (42% of renters live in single-family homes).

What is the flexibility to build homes near jobs?

Legalizing single-family, multifamily, and mixed-use residential by right in all commercial, industrial, and mixed-use areas. This allows people to live near their jobs and amenities if they choose.

By-right housing can transform underused commercial and industrial properties into owner-occupied and rental homes, helping cities make better use of land and infrastructure. Combined with small lots, this helps give people of all incomes greater choice in where and how they choose to live.

The Housing Affordability Trifecta: Why Smaller Lots Mean Lower Home Prices

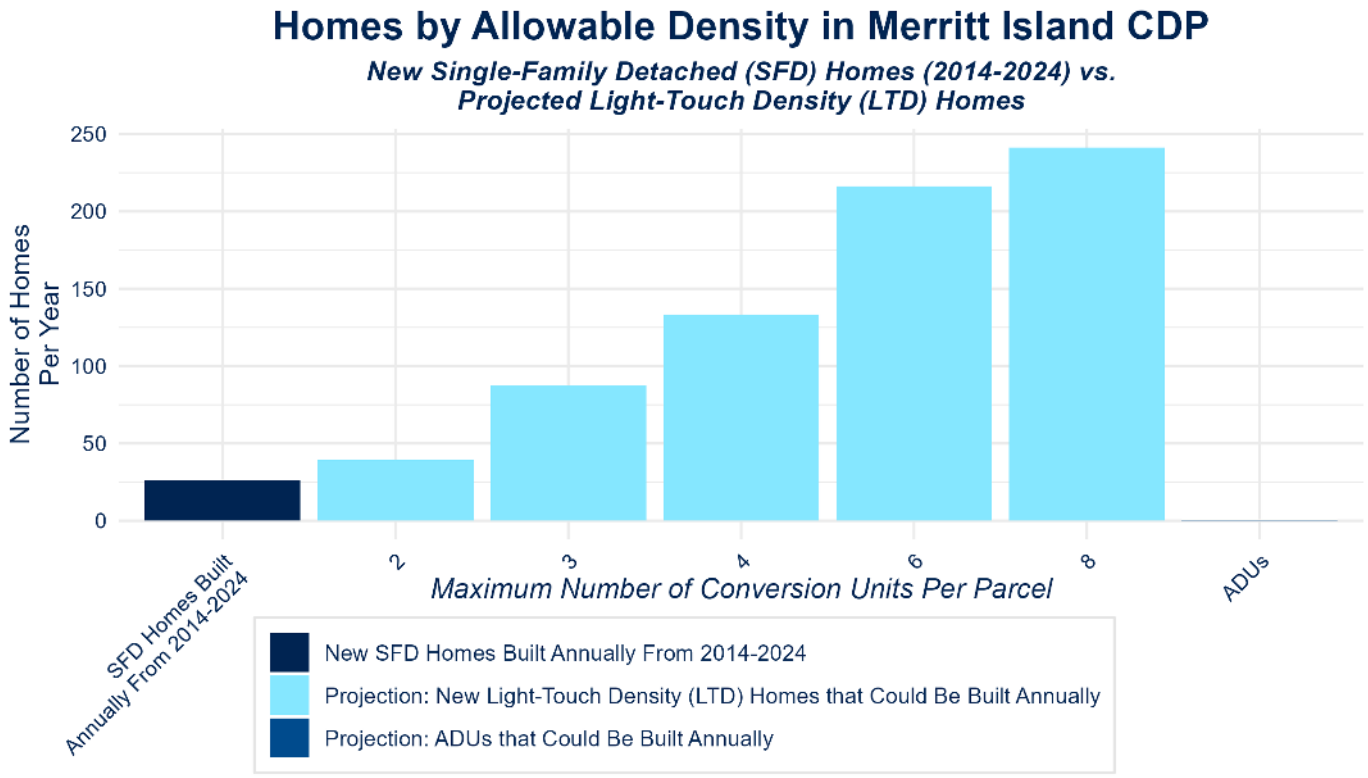
- **Smaller lots** → lower land costs
- **Smaller homes** with standard finishes → more affordable per home
- **More townhomes** → efficient land use, lower cost per square foot

Diving Deeper: Option 1: Home Dwelling Type and Lot Split Flexibilities on Existing Lots

Allowing home dwelling type and lot split flexibilities on existing lots in single-family neighborhoods in Merritt Island CDP could add 240 homes per year, or about 9.2 times more than the current rate of SFD construction in Merritt Island CDP.

These new homes are created through the legalization of home dwelling types or by splitting existing lots into smaller parcels. They can take the form of smaller lot SFD homes, townhomes, 2–8 home multiplexes, and ADUs in neighborhoods currently restricted to single-family detached homes.[2] To achieve this outcome, Merritt Island CDP should set a minimum lot size of no more than 1,200 sq.ft. for new lots created through single-family lot splits.

This bar chart compares **the number of new SFD homes built in Merritt Island CDP from 2014-2024** (shown in dark blue) to the **potential number of homes** that could be created by these flexibilities.



Source: First American and AEI Housing Center, https://heat.aeihousingcenter.org/toolkit/ltd_chart.

[2] Projections for ADUs are given only in cases when they are the highest and best use of land. In areas with high land values, duplex, triplex, and townhome conversions are typically the higher and better land use. If both ADUs and small multiplexes make financial sense, we assume the option that produces the most homes on that lot. Light-Touch Density: Housing Supply and Affordability Estimates.

Emergency Management

The Brevard County Emergency Management Department is responsible for the coordination of emergency operations and maintaining the Comprehensive Emergency Management Plan which addresses disasters including hurricanes and their storm surges.

Hurricanes

Hurricanes are the most likely natural disaster to affect Brevard County. Damage from hurricanes takes two primary forms, wind damage and flooding from the storm surge. Of the two, the storm surge is the most dangerous resulting in the majority of deaths associated with hurricanes. Storm surge is the water pushed toward the shore by the force of the hurricane winds. This advancing surge combines with the normal tides to create the hurricane storm tide, which can increase the mean water level 15 feet or more. In addition, wind driven waves ride on top of the storm tide. This rise in water level can cause severe flooding in coastal areas, particularly when the storm tide coincides with the normal high tides. Because much of the County's coastline lie less than 10 feet above mean sea level, the danger from storm tides is tremendous.

One of the most crucial aspects of emergency management is the calculation of a hurricane's storm surge and its effect on people, evacuation routes, and property. One tool used to evaluate the threat from storm surge is the SLOSH model. Emergency managers use this data from SLOSH to determine which areas must be evacuated for storm surge. Storm surge also affects rivers and inland lakes, potentially increasing the area that must be evacuated.

During the least intense Category One event the storm surge still affects the coastal residences. Because of the area's vulnerability all of East Merritt Island study area is included in the evacuation zone for a storm of any category (1 – 5).

Evacuation Routes

The northern portion of the study area has three roadways to the west to evacuate the East Merritt Island area. One of these routes, Sykes Creek Parkway, travels for a limited distance before merging reducing the western evacuation routes to two. The southern portion of the study area has only one western evacuation route, SR 520 which also acts as an evacuation route for the north area.

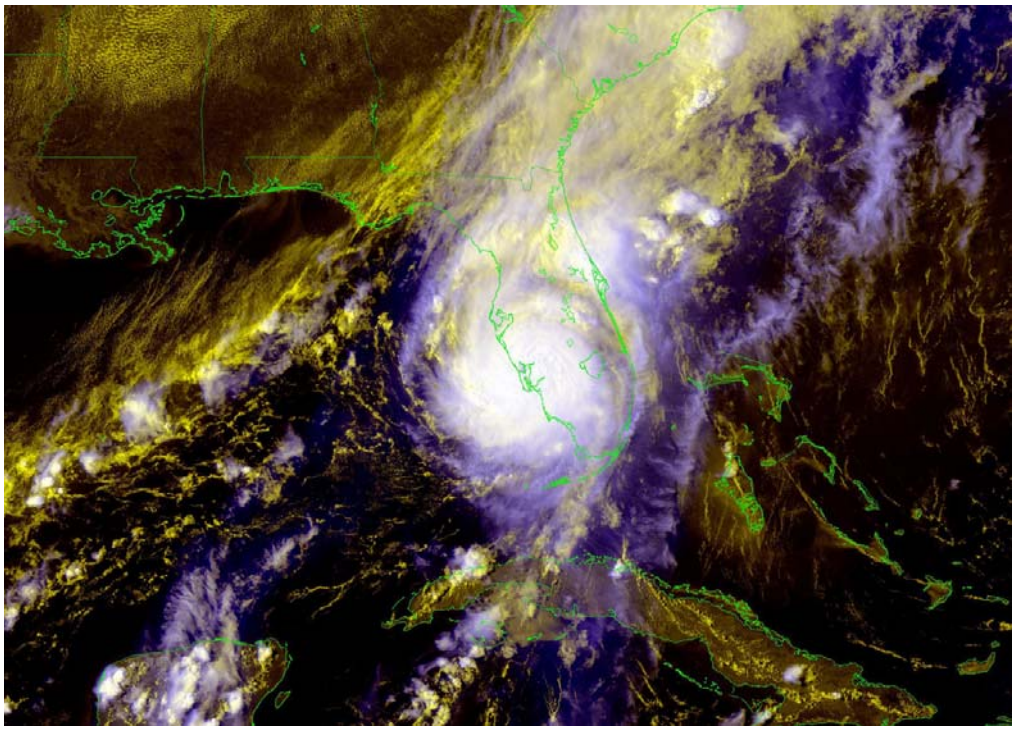
The limited transportation routes increase the time necessary for residents to evacuate prior to a storm event. Any additional increase in residential density may further degrade

the evacuation times for the area. A recent change in state law also now requires local governments to adopt and maintain a Level of Service for evacuation times.

Coastal High Hazard Area

In the past, Brevard County has undertaken and adopted substantial reductions in density within the unincorporated portions of the Coastal High Hazard Area (CHHA). This effort proved to be invaluable when the County successfully evacuated the barrier islands during the hurricanes of 2004. Up until 2006, the Coastal High Hazard Area was defined as the Category 1 Hurricane Evacuation Zone under state law and affected approximately 55,000 acres in the County. State laws also emphasized reducing residential densities and reducing capital expenditures within the CHHA except for improving evacuation routes.

In 2006, the State Legislature amended Chapter 163.3178, Florida Statutes, to change the definition of the Coastal High Hazard Area. The new definition is the area affected by the storm surge from a Category 1 hurricane and has resulted in substantially less area designated as the CHHA (25,745 acres) within Brevard County. All local governments have to amend their comprehensive plans to comply with this new CHHA definition. The following maps show the old and new Coastal High Hazard Areas for Brevard County. The pre and post maps are located in the attached map series.



Hurricane Charley strikes Florida in 2004

COMMUNITY INPUT AND DISCUSSION

Background:

The East Merritt Island community has been active in their participation in public hearings for the Board of County Commissioner's and the different advisory boards when an issue of local interest has arisen.

With the formation of the East Merritt Island study committee, residents made recommendations through the Small Area Study process. The recommendations are included in the study along with other public comment to be presented to the Board of County Commissioners for adoption.

Community Assessment Methods for this Small Area Study:

The assessment of the East Merritt Island community began with the collection of the baseline data to determine public infrastructure and level of service capabilities. The data collection included meeting with the various service providers, including several Brevard County agencies. This data was utilized to produce build-out and redevelopment models for the area. The study area was divided into north and south areas to facilitate assessments more attuned to the particular area needs.

The data and models were presented to north and south area committees composed of residents of the study area appointed by the Board of County Commissioners to provide a cross section of the community.

Over a series of publicly noticed committee meetings, public input was sought to provide depth to the study sections and gain insight to the community's vision. The final draft of the small area study was presented to the committees jointly to reach a consensus for recommendation to the Board of County Commissioners.

Results of Community Input – General:

In general the public input demonstrated the desire of the community to preserve its current lifestyle. The committee members of both the north and south areas stressed quality of life issues as a priority.

Results of Community Input – Land Use:

The community expressed its desire to maintain the status quo, or the current character of development in the study area. Previous project requests by developers had met with opposition during public hearings. As a result of the community input, the study included

the recommendation of "right-sizing" some areas where the adopted Future Land Use exceeded the actual density that the land was developed at.

Results of Community Input – Other Factors:

Other major factors brought forward by the citizen committees for consideration was limitations of the transportation network to meet new development.

NEXT STEPS IN IMPLEMENTING THE SMALL AREA STUDY AND ITS RECOMMENDATIONS

The SAS's recommendations will be presented to the Local Planning Agency in a public hearing. Following public discussion the LPA will make a recommendation to the Board of County Commissioners regarding the SAS's analysis. The Board of County Commissioners will also accept public comment during its deliberations on the SAS. Once the Board accepts the study, staff will be directed to implement recommendations of the study in the formal Comprehensive Plan amendments. Implementation is anticipated to begin in the Spring of 2009 and continue for approximately one year.

A large part of implementation will involve amendments to right-size the Future Land Map and elimination of zoning inconsistencies.

RECOMMENDATIONS OF THE EAST MERRITT ISLAND SMALL AREA STUDY

The North Area and South Area Citizen Committees for the East Merritt Island Small Area Study adopted these recommendations:

- Recommendation 1: Brevard County should initiate Comprehensive Plan amendments to the Future Land Use Map to reduce residential densities on developed residential properties in the study areas to reflect established residential densities on developed parcels. The recommended densities should be based on the lowest residential land use designation established in the Future Land Use Element of the Comprehensive Plan that would be required in order to achieve consistency with established residential development patterns and the existing zoning classification(s).

- Recommendation 2: Brevard County should initiate Comprehensive Plan amendments to the Future Land Use Map to reduce residential densities on undeveloped properties in the study areas that have zoning other than GU to ensure that future development on said vacant properties will be consistent with their current zoning classification and be compatible with established residential densities on adjacent properties.

- Recommendation 3: No additional Neighborhood Commercial FLUM designations should be permitted in the South study area.

- Recommendation 4: No additional Community Commercial FLUM designations should be permitted outside of the Merritt Island Redevelopment Area.

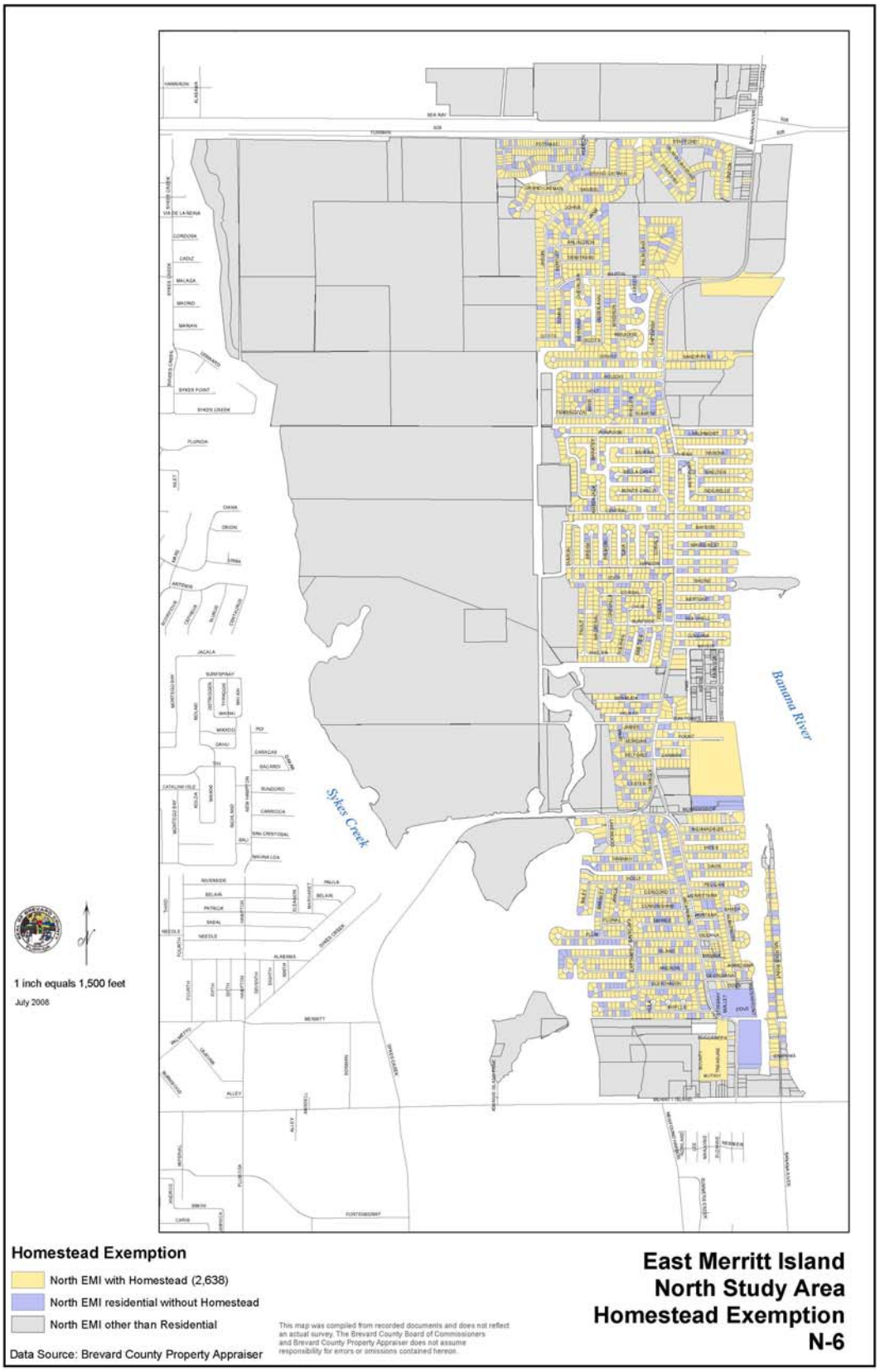
- Recommendation 5: South Banana River Drive should not be reconstructed to increase roadway capacity because currently adopted design standards for collector roadways are likely to result in adverse impacts to the aesthetic character of the surrounding neighborhood.

- Recommendation 6: Brevard County should perform a preliminary engineering analysis of the actual capacity of South Banana River Drive based on existing conditions. In the event that the preliminary engineering analysis indicates that South Banana River Drive has a lower capacity than reflected in the Concurrency Management database, the County should retain a qualified traffic engineer to determine the capacity of South Banana River Drive based on actual conditions. The conclusions of the analysis should be adopted for use in the County's Concurrency Management System.

- Recommendation 7: Brevard County should construct any missing sections to the existing bicycle/pedestrian transportation system within the study areas subject to funding availability.

- Recommendation 8: The Board of County Commissioners should implement the study recommendations through the Comprehensive Plan amendment process during the spring amendment cycle of 2009.

These right-sizing amendments are reflected in the Prospective Future Land Use Maps at the end of this study.


Sykes Creek
Banana River
1 inch equals 1,500 feet
July 2008
Homestead Exemption
North EMI with Homestead (2,638)
North EMI residential without Homestead
North EMI other than Residential
Data Source: Brevard County Property Appraiser
This map was compiled from recorded documents and does not reflect an actual survey. The Brevard County Board of Commissioners and Brevard County Property Appraiser does not assume responsibility for errors or omissions contained hereon.
East Merritt Island
North Study Area
Homestead Exemption
N-6

East Merritt Island
Small Area Study
Draft Review

EXECUTIVE SUMMARY

The East Merritt Island Small Area Study (SAS) was initiated at the direction of the Board of County Commissioners in response to community requests due to the number of applications for higher density/intensity rezonings in the East Merritt Island area. Its purpose was to take an in-depth look at the area, its infrastructure, and the community's vision and develop a study that would be a tool for planning and growth management.

For the purposes of managing the study, East Merritt Island had been split into two areas, north and south, each with their own committee. The Board of County Commissioners appointed residents to serve on one of two study area committees. This was due to the north and south areas having distinct communities and different planning considerations. The dividing line for the two study areas was SR 520, an arterial roadway. Public participation included a series of publicized workshops at Kiwanis Island Park located on SR 520.

An analysis of the land uses has shown that there are large areas of existing single family residential subdivisions that have an adopted Future Land Use of a much greater density. Although rezonings would be required to achieve the densities that are currently adopted on the Future Land Use Map, the study lends support toward revisiting adopted densities so that they align with development patterns in the area. Otherwise, the Future Land Use Map could requests for encourage redevelopment that may not be compatible with the surrounding land-use patterns and be in conflict with the single-family residential nature of the community. Additionally, some administrative rezoning and land use changes were identified for the Planning and Zoning staff to initiate.

The existing infrastructure of the area was found to be adequate for existing development. Modeling of impacts that could occur from the build-out of vacant parcels was performed. Additional modeling was undertaken to show the effects of the redevelopment of the area using the maximum density allowances under the current Future Land Use Map. Both of these models showed impacts to desired service levels of the infrastructure, particularly transportation and evacuation times during storm events. Some of these impacts would cause the infrastructure to exceed the adopted level of service standards.

The North Area and South Area Citizen Committees for the East Merritt Island Small Area Study adopted these recommendations:

- Recommendation 1: Brevard County should initiate Comprehensive Plan amendments to the Future Land Use Map to reduce residential densities on developed

residential properties in the study areas to reflect established residential densities on developed parcels. The recommended densities should be based on the lowest residential land use designation established in the Future Land Use Element of the Comprehensive Plan that would be required in order to achieve consistency with established residential development patterns and the existing zoning classification(s).

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- Recommendation 7: Brevard County should construct any missing sections to the existing bicycle/pedestrian transportation system within the study areas subject to funding availability.

- Recommendation 8: The Board of County Commissioners should implement the study recommendations through the Comprehensive Plan amendment process during the spring amendment cycle of 2009.

These right-sizing amendments are reflected in the Prospective Future Land Use Maps at the end of this study.

INFRASTRUCTURE AND SERVICE DEMAND ANALYSIS

Transportation Network & Build-out:

For both the North and South study areas the existing Average Daily Trips (ADT) on the roadways were compounded with the number of trips that could be generated from the development of vacant property. The density for the development of this vacant property was based upon the adopted Future Land Use (FLU) for the property. The resulting traffic generation projection is based upon the maximum development allowance scenario for these vacant parcels. In actuality, a number of constraints could restrict the final density for any project on these parcels. By using the maximum density allowed by the FLU, the greatest impact possible is demonstrated.

North Area

The north area transportation network includes two collector roadways and numerous local streets. Traffic is carried north to SR528, south to SR520, and west along Sykes Creek Parkway. The north area is divided into three road segments for the purposes of traffic generation and trip distribution. These segments are listed on Table 7 along with the existing Average Daily Trips (ADT) and the potential ADT in a total build-out scenario of the vacant buildable property under current FLU designations. The data demonstrate the cumulative impact of these trips on the affected roadway segments.

Table 7.
Build-out Scenario for North Area Road Segments

North Study Area Transportation Facility Road Segments								
Segment	**Max Volume**	**Current ADT**	**Potential ADT**	**Current Volume**	**Potential Volume**	**Current LOS**	**Adopted LOS**	**Potential LOS**
035B	15,600	7,401	11,853	47.44%	75.98%	D	E	E
035A	15,600	12,248	19,886	78.51%	127.47%	D	E	F
345C	15,600	10,394	14,424	66.63%	92.46%	C	E	E
Segment	**Segment Description**							
035B	North Banana River Drive from SR520 north to Sykes Creek Parkway							
035A	North Banana River Drive from Sykes Creek Parkway north to SR528							
345C	Sykes Creek Parkway from Banana River Drive west							

Source: Brevard County

As shown in Table 7, above, the North Banana River Drive road segment (035A) could exceed the allowable Level of Service (LOS) in a total build-out scenario. The other segments would both be impacted by an increase of 60% (035B) and 39% (345C) respectively.

Constricted Roadway Segments over canals

South Area

The south area transportation network includes two collector roadways and numerous local streets. Traffic is carried north to SR520 on South Banana River Drive and Newfound Harbor Drive. The south area is divided into two road segments for the purposes of traffic generation and trip distribution. These segments are listed on Table 8. along with the existing Average Daily Trips (ADT) and the potential ADT in a total build-out scenario of all vacant buildable property under adopted FLU designations. The table demonstrates these trips cumulatively for impacts on the roadways.

Table 8.
Build-out Scenario for South Area Road Segments

South Study Area Transportation Facility Road Segments								
Segment	**Max Volume**	**Current ADT**	**Potential ADT**	**Current Volume**	**Potential Volume**	**Current LOS**	**Adopted LOS**	**Potential LOS**
036	15,600	2,487	4,991	15.94%	31.99%	A	E	B
221	15,600	7,341	10,699	47.06%	68.58%	C	E	D
Segment	**Segment Description**							
036	South Banana River Drive from SR520 south to termination							
221	Newfound Harbor Drive from SR520 south to termination							

Source: Brevard County

As shown in Table 8 above, neither road segment would fail in a total build-out scenario. However, the amount of average daily trips would impact the LOS by one category for each respective segment. In the case of Segment 036, South Banana River Drive, the trip count could increase 100%, or double, in a total build-out scenario. The Newfound Harbor Drive segment could increase 46% in a similar build-out.

Transportation Network and Redevelopment

In the Transportation Network section above, the existing traffic generation and the impacts associated with build-out of the vacant acreage under the adopted Future Land Uses are evaluated. A second and different modeling examines what happens to the transportation network when the existing developed properties are redeveloped under their adopted Future Land Use.

For example, this approach evaluates traffic impacts if the platted lots in an existing single family home subdivision were assembled and redeveloped under its higher density. The single family homes could be replaced by townhouses or apartments. The tables below demonstrate the cumulative effects on study area properties being redeveloped under the highest density as allowed by the adopted FLU. From these calculations, the value of "right-sizing" future land uses on developed property can be determined. With the adoption of a Future Land Use, rezoning options would be limited to those that are more in character with surrounding land uses.

A new look for a commercial plaza

North Area

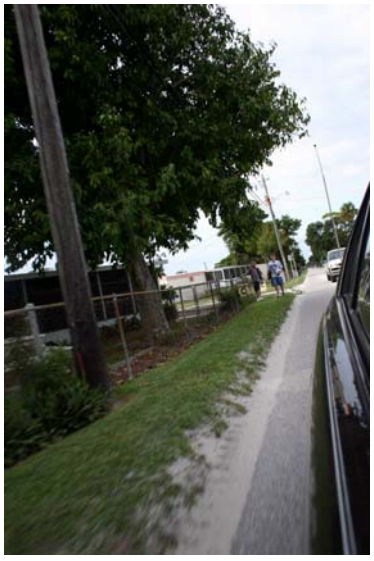
The redevelopment scenario for the North Area evaluated below assumes that all Residential 15 Future Land Use will be redeveloped at its maximum allowable density. This includes both vacant RES 15 parcels and developed RES 15 parcels that would be redeveloped.

Table 9.
Redevelopment Scenario for North Area Road Segments

North Study Area Transportation Facility Road Segments								
Segment	**Max Volume**	**Current ADT**	**Potential ADT**	**Current Volume**	**Potential Volume**	**Current LOS**	**Adopted LOS**	**Potential LOS**
035B	15,600	7,401	15,743	47.44%	100.92%	D	E	F
035A	15,600	12,248	25,589	78.51%	164.03%	D	E	F
345C	15,600	10,394	17,622	66.63%	112.96%	C	E	F
Segment	**Segment Description**							
035B	North Banana River Drive from SR520 north to Sykes Creek Parkway							
035A	North Banana River Drive from Sykes Creek Parkway north to SR528							
345C	Sykes Creek Parkway from Banana River Drive west							

Source: Brevard County Planning & Zoning Office

As shown in Table 9. above, the redevelopment of the existing Residential 15 acreage would cause the Level of Service of the roadway to exceed allowable levels. The adopted LOS for all three road segments is "E" and the addition of these trips would cause the LOS to drop to "F". By the roadways degrading to "F" the LOS would be exceeding the adopted allowable LOS.



Pedestrians walking on the shoulder

From:	Heike Jahnert
To:	Commissioner, D1; Commissioner, D2; Commissioner, D3; Commissioner, D4; Commissioner, D5
Subject:	220 Apartments on North Courtenay Pkwy
Date:	Friday, March 27, 2026 3:20:18 PM

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

Dear Commissioners,

Living on Merritt Island, I've witnessed firsthand the impact of rapid development and rezoning on our community. The latest proposal for rezoning a property on the east side of N. Courtenay Parkway, just 420 feet south of Via De La Reina, threatens not only the tranquility of our cherished island but also the safety and well-being of its residents.

Many of you may know the struggles we face daily with traffic congestion. Re-zoning this land would exacerbate an already dire traffic situation, increasing the likelihood of accidents and posing a serious risk to pedestrians and drivers alike. Moreover, the potential for increased flooding cannot be ignored, as the natural drainage systems that protect our land are already strained. This development would further stress these resources, leading to possible flooding disasters for our homes and businesses.

Furthermore, the loss of green spaces and land in this part of Merritt Island is irreversible. Our community has cherishingly held onto these spaces for decades, understanding the balance they provide for our ecosystem and the crucial buffer against urban encroachment. Losing this land means losing part of what makes Merritt Island unique and a beloved home for its residents.

Thankfully, during a recent vote, the Merritt Island Redevelopment Agency (MIRA) has already shown their support for preserving our community by voting no against the rezoning plan. It is now crucial for Commissioner Tom Goodson and the other district commissioners to hear our community's unified voice and follow suit by voting no.

Support smart growth—not this specific project. We petition for a more appropriately scaled development that respects our current infrastructure

and the upcoming roadway redesign. This location cannot sustain the proposed density without compromising safety and traffic flow.

Respectfully,

Heike Jahnert

6729 Mangrove Dr., Merritt Island

From: Rebecca Hauser
To: Commissioner, D1
Cc: Commissioner, D2; Commissioner, D4; Commissioner, D3; Commissioner, D5
Subject: Vote No to REZONING #25Z00054
Date: Sunday, March 29, 2026 1:36:59 PM

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

OPPOSITION TO REZONING #25Z00054

Location: Pioneer Rd & N. Courtenay Pkwy | **Applicant:** RangeWater Residential

1. THE "PFS" DECEPTION: NO CURE FOR EXISTING FAILURE

The developer is offering a Proportionate Fair Share (PFS) payment to satisfy traffic requirements. However, this is a financial maneuver, not a physical fix.

- **The Legal Limitation:** Under Florida Law, a developer is **not responsible for fixing existing traffic problems.** They are only required to mitigate the *additional* impact they create.
- **The Mitigation Gap:** The applicant admits they cannot physically fix or widen the road due to existing **FP&L light poles** and other permanent structures. Since they cannot create more space, the traffic congestion is permanent.
- **The Safety Override:** Florida Law (163.3180) allows a PFS to satisfy concurrency, but it **DOES NOT** override a material danger to public safety.
- **The Calculation Gap:** The developer's PFS calculations are **nearly 50% less** than what the P&Z board calculated. Because of this massive discrepancy, the developer **might not be paying their true fair share** of the infrastructure burden.
- **Cost to Taxpayers:** If the true impact is 3,000 trips but they only pay for 1,379, the remaining infrastructure costs fall on the citizens. This project risks costing Merritt Island more money than it generates.
- **Ongoing "Negotiations":** The PFS is still being "negotiated" behind closed doors. The public has no guarantee that the final agreement will even cover the developer's own underestimated impact.

- **Emergency Response Crisis:** A PFS check does not get emergency vehicles to our high population of elderly neighbors any faster. On an island with limited arterial roads, adding thousands of trips to a failing system directly delays life-saving care.

- **Staff Report Warning (Page 10):** County Staff explicitly states this project creates a **material danger to public safety**.

2. SCHOOL ZONE & STUDENT SAFETY: PIONEER RD GRIDLOCK

This development sits in the immediate path of students attending **Lewis Carroll Elementary**.

- **Peak Time Backups:** During school drop-off and pick-up, traffic already backs up significantly onto **Pioneer Road**. Adding 3,000 daily trips will paralyze this corridor, making it impossible for parents and buses to navigate the school zone safely.

- **Student Pedestrians at Risk:** This intersection is already considered dangerous. Adding high-density traffic increases the risk for children who walk or bike to school.

- **Safety Failure:** Forcing an additional 222 units worth of commuter traffic into a school zone that is already failing its operational capacity is a direct threat to student safety.

3. PUBLIC SAFETY: THE FDOT SAFETY CONFLICT (PROJECTS 453311-1 & 448455-1)

The State of Florida is currently intervening at this location because the infrastructure has reached a breaking point.

- **SR-528 Interchange Fail (FDOT Project 448455-1):** This **$10.3 Million** project targets the SR-528 (Beachline) and N. Courtenay Pkwy interchange to address the existing **Level of Service F (Failure)**.

- **N. Courtenay Median Safety (FDOT Project 453311-1):** This **$6.6 Million** project is specifically designed to install a **raised concrete median** to eliminate dangerous mid-block left turns at the developer's proposed entrance.

- **Reversing State Progress:** Approving this high-density project would effectively reverse the impact of the **$16.9 million** currently being spent to increase safety at

these failing intersections. Adding 3,000 trips at this exact location directly contradicts the State's safety objectives and renders these taxpayer-funded improvements obsolete.

- **40% Traffic Surge:** N. Courtenay has seen a **40% traffic increase** in just the last two years. The State's safety projects are already playing "catch up" to existing danger.

4. ENVIRONMENTAL RISKS: HYDRIC SOILS, TREES, & FLOODING

- **The Sponge Effect:** This lot currently functions as a natural sponge for the area. The combination of established trees and hydric soils absorbs significant amounts of stormwater. Overbuilding on this lot will destroy this natural drainage system.

- **Increased Flooding:** Removing the trees and paving over the soil will lead to a drastic increase in flooding that already exists in this area. Without this excess water will be displaced onto neighboring properties and into the streets.

- **Confirmed Bald Eagle Nest:** An active Bald Eagle nest is confirmed near the property. Under the **Federal Bald and Golden Eagle Protection Act**, these birds are protected by a mandatory **660-foot buffer**. Construction and high-density activity within this zone are strictly regulated.

- **Inadequate Buffers:** The claimed 100 ft buffer will actually contain **stormwater retention ponds**. It is a drainage pit, not a vegetative screen for neighbors or a habitat for protected species.

- **Sykes Creek Contamination:** Replacing 11 acres of pervious dirt with asphalt increases runoff into **Sykes Creek**, which is under strict new Nitrogen/Phosphorus rules.

- **Hydric Soil Danger:** The site consists of **Myakka and Anclote soils** (high water table). Paving this land will force groundwater into the living rooms of surrounding low-lying homes.

5. BOARD CONCERNS: ATROCIOUS & HORRENDOUS CONDITIONS

During the Planning & Zoning hearing, Board members expressed deep skepticism.

-

Intersection Failure: Multiple board members described the current state of the N. Courtenay intersection as "**atrocious"** and "**horrendous"**.

- **Density Misalignment:** Mr. Minneboo noted that **RU-2-30 (high density)** is not typical for this area. The intersection was designed for commercial use, **not high-density residential**, which creates a much higher volume of constant traffic.

6. VIOLATION OF ADMINISTRATIVE POLICY 3: THE BSP REMOVAL

- **Admitted Inconsistency:** The County Staff Report admits that 222 units is **not consistent** with the surrounding single-family neighborhoods.

- **Removing the BSP:** The applicant wants to **remove** the existing Binding Site Plan (BSP). This falls directly under a violation of **Administrative Policy 3**, as the BSP was specifically put in place to protect surrounding neighbors from over-development.

- **Diminished Quality of Life:** Getting rid of the BSP will significantly diminish the quality of life and safety of the existing neighborhood through increased noise and unmitigated traffic.

- **The Blank Check for Clear-Cutting:** The current BSP identifies exactly **10 Live Oaks, 43 Slash Pines, and 80 Wax Myrtles**. Without it, the developer can bulldoze these 130+ trees, removing our natural noise barrier and flood protection forever.

7. UNANIMOUS LOCAL REJECTION

- **MIRA Vote:** The Merritt Island Redevelopment Agency voted **7-0 (Unanimous)** to recommend denial.

- **Community Voice:** We are nearing **2,500 signatures online and on paper** & have over **50 formal comments** opposing this development.

- **P&Z Tie:** The Planning & Zoning board resulted in a 7-7 tie (TWICE), showing no mandate for this project.

SUMMARY: To approve this rezoning is to ignore the 7-0 vote of our redevelopment agency

(MIRA), the warnings of county staff, the $16.9 million FDOT investment, Merritt Island residents, and the safety of students at Lewis Carroll. We urge the Commission to uphold the recommendations of the local experts and vote no.

Thank you,

Rebecca Hauser

Merritt Island Resident

Petition · Urge Brevard County Commissioners to oppose rezoning on Merritt Island - Merritt Island, United States · Change.org

VOTE NO ON CASE #25Z00054

From:	Kathy Gay
To:	Commissioner, D3
Subject:	Pioneer Rd Merritt Island land development - Vote
Date:	Sunday, March 29, 2026 5:55:37 PM

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

Kathy Gay
85 Florida Blvd
Merritt Island, FL 32953
freespoolk@outlook.com

3/29/2026

Kim Adkinson, Brevard County Commissioner District 3

Dear Commissioner Adkinson,

I am writing to express my deep concern regarding the proposed housing growth on Pioneer Rd, Merritt Island, feeding into the already congested SR3/SR528/SR520 corridor. While I understand the need for responsible development, this expansion risks worsening an infrastructure problem that residents have been struggling with for years.

Traffic on SR3/SR528/SR520 is routinely backed up, not only during peak hours, but also at cruise arrivals/departures, space launches, beach days, lunch/work, school, and church hours. Even minor incidents can bring the entire area (whether SR3, SR528, or SR520) to a standstill. Emergency response vehicles frequently use the oncoming traffic lane to travel SR3 due to traffic congestion. SR3 feeder streets already back-up at the lights as travelers seek alternate routes. Adding hundreds of new housing units without first addressing the underlying transportation limitations will only intensify congestion, increase commute times, and reduce overall safety for drivers, cyclists, and pedestrians.

Growth without adequate infrastructure planning places an unfair burden on current residents. FDOT has current plans to address the safety concerns on SR3. Nothing in the FDOT plans suggests that additional traffic will aid correction of the safety issues. Before any additional housing is approved, the county should coordinate with FDOT concerning road capacity and safety for SR3, SR520, and SR528.

I respectfully urge you to oppose approval of this development until these issues are meaningfully addressed. Our community and visitors deserve growth that is sustainable, safe, and supported by infrastructure that can handle it.

Thank you for your attention to this matter and for your service to our county. I hope you will stand with residents who are asking for thoughtful, responsible planning.

Sincerely,

From:	Kathy Gay
To:	Commissioner, D2
Subject:	Pioneer Rd Merritt Island land development - Vote
Date:	Sunday, March 29, 2026 5:53:38 PM

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

Kathy Gay
85 Florida Blvd
Merritt Island, FL 32953
freespoolk@outlook.com

3/29/2026

Tom Goodson, Brevard County Commissioner District 2

Dear Commissioner Goodson,

I am writing to express my deep concern regarding the proposed housing growth on Pioneer Rd, Merritt Island, feeding into the already congested SR3/SR528/SR520 corridor. While I understand the need for responsible development, this expansion risks worsening an infrastructure problem that residents have been struggling with for years.

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Thank you for your attention to this matter and for your service to our county. I hope you will stand with residents who are asking for thoughtful, responsible planning.

Sincerely,

From: Kathy Gay
To: Commissioner, D4
Subject: Pioneer Rd Merritt Island development - VOTE
Date: Sunday, March 29, 2026 5:57:26 PM

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

Kathy Gay
85 Florida Blvd
Merritt Island, FL 32953
freespoolk@outlook.com

3/29/2026

Rob Feltner, Brevard County Commissioner District 4

Dear Commissioner Feltner,

I am writing to express my deep concern regarding the proposed housing growth on Pioneer Rd, Merritt Island, feeding into the already congested SR3/SR528/SR520 corridor. While I understand the need for responsible development, this expansion risks worsening an infrastructure problem that residents have been struggling with for years.

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Thank you for your attention to this matter and for your service to our county. I hope you will stand with residents who are asking for thoughtful, responsible planning.

Sincerely,

Kathy Gay

85 Florida Blvd

Merritt Island, FL 32953

freespoolk@outlook.com

3/29/2026

Katie Delaney, Brevard County Commissioner District 1

Dear Commissioner Delaney,

I am writing to express my deep concern regarding the proposed housing growth on Pioneer Rd, Merritt Island, feeding into the already congested SR3/SR528/SR520 corridor. While I understand the need for responsible development, this expansion risks worsening an infrastructure problem that residents have been struggling with for years.

Traffic on SR3/SR528/SR520 is routinely backed up, not only during peak hours, but also at cruise arrivals/departures, space launches, beach days, lunch/work, school, and church hours. Even minor incidents can bring the entire area (whether SR3, SR528, or SR520) to a standstill. Emergency response vehicles frequently use the oncoming traffic lane to travel SR3 due to traffic congestion. SR3 feeder streets already back-up at the lights as travelers seek alternate routes. Adding hundreds of new housing units without first addressing the underlying transportation limitations will only intensify congestion, increase commute times, and reduce overall safety for drivers, cyclists, and pedestrians.

Growth without adequate infrastructure planning places an unfair burden on current residents. FDOT has current plans to address the safety concerns on SR3. Nothing in the FDOT plans suggests that additional traffic will aid correction of the safety issues. Before any additional housing is approved, the county should coordinate with FDOT concerning road capacity and safety for SR3, SR520, and SR528.

I respectfully urge you to oppose approval of this development until these issues are meaningfully addressed. Our community and visitors deserve growth that is sustainable, safe, and supported by infrastructure that can handle it.

Thank you for your attention to this matter and for your service to our county. I hope you will stand with residents who are asking for thoughtful, responsible planning.

Sincerely,

Kathy Gay

From: Chelsey Bjork
To: AdministrativeServices
Subject: Additional consideration ahead of the April 2nd hearing for zoning item 25Z00054
Date: Tuesday, March 31, 2026 6:12:46 AM

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

Good morning,

I wanted to respectfully provide a brief follow-up ahead of the April 2 hearing on zoning item 25Z00054 following the recent Planning and Zoning meeting and tie vote.

After hearing both presentations, I believe several important issues remain unresolved and should remain central to the Board's review.

A significant portion of the applicant's presentation relied on what could theoretically be built under the current AU zoning, particularly repeated references to a hospital or other institutional use. While current zoning establishes baseline rights, the decision before the Board is not whether hypothetical maximum uses exist, but whether this specific rezoning request, increasing residential intensity to allow 222 apartment units at this location, is compatible and appropriate under current conditions. The existence of a theoretical higher intensity use should not substitute for evaluating the actual proposal before you.

Likewise, land use rights are important, but zoning decisions are intended to balance those rights with compatibility, infrastructure, safety, and the public interest. County staff's own analysis concluded that the proposed use is not consistent with the existing development pattern, noting that the surrounding area remains predominantly single-family residential to the east, with limited commercial and institutional uses along the corridor. While some corridor evolution is expected, transition still requires proportionality. The nearby examples cited, including a bank, Starbucks, and assisted living facility, do not create the same intensity or long-term traffic pattern as a 222 unit apartment development adjacent to lower density residential areas. A few newer corridor uses do not automatically establish that this level of residential intensity is the next appropriate step at this location.

The applicant also repeatedly characterized this site as an infill project and part of a corridor transitioning toward mixed use. While the parcel may qualify as infill because it is undeveloped land within an existing corridor, infill alone does not determine whether a specific scale of development is compatible. Infill describes location, but the Board must still evaluate whether the proposed intensity, access pattern, and

building scale fit the surrounding context and infrastructure limitations at this site.

The repeated use of a hypothetical hospital comparison also deserves caution. A hospital is not simply built because zoning allows it; it requires an operator, financing, physician support, health system planning, staffing, and demonstrated service demand. With a new Health First Cape Canaveral Hospital already under development within 4 miles of the site, that comparison appears increasingly speculative and should not carry more weight than the actual application being considered.

This site also sits on Merritt Island, a barrier island where infrastructure decisions deserve heightened caution. Barrier islands operate under unique constraints involving evacuation, drainage, roadway limitations, and environmental sensitivity. Those realities make compatibility and infrastructure timing especially important when considering higher density residential development.

Traffic remains another area where caution is warranted. While the applicant emphasized that the project may not create a formal roadway deficiency under current modeling, the corridor itself remains under active FDOT redesign for safety improvements, including median and turning movement changes. Access assumptions remain tied to roadway conditions that are still evolving, which makes long term impacts less certain than presented.

I also believe it is important to note that this matter was previously continued in order to allow additional time for review of newly submitted traffic related material and updated findings. However, despite that additional time, the core concerns discussed at both hearings remain materially unresolved. Compatibility concerns identified by staff remain unchanged, access still depends on roadway conditions under active FDOT redesign, and no fundamentally new evidence appears to have resolved the primary questions that led to continued concern at the first hearing.

While the applicant has emphasized infill, corridor transition, existing zoning rights, and hypothetical maximum uses, none of those concepts independently resolve the central question before the Board: whether this specific scale and intensity of development is appropriate, compatible, and supportable at this location today. Infill describes location, transition requires proportionality, and existing zoning rights do not eliminate the Board’s responsibility to evaluate compatibility, infrastructure, and public welfare under current conditions.

The Planning and Zoning tie vote itself reflects that these concerns remain unresolved even after full presentation by both sides. A majority was not reached during two hearings and a unanimous “no” vote from MIRA.

The concern is that once density and entitlement are granted, the long term effects on compatibility, corridor function, and future precedent cannot easily be reversed.

Thank you for your time and consideration ahead of the April 2 hearing.

Kindly,

Chelsey True

From: Chelsey Bjork
To: Commissioner, D2
Subject: Request for Brief Meeting Regarding 25Z00054 Prior to April 2 Hearing
Date: Tuesday, March 17, 2026 6:08:10 AM

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

Good morning Commissioner Goodson and staff,

Back in January, I had requested a meeting with Commissioner Goodson regarding the proposed development at Pioneer Road and N. Courtenay Parkway. Due to his schedule at the time, I appreciated the opportunity to speak with Susan Smith, who assured me that my concerns would be shared with the Commissioner.

As you are aware, this matter returned to Planning and Zoning on March 16 and resulted in a tie vote, with a formal motion against the application being made and seconded before the split decision.

Given that outcome, I would greatly appreciate the opportunity to briefly meet with Commissioner Goodson prior to the April 2 hearing to discuss why I believe important concerns regarding compatibility, scale, and infrastructure remain unresolved.

I appreciate your time and consideration and am happy to work around the Commissioner's schedule if there is an opportunity.

Chelsey True
206-300-0013

Good morning Commissioner,

Please oppose the developer's request to change the zoning from AU to allow 222 apartments on the property at Courtenay and Pioneer. We would welcome single family homes being built in that location under the current zoning, as that would be consistent with the rest of the homes in that area and also consistent with the zoning plan that has been in place for decades.

Reasons to vote against the re-zoning are as follows.

Traffic and Safety on Courtenay

· The developer's traffic expert acknowledged that Courtenay congestion is currently rated as an E in that area (and perhaps an F at the ramps onto 528). Allowing this rezoning would push Courtenay traffic very close to an F rating.

· The traffic already backs up from 528 to Pioneer when the bridge is up.

· When the planned barriers are installed thereby eliminating the middle lane, the northbound traffic will be even worse as everyone going southbound will have to go northbound to make a U-turn somewhere. It will also be very dangerous, as those coming out of the proposed apartment complex will be trying to immediately cut across traffic to get to the left turn lane to make a U-turn at the proposed stoplight at Via De La Reina.

· As an unusual justification, the developer talked about the possibility of increased traffic coming in/out of the medical center on the corner. They even suggested that there could be a 100-bed hospital/medical center. At the Zoning Board Meeting, the Staff later said that this could be done without re-zoning.

· For those living in the northern half of Merritt Island, Courtenay to 528 is realistically the only way to get off the island during an evacuation. With north Courtenay already at an E congestion rating, it doesn't make sense to put so many more people in that area.

Traffic and Safety on Pioneer

· It can already take 3 or more long stoplight cycles to turn southbound from Pioneer to Courtenay during school dismissal times.

· The problem is with those trying to turn left. Expanding the right-turn lane will not solve that problem. Most people currently just drive over the grass, so while it will make it smoother to expand the the right turn lane, the real problem is the need for a left turn lane with a left turn arrow at the stop light.

· The wait at the stoplight has gotten bad enough that many people are cutting down the street behind Starbucks and along the car wash. It has become such a safety issue that Hampton Mannor Assisted Living is warning its elderly residents to be especially cautious when trying to go to Starbucks or the bank.

· With the proposed barriers on Courtenay, even more traffic will be routed to Pioneer from the apartment complex since many people will need to go southbound to get to commercial businesses such as Publix and Target.

· Those coming onto Pioneer from the apartment complex to turn south will have to cut across the newly expanded right turn lane. During school dismissal, the left turn lane will be backed up further than the apartment complex exit. Cars coming out of the complex will end up blocking the right turn lane while trying to get into the left turn lane.

· Prior to school dismissal, the cars start lining up half on the shoulder and half in the road on Pioneer. Residents of the area must drive on the wrong side of the road to get home. Adding to that congestion is a bad idea and makes it even less safe for the elementary students.

Privacy and Property Value Issues

· Consider how you would react to having people over 30 feet up on their balcony able to look into your home and back yard from only 100 feet away. I'm sure this will also have a negative impact on those homeowner property values.

Potential Flooding

· While the developers say they will not add to any flooding issues, we heard similar things before the development on the southeast corner was completed. However, flooding has increased since that development was completed. With the increased intensity of storms in recent years, we fear that the estimates for water retention could be off and create more flooding issues for the local residents.

Other Concerns & Comments

· If the development goes forward and pushes traffic just short of the F level traffic capacity limits, then other growth from the medical center or Hampton Manor, or growth of some other local businesses could be ‘the straw that breaks the camel’s back’ within the next year or so after the development is completed. If the changes are required after the developer complets the projec, and the changes ultimately require a huge investment in Courtenay and/or Pioneer, it will be all of the area residents, and not the developers, that will get stuck with the bill to pay for it.

· The zoning was set up as AU to protect Merritt Island from becoming overpopulated. It is not the Commissioners’ job to help developers make money. It is your responsibility to protect the residents that elected you from allowing overcrowding in this area.

· Over 2,000 local area voters have signed a petition requesting that you deny the request to change the zoning.

We pray you will deny this developer's zoning change request.

Greg & Tina McClasky

1899 Sykes Creek Dr.

Merritt Island, FL 32953

Dear Commissioner Delaney,

I am writing as a concerned resident of Merritt Island to respectfully urge you not to approve the proposed zoning change (zoning application 25Z00054) that would allow medium- to high-density housing at the property located on the east side of N. Courtenay Parkway, approximately 420 feet south of Via De La Reina (parcel ID 24-36-14-00-259).

While growth can be beneficial when thoughtfully planned, this particular proposal threatens the safety, infrastructure, environmental balance, and character of the immediate neighborhood as well as the whole island in ways that are already well documented in the official reports on record.

Public safety must be paramount. One of the reports explicitly warns that this project presents a "material danger to public safety." This is not merely a speculative concern, but a formal conclusion based on the project's own analysis. Approving a development identified as posing such a risk would place current residents, future occupants, and first responders in jeopardy.

Traffic and infrastructure capacity are already strained. Many are familiar with the daily congestion along N. Courtenay Parkway. According to the report, local roads are operating at approximately 88% capacity, leaving very little margin for additional traffic. The proposed development exceeds the established "25% of remaining capacity" guideline; thus, rezoning this property would only exacerbate an already dangerous situation—raising the likelihood of accidents and posing increased risks to both drivers and adult and child pedestrians, particularly as the area awaits roadway redesign to place a raised median.

In addition, flooding concerns cannot be ignored. Natural drainage systems on Merritt Island are already under stress, and increased density at this location would further burden those systems. The result could be heightened flood risk for nearby homes and businesses, creating long-term consequences that are difficult and costly to reverse.

The proposal is also incompatible with surrounding land use. The report itself acknowledges that the planned 222 units are not consistent with the adjacent single-family neighborhoods. Such incompatibility threatens the stability, character, and quality of life of communities that residents, including myself, have invested in for decades.

Equally concerning is the loss of green space, especially wetlands and wildlife habitats, which would be irreversible. Our community has worked hard to preserve these areas, recognizing their importance to our ecosystem, natural drainage, and as a buffer against overdevelopment. Once lost, this land—and the balance it provides—cannot be restored. Preserving these spaces is essential to maintaining what makes Merritt Island a unique and cherished place to live.

Finally, there is clear local opposition and advisory concern. The Merritt Island Redevelopment Agency (MIRA) has already demonstrated its support for preserving our community by voting against the rezoning proposal, and even the Brevard County Planning & Zoning board was not able to reach a majority in favor of this project TWICE, after hearing both sides. As one of our elected representatives, I respectfully ask that you honor the judgment of local advisory boards and the residents they serve, rather than overriding their recommendations.

I support smart, appropriately scaled growth—but not this specific project, particularly in this specific location. The proposed density cannot be sustained without compromising safety, traffic flow, environmental resilience, and neighborhood compatibility.

For these reasons, I respectfully ask that you vote no on this zoning change and help protect the safety, environment, and long-term well-being of Merritt Island and its residents.

Thank you for your time, consideration, and service to our community.

Respectfully,

Gayle Allenback

2405 Raintree Lake Circle

Merritt Island, FL 32953

From: Gayle Allenback
To: Commissioner, D3
Subject: Request for Denial of Zoning Application 25Z00054 – Parcel ID 24-36-14-00-259
Date: Thursday, March 26, 2026 11:05:40 AM

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

Dear Commissioner Adkinson,

I am writing as a concerned resident of Merritt Island to respectfully urge you not to approve the proposed zoning change (zoning application 25Z00054) that would allow medium- to high-density housing at the property located on the east side of N. Courtenay Parkway, approximately 420 feet south of Via De La Reina (parcel ID 24-36-14-00-259).

While growth can be beneficial when thoughtfully planned, this particular proposal threatens the safety, infrastructure, environmental balance, and character of the immediate neighborhood as well as the whole island in ways that are already well documented in the official reports on record.

Public safety must be paramount. One of the reports explicitly warns that this project presents a "material danger to public safety." This is not merely a speculative concern, but a formal conclusion based on the project's own analysis. Approving a development identified as posing such a risk would place current residents, future occupants, and first responders in jeopardy.

Traffic and infrastructure capacity are already strained. Many are familiar with the daily congestion along N. Courtenay Parkway. According to the report, local roads are operating at approximately 88% capacity, leaving very little margin for additional traffic. The proposed development exceeds the established "25% of remaining capacity" guideline; thus, rezoning this property would only exacerbate an already dangerous situation—raising the likelihood of accidents and posing increased risks to both drivers and adult and child pedestrians, particularly as the area awaits roadway redesign to place a raised median.

In addition, flooding concerns cannot be ignored. Natural drainage systems on Merritt Island are already under stress, and increased density at this location would further burden those systems. The result could be heightened flood risk for nearby homes and businesses, creating long-term consequences that are difficult and costly to reverse.

The proposal is also incompatible with surrounding land use. The report itself acknowledges that the planned 222 units are not consistent with the adjacent single-family neighborhoods. Such incompatibility threatens the stability, character, and quality of life of communities that residents, including myself, have invested in for decades.

Equally concerning is the loss of green space, especially wetlands and wildlife habitats, which would be irreversible. Our community has worked hard to preserve these areas, recognizing their importance to our ecosystem, natural drainage, and as a buffer against overdevelopment. Once lost, this land—and the balance it provides—cannot be restored. Preserving these spaces is essential to maintaining what makes Merritt Island a unique and cherished place to live.

Finally, there is clear local opposition and advisory concern. The Merritt Island Redevelopment Agency (MIRA) has already demonstrated its support for preserving our community by voting against the rezoning proposal, and even the Brevard County Planning & Zoning board was not able to reach a majority in favor of this project TWICE, after hearing both sides. As one of our elected representatives, I respectfully ask that you honor the judgment of local advisory boards and the residents they serve, rather than overriding their recommendations.

I support smart, appropriately scaled growth—but not this specific project, particularly in this specific location. The proposed density cannot be sustained without compromising safety, traffic flow, environmental resilience, and neighborhood compatibility.

For these reasons, I respectfully ask that you vote no on this zoning change and help protect the safety, environment, and long-term well-being of Merritt Island and its residents.

Thank you for your time, consideration, and service to our community.

Respectfully,

Gayle Allenback

2405 Raintree Lake Circle

Merritt Island, FL 32953

Re: File #8588 / 25Z00054 – Merritt Bidco SPV, LLC (Kim Rezanka, attorney) / RangeWater Real Estate – Rezoning Request from AU (with Binding Site Plan) to RU-2-15 and RU-2-30 with Removal of BSP

Tax Parcel 2412106, District 2, Merritt Island (approx. 11.24 acres near Pioneer Road / North Courtenay Parkway)

Date: March 30, 2026

Brevard County Board of County Commissioners

2725 Judge Fran Jamieson Way, Building C

Viera, FL 32940

Dear Commissioners,

I write on behalf of the existing homeowners and taxpayers of Merritt Island and Brevard County. The Planning & Zoning Board deadlocked 7-7 on March 16, 2026, with no recommendation forwarded to you. This tie vote reflects deep, unresolved concerns about infrastructure shortfalls and taxpayer subsidies. We urge you to deny this rezoning — or approve it only with ironclad, binding conditions requiring the developer to pay 100% of all infrastructure upgrades concurrent with development, with no burden shifted to existing residents.

Exact Details from March 16, 2026, P&Z Meeting (Item H.3)
The applicant, represented by attorney Kim Rezanka (on behalf of Merritt Bidco SPV, LLC and contract purchaser RangeWater), along with RangeWater representative Mike Oliver, engineer Kyle Chastine, and traffic engineer Trent Ebersole (earlier references also noted Daniela Jurado), presented the following:

- Rezoning from Agricultural Use (AU) with an existing Binding Site Plan (BSP for a former hospital conditional use) to RU-2-15 (7.5 acres) and RU-2-30 (3.66 acres), removing the BSP entirely.
- Concept plan: **222 multi-family units** (reduced from 240), three stories maximum, average density 19.75 units/acre, one-story clubhouse.
- Binding Development Plan modifications offered: extension of a right-turn lane on Pioneer Road (to 400 ft), reduced building height, increased eastern setbacks to 100 ft, maintained 50-ft north landscape buffer, cross-access easement, and a proportionate fair share (PFS) **agreement "if necessary."**

- Traffic Impact Study claims: 1,379 daily vehicle trips (85 AM / 115 PM peak). Courtenay Parkway segments at 95% capacity in the 2027 no-build scenario; the project adds "only 2%" capacity. Courtenay/Pioneer intersection: **"no change in Level of Service (LOS**)"; delay increases by only **"one additional vehicle every two minutes**… **you wouldn't notice any change whatsoever."** They compared it favorably to the old hospital use (which would generate 4x daily trips).
- Attorney Rezanka stated: **"We're not changing the level of service from D to something else**" and **"This project will not introduce traffic into identified boundaries of [nearby neighborhoods]."** Impact fees were projected at >$500,000 plus $200–300k PFS. They argued full consistency with the Comprehensive Plan's Merritt Island Redevelopment Area (MIRA) policies.

County staff noted the TIS was preliminary for rezoning (full concurrency review occurs at site-plan stage) and referenced that the project could exceed 25% of remaining capacity on certain Courtenay Parkway segments under Brevard County Code §62-602(F)(6)(b). The applicant's team repeatedly deferred fixes: **"phased improvements possible," "PFS if necessary,"** and **"site plan issue, not rezoning."**

These Claims Fail Under Brevard County's Own Policies
The applicant's own language — particularly the repeated use of **"if necessary"** — proves the infrastructure is inadequate now. Yet the **Capital Improvements Element (Chapter 13)** requires the opposite:

"Brevard County should consider financing needed capital improvements with … impact fees and other forms of development exactions to ensure that new development pays a pro rata share of infrastructure development costs" (Policy 4.5, p. XIII-7).

"Brevard County shall continue to utilize a concurrency management system … to ensure that service levels are not degraded below acceptable level of service standards" (Policy 5.1, p. XIII-6).

"Building permits may be approved if the developer agrees to construct all improvements necessary … concurrent with its development" (Policy 5.2 Criteria D, p. XIII-9).

"Limit future public expenditures for infrastructure and service facilities which serve to subsidize growth" (Objective 3, p. XIII-6). Transportation facilities must be in place or under actual construction no more than three years after certificate of occupancy (Policy 5.2 Criteria C).

Transportation impact fees have not been updated since 2007 — the fee for a new single-family home remains at $4,353. When these outdated fees fall short, existing homeowners subsidize new development through property taxes and deferred maintenance. The 1000 Friends of Florida report confirms: **"Without the fees, existing residents would in effect subsidize the costs of new development" (p. 2);** residents **"may face increased taxes to subsidize new development" (p. 3)**.

The East Merritt Island Small Area Study (2008) and North Merritt Island Small Area Study (2018) explicitly warned against high-density redevelopment on this barrier island: it would drop LOS to "F," degrade evacuation times in **Zone A (Red)**, and worsen chronic flooding due to limited outfalls. The studies recommend **reducing** densities, not increasing them. The applicant's **"2% add, one car every two minutes"** claim **ignores cumulative growth** and the fact that their own TIS shows the corridor is already at **95% capacity pre-development**.

Even more concerning is the strain on our failing water and sewer systems. Brevard County faces **nearly $800 million** in mandated upgrades (Florida Today, March 22, 2026). **PFAS**, **forever chemicals**, exceed the EPA's 4-ppt limit in drinking water at the Mims/North Brevard and Barefoot Bay plants (finished water up to 5.9 ppt, some wells 13 ppt PFOS). Wastewater treatment removes less than 10% of PFAS, and leaky pipes have already caused major sewage discharges. The staff report confirms the project will connect to county sewer and that the **developer must pay for lift-station improvements "if capacity is not sufficient."**

This site lies entirely in **mandatory Evacuation Zone A (Red)**. Brevard County Emergency Management states: **"Zone A (Red) … includes the barrier islands, Merritt Island … due to storm surge which can affect causeway and bridge approaches."** The North Merritt Island Small Area Study (p. 43) warns that **"any additional increase in residential density may further degrade the evacuation times for the area."**

Call to Action
I respectfully request that you deny this rezoning. Alternatively, approve it only if the applicant executes a **binding agreement before any vote** that:

1. Requires the developer to fund and construct **100%** of all traffic, drainage, water/sewer, and concurrency improvements at their sole cost.
2. Proves no degradation below adopted LOS standards and full concurrency **(including safe evacuation times)** at certificate of occupancy.
3. **Waives any future taxpayer bailout or subsidy.**

We are not against growth. We are against **subsidized growth** that violates your own Comprehensive Plan policies and places unacceptable burdens on the families who already paid for Brevard's infrastructure. The people of Merritt Island and Brevard County deserve better.

Thank you.

I have attached key excerpts from Chapter 13 (Capital Improvements Element), both Small Area Studies, the 1000 Friends of Florida report, PFAS testing data, the official Evacuation Zone A policy, and the P&Z meeting video link for the record. I am available to answer any questions.

Attachments:

- Capital Improvements Element (pp. XIII-6 to XIII-9)
- East Merritt Island Small Area Study (2008) – key excerpts (pp. 4–5, 30, 51–52)
- North Merritt Island Small Area Study (2018) – key excerpts (pp. 40–43, 62)
- 1000 Friends of Florida Impact Fees Report (2022) – pp. 2, 3, 6
- Florida Today – "Brevard needs $800 million worth of water and sewer upgrades" (March 22, 2026): https://www.floridatoday.com/story/news/local/environment/2026/03/22/sewer-water-most-taxing-on-brevard-future-budgets/89242416007/
- Brevard County Official PFAS page (current test results): http://www.brevardfl.gov/UtilityServices/drinking-water/PFAS
- County staff report for 25Z00054 (lift-station responsibility): https://brevardfl.legistar.com/gateway.aspx?M=F&ID=e082f63b-07b3-4f36-b2dc-944a176151bd.pdf (pages on Utilities Services comments)
- "Brevard County Evacuation Zone A (Red) – Official Policy" Direct link: https://www.brevardfl.gov/EmergencyManagement/BePrepared/Step3HaveAPlan/Evacuation
- Direct PDF link (Florida Disaster / Brevard County evacuation zone map): https://maps.floridadisaster.org/county/EVAC_BREVARD.pdf

From: carol allenbaugh
To: Commissioner, D2
Subject: Project proposed at Courtney and Pioneer , Merritt island
Date: Saturday, February 7, 2026 6:21:00 PM

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

The Critical Facts:
• Safety Risk: The Staff Report (p. 10) warns this project creates a "Material Danger to Public Safety."
• Traffic: Our roads are already at 88% capacity. This project ignores the rule that limits development to "25% of remaining capacity."
• Bad Fit: The report admits 222 units is "not consistent" with our single-family neighborhoods.
• Local Experts Said No: Both local advisory boards (MIRA/P&Z) couldn't even find a majority to support this.

From:	KItty Fletcher
To:	Commissioner, D2
Subject:	Merritt Bidco SPV LLC"s proposed rezoning and development of a 222-unit residential multi-family project
Date:	Wednesday, March 11, 2026 1:45:16 PM

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

Mr Goodson,
I wanted to personally let you know that my family and I vehemently oppose this project. The impact will be detrimental to Merritt Island and its residents. It's time to take a stand for Merritt Island and its residents and those who have voted for you.

Katherine "Kitty" Fletcher
321-405-7454

From:	E"Syl Ray
To:	Commissioner, D1; Commissioner, D2; Commissioner, D3; Commissioner, D4; Commissioner, D5
Subject:	Rezoning property N. Courtenay Parkway
Date:	Tuesday, March 17, 2026 9:05:18 AM

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

Dear Board of County Commissioners,

As a full time homeowner off Pioneer and Sykes Creek Drive, rezoning the area in front of Pioneer would not provide a positive impact to the surrounding neighborhood. With Starbucks and the elementary school in the area, high delays already accrue with high level of traffic and accidents on N. Courtenay Parkway, congestion will be at its peak.

Moving in this neighborhood in 2019, we wanted a slower, peaceful living. Many homes are for sell and sold in the area, there for multiple families have also arrived to enjoy the quiet area. Kids are still currently able to ride their bikes and play outside safety. I have seen animals live in these areas too, bunnies and raccoons, birds, even domesticated cats.

I ask, you please to vote NO for the rezoning.

From: Charlie Amrich
To: Commissioner, D1
Subject: Apartments on N. Courtenay
Date: Tuesday, March 17, 2026 4:41:59 PM

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

Dear Commissioner,
I am writing to urge you not to approve the rezoning of the property at N Courtenay and Pioneer Rd to put in a 220 unit apartment building. The amount of congestion and traffic backup in that area is already quite heavy, especially at peak times and that type of development seems like it would create not only a nuisance but a more dangerous traffic area. I've seen the aftermath of a few accidents there and witnessed many more close calls.
Thank you for considering this matter.

Best,
Charlie

Charlie Amrich
321-266-8209
charlieamrich@gmail.com

From:	Patricia Bender
To:	Commissioner, D1; Commissioner, D2; Commissioner, D3; Commissioner, D4; Commissioner, D5
Subject:	Re: Merritt Island Rezoning
Date:	Tuesday, March 17, 2026 8:26:22 PM

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

Patty Bender
465 Bacardi Drive,
Merritt Island, FL 32953

407-222–064

> On Mar 17, 2026, at 6:42 PM, Patricia Bender <pgb8@icloud.com> wrote:
>
> Dear Commissioner,
>
> Please do NOT approve the rezoning in Merritt Island. That intersection is already a nightmare - this is NOT the place to put high density housing!
>
> Please help keep our Island a well-functioning place to live!
>
> Sincerely,
>
> Patty Bender
>
> 465 Bacardi Drive
>
> Merritt Island

From: wcauffman@cfl.rr.com
To: Commissioner, D2
Subject: rezoning to allow apartments in Merritt Island
Date: Wednesday, March 18, 2026 8:44:55 AM

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

Hello Mr. Goodson,
My name is William Cauffman. I have lived at 2265 Sykes Creek Drive since 1999. I have enjoyed it greatly. The area under consideration is jam packed with very little extra space for expansion. The infrastructure simply cannot support that increase in traffic density.
My subdivision, Villa De Palmas, and neighboring Sykes Cove have roughly 300 expensive water front homes. The remaining homes in those subdivisions are $500K plus. I understand there is a desire to increase the tax base, but how about responsible planning where the new development adds to the quality of life rather than detract.
North of the barge canal there are many undeveloped acres where an apartment complex might be better suited. Please reject this proposal to rezone the 10 acres for a 200 plus apartment building.
Best regards
William Cauffman

From: Chanisara Netsuwan
To: Commissioner, D2
Subject: Merritt Island Planning and Zoning Concerns
Date: Thursday, March 19, 2026 4:23:58 PM
Attachments: Letter to Commissioners 3-19-26.pdf

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

Dear Commissioner Goodson and District 2 Staff,

I am emailing in regards to following Public Hearing regarding the possible rezoning on Merritt Island. Please see the attached letter detailing my concern as a resident who will be affected if the rezoning passes.

File #:	8647		
Type:	Public Hearing	Status:	Agenda Ready
File created:	2/9/2026	In control:	Planning and Zoning Board / Local Planning Agency
On agenda:	3/16/2026		

Sincerely,

Chanisara Netsuwan

Regarding Tax Account Number 2412106
Parcel ID: 24-36-14-00-259

Commissioners,

My name is Chanisara Netsuwan, and I am a resident of the Raintree by the Lake subdivision. I am writing to you all to express my deep concerns regarding the potential re-zoning and approval for the developer to construct a 222-unit apartment complex at the corner of Pioneer and Courtenay Parkway. My husband and I moved to Merritt Island close to five years ago, and in that short time we have noticed an increase in traffic on Courtenay, as well as a general increase in all of Brevard County. While this growth is certainly exciting especially given the boom in both the public and private space industries, we've come to learn about the deep and rich roots of this community.

We understand that a traffic study was conducted over two distinct 24-hour periods. While this effort to prove available capacity is appreciated, that is not nearly enough of a sample size to gauge the existing traffic, let alone the increase in the number of cars being on the road the apartments would bring. As many others have noted in Public Comment, both to your offices, as well as at the public meetings, the existing traffic situation needs to be addressed. There is simply no way that adding 222 additional housing units would only modestly impact the existing traffic. It is simple common sense.

As Bowman and Rangewater presented at the Planning and Development meeting on March 16, 2026, under current zoning regulations, the current approved uses are for a medical facility or five single family dwellings. It was brought up that a hospital would impact the current traffic much more than an apartment complex, as highlighted in Bowman's Highest and Best Land Use Selection section of their report. While this might be true, Rangewater made it clear that the current owner of the land is a motivated seller. With the new hospital being constructed on Merritt Island, it is unlikely that that another buyer would purchase the land to add another.

There is a housing shortage in this county, as well as the country as a whole, and if we are all in agreement that the American Dream is to one day own a home, wouldn't the best use for the land be for another developer to purchase the land in order to add five more homes to our beautiful little island? Surely, if the seller is truly motivated, there is a developer out there willing to buy valuable land at a deeply discounted rate and still turn a profit building single family homes.

Reviewing Staff Comments regarding the planned development, it seems pretty clear that County Staff have pointed out some areas of concern. Among them, the eagle's nest not far from the planned site that would likely be at risk, wetlands that are currently on the property, and the road already being at nearly 88% capacity. During the unusual rain event in October, we for the first time experienced water coming into our home. We were not as negatively affected as so many in our community especially to our north, but further development will almost certainly lead to disrupting the existing stormwater runoff issues that we have been seeing.

For all of the above reasons, as well as the unanimous vote that MIRA recommended against approving this, we strongly recommend the denial of the zoning change and pursuing a different course of action with regard to the property in question. I would appreciate a reply, and would be happy to correspond further or meet in any commissioner's office to discuss these concerns in greater detail. I appreciate your dedication to public service, and thank you all for your attention to this matter.

Yours truly,

Chanisara Netsuwan
Merritt Island Resident

From: m Anderson
To: Commissioner, D2
Subject: No Pioneer Road
Date: Saturday, March 21, 2026 9:06:45 AM

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

Vote no on development rezoning on Pioneer Road and Courtenay.

Thank you
Sent from my iPhone

From: TERRY LATHAM
To: Commissioner, D2
Subject: Proposed development
Date: Saturday, March 21, 2026 3:41:31 PM

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

I moved here 5 years ago from the Bradenton area. Although my wife and I loved the area, the unrestricted development and increase in traffic became unbearable. As more development increased place the traffic flow decreased to the point where the bumper to bumper traffic in the mornings and late afternoons increased drive times 200%. We finally had enough and like many others moved. I chose Merritt Island because it was more rural in nature and the traffic was bearable. But over the years the traffic on North Courtney has increased significantly and it's now bumper to bumper twice a day for up to two hours at a time. With Blue Horizon expanding the situation will only get worse. PLEASE do not approve the proposed development now under consideration by your Board!!!!!! You will ruin the very thing that drew people to live here.

From:	Greg McClasky
To:	Commissioner, D1; Commissioner, D2; Commissioner, D3; Commissioner, D4; Commissioner, D5
Subject:	We oppose the zoning change request at Courtenay and Pioneer
Date:	Wednesday, March 25, 2026 9:40:55 PM

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

Please oppose the developer's request to change the zoning from AU to allow 222 apartments on the property at Courtenay and Pioneer. We would welcome single family homes being built in that location under the current zoning, as that would be consistent with the rest of the homes in that area and also consistent with the zoning plan that has been in place for decades.

Reasons to vote against the re-zoning are as follows.

Traffic and Safety on Courtenay

- The developer's traffic expert acknowledged that Courtenay congestion is currently rated as an E in that area (and perhaps an F at the ramps onto 528). Allowing this rezoning would push Courtenay traffic very close to an F rating.
- The traffic already backs up from 528 to Pioneer when the bridge is up.
- When the planned barriers are installed thereby eliminating the middle lane, the northbound traffic will be even worse as everyone going southbound will have to go northbound to make a U-turn somewhere. It will also be very dangerous, as those coming out of the proposed apartment complex will be trying to immediately cut across traffic to get to the left turn lane to make a U-turn at the proposed stoplight at Via De La Reina.
- As an unusual justification, the developer talked about the possibility of increased traffic coming in/out of the medical center on the corner. They even suggested that there could be a 100-bed hospital/medical center. At the Zoning Board Meeting, the Staff later said that this could be done without re-zoning.
- For those living in the northern half of Merritt Island, Courtenay to 528 is realistically the only way to get off the island during an evacuation. With north Courtenay already at an E congestion rating, it doesn't make sense to put so many more people in that area.

Traffic and Safety on Pioneer

- It can already take 3 or more long stoplight cycles to turn southbound from Pioneer to Courtenay during school dismissal times.
- The problem is with those trying to turn left. Expanding the right-turn lane will not solve that problem. Most people currently just drive over the grass, so while it will make it smoother to expand the the right turn lane, the real problem is the need for a left turn lane with a left turn arrow at the stop light.
- The wait at the stoplight has gotten bad enough that many people are cutting down the

street behind Starbucks and along the car wash. It has become such a safety issue that Hampton Mannor Assisted Living is warning its elderly residents to be especially cautious when trying to go to Starbucks or the bank.

- With the proposed barriers on Courtenay, even more traffic will be routed to Pioneer from the apartment complex since many people will need to go southbound to get to commercial businesses such as Publix and Target.
- Those coming onto Pioneer from the apartment complex to turn south will have to cut across the newly expanded right turn lane. During school dismissal, the left turn lane will be backed up further than the apartment complex exit. Cars coming out of the complex will end up blocking the right turn lane while trying to get into the left turn lane.
- Prior to school dismissal, the cars start lining up half on the shoulder and half in the road on Pioneer. Residents of the area must drive on the wrong side of the road to get home. Adding to that congestion is a bad idea and makes it even less safe for the elementary students.

Privacy and Property Value Issues

- Consider how you would react to having people over 30 feet up on their balcony able to look into your home and back yard from only 100 feet away. I'm sure this will also have a negative impact on those homeowner property values.

Potential Flooding

- While the developers say they will not add to any flooding issues, we heard similar things before the development on the southeast corner was completed. However, flooding has increased since that development was completed. With the increased intensity of storms in recent years, we fear that the estimates for water retention could be off and create more flooding issues for the local residents.

Other Concerns & Comments

- If the development goes forward and pushes traffic just short of the F level traffic capacity limits, then other growth from the medical center or Hampton Manor, or growth of some other local businesses could be 'the straw that breaks the camel's back' within the next year or so after the development is completed. If the changes are required after the developer complets the projec, and the changes ultimately require a huge investment in Courtenay and/or Pioneer, it will be all of the area residents, and not the developers, that will get stuck with the bill to pay for it.
- The zoning was set up as AU to protect Merritt Island from becoming overpopulated. It is not the Commissioners' job to help developers make money. It is your responsibility to protect the residents that elected you from allowing overcrowding in this area.
- Over 2,000 local area voters have signed a petition requesting that you deny the request to change the zoning.

We pray you will deny this developer's zoning change request.

Greg & Tina McClasky
1899 Sykes Creek Dr.
Merritt Island, FL 32953

From: Gayle Allenback
To: Commissioner, D2
Subject: Request for Denial of Zoning Application 25Z00054 – Parcel ID 24-36-14-00-259
Date: Thursday, March 26, 2026 11:04:59 AM

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

Dear Commissioner Goodson,

I am writing as a concerned resident of Merritt Island to respectfully urge you not to approve the proposed zoning change (zoning application 25Z00054) that would allow medium- to high-density housing at the property located on the east side of N. Courtenay Parkway, approximately 420 feet south of Via De La Reina (parcel ID 24-36-14-00-259).

While growth can be beneficial when thoughtfully planned, this particular proposal threatens the safety, infrastructure, environmental balance, and character of the immediate neighborhood as well as the whole island in ways that are already well documented in the official reports on record.

Public safety must be paramount. One of the reports explicitly warns that this project presents a "material danger to public safety." This is not merely a speculative concern, but a formal conclusion based on the project's own analysis. Approving a development identified as posing such a risk would place current residents, future occupants, and first responders in jeopardy.

Traffic and infrastructure capacity are already strained. Many are familiar with the daily congestion along N. Courtenay Parkway. According to the report, local roads are operating at approximately 88% capacity, leaving very little margin for additional traffic. The proposed development exceeds the established "25% of remaining capacity" guideline; thus, rezoning this property would only exacerbate an already dangerous situation—raising the likelihood of accidents and posing increased risks to both drivers and adult and child pedestrians, particularly as the area awaits roadway redesign to place a raised median.

In addition, flooding concerns cannot be ignored. Natural drainage systems on Merritt Island are already under stress, and increased density at this location would further burden those systems. The result could be heightened flood risk for nearby homes and businesses, creating long-term consequences that are difficult and costly to reverse.

The proposal is also incompatible with surrounding land use. The report itself acknowledges that the planned 222 units are not consistent with the adjacent single-family neighborhoods. Such incompatibility threatens the stability, character, and quality of life of communities that residents, including myself, have invested in for decades.

Equally concerning is the loss of green space, especially wetlands and wildlife habitats, which would be irreversible. Our community has worked hard to preserve these areas, recognizing their importance to our ecosystem, natural drainage, and as a buffer against overdevelopment. Once lost, this land—and the balance it provides—cannot be restored. Preserving these spaces is essential to maintaining what makes Merritt Island a unique and cherished place to live.

Finally, there is clear local opposition and advisory concern. The Merritt Island Redevelopment Agency (MIRA) has already demonstrated its support for preserving our community by voting against the rezoning proposal, and even the Brevard County Planning & Zoning board was not able to reach a majority in favor of this project TWICE, after hearing both sides. As one of our elected representatives, I respectfully ask that you honor the judgment of local advisory boards and the residents they serve, rather than overriding their recommendations.

I support smart, appropriately scaled growth—but not this specific project, particularly in this specific location. The proposed density cannot be sustained without compromising safety, traffic flow, environmental resilience, and neighborhood compatibility.

For these reasons, I respectfully ask that you vote no on this zoning change and help protect the safety, environment, and long-term well-being of Merritt Island and its residents.

Thank you for your time, consideration, and service to our community.

Respectfully,

Gayle Allenback

2405 Raintree Lake Circle

Merritt Island, FL 32953

From: rstrickland15@cfl.rr.com
To: Commissioner, D2
Subject: Merritt Island Rezoning
Date: Tuesday, March 31, 2026 9:15:27 AM

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

Please oppose the rezoning of Merritt Island regarding Courtenay and Pioneer.
Thank you.

Randy Strickland

From:	Benavidez, Tori	**25Z0054**
To:	Randall, Alice	
Subject:	Meeting Minutes-Planning& Zoning 03/16/2026	
Date:	Tuesday, April 7, 2026 12:05:55 PM	

Hi Alice~ With regards to the Planning & Zoning Board meeting held on 03/16/2026:

In the statement I made near the end of the hearing, I stated that the Sykes wastewater treatment plant was at capacity. However, I misspoke and would now like to correct my statement to say the Sykes plant is not at capacity.

I would appreciate anything you can do to amend the minutes.

Please let me know if you need anything else from me.

Thank you,

Victoria Benavidez
Accountant II
Brevard County Utility Services
United We Stand

From: G S
To: Commissioner, D4
Subject: Project 222
Date: Sunday, April 26, 2026 11:35:33 AM

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

Do not vote to approve this rezoning project.Traffic chaos, environmental water can not be handled by Pioneer road drainage ditch which has already filled up the canal behind our Malaga Ct homes. Stop all new construction in Brevard Co. until all septic systems have converted over to sewer system with no overflow to the lagoons.
GARY Shetzline 220 Malaga Ct MI 32953

From: Madonna Bailey
To: Commissioner, D4
Subject: Please vote NO for the rezoning 222 Project
Date: Sunday, April 26, 2026 9:22:26 PM

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

Dear Commissioner Feltner,

I am writing regarding the 222 Project about the rezoning for apartments. Please vote NO for the rezoning. I live on Sykes Creek drive. I am not against homes/ townhomes to be build or even medical office that will help the local residence in the area, but I am totally against apartments that will bring multiple people and cars to the area that is already congested. I drive daily to Pioneer to turn onto Courtney, and it is not a pleasant experience.

Additionally, do not ruin the Merritt Island as a small quaint town by adding large apartment complexes.

Please vote NO for the rezoning.

Sincerely,

Madonna Bailey

From:	stephen fitzpatrick
To:	Commissioner, D1; Commissioner, D2; Commissioner, D3; Commissioner, D4; Commissioner, D5
Subject:	Opposed to RangeWater rezoning request
Date:	Monday, April 27, 2026 9:24:05 AM

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

District 1 Commissioner Katie Delaney, District 2 Commissioner Tom Goodson, District 3 Commissioner Kim Adkinson, District 4 Commissioner Rob Feltner, and District 5 Commissioner Thad Altman -

We are residents of 205 Via Havarre, Merritt Island, FL 32953, and we are adamantly opposed to the rezoning request from RangeWater (Merit BIDCO) to change the subject Pioneer Road/North Courtney Parkway parcel from Agricultural Residential (RU-1-13) to Medium-Density Multiple-Family Residential (R-2).

RangeWater's proposal to allow roughly 222 apartment units on an 11.24-acre Merritt Island parcel not only departs from the area's intended use, it is environmentally wreckless, will introduce additional traffic to an already over-congested area, and compromise the safety of the community.

Thank you in your consideration to deny the subject rezoning request.

Stephen & Michele Fitzpatrick
205 Via Havarre, Merritt Island, FL 32953
321-246-0766

From:	Diana Glenz
To:	Commissioner, D1; Commissioner, D2; Commissioner, D3; Commissioner, D4; Commissioner, D5
Subject:	Concern about proposed apartment complex on Merritt Island
Date:	Monday, April 20, 2026 6:00:10 PM

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

Dear Brevard County Board of Commissioners,

I unfortunately am unable to attend your meetings because of work, but I wanted to strongly voice my opposition to the apartment complex that is being proposed off of Pioneer Road. It is not a suitable location for such a large complex. There are many reasons why it's not suitable but first and foremost is that the county has not established a sufficient infrastructure to handle an apartment complex at that site. I strongly urge you to please vote against the rezoning, which would permit this complex to be built. Especially you, Mr. Goodson. You represent Merritt Island and this is not the type of growth that is appropriate for Merritt Island. I appreciate you taking the time to read and consider my email.

Sincerely,
Diana Glenz
1529 Stafford Avenue
Merritt Island

From:	Rebecca Hauser
To:	Commissioner, D2
Cc:	Commissioner, D1; Commissioner, D3; Commissioner, D4; Commissioner, D5
Subject:	URGENT: Opposition to Rezoning Case 25Z00054 – 130 Pioneer Road
Date:	Sunday, April 12, 2026 12:25:09 PM

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

Dear Commissioners,

I am writing on behalf of the residents of Merritt Island to formally express our strong opposition to the proposed rezoning of 130 Pioneer Road (Parcel ID: 24-36-14-00-259) from commercial to high-density residential. Our community has conducted extensive research into this application, and we believe it represents a predatory development model that is incompatible with our infrastructure and medical district.

Our opposition is based on the following findings:

- **Financial Speculation & Profit Incentive:** Public records confirm the developer purchased this property in March 2025 for **$1,020,000**. By requesting a rezone to high-density residential, the applicant is seeking a massive "value jump"—potentially increasing the land value to **$5,000,000** or more overnight. They purchased this land knowing its current commercial zoning and limitations; the taxpayers of Merritt Island should not be forced to bear the burden of increased traffic and flooding just so an out-of-state firm can quintuple its investment.
- **The "Shell Company" Shield:** The applicant is listed as **Merritt Bidco SPV LLC**. As a Special Purpose Vehicle (SPV), this is a "shell" designed to shield the parent companies—**Brigade Capital** (NYC) and **RangeWater** (Atlanta)—from any legal or financial liability if the project fails, causes drainage damage to neighbors, or goes bankrupt. This structure ensures they reap the profits while our community holds all the long-term risk.
- **Encroachment on Medical Infrastructure:** The developer didn't just buy vacant land; they purchased **Units 2 and 3 of the Merritt Medical Center II Condominium**. Their own legal filings admit these units are

occupied by physicians affiliated with **Orlando Health**. This is a targeted effort to infiltrate and displace essential medical services in favor of high-density housing.

- **Infrastructure & Drainage Risk:** This 11.24-acre lot is a critical low-lying area. Converting this "sponge" into a 222-unit complex will inevitably lead to flooding for the remaining medical providers, including **Complete Care Holding LLC**, who has operated in Unit 1 since 2015.

The residents of Merritt Island are not against growth, but we are against **irresponsible densification** pushed by out-of-state private equity firms. They are free to build what the land is currently zoned for; there is no reason for this Board to grant a rezone that serves only to line the pockets of New York investors while harming local residents and doctors.
We urge you to stand with your constituents and deny this rezoning request on **May 7th**.

Respectfully,
Rebecca Hauser
Board Member, Sykes Cove Community
Merritt Island Resident

From:	Rebecca Hauser
To:	Commissioner, D1; Commissioner, D2; Commissioner, D3; Commissioner, D4; Commissioner, D5
Subject:	Capacity Deficiencies and Safety Conflicts for Case #25Z00054
Date:	Wednesday, April 15, 2026 7:28:41 PM

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

Dear Commissioners,

As the Board prepares for the May 7th hearing regarding the rezoning of 130 Pioneer Road, I am formally submitting findings from the County's own **Addendum Number 2 (issued March 24, 2026)** into the record.

While the developer may argue that they have a right to a Proportionate Fair Share (PFS) agreement, the data in this addendum provides clear, fact-based grounds for **denial** based on public safety and infrastructure failure.

We wish to highlight three critical points from your staff's report:

1. **Violation of the "25% Capacity Rule":** Addendum 2 explicitly states that this project will consume **greater than 25% of the remaining capacity** on N. Courtenay Parkway (Segments 152 and 155). Allowing a single development to monopolize this much remaining infrastructure—on a road already at 88% capacity—is a direct threat to the future growth of our established medical district.
2. **Level of Service (LOS) Deficiency:** Staff has asked this Board to consider if this project creates a **"further deficiency in the Level of Service"** under Administrative Policy 5. Pushing North Courtenay toward a failing grade (LOS E/F) creates a material danger to public safety on a primary evacuation route.
3. **Unpermitted Access Claims:** The developer's "Alternative 2" traffic plan relies on a left-in turn from North Courtenay. However, **FDOT Project Manager Gene Varano confirmed on April 13, 2026, that NO permit has been issued** for this access. Furthermore, FDOT's $5.5M safety median project (453311-1) is specifically designed to eliminate the type of conflict points this developer is proposing.

Under the legal standard established in Brevard County v. Snyder, this Board has the discretion to decide that maximum development density should not be allowed when maintaining the existing zoning serves a legitimate public purpose.

Protecting our roads from failing levels of service and preserving our medical infrastructure are the definition of "legitimate public purposes." We urge you to represent your 2,500+ constituents and **deny Case #25Z00054.**

Respectfully,
Rebecca Hauser
Board Member, Sykes Cove Community Association

From:	Mary Hayes
To:	Commissioner, D2; Commissioner, D1; Commissioner, D3; Commissioner, D4; Commissioner, D5
Subject:	Project 222 - Opposition to Rezoning for High-Density Development
Date:	Sunday, April 26, 2026 3:44:51 PM

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

Dear County Commissioners,

I am writing to express my strong opposition to the proposed rezoning of the property near our community (Villa De Palmas, Merritt Island FL), to allow for a 222 unit high-density apartment type of complex.

The development would significantly increase traffic along Pioneer Street, on Courtenay Parkway, and all surrounding roads. These roads are ALREADY HEAVILY used, and the addition of hundreds of vehicles would create congestion, longer commute times, and heightened safety risks for residents, pedestrians and emergency services. The currant infrastructure is simply not equipped to handed this level of increased traffic.

Beyond traffic concerns, this proposal raises broader issues about overdevelopment and the impact on the character and livability of our community. A project of this scale would place additional strain on local resources and fundamentally alter the nature of the neighborhood without adequate planning or mitigation.

I respectfully urge you to reject this rezoning request and prioritize responsible development that aligns with the capacity of existing infrastructure and the well-being of current residents.

Thank you for your time and consideration.

Sincerely,

Mary Hayes
103 Via De La Reina
Merritt Island, FL 32953

From: Bobbye Jopling
To: Commissioner, D4
Subject: Project 222
Date: Sunday, April 26, 2026 12:22:37 PM

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

Dear Commissioner Feltner,

As a Merritt Island resident, I am asking that you vote NO to this proposed construction for several reasons:
* The intersection of Courtenay Parkway and Pioneer Rd, with its close proximity to Rte 528, with the recent addition of several new nearby businesses, and with the traffic already generated by Villa de Palma residents and the school car loop, is already an accident waiting to happen. Adding 222+ cars traveling through this intersection on a frequent basis is just asking for catastrophe.
*The infrastructure in this area is already inadequate for the existing traffic and development in this area. This section of Courtenay Parkway is a nightmare to travel at any time of day. We do not need a high-density residential development adding to the nightmare.
* There is already an issue with water runoff in this area from existing development. Recent measures to reconstruct the drainage ditch running along Pioneer Rd do not seem to have improved this issue, as heavy rains are still causing flooding. In addition, the water run-off from the ditch into the canal between Cadiz Ct and Malaga Ct has caused sludge build-up, which directly affects property values. To add more run-off from more development will just exacerbate these issues.
* Efforts to clean up the Indian River Lagoon will continue to have minimal impact if development continues unabated and existing septic tank issues are not addressed. Brevard County overall needs to put the brakes on new residential construction until we fix what's already broken.

I realize that some type of development is inevitable, but a high-density residential development is neither practical nor desirable for this property. In addition to the points outlined above, it will surely affect the desireability and property values of the existing homes here.

Thank you in advance for your attention.

Sincerely,
Roberta Jopling
222 Malaga Ct, MI

Property owner, tax payer, registered voter

From:	Joel McPherson
To:	Commissioner, D2
Cc:	Commissioner, D1; Commissioner, D3; Commissioner, D4; Commissioner, D5
Subject:	Proposed 222-Unit Apartment Complex
Date:	Tuesday, April 14, 2026 4:52:15 PM

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

To: Commissioner Tom Goodson (District 2), and Members of the Brevard County Board of County Commissioners

Brevard County's pending decision on a proposed 222-unit apartment complex on Merritt Island deserves careful, fact-based scrutiny—because this is not just another zoning question. It is a public safety and long-term planning decision for a barrier island.

Brevard County Board of County Commissioners is being asked to evaluate a level of density in an area that is fundamentally different from mainland communities. Merritt Island's limited evacuation routes—primarily a small number of causeways—mean that every additional unit of density must be evaluated not only for normal daily conditions, but for worst-case emergency scenarios. When a major hurricane approaches, the central question is not quality of life on an ordinary day, but whether residents can evacuate quickly and safely when time is critical.

A 222-unit development could reasonably add approximately 400 to 600 residents and several hundred vehicles. Those vehicles would funnel onto already congested corridors such as Courtenay Parkway and ultimately toward the same evacuation routes used by the entire island population. Even modest increases in traffic volume can have disproportionate impacts during evacuation events, potentially delaying clearance times when minutes matter.

This concern is not theoretical. Residents already experience recurring congestion, and emergency response times are directly influenced by roadway conditions. Increasing density without demonstrable improvements to evacuation capacity risks compounding an existing vulnerability rather than addressing it.

There are also broader infrastructure considerations. Hospitals and emergency services serving Merritt Island and surrounding areas have faced increasing demand in recent years, while operating within the same geographic constraints as residents. Growth that is not matched by parallel expansion in these systems may not reveal its full consequences until a high-stress event occurs.

None of this is an argument against growth. Brevard County needs housing, including rental options and workforce accommodations. However, location matters significantly. Inland areas such as Viera, Melbourne, and Rockledge are better positioned to support higher-density development. These communities have more robust road networks, fewer evacuation constraints, and closer proximity to expanding medical infrastructure. In many cases, they were specifically planned with growth capacity in mind.

On a barrier island, the standard for approval should be higher. Before considering a project of this scale, the Brevard County Board of County Commissioners should require

clear and updated evacuation modeling, enforceable infrastructure commitments, and verified assurances that emergency response capabilities will not be compromised.

Growth is inevitable, but where and how it occurs is a choice. On Merritt Island, that choice should prioritize safety, resilience, and long-term sustainability over short-term development pressure.

Respectfully submitted,
Joel McPherson
1298 Potomac Dr.
Merrittt Island, FL 32952

From: Gary Olsen
To: Commissioner, D4
Subject: Project 222
Date: Friday, April 24, 2026 4:24:01 PM

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

Dear Rob Feltner,

I am writing to express my opposition to the proposed zoning change for the construction of an apartment complex off Pioneer Road. As a local property owner, I strongly urge you to vote against this land use modification.

Allowing this development would significantly alter the character of our neighborhood and add a substantial amount of traffic to an already congested road. Given our location on a barrier island, high-density residential housing is not a suitable use of this land.

Thank you for your time and consideration of this matter.

Sincerely,

Gary Olsen

25Z00054

Dear Members of the Planning Commission,

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

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

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

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

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

Thank you for your time and consideration.

Sincerely,

Amanda Palmer

Concerned Resident

From: Jim Passarelli
To: Commissioner, D4
Subject: Appeal for Help
Date: Monday, April 27, 2026 8:41:17 AM

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

Commissioner Feltner,

I am writing to make an appeal to stop the proposed rezoning for Project 222 on Pioneer Road in Merritt Island. Your constituents in Central Merritt Island would suffer tremendously from this proposed rezoning. This is a quiet neighborhood and the existing medical plaza at SR 3 and Pioneer Road is needed to support the community. Replacing this with a massive apartment complex will ruin the community.

The residents of Merritt Island need your help to keep our neighborhoods safe and livable. The rapid sequence of major proposals - this neighborhood densification initiative and a haphazard road project has left many residents feeling that Merritt Island is being transformed without meaningful consideration for infrastructure limitations or quality of life. The homes along Sykes Creek range in value from $600K to over $1M proving substantial tax base for Brevard County. We ask that you consider this over the potential tax revenues for an apartment complex as this change would certainly lower residential property values in Central Merritt Island.

As it stands today, this stretch of SR 3 at the intersection of SR 528 is best described as a ‘mad house’. The severe congestion created by the SR 528 interchange and Barge Canal drawbridge creates a situation where in the afternoon peak period, the intersection becomes highly unstable:

- Southbound SR 3 traffic (including NASA commuters) backs up from SR 528 to Sunset Lakes Drive due to expressway congestion and drawbridge limitations.
- Northbound SR 3 traffic attempting to turn west onto SR 528 backs up

approximately 0.3 miles, past Villa De La Reina and nearly to Pioneer Road.

The Florida Department of Transportation (FDOT) has planned roadwork on SR 3, designated FPID 453311-1 is intended to reduce traffic accidents by removing the open center median, installing concrete berms and turn barriers and additional traffic lights. While the project is well intended, I believe the current plan is poorly timed, misaligned with the root cause of congestion in this corridor and at the end of the day will only exacerbate traffic incidents in this location. Moreover, elementary school traffic in the morning and early afternoons severely backs up traffic on Pioneer Road. Introducing 400+ additional vehicles to this already-constrained stretch of SR 3 is an incredibly irresponsible idea, will further degrade safety and livability for residents.

I would welcome the opportunity to speak with you or your staff directly and provide any additional information that may be helpful. Thank you for your leadership and for your attention to this matter.

Sincerely,

CAPT James Passarelli (USCG Ret.)
321-474-6734

Regards,

Jim Passarelli
Jpassarelli@sloan.mit.edu
321-474-6734

From:	Rebecca Hauser
To:	Commissioner, D1; Commissioner, D2; Commissioner, D3; Commissioner, D4; Commissioner, D5
Subject:	OFFICIAL RECORD: 2,600+ Residents Opposing Rezoning Case 25Z00054
Date:	Monday, April 13, 2026 9:11:56 AM

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

Dear Commissioners,

Please find below a verified list of over **2,600 residents** who have formally signed a petition opposing the rezoning of 130 Pioneer Road from commercial to high-density residential.

As residents and taxpayers, we are submitting these names for the official record to demonstrate that the opposition to this project is not "anecdotal"—it is a community-wide mandate. We are specifically concerned with the following facts uncovered in our research:

- **Corporate Speculation:** The owner, **Merritt Bidco SPV LLC**, is an out-of-state "shell company" managed by a New York investment firm. They purchased this land for **$1,020,000** in March 2025 and are now seeking a rezoning that would exponentially increase the property's value at the expense of our local infrastructure.
- **Medical Infrastructure Threat:** The developer has already purchased **Units 2 and 3 of the Merritt Medical Center II**, encroaching on established healthcare providers like **Complete Care Holding LLC** (Unit 1) and doctors affiliated with **Orlando Health**.
- **Unverified Access:** Despite claims of a "shared access" plan, **FDOT Project Manager Gene Varano** confirmed on April 13, 2026, that **no permits have been issued** and that the current median safety project (453311-1) is still in design.

We are not against growth, but we are against a New York shell company profiting from a rezoning that compromises our medical district, road safety, and public safety. We expect this Board to represent the 2,600+ constituents listed below and **deny** this request on May 7th.

The following residents formally stand in opposition:

Name City State Postal Code Country Signed On
Rebecca Hauser Merritt island Fl 32953 United States 2026-01-13
Christine Rowan Merritt Island FL 32953 United States 2026-01-13
Frederick Hauser Merritt Island FL 32953 United States 2026-01-13
Mallory Pagin Cocoa FL 32927 United States 2026-01-13
Chelsey True Merritt Island FL 32953 United States 2026-01-13
Melissa Busch Merritt Island FL 32953 United States 2026-01-13
Valerie Reedy Merritt island FL 32953 United States 2026-01-13
andrew paryzek Merritt Island FL 32953 United States 2026-01-13
Bryant Smith Merritt Island FL 32953 United States 2026-01-13
Lance Armor "" HI "" United States 2026-01-13
Charlotte Deskins Merritt island FL 32952 United States 2026-01-13
Melinda Mcfadden Merritt Island FL 32953 United States 2026-01-13
Katie Vore Merritt Island FL 32953 United States 2026-01-13
Joan Majid Merritt Island FL 32953 United States 2026-01-13
Kristen Allen Merritt Island FL 32953 United States 2026-01-13
James Frizell Merritt Island FL 32953 United States 2026-01-13
David Linhart Merritt Island FL 32952 United States 2026-01-13

Jennifer Hill Merritt Island FL 32953 United States 2026-01-13
John Dunbar Merritt Island FL 32953 United States 2026-01-13
Barbara Ash Merritt Island FL 32953 United States 2026-01-13
LaChrissney Brookshire Merritt Island FL 32953 United States 2026-01-13
Barbara Thompson Merritt Island FL 32953 United States 2026-01-13
Kyle Youngblood Merritt Island FL 32953 United States 2026-01-13
Karry Castillo Merritt Island FL 32953 United States 2026-01-13
Diane Chasick Merritt Island FL 32953 United States 2026-01-13
Catherine Sonsini Adams Merritt Island FL 32953 United States 2026-01-13
Suzanne Perucci Merritt Island FL 32953 United States 2026-01-13
Louann Creasy Merritt Island FL 32953 United States 2026-01-13
Jessica Gray Merritt Island FL 32953 United States 2026-01-13
Suzette Miller Merritt Island FL 32952 United States 2026-01-13
Krista Lukens Merritt Island FL 32953 United States 2026-01-13
Leslie Risbourg Merritt Island FL 32953 United States 2026-01-13
Shannon Gordon Merritt Island FL 32953 United States 2026-01-13
Sheryl Wood Merritt Island FL 32953 United States 2026-01-13
Tracey Boyd Merritt Island FL 32953 United States 2026-01-13
Laura Savas Merritt Island FL 32952 United States 2026-01-13
Kenneth Johnson Merritt Island FL 32953 United States 2026-01-13
Ashton Lewis Merritt Island FL 32953 United States 2026-01-13
Julie Kugelmann Merritt Island FL 32953 United States 2026-01-13
Kimberly McCormack Merritt Island FL 32953 United States 2026-01-13
Patti Lowery Cape Canaveral FL 32920 United States 2026-01-13
russell robinson Merritt Island FL 32953 United States 2026-01-13
Shannon Raymond Merritt Island FL 32953 United States 2026-01-13
Christine Lawhon Merritt Island FL 32953 United States 2026-01-13
Lauren Masson Merritt Island FL 32953 United States 2026-01-13
Linda Hoglund Merritt Island FL 32953 United States 2026-01-13
Leanne Weston Merritt island FL 32952 United States 2026-01-13
Rebecca Sprague Merritt Island FL 32953 United States 2026-01-13
Vanessa Kosowsky Merritt Island FL 32953 United States 2026-01-13
Erica Miller Merritt Island FL 32952 United States 2026-01-13
Jillena Babuschak Merritt Island FL 32953 United States 2026-01-13
Diana Glenz Merritt Island FL 32952 United States 2026-01-13
Tammy Gorichky Merritt Island FL 32953 United States 2026-01-13
Kevin Jumper Merritt Island FL 32953 United States 2026-01-13
Jessie Zumbrum Merritt Island FL 32953 United States 2026-01-13
Simona Rodriguez Merritt Island FL 32952 United States 2026-01-13
Jon Kozenewski Merritt Island FL 32953 United States 2026-01-13
Grace Carbone Merritt Island FL 32953 United States 2026-01-13
Valerie Fontaine Merritt Island FL 32953 United States 2026-01-13
Katherine Shankland Cocoa FL 32926 United States 2026-01-13
Renee Schlingman Merritt Island FL 32952 United States 2026-01-13
Shannon Campbell Merritt Island FL 32952 United States 2026-01-13
Dipti Patel Merritt island FL 32953 United States 2026-01-13
Madeleine McCormack MERRITT IS FL 32953 United States 2026-01-13
Joseph Adams Merritt Island FL 32953 United States 2026-01-13
Christina Cameron Merritt Island FL 32953 United States 2026-01-13
Jasta Meade Merritt Island FL 32953 United States 2026-01-13
Oleen Bell Merritt Island FL 32952 United States 2026-01-13
Jan Kugelmann Merritt Island FL 32953 United States 2026-01-13
Kate Sverkounova Merritt Island FL 32953 United States 2026-01-13
Rachelle Jumper Merritt Island FL 32953 United States 2026-01-13
Scott Marshall Merritt Island FL 32953 United States 2026-01-13
Blaine Stuart Merritt Island FL 32953 United States 2026-01-13
Jeff Asper Merritt Island FL 32953 United States 2026-01-13
Jason McClasky Merritt Island FL 32953 United States 2026-01-13
Julie Dunn Merritt Island FL 32953 United States 2026-01-13
Gayle Cameron Merritt Island FL 32954 United States 2026-01-13
Barbara Galarneau Merritt Island FL 32953 United States 2026-01-13
Julie Jones Merritt Island FL 32953 United States 2026-01-13
Kathy Martini Merritt Island FL 32953 United States 2026-01-13
Richard Parent Merritt Island FL 32952 United States 2026-01-13
Jennifer Bechtol Merritt Island FL 32952 United States 2026-01-13

Marie Volland Merritt Island FL 32953 United States 2026-01-13
Michael Lenza Merritt Island FL 32953 United States 2026-01-13
JoAnn Cravens Merritt Island FL 32953 United States 2026-01-13
Denise Manley Merritt Island FL 32953 United States 2026-01-13
Michael Hood Merritt Island FL 32952 United States 2026-01-13
Caroline Rowe Merritt Island FL 32953 United States 2026-01-13
Robert Guthridge Merritt Island FL 32953 United States 2026-01-13
James Bowman Merritt Island FL 32953 United States 2026-01-13
Victoria Nord Merritt Island FL 32953 United States 2026-01-13
Samantha Lewis Merritt Island FL 32953 United States 2026-01-13
Douglas Cameron Merritt Island FL 32952 United States 2026-01-13
Louise Mistretta Merritt Island FL 32953 United States 2026-01-13
Laura Donly Merritt Island FL 32952 United States 2026-01-13
Gayle Allenback Merritt Island FL 32953 United States 2026-01-13
Lindsay Carter Merritt Island FL 32953 United States 2026-01-13
Michael Patton Merritt Island FL 32952 United States 2026-01-13
Nancy Vanderschaaf Merritt island FL 32953 United States 2026-01-13
Joshua Haber Merritt Island FL 32953 United States 2026-01-13
Payton Jones Merritt Island FL 32953 United States 2026-01-13
Mark meade Merritt Island FL 32953 United States 2026-01-13
Mitchell Carson Merritt Island FL 32953 United States 2026-01-13
Mitch Morgan Merritt Island FL 32953 United States 2026-01-13
Robin Fisher Merritt Island FL 32953 United States 2026-01-13
Tina Chalfant Merritt Island FL 32953 United States 2026-01-13
Liz Cunneen Merritt Island FL 32953 United States 2026-01-13
Pamela Steel Merritt Island FL 32953 United States 2026-01-13
Alysha haber Merritt Island FL 32953 United States 2026-01-13
Julia Bott Merritt Island FL 32953 United States 2026-01-13
Gabrielle Leppo Merritt Island FL 32953 United States 2026-01-13
Daniel Foley Merritt Island FL 32952 United States 2026-01-13
Thomas Peterson Merritt Island FL 32953 United States 2026-01-13
DEBRA Sheridan Merritt Island FL 32953 United States 2026-01-13
Natasha Wheaton Merritt Island FL 32953 United States 2026-01-13
John Golovich Merritt Island FL 32953 United States 2026-01-13
Vanessa Hafer Merritt Island FL 32953 United States 2026-01-13
Wanda Keller Oviedo FL 32766 United States 2026-01-13
BRIAN WALEWSKI Merritt Island FL 32953 United States 2026-01-13
Kayla McEntee Miami FL 33142 United States 2026-01-13
Holly Scott Merritt Island FL 32953 United States 2026-01-13
Meredith Decker Merritt Island FL 32953 United States 2026-01-13
Sheila weaver Merritt Island FL 32953 United States 2026-01-13
Aranza milo Merritt Island FL 32953 United States 2026-01-13
Donna Norwood Merritt Island FL 32953 United States 2026-01-13
Brenda Wesp Merritt Island FL 32953 United States 2026-01-13
Preston Macintyre Merritt Island FL 32953 United States 2026-01-13
Paola Reynolds Cocoa FL 32926 United States 2026-01-13
Susan Binder Merritt Island FL 32953 United States 2026-01-13
Alexa Walewski Merritt Island FL 32953 United States 2026-01-13
Sandra L Roberts Merritt Island FL 32953 United States 2026-01-13
valinda Bradshaw Merritt Island FL 32952 United States 2026-01-13
Candice Nowicki Merritt Island FL 32952 United States 2026-01-13
whitney frizell Merritt Island FL 32953 United States 2026-01-13
Anna Bergeron Merritt Island FL 32953 United States 2026-01-13
William Mulley Merritt Island FL 32952 United States 2026-01-13
Amy King Merritt Island FL 32953 United States 2026-01-13
Elizabeth Gonnerman Merritt Island FL 32953 United States 2026-01-13
Jane Rowland Merritt Island FL 32953 United States 2026-01-13
Kelly Rowell Merritt Island FL 32953 United States 2026-01-13
vanessa santos Merritt Island FL 32952 United States 2026-01-13
Rose Bray Merritt Island FL 32953 United States 2026-01-13
Kelly Cunningham Cocoa Beach FL 32931 United States 2026-01-13
Ana Garcia Merritt Island FL 32953 United States 2026-01-13
Janine Pollei Merritt Island FL 32953 United States 2026-01-13
Tim Porterfield Merritt Island FL 32953 United States 2026-01-13
Duane LaRoche Merritt Island FL 32953 United States 2026-01-13

Karolena deClercq Cape Canaveral FL 32920 United States 2026-01-13
Brian Cheshire Merritt Island FL 32953 United States 2026-01-13
Laurie Yetman Merritt Island FL 32952 United States 2026-01-13
Margaret Strzelewicz Merritt Island FL 32953 United States 2026-01-13
Brenda Kiser Merritt Island FL 32953 United States 2026-01-13
Kristin Brach Merritt Island FL 32953 United States 2026-01-13
Anderson King Merritt Island FL 32953 United States 2026-01-13
Alicia Akins Merritt Island FL 32953 United States 2026-01-13
Kelsey Scott Merritt Island FL 32953 United States 2026-01-13
Timothy Haars Merritt Island FL 32953 United States 2026-01-13
Janette Fuller Merritt Island FL 32953 United States 2026-01-13
Josh Decker Merritt Island FL 32953 United States 2026-01-13
Marco Calderon Merritt Island FL 32953 United States 2026-01-13
Nicole Fuhrer Cocoa FL 32926 United States 2026-01-13
Barbara Chassee Merritt Island FL 32953 United States 2026-01-13
Christie McBride Merritt Island FL 32953 United States 2026-01-13
Katy Springer Merritt Island FL 32952 United States 2026-01-13
Clara Anderson Merritt Island FL 32953 United States 2026-01-13
Jason Ponton Merritt Island FL 32953 United States 2026-01-13
Becky Parker Merritt Island FL 32953 United States 2026-01-13
Elizabeth Mitchell Merritt Island FL 32952 United States 2026-01-13
Daniel Morris Merritt Island FL 32953 United States 2026-01-13
Kekoaikaika Fonseca Merritt Island FL 32952 United States 2026-01-13
John White Merritt Island FL 32953 United States 2026-01-13
Sandra Snowe RN Merritt Island FL 32952 United States 2026-01-13
Stacey Greenstreet Merritt Island FL 32953 United States 2026-01-13
Coleen Bowman Merritt Island FL 32952 United States 2026-01-13
Shannon sugiyama Merritt Island FL 32953 United States 2026-01-13
Sherri Centore Merritt Island FL 32953 United States 2026-01-13
maureen mccormick Merritt Island FL 32952 United States 2026-01-13
Suzie Jacobs Merritt Island FL 32952 United States 2026-01-13
Rene Turla Merritt Island FL 32952 United States 2026-01-13
Barbara Barricelli Merritt Island FL 32953 United States 2026-01-13
Jenavieve Blankenship Merritt Island FL 32953 United States 2026-01-13
Don Peplow Merritt Island FL 32953 United States 2026-01-13
Lea Ann Perry Merritt Island FL 32953 United States 2026-01-13
Jennifer Kirkpatrick Merritt Island FL 32952 United States 2026-01-13
Gregory McClasky Merritt Island FL 32953 United States 2026-01-13
Eva Mixco Merritt Island FL 32953 United States 2026-01-13
Kelly Lockwood Merritt Island FL 32953 United States 2026-01-13
Alicia Ames Merritt Island FL 32953 United States 2026-01-13
Joan Palmer Merritt Island FL 32953 United States 2026-01-13
Leanne Lemon Merritt Island FL 32953 United States 2026-01-13
John Borowicz Merritt Island FL 32953 United States 2026-01-13
Kimberly Jarvis Merritt Island FL 32952 United States 2026-01-13
Pamela White Merritt Island FL 32953 United States 2026-01-13
michael duncan Cocoa FL 32926 United States 2026-01-13
Nikia Le Merritt island FL 32952 United States 2026-01-13
Diana Schommer Merritt Island FL 32953 United States 2026-01-13
Dan Tweed Merritt Island FL 32953 United States 2026-01-13
Karen Roten Merritt Island FL 32953 United States 2026-01-13
Leslie Davis Merritt Island FL 32952 United States 2026-01-13
Thomas Navo Melbourne FL 32940 United States 2026-01-13
Helen Finn Merritt Island FL 32953 United States 2026-01-13
Patricia Byrd Merritt Island FL 32953 United States 2026-01-13
Tracy Cook Merritt Island FL 32953 United States 2026-01-13
Tuula Salin Merritt Island FL 32953 United States 2026-01-13
pamela diaz Merritt Island FL 32953 United States 2026-01-13
Melissa Hintz Merritt Island FL 32953 United States 2026-01-13
Channon Boullion Merritt Island FL 32952 United States 2026-01-13
Giles Malone Merritt Island FL 32953 United States 2026-01-13
Mary Spalding Merritt Island FL 32953 United States 2026-01-13
Jon Inwood Brooklyn NY 11226 United States 2026-01-13
Tara Brust Merritt Island FL 32953 United States 2026-01-13
Pamela Hoever Merritt Island FL 32953 United States 2026-01-13

Mikey Sanchez Mcallen TX 78501 United States 2026-01-13
Emily perry Vero Beach FL 32962 United States 2026-01-13
Samantha Roche Merritt Island FL 32953 United States 2026-01-13
Michelle MacCaffrie Merritt Island FL 32952 United States 2026-01-13
Sadig Huseynov Melbourne FL 32935 United States 2026-01-13
Karen Baker Orlando FL 32810 United States 2026-01-13
Randy Cook Deltona FL 32738 United States 2026-01-13
Douglas Levine Merritt Island FL 32953 United States 2026-01-13
Jennifer Passarelli Merritt Island FL 32953 United States 2026-01-13
Karen Gunn-Bardot Merritt Island FL 32953 United States 2026-01-13
David Matthews Merritt Island FL 32953 United States 2026-01-13
Michelle Durdan Cocoa FL 32922 United States 2026-01-13
Chilla Gibbs Merritt Island FL 32953 United States 2026-01-13
Regina Garringer Merritt Island FL 32952 United States 2026-01-13
Bonnie Zimmerman Merritt Island FL 32953 United States 2026-01-13
Meghan Caplan Merritt Island FL 32953 United States 2026-01-13
Danielle Caneva Merritt Island FL 32953 United States 2026-01-13
susan mowrey Merritt Island FL 32953 United States 2026-01-13
Cheryl Callahan Merritt Island FL 32953 United States 2026-01-13
Robert Massie Merritt Island FL 32953 United States 2026-01-13
Suzanne Earlie Merritt Island FL 32953 United States 2026-01-13
Amber Larkin Merritt Island FL 32953 United States 2026-01-13
Lindsay Elston Merritt Island FL 32953 United States 2026-01-13
Sandra Baker Merritt Island FL 32953 United States 2026-01-13
Monica Marquez Merritt Island FL 32952 United States 2026-01-13
Lynn Walker Merritt island FL 32952 United States 2026-01-13
Debbie Sanders Merritt Island FL 32952 United States 2026-01-13
Jessica May Merritt Island FL 32952 United States 2026-01-13
Debbie Friedman Merritt Island FL 32953 United States 2026-01-13
Dawn Kelly Merritt Island FL 32953 United States 2026-01-13
Donna Noonan Merritt Island FL 32953 United States 2026-01-13
Tasha Wood Merritt Island FL 32953 United States 2026-01-13
Brad Jones Merritt Island FL 32952 United States 2026-01-13
Elwood Fisher Merritt Island FL 32953 United States 2026-01-13
Pamela Shore Merritt Island FL 32953 United States 2026-01-13
Jenny Cox Merritt Island FL 32952 United States 2026-01-13
Annslin Hall Merritt Island FL 32952 United States 2026-01-13
Don Klump Merritt Island FL 32953 United States 2026-01-13
Jennifer Neighbor Merritt Island FL 32953 United States 2026-01-13
Pamela Bush Merritt Island FL 32953 United States 2026-01-13
Jeff Nordfors Merritt Island FL 32953 United States 2026-01-13
Holly Barnes Merritt Island FL 32953 United States 2026-01-13
Karen Cauffman Merritt Island FL 32953 United States 2026-01-13
Taylor Ponder Cape Canaveral FL 32920 United States 2026-01-13
Richard Bruner Merritt Island FL 32953 United States 2026-01-13
Anthony Lohr Merritt Island FL 32952 United States 2026-01-13
ELENA HAMM Merritt Island FL 32952 United States 2026-01-13
Rebecca Schermbeck Merritt Island FL 32952 United States 2026-01-13
David Mercer Merritt Island FL 32953 United States 2026-01-13
Carla Casey Merritt Island FL 32953 United States 2026-01-13
Heather Anderson Merritt Island FL 32953 United States 2026-01-13
Kim Raney Merritt Island FL 32953 United States 2026-01-13
Christie Laffey Merritt Island FL 32952 United States 2026-01-13
Michael Grenon Merritt Island FL 32953 United States 2026-01-13
Mindy Jones Merritt Island FL 32953 United States 2026-01-13
Thomas Seberry Merritt Island FL 32952 United States 2026-01-13
Pamela Lesch Merritt Island FL 32953 United States 2026-01-13
estelle davis Cocoa FL 32922 United States 2026-01-13
Kim Battle Merritt Island FL 32953 United States 2026-01-13
Patti Frew Merritt Island FL 32953 United States 2026-01-13
Kristi Wilkerson Merritt Island FL 32952 United States 2026-01-13
Kaitlyn Pruna Orlando FL 32833 United States 2026-01-13
Taylor Capps Merritt Island FL 32953 United States 2026-01-13
Lynn Arevalos Merritt Island FL 32953 United States 2026-01-13
Sara kaabi Weehawken NJ 07032 United States 2026-01-13

Maureen Deegan Merritt Island FL 32953 United States 2026-01-13
Michelle Daignault-ives Merritt Island FL 32953 United States 2026-01-13
Jillian Losee Merritt Island FL 32953 United States 2026-01-13
David Derhammer Merritt Island FL 32953 United States 2026-01-13
Rob Lahr Merritt Island FL 32953 United States 2026-01-13
Sandra Jeffries Merritt Island FL 32953 United States 2026-01-13
Jacqueline Fritz Merritt Island FL 32952 United States 2026-01-13
Debra Montgomery Merritt Island FL 32953 United States 2026-01-13
Jason Kennedy Merritt Island FL 32953 United States 2026-01-13
Susan Miller Merritt Island FL 32953 United States 2026-01-13
Natalie Knackert Merritt Island FL 32953 United States 2026-01-13
Heike Jahnert Merritt Island FL 32953 United States 2026-01-13
Chris Finton Cocoa Beach FL 32931 United States 2026-01-13
Susana Muñoz Madrid "" 28019 Spain 2026-01-13
Kathleen Cusmano Merritt Island FL 32953 United States 2026-01-13
Rosie Cruz Winter Park FL 32789 United States 2026-01-13
Carolyn Breza Merritt Island FL 32953 United States 2026-01-13
Heath Williams Titusville FL 32780 United States 2026-01-13
Kim Kennedy Merritt Island FL 32953 United States 2026-01-13
Brian Harrell Merritt Island FL 32953 United States 2026-01-13
Vanessa Mitchell Cocoa FL 32927 United States 2026-01-13
Mary Ellen Jelen Merritt Island FL 32953 United States 2026-01-13
Charles Amrich Merritt Island FL 32953 United States 2026-01-13
Gisela Pickard Melbourne FL 32935 United States 2026-01-13
Kristina Nusser Merritt Island FL 32953 United States 2026-01-13
Heather Smith Merritt Island FL 32953 United States 2026-01-13
Marjorie Sarris Merritt Island FL 32953 United States 2026-01-13
Diane Strickland Merritt Island FL 32953 United States 2026-01-13
Melanie Sigman Merritt Island FL 32952 United States 2026-01-13
Stephanie Pope Merritt Island FL 32952 United States 2026-01-13
Jackie Wood Merritt Island FL 32953 United States 2026-01-13
Kelly McBride Cocoa FL 32926 United States 2026-01-13
Bill Jelen Merritt Island FL 32953 United States 2026-01-13
Paul Henderson Merritt Island FL 32953 United States 2026-01-13
Shannon Carr Merritt Island FL 32953 United States 2026-01-13
Lucy Hamelers Merritt Island FL 32952 United States 2026-01-13
Yolanda Schultes Wittenbach "" "" Sweden 2026-01-13
Rosalind Lanthorne Merritt Island FL 32952 United States 2026-01-13
Randy Strickland Merritt Island FL 32953 United States 2026-01-13
Brad Ross Merritt Island FL 32953 United States 2026-01-13
Crystal Jones Merritt Island FL 32953 United States 2026-01-13
Gerald Morehead Merritt Island FL 32953 United States 2026-01-13
Darren knight Merritt Island FL 32953 United States 2026-01-13
Lisa Knight Merritt Island FL 32953 United States 2026-01-13
Suzette Smith Merritt Island FL 32953 United States 2026-01-13
Michele Smith Merritt Island FL 32953 United States 2026-01-13
Monica Blakely Merritt Island FL 32953 United States 2026-01-13
Megan Tomlinson Merritt Island FL 32953 United States 2026-01-13
Renee Boone Merritt Island FL 32953 United States 2026-01-13
Michelle LaMoia New Smyrna Beach FL 32168 United States 2026-01-13
Thomas Blakely Merritt Island FL 32953 United States 2026-01-13
Missy Clabough Cocoa Beach FL 32931 United States 2026-01-13
Cameron Dennis Merritt Island FL 32953 United States 2026-01-13
Brittany Deutscher Merritt Island FL 32953 United States 2026-01-13
Evan Ernst Merritt Island FL 32953 United States 2026-01-13
Jane West Rockledge FL 32955 United States 2026-01-13
Cheryl Bennett Merritt Island FL 32952 United States 2026-01-13
Teri Farner Merritt Island FL 32953 United States 2026-01-13
Heiden Irizarry Merritt Island FL 32953 United States 2026-01-13
Meaghan Hamann Merritt Island FL 32953 United States 2026-01-13
Matthew Rutledge Merritt Island FL 32952 United States 2026-01-13
Lucie Grant Merritt Island FL 32953 United States 2026-01-13
Nelson rutledge Merritt Island FL 32952 United States 2026-01-13
Edward Hoglund Merritt Island FL 32953 United States 2026-01-13
Keith Johnson Merritt Island FL 32953 United States 2026-01-13

Tammy Palermo Merritt Island FL 32952 United States 2026-01-13
Viviane Suydam Merritt Island FL 32953 United States 2026-01-13
Michael Marquart Merritt Island FL 32952 United States 2026-01-13
Mike Hughey Merritt Island FL 32953 United States 2026-01-13
Michael Krupczak Merritt Island FL 32953 United States 2026-01-13
Nicholas Cabral Orlando FL 32832 United States 2026-01-13
Pamela Hart Merritt Island FL 32953 United States 2026-01-13
Gary Johnson Merritt Island FL 32953 United States 2026-01-13
Kevin hart Merritt Island FL 32953 United States 2026-01-13
Lois Fletcher Cocoa FL 32922 United States 2026-01-13
Cathy Stanek Merritt Island FL 32953 United States 2026-01-13
Alexis Barnes Merritt Island FL 32953 United States 2026-01-13
Mary Previti Melbourne FL 32934 United States 2026-01-13
Richard Larkin Merritt Island FL 32953 United States 2026-01-13
Joy Wagner Merritt Island FL 32953 United States 2026-01-13
Rose Mary Campbell Polk City FL 33868 United States 2026-01-13
Jean Hayes Titusville FL 32796 United States 2026-01-13
Brian Suydam Merritt Island FL 32953 United States 2026-01-13
Teresa Lund Cocoa FL 32926 United States 2026-01-13
Hector Serrano Merritt Island FL 32953 United States 2026-01-13
Mary Godfrey Orlando FL 32801 United States 2026-01-13
Georgia Maas Merritt Island FL 32953 United States 2026-01-13
Takiyah Cockrum Vero Beach FL 32963 United States 2026-01-13
Jacob Owens "" "" "" U.S. Virgin Islands 2026-01-13
LeeAnn Icart Oviedo FL 32766 United States 2026-01-13
Christina Haller Merritt Island FL 32953 United States 2026-01-13
Cynthia Mayes Merritt Island FL 32952 United States 2026-01-13
Liz Blankenship Orlando FL 32806 United States 2026-01-13
Leonard Hougland Merritt Island FL 32953 United States 2026-01-13
Michelle Ireland West Melbourne FL 32904 United States 2026-01-13
Nicole Rutledge Merritt Island FL 32952 United States 2026-01-13
Ute Steigerwald Merritt Island FL 32953 United States 2026-01-13
Edward Carlsen Merritt Island FL 32953 United States 2026-01-13
Militza Colon Orlando FL 32801 United States 2026-01-13
Kevin Robertson Merritt Island FL 32953 United States 2026-01-13
Michael Carlsen Rockledge FL 32955 United States 2026-01-13
Jennifer Duncan Merritt Island FL 32952 United States 2026-01-13
hannah sims Cape Canaveral FL 32920 United States 2026-01-13
Kathryn Smith Merritt Island FL 32953 United States 2026-01-13
Reina Dalton Merritt Island FL 32953 United States 2026-01-13
Florence Bragdon Merritt Island FL 32953 United States 2026-01-13
Travis Dematteo Merritt Island FL 32953 United States 2026-01-13
Richard English Merritt Island FL 32952 United States 2026-01-13
Josh Jacobs Merritt Island FL 32952 United States 2026-01-13
Janet Brubaker Merritt Island FL 32952 United States 2026-01-13
Care Nobles Merritt Island FL 32952 United States 2026-01-13
Durwood Morin Merritt Island FL 32952 United States 2026-01-13
Fran Teders Merritt Island FL 32952 United States 2026-01-13
Cathy Baldassare Merritt Island FL 32953 United States 2026-01-13
Samantha Ellis Merritt Island FL 32953 United States 2026-01-13
Maryam Hojjat Melbourne FL 32940 United States 2026-01-13
Marlene Corbett Merritt Island FL 32953 United States 2026-01-13
Bonnie Hughes Merritt Island FL 32953 United States 2026-01-13
Luc Genest Merritt Island FL 32953 United States 2026-01-13
Jennifer Auriemma Merritt Island FL 32953 United States 2026-01-13
Matthew Masson Merritt Island FL 32953 United States 2026-01-13
Vicki Brown Homosassa FL 34446 United States 2026-01-13
Elizabeth Allen Merritt Island FL 32953 United States 2026-01-13
JOE MULLIN Merritt Island FL 32953 United States 2026-01-13
George Clark Palm Bay FL 32911 United States 2026-01-13
Karin Priest Merritt Island FL 32952 United States 2026-01-13
Lisa Lavoie New York NY 10021 United States 2026-01-13
Crystal Rodriguez Merritt Island FL 32952 United States 2026-01-13
Katalin Kónya-Jakus Szatymaz "" "" Hungary 2026-01-13
Susan Weir Cocoa FL 32922 United States 2026-01-13

jaime campora Palm Bay FL 32908 United States 2026-01-13
Chad Campbell Merritt Island FL 32952 United States 2026-01-13
Micaiah Black Laurel MD 20707 United States 2026-01-13
Rhonda Amrich Merritt Island FL 32953 United States 2026-01-13
Pauline Simpson Merritt Island FL 32953 United States 2026-01-13
Helen Honeywill Merritt Island FL 32953 United States 2026-01-13
Arrington Prytherch Cocoa Beach FL 32931 United States 2026-01-13
Katherine Cullen Merritt Island FL 32953 United States 2026-01-13
Sean Mulvaney Melbourne FL 32935 United States 2026-01-13
Thomas Roche Merritt island FL 32952 United States 2026-01-13
Staci Long Merritt Island FL 32953 United States 2026-01-13
Jay Rutledge Merritt Island FL 32952 United States 2026-01-13
Julia stevens Merritt Island FL 32952 United States 2026-01-13
Stacy vidal Merritt Island FL 32953 United States 2026-01-13
lisa mckee Merritt Island FL 32952-5633 United States 2026-01-13
Angelo Gilvary Cocoa FL 32927 United States 2026-01-13
Nick Ball Merritt Island FL 32953 United States 2026-01-13
Angela M Fegers Merritt Island FL 32953 United States 2026-01-13
Joy Best Merritt Island FL 32953 United States 2026-01-13
Harold Gray Merritt Island FL 32953 United States 2026-01-13
Gregory Sakala Miami FL 33197 United States 2026-01-13
Alexa Nichols Cocoa FL 32922 United States 2026-01-13
Kimberley Fitzgerald Merritt Island FL 32953 United States 2026-01-13
Trudy Rodgers Merritt Island FL 32953 United States 2026-01-13
Kirsten Barnes Merritt Island FL 32953 United States 2026-01-13
Connie Conners Cocoa FL 32922 United States 2026-01-13
Parris Reaves Orlando FL 32801 United States 2026-01-13
Lawrence Budnick Merritt Island FL 32953 United States 2026-01-13
Joan Johnson Merritt Island FL 32953 United States 2026-01-13
Rachael Gill Merritt Island FL 32953 United States 2026-01-13
Law Burns Merritt Island FL 32953 United States 2026-01-13
Pamela Boardman Melbourne Beach FL 329566 United States 2026-01-13
Eliz@beth Oliver Cocoa Beach FL 32931 United States 2026-01-13
Eric Gillette Merritt Island FL 32953 United States 2026-01-13
Tim Hattaway Cape Canaveral FL 32940 United States 2026-01-13
Renee Massie Merritt Island FL 32953 United States 2026-01-13
Janice Jingle Merritt Island FL 32953 United States 2026-01-13
Quinci Jenkins Smith Merritt Island FL 32952 United States 2026-01-13
Courtenay Porter Merritt Island FL 32952 United States 2026-01-13
Bob Levit Merritt Island FL 32953 United States 2026-01-13
R.J. Edwards Merritt Island FL 32953 United States 2026-01-13
Jason Varis Merritt Island FL 32953 United States 2026-01-13
Robyn Willett Merritt Island FL 32953 United States 2026-01-13
Heriberto Echevarria Merritt Island FL 32953 United States 2026-01-13
Cindy Shaw Merritt Island FL 32953 United States 2026-01-13
Melanie Griffith Merritt Island FL 32952 United States 2026-01-13
Clara Anderson Merritt Island FL 32953 United States 2026-01-13
Mona Jason Merritt Island FL 32952 United States 2026-01-13
Ginger Torgrimson Lutz FL 33558 United States 2026-01-13
Adam Kaluba Burleson TX 76028 United States 2026-01-13
Antanas Bukauskas Deltona FL 32725 United States 2026-01-13
Cheree Shaykhian Merritt Island FL 32953 United States 2026-01-13
James Carbonneau Merritt Island FL 32953 United States 2026-01-13
Mari Quiroga Melbourne FL 32940 United States 2026-01-13
Donn Sardella Merritt Island FL 32953 United States 2026-01-13
Thomas Coyle Merritt Island FL 32953 United States 2026-01-13
Robert Colburn Cocoa FL 32922 United States 2026-01-13
Chyna Jenkins Merritt Island FL 32952 United States 2026-01-13
Cheryl Henkenberns Merritt Island FL 32953 United States 2026-01-13
Sarah Smith Merritt Island FL 32953 United States 2026-01-13
Janeen Golovich Merritt Island FL 32953 United States 2026-01-13
Randy Barackman Merritt Island FL 32952 United States 2026-01-13
Linda Chattin Cocoa Beach FL 32931 United States 2026-01-13
Kasey Newlon Merritt Island FL 32953 United States 2026-01-13
Stephen Schlecht Merritt Island FL 32953 United States 2026-01-13

Ginny Heche Merritt Island FL 32953 United States 2026-01-13
Melody Maine Merritt Island FL 32952 United States 2026-01-13
Nick Gray Rockledge FL 32955 United States 2026-01-13
Oliver Downes Melbourne FL 32934 United States 2026-01-13
Lisa Smith Merritt Island FL 32952 United States 2026-01-13
Emily Heche Merritt Island FL 32953 United States 2026-01-13
Carla Pastermack Merritt Island FL 32953 United States 2026-01-13
Ryan Hanks Merritt Island FL 32953 United States 2026-01-14
Michelle Prine Merritt Island FL 32952 United States 2026-01-14
Teresa LaBarbera Merritt Island FL 32953 United States 2026-01-14
Courtney Borowicz Merritt Island FL 32953 United States 2026-01-14
Tammy Jagodzinski Merritt Island FL 32952 United States 2026-01-14
Sherri Backer Merritt Island FL 32953 United States 2026-01-14
Barbara Rausch Floral City FL 34436 United States 2026-01-14
Renea Hicks Cocoa FL 32926 United States 2026-01-14
Tracy Neal Merritt Island FL 32953 United States 2026-01-14
Brenda Wivholm Merritt Island FL 32953 United States 2026-01-14
Charlotte Holton Merritt Island FL 32953 United States 2026-01-14
Jordyn N Merritt Island FL 32953 United States 2026-01-14
Leslie Neihouse Rockledge FL 32955 United States 2026-01-14
Kimberly Franks Merritt Island FL 32953 United States 2026-01-14
Marisa Graybeal Rockledge FL 32955 United States 2026-01-14
marie Parlapiano Merritt Island FL 32953 United States 2026-01-14
Sonia Pearson Merritt Island FL 32953 United States 2026-01-14
Sandy Hood Raleigh NC 27606 United States 2026-01-14
Michelle Seibold Merritt Island FL 32952 United States 2026-01-14
Philip smetana Merritt Island FL 32953 United States 2026-01-14
Christina Pettit Cocoa Beach FL 32931 United States 2026-01-14
Dennis Nicinski Merritt Island FL 32952 United States 2026-01-14
Roy Braganza Merritt Island FL 32953 United States 2026-01-14
Susan Dunleavy Orlando FL 32827 United States 2026-01-14
Douglas Corwin Melbourne FL 32901 United States 2026-01-14
keri hagar Merritt island FL 32 United States 2026-01-14
Kimberly Potter Merritt island FL 32953 United States 2026-01-14
Amanda Skalitzky Merritt Island FL 32952 United States 2026-01-14
Lauren May Merritt Island FL 32953 United States 2026-01-14
Mark Hoover Merritt Island FL 32953 United States 2026-01-14
Oscar Von Bernuth Kissimmee FL 34759 United States 2026-01-14
Conner Nicinski Merritt Island FL 32952 United States 2026-01-14
kathleen schiffer Melbourne FL 32940 United States 2026-01-14
Linda Alvarez Merritt Island FL 32952 United States 2026-01-14
Christy Prebor Merritt Island FL 32953 United States 2026-01-14
Kevin Christian Case Merritt Island FL 32953 United States 2026-01-14
Kevin Smith Merritt Island FL 32953 United States 2026-01-14
Richard Peterson Merritt Island FL 32953 United States 2026-01-14
michael cunningham Merritt Island FL 32953 United States 2026-01-14
Marie Claire Villanueva Merritt Island FL 32953 United States 2026-01-14
Kim Ballew Merritt Island FL 32952 United States 2026-01-14
Tina Barsh Rockledge FL 32955 United States 2026-01-14
Crystal Singleton Titusville FL 32780 United States 2026-01-14
Thomas Scalzo Cape Canaveral, Florida 32920 FL 32812 United States 2026-01-14
Lucas Hendley Merritt Island FL 32952 United States 2026-01-14
Sandra Hampton Mims FL 32754 United States 2026-01-14
Allison Dunn Carver Merritt Island FL 32953 United States 2026-01-14
Laurie Longmire Cape canaveral FL 32920 United States 2026-01-14
Ashley Thomas Merritt island FL 32953 United States 2026-01-14
Lisa Glass Merritt islans FL 32952 United States 2026-01-14
Dean Orr Merritt Island FL 32953 United States 2026-01-14
Stefanie Stone Cape Canaveral FL 32920 United States 2026-01-14
Reggie Moore Merritt Island FL 32953 United States 2026-01-14
Michael Dunn Merritt Island FL 32953 United States 2026-01-14
Thomas Bridges Cocoa FL 32927 United States 2026-01-14
Arelys Diaz Orlando FL 32801 United States 2026-01-14
Renee Mims Merritt Island FL 32953 United States 2026-01-14
Holly Gibney Merritt Island FL 32953 United States 2026-01-14

Brittany Abrams Merritt Island FL 32953 United States 2026-01-14
Michael Smith Merritt Island FL 32953 United States 2026-01-14
Stephen Gasecki Merritt Island FL 32953 United States 2026-01-14
Brittany Lee Merritt Island FL 32953 United States 2026-01-14
Eden Garcia Merritt Island FL 32953 United States 2026-01-14
Tiffany Prince West Melbourne FL 32904 United States 2026-01-14
Yerran Swift Merritt Island FL 32953 United States 2026-01-14
Patricia Bryan Merritt island FL 32953 United States 2026-01-14
Susan Moore Palm Bay FL 32911 United States 2026-01-14
Cathy dixon Merritt Island FL 32952 United States 2026-01-14
Monica Fredette Merritt Island FL 32953 United States 2026-01-14
Anabella Morejon Fort Myers FL 33907 United States 2026-01-14
Sarah Hodge Merritt Island FL 32953 United States 2026-01-14
Katlyn Matthews Merritt island FL 32953 United States 2026-01-14
Suzanne Leichtling Cape Canaveral FL 32920 United States 2026-01-14
Valerie Drinkwater Merritt Island FL 32952 United States 2026-01-14
Chemeine Poskitt Merritt Island FL 32953 United States 2026-01-14
Peg Cotner Merritt Island FL 32953 United States 2026-01-14
Fred Oringer Kissimmee FL 34741 United States 2026-01-14
Edward Guy Knoebel Rockledge FL 32955 United States 2026-01-14
Teresa Hall Merritt Island FL 32953 United States 2026-01-14
Todd McDowell Merritt Island FL 32953 United States 2026-01-14
Jennifer McDowell Merritt Island FL 32953 United States 2026-01-14
Genevieve Jones Merritt Island FL 32952 United States 2026-01-14
Mindy Williams Merritt Island FL 32952 United States 2026-01-14
Patricia Cullen florida FL 123456 United States 2026-01-14
Whitney Thomas Merritt Island FL 32953 United States 2026-01-14
Cynthia Huckeby Palm Bay FL 32907 United States 2026-01-14
Herb Stratton Merritt Island FL 32953 United States 2026-01-14
Randy Wolf Merritt Island FL 32953 United States 2026-01-14
Rachel Wolf Bradenton FL 34211 United States 2026-01-14
Peter marks Merritt Island FL 32953 United States 2026-01-14
Beverly Morris Cape Canaveral Air Force Station FL 32920 United States 2026-01-14
Kim Tampa Merritt Island FL 32952 United States 2026-01-14
Jenn McDonald Merritt Island FL 32953 United States 2026-01-14
Melody Wolf Merritt Island FL 32953 United States 2026-01-14
Judy VanVoorhis Cocoa FL 32926 United States 2026-01-14
Natalie Ogburn Cocoa FL 32922 United States 2026-01-14
Kelly Stanton Burns Merritt Island FL 32953 United States 2026-01-14
Brenda Price Tampa FL 33611 United States 2026-01-14
Carol Bartleson Rockledge FL 32955 United States 2026-01-14
Tracy Steele Merritt Island FL 32953 United States 2026-01-14
Helen Byon Merritt Island FL 32953 United States 2026-01-14
Jennifer Rasor Cocoa FL 32926 United States 2026-01-14
Sarah Zobel Merritt Island FL 32953 United States 2026-01-14
Victor Mora Merritt Island FL 32953 United States 2026-01-14
Leo Kiffner Merritt Island FL 32952 United States 2026-01-14
Rebecca Calderon Merritt Island FL 32953 United States 2026-01-14
darcy casas merritt island FL 32953 United States 2026-01-14
Maurice Boudreau Merritt Island FL 32952 United States 2026-01-14
Wendy Brewster Merritt Island FL 32953 United States 2026-01-14
Michael Kennedy Merritt Island FL 32953 United States 2026-01-14
Keelee Coombs Merritt Is FL 32952 United States 2026-01-14
Louis Marchica Merritt Island FL 32952 United States 2026-01-14
Liz Allen Malabar FL 32950 United States 2026-01-14
Joanna Schwartz Titusville FL 32796 United States 2026-01-14
Patricia Brown Merritt Island FL 32952 United States 2026-01-14
Rick Brown Merritt Island FL 32952 United States 2026-01-14
Lang Alexander Merritt Island FL 32953 United States 2026-01-14
Pam Stewart Maitland FL 32789 United States 2026-01-14
GINGER ALLEN Merritt Island FL 32953 United States 2026-01-14
Laura Hanson Orlando FL 32801 United States 2026-01-14
Jay Rutenkroger Cocoa FL 32922 United States 2026-01-14
Edward L Boullion Melbourne FL 32940 United States 2026-01-14
Jason B Merritt Island FL 32953 United States 2026-01-14

Jeffrey Hays Merritt Island FL 32953 United States 2026-01-14
Doug Govan Merritt Island FL 32953 United States 2026-01-14
Amanda Barber Merritt Island FL 32953 United States 2026-01-14
Karen Jones Merritt Island FL 32953 United States 2026-01-14
Alice Russell Merritt Island FL 32953 United States 2026-01-14
Dorothy Polito McDonald Merritt Island FL 32953 United States 2026-01-14
Tanja Schiffert Merritt Island FL 32953 United States 2026-01-14
Donna Brown Satellite Beach FL 32937 United States 2026-01-14
Andreas Vivolo Merritt Island FL 32953 United States 2026-01-14
Lyra Bridgwood Orlando FL 32806 United States 2026-01-14
John Paul Arel Merritt Island FL 32952 United States 2026-01-14
Elizabeth Porter Merritt Island FL 32953 United States 2026-01-14
Laurie Brady Merritt Island FL 32953 United States 2026-01-14
Jennifer Astle Cocoa FL 32927 United States 2026-01-14
Kevin Dezurik McComb MS 39648 United States 2026-01-14
Peter Bennett Merritt Island FL 32952 United States 2026-01-14
Kaitlyn Easterling Cocoa FL 32927 United States 2026-01-14
Courtnee Glover Orlando FL 32808 United States 2026-01-14
Joni Bohne Cocoa FL 32922 United States 2026-01-14
Michael Derouen Cocoa FL 32927 United States 2026-01-14
Sarah Johnson Merritt Island FL 32953 United States 2026-01-14
Ellen Gordon Merritt Island FL 32952 United States 2026-01-14
Debey Von Deltona FL 32738 United States 2026-01-14
Shannon Chamberlain Merritt Island FL 32953 United States 2026-01-14
Todd Snow Merritt Island FL 32953 United States 2026-01-14
David S Orlando FL 32832 United States 2026-01-14
Lila Sandstrom Merritt Island FL 32953 United States 2026-01-14
Jonathan Byon Miami FL 33197 United States 2026-01-14
Dave Fitzgerald Merritt Island FL 32953 United States 2026-01-14
Cindy Erwin Merritt Island FL 32952 United States 2026-01-14
William Cauffman Merritt Island FL 32953 United States 2026-01-14
Cynthia Bottomley Cocoa FL 32926 United States 2026-01-14
James Leagan Merritt Island FL 32953 United States 2026-01-14
Kathy Gay Merritt Island FL 32953 United States 2026-01-14
T Dove Merritt Island FL 32953 United States 2026-01-14
Elaine Jackson Merritt Island FL 32953 United States 2026-01-14
Debbie Savoie Merritt Island FL 32953 United States 2026-01-14
Kathy Ingram Merritt Island FL 32953 United States 2026-01-14
Emily Lichtenberger Merritt Island FL 32920 United States 2026-01-14
Caitlyn Daly Merritt Island FL 32953 United States 2026-01-14
Kenneth Hussey Merritt Island FL 32953 United States 2026-01-14
Edythe June Hutchinson Merritt Island FL 32952 United States 2026-01-14
Sue Iovine Merritt Island FL 32953 United States 2026-01-14
Randall Koontz Merritt Island FL 32953 United States 2026-01-14
Benjamin Rogers Merritt Island FL 32952 United States 2026-01-14
Meagan dixon Verona NJ 07044 United States 2026-01-14
Kim Bachand Merritt Island FL 32953 United States 2026-01-14
Scott Gill Cape Canaveral FL 32920 United States 2026-01-14
Ellen Manco Merritt Island FL 32953 United States 2026-01-14
James Lenhard Merritt Island FL 32953 United States 2026-01-14
wayne wiley Cape Canaveral FL 32920 United States 2026-01-14
Hailey Hattaway Cocoa FL 32926 United States 2026-01-14
Jennifer hauer Merritt Island FL 32953 United States 2026-01-14
Lauren Lynch Merritt Island FL 32953 United States 2026-01-14
Jeff Prater Merritt Island FL 32952 United States 2026-01-14
Erin Morgan Merritt Island FL 32952 United States 2026-01-14
merrybeth burgess Rockledge FL 32955 United States 2026-01-14
Alf Fischer Merritt Island FL 32953 United States 2026-01-14
Hanna Miller Port Saint John FL 32927 United States 2026-01-14
Tina Williams Merritt Island FL 32953 United States 2026-01-14
Steve Lawhon Merritt Island FL 32953 United States 2026-01-14
Alba Gomez Merritt Island FL 32953 United States 2026-01-14
marlene dusz Merritt Island Fl FL 32952 United States 2026-01-14
Janis Atkinson Port Saint John FL 32927 United States 2026-01-14
Daniel Hanson Cape Canaveral FL 32920 United States 2026-01-15

Chloe Underwood Merritt Island FL 32953 United States 2026-01-15
Georganne DeSeve Merritt Island FL 32952 United States 2026-01-15
Marlene Wertz Merritt Island FL 32953 United States 2026-01-15
Tara Herrick Merritt Island FL 32953 United States 2026-01-15
Cathleen Baker Merritt Island FL 33197 United States 2026-01-15
Janet Trentini Oak Hill FL 32759 United States 2026-01-15
Jimm Witherell Orlando FL 32935 United States 2026-01-15
Izaak Altamirano Manchester NH 03111 United States 2026-01-15
Kenneth Cornejo Orlando FL 32837 United States 2026-01-15
Vivian Bantos North Merritt Island FL 32953 United States 2026-01-15
marilyn waters Melbourne FL 32940 United States 2026-01-15
Cheryl Murphy Merritt Island FL 32953 United States 2026-01-15
Jossean Perez Casselberry FL 32707 United States 2026-01-15
Leon Kindred Merritt Island FL 32953 United States 2026-01-15
Kathryn Anderson Merritt Island FL 32953 United States 2026-01-15
Jamie Duke "" GA 31566 United States 2026-01-15
Sandra Burchfield Merritt Island FL 32952 United States 2026-01-15
Tanya Knappman Merritt Island FL 32953 United States 2026-01-15
Ralph Page Merritt Island FL 32953 United States 2026-01-15
Diana Priest Merritt Island FL 32952 United States 2026-01-15
Alicia Paquette Merritt Island FL 32952 United States 2026-01-15
Anne Schlawiedt Merritt Island FL 32952 United States 2026-01-15
Martha B Venable Merritt Island FL 32953 United States 2026-01-15
Jackie Johnson Merritt Island FL 32952 United States 2026-01-15
Namira Abdulgani Brooklyn NY 11221 United States 2026-01-15
Barbara Talerico Merritt Island FL 32953 United States 2026-01-15
Skyler ille Merritt Island FL 32953 United States 2026-01-15
Cheyenne Fines Merritt Island FL 32953 United States 2026-01-15
Ethan Fines Merritt Island FL 32953 United States 2026-01-15
David Fontana Merritt Island FL 32953 United States 2026-01-15
Mark Dahl Merritt Island FL 32953 United States 2026-01-15
足立 響生 大田区 "" 1450064 Japan 2026-01-15
Jacob Pitcher Merritt Island FL 32953 United States 2026-01-15
Megan Pinczes Merritt Island FL 32953 United States 2026-01-15
Jennifer Moore Merritt Island FL 32952 United States 2026-01-15
Tracy Corley Merritt Island FL 32953 United States 2026-01-15
Frank Fisher Merritt Island FL 32953 United States 2026-01-15
Melissa Grimm Cocoa Beach FL 32931 United States 2026-01-15
Brian Teek Merritt Island FL 32953 United States 2026-01-15
Dianne Hendriksen Merritt Island FL 32952 United States 2026-01-15
Kayla Ellis Merritt Island FL 32953 United States 2026-01-15
Tanner Chasteen Merritt Island FL 32952 United States 2026-01-15
Shelly Reade Merritt Island FL 32953 United States 2026-01-15
Allan Krische Cocoa Beach FL 32931 United States 2026-01-15
Renee Harris Merritt Island FL 32953 United States 2026-01-15
Anthony Harris Merritt Island FL 32953 United States 2026-01-15
Summer Devlin Merritt Island FL 32953 United States 2026-01-15
Raquel Lay Merritt Island FL 32952 United States 2026-01-15
Stacey Kidd Melbourne FL 32904 United States 2026-01-15
Scott Chandler Merritt Island FL 32953 United States 2026-01-15
Denise Chandler Merritt Island FL 32953 United States 2026-01-15
Andrew Burrow Fairfield CA 94533 United States 2026-01-15
Arthur Friedman Merritt Island FL 32953 United States 2026-01-15
Gary Klein Merritt Island FL 32952 United States 2026-01-15
Deborah Haggard Merritt Island FL 32952 United States 2026-01-15
Mary Turner Merritt Island FL 32953 United States 2026-01-15
Melody DeCarlo Merritt Island FL 32952 United States 2026-01-15
Justin Birbal Merritt Island FL 32953 United States 2026-01-15
susanne maher Merritt Island FL 32953 United States 2026-01-15
aisa Andrus Merritt Island FL 32953 United States 2026-01-15
Wes Green Merritt Island FL 32953 United States 2026-01-15
Jacklin Fisher Cocoa FL 32926 United States 2026-01-15
Jennifer Powell Merritt Island FL 32953 United States 2026-01-15
Clifford Dietz Merritt Island FL 32953 United States 2026-01-15
Shay Hattaway Cocoa FL 32927 United States 2026-01-15

Anthony Andrus Merritt Island FL 32953 United States 2026-01-15
megan venable Merritt Island FL 32952 United States 2026-01-15
Rhonda Chandler Merritt Island FL 32953 United States 2026-01-15
Samantha Marckioni Merritt Island FL 32953 United States 2026-01-15
Kevin Gorman Merritt Island FL 32953 United States 2026-01-15
Tommie Long Merritt Island FL 32952 United States 2026-01-15
David Boyd Merritt Island FL 32952 United States 2026-01-15
Kelly McDaniel Merritt Island FL 32953 United States 2026-01-15
Kaitlyn Williams Cocoa FL 32926 United States 2026-01-15
Missi fitz Merritt Island FL 32953 United States 2026-01-15
Lucy McRoberts Rockledge FL 32955 United States 2026-01-15
Jennifer Briggs Merritt Island FL 32953 United States 2026-01-15
Deanna Greenwell Merritt Island FL 32952 United States 2026-01-15
Andrew DeLuca Merritt Island FL 32953 United States 2026-01-15
Ana Elliott Merritt Island FL 32953 United States 2026-01-15
Kim Pond Merritt Island FL 32953 United States 2026-01-15
Susan Schwarz Merritt Island FL 32953 United States 2026-01-15
Kerry Palermo Merritt Island FL 32953 United States 2026-01-15
Scott Byrd Merritt Island FL 329 United States 2026-01-15
Carli Barr Merritt Island FL 32952 United States 2026-01-15
Danielle Dulude Merritt Island FL 32953 United States 2026-01-15
Jeanette Hoover Merritt Island FL 32953 United States 2026-01-15
Annmarie Lovett Merritt Island FL 32953 United States 2026-01-15
Jarrett Rogers Orlando FL 32811 United States 2026-01-15
Elizabeth Labonte Merritt Island FL 32953 United States 2026-01-15
Sasha Primeaux Merritt Island FL 32953 United States 2026-01-15
Bradley Lawrence Zephyrhills FL 33542 United States 2026-01-15
Sharon Dulude Merritt Island FL 32953 United States 2026-01-15
Sarah Hernandez Merritt island FL 32953 United States 2026-01-15
Nathan Roop Merritt Island FL 32952 United States 2026-01-15
Pamela Davidson Merritt Island FL 32953 United States 2026-01-15
Rose Brant Merritt Island FL 32953 United States 2026-01-15
Barbara Delaney Elberton GA 30635 United States 2026-01-15
Ellen Parda Cocoa Beach FL 32931 United States 2026-01-15
Brian Schaible Merritt Island FL 32952 United States 2026-01-15
Connie longacre Merritt Island FL 32952 United States 2026-01-15
Powell Michael Merritt Island FL 32952 United States 2026-01-15
Elizabeth Munroe Cocoa FL 32926 United States 2026-01-15
Nathan Brach Merritt Island FL 32953 United States 2026-01-15
Lauren church Merritt Island FL 32953 United States 2026-01-15
Travis mckenzie Merritt Island FL 32952 United States 2026-01-15
Laura Maharaj Birbal Merritt Island FL 32953 United States 2026-01-15
Perry Cusmano Merritt Island FL 32953 United States 2026-01-15
Mary Watkins Merritt Island FL 32953 United States 2026-01-15
Morgan Jones Merritt Island FL 32953 United States 2026-01-15
Carlee Adams Cocoa Beach FL 32931 United States 2026-01-15
David Grant Merritt Island FL 32952 United States 2026-01-15
Denise Forsberg Merritt Island FL 32953 United States 2026-01-15
Faith Gateley Cocoa Beach FL 32931 United States 2026-01-15
AnnMarie Daly Fort Pierce FL 34981 United States 2026-01-15
Natalie Whitehurst Merritt Island FL 32953 United States 2026-01-15
Peter Rochester Merritt Island FL 32953 United States 2026-01-15
TCHERLEN SERAPHIN Indianapolis IN 46208 United States 2026-01-15
corey LeBlanc Merritt Island FL 32953 United States 2026-01-15
Mary Carpenter Merritt Island FL 32952 United States 2026-01-15
Garrett Betty Merritt Island FL 32952 United States 2026-01-15
Jeff Wilson Merritt Island FL 32953 United States 2026-01-15
Nancy Pandolfi Merritt Island FL 32953 United States 2026-01-15
Pamela Seaton Merritt Island FL 32953 United States 2026-01-15
Brinn Leach-Wilson Merritt Island FL 32953 United States 2026-01-15
Scott Marckioni Merritt Island FL 32953 United States 2026-01-15
Mike Washburn Napa CA 94558 United States 2026-01-15
Michelle Gunter Southwest Brevard Cnty FL 32922 United States 2026-01-15
James Mulcahey Merritt Island FL 32953 United States 2026-01-15
Lauren Ark Orlando "" 32801 United States 2026-01-15

Louis Lemire Merritt Island FL 32953 United States 2026-01-15
India Downey Palm Bay FL 32907 United States 2026-01-15
Adam Schuppan Merritt Island FL 32953 United States 2026-01-15
Marisa Gabay Cocoa FL 32926 United States 2026-01-15
Nancy Winn Merritt Island FL 32953 United States 2026-01-15
Emily Hallenstein Merritt Island FL 32953 United States 2026-01-15
James Babiarz Merritt Island FL 32953 United States 2026-01-15
Debra Gibson Merritt Island FL 32952 United States 2026-01-15
Robert Elliott Merritt Island FL 32953 United States 2026-01-15
Christopher Hunter Merritt Island FL 32952 United States 2026-01-15
Jacob Babuschak Merritt Island FL 32953 United States 2026-01-15
k p miami FL 32940 United States 2026-01-15
Elizabeth Elliott Merritt Island FL 32953 United States 2026-01-15
James Hicks Merritt Island FL 32953 United States 2026-01-15
Amanda Smith Merritt Island FL 32953 United States 2026-01-15
Paige Mycoskie Merritt Island FL 32952 United States 2026-01-15
Curtis Myhand Merritt Island FL 32953 United States 2026-01-15
Jared maher Merritt Island FL 32953 United States 2026-01-15
Salma Romo Brandon FL 33510 United States 2026-01-15
Michael Moll "" "" "" Switzerland 2026-01-15
Kim Welch Cocoa FL 32927 United States 2026-01-15
Juliet Khan Margate FL 33063 United States 2026-01-15
Linda Johnson Merritt Island FL 32953 United States 2026-01-15
William Austin Merritt Island FL 32953 United States 2026-01-15
Diana Turnbull Merritt Island FL 32953 United States 2026-01-15
Heidi Thayer Orlando FL 32833 United States 2026-01-15
Heidi Dutter Merritt Island FL 32952 United States 2026-01-15
Davis Kolasa Merritt Island FL 32953 United States 2026-01-15
Kathleen Lemire Merritt Island FL 32953 United States 2026-01-15
Michelle Weilnau Merritt Island FL 32953 United States 2026-01-15
Darlene Montano Merritt Island FL 32953 United States 2026-01-15
Dorothy Gray Merritt Island FL 32953 United States 2026-01-15
Aprille Waldrop Merritt Island FL 32953 United States 2026-01-15
Sara Turnbull Merritt Island FL 32953 United States 2026-01-16
Ben Waldrop Merritt Island FL 32953 United States 2026-01-16
Tina Zidich Merritt Island FL 32953 United States 2026-01-16
Monica Marckioni Merritt Island FL 32953 United States 2026-01-16
Barbara Selig Merritt Island FL 32953 United States 2026-01-16
Cathy Alexander Kissimmee FL 34746 United States 2026-01-16
Elizabeth Francis Merritt Island FL 32953 United States 2026-01-16
Bonnie King Merritt Island FL 32952 United States 2026-01-16
Mary Ervin Merritt Island FL 32953 United States 2026-01-16
Sharon Obrien Merritt Island FL 32953 United States 2026-01-16
Kathy Matson Merritt Island FL 32953 United States 2026-01-16
Rafael Bustamante Merritt Island FL 32952 United States 2026-01-16
Heather Raustad Merritt Island FL 32953 United States 2026-01-16
Heather Raustad Merritt Island FL 32953 United States 2026-01-16
Tracy Stephens Merritt Island FL 32953 United States 2026-01-16
Teresa Nick Merritt Island FL 32953 United States 2026-01-16
Diane Duclos Merritt Island FL 32953 United States 2026-01-16
Michael Duclos Merritt Island FL 32953 United States 2026-01-16
Marc stewart Merritt Island FL 32953 United States 2026-01-16
Faith Day Orlando FL 32811 United States 2026-01-16
Theodore Siegel Merritt Island FL 32953 United States 2026-01-16
Gina DeMarco Longwood FL 32750 United States 2026-01-16
Vanessa Skipper Merritt Island FL 32953 United States 2026-01-16
Kelsey Godfrey Cocoa FL 32927 United States 2026-01-16
Diedre Kendall Merritt Island FL 32953 United States 2026-01-16
Vernon Portell Merritt Island FL 32953 United States 2026-01-16
Kennedy Arthurs Merritt Island FL 32953 United States 2026-01-16
Lena dillon Merritt Island FL 32952 United States 2026-01-16
Maggie McKenzie Conway AR 72034 United States 2026-01-16
Ja Lawhon Merritt Island FL 32953 United States 2026-01-16
Barbara Volz "" "" "" United States 2026-01-16
Craig Jones Merritt Island FL 32953 United States 2026-01-16

Angel Dehart Cocoa FL 32927 United States 2026-01-16
Barbara Norris Merritt Island FL 32953 United States 2026-01-16
Sean Benzinger Merritt Island FL 32953 United States 2026-01-16
Katherine Renneisen Merritt Island FL 32953 United States 2026-01-16
Laura Walters Merritt Island FL 32953 United States 2026-01-16
Sue Violante Merritt Island FL 32953 United States 2026-01-16
Sherrie Bergen Merritt Island FL 32953 United States 2026-01-16
Mitchel Babb Merritt Island FL 32953 United States 2026-01-16
Ro Clarkin Merritt Island FL 32953 United States 2026-01-16
Joseph smith Merritt Island FL 32953 United States 2026-01-16
Jessica Altamirano Merritt Island FL 32953 United States 2026-01-16
Brad Pervell Merritt Island FL 32953 United States 2026-01-16
Catherine McGee Melbourne Beach FL 32951 United States 2026-01-16
Margaret Bracket Merritt Island FL 32952 United States 2026-01-16
Catherine Ely Merritt Island FL 32954 United States 2026-01-16
Dylan De Jesus Orlando FL 32828 United States 2026-01-16
Shelly Williamson Merritt Island FL 32953 United States 2026-01-16
Michael McCullough Merritt Island FL 32953 United States 2026-01-16
liz Anderson Merritt island FL 32952 United States 2026-01-16
Betty Gillespie Merritt Island FL 32953 United States 2026-01-16
Jim Houston Cape Canaveral FL 32920 United States 2026-01-16
Debbie Brownfield Merritt Island FL 32953 United States 2026-01-16
Melody Sanchez Merritt Island FL 32953 United States 2026-01-16
Liza Sanchez Merritt Island FL 32953 United States 2026-01-16
Patrick Miller Cocoa FL 32926 United States 2026-01-16
Paula Black Cocoa FL 32926 United States 2026-01-16
Amber Chieffe Merritt Island FL 32953 United States 2026-01-16
Ron Chieffe Merritt Island FL 32953 United States 2026-01-16
Shelby Chieffe Merritt Island FL 32953 United States 2026-01-16
Lisa Gerlach Merritt Island FL 32953 United States 2026-01-16
Ash Gegg York PA 17404 United States 2026-01-16
Sharon Gayman Merritt Island FL 32953 United States 2026-01-16
Cherie Graham Chandler AZ 85286 United States 2026-01-16
Ruth Young Merritt Island FL 32953 United States 2026-01-16
Aly Escobar Kissimmee FL 34741 United States 2026-01-16
Kirsten Smith Merritt Island FL 32953 United States 2026-01-16
John Seger Merritt Island FL 32953 United States 2026-01-16
Carly Martindale Merritt Island FL 32953 United States 2026-01-16
Gary Shetzline Merritt Island FL 32953 United States 2026-01-16
Richard C Orlando FL 32805 United States 2026-01-16
Sandy Velez Merritt Island FL 32953 United States 2026-01-16
Robert Wise Merritt Island FL 32953 United States 2026-01-16
Debra Brooks Merritt Island FL 32953 United States 2026-01-16
Cheryl Chambers Merritt Island FL 32953 United States 2026-01-16
Matai Bender Apopka FL 32712 United States 2026-01-16
Carolyn Robinson Merritt Island FL 32953 United States 2026-01-16
Nesha Stanton Cocoa FL 32927 United States 2026-01-16
Sharon Brindley Cocoa FL 32927 United States 2026-01-16
Sule Prado Cape Canaveral FL 32920 United States 2026-01-16
Rochelle Hills Cape Canaveral FL 32920 United States 2026-01-16
Barbara Lambert Merritt Island FL 32952 United States 2026-01-16
Andrea Chisari Mims FL 32754 United States 2026-01-16
Holly Newman Merritt Island FL 32952 United States 2026-01-16
Hattaway Butler Orlando FL 32818 United States 2026-01-16
Norelle Johnston Merritt Island FL 32953 United States 2026-01-16
Keri Schechinger Merritt Island FL 32953 United States 2026-01-16
Stephanie Moody Indialantic FL 32903 United States 2026-01-16
Martha Cartagena Haines City FL 33844 United States 2026-01-16
Virginia Pleasant Merritt Island FL 32953 United States 2026-01-16
Patricia Burt Cape Canaveral FL 32920 United States 2026-01-16
Edgar Jones Orlando FL 32801 United States 2026-01-16
Nick Sarpoolaki Melbourne Beach FL 32951 United States 2026-01-16
Steve Sebring Merritt Island FL 32953 United States 2026-01-16
Tim S Philadelphia PA 19124 United States 2026-01-16
Abigail Gaston Merritt Island FL 32953 United States 2026-01-16

Christian Morgan Cocoa FL 32922 United States 2026-01-16
Linda Steel Merritt Island FL 32953 United States 2026-01-16
Donald Lampkins Merritt Island FL 32953 United States 2026-01-16
Paul Brown Merritt Island FL 32953 United States 2026-01-16
Theresa Russ Mount Dora FL 32757 United States 2026-01-17
Steve Smith Vero Beach FL 32963 United States 2026-01-17
Luke C Palm Bay FL 32905 United States 2026-01-17
Debra Olejarski Merritt Island FL "" United States 2026-01-17
Tara Payne Brookland AR 72417 United States 2026-01-17
Karen Taft Rockledge FL 32955 United States 2026-01-17
Malinda Chaidez Brea CA 92821 United States 2026-01-17
Mindy Gordon Merritt Island FL 32953 United States 2026-01-17
Denise Minchella Merritt Island FL 32952 United States 2026-01-17
Judy F. Merritt Island FL 32953 United States 2026-01-17
Katie Knight Rockledge FL 32955 United States 2026-01-17
Melissa Kirkland Merritt Island FL 32953 United States 2026-01-17
Ann Marie Turner Merritt Island FL 32953 United States 2026-01-17
laura govan Merritt island FL 32953 United States 2026-01-17
Pauline Culley "" NY 10310 United States 2026-01-17
Carol Pennington-York Merritt Island FL 32953 United States 2026-01-17
Jason LaBarbera Merritt Island FL 32953 United States 2026-01-17
Hunter Knight Merritt Island FL 32953 United States 2026-01-17
Candy Sands Titusville FL 32796 United States 2026-01-17
Ryan Gielow Vero Beach FL 32968 United States 2026-01-17
David Herrman Merritt Island FL 32953 United States 2026-01-17
Tracie Goodwin Merritt Island FL 32953 United States 2026-01-17
Christine Purcell Merritt Island FL 32953 United States 2026-01-17
Barbara hoosier Orlando FL 32811 United States 2026-01-17
gwen stevenson Merritt Island FL 32953 United States 2026-01-17
Adam Brady Cape Canaveral FL 32920 United States 2026-01-17
Roy Spalding Merritt Island FL 32953 United States 2026-01-17
Sarah Anzalone Williamsburg VA 23185 United States 2026-01-17
Monica Ellis Merritt Island FL 32953 United States 2026-01-17
Sarah Reynolds Cullman AL 35055 United States 2026-01-17
Tamiranda Perkins Palm Bay FL 32905 United States 2026-01-17
Janlyn Hall Merritt Island FL 32953 United States 2026-01-17
Jeff Frame Merritt Island FL 32953 United States 2026-01-17
Brenda Krieger Merritt Island FL 32953 United States 2026-01-17
Emily Harris Merritt Island FL 32953 United States 2026-01-17
Dan Sconyers Merritt Island FL 32953 United States 2026-01-17
Carol Herrman Merritt Island FL 32953 United States 2026-01-17
Teresa Ryan Merritt Island FL 32953 United States 2026-01-17
Ava Humphrey Merritt Island FL 32953 United States 2026-01-17
Kai B Cocoa Beach FL 32931 United States 2026-01-17
Brian Sage Merritt Island FL 32953 United States 2026-01-17
Debbie Parsons Merritt Island FL 32953 United States 2026-01-17
Alison Grenn "" "" "" United States 2026-01-17
Stacey Guetzloe Merritt Island FL 34744 United States 2026-01-17
Kacie Copeland Merritt Island FL 32953 United States 2026-01-17
Sandy Young Rockledge FL 32955 United States 2026-01-17
Traci Sciaretta Merritt Island FL 32953 United States 2026-01-17
Paula Berntson Merritt Island FL 32952 United States 2026-01-17
Boyd Brown Merritt Island FL 32952 United States 2026-01-17
Natalie Rathweg Merritt Island FL 32953 United States 2026-01-17
Montserrat Esparza Orlando FL 32825 United States 2026-01-17
Ashley Doig Merritt Island FL 32953 United States 2026-01-17
Joli Storm Merritt Island FL 32953 United States 2026-01-17
David Wall Merritt Island FL 32952 United States 2026-01-17
Patricia Cobey Longwood FL 32779 United States 2026-01-17
Claire Deason Madrid "" 28014 Spain 2026-01-17
Zachary Rockwell Merritt Island FL 32953 United States 2026-01-17
Kathryn Roth Merritt Island FL 32954 United States 2026-01-17
Alison Sonnemann Merritt Island FL 32952 United States 2026-01-17
Daniel Wright Merritt Island FL 32953 United States 2026-01-17
Brayden Uzee Merritt Island FL 32952 United States 2026-01-17

Taunia Uzee Merritt Island FL 32952 United States 2026-01-17
Ken Brown Merritt Island FL 32953 United States 2026-01-17
Lily Halberstadt Merritt Island FL 32952 United States 2026-01-17
Stephen Humphrey Merritt Island FL 32953 United States 2026-01-17
Edith Zorn Cincinnati OH 45202 United States 2026-01-17
Samantha Tierno Merritt Island FL 32953 United States 2026-01-17
Lourdes Alcox Bradenton FL 34202 United States 2026-01-17
Barbara Julian Merritt Island FL 32953 United States 2026-01-17
Vivian Petit Orlando FL 32801 United States 2026-01-17
Siobhan Mottershead Kissimmee FL 34741 United States 2026-01-17
Robbyn Spratt Merritt Island FL 32952 United States 2026-01-17
Nathan Boone Merritt Island FL 32953 United States 2026-01-17
Mike VanGilder Merritt Island FL 32952 United States 2026-01-17
Linda Miller Lithia FL 33547 United States 2026-01-17
Stacey Miller Deltona FL 32738 United States 2026-01-17
Mary Lasley Cocoa Beach FL 32931 United States 2026-01-17
Dalila Montalvan Pompano Beach FL 33069 United States 2026-01-17
Kiara Oberhaensli Merritt Island FL 32953 United States 2026-01-17
Michael Harris Merritt Island FL 32953 United States 2026-01-17
Tom Reedy Merritt Island FL 32953 United States 2026-01-17
Thomas Reedy Merritt Island FL 32953 United States 2026-01-17
Hilda Meyer Titusville FL 32796 United States 2026-01-17
Joshua Pace Merritt Island FL 32953 United States 2026-01-17
Teresa Speed Cocoa FL 32922 United States 2026-01-17
Alexis Gorman Merritt Island FL 32953 United States 2026-01-17
Justin Fegers Merritt Island FL 32953 United States 2026-01-17
Melissa Holst Merritt Island FL 32953 United States 2026-01-17
Elizabeth Johnson Manhattan IL 60442 United States 2026-01-17
Julie Bowling Merritt Island FL 32952 United States 2026-01-17
Barbara Morrow Merritt Island FL 32953 United States 2026-01-17
Susan Mayer Rockledge FL 32955 United States 2026-01-17
Jacob McCarver Merritt Island FL 32953 United States 2026-01-17
Emily Huston Colorado Springs CO 80904 United States 2026-01-17
Todd Bost Roselle IL 60172 United States 2026-01-17
Heath Horr Cocoa FL 32926 United States 2026-01-17
Abby Cason Ruckersville VA 22968 United States 2026-01-17
Alyson Bergman Cocoa Beach FL 32931 United States 2026-01-17
Louie Capeles The Bronx NY 10452 United States 2026-01-18
Abby Bailey Oviedo FL 32765 United States 2026-01-18
Shawn Boatwright Vero Beach FL 32962 United States 2026-01-18
Krystal Prieto Philadelphia PA 19121 United States 2026-01-18
Pattra Dodd Port Saint Lucie FL 34983 United States 2026-01-18
Luis Martinez Merritt Island FL 32953 United States 2026-01-18
Delia Timpy Cocoa FL 32922 United States 2026-01-18
Christian Myers Merritt Island FL 32953 United States 2026-01-18
Tom Steiner Merritt Island FL 32953 United States 2026-01-18
Carina Allen Merritt Island FL 32953 United States 2026-01-18
Sophie Elliott Merritt Island FL 32953 United States 2026-01-18
Christopher Craighead Merritt Island FL 32953 United States 2026-01-18
Robyn Moyer Merritt Island FL 32952 United States 2026-01-18
Antoinette Angell Merritt Island FL 32953 United States 2026-01-18
karen lund Orlando FL 32828 United States 2026-01-18
Rachel Tineo Cocoa Beach FL 32931 United States 2026-01-18
Susan Clements Merritt Island FL 32953 United States 2026-01-18
lynn alfone Toms River NJ 08753 United States 2026-01-18
Virginia Prieto Cocoa FL 32926 United States 2026-01-18
Sabine palumbo Melbourne FL 32904 United States 2026-01-18
Cynthia Kelley Cocoa Beach FL 32931 United States 2026-01-18
Kiana Sadat Ahmadi "" "" "" United States 2026-01-18
Denise Vickers Cocoa FL 32926 United States 2026-01-18
Julie Roberts Miami FL 33197 United States 2026-01-18
Cindie Robinson Merritt Island FL 32952 United States 2026-01-18
Carolynn McIntyre Merritt Island FL 32953 United States 2026-01-18
Rebecca Bowman Merritt Island FL 32953 United States 2026-01-18
karen Eiermann Merritt Island FL 32952 United States 2026-01-18

Alfonso Vicidomini Cape Canaveral FL 32920 United States 2026-01-18
Jocelyn Taylor Cocoa Beach FL 32931 United States 2026-01-18
Cleon Buzzell Merritt Island FL 32953 United States 2026-01-18
kim day merritt island FL 32953 United States 2026-01-18
Judy Marenczuk Merritt Island FL 32953 United States 2026-01-18
Margaret Shields Melbourne Beach FL 32951 United States 2026-01-18
Gary Neff Merritt Island FL 32953 United States 2026-01-18
Jeanne Clark Titusville FL 32780 United States 2026-01-18
Thomas Bresnahan Cocoa FL 32926 United States 2026-01-18
Tammy Hingle Merritt Island FL 32953 United States 2026-01-18
Michael Harrison Merritt Island FL 32953 United States 2026-01-18
Patricia Rowan Merritt Island FL 32953 United States 2026-01-18
Pamela Goldthrite Merritt Island FL 32953 United States 2026-01-18
Scott Spratt Merritt Island FL 32952 United States 2026-01-18
Tomorrow McCarthy North Merritt Island FL 32953 United States 2026-01-18
Cheryle Mako Merritt Island FL 32953 United States 2026-01-18
Michelle Hensley Cocoa FL 32927 United States 2026-01-18
Kelley Rose Merritt Island FL 32953 United States 2026-01-18
Mary Elliott Great Bend KS 67530 United States 2026-01-18
Linda Greenhaw Cape Canaveral FL 32940 United States 2026-01-18
Jone mount Merritt Island FL 32953 United States 2026-01-18
Richard Wuestenfeld Merritt Island FL 32953 United States 2026-01-18
Rose Mercius Vero Beach FL 32967 United States 2026-01-18
Michael Mako Merritt Island FL 32953 United States 2026-01-18
Sierra Rosenthal Merritt Island FL 32952 United States 2026-01-18
Julien Espinola Philadelphia "" 19111 United States 2026-01-18
Gina Lindhorst Merritt Island FL 32953 United States 2026-01-18
Ruby Donaldson Merritt Island FL 32953 United States 2026-01-18
Susan MacLellan Merritt Island FL 32953 United States 2026-01-18
Kimber Bogle Merritt Island FL 32952 United States 2026-01-18
Katrinka Burenko Merritt Island FL 32953 United States 2026-01-18
Lynda Giesler Merritt Island FL 32953 United States 2026-01-18
Mya Mccormick Merritt Island FL 32953 United States 2026-01-18
Courtney Eaton Merritt Island FL 32953 United States 2026-01-18
Charles McEachern Merritt Island FL 32952 United States 2026-01-18
Carlos de la cruz Merritt Island FL 32953 United States 2026-01-18
Ethan Herrell Merritt Island FL 32953 United States 2026-01-19
MICHELLE Maricic Rockledge FL 32955 United States 2026-01-19
Gloria Navan Lawrenceville GA 30043 United States 2026-01-19
Maria Alfaro Vero Beach FL 32960 United States 2026-01-19
Carol Gegner Cocoa FL 32922 United States 2026-01-19
Larry Raustad Merritt Island FL 32953 United States 2026-01-19
Amanda Martinez Sebastian FL 32958 United States 2026-01-19
Renee Fuller Longwood FL 32779 United States 2026-01-19
Diego Alvarez Merritt Island FL 32953 United States 2026-01-19
Ashley Hanks Merritt Island FL 32953 United States 2026-01-19
John Knott Merritt Island FL 32953 United States 2026-01-19
Holly Gibney Merritt Island FL 32953 United States 2026-01-19
Peggy Huff Merritt Island FL 32952 United States 2026-01-19
Cindee Schwartz Sunset Beach NC 28468 United States 2026-01-19
Laurie Crooks Orlando FL 32801 United States 2026-01-19
John Clamp Merritt Island FL 32953 United States 2026-01-19
Maddy Dheilly Merritt Island FL 32953 United States 2026-01-19
Ryan Danek Merritt Island FL 32953 United States 2026-01-19
Pete Patellis Merritt Island FL 32953 United States 2026-01-19
David Pratt Florida USA FL 32952 United States 2026-01-19
Vicky Justine Merritt Island FL 32952 United States 2026-01-19
Margaret Barley Cocoa Beach FL 32931 United States 2026-01-19
Tami Hillman West Melbourne FL 32904 United States 2026-01-19
Taylor Timney Merritt Island FL 32953 United States 2026-01-19
Ag Attersby Winter Park FL 32789 United States 2026-01-19
Lauri Kelnhofer Merritt Island FL 32952 United States 2026-01-19
kimberly teal woods merritt island FL 32953 United States 2026-01-19
Anita Lane Merritt Island FL 32953 United States 2026-01-19
Diane Pisano Merritt Island FL 32953 United States 2026-01-19

Lynn Tweed Merritt Island FL 32953 United States 2026-01-19
Tonya Anderson "" FL "" United States 2026-01-19
Jeannie McLam Merritt Island FL 32953 United States 2026-01-19
Matt howard Brooklyn NY 11215 United States 2026-01-19
michaelle brown Merritt Island FL 32953 United States 2026-01-19
Deana Lybarger Cocoa Beach FL 32931 United States 2026-01-19
Elijah Adams Cocoa FL 32926 United States 2026-01-19
Jodi Boujidi Merritt Island FL 32952 United States 2026-01-19
Julie Terry Merritt Island FL 32953 United States 2026-01-19
Linda Vickers Merritt Island FL 32953 United States 2026-01-19
Kelly Wessner Merritt Island FL 32953 United States 2026-01-19
Susan Graves Merritt Island FL 32953 United States 2026-01-19
Tammi Belt Merritt Island FL 32953 United States 2026-01-19
Bubbles Jones Vero Beach FL 32968 United States 2026-01-20
Robert Buster Merritt Island FL 32953 United States 2026-01-20
Kelsey Bussiere Merritt Island FL 32953 United States 2026-01-20
Ginny Gleason Merritt Island FL 32953 United States 2026-01-20
Peggy Callenberger Merritt Island FL 32953 United States 2026-01-20
Sydney S Melbourne FL 32934 United States 2026-01-20
Anthony Distefano Staten Island NY 10302 United States 2026-01-20
Robin Berry Merritt Island FL 32953 United States 2026-01-20
Kimberly Matthews Merritt Island FL 32953 United States 2026-01-20
Jillian Nichter Kissimmee FL 34747 United States 2026-01-20
Cynthia Noppert Merritt Island FL 32953 United States 2026-01-20
James DiOrio Morton Grove IL 60053 United States 2026-01-20
Traci Dyson Merritt Island FL 32953 United States 2026-01-20
Leigh Rhodes Merritt Island FL 32953 United States 2026-01-20
Thomas Ackerson Merritt Island FL 32953 United States 2026-01-20
Jameson Lutz Melbourne Beach FL 32951 United States 2026-01-20
austin ward Albany OR 97322 United States 2026-01-20
Robert Rowe Hamilton "" L8E 3V6 Canada 2026-01-20
Michael Oleksik Merritt Island FL 32953 United States 2026-01-20
Dana Poznanski Merritt Island FL 32953 United States 2026-01-20
Joan Place Cocoa FL 32926 United States 2026-01-20
Juan Davis Orlando FL 32828 United States 2026-01-20
Mary Hayes Merritt Island FL 32953 United States 2026-01-20
Annie Skinnell Merritt Island FL 32952 United States 2026-01-20
Kelvin Vargas Merritt Island FL 32953 United States 2026-01-20
Hailey Walker Lakeland FL 33801 United States 2026-01-20
Dennis Bailey Leesburg FL 34848 United States 2026-01-20
Michelle Kennedy Merritt Island FL 32953 United States 2026-01-20
Jing Shen Merritt island FL 32953 United States 2026-01-20
Terence Roche Porter IN 46304 United States 2026-01-20
Lea Ann Wojcieszak Merritt Island FL 32952 United States 2026-01-20
Linda Zickus Porter IN 46304 United States 2026-01-20
Linda Pierce Titusville FL 32780 United States 2026-01-20
Malcolm T Merritt Island FL 32953 United States 2026-01-20
K Krupinski Cocoa Beach FL 32931 United States 2026-01-20
ahmed mahmoud Wilmington DE 19808 United States 2026-01-20
Sheryl Hull Cocoa Beach FL 32931 United States 2026-01-20
nicm patellis Merritt Island FL 32953 United States 2026-01-20
Arlene Allen-Buono Melbourne FL 32934 United States 2026-01-20
Kimberly Scarpetta Cocoa FL 32926 United States 2026-01-20
Eileen Smith Cocoa Beach FL 32931 United States 2026-01-20
Gina Domajnko Merritt Island FL 32953 United States 2026-01-20
Danielle DeMatteo Merritt Island FL 32953 United States 2026-01-20
Mary Miron Merritt Island FL 32952 United States 2026-01-20
Terry Hollister Merritt Island FL 32953 United States 2026-01-20
Adelaide Akey Palm Bay FL 32905 United States 2026-01-20
Emily Spahn Valrico FL 33596 United States 2026-01-20
William Hornung Merritt Island FL 32953 United States 2026-01-20
Elizabeth Gonnerman Merritt Island FL 32953 United States 2026-01-20
Jennifer Breslin Merritt Island FL 32953 United States 2026-01-20
Allyson Swanson Merritt Island FL 32953 United States 2026-01-20
Charles Novak Merritt Island FL 32953 United States 2026-01-20

Jamie Gentry Merritt Island FL 32953 United States 2026-01-20
BONNIE MAE Palatka FL 32177 United States 2026-01-20
Daniel Bracamonte Merritt Island FL 32953 United States 2026-01-20
Savanna Fleener Merritt Island FL 32953 United States 2026-01-20
Richard Shetler III Merritt Island FL 32953 United States 2026-01-20
Jennifer Hughes Merritt Island FL 32953 United States 2026-01-20
Donna Winstead marinelli Merritt Island FL 32953 United States 2026-01-20
Steven Markley Rockledge FL 32955 United States 2026-01-20
Andrea Cantu Merritt island FL 32953 United States 2026-01-20
Ashley Bracamonte Merritt Island FL 32953 United States 2026-01-20
mia martinez Orlando FL 32832 United States 2026-01-20
Cynthia Allen Lawre GA 30043 United States 2026-01-20
Jessi Shetler Merritt Island FL 32953 United States 2026-01-20
Nancy Mcgrath Southborough MA 01772 United States 2026-01-20
Claire Dunn Merritt Island FL 32953 United States 2026-01-20
Victoria Davison Leesburg OK 34788 United States 2026-01-20
Emily O'Grady Merritt Island FL 32953 United States 2026-01-20
Andrew Flood Albany NY 12203 United States 2026-01-20
Caroline Cosme Liège "" "" Belgium 2026-01-20
Amy Wheaton Orlando FL 32803 United States 2026-01-20
Consuelo Legarda Davenport FL 33837 United States 2026-01-21
Beth Nickles Melbourne FL 32935 United States 2026-01-21
Karie Hanselman Merritt Island FL 32953 United States 2026-01-21
Anna Martinez Orlando FL 32811 United States 2026-01-21
DeborahAnne Cox Merritt Island FL 32953 United States 2026-01-21
Margo ALBERTS Merritt Island FL 32953 United States 2026-01-21
Joseph Alberts Merritt Island FL 32953 United States 2026-01-21
Brett Hanselman Merritt island FL 32953 United States 2026-01-21
Seth horowitz Merritt Island FL 32953 United States 2026-01-21
ROCKY CUDA Merritt Island FL 32953 United States 2026-01-21
Wayne Derbyshire The Villages FL 32163 United States 2026-01-21
Jon Portera Sebastopol CA 95472 United States 2026-01-21
Liz Erickson Merritt Island FL 32953 United States 2026-01-21
Brianna Lalumiere Merritt Island FL 32953 United States 2026-01-21
Marilyn Camden Rockledge FL 32955 United States 2026-01-21
David Lane Merritt Island FL 32952 United States 2026-01-21
Lily Ashby Vero Beach "" "" United States 2026-01-21
Rosanna Cope Merritt Island FL 32953 United States 2026-01-21
Gabriel Roncone Melbourne FL 32935 United States 2026-01-21
Cathy Latham Merritt Island FL 32953 United States 2026-01-21
Joshua Christoffersen Merritt Island FL 32953 United States 2026-01-21
Jessica Helms Merritt Island FL 32953 United States 2026-01-21
Carrie Patchell Merritt Island FL 32953 United States 2026-01-21
Jennifer Korchnak Palm Bay FL 32907 United States 2026-01-21
Virginia Whitaker Winter Park FL 32789 United States 2026-01-21
Anne alise Romero Merritt Island FL 32953 United States 2026-01-21
Logan Dalton Merritt Island FL 32953 United States 2026-01-21
Judith Greene Davenport "" 33896 United States 2026-01-21
Destinee Gilbert Cape Canaveral FL 32920 United States 2026-01-21
Jack Miller Titusville FL 32780 United States 2026-01-21
Elisa Maldonado Merritt Island FL 32953 United States 2026-01-21
Lindsey Tate Atlanta GA 30329 United States 2026-01-21
Aaron Lorber Merritt Island FL 32952 United States 2026-01-21
Mary Viera Merritt Island FL 32952 United States 2026-01-21
Jennifer Mcdonald Cocoa Beach FL 32931 United States 2026-01-21
Pierre Bonura Cocoa Beach FL 32931 United States 2026-01-21
Eric Farb Merritt Island FL 32953 United States 2026-01-21
Anita Magriplis Merritt Island FL 32953 United States 2026-01-21
Carter bagley Palmetto FL 34221 United States 2026-01-21
Victoria Leone Merritt Island FL 32953 United States 2026-01-21
Anne Barr Merritt Island FL 32952 United States 2026-01-21
Dennis Steuck Orlando FL 32824 United States 2026-01-21
Elizabeth Reynolds Port Orange FL 32127 United States 2026-01-21
Jennifer Martin Merritt Island FL 32953 United States 2026-01-21
Mark Florman Sewall's Point FL 34996 United States 2026-01-21

carol allen Merritt Island FL 32952 United States 2026-01-21
Dave bloodworth St. Cloud FL 34773 United States 2026-01-21
Joy Pantuso Palm Bay FL 32908 United States 2026-01-21
Rachelle Utz Cape Canaveral FL 32920 United States 2026-01-21
Bonita Shaffer Vero Beach FL 32967 United States 2026-01-21
gwen stevenson Merritt Island FL 32953 United States 2026-01-22
Maryam Khazaeli Encinitas CA 92024 United States 2026-01-22
Morgan Kyzer Vero Beach FL 32966 United States 2026-01-22
McKenna Wolfenberger Oklahoma City OK 73160 United States 2026-01-22
Julie Smith Tecumseh MI 49286 United States 2026-01-22
Maryalice Lanier West Melbourne FL 32904 United States 2026-01-22
Marina Habib Oviedo FL 32765 United States 2026-01-22
Lisa Spearry New Smyrna Beach FL 32168 United States 2026-01-22
Luca Grignola Miami "" 33186 United States 2026-01-22
Jennifer Worthington Sanford FL 32773 United States 2026-01-22
Sandie Smith Vero Beach FL 32963 United States 2026-01-22
Gloria Johns Keystone Heights FL 34761 United States 2026-01-22
Jack Greene Merritt Island FL 32952 United States 2026-01-22
Coty Albert Merritt Island FL 32952 United States 2026-01-22
Arian Roseanne Orlando FL 32818 United States 2026-01-22
Jeffery GILCHRIEST Merritt Island FL 32952 United States 2026-01-22
Krystle Jean Kissimmee "" 34743 United States 2026-01-22
Habib Eslami "" "" "" United States 2026-01-22
Tatiushka Angelique Lora Gonzalez Kissimmee FL 34743 United States 2026-01-22
Donald Bousson Merritt Island FL 32953 United States 2026-01-22
Laura W Tobin Merritt Island FL 32953 United States 2026-01-22
ecko sauls Orlando FL 32811 United States 2026-01-22
Thomas Binder Merritt Island FL 32953 United States 2026-01-22
richard scofield vero beach FL 32967 United States 2026-01-22
Roger Hobart Titusville FL 32796 United States 2026-01-22
Tami Perri Palm Bay FL 32905 United States 2026-01-22
Candace Fowler Titusville FL 32765 United States 2026-01-22
Matt Knowles Vero Beach FL 32968 United States 2026-01-22
Jake Thistle Tallahassee "" 32304 United States 2026-01-22
Julianne Talley Vero Beach FL 32962 United States 2026-01-22
Mia Mitsakos-Gutierrez Vero Beach FL 32968 United States 2026-01-22
Contessa Andritz Titusville FL 32796 United States 2026-01-22
Hayden Chatlani St. Petersburg FL 33711 United States 2026-01-22
Tanner Severt Orlando FL 32821 United States 2026-01-22
Richard Johnson Vero Beach FL 32963 United States 2026-01-22
linda ellis Vero Beach FL 32968 United States 2026-01-22
Drew Buniski Vero Beach FL 32967 United States 2026-01-22
Jennifer Cuartas Miami FL 33180 United States 2026-01-22
Sharaima Nicolaas Kiss FL 34743 United States 2026-01-22
Adam Griffin Indian River Shores FL 32963 United States 2026-01-22
Jordan Crouch Vero Beach FL 32960 United States 2026-01-22
Thomas Smith Merritt Island FL 32953 United States 2026-01-22
Ann Ashfield Titusville FL 32780 United States 2026-01-22
Paul Livoti Brooklyn NY 11226 United States 2026-01-23
Mitcy Guerrier Orlando FL 32801 United States 2026-01-23
Barbara Sobocinski Merritt Island FL 32953 United States 2026-01-23
Elaine Mcgilvray Vero Beach FL 32962 United States 2026-01-23
Tiffany Little Cocoa FL 32922 United States 2026-01-23
Daniel Linden Miami FL 33180 United States 2026-01-23
Donald Sands Port Saint John FL 32927 United States 2026-01-23
Hercules2252@aol.com Cory Place Hercules2252@aol.com FL iowa United States 2026-01-23
Sheridan Lorraine Grove Ciy OH 43123 United States 2026-01-23
Steffany Hernandez Poinciana FL 34759 United States 2026-01-23
Matthew Greene Merritt Island FL 32952 United States 2026-01-23
Kevin Gonzalez Orlando FL 32862 United States 2026-01-23
Denise Smith Lake Worth Beach FL 33461 United States 2026-01-23
Miles Kohn Orlando FL 32832 United States 2026-01-23
Kyle McElroy Carrollton GA 30116 United States 2026-01-23
Yarelis Rosa Falcon Kissimmee FL 34744 United States 2026-01-23
Michael Townsend Merritt Island FL 32953 United States 2026-01-23

Philip Chamberlain Saint Louis MO 63141 United States 2026-01-23
Tim Cole Merritt Island FL 32953 United States 2026-01-23
Joanne Dalrymple Melbourne FL 32935 United States 2026-01-23
Jennifer Edwards Vero Beach FL 32962 United States 2026-01-23
Melissa Dees Merritt Island FL 32952 United States 2026-01-23
Lynn Demarco Merritt Island FL 32953 United States 2026-01-23
Renee Trujillo Albuquerque NM 87111 United States 2026-01-23
Matt Carriger South Jordan UT 84009 United States 2026-01-23
Chris Murphy Merritt Island FL 32952 United States 2026-01-23
Richard Fischer Equinunk PA 18417 United States 2026-01-23
Janet Anderson Merritt Island FL 32952 United States 2026-01-23
Craig Sater Merritt Island FL 32953 United States 2026-01-23
Doug Withrow Withrow Cocoa FL 32926 United States 2026-01-23
Anthony Viviani Winter Park FL 32792 United States 2026-01-23
Barbara Ruland Merritt Island FL 32953 United States 2026-01-23
Denise Kemp Palm Springs FL 33461 United States 2026-01-23
Nancy Olds Vero beach FL 33961 United States 2026-01-23
Toni Snow Merritt Island FL 32953 United States 2026-01-23
Dawn Bramhall Merritt Island FL 32953 United States 2026-01-23
Sherry Vanlandingham Merritt Island FL 32953 United States 2026-01-23
David snow Merritt Island FL 32953 United States 2026-01-23
Erin Christianson Merritt Island FL 32952 United States 2026-01-23
Jeffrey DiMuria Melbourne FL 32940 United States 2026-01-23
Alyssa Thompson Grayson GA 30017 United States 2026-01-23
stefania Santos Merritt Island FL 32952 United States 2026-01-23
Lee Tait Merritt Island FL 32953 United States 2026-01-23
Kymberly Lietzow Merritt Island FL 32953 United States 2026-01-23
Jon Hilton Merritt Island FL 32953 United States 2026-01-23
Erasto Fernandez Merritt island FL 32852 United States 2026-01-23
Marianne Thurston Merritt Island FL 32952 United States 2026-01-23
Kimberly Thorne Merritt Island FL 32953 United States 2026-01-23
Kelly Elliott Merritt Island FL 32953 United States 2026-01-23
Jamee Harper Merritt Island FL 32953 United States 2026-01-23
Courteney zappia Merritt Island FL 32953 United States 2026-01-23
Holley Hawkes Merritt Island FL 32953 United States 2026-01-23
Jarrett Roland Merritt Island FL 32953 United States 2026-01-23
Theresa Bennett Merritt Island FL 32953 United States 2026-01-23
Laurie Tufts Cape Canaveral FL 32920 United States 2026-01-23
Kylee Tomlin Merritt Island FL 32953 United States 2026-01-23
Lance Hynes Merritt Island FL 32953 United States 2026-01-23
Dom Scarpa Titusville FL 32780 United States 2026-01-23
Alan Perrine Cocoa FL 32927 United States 2026-01-23
Jennifer Dennis Merritt Island FL 32953 United States 2026-01-23
Pamela Bush Merritt Island FL 32953 United States 2026-01-23
Thomas Dixon Merritt Island FL 32953 United States 2026-01-24
Alicia Kenerley Leesburg FL 34748 United States 2026-01-24
Marie Vassalotti Merritt Island FL 32953 United States 2026-01-24
Margaret Collins Merritt Island FL 32953 United States 2026-01-24
Kyle pendley Merritt Island FL 32952 United States 2026-01-24
Celia Pakula Palm Bay FL 32907 United States 2026-01-24
Michelle Pendley Melbourne FL 32901 United States 2026-01-24
Steven Ursell Sylvania OH 43560 United States 2026-01-24
lexi sima Merritt Island FL 32953 United States 2026-01-24
Lori Fox Merritt Island FL 32953 United States 2026-01-24
Sharleen Olson merritt island FL 32952 United States 2026-01-24
Shania Rodriguez Merritt Island FL 32953 United States 2026-01-24
Paul Campbell Merritt Island FL 32953 United States 2026-01-24
Henry Dearaujo Merritt Island FL 32953 United States 2026-01-24
Tara Bull Orlando FL 32832 United States 2026-01-24
Angelis Soto Davenport FL 33837 United States 2026-01-24
Julie Sutherland Carrollton TX 75006 United States 2026-01-24
RENNE BRICKEY Merritt Island FL 32953 United States 2026-01-24
Laura Uyeda Bagby Wailuku HI 96793 United States 2026-01-24
Arthur Brickey Merritt Island FL 32953 United States 2026-01-24
Mike Gulick Merritt Island FL 32953 United States 2026-01-24

Jessica Roberts Merritt Island FL 32952 United States 2026-01-24
Ronald Simpson Merritt Island FL 32953 United States 2026-01-24
Steven Roberts Melbourne FL 32935 United States 2026-01-24
Ashley James Rockledge FL 32955 United States 2026-01-24
Candice Baxter Merritt Island FL 32953 United States 2026-01-24
Lindsay Tischer Merritt Island FL 32952 United States 2026-01-24
Gale Egendoerfer Merritt Island FL 32952 United States 2026-01-24
Corey Roberts Merritt Island FL 32952 United States 2026-01-24
Mary Turner Merritt island FL 32953 United States 2026-01-24
Wendy Fullerton Merritt Island FL 32952 United States 2026-01-24
Clarissa Libardi Merritt Island FL 32953 United States 2026-01-24
Jen Stancavage Merritt Island FL 32952 United States 2026-01-24
Jackie Bruder Merritt Island FL 32952 United States 2026-01-24
A Britton Cocoa FL 32922 United States 2026-01-24
Joseph Haggard Merritt Island FL 32953 United States 2026-01-24
Dana Hoffman Merritt Island FL 32952 United States 2026-01-24
Lori Multari Vero Beach FL 32967 United States 2026-01-24
Katherine Kalm Merritt Island FL 32953 United States 2026-01-24
Colette Mocerino Merritt Island FL 32953 United States 2026-01-24
Andrew snell Merritt Island FL 32953 United States 2026-01-24
Deborah Sage Cocoa FL 32926 United States 2026-01-24
Julia Clancy Merritt Island FL 32953 United States 2026-01-24
Becky Thomas Rockledge FL 32955 United States 2026-01-24
Nicole B Merritt Island FL 32953 United States 2026-01-24
Keeton Baker Merritt Island FL 32953 United States 2026-01-24
Keith Roberts Merritt Island FL 32952 United States 2026-01-24
Farmer Farmer Merritt Island Dr FL 32953 United States 2026-01-24
Jacque Wartell Merritt Island FL 32952 United States 2026-01-24
susan pinkerton Indialantic FL 32903 United States 2026-01-24
Dustin Jackson Rockledge FL 32955 United States 2026-01-24
Ron Mecca Merritt Island FL 32953 United States 2026-01-24
Amy B Merritt Island FL 32952 United States 2026-01-24
Mirtha Norvil Ft. Pierce FL 34982 United States 2026-01-24
Reina Lilian Martinez Garcia Orlando FL 34743 United States 2026-01-24
Sandras tumey Merritt island FL 32952 United States 2026-01-24
Andrea Geuther Palm Bay FL 32907 United States 2026-01-24
Sharon Dixon Merritt Island FL 32953 United States 2026-01-24
Phillip Parrish Merritt Island FL 32953 United States 2026-01-24
Stephanie Hughes Merritt Island FL 32953 United States 2026-01-24
Mark Galloway Merritt Island FL 32952 United States 2026-01-24
Susan McCrory Prattville AL 36067 United States 2026-01-24
Jennifer Lenderman Merritt Island FL 32952 United States 2026-01-25
Jason short Merritt Island FL 32952 United States 2026-01-25
Billie Cross Merritt Island FL 32952 United States 2026-01-25
Angela Pinkerton Indialantic FL 32903 United States 2026-01-25
Theresa Reichley Rockledge FL 32955 United States 2026-01-25
Sherri FANELLI Merritt Island FL 32953 United States 2026-01-25
Janelle G Casselberry FL 32707 United States 2026-01-25
Mackenzie Quirarte melbourne FL 32935 United States 2026-01-25
Lynne Maurer Merritt Island FL 32953 United States 2026-01-25
Mackenzie Marks Satellite Beach FL 32937 United States 2026-01-25
Amanda Chaplin Merritt Island FL 32953 United States 2026-01-25
Marie Maruskanic Mims FL 32754 United States 2026-01-25
John Deatherage Merritt Island FL 32953 United States 2026-01-25
Aquil Taylor "" "" "" United States 2026-01-25
Kathleen Watts Merritt Island FL 32953 United States 2026-01-25
carolyn kantaras Merritt Island FL 32953 United States 2026-01-25
Gabrielle Rodriguez-Baez Winter Park FL 32792 United States 2026-01-25
Jeffrey Daignault Merritt Island FL 32953 United States 2026-01-25
Leslie RICHARDSON Merritt Island FL 32953 United States 2026-01-25
Madison Tumey Merritt Island FL 32952 United States 2026-01-25
Jeremy Gonnerman Merritt Island FL 32953 United States 2026-01-25
Pajge Sanders Rockledge FL 32955 United States 2026-01-25
Dorothy Castaneda Cape Canaveral FL 32920 United States 2026-01-25
Randall Harris Merritt Island FL 32953 United States 2026-01-25

Jamie Welsh Merritt Island FL 32953 United States 2026-01-25
Heather Titus Rockledge FL 32955 United States 2026-01-25
Sandra Lennon Merritt Island FL 32952 United States 2026-01-25
Dana Young Merritt Island FL 32953 United States 2026-01-25
avah wong Merritt Island FL 32953 United States 2026-01-25
Trista Grosvenor Palm Bay FL 32908 United States 2026-01-25
Mary Hillberg "" "" "" United States 2026-01-25
Xionary Pastrana Kissimmee FL 34746 United States 2026-01-25
Harry Alcoba Melbourne FL 32935 United States 2026-01-25
Gwen Hall Vero Beach FL 32967 United States 2026-01-25
Ian Smith Port Saint John FL 32927 United States 2026-01-25
Gerald Smith Merritt Island FL 32953 United States 2026-01-25
Olivia Smith Merritt Island FL 32953 United States 2026-01-25
Jesus bravo Titusville FL 32780 United States 2026-01-25
Brandon Kern Merritt Island FL 32953 United States 2026-01-25
Terry marple Merritt Island FL 32953 United States 2026-01-25
John Anderson Merritt Island FL 32953 United States 2026-01-25
Rebecca White Merritt Island FL 32953 United States 2026-01-25
Mary Beth Chuto Merritt Island FL 32953 United States 2026-01-25
Tammie Carpenter Merritt Island FL 32953 United States 2026-01-25
Vikki Woolems Merritt Island FL 32953 United States 2026-01-25
Patricia Todd-Dennis Melbourne FL 32940 United States 2026-01-25
Sophia White Merritt Island FL 32953 United States 2026-01-25
Tim Benjamin Winter Park FL 32792 United States 2026-01-25
Lisa Kern Merritt Island FL 32953 United States 2026-01-25
kathy andrew Merritt Island FL 32953 United States 2026-01-25
Cori Riggs Merritt Island FL 32953 United States 2026-01-25
Richard Riggs Merritt Island FL 32953 United States 2026-01-25
Chloe Donly Merritt Island FL 32952 United States 2026-01-25
Hunter Riggs Jacksonville Beach FL 32250 United States 2026-01-25
Michelle Russell Merritt Island FL 32953 United States 2026-01-25
Jacob Russell Merritt Island FL 32953 United States 2026-01-25
Kathi Berman-Gilmore Sebastian FL 32958 United States 2026-01-25
Ron Larochelle Merritt Island FL 32953 United States 2026-01-25
Oliver Hajduk San Luis Potosí "" 78150 Mexico 2026-01-25
Gabriela Fernandez De Castro Orlando "" 32835 United States 2026-01-25
lily waters Merritt Island FL 32953 United States 2026-01-25
Evan waters Merritt Island FL 32953 United States 2026-01-25
Phaedra Magriplis Merritt Island FL 32953 United States 2026-01-25
Noah Martinez Merritt Island FL 32953 United States 2026-01-25
Sally Fitzgerald Merritt Island FL 32953 United States 2026-01-25
Abraham Ibrahim Merritt Island FL 32953 United States 2026-01-25
Lisa Beckstrom Merritt Island FL 32953 United States 2026-01-25
Kevin Reagan Merritt Island FL 32953 United States 2026-01-25
Carl Kran Merritt Island FL 32953 United States 2026-01-25
Michael Guccione Merritt Island FL 32953 United States 2026-01-25
Stephanie Tapley Cocoa Beach FL 32931 United States 2026-01-25
William Huff Merritt Island FL 32953 United States 2026-01-25
Stephanie Tucker Merritt Island FL 32953 United States 2026-01-26
Holly Kennedy Merritt Island FL 32953 United States 2026-01-26
Ray Bulleb Merritt Island FL 32953 United States 2026-01-26
Reza Bahari Orlando FL 32825 United States 2026-01-26
Lisa Diquollo Merritt Island FL 32953 United States 2026-01-26
Rachel Malloy Merritt Island FL 32953 United States 2026-01-26
Francoise Petit Longwood FL 32750 United States 2026-01-26
Timothy Blair Merritt Island FL 32953 United States 2026-01-26
Sharon Fielding Rockledge FL 32955 United States 2026-01-26
Tim Kennedy Merritt Island FL 32953 United States 2026-01-26
Ryan Terry Merritt Island FL 32953 United States 2026-01-26
Brian Reinert Merritt Island FL 32953 United States 2026-01-26
Sarah Gardi Cocoa FL 32927 United States 2026-01-26
John Beckstrom Merritt Island FL 32953 United States 2026-01-26
Dale McEllhiney Merritt ISLAND FL 32953 United States 2026-01-26
Angela Diehl Merritt Island FL 32953 United States 2026-01-26
Shirley Younkin Merritt Island FL 32952 United States 2026-01-26

Stephanie Rios Merritt Island FL 32952 United States 2026-01-26
Raymond Voorhis Merritt Island FL 32953 United States 2026-01-26
Lenny Johnson Merritt Island FL 32953 United States 2026-01-26
Roya shahpar Orlando FL 32801 United States 2026-01-26
Susan Cole Merritt Island FL 32953 United States 2026-01-26
christopher malinowski bradenton FL 34203 United States 2026-01-26
Steven Iapicco Merritt Island FL 32952 United States 2026-01-26
Richard Skinner Cocoa FL 32926 United States 2026-01-26
Liz Iapicco Merritt Island FL 32952 United States 2026-01-26
Theresa Skinner Merritt Island FL 32952 United States 2026-01-26
Robert McConville Merritt Island FL 32952 United States 2026-01-26
Don Skinner Merritt Island FL 32952 United States 2026-01-26
Amy Rios Merritt Island FL 32953 United States 2026-01-26
Arlene Ginn Merritt Island FL 32953 United States 2026-01-26
Thomas Hair Cocoa FL 32926 United States 2026-01-26
Brianna Treat Casselberry FL 32707 United States 2026-01-26
Cynthia Miller Merritt Island FL 32952 United States 2026-01-26
Colleen Lisi Merritt Island FL 32953 United States 2026-01-26
Noah Mann Indialantic FL 32903 United States 2026-01-26
Joey Frey Merritt Island FL 32952 United States 2026-01-26
Michael DeHart Melbourne FL 32940 United States 2026-01-26
Amani Anderson Orlando FL 32811 United States 2026-01-26
Lauren Widmer Merritt Island FL 32953 United States 2026-01-26
Paul Ballmann Merritt Island FL 32953 United States 2026-01-26
Glynn Linda Cocoa Beach FL 32931 United States 2026-01-26
Nurishan Ali Orlando FL 32839 United States 2026-01-26
Bret Nill Merritt Island "" 32952 United States 2026-01-26
Elwin Johnson Merritt Island FL 32953 United States 2026-01-26
Denise Lisboa Orlando FL 32801 United States 2026-01-26
Anna Flanigan Merritt Island FL 32952 United States 2026-01-26
Cristoffer Smith Melbourne FL 32935 United States 2026-01-26
Dawn Kosa Merritt is FL 32952 United States 2026-01-26
Geraldine Billow Merritt Island FL 32953 United States 2026-01-26
Evey Dishong Merritt Island FL 32953 United States 2026-01-26
Renne Brickey Merritt Island FL 32953 United States 2026-01-26
Narine Samuelian Kissimmee FL 34741 United States 2026-01-26
Vigaud Antoine Orlando FL 32810 United States 2026-01-26
Patty butela Connellsville PA 15425 United States 2026-01-26
Maria Samuda Merritt Island FL 32953 United States 2026-01-27
Brittany Samuda Merritt Island FL 32953 United States 2026-01-27
Jalen Jerelds Orlando FL 34787 United States 2026-01-27
James Scott Cocoa FL 32926 United States 2026-01-27
Greg Bacigalupo Grant FL 32949 United States 2026-01-27
Gerald Negri Merritt Island FL 32953 United States 2026-01-27
Kim bullen Merritt Island FL 32953 United States 2026-01-27
Josie Porterfield Merritt Island FL 32953 United States 2026-01-27
Christopher Davis Cocoa FL 32922 United States 2026-01-27
Melissa Cleveland Merritt Island FL 32952 United States 2026-01-27
nancy johnson Merritt Island FL 32953 United States 2026-01-27
Ronnie Cook Merritt Island FL 32953 United States 2026-01-27
Cazzie Rivers Merritt Island FL 32953 United States 2026-01-27
michele boucher Merritt island FL 32953 United States 2026-01-27
Caroline Luley Merritt Island FL 32953 United States 2026-01-27
Amy Luley Merritt Island FL 32953 United States 2026-01-27
Juandaniel Herrera Orlando FL 32812 United States 2026-01-27
Jack M Montgomery NY 32168 United States 2026-01-27
James Hill Merritt Island FL 32952 United States 2026-01-27
Liannis Marti Dieguez Palm Bay FL 32909 United States 2026-01-27
Michael Mijon Merritt Island FL 32953 United States 2026-01-27
Collin Blakely Merritt Island FL 32953 United States 2026-01-27
daniel shaver Merritt Island FL 32953 United States 2026-01-27
Donnetha Balzer Merritt Island FL 32953 United States 2026-01-27
Paige Herndon Merritt Island FL 32953 United States 2026-01-28
Denise Mee Orlando FL 32806 United States 2026-01-28
anne brooks Satellite Beach FL 32937 United States 2026-01-28

Fred McFall Merritt Island FL 32953 United States 2026-01-28
dana forte Wallingford CT 06492 United States 2026-01-28
TAMMY Allen Melbourne "" 32940 United States 2026-01-28
Matthew Seiser Merritt Island FL 32953 United States 2026-01-28
Lillie Switanek Blairsville GA 30512 United States 2026-01-28
ashley okane Melbourne FL 32904 United States 2026-01-28
Julie Tangredi Saint Joseph MN 56374 United States 2026-01-28
Terri Vear Merritt Island FL 32953 United States 2026-01-28
Danielle Zeiler Merritt Island FL 32952 United States 2026-01-28
Penny Myers Merritt Island FL 32953 United States 2026-01-28
Patricia Clark Merritt Island FL 32952 United States 2026-01-28
Kim Hunter Merritt Island FL 32953 United States 2026-01-28
Margaret Gibb Merritt Island FL 32952 United States 2026-01-28
Denise Bleakney Orlando FL 32809 United States 2026-01-28
Mark Varrato Merritt Island FL 32952 United States 2026-01-28
Melissa Regini Merritt Island FL 32953 United States 2026-01-28
Brandy Brisbois Merritt Island FL 32952 United States 2026-01-28
Shwan Taher Hazel Park MI 48030 United States 2026-01-28
Jennifer Maturo Merritt Island FL 32952 United States 2026-01-28
Cheryl Shields Merritt Is FL 32952 United States 2026-01-28
Maddy Mattix West Melbourne FL 32904 United States 2026-01-28
Brent Rammacca Melbourne FL 32934 United States 2026-01-28
Azi Sh Orlando FL 32801 United States 2026-01-28
Valerie McCrossin Merritt Island FL 32953 United States 2026-01-28
charles sutherland Merritt Island FL 32953 United States 2026-01-28
Brenda Rollins Orlando FL 32809 United States 2026-01-28
Stephanie Crabbe Cocoa FL 32927 United States 2026-01-28
Amy Demlow Melbourne FL 32934 United States 2026-01-28
James Byrd Merritt Island FL 32952 United States 2026-01-28
Emily Maldonado Oceanside CA 92056 United States 2026-01-28
Camilo Munoz Orlando FL 32839 United States 2026-01-28
Keira Ownbey Melbourne FL 32940 United States 2026-01-28
Erik Broad Elkridge MD 21075 United States 2026-01-28
Karen Yochelson Merritt Island FL 32953 United States 2026-01-28
Rachael Coote Columbus OH 43230 United States 2026-01-28
Carrie Parnell Merritt Island FL 32952 United States 2026-01-28
Pari Eskandari Lake Mary FL 32746 United States 2026-01-29
Cori Hart Merritt Island FL 32953 United States 2026-01-29
Amy Meyers Merritt Island FL 32953 United States 2026-01-29
Traci Siegel Merritt island FL 32952 United States 2026-01-29
Norm Brentin St Johns FL 32259 United States 2026-01-29
Deborah Wondrely Merritt Island FL 32953 United States 2026-01-29
Raymond Diaz Weston FL 33331 United States 2026-01-29
Michael Mathews Orlando FL 32819 United States 2026-01-29
James Russell Washington DC 20007 United States 2026-01-29
KARINA ALFONSO WINTER PARK FL 32792 United States 2026-01-29
Albert Wong Orlando FL 32819 United States 2026-01-29
Alicia Laspina Merritt Island FL 32952 United States 2026-01-29
Michael Phagans Merritt Island FL 32953 United States 2026-01-29
Willie Powell Emporia VA 23847 United States 2026-01-29
Glenda J Ostolaza Sanford FL 32773 United States 2026-01-29
Michele Arel Merritt Island FL 32952 United States 2026-01-29
CHRIS COOK Merritt Island FL 32953 United States 2026-01-29
Miles Johnson Merritt Island FL 32953 United States 2026-01-29
Cassidy Burnett Cocoa FL 32922 United States 2026-01-29
William Jenkins Cocoa Beach FL 32931 United States 2026-01-29
Sharon McCormack Sparta NJ 07871 United States 2026-01-29
Stacy carr Merritt Island FL 32953 United States 2026-01-29
charlene richard Merritt Island FL 32952 United States 2026-01-29
Shawn Moore Merritt Island FL 32953 United States 2026-01-29
M Hernandez Merritt Island FL 32953 United States 2026-01-29
Beatriz Bayon Merritt Island FL 32953 United States 2026-01-29
Andrew Campbell Palm Bay FL 32908 United States 2026-01-29
mariam mohey "" "" "" Egypt 2026-01-29
Kristen Moreno Merritt Island FL 32953 United States 2026-01-29

Elisa Demary Merritt Island FL 32952 United States 2026-01-29
Diane Locklair Merritt Island FL 32953 United States 2026-01-29
Dillon Ramroop Cocoa FL 32922 United States 2026-01-29
Darlene Beach Merritt Island FL 32952 United States 2026-01-30
Erica cochran Merritt Island FL 32953 United States 2026-01-30
Deborah A. Dimond Merritt Island FL 32953 United States 2026-01-30
William Scott Merritt Island FL 32953 United States 2026-01-30
Joseph Rossignol Merritt Island FL 32952 United States 2026-01-30
Sage Linzer Satellite Beach FL 32937 United States 2026-01-30
Terry Stewart Merritt Island FL 32953 United States 2026-01-30
Samantha Lewis Fredericksburg VA 22407 United States 2026-01-30
Kenneth Brown Merritt Island FL 32953 United States 2026-01-30
Aubrey Garnett Merritt Island FL 32953 United States 2026-01-30
Gabriela Torres Deltona FL 32738 United States 2026-01-30
Caron Vanbever Melbourne FL 32901 United States 2026-01-30
Baharak Mansouri Orlando FL 32801 United States 2026-01-30
William Bailey Merritt Island FL 32952 United States 2026-01-30
Marlea Anthony Merritt Island FL 32952 United States 2026-01-30
Pardiss Broomand Los Angeles CA 90060 United States 2026-01-30
Sue Gurney Cape Canaveral FL 32920 United States 2026-01-30
Karen bobay Merritt Island FL 32953 United States 2026-01-30
Peter Kerasotis Merritt Island FL 32953 United States 2026-01-30
David Tomczqk Cocoa Beach FL 32931 United States 2026-01-30
Pam Windsor Merritt Island FL 32952 United States 2026-01-30
Chris Roop Merritt Island FL 32952 United States 2026-01-30
Lynn Stewart Merritt Island FL 32952 United States 2026-01-30
Josh Jones Cocoa Beach "" 32931 United States 2026-01-30
Jill bowman Cocoa FL 32922 United States 2026-01-30
Amber Castaneda Orlando FL 32839 United States 2026-01-30
Anita Brengartner Merritt Island FL 32953 United States 2026-01-30
Chad Slowik Merritt Island FL 32953 United States 2026-01-30
Robert PENOYER Merritt Island FL 32952 United States 2026-01-30
Stephanie Hasekamp Merritt Island FL 32953 United States 2026-01-30
Michael Dagen Merritt Island FL 32953 United States 2026-01-30
Jenna Reed Melbourne FL 32904 United States 2026-01-30
Heather Wheatley Pompano Beach "" 33071 United States 2026-01-30
Indra Boatman Rockledge FL 32955 United States 2026-01-30
Kathryn Kessler Medina OH 44256 United States 2026-01-30
Theresa Morse Orlando FL 32811 United States 2026-01-30
rebeccah barbosa Orlando FL 32825 United States 2026-01-30
Sue williams Rockledge FL 32955 United States 2026-01-30
Edwin Black Merritt Island FL 32953 United States 2026-01-30
Elliott Zimmerman Cocoa FL 32926 United States 2026-01-30
Michael Sears Haines City FL 33844 United States 2026-01-30
Kathleen Glendy Merritt Island FL 32952 United States 2026-01-30
Fred Maginnis Merritt Island FL 32953 United States 2026-01-30
Ryan Kazman Merritt Island FL 32953 United States 2026-01-30
Rainy Norris Orlando FL 32822 United States 2026-01-30
Gia Payne Merritt island FL 32952 United States 2026-01-30
Arnold Hill MERRITT ISLAND FL 32953 United States 2026-01-31
Stephanie Stacy Sebastian FL 32976 United States 2026-01-31
Crystal Hux Satellite Beach FL 32937 United States 2026-01-31
S T Secaucus NJ 07094 United States 2026-01-31
Monica Gerace Merritt Island FL 32953 United States 2026-01-31
Norm & Judi Schaeffler Merritt Island FL 32952 United States 2026-01-31
Elizabeth Kruger Merritt Island FL 32953 United States 2026-01-31
M. Nice Merritt Island FL 32953 United States 2026-01-31
Stephanie Faulkner Merritt island FL 32953 United States 2026-01-31
Christine Snow Merritt Island FL 32953 United States 2026-01-31
Jessie zunbrum Merritt Island FL 32953 United States 2026-01-31
Deborah DeMunda Merritt Island FL 32952 United States 2026-01-31
Travis Smith Merritt Island FL 32952 United States 2026-01-31
Gary FARMER Merritt Island FL 32953 United States 2026-01-31
Martha Bachmann Merritt Island FL 32953 United States 2026-01-31
Giana Costello Merritt Island FL 32927 United States 2026-01-31

Suzanne Lord Merritt Island FL 32953 United States 2026-01-31
Lexie Lyons Cocoa FL 32927 United States 2026-01-31
Hugh Beins Merritt Island FL 32953 United States 2026-01-31
Trisha Nickum Merritt Island FL 32952 United States 2026-01-31
Sara mace Merritt Island FL 32953 United States 2026-01-31
Thomas Mace Merritt Island FL 32953 United States 2026-01-31
Alyssa Najduch Merritt island FL 32952 United States 2026-01-31
Shaun Nicholson Merritt Island FL 32953 United States 2026-01-31
Lauren Stuart Merritt Island FL 32953 United States 2026-01-31
Maria Rombardo Merritt Island FL 32952 United States 2026-01-31
Ekaterina Evlakhova Kissimmee FL 34746 United States 2026-01-31
Donna Wilson Merritt Island FL 32952 United States 2026-01-31
Lisa sibert Merritt Island FL 32953 United States 2026-01-31
Cindy Griffith Merritt Island FL 32953 United States 2026-01-31
Kirsten Griffith Merritt Island FL 32953 United States 2026-01-31
Dawn Clanton Merritt Island FL 32953 United States 2026-01-31
Kristen van Omrna Merritt Island FL 32953 United States 2026-01-31
Stephanie Haney Merritt Island FL 32953 United States 2026-01-31
Bailey Humphreys Merritt Island FL 32952 United States 2026-01-31
Nolan Humphreys Merritt Island FL 32952 United States 2026-01-31
Maryann M Merritt Island FL 32953 United States 2026-01-31
Ken Gibson Merritt Island FL 32953 United States 2026-01-31
Doug Chasick Merritt Island FL 32953 United States 2026-01-31
Judith Harrell Merritt Island FL 32953 United States 2026-01-31
Omid Berenji San Jose CA 95125 United States 2026-02-01
Melanie MacIntyre Merritt Island FL 32953 United States 2026-02-01
"Dhanvir ""Don"" Patel" Merritt Island FL 32953 United States 2026-02-01
Kevin Carlson Merritt Island FL 32953 United States 2026-02-01
Stephanie Haley Merritt Island FL 32953 United States 2026-02-01
Michelle Carlson Merritt island FL 32953 United States 2026-02-01
Lacey Bourne Merritt Island FL 32953 United States 2026-02-01
James Burnett Merritt Island FL 32953 United States 2026-02-01
Brooke Gehring Merritt Island FL 32953 United States 2026-02-01
Stephanie Semczuk Seffner FL 33584 United States 2026-02-01
Jessica Mehl Merritt Island FL 32952 United States 2026-02-01
Cloran Ashlee Port Saint John FL 32927 United States 2026-02-01
Trevor Atkins Cape Canaveral FL 32920 United States 2026-02-01
Dmitrii Tsyplakov Boise FL 34787 United States 2026-02-01
Jessie E. Roberts Merritt Island FL 32953 United States 2026-02-01
Preston MacIntyre Merritt Island FL 32953 United States 2026-02-01
Nicholas Capps Port Saint John FL 32927 United States 2026-02-01
Al Conn Melbourne FL 32940 United States 2026-02-01
Ella Motty Merritt Island FL 32952 United States 2026-02-01
Carissa Owens Merritt Island FL 32953 United States 2026-02-01
Claire Mathews Merritt Island FL 32953 United States 2026-02-01
Josephine Burnett Merritt Island FL 32953 United States 2026-02-01
Laura DeHart Merritt Island FL 32953 United States 2026-02-01
Jenil Bonne Cocoa FL 32927 United States 2026-02-01
Ria Kapadia Port Orange FL 32128 United States 2026-02-01
Annilie Duperval Orange City FL 32773 United States 2026-02-01
Rebecca Belterman Melbourne FL 32935 United States 2026-02-01
Sabrina Arias Merritt Island FL 32953 United States 2026-02-01
Victor Monsalve St. Cloud FL 34771 United States 2026-02-01
Kamile Vanagas Windermere FL 34786 United States 2026-02-01
Marilyn Prout Merritt Island FL 32952 United States 2026-02-01
Morgan Tumey Merritt Island FL 32952 United States 2026-02-01
James Tumey Merritt Island FL 32952 United States 2026-02-01
Quest frazier Merritt Island FL 32953 United States 2026-02-01
Mark Plowman Merritt Island FL 32953 United States 2026-02-01
Odris Mejia Winter Garden "" 34787 United States 2026-02-01
Sheldon kubinyi Merritt Island FL 32953 United States 2026-02-01
Adrian Arredondo Merritt Island FL 32953 United States 2026-02-01
Sarah Farr Melbourne FL 32940 United States 2026-02-01
william Jackson Merritt Island FL 32952 United States 2026-02-01
Jennifer Hunter Merritt Island FL 32953 United States 2026-02-02

Christine Layne Merritt Island FL 32954 United States 2026-02-02
Linda Bernfeld Merritt Island FL 32953 United States 2026-02-02
Jeremy lengyel Melbourne FL 32940 United States 2026-02-02
Robert Warga Titusville FL 32780 United States 2026-02-02
Rebecca Thomas Merritt Island FL 32953 United States 2026-02-02
Alexander Peacock Orlando FL 32826 United States 2026-02-02
danielle Gonzalez Cocoa FL 32922 United States 2026-02-02
Camryn Katz Indialantic FL 32903 United States 2026-02-02
Barbara Correa St. Cloud FL 34772 United States 2026-02-02
payam nik Santa Clara CA 95054 United States 2026-02-02
Jean Chisholm Merritt Island FL 32953 United States 2026-02-02
Zach Castle Merritt Island FL 32952 United States 2026-02-02
Aria Dumas Orlando FL 32828 United States 2026-02-02
Kathy Naidas Cleveland OH 44130 United States 2026-02-02
Hetrall Garcia Cocoa Beach FL 32931 United States 2026-02-02
Chyna Castané Altamonte Springs FL 32701 United States 2026-02-02
Teresa Vance West Paducah KY 42086 United States 2026-02-02
Dennis Reilly Merritt Island FL 32952 United States 2026-02-02
Eugene Beckett Merritt Island FL 32953 United States 2026-02-02
Steven Schwarz Merritt Island FL 32953 United States 2026-02-02
Lauren mat Merritt Island FL 32953 United States 2026-02-02
Charity Huertas Merritt Island FL 32953 United States 2026-02-02
Tonya Howley Merritt Island FL 32953 United States 2026-02-02
Todd Hughes Merritt Island FL 32952 United States 2026-02-02
Ashley Miller Merritt Island FL 32953 United States 2026-02-02
Ellen Cruse Cocoa Beach FL 32931 United States 2026-02-02
Stephen Stovall Orlando FL 32824 United States 2026-02-02
Thomas Prior Merritt Island FL 32953 United States 2026-02-02
Carmen Prior Merritt Island FL 32953 United States 2026-02-02
Rudy Esquivel Merritt Island FL 32953 United States 2026-02-02
Mary Holly Stony Point NY 10980 United States 2026-02-02
zolimar Miquilena Orlando FL 32801 United States 2026-02-02
Rebecca Slack Merritt Island FL 32952 United States 2026-02-03
Brian Chrun Orlando FL 32822 United States 2026-02-03
Eli Kaminsky Oviedo FL 32765 United States 2026-02-03
Yesenia Castro-Vazquez Merritt Island FL 32953 United States 2026-02-03
JOSEPH VAZQUEZ Merritt Island FL 32953 United States 2026-02-03
Odalys Fuentes Winter Garden FL 34787 United States 2026-02-03
Steven Geiser Merritt Island FL 32953 United States 2026-02-03
Bianca Piccolo Merritt Island FL 32953 United States 2026-02-03
Derek Farmer Cape Canaveral FL 32920 United States 2026-02-03
Giovanna Hilera Orlando FL 32822 United States 2026-02-03
Russell Saad Palm Bay FL 32907 United States 2026-02-03
Anni zimmerman Palm Bay FL 32907 United States 2026-02-03
Deborah Wetherington Merritt Island FL 3253 United States 2026-02-03
Samantha Munoz Orlando FL 32839 United States 2026-02-03
Jordan Padilla Indian Harbour Beach FL 32937 United States 2026-02-03
David Gleason Palm Bay FL 32905 United States 2026-02-03
Dr Sherman Justice Philadelphia PA 19140 United States 2026-02-03
Inalvys Marrero Naples FL 34117 United States 2026-02-03
Paul Richardson Virginia Beach VA 23456 United States 2026-02-03
Norman Albert Orlando FL 32806 United States 2026-02-03
Wendy Albers Willis MI 48191 United States 2026-02-03
Mikayla Hilson Oviedo FL 32765 United States 2026-02-03
Carolyn Whitmore Cape Canaveral FL 32920 United States 2026-02-03
William Hardy Cocoa FL 32922 United States 2026-02-03
James zucchelli Merritt Island FL 32952 United States 2026-02-03
Belinda Lay Merritt Island FL 32953 United States 2026-02-04
Doreen St. Claire Gouldsboro ME 04607 United States 2026-02-04
glitzy salgado Lake Mary FL 32746 United States 2026-02-04
Denise Carey-Costa Orlando FL 32807 United States 2026-02-04
Michael Wakefield Melbourne FL 32935 United States 2026-02-04
Karen Rush Cocoa FL 32927 United States 2026-02-04
Aliyah Walker Altamonte Springs FL 32714 United States 2026-02-04
Ariel Suarez Palm Bay "" 32909 United States 2026-02-04

grace rivers Sherwood OR 97140 United States 2026-02-04
Collene Lewis KIssimmee FL 34758 United States 2026-02-04
Sandra Scull Troutville VA 24175 United States 2026-02-04
Hope Paryzek Merritt Island FL 32953 United States 2026-02-04
ali williams Orlando FL 32808 United States 2026-02-04
Kelly Lopez-ramos Ruskin FL 33570 United States 2026-02-04
shawn Escobar orlando FL 32812 United States 2026-02-04
kai draves Winter Park FL 32792 United States 2026-02-04
Valarie Mathis Orlando FL 32811 United States 2026-02-04
Melody Antmann Clermont FL 34714 United States 2026-02-04
Samantha Manning Orange City FL 32763 United States 2026-02-04
Rafael Acevedo Palm Bay FL 32907 United States 2026-02-04
Lynne Benson Satellite Beach FL 32937 United States 2026-02-04
Soheyla Hakemian Casselberry FL 32707 United States 2026-02-05
Caitlyn Owens Merritt Island FL 32953 United States 2026-02-05
Jace Owens Merritt Island FL 32953 United States 2026-02-05
Andrew Jordan Davenport FL 33837 United States 2026-02-05
Stevenson Teluston Orlando FL 32808 United States 2026-02-05
Joshua Steigerwald Merritt Island FL 32953 United States 2026-02-05
Cynthia Medford Deltona FL 32725 United States 2026-02-05
Jennifer Tatro Maitland FL 32751 United States 2026-02-05
Kimberly Keesler Merritt Island FL 32953 United States 2026-02-05
Maureen Kelly Merritt Island FL 32953 United States 2026-02-05
Chris Vanaman Merritt Island FL 32953 United States 2026-02-05
Robert Ghiotto Rockledge FL 32955 United States 2026-02-05
Sherry Simpkins Cocoa FL 32927 United States 2026-02-05
Charlynn Moore Merritt Island FL 32952 United States 2026-02-05
Denise Fitzgerald Carr Merritt Island FL 32953 United States 2026-02-05
Constance Jennings Orlando FL 32809 United States 2026-02-05
Виктория Рыбалко Key West FL 33040 United States 2026-02-05
Amber Austin Merritt Island FL 32953 United States 2026-02-05
Christina Moore Cocoa FL 32926 United States 2026-02-05
Camden Dunn Merritt Island FL 32953 United States 2026-02-05
Cheyenne Hunter Cocoa FL 32926 United States 2026-02-05
Natalie Nevius Sarver PA 16055 United States 2026-02-05
Maria B Merritt Island FL 32953 United States 2026-02-05
Covil Audige Orlando "" 32818 United States 2026-02-05
Miguel Rosales Sautee Nacoochee GA 30571 United States 2026-02-05
Anaiya Destiny Sanford FL 32773 United States 2026-02-05
sean dahlke Cocoa FL 32926 United States 2026-02-05
Anthony Cipriano Merritt Island FL 32953 United States 2026-02-05
Geto Celin Orlando "" 32839 United States 2026-02-05
Mystica Lashley Casselberry FL 32707 United States 2026-02-06
ROBERT RICHARDSON Jacksonville FL 32277 United States 2026-02-06
Deborah Menyhart Merritt Island FL 32952 United States 2026-02-06
DWAYNE DUKES Palm Bay FL 32907 United States 2026-02-06
Cheryl Butler Melbourne FL 32901 United States 2026-02-06
Michael Pfister Vero Beach FL 32967 United States 2026-02-06
Judith Magee Vero Beach FL 32967 United States 2026-02-06
louis mistretta Vero Beach FL 32960 United States 2026-02-06
Diane Fogle Vero Beach FL 32967 United States 2026-02-06
Randy Anderson Merritt Island FL 32953 United States 2026-02-06
Lori Pellow Winter Springs FL 32708 United States 2026-02-06
Alan Merry Vero Beach FL 32967 United States 2026-02-06
AnneMarie Perna New York NY 10118 United States 2026-02-06
Takeyna hurst Fort Pierce FL 34982 United States 2026-02-06
Val Flynn Westfield MA 01085 United States 2026-02-06
Raymond Rudolph Vero Beach FL 32967 United States 2026-02-06
Sandra Irwin Vero Beach FL 32968 United States 2026-02-06
Donald Robinson Canton GA 30114 United States 2026-02-06
john macht Vero Beach FL 32960 United States 2026-02-07
Carol Stanton Vero Beach FL 32967 United States 2026-02-07
William Foley Vero Beach FL 32960 United States 2026-02-07
Kerry Laubenheimer Merritt Island FL 32953 United States 2026-02-07
Tanya fussinger Union KY 41091 United States 2026-02-07

Alla Romanchuk Cocoa FL 32922 United States 2026-02-07
Denise Gonzalez Orlando FL 32828 United States 2026-02-07
Yahaira Diaz-Reyes Deltona FL 32738 United States 2026-02-07
Melody Brady Vero Beach FL 32966 United States 2026-02-07
Tom Doome Melbourne FL 32935 United States 2026-02-07
Ronnie coram Orlando FL 32822 United States 2026-02-07
Rosemary Heptig Palm Bay FL 32907 United States 2026-02-07
Deasia Robins Kissimmee FL 34743 United States 2026-02-07
Dahlia Rae Orlando FL 32825 United States 2026-02-07
Jeffrey Wald Long Beach Township NJ 08008 United States 2026-02-07
Glenn Bilger Vero Beach FL 32967 United States 2026-02-07
Kevin Kadish Largo FL 33771 United States 2026-02-07
Jeanette Shlepr Vero Beach FL 32960 United States 2026-02-07
Rachel Taiclet Merritt Island FL 32952 United States 2026-02-07
Natalie Jeffries Vero Beach FL 32968 United States 2026-02-07
Joyce R . Sauer Jersey City NJ 07395 United States 2026-02-07
Charlaine Cybulski Vero Beach FL 32963 United States 2026-02-07
Carol Allenbaugh Cape Canaveral FL 32920 United States 2026-02-07
Marckenson Cazeau Orlando FL 32801 United States 2026-02-07
Gil scott Merritt Island FL 32953 United States 2026-02-07
Charlotte Wolf Fort Pierce FL 34949 United States 2026-02-07
Brenda Wesley Satellite Beach FL 32937 United States 2026-02-08
Amanda Kazawic Orlando FL 32835 United States 2026-02-08
Patti Carroll Lancaster WI 53813 United States 2026-02-08
Christopher Fleck-Jamian Merritt Island FL 32953 United States 2026-02-08
Matt Nelson Merritt Island FL 32952 United States 2026-02-08
Rob Kinderman Williamsport IN 47993 United States 2026-02-08
Lisa Marie Schultz Merritt Island FL 32953 United States 2026-02-08
Alexis Gadson Orlando FL 32801 United States 2026-02-08
Vanessa Rojas Orlando FL 32809 United States 2026-02-08
EDWARD HEICK Cocoa Beach FL 32931 United States 2026-02-08
افسانه کریم زاده Cedar Knolls NJ 07927 United States 2026-02-08
Bruce C Reynolds Orlando FL 32819 United States 2026-02-08
Annette Rehm Merritt Island FL 32953 United States 2026-02-08
Patty bender Merritt Island FL 32953 United States 2026-02-08
Erica Papaleo Merritt Island FL 32952 United States 2026-02-08
V Johnson Palm Bay FL 32907 United States 2026-02-08
Amy Taylor Melbourne FL 32904 United States 2026-02-08
Paula Vines Adger AL 35006 United States 2026-02-08
Beverly Garrett Jacksonville FL 32244 United States 2026-02-09
Linda OConnor Merritt Island FL 32953 United States 2026-02-09
Alan Martin Winter Garden FL 34787 United States 2026-02-09
Jessyca Smith Cocoa Beach "" 32953 United States 2026-02-09
Mary Kohler Fort Pierce FL 34951 United States 2026-02-09
Yarilis Rivera Orlando FL 32807 United States 2026-02-09
Ludner Joseph Orlando FL 32839 United States 2026-02-09
Eric Bumgardner Merritt Island FL 32953 United States 2026-02-09
Jeannette cannon Merritt Island FL 32953 United States 2026-02-09
Keira Lee Merritt Island FL 32952 United States 2026-02-09
Mark Smith Merritt Island FL 32952 United States 2026-02-09
Christina Mehle Rockledge FL 32955 United States 2026-02-09
Elizabeth Lambert Orlando FL 32801 United States 2026-02-09
S A New York NY 10118 United States 2026-02-09
Stacy Paplauskas Enterprise AL 36330 United States 2026-02-09
Barbara Kamis Deltona FL 32725 United States 2026-02-09
Lunise Laguerre Orlando FL 32801 United States 2026-02-10
Ronald Lamacchia Melbourne FL 32940 United States 2026-02-10
Robert Conforti Merritt Island FL 32952 United States 2026-02-10
linda hyden Cocoa Beach FL 32931 United States 2026-02-10
Lou Ann Janke Cape Canaveral FL 32920 United States 2026-02-10
Penny Pendergraph Titusville FL 32780 United States 2026-02-10
diamond cheeves Houston TX 77002 United States 2026-02-10
Randall Power Rockledge FL 32955 United States 2026-02-10
Nydia Plaza Orlando FL 32837 United States 2026-02-10
Austin Campbell Edgewater FL 32141 United States 2026-02-10

Barbara Dadah-Doney Merritt Island FL 32952 United States 2026-02-11
Brandon Hill Cocoa FL 32926 United States 2026-02-11
Alicia Houlberg Merritt Island FL 32953 United States 2026-02-11
Sarah Gentgen Vero Beach FL 32960 United States 2026-02-11
Kevin Smith Deltona FL 32725 United States 2026-02-11
Jamie Stutzenburg Melbourne FL 32935 United States 2026-02-11
Pamela Gonzales Merritt Island FL 3293w United States 2026-02-11
Juan Rios Fellsmere FL 32948 United States 2026-02-11
Erin Dillon Merritt Island FL 32953 United States 2026-02-11
Bruce Campbell Merritt Island FL 32953 United States 2026-02-11
Michele Donahue Merritt Island FL 32953 United States 2026-02-11
Carolyn Hess-Benson Port St John FL 32927 United States 2026-02-11
Debbie Lewis Orlando FL 32932 United States 2026-02-11
howard Kostoris Sebastian FL 32958 United States 2026-02-11
Melissa Roark Merritt Island FL 32953 United States 2026-02-11
Brittany west Orlando FL 32812 United States 2026-02-11
Taylor Brentin MERRITT ISLAND FL 32953 United States 2026-02-11
Shelley Leadbetter Cocoa FL 32927 United States 2026-02-11
Yaril Martinez Titusville FL 32780 United States 2026-02-11
Shannon Crosby Cocoa FL 32927 United States 2026-02-11
Susan Windham Melbourne FL 32904 United States 2026-02-11
Deborah Joseph Cocoa FL 32927 United States 2026-02-11
Annette Danielle Palm bay FL 32907 United States 2026-02-11
William Christian Titusville FL 32780 United States 2026-02-11
pam rogers Orlando FL 32803 United States 2026-02-11
Steven Martins Orlando FL 32809 United States 2026-02-11
Courtney Davis Cocoa FL 32922 United States 2026-02-12
Christine Balba Merritt Island FL 32952 United States 2026-02-12
Ty Simkins Cocoa FL 32926 United States 2026-02-12
Kelli Blaser Traverse City MI 49686 United States 2026-02-12
Cine Grennon Palm Bay FL 32907 United States 2026-02-12
Philip Rossi Palm Bay FL 32909 United States 2026-02-12
Kristin OConnor Merritt Island FL 32953 United States 2026-02-12
NiQuarius Harris Altamonte Springs FL 32701 United States 2026-02-12
Zaynab Miri Kissimmee FL 34741 United States 2026-02-12
Mike Reagan Clermont FL 34711 United States 2026-02-12
Tina Larios Apopka FL 32703 United States 2026-02-13
Todd Pearcy Merritt Island FL 32953 United States 2026-02-13
Monica D Altamonte Springs FL 32714 United States 2026-02-13
Dillon Kuhbander New Smyrna Beach FL 32168 United States 2026-02-13
Anah Weber Kalispell MT 59901 United States 2026-02-13
Carter Curts Wekiwa Springs FL 32779 United States 2026-02-13
Dale Abrahams Satellite Beach FL 32937 United States 2026-02-13
Christina Fisher Merritt Island FL 32952 United States 2026-02-13
Logan Garrido Palm Bay FL 32908 United States 2026-02-13
David Fredericks Indialantic FL 32903 United States 2026-02-13
Jennifer Veillard Orlando FL 32801 United States 2026-02-13
Pat Ann Todd Melbourne FL 32940 United States 2026-02-13
Janet Shaffner Cocoa FL 32927 United States 2026-02-13
isabel pena orlando FL 32839 United States 2026-02-13
Ramila Moazzen Manassas VA 20109 United States 2026-02-14
serena blair Amarillo TX 79109 United States 2026-02-14
Larrissa Green Merritt Island FL 32953 United States 2026-02-14
Dan Schuster Cape Canaveral FL 32920 United States 2026-02-14
Paula Hudson Amityville NY 11701 United States 2026-02-14
monica gadidov Vero Beach FL 32966 United States 2026-02-14
August Willett Melbourne FL 3294 United States 2026-02-14
Trent Braud Melbourne FL 32940 United States 2026-02-14
George Cacioppo Chicago IL 60616 United States 2026-02-14
Ed Kelly Stratford NJ 08084 United States 2026-02-15
Stephnie Meeks Apopka FL 32703 United States 2026-02-15
Kristoffer Kuhne Merritt Island FL 32953 United States 2026-02-15
Patricia Porter Merritt Island FL 32952 United States 2026-02-15
Helen Andersen Merritt Island FL 32953 United States 2026-02-16
TRACY KING Merritt Island FL 32953 United States 2026-02-16

Darron King Merritt Island FL 32953 United States 2026-02-16
Dawn McFall Merritt Island FL 32953 United States 2026-02-17
Anita Hines Merritt Island FL 32953 United States 2026-02-17
Chloe Jones Oviedo FL 32765 United States 2026-02-17
Alyssa Arnott Melbourne FL 32940 United States 2026-02-17
Susan Acevedo Orlando FL 34787 United States 2026-02-17
Rae Ann Sions Merritt Island FL 32953 United States 2026-02-17
Kathleen Kerr Merritt Island FL 32953 United States 2026-02-17
Gary Kay Merritt Island FL 32952 United States 2026-02-17
Jean Navarro Palm Bay FL 32908 United States 2026-02-17
Ana Hicks East Chicago IN 46312 United States 2026-02-17
Deirdre Levine Apopka FL 32703 United States 2026-02-18
NORILY RIVERA WINTER GARDEN FL 34787 United States 2026-02-18
Dee Hartley Deltona FL 32738 United States 2026-02-18
Sandra Malphurs Merritt Island FL 32953 United States 2026-02-18
Kelley Stokes Merritt Island FL 32953 United States 2026-02-18
Sarah Hodge Merritt Island FL 32953 United States 2026-02-19
Gina Jones Melbourne FL 32936 United States 2026-02-19
Kelly Goodman Merritt Island FL 32952 United States 2026-02-19
James Dressler Merritt Island FL 32953 United States 2026-02-19
Alex C Orlando FL 32801 United States 2026-02-19
Melissa Soroko Merritt Island FL 32953 United States 2026-02-19
Ellyana Fischer Lithopolis OH 43136 United States 2026-02-19
Dara Sturman Cocoa FL 32926 United States 2026-02-19
vicki collins Cocoa FL 32926 United States 2026-02-19
Jacqueline Selas Cape Canaveral FL 32920 United States 2026-02-19
Amaya Love Orlando FL 32837 United States 2026-02-20
Sharon Burridge Merritt Island FL 32953 United States 2026-02-20
Janice Jingle Merritt Island FL 32953 United States 2026-02-20
John Reardon Merritt Island FL 32953 United States 2026-02-21
Coleen Connell Merritt Island FL 32953 United States 2026-02-22
Donna Jones Cocoa Beach FL 32931-2767 United States 2026-02-22
Ariane Jones Smyrna GA 30080 United States 2026-02-22
Chris Scholl Merritt Island FL 32953 United States 2026-02-24
susan canada Titusville FL 32780 United States 2026-02-24
Karren Umsteadm Saint Cloud FL 34771 United States 2026-02-27
Amber Higham Melbourne FL 32935 United States 2026-02-27
Tom Cahill Cape Canaveral FL 32920 United States 2026-02-27
Angela Kleizo Palm Bay FL 32908 United States 2026-02-27
Jim Wenzel "" "" "" United States 2026-02-27
KENNETH STEIN Merritt Island FL 32953 United States 2026-03-09
Antonio Stovall Merritt Island FL 32953 United States 2026-03-11
Jennifer G Melbourne FL 32904 United States 2026-03-11
Laura Wilson Brantley West Melbourne FL 32904 United States 2026-03-11
Brittany Dunbar Rockledge FL 22954 United States 2026-03-11
Joseph DeQuarto Merritt Island FL 32953 United States 2026-03-11
William Bell Merritt Island FL 32953 United States 2026-03-11
Katherine Fletcher Merritt Island FL 32953 United States 2026-03-11
Jennifer DeQuarto Merritt Island FL 32953 United States 2026-03-11
Kristine Turnier Cocoa FL 32926 United States 2026-03-11
Mikayla Weston Satellite Beach FL 32937 United States 2026-03-11
STEPHEN ECKBERG Merritt Island FL 32953 United States 2026-03-11
Michael Newton Merritt Island FL 32953 United States 2026-03-11
FRANK WALLS Rockledge FL 32955 United States 2026-03-11
Eady Wiggins Cocoa Beach FL 32931 United States 2026-03-11
Terry Inmon Merritt Island FL 32953 United States 2026-03-11
Robert Schoonmaker Melbourne Beach FL 32951 United States 2026-03-11
Jen Steiner Santa CA 95052 United States 2026-03-11
Jerome Frazier Merritt Island FL 32953 United States 2026-03-11
Rachelle Crites Palm Bay FL 32907 United States 2026-03-11
paul Grayson Cape Canaveral FL 32920 United States 2026-03-11
Jennifer Eckberg Merritt Island FL 32953 United States 2026-03-11
Tamara Harrison Rockledge FL 32955 United States 2026-03-11
Tessa Dury Tarpon Springs FL 34689 United States 2026-03-11
Kenna Singletary Doerun GA 31744 United States 2026-03-11

Diana Trese Atlanta GA 30306 United States 2026-03-11
Nathan Butler Jacksonville FL 32219 United States 2026-03-11
ella Wheatley Melbourne FL 32903 United States 2026-03-11
Kathy Newton Merritt Island FL 32953 United States 2026-03-11
Kayla Cottrell Merritt Island FL 32952 United States 2026-03-11
Lonita Laboy Melbourne FL 32904 United States 2026-03-11
Elijah Barrial Merritt Island FL 32953 United States 2026-03-11
Rick Phillips Cocoa FL 32922 United States 2026-03-11
David Alonso Cape Canaveral FL 32920 United States 2026-03-11
Erica Schwarz Melbourne FL 32940 United States 2026-03-11
Jere Gillan Merritt Island FL 32953 United States 2026-03-11
Alexandra Parker Merritt Island FL 32953 United States 2026-03-11
Josh Nutter Port Saint John FL 32927 United States 2026-03-11
Rozanne Edrington Merritt Island FL 32953 United States 2026-03-11
Jim Boyd West Melbourne FL 32904 United States 2026-03-11
Jenn Knippenberg Indialantic FL 32903 United States 2026-03-11
Melissa Capps Milton FL 32570 United States 2026-03-11
Lauren May Merritt Island FL 32953 United States 2026-03-12
Diana Warner Rockledge FL 32955 United States 2026-03-12
Dustin Irwin Merritt Island FL 32953 United States 2026-03-12
Brenna Lyke Melbourne FL 32934 United States 2026-03-12
Louann Angel Merritt Island FL 32953 United States 2026-03-12
Jennifer Herrick Rockledge FL 32955 United States 2026-03-12
Elizabeth Masterton Palm Bay FL 32905 United States 2026-03-12
Olga Tsvik Boca Raton FL 33432 United States 2026-03-12
Hillary Flores Merritt Island FL 32953 United States 2026-03-12
Daniel Hardin Lighthouse Point FL 33064 United States 2026-03-12
Kyle Moore Osprey FL 34229 United States 2026-03-12
Yvonne Santiago Chicago IL 60455 United States 2026-03-12
David ASKEW Marietta GA 30060 United States 2026-03-12
Alexis Jamison Cocoa FL 32927 United States 2026-03-12
Timothy Hays Merritt Island FL 32953 United States 2026-03-12
Emily Ellison Melbourne FL 32934 United States 2026-03-12
Jennifer Schmitt Merritt Island FL 32953 United States 2026-03-12
Lisa Storey Merritt Island FL 32952 United States 2026-03-12
Cherie Hudson Cocoa FL 32926 United States 2026-03-12
Ray Diaz Merritt Island FL 32952 United States 2026-03-12
amanda blyth Lynn Haven FL 32444 United States 2026-03-12
Tanya Grimes Titusville FL 32780 United States 2026-03-12
J schaefer Merritt Island FL 32952 United States 2026-03-12
Marie Dormeyer Cocoa Beach FL 32931 United States 2026-03-12
Donna Straub Cocoa Beach FL 32931 United States 2026-03-12
Peyton Dsa Merritt Island FL 32952 United States 2026-03-12
Colleen Walker Melbourne FL 32940 United States 2026-03-12
Cynthia Price Palm Bay FL 32931 United States 2026-03-12
Nancy Heller Cocoa Beach FL 32931 United States 2026-03-12
Rose Pierre Miami FL 33161 United States 2026-03-12
Robert McKeever Merritt Island FL 32953 United States 2026-03-12
Patricia Peirsol Melbourne FL 32901 United States 2026-03-12
Waune Hudson Cocoa FL 32926 United States 2026-03-12
Anita Stephens Merritt Island FL 32953 United States 2026-03-12
Danny Barretta Port Saint John FL 32927 United States 2026-03-12
Carolyn Preston Merritt Island FL 32953 United States 2026-03-12
Robert Brackett Cocoa FL 32926 United States 2026-03-12
Brayden M Winter Park FL 32789 United States 2026-03-12
Dinah Johnson Lynn Haven FL 32444 United States 2026-03-12
Tara Jankovic Melbourne FL 32940 United States 2026-03-12
M G Orlando FL 32819 United States 2026-03-12
Alex cuda Merritt Island FL 32953 United States 2026-03-12
mabel smith Orlando FL 32804 United States 2026-03-12
Dianne Mancuso East Patchogue NY 11772 United States 2026-03-13
Kendall Muldoon "" "" "" South Korea 2026-03-13
Ann Boyce Merritt Island FL 32953 United States 2026-03-13
Sherry Randolph Merritt Island FL 32953 United States 2026-03-13
mar kep Cocoa FL 32922 United States 2026-03-13

Hayden Randall Lala "" "" "" United States 2026-03-13
Dawn Weeks Cocoa FL 32927 United States 2026-03-13
Donna Wencil Merritt Island FL 32953 United States 2026-03-13
Michelle turner Winter Springs FL 32708 United States 2026-03-13
Sandra Miller Merritt Island FL 32953 United States 2026-03-13
Orveda Benton Merritt Island FL 32953 United States 2026-03-13
Jojo Garcia Houston TX 77076 United States 2026-03-13
Peg Bibby Merritt Island FL 32953 United States 2026-03-14
Gini Goldman Los Angeles CA 90066 United States 2026-03-14
Jazmin Gonzalez Merritt Island FL 32952 United States 2026-03-14
Pj Smallwood Raleigh NC 28348 United States 2026-03-14
Helen Parry Merritt Island FL 32953 United States 2026-03-14
Ann Sims Melbourne FL "" United States 2026-03-14
Colleen Singer Merritt Island FL 32953 United States 2026-03-14
Kayla Serrano Palm Bay FL 32907 United States 2026-03-14
Caden Winfough Southwest Brevard Cnty FL 32955 United States 2026-03-14
Barbara DiFranza Merritt Island FL 32953 United States 2026-03-14
John Dacus Cocoa Beach FL 32931 United States 2026-03-14
Wil Sill Merritt Island FL 32952 United States 2026-03-14
Dana King Merritt Island FL 32953 United States 2026-03-15
Jennifer Swayne Melbourne FL 32940 United States 2026-03-15
Cynthia Johanson Herrin IL 62948 United States 2026-03-15
Althena Tipton Merritt Island FL 32952 United States 2026-03-15
Dahlia Abdelaal Gainesville FL 32611 United States 2026-03-15
Neil HODGSON Miami FL 33161 United States 2026-03-15
Monica Ramos Orlando FL 32822 United States 2026-03-15
Anne Knoll Merritt Island FL 32953 United States 2026-03-15
Elise Harris Sebastian FL 32958 United States 2026-03-15
Breighann Judon Orlando FL 32801 United States 2026-03-15
Anne Powers Orlando FL 32811 United States 2026-03-15
Odris Mejia Winter Garden FL 34787 United States 2026-03-15
Sandra McKee Merritt Island FL 32952 United States 2026-03-16
Brinlei reed Glenwood IA 51534 United States 2026-03-16
Nazerke Oken Astana "" "" Kazakhstan 2026-03-16
Cheri Withrow Mason Melbourne FL 32940 United States 2026-03-16
Stephen Stoltenberg Chuluota FL 32766 United States 2026-03-16
E'Syl Ray Merritt Island FL 32953 United States 2026-03-16
Sean Prugger Merritt Island FL 32952 United States 2026-03-16
Randy Novak Merritt Island FL 32953 United States 2026-03-16
Selena Brooks Kissimmee FL 34744 United States 2026-03-16
Doug Hays Cape Canaveral FL 32940 United States 2026-03-16
Christina McDowell Merritt Island FL 32953 United States 2026-03-16
Russell Romanella Rockledge FL 32955 United States 2026-03-17
Lisa Karena Koenig Merritt Island FL 32952 United States 2026-03-17
elisa PEREIRA MÜNCHEN AL 80797 United States 2026-03-17
Adriana Pedroso Davenport FL 33837 United States 2026-03-17
Kiara Collado Kissimmee FL 34743 United States 2026-03-17
Hazel Laverne Pritchett Merritt Island FL 32953 United States 2026-03-17
Kristin Muntzing Merritt Island FL 32952 United States 2026-03-17
Cheyenne Harms-Lacey Merritt Island FL 32952 United States 2026-03-17
Cathy Hanley Merritt Island FL 32953 United States 2026-03-17
Molly Farley Palm Bay FL 32909 United States 2026-03-17
Christopher Block Palm Bay FL 32909 United States 2026-03-17
Kevin Knowles Rockledge FL 32955 United States 2026-03-17
Martina Gauthier Palm Bay FL 32909 United States 2026-03-17
Isla White Satellite Beach FL 32937 United States 2026-03-17
Eli American port orange FL 32127 United States 2026-03-17
Estelle Zaret Melbourne Beach FL 32951 United States 2026-03-17
Theresa Breno Mims FL 32754 United States 2026-03-18
Adrian Hernandez Merritt Island FL 32953 United States 2026-03-18
Janet Simpkins Merritt Island FL 32953 United States 2026-03-18
Patricia Lowney Merritt Island FL 32953 United States 2026-03-18
Sheryl Dixon Merritt Island FL 32953 United States 2026-03-18
Andrew Shepard Merritt Island FL 32952 United States 2026-03-18
Anthony Tucker Merritt island FL 32952 United States 2026-03-18

Kevin Walker Merritt Island FL 32953 United States 2026-03-18
Nellena Hoffman Merritt Island FL 32952 United States 2026-03-18
Drew Siccardi Merritt Island FL 32953 United States 2026-03-18
Jennifer Walker Merritt Island FL 32953 United States 2026-03-18
Aarya Nagalapadi Orlando FL 32828 United States 2026-03-18
Jessics Cody Winter Park FL 32792 United States 2026-03-18
Tori Ainsworth Deltona FL 32738 United States 2026-03-18
Joyce Conforti Cocoa FL 32922 United States 2026-03-18
Maria gutierrez Douglasville GA 30135 United States 2026-03-18
Clarence Beck Merritt Island FL 32952 United States 2026-03-18
Arlette Flores Deltona FL 32738 United States 2026-03-19
Holli Davis Merritt Island FL 32953 United States 2026-03-19
Jordyn Shepperd Winter Springs FL 32708 United States 2026-03-19
Donald Gates MERRITT ISLAND FL 32953-3276 United States 2026-03-19
Thomas Faron Broadway NC 27505 United States 2026-03-19
Moriah McLeod Orlando FL 32808 United States 2026-03-19
Sritama HANSDA Durgapur "" 713205 India 2026-03-19
Corey Mullen Melbourne FL 32934 United States 2026-03-19
Katharina Ketterman Merritt Island FL 32953 United States 2026-03-19
Susan Hartman Merritt Island FL 32953 United States 2026-03-19
Patrick Brazil Merritt Island FL 32953 United States 2026-03-19
Ryan Werle Melbourne FL 32905 United States 2026-03-19
Nancy Bree Merritt Island FL 32953 United States 2026-03-19
Ariel Burke Vero Beach FL 32963 United States 2026-03-19
thomas Bone Merritt Island FL 32952 United States 2026-03-19
Renee Yother Merritt Island FL 32953 United States 2026-03-19
Dawn Wood Huntersville NC 28078 United States 2026-03-20
Sariaya Yelder Palm Bay FL 32909 United States 2026-03-20
Kailey Lopez Winter Park FL 32789 United States 2026-03-20
Tiara Harrell Pine Hills FL 32808 United States 2026-03-20
Stephani Borda Orlando FL 32822 United States 2026-03-20
Cristina Adames St Cloud FL 34769 United States 2026-03-20
Tanner terry Kansas City MO 64116 United States 2026-03-21
Jod hardison Merritt Island FL 32952 United States 2026-03-21
Isabelle McCarthy Merritt Island FL 32953 United States 2026-03-21
APRIL DONEY Winterpark FL 32714 United States 2026-03-21
Michelle Kelly Orlando FL 32801 United States 2026-03-21
Roslyn Stephens Merritt Island FL 32952 United States 2026-03-21
MICHAEL UNRUH Merritt Island FL 32953 United States 2026-03-21
Lin Thomas Cocoa FL 32923-8282 United States 2026-03-21
Chalini Gonzalez Merritt Island FL 32953 United States 2026-03-21
Jasmine Foster Satellite Beach FL 32937 United States 2026-03-21
Stephen Clark Davenport FL 33837 United States 2026-03-22
Kevin Coumes Arlington VA 22207 United States 2026-03-22
Pedro Gonzalez Bayamon PR 00957 United States 2026-03-22
Roy Ebanks Palm Bay FL 32909 United States 2026-03-22
Mary Jane Morgan Omaha NE 68106 United States 2026-03-22
Carol Venter Melbourne FL 32940 United States 2026-03-22
Nehemias Macario Phenix City AL 36869 United States 2026-03-22
Larhonda Clayville Cocoa FL 32922 United States 2026-03-22
Lori Sowa Winter Garden FL 34787 United States 2026-03-22
Kim Walker New Smyrna Beach FL 32168 United States 2026-03-22
Eric harmon Kissimmee FL 34744 United States 2026-03-23
Renée Ouc Merritt Island FL 32952 United States 2026-03-23
Siavash Mostoufi St. Cloud FL 34769 United States 2026-03-23
David Wint Windermere "" 34786 United States 2026-03-23
cath g Altamonte Springs FL 32714 United States 2026-03-23
Taylor Vinje Cocoa Beach FL 32931 United States 2026-03-23
sade Matheny Melbourne Beach FL 32951 United States 2026-03-23
Chris Pettis Merritt Island FL 32952 United States 2026-03-23
Henry Goodman Indialantic FL "" United States 2026-03-23
Lillian LeMaitre Orlando FL 32612 United States 2026-03-23
Josh Molina Sanford FL 32771 United States 2026-03-23
Luther James Rockledge FL 32955 United States 2026-03-23
Mathew Powell Cocoa FL 32927 United States 2026-03-24

Emma Gentry Kissimmee FL 34747 United States 2026-03-24
Roanna Bacchus "" "" "" United States 2026-03-24
Raymond Norman Merritt Island FL 32953 United States 2026-03-24
Anderson Diana Orlando FL 32817 United States 2026-03-24
Heather McCune Cocoa Beach FL 32931 United States 2026-03-24
Mohammed Alhareth Melbourne FL 32901 United States 2026-03-24
Lauri Whitlock New York NY 10011 United States 2026-03-24
Monica Bullock Jacksonville FL 32257 United States 2026-03-24
Steven VanVorst n/a FL 33433 United States 2026-03-24
Mabel Alfano Branchville NJ 07826 United States 2026-03-24
Raelynn Treece Merritt Island FL 32952 United States 2026-03-24
Jaden Gardner Cocoa Beach FL 32931 United States 2026-03-24
Dawn Armstrong Dallas TX 75270 United States 2026-03-24
Rocky Martini San Francisco CA 94114 United States 2026-03-24
Tehmina Delano Melbourne FL 32940 United States 2026-03-25
Antonio da silva Longwood FL 32750 United States 2026-03-25
Daniel Alarcon Orlando FL 32825 United States 2026-03-25
Breeanna Romani Cocoa FL 32926 United States 2026-03-25
Zac Rhodes Longwood FL 32750 United States 2026-03-25
Belinda Griffith Malabar FL 32950 United States 2026-03-25
Marti Greene Altamonte Springs FL 32714 United States 2026-03-25
Jeffrey Owens Vero Beach FL 32962 United States 2026-03-25
Allison Johnson Orlando FL 32801 United States 2026-03-25
Cameron Phillips Vero Beach FL 32962 United States 2026-03-26
Amir Farid Overland Park KS 66211 United States 2026-03-26
Reefer Winchester Saint Johns FL 32259 United States 2026-03-26
patrick roderick Port Orange FL 32127 United States 2026-03-26
Sid White Orlando FL 32810 United States 2026-03-26
Tyler LeBlanc cocoa FL 32926 United States 2026-03-26
Elizabeth Gill Kissimmee FL 34741 United States 2026-03-26
james pendley Sarasota FL 34232 United States 2026-03-26
Shane Trahan Windermere FL 34786 United States 2026-03-26
Anna Holden Fort Pierce FL 34951 United States 2026-03-27
Joseph Hill Titusville FL 32780 United States 2026-03-27
Jackie Giurleo Satellite Beach "" 32937 United States 2026-03-27
Zaria Bromfield Orlando FL 32839 United States 2026-03-27
Christine Palmer Melbourne FL 32940 United States 2026-03-27
Annette Vaccaro Titusville FL 32796 United States 2026-03-27
Janeislian dechabert St. Cloud FL 34771 United States 2026-03-27
Gerald Badoz Seattle WA 98118 United States 2026-03-27
Lacey Quinn Melbourne FL 32935 United States 2026-03-27
Makayla Parker Orlando "" 32811 United States 2026-03-27
Julio Garcia Beaumont TX 77706 United States 2026-03-28
Gordy Woelper Satellite Beach FL 32937 United States 2026-03-28
Caasi Simmons daytona bch FL 32123 United States 2026-03-28
Megan Lawson Titusville FL 32780 United States 2026-03-28
Theresa O'Toole Melbourne FL 32940 United States 2026-03-29
Laveau Sylvain Orlando FL 32809 United States 2026-03-29
Roni Hays Orlando FL 32801 United States 2026-03-29
Jon Jordan Jordan Merritt Island FL 32953 United States 2026-03-31
Martha Fulmer Merritt Island FL 32953 United States 2026-03-31
James Thompson Merritt Island FL 32953 United States 2026-03-31
Shane Dulude Merritt Island FL 32953 United States 2026-03-31
Henry Sanchez Merritt Island FL 32953 United States 2026-03-31
Heather Clark Merritt Island FL 32953 United States 2026-03-31
Lyndsey Buckle Merritt Island FL 32953 United States 2026-03-31
Donna Clement Merritt Island FL 32952 United States 2026-03-31
Ruth Bentley Merritt Island FL 32952 United States 2026-03-31
Dawn Mcfall Merritt Island FL 32953 United States 2026-03-31
John Thompson Merritt Island FL 32953 United States 2026-03-31
Kathie Smowton Merritt Island FL 32953 United States 2026-03-31
Kourtney Taylor Kissimmee FL 34746 United States 2026-03-31
Victoria Leone Merritt Island FL 32953 United States 2026-03-31
Martha Houlberg Merritt Island FL 32953 United States 2026-03-31
Kathy Winkler Merritt Island FL 32953 United States 2026-03-31

James Walsh Merritt Island FL 32953 United States 2026-03-31
Sheila Cootes Merritt Island FL 32953 United States 2026-03-31
Daniel Niebojeski Merritt Island FL 32953 United States 2026-03-31
Brian Tinney Palm Bay FL 32909 United States 2026-03-31
Sandra Thompson Merritt Island FL 32953 United States 2026-03-31
karen montrs Merritt Island FL 32953 United States 2026-03-31
Patricia puopolo Merritt Island FL 32953 United States 2026-03-31
steve palmer Merritt Island FL 32953 United States 2026-03-31
hunter gleason Palm bay FL 32908 United States 2026-03-31
Charles Murphy Merritt Island FL 32953 United States 2026-03-31
Michele Moore Merritt Island FL 32953 United States 2026-03-31
Linda Johnson-Brown Merritt Island FL 32953 United States 2026-03-31
Lauren Edinger Merritt island FL 32953 United States 2026-03-31
Patricia Chambers Cocoa FL 32922 United States 2026-03-31
Trqcy King Merritt Island FL 32953 United States 2026-03-31
Darron King Merritt Island FL 32953 United States 2026-03-31
denise bailey merritt island FL 32953 United States 2026-03-31
Jill Schmidlkofer Merritt Island FL 32953 United States 2026-03-31
Annlaliese Dennis Merritt Island FL 32953 United States 2026-03-31
Mary Consolato Merritt Island FL 32953 United States 2026-03-31
Penny Jansson Merritt Island FL 32952 United States 2026-03-31
Patricia Padrick Merritt Island FL 32953 United States 2026-03-31
Margaret Wolf Merritt Island FL 32953 United States 2026-03-31
Joe Lizon Merritt Island FL 32952 United States 2026-03-31
Eric Nagy Merritt Island FL 32953 United States 2026-03-31
Jacqueline Tibbitts Merritt Island FL 32953 United States 2026-03-31
Teresa Thompson Merritt Island FL 32953 United States 2026-03-31
Carla Davis Merritt Island FL 32953 United States 2026-03-31
Julie Consolato Wynantskill NY 12198 United States 2026-03-31
Teea Consolato Merritt Island FL 32953 United States 2026-03-31
Blake Ford Cape Canaveral FL 32940 United States 2026-03-31
Ira Isaacs Merritt Island FL 32953 United States 2026-03-31
Paul Artrip Merritt Island FL 32953 United States 2026-03-31
Janet Simpkins Merritt Island FL 32953 United States 2026-03-31
Christine Adams Cocoa FL 32926 United States 2026-03-31
Darrell Fleming Merritt Island FL 32953 United States 2026-03-31
Paula Poirier Merritt Island FL 32953 United States 2026-03-31
SURGI STROUD Merritt Island FL 32953 United States 2026-03-31
Rebecca Goff Merritt Island FL 32953 United States 2026-03-31
Maria Domzalski Palm Bay FL 32907 United States 2026-03-31
Melissa Besaw Merritt Island FL 32953 United States 2026-03-31
Kalyn Warren Thomasville GA 31792 United States 2026-03-31
Samantha Renfroe Chipley FL 32428 United States 2026-03-31
Summer Reda Cocoa Beach FL 32931 United States 2026-03-31
Marisa Torok Vero Beach FL 32962 United States 2026-04-01
Adam Juarez Orlando FL 32822 United States 2026-04-01
Margie Perleberg Merritt Island FL 32953 United States 2026-04-01
saskia weber Boqueron "" 00623 United States 2026-04-01
Tyler Landers Southwest Brevard Cnty "" 32955 United States 2026-04-01
Casie Matthews Orange City FL 32763 United States 2026-04-01
Raisa Romaelle Miami FL 33155 United States 2026-04-01
Janis Holloway Merritt Island FL 32953 United States 2026-04-01
Paula Trembley Merritt Island FL 32953 United States 2026-04-01
Olivia S Windermere FL 34786 United States 2026-04-01
Jean Katsaros Cocoa Beach FL 32931 United States 2026-04-01
KAY DURHAM Merritt Island FL 32953 United States 2026-04-01
Linda Bubbers Merritt Island FL 32953 United States 2026-04-01
Rosa Leigh "" "" "" United States 2026-04-01
Natasha Lile Orlando FL 32828 United States 2026-04-01
Alex Reynolds Rockledge FL 32955 United States 2026-04-01
Stephen Oliva Rockledge FL 32922 United States 2026-04-01
Melony Jaimes Apopka FL 32703 United States 2026-04-01
Christina Van Kirk Melbourne FL 32940 United States 2026-04-01
Mark Skrzypek Cape Canaveral FL 32920 United States 2026-04-01
Karla Rodriguez Hollywood "" "" United States 2026-04-01

Helena Mclellan Merritt Island FL 32952 United States 2026-04-01
Annette Reynolds Merritt Island FL 32953 United States 2026-04-01
Michele Konopisos Kissimmee FL 34741 United States 2026-04-01
Irene Link Merritt Island FL 32953 United States 2026-04-01
David Mercer Merritt Island FL 32953 United States 2026-04-01
Adelia Kennedy Merritt Island FL 32953 United States 2026-04-01
A. K. Orlando FL 32806 United States 2026-04-01
Leda St Jean Orlando FL 32801 United States 2026-04-01
amy amer Melbourne FL 32940 United States 2026-04-01
Ayesha A Orlando FL 32835 United States 2026-04-01
Nicole Anderson Sebastian FL 32958 United States 2026-04-01
Ciela Hogan Palm Bay FL 32909 United States 2026-04-01
Jonathan Davis Orlando "" 32827 United States 2026-04-02
yuridia alvarez Orlando FL 32804-2204 United States 2026-04-02
Brenda Teixeira Cocoa FL 32926 United States 2026-04-02
Maria Malatini sebastian FL 32967 United States 2026-04-02
Melissa Brooks Merritt Island FL 32953 United States 2026-04-02
Zeke Brooks Merritt Island FL 32953 United States 2026-04-02
Margarita Laureano Melbourne FL 32935 United States 2026-04-02
Kimberly Jenkins Merritt Island FL 32953 United States 2026-04-02
Gaby Castillo Kissimmee FL 34741 United States 2026-04-02
Don Stapleton Merritt Island FL 32953 United States 2026-04-02
Chelsea Seng Merritt Island FL 32952 United States 2026-04-02
Sage Finnerty Newark OH 43055 United States 2026-04-02
Jesse Lucks Merritt Island FL 32952 United States 2026-04-02
Lisa Staley Merritt Island FL 32953 United States 2026-04-02
Cynthia Juvera Leesburg FL 34788 United States 2026-04-02
Christopher Ritchey Palm Bay FL 32905 United States 2026-04-02
Shari White Satellite Beach FL 32937 United States 2026-04-03
Jonah Sluss "" "" "" United States 2026-04-03
Jessica F Melbourne FL 32937 United States 2026-04-03
sally jordan indi FL 32903 United States 2026-04-03
Taylor Taft Oviedo FL 32765 United States 2026-04-03
Hailey Armer New Port Richey FL 34652 United States 2026-04-03
Megan Doskey Melbourne FL 32940 United States 2026-04-03
Emily Panagos Palm Bay FL 32907 United States 2026-04-03
Sarah Zarzour Cocoa FL 32926 United States 2026-04-03
Michael Davino Melbourne FL 32940 United States 2026-04-03
Dianne Ryden Cocoa FL 32926 United States 2026-04-03
April Greenaway Titusville FL 32796 United States 2026-04-03
patricia danzing Fort Pierce FL 34946 United States 2026-04-04
Hector Nussa Hebron IN 46341 United States 2026-04-04
Isabella Rivera Lopez Orlando FL 32828 United States 2026-04-04
Suzanne Griffis Cocoa FL 32926 United States 2026-04-04
Glenn Rule Merritt Island FL 32952 United States 2026-04-04
Gregory H Ragans Lee FL 32059 United States 2026-04-04
Krystal Ekong Apopka FL 32703 United States 2026-04-04
Ameni Khalladi Orlando FL 32802 United States 2026-04-04
Reagan roberson Rockledge FL 32955 United States 2026-04-04
Stacy Nevada Kissimmee FL 34758 United States 2026-04-04
Cecilia Larroude Lloyd Vero Beach FL 32963 United States 2026-04-04
John Kight Merritt Island FL 32953 United States 2026-04-04
Terri Williams Ocoee FL 34761 United States 2026-04-04
Jerry Hughes Merritt Island FL 32952 United States 2026-04-04
Libby Spears Merritt Island FL 32953 United States 2026-04-04
Judy Higel Merritt Island FL 32953 United States 2026-04-04
Jason Knight Rockledge FL 32955 United States 2026-04-04
Debbie Adamo Merritt Island FL 32953 United States 2026-04-04
Patti Boggs Merritt Island FL 32952 United States 2026-04-04
Angela Wisniewski Orchard Park NY 14127 United States 2026-04-04
Leanne Killmeyer Cape Canaveral FL 32920 United States 2026-04-04
Megan DuVall DeLand FL 32724 United States 2026-04-04
Pat Barnhardt Melbourne FL 32934 United States 2026-04-04
Linda Alonso Glenwood FL 32952 United States 2026-04-04
Nick Raju Orlando FL 32801 United States 2026-04-04

Elsa Montgomery Cape Canaveral FL 32920 United States 2026-04-05
lily sprouse Port Orange FL 32129 United States 2026-04-05
Johnathan Luce Kissimmee FL 34747 United States 2026-04-05
Lillian Holliman Merritt Island FL 32953 United States 2026-04-05
Julie Harrison Orlando FL 32825 United States 2026-04-05
Lauren Scannell Merritt Island FL 32953 United States 2026-04-05
vanessa chaparro Orlando FL 32822 United States 2026-04-05
Robert Socks Cocoa FL 32926 United States 2026-04-05
Amy Trestman Sandy Springs GA 30350 United States 2026-04-05
Jamie Williams Vero Beach FL 32960 United States 2026-04-05
Colleen Miller Orlando FL 32832 United States 2026-04-05
amanda blumberg Vero Beach FL 32963 United States 2026-04-05
Orva M Gullett Marion OH 43302-8435 United States 2026-04-05
Matthew Deleeuw Vigo "" 36213 Spain 2026-04-05
Ryan Groff Wichita KS 67203 United States 2026-04-05
Bella Miller Old Town FL 32680 United States 2026-04-05
Nicole Patterson Orlando FL 32832 United States 2026-04-05
Jennifer Justis Harmony FL 34773 United States 2026-04-06
Courtney Cascino New Smyrna Beach FL 32168 United States 2026-04-06
Willie Salgado Buena Ventura Lakes FL 34743 United States 2026-04-06
Nancy Tavarez Merritt Island FL 32953 United States 2026-04-06
Diane Dobish Melbourne FL 32940 United States 2026-04-06
Virginia Hayworth Merritt Island FL 32953 United States 2026-04-06
Zoey Alvarez Palm Bay FL 32907 United States 2026-04-06
Jeanie Therio Merritt Island FL 32953 United States 2026-04-06
Edris Akbari Orlando FL 32822 United States 2026-04-06
Summer Ali Palm Bay FL 329071 United States 2026-04-06
Stan Shaffer Vero Beach FL 32967 United States 2026-04-06
Joy Joseph Winter Park FL 32789 United States 2026-04-06
Melissa Murphy-Tenedorio Fort Pierce FL 34951 United States 2026-04-07
Connor ramming R Orlando FL 32804 United States 2026-04-07
Will Gray Merritt Island FL 32953 United States 2026-04-07
Jeannie Gaydan Merritt Island FL 32953 United States 2026-04-07
Tamico Harden Palm Bay FL 32905 United States 2026-04-07
Ruth Brosilow Merritt Island FL 32953 United States 2026-04-07
Wandys Vazquez Orlando FL 32822 United States 2026-04-07
Sydney Ayrey Rockledge FL 32955 United States 2026-04-07
Alfredo Moyano St. Cloud FL 34771 United States 2026-04-07
Celia DeCandia Scottsdale AZ 85251 United States 2026-04-08
Hannah Shamlaty Oviedo FL 32766 United States 2026-04-08
Piper Collins Merritt Island FL 32952 United States 2026-04-08
Faith Stewart-Mason Orlando FL 32822 United States 2026-04-08
Brandon Scudder Rockledge FL 32955 United States 2026-04-08
Alice Boria Apopka "" 32712 United States 2026-04-08
Martha Talero Orlando FL 32811 United States 2026-04-08
Kathy WIlson Sparr FL 32192 United States 2026-04-08
Christina Harrell Orlando FL 32808 United States 2026-04-08
Madeline Gilmore Orlando FL 32807 United States 2026-04-08
Alyse Ayotte Orlando FL 32835 United States 2026-04-08
Jeff Glenz Merritt Island FL 32952 United States 2026-04-08
Ashley Sanchez St. Cloud FL 34772 United States 2026-04-08
James wood Kissimmee FL 34743 United States 2026-04-09
Aida Calo Orlando FL 32837 United States 2026-04-09
gurt yo Apopka FL 32703 United States 2026-04-09
Atefeh Torabi Cocoa FL 32922 United States 2026-04-09
Suzanne Cooper Apopka FL 32703 United States 2026-04-09
James Moss Clermont FL 34711 United States 2026-04-09
Rickey Jones Merritt Island FL 32953 United States 2026-04-09
Jo Bennett Merritt Island FL 32952 United States 2026-04-09
David Peterson Satellite Beach FL 32937 United States 2026-04-09
Michael Roberts Merritt Island FL 32953 United States 2026-04-09
Emily Holzaepfel Naples FL 34119 United States 2026-04-09
george nealis Melbourne FL 32940 United States 2026-04-09
Mary Solomon Merritt Island FL 32953 United States 2026-04-09
Janer Narvaez Kissimmee FL 34744 United States 2026-04-09

Pablo R Alvarez Paduani "" PR 32765 United States 2026-04-09
Farzie Momenpour Orlando FL 32835 United States 2026-04-10
DaeVonte Barnett Loxahatchee FL 33470 United States 2026-04-10
Lois Harris Merritt Island FL 32953 United States 2026-04-10
Nancy Colmenares Miami FL 33177 United States 2026-04-10
Trey Picard Citrus Springs FL 34434 United States 2026-04-10
Kay Nezwek Pompano Beach FL 33065 United States 2026-04-10
Mira Delmeri Orlando FL 32818 United States 2026-04-10
Nate Wooten Leesburg FL 34778 United States 2026-04-10
Lee Magistri Merritt Island "" 32953 United States 2026-04-10
faith towner "" "" "" Belgium 2026-04-10
Mark sentin DeLand FL 32720 United States 2026-04-10
Golnaz Mahmoody Winter Park FL 32789 United States 2026-04-10
Brent McBride Merritt Island FL 32953 United States 2026-04-10
Nancy OShaughnessy Orlando FL 32803 United States 2026-04-10
Ronald Gallagher St Pete Beach FL 33706 United States 2026-04-11
Melanie Victorino Kissimmee FL 34741 United States 2026-04-11
Jessica Benitez Salinas CA 93901 United States 2026-04-11
Julius Moore Altamonte Springs FL 32714 United States 2026-04-11
Patsy keller Orlando FL 32806 United States 2026-04-11
heidi potter winter park FL 32792 United States 2026-04-11
Andre Reed Melbourne FL 32901 United States 2026-04-11
Patrice Richardson Haines City FL 33844 United States 2026-04-12
Carolyn Giuliano Maitland FL 34772 United States 2026-04-12
Arnold Knutsen Merritt Island FL 32953 United States 2026-04-12
Anna Malecka Indialantic FL 32903 United States 2026-04-12
Alex Lopez Merritt Island FL 32953 United States 2026-04-12
Brooklyn Lugo Titusville FL 32780 United States 2026-04-12
Al Burnett Merritt Island FL 32953 United States 2026-04-12
mehdi. M J shokri Melbourne FL 32935 United States 2026-04-12
Isaiah Redus New Smyrna Beach FL 32168 United States 2026-04-12
Morgan Nash Melbourne FL 32901 United States 2026-04-12
Karen Cassidy Merritt Island FL 32953 United States 2026-04-12
Faith Billingham Melbourne FL 32904 United States 2026-04-12
Kenny Ellershaw Cocoa FL 32927 United States 2026-04-12
orlendis Brown Orlando FL 32805 United States 2026-04-13
Jackeline Palacio Orlando FL 32822 United States 2026-04-13
Brian Wilson Wildwood FL 34785 United States 2026-04-13

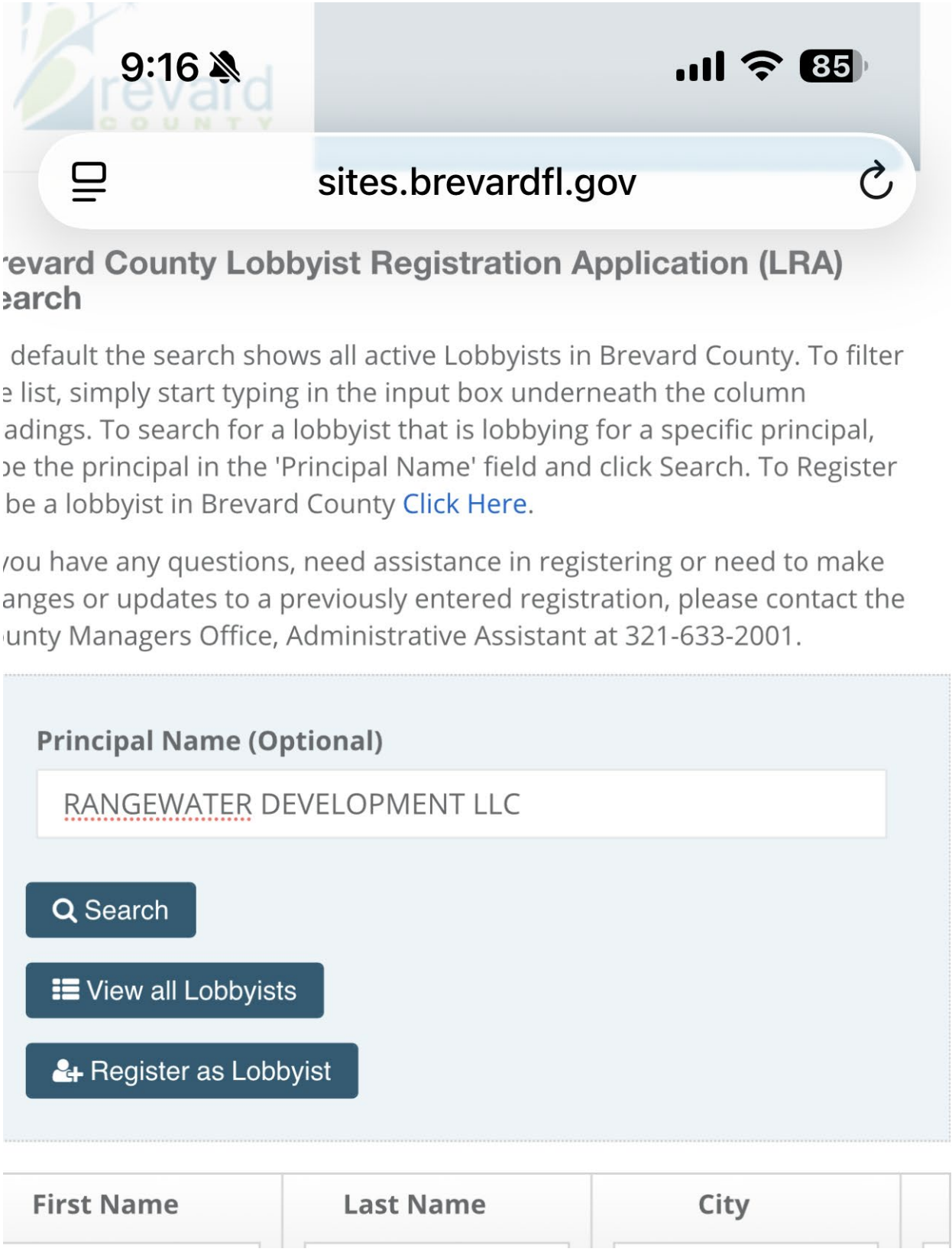
Respectfully,
Rebecca Hauser
Board Member, Sykes Cove Community Association

From: Chelsey Bjork
To: AdministrativeServices
Subject: Add to public record
Date: Thursday, April 9, 2026 9:47:11 AM
Attachments: image0.png

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

Good morning,

Can you please add this to the public record in regards to application 25Z00054.



Steve	Crisafulli	Merritt Island

1 / 1

1 - 1 of 1 items

items per page

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Follow Us

From: Diane Duclos
To: Commissioner, D4
Subject: project 222
Date: Monday, April 27, 2026 11:57:41 AM

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

Tom Feltner

Writing in regards to the project of apartment building with 222 units proposed on corner of courtneay parkway and pioneer road.

There are many reasons that this should not be approved.

1) traffic on Pioneer will be outrageous, with three neighborhoods (Villa de Palma, Sykes Cove, Raintree) and Lewis Carroll Elementary School. Along with a nursing home, Starbucks, car wash all using pioneer rd.

2) Builders are not even from this area, not around to live where they make these projects. Let alone see how it affects the people who have to deal with results. Stop outsiders destroy our way of life, and property values.

3) Merritt Island is becoming a concrete jungle with no green spaces left. Why can't there be some beautification instead of more and more development.

4) The proposal says that the project will have its own exit from complex onto Courtneay parkway,not needing to use Pioneer. But when the new median (completed 2027)is put down courtneay parkway,the residents of new apartment complex will only be able to exit right(north)). Anyone needing to exit(south) will need to use Pioneer rd.

5) rezoning Merritt Island would be a disaster for any resident living in the island.

We live in Villa de Palma and know how this will affect the current traffic and way of life of its residents and other neighborhoods adjacent to.

Please turn down Prohect 222.

Thank you
Duclos'
197 Via Havarre
Merritt island, FL
duclos1957@yahoo.com

Sent from my iPhone

From: Brenda
To: Commissioner, D1; Commissioner, D2; Commissioner, D3; Commissioner, D4; Commissioner, D5
Subject: Vote No to Project 222
Date: Monday, April 27, 2026 6:43:37 PM

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

Regarding the upcoming vote on May 7th for the high density rezoning at Pioneer Road and North Courtenay Pkwy please vote against the rezoning. As a long time resident of the Raintree Lake Circle neighborhood, which is just off Pioneer Road behind the proposed building project, I can say that the proposed high density apartment building project is not in character for our Merritt Island community. Additionally, building a high density apartment building at this site would compound the already sensitive traffic problem we have on Courtenay Pkwy. and cause additional stormwater issues. Rangewater is not entitled to the rezoning of this land that would compromise our communities infrastructure, safety, and character for the benefit of its profit margin. The area's residents are talking and are against the rezoning of this land. Vote "NO" to rezoning.

Thank you,
Brenda Kiser
2765 Raintree Lake Circle
Merritt Island, FL 32953
321-368-7490

From: Darren Knight
To: Commissioner, D2; Commissioner, D1; Commissioner, D3; Commissioner, D4; Commissioner, D5
Subject: Stop Project 222
Date: Monday, April 27, 2026 4:42:01 PM

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

Dear County Commissioner,

I am a Villa de Palma resident and I oppose the 222-unit apartment complex being proposed to be built in my community. This will add traffic congestion and added safety concerns for everyone.

Please vote NO on this proposal.

Brevard County Voter.

Thank you,

Darren Knight

Sent from my iPad

From: gigi nordfors
To: Commissioner, D2
Cc: Jeff Nordfors
Subject: Save Merritt Island - Stop Project 222
Date: Monday, April 27, 2026 12:11:59 PM

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

Good Morning,

The intent of this correspondence is to reflect the overall desire of our community to **oppose** the proposed subject project. This area has long been regarded as a jewel in Merritt Island and as such the reason many of its residents chose to live here.
An area already stressed when suffering heavy rainfall as well as heavy traffic volume several times each day; this neighborhood does not possess the necessary infrastructure to deal with the additional burden of Project 222. The area was originally "zoned" to align/protect this neighborhood; changing this only serves the developer, while serving as a detriment to ALL surrounding property owners in some way.
Loss of natural habitat should also be considered in this case. This parcel, as well as those nearby, is home to many endangered birds. They should be protected and developed only in a manner that does not completely wipe out the existing habitat, further damaging an already fragile ecosystem. There are, after all many working parts to saving the Indian River Lagoon...and not all of them are contiguous to the actual river....
Changing the face of Merritt Island by allowing arbitrary re-zoning to benefit outside (in this case out of state) developers can do nothing but harm this jewel and in the long run end in loss of investment revenue for those of us who actually live here.

It is our sincere hope that you will vote against this project and help preserve the jewel that we know as Merritt Island.

Gigi & Jeff Nordfors

1983 Sykes Creek Dr.
Merritt Island, FL 32593

From: T&C
To: Commissioner, D4
Subject: Please Vote NO on Project 222 Rezoning
Date: Monday, April 27, 2026 2:53:49 PM

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

Dear Rob Feltner,

I am writing with urgency and deep concern to ask that you oppose the rezoning request for the proposed 222-unit apartment complex at Pioneer Road and Courtenay Parkway.

I have lived in Merritt Island for 25 years, and in that time, I have witnessed multiple accidents at that light — including one where I was nearly hit myself. This intersection is already dangerous, congested, and overburdened. Adding high density housing at this location would make an already unsafe situation far worse.

This area serves an elementary school, senior living facilities, medical offices, and four single family neighborhoods that all rely on Pioneer Road as their only safe, signalized exit. Traffic routinely backs up, especially during school hours, and pedestrians — including children and seniors — are already at risk. Increasing density here would put them in even greater danger.
This project does not reflect responsible growth. It benefits the developer while placing the burden on longtime residents who have invested their lives, families, and safety in this community.

For these reasons, I strongly urge you to vote NO on this rezoning request.

Thank you for your time and for considering the real world impact this decision will have on the people who live here.

Sincerely,
Carmen Prior

From: Kathryn Rush
To: Commissioner, D4
Subject: STOP PROJECT 222
Date: Monday, April 27, 2026 3:53:57 PM

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

Good afternoon,

Rob Feltner

I am writing this as a concerned homeowner, parent, and citizen of Sykes Cove in regard to Project 222 that a developer is wanting to build off Pioneer. We live in a single-family lifestyle community and want to keep it that way. There has already been enough development on that corner near Courtenay Pkwy. The traffic it will cause in that area and especially the impact it could have on Lewis Carroll Elementary School would be detrimental to our community. There has to be a stop to all these apartment complexes popping up on every open lot that can be found in our home of Brevard County. Thank you for your vote against this. We would have liked to attend the upcoming meeting on 5/7/2025, but are unable to attend due to work.

Sincerely, the Rush Family
119 Cove Loop Dr, Merritt Island, 32953

Courtney Rush
119 Cove Loop Dr, 32953
321-795-6575

From:	Jungle Room Studios
To:	Commissioner, D2; Commissioner, D1; Commissioner, D3; Commissioner, D4; Commissioner, D5
Subject:	Stop Project 222
Date:	Monday, April 27, 2026 2:22:10 PM

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

Hello,

I live and own a house on Raintree lake circle and am opposed to rezoning this project for high density use for Project 222!
Please take note.
Thanks
Brian

Brian Tarquin
Jungle Room Studios
Multi Emmy Award Winning Composer/Guitarist
50 Million Streams on Pandora, Spotify & Apple
Best Music Video feat. Joe Satriani JMA Awards
Indie Label of the Year Nomination by HIMA
linktr.ee/guitartrax

From:	suevmom@aol.com
To:	Commissioner, D2; Commissioner, D1; Commissioner, D3; Commissioner, D4; Commissioner, D5
Subject:	STOP Porject 222
Date:	Monday, April 27, 2026 2:02:05 PM

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

We live on 215 Maliga Ct Merritt Island FL
This area is a single family home lifestyle, with an elementary school nearby
There are lots of elementary children walking and riding their bikes to school
When school lets out the traffic is terrible and backs up all the way to North Courtenay Parkway
I can not imagine the traffic involved if they allow the 3-story,222-unit apartment complex to be built on Pioneer
The other major problem is the runoff from the water
There is already flooding in the streets on a heavy rain
Is anyone going to address that issue when it becomes worse?

PLEASE PLEASE PLEASE
Do not allow this developer to rezone this area
This is our home and lovely area to live

Thank you

Sue Violante

330-207-0097

From:	Danielle Dulude
Cc:	AdministrativeServices
Subject:	Supplemental Visual Evidence – File 8588 / 25Z00054 – Proposed 222-Unit Development on Merritt Island
Date:	Tuesday, April 28, 2026 2:38:13 PM
Attachments:	Commission meeting May 7th 2026.pdf

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

Dear Commissioners,

Attached please find a **Supplemental Visual Evidence Packet** for File 8588 / 25Z00054, the proposed 222-unit high-density residential development on Pioneer Road in Merritt Island.
This packet includes photographs and documentation submitted by nearby residents showing existing flooding, drainage issues, traffic conditions, and site conditions.
I respectfully request that this evidence be included in the official record and carefully considered at the continued hearing on May 7, 2026.

Thank you for your time and service.

Respectfully,
Danielle Dulude
Merritt Island Resident

Brevard County Commission Meeting
May 7th, 2026

Infrastructure & Public Safety Concerns

Proposed 222-Unit High-Density Residential Development
File 8588 / 25Z00054
Pioneer Road & North Courtenay Parkway, Merritt Island

Danielle Dulude
Merritt Island Resident
April 2026

Flooding Via de la Reina, Merritt Island, FL

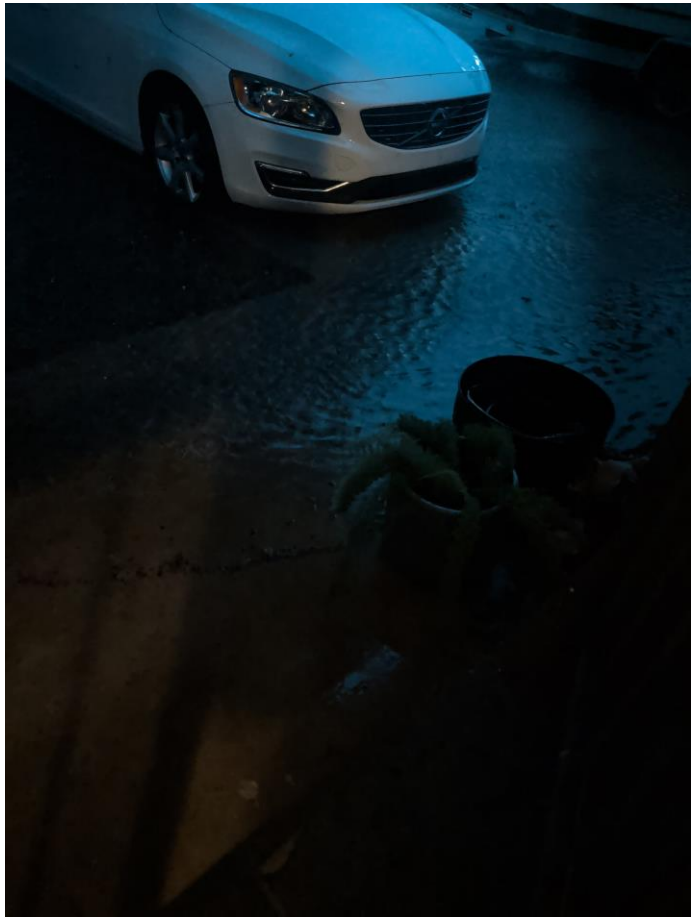
These photos document flooding on Via de la Reina around October 2025 and its impact on the local drainage system. Increased runoff from future development would place even greater pressure on an already strained infrastructure.

- The final image shows a displaced sewage drain cover after floodwaters receded, creating a serious safety hazard.

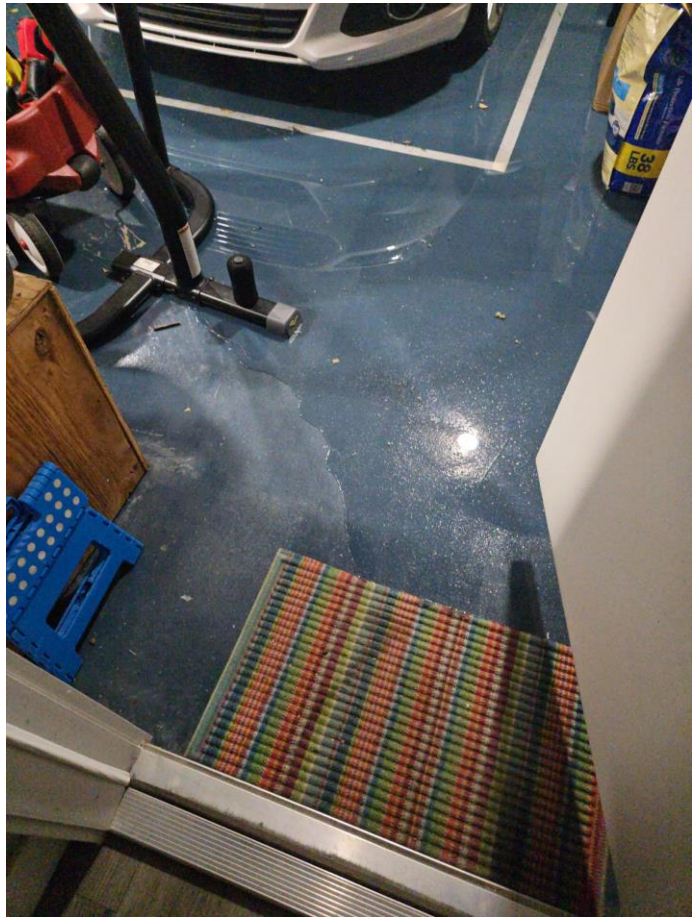
- The issue was reported to the Commissioner's office by a licensed plumbing contractor, but no immediate response was received. A caution sign was later placed to prevent accidents.

- Following flooding events, the homeowner experienced gurgling pipes and was unable to flush toilets for several days.

Flooding on Via De La Reina



Flooding and Drainage Stress in Via de le Reina



Flooding in Egrets Landing Subdivision (Hebron Drive, October 2025)

- These photos show flooding on Hebron Drive in the relatively new Egrets Landing subdivision.

- The vehicle pictured belongs to the homeowner across the street.

- The flooding raises serious concerns that the existing drainage infrastructure is already under stress and may not be able to handle additional development in the area.

Flooding on Hebron Drive, Egrets Landing

Flooding on Hebron Drive, Egrets Landing

Flooding Near the Proposed Development Site

- These photos show significant flooding near the proposed development site after a heavy rain event around October 2025.
- Homeowners are concerned about any high-density development causing more flood damage to their homes and land.
- Homeowners are concerned about increased traffic on Pioneer Road and Courtenay Parkway during school dismissal times, which could make it nearly impossible to safely access their neighborhood entrance.
- These existing problems must be resolved before any further high-density development is approved.

Flooding near Pioneer Road

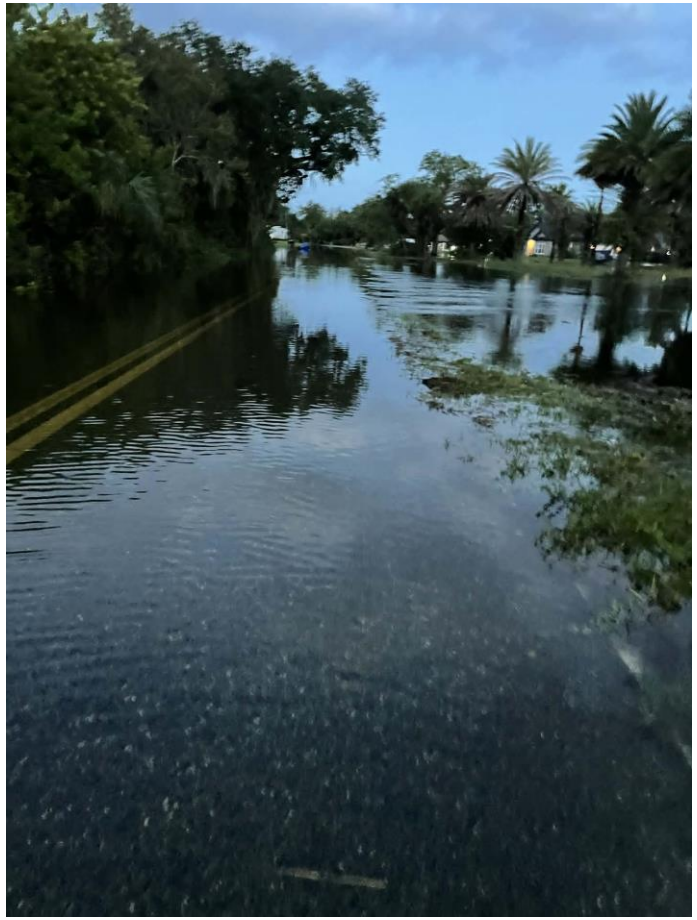
Flooding near Pioneer Road

Flooding near Pioneer Road

Flooding near Pioneer Road

Flooding near Pioneer Road

Flooding near Pioneer Road



Flooding near Pioneer Road

Flooding near Pioneer Road

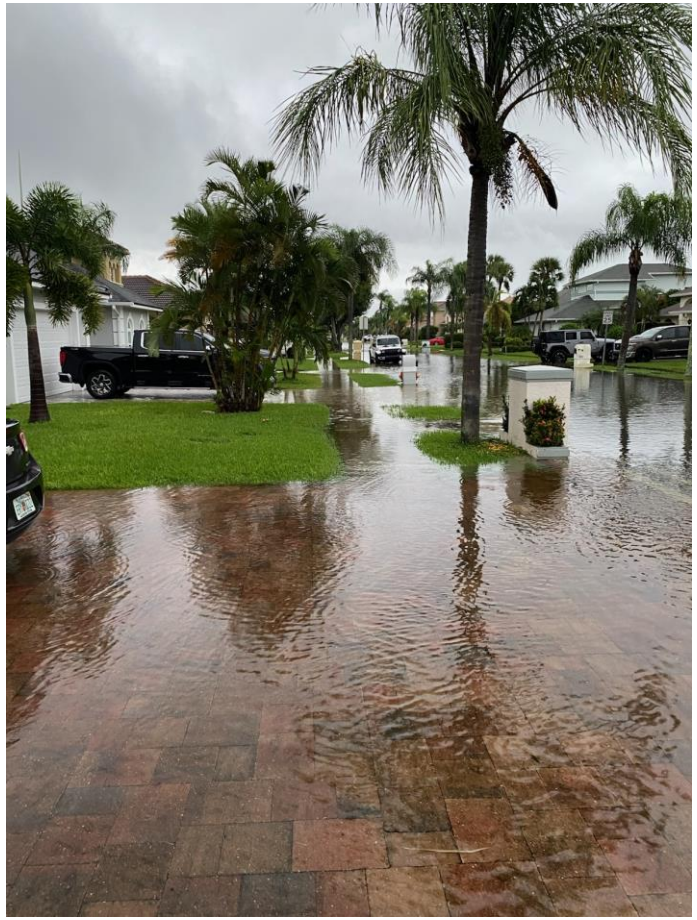
West side where the water drains – Car died in the road due to flooding (October 2025)

Flooding near Pioneer Road

Flooding on Sykes Creek Drive During Hurricane Milton (October 2024) and Other Rain Events (October 2025)

- These photos document flooding on Sykes Creek Drive during Hurricane Milton and other rain events.
- Many homes in the area, including the photographer's own home, experienced significant water intrusion into garages and living spaces.
- The next-door neighbor had to replace floors and drywall due to flood damage.
- With the proposed 222-unit development on Pioneer Road moving forward, residents are deeply concerned that future storms will become even more devastating due to increased runoff and overwhelmed drainage systems.

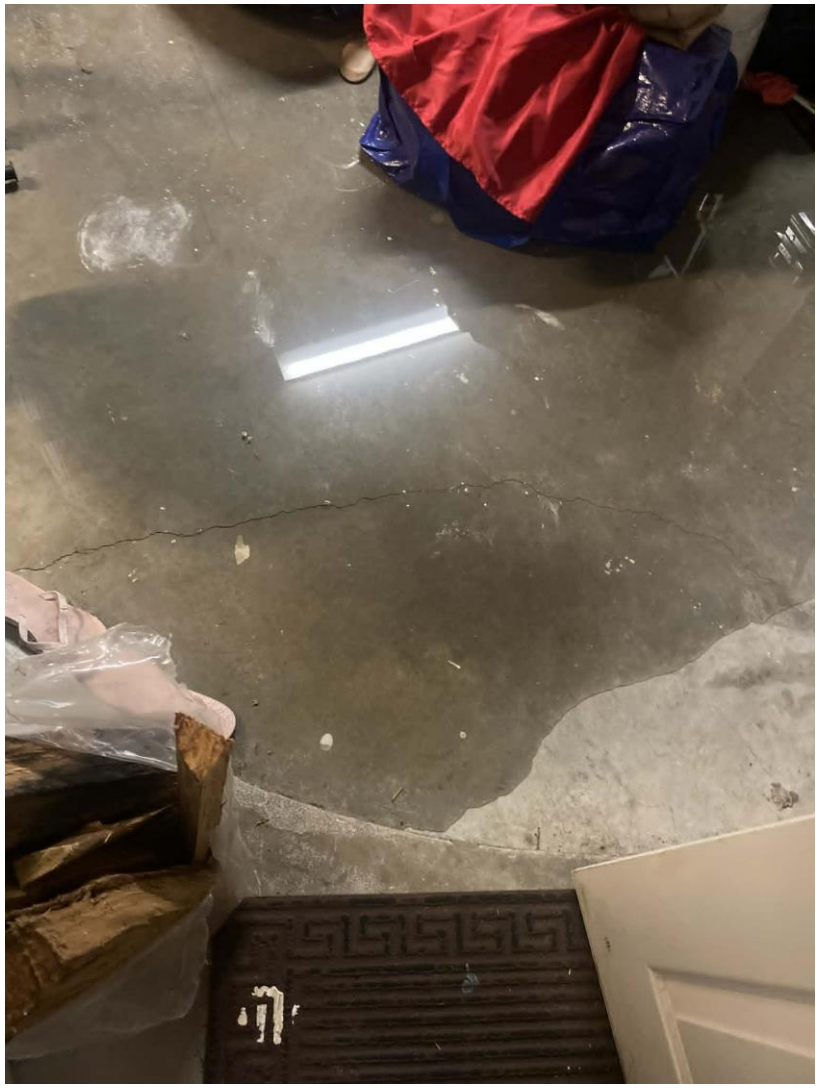
Flooding on Sykes Creek Dr - Hurricane Milton Impact (October 2024)



Flooding on Sykes Creek Dr - Hurricane Milton Impact (October 2024)

Rain and Flooding Sykes Cove Neighborhood (October 2025)

Rain and Flooding Sykes Cove Neighborhood



Heavy Traffic Congestion on State Road 3 (February 2026)

- These photos capture heavy traffic congestion during rush hour on State Road 3 near the Egrets Landing subdivision, including an accident that occurred in the area.

- The combination of increased traffic volume and frequent accidents further strains the already overburdened road network.

- As development continues, these issues must be addressed to ensure safer and more efficient traffic flow for current and future residents.

Rush Hour Traffic Congestion and Accidents on SR 3

R-942

Rush Hour Traffic Congestion and Accidents on SR 3

Rush Hour Traffic Congestion and Accidents on SR 3

R-944

Documented Ex Parte Communications

Official Disclosure from Commissioner Goodson's Office

Official Disclosure

Date Sent: March 31st, 2026

Received Public Record Request From:

Jackie Guadalupe

Staff Support Specialist – Legal

Public Records Request Coordinator

County Attorney's Office

Commissioner Goodson's Phone Calls with Steve Crisafulli (Registered Lobbyist)

- Feb 12, 2026 – Brief call with Steve Crisafulli
- Mar 18, 2026 – Brief call with Steve Crisafulli
- Mar 27, 2026 – Brief call with Steve Crisafulli and his client
- Mar 30, 2026 – Brief call with Steve Crisafulli

Relevance:

These calls occurred while the rezoning application (File 8588 / 25Z00054) was active.

Zoning Disclosures Tracking Sheet – D2

Date	Name	App#	Tax ID	District	Phone/Email Method	Comments
2/12	Chris Cook				phone	Pioneer Rd – They are not factoring in FDOT changes to the median – this not right for area
2/12	Steve Crisafulli	pioneer	Rd		phone	Tom spoke to Steve about [illegible] changes being considered for traffic situation – need to help residents [illegible] to alleviate concerns
~~2/12/26~~	~~Brian Hamilton~~	~~252~~	~~00057~~		~~p~~	
2/12/26	Brian Hamilton	252	00057		phone	Discussed expansion request : does not foresee any issues
2/26	Cole Olney				phone	Discussed property off SR 3 options for zoning
3/18	Steve Crisafulli	pioneer Rd			phone	Brief call
3/23	Brian Tuttle	nine 500 Acres		1	phone	Requesting meeting - 30 parcels
3/27	Steve Crisafulli	pioneer Road				Conference call with his client
3/30	Steve Crisafulli	pioneer	Rd		phone	Brief phone call
3/31	Chris Cook			2	phone	MS. [illegible] Board this week for KO park on old school board property across from Dollar General lot

Conclusion: Why This Rezoning Should Be Denied

The resident-submitted photographs provide clear, compelling evidence that our community's infrastructure is **already failing**.

Critical Facts:

- The project site is in a **Mandatory Evacuation Zone A (Red**) on a barrier island with limited evacuation routes.
- The **North Merritt Island Small Area Study (2018)** explicitly warned that additional residential density would degrade evacuation times and worsen drainage/flooding problems.
- **Transportation impact fees have not been updated since 2007** — the fee for a new single-family home remains only $4,353.
- Brevard County faces **nearly $800 million** backlog in water and sewer infrastructure upgrades.
- **PFAS "forever chemicals"** already exceed the EPA's enforceable 4 ppt limit in drinking water at the Mims/North Brevard and Barefoot Bay plants (finished water up to 5.9 ppt, some wells as high as 13 ppt PFOS). Wastewater treatment removes less than 10% of these chemicals.
- Public records show Commissioner Goodson had **multiple ex parte phone calls** with Steve Crisafulli, a registered lobbyist, including one call with "his client" on March 27, 2026.

Despite these disclosures, **no details have been provided** about the substance of those conversations.

- The applicant's own representatives described necessary infrastructure improvements as only **"if necessary"** and deferred them to later stages.
- Chapter 13 of the Brevard County Comprehensive Plan requires that **new development pay its full pro rata share** of infrastructure costs and not degrade concurrency standards for roads, drainage, potable water, and sanitary sewer.
- **Existing homeowners have already paid for our infrastructure** and continue to pay for it through property taxes and rising utility rates. **We should not be forced to subsidize private development profits.**

Recommendation:

We respectfully request the Board **deny** this rezoning or approve it **only** with a binding agreement requiring the developer to **fund 100%** of all infrastructure upgrades with verified concurrency **before** any certificate of occupancy.

Thank You

We support responsible growth —
Not subsidized growth that shifts infrastructure costs onto existing homeowners.

Current residents have already paid for our roads, drainage, water, and sewer systems — and we continue to pay for them through our property taxes and rising utility costs.

New development should fully fund its own impacts rather than burdening those who are already here.

Your attention and service to the residents of Merritt Island and Brevard County is greatly appreciated.

Danielle Dulude
Merritt Island Resident

From: Roy Braganza <roysram@aol.com>
Sent: Tuesday, April 28, 2026 11:03 AM
To: Commissioner, D1 <D1.Commissioner@brevardfl.gov>; Commissioner, D2 <D2.Commissioner@brevardfl.gov>; Commissioner, D3 <d3.commissioner@brevardfl.gov>; Commissioner, D4 <D4.Commissioner@brevardfl.gov>; Commissioner, D5 <D5.Commissioner@brevardfl.gov>
Subject: Please Stop Project 222

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

Dear commissioner,

We are writing to ask you to oppose Project 222 at the corner of Pioneer Road and Courtenay Parkway. Rezoning this property is against the best interests of Merritt Island. Just a few things you might consider:

1. The corner of Pioneer and Courtenay already has had many severe vehicle accidents.
2. Traffic backs up in the entire area now specially during rush hour:

a. Backup goes west on 528 already back up all the way to Pioneer Road.
b. Lewis Carroll Elementary School causes bottlenecks on Pioneer in the morning and afternoons.
c. Children are crossing multiple intersections in the area at this time in-between backed up traffic.
d. Vehicles entering and exiting Starbucks on the corner have also added to traffic volume.
e. Steward Medical center to the north is the closest medical facility for use by all residents in this entire area.
f. Merritt Island Memory Care and Assisted Living is to the south with vehicle traffic exiting on Pioneer is what seniors have to use.
g. Adding any traffic in this area puts even more children and seniors at risk of injury or death.

3. There are four single family home neighborhoods: Raintree, Villa de Palmas, Sykes Cove and the neighborhood along Skyline Blvd, plus Lewis Carroll Elementary school that have only one safe way (with traffic light) out along Pioneer Road to Courtenay. Building an apartment complex is not appropriate here.
4. The property was not zoned for apartment complexes when they bought it. Did they just count on the County Commissioners to agree to their dangerous proposition?
5. Residents now ride bicycles and walk in this area because its safe.

To summarize: This rezoning benefits only those looking to make a profit of this property and does not take into consideration the safety of the current residents. This will add tremendously to congestion and put in place a very high-risk environment to children and residents of the area. Please turn down this project.

Thank you for your support,

Roy Braganza & Nancy Johnson

Villa de Palmers Homeowners

From: Annaliese Dennis
Subject: STOP PROJECT 222
Date: Tuesday, April 28, 2026 5:28:05 PM

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

Dear Commissioners,

I am writing to vehemently express my opposition to the proposed Project 222 rezoning and development.

Our neighborhood has been a stable, family-oriented community for over 60 years. It is a place where children safely ride their bikes, play outside, and neighbors know and look out for one another. Introducing a high-density apartment complex into the middle of this established area raises serious concerns about increased traffic, congestion, and the overall safety of our children and families.

Pioneer Road is already a well-traveled corridor, and adding hundreds of additional vehicles daily would significantly increase the risk to pedestrians, especially children who regularly play and ride bikes to and from school in this community. This type of development is not compatible with the character, safety, and quality of life that residents have worked hard to maintain for decades.

I respectfully urge you to vote against the rezoning and protect the integrity and safety of our neighborhood.

Thank you for your time and consideration.

Annaliese Dennis

257 Via de la Reina

From: Michele Holbrook
To: Michele Holbrook
Subject: Please say NO to Project 222
Date: Tuesday, April 28, 2026 4:50:04 PM

I cannot make the meeting on May 7th but I do want to express my concern for this project. Pioneer and Courtney are already a nightmare with regard to traffic in the mornings and the evenings. Our infrastructure cannot manage that many more cars. I am all for growth but not at the expense of "the quality of life" for the existing residents and families.

If you have any questions or need me to do anything else to help with this cause, please let me know.

Thank you, Michele Holbrook (and William Gay),

Michele Holbrook, CTC/CMP
Women for Adventure
Group & Sales Specialist
mholbrook@mac.com
408 410-6337

From:	Michael Mijon
To:	Commissioner, D2; Commissioner, D1; Commissioner, D4; Commissioner, D3; Commissioner, D5
Subject:	Project 222
Date:	Tuesday, April 28, 2026 2:04:40 PM

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

Dear County Commissioners,

My family has lived in the Villas de Palmas neighborhood since 1998. My wife and I both worked in the Space Program—I as a NASA subcontractor and she with Lockheed Martin at Cape Canaveral.

Over the years, we have witnessed significant growth that has heavily impacted traffic on SR 3, particularly near the SR 528 interchange. As you are aware, the intersection of Pioneer Road and SR 3 is less than a mile from SR 528, making this a critical area of concern regarding local infrastructure and congestion.
Starbucks, SCCU, Twins Car wash, the new rehab facility and Lewis Carroll Elementary are already part of an infrastructure that often gridlocks this intersection, especially at peak rush hours for KSC and the school.
Adding a potential 222 unit apartment complex, thus perhaps 222 plus more vehicles, is not at all conducive to our current traffic situation.
If you (pl) have never driven these locations during prime traffic time yet, please do so.
PLEASE do not approve rezoning to high density use, we that live here now know it won't fit in our single-family home lifestyle. Plus there is much wildlife that call the wooded area that would be cleared, home.

Thank you for your consideration in this, to us who live here, a very serious matter!

Sincerely,
Michael and Cheryl Mijon

Michael J. Mijon, M.A.
Cell 321-514-8817

"Gratitude unlocks the fullness of life."

From:	jbporter66@gmail.com
To:	Commissioner, D2
Cc:	Commissioner, D1; Commissioner, D3; Commissioner, D4; Commissioner, D5; "Tim Porterfield"
Subject:	Proposed Zoning Reclassification for Courtenay and Pioneer
Date:	Tuesday, April 28, 2026 4:29:06 PM

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

Commissioner Goodson and all Brevard County Commissioners:

We are writing again, in advance of the upcoming May 7 meeting, to voice our strong opposition to the proposed zoning reclassification and development plan filed for property near the corner of North Courtenay Parkway and Pioneer Road in Merritt Island (Merritt Bidco SPV, LLC – 25Z00054, Parcel ID 2412106).

As you have seen at previous meetings and as you will again see on May 7, your constituents, the residents of the communities surrounding this project, do not support the attempt to construct 222… or more, if we understand the intent of the last delay…units at this location. You only need to travel N Courtenay Parkway in the vicinity of Pioneer Road and Rt 528 to experience the traffic congestion in this area.

Mr. Goodson, hopefully you will choose to attend the May 7 meeting in person, so that you can look in the eyes of your constituents and know that this IS NOT a good idea for this area and not what your constituents want or support.

We close by reminding you of the prayer that opened the April 2 meeting: "God…give us the courage to do the right thing". We implore you to do the right thing and vote No to this rezoning request.

Tim and Josie Porterfield
2185 Sykes Creek Drive
Merritt Island, FL 32953

From: jbporter66@gmail.com <jbporter66@gmail.com>
Sent: Wednesday, April 1, 2026 2:52 PM
To: d2.commissioner@brevardfl.gov
Cc: d1.commissioner@brevardfl.gov; d3.commissioner@brevardfl.gov; d4.commissioner@brevardfl.gov; d5.commissioner@brevardfl.gov; Tim Porterfield <timporterf@gmail.com>
Subject: Proposed Zoning Reclassification for Courtenay and Pioneer

Tom Goodson, District 2
Brevard County Board of County Commissioners
2725 Judge Fran Jamieson Way
Viera, FL 32940
D2.Commissioner@brevardfl.gov

Dear Commissioner Goodson –

We are writing to you to voice our strong opposition to the proposed zoning reclassification and development plan filed for property near the corner of North Courtenay Parkway and Pioneer Road in Merritt Island (Merritt Bidco SPV, LLC – 25Z00054, Parcel ID 2412106).

The intersection of Courtenay and Pioneer and the surrounding roads are already severely congested at many times of the day due to the traffic in and out of Lewis Carroll Elementary School and that intersection's proximity to SR 528, which, as you well know, is the main thoroughfare to and from Port Canaveral. It is not at all uncommon for the traffic on Pioneer Road to be backed up to Courtenay in the mornings and afternoons, and in mornings and afternoons for the traffic to be backed up on Courtenay going both north and south as people try to exit onto either 528 East or 528 West. Accidents at these intersections are not at all uncommon.

The very idea of adding 222 multi-family units to this area is ludicrous. That is, in effect, almost doubling the size of Villa de Palmas, the neighborhood which abuts this project. This area simply cannot support the burden that such a project would put on it.

As County Commissioner for this district, it is your responsibility to make decisions that are best for your constituents and not for builders or developers. Voting in favor of this project would negatively impact your constituents and put additional stress on an area that already shows the strain of overcrowding. The Merritt Island Redevelopment Agency recently voted unanimously to recommend denial of this request.

Please do the job you were elected to do – support and protect your constituents – and vote NO for this zoning change and development request.

Sincerely,

Tim and Josie Porterfield
2185 Sykes Creek Drive
Merritt Island, FL 32953

Cc: Katie Delaney – D1.Commissioner@brevardfl.gov
Kim Adkinson – D3.Commissioner@brevardfl.gov
Rob Feltner – D4.Commissioner@brevardfl.gov

Thad Altman – D5.Commissioner@brevardfl.gov

From: Susan Ritchardson
To: Commissioner, D2
Subject: Rezoning
Date: Tuesday, April 28, 2026 3:20:15 PM

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

Dear Commissioner:

I wish to express my opposition to the rezoning of the property to allow for the building of a 3-story, 222-unit apartment complex on the north side of Pioneer and behind the Complete Care Family Medical Center on Merritt Island. This would not be in the best interest of the school, traffic flow and the surrounding community.

Sincerely,

Susan Ritchardson

From:	Commissioner, D1
To:	AdministrativeServices
Subject:	Fw: Project pet[order on Courtney and Posner and
Date:	Wednesday, April 29, 2026 3:02:10 PM

Forwarding email sent to District 1 regarding (25Z00054) for a 222-unit multi-family complex.

From: carol allenbaugh <3543carol@gmail.com>
Sent: Saturday, February 7, 2026 6:15 PM
To: Commissioner, D1 <D1.Commissioner@brevardfl.gov>
Subject: Project pet[order on Courtney and Posner and

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

The Critical Facts:
• Safety Risk: The Staff Report (p. 10) warns this project creates a "Material Danger to Public Safety."
• Traffic: Our roads are already at 88% capacity. This project ignores the rule that limits development to "25% of remaining capacity."
• Bad Fit: The report admits 222 units is "not consistent" with our single-family neighborhoods.
• Local Experts Said No: Both local advisory boards (MIRA/P&Z) couldn't even find a majority to support this.

From: Commissioner, D1
To: AdministrativeServices
Subject: Fw: VOTE NO --- Rezoning Proposal on Pioneer Road, Merritt Island - Rangewater 222 Condo Units Proposal
Date: Wednesday, April 29, 2026 3:35:13 PM

Forwarding email sent to District 1 regarding (25Z00054) for a 222-unit multi-family complex.

From: Pamela Steel <spaceprincess2018@gmail.com>
Sent: Thursday, April 2, 2026 2:09 PM
To: Commissioner, D1 <D1.Commissioner@brevardfl.gov>
Subject: VOTE NO --- Rezoning Proposal on Pioneer Road, Merritt Island - Rangewater 222 Condo Units Proposal

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

Good afternoon,

I am a 55 year long resident (and tax payer for 40 of those years as a home owner) on Merritt Island. I was raised on Merritt Island when we relocated here in 1970 from NC for the Apollo Program. My father worked at KSC (retired Navy) for 20 years and I am a second generation aerospace worker directly for NASA. I am very vested in what is good for the Merritt Island community … I am not a northerner who is seasonal or retired here. My kids attended the same schools on the Island as I did and now my grandkids are in those same schools … so 4th generation in this community specifically on Merritt Island.

I live in the Sykes Cove deeded community that is located slightly south east of the Rangewater 222 condo units being proposed to be built off of Pioneer Road. Pioneer Road is my required travel route everyday, all day long living here.

This rezoning to allow condos to be built near the corner of Pioneer Rd and SR 3 …. is a BAD IDEA. The traffic in both directions (north and south) on SR3 makes entering/leaving Pioneer Road to get backed up and unsafe during peak traffic times, AND when Lewis Carroll Elementary School drop off and pickup times happen (five days a week), we are already having traffic issue without this added stress to the infrastructure which cannot handle the increased capacity efficiently. Often I sit at the traffic light on Pioneer Road/SR3 for 3-4 rotations waiting to get out of our neighborhood. Pioneer Road itself gets backed up with parents waiting to drop and pickup kids at Lewis Carrol and we have to go in the wrong lane (unsafe, illegal) just to enter our neighborhood. This is an ongoing issue that the BC Sheriff's office hears about often.

We are tax payer homeowners generating high revenues for Brevard County (HIGHer taxes since this is a waterfront community). Couple this existing issue with the increased traffic that has been generated by the Port on SR528 (poorly timed Port growth that doesn't align with funding for SR528 expansion)—— this north section of SR3 near Pioneer Road severely backs up daily going north already making it difficult for our owners come and go from our neighborhood.

You would not like this development if it were in your neighborhood!

Additionally, in the past 3 years since the Brevard county approved development along SR3 in this same area…Starbucks, Hampton Manor Assisted Living Facility, Car Wash, Space Coast Credit Union and Dunkin Donuts …. my home in Sykes Cove has flooded in the summer storms the past 3 years in a row (even outside of hurricanes) unlike anything I have seen in Sykes Cove the prior 13 more years I have lived in this neighborhood. I just had to spend $1000 last month to have dry wall and baseboards replaced in my home due to mold growing from the flooding that occurred in summer & fall of 2025 in Sykes Cove. The stormwater system in our area (and much of Merritt Island) was not built originally to accommodate the increased flows from new development so unless the county has funding to fix all of the stormwater issues, large development like 222 condos is not wise. It is not prudent to ignore the fact that our streets are holding more water than ever now and our homes are flooding. Enough is enough! Do better.

And lastly, the added complication of FDOT planning to alter the medians on SR3 from SR528 south, will further make our end of SR3 backed up and a safety hazard with the many UTurns that will be required, especially during peak hours in these backups.

If you approve this rezoning and the condos are built, next comes development of the remaining two tracts of land off of Pioneer Rd (near Lewis Carroll) which sit low and provide what is left of impervious surfaces left near us. Our homes will surely flood if condos are built in all three of these areas. Our property values which your tax base is earned from .. will tank.

Merritt Island residents deserve a more properly and integrated development plan from the County with funding for infrastructure expansion that aligns timing wise with development plans and not vice versa. Developers will scoop up every inch of land left and build on it, make their millions and leave the area but the residents here are left to suffer the significant consequences for the years to come. Flooding in our homes to accommodate developers is not acceptable!

A better plan for the developer would be adding one street with 30 homes on it .. we could handle that development on the plot of land they procured .. we cannot accept rezoning to allow 222 condo units (1-3 bedrooms) to be built on the same tract of land …. is NOT acceptable to the tax payers and not responsible management by the Commissioners.
You were elected to work on behalf of the constituents, not the developers.

Simply VOTE NO to this rezoning request tonight.

Thank you,

Pamela Steel
203 Sykes Loop Drive
Merritt Island, FL 32953
321-720-8417

From: Gary Olsen <golsen12345@gmail.com>
Sent: Friday, April 24, 2026 4:20 PM
To: Commissioner, D1 <D1.Commissioner@brevardfl.gov>
Subject: Project 222

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

Dear Katie Delaney,

I am writing to express my opposition to the proposed zoning change for the construction of an apartment complex off Pioneer Road. As a local property owner, I strongly urge you to vote against this land use modification.

Allowing this development would significantly alter the character of our neighborhood and add a substantial amount of traffic to an already congested road. Given our location on a barrier island, high-density residential housing is not a suitable use of this land.

Thank you for your time and consideration of this matter.

Sincerely,

Gary Olsen

From: angiebolt@gmail.com <angiebolt@gmail.com>
Sent: Sunday, April 26, 2026 3:25 PM
To: Commissioner, D2 <D2.Commissioner@brevardfl.gov>; Commissioner, D1 <D1.Commissioner@brevardfl.gov>; D3.commissiomer@brevardfl.gov <D3.commissiomer@brevardfl.gov>; Commissioner, D5 <D5.Commissioner@brevardfl.gov>
Subject: Opposition to Rezoning for Project 222

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

Dear County Commissioners,

I am writing to express my opposition to the proposed rezoning for Project 222, which would allow an eight-building apartment complex in an area currently zoned for residential homes.

This level of high-density development would significantly change the character of the neighborhood and place additional strain on traffic, infrastructure, and local services that were not designed for this scale of development.

I respectfully ask the Commission to deny the rezoning request for Project 222 and preserve the existing residential zoning for our community.

Thank you for your time and consideration.

Sincerely,
Angela Bolt
Merritt Island Resident

From: T Prior <tprior820@gmail.com>
Sent: Monday, April 27, 2026 10:01 AM
Subject: Proposed 222-unit apartment complex in Merritt Island

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

April 27, 2026

Dear commissioner,

We are writing to ask you to oppose Project 222 at the corner of Pioneer Road and Courtenay Parkway. Rezoning this property to high density use is against the best interests of Merritt Island. Just a few things you might consider:

1. The corner of Pioneer and Courtenay already has frequent vehicle accidents. Many are quite severe.
2. Traffic backs up in the entire area during rush hour:

a. Lines to go west on 528 already back up all the way to Pioneer.
b. Lewis Carroll Elementary School causes bottlenecks on Pioneer in the morning and afternoons.
c. Young children are crossing multiple intersections in the area at this time.
d. Vehicles exiting Starbucks on the corner have also added to traffic volume.
e. Steward Medical center to the north is the closest medical facility for use by all residents in this entire area.
f. Hampton Manor of Merritt Island Memory Care and Assisted Living is to the south with vehicle traffic exiting on Pioneer and seniors walking in the area.
g. More traffic in this area puts even more children and seniors at risk of injury or death.

3. There are four single family home neighborhoods: Raintree, Villa de Palmas, Sykes Cove and the neighborhood along Skyline Blvd, plus Lewis Carroll Elementary school that have only one safe way (with traffic light) out along Pioneer Road to Courtenay. An apartment complex is not logical or appropriate here.
4. The property was not zoned for apartment complexes when they bought it. Did they just "assume" they could sway the County Commissioners to their dangerous proposition?
5. Residents ride bicycles and walk in this area because it is safer than doing the same on Courtenay Parkway. Why would you want to discourage that?

To summarize: There is nothing wrong with growth in Merritt Island, but it needs to be both smart and appropriate to the existing residents. This rezoning benefits only those looking to

make a quick buck off a property flip. Current residents lose quality of life, add tremendously to congestion, and frankly put in place a high-risk environment to young school children and residents of the area. Please do the “right thing” and turn down this money grab.

Thank you for your support,

Thomas & Carmen Prior

Sykes Cove home owners

From: T&C <tcprior@yahoo.com>
Sent: Monday, April 27, 2026 2:45 PM
To: Commissioner, D1 <D1.Commissioner@brevardfl.gov>
Subject: Please Vote NO on Project 222

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

Dear Katie Delaney,

I am writing with urgency and deep concern to ask that you oppose the rezoning request for the proposed 222-unit apartment complex at Pioneer Road and Courtenay Parkway.

I have lived in Merritt Island for 25 years, and in that time, I have witnessed multiple accidents at that light — including one where I was nearly hit myself. This intersection is already dangerous, congested, and overburdened. Adding high density housing at this location would make an already unsafe situation far worse.

This area serves an elementary school, senior living facilities, medical offices, and four single family neighborhoods that all rely on Pioneer Road as their only safe, signalized exit. Traffic routinely backs up, especially during school hours, and pedestrians — including children and seniors — are already at risk. Increasing density here would put them in even greater danger.
This project does not reflect responsible growth. It benefits the developer while placing the burden on longtime residents who have invested their lives, families, and safety in this community.

For these reasons, I strongly urge you to vote NO on this rezoning request.

Thank you for your time and for considering the real world impact this decision will have on the people who live here.

Sincerely,
Carmen Prior

From: Lisa Knight <lisakni@hotmail.com>
Sent: Monday, April 27, 2026 1:33 PM
To: Commissioner, D2 <D2.Commissioner@brevardfl.gov>; Commissioner, D1 <D1.Commissioner@brevardfl.gov>; Commissioner, D3 <d3.commissioner@brevardfl.gov>; D4.commissioner@brevardfl.com <D4.commissioner@brevardfl.com>; Commissioner, D5 <D5.Commissioner@brevardfl.gov>
Subject: Stop Project 222

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

Dear County Commissioner,

I'm sending this email to express my opposition to the 222-unit apartment complex being proposed in my community. This high-density addition of housing will have a negative effect on the traffic, safety and disruption to our neighborhood environment which we enjoy.

This type of residences (3 story 222 apartment building) simply does not fit in our area and should be located somewhere else. Please vote NO.

Thank you,

Lisa Knight

From: rsginn <rsginn@cfl.rr.com>
Sent: Wednesday, April 29, 2026 11:13 AM
To: Commissioner, D1 <D1.Commissioner@brevardfl.gov>
Subject: Project 222 apartment complex Merritt Island

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

Katie Delaney,

As a homeowner in the Merritt Island community where the subject Project 222 apartment complex is proposed I am opposed to any multi-family development in a single-family area. We are already experiencing high traffic volumes in this area due to the local school on Pioneer Road, visitors that utilize the two gas stations to fill up their vehicle after a cruise at the port (and Starbucks) and long traffic back-ups morning /evenings for the NASA/ Cape workers and when the SR-3 / Barge Canal bridge opens. In addition, SR528 experiences traffic backups that are up to a a mile long due to arriving and departing cruise traffic. I am aware that SR-3/ Courtenay Parkway will receive improvements in the local area in 2027 however, they will only address safety concerns and not improve the volume flow challenge that we currently experience with the bridge and SR528 interchange.

I strongly urge you to NOT approve any zoning variance or authorization to proceed with Project 222 or any multi-unit development in this area.

Best regards,

Scott & Arlene Ginn
257 Via Havarre
Merritt Island, Fl 32953

Have a fabulous day !

From: Barb Gerarden <bgerarden@yahoo.com>
Sent: Wednesday, April 29, 2026 2:21 PM
To: Commissioner, D1 <D1.Commissioner@brevardfl.gov>
Subject: Opposition to Rezoning Request for Project 222

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

Dear Brevard County Commissioner Katie Delaney,

We are writing to formally express our strong opposition to the proposed rezoning for Project 222, which would allow for high-density use in our community.

We recently purchased our home at 2280 Sykes Creek Drive on Merritt Island, drawn by the character, tranquility, and established nature of this neighborhood. This area is comprised primarily of single-family homes, and we believe that the proposed high-density development is not compatible with the existing community structure or its long-term vision.

In addition to concerns about neighborhood character, we are particularly troubled by the existing traffic conditions. Pioneer Road already experiences significant daily congestion including a school zone, and the addition of a high-density project would only exacerbate these issues, creating further strain on infrastructure and potentially impacting safety for residents.

We respectfully urge the Commission to carefully consider the impact of this rezoning request on current residents and to deny approval of Project 222. Preserving the integrity, safety, and livability of our neighborhood is of utmost importance to us and our fellow community members.

Thank you for your time and consideration.

Sincerely,

Barbara Gerarden

From: Dan Tweed <Dtweed@cfl.rr.com>
Sent: Monday, January 19, 2026 3:03 PM
To: Commissioner, D1 <D1.Commissioner@brevardfl.gov>; Commissioner, D2 <D2.Commissioner@brevardfl.gov>; Commissioner, D3 <d3.commissioner@brevardfl.gov>; Commissioner, D4 <D4.Commissioner@brevardfl.gov>; Commissioner, D5 <D5.Commissioner@brevardfl.gov>
Cc: Lynn Tweed <lhtweed@cfl.rr.com>
Subject: Rezoning Proposal for Merritt Island Apartment Units at Pioneer Road and Courtenay Parkway

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

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

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

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

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

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

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

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

Daniel and Lynn Tweed
2855 Raintree Lake Circle
Merritt Island

From: Mary Beth Chuto <floridabeach74@gmail.com>
Sent: Wednesday, April 29, 2026 4:40 PM
To: Commissioner, D1 <D1.Commissioner@brevardfl.gov>
Subject: STOP PROJECT 222!

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

email:

Commissioner Delaney

I would like to register my opposition to the proposed rezoning that would allow a high-density apartment development near Courtenay Parkway and Pioneer Road.

From the information available to the public, the project would consist of eight three-story buildings totaling 222 units. This level of density is far beyond what the surrounding area was designed to support, and it raises several serious concerns for those of us who live and travel here.

The primary issues are:

1. Traffic and roadway capacity: Courtenay Parkway is already heavily congested, particularly during morning and evening travel times. Adding hundreds of additional units would significantly increase traffic volume and worsen an already challenging situation.

2. Infrastructure limitations: Merritt Island has not seen a development of this size in many years. Existing utilities, roadways, and public services are not equipped to absorb the impact of such a large influx of residents without substantial upgrades.

3. Neighborhood compatibility: The scale and density of the proposed project do not align with the character of the surrounding residential areas. Allowing this rezoning would set a precedent that could alter the community in ways many residents do not support.

4. Construction impacts: A project of this magnitude would bring years of construction activity, with noise, traffic delays, and safety concerns affecting nearby neighborhoods.

For these reasons, I respectfully ask that you oppose the rezoning request and support land-use decisions that protect the long-term livability and character of Merritt Island.

Thank you for your time and consideration.

Sincerely,
Mary Beth Chuto
Merritt Island, District 2

From: Mary Beth Chuto
To: Commissioner, D2
Subject: Merritt Island
Date: Tuesday, April 28, 2026 6:53:34 PM

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

Commissioner Goodson,

I would like to register my opposition to the proposed rezoning that would allow a high-density apartment development near Courtenay Parkway and Pioneer Road.

From the information available to the public, the project would consist of eight three-story buildings totaling 222 units. This level of density is far beyond what the surrounding area was designed to support, and it raises several serious concerns for those of us who live and travel here.

The primary issues are:

1. Traffic and roadway capacity: Courtenay Parkway is already heavily congested, particularly during morning and evening travel times. Adding hundreds of additional units would significantly increase traffic volume and worsen an already challenging situation.

2. Infrastructure limitations: Merritt Island has not seen a development of this size in many years. Existing utilities, roadways, and public services are not equipped to absorb the impact of such a large influx of residents without substantial upgrades.

3. Neighborhood compatibility: The scale and density of the proposed project do not align with the character of the surrounding residential areas. Allowing this rezoning would set a precedent that could alter the community in ways many residents do not support.

4. Construction impacts: A project of this magnitude would bring years of construction activity, with noise, traffic delays, and safety concerns affecting nearby neighborhoods.

For these reasons, I respectfully ask that you oppose the rezoning request and support land-use decisions that protect the long-term livability and character of Merritt Island.

Thank you for your time and consideration.

Sincerely,
Mary Beth Chuto
Merritt Island, District 2

From:	Barbara Kauffman
To:	Commissioner, D1; Commissioner, D2; Commissioner, D3; Commissioner, D4; Commissioner, D5
Subject:	Fwd: Today"s meeting re Proposed Pioneer Road Zoning Changes
Date:	Thursday, April 2, 2026 3:45:01 PM
Attachments:	3.16.26 lt re proposed zoning changes Pioneer Rd.pdf

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

Dear Commissioners, I do hope you timely received and reviewed my letter of March 16, 2026, which is attached hereto for your convenient reference.

In that letter, I point out that the zoning commission's own Staff Comment Report acknowledges that the proposed apartment development at Pioneer and Courtenay in Merritt island could "cause traffic impacts that could adversely impact the safety and welfare of residents in the existing surrounding residential neighborhoods".

In that letter I also asked the obvious question: ***Why would the zoning commission knowingly vote to drastically change zoning laws in a residential area near a busy elementary school in a manner that foreseeably endangers thousands of current Merritt Island residents and their children?***

I am not a Florida lawyer and don't know Florida law. But it does appear clear that the Florida Statutes frown on agents of the state and its subdivisions "acting in a manner exhibiting wanton and willful disregard of human rights, safety, or property." The Pioneer/North Courtenay intersection area is already the scene of many tragic accidents. We don't need more.

The bottom line is it does appear the commission is on ample notice and has already acknowledged that the proposed apartment development foreseeably endangers the lives and property of thousands of current Merritt Island homeowners and residents, as well as other users of Pioneer Road and North Courtenay Parkway.

The only responsible vote is no.

Barbara K. Giles (concerned resident)
203 Cove Loop Drive
Merritt Island FL.

---------- Forwarded message ---------
From: **Barbara Kauffman** <bkauffmanlaw@gmail.com>
Date: Mon, Mar 16, 2026 at 1:51 PM
Subject: Today's meeting re Proposed Pioneer Road Zoning Changes
To: <Trina.Gilliam@brevardfl.gov>, <AdministrativeServices@brevardfl.gov>

Dear Ms. Gilliam and Ms. Randall,

This letter is relevant to this afternoon's 3 p.m. meeting. Would you kindly pass it along to the Board?

I apologize that it is so late. Luckily the newspaper reminded us to make our voices heard on this subject today.

Regards,

Barbara K. Giles (concerned resident)
203 Cove Loop Drive
Merritt Island FL.

From: sykescreeklady@icloud.com
To: Commissioner, D2
Cc: Keith Lord
Subject: Rezoning at Pioneer and Courtenay
Date: Sunday, April 12, 2026 8:11:16 AM

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

We understand that Merritt Bidco SPV LLC has proposed rezoning and developing a 222-unit residential multi-family project on 11.24 acres. They are requesting to rezone the property from Agricultural Residential to Medium-Density Multiple-Family Residential.

We are certainly not opposed to development. Growth is inevitable and it can bring positive improvements to our community. Our concern is that this specific project, at this scale, on this particular corner, does not align with safe or responsible planning for Merritt Island.

The impact on the neighborhood and schools would be enormous, not to mention the fact that the traffic at that intersection is already horrific for all of us traveling on Courtenay. The mitigation proposed by the developer is inadequate. It seems to be common sense that this is NOT the place for a multi-family residential project.

Please vote "NO."

Keith and Suzanne Lord
1650 Sykes Creek Drive
Merritt Island, FL 32953
321-745-0374

From: SUZANNE LORD
To: Commissioner, D2
Subject: Rezoning at Pioneer and Courtenay
Date: Sunday, April 12, 2026 8:05:46 AM
Importance: High

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

We understand that Merritt Bidco SPV LLC has proposed rezoning and developing a 222-unit residential multi-family project on 11.24 acres. They are requesting to rezone the property from Agricultural Residential to Medium-Density Multiple-Family Residential.

We are certainly not opposed to development. Growth is inevitable and it can bring positive improvements to our community. Our concern is that this specific project, at this scale, on this particular corner, does not align with safe or responsible planning for Merritt Island.

The impact on the neighborhood and schools would be enormous, not to mention the fact that the traffic at that intersection is already horrific for all of us traveling on Courtenay. The mitigation proposed by the developer is inadequate. It seems to be common sense that this is NOT the place for a multi-family residential project.

Please vote "NO."

Keith and Suzanne Lord
1650 Sykes Creek Drive
Merritt Island, FL 32953
321-745-0374

From: Jan McPherson
To: Commissioner, D2
Subject: Apartment building on Pioneer Road
Date: Wednesday, April 15, 2026 10:12:43 PM

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

II think it is really a very bad idea to build an apartment building Near Courtenay and Pioneer Road. I live on Merritt Island and it seems like over populating. The Island is going to be a huge burden on the infrastructure. If it's 200 units or more and probably at least two people live in one apartment how many flushes a day does that amount to recently there was three sewage spill incidents less than one month. We're just asking for trouble by building that apartment building.

From:	Joel McPherson
To:	Commissioner, D2
Cc:	Commissioner, D1; Commissioner, D3; Commissioner, D4; Commissioner, D5
Subject:	Proposed 222-Unit Apartment Complex
Date:	Tuesday, April 14, 2026 4:52:07 PM

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

To: Commissioner Tom Goodson (District 2), and Members of the Brevard County Board of County Commissioners

Brevard County's pending decision on a proposed 222-unit apartment complex on Merritt Island deserves careful, fact-based scrutiny—because this is not just another zoning question. It is a public safety and long-term planning decision for a barrier island.

Brevard County Board of County Commissioners is being asked to evaluate a level of density in an area that is fundamentally different from mainland communities. Merritt Island's limited evacuation routes—primarily a small number of causeways—mean that every additional unit of density must be evaluated not only for normal daily conditions, but for worst-case emergency scenarios. When a major hurricane approaches, the central question is not quality of life on an ordinary day, but whether residents can evacuate quickly and safely when time is critical.

A 222-unit development could reasonably add approximately 400 to 600 residents and several hundred vehicles. Those vehicles would funnel onto already congested corridors such as Courtenay Parkway and ultimately toward the same evacuation routes used by the entire island population. Even modest increases in traffic volume can have disproportionate impacts during evacuation events, potentially delaying clearance times when minutes matter.

This concern is not theoretical. Residents already experience recurring congestion, and emergency response times are directly influenced by roadway conditions. Increasing density without demonstrable improvements to evacuation capacity risks compounding an existing vulnerability rather than addressing it.

There are also broader infrastructure considerations. Hospitals and emergency services serving Merritt Island and surrounding areas have faced increasing demand in recent years, while operating within the same geographic constraints as residents. Growth that is not matched by parallel expansion in these systems may not reveal its full consequences until a high-stress event occurs.

None of this is an argument against growth. Brevard County needs housing, including rental options and workforce accommodations. However, location matters significantly. Inland areas such as Viera, Melbourne, and Rockledge are better positioned to support higher-density development. These communities have more robust road networks, fewer evacuation constraints, and closer proximity to expanding medical infrastructure. In many cases, they were specifically planned with growth capacity in mind.

On a barrier island, the standard for approval should be higher. Before considering a project of this scale, the Brevard County Board of County Commissioners should require

clear and updated evacuation modeling, enforceable infrastructure commitments, and verified assurances that emergency response capabilities will not be compromised.

Growth is inevitable, but where and how it occurs is a choice. On Merritt Island, that choice should prioritize safety, resilience, and long-term sustainability over short-term development pressure.

Respectfully submitted,
Joel McPherson
1298 Potomac Dr.
Merrittt Island, FL 32952

From:	Debbie Montgomery
To:	Commissioner, D5; Commissioner, D4; Commissioner, D3; Commissioner, D2; Commissioner, D5; Commissioner, D1
Subject:	Pioneer/Courtenay rezoning
Date:	Wednesday, April 29, 2026 11:20:22 AM

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

I am one of the many thousands who signed the petition in opposition to the rezoning of property at Pioneer & Courtenay on Merritt Island.
You notice I said many thousands! We are your constituents, the residents who will be negatively impacted if the rezoning is approved and multi-family units are built on this site.
Please try to put the big money of developers and their lobbyists aside and listen to the ones who will be impacted.

1.) Traffic on Courtenay is already at overload. School drop off and pickup traffic on Courtenay and Pioneer is a nightmare. Besides existing neighborhood students, all children north of 528 with all of its existing and new developments feed to one school, Lewis Carroll on Pioneer. Cars turning from Courtenay onto Pioneer backup almost the length of Pioneer from the school. This is entering, then leaving, both morning and afternoon. A mid day school event could make for 3 times a day!
Can Lewis Carroll handle potentially a hundred more students? Bring in trailers? Hire more teachers? Raise our taxes?

2.) Raintree is already at a low elevation. The green space that would be done away with is vital in preventing runoff. Paving over that acreage will create runoff into adjacent neighborhoods that may place many homes in danger of flooding. Along with that issue, towering apartments adjacent will have a negative effect on property values.

3.) Infrastructure is a known and existing issue. It is not up to handling additional development!

As I see it, there are many CONS to this request

A.) Traffic
B.) impact on schools
C.) Property values
D.) Flooding potential to existing neighborhoods
E.) Infrastructure
F.) If approved all green space will be gone. Where would these new residents walk, many with dogs?

PRO'S—??????

I see absolutely no pro's for the thousands of current residents if rezoning is approved.

Please, listen to the thousands of your constituents and vote NO on this rezoning request.

Thank you for your consideration.
Debra Montgomery
2495 Raintree Lake Circle
Merritt Island, Fl. 32953

Sent from my iPad

From: Sharon or Tom Nelson
To: Commissioner, D2
Subject: Case #25Z00054 Bidco SPV, LLC
Date: Friday, April 10, 2026 5:44:54 PM

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

Please do not promote this high density project in Merritt Island. It's too much for the 2 main roads to evacuate more people when hurricanes arrive.
Thank you for your attention.

Sharon Nelson

From: Seb Perin
To: Commissioner, D2
Subject: Proposed rezoning
Date: Thursday, April 16, 2026 9:32:03 AM

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

The latest proposal for rezoning a property on the east side of N. Courtenay Parkway, just 420 feet south of Via De La Reina, threatens not only the tranquility of our cherished island but also the safety and well-being of its residents. Many of us are aware of the struggles we face daily with traffic congestion. Re-zoning this land would exacerbate an already dire traffic situation and potentially increasing the likelihood of accidents also posing a serious risk to pedestrians and drivers alike. In addition, the potential for increased flooding cannot be ignored, since the natural drainage systems that protect our land are already strained. This development presents a further stress to these resources, leading to possible flooding disasters for our homes and businesses. In addition, it represents a loss of precious green space.
We are aware of the fact that although you are not a Merritt Island resident. However, we elected you to represent us and to honor our best interests. It is our hope that you do so regarding this important issue.

From: Brandon Shannon
To: Commissioner, D2
Subject: Opposition to Case #25Z00054 at Pioneer Road and N. Courtenay Pkwy
Date: Wednesday, April 29, 2026 9:22:51 PM

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

Dear Commissioner Tom Goodson

Please show your support for this community and vote to oppose the proposed rezoning for Merritt Bidco SPV LLC to build their 222 unit residential monstrosity. While I understand the importance of accommodating growth, this particular proposal raises serious concerns about its impact on the surrounding community. Adding such a high-density development here would unduly strain the existing infrastructure, especially regarding traffic congestion and water management.

Additionally, this project would do nothing to boost local builders, business owners, and developers. All the money will be funneled out of the county to individuals who don't even live here. All the while we are dealing with the mess they create.

Be responsible with your elected power and support the people who voted you into place. Growth must be thoughtful, sustainable, and aligned with the capacity of local infrastructure. Approving this rezoning request risks compromising the quality of life for existing residents and the environmental stability of the area.

I oppose Case #25Z00054 at Pioneer Road and N. Courtenay Pkwy. Please join me and your other constituents in opposition to this project.

Thank You,
Brandon Shannon
5424 Lovett Drive Merritt Island

From:	Jenavieve Thurston
To:	Commissioner, D2
Subject:	Concern About Proposed Apartment Complex Behind Our Home
Date:	Monday, April 13, 2026 5:07:38 PM

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

Dear Commissioner Tom Goodson,

My name is Jenavieve Blankenship. I am a lifelong Merritt Island resident. My husband and I bought our first home in 2020, and we chose this specific area because we truly believed it was the kind of place we could raise our family.

We have two little girls, ages 4 and 6, and this is the home where we are building our life. This isn't just a property to us. It's where our kids are growing up. It's where we feel safe and at peace.

I recently learned about the plan to build a 222 unit, three story apartment complex directly behind our home, and I honestly feel sick thinking about it.

I am very worried about what this is going to do to our area, especially with issues we are already dealing with.

Flooding is a real concern here. We have already had water come close to our home. Our backyard turns into a swamp when it rains heavily. The drainage ditches on Pioneer overflow into the road, and the neighborhood lake already floods into nearby homes. There have been times where the streets are so flooded that catfish are swimming through them.

With all of that already happening, I don't understand where the runoff from a development this large is supposed to go. It feels like we are already at capacity.

Traffic is another big concern. The intersection at Pioneer and Courtney is already dangerous. I see accidents there all the time. Adding hundreds of cars from a complex this size is only going to make that worse.

My 6 year old goes to Lewis Carroll Elementary, and I ride bikes with her to school. The thought of more traffic in an already unsafe area is really scary as a parent.

And beyond all of that, this changes the entire feeling of our home. Right now we have privacy. We have a peaceful backyard where our kids play. Putting three story buildings right behind us takes that away completely. It's hard to explain, but it feels like we are losing something we worked really hard for.

My family has been here since the 1960s. I have watched this area grow my whole life, and not always in a good way. This feels like another situation where growth is happening without really thinking about the people who already live here.

I am asking you to please take a serious look at this project. Has there been a drainage study done? Has traffic truly been evaluated for safety?

I am not against growth, but this feels like too much for an area that is already struggling.

I just want to protect the home we've built and the life we are raising our children in.

Thank you for your time.

Sincerely,

Jenavieve Blankenship

From: Leanne Wallace
To: Commissioner, D2
Subject: NO NEW APARTMENTS!
Date: Wednesday, April 29, 2026 10:31:51 AM

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

Dear Commissioners,

I am writing to express my strong opposition to the proposed zoning change that would allow for the development of a new apartment complex in our community.

While I understand the need for growth and housing availability, this particular proposal raises several serious concerns. Increased density in the area would likely place additional strain on existing infrastructure, including roads, schools, drainage systems, and emergency services, many of which are already operating near capacity.
In addition low income, or even median income apartments are connected with higher crime rates.
Without clear, enforceable plans to address these impacts, the burden will fall on current residents.
Residents who vote, pay taxes and are law abiding.

Additionally, the proposed development does not appear to align with the existing character and long-term planning vision of the community. Rapid or poorly planned growth can diminish property values, increase traffic congestion, and negatively affect overall quality of life. Residents chose this area based on its current zoning and environment, and significant changes should not be made without careful consideration and broad community support.

I respectfully urge the Commission to deny or reconsider this zoning request until a more comprehensive plan is presented—one that fully addresses infrastructure capacity, environmental impact, and community compatibility.

Thank you for your time and for your commitment to representing the interests of Brevard County residents.

Sincerely,
Leanne Vinson
2415 Sykes Creek Dr
Merritt Island Florida 32953
(Home owners)

[Your Contact Information]

Sent from my iPhone

From: Jamie Welsh
To: Commissioner, D2
Subject: Opposition to Proposed Rezoning for High-Density Development on Merritt Island
Date: Wednesday, April 29, 2026 11:15:34 AM

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

I am writing to express my strong opposition to the proposed rezoning that would allow a high-density, multi-building apartment development near the intersection of Courtenay Parkway and Pioneer Road.

Based on publicly available information, the proposal would introduce eight three-story buildings containing a total of 222 units. This represents a dramatic increase in density for an area that is already experiencing significant strain on its infrastructure.

My concerns include the following:

• Traffic congestion: Courtenay Parkway is already heavily burdened, especially during peak hours. Adding hundreds of new units would worsen congestion and increase commute times for residents who rely on this corridor daily.

• Infrastructure strain: Merritt Island has not seen a development of this scale in decades. Roads, utilities, and public services are not equipped to absorb the impact of such a large project without substantial upgrades.

• Incompatibility with surrounding neighborhoods: The proposed density and building height are out of character with the existing residential areas. The scale of the project would alter the community's established character and livability.

• Construction impacts: A multi-year construction project of this size would create noise, traffic delays, and safety concerns for nearby residents.

For these reasons, I respectfully urge you to oppose the rezoning request and preserve the existing land-use protections that maintain the quality of life for Merritt Island residents.

Thank you for your time and consideration.

Sincerely,

Jamie Welsh,

Merritt Island, District 2

From: Joseph Adams
To: Commissioner, D2
Subject: Development
Date: Sunday, April 26, 2026 5:25:42 PM

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

I've lived in Sykes Cove for the past 30 years. Everyday we have had to fight the traffic on Pioneer as well as SR3. All we need now is more development, traffic, accidents and zero traffic enforcement by the BCSO. Please vote no on the proposed 222 unit apartment development. Enough is enough.
Sent from my iPhone

From: Barbara Camody
To: Commissioner, D2
Subject: Opposition to Project 222
Date: Tuesday, April 28, 2026 12:27:52 PM

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

Commissioner Tom Goodson,
I come before you to express my opposition to the proposed project to add a 222 unit apartment complex on the north side of pioneer and behind the existing Complete Care Family Medical Center.

From: M. Nice
To: Commissioner, D2
Subject: APARTMENTS N. COURTNEY AND 528
Date: Tuesday, April 28, 2026 10:33:30 AM

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

CONFLICYIVE AREA
TRAFFIC GOING TO ORLANDO
TRAFFIC GOING TO NASA COMPLEX
TRAFFIC GOING TO THE PORT
TRAFFIC GOING TO THE BEACHES
ACCIDENTS DAILY
CONGESTION WITH SCHOOL TRAFFIC
225 UNITS EXCESSIVE FOR THIS AREA.
THANK YOU,
MARIA NICE
144 LAS PALMAS

From: Scott
To: Commissioner, D4
Subject: Project 222 apartments Merritt Island
Date: Thursday, April 30, 2026 9:56:12 AM

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

Rob,

As a homeowner in the Merritt Island community where the subject Project 222 apartment complex is proposed I am opposed to any multi-family development in a single-family area. We are already experiencing high traffic volumes in this area due to the local school on Pioneer Road, visitors that utilize the two gas stations to fill up their vehicle after a cruise at the port (and Starbucks) and long traffic back-ups morning /evenings for the NASA/ Cape workers and when the SR-3 / Barge Canal bridge opens. In addition, SR528 experiences traffic backups that are up to a a mile long due to arriving and departing cruise traffic. I am aware that SR-3/ Courtenay Parkway will receive improvements in the local area in 2027 however, they will only address safety concerns and not improve the volume flow challenge that we currently experience with the bridge and SR528 interchange.

I strongly urge you to NOT approve any zoning variance or authorization to proceed with Project 222 or any multi-unit development in this area.

Best regards,

Scott & Arlene Ginn
257 Via Havarre
Merritt Island, Fl 32953

Have a fabulous day !

From:	Debbie Montgomery
To:	Commissioner, D5; Commissioner, D4; Commissioner, D3; Commissioner, D2; Commissioner, D5; Commissioner, D1
Subject:	Pioneer/Courtenay rezoning
Date:	Wednesday, April 29, 2026 11:20:22 AM

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

I am one of the many thousands who signed the petition in opposition to the rezoning of property at Pioneer & Courtenay on Merritt Island.
You notice I said many thousands! We are your constituents, the residents who will be negatively impacted if the rezoning is approved and multi-family units are built on this site.
Please try to put the big money of developers and their lobbyists aside and listen to the ones who will be impacted.

1.) Traffic on Courtenay is already at overload. School drop off and pickup traffic on Courtenay and Pioneer is a nightmare. Besides existing neighborhood students, all children north of 528 with all of its existing and new developments feed to one school, Lewis Carroll on Pioneer. Cars turning from Courtenay onto Pioneer backup almost the length of Pioneer from the school. This is entering, then leaving, both morning and afternoon. A mid day school event could make for 3 times a day!
Can Lewis Carroll handle potentially a hundred more students? Bring in trailers? Hire more teachers? Raise our taxes?

2.) Raintree is already at a low elevation. The green space that would be done away with is vital in preventing runoff. Paving over that acreage will create runoff into adjacent neighborhoods that may place many homes in danger of flooding. Along with that issue, towering apartments adjacent will have a negative effect on property values.

3.) Infrastructure is a known and existing issue. It is not up to handling additional development!

As I see it, there are many CONS to this request

A.) Traffic
B.) impact on schools
C.) Property values
D.) Flooding potential to existing neighborhoods
E.) Infrastructure
F.) If approved all green space will be gone. Where would these new residents walk, many with dogs?

PRO'S—??????

I see absolutely no pro's for the thousands of current residents if rezoning is approved.

Please, listen to the thousands of your constituents and vote NO on this rezoning request.

Thank you for your consideration.
Debra Montgomery
2495 Raintree Lake Circle
Merritt Island, Fl. 32953

Sent from my iPad

From: Leanne Wallace
To: Commissioner, D4
Subject: No new apartments
Date: Wednesday, April 29, 2026 10:35:25 AM

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

Dear Commissioners,

I am writing to express my strong opposition to the proposed zoning change that would allow for the development of a new apartment complex in our community.

While I understand the need for growth and housing availability, this particular proposal raises several serious concerns. Increased density in the area would likely place additional strain on existing infrastructure, including roads, schools, drainage systems, and emergency services, many of which are already operating near capacity.
In addition low income, or even median income apartments are connected with higher crime rates.
Without clear, enforceable plans to address these impacts, the burden will fall on current residents.
Residents who vote, pay taxes and are law abiding.

Additionally, the proposed development does not appear to align with the existing character and long-term planning vision of the community. Rapid or poorly planned growth can diminish property values, increase traffic congestion, and negatively affect overall quality of life. Residents chose this area based on its current zoning and environment, and significant changes should not be made without careful consideration and broad community support.

I respectfully urge the Commission to deny or reconsider this zoning request until a more comprehensive plan is presented—one that fully addresses infrastructure capacity, environmental impact, and community compatibility.

Thank you for your time and for your commitment to representing the interests of Brevard County residents.

Sincerely,
Leanne Vinson
2415 Sykes Creek Dr
Merritt Island Florida 32953
(Home owners)
Sent from my iPhone

From: Gayle Allenback <epigayle@gmail.com>
Sent: Thursday, April 30, 2026 6:13 PM
To: Commissioner, D1 <D1.Commissioner@brevardfl.gov>
Subject: Request for Denial of Zoning Application 25Z00054 – Parcel ID 24-36-14-00-259

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

Dear Commissioner Delaney,

I am writing as a concerned resident of Merritt Island to respectfully urge you not to approve the proposed zoning change (zoning application 25Z00054) that would allow medium- to high-density housing at the property located on the east side of N. Courtenay Parkway, approximately 420 feet south of Via De La Reina (parcel ID 24-36-14-00-259).

While growth can be beneficial when thoughtfully planned, this particular proposal threatens the safety, infrastructure, environmental balance, and character of the immediate neighborhood as well as the whole island in ways that are already well documented in the official reports on record.

Public safety must be paramount. One of the reports explicitly warns that this project presents a “material danger to public safety.” This is not merely a speculative concern, but a formal conclusion based on the project’s own analysis. Approving a development identified as posing such a risk would place current residents, future occupants, and first responders in jeopardy.

Traffic and infrastructure capacity are already strained. Many are familiar with the daily congestion along N. Courtenay Parkway. According to the report, local roads are operating at approximately 88% capacity, leaving very little margin for additional traffic. The proposed development exceeds the established “25% of remaining capacity” guideline; thus, rezoning this property would only exacerbate an already dangerous situation—raising the likelihood of accidents and posing increased risks to both drivers and adult and child pedestrians, particularly as the area awaits roadway redesign to place a raised median.

In addition, flooding concerns cannot be ignored. Natural drainage systems on Merritt Island are already under stress, and increased density at this location would further burden those systems. The result could be heightened flood risk for nearby homes and businesses, creating long-term consequences that are difficult and costly to reverse.

The proposal is also incompatible with surrounding land use. The report itself acknowledges that the planned 222 units are not consistent with the adjacent single-family neighborhoods. Such incompatibility threatens the stability, character, and quality of life of communities that residents, including myself, have invested in for decades.

Equally concerning is the loss of green space, especially wetlands and wildlife habitats, which would be irreversible. Our community has worked hard to preserve these areas, recognizing their importance to our ecosystem, natural drainage, and as a buffer against overdevelopment. Once lost, this land—and the balance it provides—cannot be restored. Preserving these spaces is essential to maintaining what makes Merritt Island a unique and cherished place to live.

Finally, there is clear local opposition and advisory concern. The Merritt Island Redevelopment Agency (MIRA) has already demonstrated its support for preserving our community by voting against the rezoning proposal, and even the Brevard County Planning & Zoning board was not able to reach a majority in favor of this project TWICE, after hearing both sides. As one of our elected representatives, I respectfully ask that you honor the judgment of local advisory boards and the residents they serve, rather than overriding their recommendations.

I support smart, appropriately scaled growth—but not this specific project, particularly in this specific location. The proposed density cannot be sustained without compromising safety, traffic flow, environmental resilience, and neighborhood compatibility.

For these reasons, I respectfully ask that you vote no on this zoning change and help protect the safety, environment, and long-term well-being of Merritt Island and its residents.

Thank you for your time, consideration, and service to our community.

Respectfully,

Gayle Allenback
2405 Raintree Lake Circle
Merritt Island, FL 32953
702-378-2167

From: mbartorill@aol.com <mbartorill@aol.com>
Sent: Saturday, May 2, 2026 8:49 AM
To: Commissioner, D2 <D2.Commissioner@brevardfl.gov>; Commissioner, D1 <D1.Commissioner@brevardfl.gov>; Commissioner, D3 <d3.commissioner@brevardfl.gov>; Commissioner, D4 <D4.Commissioner@brevardfl.gov>; Commissioner, D5 <D5.Commissioner@brevardfl.gov>
Subject: Oppose Rezoning Case #25Z00054 - Pioneer Rd/N Courteny Pkwy., Merritt Island

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

Dear Commissioners,

I am writing to formally request that you vote against the proposed rezoning for Case #25Z00054.

The density requested for this project is incompatible with the existing character of our neighborhood. This development would create sigificant safety risks and unmanagable traffic congestion at an already over-burdened intersection.

Furthermore, our local infrastructure is not equipped to handle the sudden influx of residents this project would bring.

Please prioritize the safety and quality of life of current residents by denying this high-density proposal. We expect our elected officials to support smart growth that protects the integrity of Merritt Island.

Thank you for your time and for representing our community.

Sincerely,

Mary Bartorillo
Raintree Lake Circle
Merritt Island

From: endevour2462@icloud.com <endevour2462@icloud.com>
Sent: Saturday, May 2, 2026 6:30 AM
To: Commissioner, D1 <D1.Commissioner@brevardfl.gov>
Subject: Project 222

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

I live in the Palmetto Sub Division on North Courteney Parkway. The traffic on this road is particularly bad most of the day and adding 222 units to the area will increase the traffic and accidents in this area.
Please deny the builders of Project 222
Malcolm Brand

From: chuanmin chen <chuanminc@yahoo.com>
Sent: Thursday, April 30, 2026 5:05:57 PM
To: Commissioner, D2 <D2.Commissioner@brevardfl.gov>; Commissioner, D3 <d3.commissioner@brevardfl.gov>; Commissioner, D1 <D1.Commissioner@brevardfl.gov>; Commissioner, D4 <D4.Commissioner@brevardfl.gov>; Commissioner, D5 <D5.Commissioner@brevardfl.gov>
Subject: Stop Project 222

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

Dear Commissioners,

We are residents of the Sykes Cove subdivision, located directly behind the proposed 222-unit apartment complex. We must express our strong objection to this development. The project would impose severe traffic burdens on our community and is fundamentally incompatible with the established character and planning vision of Merritt Island.

We urgently call for a more comprehensive, responsible, and forward-looking urban planning approach to guide Merritt Island's growth. Approving a project of this scale without addressing its long-term impact would place an undue and avoidable strain on local infrastructure and neighborhood safety.

As an alternative, we respectfully urge you to consider the abandoned condominium site across from Divine Mercy Catholic Church. That property has long been an eyesore, and redevelopment there would both revitalize a neglected area and avoid creating new congestion in an already constrained corridor.

Thank you for your prompt attention to these serious concerns.

Sincerely,

Jianjun & Chuanmin Chen

1905 Sykes Creek Drive
Merritt Island, FL 32953

From:	Reina Dalton
To:	Commissioner, D4
Subject:	Formal Objection to Rezoning Request - RangeWater Development (222-Unit Project at Pioneer Rd & N. Courtenay Pkwy) - Flooding Evidence Included
Date:	Friday, May 1, 2026 2:55:25 PM

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

Dear Commissioner Rob Feltner,

I am writing to formally object to the proposed rezoning that would allow a 222-unit, three-story apartment complex adjacent to our single-family neighborhood, Raintree Lake Circle.

This proposal is fundamentally incompatible with existing conditions in this area and raises serious concerns regarding public safety, infrastructure capacity, and stormwater management. Approval of this request, without clear and enforceable mitigation, would represent a failure to protect existing residents.

Traffic and Public Safety
The surrounding roadways are already operating under significant strain, particularly due to daily school traffic and nearby commercial congestion. Peak-hour backups are routine. Introducing a development of this scale will materially degrade Level of Service, and create heightened risk for accidents involving families and children. Any traffic study that does not reflect real-world peak conditions should be viewed as inadequate.

Chronic Flooding and Stormwater Risk
Flooding in this area is an established, ongoing issue—not a hypothetical concern. During heavy rainfall events, water levels have approached my home, and I have documented video evidence from last October demonstrating the severity of these conditions.

I am submitting video evidence showing floodwater rising to the edge of my home, clearly demonstrating that this area already experiences drainage failure and cannot absorb additional high-density development.

Approving the rezoning of this property without a proven and independently verified stormwater solution, exposes existing homeowners to preventable property damage and financial loss. This is not an acceptable risk transfer onto current residents.

Infrastructure and Overcapacity
Roadways, drainage systems, and local infrastructure are already stressed. A 222-unit development represents a substantial and abrupt increase in population density in an area not designed to support it. Assertions that infrastructure can absorb this impact must be backed by transparent, independently reviewed data—not developer-funded assumptions.

Incompatibility with Established Land Use
this proposal is inconsistent with the character and intent of a single-family residential area. A

three-story, high-density apartment complex directly adjacent to low-density homes represents a clear land-use incompatibility and sets a concerning precedent for future encroachment.

Formal Request
Based on these concerns, I am requesting the following:

- Denial of the rezoning request as currently proposed; OR
- At minimum, a deferral until the following are completed and made public:
  - A comprehensive, peak-hour traffic impact analysis
  - A certified stormwater management plan demonstrating zero increased flood risk to existing homes
  - An infrastructure capacity analysis conducted or verified independently of the developer

I also request that this correspondence, along with any supporting documentation I provide (including video evidence of flooding), be entered into the official public record for the May 7 meeting.

This decision has real and lasting consequences for the safety, property, and quality of life of existing residents. I urge you to weigh those impacts accordingly.

Sincerely,
Reina Dalton
2605 Raintree Lake Circle, Merritt Island, FL, 32953
(321) 745-0596

IMG_0838.mov

IMG_0843.mov

From: terry donaldson
To: Commissioner, D4
Subject: Re: Stop Project 222
Date: Friday, May 1, 2026 2:58:07 PM
Attachments: Project 222 LetterUpdate.docx

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

On Thu, Apr 30, 2026 at 12:30 AM terry donaldson <oldholywater@gmail.com> wrote:

From: Rebecca Hauser <rebeccadann7@gmail.com>
Sent: Sunday, May 3, 2026 4:40 PM
To: Richardson, Morris <Morris.Richardson@brevardfl.gov>
Cc: Commissioner, D1 <D1.Commissioner@brevardfl.gov>; Commissioner, D2 <D2.Commissioner@brevardfl.gov>; Commissioner, D3 <d3.commissioner@brevardfl.gov>; Commissioner, D4 <D4.Commissioner@brevardfl.gov>; Commissioner, D5 <D5.Commissioner@brevardfl.gov>
Subject: Case 25Z00054 Live Local Act & CUP Concerns

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

Dear Mr. Richardson & County Commissioners,

I am writing to you today as a neighbor and concerned resident regarding the upcoming hearing for Case 25Z00054. Our community has been closely reviewing the details of the Merritt Bidco SPV, LLC application, and we wanted to share some friendly observations regarding the legal assertions made by the applicant's counsel—specifically concerning the Live Local Act and the existing Conditional Use Permit (CUP).

We believe it is important to clarify these points now to ensure the Commission has a clear path forward based on the actual zoning of the land.

1. Current Zoning vs. The Live Local Act

While the applicant has suggested they might pivot to a 337-unit development under the Live Local Act (LLA) if denied, our research into the official records shows this may not be a valid legal avenue for this site. Per **F.S. 125.01055(7)**, LLA preemption only applies to land that is **"currently zoned for commercial, industrial, or mixed-use development"**.

- As shown in the official Zoning Map and confirmed on Page 3 of the **Staff Report**, this property is currently zoned **AU (Agricultural Residential)**.
- Because AU is not a commercial or industrial classification, the property does not appear to meet the statutory requirements to trigger a Live Local Act bypass.

2. The Distinction Between a CUP and Zoning

The applicant's counsel has referenced the 1983 **Conditional Use Permit (CUP)** for a "Hospital and Clinic" as evidence of commercial status.

- However, a CUP is a permit for a specific use on a parcel; it does not change the underlying **AU zoning**.
- Even though there are medical buildings on-site, they operate under this specific "hall pass" on agricultural land. Marketing descriptions like "AU Commercial" do not override the legal zoning classification of the dirt itself.

• You cannot claim a vested right to a 40-year-old permit while simultaneously filing an application to delete the site plan that permit relies on.

3. Site Control and Physical Constraints

It has also come to our attention through property records that the applicant does not own the entirety of the medical center property referenced in their plans.

• A developer cannot typically utilize the density of a neighbor's property to satisfy LLA requirements for their own land.

• Furthermore, the **Natural Resources Management** comments on Page 14 regarding the 1.8% wetland impact limit and the nearby **Eagle Nest (#BE124)** suggest that even if the LLA applied, the density they are suggesting is physically and environmentally unachievable on this site.

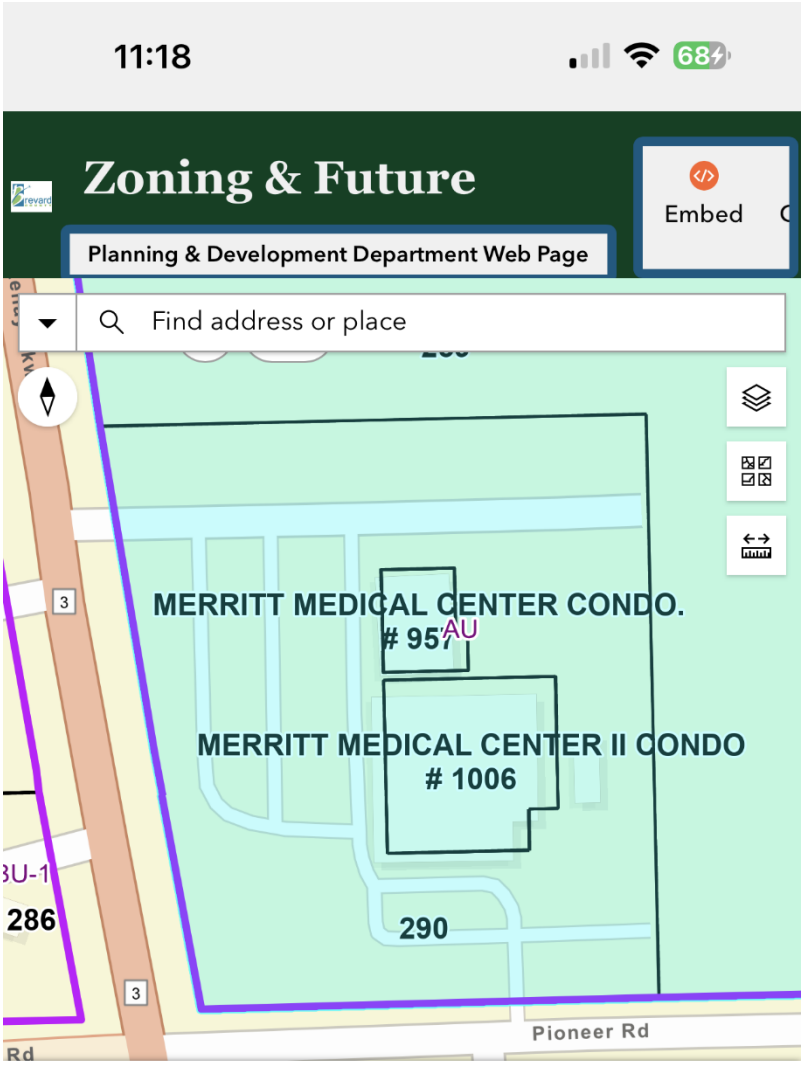
4. Public Safety and Infrastructure

Most importantly, Staff has already confirmed that the 222-unit proposal uses **more than the allowable 25% of remaining road capacity** and pushes the road to **93.57% utilization**. These are clear violations of our County Code intended to protect public safety.

We want to ensure the County feels confident in its ability to uphold our local infrastructure standards. We trust that you will advise the Commissioners that the "Live Local" argument lacks the necessary legal foundation in this instance, allowing them to make a decision based on the factual traffic and safety deficiencies identified by Staff.

Thank you for your time and for all you do to protect Brevard County.

Sincerely,
Rebecca Hauser
Merritt Island resident
Sykes Cove Board



Zoning

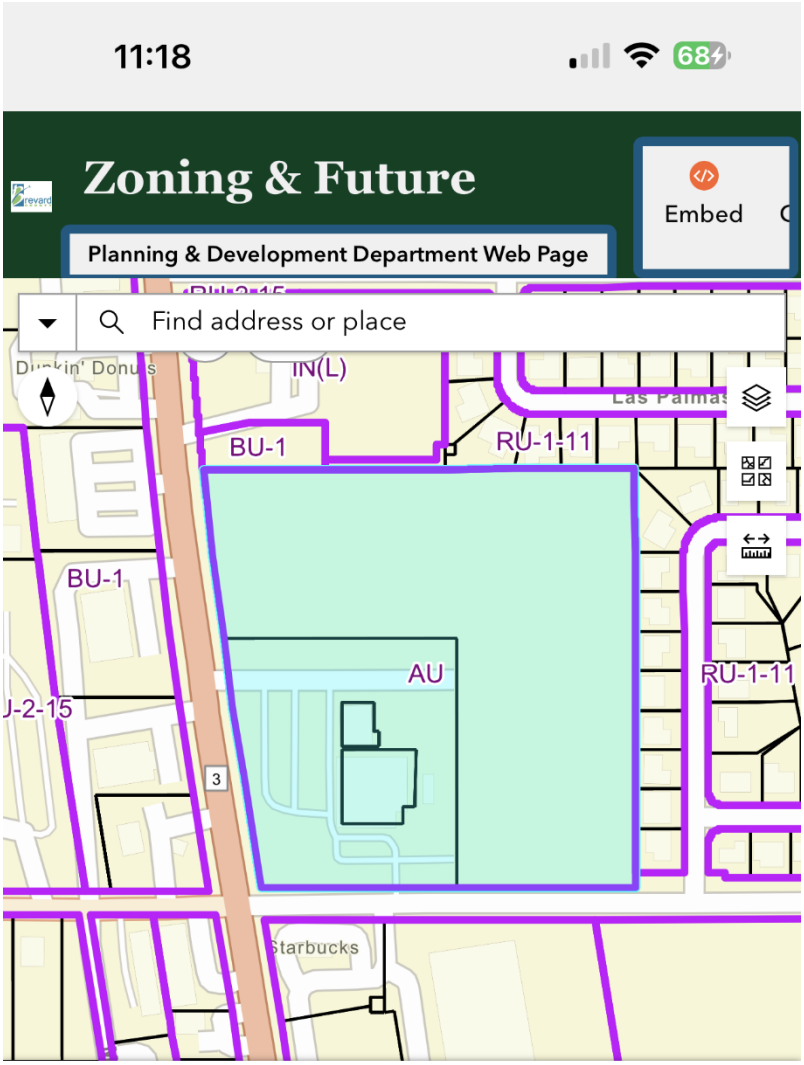
Zoning: AU Agricultural Residential

Denscap:

Code regulation

1 of 7

experience.arcgis.com



Zoning

Zoning: AU Agricultural Residential

Denscap:

Code regulation

1 of 2

experience.arcgis.com

housing to accommodate the space center, hospital, medical and hospitality industry.

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

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

Because of the Conditional Use Permits, the Property is zoned for commercial use. "Commercial use", defined in F.S. 125.01055 (7)(n)., is "activities associated with the sale, rental, or distribution of products or the performance of services related thereto.

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[5] Operating and Capital Budget Proposed FY 2025-2026 | BREVARD COUNTY, p. 94-96.

[6] Live Local Act (2025) CS/CS/SB 1730, Bill Analysis And Fiscal Impact Statement, April 9, 2025.

The term includes, but is not limited to, such uses or activities as retail sales; wholesale sales; rentals of equipment, goods, or products; offices; restaurants; public lodging establishments as described in s. 509.242(1)(a); food service vendors; sports arenas; theaters; tourist attractions; and other for-profit business activities." The existing CUPs are still valid,[7] provide for commercial uses, thereby allowing utilization of the Live Local Act.

The Applicant believes – **and is prepared to argue to the Brevard County Circuit Court if necessary** – that it could build a four-story, (45') multi-family apartment complex, with 337 units, reduced parking and minimal setbacks. This would eliminate the Applicant's offer to create larger buffers, to extend the northbound turn lane from Pioneer Road to N. Courtenay Parkway, and the increased vegetative buffer currently offered.

As stated in the Florida House of Representatives Final Bill Analysis for CS/CS/HB 1389 (LLA 2026), dated March 27, 2026: *In practice, an increase in density for a proposed development offers an economic incentive for developers to produce affordable housing. The allowance of full density allowed by local land use and zoning regulations, as well as additional approved units allowed by density bonuses, creates the opportunity for an affordable housing development to be financially feasible. The allowance of more density also incentivizes market-rate developers to produce affordable units. The sale of more units or the leasing of more apartments offsets the lower sales price or rent payments for each affordable unit.*

From:	Helen Honeywill
To:	Commissioner, D4
Cc:	Commissioner, D5
Subject:	Opposition to Districting Changes and Proposed Project 222 Development in Merritt Island
Date:	Friday, May 1, 2026 1:13:12 PM

[EXTERNAL EMAIL] DO NOT CLICK links or attachments unless you recognize the sender and know the content is safe.

Dear County Commissioners,

I am writing to express my strong opposition to the proposed districting changes and the approval of Project 222 in Merritt Island.

This development raises serious concerns about its impact on our community, particularly regarding traffic safety, neighborhood character, and local school capacity. Our area is already experiencing significant traffic congestion, and adding a 222-unit apartment complex will only intensify this problem. Increased traffic volume will create unsafe conditions for residents, pedestrians, and especially children in a neighborhood that is already overstressed.

Merritt Island is primarily a single-family home community. Introducing a high-density apartment development is inconsistent with the existing character of the neighborhood and risks undermining the quality of life that residents value and have worked to maintain.

Additionally, the influx of new residents from such a large development will likely contribute to overcrowding in our local schools. Many of our schools are already operating near or at capacity, and this project will place further strain on educational resources and infrastructure.

I respectfully urge you to reconsider both the districting changes and the approval of Project 222. Responsible growth should prioritize the safety, stability, and well-being of existing communities.

Thank you for your time and consideration.

Sincerely,
[Your Name]
Pat Honeywill
240 Cordoba Ct. Merritt Island, FL. 32953. Phone 321-961-1527

Sent from my iPhone

From: Nick Munn <nicklasjay@gmail.com>
Sent: Saturday, May 2, 2026 11:25 AM
Subject: Stop 222

[EXTERNAL EMAIL] DO NOT CLICK links or attachments unless you recognize the sender and know the content is safe.

Dear Commissioners,

I am writing to oppose Project 222 and the proposed rezoning.

For over 60 years, this neighborhood has been a close-knit, family community where children safely play outside and ride their bikes. Adding a high-density development in the middle of this area would increase traffic and raise real safety concerns for the families who live here.

This project does not fit the character of our neighborhood and would negatively impact the quality of life residents have long enjoyed.

Please vote against this rezoning.

Thank you for your consideration,

Nick Munn--Villa de Palmas Resident

From: Lisa Staley <pelicaneast@gmail.com>
Sent: Thursday, April 30, 2026 8:43 PM
To: Commissioner, D1 <D1.Commissioner@brevardfl.gov>
Subject: Project 222

[EXTERNAL EMAIL] DO NOT CLICK links or attachments unless you recognize the sender and know the content is safe.

Dear Ms. Delaney.

Smile. I'm going to make this short. I am a Sykes Cove resident here on Merritt Island, and I vehemently oppose what has been termed "Project 222."

Here's my question: Is the developer going to *live* in his development? Or is he going to abscond with his profits and leave us residents with the headaches? No need to answer that one. It's rhetorical.

We love our island. Please stand with us.

Kind regards,

Lisa Staley

2049 Sykes Creek Dr.

Merritt Island, FL 32953

--
Opportunity is missed by most because it is dressed in overalls and looks like work.

From: rusty robinson
To: Commissioner, D1; Commissioner, D3; Commissioner, D4; Commissioner, D5
Subject: Re: Our System of Future Development
Date: Saturday, May 2, 2026 8:36:02 PM

[EXTERNAL EMAIL] DO NOT CLICK links or attachments unless you recognize the sender and know the content is safe.

Addendum to Peggy Robinson email of May 2, 2026

Phone: 216-496-8896

From: rusty robinson <toorusty@msn.com>
Sent: Saturday, May 2, 2026 8:28 PM
To: D1.Commissioner@BrevardFL.gov <D1.Commissioner@BrevardFL.gov>; D3.Commissioner@BrevardFL.gov <D3.Commissioner@BrevardFL.gov>; D4.Commissioner@BrevardFL.gov <D4.Commissioner@BrevardFL.gov>; D5.Commissioner@BrevardFL.gov <D5.Commissioner@BrevardFL.gov>
Subject: Our System of Future Development

Dear Commissioners:

Merritt Island is steadily being overtaken by overzealous development. Our trees and green spaces are disappearing, replaced by walls of apartments that are changing the character of our community.

Developers are prioritizing profit, often at the expense of quality construction and thoughtful planning. Meanwhile, residents are left to deal with the consequences—rising taxes to support new infrastructure, increased traffic congestion, and even local businesses and medical facilities taking measures to prevent overflow traffic from cutting through their properties.

Our current development system is not working for the people who live here. It needs to be reevaluated and improved.

Please help us address these issues—for the sake of our community, and for future generations who deserve a better, more balanced place to live. We all deserve better.

Peggy Robinson

2670 Raintree Lake Circle

Merrittt Island,

FL 32053

From: rusty robinson
To: Commissioner, D1; Commissioner, D3; Commissioner, D4; Commissioner, D5
Subject: Our System of Future Development
Date: Saturday, May 2, 2026 8:29:00 PM

[EXTERNAL EMAIL] DO NOT CLICK links or attachments unless you recognize the sender and know the content is safe.

Dear Commissioners:

Merritt Island is steadily being overtaken by overzealous development. Our trees and green spaces are disappearing, replaced by walls of apartments that are changing the character of our community.

Developers are prioritizing profit, often at the expense of quality construction and thoughtful planning. Meanwhile, residents are left to deal with the consequences—rising taxes to support new infrastructure, increased traffic congestion, and even local businesses and medical facilities taking measures to prevent overflow traffic from cutting through their properties.

Our current development system is not working for the people who live here. It needs to be reevaluated and improved.

Please help us address these issues—for the sake of our community, and for future generations who deserve a better, more balanced place to live. We all deserve better.

Peggy Robinson
2670 Raintree Lake Circle
Merrittt Island,
FL 32053

From:	stephen fitzpatrick
To:	Commissioner, D1; Commissioner, D2; Commissioner, D3; Commissioner, D4; Commissioner, D5
Subject:	Opposed to RangeWater rezoning request
Date:	Monday, April 27, 2026 9:24:05 AM

[EXTERNAL EMAIL] DO NOT CLICK links or attachments unless you recognize the sender and know the content is safe.

District 1 Commissioner Katie Delaney, District 2 Commissioner Tom Goodson, District 3 Commissioner Kim Adkinson, District 4 Commissioner Rob Feltner, and District 5 Commissioner Thad Altman -

We are residents of 205 Via Havarre, Merritt Island, FL 32953, and we are adamantly opposed to the rezoning request from RangeWater (Merit BIDCO) to change the subject Pioneer Road/North Courtney Parkway parcel from Agricultural Residential (RU-1-13) to Medium-Density Multiple-Family Residential (R-2).

RangeWater's proposal to allow roughly 222 apartment units on an 11.24-acre Merritt Island parcel not only departs from the area's intended use, it is environmentally wreckless, will introduce additional traffic to an already over-congested area, and compromise the safety of the community.

Thank you in your consideration to deny the subject rezoning request.

Stephen & Michele Fitzpatrick
205 Via Havarre, Merritt Island, FL 32953
321-246-0766

From: Ronald Violante
To: Commissioner, D4
Subject: Project 222 Case # 25Z00054
Date: Monday, May 4, 2026 3:11:41 PM

[EXTERNAL EMAIL] DO NOT CLICK links or attachments unless you recognize the sender and know the content is safe.

If you lived on my street 215 Malaga would you vote for this project building 222 apartments on Pioneer?
Pioneer can barely handle the traffic as it is when the students are being picked up by their parents.
When students are picked up from the elementary school the traffic lines up all the way to North Courtenay Parkway.
How many additional cars will 222 units add to this dangerous dilema?
Right now the neighborhood is a very safe area for children and us. There is a distinct possibility that will change.
The chosen area on Pioneer is very low, prompting when the 222 units are built, where is the additional water going to go?
Will the additional water that slopes towards our neighborhood create a potential flooding problem?
Will these 222 units leave a negative mark on changing the value of our real estate?
MY OPENING STATEMENT IF YOU LIVED ON 215 MALAGA CT. WOULD YOU VOTE FOR THE 222 UNITS?
WHAT IS THE COMPELLING REASON TO HAVE THESE 222 UNITS BUILT ON PIONEER?

Ron Violante
215 Malaga Ct.
330-565-8364

From: Denise Zulueta
To: Commissioner, D4
Subject: Project 222 rezoning vote
Date: Monday, May 4, 2026 2:26:24 PM

[EXTERNAL EMAIL] DO NOT CLICK links or attachments unless you recognize the sender and know the content is safe.

Dear Rob Feltner,

My name is Denise Zulueta and I live at 205 Sykes Loop Dr., Merritt Island FL 32953. My family has lived there since 2017. On behalf of my family and my neighbors I will request that you vote no on the Project 222 proposal. Please do not rezone my area for high density use. An apartment complex does not fit in with our single family home area. The traffic problems would be unbearable! The roads can not handle the amount of cars a 222 unit apartment would bring. The problem with it being so close to highway 528 would also cause traffic to back up on Courtenay at morning and evening times and bring traffic to a standstill! I'm also concerned about overcrowding the schools in our area as well. There would also be drainage problems to be addressed! This is a very serious decision and I ask that you keep our area zoned to stop this from happening!

Sincerely,
Denise and Jose Carlo Zulueta
Sent from my iPhone

From: Barbara Delaney <cabinhillbad@gmail.com>
Sent: Monday, May 4, 2026 4:17:03 PM
To: Commissioner, D2 <D2.Commissioner@brevardfl.gov>
Subject: #25Z00054 Rezoning for Pioneer and Courtenay Pkwy

[EXTERNAL EMAIL] DO NOT CLICK links or attachments unless you recognize the sender and know the content is safe.

Dear Commissioner Goodson,
This is in reference to the above rezoning request to build 222 apartments behind the healthcare center on the corner of Pioneer and Courtenay Pkwy. I live in Villa de Palmas. There is only one viable way in and out of my neighborhood which is on Pioneer and at certain times during the day experiences heavy congestion due to the Lewis Carroll School. There have also been multiple accidents at the intersection of Pioneer and Courtenay.

At the April 2nd Board of County Commissioners meeting the developer asked for a continuance of the rezoning item until May 7, 2026. It is possible that the developer is looking at purchasing additional lots (they already own two of the lots in the area) to potentially build condominiums instead of or in addition to the original 222 unit plan. This could mean they are attempting to reconfigure or expand the project while still seeking high density rezoning on this sensitive barrier island site. This is an out of state contractor that really has no concern for this development and the location. They don't live here and will not be impacted by the change to our community and the impact it will have on our infrastructure - water, electric, flooding and to the wildlife.

This is a bad idea for our community on Merritt Island because we ae already in a mandatory Evacuation Zone A and we have limited evacuation routes. Increasing density would further impact evacuation times during hurricanes.

This area is already struggling with over population. Transportation impact fees have not been looked at since 2007. With the increase in the number of cruise ships at Port Canaveral, we are seeing more and more traffic, accidents and delays on our roadways. The current infrastructure can't handle it.

In addition, there is the wildlife to consider as it is a conservation habitat for a number of endangered species. We have bald eagles, sandhill cranes and other wild life that will be displaced as a result of this development of 222 apartments.

I don't know if you are aware, but on the west side of Courtenay, south of the intersection at Pioneer there was a condominium development that was started and never finished many years ago.

We ask that you and the Board do not approve the rezoning of this natural wildlife area. Please keep Merritt Island safe and bring it back to the wonderful place it used to be.

Respectfully,
Barbara Delaney

From: RFreeman67@cfl.rr.com <RFreeman67@cfl.rr.com>
Sent: Monday, May 4, 2026 7:02:09 PM
To: Commissioner, D2 <D2.Commissioner@brevardfl.gov>; Commissioner, D1 <D1.Commissioner@brevardfl.gov>; Commissioner, D3 <d3.commissioner@brevardfl.gov>; Commissioner, D4 <D4.Commissioner@brevardfl.gov>; Commissioner, D5 <D5.Commissioner@brevardfl.gov>
Subject: Please Vote "No" on Rezoning for High-Density Apartments at Pioneer and Courtenay, Merritt Island

[EXTERNAL EMAIL] DO NOT CLICK links or attachments unless you recognize the sender and know the content is safe.

Please vote against rezoning the Merritt Island property at Pioneer and Courtenay to high density apartments. I live in the nearby Sykes Cove subdivision and do not want to have that much additional traffic, especially on Pioneer (and Courtenay in that area).

The high-density development would also reduce the property values of the single-family homes bordering that property.

I will not be able to attend the County Commission meeting on May 7, but wanted to voice my opinion.

Thank you,

-- Bob Freeman
1953 Sykes Creek Dr, Merritt Island, FL 32953
RFreeman67@cfl.rr.com
321-479-0825

From: James Bowman <captainfoo@aol.com>
Sent: Monday, May 4, 2026 7:37:13 PM
To: Commissioner, D2 <D2.Commissioner@brevardfl.gov>; Commissioner, D1 <D1.Commissioner@brevardfl.gov>; Commissioner, D3 <d3.commissioner@brevardfl.gov>; Commissioner, D4 <D4.Commissioner@brevardfl.gov>; Commissioner, D5 <D5.Commissioner@brevardfl.gov>
Subject: Rezoning Case 25Z00054

[EXTERNAL EMAIL] DO NOT CLICK links or attachments unless you recognize the sender and know the content is safe.

Dear Commissioners,

I am writing to respectfully urge you to vote **NO** on Rezoning Case 25Z00054 concerning the proposed rezoning for the development at Pioneer Road and North Courtenay Road.

This area is already heavily congested, with significant traffic challenges that impact daily commutes, emergency response times, and overall quality of life for residents. Adding a high-density apartment complex at this intersection will only intensify these issues, placing additional strain on infrastructure that is already operating beyond capacity.

North Courtenay Parkway serves as a major corridor for local residents, businesses, and visitors. Traffic backups are already common, particularly during peak hours and in proximity to SR 528. Increasing residential density without corresponding and substantial infrastructure improvements will exacerbate congestion and create unsafe conditions for drivers, pedestrians, and cyclists alike.

In addition to traffic concerns, this rezoning raises questions about:

- The adequacy of current road capacity and planned improvements
- Increased demand on emergency services
- Impacts to nearby neighborhoods and property values
- School traffic & infrastructure, and other public resources

Growth and development are important, but they must be carefully planned and aligned with infrastructure readiness and community impact. In this case, the proposed rezoning appears premature and incompatible with the current and planned conditions of the area.

I respectfully ask that you prioritize the safety, mobility, and well-being of existing residents by voting NO on Case 25Z00054.

Thank you for your time, consideration, and service to our community.

Sincerely,

James D Bowman III
170 Via De La Reina
Merritt Island, FL 32953
407-494-5184

From: Thomas L. Reedy <tom.reedy@smurfitwestrock.com>
Sent: Monday, May 4, 2026 8:06:33 PM
To: Commissioner, D2 <D2.Commissioner@brevardfl.gov>; Commissioner, D1 <D1.Commissioner@brevardfl.gov>; Commissioner, D3 <d3.commissioner@brevardfl.gov>; Commissioner, D4 <D4.Commissioner@brevardfl.gov>; Commissioner, D4 <D4.Commissioner@brevardfl.gov>; Commissioner, D5 <D5.Commissioner@brevardfl.gov>
Subject: Opposition to Case #25Z00054 – Proposed 222 Unit, Three Story Development on Merritt Island

[EXTERNAL EMAIL] DO NOT CLICK links or attachments unless you recognize the sender and know the content is safe.

Dear Chairman and County Commissioners,
My name is Tom Reedy, and I am a resident of Merritt Island living in Via De Palmas and near the Raintree Lake, Sykes Creek Cove, and Palmetto subdivisions. I am writing to formally express my strong opposition to the proposed 222-unit, three-story apartment complex currently under consideration in **Case #25Z00054**.
This proposal places a large, high-density **RENTAL** development directly in the middle of an established, low-density **SINGLE FAMILY** residential neighborhood. This specific location is inappropriate due to significant impacts on **traffic, infrastructure, public safety, and environmental risk**.

Traffic and Roadway Safety

Traffic is my greatest concern. The surrounding roads were designed decades ago to serve single-family neighborhoods, not a development that could add several hundred additional vehicles daily. There is already congestion during peak hours, and increased traffic will:

- Create safety risks for residents, pedestrians, and cyclists
- Increase emergency response times
- Overburden intersections that were never designed for this volume

No realistic road improvements appear capable of mitigating these impacts without substantial cost and disruption to surrounding neighborhoods.

Sewer and Utility Infrastructure

The sewer system serving this area is already dated and strained. Adding a development of this size raises serious concerns about:

- Sewer capacity and potential overflows
- The risk of service interruptions or environmental damage

Similarly, the **electrical grid** in this area is aging and increasingly unreliable, especially during storm events. Increased demand from a 222-unit complex will further strain an already vulnerable system.

Emergency Evacuation and Public Safety

Merritt Island has limited evacuation routes, and there is **no clear evacuation plan** to accommodate hundreds of additional residents in this location. During hurricanes or other emergencies, evacuation congestion could pose a serious threat to life and safety.

Flooding and Environmental Risk

This area is susceptible to flooding, and high-density development with increased impervious surfaces will worsen drainage issues. The long-term risks include:

- Flooding of surrounding homes
- Strain on stormwater systems
- Environmental impacts to Sykes Creek and the Indian River Lagoon

Neighborhood Compatibility

The scale and density of a three-story, 222-unit complex is fundamentally incompatible with the surrounding single-family neighborhoods. This proposal would permanently alter the character of our community and negatively impact property values and quality of life for existing residents.

For all these reasons, I respectfully urge the County Commission to **deny Case #25Z00054**.
Thank you for your time and for considering the voices of the residents who will be most directly affected by this decision.
Sincerely,

Thomas L. Reedy
194 Via De La Reina
Merritt Island, FL 32953
321-978-6066

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From: Valerie Reedy <valerier917@yahoo.com>
Sent: Monday, May 4, 2026 8:34:03 PM
To: Commissioner, D1 <D1.Commissioner@brevardfl.gov>; Commissioner, D2 <D2.Commissioner@brevardfl.gov>; Commissioner, D3 <d3.commissioner@brevardfl.gov>; Commissioner, D4 <D4.Commissioner@brevardfl.gov>; Commissioner, D5 <D5.Commissioner@brevardfl.gov>
Subject: OPPOSITION To Case #25Z00054 Pioneer/N. Courtenay Rezone --

[EXTERNAL EMAIL] DO NOT CLICK links or attachments unless you recognize the sender and know the content is safe.

To the Brevard County Board of County Commissioners,

My name is **Valerie Lupis-Reedy**, and I am a resident of Merritt Island living in Villa De Palmas, near the Raintree Lake, Sykes Creek Cove, and Palmetto subdivisions. I am writing to formally express my **strong opposition** to the proposed **222-unit, three-story apartment complex** under consideration in **Case #25Z00054**.

This proposal places a large, high-density **rental** development directly in the middle of **four established, low-density single-family neighborhoods.** The scale, height, and density of this project would create significant and lasting impacts on traffic, infrastructure, public safety, and the environmental stability of the area. It would also permanently alter the character of the neighborhoods it seeks to occupy.

The four surrounding subdivisions contain approximately **600 single-family homes**. Introducing a three-story, 222-unit complex into the center of these communities would disrupt the established residential pattern and negatively affect property values. A decline in property values would not only harm homeowners but would also reduce long-term tax revenue for Brevard County.

It is also important to note that this project provides **no meaningful benefit** to the existing community. The developer has stated that the target renters are individuals in the space industry—many of whom are not yet here. This suggests a transient, short-term housing model rather than stable, long-term residential growth. We have already seen the consequences of similar rental-driven developments, such as Harbor Island Beach Club in Melbourne Beach, where residents have reported significant neighborhood disruption and environmental harm. Our community does not want to repeat that experience.

This proposal is not progress—it is overdevelopment driven by profit rather than responsible planning. While it may generate short-term revenue, the long-term costs to infrastructure, safety, environmental quality, and property values will ultimately outweigh any temporary financial gain.

For these reasons, I respectfully urge the Commission to **vote against** the approval of Case #25Z00054 and protect the integrity, safety, and character of our established Merritt Island neighborhoods.

Thank you for your time and consideration.

Sincerely,
Valerie Lupis-Reedy
194 Via De La Reina
Merritt Island, FL 32953
321-258-5429

From: greg hartman <21pirate21@gmail.com>
Sent: Tuesday, May 5, 2026 8:20:10 AM
To: Commissioner, D1 <D1.Commissioner@brevardfl.gov>; Commissioner, D3 <d3.commissioner@brevardfl.gov>; D4.commissioner@brevardfl.com <D4.commissioner@brevardfl.com>; Commissioner, D5 <D5.Commissioner@brevardfl.gov>
Subject: No Vote on Project 222

[EXTERNAL EMAIL] DO NOT CLICK links or attachments unless you recognize the sender and know the content is safe.

As a resident of Raintree by the Lake I implore you to vote NO on the proposed apartment complex planned for the northeast corner Pioneer and SR3.
- As you know this development will bring heavy traffic to the already congested North Courtenay Parkway.
- This will also negatively impact drainage during heavy rains.
- This large development does not fit with the neighboring single-family communities.
Thank you for your consideration and PLEASE DENY this application
Greg Hartman
2365 Lake Front Ct, Merritt Island, FL 32953

From:	Karen Roque
To:	sosmer@satellitebeach.gov; jrozycki@satellitebeach.gov; mboyd@satellitebeach.gov; mchase@satellitebeach.gov; ssams@satellitebeach.gov; Commissioner, D4
Subject:	*City of Satellite Beach May 6th Council Meeting Public Commentary* Amending Ordinance No. 1286, Section 14-4(a)
Date:	Monday, May 4, 2026 9:34:49 PM

[EXTERNAL EMAIL] DO NOT CLICK links or attachments unless you recognize the sender and know the content is safe.

Good morning,

I am writing to express my opposition to the proposal to expand the allowance of dogs on Satellite Beach beaches. While I understand that many pet owners value spending time outdoors with their dogs, permitting them in this shared public space and fragile ecosystem would create more problems than benefits in our city.

Beaches are enjoyed by a wide range of people, including families with young children, individuals with allergies, and those who may feel uncomfortable or unsafe around dogs. Additionally, Florida east coast beaches represent an important and biodiverse ecosystem which is already facing many anthropogenic pressures. Allowing dogs in this environment increases the likelihood of conflicts, negative ecological effects, and public health concerns.

A growing body of peer-reviewed scientific research demonstrates that dogs can significantly harm beach ecosystems and wildlife. A 2022 study found that domestic dogs can disrupt coastal ecosystems by altering wildlife communities and even suppressing key ecological functions such as scavenging behavior on sandy beaches. The study further notes that dogs can act as predators or disturbance agents, reducing biodiversity and affecting how ecosystems function (Nature).

Research also consistently shows that dogs disturb shorebirds, which rely on beaches for nesting, feeding, and migration stopovers. Even the presence of a leashed dog can trigger anti-predator responses, causing birds to flee, expend critical energy, and abandon nesting or feeding areas. Studies show that dog walking on beaches is a recognized source of disturbance to shorebirds, with implications for their survival and reproductive success (Taylor & Francis Online). There has been documentation of a number of imperiled beach nesting shorebirds utilizing Satellite Beach beaches that would be negatively impacted by dog activity. Among these are least terns, a state-designated threatened species (Florida Fish and Wildlife Conservation Commission (FWC), Florida Shorebird Database).

Furthermore, these negative impacts extend to nesting sea turtles. Loggerhead (listed threatened), green (listed threatened), and Kemp's ridley sea turtles (listed endangered, and considered to be the most endangered of all sea turtle species) have been documented using

Satellite Beach for nesting (FWC, Statewide Atlas of Turtle Nesting). Scientific literature indicates that dogs can dig up nests, crush eggs, or deter female turtles from coming ashore to nest. Disturbance and predation by dogs are sufficiently well documented that many conservation programs explicitly restrict or prohibit dogs from nesting beaches to protect vulnerable species (Nature). Prohibiting dogs on the beach only during the historic sea turtle nesting season is not sufficient, as long-term monitoring of Florida sea turtle populations shows that nesting is occurring earlier and that nesting seasons are lengthening (Scientific Reports).

Beyond direct harm, even non-lethal interactions—such as chasing or repeated disturbance—can reduce wildlife fitness, alter habitat use, and contribute to long-term population declines. The cumulative effect is a measurable degradation of beach ecosystems that are already under pressure from human activity.

Additionally, research shows that dog feces can significantly degrade beach water quality. Even a single dog fecal event can cause sharp spikes in harmful bacteria levels within hours, and dog-friendly beaches can accumulate over a metric ton of fecal matter annually, contributing to ongoing contamination and public health risks (Water Research, Marine Pollution Bulletin).

There is also the issue of safety. Dogs, even well-trained ones, can become overstimulated in crowded, unfamiliar environments. This raises the risk of bites or other incidents, particularly in areas where people and other dogs are swimming, playing, or relaxing in close proximity. In 2025 alone, there were two reported dog attacks at a popular dog beach near Satellite Beach. In July, a woman and her dog were attacked by an unleashed dog at Canova dog beach, suffering deep gashes on her arm. In October, a small dog was attacked and killed by two larger dogs. This attack also left the owners with bite injuries (WESH).

For these reasons, and based on clear scientific evidence of environmental harm, I respectfully urge you to reconsider allowing dogs on the beach and instead prioritize the safety, cleanliness, and ecological integrity of this shared public resource.

Sincerely,
Karen Roque
Lifelong Satellite Beach Resident

From:	Rebecca Hauser
To:	Commissioner, D1; Commissioner, D2; Commissioner, D3; Commissioner, D4; Richardson, Morris
Subject:	Response to - "Response to Staff Addendum and submitted public comments" Merritt Bidco SPV, LLC / RangeWater: 25Z00054
Date:	Tuesday, May 5, 2026 8:44:00 AM

[EXTERNAL EMAIL] DO NOT CLICK links or attachments unless you recognize the sender and know the content is safe.

Dear Commissioners,

I am writing to formally submit my opposition to the proposed development at N.Courtenay & Pioneer Rd. After reviewing the rebuttal provided by the applicant's counsel, it is clear that their arguments rely on misdirection, obsolete permits, and a misinterpretation of state law.

1. The "Bait and Switch" on Traffic Mitigation
The lawyer's rebuttal admits the County is concerned that this project consumes more than 25% of the remaining road capacity. However, their proposed "fix"—extending a northbound right-turn lane—is a distraction.

• The Reality: The project's primary traffic failure is driven by left-turn volume.

• The Argument: A right-turn lane cannot fix a left-turn problem. If the applicant cannot provide a left-turn lane due to the narrow width of the road, they are in direct violation of Administrative Policy 5, Criteria C, which requires the road to be of "sufficient width" to support the proposed use.

2. Exposing the "Hospital" Threat as Bad Faith
The applicant is attempting to use a 1983 permit for a hospital as a "fallback" threat to secure approval for high-density apartments.

• The Reality: A new, $410 million Health First hospital is opening nearby. There is zero market demand for another facility on this site.

• The Argument: Using a 43-year-old, "stale" permit to scare this Commission is a bad-faith tactic. Arguments for 2026 land use should be based on current neighborhood character and actual market needs, not decades-old paperwork.

3. Challenging the "Live Local Act" Legal Standing
Counsel claims that if denied, they will simply build 337 units via the Live Local Act. This is a legal misrepresentation.

• The Reality: The land is currently zoned AU (Agricultural). A Conditional Use Permit (CUP) is a specific allowance; it is not a zoning change to Commercial.

• The Argument: Florida's Live Local Act applies specifically to land zoned for commercial, industrial, or mixed-use. By threatening a "Live Local" bypass on Agricultural land, the lawyer is attempting to circumvent your authority through a flawed interpretation of state law.

4. The "Cumulative Impact" Breaking Point
The applicant points to the recent Starbucks, Hampton Manor, and car wash developments as proof the area is "transitional." In reality, they have proven our point for us.

• The Reality: These developments have already exhausted the area's infrastructure. We have reached the 85% "Threshold Capacity" defined in Sec. 62-602(f).

• The Argument: This project doesn't "transition" the neighborhood; it breaks it. Granting 25% of the island's remaining road capacity to a single developer violates F.S. 163.3177, which mandates "orderly and balanced" development.

5. Response to the "Lack of Evidence" Charge
Applicant Claim: Residents provide "no expert or fact-based evidence" and their concerns are "pure speculation".

• Under Florida law (the Harris case and its progeny), "citizen testimony" is considered competent, substantial evidence when it is based on firsthand factual observations.

• Residents' Facts: Observations of daily traffic congestion on Pioneer Road, school bus delays, and flooding issues are not "speculation"—they are documented lived experiences that directly contradict the "theoretical" models provided by the applicant's paid engineers

6. The Merritt Island Redevelopment Agency (MIRA) voted 7-0 to recommend denial. Furthermore, the Planning and Zoning Board could not reach a consensus, resulting in a 7-7 tie.

• Not even the County's own advisory departments believe this is a sound proposal. When the experts tasked with evaluating local impact and redevelopment standards refuse to endorse a project—including a unanimous "no" from MIRA—it is a clear signal that the proposal fails to meet the needs of the community.

I ask that you hold this developer to the standards of our Comprehensive Plan and deny this request. Our infrastructure cannot sustain this density.

Thank you,
Rebecca Hauser
Sykes cove board
Merritt island resident

From: Holly Olsen <olsenholly@gmail.com>
Sent: Tuesday, May 5, 2026 12:35 PM
To: Commissioner, D1 <D1.Commissioner@brevardfl.gov>
Cc: Commissioner, D2 <D2.Commissioner@brevardfl.gov>; Commissioner, D3 <d3.commissioner@brevardfl.gov>; Commissioner, D4 <D4.Commissioner@brevardfl.gov>; Commissioner, D5 <D5.Commissioner@brevardfl.gov>
Subject: PROJECT 222

[EXTERNAL EMAIL] DO NOT CLICK links or attachments unless you recognize the sender and know the content is safe.

Dear Commissioner [Commissioner's Last Name],

I am writing to urge you to vote NO on Project 222.

Water Issues
My opposition is based on significant concerns regarding water supply and management. Specifically, I am concerned about the potential destruction of local ecosystems, including the Mosquito Lagoon and Sykes Creek.

Traffic Concerns
Our roadways are already overbooked for rush hour. We need to allow for tourist events and hurricane evacuations as well.

VOTERS
I don't know a VOTER (as in local resident) who isn't against this project.

We have a great county and are very blessed. Thank you for all you do.
I think we would be well served in the future with renovations, conservation efforts, tear downs with improved rebuilds, and other recycle strategies that would benefit our county's maintenance.
We love business here and beautiful buildings but not at the expense of our destination's charm and quality of life.

With well wishes for the success of the commissioner's decisions now and in the future for Brevard County.
Thank you for your time and for considering these environmental impacts.

Sincerely,

Holly Olsen
Merritt Island Resident

Sec. 62-1151. Amendments to official zoning map—Amendments initiated by property owner.

(a) *Application; fee.* Any owner of real property may file an application for an amendment to the official zoning map to designate the particular real property a different zoning classification or conditional use from the use designated on the official zoning map under the provisions of this section. The application may be accompanied by a fee established from time to time by the board of county commissioners, and shall contain the following information and documents:

(1) The name of the owner of the particular real property.

(2) If the applicant is other than all the owners of the particular property, written consent signed by all owners of the particular real property.

(3) The legal description of the particular real property, accompanied by a certified survey or that portion of the map maintained by the county property appraiser reflecting the boundaries of the particular real property.

(4) The current zoning classification and special use classification, with any specified conditions or conditional use designation, as recorded on the official zoning maps.

(5) The requested zoning classification or conditional use classification that constitutes an amendment to the official zoning maps.

(6) A recorded warranty deed.

(7) All commercial and industrial rezoning requests shall include a certified wetlands delineation and habitat description to be provided by the applicant or their designee. If the county natural resources management office, utilizing the best available data including, but not limited to, the National Wetland Inventory Maps, aerial photographs and the Brevard County Soil Survey, determines that no wetlands exist on-site, a waiver of such delineation requirements may be granted from that office. If a wetland delineation is required, it shall be performed by an environmental professional while utilizing the Florida Land Use, Cover and Forms Classification System (FLUCCS) to describe the wetland habitat on site.

Environmental professional An individual with at least two years of experience in describing on-site environmental conditions and habitat types. Said individual shall also provide proof of completion of a USCOE wetlands delineation or equivilent course. A thorough knowledge of the following publications and issue areas including, but not limited to, the Florida Wetland Delineation Manual, Brevard County Soil Survey, plant identification, surface water classification, floodplain delineation, and listed species identification is required.

(b) *Notice of hearing before planning and zoning board.* Upon receipt of the executed application, the zoning official shall forthwith schedule a hearing on the application before the planning and zoning board. Notice of the time and place of the public hearing shall be given to the applicant at least 15 days prior to the date of the public hearing. Notice of the time and place of the public hearing on the application shall be published once, at least 15 days prior to the public hearing, in a newspaper of general circulation within the county. The notice shall contain the name of the applicant, the legal description of the affected property, the existing zoning classification, special classification or conditional use designation, the requested amendment to the official zoning maps, and the time and place of the public hearing on the consideration of the application by the board of county commissioners. In addition, a notice containing such information shall be posted in the county courthouse in Titusville, Florida, by county officials, and a notice containing such information, excluding the legal description but including total acreage, shall be posted by the applicant on the affected property at least 15 days prior to the public hearing. If the property abuts a public road right-of-way, the notice shall be posted within ten feet of the right-of-way and in such a manner as to be visible from that road

right-of-way. An affidavit signed by the owner or applicant evidencing posting of the affected real property must be received by the zoning office prior to the time that such matter is heard by the planning and zoning board. If the property does not abut a road right-of-way or a traveled access, thereby causing the property to be normally inaccessible, posting of the property may be waived by the zoning official upon receipt of an affidavit from the property owner attesting to the property's inaccessibility. Failure to provide either of such affidavits prior to the hearing shall result in tabling the application for one meeting, at cost to the applicant, or denial of the request. It shall be unlawful for any person to remove the notice containing such information from the affected property or from the county courthouse in Titusville, Florida. Any person found guilty of violating this section shall be deemed guilty of an offense, and shall be punished by a fine not to exceed $500.00 or by imprisonment in the county jail for a period not to exceed 60 days, or by both such fine and imprisonment.

(c) *Conduct of hearing before planning and zoning board; recommendation of approval or denial.* At the designated public hearing, the planning and zoning board shall hear the applicant on the proposed amendment to the official zoning maps, and shall hear members of the general public. The planning and zoning board shall have the power to establish such rules of procedure for the orderly conduct of the public hearing as the circumstances of the consideration of each application warrant. During the public hearing, the applicant may be present in person and by counsel, and the applicant has the right to present evidence in support of his position and to cross examine adverse witnesses whose testimony is offered at the hearing. 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.

(d) *Public hearing before board of county commissioners.* At the public hearing before the planning and zoning board, the time and place of the public hearing of each application by the board of county commissioners shall be announced. The board of county commissioners, at the public hearing, shall deny or grant each application for amendment to the official zoning maps based upon a consideration of the recommendation of the planning and zoning board and those factors specified in subsection (c) of this section. The board of county commissioners shall have the right at the public hearing to deny or approve each application for amendment to the official zoning maps, regardless of whether the planning and zoning board has made a specific recommendation on such application. An additional board of county commission public hearing will be required for each industrial use seeking to locate within a Performance Overlay District (POD) unless the applicant seeking a POD for a shopping center has an industrial use/client already identified, then the approval of the POD and the use could occur concurrently at the same public hearing.

(e) *Limitations on tabling and subsequent applications.* No application for an amendment to the official zoning maps for a particular parcel of property, or part thereof, shall be tabled more than once by the planning and zoning board as a result of the action or request of the applicant. Further attempts by the applicant to table such application shall be deemed a withdrawal of the application, subject to the provisions and limitations of this subsection. No application for an amendment to the official zoning maps for a particular parcel of property, or part thereof, shall be received by the zoning director until the expiration of six calendar months from the date of denial of an application for an amendment to the official zoning maps for such property or part thereof, provided, however, that the board of county commissioners may specifically waive the waiting period based upon a consideration of the following factors:

(1) The new application constitutes a proposed zoning classification or conditional use of different character from that proposed in the denied application.

(2) Failure to waive the six-month waiting period constitutes a hardship to the applicant resulting from mistake, inadvertence or newly discovered matters or considerations.

(f) *Stay of enforcement proceedings.* Any person accused of the violation of the provisions of this chapter where a zoning change or the granting of a conditional use permit would nullify the violation may apply to the planning and zoning board requesting such zoning change or conditional use permit. Such application shall stay all enforcement proceedings until such application is heard by the planning and zoning board and the board of county commissioners and a decision is rendered, unless the board of county commissioners specifically authorizes legal action to enforce this chapter. This stay of proceedings shall in no event be construed to allow completion of construction or continuation of any activity which has been cited for a violation of this Code. All such cited activities shall be specifically prohibited from continuing until further action by the board of county commissioners is taken which authorizes such activities, or until administrative or judicial proceedings authorize the continuance of such activities. If the cited prohibited activity is not ceased by the violator during the pendency of these proceedings, any stay of enforcement proceedings shall be lifted.

(g) At any time during the rezoning review process, including at the public hearing, the applicant may agree to a condition which restricts the use of the property under consideration to a specific use or range of uses permitted within the applicable zoning classification being applied for. In the event the board of county commissioners approves the imposition of such a condition, the rezoning resolution and the official county zoning map shall set forth the approved zoning classification and a notation indicating the specific uses for which approval has been granted.

(h) If indicated in the advertised notice for public hearing and, if based upon substantial and competent evidence, it is determined that the requested zoning classification should not be approved, the planning and zoning board may recommend and the board of county commissioners may approve a classification which is more intense than the existing classification, but less intense than the classification which was requested. The board may impose such a classification without the agreement of the applicant; however, if the applicant is not the owner, and the applicant was not given the authority to accept a lesser zoning, then the item is to be tabled to the following meeting for the owner to determine whether they are willing to withdraw the request with no additional expense to the owner.

(Code 1979, § 14-20.61; Ord. No. 96-48, § 1, 10-24-96; Ord. No. 97-49, § 4, 12-9-97; Ord. No. 98-12, § 4, 2-26-98; Ord. No. 2000-50, § 1, 10-31-00; Ord. No. 2001-65, § 1, 10-16-01; Ord. No. 06-39, § 1, 7-11-06)

State law reference(s)—Zoning amendments, F.S. § 125.66(5), (6); penalty for ordinance violations, F.S. § 125.69.

Sec. 62-1334. Agricultural residential, AU and AU(L).

The AU agricultural residential zoning classification encompasses lands devoted to agricultural pursuits and single-family residential development of spacious character.

The classification is divided into two types, AU and AU(L). The AU is the standard agricultural residential classification, while the AU(L) is a low intensity sub-classification more suited to smaller lots where the neighborhood has a more residential than agricultural character.

(1) *Permitted uses.*

a. 1. Permitted uses within the AU classification are as follows:

Single-family detached residential dwelling.

All agricultural pursuits, including the packing, processing, and sales of commodities raised on the premises as provided in chapter 86, article IV.

Raising and grazing of animals.

Dude ranches, with a minimum area of 40 acres. Barns or stables shall be 200 feet from any property line.

Fowl raising and beekeeping.

Parks and public recreational facilities.

Plant nurseries.

Private golf courses.

Private camps.

Foster homes.

2. Permitted uses within the AU(L) sub-classification are as follows:

Single-family detached residential dwelling.

Agricultural pursuits of a personal non-commercial nature. Structures for the housing of livestock and animals shall not be permitted within 100 feet of any existing residence under different ownership, except where otherwise permitted in section 62-2108.

Parks and public recreational facilities.

Foster homes.

b. Permitted uses with conditions are as follows (see division 5, subdivision II, of this article):

Fish camps (section 62-1835.4.5).

Group homes, level I, subject to the requirements set forth in section 62-1835.9.

Landscaping business (section 62-1837).

Mobile home residential dwelling (section 62-1837.7.5).

Power substations, telephone exchanges and transmission facilities (section 62-1839).

Preexisting use (section 62-1839.7).

Private parks and playgrounds (section 62-1840).

Resort dwellings.

Temporary living quarters during construction of a residence.

Tenant dwellings: Mobile homes (section 62-1843).

Tenant dwellings: One unit is permitted for each five acres of land under the same ownership. Tenant dwellings must be 100 feet from property of different ownership (section 62-1842.5).

Tiny house or a THOW.

(2) *Accessory buildings or uses.* Accessory buildings and uses customary to residential and agricultural uses are permitted. (Refer to definition cited in section 62-1102 and standards cited in section 62-2100.5).

(3) *Conditional uses.* Conditional uses are as follows:

Accessory dwelling unit.

Airplane runways (section 62-1905).

Bed and breakfast inns (section 62-1912).

Boarding of horses and horses for hire (section 62-1913).

Captive wildlife (section 62-1958).

Change of nonconforming agricultural use.

Composting facility.

Farmers' market (section 62-1929).

Guesthouses or servants' quarters, without kitchen facilities (section 62-1932).

Hog farms (section 62-1934).

Land alteration (over five acres) (section 62-1936).

Private heliports (section 62-1943.5).

Roadside stand (section 62-1945.5).

Security mobile homes.

Single-family residential second kitchen facility.

Skateboard ramps (section 62-1948).

Substantial expansion of a preexisting use (section 62-1949.7).

Veterinary hospital, office or clinic, pet kennels (section 62-1956).

Wireless telecommunication facilities and broadcast towers.

Zoological parks (section 62-1960).

(4) *Minimum lot size.* An area of not less than two and one-half acres is required, having a minimum width of 150 feet and a minimum depth of 150 feet.

(5) *Setbacks.*

a. Structures shall be set back not less than 25 feet from the front lot line, not less than ten feet from the side lot lines, and not less than 20 feet from the rear lot line. If a corner lot is contiguous to a key lot, then the side street setback shall be not less than 25 feet.

b. Accessory buildings shall be located to the rear of the front building line of the principal building and shall be set back not less than 15 feet from the side lot lines and not less than 15 feet from the rear lot lines.

c. Setbacks for barns and stalls are as follows:

1. *Front:* 125 feet from the front lot line.

2. *Side:* 50 feet from the side lot line.

3. *Rear:* 50 feet from the rear lot line.

(6) *Minimum floor area.* Minimum floor area is 750 square feet of living area.

(7) *Maximum height of structures.* Maximum height of structures is as follows:

a. Residential structures: 35 feet.

b. Structures accessory to an agricultural use: 45 feet.

(Code 1979, § 14-20.08(D); Ord. No. 95-47, §§ 8, 9, 10-19-95; Ord. No. 95-49, § 18, 10-19-95; Ord. No. 95-51, § 3, 10-19-95; Ord. No. 96-16, §§ 8, 9, 3-28-96; Ord. No. 96-46, § 10, 10-22-96; Ord. No. 97-29, § 2, 8-12-97; Ord. No. 97-46, § 1, 12-2-97; Ord. No. 98-03, § 6, 1-29-98; Ord. No. 98-08, § 2, 2-10-98; Ord. No. 98-11, § 3, 2-26-98; Ord. No. 98-62, § 5, 12-3-98; Ord. No. 2002-49, § 5, 9-17-02; Ord. No. 2003-03, § 6, 1-14-03; Ord. No. 03-40, § 1, 8-12-03; Ord. No. 04-29, § 6, 8-5-04; Ord. No. 2004-52, § 4, 12-14-04; Ord. No. 2005-25, § 5, 5-19-05; Ord. No. 05-27, § 2, 5-19-05; Ord. No. 2007-59, § 9, 12-6-07; Ord. No. 2009-06, § 2(Exh. A), 2-5-09; Ord. No. 2010-22, § 10, 11-23-10; Ord. No. 2011-17, § 4, 5-26-11; Ord. No. 2013-38, § 1, 11-19-13; Ord. No. 2013-38, § 1, 11-19-13; Ord. No. 2014-30, § 3, 10-2-14; Ord. No. 2018-27, § 7, 12-4-18; Ord. No. 2024-29, § 6, 11-7-24)

Editor's note(s)—Ord. No. 2013-38, § 1, adopted November 19, 2013, amended § 62-1334 to read as set out herein. Previously § 62-1334 was titled agricultural residential, AU and AU(L).

Sec. 62-1372. Medium-density multiple-family residential, RU-2-10, RU-2-12 and RU-2-15.

The RU-2-10, RU-2-12 and RU-2-15 medium-density multiple-family residential zoning classifications encompass lands devoted to medium-density multifamily residential purposes, together with such accessory uses as may be necessary or are normally compatible with residential surroundings.

(1) *Permitted uses.*

a. Permitted uses are as follows:

Multifamily dwellings.

Duplexes.

Resort dwellings.

Single-family attached dwellings, in accordance with the development standards in the single-family attached residential zoning classifications.

Single family dwellings up to the allowable density limitation of the zoning classification. For the purposes of setback and spacing requirements, such single family dwellings shall be considered principal buildings. Additional multiple-family dwellings are permitted on the parcel if all units comply with the density limits.

Parks and public recreational facilities.

Private golf courses.

Foster homes.

Sewer lift stations.

b. Permitted uses with conditions are as follows (see division 5, subdivision II, of this article):

Group homes, levels I and II, subject to the requirements set forth in-section 62-1835.9.

Preexisting use.

Private parks and playgrounds.

Temporary living quarters during construction of a residence.

(2) *Accessory buildings or uses.* Accessory buildings and uses customary to residential uses are permitted. (Refer to definition cited in section 62-1102 and standards cited in section 62-2100.5).

(3) *Conditional uses.* Conditional uses are as follows:

Boardinghouses and bed and breakfast inns.

Change of nonconforming agricultural use.

Development rights receipt or transfer.

Guesthouses or servants' quarters, without kitchen facilities.

Land alteration (over five acres and up to ten acres).

Power substations, telephone exchanges and transmission facilities.

Recreational facilities.

Residential/recreational marina.

Skateboard ramps.

Substantial expansion of a preexisting use.

Wireless telecommunication facilities and broadcast towers.

(4) *Lot requirements.*

a. Minimum lot size is 7,500 square feet.

b. Minimum lot width is 75 feet.

c. Minimum lot depth is 75 feet.

d. Maximum density is as follows:

1. RU-2-10: Ten units per gross acre.

2. RU-2-12: 12 units per gross acre.

3. RU-2-15: 15 units per gross acre.

For the purpose of computing allowable density property divided by a public road shall be considered separate parcels.

e. Maximum lot coverage is 40 percent.

(5) *Setbacks and spacing requirements.*

a. *Accessory buildings.* Accessory buildings shall be located to the rear of the front building line of the principal building or structure closest to the front property line and shall be set back not less than seven and one-half feet from the side and rear lot lines for developed single family sites and not less than ten feet from the side and rear lot lines for developed multiple family sites, but in no case within the setback from a side street. There shall be a minimum spacing of five feet between any other structure on the same site.

b. *Breezeway/visual corridor.* All riverfront and oceanfront properties are subject to breezeway/visual corridor regulations enumerated in section 62-2105.

c. *Principal structures.*

1. The front setback shall be 25 feet.

2. The rear setback shall be 20 feet.

3. The side setback shall be not less than seven and one-half for all single family residences and ten feet for all other structures. On corner lots, side setbacks shall be at least 15 feet from side lot line. If a corner lot is contiguous to a key lot, setbacks shall be not less than 25 feet.

d. *Spacing between principal structures.* Principal buildings or structures shall be spaced a minimum of 15 feet from other principal buildings or structures on the same site. Such spacing shall not be covered or connected to the principal structures.

(6) *Usable common open space requirements.* If the lot, plot, tract or parcel is two acres or more in size, or, regardless of the size, if the property has or will have more than 15 total dwelling units, then 35 percent of the total land area shall be utilized as usable common space as defined in section 62-1102. At the time of site plan submission, the method of perpetual maintenance of common facilities shall be provided as required in section 62-1445(a). Ten percent of this area shall be retained in natural vegetation rather than improved.

(7) *Minimum floor area.* Minimum floor area is as follows:

a. Single-family dwelling unit: 1,100 square feet.

b. Duplexes: 1,150 square feet and 575 square feet per unit.

c. Apartments:

1. One bedroom: 500 square feet.

2. Two bedrooms: 750 square feet plus 100 square feet for each additional bedroom.

3. Efficiencies: 400 square feet.

(8) *Structural height standards.*

a. Where the property abuts any other land located in the GU, AGR, AU, ARR, REU, RU-1-7, RU-1-9, RU-1-11, RU-1-13, RR-1, EU, EU-1, EU-2, SEU, SR, RVP, TR-1-A, TR-1, TR-2, TR-3, TRC-1, RRMH-1, RRMH-2.5, RRMH-5, EA, PA or GML zoning classification, the maximum height threshold of any structure or building thereon shall be 35 feet.

b. Where the property abuts any other land located in the RA-2-4, RA-2-6, RA-2-8, RA-2-10, RU-2-4, RU-2-6, RU-2-8, RU-2-10, RU-2-12, RU-2-15, RU-2-30, RP, BU-1-A, BU-1, BU-2, PBP, IU, PIP, IU-1, TU-1 or TU-2 zoning classification, the maximum height threshold of any structure or building thereon shall be 45 feet.

c. Where any structure or building exceeds 35 feet in height, all conditions enumerated in section 62-2101.5 as applicable shall be fully satisfied.

d. Structures or buildings may not exceed the maximum height thresholds stated in this subsection unless otherwise permitted by section 62-2101.5.

(9) *Ownership.* A multi-family residential development site shall be subject to single ownership or condominium ownership.

(Code 1979, § 14-20.09(B); Ord. No. 95-47, §§ 32, 33, 10-19-95; Ord. No. 95-49, § 18, 10-19-95; Ord. No. 96-16, §§ 35, 36, 3-28-96; Ord. No. 98-08, § 2, 2-10-98; Ord. No. 99-07, §§ 12, 15, 1-28-99; Ord. No. 99-33, § 4, 5-6-99; Ord. No. 2000-02, § 1, 1-11-00; Ord. No. 01-30, § 4, 5-24-01; Ord. No. 2002-49, § 19, 9-17-02; Ord. No. 2003-03, § 19, 1-14-03; Ord. No. 04-29, § 19, 8-5-04; Ord. No. 2004-52, § 16, 12-14-04; Ord. No. 05-27, § 3, 5-19-05; Ord. No. 05-40, § 4, 8-23-05; Ord. No. 2007-59, § 22, 12-6-07; Ord. No. 2014-30, § 2, 10-2-14)

Sec. 62-1373. High-density multiple-family residential, RU-2-30.

The RU-2-30 high-density multiple-family residential zoning classification encompasses lands devoted to multiple-family residential development, together with such accessory uses as may be necessary or are normally compatible with residential surroundings.

(1) *Permitted uses.*

a. Permitted uses are as follows:

Multiple-family dwellings.

Duplexes.

Resort dwellings.

Single-family attached dwelling units subject to the development and site plan standards set forth in the single-family attached zoning classifications.

Single family dwellings up to the allowable density limitation of the zoning classification. For the purposes of setback and spacing requirements, such single family dwellings shall be considered principal buildings. Additional multiple-family dwellings are permitted on the parcel if all units comply with the density limits.

A restaurant and those commercial uses permitted in the restricted neighborhood commercial zoning classification (BU-1-A) are permitted in this zoning classification in conjunction with and accessory to a multiple-family residential building which has a minimum of 90 residential units. Such permitted restaurant and commercial uses are limited to ten percent of the total floor area and are intended as restaurant and commercial uses to serve residents of the building in which the use is located or other buildings on the same parcel of property. Such permitted restaurant and commercial uses are permitted on the first or ground floor only.

Foster homes.

Parks and public recreational facilities.

b. Permitted uses with conditions are as follows (see division 5, subdivision II, of this article):

Group homes, levels I and II, subject to the requirements set forth in section 62-1835.9.

Preexisting use.

Power substations, telephone exchanges and transmission facilities.

Temporary living quarters during construction of a residence.

(2) *Accessory buildings or uses.* Accessory buildings and uses customary to residential uses are permitted. (Refer to definition cited in section 62-1102 and standards cited in section 62-2100.5).

(3) *Conditional uses.* Conditional uses are as follows:

Boardinghouses and bed and breakfast inns.

Change of nonconforming agricultural use.

Guesthouses or servants' quarters, without kitchen facilities.

Land alteration (over five acres and up to ten acres).

Public or private clubs, including art galleries.

Recreational facilities.

Residential/recreational marina.

Restaurants.

Skateboard ramps.

Substantial expansion of a preexisting use.

Wireless telecommunication facilities and broadcast towers.

(4) *Lot requirements.*

a. *Minimum lot size for multifamily structures.* An area of not less than 10,000 square feet is required for multifamily structures, having a width of not less than 100 feet and a depth of not less than 100 feet.

b. *Minimum lot size for single-family residence and duplex.* An area of not less than 7,500 square feet is required for a single-family residence or duplex, having a depth of not less than 75 feet and a width of not less than 75 feet.

c. *Maximum density.* Maximum density is 30 dwelling units per gross acre. For the purpose of computing density allowed, property divided by a public road shall be considered as separate parcels.

(5) *Setbacks, spacing and common open space.*

a. *Setbacks for accessory buildings.* Accessory buildings shall be located to the rear of the front building line of the principal building or structure closest to the front property line and shall be set back not less than seven and one-half feet from the rear and side lot lines for developed single family sites and not less than ten feet from the side and rear lot lines for developed multiple family sites, but in no case within the setback from a side street. There shall be a minimum spacing of five feet between any other structure on the same site.

b. *Setbacks for principal structures.*

1. The front setback shall be 25 feet.

2. The rear setback shall be 20 feet.

3. The side setback shall be not less than seven and one-half [feet] for all single family residences and ten feet for all other structures. On corner lots side setbacks shall be at least 15 feet from the side lot line. If a corner lot is contiguous to a key lot, the setback shall be no less than 25 feet.

c. *Breezeway/visual corridor.* All riverfront and oceanfront properties are subject to breezeway/visual corridor regulations enumerated in section 62-2105.

d. *Usable common open space.* If the lot, plot, tract or parcel is two acres or more in size, or, regardless of size, if the property will have more than 15 total dwelling units, then 25 percent of the total land area shall be utilized as usable common open space as defined in section 62-1102. At the time of site plan submission, the method of perpetual maintenance of common facilities shall be provided as required in subsection 62-1445(a).

e. *Spacing between principal structures.* Principal buildings or structures shall be spaced a minimum of 15 feet from other principal buildings or structures on the same site. Such spacing shall not be covered or connected to the principal structures.

(6) *Minimum floor area.* Minimum floor area is as follows:

a. Single-family dwelling unit: 1,100 square feet.

b. Duplexes: 1,150 square feet and 575 square feet per unit.

c. Apartments:

1. One bedroom: 500 square feet.

2. Two bedrooms: 750 square feet, plus 100 square feet in each additional bedroom.

3. Efficiencies: 400 square feet.

(7) *Structural height standards.*

a. Where the property abuts any other land located in the GU, AGR, AU, ARR, REU, RU-1-7, RU-1-9, RU-1-11, RU-1-13, RR-1, EU, EU-1, EU-2, SEU, SR, RVP, TR-1-A, TR-1, TR-2, TR-3, TRC-1, RRMH-1, RRMH-2.5, RRMH-5, EA, PA or GML zoning classification, the maximum height threshold of any structure or building thereon shall be 35 feet.

b. Where the property abuts any other land located in the RA-2-4, RA-2-6, RA-2-8, RA-2-10, RU-2-4, RU-2-6, RU-2-8, RU-2-10, RU-2-12, RU-2-15, RU-2-30, RP, BU-1-A, BU-1, BU-2, PBP, PIP, IU, IU-1, TU-1, or TU-2 zoning classification, the maximum height threshold of any structure or building thereon shall be 45 feet.

c. Where any structure or building exceeds 35 feet in height, all conditions enumerated in section 62-2101.5 as applicable shall be fully satisfied.

d. Structures or buildings may not exceed the maximum height thresholds stated in this subsection unless otherwise permitted by section 62-2101.5.

(8) *Ownership.* A multi-family residential development site shall be subject to single ownership or condominium ownership.

(Code 1979, § 14-20.09(C); Ord. No. 95-47, §§ 34, 35, 10-19-95; Ord. No. 95-49, § 18, 10-19-95; Ord. No. 96-16, §§ 37, 38, 3-28-96; Ord. No. 98-08, § 2, 2-10-98; Ord. No. 99-07, §§ 12, 14, 16, 1-28-99; Ord. No. 99-33, § 5, 5-6-99; Ord. No. 2000-02, § 1, 1-11-00; Ord. No. 01-30, § 5, 5-24-01; Ord. No. 2002-49, § 20, 9-17-02; Ord. No. 2003-03, § 20, 1-14-03; Ord. No. 04-29, § 20, 8-5-04; Ord. No. 2004-52, § 17, 12-14-04; Ord. No. 05-27, § 3, 5-19-05; Ord. No. 05-40, § 5, 8-23-05; Ord. No. 2007-59, § 23, 12-6-07; Ord. No. 2014-30, § 2, 10-2-14)

FUTURE LAND USE ELEMENT

CHAPTER XI

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PREFACE

Future Land Use Map Designations
The following Future Land Use designations shall be adopted as part of the Future Land Use Map:

Residential
- Residential 30 Directive (up to 30 dwelling units per acre)
- Residential 15 (up to 15 dwelling units per acre)
- Residential 10 (up to 10 dwelling units per acre)
- Residential 6 (up to 6 dwelling units per acre)
- Residential 4 (up to 4 dwelling units per acre)
- Residential 2 (up to 2 dwelling units per acre)
- Residential 1 (up to 1 dwelling unit per acre)
- Residential 1:2.5 (up to 1 dwelling unit per 2.5 acres)

Commercial
- Neighborhood Commercial (NC)
- Community Commercial (CC)

Industrial
- Heavy/Light Industrial
- Planned Industrial

Agricultural

Conservation
- Public Conservation
- Private Conservation

Public Facilities

Recreation

Developments of Regional Impact

ADMINISTRATIVE POLICIES

Administrative Policy 1

The Brevard County zoning official, planners and the Director of the Planning and Development Department, 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 foresee ably be affected by the proposed use;

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.

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;
   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 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.

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 service 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.

GOAL, OBJECTIVES AND POLICIES

GOAL
TO MANAGE GROWTH IN BREVARD COUNTY IN A MANNER THAT ENHANCES NATURAL AND MAN-MADE SYSTEMS AND MEETS THE PUBLIC'S SOCIAL AND ECONOMIC NEEDS.

Residential Land Uses

Objective 1
Brevard County shall facilitate the development of residential neighborhoods that offer the highest quality of life to the citizenry through the implementation of policies that accomplish the following:

Criteria:

A. Ensure the compatibility of new development with its surroundings;

B Ensure the delivery of services that meet or exceed established levels of service;

B. Discourage the occurrence of inefficiencies inherent in urban sprawl as defined by Florida Statutes;

C. Strive to decrease identified hurricane evacuation deficiencies;

D. Produce neighborhoods that complement adjacent land uses;

E. Permit mixed use developments which, through the application of appropriate performance standards, juxtaposes neighborhood services and employment centers with residential uses in order to promote efficient use of land; and

G. Encourage open space within residential developments and promote interconnectivity with surrounding land uses through innovative land regulations and bonus incentives.

Residential Land Use Designations
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;

B. Land use compatibility pursuant to Administrative Policy 3;

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;

D. Character of the general area, pursuant to Administrative Policy 4;

F. Hurricane evacuation capabilities; and

F. Policies established in specialized plans as may be adopted by the Board of County Commissioners.

Public Facilities and Services Requirements
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.

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.

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.

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.

E. Where public water service is not available, residential development proposals with densities greater than two units per acre shall be required to connect to a centralized sewer system.

F. The County shall not extend public utilities and services outside of established service areas to accommodate new development in Residential 2, Residential 1 and Residential 1:2.5 land use designations, unless an overriding public benefit can be demonstrated. This criterion is not intended to preclude acceptance of dedicated facilities and services by the County through MSBU's, MSTU's and other means through which the recipients pay for the service or facility.

Residential 30 Directive (maximum of 30 dwelling units per acre)
Policy 1.3

The Residential 30 Directive land use designation affords the highest density allowance, permitting a maximum density of up to thirty (30) units per acre, except as otherwise may be provided for within this element. Parameters for this future land use designation include:

Criteria:

A. The Residential 30 Directive land use designation may be considered for lands within the following generalized locations, unless otherwise limited by this Comprehensive Plan.
   1. Areas located east of Interstate-95; and
   2. Unincorporated enclaves located within or adjacent to incorporated areas which permit similar or greater density allowance; or
   3. Areas adjacent to existing Residential 30 land use designation; and
   4. Areas with direct access to an arterial or collector roadway, without impacting existing or designated lower density/intensity areas.

B. In the Merritt Island Redevelopment Area, Brevard County should encourage high density development in clustered patterns that maximize the provision of open space to avoid the impacts of "strip" or "checkerboard" land use patterns and to assist in the development of an urban atmosphere. The Residential 30 Directive land use designation may permit development in excess of 30 units per acre, provided that one of the following applies:
   1. Residential density of up to 37.5 dwelling units per acre, may be considered if approved as part of a redevelopment plan; or
   2. Developments which are tied to a binding development plan and propose a mixture of residential and commercial uses may permit the residential portion of the project with density of up to 50 dwelling units per acre.

C. A 25% density bonus to permit up to 37.5 dwelling units per acre may be considered, except in the Coastal High Hazard Area (CHHA), 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.

Residential 15 (maximum of 15 units per acre)
Policy 1.4

The Residential 15 land use designation affords the second highest density allowance, permitting a maximum density of up to fifteen (15) units per acre, except as otherwise may be provided for within this element. The Residential 15 land use designation may be considered for lands within the following generalized locations, unless otherwise limited by this Comprehensive Plan:

Criteria:

A. Areas located east of Interstate-95, except in instances where they are adjacent to existing or designated residential densities of an equal or higher density allowance; and

B. Unincorporated areas which are adjacent to incorporated areas and may be considered a logical transition for Residential 15 area;

C. Areas adjacent to an existing Residential 15 land use designation; and

D. Areas which have access to an arterial or collector roadway, without impacting existing or designated lower density/intensity areas.

E. Up to a 25% density bonus to permit up to 18.75 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.

Residential 10 (maximum of 10 dwelling units per acre)
Policy 1.5

The Residential 10 land use designation affords a transition in density between highly urbanized areas and lower intensity residential uses. This land use designation permits a maximum density of up to ten (10) units per acre, except as otherwise may be provided for within this element. The Residential 10 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 10 or higher land use designations; or

B. Areas which serve as a transition between existing land uses or land use designations with density greater than ten (10) units per acre and areas with density of less than ten (10) units per acre; or

C. Unincorporated areas which are adjacent to incorporated areas and may be considered a logical transition for Residential 10; and

D. Areas which have access to an arterial or collector roadway, without impacting existing or designated lower density/intensity areas.

E. Up to a 25% density bonus to permit up to 12.5 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.

Residential 6 (maximum of 6 dwelling units per acre)
Policy 1.6

The Residential 6 land use designation affords a transition in density between higher urbanized areas and lower intensity land uses. This land use designation permits a maximum density of up to six (6) units per acre, except as otherwise may be provided for within this element. The Residential 6 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 6 land use designation; or

B. Areas which serve as a transition between existing land uses or land use designations with density greater than six (6) units per acre and areas with density of less than six (6) units per acre; or

C. Unincorporated areas which are adjacent to incorporated areas and may be considered a logical transition for Residential 6.

D. Up to a 25% density bonus to permit up to 7.5 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.

Residential 4 (maximum of 4 dwelling units per acre)
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

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

C. Unincorporated areas which are adjacent to incorporated areas and may be considered a logical transition for Residential 4.

D. Up to a 25% density bonus to permit up to five (5) units per acre may be considered with a Planned Unit Development 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.

Residential 2 (maximum of 2 units per acre)
Policy 1.8

The Residential 2 land use 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 this element. The Residential 2 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 2 land use designation; or

B. Areas which serve as a transition between existing land uses or land use designations with density greater than two (2) units per acre and areas with density of less than two (2) units per acre; or

C. Unincorporated areas which are adjacent to incorporated areas and may be considered a logical transition for Residential 2.

D. Up to a 25% density bonus to permit up to 2.5 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.

Residential 1 (maximum of 1 unit per acre)
Policy 1.9

The Residential 1 land use 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. The Residential 1 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 1 land use designation; or

B. Areas which serve as a transition between existing land uses or land use designations with density greater than one (1) unit per acre and areas with lesser density; or

C. Unincorporated areas which are adjacent to incorporated areas and may be considered a logical transition for Residential 1.

D. Up to a 25% density bonus to permit up to 1.25 dwelling units per acre may be considered with a Planned Unit Development 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 by properties within the CHHA.

Residential 1:2.5 (maximum of 1 unit per 2.5 acres)
Policy 1.10

The Residential 1:2.5 land use designation, which establishes the lowest density of all the residential future land use designations, permits a maximum density of up to one (1) unit per 2.5 acres, except as otherwise may be provided for within this element. Development in the Residential 1:2.5 land use designation should seek to maximize the integration of open space within the development and promote inter-connectivity with surrounding uses. The Residential 1:2.5 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 1:2.5 land use designation; or

B. Areas which serve as a transition between existing land uses or land use designations with density greater than 1:2.5 units per acre and areas with lesser density or lower intensity uses; or

C. Unincorporated areas which are adjacent to incorporated areas and may be considered a logical transition for Residential 1:2.5.

Density in Coastal High Hazard Areas (CHHA)
Policy 1.11

The construction of additional infrastructure intended to remedy existing deficiencies, such as any new bridges or improvements to existing causeways over the Indian River Lagoon, shall not serve as a basis for increasing residential densities nor allowing residential density bonuses within the Coastal High Hazard Area (CHHA) above those programmed on the Future Land Use Map.

Protection of Residential Riverside Lands
Policy 1.12

Brevard County shall identify lineal land use patterns which parallel the U.S. 1 corridor and the Indian River in order to promote the protection of residential designated lands lying easterly of U.S. 1 and to discourage the expansion and encroachment of non-residential designated lands into such lineal residential areas. These lineal land use patterns shall generally be identified in, but not limited to, the following areas of Brevard County:

1) Generally from the southern Titusville city limits (Section 26 Township 22 Range 35) to SR 528 (Section 8 Township 24 Range 36).
2) Generally from south of Gus Hipp Boulevard (Section 23 Township 25 Range 36) to Pineda Causeway (Section 19 Township 26 Range 37).
3) Generally south of the southern Malabar city limits (Section 17 Township 29 Range 38) to the south Brevard County line (Section 23 Township 30 Range 38).

Promotion of Linear Parks in Residential Subdivisions
Policy 1.13

Brevard County shall prepare and implement development incentives to encourage the inclusion of linear parks which promote the integration of open space within residential subdivisions and interconnectivity with adjacent development.

Commercial Land Uses

Objective 2

Brevard County shall provide for adequate and appropriate lands for the location of commercial land uses, through the Land Development Regulations, to serve the needs of the projected residents and visitors to the County. Brevard County shall direct new commercial land use designations to areas which are determined to be appropriate based upon a suitability analysis, character of the area, compatibility with surrounding land uses, and public facilities and services. These uses shall be directed to sites where there are sufficient uplands for the intended use and for all other measures to ensure wetland function. During the review of proposed amendments to the Future Land Use Map, which would allow commercial uses, Brevard County shall ensure that the site is suitable for the proposed use with regard to environmental features. The proposed designation shall be consistent with the following suitability criteria:

Criteria:

A. Floodplain policies contained within Conservation Objective 4;

B. Aquifer protection policies contained within Conservation Objective 11;

C. Types, values, conditions, functions, and locations of wetlands, and wetlands protection policies contained in Conservation Objective 5.

Role of the Comprehensive Plan in the Designation of Commercial Lands
Policy 2.1

The Comprehensive Plan takes into consideration broad criteria for evaluating requests for commercial land use designations within Brevard County. At a minimum, these criteria address the following:

Criteria:

A. Overall accessibility to the site;

B. Compatibility and inter-connectivity with adjacent adopted Future Land Use designations and land uses;

C. Existing commercial development trend in the area;

D. Fundamental changes in the character of an area prompted by infrastructure improvements undertaken by the County;

E. Availability of required infrastructure at/above adopted levels of service;

F. Spacing from other commercial activities;

G. Size of proposed commercial designation compared with current need for commercial lands;

H. Adherence to the objectives/policies of the Conservation Element and minimization of impacts upon natural resources and systems;

I. Integration of open space; and

J. Impacts upon strip commercial development.

Role of Zoning Regulations in the Designation of Commercial Lands
Policy 2.2

The zoning process regulates the types and intensities of uses for a parcel of land. Criteria which aid in assessing zoning compatibility shall include consideration of the following standards:

Criteria:

A. Permitted/prohibited uses;

B. Existing commercial zoning trends in the area;

C. Compatibility of the proposed use with the area, pursuant to Administrative Policy 3;

D. Impact upon Level of Service (LOS) standards for roads, potable water service, sanitary sewer service and solid waste disposal;

E. Impact upon natural resources, including wetlands, floodplains, and endangered species; and

F. Other issues which may emerge specific to a particular property which may be addressed through performance based zoning criteria.

Role of Land Development Regulations in the Designation of Commercial Lands Policy 2.3

Land development regulations provide performance standards for evaluating the acceptability of proposed commercial development activities, including:

Criteria:

A. Integration of vehicular and non-vehicular access into the site and access management features of site in terms of driveway cuts and cross access between adjacent sites, including use of frontage roads and/or shared access, where feasible, as determined by Brevard County;

B. Buffering from adjacent existing/potential uses;

C. Open space provisions and balance of proportion between gross floor area and site size;

D. Adequacy of pervious surface area in terms of drainage requirements;

E. Placement of signage;

F. Adequacy of site lighting and intrusiveness of lighting upon the surrounding area;

G. Safety of on-site circulation patterns (patron, employee and delivery vehicles), including parking layout and drive aisles, and points of conflict;

H. Landscaping, as it relates to the requirements of the Comprehensive Plan and Land Development Regulations;

I. Unique features and resources which may constrain site development, such as soils, existing vegetation and historic significance; and

J. Performance based zoning requirements which may serve as a substitute for or accompany land development regulations in attaining acceptable site design.

Commercial Future Land Use Designations
Policy 2.4

The following two (2) commercial land use designations are adopted as part of the Future Land Use Map:

- Neighborhood Commercial (NC)
- Community Commercial (CC)

Activities Permitted in Neighborhood Commercial (NC) Future Land Use Designations
Policy 2.5

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. Existing BU-1-A uses, which were established as of the adoption date of this provision shall be considered consistent with this policy. Development activities which may be considered within Neighborhood Commercial (NC) Future Land Use designation, provided that listed criteria are met, include the following:

a) Professional offices (no drive through lanes permitted);
b) Personal Services (no drive through lanes permitted);
c) Convenience stores (no drive through lanes permitted);
d) Residential uses;
e) Institutional uses;
f) Recreational uses;
g) Public facilities; and
h) Transitional uses pursuant to Policy 2.12.

Locational and Development Criteria for Neighborhood Commercial Uses
Policy 2.6

Locational and development criteria for neighborhood commercial land uses are as follows:

Criteria:

A. Neighborhood commercial clusters should be located at collector/collector or collector/arterial intersections, except as otherwise provided for in this Comprehensive Plan.

B. Due to the linear nature and lack of intersections along SR A1A south of Melbourne Beach, new neighborhood commercial uses may be considered along those roadways if there is sufficient infrastructure to support commercial development; if the area has an established commercial character; and if they are consistent with the other applicable policies of this Comprehensive Plan.

C. New neighborhood commercial land use sites should incorporate no more than two acres maximum at each corner of an intersection, as set forth in

Criterion A of this policy. Neighborhood commercial land uses at such intersections should not exceed eight (8) acres total.

D. Neighborhood commercial development clusters should be spaced at least 1/2 mile apart, except in the south beaches where neighborhood commercial clusters should be spaced at least three (3) miles apart.

E. The gross floor area of neighborhood commercial complexes should not exceed a Floor Area Ratio (FAR) of 0.75.

F. Recreational vehicle parks shall be located in areas which serve the needs of tourists and seasonal visitors to Brevard County. The location of recreational vehicle parks shall have access to interstate interchanges via arterial and principal collector transportation corridors or the property shall be located on a major multi-county transportation corridor.

In summary, Table 2.1 reiterates the specific development parameters and issues for consideration discussed in Policies 2.1 and 2.6 when evaluating requests for NC land use designations. This table also outlines issues which affect decision making for rezoning requests and for site plan review, as described in Policies 2.2 and 2.3.

Activities Permitted in Community Commercial (CC) Future Land Use Designations Policy 2.7

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. Development activities which may be considered within the Community Commercial (CC) Future Land Use designation, provided that the guidelines listed in Table 2.2 are met, include the following:

a) Existing strip commercial;
b) Transient commercial uses;
c) Tourist commercial uses;
d) Professional offices;
e) Personal service establishments;
f) Retail establishments;
g) Non-retail commercial uses;
h) Residential uses;
i) Institutional uses;
j) Recreational uses;
k) Public facilities;
l) Transitional uses pursuant to Policy 2.1; and
m) Planned Industrial Park development (as permitted by PIP zoning).

Locational and Development Criteria for Community Commercial Uses
Policy 2.8

Locational and development criteria for community commercial land uses are as follows:

Criteria:

A. Community Commercial clusters of up to ten (10) acres in size should be located at arterial/arterial intersections. Collector/arterial intersections are acceptable for clusters of up to ten (10) acres in size, however, the collector roadways must serve multiple residential areas. Intrusion of these land uses into the surrounding residential areas shall be limited. For Community Commercial clusters greater than ten (10) acres in size, they must be located at principal arterial/principal arterial intersections.

B. Community commercial complexes should not exceed 40 acres at an intersection.

C. Community commercial clusters up to 10 acres in size should be spaced at least 2 miles apart and community commercial clusters up to 40 acres in size should be spaced at least five (5) miles apart.

D. The gross floor area of community commercial complexes should not exceed 150,000 square feet for commercial clusters up to 10 acres in size and shall not exceed 400,000 square feet for commercial clusters greater than 10 acres but less than 40 acres in size unless within a Planned Unit Development (PUD) zoning classification. The square footage may be increased if it is located within a PUD zoning classification.

E. Floor Area Ratio (FAR) of up to 1.00 will be permitted for Community Commercial sites unless accompanies with a PUD zoning classification wherein the FAR may be increased up to 1.75.

F. Recreational vehicle parks shall be located in areas which serve the needs of tourists and seasonal visitors to Brevard County. The location of recreational vehicle parks shall have access to interstate interchanges via arterial and principal collector transportation corridors or the property shall be located on a major multi-county transportation corridor.

In summary, Table 2.2 reiterates the specific development parameters and issues for consideration, as discussed in Policies 2.1 and 2.8, when evaluating requests for CC land use designations. This table also outlines issues which affect decision making for rezoning requests and for site plan review, as described in Policies 2.2 and 2.3.

TABLE 2.1 THREE LAYER DEVELOPMENT REVIEW PROCESS FOR EVALUATING NEW NEIGHBORHOOD COMMERCIAL (NC) FUTURE LAND USES		
FIRST LEVEL OF REVIEW CONSISTENCY WITH COMPREHENSIVE PLAN[1]	SECOND LEVEL OF REVIEW CONSISTENCY WITH ZONING REGULATIONS[2]	THIRD LEVEL OF REVIEW CONSISTENCY WITH LAND DEVELOPMENT REGULATIONS[3]
Issues for Evaluation	**Issues for Evaluation**	**Issues for Evaluation**
Overall accessibility to the proposed NC site. (Policy 2.1.A)	Permitted/prohibited uses. (Policy 2.2.A)	Integration of vehicular and non-vehicular access into the site plan. (Policy 2.3.A)
Compatibility and inter-connectivity of proposed NC site with adjacent adopted Future Land designations and uses. (Policy 2.1.B)	Proposed zoning is consistent with zoning trends for the area. (Policy 2.2.B)	Access management features of the site design. (Policy 2.3.A)
Existing commercial development trend in the area. (Policy 2.1.C)	Compatibility of proposed zoning with surrounding land uses. (Policy 2.2.C)	Adequacy of buffering provided. (Policy 2.3.B)
Changes in character of an area due to infrastructure improvements. (Policy 2.1.D)	Availability of public facilities to accommodate proposed zoning at or above adopted Level of Service standards. (Policy 2.2.D)	Open space provisions and balance of proportion between gross floor area and site size. (Policy 2.3.C)
Availability of public facilities to accommodate proposed NC Future Land Uses at or above adopted Level of Service standards. (Policy 2.1.E)	Impacts upon natural resources, including wetlands, floodplains and endangered species. (Policy 2.2.E)	Adequacy of pervious surface area in terms of drainage requirements of Land Development Code. (Policy 2.3.D)
Minimum Spacing from Nearest Commercial Land Use: .5 (one half) mile, with exceptions. (Policies 2.1.F and 2.6.D)	Other issues which may emerge specific to a particular property. (Policy 2.2.F)	Placement of signage on site. (Policy 2.3.E)
Size of proposed NC designation compared with current need. (Policy 2.1.G)	**Development Parameters Addressed by BU-1A Zoning Regulations**	Adequacy of site lighting and intrusiveness of lighting upon the surrounding area. (Policy 2.3.F)
Adherence of proposed NC land use to objectives/policies of the Conservation Element and the minimization of impacts upon natural systems. (Policy 2.1.H)	Listing of permitted/prohibited uses.	Safety of on site circulation patterns and points of conflicts. (Policy 2.3.G)
Integration of open space.[4] (Policy 2.1.I)	Minimum building setbacks requirements.	Landscaping conforms with policies of the Comprehensive Plan and the Land Development Code. (Policy 2.3.H)
Effect upon strip commercial development as a result of approving NC Future Land Use. (Policy 2.1.J)	Minimum lot size requirements.	Site plan sensitivity to protecting unique natural features. (Policy 2.3.I)
Location: Limited to intersections of Collector/Collector or Collector/Arterial roadways. (Policy 2.6.A)	Minimum floor area requirements.	Other performance based requirements. (Policy 2.3.J)
NC Future Land Use Site Size: 2 acres maximum (Policy 2.6.C)	Maximum building height allowances.	[3] This table serves as a summary. Refer to Policies 2.3 and 2.6 for full details.
Maximum Floor Area Ratio (FAR): .75 [4] (Policy 2.6.E)	Buffering requirements.	
[1] This table serves as summary. Refer to Policies 2.1 and 2.6 for full details. [4] These parameters will be applied during the plan review process.	Traffic impact allowances.	
	[2] This table is a summary. Refer to Policies 2.2 and 2.8 for full details.	

TABLE 2.2 THREE LAYER DEVELOPMENT REVIEW PROCESS FOR EVALUATING NEW COMMUNITY COMMERCIAL (CC) FUTURE LAND USES		
FIRST LEVEL OF REVIEW CONSISTENCY WITH COMPREHENSIVE PLAN[1]	SECOND LEVEL OF REVIEW CONSISTENCY WITH ZONING REGULATIONS[2]	THIRD LEVEL OF REVIEW CONSISTENCY WITH LAND DEVELOPMENT REGULATIONS[3]
Issues for Evaluation	**Issues for Evaluation**	**Issues for Evaluation**
Overall accessibility to the proposed CC site. (Policy 2.1.A)	Permitted/prohibited uses. (Policy 2.2.A)	Integration of vehicular and non-vehicular access into the site plan. (Policy 2.3.A)
Compatibility and inter-connectivity of proposed CC site with adjacent adopted Future Land designations and uses. (Policy 2.1.B)	Proposed zoning is consistent with zoning trends for the area. (Policy 2.2.B)	Access management features of the site design. (Policy 2.3.A.)
Existing commercial development trend in the area. (Policy 2.1.C)	Compatibility of proposed zoning with surrounding land uses. (Policy 2.2.C)	Adequacy of buffering provided. (Policy 2.3.B)
Changes in character of an area due to infrastructure improvements. (Policy 2.1.D)	Availability of public facilities to accommodate proposed zoning at or above adopted Level of Service standards. (Policy 2.2.D)	Open space provisions and balance of proportion between gross floor area and site size. (Policy 2.3.C)
Availability of public facilities to accommodate proposed CC Future Land Uses at or above adopted Level of Service standards. (Policy 2.1.E)	Impacts upon natural resources, including wetlands, flood plains, and endangered species. (Policy 2.2.E)	Adequacy of pervious surface area in terms of drainage requirements of Land Development Code. (Policy 2.3.D)
Minimum Spacing from Nearest CC Land Use: 2 miles for sites up to 10 acres and 5 miles for sites >10 acres. (Policies 2.1.F and 2.8.C)	Other issues which may emerge specific to a particular property. (Policy 2.2.F)	Placement of signage on site. (Policy 2.3.E)
Size of proposed CC designation compared with current need. (Policy 2.1.G)	**Development Parameters Addressed by BU-1 & BU-2 Zoning Regulations**	Adequacy of site lighting and intrusiveness of lighting upon the surrounding area. (Policy 2.3.F)
Adherence of proposed CC land use to objectives/policies of the Conservation Element and the minimization of impacts upon natural systems. (Policy 2.1.H)	Listing of permitted/prohibited uses.	Safety of on site circulation patterns and points of conflicts. (Policy 2.3.G)
Integration of open space.[4] (Policy 2.1.I)	Minimum building setbacks requirements.	Landscaping conforms with policies of the Comprehensive Plan and the Land Development Code. (Policy 2.3.H)
Effect upon strip commercial development as a result of approving CC Future Land Use. (Policy 2.1.J)	Minimum lot size requirements.	Site plan sensitivity to protecting unique natural features. (Policy 2.3.I)
Locations: Limited to intersections of Arterial/Arterial or Collector/Arterial roadways for sites up to 10 acres (with exceptions) and limited to Principal Arterial/Principal Arterial intersections for sites >10 acres. (Policy 2.8.A)	Minimum floor area requirements.	Other performance based requirements. (Policy 2.3.J)
CC Future Land Use Site Size: >2 acres and <40 acres. (Policy 2.8.B)	Maximum building height allowances.	[3] This table serves as a summary. Refer to Policies 2.3 and 2.8 for full details.
Minimum spacing from nearest CC land use: 2 miles for sites up to 10 acres and 5 miles for sites > 10 acres. (Policy 2.8.C)	Buffering requirements.	
Maximum Building Size: up to 150,000 square feet for sites up to 10 acres and up to 400,000 square feet for sites > 10 acres unless within an approved PUD, then a maximum of 76,230 GFA per acre.[4] (Policy 2.8.D)	[2] This table is a summary. Refer to Policies 2.2 and 2.8 for full details.	
Maximum Floor Area Ratio (FAR): 1.0 .for sites up to 10 acres and 1.0 for sites >10 acres unless with PUD zoning classification wherein the FAR is up to 1.75.[4] (Policy 2.8.E)		
[1] This table serves as summary. Refer to Policies 2.1 and 2.8 for full details.		
[4] These parameters will be applied during the plan review process.		

Regional Commercial Centers
Policy 2.9

Regional commercial centers are those which meet the standards for Developments of Regional Impact, as defined by Chapter 380, F.S. Such land uses shall only be located within the Development of Regional Impact (DRI) future land use designation. Project design and review standards shall be in accordance with the requirements of Chapter 380, F.S.

Residential Development in Neighborhood Commercial and Community Commercial Land Use Designations
Policy 2.10

Residential development or the integration of residential development with commercial development shall be permitted in the Neighborhood Commercial and Community Commercial land use designations, provided that the scale and intensity of the residential/mixed use development is compatible with abutting residential development and areas designated for residential use on the Future Land Use Map. Residential development is permissible in these commercial land use designations at density of up to one category higher than the closest residentially designated area on the Future Land Use Map (FLUM) which is on the same side of the street. Increases in density beyond this allowance may be considered through a public hearing. In the CHHA, however, residential development is strictly limited to the density of the closest residentially designated area on the FLUM that is on the same side of the street. Such residential development, as described above**,** shall be allowed to utilize the following characteristics:

Criteria:

A. Residential uses within Neighborhood Commercial and Community Commercial designations shall be encouraged to utilize neo-traditional neighborhood development techniques, such as narrower road rights-of-way, mid-block pedestrian pass-throughs, alleys, smaller lot sizes, on-street parking, reduced lot line setbacks and public transit facilities.

B. Residential density bonuses as set forth in Policy 11.2 may be considered in addition to the bonus stated in the above policy within Neighborhood Commercial and Community Commercial designations as an incentive for redevelopment and regentrification if the proposed development will address serious incompatibility with existing land uses, is adequately buffered from other uses, is located along major transportation corridors~~,~~ and meets the concurrency requirements of this Comprehensive Plan.

Transitional Commercial Activities
Policy 2.11

As a result of their intrinsic nature and scale of intensity, offices, non-retail and neighborhood commercial activities may be utilized as transitional activities to afford

buffering between higher and lower intensity uses, including transportation corridors. The criteria listed below, as summarized by Table 2.3, should serve as locational guidelines for employing such development as transitional uses. Projects which are approved as transitional uses may be subject to special requirements by the County, such as buffers, lighting, hours of operation, access/egress points, etc. in order to minimize impact upon adjacent lower intensity uses. In residential land use designations, strict adherence to development parameters outlined in Policies 2.6 and 2.8 must be maintained to qualify for consideration as a transitional activity under this policy. Once a transition is achieved between a higher and lower intensity land use, this policy should not be construed to justify the extension or enlargement of such uses onto adjacent lower intensity lands.

Criteria:

A. Non-retail commercial land uses shall be limited to those areas where non-retail commercial or industrial characteristics are established or planned so as to protect residential areas from their influence. Non-retail uses, including wholesaling, contracting, heavy repair services, paint and body shops, storage and warehousing uses, may serve as a transitional use between the following higher intensity and lower intensity uses, in the following listed Future Land Use designations:

Higher Intensity Uses:	Heavy Industrial or Light Industrial activities.
Lower Intensity Uses:	Community Commercial, Planned Industrial Park or Planned Business Park uses.
Future Land Use designations:	Community Commercial, Heavy/Light Industrial or Planned Industrial (Planned Industrial permits PIP zone uses only).
Roadway Access Requirements:	Convenient access to a major transportation corridor or along a railroad corridor with visual buffering from such corridors.

B. Professional Office uses may serve as a transition between the following higher intensity and lower intensity uses, in the following listed Future Land Use designations:

Higher Intensity Uses:	Light Industrial, Heavy Industrial, Planned Industrial Park, Planned Business Park, Neighborhood Commercial or a transportation corridor.

Lower Intensity Uses:	Residential 4, Residential 6, Residential 10, or Residential 15
Future Land Use Designations:	Neighborhood Commercial, Community Commercial, Residential 4, Residential 6, Residential 10, Residential 15. These residential land use designations permit RP zone uses only.
Roadway Access Requirements:	Direct access to collector or higher roadway.

C. Neighborhood Commercial uses may serve as a transition between the following higher intensity and lower intensity uses, in the following listed Future Land Use designations:

Higher Intensity Uses:	Any higher intensity uses listed in Criteria A and B above.
Lower Intensity Uses:	Professional Offices (RP and BU-1-A zone uses only) and any residential.
Future Land Use Designations:	Neighborhood Commercial and all Residential designations.
Roadway Access Requirements:	Direct access to collector or higher roadway.

TABLE 2.3

LOCATIONAL CRITERIA FOR TRANSITIONAL COMMERCIAL & INDUSTRIAL LAND USES[1]

TRANSITIONAL[1] USE	TRANSITION FROM...	TRANSITION TO...	PERMITTED FUTURE LAND USE DESIGNATION	ROADWAY ACCESS REQUIREMENTS
Non-retail[2] Uses	Light Industrial or Heavy Industrial	Community Commercial, Planned Industrial Park, or Planned Business Park	Community Commercial, Heavy/Light Industrial, or Planned Industrial[4]	Convenient access to a major transportation corridor or along a railroad corridor, but must be visually buffered from such corridors.
Professional Office	Light Industrial, Heavy Industrial, Planned Industrial Park, Planned Business Park, Neighborhood Commercial, or Transportation Corridors	Residential (4 units per acre or higher density)	Neighborhood Commercial, Community Commercial, Residential 4[3], Residential 6[3], Residential 10[3], Residential 15[3], or Residential 30[3]	Direct access to collector or higher.
Neighborhood Commercial	Any of the above uses, plus Community Commercial	Professional Offices[3] Residential	Neighborhood Commercial and all Residential Designations	Direct access to collector or higher.

[1] This table serves as a summary. Refer to Policy 2.11 for full details.

[2] Generally includes wholesaling, contracting, heavy repair services, paint and body shops, storage and warehousing uses.

[3] Permits RP and BU-1-A zoning uses only.

[4] Permits PIP zoning uses only.

Strip Commercial Development
Policy 2.12
The creation/promotion of strip pattern of commercial development shall be discouraged. Infill within established strip commercial areas is preferred over extension of a strip commercial pattern. Extension of a commercial land use designation may be considered in circumstances where the proposed commercial parcel is located within a block in which at least fifty percent (50%) of the block face (in linear feet) is either currently developed with commercial land uses or is designated for commercial use. In either case, the proposed commercial land use extension shall not constitute an encroachment into a residential area. Refer to Figure 1 in the Appendix, "Illustrative Examples of Commercial Infill vs. Extension of Strip Development." Judging the suitability of a location for an extension of strip commercial development activities shall be based upon the following minimum criteria:

Criteria:

A. Impacts upon traffic circulation should be anticipated and mitigated through the reservation of right-of-way for road widening and marginal access streets. Access points for strip commercial complexes shall seek to minimize points of conflict by utilizing frontage roads, providing cross access between parcels or installing shared use curb cuts for access driveways to the maximum extent feasible, as determined by Brevard County.
B. Setbacks and landscaped or other appropriate buffers shall be established to mitigate the visual impacts of strip commercial development.
C. A sidewalk or bicycle path shall be required where appropriate, as encouraged by Tables 2.1 and 2.2 to provide convenient access to surrounding residents and to reduce traffic volumes on the roadways.
D. Adequacy of off-street parking, off-street loading facilities and stormwater facilities.

Periodic Review of Commercial Area Allocations
Policy 2.13
As part of each Evaluation and Appraisal Report (EAR), Brevard County shall analyze the allocation of commercial acreage in the Future Land Use Map. The evaluation of said allocations shall be based upon the following minimum criteria:

Criteria:

A. Commercial development trends;
B. The types, intensities, locations, and land areas of commercial land use designations; and
C. Commercial acreage allocations shall consider all commercial development, whether within or outside of commercial land use designations.

Institutional Future Land Use Designations

Policy 2.14

Because of the contrasting nature of institutional activities, two types of institutional land uses are identified below. Institutional uses shall be evaluated according to the following location and development criteria:

Criteria:

A. Low Intensity Institutional Uses
   1. Permitted in all Residential Land Use Designations and in the Neighborhood Commercial Land Use Designation
   2. Access to a roadway classified as a local street or higher
   3. Pedestrian access required
   4. Building scale and design compatible with the surrounding neighborhood

B. High Intensity Institutional Uses
   1. Permitted in the Community Commercial Land Use Designation
   2. Access to a roadway classified as an arterial or higher
   3. Access to a roadway classified as a collector or higher in established Community
   4. Commercial areas' intrusion into residential areas shall be limited. High Intensity Institutional Uses shall be located in areas where commercial development is planned or established.

Industrial Land Uses

Objective 3

Brevard County shall provide for adequate and appropriate lands for the location of industrial land uses to support the role of these uses in the County's economy. Brevard County shall direct new industrial land use designations to areas which are determined to be appropriate based upon a suitability analysis, character of the area, compatibility with surrounding land uses, and public facilities and services. These uses shall be directed to sites where there are sufficient uplands for the intended use and for all other measures to ensure wetland function. During the review of proposed amendments to the Future Land Use Map, which would allow industrial uses, Brevard County shall ensure that the site is suitable for the proposed use with regard to environmental features. The proposed designation shall be consistent with the following suitability criteria:

Criteria:

A. Floodplain policies contained within Conservation Objective 4.

B. Aquifer protection policies contained within Conservation Objective 11.

C. Types, values, conditions, functions, and locations of wetlands, and wetland protection policies contained in Conservation Objective 5.

Role of the Comprehensive Plan in the Designation of Industrial Lands
Policy 3.1

The Comprehensive Plan shall impose broad criteria for consideration in evaluating proposals for new industrial designated lands within Brevard County. At a minimum, these criteria shall address the following:

Criteria:

A. Compatibility with adjacent adopted Future Land Use designations and land uses;

B. Existing industrial development trend in the area;

C. Availability of required infrastructure at/above adopted levels of service;

D. Size of proposed industrial designation compared with current need for industrial lands;

E. Accessibility to major transportation corridors, as well as air, water and rail transportation facilities;

F. Adherence to the objectives/policies of the Conservation Element and minimization of impacts upon natural resources and systems; and

G. Accessibility to labor, raw materials and markets.

Role of Zoning Regulations in the Designation of Industrial Lands
Policy 3.2

Zoning regulates the specific types and intensities of uses. Criteria which aid in assessing zoning compatibility shall consider the following standards:

Criteria:

A. Permitted/prohibited uses;

B. Existing industrial zoning trends in the area;

C. Compatibility of proposed use with area;

D. Impact upon Level of Service (LOS) standards for roads, potable water service, sanitary sewer service and solid waste disposal; and

E. Impact upon natural resources, including air and water, wetlands, floodplains, and endangered species.

F. Other issues which may emerge specific to a particular property which may be addressed through performance based zoning criteria.

Role of Land Development Regulations in the Designation of Industrial Lands Policy 3.3

Once a proposed project is designed, site plan/land development regulations provide the final level of review for evaluating the acceptability of proposed industrial development activities. Criteria include:

Criteria:

A. Accessibility of site for vehicular and non-vehicular modes;

B. Buffering from adjacent existing/potential uses in terms of set backs, landscaping, and open space as well as the arrangement of access and parking for the site;

C. Open space provisions and balance of proportion between gross floor area and site size;

D. Adequacy of pervious surfaces in terms of drainage requirements;

E. Safety of on site vehicular circulation patterns (patrons, employees, and delivery vehicles) including loading facilities, truck parking and points of conflict;

F. Storage locations and buffering from the surrounding area;

G. Adequacy of site lighting and intrusiveness of lighting upon the surrounding area;

H. Building placement/arrangement on the site;

I. Provision of breezeway/visual corridor for riverfront properties;

J. Placement of signage;

K. Unique features and resources which may constrain site development, such as soils, existing vegetation and historic significance.

L. Performance based zoning requirements which may serve as a substitute for or accompany Land Development Regulations in attaining acceptable site design;

M. Suitability of mixture of uses (if multiple uses proposed);

N. Blending of the project with the character of the area; and

O. Landscaping conforms with the policies of the Comprehensive Plan and land development code.

Industrial Future Land Use Designations
Policy 3.4

The two (2) industrial land use designations adopted as part of the Future Land Use Map are:

- Planned Industrial
- Heavy/Light Industrial

Planned Industrial Land Use Designation
Policy 3.5

The Planned Industrial land use designation is intended to accommodate the clustering of light industrial and business uses in settings which provide special attention to the integration of infrastructure, such as circulation, parking, and utilities, while placing emphasis upon aesthetics of the project and compatibility with abutting properties and properties within the industrial park. These parks shall be designed to limit intrusion into residential areas. Appropriate uses are those that operate within enclosed buildings such as manufacturing, assembling, fabricating, warehousing and retailing activities. Hotel and motel accommodations that serve the travel needs of employees or clients associated with firms within the planned industrial or business parks are also appropriate. Marinas may also be considered within this land use designation. Appropriate locations for planned industrial parks shall be based upon the criteria listed below. Table 3.1 summarizes the specific development parameters listed below as well as issues that affect decision making for rezoning requests and for site plan review, as described in Policies 3.2 and 3.3.

Criteria:

A. Planned industrial park project sites shall incorporate at least three (3) acres.

B. Planned industrial parks must be within 660 feet of the major transportation corridors. Major transportation corridors include such roadways as Interstate 95, U.S. Highways 1 and 192, and State Roads 3, 46, 50, 528, 524, 520, 518, and 516.

TABLE 3.1 THREE LAYER DEVELOPMENT REVIEW PROCESS FOR EVALUATING NEW PLANNED INDUSTRIAL FUTURE LAND USES		
FIRST LEVEL OF REVIEW CONSISTENCY WITH COMPREHENSIVE PLAN[1]	SECOND LEVEL OF REVIEW CONSISTENCY WITH ZONING REGULATIONS[2]	THIRD LEVEL OF REVIEW CONSISTENCY WITH LAND DEVELOPMENT REGULATIONS[3]
Issues for Evaluation	**Issues for Evaluation**	**Issues for Evaluation**
Compatibility of proposed Planned Industrial Future Land Use with adjacent adopted Future Land designations and uses. (Policy 3.1.A)	Permitted/prohibited uses. (Policy 3.2.A)	Accessibility of site. (Policy 3.3.A)
Existing Planned Industrial development trend in the area. (Policy 3.1.B)	Proposed zoning is compatible with zoning trends for the area. (Policy 3.2.B)	Buffering of adjacent existing/potential uses. (Policy 3.3.B)
Availability of public facilities to accommodate proposed Planned Industrial Future Land Uses at or above adopted Level of Service standards. (Policy 3.1.C)	Proposed zoning is compatible with surrounding land uses. (Policy 3.2.C)	Open space provisions and balance of proportion between gross floor area and site size. (Policy 3.3.C)
Size of proposed Planned Industrial designation compared with current need for such lands. (Policy 3.1.D)	Availability of public facilities to accommodate the proposed zoning at or above adopted Level of Service standards. (Policy 3.2.D)	Adequacy of pervious surface area in terms of drainage requirements. (Policy 3.3.D)
Accessibility to major transportation corridors, as well as air, water and rail transportation facilities. (Policy 3.1.E)	Impacts upon natural resources, including wetlands, flood plains and endangered species. (Policy 3.2.E)	Safety of on site vehicular circulation, loading facilities and truck parking. (Policy 3.3.E)
Adherence to objectives/policies of the Conservation Element and the minimization of impacts upon natural systems. (Policy 3.1.F)	Other issues which may emerge specific to a particular property. (Policy 3.2.F)	Storage locations and buffering from surrounding area. (Policy 3.3.F)
Planned Industrial Park land use designation minimum acreage: 3 acres (Policy 3.5.A)	**Development Parameters Addressed by PIP & PBP Zoning Regulations**	Arrangement of site lighting and intrusiveness of lighting upon the surrounding area. (Policy 3.3.G)
Planned Industrial Park land use designation must be within 660' of a major transportation corridor. (Policy 3.5.B)	Listing of permitted/prohibited uses.	Building placement/arrangement. (Policy 3.3.H)
	Minimum parks size requirements.	Provision of breezeway/visual corridor for riverfront properties. (Policy 3.3.I)
	Minimum buffering requirements.	Location of signage. (Policy 3.3.J)
	Minimum lot size requirements.	Site plan sensitivity to protecting unique natural features. (Policy 3.3.K)
	Minimum building setback requirements.	Other performance based requirements. (Policy 3.3.L)
	Maximum lot coverage requirements.	Suitability of mixture of uses (if multiple uses proposed). (Policy 3.3.M)
	Maximum building height allowances.	Blending with the character of the area. (Policy 3.3.N)
	Loading facility requirements.	Landscaping conforms with policies of the Comprehensive Plan and land development code. (Policy 3.3.O)
	Lighting standards.	

[1] This table serves as a summary. Refer to Policies 3.1 and 3.5 for details.

[2] This table serves as a summary. Refer to Policies 3.2 and 3.5 for full details.

[3] This table serves as a summary. Refer to Policies 3.3 and 3.5 for full details.

Heavy/Light Industrial Land Use Designation
Policy 3.6

The Heavy/Light Industrial land use designation is intended to accommodate an array of industrial activities ranging from those which involve indoor manufacturing to those which utilize prepared materials in the outdoor production of goods. IU and IU-1 uses may be permitted only within an area designated for Heavy/Light Industrial uses, unless treated as a transitional use pursuant to Policy 2.2. Heavy/Light industrial land uses shall be deemed appropriate provided that the generalized locational factors listed below are satisfied. Table 3.1 summarizes the specific development parameters listed below as well as issues that affect decision making for rezoning requests and for site plan reviews, as described in Policies 3.2 and 3.3.

Criteria:

A. Industrial development shall be located with convenient access to major transportation corridors, as well as air, water and rail transportation facilities. Major transportation corridors include such roadways as Interstate 95, U.S. Highways 1 and 192, and State Roads 3, 46, 50, 528, 524, 520, 518, and 516.

B. Industrial land uses should be located with convenient access to the labor supply, raw material sources and market areas.

C. Natural vegetative and other appropriate buffers, potentially in the form of performance based standards, shall be employed as part of industrial site development to minimize the nuisance effects of industrial land uses, including noise, odor and visual effects, and to provide aesthetically pleasing settings for such uses.

Light Industrial Uses in the Heavy/Light Industrial Designation
Policy 3.7

Light industrial land uses involve manufacturing, assembling, fabricating and warehousing activities which are generally conducted indoors. Such uses have the potential to adversely affect surrounding land uses; therefore, light industrial development proposals shall be reviewed for compatibility with surrounding land uses. Locations for light industrial land uses shall be based upon the following minimum criteria:

Criteria:

A. Light industrial land uses shall not be located within 660 feet of major transportation corridors, unless such uses are located west of railroad right-of-way along U. S. Highway 1 and are served by a spur or other connection to the rail line or are water-dependent or water-dependent uses or meet the criteria below.

C. Light industrial land uses may also be considered within 660 feet of the major transportation corridors if they are located contiguous to an established industrial park (lands separated by roads are considered contiguous), and if such lands have existing IU (light industrial) zoning and such zoning has existed for at least ten years, provided that such lands contain natural vegetation affording sufficient visual screening from the transportation corridor. Under these circumstances, all natural vegetation shall be retained within a minimum 15 foot roadway buffer area unless it is determined by the County that such vegetation needs to be replaced due to the poor health or viability of the vegetation. Drainage works and all other improvements shall not be permitted within the 15 foot roadway buffer area. The landscaping requirements of this provision shall be carried out in addition to the requirements of Brevard County Landscaping Regulations. Major transportation corridors include such roadways as Interstate 95, U.S. Highways 1 and 192, and State Roads 3, 46, 50, 528, 524, 520, 518 and 516.

C. Sites for light industrial land uses shall be at least 20,000 square feet in size.

D. Floor Area Ratio (FAR) for a light industrial land use project should not exceed 2.48.

Heavy Industrial Uses in the Heavy/Light Industrial Land Use Designation
Policy 3.8

Heavy industrial land uses include indoor and outdoor activities such as cement and concrete production, chemicals and fertilizer processing, lumber mills, foundries and forge works, and paint and plastics production. Heavy industrial land uses have the potential to adversely affect surrounding land uses; therefore, such development proposals shall be reviewed for compatibility with surrounding land uses. Locations for heavy industrial land uses shall be based upon the following minimum criteria:

Criteria:

A. Heavy industrial land uses shall not be located within 660 feet of major transportation corridors, unless such uses are existing or are located west of the railroad right-of-way along U.S. Highway 1 and are served by a spur or other connection to the rail line or are water-dependent or water-related uses. Major transportation corridors include such roadways as Interstate 95, U.S. Highways 1 and 192, and State Roads 3, 46, 50, 528, 524, 520, 518 and 516.

B. Sites for heavy industrial land uses shall incorporate at least 40,000 square feet.

C. Floor Area Ratio (FAR) for a heavy industrial land use project should not exceed 1.76.

TABLE 3.2 THREE LAYER DEVELOPMENT REVIEW PROCESS FOR EVALUATING NEW HEAVY/LIGHT INDUSTRIAL FUTURE LAND USES

FIRST LEVEL OF REVIEW CONSISTENCY WITH COMPREHENSIVE PLAN[1]	SECOND LEVEL OF REVIEW CONSISTENCY WITH ZONING REGULATIONS[2]	THIRD LEVEL OF REVIEW CONSISTENCY WITH LAND DEVELOPMENT REGULATIONS[3]
Issues for Evaluation	**Issues for Evaluation**	**Issues for Evaluation**
Compatibility of proposed Heavy/Light Industrial Future Land Use with adopted Future Land Uses in the surrounding area. (Policy 3.1.A)	Permitted/prohibited uses. (Policy 3.2.A)	Accessibility of the site. (Policy 3.3.A)
Existing Heavy/Light Industrial development trend in the area. (Policy 3.1.B)	Proposed zoning is consistent with zoning trends for the area. (Policy 3.2.B)	Buffering of adjacent existing/potential uses. (Policy 3.3.B)
Availability of public facilities to accommodate proposed Heavy/Light Industrial Future Land Uses at or above adopted Level of Service standards. (Policy 3.1.C)	Proposed zoning is compatible with surrounding land uses. (Policy 3.2.C)	Open space provisions and balance of proportion between gross floor area and site size. (Policy 3.3.C)
Size of proposed Heavy/Light Industrial designation compared with current need for Heavy/Light Industrial lands. (Policy 3.1.D)	Availability of public facilities to accommodate proposed zoning at or above LOS standards. (Policy 3.2.D)	Adequacy of pervious surface areas in terms of drainage requirements (Policy 3.3.D)
Accessibility to major transportation corridors, air, water and rail transportation facilities. (Policies 3.1.E and 3.6.A)	Adherence of proposed zoning to the objectives/policies of the Conservation Element and minimization of impacts upon natural systems. (Policy 3.2.E)	Safety of on site vehicular circulation, loading facilities and truck parking. (Policy 3.3.E)
Minimization of impacts upon natural systems. (Policy 3.1.F)	**Development Parameters Addressed by IU and IU-1 Zoning Regulations**	Storage locations and buffering from rights of way and the surrounding area. (Policies 3.3.F and 3.7.B)
Convenient access to labor, raw materials and market areas. (Policies 3.1.G and 3.6.B)	Permitted/prohibited uses.	Arrangement of site lighting and intrusiveness of lights upon the surrounding area. (Policy 3.3.G)
Provision of natural vegetative or other appropriate buffers to minimize nuisance effects.[4] (Policy 3.6.C)	Minimum lot size requirements.	Building placement/arrangement. (Policy 3.3.H)
Other performance based standards to minimize nuisance effects.[4] (Policy 3.6.C)	Minimum building setback requirements.	Provision of breezeway/visual corridor for riverfront properties. (Policy 3.3.I)
Light Industrial uses should not be located within 660' of major transportation corridors, unless contiguous with the railroad along US 1 or are water dependent/related uses. (Policies 3.7.A and 3.7.B)	Floor Area Ratio requirements.	Location of signage. (Policy 3.3.J)
Minimum Lot Size for Light Industrial Uses: 20,000 s.f.[4] (Policy 3.7.C)	Maximum building height allowances.	Site plan sensitivity to the protection of unique natural features. (Policy 3.3.K)
Maximum Floor Area Ratio (FAR) for Light Industrial use: 2.48[4] (Policy 3.7.D)	Minimum buffering requirements.	Other performance based requirements. (Policy 3.3.L)
Heavy Industrial uses should not be located within 660' of major transportation corridors, unless contiguous with the railroad, adjacent to US 1, or are water related/dependent uses. (Policies 3.8.A)	Traffic impacts associated with the proposed use(s).	Suitability of mixture of uses (if multiple uses proposed). (Policy 3.3.M)
Minimum Lot Size for Heavy Industrial Uses: 40,000 s.f.[4] (Policy 3.8.B)		Provision of natural vegetative buffers, fencing materials or other buffers to minimize nuisance effects such as noise, odor, visual impacts. (Policies 3.3.B and 3.3.N)
Maximum Floor Area Ratio (FAR) for Heavy Industrial use: 1.76[4] (Policy 3.8.C)		Landscaping conforms with policies of the Comprehensive Plan and land development code. (Policy 3.3.O)

[1] This table serves as a summary. Refer to Policies 3.1, 3.6, 3.7 and 3.8 for full details. [2] This table serves as a summary. Refer to Policies 3.2 and 3.6, 3.7, and 3.8 for full details.

[3] This table serves as a summary. Refer to Policies 3.3 and 3.6, 3.7, and 3.8 for full details. [4] These parameters will be applied during the plan review process.

Water-Related and Water-Dependent Industrial Uses
Policy 3.9

Waterfront parcels may be designated for Heavy/Light Industrial land use to satisfy unique locational needs for water-dependent and water-related industrial activities, provided that such activity is compatible with surrounding existing and programmed development and is consistent with these Industrial land use policies. Appropriate locations for water-dependent and water-related industrial land uses shall be based upon the following minimum criteria:

Criteria:

A. Only water-dependent industrial land uses, which must be carried out only on, in or adjacent to water areas, may be considered for location along the Indian River lagoon system.

B. Water-related industrial land uses shall be considered only on the uplands adjacent to Class III waters of the Indian River lagoon system. Water-related uses are those which are not directly dependent upon access to a water body but which provide goods and services to uses which are water-dependent.

C. Directives, policies and criteria in the Coastal Management and Conservation elements of this Comprehensive Plan which address water-dependent and water-related land uses shall be utilized in the location of industrial uses adjacent to water bodies.

Agricultural Land Uses

Objective 4

Brevard County recognizes the importance of agricultural lands to the community as the industry benefits the economy, reduces the extent of urban sprawl, and the costs of providing public facilities and services, provides environmental benefits, and provides open space and visual beauty. The County shall enhance and protect agricultural lands, and provide for the continuing viability of the agricultural industry in the County's economy.

Permitted Uses in Agricultural Land Use Designation
Policy 4.1

Appropriate and adequate lands shall be designated Agricultural on the Future Land Use Map. Agricultural activities include, but are not limited to, row, vegetable and fruit crop production; dairy, poultry and livestock production; aquaculture, silviculture, horticulture, and apiariculture. Large lot residential development which does not impede the use of lands for agricultural

purposes shall be permitted in this land use designation. The following minimum criteria shall govern activities in this land use designation:

Criteria:

A. Residential densities shall not exceed one dwelling unit per five (5) acres.

B. The County shall not extend public utilities and services outside of the service areas to Agricultural areas for new development, unless there is an overriding public benefit which accrues to an area larger than the specific Agricultural area. However, the County will accept facilities through dedication, and provide services and utilities through MSBU's, MSTU's and other means through which the recipients pay for the service or facility.

C. The County shall actively promote Transfer of Development Rights from Agricultural Lands and restrict Open Space Subdivisions and corresponding density bonuses in those areas designated as Agricultural Future Land Use Map.

Maintenance of Agricultural Designated Lands

Policy 4.2

Brevard County shall support voluntary federal, state and private acquisition and incentive programs for the maintenance of agricultural lands as opposed to eminent domain procedures.

Policy 4.3

Agricultural lands which are unique to Brevard County should be identified and programs for the protection of such lands should be evaluated as part of each Evaluation and Appraisal Report.

Criteria:

A. Unique agricultural lands would be those lands in Brevard County which possess the physical and chemical conditions for a high level of production with a low level of input. Other factors to be used in defining these lands would include the location, growing season, climate, moisture supply, or technique utilized.

B. Programs to be considered for protection of these agricultural lands should include, but not be limited to voluntary agricultural districts, time-certain dedications, purchase or transfer of development rights, and voluntary fee simple purchase of agricultural lands.

Policy 4.4

Brevard County shall support the Florida Greenbelt Law, Chapter 193, F.S., in an effort to provide incentives for agricultural property owners to maintain their lands in agriculture.

Policy 4.5

Brevard County shall encourage the use of cost-sharing programs and technical assistance offered through agencies such as the Soil & Water Conservation District to assist in the application of technology to conserve water and land resources.

Conservation Land Uses

Objective 5

Brevard County shall protect the natural and historic resources in the County from the adverse impacts of development, and coordinate development with appropriate topography and soil conditions.

Conservation Future Land Use Designations

Policy 5.1

The following two (2) conservation land use designations are adopted as part of the Future Land Use Map:

- Public Conservation
- Private Conservation

Public Conservation Lands

Policy 5.2

The Future Land Use Map shall designate lands as Public Conservation to provide for the protection of publicly held environmentally sensitive areas. The Public Conservation future land use designation is intended to accommodate lands and facilities which are managed by federal, state and local governments within unincorporated Brevard County for conservation or preservation uses. Such uses shall conform to the following minimum criteria:

Criteria:

A. The Public Conservation land use designation should include lands under the ownership of Brevard County, the St. Johns River Water Management District, or other such agencies, for the purpose of environmental protection, publicly owned lands within the Environmental Area (EA) zoning classification, and publicly owned areas in which it is demonstrated that the preservation of environmentally sensitive resources will provide an overriding public benefit.

B. Development activities within lands designated as Public Conservation shall be consistent with the specific policies in the Conservation Element related to natural resources, and the intent of this Comprehensive Plan. Specifically, activities that are conducted on Public Conservation lands that enhance, protect or manage such lands for nature-based recreation, conservation or preservation purposes for the benefit of the public shall be considered as consistent with this criterion.

C. Other environmentally sensitive lands (i.e., floodplains, wetlands, or aquifer recharge areas) which are located outside of the Public Conservation land use designation are protected through the policies of the Conservation Element of this Comprehensive Plan.

D. Privately owned land shall not be designated as Public Conservation. If privately owned lands are acquired by state, regional, or local agencies for conservation or preservation purposes, the participating agencies should provide such information to the County so that the Future Land Use Map may be amended pursuant to Florida Statute 163.3187, as may be amended. The County shall annually request such information from the applicable agencies so that any necessary amendments can be made to the Future Land Use Map.

Residential Uses in Public Conservation Areas
Policy 5.3

Residential densities for Public Conservation lands should not exceed one (1) dwelling unit per fifty (50) acres. Dwelling units on publicly held lands, including those zoned EA which are in public ownership, are limited to accommodating park rangers or other authorized personnel as deemed appropriate in order to manage or protect such Public Conservation lands.

Private Conservation Lands
Policy 5.4

This land use designation related to privately owned lands with significant environmental features. The land use designation applies to privately held lands that were designated Conservation on the Future Land Use Map prior to adoption of the Future Land Use Element on May 16, 2000 regardless of their zoning classification. Any land uses designated Private Conservation after May 16, 2000 are lands which are privately owned and zoned Environmental Area (EA) or so designated by an approved binding development plan shall be

designated as Private Conservation. Such privately owned parcels shall permit a maximum residential density of one (1) unit per ten (10) acres.

Public Facilities Land Uses

Objective 6
Brevard County shall provide for adequate lands to meet the existing and future needs for public facilities and services, consistent with the Capital Improvements Program and the policies and the criteria of this Comprehensive Plan.

Designation of Public Facilities Lands
Policy 6.1

Brevard County shall adopt a Public Facility land use designation as part of the Future Land Use Map.

Locational Criteria for Public Facilities
Policy 6.2

Appropriate locations for public facility land uses should be based upon the following minimum criteria:

Criteria:

A. Public facilities are those uses which, at a minimum, relate to government-managed transportation, sanitary sewer, potable water, solid waste, drainage, conservation, education, government service systems, and other utilities such as gas, electric, telephone and cable. An exception should be made for transmission or collection facilities, rights-of-ways, and easements. Public facilities are also those uses classified as scientific research and technology development activities conducted by non-governmental organizations (NGOs) in formal partnership with governmental entities. Such NGOs shall provide economic, environmental and/or quality of life benefits to Brevard County. Specific land-use activities include either: life science research, ocean, coastal and marine research and technology development, or environmental science research. Public Facilities that are NGOs in formal partnership with governmental entities shall not exceed a FAR of .25

B. Public facilities land uses may be considered for locations within all land use designations on the Future Land Use Map provided such uses are compatible with adjacent land uses consistent with this Comprehensive Plan.

C. Following the purchase, lease or dedication of property for public facility purposes, the Comprehensive Plan shall be amended to depict the property as Public Facility on the Future Land Use Map.

D. Brevard County shall encourage the use of common corridors for utility systems, including sanitary sewer, potable water, re-use, electricity, gas and other utilities.

Co-location of Public Facilities with Public School Sites
Policy 6.3

In order to maximize the efficiency of public facilities and resources, Brevard County and the Brevard County School Board should strive to coordinate use of existing school facilities for public use. In addition, development of new libraries, parks and recreation facilities, children's services facilities, and other appropriate public uses on properties adjoining school sites should also be coordinated.

Recreation Land Uses

Objective 7
Brevard County shall acquire or dedicate adequate public lands for parks and recreation to meet the County's existing and future recreational needs consistent with the objectives and policies in the Recreation and Open Space Element of this Comprehensive Plan.

Locational Criteria for Recreation Lands
Policy 7.1

The Recreation land use designation shall be adopted as part of the Future Land Use Map to identify appropriate locations for public recreation land uses, based upon the following minimum criteria:

Criteria:

A. Recreation land uses may be considered within all land use designations on the Future Land Use Map, provided such uses are compatible with adjacent land uses.

B. Following determination by Brevard County to utilize property for public recreational purposes, the Future Land Use Map shall be amended to depict said property as Recreation on the Future Land Use Map.

Developments of Regional Impact (DRIs)

Objective 8
Brevard County shall review and regulate Developments of Regional Impact (DRIs) pursuant to the requirements of Chapter 380, Florida Statutes, Chapters 9J-2 and 28-24 Florida Administrative Code and applicable local ordinances.

Designation of Development of Regional Impact on the Future Land Use Map
Policy 8.1

Brevard County shall adopt a Development of Regional Impact (DRI) land use designation which depicts approved DRIs on the Future Land Use Map. Each DRI shall adhere to the conditions contained within its adopted Development Order as amended from time to time. The approved development amounts for each land use type are listed below for each DRI and may be exceeded by amending the approved Development Order only if the approved changes do not represent a Substantial Deviation pursuant to the requirements of Subparagraph (b) of Subsection (19), Chapter 380.06, Florida Statutes.

1. The Viera Development of Regional Impact

The following shall guide land use and development of the Viera New Town:

Viera is planned as a mixed use community that incorporates smart growth principles with the functional integration of uses including residential, retail, office, attraction, theater, hotel, institutional, hospital, light industrial, educational, medical and recreation uses and supporting infrastructure. The residential uses will provide for a full range of housing types including single family ownership and rental units supporting a broad range of family sizes and incomes and will be linked by pedestrian/bicycle friendly pathways to the various non-residential components. The town will also have interconnected systems of open space that provide recreational opportunities and provide for the conservation of natural resources. The overall approximate acreage of the DRI is 20,500 acres.

The Future Land Use Map Designation for Viera is Development of Regional Impact (DRI). The DRI area west of I-95 is a New Town as described in Objective 9. Map 7 identifies the location of the New Town Land Use Areas/Districts of Viera including: Community; Regional Commerce; Town Center; Village; Interchange; Rural; and Conservation. These "Areas/Districts" (as defined in Policy 9.1) are not separate future land use designations, but are intended to further guide the form and design of the development that is permitted within Viera. Viera is distinct from existing urban areas and surrounding land uses and is generally situated between Wickham Road and Barnes Boulevard on the east side of I-95 and between Post Road and Barnes Boulevard on the west side of I-95.

A. Viera DRI: Allowable Uses

The following land uses and substantially similar land uses and corresponding densities and intensities are allowable in the Viera New Town:

	Land Use	Maximum Density/Intensity
•	Single Family Residential	7 units per net acre*
•	Multi Family Residential, including Nursing Home, ALF and ILF	20 units per net acre*
•	Rural Residential (within the Rural Development District)	1 unit per 2.5 gross acres*
•	Retail; Office including Medical Office and Clinic; Hotel; Movie Theaters, Attractions in Town Center**	3.0 FAR
•	Retail; Office including Medical Office and Clinic; Hospital Hotel; Movie Theaters, Attractions Outside Town Center	2.0 FAR
•	Institutional/Civic/Education	.5 FAR
•	Light Industrial/Office Warehouse	.5 FAR
•	Educational Campus	2.0 FAR
•	Sports Stadium	9,000 seats
•	Parks and Recreation	Not Applicable
•	Agricultural Use (as defined in Policy 9.1) is permitted within the Rural Area and the Conservation Area prior to the transition of such areas to the Rural District and the Conservation District, respectively, in accordance with an approved staging plan set forth in the DRI Development Order. Upon transitioning to such districts, Agricultural Use is permitted within the Rural District and the Conservation District only in a manner consistent with the Habitat Management Plan and applicable conservation easements and regulatory permits. Agricultural Use is permitted within any district in which development is occurring up to and until approval of a Site Plan or Subdivision Plat applicable to land which is subject to Agricultural Use.	Not Applicable
•	Land excavation for the creation or enhancement of lakes, water bodies, or drainage facilities and removal of materials in association or connection therewith are allowable uses.	Not Applicable

Notes:

* Maximum Density/Intensity is based on net developable acreage, which does not include additional acreage needed for storm water management, roads, parks and recreation and conservation areas. Maximum Density/Intensity relates to the overall net density of the entire DRI, except as applied to Rural Residential which relates to the overall gross density of the Rural Development District, and is not intended to apply as a site specific maximum density limitation during sketch plan or site plan review.

** The Town Center is generally located in an area north of Wickham Road, west of I-95; east of Stadium Parkway and south of Viera Boulevard. (See Map 7). Town Center uses within the Viera Town Center shall include government facilities as well as a full mix of other land uses such as office, retail, civic and residential.

***Agricultural Use within the Rural Area includes a limited number of temporary housing units for agricultural workers, not to exceed 50 total units.

**** Within the Conservation District and the Rural District no residential development will be permitted. Only that non-residential development which is consistent with an approved Habitat Management Plan (as part of the DRI Development Order) shall be permitted in the Conservation and Rural District.

(1) Special Standards for the Rural District

The following land uses and substantially similar land uses and corresponding densities and intensities are allowable in the Rural District:

	Land Use
•	Habitat Protection
•	Agricultural Use
•	Recreation

Notes:
1. These uses are only permitted to the extent that they are consistent with the provisions of the approved Habitat Management Plan.

B. Viera: Mix of Uses

The mix of uses for Viera (gross acreage) is as follows:

Table 8.1: Viera DRI Development Program (2009 Development Order)

*

Land Use (See Notes)	Totals
Residential (units)	29,945
Office Development (s.f.)	3,569,702
- General Office (s.f.)	3,391,702
- Government Office (s.f.)	178,000
Hospital, Health Clinic (beds and s.f.)	
- VA Clinic (s.f.)	137,500
- Hospital Beds	322
- ACLF Nursing Home (beds)	1,060
Industrial Plants or Parks Distribution, Warehousing or Wholesaling Facilities	302,518
- Office/Warehouse (s.f.)	22,500
- Light Industrial (s.f.)	280,018
Retail and Service Development (s.f.)	3,438,127
Hotel or Motel Development (rooms)	1,000
Attractions and Recreation Facilities	
- Stadium (seats)	7,500
- Theaters (screens/seats)	16 Screens/ 3,600 Seats
-Golf Course	72 Holes

Government Office for Phases 1 and 2A is included in General Office

Notes:

1. Office use includes medical office uses. Medical offices may include physician offices, medical clinics, labs, and diagnostic centers, ambulatory facilities, surgery centers, urgent care centers, rehabilitation centers, medical equipment sales and service, hospice, home health, pharmacies, cancer centers, hospitals or other similar medical office or specialty medical services or uses.
2. Medical uses may include but are not limited to physician offices, medical clinics, labs, diagnostic centers, ambulatory facilities, surgery centers, urgent care centers,

rehabilitation centers, medical equipment sales and service, pharmacies, cancer centers, hospitals, health fitness, hospice or home health care or other similar medical or health care uses, so long as they are consistent with the terms of the Viera DRI Development Order.

3. Retail service use includes fitness center/health club uses.
4. Residential use includes independent living uses.
5. Land uses such as elementary and secondary schools (public and private), churches, libraries, post offices, fire or police stations, golf courses and other public/civic uses are allowable in any development district, in addition to other designated uses shown on the DRI Map H.

New Town Overlay

Objective 9
Brevard County shall maintain development standards for large scale mixed use New Town projects and provide incentives for large-scale environmental design.

Definitions
Policy 9.1

Agricultural Use: Any use of land for bona fide agricultural purposes as described in Section 193.461(3)(b), Florida Statutes or for activities of a farm operation as described in Section 823.14(3), Florida Statutes or for Agriculture as defined in Section 570. 02(1), Florida Statutes; including, but not limited to, temporary housing for agricultural workers not to exceed a total of 50 units.

Community District: That portion of the New Town Overlay promoting mixed-use development in both infill and redevelopment scenarios. Allowed uses include residential, office, retail, light industrial and institutional.

Conservation Area: That portion of the New Town Overlay to be dedicated to conservation purposes as mitigation for impacts related to development within subsequent phases of the DRI. Portions of the Conservation Area shall be dedicated to conservation purposes and designated as part of the Conservation District pursuant to an approved staging plan set forth in the DRI Development Order. Prior to designation as part of the Conservation District, Agricultural Use is permitted within the Conservation Area.

Conservation District: That portion of the New Town Overlay dedicated to conservation purposes and providing mitigation for impacts to wetlands and listed species habitat resulting from development within the New Town Overlay. Land Uses and Agricultural Use within the Conservation District will be permitted only in a manner consistent with

the Habitat Management Plan and applicable conservation easements specifically imposed on lands within the Conservation District.

Neighborhood: Neighborhoods are predominantly residential areas, the collection of which constitutes a Village. They are designed around a centrally located park or other public space (a Neighborhood Center) and are characterized by a mix of residential housing and local services that include schools, parks, and churches. (For more specific standards see Policy 9.7.)

Habitat Management Plan: Guidelines and practices for maintaining, enhancing and managing listed species habitat and conducting Agricultural Use within the Rural District and the Conservation District which shall be attached as an exhibit to the DRI Development Order. (For more specific provisions see Policy 9.9.1)

Interchange District: That portion of the New Town Overlay dedicated to providing opportunities for development compatible with adjacency to a major I-95 interchange. Potential uses include multi-family residential, office, retail, light industrial and institutional.

Neighborhood Center: The required public focal point of a Neighborhood. Uses may include parks, open space or public type facilities such as churches, community centers or recreational facilities.

Public/Civic: A class of land uses that includes government service centers, public parks and recreational space, educational institutions, libraries, museums, and religious institutions.

Recreational Space: The lands within the Developed area of the New Town that are required to meet the recreational needs of residents; may include both active and passive parks.

Regional Commerce: That portion of the New Town Overlay dedicated to providing employment opportunities. Allowed uses include office, retail, light industrial, and higher density residential.

Rural Area: That portion of the New Town Overlay to be dedicated to listed species habitat enhancement and management as mitigation for impacts to listed species habitat within the New Town Overlay related to subsequent phases of the DRI. Rural Areas shall be dedicated to habitat enhancement and management purposes and designated as part of the Rural District pursuant to an approved phasing plan set forth in the DRI Development Order. Prior to designation as part of the Rural District, Agricultural Use (including temporary housing units for agricultural workers, not to exceed 50 total units) is permitted within the Rural Area.

Rural District: That portion of the New Town Overlay dedicated to providing listed species habitat as mitigation for impacts arising from development within the New Town Overlay and accommodating long-term Agricultural Use in a manner consistent therewith in accordance with the Habitat Management Plan. Listed species habitat will be enhanced and managed, and Land Uses and Agricultural Use are only permitted within the Rural District in a manner consistent with the Habitat Management Plan.

Rural Development District: That portion of the New Town Overlay designated for low-impact rural residential development. Rural residential development occurring within the Rural Development District shall be designed in a context sensitive manner to minimize impacts on the adjoining Rural District and/or Rural Area.

Sketch Plan: An illustration that demonstrates the specific requirements for development areas that further support and implement the baseline standards established as part of the PUD zoning. This is a required component of development approval within the Village District. (For more specific standards, see Policy 9.9.2)

Town Center: That portion of the New Town Overlay designated as the central, mixed-use core for an entire New Town; emphasizes Traditional Neighborhood Design (TND) or Transit Oriented Design (TOD) development form as specified in Objective 8, Section 3.D. Special Provisions. Allowed uses include higher density residential, office, light industrial, retail, and institutional. (For more specific standards see Policy 9.6.)

Village: That portion of the New Town Overlay designated to provide a sustainable mixed-use development form. Villages are a collection of Neighborhoods, offering a diverse mix of housing types, of which at least 50 percent are within ½ mile of a Village or Neighborhood Center. Villages shall be supported by centrally located, mixed-use Village Centers (designed specifically to serve the daily needs of Village residents). Residential densities transition from high within and around the Village Center to lower densities on the edges of each village. (For more specific standards see Policy 9.7.)

Village Center: A centrally located and required mixed-use component of a Village designed to provide a sufficient mixture of non-residential uses so as to provide for the daily commercial needs of Village residents and residential uses of various densities, intensities, and types. This development form promotes walking between uses and a variety of transportation modes such as bicycles, transit, and automobiles. Allowed uses includes residential, retail, office, and civic uses including a park and/or school. (For more specific development standards see Policy 9.5)

New Town: General Principles
Policy 9.2

Brevard County adopts, as part of the Future Land Use Map, a New Town Overlay to include those areas having the characteristics of a new town community.

Criteria:

A. A New Town Overlay shall consist of and be regulated by the following:

1. Size of 1,500 acres at a minimum.
2. All new town communities shall provide acceptable funding mechanisms such as Community Development Districts, Special Districts formed pursuant to Florida Law, other private funding and developers' agreements to the County that ensure all services and facilities proposed by the applicant will be funded, operated, and maintained, through the acceptable funding mechanism, for the utilization of the new town's citizenry.
3. A full and balanced mix of all major future land use categories set forth in Rule 9J-5, F.A.C. shall be provided, with the possible exception of agriculture, with a goal of planning land uses that will result in a balance of jobs to households.
4. Initial control by a master developer of the land within the new town area.
5. Development based on a master development plan for the new town area.
6. Development that is clearly functionally distinct or geographically separated from existing urban areas and surrounding land uses.
7. Central potable water and sewer service and availability of other public facilities and services including roads, storm water management, parks and recreation, police and fire protection, emergency medical services, schools and solid waste service shall be planned and provided in accordance with applicable policies of the Capital Improvements Element, if not already available.
8. It shall be clearly demonstrated in a conceptual manner how future land uses will function as an interrelated community.
9. All New Town Overlay areas shall be evaluated as part of the Evaluation and Appraisal Report (EAR) process.

B. Maximum allowable residential densities and non-residential intensities within a New Town Overlay area shall be established as provided by other policies of this element.

C. A full range of housing types meeting the Standard Housing Code, including single family ownership and rental units that are considered affordable to all income levels, shall be allowed within a new town. Provision of this range of housing shall be supported by cooperative

developer/government efforts to provide opportunities for affordable single family home ownership. Specifically, opportunity for development of a variety of affordable housing units shall be made available which reflect the incomes of persons employed within the new town area.

D. A New Town Overlay area shall have interconnected systems of open space that provide recreational opportunities and provide for the conservation of natural resources

E. All New Town Overlay areas should have similar land use designations, directives, policies, and criteria. The new town developer shall assist local governments in developing uniform new town designations, policies, directives, and criteria. Brevard County shall, as part of its Evaluation and Appraisal Report (EAR) process, initiate appropriate amendments to fulfill this requirement.

F. The establishment of a New Town Overlay area on the Future Land Use Map is not intended to imply, nor does it express an intent by the Board of County Commissioners, that development is being directed to a New Town Overlay area, and to guide development away from other areas of Brevard County. Nor does Brevard County plan to reduce development potential in other areas of the County. Brevard County will always support additional development elsewhere in the County wherever appropriate.

G. The County recognizes that prevention of urban sprawl and the creation of compact, mixed-use development support an important public purpose. The County also recognizes the value of regional resource protection and accepts that wetland protection and enhancement measures shall be addressed as a part of established mitigation managed pursuant to a Habitat Management Plan.

H. New Towns shall conserve, appropriately use and protect native vegetative communities, including forests as appropriate through the protection of regionally valuable ecological resources adjacent to publicly-owned lands, located wholly within Brevard County, and managed pursuant to an approved Habitat Management Plan.

I. In order to provide community green space and clustering developments, all development shall comply with environmental design criteria in the form of alternative land clearing, tree protection and landscaping standards included in applicable PUD zoning (approved by the Natural Resources Management Department).

J. Landscaping, Land Clearing & Tree Protection
In order to facilitate development consistent with the objectives, principles and standards of the New Town Overlay, development shall follow alternative standards for landscape, land clearing and tree protection as set forth in applicable PUD zoning.

K. Brevard County shall continue to implement regulations for land excavation operations within a New Town Overlay. The regulations which shall include the following:
1. Provisions to prevent adverse effects on water quality and quantity.
2. Depiction of stormwater ponds and recreational lakes, including approximate locations and configurations, with details of side slopes, pond depths, normal water levels and any required planting areas.
3. Material removed from recreational lakes and stormwater ponds, or other excavation areas approved and consistent with the requirements as listed in Policy 9.2 (K)(4), may be utilized for fill material inside and outside of a New Town.
4. Construction and operation of Stormwater ponds and recreational lakes and associated facilities that are part of a Stormwater Management system approved by the County Engineer and included within an approved subdivision, sketch plan, site plan or plat shall not be considered a Land Alteration activity and shall not be subject to the regulations titled or pertaining to Land Alteration or Private Lakes.

L. New Town developments require central water, wastewater and irrigation services except in the Rural Development District. The New Town development shall identify, through the Zoning Approval Process, the method for the provision of infrastructure for the water, wastewater and irrigation systems for the development.

M. All subsequent development submittals within a New Town shall demonstrate that the integrity of the mixed-use district is not compromised by allowing extensive single-uses. The land use mix shall be phased to provide an adequate mix of non-residential uses to serve residential development within each development phase.

New Town: Commercial and Industrial Location Standards in Community District Policy 9.3

If consistent with other criteria in this policy and the plan, uses within the New Town Overlay Community District area need not be consistent in all cases with

commercial and industrial locational criteria, due to the integrated nature and large scale of New Town development, if they comply with the following:

Criteria:

A. Commercial Land Uses

Regional commercial uses shall be located in proximity to Interstate highways or other existing or planned arterial roadways. Sites for regional commercial centers shall be a minimum of 50 acres in size and should consist of 500,000 square feet of gross leasable area. A major component of the regional center may be a mall with at least two anchor stores. The site plan for the center shall ensure for a pedestrian circulation system that is integrated with the new town's overall pedestrian system. The site plan for all regional commercial development shall ensure that a pedestrian circulation system is provided that is integrated into the Town Center's overall pedestrian system, where such regional commercial development is in close proximity to the Town Center. The regional commercial center shall be compatible with adjacent uses, provided however such use shall be deemed compatible where it is consistent with an applicable Preliminary Development Plan.

1. Tourist commercial uses shall be located in proximity to other tourist uses such as sports facilities, entertainment facilities, and other tourist-related uses. These uses shall be accessed from an existing or planned arterial street. Tourist commercial uses shall be compatible with adjacent uses, provided however such use shall be deemed compatible where it is consistent with an applicable Preliminary Development Plan.
2. Local commercial centers shall be integrated with residential uses and shall be accessible from the New Town's pedestrian/bicycle pathway system and an additional transit corridor. The minimum acreage of a local commercial center is 10 acres with a gross leasable area to 125,000 square feet or less. Local centers may be spaced from 1 to 1.5 miles apart within the community. The centers are intended to serve the shopping needs of the residents living within the community and the immediate surrounding neighborhood. Sub-regional uses shall be permitted within local commercial centers, they shall have a minimum acreage of 20 acres and may have a gross leasable area of 500,000 square feet or less. Sub-regional uses shall be located adjacent to existing or planned arterial roadways. Local commercial centers shall be compatible with adjacent uses, provided however such use shall be deemed compatible where it is consistent with an applicable Preliminary Development Plan.
3. Convenience commercial shall consist of a minimum of 1 to 5 acres in size, and shall provide access to residential neighborhoods via the New Town's pedestrian/bicycle pathway system. The gross leasable

area shall be up to 50,000 square feet. The convenience commercial center shall be compatible with adjacent uses, provided however such use shall be deemed compatible where it is consistent with an applicable Preliminary Development Plan.

B. Office Uses

Office uses may be located in regional commercial centers, local commercial centers, convenience commercial centers, or serve as a transitional use between residential uses and more intense non-residential uses and between residential uses and transportation facilities. Office uses shall be compatible with adjacent uses, provided however such use shall be deemed compatible where it is consistent with an applicable Preliminary Development Plan.

C. Industrial Uses

The negative impacts of industrial land uses on the functions of the natural systems shall be minimized. Sites for industrial development shall be accessible to essential public and private facilities and services including transportation, potable water, an appropriate sewage treatment facility, solid waste, and drainage. Sites for industrial development shall be located with access from existing planned arterial streets or highways. Industrial use shall be compatible with adjacent uses, provided however such use shall be deemed compatible where it is consistent with an applicable Preliminary Development Plan.

New Town: Regional Commerce District Standards
Policy 9.4

For those areas within a New Town that are designated as "Regional Commerce District", the following standards shall apply:

Criteria:

A. Regional Commerce Districts should be developed with the goal of increasing full-time employment opportunities through office uses. Retail, light industrial, and high density residential uses are also allowed.

B. Regional Commerce Districts shall include a mixture of uses wherein the residential uses are integrated with the non-residential uses through an interconnected network of streets. This street network shall also be interconnected and accessible from the New Town's pedestrian/bicycle pathway system and a transit corridor. Site plans for development shall ensure that the pedestrian circulation system for the Regional Commerce development is integrated with the New Town's overall pedestrian system.

New Town: Urban Design Principles
Policy 9.5

Districts within a New Town that are designated as either "Town Center", or "Village" shall exhibit elements of the following Traditional Neighborhood Design principles:

Criteria:

A. Village or Town Centers with Mixed Uses. Village Center and Town Centers shall be designed to insure a mixture of non-residential and residential uses of various densities, intensities, and types designed to promote walking between uses and a variety of transportation modes such as bicycles, transit, and automobiles.

B. Pedestrian Scale Commercial Development. Commercial areas shall be designed to a pedestrian scale and orientation served by an urban street network with a block structure and urban building frontages along street faces.

C. Functional Neighborhoods. Residential areas shall be located and designed as neighborhoods, which embrace a full range of urban facilities including neighborhood retail centers, a variety of housing types, public/civic space and a variety of open space amenities, schools, central water and sewer, and fire/safety accessibility.

D. Walkable Streets. Neighborhoods shall be designed to reinforce reasonable walking distances from Village or Neighborhood Centers and the location of parking, and the design of streetlights, signs and sidewalks shall respect the pedestrian orientation of the development.

E. Interconnected Circulation Network. The Villages and Town Center shall be designed along an interconnected street system that accommodates pedestrians and bicycle features and links neighborhoods to shopping areas, civic uses, parks and other recreational features.

New Town: Town Center Standards
Policy 9.6

For those Districts within a New Town that are designated as a Town Center, the additional following standards shall apply:

Criteria:

A. The Town Center is a strong core of higher density residential, employment and commercial uses, which shall be interconnected and accessible by pedestrians to surrounding areas and shall be designed to encourage and accommodate regional transit.

B. The quantity of non-residential development permitted in the Town Center will be related to the demand for community commercial, office, civic and government use development within the New Town.

New Town: Village Standards
Policy 9.7
For those Districts within a New Town that are designated as a Village, the additional following standards shall apply:
Criteria:

A. The planning principles that shall guide the development of all Villages shall include the following:

B. The development pattern of all Villages shall respect the environment by reinforcing the consolidated, connected open space systems of the New Town which enhances regional environmental systems where appropriate;

C. The development shall create self-sufficient communities that provide a fully connected system of streets and roads that encourage alternative means of transportation such as pedestrians, bicycle, and transit; and

D. The development shall be formed around the Village Center and Neighborhoods which, collectively, shall include a diversity of housing types.

E. Villages shall be a minimum of 1000 acres and shall be designed as a collection of Neighborhoods where a majority of the housing units are within a half mile walking distance of a Village or Neighborhood Center with higher densities closer to the Village Center. Villages shall be supported by internally designed, mixed-use Village Centers (designed specifically to serve the daily needs of Village residents).

F. Villages shall include a mix of uses, including residential, commercial, office, Public/Civic, schools, and Recreational Space, that serve the daily needs of residents;

G. Villages shall include a Village Center with sufficient non-residential uses to provide for the daily needs of Village residents, by phase of development, in a form that can be conveniently served by regional bus service;

H. Villages shall include a range of housing types that supports a broad range of family sizes and incomes.

I. Villages shall include compact design that includes a system of land subdivision and development which links one Neighborhood to another;

J. Villages shall include interconnected streets that are designed to balance the needs of all users, including pedestrians, bicyclists and motor vehicles, and which are built with design speeds that are appropriate. Villages shall include alternatives for pedestrians and bicyclists through the provision of sidewalks, street trees and on-street parking which provide distinct separation between pedestrians and traffic; and provide adequate lighting that is designed for safe walking and signage which has a pedestrian orientation. Within Village Centers, spatially define primary streets and sidewalks by arranging commercial and multi-family buildings in a regular pattern that are unbroken by parking lots;

K. Villages shall provide Recreational Spaces that meet the recreational needs of the community, reinforce the design of the development by providing a variety of Recreational Space amenities that serve a range of interests and distribute Recreational Space amenities throughout the development.

L. Villages shall have a system of connected open space which includes elements of public edge throughout the neighborhoods that connect each village.

New Town: Rural Development Standards
Policy 9.8

For those Districts within a New Town that are designated as Rural Development, the additional following standards shall apply:

Criteria:

A. Residential development shall be limited to a specified acreage.

B. The development design shall be context-sensitive in order to minimize adverse impacts to adjacent lands.

C. Residential development should promote rural character when viewed from public roads and from abutting properties.

D. Low-density residential development and rural residential clusters shall both be considered compatible forms of development.

E. At the request of an applicant, the boundary of the Rural Development District (as shown on an overlay map) may be changed administratively by Brevard County provided that the change does not create a development enclave, does not exceed the overall approved acreage of the Rural Development District or reduce the existing overall acreage of the Rural District.

New Town: Standards for Rural and Conservation Districts
Policy 9.9

The Rural District and the Conservation District shall accommodate and provide mitigation for impacts to wetlands and/or listed species habitat resulting from development within the New Town Overlay. The transition of land into either the Rural District or the Conservation District shall occur in accordance with a phasing plan set forth in the DRI Development Order. Such transition shall be implemented by the conveyance of either (1) fee simple title to such lands or (2) a conservation easement over such lands, to an independent special district formed under Chapter 189 or Chapter 190 of the Florida Statutes or other governmental entity, which may include, but not be limited to, the Viera Stewardship District, Brevard County, the St. Johns River Water Management District, the Florida Fish and Wildlife Conservation Commission, or the U.S. Fish and Wildlife Service. The following criteria apply to the Rural District and the Conservation District within the New Town Overlay:

Criteria:

A. Agricultural Use is only permitted within the Rural District and the Conservation District in a manner consistent with the Habitat Management Plan and applicable conservation easements and regulatory permits.

B. Passive recreational uses are allowed within the Rural District and the Conservation District in a manner consistent with the Habitat Management Plan and applicable conservation easements and regulatory permits.

C. The Rural District and the Conservation District shall be administered by an independent special district formed under Chapter 189 or Chapter 190 of the Florida Statutes or other governmental entity satisfactory to Brevard County, which administrator shall provide for the long term management of such districts and the implementation of all management, enhancement and preservation activities required in accordance with the Habitat Management Plan and applicable conservation easements and regulatory permits.

Habitat Management Plan
Policy 9.10

A Habitat Management Plan shall be submitted to and approved by Brevard County Natural Resources Management Department, as a part of the DRI approval process and compliance with said plan shall become a condition of the development approval. The specific requirements listed below shall be defined through the subsequent permitting process and incorporated into the Habitat Management Plan in accordance with the DRI Development Order.

Criteria:

A. Resource protection and conservation will occur through the legal protection of Conservation and Rural Districts;

B. Specific responsibilities for the regular and periodic operation and maintenance of the area including the identification of on-going management strategies for conservation and/or restoration of native habitats to meet mitigation requirements;

C. Standards and timelines for monitoring that will evaluate listed species behavior and productivity, enhancement activities, and ongoing land management;

D. Operational standards, including the standards for regular maintenance of infrastructure, and providing wildlife management, to ensure the long-term success of natural resource management in a mitigation area.

E. Operational standards to ensure the continuation of Agricultural Use in a manner compatible with long-term natural resource management goals.

Review and Approval Process
Policy 9.11

Criteria:

A. Standards for Review

Development within the New Town Overlay Village, Town Center, Regional Commerce and Interchange Districts must demonstrate the following:

1. That the development complies with all applicable County environmental preservation regulations provided, however, that the development shall also separately comply with applicable federal and state environmental preservation regulations.
2. That the location of the developed areas on the site respects existing adjacent development patterns;
3. Permits the most density and intensity in areas that are most proximate to Town Centers and Village Centers;
4. That, where applicable, the integrity of the mixed-use district is not compromised by allowing extensive single-uses. The land use mix shall be phased to provide an adequate mix of non-residential uses to serve residential development within each development phase.

B. Approval Process

Development within the New Town Overlay includes the approval of a Planned Unit Development Zoning District rezoning and a more specific Sketch Plan approval process for each Village within the Village District. As part of the Planned Unit Development Zoning, each Village must be master planned as shown on a Preliminary Development Plan before an individual

neighborhood can proceed through the Sketch Plan Process. The applicant may submit more than one Village Sketch Plan at a time for review and approval.

C. Approval Process: Zoning Standards
The Planned Unit Development Zoning District rezoning shall establish the general baseline regulation for the development including standards for physical design, development approval processing, proposed phasing, and the identification and definition of the types of major modifications to the Zoning District approval that shall require the review and approval of the County Commission and minor modifications that shall require only the review and approval of county staff. The Planned Unit Development Zoning shall include a Preliminary Development Plan as required by Brevard County Land Development Code Section 62 Subdivision V.

D. Approval Process: Sketch Plan Standards
The Sketch Plan review and approval process shall establish the specific requirements for Village development that further support and implement the baseline standards established as a part of the Planned Unit Development Zoning and shall include the following information:

- Location of each Neighborhood, Neighborhood Center, Village, and a block layout of a Village Center or Town Center where applicable
- Recreational Space
- Land Use Mix
- Density and intensity of land uses proposed
- Circulation routes for auto, transit (where applicable), pedestrian and bicycles modes
- Design Criteria for landscaping and signage
- Transportation Network Connections
- Preserved wetland areas, associated upland buffers, impacted wetland areas and a quantification of wetland impacts within the Sketch Plan area.

A Sketch Plan shall be considered an integrated site plan or commercial subdivision as referenced in Chapter 1 Policy 5.2 (5) (a) (iii). The approval of a Sketch Plan and modifications thereto shall only require the review and approval of county staff.

E. Approval Process: Site Plan or Subdivision Plan
Site Plan or Subdivision Plan review for individual sites within an approved Sketch Plan shall follow the procedures outlined in Articles VII and VIII of the Brevard County Land Development Regulations, provided

that Site Plans and Subdivision Plans for individual sites within any Sketch Plan area shall be consistent with such Sketch Plan.

F. Appeals related to any administrative decision or determination concerning implementation or application of Policy 9.9 provisions shall follow the established appeal procedures as included in the Brevard County Code of Ordinances (Sec. 62-506. Appeals generally.)

Transfer of Development Rights (TDRs)

Objective 10
Brevard County shall encourage preservation of unique aspects of the natural environment by recognizing Transfer of Development Rights (TDRs) which permit more intense activity in areas deemed suitable for development.

Criteria for Transfer of Development Rights
Policy 10.1

Transfer of development rights (TDRs) may be obtained through the Conditional Use Permit or DRI process to direct residential development to areas which are deemed suitable for growth with the intent of furthering County goals related to preservation of the physical (including historic) and/or natural environment. TDRs may be transferred: (1) to an approved offsite location which is designated a receiving district; or (2) internally within a project from an approved sending district. In either circumstance, the utilization of TDRs must adhere to the following minimum criteria:

Criteria:

A. TDRs may be utilized in a project via Planned Unit Development (PUD), DRI process, or binding development agreements with binding development restrictions.

B. The density of a project receiving TDRs shall not exceed 150% of the density permitted in the designated land use category. The maximum allowable density of a development shall take into consideration all other requirements of the Comprehensive Plan.

C. The density assigned to a wetland area on the Future Land Use Map series may be transferred to an upland area within the same project. The transfer shall be subject to the provisions contained in Criterion B above**.**

D. Compatibility with surrounding development patterns within receiving areas shall be ensured.

E. TDRs may be considered due to environmental considerations; for the protection of historic resources; to encourage the preservation of Agricultural lands, to encourage urban infill development; to provide additional open space; and to encourage development within specified area(s).

F. Applications for projects proposing to utilize TDRs shall include an analysis of the impacts that the increased density will have on public facilities and infrastructure as well as the school system.

G. The CHHA is considered a sending district for TDRs, but cannot be a receiving district, except for intra-area transfers.

H. To promote the protection of Agricultural lands, the transfer of development rights from Agricultural land will receive a 25% density bonus. Example: A TDR of 4 dwelling units from an Agricultural sending district will be 5 dwelling units to the non-Agricultural receiving district.

Receiving Districts for Transfer of Development Rights
Policy 10.2

The following land use designations may be considered receiving districts for Transfer of Development Rights:

- Residential 30 Directive
- Residential 15
- Residential 10
- Residential 6
- Residential 4
- Neighborhood Commercial
- Community Commercial

Sending Districts for Transfer of Development Rights
Policy 10.3

The following land use designations may be considered as sending districts for Transfer of Development Rights:

- Agricultural (25% bonus applicable)
- Conservation
- Coastal High Hazard Areas

Redevelopment & Regentrification

Objective 11

Brevard County shall alleviate the impacts of inadequate public facilities and services,

substandard structures and lot configurations in blighted or other affected areas in the County through redevelopment initiatives.

Criteria for Redevelopment Plans
Policy 11.1

Brevard County shall continue to identify areas that are candidates for redevelopment, such as those addressed in the Merritt Island Redevelopment Plan and adopt redevelopment plans in order to improve traffic circulation and parking, and to provide for aesthetically pleasing and environmentally sound commercial, office and residential opportunities, consistent with this Comprehensive Plan. At a minimum, the following criteria shall apply:

Criteria:

A. Redevelopment plans shall be coordinated with the availability of the following public facilities and services at levels of service adopted in this Comprehensive Plan: roadways, potable water, sanitary sewer, drainage, solid waste and emergency services.

B. Redevelopment plans shall be coordinated with transportation improvements including marginal access, existing roadway networks in the study area, limitation of access points, parking, pedestrian and bicycle facilities and mass transit.

C. Redevelopment plans shall address the impacts of redevelopment activities on the natural systems. Redevelopment activities shall be conducted consistent with the Conservation, Coastal Management and Surface Water Management elements of this Comprehensive Plan.

D. Redevelopment plans shall address appropriate development patterns in the study area. Primary emphasis shall be given to compatible retail commercial, high density residential, professional office and mixed-use projects. Clustered development patterns shall be preferred over strip development patterns.

E. Redevelopment plans shall provide for the visual continuity of the study area through landscaping, signage and architectural and design requirements.

F. Redevelopment plans shall address economic development strategies such as business recruitment, commercial revitalization and marketing campaigns.

G. Redevelopment plans shall identify structures which are substandard and shall address measures for rehabilitation or replacement.

H. Redevelopment plans shall include relocation strategies for residents and businesses displaced by implementation of said Plan. These strategies shall ensure that those displaced are provided adequate notice, equitable compensation and assistance in locating comparable relocation accommodations.

Policy 11.2

Redevelopment Districts may be established consistent with criteria set forth in Chapter 163, Part III, F.S. Such districts may receive special attention and flexibility, in accordance with current or new land development regulation which may be adopted by the Board of County Commissioners in accordance with Criterion C, in order to assure the elimination of factors contributing to economic debilitation. To that end, Redevelopment Districts shall be developed according to the following minimum criteria:

Criteria:

A. A Redevelopment District shall be developed in accordance with its adopted Redevelopment Plan.

B. Redevelopment Districts shall be permitted in any land use designation**.**

C. Redevelopment agencies shall promulgate land development regulations, design standards, rehabilitation and maintenance standards, and other regulatory or planning programs to establish performance standards, guide growth, or implement the adopted Redevelopment Plan, as may be amended and adopted by the Brevard County Board of County Commissioners.

D. Allowable non-residential development activities shall reflect the character and nature of the District. If a Redevelopment District has the potential to become an urban central business district, then adequate opportunities should be provided for pedestrian movement, activity centers, urban spaces and other characteristics of urban core areas.

E. Residential development activities shall be encouraged to complement the types, styles and ranges of residential development standards assigned through the respective Redevelopment Agency's Land Development Regulations.

F. A density bonus program that provides developer incentives for the rehabilitation and reconstruction of housing should be implemented in appropriate Redevelopment Districts, as follows:

Land Use Designation	Maximum Number of Units Permitted
Residential 30 Directive	37.5 du/ac.
Residential 15	18.75 du/ac.
Residential 10	12.5 du/ac.
Residential 6	7.5 du/ac.
Residential 4	5 du/ac.
Residential 2	2.5 du/ac.
Residential 1	1.25 du/ac.

Density bonuses in the CHHA shall be approved by the Board of County Commissioners and shall be subject to environmental constraints, availability of public facilities, land use compatibility, and level of service requirements set forth in this Plan. Residential densities, of up to 37.5 dwelling units per acre, may be considered in the Merritt Island Redevelopment Area and shall be incorporated if approved by the Board of County Commissioners as part of a redevelopment plan.

G. Appropriate areas shall be set aside within each Redevelopment District for conservation, open space, recreation, or public facility usage.

Platted Lands with Development Limitations
Policy 11.3

Brevard County shall continue to support State and local initiatives that seek to address those lands which are platted but possess limitations to development based upon inadequate public facilities and services, substandard lot configurations, or environmental constraints.

Property Rights
Policy 11. 4

Brevard County shall address all constitutional considerations in the evaluation of applications for development orders and permits and shall maintain a process for appeals.

Policy 11.5

Brevard County shall encourage private redevelopment projects which are not regulated under Chapter 163, Part III, F.S. through the establishment of the Planned Redevelopment District Future Land Use designation. This land use designation is intended to enable the County to consider preliminary redevelopment proposals in which only maximum thresholds for buildout and other general development information are provided. Under this approach, the identification of specific land use tracts may be reserved until re-zoning (if required) or the site plan approval process. The following minimum criteria must be met in order to request the Planned Redevelopment District land use designation:

Criteria:

A. Parcels seeking this designation must currently be substantially improved and proposed for redevelopment ; and

B. The minimum land assemblage requirement for this future land use designation is twenty-five (25) acres, all of which is held under one ownership, consolidated under a Unity of Title or similarly bound by other legal instrument, to ensure that the site remains undivided and that the project is built out and maintained in a manner contemplated at the time of the FLUM amendment approval; and

C. A property utilizing this future land use designation must abut one or more improved arterial roadways at the time of the FLUM amendment request.

Policy 11.6

Since the Planned Redevelopment District land use designation is based upon broad conceptual information rather than specific details relating to the proposed layout/arrangement of use(s) on site, such amendment requests shall, at a minimum, be accompanied by the following information:

Criteria:

A. Project description explaining the intent/scope of the project; and

B. Listing of the types of general land uses proposed (i.e., residential, commercial, industrial, etc.) and potential zoning classifications in the project; and

C. Details of each residential component, if proposed, including acreage breakdown(s), maximum number of dwelling units, density caps, and types of housing styles for each residential component of the project; and

D. Details of each non-residential component, if proposed, including acreage breakdown(s) and type(s) of non-residential uses; and

E. Description of special amenities proposed for the project to promote a cohesive character and encourage alternative transportation modes. Such amenities may include, but are not limited to the following:
   1. Greenbelts;
   2. Sidewalks;
   3. Bikepaths;
   4. Features to accommodate mass transit services.

F. Analysis of the compatibility of the proposed project with surrounding land uses and the Future Land Use designations in the area; and

G. Anticipated time limit for build out of the project (time extensions may be considered by the Board and shall require amendment to the Comprehensive Plan); and

H. Relocation plan for displaced residents/business, if applicable; and

I. At the time of adoption for a particular parcel, the developer must proffer a fully executed development agreement which specifies the nature of the approved development, as outlined by the above criteria.

Policy 11.7

When reviewing a request for Planned Redevelopment District, the County shall consider the following factors:

Criteria:

A. Future land use designations and residential density guideline allowance for the subject parcel and surrounding area;

B. Development trends in the area;

C. Compatibility and interconnectivity with adjacent adopted future land use designations and existing land uses;

D. Accessibility of the site;

E. Availability of required infrastructure at or above adopted level of service standards;

F. Adherence to the objectives/policies of the Conservation Element and minimization of impacts upon natural resources and systems;

G. Integration of open space and interconnectivity within the proposed project area; and

H. Promotion of alternative transportation modes, including pedestrian movement, bicycles and mass transit within the project.

Policy 11.8

During the zoning process for projects designated Planned Redevelopment District, the County shall consider the following factors:

Criteria:

A. Types of permitted/prohibited uses associated with the requested zoning;

B. Impact of anticipated land use mix in maximizing trip capture within the project;

C. Existing zoning trends in the area;

D. Compatibility of requested zoning with the area;

E. Impact upon Level of Service (LOS) standards for roads, potable water service, sanitary sewer service and solid waste disposal;

F. Impact upon natural resources, including wetlands, floodplains and endangered species; and

G. Other issues which may emerge specific to a particular property which may be addressed through performance based zoning criteria.

Policy 11.9

Development within the Planned Redevelopment District land use designation shall be designed to encourage a cohesive arrangement of interdependent land uses which promote internal interconnectivity and support the use of alternative circulation modes within the project boundaries. At the time of site plan review, the County shall consider the following, at a minimum:

Criteria:

A. Buffering from adjacent existing/potential uses;

B. Arrangement of land uses in terms of maximizing trip capture within the development;

C. Provision of open space, as defined by Section 62-1102 of the Zoning Code, as set forth in applicable zoning districts and in this Comprehensive Plan;

D. Adequacy of pervious areas in terms of drainage requirements;

E. Unique features and resources which may constrain site development, such as soils, existing vegetation, and historic significance;

F. Safety of on-site circulation patterns and interconnectivity within the project area to encourage alternative transportation modes, such as pedestrian movement, bicycling, and mass transit options;

G. Landscaping, as it relates to applicable land development regulations and the Comprehensive Plan;

H. Performance based zoning requirements which may serve as a substitute for or accompany land development regulations in attaining acceptable site design.

Policy 11.10

Once a Planned Redevelopment District future land use designation is adopted for a parcel, the specific development criteria approved by the County shall be incorporated into the Future Land Use Element. Modifications to approved development criteria shall require amendment to the Comprehensive Plan.

Service Delivery, Concurrency, and Growth

Objective 12

Through concurrency management, Brevard County shall oversee development activities in order to assure that existing and future needs for public facilities and services are available consistent with the Capital Improvements Program and the policies of this Comprehensive Plan. Brevard County shall utilize a 5 year short range and 10 year long range planning periods.

Public Facilities Siting and Capacity Needs

Policy 12.1

Public facilities and services shall be designed with capacities sufficient to support the needs of the projected population and the intensity of future development.

Policy 12.2

Planning for public facility and service expansions should consider the area's suitability for urbanization based upon environmental constraints, existing and future land uses, the availability of potable water and the availability of other facilities and services. The provision of public facilities and services shall be encouraged within existing or future service areas as designated in this Comprehensive Plan, unless an overriding public benefit can be demonstrated, in an effort to limit urban sprawl. Plans for the expansion of existing facilities, services and corridors or the construction of new facilities, services and corridors should include measures to mitigate negative impacts upon the surrounding area during construction.

Policy 12.3

Future public facility sites and corridors should be identified in currently undeveloped areas to anticipate and plan for the needs of future development**.**

Rights of Way Needs

Policy 12.4

Brevard County should coordinate with appropriate authorities including, but not limited to, the Florida Department of Transportation, the Space Coast TPO, and affected

municipalities in defining right-of-way needs for proposed roadway improvements, extensions or new corridors and establishing mechanisms for right-of-way acquisition and protection, as identified in the Transportation Element of this Comprehensive Plan.

Public Drainage Facilities Needs
Policy 12.5

The provision of public drainage facilities should be contingent upon the Master Storm-water Management Plan, recommended in the Surface Water Management Element of this Comprehensive Plan, which will identify deficiencies and establish priorities for facility improvements.

Community Facilities Needs (Fire and Police Stations, Libraries, Schools, Water Facilities, and Prisons)
Policy 12.6

Brevard County shall designate, acquire or dedicate adequate and appropriate lands for community facilities, such as public schools, water system facilities, fire and emergency medical services, police protection, and libraries as established in the Capital Improvements Element of this Comprehensive Plan based upon the following minimum criteria:

Criteria:

A. Fire and emergency medical service stations should be located so as to provide a level of service consistent with the response time goals adopted by the Emergency Medical Services Advisory Council. Access should be available to roadways of sufficient capacity to allow for emergency vehicle accessibility.

B. Sheriff offices should be located so as to minimize the response time within the districts to be served. Districts should be comprised of a homogeneous area, not limited by natural or physical barriers such as water bodies, major transportation corridors or railroads. Stations should be located near concentrations of commercial or industrial uses and the areas with the highest crime rates. Access should be available to roadways of sufficient capacity to allow for vehicle accessibility.

C. New public library sites should be located at least five miles from existing public libraries.

D. Sites for correctional facilities should be of sufficient size, no less than 50 acres, to allow for a secure compound and to limit the impacts upon the surrounding community. The site should be located within 15 miles of the communities which provide staff or other support and at least 1/2 mile from the nearest residential area. The population within a two-mile radius of the site should not exceed 1,000.

E. To the extent allowed by law, the construction of a new Community Water System (per 62-550.200(12), F.A.C.) located within the unincorporated area of Brevard County which is designed to serve at least 15 service connections used by year-round residents or regularly serves at least 25 year-round residents, shall be reviewed and approved by Brevard County. This review shall be limited to those construction activities which increase existing or create new supply, treatment or storage facilities. Brevard County review shall be consistent with the provisions of Brevard County Ordinance No. 2003-32 and the consents recited therein.

Public School Needs

Policy 12.7

Brevard County should encourage the School Board to locate public schools in accordance with the following criteria:

Criteria:

A. School facilities should be centrally located within the residential areas to be served and should be of sufficient size to accommodate the projected enrollment.

B. Convenient pedestrian access to school sites is desirable.

C. Locations on major roadways, in commercial or industrial areas should be avoided to limit the hazards of vehicular traffic, and to minimize disturbances from noise, odors or fumes.

D. Joint locations with recreational facilities should be encouraged.

E. The general location of school facilities should be consistent with the comprehensive plan of the appropriate local governing body developed pursuant to provisions of Chapter 163., F.S.

Concurrency Evaluation Practices

Policy 12.8

Brevard County shall continue to utilize a concurrency evaluation system to review the impacts of all development proposals on existing public facilities to ensure that service levels are not degraded below acceptable level of service standards as adopted in this Comprehensive Plan.

Policy 12.9

Brevard County shall continue to implement a concurrency evaluation system using Best Evaluation Practices, and shall conduct and apply the system, and any subsequent system, in accordance with the following criteria:

Criteria:

A. The concurrency evaluation system shall measure the potential impact of any development order or permit proposal upon the established minimum acceptable level of service for a roadway, solid waste, potable water, drainage, sanitary sewer or park facility or service.

B. The most current available information and data regarding the above public facilities or services operating levels of service shall be utilized for concurrency evaluations.

C. If the concurrency evaluation test finds that any development order proposal will cause a deficiency on any public facility or service serving the proposed development site for which a minimum acceptable level of service has been established, Brevard County reserves the authority to deny or defer the development proposal, to cause the development order proposal to be modified to achieve consistency with the minimum acceptable levels of service, or to process it as a conditional development order proposal pursuant to Policy 12.10.

D. A non-deficiency finding for a development order proposal by a concurrency evaluation test shall remain valid for the following prescribed time-frames, provided the permit application is submitted within 180 days after the date of the test results:

1. For a site development plan approval, the finding shall remain valid for a period not to exceed 18 months, except where the intensiveness of the approved use is exceeded. In the latter instances, another concurrency evaluation test shall be required.
2. For a residential subdivision, or phase or unit thereof, including residential subdivision phases of planned unit developments, the finding shall remain valid for a period not to exceed 36 months from the date of the construction permit's approval, providing the work authorized proceeds in a timely manner.
3. For a commercial, industrial or multi-family building permit, the finding shall remain valid until construction has been completed and a certificate of occupancy issued; or for the life of the permit until it is revoked or suspended for failure to proceed in a timely manner as prescribed.

E. A non-deficiency finding for an individual single-family development proposal shall remain valid for 24 months, provided a construction building permit is obtained within that timeframe, and work authorized proceeds in a timely manner.

F. Concurrency evaluation tests for commercial and industrial subdivisions, for the purpose of approving a final development order, shall be conducted as a component of a development agreement, and if concurrency is found or guaranteed, the timeframe for the finding's validity shall be set forth in the agreement.

G. Property owners shall have the option of pursuing a development agreement with Brevard County as provided for in Policy 13.2, as opposed to the reliance upon a development permit.

H. The concurrency evaluation system shall maintain a cumulative record of the level of service allocations permitted by the approval of final development orders relative to the operating levels of service for all applicable public facilities and services which have established levels of service.

Conditional Approval of Development Orders Which May Result in Concurrency Deficiencies
Policy 12.10

If the concurrency evaluation test indicates that the potential impact of a proposed rezoning, site development plan, subdivision or building development order will cause a deficiency to occur to minimum acceptable level of service, Brevard County may conditionally approve the development order pursuant to the policies of the Capital Improvements Element.

Co-location Opportunities for Aero-Space Related Development
Policy 12.11

Brevard County shall secure long term global economic opportunity for its residents by maximizing its advantages of unique space-related resources, high tech manufacturing, transportation systems, education strategies, telecommunications industries and geographic location. The County, in cooperation with the State of Florida, will capitalize on the National Space Policy and growth in this industry by encouraging technology driven development proposals within the boundaries of the County.

Land Development Regulations

Objective 13
Brevard County shall manage growth and development through the preparation, adoption, amendment, implementation and enforcement of the Land Development Regulations which fulfill the intent of this Comprehensive Plan.

Regulations to Implement the Comprehensive Plan
Policy 13.1

Brevard County shall maintain Land Development Regulations to implement this Comprehensive Plan which, at a minimum, meet the requirements of Chapter 163, F. S. governing County and Municipal Planning and Land Development Regulation.

Regulations to Permit Development Agreements
Policy 13.2

Brevard County shall provide for provisions in the Land Development Regulations that allow Brevard County to enter into development agreements with property owners, consistent with the Comprehensive Plan, pursuant to the requirements set forth in Chapter 163 F.S., the "Florida Local Government Development Agreement Act," with the following additional requirements:

Criteria:

A. A description of the level of service allocations to be permitted by the development agreement;

B. Specific dates shall be identified that define the development's phasing, if applicable, and the commencement and completion of construction in each phase.

C. Contrary to the requirement of Chapter 163, F. S., the duration shall not exceed five years, unless extended by mutual agreement according to prescribed due process.

Regulations for Zoning Classifications to be Consistent with the Future Land Use Map
Policy 13.3

The Land Development Regulations shall designate adequate zoning classifications for the location of residential and non-residential development activities which implement the Future Land Use Element, Housing Element, and Future Land Use Map.

Regulations to Require Economic and Environmental Impact Assessments
Policy 13.4

As directed by the Board of County Commissioners, all new land development regulations prepared pursuant to this Comprehensive Plan should include an economic and environmental impact assessment for the public and private sectors.

Establishment of Zoning Classifications to Meet Residential Needs

Objective 14
Brevard County shall maintain zoning regulations as part of its Land Development Regulations to establish adequate zoning classifications for residential development in terms of allowing for a variety of housing types while providing residents with choices in terms of residential locations.

General Zoning Regulations Criteria
Policy 14.1

Zoning regulations shall adhere to the following criteria:

Criteria:

A. Residential zoning classifications shall be designated for single family, multi-family, and mobile home developments to meet the housing needs demonstrated in the Housing Element of this Comprehensive Plan.

B. The densities of these classifications, as applied, shall not exceed those established for each residential designation as adopted on the Future Land Use Map, unless otherwise provided for by this Element.

C. Proposed locations for residentially-zoned lands should be consistent with the residential designations shown on the Future Land Use Map and consistent with this Comprehensive Plan.

D. At a minimum, residential zoning classifications shall provide for a variety of minimum lot sizes, minimum floor areas, setbacks, and residential land use mixes that allow for choice in housing types, designs and price levels. These residential zoning classifications shall provide for both urban and rural residential environments.

Zoning Regulations to Promote Creative Utilization of Land
Policy 14.2

Zoning regulations should continue to provide for flexibility regarding development patterns and land use mix. The County encourages implementation of innovative residential and commercial development patterns and lot layout techniques which achieve efficient use of public resources, reduced land consumption, and preservation of interconnected open spaces. These techniques include:

Criteria:

A. The Planned Unit Development concept, where appropriate, to encourage creativity in development design, provision of connected open spaces, protection of environmental features, and an integrated mix of residential and non-residential land uses and employment opportunities.

B. The use of zero-lot line residential development patterns, shared driveways and reduced setbacks, where appropriate, to encourage more compact subdivision layouts and to generally provide increased flexibility in the design and use of the lot area.

C. Designed integration of residential, employment and commercial uses as permitted in the context of this Element, to promote compact mixed use development patterns within a single structure or complex of structures.

D. Mixed use developments to promote efficient use of land and public resources by integrating neighborhood support services and employment centers with residential uses. Mixed use patterns should be implemented and achieved through the use of performance standards and other mitigating techniques to ensure compatibility between land uses.

E. Creative clustering of residential and commercial lots and streets which preserve undisturbed vegetative corridors and consolidate cleared land areas. Innovative techniques may include reduced lot sizes, shared driveways and other design features. In furtherance of the County's Master Plan of Linear Open Spaces, clustered development schemes which permanently preserve interconnected networks of open space within subdivisions and link same with adjacent subdivisions and parks will be considered for density bonuses or other development incentives (Figure 2 in the Appendix depicts an example of a clustered land development technique in comparison with a conventional subdivision layout).

Consistency with Comprehensive Plan, Zoning and Land Development Regulations

Objective 15
Brevard County shall eliminate inconsistencies between the Comprehensive Plan and the zoning regulations of the Land Development Regulations, and thereafter, shall reduce the number of existing land uses which are non-conforming to the Comprehensive Plan.

Authority to Initiate Administrative Actions
Policy 15.1

Brevard County retains the authority to initiate appropriate administrative actions, such as administrative rezonings.

Administrative Rezonings for Consistency with the Future Land Use Map
Policy 15.2

County staff may initiate administrative rezonings for those properties that are found to be inconsistent with the Future Land Use Map at the time of a development permit application.

Criteria:

A. Determination of appropriate zoning classifications for these properties shall be pursuant to the policies and criteria which govern the Future Land Use Map and future land use designations established in this element.

B. The zoning classifications which are appropriate pursuant to the Future Land Use Element and Maps shall be presented as options to the property owner.

Policy 15.3

Brevard County shall continue to administratively rezone those properties with zoning classifications which are inconsistent with the Future Land Use Map, the acceptable levels of service, and this Comprehensive Plan.

Criteria:

A. Administrative rezonings shall not be required for single family or duplex residential lots which meet the requirements of the Brevard County Zoning Code and which are located within Neighborhood Commercial, Community Commercial Agricultural or any residential land use designations.

B. Prior to commencement of the administrative rezonings, small area plans shall be completed by the appropriate County staff for each area. These plans shall consider, at a minimum, compatibility issues, character of the area, environmental constraints, hurricane evacuation capabilities, and the availability of public facilities and services. Advisory committees may be appointed by the Commission to work with staff in the development of these plans and public hearings shall be held for the adoption of these plans.

Provisions for Non-conforming Uses
Policy 15.4

Brevard County shall maintain procedures that address existing land uses which are non-conforming with this Comprehensive Plan. At a minimum, the following criteria shall apply:

Criteria:

A. Non-conforming land uses are those existing development activities which were conforming to the zoning and Comprehensive Plan regulations of Brevard County at the time of record but which are inconsistent with this Comprehensive Plan.

B. Existing non-conforming land uses, damaged beyond 50 percent of their assessed value by natural or man-made causes, shall not be allowed to be reconstructed to a use which is non-conforming to this Comprehensive Plan, except as provided for in the Zoning Code.

C. The addition, expansion or re-establishment of existing non-conforming land uses shall be governed by Chapter 62, Article VI, Division 2, Subdivision II, "Non Conforming Uses" of the Brevard County Land Development Regulations.

Policy 15.5

The following provisions for the development of non-conforming lots to allow for the reasonable use of such properties shall apply. At a minimum, the following criteria shall apply:

Criteria:

A. Non-conforming lots of record are those properties which meet the non-conforming provisions of the Brevard County Zoning Code but which are non-conforming to this Comprehensive Plan and/or Zoning regulations.

B. Non-conforming lots of record may be developed to a use permitted by Chapter 62, Article VI, Division 2, Subdivision II, "Non Conforming Uses" of the Brevard County Land Development Regulations, provided that it is also a use permitted by the Future Land Use Map of this Comprehensive Plan.

C. The Land Development Regulations should continue to include provisions for minimum lot dimensions and setbacks for non-conforming lots of record to ensure that these uses will be compatible with surrounding land uses.

D. If an existing non-conforming lot does not meet the minimum lot size established by this element, relief may be obtained in accordance with the Zoning Code of Brevard County.

Provisions for Pre-existing Uses

Policy 15.6

Brevard County should maintain and enforce criteria for Pre-existing Uses, as defined by the County's Land Development Regulations. Applications for Pre-existing Uses shall be reviewed against the requirements found in the Land Development Regulations.

Preclusion of Development
Policy 15.7

If a land use designation in the Comprehensive Plan is determined to preclude all development of such land and an amendment to the Comprehensive Plan is required, an amendment alleviating the preclusion of development may be considered at the next available transmittal or adoption public hearing of the Comprehensive Plan. A development order consistent with the proposed amendment~~,~~ may be submitted for review; however, final approval will not be granted until a finding of compliance and after the appeal period pursuant to Chapter 163, F.S.

Provision for Appeals
Policy 15.8

Brevard County shall provide a method of appeals to address alleged errors in any order, requirement, decision or determination made in the enforcement of any ordinance, regulation, law, policy or procedure relative to the Land Use Regulations.

Military Base Land Use Compatibility

Objective 16

Brevard County shall cooperate with Patrick Air Force Base (PAFB) to encourage compatible land use, help prevent incompatible encroachment of new development, and facilitate the continued presence of Patrick Air Force Base. This Objective and its policies are intended to only apply to new development. Development, including but not limited to buildings and structures, existing on the effective date of this amendment are exempt from the requirements of Objective 16 and its policies, as long as there are no increases in building height or residential density beyond that which is permitted by the applicable zoning classification.

Policy 16.1

Brevard County shall transmit to PAFB information relating to proposed changes to the Comprehensive Plan, plan amendments, and proposed changes to land development regulations which, if approved, would affect the density, intensity or use of land on Merritt Island south of the Pineda Causeway. Brevard County shall provide PAFB an opportunity to review and comment on the proposed changes.

Policy 16.2

PAFB is encouraged to provide comments to the County on the impact such proposed changes may have on the mission of PAFB, whether the proposed changes are compatible with the safety and noise standards in the Air Installation Compatible Use Zone adopted by PAFB, and whether such changes are incompatible with the findings of the Joint Land Use Study for PAFB.

Policy 16.3

Brevard County shall take into consideration any comments provided by PAFB when such decision regarding comprehensive planning or land development regulation. Brevard County shall include a copy of any such comments to the Florida Dept. of Economic Opportunity or its successor agency.

Policy 16.4

To facilitate the exchange of information, Brevard County shall maintain a representative appointed by PAFB as an ex officio, nonvoting member of the County's Local Planning Agency as required by Section 62-182, Brevard County Code.

Policy 16.5

The Commanding Officer of PAFB is encouraged to provide information about any community planning assistance grants that may be available to Brevard County through the Federal Office of Economic Adjustment to facilitate joint community planning efforts.

Policy 16.6

To ensure continuing compatibility with the operations of PAFB and the existing character of the neighborhood, the Future Land Use designation for properties located on Merritt Island south of the Pineda Causeway shall not exceed the adopted Future Land Use designation of Residential 2.

The Farmton Local Plan

Objective 17

Establish a long-range, sustainable plan for the Farmton Tract in northern Brevard County based upon permanent conservation of Regional Wildlife Corridors, together with reservation of suitable areas for future compact mixed use development which meet the highest levels of sustainability.

Policy 17.1

The Farmton Local Plan is defined by Objective 17 and implementing policies. It is a flexible and innovative planning strategy to allow the conversion of agricultural lands to other uses while protecting environmentally sensitive areas. The plan uses transfer of development rights and provisions for open space protection, clustering, and mixed use development with high standards of sustainability to preserve environmental resources and reserve suitable areas for sustainable development.

Criteria:

A. The Farmton Local Plan is the planning framework for the Farmton Tract consisting of approximately 11,500 acres in northern Brevard County. The Farmton Local Plan shall establish land uses, objectives and policies for

resource conservation and sustainable development. The policies are designed to:

1. Provide opportunities for economic development and job growth
2. Preserve lands prioritized by natural resources stakeholders
3. Preserve significant integrated habitat for regional wildlife corridors
4. Provide for a variety of land uses to support residences of diverse ages, incomes, and family sizes
5. Direct population growth and development away from flood plains
6. Discourage urban sprawl
7. Avoid large lot rural subdivisions which fragment natural resources
8. Create efficiencies in provision for infrastructure
9. Conserve water and energy
10. Balance jobs with housing
11. Continue opportunities for agriculture
12. Reduce vehicle miles traveled
13. Reduce greenhouse gas emissions

B. The Farmton Local Plan is the result of a peer reviewed collaborative stakeholder process designed to holistically address varying community needs in a flexible, yet systematic manner. Land Development Regulations, Mixed Use Zoning provisions, Master Plans, and Development of Regional Impact Development Orders which implement this plan shall utilize innovative land use techniques, creative urban design, highest levels of environmental protection, and the use of sustainable development principles as they may evolve over time.

C. The overall planning horizon shall be consistent with the County's Comprehensive Plan horizon. There shall be no increases in the number of residential units beyond what is allowed by the future land use plan in effect at the time of adoption of this amendment.

D. The Farmton Local Plan shall maintain at least 75% of the total area as Agriculture. These lands shall include prioritized conservation lands that have been identified by stakeholders, mitigation banks, and lands adjacent to Buck Lake Conservation Area together with buffers and designated uplands so as to establish interconnected regional wildlife corridors. Such lands shall be subject to a conservation easement and conservation management plan which shall sever all development rights and protect the lands in perpetuity.

E. The Future Land Use Map shall identify two land uses within the Farmton Local Plan: Agriculture and Farmton Mixed Use Area (FMU). Within FMU are districts with distinct policies as set forth herein. The final shape and

acreage for the developable portion of the Farmton Mixed Use Area shall be determined at the time of rezoning, but the total buildable area, exclusive of stormwater management facilities, shall not exceed 1,500 upland acres. In making the determination of which lands are suitable for development, decision support models used in the Greenprint process described in Policy 17.2 A and groundtruthing shall be utilized to identify wetlands, floodplains, mitigation areas, vegetative buffers, specialized habitat for listed species, and under-represented natural communities. Priority shall be given to lands on the perimeter of the FMU which are contiguous to Agriculture lands to promote habitat connectivity. Such lands shall be re-zoned Environmental Area (EA) and made subject to a perpetual conservation easement and conservation management plan.

F. Maximum development potential: The Farmton Local Plan shall utilize an internal system of transfer of development rights to establish densities. For the purposes of this plan, Agriculture shall be designated Sending Areas and the Farmton Mixed Use (FMU) Area shall be designated as the Receiving Area. The underlying residential densities for the planning area shall be based upon existing Future Land Use. Upon the adoption of the Farmton Local Plan and after the transfer of development rights, the underlying density of Agriculture shall be Zero and the Farmton Mixed Use Area shall have a maximum of 2,306 dwelling units.

1. Maximum Development Potential through buildout: The residential component through buildout of the Farmton Local Plan shall not exceed 2,306 dwelling units.
2. The maximum non-residential square footage through buildout of the Farmton Local Plan shall not exceed 1.25 million square feet exclusive of public institutional uses (i.e., fire stations, government office, public schools, etc…). The term "Commercial" as referenced in the implementing policies for Objective 17 includes retail, service, restaurants and other customary business uses. The total maximum and minimum development for Residential and non-residential land uses, within the FMU shall be:

	Maximum	**Minimum**
Residential	2,306 units	2,000 units
Commercial	340,000 SF	200,000 SF
Office	420,000 SF	180,000 SF
Industrial	390,000 SF	192,000 SF
Hotel	200 rooms	120 Rooms
Public Inst	50,000 SF	20,000 SF

G. Farmton Mixed Use Areas within the Farmton Local Plan shall be located within the areas identified as most suitable for development. The total FMU area shall not exceed 2,800 acres. FMU shall be designed in a compact form including sustainable development planning and building techniques as more fully set forth herein. Densities and intensities for districts within Farmton Mixed Use Area are as set forth in Policy 17.3. The mix of uses shall be in accordance with Policy 17.1F (2) for the Farmton Mixed Use Area.

H. No development shall take place within Farmton Mixed Use Area until special land development regulations are approved as part of a Mixed Use Zoning (MXD) district or upon approval of a Master Plan as part of a Development of Regional Impact Development Order pursuant to Ch. 380.06, Fl. Stat.. No certificate of occupancy may be issued for development within the Farmton Mixed Used Area prior to January 1, 2016. The timing restriction regarding certificates of occupancy shall not apply in the event that a comprehensive plan amendment is adopted and in effect prior to January 1, 2016, which results in a financially feasible capital improvement schedule, taking into account the impacts of the FMU land use change and anticipated development through January 1, 2016 as presented in the supporting analysis for the capital improvement schedule amendment.

I. This plan shall be consistent with the provisions of the Conservation Element, with particular emphasis on Policy 5.2.E.(6) and Policy 5.2.E.(7), as amended.

Policy 17.2

Protect Natural Resources of Regional Significance by promoting perpetual preservation of interconnected regional wildlife corridors.

Criteria:

A. Decision Support Models. The designation of at least 8,700 acres of Agriculture in perpetuity is the result of a Greenprinting process which utilizes recognized decision support models, including but not limited to the Natural Resources of Regional Significance model (NRORS) of the East Central Florida Regional Planning Council (ECFRPC), Critical Lands and Waters Identification Project (CLIP) of the Florida Century Commission, consultation areas of the USFWS, and biodiversity matrix of Florida Natural Areas Inventory, to make preliminary identification of significant habitat. As these areas were identified, the landowner used ground-truthing through scientifically accepted procedures to identify habitats and ecosystems in order to identify regional wildlife corridors, an integrated habitat protection area, and reserve areas for future development. As Farmton Mixed Use Area is planned in the future for development, these

decision support models shall be employed to identify additional lands within which can be rezoned to Environmental Area (EA) and made subject to a conservation easement and conservation management plan. Priority shall be given to lands on the perimeter of the FMU which are contiguous to Agriculture lands.

B. As a result of the process identified in Policy 17.2A, at least eighty percent (80%) of lands within the Farmton Local Plan shall be subject to a conservation easement and conservation management plan and preserved in perpetuity. This will include all lands designated as Agriculture together with those wetlands, mitigation areas, vegetative buffers, specialized habitat for flora or fauna, passive parks, and trails designated as EA within Farmton Mixed Use Area during the rezoning or DRI process.

C. The identification of areas to be maintained as permanent Agriculture and subject to a conservation management plan shall be approved in consultation with the Florida Fish and Wildlife Conservation Commission, Florida Department of Environmental Protection, St. Johns River Water Management District, the Brevard Environmentally Endangered Lands Program and the Brevard Natural Resources Management Department, and by at least one tax exempt conservation organization, such as the Florida Audubon Society as consistent with Policy 17.6M.

D. Landowners shall implement an ecological monitoring program to monitor the quality and quantity of habitat type as well as species number and diversity. This information shall be used in preparation of the conservation management plan and the landowner shall not undertake management practices which diminish the quality of habitat within the area.

E. Agriculture land and land rezoned to EA shall be subject to a conservation management plan which shall provide for ongoing conservation of listed species and other indigenous species which may require special habitat protection. The plan shall include a black bear management plan which shall be developed in consultation with the Florida Fish and Wildlife Conservation Commission consistent with its Black Bear Habitat Management Guidelines.

F. Any future transportation facilities built across Agriculture land shall be designed to avoid and minimize conflicts between motor vehicles and the movement of wildlife consistent with the Transportation Element. To the greatest extent practicable, the transportation spine network will be within the Farmton Mixed Use Area and cross agricultural lands at suitable locations. Tools to minimize this conflict include locational criteria,

landscaping techniques, fencing, speed limits, wildlife underpasses or overpasses, and bridging over known corridors. Transportation facilities shall be designed to avoid the area permitted for mitigation banking.

Policy 17.3

Establish principles of sustainability and land use standards for Agriculture and Farmton Mixed Use Area.

Criteria:

A. Principles of Sustainability. To ensure that the Farmton Local Plan is truly sustainable, the following principles shall be applied throughout the planning process:

1. The Farmton Local Plan shall preserve regional wildlife corridors~~,~~ and important environmental systems first as part of a holistic approach to sustainability of the land.
2. Farmton Mixed Use Area (FMU) shall contain a mixture of uses that provide for a balance of commercial, residential, recreational, open space (active and passive), resource protection, educational and other supporting uses.
3. FMU shall be designed with principles of smart growth, traditional neighborhood design ("TND"), New Urbanism or transit oriented development ("TOD") including walkability, compact development patterns, quality architecture and urban design and a hierarchy of street systems to foster connectivity and pedestrian mobility as well as alternate modes of travel, including transit.
4. FMU shall promote income diversity and choice through a mixture of housing types and price points using higher density, compact development patterns and variety to limit sprawl.
5. FMU shall provide opportunities throughout all phases of the development for residents to work in the community they live in, thereby reducing automobile dependence.

B. FMU shall utilize sustainable development techniques that promote the reduction of greenhouse gases and efficient and effective use of infrastructure.

C. Permanent designation of Agriculture shall be used as the foundation of land use decisions. Other areas may be reserved for future Mixed Use Zoning which shall demonstrate how the values of the adjacent conservation area will be protected and maintained.

D. Agriculture shall be subject to a conservation easement approved by the County, and the residential density shall be zero units per acre after the

transfer of development rights is completed. Water resource development, stormwater management facilities, or central potable water wellfields shall be allowed within Agriculture and Mixed Use lands after obtaining required permits.

E. Farmton Mixed Use Areas. Within areas designated on the Future Land Use Map as Farmton Mixed Use Area, the following districts are permitted:

1. WorkPlace. The WorkPlace land use district is intended to provide and promote employment centers as well as provide work force housing in close proximity. Permitted uses include industrial uses, community and regional scale commercial, institutional uses, hotels and residential uses. The WorkPlace district shall have a minimum density of 10 units per acre and a maximum of 15 units per acre as applied to lands developed with residential use. The maximum overall floor area ratio (FAR) for lands developed with non residential uses is as follows:

Commercial	1.0 FAR (0.35 minimum)
Light Industrial	2.48 FAR
Hotel	2.0 FAR

The DRI development order or MXD zoning and/or special land development regulations shall require a mix of uses, including maximums and minimums for the WorkPlace land use district.

2. Villages. Villages are compact residential areas containing a mix of residential housing types to encourage affordability for a wide range of economic levels. Villages shall be supported by internally designed mixed use village centers which provide key goods and services and public facilities at the neighborhood level. Villages shall include interconnected streets that are designed to balance the needs of all users, including pedestrians, bicyclists and motor vehicles, and which are built with design speeds that are appropriate for neighborhoods. Villages shall be adjacent to large expanses of Agriculture land that are designed to protect the character of the rural landscape.

Villages shall adhere to the following basic guidelines:

a. Villages shall include compact design that includes a system of land subdivision and development which links one neighborhood to another. No Village shall be greater than 900 acres in size. Preserved wetlands and floodplain within a Village shall be excluded from the calculation of the maximum acreage;

b. Villages shall include interconnected streets that are designed to balance the needs of all users, including pedestrians, bicyclists and motor vehicles, and which are built with design speeds that are appropriate for neighborhoods;
c. Villages shall include alternatives for pedestrians and bicyclists through the provision of sidewalks, street trees and on-street parking which provide distinct separation between pedestrians and traffic, spatially define streets and sidewalks by arranging buildings in a regular pattern that are unbroken by parking lots; and provide adequate lighting that is designed for safe walking and signage which has a pedestrian orientation;
d. At least 75% of all housing in a Village shall be within one half mile of the village center to encourage walkability.
e. Each village shall contain a village center, the purpose of which is to provide key goods and services at the neighborhood level (vs. regional level).
f. The village center shall be located approximately in the center of a designated village and shall not exceed 90 acres in size (excepting wetlands and school campuses).
g. The target market of a village center shall have a focus towards the residential areas within one mile. In addition to commercial, village centers shall include civic and recreational uses as well as open space in the form of greens, commons, parks, squares and recreation areas.
h. The transportation system within a village shall consist of collector and local streets and pedestrian and bike systems that provide linkages to other land use components of the Farmton Mixed Use Area.
i. Each village center shall be designed to accommodate a transit stop to help facilitate transition from bicycling or walking to bus or trolley. Therefore, the transit stop should include bicycle racks and/or the bus or trolley should include racks.
j. The village center shall be located near the juncture of two collector roads, but may, depending on environmental constraints, be located near the juncture of a collector and local road.
k. Each village shall contain a mix of housing types to encourage affordability for a wide range of economic levels.

Approved uses within a Village include single and multi family residential, office, commercial, institutional, open space, bed and breakfast. Non-residential uses, except for licensed home

occupations, are limited to the village center. The maximum overall floor area ratio for non residential developments within a village center shall be as follows:
Commercial: 1.0 FAR (min. 0.3)

The following densities apply to lands developed with residential use within Villages:

	Maximum dupa	Minimum dupa
Single Family	8 <	4
Multi-family	15	8

The Village Center shall achieve a average density of 7 dupa applied to lands developed with residential use.

3. Mixed Use Requirements. To ensure a sustainable mix of uses the minimums and maximums per use are per policy 17.1F.

Policy 17.4

Development within Farmton shall incorporate and promote high standards for sustainability, water conservation, energy efficiency and greenhouse gases.

Criteria:

A. Farmton Mixed Use Area shall require protection of green infrastructure, natural resource protection, water and energy conservation features, and lower impact development and compact development. Higher density, mixed use and compact development shall be required as it is recognized as a more energy efficient land use pattern to reduce trip lengths, promote walking, support regional mass transit and reduce the development foot print. It also is recognized to provide tangible social and cultural benefits by encouraging more connected social support systems and a stronger sense of community.

B. Reduction in Greenhouse Gases. By utilizing higher standards of sustainability and the principles of smart growth including traditional neighborhood design and transit oriented development, the Farmton Local Plan seeks to reduce reliance on the automobile; and, therefore, reduce the production of greenhouse gases. Additionally, the Farmton Local Plan desires to lessen the demand for energy utilized to heat and cool houses and commercial structures built in the Farmton Mixed Use Area, not only to reduce the production of greenhouse gases, but to conserve available energy resources.

C. The Farmton Local Plan shall promote carbon neutrality through energy conservation features such as protecting natural areas, greenways,

wetlands, forests, and other natural resources that reduce energy demand; energy efficient land use patterns which reduce energy consumption, promote walkability and reduce automobile use; water and energy conservation, and promotion of solar power and other alternatives to achieve overall reduction in production of greenhouse gases.

D. Farmton Mixed Use Area shall undertake the physical development of the community using a whole systems approach to the design, development, construction and operation of the community and to do so in a way where defined benchmarks and metrics can be used to measure its success. The details for these standards will be developed in cooperation with the University of Florida Program for Resource Efficient Communities (PREC) and will be set forth in the Master Plan and DRI Development Order and will implement the following goals of sustainability:

1. Site Design and Land Use shall encourage a walkable transit-ready community with a jobs-to-dwelling-units ratio to create the required synergies for a sustainable community. At build out, all homes shall be within one half (0.5) mile of transit, a village center, workplace, or an institutional or civic use such as a school or government office.
2. Landscape design shall incorporate biodiversity using native vegetation with a goal of reducing water usage and treating groundwater.
3. Transportation design shall create multi-modal synergies that facilitate a reduction in the use of the automobile, promote pedestrian and bicycle utilization and the use of mass transit when available.
4. FMU design shall incorporate water conservation measures so that as nearly as possible it incorporates water neutrality into the construction and operation of the development. Water neutrality shall mean that potable and nonpotable sources of water are provided solely within the boundaries of the Farmton Local Plan and sources outside the boundaries of the Farmton Local Plan are not needed to support development within.
5. Community design shall incorporate walkability with linkages to employment centers and developing around multi-use compact cores so that the community can coexist harmoniously with the natural, social and economic environment.

E. Proposed development shall meet the requirements of a certification program from either USGBC LEED for Neighborhood Development, FGBC Green Development Designation Standard, or another third party program deemed acceptable by Brevard County.

F. Outdoor lighting in the community will be encouraged to achieve the standards of the International Dark-Sky Association. Particularly effective best practices established in cooperation with the PREC or other credible agency will be integrated as prerequisites or established as minimum community standards such as solar powered street and pathway lighting.

G. Infrastructure within the Farmton Local Plan shall incorporate water and energy conservation standards as part of the land development regulations.

H. Individual septic tanks shall be prohibited.

I. ENERGY STAR® and Florida Water Star standards shall be met for residential development.

J. Solar panels shall be permitted on all buildings and in all districts.

K. Waterwise and Florida Friendly principles shall be applied in the design of all landscape areas.

L. Energy Efficiency Criteria. The Farmton Local Plan shall develop in a manner that establishes energy efficient land use patterns. The specific criteria to be evaluated and incorporated in the implementing land development regulations shall include:

1. Measures to promote walkability;
2. Inclusion of a bike trail system in future development applications that demonstrates connectivity to a larger external system, to include the regional bike trail network, and provision for bicycle racks at all transit stops;
3. A mix of uses that provides residents and employees with opportunities to obtain goods and services utilizing non automotive travel modes;
4. Permitting solar panels on any structure;
5. The provision of at least one recharging station at each Village Center, and WorkPlace for personal electric vehicles (PEV);
6. Demonstration that the application was coordinated with the school board to promote safe, alternative travel modes for school children;

M. Adaptive Management. It is recognized that the standards and protocols which define sustainability are constantly evolving such that what is determined to be acceptable today may be unacceptable in the future and that supportive programs may emerge tomorrow that more adequately accomplish the goal of the Farmton Local Plan. For the purpose of achieving sustainability goals, adaptive management will be employed over the life of

the plan so as to ensure that the most current programs, policies, and protocols are used throughout the life of the community.

N. Environmental Education. Proposed development shall provide for an on-site naturalist to provide environmental education and uphold the environmental and sustainability standards for any proposed development within the Farmton Local Plan. Environmental education shall focus on the following and be the responsibility of the Homeowners Association or Community Development District as appropriate:

1. Landscaping activities;
2. Monitoring of environmental conditions and sustainability performance such as energy consumption, greenhouse gas emissions, water consumption, water quality on site and biodiversity;
3. Analysis and education on community performance standards for energy and water use efficiency and facilitation of carbon credit sales for energy efficiency;
4. Distribution of educational materials for home buyers that include landscape plans/lists of plants installed on their lots and basic maintenance requirements of any home features that received credits under the ENERGY STAR® or Florida Water StarSM certification programs;
5. Distribution of educational and interpretive materials on bikeways and trail systems, wildlife and habitat protection issues.

O. Jobs to housing ratio. The Farmton Local Plan shall develop and implement a program designed to ensure an adequate number of jobs per residential dwelling unit exist in the Farmton Mixed Use Area at buildout. The standard jobs-to-housing balance of 0.65 jobs per residential unit shall be required concurrently with housing development after the first 1,000 dwelling units are permitted.

P. Diversity of Dwelling Styles. Residential neighborhoods and mixed use areas shall include a variety of dwelling types and lot sizes to provide opportunities for different age and income groups within an integrated and diverse community so as to avoid rigid segregation of dwelling types by price point within the community. Housing types may include, but are not limited to, mid-rise multifamily, single family detached, residential above commercial, townhouses, carriage houses, garden apartments, duplexes, triplexes, zero lot line, owner-occupied and for rent product. The mix of housing product will vary depending on the section of the community in which the housing is developed.

Q. Within Farmton, ten (10) percent of residential units shall qualify as "affordable housing" as currently defined by the Comprehensive Plan and Land Development Regulations.

R. The 10% allocation required by subpolicy Q shall be located within a 1/3 mile of transit stops or on-site employment opportunities.

S. Institutional uses (e.g. churches, libraries, public and private schools, recreation facilities, government buildings, police/fire/emergency medical services, water and sewer plants) shall be allowed in the FMU land use category, but shall not be allowed in the Agriculture land use category.

T. Implementing land development regulations of the Farmton Mixed Use Area shall require the early identification of external access locations and a process through which access improvements, if needed, will be guaranteed.

U. Implementation of appropriate "firewise" community planning practices shall be identified during the subdivision/site plan review process. As part of the development review process, a covenant will be placed on properties near or adjacent to public conservation or preservation land to notify future property owners and residents that the nearby or adjacent public land or conservation areas will be managed by natural resource management practices including prescribed fire and other techniques.

V. A phase I cultural resource assessment survey shall occur prior to initiating any project related land clearing or ground disturbing activities that are not agriculturally related within the project area. The purpose of this survey will be to locate and assess the significance of any historic properties present. The resultant survey report must conform to the specifications set forth in Chapter 1A- 46, Florida Administrative Code, and be forward to the Division of Historical Resources for comment and recommendation in order to complete the process of reviewing the impact of the proposed project on historic resources. Should significant resources be present, additional archaeological testing may be necessary, and/or protection and preservation of significant sites may be required.

Policy 17.5

Adopt general development guidelines and standards for Farmton Mixed Use Areas which provide for delivery of services and provision for infrastructure and fiscal neutrality.

A. Floodplains. Any development within the Farmton Local Plan shall be consistent with Objective 4 of the Brevard County Conservation Element

and its implementing land development regulations including those policies promoting clustering of residential densities and non-residential intensities.

B. Development proposals within Farmton Mixed Use Area shall only be processed with a Master Plan associated with a Development Order reviewed as a development of regional impact (DRI) per Chapter 380 of Florida Statutes or a MXD. As required through the DRI process, financial feasibility of required mitigation to regionally significant off-site transportation facilities will be identified. Recognizing that regionally significant transportation facilities can also be impacted by auto-occupancy factors and transportation mode shifts due to influences such as economic and environmental changes affecting lifestyles, the Farmton Mixed Use Area land use planning and site design must further the goals of trip reduction and vehicle miles of travel reduction, both on- and off-site.

C. The use of septic tanks is prohibited within Farmton unless preexisting.

D. Minimum buffers and setbacks
   1. Boundary buffer: The purpose of the boundary buffer is to minimize visual and noise impacts on surrounding land owners. The boundary buffer around Farmton Mixed Use Areas shall be a minimum of 200 feet. There shall be no encroachment within the buffer except for bike paths, equestrian, and walking trails, fire lines, existing logging roads and public roadways.
   2. Arterial buffer: The purpose of buffers and setbacks on arterial roads shall be to minimize visual intrusion of development activity on the traveling public. A minimum 75 foot "no encroachment" buffer is required on arterials. The no encroachment buffer prohibits intrusion of any kind, excepting intersecting roadways and one monument project signage at such intersections intended for project identification and way finding. Lakes may also encroach into this buffer. However, in such an event, any building setback shall be 200 feet from the arterial right of way.
   3. Collector buffer: For roads that are functionally classified as "collector" by the County, an applicant shall provide a buffer of 50 feet, except that stormwater facilities may be located within this buffer or for roadway segments within the village center(s).
   4. Wetland buffer: All preserved wetlands shall have a minimum 50 foot upland buffer or greater, if required by law or administrative rule.
   5. East Central Regional Rail Trail Buffer: A rail trail corridor ranging in width between 100 and 200 feet extends through the area of the

Farmton Local Plan and will ultimately be developed as a public access multi-use trail. A minimum 200 feet wide vegetative buffer shall be maintained on each side of the centerline of the trail right of way so as to minimize encroachments on the trail and enhance the experience of the trail user.

E. Water Resources. Farmton Water Resources LLC (FWR) is a utility certified by the Florida Public Service Commission and is the authorized water provider to the Farmton Local Plan area. FWR and the City of Titusville have established TIFA LLC which is a joint venture for development of water supply on Farmton which initially reserves 0.6 million(s) of gallons per day (mgd) for the Farmton Mixed Use Area. FWR, through extensive well placement and stress testing, has determined that significant groundwater resources exist within its jurisdictional perimeter that are far in excess of the water needs required by buildout under the Farmton Local Plan. TIFA LLC shall apply for a CUP from SJRWMD to supply groundwater to the area and the proposed development allowed by the Farmton Local Plan. In the event that St. Johns River Water Management District (SJRWMD) deems the existing ground water insufficient to serve buildout of the Farmton Local Plan, then any additional water supply needed shall be provided by an alternative water supply source identified in SJRWMD's District Water Supply Plan. FWR shall coordinate with the City of Titusville and, County, to revise their 10-year water supply facilities work plans to include FWR's service area and descriptions of projects needed to provide potable and nonpotable water to the service area. In addition, shall propose additions to the District Water Supply Plan to provide for water resource development and alternative water supply plans including storage of water, and acceptance of reuse or storm water, and augmentation or wetlands restoration. FWR is responsible for providing onsite and offsite infrastructure improvements necessary to provide potable and nonpotable water and waste water to development within the Farmton Local Plan area. Infrastructure improvements shall include wells, surface water intake facilities, pumps, raw water transmission lines, water treatment plants, wastewater treatment plants (meeting public access reclaimed water standards), finished water transmission lines, reclaimed water transmission lines, and potable and nonpotable water storage facilities. As the infrastructure projects are identified and approved by the County and the SJRWMD, those projects shall be included in the County's Water Supply Facilities Work Plan and Capital Improvements Element during the annual update.

F. The County shall not issue any development orders or development permits for Farmton without first determining that adequate water supplies

(potable and nonpotable) exist to serve the new development and will be available no later than the anticipated date of issuance of building permits. The availability of water supply shall be demonstrated through:

1. Before the County issues a DO (except a DO issued under Chapter 380), the County shall receive a Concurrency Certificate from the water supplier verifying that it has the facilities and capacity to serve the development;
2. CUP issued by SJRWMD to TIFA LLC for potable water to site;
3. The availability of reclaimed water and stormwater for irrigation use within the developments and the quantity of potable water these sources will offset; and
4. The potential for water conservation practices to reduce demand, such as installation of high-efficiency plumbing fixtures, appliances, and other water conserving devices in households, as well as public and commercial restroom facilities and the use of waterwise and Florida Friendly principles in all landscaped areas, where ecologically viable portions of existing native vegetation shall be incorporated into the landscape design to the greatest extent practicable so as not to require irrigation. The Farmton Local Plan shall comply with the Aquifer Recharge policies of the Brevard County Comprehensive Plan (Conservation Element) and its implementing land development regulations. Reuse and water conservation methods shall be implemented in accordance with the applicable requirements of policy 17.4 to reduce water demand.

G. The owner shall also reserve and dedicate at no expense to the County a 200 foot right of way to allow the for future extension of an arterial roadway from the SR 5A interchange with I-95 through the FMU to the County line to connect with Williamson Road Extension in Volusia County in the event that road is established. The developer shall also reserve and dedicate a utility easement along any transportation facilities that connects to the SR 5A interchange with I-95 to the FMU. The alignment of the transportation and utility facilities shall be as generally depicted on the "Farmton Local Plan Boundary & Arterial Transportation Network" Map 13, but the final alignment shall be after groundtruthing to avoid, to the greatest extent practicable, impacts to wetlands and flood plains within the Agriculture lands.

Policy 17.6

Agriculture within Farmton shall be managed for natural resource protection and conserved in perpetuity.

Criteria:

A. Lands designated as Agriculture together with lands rezoned EA within FMU shall be subject to a conservation management plan and protected by a perpetual conservation easement.

B. The initial conservation easement severing development rights for the area designated as Agriculture on the Future Land Use Map shall be recorded by the owner with the Clerk of the Circuit Court within 30 days of effective date of the Ordinance adopting the Farmton Local Plan which is subject to the final determination of compliance and the expiration of any and all deadlines for appeal. Additional areas designated as EA within Farmton Mixed Use shall be recorded prior to the issuance of certificate of occupancy(ies) for the associated development. Conservation easements shall be conveyed to the County and combination of other public agencies or qualified conservation organizations experienced in holding and maintaining conservation easements (such as the Florida Audubon Society) subject to their acceptance after review and approval of the easement as to form and content.

C. The conservation easement(s) shall accommodate a limited number of crossings of the easements for arterial roads, utilities, and trails. Roads and utilities shall share crossings unless the utility is pre-existing. The conservation easement(s) shall also accommodate potable wellfields or other water resource development to supply water to the FMU(s) subject to required permitting. No new roads or new utility crossings shall be allowed in the area permitted for mitigation banking.

D. The conservation easement(s) shall incorporate provisions for a conservation management plan which shall include agriculture, silviculture, and conservation objectives and outcomes and a financial plan for meeting the obligations of the program over time.

E. Areas set aside for Agriculture may be accessed by walkways, boardwalks, trails and bikeways where such access is consistent with the maintenance of the ecological resource, its habitat values and the bone fide commercial agricultural operation, as well as consistent with the Conservation Management Plan. Agriculture may include facilities for environmental education and research and potable wellfields subject to required permitting.

F. Uses within Agriculture designated areas may include agriculture, conservation, and passive recreation.

G. Agriculture land shall have the highest level of protection and conservation management plans shall protect natural resource values identified within those areas consistent with agriculture.

H. Agriculture land shall be designed to eliminate or minimize fragmentation and promote the formation of linked networks to adjacent properties managed for conservation purposes.

I. To the extent that transportation and utility facilities are necessary for access to the Farmton Mixed Use Area, they shall be designed to avoid wetlands and other ecological resources except as allowed by policy and as necessary, and shall avoid the area permitted for mitigation banking.

J. Conservation Management Plan. A conservation management plan shall be adequately funded to meet the requirements of the plan over time. The conservation management plan shall set resource protection standards and management protocols designed to ensure the long-term maintenance of the ecology of the areas subject to a conservation easement. The plan shall be developed within one year of the recording of the initial conservation easement. The County and the owner shall establish an advisory committee made up of representatives of the owner and grantees under the conservation easement and the community stewardship organization and others with special expertise to develop the management plan which, upon approval of the landowner, and owner of the conservation easements, shall be incorporated into the conservation easement and made enforceable. The intent of the conservation management plan is to prevent the quality of habitat in the Farmton Local Plan from being diminished and encourage the improvement of habitat quality which may include habitat restoration.

Areas which have been formally opened as a mitigation bank shall be managed subject to the permit conditions, financial responsibility provisions, and terms of the conservation easement pertaining to the mitigation bank. The conservation management plan shall establish conservation goals and objectives for diversified habitats within the Farmton Local Plan which are consistent with respective habitat requirements, ecological communities, and other natural resource requirements, as well as conditions associated with public access, hunting, and passive recreational use. The conservation management plan shall address at a minimum, the following matters:

1. A prioritized list of natural resource management objectives for the site and implementation methods that protect and enhance ecosystem integrity, function, and biodiversity.

2. Identification of special areas, including but not limited to the Maytown Flatwoods Florida Forever Project and USFWS consultation areas.
3. Identification of natural and cultural resources in need of protection and discussion on how those resources will be protected.
4. Description of natural communities and establish desired future conditions by specific habitat type.
5. Identification of known threatened or endangered plants and animals occurring on site and strategies and habitat management plans as identified in the best available scientific literature.
6. Identification of exotic species and a plan for treatment/control .
7. Forestry stewardship provisions consistent with Best Management Practices for silviculture, including location and logging road access management plan.
8. Provisions for significant water resources (such as streams, creeks, natural drainage ways, floodplains, and wetlands) protection, enhancement, and restoration and planned hydrological restoration.
9. Provisions for protection of habitat of listed or imperiled species and other indigenous species which may require special habitat protection.
10. Provisions for water resource development, well fields, and protection of wellfields
11. Erosion control.
12. Fencing, appropriate public access, hunting, and, if consistent with maintenance of the ecological resource, its habitat values and the bone fide commercial agricultural operation, possible development of trails, boardwalks, and interpretive facilities.
13. Provisions for elevated roadways or wildlife crossings.
14. Prescribed fires specific to habitat types, Division of Forestry criteria, and addressing flexibility associated with climatic conditions and catastrophic events.
15. Coordination of management plans with adjacent conservation lands and mitigation banks.
16. Identification of ownership and management responsibilities including financial responsibility.
17. Establishment of a timetable for implementation of the conservation management plan and development of a monitoring and reporting program to track the implementation.
18. Provisions for passive recreational use, environmental education, and public access where appropriate.
19. Provisions for security and maintenance.
20. Coordination of conservation management plans with the management plan of the East Central Florida Regional Trail.

K. To the extent that transportation and utility facilities are necessary for access to the Farmton Mixed Use Area, they shall be designed to avoid wetlands and other ecological resources except as allowed by policy and as necessary, and shall avoid the area permitted for mitigation banking.

1. bicycle, pedestrian, and equestrian trails, trailheads and rest areas for trails to include restrooms, water fountains, government initiated parking facilities for trail users, shelters to provide protection/ relief from the weather
2. utility lines
3. solar energy facilities to provide all, or portions of, the power source for illumination of on-site signage or on-site security
4. stormwater retention facilities only when required for public infrastructure projects
5. roads, rights of way or transportation facilities which cross Agriculture land.
6. fencing if specifically directed by appropriate public agency
7. agricultural or silvicultural activities using BMPs and which do not require irrigation.
8. replacement of existing structures.
9. environmental education or interpretation facilities.
10. well fields, water storage and water reservoirs and other water resource development projects.
11. Maintenance or replacement of existing hunting camp facilities

L. The maximum impervious surface ratio for uses identified in Policy 17.6K shall not exceed those established in the County's Land Development Regulations.

M. Agriculture land shall be permanently protected by conservation easement such that areas are and remain undeveloped in perpetuity. The applicant shall draft a conservation easement agreement in a format acceptable to the County. The easement shall be conveyed to the County and combination of other public agencies or qualified conservation organizations experienced in holding and maintaining conservation easements subject to their acceptance after review and approval of the easement as to form and content.

N. A Community Stewardship Organization or other tax exempt not for profit conservation organization (CSO) pursuant to Sec. 170(h)(3) I.R.C. shall have perpetual existence and be established for the purpose of conservation of areas of significant ecological integrity through fee acquisition of natural sites, acceptance or creation of conservation easements, development of managed and interpretive public access to areas of special ecological,

aesthetic, and educational value. The owner/applicant shall fund and facilitate the creation of the CSO, but its governance shall be independent from the owner/applicant. The CSO shall be governed by a board of directors of seven individuals. At least four of the members of the board shall be representatives of statewide or national non-profit environmental/conservation organizations in existence at the time of the adoption of the Farmton Local Plan such as the Nature Conservancy, Florida Audubon Society, Trust for Public Lands, and Florida Wildlife Federation. The owner shall be represented on the board and other board members may include representatives of public agencies, stakeholders, and other interested citizens who participated in the development of the plan. The CSO may take title to designated Agriculture or EA lands, or co-hold a conservation easement over such lands and shall participate in the development of the conservation management plan. The CSO may enter into contracts with the landowner or public agencies to undertake management responsibilities set forth in the conservation management plan and may manage and operate environmental or interpretive facilities associated with the site.

Policy 17.7

The Farmton Local Plan shall promote Sustainable Agriculture.

Criteria:

A. Unless modified by DRI Development Order or MXD zoning or Conservation Management Plans adopted as part of a Conservation Easement, agricultural activities may continue on Farmton lands.

B. Future agricultural operations may be provided for within the Farmton Mixed Use Area as may continue in the DRI Development Order or MXD zoning.

C. Silviculture may continue subject to Best Management Practices approved by the Commissioner of Agriculture and Consumer Services.

D. Right to Farm. Florida's Right to Farm laws apply to existing and new agricultural uses in the Farmton Local Plan. DRI Development Orders or MXD shall have requirements for purchasers of homes within Farmton to acknowledge, via covenants, conditions and restrictions that existing silvicultural/agricultural activities are allowed to continue on surrounding lands.

Policy 17.8

The Farmton Local Plan shall promote an efficient transportation system that maximizes on-site traffic capture, mitigates its impacts and provides for continuous

modeling and monitoring to assess the operation of the transportation system. The Farmton Local Plan shall be developed in a manner to promote a transportation system, both on-site and off-site, consistent with the goals of providing mobility that is energy efficient, includes green development principles and is financially feasible. A key component of the Plan shall be a shift in emphasis from providing for the movement of vehicles to the provision of mobility of people. The Plan shall also identify the procedures for determining transportation needs, identifying funding mechanisms, the protection of transportation facilities and the monitoring of transportation impacts.

Criteria:

A. The Farmton Local Plan shall include the concept of transportation mobility in all aspects of the transportation network design. This emphasis is consistent with the concepts of reduced energy requirements, reduced greenhouse emissions and reduced transportation facility expenditures. All development within the Farmton Local Plan shall implement these design concepts.

1. The Farmton Local Plan shall be developed consistent with walkable community design standards to encourage walking as a means of transportation, recreation and social interaction.
    a. A mix of land uses, multi-modal transportation stations and transit stops shall be provided in close proximity to each other to foster walking as a viable means of transportation.
    b. Shade shall be provided in the form of tree canopy or man-made structures in the WorkPlace and Villages to accommodate walking by providing relief from direct sunlight and the elements.
    c. Sidewalks shall be wide enough to accommodate pedestrian activity and shall otherwise comply with the land development regulations.
    d. Safely lit sidewalks with physical separation from adjacent roadways (via curbing or otherwise adequate spatial separation) shall be provided to encourage night-time use.
2. The Farmton Local Plan shall include a network of interconnected multiuse paths designed to accommodate pedestrian, bicycle and low speed electric vehicles. The path network shall connect neighborhoods to reasonably proximate destinations including public and commercial land uses. The County shall require the developer to submit to the County both a bicycle routing plan and mobility plan, including a trail plan as part of the MXD master development plan to be reviewed and approved by the County.
    a. Multi-use paths shall be provided connecting neighborhoods with the WorkPlace, Villages, recreational centers, schools and parks.
        i). Multi-use paths shall not be less than 12 ft. in width.

ii). Multi-use paths shall accommodate pedestrians, bicycles, skaters, rollerbladers, skateboarders and low speed electric vehicles.

iii). Rest areas, including parking areas, water fountains, restroom facilities, shelter from the weather, shall be provided for trail users with access from public roads.

b. Accommodation of electric vehicles shall be provided in the development of residential units and at significant public, recreational, educational and commercial destinations.

i). Use of low speed electric vehicles on local streets and on multi-use paths shall be permitted.

ii). Major public and commercial destinations as well as multimodal stations in the WorkPlace and Village Centers shall provide for parking spaces specifically designed and designated for low speed electric vehicles. The provision of electric vehicle charging stations should be provided where practical.

3. The Farmton Local Plan shall incorporate the features of transit-oriented development in the WorkPlace and Villages.

a. The WorkPlace shall incorporate a multi-modal station accommodating transit adjacent to the core area.

b. Villages shall incorporate transit stops within the Village Center.

c. Transit stops shall be designed to provide convenient walking distances for all neighborhoods.

d. Bicycle racks for the temporary, secure storage of bicycles shall be provided at all transit stops and at major public facilities, commercial destinations, recreational facilities and schools.

4. FMU within the Farmton Local Plan shall include an efficient road network designed to safely accommodate access to the external road network and the internal road network for all modes of transportation.

a. A hierarchy of roads shall be developed that accommodates local transportation needs as well as access to the external road network. An approved plan providing for a hierarchy of transportation facilities will be required to accommodate this goal prior to the development of the FMU.

i). Internal access within the WorkPlace and the Villages shall consist of interconnected local streets and collectors meant to disperse traffic and avoid funneling traffic to a reduced number of collectors and arterials. This design requires a pattern of mixed uses,

commercial and residential in proximity to each other. Cul-de-sacs shall be prohibited except in perimeter areas. The interconnected network of local streets shall be posted at lower, bicycle/pedestrian friendly speeds (30 mph or less). On-street bicycle use and on-street parking shall be accommodated on local streets.

ii). Access between the Workplace and the Villages, as well as access to the external road network, shall be provided by a system of arterial(s).

5. The Master Plan shall include a designation of arterial roads identifying approximate alignments, right-of-way widths, path crossings, wildlife corridor crossings, setbacks and design elements consistent with the needs of access between major uses on-site and access to the external transportation network.

   a. Concurrency requirements may require improvements, including interchange improvements, which shall be evaluated in determining the use of proportionate share funds and other contributions toward prioritized improvements that will benefit the regional transportation system.
   b. The owner shall reserve and dedicate at no expense to the County a 200 foot right of way to allow for the future extension of an arterial from the SR 5A interchange with I-95 through the FMU to the County line. All development within the Farmton Local Plan shall provide for, and protect, this corridor and shall include accommodations for multi-modal transportation. Future interchange access to Interstate 95 at the existing SR 5A interchange shall be included in the Master Plan and may be required as mitigation to any over-capacity conditions projected with the development of the Farmton Local Plan. Development shall be setback from the proposed SR 5A interchange and shall be required to protect the traffic-handling capacity of the proposed interchange. Said access to Interstate 95 at the existing SR 5A interchange shall be included in the Traffic Element.
   c. Designated bicycle lanes shall be provided on all arterial roads.

6. The Farmton Local Plan shall accommodate a transit system design within its major transportation facilities connecting on-site transit stops and stations to external transit line routes as may be developed by transit providers in Brevard County.
7. Given the potential for innovation in transportation, provision should be made for accommodating state-of-the-art travel modes

(both for on-site facilities and access to off-site facilities) as they evolve throughout the development of the Farmton Local Plan to the extent practical.

B. The transportation mobility focus for the Farmton Local Plan represents a change from the historic approach to providing for mobility which previously focused on the personal automobile. This new focus is on reduction of vehicle miles traveled, increased vehicle occupancy, reduced energy costs and reduced greenhouse gas emissions while increasing the mobility of the traveling public. A byproduct of this approach will be a reduction in the rate of trip generation on a per vehicle basis. This is a necessary goal given the prevalent and growing deficits in the public's ability to fund new roads. Transportation goals are now focused on reducing travel demand while preserving existing transportation facilities. The County's goal for the Farmton Mixed Use Area is to attain a 30 percent internal traffic capture by encouraging a balanced mix of uses. In order to document the effectiveness of this objective, several policies are proposed that address transportation needs through the build-out.

1. Any proposed development within the Farmton Local Plan shall be required to meet concurrency or mobility standards as may be established by Brevard County. Satisfaction of the standards shall include providing proportionate share funding for off-site transportation improvements. Transportation impact fees and/or mobility fees will be fully-creditable against off-site proportionate share funding of transportation improvements. On-site transportation improvements shall be the sole responsibility of developer(s) of the Farmton Local Plan.
2. Monitoring of the transportation system impacts, both on-site and off-site, will be required at least every seven years after the commencement of construction of the first development in the FMU within the Farmton Local Plan and shall coincide with the County's Evaluation and Appraisal Report Process.
    a. The monitoring effort shall address transportation impacts for a study area inclusive of transportation facilities impacted by existing approved Farmton Local Plan development at five percent or greater of each facility's capacity at the adopted level of service (significant impacts) as established by the governing body of the facility's jurisdiction.
    b. The monitoring effort shall be documented in a written report detailing the analysis procedure, results, recommendations and funding sources necessary to mitigate any transportation deficiencies whereon the trip generation caused by the Farmton Local Plan is significant and results in total traffic

volumes exceeding the established capacity (adverse impacts) of the facility.

c. The monitoring effort shall document the extent to which external trip generation varies from anticipated industry standards as projected by the Model. The documentation shall address which strategies of travel demand management are being implemented and shall assess the probable effectiveness of each strategy.

3. Modeling of future transportation system impacts due to the Farmton Local Plan shall be required at least every seven years following commencement of construction of the first development in the FMU within the Farmton Local Plan and shall coincide with the County's Evaluation and Appraisal Report Process. The modeling period shall address, at a minimum, a 5-year and a 10-year future analysis development period from the date of the biennial modeling effort. The modeling effort shall address transportation impacts for a study area inclusive of transportation facilities impacted by proposed Farmton Local Plan cumulative development at five percent or greater of each facility's capacity at the adopted level of service (significant impacts) as established by the governing body of the facility's jurisdiction. The modeling effort shall be documented in a written report detailing the analysis procedure, results, recommendations and funding sources necessary to mitigate any transportation deficiencies whereon the trip generation caused by the Farmton Local Plan is significant and results in total traffic volumes exceeding the established capacity (adverse impacts) of the facility.

4. Transportation impact analyses of the Farmton Local Plan shall be coordinated with adjacent jurisdictions including Seminole County as well as significantly impacted municipalities and towns within Brevard and Volusia Counties (significance shall be determine consistent with procedures identified in Ch 380.06, F.S.).

Policy 17.9

Establish a Farmton implementation strategy and development review process.

A. Contemporaneously with the adoption of the Farmton Local Plan, the Future Land Use Map shall be amended to show Agriculture and Farmton Mixed Use Area. The County shall adopt a Mixed Use Zoning District (MXD) to implement the Farmton Mixed Use Area land uses, land use districts, concurrency management systems, and procedures for development within the Farmton Local Plan.

B. Land Development Regulations. The County shall adopt amendments to the Zoning Ordinance and Land Development Code to establish the specific

requirements for developments within the Farmton Mixed Use Area to ensure consistency with the plan through a Mixed Use Zoning District (MXD). The Zoning Ordinance and Land Development Code will establish a Mixed Use Zoning district and design standards with general baseline regulations including physical design, development approval processing, requirements for the fiscal neutrality plan, the ratio of non-residential to residential development, as well as baseline design guidelines for Workplace and Village development. The general design standards will include, at minimum, architectural standards, street design, transit friendly design requirements, landscaping, lighting, access and circulation, parking, lot development standards, parks and internal recreational space and facility requirements. In addition, innovative resource conservation measures will also be included to address water conservation, non-potable water usage and other resource conservation measures including, but not limited to, materials and energy. No development may be approved or permitted until this Mixed Use Zoning District and design standards are adopted.

C. FMU Re-Zoning Process: Development activity within Farmton Mixed Use Area must be approved through a MXD district and/ or Development of Regional Impact process and shall be planned through a master development plan process that integrates development, Agriculture land, and infrastructure. In addition to standard requirements for a MXD or DRI application, the application and development order shall include the following:

1. Master Development Plan
2. Specific Design Guidelines for the Development
3. Fiscal Neutrality Plan and Procedure for Monitoring Fiscal Neutrality for on-site improvements and proportionate share mitigation for off-site improvements.
4. Conservation Management Plan for Agriculture land
5. Phasing Plan for development (including timing and amount and phasing of residential and non-residential development)
6. Adequacy of infrastructure including transportation and public schools
7. Provisions for water and energy conservation measures.

D. Master Development Plan Requirements. The County shall adopt amendments to the Zoning Ordinance and Land Development Code to establish the specific requirements of Master Development Plan submittals and the standards for the review of those Master Development Plans.

E. Phasing. Development within the Farmton Local Plan shall be phased according to a plan approved in the Master Plan and MXD zoning or DRI Development Order which shall establish the timing and conditions upon when future phases will be approved.

Facilities Capacity. The phasing conditions of each development shall address at a minimum:

a. The requirement that adequate public facilities and services be available to accommodate the development and maintain the adopted level of service standards, and
b. The availability of water supply to serve the development, and
c. The provision of a transportation network within the Farmton Mixed Use Area that is projected to be needed to support the development through buildout.

F. Monitoring Program. To ensure efficient planning for public infrastructure, the County shall annually monitor the actual growth within the County, including development within the FMU, and adopt any necessary amendments to the Farmton Local Plan in conjunction with the update of the Capital Improvements Plan. Any amendments to the Capital Improvements Plan will be made consistent with the requirement for Fiscal Neutrality for FMU.

G. Fiscal Neutrality. Development within the Farmton Mixed Use Area shall provide adequate infrastructure that meets or exceeds the levels of service standards adopted by the County and be fiscally neutral or results in a fiscal benefit to the County, School Board, and residents outside that development. The intent of Fiscal Neutrality is that the costs of additional local government services and infrastructure that are built or provided for the Farmton Mixed Use Area shall be funded by properties within the approved FMU.

1. Landowners, developers, or Community Development Districts shall demonstrate fiscal neutrality as part of the master development plan approval process, according to the procedures established by the County. Such procedures shall require that Fiscal Neutrality be determined for development on a case-by-case basis, considering the location, phasing, and development program of the project. For off-site impacts, the procedures will require that the total proportionate share cost of infrastructure be included and not simply the existing impact fee rates. Notwithstanding the provisions of the Concurrency Management System, this shall include, but not be limited to, both localized and Countywide impacts on County, City, State, and

Federal transportation facilities (such as roads, intersections, sidewalks, lighting, medians, etc.), public transit, schools, water supply and delivery, sewage transmission and treatment, solid waste, storm and surface water management.

2. For off-site transportation improvements, if a development needs to pay proportionate fair-share or proportionate share toward a needed improvement to meet concurrency and the remainder of that improvement's cost is not programmed for funding in either the 5 year Capital Improvements Element or the 10-year Concurrency Management System, then the sum of those proportionate share dollars shall be directed to improve specific facilities (pipe-lining) on a priority basis as determined by the county, except as it relates to the Florida Department of Transportation (FDOT) Strategic Intermodal System (SIS) facilities wherein FDOT will determine how funds will be directed. The County will consult and coordinate with all impacted roadway maintaining agencies (including FDOT and the Cities) regarding priorities on other than SIS facilities. The development will be approved if an agreement is executed on how the funds will be directed. The County reserves the right to condition approval of development on the availability of funding for all necessary infrastructure to support and provide capacity for the proposed development. Off-site county roads constructed by the developer with proportionate share dollars may be eligible for transportation impact fee and/or mobility fee credits. However, any said credit shall not exceed the amount of impact fee and/or mobility fees actually paid by the development. The arterial connection from SR 5A interchange to and within the Farmton Mixed Use Area shall be the sole responsibility of the developer(s) of Farmton and not eligible for transportation impact fee and/or mobility fee credits.
3. The County may require that these procedures for measuring fiscal neutrality may be reviewed and certified by independent advisors retained by the County at the expense of the landowner, developer or Community Development District prior to acceptance by the County.
4. Development within the FMU shall have a financial strategy approved by the County to construct and maintain all required infrastructure. Community Development Districts are identified as the preferred financing technique for infrastructure needs.

H. Review by State Agencies. The Farmton Local Plan provides no exemption from reviews otherwise required by state and regional agencies.

Sustainability/Energy Efficiency

Objective 18
Brevard County shall aim at achieving a sustainable/energy efficient environment by minimizing the emission of greenhouse gases and reducing the vehicle miles of travel.

Policy 18.1
LEED Certification. The County shall encourage new development to be LEED certified by the US Green Building Council or similar program.

Policy 18.2
Reduction of Vehicle Miles of Travel. The County shall promote walking, bicycle\riding and use of public transit by requiring compact design, shared facilities between adjacent or nearby uses, and providing for interconnected walkways, bicycle ways and parking, and bus stops as part of development approvals, where applicable.

Policy 18.3
Bicycle Parking. The County shall continue to utilize and enhance bicycle parking standards, including quantity and location of bike racks, to help reduce parking demand and encourage the use of alternative transportation modes

Working Waterfronts

Objective 19
To manage future growth and development in order to promote and preserve the recreational and commercial working waterfronts of Brevard County and to provide incentives and criteria to ensure the continued availability of publicly accessible recreational and commercial working waterfronts countywide.

Policy 19.1
Brevard County shall provide land-use bonuses or incentives to encourage non-residential development that provides public access to the shorelines and waters of Brevard County. These bonuses or incentives may be granted in the form of increased FAR of twenty percent, a twenty-five percent increase in number of slips, a twenty-five percent increase in area for other uses, or other measure as provided for in the Land Use Regulations. Mixed use developments that include a publically accessible water-dependent, water-related or water-enhanced residential component may be eligible for these incentives.

Policy 19.2
Waterfront parcels may be designated for use as water-dependent, water-related as defined in Florida Statutes. Waterfront parcels may also be designated for water

enhanced uses as defined in the Glossary. The underlying land-use and unique locational needs for water-dependent and water-related activities shall be given development priority and be compatible with surrounding existing and programmed development at these sites. In order to ensure appropriate use of the County's waterfront, shoreline development shall be prioritized and based upon the following minimum criteria:

Criteria:

A. Priority shall be given to water-dependent and water-related land uses, which must be carried out only on, in or adjacent to water areas, may be considered for location along the Indian River lagoon system. Priority may also be given consistent with Policy 5.15 and may also include the expansion of working waterfronts.

B. Water-related land uses shall be considered only on the uplands adjacent to Class III waters of the Indian River lagoon system. Water-related uses are those which are not directly dependent upon access to a water body but which provide goods and services to uses which are water-dependent.

C. For Industrial land uses, directives, policies and criteria in the Coastal Management, Conservation and Future Land Use elements of this Comprehensive Plan which address water-dependent and water-related shall be utilized in the location of industrial projects adjacent to water bodies utilizing criteria established in Policy 3.9.

Public Airport Land Use Compatibility

Objective 20

Brevard County shall cooperate with the relevant airport authority responsible for the oversight of Merritt Island Airport to discourage incompatible encroachment of new land uses and facilitate the continued presence of the Merritt Island Airport.

Policy 20.1

Brevard County shall transmit to the airport authority information relating to proposed changes to the Comprehensive Plan, plan amendments, and proposed changes to land development regulations which, if approved, would affect the density, intensity, or use of land within a one half mile radius of the airport property.

Policy 20.2

The airport authority is encouraged to provide comments on the impact that such proposed changes may have upon the airport and whether the proposed changes are compatible with the safety, and noise standards as regulated by State and Federal agencies.

Policy 20.3

Brevard County will take into consideration any comments provided by the airport authority or his or her designee when such a decision regarding comprehensive planning or land development regulation is being considered. Brevard County shall include a copy of any such comments to the Florida Department of Community Affairs or its successor agency.

Implement Directives from Small Area Studies

Objective 21
Brevard County may establish Citizen Resource Groups, appointive bodies, to evaluate a community's future development needs or desires. This group may be tasked with making recommendation(s) regarding future development trends, evaluating the character of the area and/or conceptualizing a new vision for previously undeveloped parcels within a study area.

Policy 21.1
Future Development Trends
The Board may create a specialized local plan called a Small Area Study (SAS) be initiated to support a community's desires to participate in its own vision of the future. The outcome of the SAS may culminate with an amendment of the Future Land Use Map, this Element, other Elements of the Comprehensive Plan and/or update of county land development codes. At a minimum, these criteria address the following:

Criteria:

A. Identify recent development trends in the area;
B. Identify changes to the character of an area;
C. Encourage development or preservation of residential densities in rural areas;
D. Preservation of existing agricultural areas;
E. Evaluate commercial expansion techniques for new development areas.

Port St. John Study Area
Policy 21.2
Brevard County shall implement the recommendations of the Port St. John Small Area Study through the following directive:

1. Residential densities east of the Florida East Coast Railroad from Kings Highway to Camp Road will be implemented by the following densities: East of US-1 to the Indian River from Kings Highway to Camp Road, densities may be a maximum of 12 residential dwelling units per acre. This would include portions of Sections 18, 19 and 30, Township 23, Range 36 and a portion of Section 13, Township 23, Range 35, as generally depicted on Map 9. West of US-1 to the Florida East Coast railroad tracks from Kings Highway to Camp Road, densities may be 12 dwelling units per acre with a maximum cap of 8 residential dwelling units per acre. This would

include portions of Sections 13, 18, 19 and 30, Township 23, Range 36 and portions of Sections 13 and 24, Township 23, Range 35, as generally depicted on Map 9.

Canaveral Groves Study Area
Policy 21.3
Brevard County shall implement the recommendations of the Canaveral Groves Small Area Study through the following directives:

1. The maximum density to be considered for the Friday Acres subdivision, located in Section 14, Township 24, Range 35, shall be three dwelling units per acre (3 du/ac). This area is depicted in Map 10.
2. The maximum density to be considered in a portion of the northeast quarter of Section 15, Township 24, Range 35 shall be five dwelling units per acre (5 du/ac). This area is depicted in Map 10.
3. The maximum density to be considered in the northeastern portion of Section 13, Township 24, Range 35 shall be 6 dwelling units per acre where existing RU-1-9 is designated. The area is depicted on Map 11.
4. All types of commercial uses shall be considered in the neighborhood/community commercial district lying in the portion of Section 27, Township 24, Range 35 north of State Route 524. This area is depicted on Map 11a.
5. The maximum density to be considered in the portion of Section 27, Township 24, Range 35 north of State Route 524 shall be eight dwelling units per acre (8 du/ac). This area is depicted on Map 11b.

North Merritt Island Study Area
Policy 21.4
Brevard County shall implement the recommendations of the North Merritt Island Small Area Study through the following directives.

1. In the area described as Orange Haven Unrecorded Lots in Section 23, Township 23, Range 36, the residential density designation shall be two (2) dwelling units per acre. This area is depicted on Map 12.
2. In the area described as Parcel 17 and Kings Park Unit #3, Lots 9, 10, 11, 12 not to include the east 100 feet parallel to the west right of way of Eagle Way in Section 26, Township 23, Range 36, the residential density designation shall be four (4) dwelling units per acre. This area is depicted on Map 13.

South Beaches Study Area
Policy 21.5
Brevard County shall implement the recommendations of the South Beaches Small Area Plan Study through the following directives.

1. The property described as Parcel 4, Sections 33 and 34, Township 28 South, Range 38 East shall be designated with a maximum density of six (6) dwelling units per acre. This area is depicted on Map 14.
2. The property described as Parcels 3, 5 and 6, Section 34, Township 28 South, Range 38 East shall be designated with a maximum density of six (6) dwelling units per acre. This area is depicted on Map 15.
3. The property described as Parcels 763 and 776, Sections 10 and 11, Township 29 South, Range 38 East shall be four (4) dwelling units per acre. This area is depicted on Map 16.
4. The property described as Parcel 3.1, Section 23, Township 29 South, Range 38 East shall be designated as four (4) dwelling units per acre. This area is depicted on Map 17.
5. The property described as Lot 32, Block 7, New Melbourne Beach Subdivision Section 3, Township 29 South, Range 38 East shall be designated with a maximum density of six (6) dwelling units per acre. This area is depicted on Map 18.
6. The properties described in the south 1260 feet of Section 17, Township 28 South, Range 38 East and the properties described as the north 1280 feet of Sections 20 and 21, Township 28 South, Range 38 East shall be limited to the maximum residential densities as depicted on Map 19. The maximum residential density within this directive is eight (8) dwelling units per acre.
7. The properties described in Sections 20 and 21, Township 28 South, Range 38 East, starting 1280 feet from the north section(s) line and ending 3770 feet from the north section(s) line shall be limited to the maximum residential densities range from two (2) dwelling units per acre to eight (8) dwelling units per acre. The area is depicted on Map 20.

Central and South Merritt Island Study Area
Policy 21.6

Brevard County shall implement the recommendations of the Central and South Merritt Island Small Area Study through the following directives:

1. Within the area depicted on Map 21 (Sections 11, 12, 13, 24 and 25, of Township 25, Range 36 and the western portions of Sections 18, 19 and a portion of Section 30, Township 25, Range 37), the only residential zoning classifications that may be considered in shall be EU, SR, SEU, RR-1, REU, AU, PA, GU, AGR, RRMH-1, RRMH-2.5, RRMH-5 and TR-2. RP residential professional zoning may be considered on South Courtenay Parkway with a minimum lot size consistent with EU zoning and/or the aforementioned zonings. The maximum density within the described area shall be three (3) dwelling units per acre.

Residential Density Rightsizing Study Areas

Objective 22
Brevard County shall maintain maximum densities in the Residential Density Rightsizing Study Areas.

Avon by the Sea
Policy 22.1

1. The property described as Winslow Reserve Subdivision #27, Lot 13, in Section 26, Township 24, Range 37 shall have a maximum residential density of 30 dwelling units per acre. This property is depicted on Map 5**.**
2. The property described as Avon by the Sea Subdivision #CG, Block 101, Lots 12, 12.01, and 14 shall have a maximum residential density of 30 dwelling units per acre. This property is depicted on Map 5.
3. The property described as Avon by the Sea Subdivision #CG, Block 101, Lots 2, 3, 4, and 5 shall have a maximum residential density of 30 dwelling units per acre. This property is depicted on Map 5.

Merritt Island Area
Policy 22.2

1. The property described as Moore and Catine Subdivision #52, Lot 13, Section 35, Township 24, Range 36 shall have a maximum residential density of 30 dwelling units per acre. This property is described on Map 6.

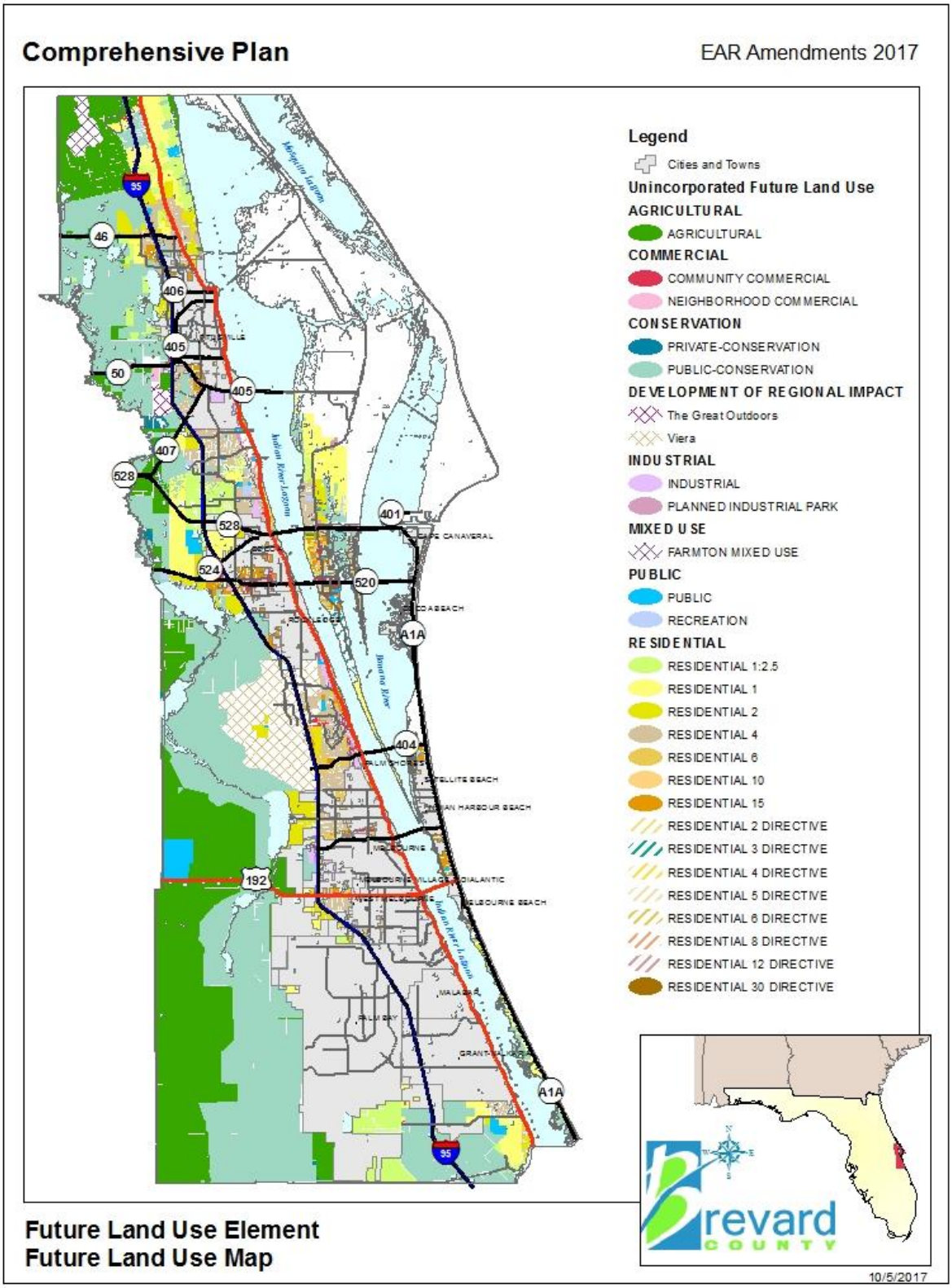
South Cocoa Beach Area
Policy 22.3

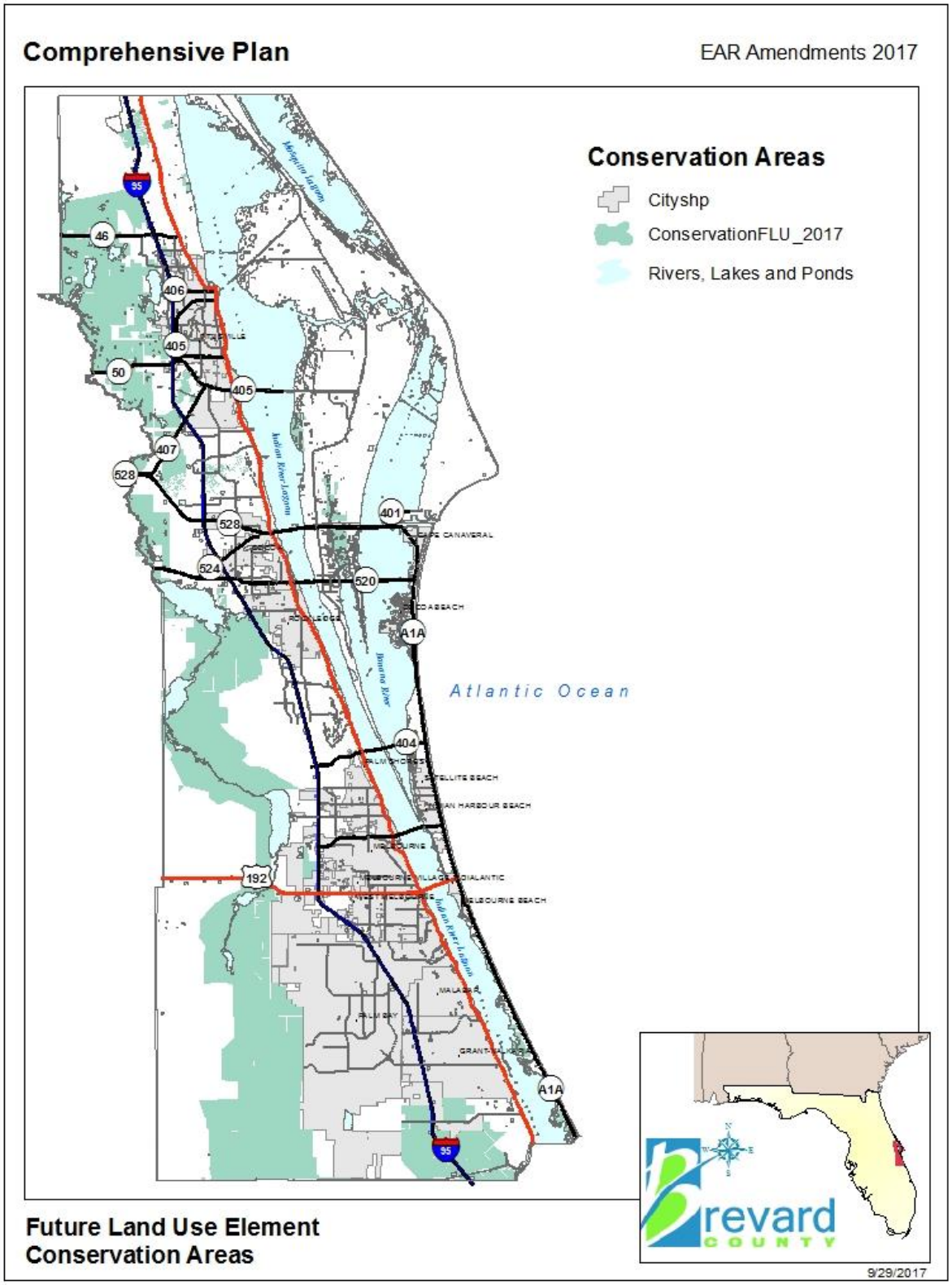
1. The property described as Bruner's Resubdivision #25, Block A, Lot 6, Section 26, Township 25, Range 37 and the property described as Birchfield and Bruner's Addition #26, Block B, Lot 1, Section 26, Township 25, Range 37 shall have a maximum residential density of 30 dwelling units per acre. These properties are depicted on Map 7.

APPENDIX

LIST OF MAPS

Map	Name
1	Brevard County Future Land Use Map
2	Conservation Areas
3	Land Use Planning Areas
4	Viera New Town Overlay
5	Residential Density Rightsizing Study – Avon by the Sea Area
6	Residential Density Rightsizing Study – Merritt Island Area
7	Residential Density Rightsizing Study – South Cocoa Beach Area
8	Farmton Local Plan Boundary & Arterial Transportation Network
9	St. John Directives
10	Canaveral Groves Directives 1 and 2
11	Canaveral Groves Directive 3
11a and 11b	Canaveral Groves Directives 4 and 5
12	North Merritt Island Study Area Directive 1
13	North Merritt Island Study Area Directive 2
14 and 15	South Beaches Study Area Directives 1 and 2
16	South Beaches Study Area Directive 3
17	South Beaches Study Area Directive 4
18	South Beaches Study Area Directive 5
19 and 20	South Beaches Study Area Directives 6 and 7
21	Central and South Merritt Island Study Area Directive 1
22	Energy Conservation Areas


Comprehensive Plan
EAR Amendments 2017
Legend
Cities and Towns
Unincorporated Future Land Use
AGRICULTURAL
AGRICULTURAL
COMMERCIAL
COMMUNITY COMMERCIAL
NEIGHBORHOOD COMMERCIAL
CONSERVATION
PRIVATE-CONSERVATION
PUBLIC-CONSERVATION
DEVELOPMENT OF REGIONAL IMPACT
The Great Outdoors
Viera
INDUSTRIAL
INDUSTRIAL
PLANNED INDUSTRIAL PARK
MIXED USE
FARMTON MIXED USE
PUBLIC
PUBLIC
RECREATION
RESIDENTIAL
RESIDENTIAL 1:2.5
RESIDENTIAL 1
RESIDENTIAL 2
RESIDENTIAL 4
RESIDENTIAL 6
RESIDENTIAL 10
RESIDENTIAL 15
RESIDENTIAL 2 DIRECTIVE
RESIDENTIAL 3 DIRECTIVE
RESIDENTIAL 4 DIRECTIVE
RESIDENTIAL 5 DIRECTIVE
RESIDENTIAL 6 DIRECTIVE
RESIDENTIAL 8 DIRECTIVE
RESIDENTIAL 12 DIRECTIVE
RESIDENTIAL 30 DIRECTIVE
Mosquito Lagoon
Indian River Lagoon
Banana River
Indian River Lagoon
95
46
406
405
50
405
407
528
528
524
401
520
A1A
404
192
A1A
95
revard COUNTY
Future Land Use Element
Future Land Use Map
10/5/2017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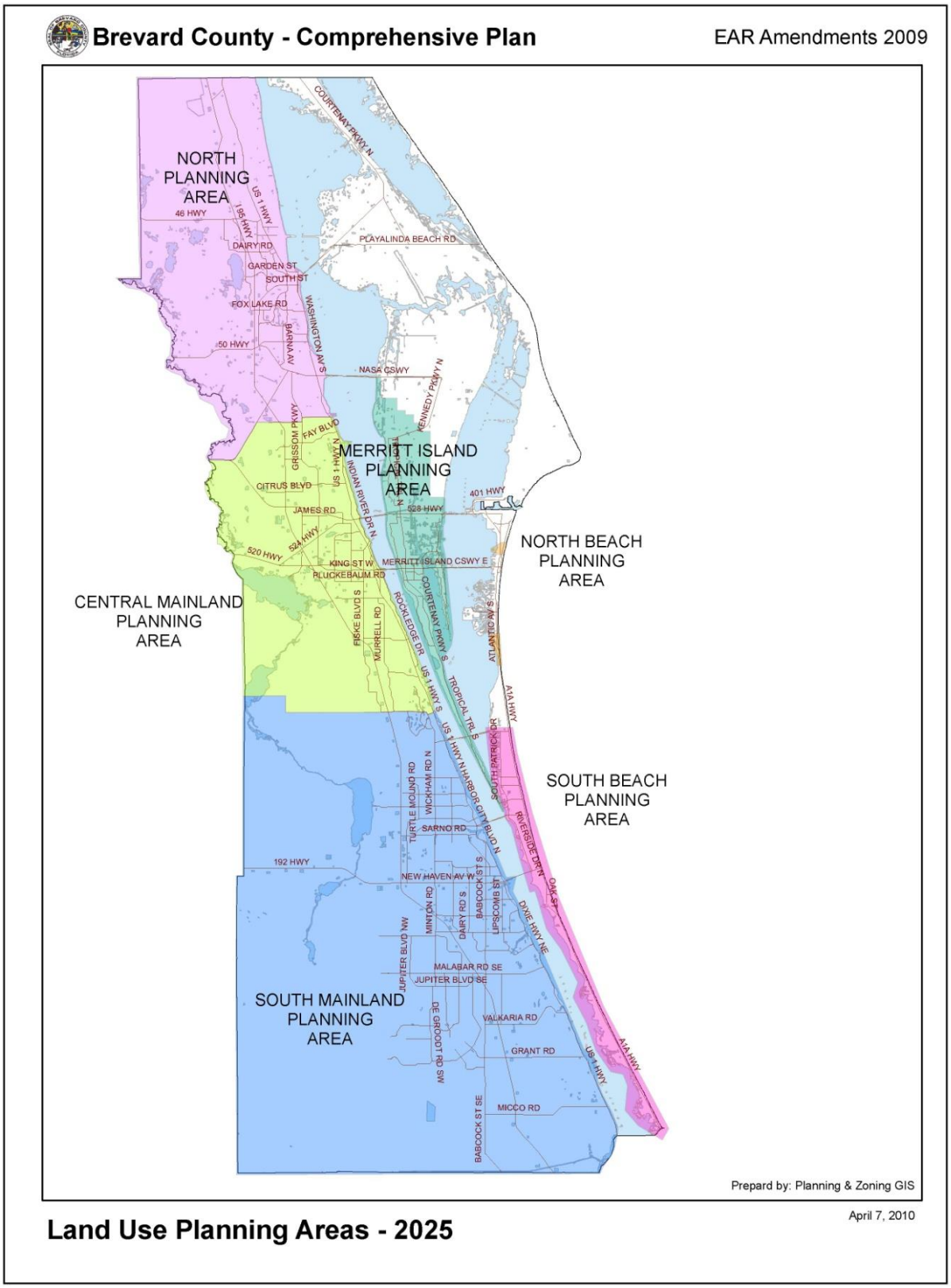
Conservation Areas
Cityshp
ConservationFLU_2017
Rivers, Lakes and Ponds
Atlantic Ocean
Future Land Use Element
Conservation Areas
9/29/2017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MERRITT ISLAND PLANNING AREA
NORTH BEACH PLANNING AREA
CENTRAL MAINLAND PLANNING AREA
SOUTH BEACH PLANNING AREA
SOUTH MAINLAND PLANNING AREA
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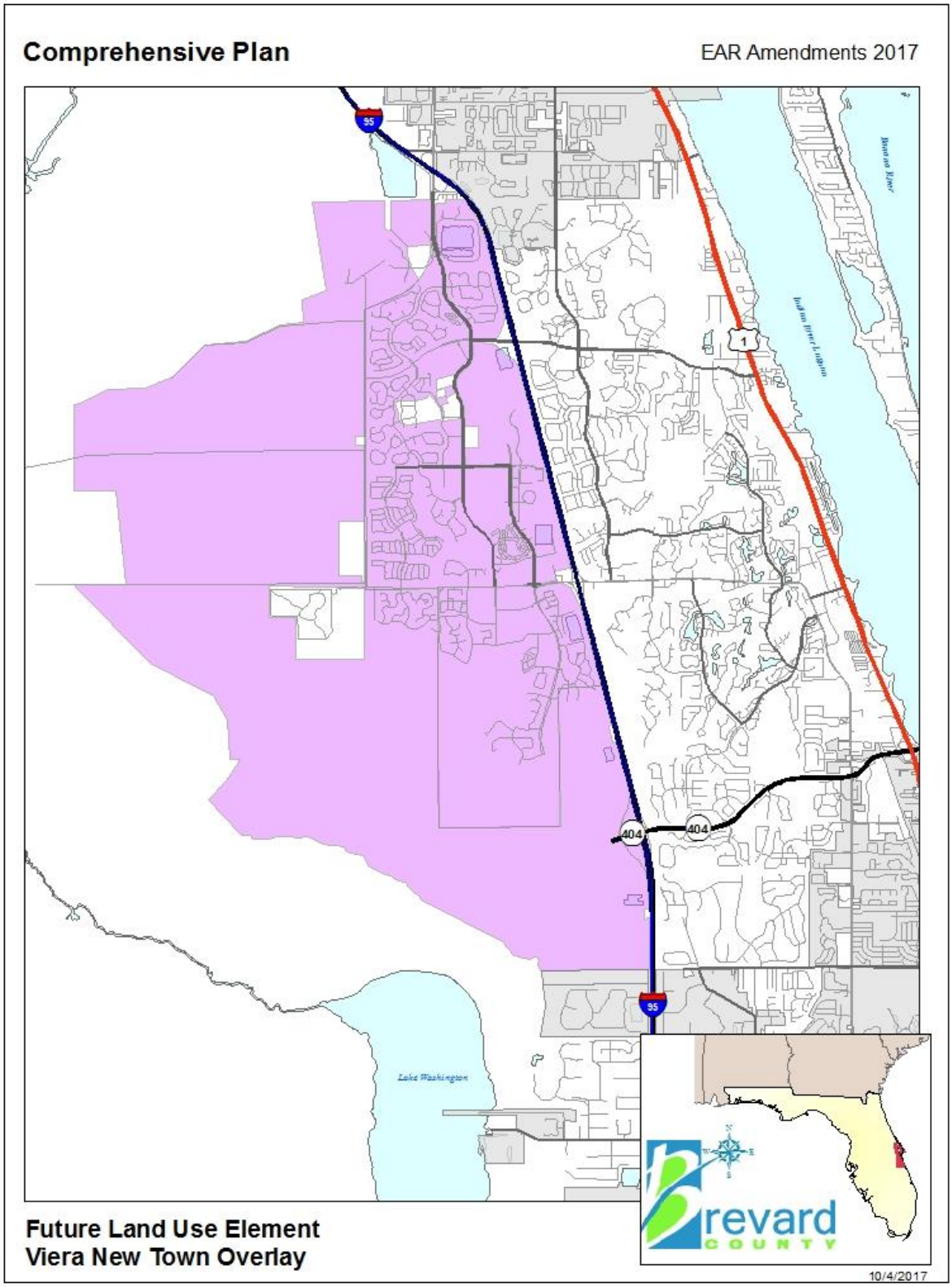
US 1 HWY
46 HWY
DAIRY RD
GARDEN ST
SOUTH ST
FOX LAKE RD
50 HWY
BARNA AV
WASHINGTON AV S
PLAYALINDA BEACH RD
NASA CSWY
KENNEDY PKWY N
FAY BLVD
GRISSOM PKWY
N HAVEN AV S
INDIAN RIVER DR N
CITRUS BLVD
JAMES RD
401 HWY
528 HWY
524 HWY
520 HWY
KING ST W
PLUCKEBAUM RD
MERRITT ISLAND CSWY E
FISKE BLVD S
MURRELL RD
ROCKLEDGE DR
COURTENAY PKWY S
ATLANTIC AV S
US 1 HWY S
TROPICAL TRL S
A1A HWY
SOUTH PATRICK DR
US 1 HWY N
HARBOR CITY BLVD N
RIVERSIDE DR N
OAK ST
TURTLE MOUND RD
WICKHAM RD N
SARNO RD
192 HWY
NEW HAVEN AV W
BABCOCK ST S
LIPSCOMB ST
DIXIE HWY NE
MINTON RD
DAIRY RD S
JUPITER BLVD NW
MALABAR RD SE
JUPITER BLVD SE
DE GROOOT RD SW
VALKARIA RD
GRANT RD
US 1 HWY
A1A HWY
BABCOCK ST SE
MICCO RD
Prepard by: Planning & Zoning GIS
April 7, 2010
Land Use Planning Areas - 2025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95
1
404
404
95
Indian River Lagoon
Lake Washington
Future Land Use Element
Viera New Town Overlay
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NAZURE LN
AZURE LN
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RIDGEWOOD AV
MERIDIAN DR
MESSINA LN
ROOSEVELT AV
SAZURE LN
TAFT AV
TURTLE BEACH LN
WILSON AV
HARDING AV
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Avon by the Sea
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S TROPICAL TR
DEB LN
PECK AV
PECK AV
WEST RD
KADIAC DR
HAMILTON DR
HAMILTON CIR
WEST RD
SALTON AV
Indian River Lagoon
TERESA LN
CONE RD
ENNIS DR
Residential 30 Directive
Cities and Towns
Residential Density Rightsizing Study Map 6
Merritt Island Area Directives
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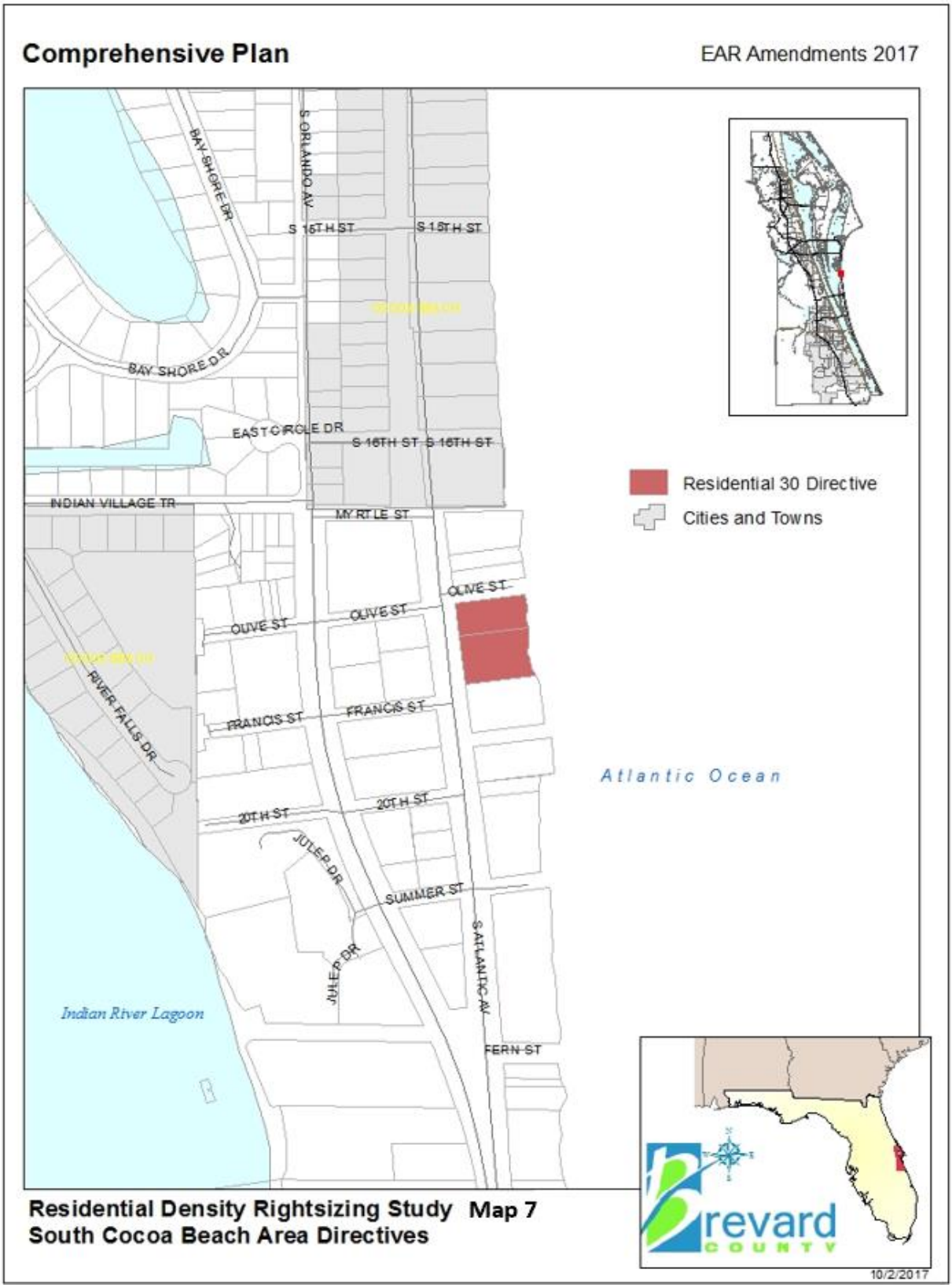
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BAY SHORE DR
S ORLANDO AV
S 15TH ST
S 15TH ST
BAY SHORE DR
EAST CIRCLE DR
S 16TH ST
S 16TH ST
INDIAN VILLAGE TR
MYRTLE ST
OLIVE ST
OLIVE ST
OLIVE ST
RIVER FALLS DR
FRANCIS ST
FRANCIS ST
20TH ST
20TH ST
JULEP DR
SUMMER ST
JULEP DR
S ATLANTIC AV
FERN ST
Indian River Lagoon
Atlantic Ocean
Residential 30 Directive
Cities and Towns
Residential Density Rightsizing Study Map 7
South Cocoa Beach Area Directives
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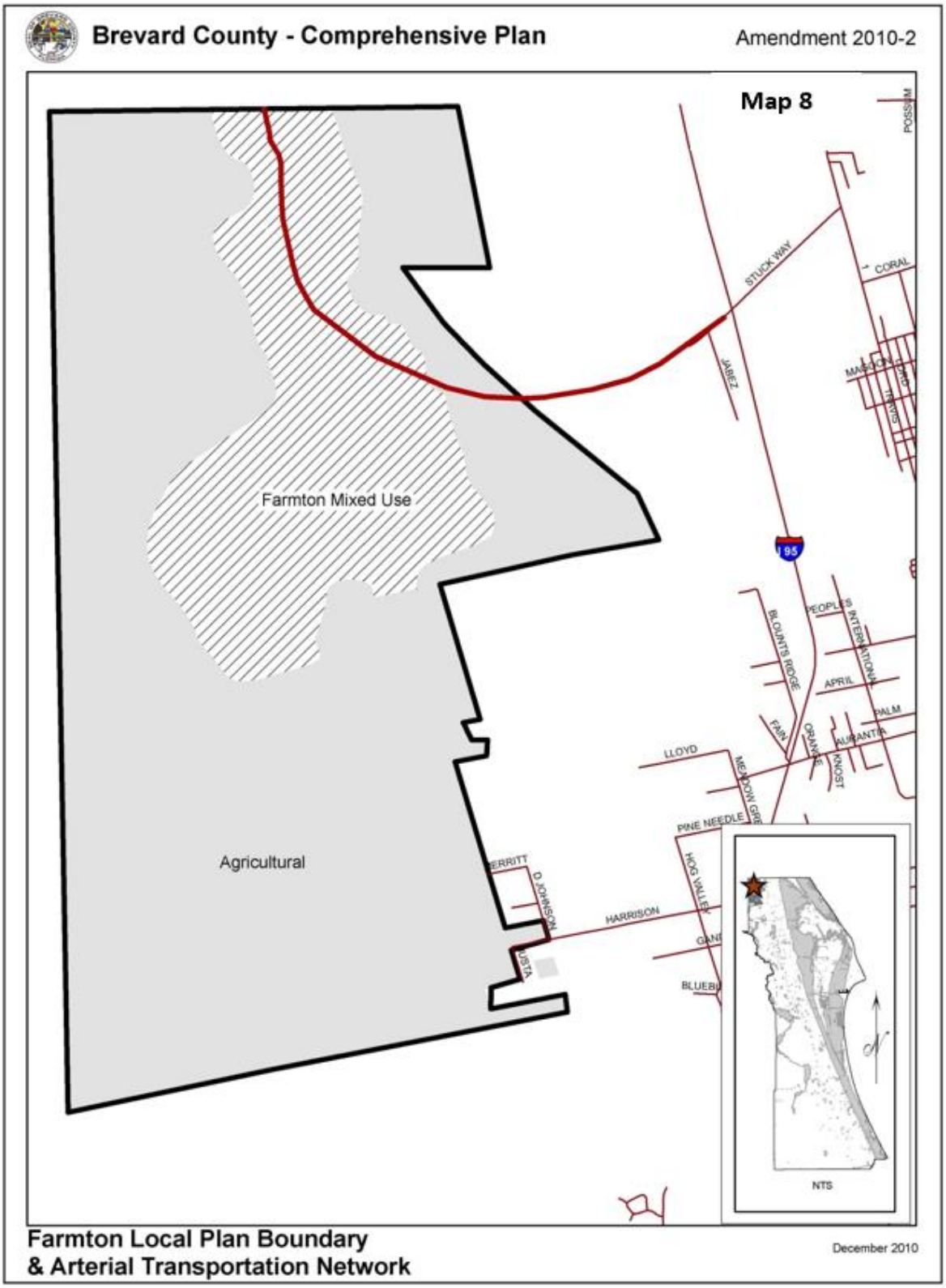
Brevard County - Comprehensive Plan
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Farmton Mixed Use
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JABEZ
CORAL
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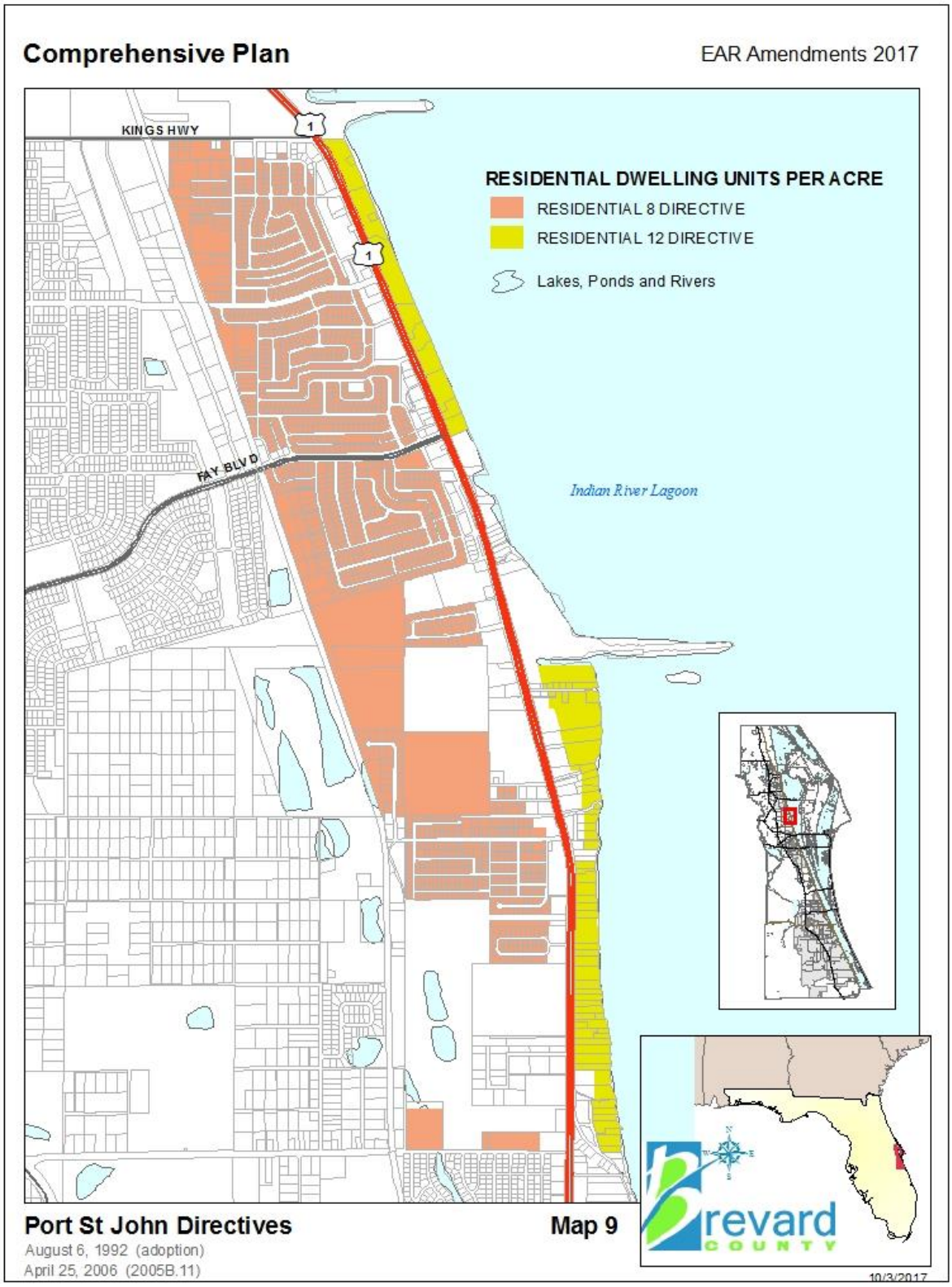
BLOUNTS RIDGE
APRIL
LLOYD
PINE NEEDLE
HOG VALLEY
HARRISON
NTS
Farmton Local Plan Boundary
& Arterial Transportation Network
December 2010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KINGS HWY
1
1
FAY BLVD
RESIDENTIAL DWELLING UNITS PER ACRE
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RESIDENTIAL 12 DIRECTIVE
Lakes, Ponds and Rivers
Indian River Lagoon
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RANCHWOOD DR
JANET RD
FRIDAY RD
NORTH FRIDAY CIR
WEST FRIDAY CIR
SOUTH FRIDAY CIR
SCOTT RD
RECTOR RD
Dwelling Units per Acre
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Residential 5 Directive
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Study Area Directives
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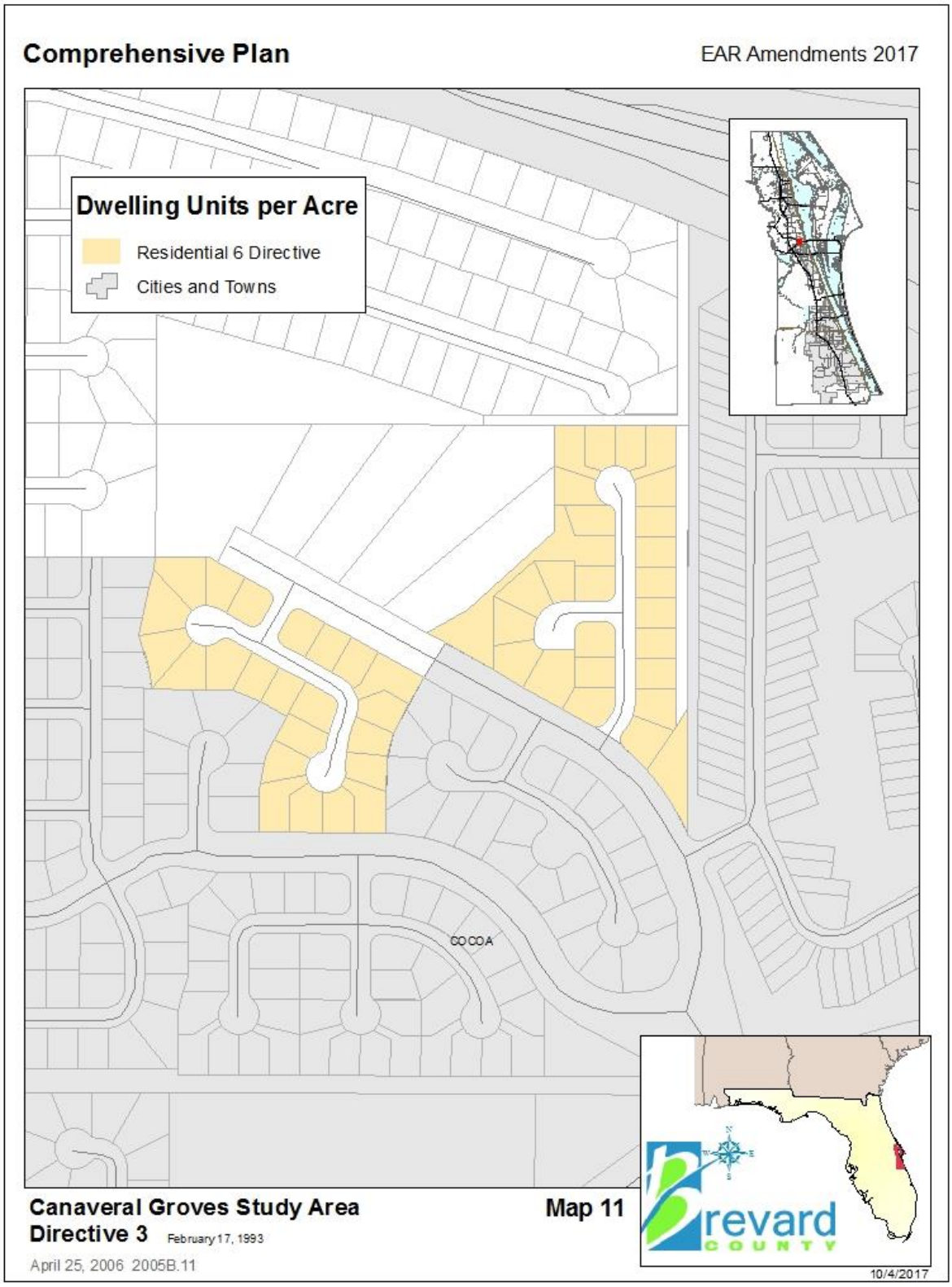
Comprehensive Plan
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Dwelling Units per Acre
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Cities and Towns
COCOA
Canaveral Groves Study Area
Directive 3 February 17, 1993
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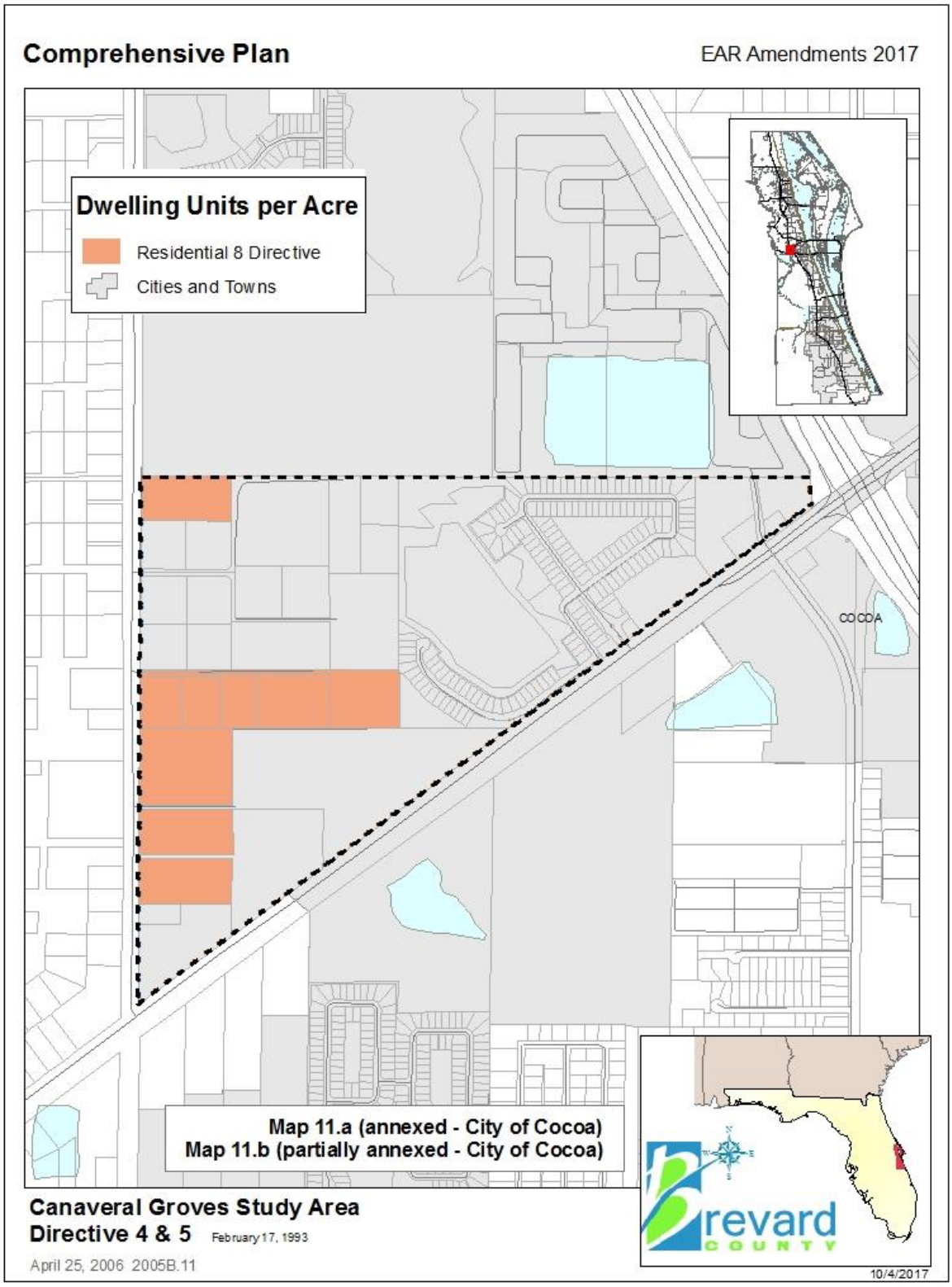
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Canaveral Groves Study Area
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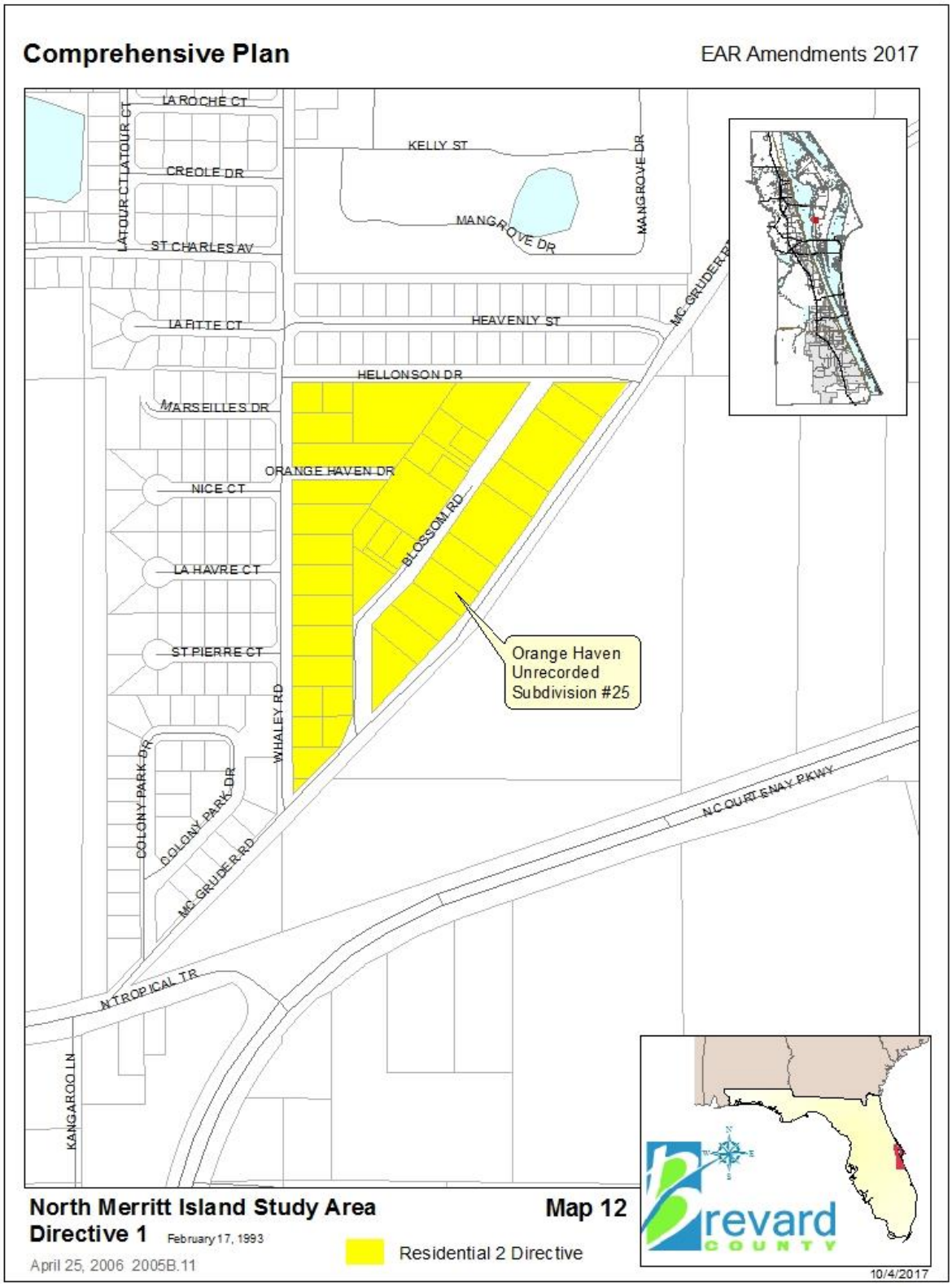
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EAR Amendments 2017
LA ROCHE CT
LATOUR CT
CREOLE DR
ST CHARLES AV
KELLY ST
MANGROVE DR
MANGROVE DR
LAFITTE CT
HEAVENLY ST
MC GRUDER RD
HELLONSON DR
MARSEILLES DR
ORANGE HAVEN DR
NICE CT
BLOSSOM RD
LA HAVRE CT
ST PIERRE CT
WHALEY RD
COLONY PARK DR
COLONY PARK DR
MC GRUDER RD
N COURTENAY PKWY
N TROPICAL TR
KANGAROO LN
Orange Haven Unrecorded Subdivision #25
North Merritt Island Study Area
Directive 1
February 17, 1993
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Residential 2 Directive
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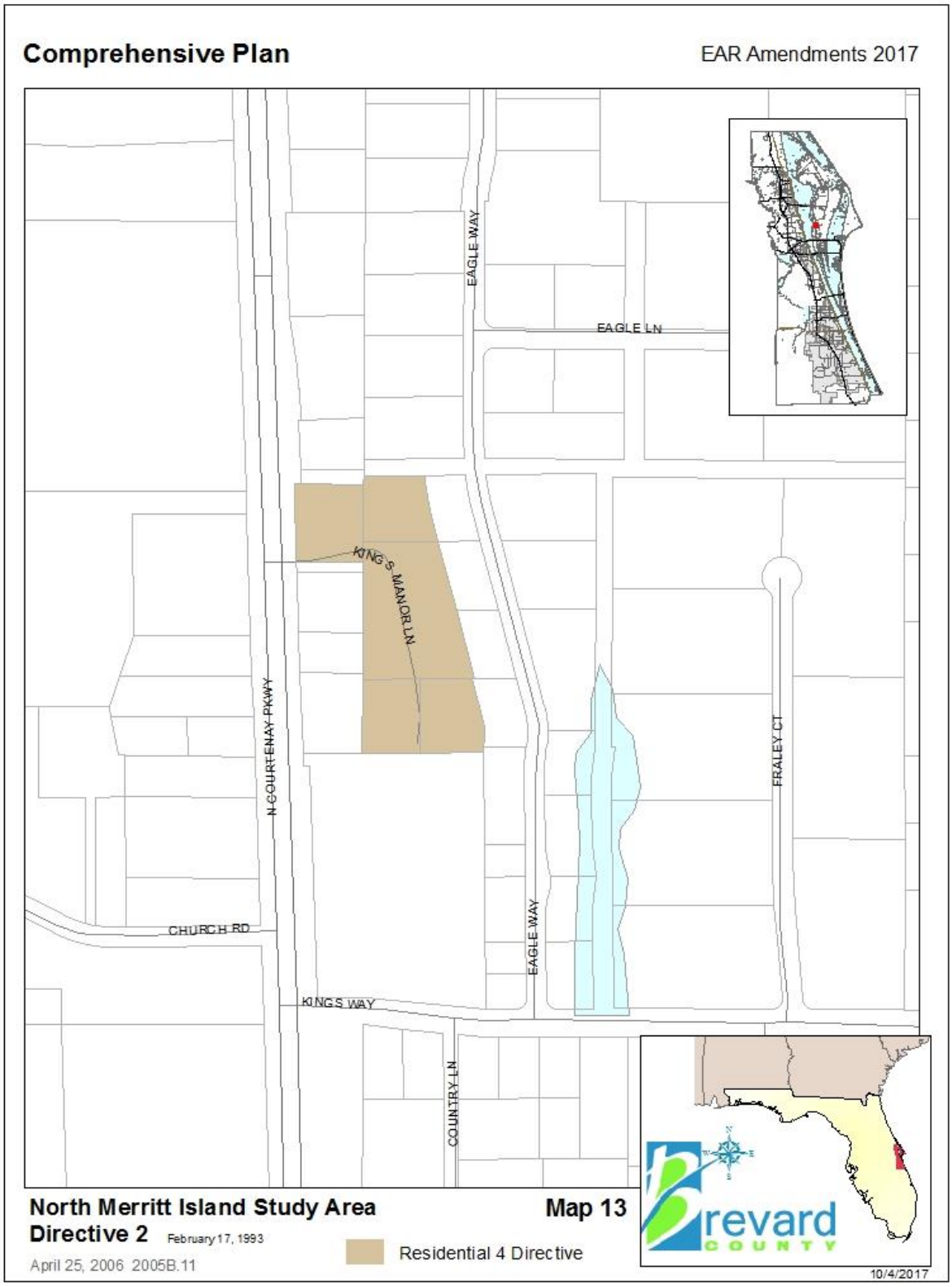
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EAR Amendments 2017
EAGLE WAY
EAGLE LN
KING S MANOR LN
N COURTENAY PKWY
FRALEY CT
CHURCH RD
KINGS WAY
COUNTRY LN
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February 17, 1993
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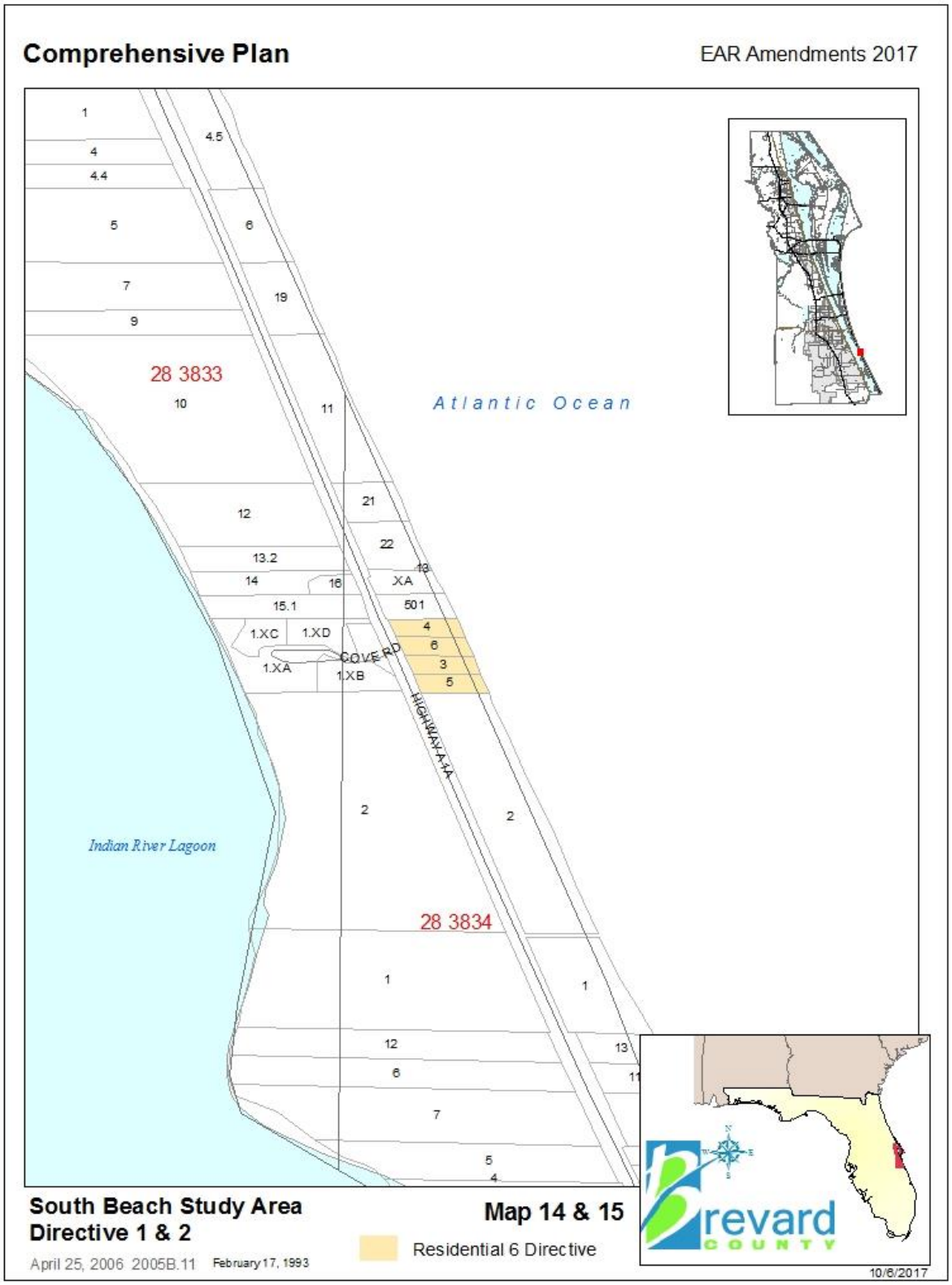
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Atlantic Ocean
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28 3833
28 3834
COVE RD
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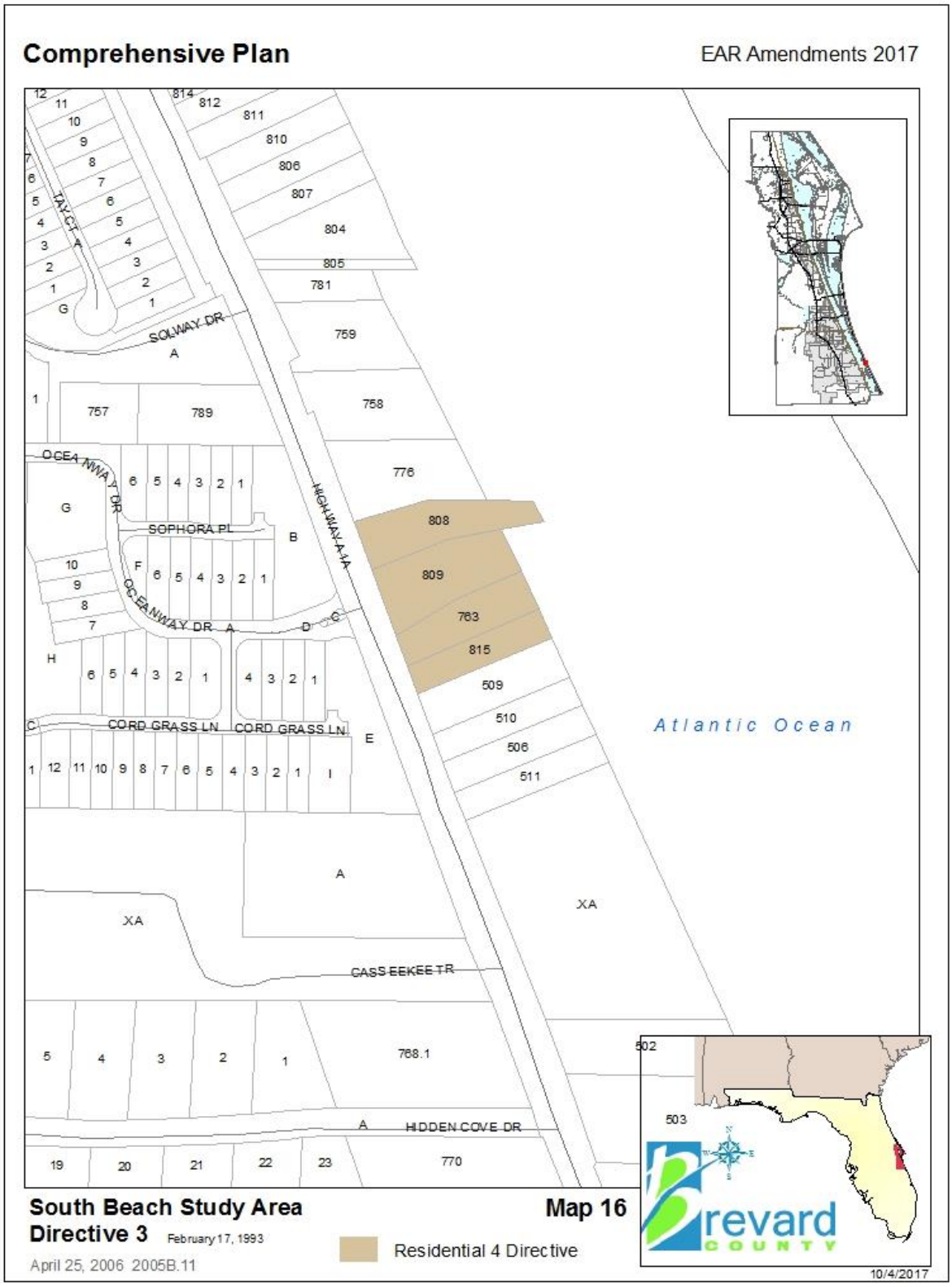
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SOLWAY DR
TAY CT
OCEANWAY DR
SOPHORA PL
HIGHWAY A1A
CORD GRASS LN
CASSEEKEE TR
HIDDEN COVE DR
Atlantic Ocean
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February 17, 1993
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Atlantic Ocean
FLORIDANA AV
FLORIDANA AV
FLORIDANA AV
CORTEZ ST
FLORES ST
DUVAL ST
South Beach Study Area
Directive 4
February 17, 1993
April 25, 2006 2005B.11
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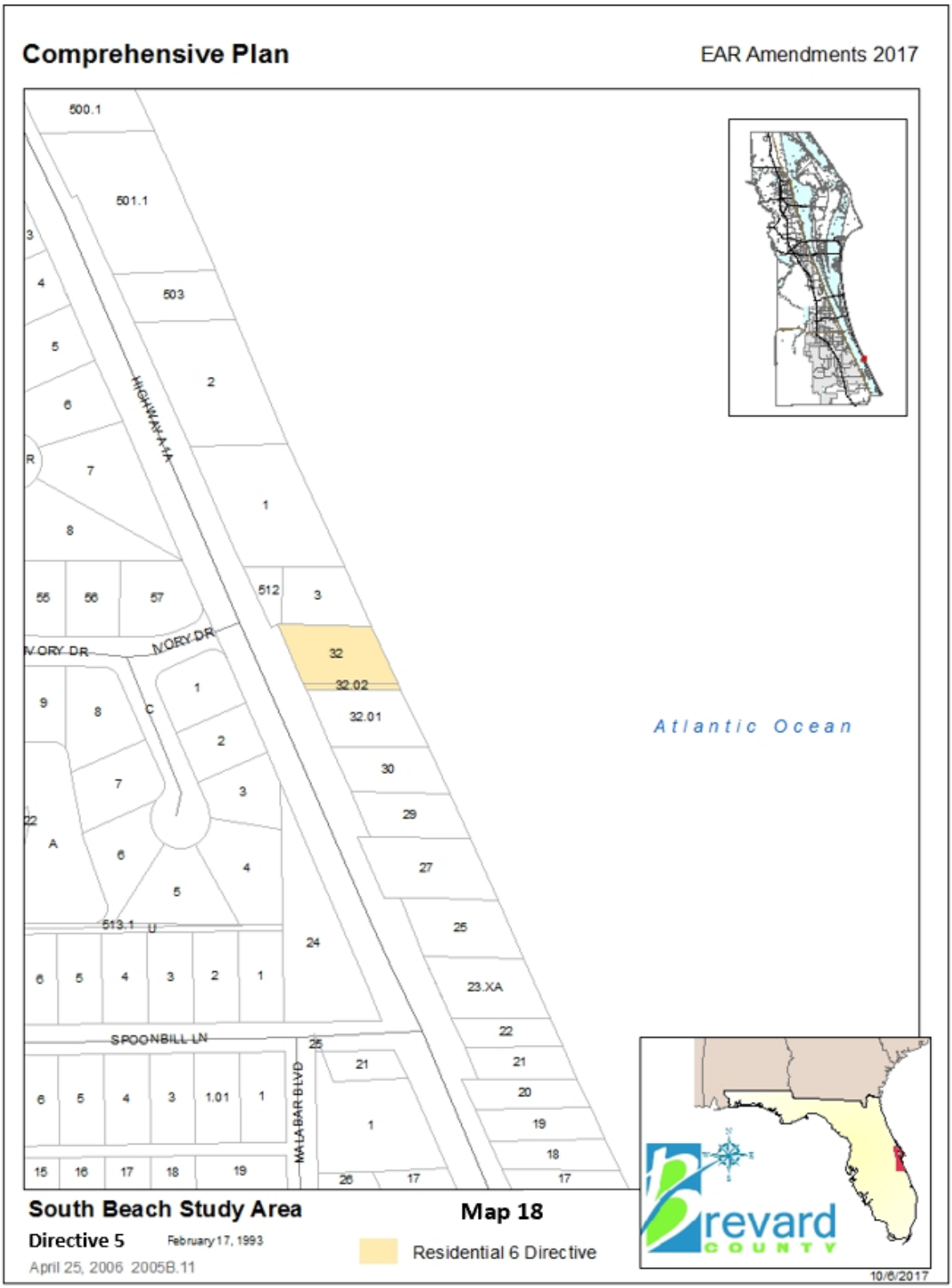
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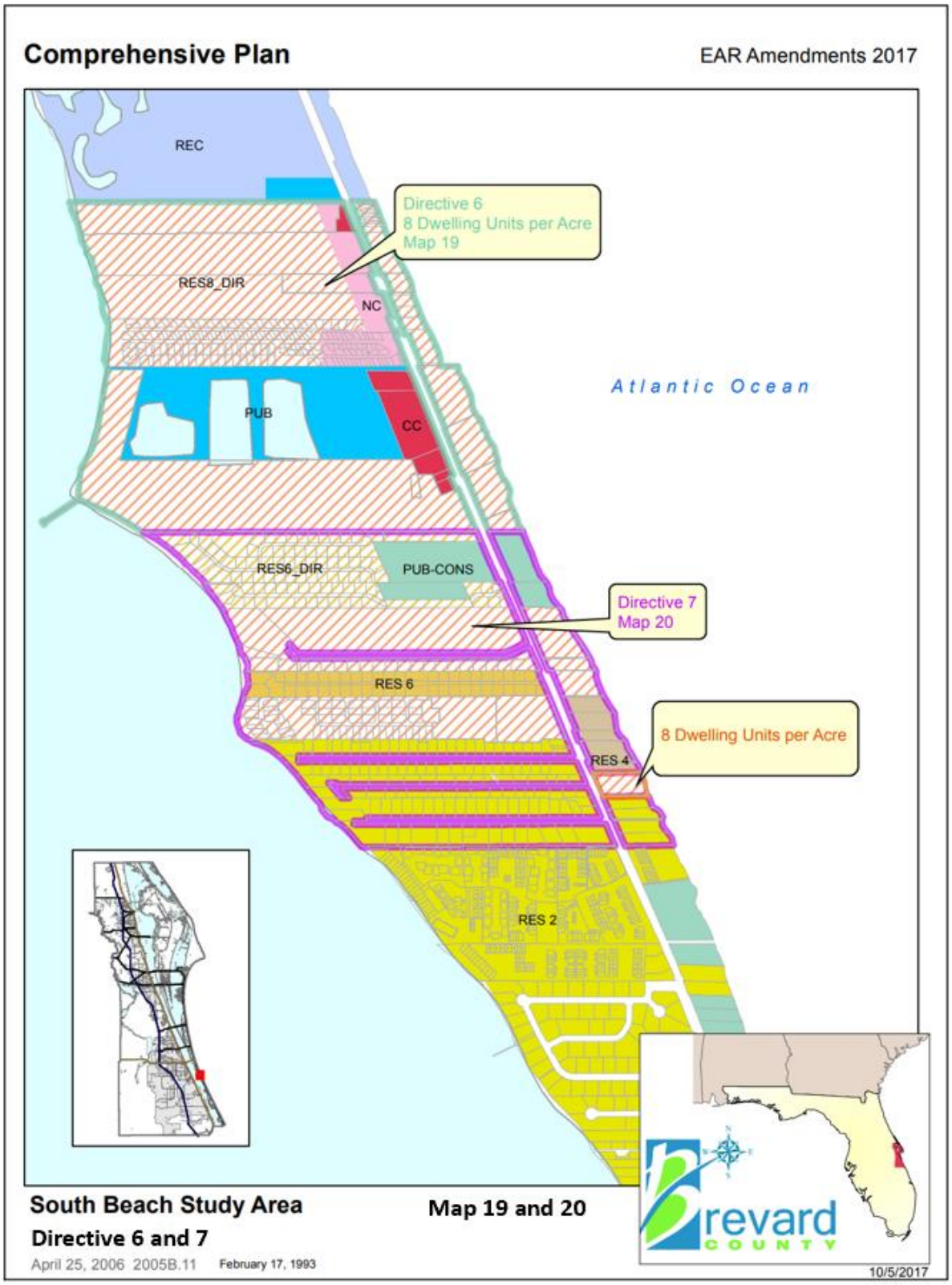
10/6/2017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NC
Atlantic Ocean
PUB
CC
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PUB-CONS
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Directive 6 and 7
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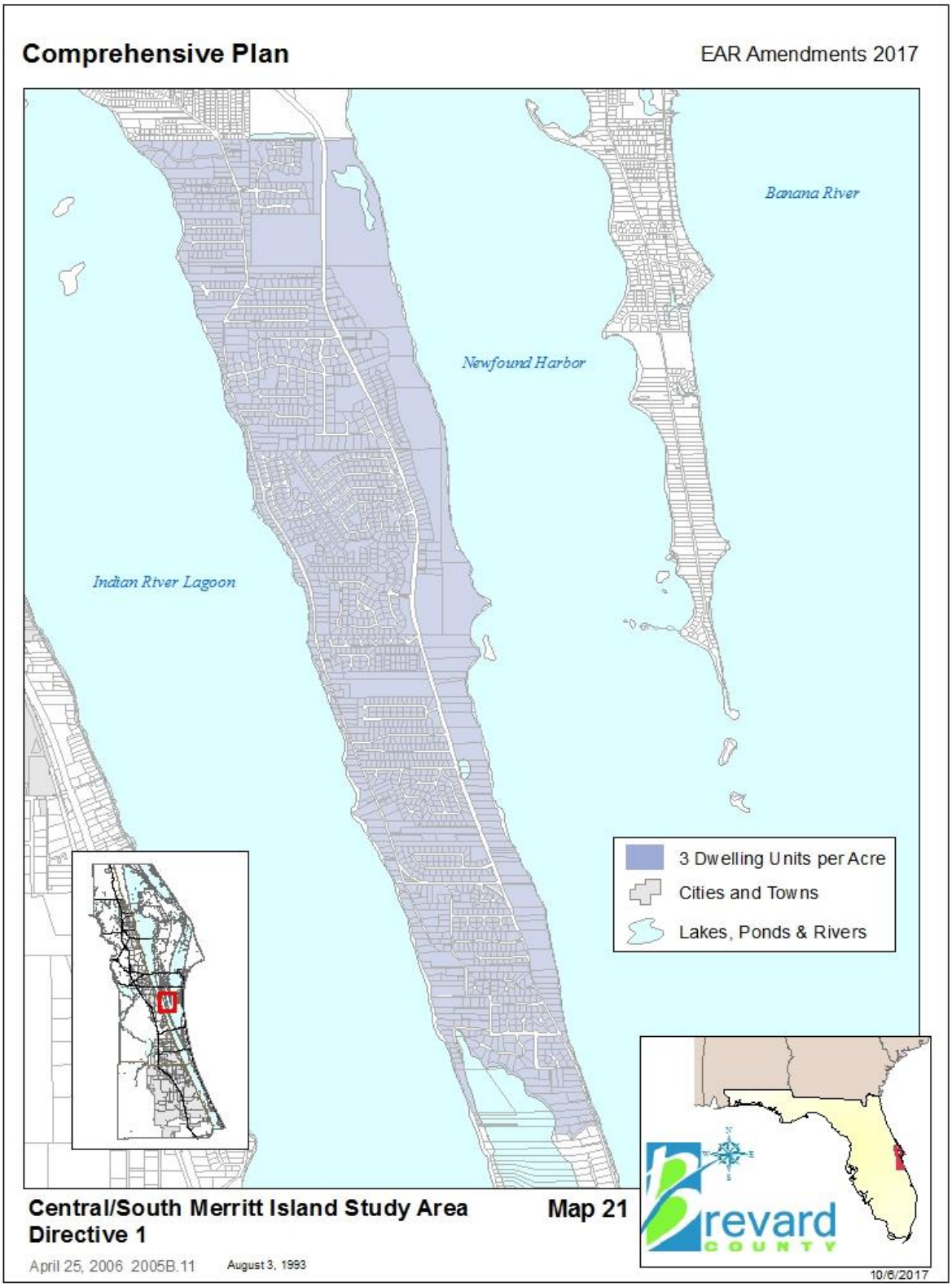
Comprehensive Plan
EAR Amendments 2017
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Newfound Harbor
Indian River Lagoon
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Cities and Towns
Lakes, Ponds & Rivers
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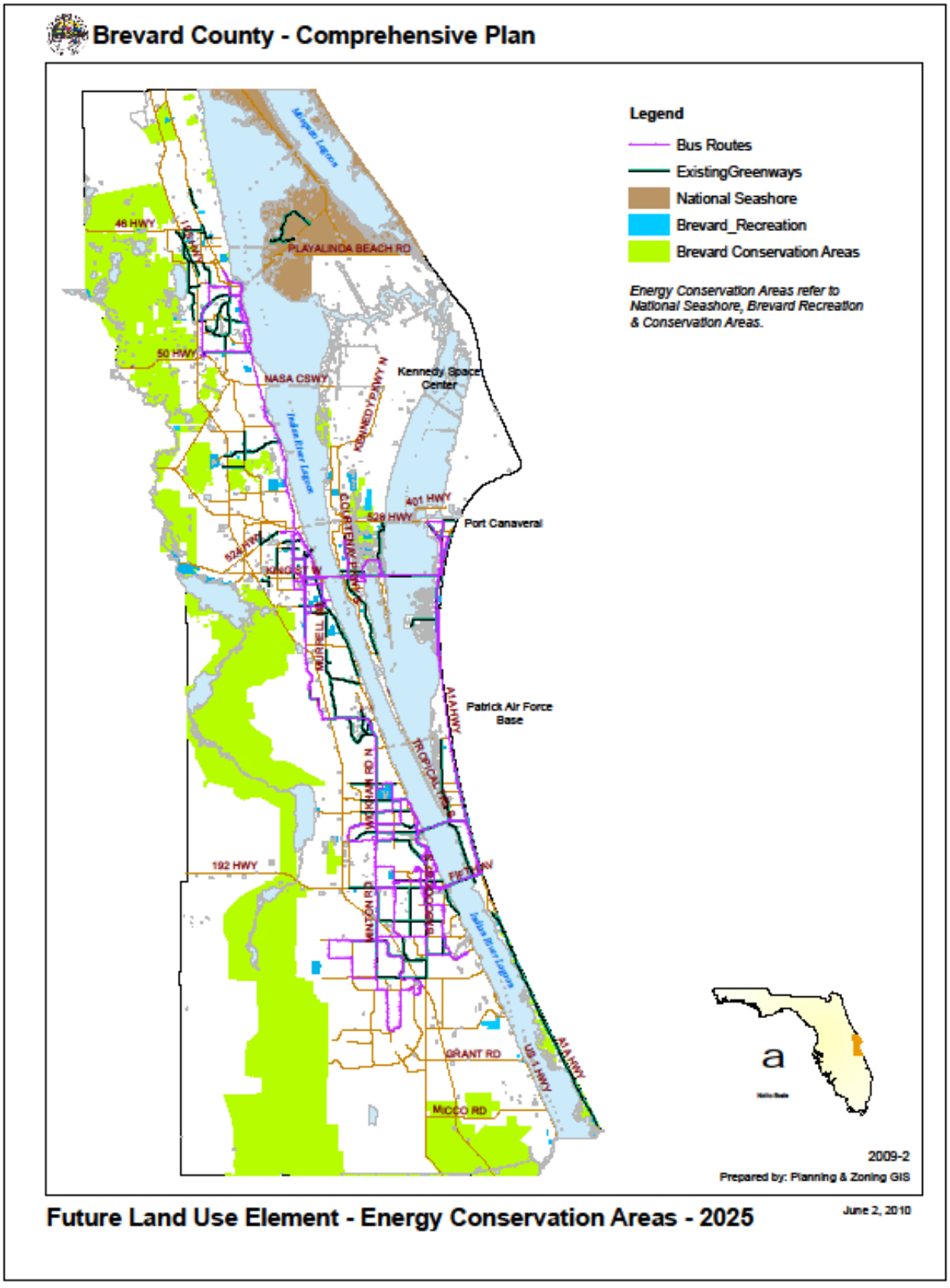
10/6/2017


Brevard County - Comprehensive Plan
Legend
Bus Routes
ExistingGreenways
National Seashore
Brevard_Recreation
Brevard Conservation Areas
Energy Conservation Areas refer to National Seashore, Brevard Recreation & Conservation Areas.
46 HWY
PLAYALINDA BEACH RD
50 HWY
NASA CSWY
Kennedy Space Center
KENNEDY PKWY N
401 HWY
528 HWY
Port Canaveral
A1A HWY
Patrick Air Force Base
192 HWY
GRANT RD
MICCO RD
US 1 HWY
2009-2
Prepared by: Planning & Zoning GIS
Future Land Use Element - Energy Conservation Areas - 2025
June 2, 2010

LIST OF FIGURES

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1	Illustrative Examples of Commercial Infill vs. Extension of Strip Development
2	Comparative Depiction of Conventional vs. Clustering Land Development Techniques

FIGURE 1

ILLUSTRATIVE EXAMPLES
OF
COMMERCIAL INFILL vs. EXTENSION OF STRIP DEVELOPMENT

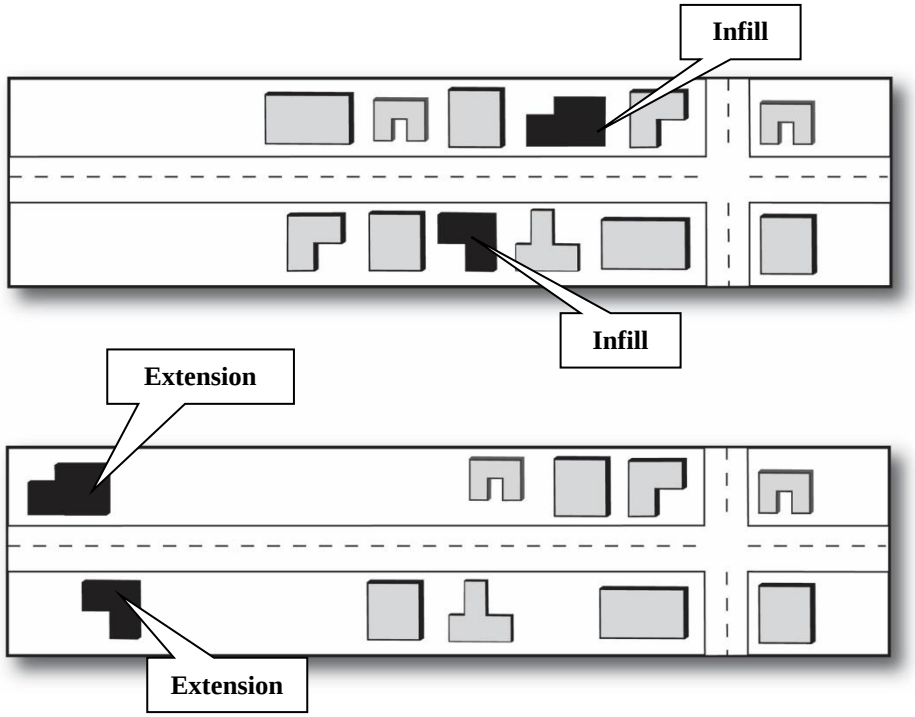
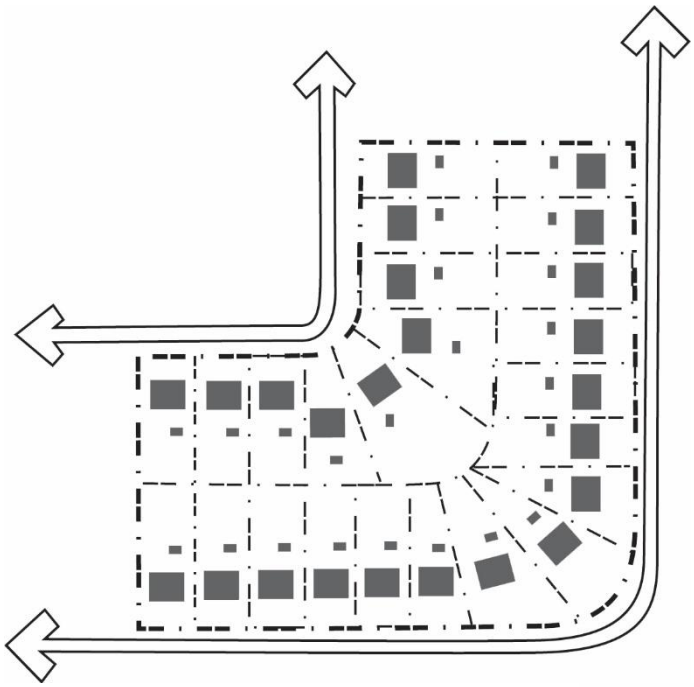


FIGURE 2

COMPARATIVE DEPICTION OF

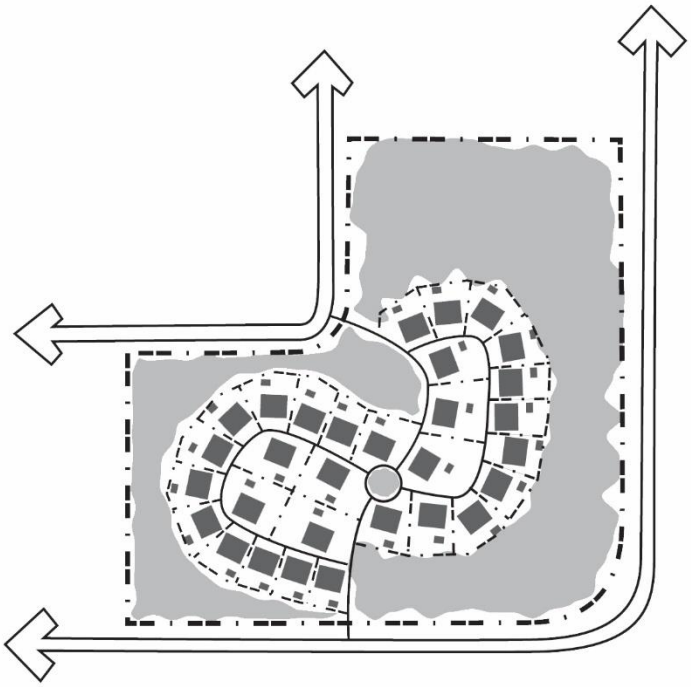
CONVENTIONAL VS. CLUSTERING LAND DEVELOPMENT TECHNIQUES

(See Policy 14.2.E)



Example of a Parcel with a Conventional large Lot Subdivision

Residential Lot Yield	24
Non Residential Lot Yield	0
Open Space Preservation	0%



Example of the Same Parcel with a Clustered, Mixed Use Subdivision

Residential Lot Yield	28*
Non Residential Lot Yield	2
Open Space Preservation	50%

* assumes a theoretical density bonus for creation and clustering of smaller lots; integration of non-residential uses; connection of undisturbed linear open spaces.

Sec. 62-602. Concurrency evaluation procedure.

(a) *Purpose of concurrency evaluation.* The concurrency evaluation system shall measure the potential impact of any development permit proposal upon the established minimum acceptable level of service for a roadway, solid waste, potable water, drainage, sanitary sewer, public schools, or park facility or service. The most current available information and data regarding such public facilities' or services operating levels of service shall be utilized for concurrency evaluations. Any party pursuing approval of a site plan, subdivision plat or building permit shall submit a valid concurrency evaluation, approved by the director of the planning and development services department or his designee, along with the application for development permit approval. No final development permit shall be approved unless adequate facilities are available as determined by the concurrency evaluation. A preliminary concurrency evaluation shall be performed on zoning actions.

(b) *Preliminary evaluation prior to zoning action.* For review of zoning applications, a preliminary concurrency evaluation shall be completed as part of the zoning review process to illustrate the relationship between the proposal and the availability of services and facilities for the planning and zoning board, the School Board of Brevard County, and the board of county commissioners. This review will be based on the information described in the zoning application. The results of this preliminary review are for the use of the county in its review of the zoning application and a school area impact analysis application.

(c) *Application for evaluation prior to application for site plan, subdivision plat or building permit approval.* Any party requesting a concurrency evaluation shall submit the following information to the planning and development services department, on a form provided by the county, and pay a fee established by resolution by the board of county commissioners, which may be amended from time to time:

(1) The owner's name, address and telephone number.

(2) The applicant's name, address and telephone number.

(3) A legal description of the property.

(4) The size of the property in acres.

(5) A capacity certificate from the county utilities department, or from a service provider other than the county for water and sewer service, as applicable. The certificate shall state that adequate capacity is available for the applicable service to support the project based on the county's applicable level of service as defined in subsections (d)(2)b. and (d)(3)b. of this section. The certificate shall also state the total capacity needs of the project. If capacity is reserved, the certificate shall state the length of time for which capacity is reserved and provide beginning and ending dates for such reservation.

(6) The specific use or uses.

(7) The square footage or number of units of each use.

(8) If a subdivision, the number and type of units for each phase.

(9) A completed school area impact analysis form (residential projects only).

Any application for a development permit must be consistent with the information on which the concurrency evaluation was based. If the applicant increases the intensity or density of the development proposal during any stage in the development approval process, a new concurrency evaluation will be required.

(d) *Criteria for evaluation.* The following criteria, utilizing best evaluation practices, shall be used to determine whether levels of service of the various facilities and services are adequate to support the specific impacts of the proposed development:

(1) Transportation facilities.

a. The transportation facilities shall be evaluated using maximum acceptable volume as determined by methodology based on the 1985 Highway Capacity Manual, as amended.

b. Properties served by local roadways located within a recorded subdivision plat shall be evaluated for impact on the affected arterial, collector or intraurban segment as identified by the county's concurrency evaluation system, using best evaluation practices as approved by the board of county commissioners.

c. The impact of the proposed development on the transportation system shall be determined by utilizing the trip generation data set forth in the most recent available edition of the ITE Trip Generation Manual, and the development shall be evaluated for its impact to the appropriate arterial, collector or intraurban roadways in the county. An applicant may supply for consideration alternative data for affected roadways or data for the potential impacts of the development. Also, the county reserves the right to require additional traffic impact studies as they relate to an applicant's proposed project where the applicant has supplied alternative data on the potential impact of a project. This data shall use established engineering practices and shall be certified by a registered engineer. The county shall maintain the option of accepting or rejecting any such alternative data. The estimated number of trips generated by the proposed development shall be subtracted cumulatively from the available capacity on the affected roadways to determine whether the roadway's capacity is adequate to support the development based on the impacted roadway's level of service. The following level of service standards shall apply within the urban and rural area boundaries as defined by the state department of transportation:

Urban:	
State roads:	
Freeways and principal arterials	D
Intraurban arterials	E
County roads	E
Rural:	
State roads	C
County roads	D

d. For roadways where a traffic count does not exist, the county shall provide the count within ten working days.

e. The calculation of total traffic generated by a proposed nonresidential or mixed use project will assume 100 percent build-out and occupancy of the project. Credit against the trip generation of nonresidential land uses may be taken utilizing the procedures outlined in the ITE Trip Generation Manual, most recent edition. For mixed use development, any trips that will be absorbed internally by the project shall be stated and justified by the applicant. The procedures outlined in the ITE Trip Generation Manual, most recent edition, can be used to quantify pass-by trips.

(2) *Sanitary sewer facilities.*

a. If the system is county operated, the county utilities services department shall determine capacity for sanitary sewer facilities by utilizing the existing capacity, which shall be determined by subtracting the committed capacity and present flow from the design capacity of the facilities. The county utilities department or other service providers shall issue a capacity certificate or its equivalent pursuant to subsection (c)(5) of this section and all other applicable sections of this Code.

b. The impact on the treatment plant shall be determined utilizing the county's level of service standards of 200 gallons per day per residential unit and 200 gallons per equivalent unit per day for nonresidential projects.

(3) *Potable water facilities.*

a. If the system is county operated, the county utilities division shall determine capacity for potable water facilities by utilizing the existing applicable plant capacity, which shall be determined by subtracting the committed capacity and present flow from the design capacity of the facilities. The county utilities department or other service providers shall issue a capacity certificate or its equivalent pursuant to subsection (c)(5) of this section and all other applicable sections of this Code.

b. The impact on the treatment plant shall be determined utilizing the county's potable water level of service standards of 250 gallons per day for residential units and 200 gallons per equivalent unit per day for nonresidential projects.

c. Where private wells are to be utilized, the standards of the St. Johns River Water Management District and other applicable state regulations shall be utilized.

(4) *Solid waste facilities.* The impact on the solid waste facility shall be determined as the amount of solid waste estimated to be produced by the development according to the county's minimum acceptable level of service standard as established annually. Evaluations for impact on solid waste facilities shall be based on a comparison of the anticipated impact of the proposed development on the remaining capacity of the county landfill.

(5) *Parks and recreation.*

a. Adequacy of public park and recreation facilities shall be based on the county's level of service standard of 1.20 total developed acres of neighborhood, community and urban district parks per 1,000 people within each planning area.

b. The impact of proposed development shall be determined by a comparison of the projected population of the applicable planning area, including the potential increase in population due to the proposed development, to the total number of acres developed for neighborhood, community and urban district parks within the applicable planning area as shown on map 1 of the comprehensive plan. The average household size as maintained by the county research and cartography division shall be used to determine a residential project's potential population.

c. If a development proposal provides for active recreational facilities as described in table 1, entitled "Recreational Site Development and Operational Guidelines," for neighborhood, community or urban district parks, adopted as part of the recreation and open space element of the comprehensive plan, the land area devoted to these facilities shall be utilized to determine the availability of parks and recreational facilities for the development pursuant to the acceptable level of service of 1.20 developed park acres per 1,000 population.

(6) *Drainage facilities.* Adequacy of stormwater management facilities shall be determined at the time of engineering review based on the county's level of service standard as established in policy 3.1 of the surface water element of the county comprehensive plan.

(7) *Public School facilities.* Adequacy of Public School facilities for all non-exempt residential development shall be determined as established in public school facilities element of the comprehensive plan. The school district shall issue a school capacity determination letter (SCADL) all non-exempt development determining compliance or offering a 90-day negotiation period for mitigation.

(e) *Concurrency evaluation finding of deficiency.*

(1) If the concurrency evaluation test finds that the development permit proposal will cause a deficiency of any public facility or service serving the proposed development site for which a minimum acceptable level of service has been established, or through updating or revising data for these public facilities and services the county determines that there is a deficiency, the county reserves the authority to deny or defer a development proposal, to cause a development permit proposal to be modified to achieve consistency with the minimum acceptable levels of service, or to process a proposal as a conditional development permit pursuant to section 62-604.

(2) When the impact evaluation of a development permit proposal indicates that its approval will cause a deficiency in any concurrency-related public facility or service necessary to adequately service the proposed development, the following steps shall be taken:

a. The identified facility or service for which a deficiency is predicted shall undergo an extended analysis by the responsible agency within 30 days to ensure the deficiency conclusion was based on best evaluation practices; and

b. The applicant may utilize the options described in subsection (d)(1)c. of this section, where an applicant may submit to the county an alternative analysis of capacity status and the proposal's projected impact upon that facility or service. This data shall use established engineering standards and practices, and the results shall be certified for and in favor of the county by a registered engineer. The county shall maintain the option of accepting or rejecting any such alternative analyses; or

c. The applicant may elect to reduce the impact of the development permit proposal to such a level that no deficiencies would be created; or

d. The applicant may choose to make necessary improvements to the facility which would provide adequate capacity to accommodate the project; or

e. If subsections (e)(2)a. through (e)(2)d. of this section prove insufficient or unattainable, at the applicant's option a portion of the development proposal may be conditionally approved based upon available facility and service capacities. The remainder of the development shall be deferred to a time determined by the process set forth in subsections (e)(3) and (4) of this section.

f. The applicant may employ a combination of the remedies given in subsections (e)(2)a. through (e)(2)e. of this section.

g. If subsections (e)(2)a. through (e)(2)e. of this section prove insufficient to resolve the impact issue, the applicant may petition the board of county commissioners to include the appropriate facility improvements in the county capital improvements schedule as described in section 62-604.

(3) When a concurrency facility or service has been found to be lacking in available service capacity pursuant to the acceptable levels of service standards set forth in the county comprehensive plan, the staff will prepare a document to be considered at a public hearing by the board of county commissioners, which shall establish a moratorium for a sufficient period of time to permit the scheduling of the necessary deficiency-remedying improvements into the capital improvements program, financial feasibility permitting.

(4) If the concurrency evaluation finds that a development permit proposal will cause a deficiency of any public facility or service serving the proposed development, the applicant may pay a fee to reserve priority over subsequent applications which are served by the same facility or service for a period of one year. When adequate capacity for the deficient facility or service becomes available, those applications with the highest priority, which have maintained a reservation, shall receive notification from the county of the approval date of their concurrency evaluation.

(5) When an applicant's reserved priority becomes available and the proposal receives its concurrency approval, the applicant's approved concurrency evaluation shall be valid for six months, subject to the timeframes defined in subsection (f) of this section.

(6) Mitigation of public school concurrency deficiencies may be considered by the county with the approval of the school district who shall evaluate developer proposed applications for proportionate share mitigation. Mitigation options may include, but are not limited to:

a. Contribution of land or payment for land acquisition in conjunction with the provision of additional school capacity; or

b. Mitigation banking based on the construction of a public school facility in exchange for the right to sell capacity credits; or

c. Donation of buildings for use as a primary or alternative learning facility; or

d. Renovation of existing buildings for use as learning facilities; or

e. Construction or expansion of permanent student stations or core capacity; or

f. Construction of a public school facility in advance of the time set forth in the School District's Five-Year Capital Facilities Work Program.

g. Construction of a charter school designed in accordance with school district standards.

(7) For mitigation measures in subsections (6)a. through g. above, the estimated cost to construct the mitigating improvement will reflect the estimated future construction costs at the time of the anticipated construction.

a. Improvements contributed by the developer shall receive school impact fee credit.

b. The cost difference between the developer's mitigation costs and the impact fee credit, if greater, shall be the responsibility of the developer.

(f) *Concurrency evaluation finding of nondeficiency.* A finding of nondeficiency by a concurrency evaluation shall remain valid provided the application for development permit approval is submitted within six months after the date of the results of the concurrency evaluation, with the exception of single-family residences, which shall be governed by the standards of section 62-604. Once the application has been officially received by the land development division, the following prescribed timeframes shall apply:

(1) For applicants opting to vest a site development plan approval, the finding shall remain valid up to nine months from the date of the concurrency evaluation in order to allow the appropriate amount of time for review and completion of the site planning process. Upon approval of a site plan, the concurrency finding of nondeficiency shall remain valid for a period not to exceed up to 12 months from the date of the concurrency evaluation. In order to maintain the original vesting, the building permit must be pulled within this 12-month period.

(2) For a residential subdivision, or phase or unit thereof, including residential subdivision phases of a planned unit development, the finding shall remain valid 12 months from the date of the concurrency evaluation in order to allow the appropriate amount of time for review and completion of the subdivision review process. Upon approval of a subdivision, the concurrency finding of nondeficiency shall remain valid for a period not to exceed 36 months from the date of the construction permits approval, providing the work authorized proceeds in a timely manner as prescribed by the county. The subdivision finding may be renewed once for a period of time not to exceed 24 months if renewal is requested prior to expiration of the concurrency finding. Immediately prior to a renewal there must be a three-month waiting period from the time of expiration where the capacity not used by the subdivision is made available for the approval of other development. Any renewal will follow the concurrency evaluation criteria as defined in subsection (d) of this section.

(3) A three-month extension of a finding of nondeficiency for site plans and subdivisions that have been submitted to the land development division for review may be approved by the land development division director. This may be permitted only during that period of time where the proposed project is under active review by the land development division and where the applicant has made timely applications, if required, to the St. Johns Water Management District, the state department of natural resources, the state department of environmental regulation or other permitting agency, but has not received approval from such agency by the end of the time allowed in this article according to subsections (f) (1) and (2) of this section for the county's subdivision or site plan review. Should an additional three-month extension be necessary, such extension must meet the same criteria given for the first three-month extension; however, the second extension shall be approved only by the board of county commissioners. The applicant shall be limited to a total of two extensions as set out in this subsection, with the first granted by the land development division director and the second by the board of county commissioners. Timely application shall be defined for purposes of this section as an application made within 30 days of site development plan submittal or subdivision submittal. The applicant shall be responsible for requesting any extensions provided for under this section, and shall also be required to show proof of eligibility for exemption by submitting to the land development division a copy of the application to a permitting agency for verification.

(4) For an individual single-family lot or parcel, the building permit must be obtained within 24 months of the date of the finding of nondeficiency, and work authorized must proceed in a timely manner pursuant to the Standard Building Code. Lots included within subdivisions which have not passed a concurrency evaluation, or where the concurrency evaluation and vesting period have expired, are included in this category.

(5) For the purpose of approving a final development order, subject to the restrictions in subsection (f)(6) of this section, property owners shall have the option of pursuing a development agreement with the county as provided for in section 62-605. A concurrency evaluation shall be conducted as a component of a development agreement, and if concurrency is found or guaranteed the timeframe for the finding's validity shall be set forth in the agreement.

(6) For site plans and subdivisions, the vesting provisions of subsections (f)(1) through (6) of this section shall apply only in the following circumstances:

a. *Threshold capacity.* The vesting periods described in this subsections (f)(1) through (6) of this section shall be available only where the levels of service are at or below the following levels:

1. *Road capacity.* The affected roads are operating or committed at a level equal to or less than 85 percent of the acceptable level of service.

2. *Sewer.* The appropriate sewer facilities are operating or committed at a level equal to or less than 85 percent of the existing plant capacity as determined by the service provider or appropriate authority.

3. *Water.* The existing plant is operating or committed at a level equal to or less than 85 percent of the existing plant capacity as determined by the service provider or appropriate authority.

4. *Parks.* The area available for parks is equal to or greater than 1.40 acres for every 1,000 persons.

5. *Solid waste.* The appropriate solid waste facility is committed at a level equal to or less than 85 percent of the existing capacity.

6. *Public schools.* The appropriate school facilities will not exceed allowable capacity.

For the purposes of this section, committed capacity shall mean those capacities reserved for a development project pursuant to any provision of this article. Determination of committed and available capacity shall be the responsibility of the appropriate authority as described in subsections (d)(1) through (6) of this section.

b. *Maximum capacity allotment.* In addition to the threshold capacity restrictions described in subsection (f)(6)a. of this section, a site plan or subdivision shall be allotted no more than 25 percent of the remaining capacity of a facility. Project size shall be determined utilizing the most restrictive of the facilities named in subsection (f)(6)a. of this section. No more than one phase shall be approved for development until 50 percent of the residential lots or units or commercial projects approved for that phase have been sold or developed.

c. *Development agreement to allow vesting.* A project or phase requiring services or facility capacity in excess of the maximum capacity allotment stated in subsection (f)(6)a. or (f)(6)b. of this section or seeking to extend the vesting period for a finding of nondeficiency beyond the limits stated in this section may have the option of entering into a development agreement with the county as provided in section 62-605 to provide for these services or for extended vesting. Projects or phases in which the threshold capacity will be exceeded may also have the option of entering into a development agreement as described in section 62-605.

(g) *Expiration of finding of nondeficiency.* Where any of the applicable timeframes, as set forth in subsection (f) of this section, for a particular project expire, a new concurrency evaluation shall be required prior to application for the next development permit. Any vesting period relating to concurrency may be considered void if the applicant fails to perform in fulfilling all requirements to keep the vesting current, including the payment of all fees pursuant to a capacity reservation for a particular service. If the applicant maintains a capacity reservation for a particular service, the expiration of the concurrency evaluation finding of nondeficiency shall not nullify such capacity reservations.

(h) *Cumulative records of level of service.* The concurrency evaluation system shall maintain a cumulative record of the level of service allocations permitted by the approval of development permits relative to the operating levels of service for all applicable public facilities and services which have established minimum acceptable levels of service as described in subsection (f)(6)a. of this section. The county shall make these records available at all of the county service complexes to inform the general public as to the status of all of the public facilities and services which are required to be monitored for concurrency.

(i) *Re-evaluation of a congested roadway segment for substantial traffic count decreases.* When a congested roadway segment's traffic count volume reveals a substantial decrease, as compared to that segment's current traffic volume, the roadway segment shall undergo a re-count and an extended analysis by the responsible agency within six months to ensure the accuracy of the current traffic volume. For the purpose of this section, a congested roadway segment is defined as a roadway segment, which has a current volume of greater than 85 percent of the segment's maximum acceptable volume and a substantial decrease is defined as a decrease on a congested roadway segment, which reveals a reduction in volume by ten percent or more or reduces the traffic volume below 85 percent of the segment's maximum acceptable volume. Where a re-count and an extended analysis is required, the previous current traffic volume of a roadway segment shall be utilized until the conclusion of the analysis.

(Code 1979, § 14-69(a); Ord. No. 2003-20, §§ 1, 2, 5-20-03; Ord. No. 08-25, § 1, 8-5-08; Ord. No. 2018-24, § 21, 10-9-18)

Sec. 62-3694. Permitted uses.

(a) The following uses shall be permitted provided they do not adversely affect the functions of wetlands within the county:

(1) Non-bona fide agricultural and forestry operations utilizing best management practices, which do not result in permanent degradation or destruction of wetlands;

(2) Recreation;

(3) Fish and wildlife management; and

(4) Open space.

Pursuant to the Florida Agricultural Lands and Practices Act (F.S. ch. 163.3162(4)), any activity of a bona fide agricultural use on land classified as agricultural land pursuant to F.S. § 193.461 is exempt.

(b) As an alternative to filling, functional isolated wetlands may be utilized within the surface water management system of a project as approved by the county.

(c) The following land use and density restrictions are established as a maximum density or most intense land use within wetlands that may be considered only if other criteria established in Conservation Element Policy 5.2 of the county comprehensive plan are met:

(1) Residential land uses within wetlands that are a part of a formal subdivision or site plan, on properties containing wetlands shall be limited to the following:

a. Residential land uses within wetlands shall be limited to not more than one dwelling unit per five 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. 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 one and eight-tenths percent of the total non-commercial and non-industrial acreage on a cumulative basis as set forth in section 65-3694(c)(6), for subdivisions and multi-family parcels greater than five acres in area, new town overlays, PUDs, and if applicable, mixed-use land development activities as specified in section 65-3694(c)(5).

b. For development activities on property greater than five acres, density may be transferred to an upland portion of the site if consistent with all county land development regulations and compatible with adjacent uses.

c. Except as allowable in section 65-3694(c)(1)a., subdivided lots and multi-family parcels shall contain sufficient uplands for the intended use and for any buffering necessary to maintain the function of the wetland(s), and shall be compatible with adjacent uses.

(2) Residential land uses within wetlands and created by metes and bounds, which are not part of a formal subdivision, on properties containing wetlands shall be limited to the following:

a. Residential land uses within wetlands shall be limited to not more than one dwelling unit per five acres unless strict application of this policy would render a legally established parcel as of September 9, 1988, which is less than five acres, as unbuildable. The preceding limitation of one dwelling unit per five acres within wetlands may be applied as a maximum percentage limiting wetland impacts as described in section 65-3694(c)(1)a. Application of the one-unit-per-five-acres limitation shall limit impacts to wetlands for single family residential development on a cumulative basis, to not more than one and eight-tenths percent of the total property as defined in section 65-3694(c)(6).

b. Except as allowable in section 65-3694(c)(2)a., properties shall contain sufficient uplands for the intended use and for any buffering necessary to maintain the function of the wetland(s), and shall be compatible with adjacent uses.

c. In addition to impacts allowable in section 65-3694(c)(2)a., on properties where sufficient uplands for the intended use and for any buffering necessary to maintain the function of the wetland(s) exist except for access, wetland impacts may be permitted for single access to the uplands.

(3) Commercial and industrial land development activities shall be prohibited in wetlands contained in properties designated on the future land use map as commercial or industrial, and in surrounding upland buffers for such wetlands, except as provided below for I-95 interchanges, mitigation qualified roadways, abutting properties, and access to uplands. In no instance shall a proposed land development activity result in increased flooding on adjacent properties. Where the state does not require a buffer, wetland buffers shall be established in accordance with section 62-3694(c)(10). Where impacts are permitted, the applicant is encouraged to propose innovative wetland preservation alternatives. Where the state does not require mitigation for any wetland impact, mitigation shall be provided to meet the county's no net loss policy as defined in section 62-3696.

a. *I-95 interchanges.* Impacts to wetlands are permittable for commercial or industrial land development activities on a property that is designated as commercial or industrial on the future land use map, and the proposed wetland impacts are entirely located within one-half mile of the intersection of the off-ramp of the I-95 interchange with the connecting roadway. The one-half mile radius shall be measured from the end of the limited access boundary of I-95. This shall not include those interchanges where I-95 intersects a limited access highway as defined by state statute.

b. *Mitigation qualified roadways.* On properties with frontage on mitigation qualified roadways, commercial or industrial land development activities may be permitted in wetlands if the property is designated for commercial or industrial land uses on the future land use map. Mitigation qualified roadways are depicted and identified in a table on map 8 of the comprehensive plan conservation element. An amendment to the comprehensive plan shall be required to add a mitigation qualified roadway to map 8 and the associated table.

For a project that encompasses multiple properties assembled under one site plan development order, wetland impacts for those properties without direct frontage on the mitigation qualified roadway may be permitted only if the properties are combined so that any proposed wetland impact is contained within a property with direct frontage on the mitigation qualified roadway. The assemblage shall be deed restricted for commercial or industrial use.

Wetlands proposed for impact shall be assessed using methodologies established in the countywide wetlands study, prepared BKI, Inc. Consulting Ecologists (September 30, 2013), to determine if they meet the criteria of high functioning wetlands or landscape level wetlands. Impacts to high functioning and landscape level wetlands shall be prohibited unless the proposed impacts are found to be in the public interest, or of overriding public benefit.

c. *Abutting properties.* Commercial or industrial land development activities may be permitted in wetlands contained in properties designated for commercial or industrial land uses on the future land use map prior to February 23, 1996, if the property abuts land(s) developed as commercial or industrial as of December 31, 2010, and has sufficient infrastructure available to serve the commercial or industrial use. This shall not apply to properties that are addressed under section 62-3694(c)(3)a., b., and d.

Wetlands proposed for impact shall be assessed using methodologies established in the countywide wetlands study, prepared BKI, Inc. Consulting Ecologists (September 30, 2013), to

determine if they meet the criteria of high functioning wetlands or landscape level wetlands. Impacts to high functioning and landscape level wetlands shall be prohibited unless the proposed impacts are found to be in the public interest, or of overriding public benefit.

d. *Access to uplands.* Impacts to wetlands for commercial or industrial land development activities limited solely to providing access to uplands, and for no other purpose than providing access as required by the county land development regulations, may be permitted in wetlands contained in properties designated on the future land use map as commercial or industrial of February 23, 1996, only if all of the following criteria are met:

1. Sufficient uplands exist for the intended use except for access to uplands, and

2. The property was not subdivided from a larger property after December 31, 2010. This shall not preclude a single shared access through wetlands for properties subdivided after December 31, 2010.

(4) Institutional and residential professional development activities within wetlands shall be limited to the following:

a. Institutional or residential professional land development on properties which contain wetlands and which are designated on the future land use map as neighborhood commercial or community commercial shall be considered commercial as set forth in section 62-3694(c)(3). The property shall have sufficient infrastructure available to serve the use.

b. Institutional or residential professional land development on properties which contain wetlands and which are designated on the future land use map as residential shall be limited to properties of at least five 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.

c. Wetland impacts for uses that are ancillary to institutional development and required by law shall be included in allowable impacts.

(5) Beginning on January 1, 2010, mixed-use land development activities may be permitted in wetlands only if all of the following are met:

a. The land development activities that impact wetlands must be part of a mixed use development that includes a minimum of three of the following land uses: residential, commercial (retail services and/or office), recreation/open space and institutional uses. Industrial land uses shall be prohibited in mixed use land development activities within wetlands. For purposes of this policy mixed use land development activities shall be consistent with the following criteria:

1. The mixed use land development activity includes a variety of densities, intensities and types designed to promote walking between uses and utilizes a variety of transportation modes such as bicycles, transit and automobiles; and

2. The residential component of the land development activity is an integrated part of the project and comprises not less than 30 percent of the gross square footage of land uses within the development as shown on a site plan or a sketch plan complying with the standards set forth in chapter 11, policy 9.9.2.

3. The development is in conformance with an integrated site plan or commercial subdivision which includes both vertical and horizontal mix of uses within a defined area.

b. Impacts to wetlands from mixed-use development activities (including without limitation impacts resulting from associated improvements such as sidewalks, parking areas and driveways) do not exceed the limitation set forth in section 65-3694(c)(6); and

c. To the extent direct impacts to wetlands are caused by a particular building or buildings within a mixed-use development, not less than 30 percent of the gross square footage of such building or buildings must be for residential use; or such building or buildings shall be physically attached to a building having not less than 30 percent of its gross square footage permitted for residential use.

(6) Impacts to wetlands from residential and mixed-use land development activities, on a cumulative basis, shall not exceed one and eight-tenths percent of the non-commercial and non-industrial acreage of a DRI, PUD, parcel acreage or, if the project is within a new town overlay (as defined in chapter 11, policy 9.2), one and eight-tenths percent of the non-commercial and non-industrial acreage within the applicable new town overlay.

(7) Wetland impacts for activities listed in agricultural zoning classifications as permitted, permitted with conditions, or approved by the board of county commissioners as a conditional use on properties designated as bona fide agricultural lands per F.S. §§ 193.461 and 823.14, may be allowed subject to the following criteria:

a. The property shall be classified as bona fide agricultural per F.S. §§ 193.461 and 823.14 for not less than ten consecutive years as of the date of the proposed impact;

b. The property shall have agriculture future land use designation or DRI future land use designation and the proposed use is consistent with the defined agricultural uses under an approved DRI development order;

c. Upon approval of the impact, no less than 50 percent of the property area shall retain bona fide agricultural use pursuant to section 62-3694(c)(7)a.;

d. Wetlands proposed for impact shall be assessed using methodologies established in the countywide wetlands study, prepared BKI, Inc. Consulting Ecologists (September 30, 2013), to determine if they meet the criteria of high functioning wetlands or landscape level wetlands. Impacts to high functioning or landscape level wetlands shall be prohibited unless the proposed impacts are found to be in the public interest, or of overriding public benefit;

e. The property shall have an agricultural zoning classification or be zoned PUD and the proposed use is consistent with the defined agricultural uses in the PUD zoning resolution or approved preliminary development plan;

f. Where the state does not require mitigation for any wetland impact, mitigation shall be provided to meet the county's no net loss policy as defined in section 62-3696;

g. Buffer setbacks shall be established in accordance with section 62-3694(c)(10);

h. Where the allowable use is residential, residential policies shall apply; and

i. The property shall meet all other state regulatory criteria.

(8) Redevelopment commercial and industrial land development activities that do not meet the criteria established in section 62-3694(c)(3) may be permitted within wetlands only if the following criteria are met:

a. Property must have been developed and designated on the future land use map as commercial or industrial prior to February 23, 1996.

b. Additions to existing structures and/or additions of new buildings on a site shall not be considered redevelopment.

c. Complies with all current regulations land development regulations.

d. Wetlands proposed for impact shall be assessed using methodologies established in the countywide wetlands study, prepared BKI, Inc. Consulting Ecologists (September 30, 2013), to determine if they meet the criteria of high functioning wetlands or landscape level wetlands. Impacts to high functioning and landscape level wetlands shall be prohibited unless the proposed impacts are found to be in the public interest, or of overriding public benefit.

e. Wetland impacts cannot be avoided through alteration of project location, design, or other related aspects.

f. Wetland impacts have been minimized to the greatest extent possible through project design and location.

g. Any allowed filling of wetlands for commercial, industrial, or institutional use shall be limited as outlined in section 62-3694(e).

h. Existing uncontrolled stormwater runoff is mitigated by meeting current stormwater requirements pursuant to article X, division 6 as may be amended.

i. Where the state does not require a buffer, wetland buffers shall be established in accordance with section 62-3694(c)(10).

(9) Abandoned mine reclamation plans shall be submitted to the natural resources management department for approval prior to the commencement of activity including, but not limited to, restructuring, reshaping, and revegetation of altered lands. Abandoned mine reclamation may be permitted within wetlands only if the following criteria are met:

a. Compliance with all current land development regulations.

b. Wetlands proposed for impact shall be assessed using methodologies established in the countywide wetlands study, prepared BKI, Inc. Consulting Ecologists (September 30, 2013), to determine if they meet the criteria of high functioning wetlands or landscape level wetlands. Impacts to high functioning and landscape level wetlands shall be prohibited unless the proposed impacts are found to be in the public interest, or of overriding public benefit.

c. Only wetland impacts necessary for the abandoned mine reclamation are proposed and wetland impacts have been minimized to the greatest extent possible.

(10) Where the state does not require a buffer for those wetlands preserved under sections 62-3694(c)(3) and (7), wetland buffers shall be established based on peer-reviewed publications to include, but not be limited to, buffer zones for water, wetlands, and wildlife in the East Central Florida region, (1990, Brown, M.T., Schaefer, and K. Brandt, published by the Center for Wetlands, University of Florida). Wetland buffer requirements shall be assessed on site-specific conditions to include:

a. Water quality;

b. Water quantity/groundwater drawdown; and

c. Wetland wildlife habitat.

Wetland buffers shall be established by a recognized knowledgeable environmental professional, and reviewed and approved by the natural resources management department.

(11) In the event that the denial of commercial or industrial development activities in wetlands results in an inordinate burden under the Bert Harris Property Rights Act or a taking under state or federal law, an affected property owner may appeal such denial to the board of county commissioners in the manner provided in section 62-507(b)(2).

(d) All applications for development shall be reviewed by the natural resources management department to determine utilization or protection of wetlands.

(e) Any allowed wetland impact shall ensure the protection of wetlands and wetland functional values by prioritizing protective activities with avoidance of impacts as the first priority, minimization of impacts as the second priority, and mitigation for impacts as the third priority. Any wetland impact, authorized under this division, for residential use shall be limited to the structural building area requirements for the primary use as defined by the zoning code, on-site disposal system requirements, and the 100-year flood elevation requirement for first floor elevations, and necessary ingress and egress. Any wetland impact, authorized under this division, for commercial, industrial, or institutional use shall be limited to structural building and parking area requirements, onsite sewage disposal, the 100-year flood elevation requirement for first floor elevations, and ingress and egress to the on-site structures. The amount and extent of wetland impact shall be the minimum required to accomplish these purposes.

(f) Utility corridors developed or maintained by governmental or investor owned regulated utilities are permitted. Any adverse impact, degradation or destruction of wetlands must be mitigated as provided in section 62-3696.

(Code 1979, § 14-83.3; Ord. No. 2000-47, § 4, 9-13-00; Ord. No. 05-48, § 3, 9-27-05; Ord. No. 07-16, § 2, 4-27-07; Ord. No. 07-38, § 2, 8-21-07; Ord. No. 2011-12, § 1, 3-22-11; Ord. No. 2014-28, § 3, 9-16-14)

School Board of Brevard County
2700 Judge Fran Jamieson Way • Viera, FL 32940-6699
Dr. Mark J. Rendell, Ed.D., Superintendent

November 20, 2025

Ms. Desiree Jackson, Planner I
Planning & Development Department
Brevard County Board of County Commissioners
2725 Judge Fran Jamieson Way
Building A, Room 114
Viera, Florida 32940

RE: Proposed Range Water Merritt Island Development
School Impact Analysis –Capacity Determination CD-2025-23

Dear Ms. Jackson,

We received a *School Facility Planning & Concurrency Application* for the referenced development on November 19, 2025 for the subject property consisting of Tax Account 2412106 (Parcel ID: 24-36-14-00-259), containing approximately 11.24 acres in District 2, Brevard County, Florida. The maximum number of units permitted for development by this proposal is 222 multi-family units. The School Impact Analysis of this portion of the 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 2025-26 to 2029-30 of the *Brevard County Public Schools Financially Feasible Plan for School Years 2024-25 to 2029-30 which* is attached for reference.

Multi-Family Apartments	222		
Students Generated	**Student Generation Rates**	**Calculated Students Generated**	**Rounded Number of Students Generated**
Elementary	0.11	24.42	24
Middle	0.02	4.44	4
High	0.05	11.1	11
Total	0.18		**39**

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At the October 20, 2025, Capital Outlay Committee (COC) meeting, committee members reviewed and discussed methods to incorporate charter school capacity into the district's school concurrency review process. The COC unanimously approved using the *Brevard*

Charter Schools From Analysis, *Fall Final Membership Count,* which is published in the District's Student Accommodation Plan annually, to determine charter percentages. The Charter School From Analysis is attached for your reference.

The following analysis is performed using the annually published table from the District's *SY2025-2026 Student Accommodation Plan*, Section 4, the *Brevard Charter Schools: From Analysis, Fall Final Membership Count,* which illustrates the number of students from each traditional school concurrency service area (CSA) (attendance boundary or zone) attending the district's public charter schools and the total percentage of students from each school attendance boundary currently attending charter schools. The percentages shown are the actual percentage of resident public school students attending charter schools from each school CSA. The number of students highlighted in green indicates the number of students expected to attend Charter schools which are subtracted from the projected number of students affecting the BPS traditional schools affected by the development.

School Board of Brevard County

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FISH Capacity (including relocatable classrooms) from the Financially Feasible Plan (FFP) Data and Analysis for School Years 2025-26 to 2029-30

School		2025-26	2026-27	2027-28	2028-29	2029-30
Carroll	Affected	751	751	751	751	751
Jefferson	School	873	873	873	873	873
Merritt Island	(CSAs)	1,966	1,966	1,966	1,966	1,966

FISH Capacity

Projected Student Membership

School		2025-26	2026-27	2027-28	2028-29	2029-30
Carroll		624	607	576	546	488
Jefferson		481	450	437	513	528
Merritt Island		1,328	1,272	1,231	1,149	1,135

Projected Number of Students

Students Generated by Newly Issued SCADL Reservations Since FFP

School		2025-26	2026-27	2027-28	2028-29	2029-30
Carroll		-	-	22	22	22
Jefferson		2	2	2	2	2
Merritt Island		3	3	14	14	14

+ Students expected from previous reservations

Cumulative Total Public School Students Generated by Proposed Development

School		2025-26	2026-27	2027-28	2028-29	2029-30
Carroll		-	-	24	24	24
Jefferson		-	-	4	4	4
Merritt Island		-	-	11	11	11

+ Total number of students expected to be generated from this development

Cumulative Public CHARTER School Students Generated by Proposed Development

School	% to Charters	2025-26	2026-27	2027-28	2028-29	2029-30
Carroll	1.4%	-	-	0	0	0
Jefferson	1.4%	-	-	0	0	0
Merritt Island	0.0%	-	-	-	-	-

- % of students leaving each CSA to attend Charter

% of students leaving each CSA to attend Charter Schools

Total Projected Student Membership (includes Cumulative Impact of Proposed Development)

School		2025-26	2026-27	2027-28	2028-29	2029-30
Carroll		624	607	622	592	534
Jefferson		483	452	443	519	534
Merritt Island		1,331	1,275	1,256	1,174	1,160

= Total number of students projected to BPS Traditional Schools

Projected Available Capacity = FISH Capacity - Total Projected Student Membership

School		2025-26	2026-27	2027-28	2028-29	2029-30
Carroll		127	144	129	159	217
Jefferson		390	421	430	354	339
Merritt Island		635	691	710	792	806

Capacity – Total (Table 1-Table 6) = Number of available seats

Facilities Services, Planning & Project Management
Phone: (321) 633-1000, x11418

An Equal Opportunity Employer

School Board of Brevard County
2700 Judge Fran Jamieson Way • Viera, FL 32940-6699
Dr. Mark J. Rendell, Ed.D., Superintendent

At this time, Lewis Carroll Elementary School, Thomas Jefferson Middle School and Merritt Island Senior High School are projected to have enough capacity for the total of projected and potential students from the Range Water Merritt Island development.

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 2024-25 to 2029-30*
Brevard Public Schools: Brevard Charter Schools: From Analysis, Fall Final Membership Count-October 14, 2024

Copy:

Susan Hann, P.E., AICP, Assistant Superintendent of Facility Services
File CD-2025-23

David G. Lindemann, AICP
Director of Planning & Project Management, Facilities Services
File CD-2025-23

Range Water Merritt Island
Location Map

Brevard Public Schools

N

Legend

Schools

TYPE

- ELEMENTARY
- MIDDLE
- JR SR HIGH
- HIGH
- CHARTER
- parcels

Range Water Merritt Island
CD-2025-23
222 Multi-Family Apartments

Schools Affected by Development:
Lewis Carroll Elementary School
Jefferson Middle School
Merritt Island Senior High School

Planning & Project Management
Drawn By: Karen Black
November 20, 2025

0 0.07 0.15 0.3 0.45 0.6
Miles

Sources: Esri, TomT

User Community

R-1197

Brevard County Public Schools
Financially Feasible Plan To Maintain Utilization Rates Lower than the 100% Level of Service
Data and Analysis for School Years 2024-25 to 2029-30

Summary	2024-25	2025-26	2026-27	2027-28	2028-29	2029-30
Highest Utilization Elementary Schools:	105%	99%	100%	100%	100%	100%
Highest Utilization Middle Schools:	83%	100%	99%	97%	97%	99%
Highest Utilization Jr / Sr High Schools:	81%	81%	80%	80%	77%	75%
Highest Utilization High Schools:	95%	97%	98%	100%	99%	100%

				School Year 2024-25			School Year 2025-26			School Year 2026-27			School Year 2027-28			School Year 2028-29			School Year 2029-30		
School	Type	Grades	Utilization Factor	FISH Capacity	10/14/24 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
Elementary School Concurrency Service Areas																					
Allen	Elementary	PK-6	100%	751	620	83%	751	635	85%	751	650	87%	751	680	91%	751	695	93%	751	710	95%
Andersen	Elementary	K-6	100%	757	481	64%	757	457	60%	757	455	60%	757	419	55%	757	401	53%	757	390	52%
Apollo	Elementary	K-6	100%	902	596	66%	902	579	64%	902	550	61%	902	518	57%	902	494	55%	902	480	53%
Atlantis	Elementary	PK-6	100%	739	653	88%	739	632	86%	739	613	83%	739	599	81%	739	590	80%	739	578	78%
Audubon	Elementary	PK-6	100%	761	415	55%	761	420	55%	761	422	55%	761	413	54%	761	398	52%	761	386	51%
Cambridge	Elementary	PK-6	100%	787	477	61%	787	491	62%	787	507	64%	787	538	68%	787	556	71%	787	566	72%
Cape View	Elementary	PK-6	100%	570	273	48%	570	263	46%	570	264	46%	570	279	49%	570	277	49%	570	276	48%
Carroll	Elementary	K-6	100%	751	636	85%	751	624	83%	751	607	81%	751	576	77%	751	546	73%	751	488	65%
Challenger 7	Elementary	PK-6	100%	573	431	75%	573	408	71%	573	393	69%	573	360	63%	573	345	60%	573	346	60%
Columbia	Elementary	PK-6	100%	751	573	76%	751	638	85%	751	682	91%	751	732	97%	795	792	100%	839	836	100%
Coquina	Elementary	K-6	100%	711	465	65%	711	472	66%	711	464	65%	711	474	67%	711	468	66%	711	473	67%
Creel	Elementary	PK-6	100%	1,114	540	48%	1,114	536	48%	1,114	531	48%	1,114	530	48%	1,114	511	46%	1,114	509	46%
Croton	Elementary	PK-6	100%	795	464	58%	795	451	57%	795	470	59%	795	469	59%	795	482	61%	795	488	61%
Discovery	Elementary	PK-6	100%	980	680	69%	980	716	73%	980	752	77%	980	789	81%	980	791	81%	980	809	83%
Endeavour	Elementary	PK-6	100%	968	744	77%	968	751	78%	968	750	77%	968	766	79%	968	729	75%	968	708	73%
Enterprise	Elementary	K-6	100%	729	597	82%	729	585	80%	729	563	77%	729	557	76%	729	557	76%	729	554	76%
Fairglen	Elementary	PK-6	100%	789	466	59%	789	460	58%	789	470	60%	789	464	59%	789	463	59%	789	451	57%
Gemini	Elementary	K-6	100%	711	410	58%	711	401	56%	711	374	53%	711	349	49%	711	332	47%	711	309	43%
Golfview	Elementary	PK-6	100%	777	448	58%	777	474	61%	777	480	62%	777	490	63%	777	500	64%	777	517	67%
Harbor City	Elementary	PK-6	100%	629	390	62%	629	399	63%	629	428	68%	629	452	72%	629	464	74%	629	458	73%
Holland	Elementary	PK-6	100%	605	444	73%	605	416	69%	605	408	67%	605	379	63%	605	364	60%	605	351	58%
Imperial Estates	Elementary	K-6	100%	729	607	83%	729	628	86%	729	607	83%	729	598	82%	729	574	79%	729	562	77%
Indialantic	Elementary	K-6	100%	798	664	83%	798	646	81%	798	641	80%	798	599	75%	798	606	76%	798	584	73%
Jupiter	Elementary	PK-6	100%	930	856	92%	974	946	97%	1,018	979	96%	1,062	1,048	99%	1,106	1,059	96%	1,150	1,149	100%
Lockmar	Elementary	PK-6	100%	892	573	64%	892	567	64%	892	585	66%	892	586	66%	892	591	66%	892	595	67%
Longleaf	Elementary	PK-6	100%	790	579	73%	790	562	71%	790	549	69%	790	524	66%	790	528	67%	790	535	68%
Manatee	Elementary	K-6	100%	998	910	91%	998	900	90%	998	930	93%	998	941	94%	998	932	93%	998	887	89%
McAuliffe	Elementary	PK-6	100%	838	687	82%	838	705	84%	838	726	87%	838	745	89%	838	765	91%	838	777	93%
Meadowlane Intermediate	Elementary	3-6	100%	1,004	778	77%	1,004	764	76%	1,004	742	74%	1,004	712	71%	1,004	704	70%	1,004	708	71%
Meadowlane Primary	Elementary	K-6	100%	824	604	73%	824	553	67%	824	565	69%	824	596	72%	824	598	73%	824	591	72%
Mila	Elementary	PK-6	100%	707	382	54%	707	384	54%	707	377	53%	707	367	52%	707	329	47%	707	319	45%
Mims	Elementary	PK-6	100%	725	395	54%	725	420	58%	725	442	61%	725	443	61%	725	460	63%	725	476	66%
Oak Park	Elementary	PK-6	100%	968	473	49%	968	472	49%	968	490	51%	968	480	50%	968	482	50%	968	495	51%
Ocean Breeze	Elementary	PK-6	100%	654	499	76%	654	488	75%	654	463	71%	654	448	69%	654	418	64%	654	395	60%
Palm Bay Elem	Elementary	PK-6	100%	983	583	59%	983	585	60%	983	601	61%	983	605	62%	983	591	60%	983	587	60%
Pinewood	Elementary	PK-6	100%	613	501	82%	613	519	85%	613	535	87%	613	537	88%	613	541	88%	613	551	90%
Port Malabar	Elementary	PK-6	100%	852	628	74%	852	662	78%	852	679	80%	852	725	85%	852	797	94%	852	820	96%
Quest	Elementary	PK-6	100%	932	690	74%	932	675	72%	932	674	72%	932	662	71%	932	637	68%	932	630	68%
Riviera	Elementary	PK-6	100%	733	721	98%	777	765	98%	821	814	99%	887	883	100%	931	911	98%	931	900	97%
Roosevelt	Elementary	K-6	100%	599	275	46%	599	295	49%	599	294	49%	599	294	49%	599	305	51%	599	314	52%
Sabal	Elementary	PK-6	100%	785	493	63%	785	495	63%	785	499	64%	785	501	64%	785	476	61%	785	457	58%
Saturn	Elementary	PK-6	100%	998	622	62%	998	634	64%	998	633	63%	998	622	62%	998	600	60%	998	579	58%
Sea Park	Elementary	PK-6	100%	461	308	67%	461	308	67%	461	313	68%	461	310	67%	461	305	66%	461	301	65%
Sherwood	Elementary	PK-6	100%	609	494	81%	609	511	84%	609	520	85%	609	522	86%	609	522	86%	609	532	87%
Sunrise	Elementary	PK-6	100%	957	907	95%	1,001	984	98%	1,045	1,029	98%	1,133	1,120	99%	1,243	1,236	99%	1,353	1,338	99%
Suntree	Elementary	K-6	100%	755	585	77%	755	574	76%	755	555	74%	755	532	70%	755	530	70%	755	536	71%
Surfside	Elementary	K-6	100%	541	404	75%	541	412	76%	541	410	76%	541	392	72%	541	391	72%	541	390	72%
Tropical	Elementary	K-6	100%	910	569	63%	910	550	60%	910	540	59%	910	532	58%	910	498	55%	910	490	54%
Turner	Elementary	PK-6	100%	874	599	69%	874	669	77%	874	768	88%	896	871	97%	1,006	988	98%	1,072	1,065	99%
University Park	Elementary	PK-6	100%	811	529	65%	811	548	68%	811	612	75%	811	647	80%	811	649	80%	811	665	82%
Viera Elem	Elementary	K-6	100%	1,030	885	86%	1,030	960	93%	1,030	979	95%	1,030	997	97%	1,030	1,001	97%	1,030	1,002	97%
Westside	Elementary	K-6	100%	941	984	**105%**	1,051	1,041	99%	1,117	1,112	100%	1,227	1,208	98%	1,337	1,296	97%	1,425	1,411	99%
Williams	Elementary	PK-6	100%	715	436	61%	715	395	55%	715	387	54%	715	371	52%	715	353	49%	715	329	46%
Elementary Totals				**42,106**	**30,023**		**42,348**	**30,425**		**42,546**	**30,883**		**42,876**	**31,251**		**43,338**	**31,428**		**43,690**	**31,653**	

School	Type	Grades	Utilization Factor	School Year 2024-25			School Year 2025-26			School Year 2026-27			School Year 2027-28			School Year 2028-29			School Year 2029-30		
				FISH Capacity	10/14/24 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	1,058	70%	1,514	1,063	70%	1,514	1,048	69%	1,514	1,101	73%	1,514	1,161	77%	1,514	1,158	76%
DeLaura	Middle	7-8	90%	960	548	57%	960	440	46%	960	419	44%	960	446	46%	960	430	45%	960	411	43%
Hoover	Middle	7-8	90%	680	473	70%	680	465	68%	680	451	66%	680	480	71%	680	490	72%	680	486	71%
Jackson	Middle	7-8	90%	660	505	77%	660	465	70%	660	454	69%	660	446	68%	660	434	66%	660	411	62%
Jefferson	Middle	7-8	90%	873	479	55%	873	481	55%	873	450	52%	873	437	50%	873	513	59%	873	528	60%
Johnson	Middle	7-8	90%	1,064	577	54%	1,064	602	57%	1,064	633	59%	1,064	682	64%	1,064	718	67%	1,064	696	65%
Kennedy	Middle	7-8	90%	869	449	52%	869	355	41%	869	327	38%	869	362	42%	869	368	42%	869	348	40%
Madison	Middle	7-8	90%	781	446	57%	781	431	55%	781	412	53%	781	463	59%	781	482	62%	781	436	56%
McNair	Middle	7-8	90%	616	262	43%	616	259	42%	616	258	42%	616	282	46%	616	324	53%	616	322	52%
Southwest	Middle	7-8	90%	1,281	1,001	78%	1,281	1,046	82%	1,281	1,073	84%	1,281	1,224	96%	1,439	1,403	97%	1,459	1,448	99%
Stone	Middle	7-8	90%	1,076	556	52%	1,076	523	49%	1,076	584	54%	1,076	612	57%	1,076	651	61%	1,076	786	73%
Viera Middle	Middle	7-8	90%	896	742	83%	955	954	100%	955	943	99%	955	925	97%	955	903	95%	955	898	94%
Middle Totals				**11,270**	**7,096**		**11,329**	**7,084**		**11,329**	**7,052**		**11,329**	**7,460**		**11,487**	**7,877**		**11,507**	**7,928**	
Junior / Senior High School Concurrency Service Areas																				
Cocoa	Jr / Sr High	PK, 7-12	90%	2,085	1,435	69%	2,085	1,371	66%	2,085	1,320	63%	2,085	1,270	61%	2,085	1,306	63%	2,085	1,317	63%
Cocoa Beach	Jr / Sr High	7-12	90%	1,464	1,049	72%	1,464	982	67%	1,464	966	66%	1,464	912	62%	1,464	894	61%	1,464	859	59%
Space Coast	Jr / Sr High	7-12	90%	1,852	1,505	81%	1,852	1,500	81%	1,852	1,482	80%	1,852	1,476	80%	1,852	1,433	77%	1,852	1,382	75%
Jr / Sr High Totals				**5,401**	**3,989**		**5,401**	**3,853**		**5,401**	**3,768**		**5,401**	**3,658**		**5,401**	**3,633**		**5,401**	**3,558**	
Senior High School Concurrency Service Areas																				
Astronaut	High	9-12	95%	1,451	1,054	73%	1,451	1,047	72%	1,451	1,034	71%	1,451	984	68%	1,451	953	66%	1,451	970	67%
Bayside	High	9-12	95%	2,358	2,126	90%	2,358	2,173	92%	2,358	2,304	98%	2,429	2,427	100%	2,572	2,554	99%	2,786	2,784	100%
Eau Gallie	High	PK, 9-12	95%	2,211	1,400	63%	2,211	1,416	64%	2,211	1,429	65%	2,211	1,446	65%	2,211	1,530	69%	2,211	1,588	72%
Heritage	High	9-12	95%	2,314	1,992	86%	2,314	1,969	85%	2,314	1,979	86%	2,314	1,922	83%	2,314	1,923	83%	2,314	1,969	85%
Melbourne	High	9-12	95%	2,370	2,210	93%	2,370	2,202	93%	2,370	2,199	93%	2,370	2,214	93%	2,370	2,218	94%	2,370	2,309	97%
Merritt Island	High	PK, 9-12	95%	1,966	1,445	73%	1,966	1,328	68%	1,966	1,272	65%	1,966	1,231	63%	1,966	1,149	58%	1,966	1,135	58%
Palm Bay	High	PK, 9-12	95%	2,642	1,366	52%	2,642	1,326	50%	2,642	1,307	49%	2,642	1,325	50%	2,642	1,410	53%	2,642	1,435	54%
Rockledge	High	9-12	95%	1,836	1,577	86%	1,836	1,579	86%	1,836	1,592	87%	1,836	1,555	85%	1,836	1,526	83%	1,836	1,560	85%
Satellite	High	PK, 9-12	95%	1,551	1,436	93%	1,551	1,373	89%	1,551	1,317	85%	1,551	1,232	79%	1,551	1,213	78%	1,551	1,178	76%
Titusville	High	9-12	95%	1,801	1,277	71%	1,801	1,260	70%	1,801	1,206	67%	1,801	1,160	64%	1,801	1,141	63%	1,801	1,104	61%
Viera	High	PK, 9-12	95%	2,461	2,333	95%	2,461	2,379	97%	2,461	2,375	97%	2,461	2,422	98%	2,461	2,421	98%	2,461	2,435	99%
High Totals				**22,961**	**18,216**		**22,961**	**18,052**		**22,961**	**18,014**		**23,032**	**17,918**		**23,175**	**18,038**		**23,389**	**18,467**	
Schools of Choice (Not Concurrency Service Areas)																				
Freedom 7	Elementary	K-6	100%	475	408	86%	475	414	87%	475	414	87%	475	414	87%	475	414	87%	475	414	87%
Stevenson	Elementary	K-6	100%	569	481	85%	569	486	85%	569	486	85%	569	486	85%	569	486	85%	569	486	85%
South Lake	Elementary	K-6	100%	639	469	73%	639	496	78%	639	496	78%	639	496	78%	639	496	78%	639	496	78%
West Melbourne	Elementary	K-6	100%	654	605	93%	760	625	82%	760	625	82%	760	625	82%	760	625	82%	760	625	82%
Edgewood	Jr / Sr High	7-12	90%	1,077	940	87%	1,077	945	88%	1,077	945	88%	1,077	945	88%	1,077	945	88%	1,077	945	88%
West Shore	Jr / Sr High	7-12	90%	1,264	947	75%	1,264	945	75%	1,264	945	75%	1,264	945	75%	1,264	945	75%	1,264	945	75%
Schools of Choice				**4,678**	**3,850**		**4,784**	**3,911**		**4,784**	**3,911**		**4,784**	**3,911**		**4,784**	**3,911**		**4,784**	**3,911**	
Brevard Totals				**86,416**	**63,174**		**86,823**	**63,325**		**87,021**	**63,628**		**87,422**	**64,198**		**88,185**	**64,887**		**88,771**	**65,517**	

Notes

1. FISH Capacity is the sum of the factored permanent capacity and the factored relocatable capacity. Permanent and relocatable capacities for 2024-25 are reported from the FISH database as of November 13, 2024.
2. Student Membership is reported from the Fall Final Membership Count (10/14/2024).
3. Davis Demographics SchoolSite 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
   - Brevard County Birth rates by zip code
4. Davis Demographics estimates are then adjusted using the following factors:
   - PK (Pre-Kindengarten) and AH (daycare for students with infants) enrollment number are assumed to be constant
   - Current From/To attendance patterns are assumed to remain constant.
   - Nongeocoded student addresses are assumed to continue in their attendance schools.
   - Charter School Growth.
5. 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.
6. 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 2025-26, a total of 13 intermediate classrooms are projected for Jupiter (2), Riviera (2), Sunrise (2), and Westside (4) Elementary Schools and Viera Middle School (3).
   For school year 2026-27, a total of 9 intermediate classrooms are projected for Jupiter (2), Riviera (2), Sunrise (2), and Westside (3) Elementary Schools.
   For school year 2027-28, a total of 15 intermediate classrooms are projected for Jupiter (2), Riviera (3), Sunrise (4), Turner (1) and Westside (5) Elementary Schools and 3 High School relocatable classrooms are proposed for Bayside High School.
   For school year 2028-29, a total of 29 intermediate classrooms are projected for Columbia (2), Jupiter (2), Riviera (2), Sunrise (5), Turner (5), and Westside (5) Elementary Schools, Southwest Middle School (8) and 6 High School relocatable classrooms are proposed for Bayside High Schoo
   For school year 2029-30, a total of 17 intermediate classrooms are projected for Columbia (2), Jupiter (2), Sunrise (5), Turner (3), and Westside (4) Elementary Schools, Southwest Middle School (1) and 9 High School relocatable classrooms are proposed for Bayside.
9. A classroom addition is planned to open at West Melbourne School of Science for 2025-26. The factored capacity is adjusted for the proposed 106 student stations.

BREVARD CHARTER SCHOOLS: FROM ANALYSIS
Fall Final Membership Count - October 14, 2024

	Students' School of Residence	BPS K-12 Student Membership	Number of K-12 Public School Students Residing in Boundary	Students' School of Enrollment: Charter Schools: Emma Jewel	Imagine Schools	Odyssey Charter Sch	Odyssey Prep.	Palm Bay Academy	Pineapple Cove	Pineapple Cove at Lockmar	Pineapple Cove at West Melbourne	Pinecrest Academy Space Coast	Riverside Chater	Royal Palm Charter	Sculptor Charter Sch	Viera Charter	W Melbrne Ed Horizon Chrt	Total Charter Students FROM District School Boundary	Percentage of Resident Public School Students Attending Charter Schools
Elementary Schools	Roy Allen	615	806	3	14	2	2		10	10	20	11		3		14	19	108	13.4%
	Andersen	477	662	1							1	33				142		177	26.7%
	Apollo	573	702	5								1			65	1		72	10.3%
	Atlantis	627	653	2											36	6		44	6.7%
	Audubon	391	520	6	2							1				2		11	2.1%
	Cambridge	417	453	14	1							2			1	12		30	6.6%
	Cape View	261	303															-	0.0%
	Carroll	631	663									4			3	2		9	1.4%
	Challenger 7	420	495	5								1		1	18	9		34	6.9%
	Columbia	529	990		19	147	86	8	41	36	14			47		1	1	400	40.4%
	Coquina	426	568	2						1		4			38	6		51	9.0%
	Creel	496	772		7	2		1	4	3	4	19		1		24	8	73	9.5%
	Croton	434	613		6	1			6	3	2	15				18	5	56	9.1%
	Discovery	631	940		40	53	29	15	20	20	47	3		8		4	2	241	25.6%
	Endeavour	667	988	151								3				12		166	16.8%
	Enterprise	558	479	5											25	3	1	34	7.1%
	Fairglen	429	692	2						2		7			22	51		84	12.1%
	Gemini	409	385							1	2			2			1	6	1.6%
	Golfview	409	610	16								17				79		112	18.4%
	Harbor City	364	421		8	2		2		3	4	4				6	8	37	8.8%
	Holland	443	305			1	1									2		4	1.3%
	Imperial Estates	584	781	2								2			121	4		129	16.5%
	Indialantic	659	687		1						4	1				1		7	1.0%
	Jupiter	768	1,367		41	158	54	11	61	66	43	8		26		7	1	476	34.8%
	Lockmar	541	735		24	30	16	5	36	85	27	2		11			9	245	33.3%
	Longleaf	547	453						1		1	23				28	4	57	12.6%
	Manatee	909	975	2								44			1	140		187	19.2%
	McAuliffe	645	859		22	39	20	11	50	48	29	5		9		1	3	237	27.6%
	Meadowlane Primary	564	709		27	4	1	4	13	28	66	4		1		2	11	161	22.7%
	Meadowlane Intermediate	778	1,059		27	17	2	6	24	28	110	1		2		6	21	244	23.0%
	Mila	349	485	11		1						4				8		24	4.9%
	Mims	347	501	2											23			25	5.0%
	Oak Park	438	690	1								3			52	1		57	8.3%
	Ocean Breeze	493	521			1										1		2	0.4%
	Palm Bay Elem	500	727		29	23	15	55	10	14	10	6		15		1	4	182	25.0%
	Pinewood	462	478											1	20			21	4.4%
	Port Malabar	590	758		24	46	35	14	28	28	22			31		2		230	30.3%
	Quest	665	1,061	1	1				1		1	97		1		205		307	28.9%
	Riviera	643	1,056		112	36	16	41	29	31	26	3		9		3	7	313	29.6%
	Roosevelt	273	311									1				6		7	2.3%
	Sabal	463	684		13	1			8	1	18	6		2		32	11	92	13.5%
	Saturn	535	820	57				1				16			3	53		130	15.9%
	Sea Park	289	293									4				5		9	3.1%
	Sherwood	415	449		4				2	2	3	19				35	1	66	14.7%
	Sunrise	882	1,102		10	75	40	11	43	26	14	1		19		1	1	241	21.9%
	Suntree	580	646		3							26				41		70	10.8%
	Surfside	402	385									3		1				4	1.0%
	Tropical	559	657	4	1							2				20		27	4.1%
	Turner	540	1,017		22	159	52	17	52	52	22	7		24		2	1	410	40.3%
	University Park	436	913	2	140	7	5	48	12	15	32	3		9		5	16	294	32.2%
	Viera Elem	884	946							1	2	86				119	2	210	22.2%
	Westside	940	1,524		15	184	87	9	94	86	36	3		33		1		548	36.0%
	Williams	407	429						1			21				68		90	21.0%
	Non Geo-Located		30		2	5	1	1	1	3	3			1	3			20	
	Total Number of K-6 Elementary Students Attending School	**28,294**	**37,128**	**294**	**615**	**994**	**462**	**260**	**547**	**593**	**563**	**526**	**-**	**257**	**431**	**1,192**	**137**	**6,871**	**18.5%**
Middle Schools	Central	1,058	1,527		14	92		9	62	50	102	7	22	13		7		378	24.8%
	DeLaura	548	505						2		1	2				2		7	1.4%
	Hoover	473	538		2	2			1	1	1	1	3	3				14	2.6%
	Jackson	505	612	1											65	2		68	11.1%
	Jefferson	479	658	3	1							1			2	2		9	1.4%
	Johnson	577	789		1	3		1	4	1	10	20	3			38		81	10.3%
	Kennedy	449	420	2							1	18			1	42		64	15.2%
	Madison	446	513												27	2		29	5.7%
	McNair	262	301	15								6			1	23		45	15.0%
	Southwest	1,001	1,580		5	284		45	84	53	26	2	3	42		2		546	34.6%
	Stone	556	914	1	26	85		53	22	26	29		16	24		3		285	31.2%
	Viera Middle	742	1,228					1				64	1			189		255	20.8%
Jr/Sr High	Cocoa	1,422	1,972	18								2	1		6	20		47	2.4%
	Cocoa Beach	1,049	766													3		3	0.4%
	Space Coast	1,505	1,422	5		1							1		23	2		32	2.3%
High Schools	Astronaut	1,054	1,080															-	0.0%
	Bayside	2,126	2,674			229			141		21		34					425	15.9%
	Eau Gallie	1,400	1,585			5			7		4		20					36	2.3%
	Heritage	1,992	2,046			89			88		17		34					228	11.1%
	Melbourne	2,210	2,468			11			41		24		39					115	4.7%
	Merritt Island	1,429	1,620															-	0.0%
	Palm Bay	1,337	1,926			116			62		31		40					249	12.9%
	Rockledge	1,577	1,442															-	0.0%
	Satellite	1,419	1,304			1					1		3					5	0.4%
	Titusville	1,277	1,299										1					1	0.1%
	Viera	2,313	2,802						2				3					5	0.2%
	Non Geo-Located		37			3			2		1				2			8	
	Total Number of Secondary Students Attending School	**29,206**	**34,028**	**45**	**49**	**921**	**-**	**109**	**518**	**131**	**269**	**123**	**224**	**82**	**127**	**337**	**-**	**2,935**	**8.6%**
	Total Number of K-12 Students Attending School	**57,500**	**71,156**	**339**	**664**	**1,915**	**462**	**369**	**1,065**	**724**	**832**	**649**	**224**	**339**	**558**	**1,529**	**137**	**9,806**	**13.8%**

ALTA/NSPS LAND TITLE SURVEY

PROMINENCE ALTA PARCELS

PROPERTY ADDRESS: NORTH COURTENAY, MERRITT ISLAND, FL

PARCEL ID: 24-36-14-00-259

LEGAL DESCRIPTION PER TITLE

COMMITMENT NO. NCS–1273396–ATL

EXHIBIT A

THE LAND REFERRED TO HEREIN BELOW IS SITUATED IN THE COUNTY OF BREVARD, STATE OF FLORIDA, AND IS DESCRIBED AS FOLLOWS:

LEGAL DESCRIPTION "A" A PARCEL OF LAND LYING IN SECTION 14, TOWNSHIP 24 SOUTH, RANGE 36 EAST, BREVARD COUNTY, FLORIDA, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGIN AT THE INTERSECTION OF THE NORTH LINE OF PIONEER ROAD AS SHOWN IN PLAT BOOK 23 AT PAGE 26 OF THE PUBLIC RECORDS OF BREVARD COUNTY, FLORIDA AND THE WEST LINE OF RAINTREE BY THE LAKE EXTENDED SOUTHERLY AS SHOWN ON THE PLAT THEREOF RECORDED IN PLAT BOOK 28 PAGE 16 OF THE PUBLIC RECORDS OF BREVARD COUNTY, FLORIDA THENCE RUN S 89° 55' 50" W ALONG THE NORTH RIGHT–OF–WAY OF SAID PIONEER ROAD FOR 563.86 FEET TO A POINT LYING 203.03 FEET EAST OF THE EAST RIGHT–OF–WAY LINE OF STATE ROAD NO. 3 AS SHOWN ON STATE OF FLORIDA, STATE ROAD DEPARTMENT, RIGHT OF WAY MAP OF STATE ROAD NO. 3, BREVARD COUNTY, SECTION 70140–2505, AS MEASURED ALONG THE NORTH RIGHT OF WAY LINE OF SAID PIONEER ROAD; THENCE CONTINUE S 89° 55' 50" W FOR 203.03 FEET TO THE EASTERLY RIGHT OF WAY LINE OF SAID STATE ROAD NO. 3, THENCE RUN N 09° 07' 55" W ALONG SAID EASTERLY RIGHT–OF–WAY LINE FOR 234.87 FEET TO THE POINT OF CURVATURE OF A CIRCULAR CURVE TO THE RIGHT, HAVING A RADIUS OF 11409.20 FEET; THENCE RUN NORTHWESTERLY ALONG THE ARC OF SAID CURVE AND SAID EASTERLY RIGHT–OF–WAY LINE, THROUGH A CENTRAL ANGLE OF 03° 09' 41" FOR 629.52 FEET TO THE WESTERLY EXTENSION OF THE SOUTH LINE OF VILLA DE PALMAS, UNIT NO. 1 ACCORDING TO THE PLAT THEREOF RECORDED IN PLAT BOOK 20 AT PAGE 45 OF THE PUBLIC RECORDS OF BREVARD COUNTY, FLORIDA; THENCE RUN N 89° 56' 19" E ALONG THE SAID SOUTH LINE FOR 201.59 FEET TO A POINT LYING ON THE ARC OF A CIRCULAR CURVE, CONCAVE TO THE EAST WHOSE CENTER BEARS N 83° 55' 24" E FROM SAID POINT AND HAVING A RADIUS OF 11208.70 FEET, SAID CURVE IS CONCENTRIC WITH AND 200.50 FEET EAST OF THE EAST RIGHT OF WAY LINE OF SAID STATE ROAD NO. 3; THENCE RUN SOUTHERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 03° 03' 19" FOR 597.71 FEET TO THE POINT OF TANGENCY OF SAID CURVE; THENCE RUN S 09° 07' 55" E PARALLEL WITH AND 200.50 FEET EAST OF THE EAST RIGHT OF WAY LINE OF SAID STATE ROAD NO. 3, FOR 266.85 FEET TO THE POINT OF BEGINNING.

LEGAL DESCRIPTION "B" A PARCEL OF LAND LYING IN SECTION 14, TOWNSHIP 24 SOUTH, RANGE 36 EAST, BREVARD COUNTY, FLORIDA, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS: BEGIN AT THE INTERSECTION OF THE NORTH LINE OF PIONEER ROAD AS SHOWN IN PLAT BOOK 23 AT PAGE 26 OF THE PUBLIC RECORDS OF BREVARD COUNTY, FLORIDA AND THE WEST LINE OF RAINTREE BY THE LAKE EXTENDED SOUTHERLY AS SHOWN ON THE PLAT THEREOF RECORDED IN PLAT BOOK 28 PAGE 16 OF THE PUBLIC RECORDS OF BREVARD COUNTY, FLORIDA, THENCE RUN S 89° 55' 50" W ALONG THE NORTH RIGHT OF WAY OF SAID PIONEER ROAD FOR 225.00 FEET TO A POINT LYING 541.89 FEET EAST OF THE EAST RIGHT OF WAY LINE OF STATE ROAD NO. 3 AS SHOWN ON STATE OF FLORIDA, STATE ROAD DEPARTMENT, RIGHT OF WAY MAP OF STATE ROAD NO. 3, BREVARD COUNTY, SECTION 70140–2505, AS MEASURED ALONG THE NORTH RIGHT OF WAY LINE OF SAID PIONEER ROAD.; THENCE RUN N 00° 02' 57" W PARALLEL WITH THE WEST LINE OF SAID RAINTREE BY THE LAKE FOR 452.08 FEET; THENCE RUN N 89° 55' 50" E FOR 225.00 FEET TO THE WEST LINE OF SAID RAINTREE BY THE LAKE; THENCE RUN S 00° 02' 57" E ALONG SAID WEST LINE FOR 452.08 FEET TO THE POINT OF BEGINNING.

LEGAL DESCRIPTION "C" A PARCEL OF LAND LYING IN SECTION 14, TOWNSHIP 24 SOUTH, RANGE 36 EAST, BREVARD COUNTY, FLORIDA, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS: COMMENCE AT THE INTERSECTION OF THE NORTH LINE OF PIONEER ROAD AS SHOWN IN PLAT BOOK 23 AT PAGE 26 OF THE PUBLIC RECORDS OF BREVARD COUNTY, FLORIDA AND THE WEST LINE OF RAINTREE BY THE LAKE EXTENDED SOUTHERLY AS SHOWN ON THE PLAT THEREOF RECORDED IN PLAT BOOK 28 PAGE 16 OF THE PUBLIC RECORDS OF BREVARD COUNTY, FLORIDA THENCE RUN S 89° 55' 50" W ALONG THE NORTH RIGHT–OF–WAY OF SAID PIONEER ROAD FOR 225.00 FEET TO A POINT LYING 541.89 FEET EAST OF THE EAST RIGHT OF WAY LINE OF STATE ROAD NO. 3 AS SHOWN ON STATE OF FLORIDA, STATE ROAD DEPARTMENT, RIGHT OF WAY MAP OF STATE ROAD NO. 3, BREVARD COUNTY, SECTION 70140–2505, AS MEASURED ALONG THE NORTH RIGHT OF WAY LINE OF SAID PIONEER ROAD SAID POINT BEING THE POINT OF BEGINNING; THENCE CONTINUE S 89° 55' 50" W ALONG SAID NORTH RIGHT OF WAY LINE FOR 338.86 FEET; THENCE RUN N 09° 07' 55" W PARALLEL WITH AND 200.5 FEET EAST OF THE EAST RIGHT OF WAY LINE OF SAID STATE ROAD NO. 3 FOR 266.85 FEET TO THE POINT OF CURVATURE OF A CIRCULAR CURVE TO THE RIGHT HAVING A RADIUS OF 11208.70 FEET, SAID CURVE BEING CONCENTRIC WITH AND 200.50 FEET EAST OF SAID EAST RIGHT OF WAY LINE; THENCE RUN NORTHERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF03° 03' 19" FOR 597.71 FEET TO THE WESTERLY EXTENSION OF THE SOUTH LINE OF VILLA DE PALMAS, UNIT NO. 1 ACCORDING TO THE PLAT THEREOF RECORDED IN PLAT BOOK 20 AT PAGE 45 OF THE PUBLIC RECORDS OF BREVARD COUNTY, FLORIDA, THENCE RUN N 89° 56' 19" E ALONG THE SAID SOUTH LINE FOR 684.55 FEET TO THE NORTHERLY EXTENSION OF THE WEST LINE OF SAID RAINTREE BY THE LAKE, THENCE RUN S 00° 02' 57" W ALONG SAID WEST LINE FOR 403.82 FEET; THENCE RUN S 89° 55' 50" W FOR 225.00 FEET; THENCE RUN S 00° 02' 57" E FOR 452.08 FEET TO THE POINT OF BEGINNING.

LESS AND EXCEPT THE FOLLOWING DESCRIBED PROPERTY:

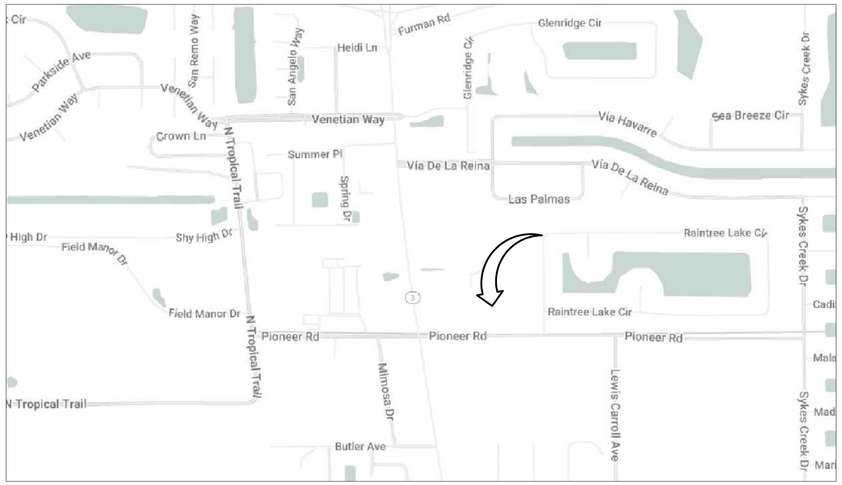
A PARCEL OF LAND LYING IN SECTION 14, TOWNSHIP 24 SOUTH, RANGE 36 EAST, BREVARD COUNTY, FLORIDA, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS: COMMENCE AT THE INTERSECTION OF THE NORTH RIGHT–OF–WAY LINE OF PIONEER ROAD (AS SHOWN IN PLAT BOOK 23 AT PAGE 26 OF THE PUBLIC RECORDS OF BREVARD COUNTY, FLORIDA) WITH THE WEST LINE OF RAINTREE–BY–THE–LAKE (AS SHOWN ON THE PLAT THEREOF RECORDED IN PLAT BOOK 28 AT PAGE 16 OF SAID PUBLIC RECORDS) EXTENDED SOUTHERLY; THENCE RUN S 89° 55' 50" W ALONG SAID NORTH RIGHT–OF–WAY LINE OF PIONEER ROAD FOR 366.89 FEET TO THE POINT OF BEGINNING; THENCE CONTINUE S 89° 55' 50" W FOR 400.00 FEET TO A POINT LYING ON THE EASTERLY RIGHT–OF–WAY LINE OF STATE ROAD NO. 3, AS SHOWN ON FLORIDA STATE ROAD DEPARTMENT, RIGHT–OF–WAY MAP OF STATE ROAD NO. 3, BREVARD COUNTY, SECTION 70140–2505; THENCE RUN N 09° 07' 55" W ALONG SAID EASTERLY RIGHT–OF–WAY LINE FOR 234.87 FEET TO THE POINT OF CURVATURE OF A CURVE TO THE RIGHT HAVING A RADIUS OF 11409.20 FEET; THENCE RUN NORTHERLY ALONG SAID EASTERLY RIGHT–OF–WAY LINE AND ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 01° 22' 52" FOR 275.02 FEET; THENCE LEAVING SAID EASTERLY RIGHT–OF–WAY LINE, RUN N 89° 56' 19" E FOR 477.04 FEET; THENCE RUN S 00° 04' 10" E FOR 503.96 FEET TO THE POINT OF BEGINNING

LEGAL DESCRIPTION PER SURVEYOR

COMMENCE AT THE SOUTHWESTERLY CORNER OF LOT 1 OF PLAT OF RAINTREE–BY–THE–LAKE, RECORDED AS PLAT BOOK 28, PAGE 16, OF THE PUBLIC RECORDS OF BREVARD COUNTY, FLORIDA; THENCE S 00°20'08"E, A DISTANCE OF 29.52 FEET TO A POINT ON THE NORTHERLY RIGHT OF WAY OF PIONEER ROAD (60' PUBLIC RIGHT OF WAY, PER PLAT BOOK 23, PAGE 26), TO THE POINT OF BEGINNING.

THENCE BEARING S 89–39–32 W , ALONG THE NORTHERLY RIGHT OF WAY OF PIONEER ROAD, A DISTANCE OF 366.72 FEET TO A POINT, AT THE SOUTHEASTERLY CORNER OF OFFICIAL RECORD BOOK 10034, PAGE 168, AS SHOWN OF PLAT OF BOUNDARY SURVEY OF MERRITT MEDICAL CENTER CONDOMINIUM, PREPARED BY ALLEN ENGINEERING, INC, DATED APRIL 14, 1992, RECORDED IN OFFICIAL RECORD BOOK 3237, PAGE 3256; THENCE N 00°21'34 W, ALONG THE EASTERLY BOUNDARY OF OFFICIAL RECORDS BOOK 10034, PAGE 168, A DISTANCE OF 506.85 FEET TO A POINT AT THE NORTHEASTERLY CORNER OF OFFICIAL RECORD BOOK 10034, PAGE 168; THENCE S89°38'16"W, ALONG THE NORTHERLY BOUNDARY LINE OF OFFICIAL RECORD BOOK 10034, PAGE 168, A DISTANCE OF 477.03 FEET TO A POINT, TO ON THE WESTERLY RIGHT OF WAY OF NORTH COURTENAY PARKWAY, STATE ROAD #3; THENCE CONTINUING ALONG THE WESTERLY RIGHT OF WAY OF COURTENAY PARKWAY, ALONG A CURVE TO THE RIGHT, HAVING A RADIUS OF 11409.20 A DELTA ANGLE OF 01° 46' 57", AN ARC DISTANCE OF 354.96 FEET AND WHOSE LONG CHORD BEARS N 07°–06–53 W A DISTANCE OF 354.94 FEET; TO A POINT AT THE SOUTHWESTERLY CORNER OF OFFICIAL RECORD BOOK 8660, PAGE 2481; THENCE BEARING N 89°41'12" E , ALONG THE SOUTHERLY BOUNDARY OF OFFICIAL RECORD BOOK 8660, PAGE 2481,A DISTANCE OF 885.85 FEET, TO THE SOUTHEASTERLY CORNER OF OFFICIAL RECORD BOOK 8660, PAGE 2481, BEING THE NORTHWESTERLY CORNER OF LOT 9, PLAT OF RAINTREE–BY–THE–LAKE, RECORDED AS PLAT BOOK 28, PAGE 16 ; THENCE BEARING S 00°20'08" E, ALONG THE WESTERLY BOUNDARY PLAT OF RAINTREE–BY–THE–LAKE, RECORDED AS PLAT BOOK 28, PAGE 16, A DISTANCE OF 855.71FEET, TO THE POINT OF BEGINNING.

THE ABOVE THE DESCRIPTION CONTAINS 489,665.245 SQUARE FEET, OR 11.241 ACRES.



VICINITY MAP

LEGEND (AS APPLICABLE)

- CONCRETE MONUMENT FOUND (AS NOTED)
- REBAR FOUND (AS NOTED)
- ELECTRIC METER
- REBAR SET
- WATER FAUCET
- SANITARY CLEANOUT
- MAG NAIL SET (LB 7908)
- SOLID IRON PIN SET (LB 7908)
- AERIAL TARGET SET
- DISK MONUMENT FOUND (AS NOTED)
- IRON PIPE FOUND (AS NOTED)
- OTHER SURVEY MONUMENT FOUND (AS NOTED)
- BENCHMARK FOUND (AS NOTED)
- HYDRANT
- TRANSFORMER
- POLE
- SANITARY MANHOLE
- BOLLARD CONCRETE
- ELECTRIC TRANSFORMER
- AIR CONDITIONING UNIT
- FLAG POLE
- MAG NAIL SET
- SERVICE BOX CABLE
- PROPANE TANK
- CATCH BASIN
- WATER VALVE
- GUY WIRE ANCHOR
- GUY POLE
- MONITORING WELL
- EOI – WATER
- WATER METER
- CATCH BASIN
- STORM MANHOLE
- BENCHMARK FOUND
- SANITARY MANHOLE
- TREE (AS NOTED)
- WATER BACKFLOW PREVENTER
- LIGHT POLE
- WATER VALVE
- FIRE HYDRANT
- ELECTRIC PANEL
- WATER METER
- MAG NAIL FOUND
- POST / BOLLARD

ABBREVIATIONS

C	CALCULATED DISTANCE
CL	CENTERLINE
D	DEED DISTANCE
ID	IDENTIFICATION
LB	LICENSED BUSINESS
LLC	LIMITED LIABILITY COMPANY
M	MEASURED DISTANCE
MH	MANHOLE
PVC	POLYVINYL CHLORIDE
SAN	SANITARY
TOB	TOP OF BANK
WPB	WIRE PULL BOX

SURVEYOR'S NOTES (AS APPLICABLE)

1. HORIZONTAL LOCATIONS OF ALL ELEMENTS OF THIS DRAWING ARE RELATIVE TO THE FLORIDA STATE PLANE, EAST ZONE (US SURVEY FOOT). LOCATION OF THE PRIMARY CONTROL NETWORK FOR THIS SITE (POINTS: #500 AND #501) WERE ESTABLISHED UTILIZING STANDARD GPS RTK PROTOCOLS AND BEST PRACTICE METHODS FOR MAXIMUM PRECISION, IN CONJUNCTION WITH THE FLORIDA DEPARTMENT OF TRANSPORTATION FLORIDA PRIMARY REFERENCE NETWORK (FPRN) AND HAVE AN EXPECTED HORIZONTAL ACCURACY OF ±0.07'. LOCATION OF ALL TOPOGRAPHIC FEATURED SHOWN HEREON WERE ESTABLISHED UTILIZING A ROBOTIC TOTAL STATION AND ARE DERIVED TRIGONOMETRICALLY WITH AN EXPECTED HORIZONTAL ACCURACY OF ±0.02'.
2. THIS SURVEY IS CONDUCTED ACCORDING TO THE 2021 MINIMUM STANDARD DETAIL REQUIREMENTS FOR ALTA/NSPS LAND TITLE SURVEYS FOR TITLE INSURANCE PURPOSES, AUTHORIZED BY DFH ON 2/1/24 FOR THE USE OF SPECIFIED PARTIES.
3. ACCORDING TO FEMA MAPS, THE PROPERTY LIES WITHIN ZONE "X" (PANEL NO. 12009C0340H, DATED JANUARY 29, 2021). THE SURVEY DOES NOT DETERMINE FLOOD RISK. FOR FLOOD DETERMINATION, CONSULT THE LOCAL BUILDING DEPARTMENT OR CUSTODIAL FLOOD AGENCY.
4. NOTE THAT ADDITIONAL EASEMENTS AND/OR RESTRICTIONS NOT FOUND IN PUBLIC RECORDS MAY AFFECT THE PROPERTY.
5. NO INDEPENDENT SEARCH FOR EASEMENTS, ENCUMBRANCES, OR TITLE EVIDENCE WAS CONDUCTED BY THE SURVEYOR. INFORMATION IS BASED ON THE FIRST AMERICAN TITLE INSURANCE COMPANY'S ALTA TITLE COMMITMENT FOR TITLE INSURANCE, COMMITMENT NUMBER NCS–1273396–ATL, DATED 08/03/2025.
6. NO OBSERVED CEMETERIES OR BURIAL GROUNDS FOUND ON SUBJECT PARCEL, AT TIME OF SURVEY.
7. UNDERGROUND UTILITY LOCATIONS ARE BASED ON VISIBLE MARKERS AND DO NOT REPRESENT A COMPREHENSIVE SURVEY OF UNDERGROUND FEATURES.(A SERIES OF SEWER MANHOLES WERE LOCATED BY THIS SURVEY, NO EASEMENT FOUND)
8. THE MATHEMATICAL CLOSURE OF THE SURVEYED BOUNDARY EXCEEDS THE ACCURACY STANDARDS FOR AN URBAN CLASS SURVEY AS DEFINED BY ACSM AND ALTA.
9. THIS SURVEY IS PREPARED FOR THE NAMED ENTITIES AND IS NOT TRANSFERABLE. REPRODUCTION WITHOUT WRITTEN CONSENT FROM THE SIGNING SURVEYOR IS PROHIBITED.
10. THE WORD "CERTIFIED" EXPRESSES THE PROFESSIONAL OPINION OF THE SURVEYOR BASED ON KNOWLEDGE, INFORMATION, AND BELIEF, WITHOUT CONSTITUTING A GUARANTEE OR WARRANTY.
11. PRINTED DIMENSIONS ON THE MAP OF SURVEY TAKE PRECEDENCE OVER SCALED DIMENSIONS. SOME ITEMS MAY BE DRAWN OUT OF SCALE FOR CLARITY.
13. THERE ARE DIRT ROADS SHOWN ON THIS SURVEY, IT IS UNCLEAR WHO IS USING THEM, OR THEIR PURPOSE.
14. THE DATE OF SIGNATURE DOES NOT UPDATE THE DATE OF THE FIELD SURVEY, WHICH REPRESENTS CONDITIONS AT THE TIME OF SURVEY.
15. ZONING: AGRICULTURAL RESIDENTIAL AU ZONE, FRONT SETBACK OF 25 FEET, SIDE SETBACK OF 10 FEET AND A REAR SETBACK OF 20 FEET.
16. NO EVIDENCE OF RECENT EARTH MOVING WORK, BUILDING CONSTRUCTION, OR BUILDING ADDITIONS OBSERVED IN THE PROCESS OF CONDUCTING THE FIELDWORK.
17. NO EVIDENCE OF RECENT STREET OR SIDEWALK CONSTRUCTION OR REPAIRS OBSERVED IN THE PROCESS OF CONDUCTING THE FIELDWORK.
18. THE PUBLIC ACCESS POINT FOR THE SUBJECT PARCEL IS EITHER ON PIONEER ROAD OR NORTH COURTENAY PARKWAY.
19. THAT THE LAND DEPICTED IS THE SAME LAND DESCRIBED IN FIRST AMERICAN TITLE INSURANCE COMMITMENT NUMBER NCS– 1273396–ATL, WITH AN EFFECTIVE DATE OF AUGUST 3, 2025

SCHEDULE B–II TITLE EXCEPTIONS

COMMITMENT NUMBER: NCS–1273396–ATL
EFFECTIVE: AUGUST 03, 2025: 7:30
FIRST AMERICAN TITLE COMPANY
ADDRESS REFERENCE: NORTH COURTENAY PARKWAY, MERRITT ISLAND FLORIDA, 32953
TITLE EXCEPTIONS:
1–9 NOT A SURVEY MATTER.
10. EASEMENT FOR RIGHT–OF–WAY CREATED BY DEED RECORDED IN DEED BOOK 248, PAGE 265.(AFFECTS SUBJECT PARCEL)(PLOTTED)(DRAINAGE EASEMENT)
11. EASEMENT, GRANTED FROM CANAVERAL CAUSEWAY CENTER, INC., A FLORIDA CORPORATION TO BREVARD COUNTY OF THE STATE OF FLORIDA, RECORDED IN BOOK 1034, PAGE 524 OF OFFICIAL RECORDS.(AFFECTS SUBJECT PARCEL)(PLOTTED)(SIDEWALK)
12. EASEMENT, GRANTED FROM WUESTHOFF AMBULATORY CARE CENTER, INC. TO CITY OF COCOA, RECORDED IN BOOK 2695, PAGE 1908 OF OFFICIAL RECORDS, APPROXIMATE LOCATION OF EASEMENT IS AS SHOWN ON SURVEY.(ABUTTING TRACT)(NOT PLOTTED)
13. TERMS, PROVISIONS, RESTRICTIVE COVENANTS, CONDITIONS, RESERVATIONS, RIGHTS, DUTIES AND EASEMENTS CONTAINED IN THE DECLARATION OF CONDOMINIUM OF MERRITT MEDICAL CENTER II CONDOMINIUM, AND ANY EXHIBITS ANNEXED THERETO, RECORDED IN BOOK 3464, PAGE 4220 OF OFFICIAL RECORDS.(ABUTTING TRACT)(NOT PLOTTED)
14. EASEMENT GRANTED TO FLORIDA POWER & LIGHT COMPANY BY INSTRUMENT RECORDED IN BOOK 858, PAGE 304 OF OFFICIAL RECORDS.(AFFECTS SUBJECT PARCEL)(PLOTTED)(UTILITY EASEMENT)
15. NOT A SURVEY MATTER.

SURVEYORS CERTIFICATION:

MERRITT BIDCO SPV, LLC
FIRST AMERICAN TITLE INSURANCE COMPANY

THAT:
THIS IS TO CERTIFY THAT THIS MAP OR PLAT AND THE SURVEY ON WHICH IT IS BASED WERE MADE IN ACCORDANCE WITH THE 2021 MINIMUM STANDARD DETAIL REQUIREMENTS FOR ALTA/NSPS LAND TITLE SURVEYS, JOINTLY ESTABLISHED AND ADOPTED BY ALTA AND NSPS, AND INCLUDES ITEMS 1, 2, 3, 4, 6(A), 6(B), 8, 10A, 11(A), 13, 14, 16, 17, 18, AND 19 OF TABLE "A" THEREOF. THE FIELD WORK WAS COMPLETED ON 09/12/2025
DATE OF PLAT OR MAP: 09/12/2025

JOHN S THOMAS
SAM LLC LICENSE BUSINESS #6907
FLORIDA REGISTERED PROFESSIONAL LAND SURVEYOR NO. 6223

SURVEYING AND MAPPING, LLC.
9440 PHILIPS HWY. #7
JACKSONVILLE, FL 32256
TEL: (904)-896-0971

ALTA/NSPS BOUNDARY SURVEY

PROPERTY ADDRESS: NORTH COURTENAY PARKWAY, MERRITT ISLAND
PARCEL ID: 24–36–14–00–259

DATE:	REVISIONS:
9/22/2025	AREA BREAKDOWN
10/2/2025	CLIENT COMMENTS

DRAWN BY: TBH | PARTY CHIEF: BG
JOB #: 1025102746
FB #: 1300
DATE OF SURVEY: 09/12/2025
NOT VAUD WITHOUT ALL SHEETS
1 OF 2

PATH:I:\SAM\INC_JAX\PROJECTS\1025102746\100\SURVEY\02BASE\1025102746-2400 NORTH COURTENAY PARKWAY–BOUNDARY–ALTA.DWG

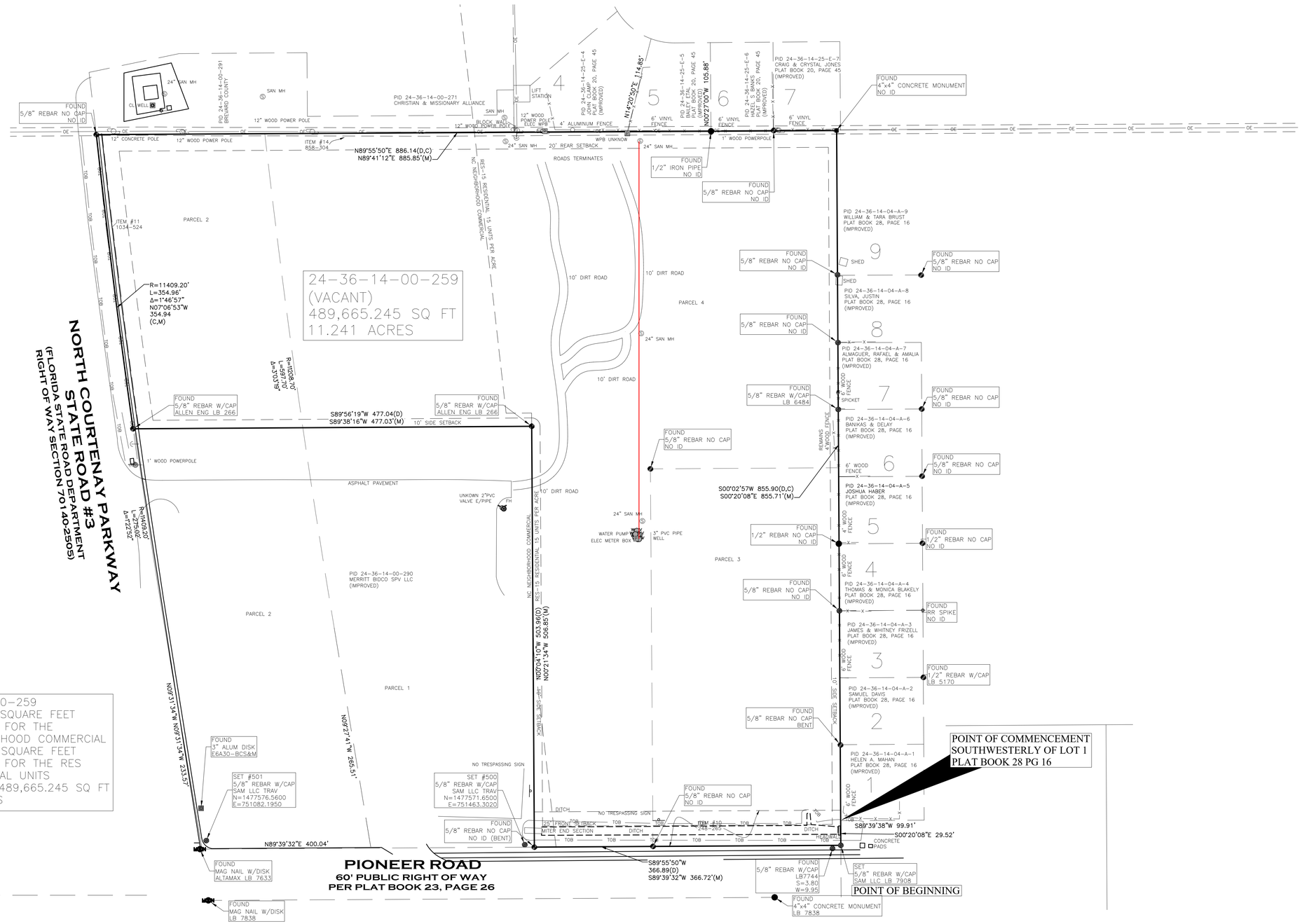
R-1201

MAP SHOWING

ALTA/NSPS BOUNDARY SURVEY

OF

BEING A PORTION OF SECTION 14, TOWNSHIP 24 SOUTH, RANGE 36 EAST, OF BREVARD COUNTY, FLORIDA, MORE PARTICULARLY DESCRIPTION IN OFFICIAL RECORDS BOOK 10286, PAGE 665.


24-36-14-00-259
(VACANT)
489,665.245 SQ FT
11.241 ACRES
NORTH COURTENAY PARKWAY
STATE ROAD #3
(FLORIDA STATE ROAD DEPARTMENT
RIGHT OF WAY SECTION 70140-2505)
PIONEER ROAD
60' PUBLIC RIGHT OF WAY
PER PLAT BOOK 23, PAGE 26
24-36-14-00-259
159,427.894 SQUARE FEET
3.659 ACRES FOR THE
NC NEIGHBORHOOD COMMERCIAL
330,237.351 SQUARE FEET
7.581 ACRES FOR THE RES
15-RESIDENTIAL UNITS
TOTAL AREA=489,665.245 SQ FT
11.241 ACRES
POINT OF COMMENCEMENT
SOUTHWESTERLY OF LOT 1
PLAT BOOK 28 PG 16
POINT OF BEGINNING
PARCEL 1
PARCEL 2
PARCEL 3
PARCEL 4
PID 24-36-14-00-271
CHRISTIAN & MISSIONARY ALLIANCE
PID 24-36-14-00-290
MERRITT BIDCO SPV LLC
(IMPROVED)
PID 24-36-14-25-E-4
JOHN CLAMP
PLAT BOOK 20, PAGE 45
(IMPROVED)
PID 24-36-14-25-E-5
PLAT BOOK 20, PAGE 45
(IMPROVED)
PID 24-36-14-25-E-6
HAZEL S. BANKS
PLAT BOOK 20, PAGE 45
(IMPROVED)
PID 24-36-14-25-E-7
CRAIG & CRYSTAL JONES
PLAT BOOK 20, PAGE 45
(IMPROVED)
PID 24-36-14-04-A-9
WILLIAM & TARA BRUST
PLAT BOOK 28, PAGE 16
(IMPROVED)
PID 24-36-14-04-A-8
SILVA, JUSTIN
PLAT BOOK 28, PAGE 16
(IMPROVED)
PID 24-36-14-04-A-7
ALMAGUER, RAFAEL & AMALIA
PLAT BOOK 28, PAGE 16
(IMPROVED)
PID 24-36-14-04-A-6
BANIKAS & DELAY
PLAT BOOK 28, PAGE 16
(IMPROVED)
PID 24-36-14-04-A-5
JOSHUA HABER
PLAT BOOK 28, PAGE 16
(IMPROVED)
PID 24-36-14-04-A-4
THOMAS & MONICA BLAKELY
PLAT BOOK 28, PAGE 16
(IMPROVED)
PID 24-36-14-04-A-3
JAMES & WHITNEY FRIZELL
PLAT BOOK 28, PAGE 16
(IMPROVED)
PID 24-36-14-04-A-2
SAMUEL DAVIS
PLAT BOOK 28, PAGE 16
(IMPROVED)
PID 24-36-14-04-A-1
HELEN A. MAHAN
PLAT BOOK 28, PAGE 16
(IMPROVED)
N89°55'50"E 886.14(D,C)
N89°41'12"E 885.85'(M)
N14°20'30"E 114.85'
N00°27'00"W 105.88'
S89°56'19"W 477.04(D)
S89°38'16"W 477.03'(M)
S00°02'57"W 855.90(D,C)
S00°20'08"E 855.71'(M)
N00°04'10"W 503.96(D)
N00°21'34"W 506.85'(M)
N09°31'34"W 233.57'
N09°27'41"W 265.51'
S89°55'50"W
366.89(D)
S89°39'32"W 366.72'(M)
N89°39'32"E 400.04'
S89°39'38"W 99.91'
S00°20'08"E 29.52'
R=11409.20'
L=354.96'
Δ=1°46'57"
N07°06'53"W
354.94
(C,M)
R=11208.70'
L=597.70'
Δ=3°03'19"
R=11409.20'
L=575.60'
Δ=2°53'52"
FOUND 5/8" REBAR NO CAP NO ID
FOUND 5/8" REBAR W/CAP ALLEN ENG LB 266
FOUND 4"x4" CONCRETE MONUMENT NO ID
FOUND 1/2" IRON PIPE NO ID
FOUND 5/8" REBAR W/CAP LB 6484
FOUND 1/2" REBAR NO CAP NO ID
FOUND 1/2" REBAR W/CAP LB 5170
FOUND 5/8" REBAR BENT
FOUND 3" ALUM DISK E6A30-8CS&M
SET #501 5/8" REBAR W/CAP SAM LLC TRAV N=1477576.5600 E=751082.1950
SET #500 5/8" REBAR W/CAP SAM LLC TRAV N=1477571.6500 E=751463.3020
FOUND MAG NAIL W/DISK ALTAMAX LB 7633
FOUND MAG NAIL W/DISK LB 7838
FOUND 5/8" REBAR W/CAP LB7744 S=3.80 W=9.95
SET 5/8" REBAR W/CAP SAM LLC LB 7908
FOUND 4"x4" CONCRETE MONUMENT LB 7838
24" SAN MH
CLWELL
LIFT STATION
12" WOOD POWER POLE
12" CONCRETE POLE
1" WOOD POWERPOLE
ITEM #14 858-304
ITEM #11 1034-524
ROADS TERMINATES
10' DIRT ROAD
ASPHALT PAVEMENT
UNKOWN 2"PVC VALVE E/PIPE
WATER PUMP ELEC METER BOX
3" PVC PIPE WELL
NO TRESPASSING SIGN
12" FRONT FLOW MITER END SECTION
DITCH
CONCRETE PADS
RETAINING WALL
6' WOOD FENCE
4' WOOD FENCE
6' VINYL FENCE
4' ALUMINUM FENCE
BLOCK WALL
SHED
SHOT
REMAINS 4.00'W
10' SIDE SETBACK
20' REAR SETBACK
NC NEIGHBORHOOD COMMERCIAL RES-15 RESIDENTIAL 15 UNITS PER ACRE
RES-15 RESIDENTIAL 15 UNITS PER ACRE NC NEIGHBORHOOD COMMERCIAL
FOUND RR SPIKE NO ID
FOUND 5/8" REBAR W/CAP ALLEN ENG LB 266
FOUND 5/8" REBAR NO CAP NO ID (BENT)
FOUND 5/8" REBAR W/CAP SAM LLC LB 7908
FOUND 5/8" REBAR NO CAP NO ID
FOUND 5/8" REBAR W/CAP LB 7744
FOUND 1/2" REBAR NO CAP NO ID
FOUND 1/2" REBAR W/CAP NO ID
FOUND 5/8" REBAR W/CAP LB 5170
FOUND 5/8" REBAR NO CAP BENT
FOUND 5/8" REBAR NO CAP NO ID
FOUND 5/8" REBAR W/CAP LB 7908
FOUND 4"x4" CONCRETE MONUMENT NO ID
FOUND 5/8" REBAR NO CAP NO ID
FOUND 5/8" REBAR W/CAP LB 7908
FOUND 5/8" REBAR NO CAP NO ID
FOUND 5/8" REBAR NO CAP NO ID
FOUND 5/8" REBAR NO CAP NO ID

1 Density Study - Option 1
Scale: 1"=100'-0"

Plan

PROJECT DATA:

ZONE 1: Neighborhood Commercial
3.659 acres
109 units max

BUILDINGS 1-2:
Building Type 1
24 Units/EA

BUILDING 3:
Building Type 3
30 Units/EA

BUILDING 4:
Building Type 4
31 Units

ZONE 2: Residential
7.581 acres
113 units max

BUILDING 5:
Building Type 2
29 Units

BUILDING 6:
Building Type 4
30 Units/EA

BUILDING 7:
Building Type 2
30 Units/EA

BUILDING 8:
Building Type 1
24 Units/EA

TOTAL: 222 Units
(930 S.F. Average)

AMENITY: 6,500 S.F.

PARKING:

Surface: 368 Spaces
Parallel: 21 Spaces

TOTAL: 389 Spaces
(1.75 Spaces/Unit)

PRESERVED FOR GREENSPACE & SWM

TOP FLOOR VIEWING PLATFORM

N

00 50 100 200

Merritt Island

January 8, 2026

0000.00

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RANGEWATER N COURTENAY PARKWAY MERRITT ISLAND

ROADWAY CAPACITY ANALYSIS - WEEKDAY

Roadway[1]	From[1]	To[1]	ID #[1]	2024 Existing Volume[1]	MAV[1]	V/C Ratio[1]	Reg.	Growth Rate[2]	2027 No Build Volumes	Remaining Capacity	No Build V/C Ratio	Daily Project Traffic		% Of Available Capacity	2027 Build Volumes	V/C Ratio
												Trip Dist %[3]	Site Trips[4]			
N. Courtenay Pkwy. (SR 3)	Pioneer Rd.	S Ramps SR 528	152	33,650	38,430	0.88	Linear	1.34%	35,003	3,427	0.91	62%	855	24.95%	35,858	0.93

(1) Information from Space Coast TPO Context Classification Spreadsheet downloaded on 11/17/2025

(2) Per approved Traffic Imapct Study Scope - Growth Rates

(3) Extracted from approved Traffic Impact Study Scope - Trip Distribution

Search by NestID or Locati
Las Palmas
Via de la Reina
Raintree Lake Cir
Raintree Lake Cir
Raintree Lake Cir
Cordoba Ct
Cadiz Ct
Malaga Ct
Madrid Ct
Mariah Ct
Pioneer Rd
Pioneer Rd
N Courtenay Pkwy
Starbucks
Lewis Carroll Ave
Lewis Carroll Ave
BE124
Butler Ave
Topaz Dr
Emerald Ct
Garnet Ct
Topaz Ct
Skyline Blvd
N Courtenay P
Leeward Ln
Crook Dr
Google | Esri Community Maps Contributors, FDEP © OpenStreetMap, Microsoft, Esri, TomTom, Garmin, Safe...
esri

R-1205

Prepared by: Kimberly Bonder Rezanka
Address: Lacey Rezanka
6013 Farcenda Pl #101
Melbourne, FL 32940

BINDING DEVELOPMENT PLAN

THIS AGREEMENT, entered into this __ day of _____, 2026 between the BOARD OF COUNTY COMMISSIONERS OF BREVARD COUNTY, FLORIDA, a political subdivision of the State of Florida (hereinafter referred to as "County") and MERRITT BIDCO SPV, LLC, a Florida Limited Liability Company (hereinafter referred to as "Developer/Owner").

RECITALS

WHEREAS, Developer/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, Developer/Owner has requested, pursuant to the Brevard County Code, Section 62-1157, a rezoning of the Property to RU-2-15 and RU-2-30 zoning classifications with a Binding Development Agreement, desiring to develop the Property as an apartment complex as more particularly described herein, and;

WHEREAS, as part of its plan for development of the Property, Developer/Owner wishes to mitigate negative impacts 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. Recitals. The above recitals are true and correct and are incorporated into this Agreement by their reference.

2. 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 Developer/Owner, its grantees, successors or assigns in interest or some other association and/or assigns satisfactory to the County shall be responsible for the maintenance of any improvements constructed on the Property.

3. During site plan permitting for the Property, Developer/Owner will permit and extend the west bound, right turn lane currently existing on Pioneer Road approximately three hundred (300) feet, from the turn lane's current eastern terminus, for a total length of 480 feet, to provide additional capacity for that turn lane. This turn lane will be constructed with proper authorization and permits from Brevard County, and will be accepted by Brevard County for maintenance upon proper inspection. If the Property does not receive site plan approval for the intended use of an apartment complex, this condition shall become null an void.

4. Developer/Owner will provide a one hundred (100) foot building setback from its east Property boundary, including 15-foot-wide landscaping buffer, disturbing the buffer only as necessary. Developer/Owner will work with NRMO to establish the buffer with similar type of plants and trees that currently exist, if the existing buffer cannot be maintained.

5. Developer/Owner will maintain a fifty (50) foot landscape buffer along its north Property boundary for the land zoned RU-2-15, adjacent to the residentially developed property, preserving all protected trees.

6. Developer/Owner will enter into a cross-access agreement with the adjacent Property Owner to its south, that abuts Pioneer Drive, to utilize the driveway that currently exists from the adjacent Property to Pioneer Road, to minimize traffic conflict points onto Pioneer Road.

7. Developer/Owner will enter into a Proportionate Fair Share Agreement, to address traffic capacity on N. Courtenay Parkway (SR3) with the County, if SR3 is determined to be deficient at time of site plan submittal.

8. Developer/Owner intends to utilize landscape buffers, to the extent allowed by County Code, for usable common open space for use of tenants.

9. Developer/Owner shall comply with all regulations and ordinances of Brevard County, Florida. This Agreement constitutes Developer's/Owner's agreement to meet additional standards or restrictions in developing the Property. This Agreement provides no vested rights against changes to the Brevard County Comprehensive Plan or land development regulations as they may apply to this Property.

10. Developer/Owner, upon execution of this Agreement, shall pay to the Clerk of Court all costs of recording this Agreement in the Public Records of Brevard County, Florida.

11. 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 shall be binding upon any person, firm or corporation who may become the successor in interest directly or indirectly to the subject Property, and shall be subject to the above referenced conditions as approved by the Board of County Commissioners on _____. In the event the subject Property is annexed into a municipality and rezoned, this Agreement shall be null and void.

12. Violation of this Agreement shall constitute a violation of the zoning classification and of this Agreement. This Agreement may be enforced by Sections 1-7 and 62-5 of the Code of Ordinances of Brevard County, Florida, as may be amended.

13. Conditions precedent. All mandatory conditions set forth in this Agreement mitigate the potential for incompatibility and shall be satisfied before Developer/Owner may implement the approved use(s), unless stated otherwise. The failure to timely comply with any condition is a violation of this Agreement and constitutes a violation of the Zoning Classification and is subject to enforcement action as described in Paragraph 12, above.

14. Severability clause. If any provision of this BDP is held by a court of competent jurisdiction to be invalid, void, or unenforceable, the remaining provision shall continue in full force and effect without being impaired or invalidated in any way.

[THIS SPACE LEFT INTENTIONALLY BLANK]

IN WITNESS THEREOF, the parties hereto have caused these presents to be signed all as of the date and year first written above.

ATTEST:

BOARD OF COUNTY COMMISSIONERS
OF BREVARD COUNTY, FLORIDA
2725 Judge Fran Jamieson Way
Viera, FL 32940

_____ _____

Rachel M. Sadoff, Clerk of Court
(SEAL)

Thad Altman, Chairman
As approved by the Board on_____

WITNESSES:

_____

MERRITT BIDCO SPV LLC
399 Park Avenue, FL 16
New York, NY 10022

_____ _____

(Witness Name typed or printed)

_____ _____

Authorized Member

_____ _____

(Witness Name typed or printed) (Name typed, printed or stamped)

STATE OF FLORIDA
COUNTY OF BREVARD

The foregoing instrument was acknowledged before me by means of physical presence, this ____ day of _____, 2026, by _____, for MERRITT BIDCO SPV LLC, who is personally known to me/presented _____ as identification.

My commission expires: _____ _____

Notary Public

SEAL
Commission No.:

_____
(Name typed, printed or stamped)

EXHIBIT "A"

LEGAL DESCRIPTION:

THE LAND REFERRED TO HEREIN BELOW IS SITUATED IN THE COUNTY OF BREVARD, STATE OF FLORIDA, AND IS DESCRIBED AS FOLLOWS:

LEGAL DESCRIPTION "A" A PARCEL OF LAND LYING IN SECTION 14, TOWNSHIP 24 SOUTH, RANGE 36 EAST, BREVARD COUNTY, FLORIDA, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS: BEGIN AT THE INTERSECTION OF THE NORTH LINE OF PIONEER ROAD AS SHOWN IN PLAT BOOK 23 AT PAGE 26 OF THE PUBLIC RECORDS OF BREVARD COUNTY, FLORIDA AND THE WEST LINE OF RAINTREE BY THE LAKE EXTENDED SOUTHERLY AS SHOWN ON THE PLAT THEREOF RECORDED IN PLAT BOOK 28 PAGE 16 OF THE PUBLIC RECORDS OF BREVARD COUNTY, FLORIDA THENCE RUN S 89° 55' 50" W ALONG THE NORTH RIGHT-OF-WAY OF SAID PIONEER ROAD FOR 563.86 FEET TO A POINT LYING 203.03 FEET EAST OF THE EAST RIGHT-OF-WAY LINE OF STATE ROAD NO. 3 AS SHOWN ON STATE OF FLORIDA, STATE ROAD DEPARTMENT, RIGHT OF WAY MAP OF STATE ROAD NO. 3, BREVARD COUNTY, SECTION 70140-2505, AS MEASURED ALONG THE NORTH RIGHT OF WAY LINE OF SAID PIONEER ROAD; THENCE CONTINUE S 89° 55' 50" W FOR 203.03 FEET TO THE EASTERLY RIGHT OF WAY LINE OF SAID STATE ROAD NO. 3, THENCE RUN N 09° 07' 55" W ALONG SAID EASTERLY RIGHT-OF-WAY LINE FOR 234.87 FEET TO THE POINT OF CURVATURE OF A CIRCULAR CURVE TO THE RIGHT, HAVING A RADIUS OF 11409.20 FEET; THENCE RUN NORTHWESTERLY ALONG THE ARC OF SAID CURVE AND SAID EASTERLY RIGHT-OF-WAY LINE, THROUGH A CENTRAL ANGLE OF 03° 09' 41" FOR 629.52 FEET TO THE WESTERLY EXTENSION OF THE SOUTH LINE OF VILLA DE PALMAS, UNIT NO. 1 ACCORDING TO THE PLAT THEREOF RECORDED IN PLAT BOOK 20 AT PAGE 45 OF THE PUBLIC RECORDS OF BREVARD COUNTY, FLORIDA; THENCE RUN N 89° 56' 19" E ALONG THE SAID SOUTH LINE FOR 201.59 FEET TO A POINT LYING ON THE ARC OF A CIRCULAR CURVE, CONCAVE TO THE EAST WHOSE CENTER BEARS N 83° 55' 24" E FROM SAID POINT AND HAVING A RADIUS OF 11208.70 FEET, SAID CURVE IS CONCENTRIC WITH AND 200.50 FEET EAST OF THE EAST RIGHT OF WAY LINE OF SAID STATE ROAD NO. 3; THENCE RUN SOUTHERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 03° 03' 19" FOR 597.71 FEET TO THE POINT OF TANGENCY OF SAID CURVE; THENCE RUN S 09° 07' 55" E PARALLEL WITH AND 200.50 FEET EAST OF THE EAST RIGHT OF WAY LINE OF SAID STATE ROAD NO. 3, FOR 266.85 FEET TO THE POINT OF BEGINNING.

LEGAL DESCRIPTION "B" A PARCEL OF LAND LYING IN SECTION 14, TOWNSHIP 24 SOUTH, RANGE 36 EAST, BREVARD COUNTY, FLORIDA, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS: BEGIN AT THE INTERSECTION OF THE NORTH LINE OF PIONEER ROAD AS SHOWN IN PLAT BOOK 23 AT PAGE 26 OF THE PUBLIC RECORDS OF BREVARD COUNTY, FLORIDA AND THE WEST LINE OF RAINTREE BY THE LAKE EXTENDED SOUTHERLY AS SHOWN ON THE PLAT THEREOF RECORDED IN PLAT BOOK 28 PAGE 16 OF THE

PUBLIC RECORDS OF BREVARD COUNTY, FLORIDA, THENCE RUN S 89° 55' 50" W ALONG THE NORTH RIGHT OF WAY OF SAID PIONEER ROAD FOR 225.00 FEET TO A POINT LYING 541.89 FEET EAST OF THE EAST RIGHT OF WAY LINE OF STATE ROAD NO. 3 AS SHOWN ON STATE OF FLORIDA, STATE ROAD DEPARTMENT, RIGHT OF WAY MAP OF STATE ROAD NO. 3, BREVARD COUNTY, SECTION 70140-2505, AS MEASURED ALONG THE NORTH RIGHT OF WAY LINE OF SAID PIONEER ROAD.; THENCE RUN N 00° 02' 57" W PARALLEL WITH THE WEST LINE OF SAID RAINTREE BY THE LAKE FOR 452.08 FEET; THENCE RUN N 89° 55' 50" E FOR 225.00 FEET TO THE WEST LINE OF SAID RAINTREE BY THE LAKE; THENCE RUN S 00° 02' 57" E ALONG SAID WEST LINE FOR 452.08 FEET TO THE POINT OF BEGINNING.

LEGAL DESCRIPTION "C" A PARCEL OF LAND LYING IN SECTION 14, TOWNSHIP 24 SOUTH, RANGE 36 EAST, BREVARD COUNTY, FLORIDA, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS: COMMENCE AT THE INTERSECTION OF THE NORTH LINE OF PIONEER ROAD AS SHOWN IN PLAT BOOK 23 AT PAGE 26 OF THE PUBLIC RECORDS OF BREVARD COUNTY, FLORIDA AND THE WEST LINE OF RAINTREE BY THE LAKE EXTENDED SOUTHERLY AS SHOWN ON THE PLAT THEREOF RECORDED IN PLAT BOOK 28 PAGE 16 OF THE PUBLIC RECORDS OF BREVARD COUNTY, FLORIDA THENCE RUN S 89° 55' 50" W ALONG THE NORTH RIGHT-OF-WAY OF SAID PIONEER ROAD FOR 225.00 FEET TO A POINT LYING 541.89 FEET EAST OF THE EAST RIGHT OF WAY LINE OF STATE ROAD NO. 3 AS SHOWN ON STATE OF FLORIDA, STATE ROAD DEPARTMENT, RIGHT OF WAY MAP OF STATE ROAD NO. 3, BREVARD COUNTY, SECTION 70140-2505, AS MEASURED ALONG THE NORTH RIGHT OF WAY LINE OF SAID PIONEER ROAD SAID POINT BEING THE POINT OF BEGINNING; THENCE CONTINUE S 89° 55' 50" W ALONG SAID NORTH RIGHT OF WAY LINE FOR 338.86 FEET; THENCE RUN N 09° 07' 55" W PARALLEL WITH AND 200.5 FEET EAST OF THE EAST RIGHT OF WAY LINE OF SAID STATE ROAD NO. 3 FOR 266.85 FEET TO THE POINT OF CURVATURE OF A CIRCULAR CURVE TO THE RIGHT HAVING A RADIUS OF 11208.70 FEET, SAID CURVE BEING CONCENTRIC WITH AND 200.50 FEET EAST OF SAID EAST RIGHT OF WAY LINE; THENCE RUN NORTHERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF03° 03' 19" FOR 597.71 FEET TO THE WESTERLY EXTENSION OF THE SOUTH LINE OF VILLA DE PALMAS, UNIT NO. 1 ACCORDING TO THE PLAT THEREOF RECORDED IN PLAT BOOK 20 AT PAGE 45 OF THE PUBLIC RECORDS OF BREVARD COUNTY, FLORIDA, THENCE RUN N 89° 56' 19" E ALONG THE SAID SOUTH LINE FOR 684.55 FEET TO THE NORTHERLY EXTENSION OF THE WEST LINE OF SAID RAINTREE BY THE LAKE, THENCE RUN S 00° 02' 57" W ALONG SAID WEST LINE FOR 403.82 FEET; THENCE RUN S 89° 55' 50" W FOR 225.00 FEET; THENCE RUN S 00° 02' 57" E FOR 452.08 FEET TO THE POINT OF BEGINNING.

LESS AND EXCEPT THE FOLLOWING DESCRIBED PROPERTY: A PARCEL OF LAND LYING IN SECTION 14, TOWNSHIP 24 SOUTH, RANGE 36 EAST, BREVARD COUNTY, FLORIDA, BEING MORE PARTICULARLY DESCRIBED AS F0LLOWS: COMMENCE AT THE INTERSECTION OF THE NORTH RIGHT-OF-WAY LINE OF PIONEER ROAD (AS SHOWN IN PLAT BOOK 23 AT PAGE 26 OF THE PUBLIC RECORDS OF BREVARD COUNTY, FLORIDA) WITH THE WEST LINE OF RAINTREE-BY-THE-LAKE (AS SHOWN ON THE PLAT THEREOF RECORDED IN PLAT BOOK 28 AT PAGE 16 OF SAID PUBLIC RECORDS) EXTENDED SOUTHERLY; THENCE RUN S 89° 55' 50" W ALONG SAID NORTH RIGHT-OF-WAY LINE OF PIONEER ROAD FOR 366.89 FEET TO THE POINT OF BEGINNING; THENCE CONTINUE S 89° 55' 50" W FOR 400.00 FEET TO A POINT LYING ON THE EASTERLY RIGHT-OF-WAY LINE OF STATE ROAD NO. 3, AS SHOWN ON FLORIDA STATE ROAD DEPARTMENT, RIGHT-OF-WAY MAP OF STATE ROAD NO. 3, BREVARD COUNTY, SECTION 70140-2505; THENCE RUN N 09° 07' 55" W ALONG SAID EASTERLY RIGHT-OF-WAY LINE FOR 234.87 FEET TO THE POINT OF CURVATURE OF A CURVE TO THE RIGHT HAVING A RADIUS OF 11409.20 FEET; THENCE RUN

NORTHERLY ALONG SAID EASTERLY RIGHT-OF-WAY LINE AND ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 01° 22' 52" FOR 275.02 FEET; THENCE LEAVING SAID EASTERLY RIGHT-OF-WAY LINE, RUN N 89° 56' 19" E FOR 477.04 FEET; THENCE RUN S 00° 04' 10" E FOR 503.96 FEET TO THE POINT OF BEGINNING.

R-1213

R-1214

R-1215

R-1216

3 FT 3 IN

RANGEWATER

PROJECT DATA:

ZONE 1: Neighborhood Commercial
3.659 acres
109 units max

BUILDINGS 1-2:
Building Type 1
24 Units/EA

BUILDING 3:
Building Type 3
30 Units/EA

BUILDING 4:
Building Type 4
31 Units

ZONE 2: Residential
7.581 acres
113 units max

BUILDING 5:
Building Type 2
29 Units

BUILDING 6:
Building Type 4
30 Units/EA

BUILDING 7:
Building Type 2
30 Units/EA

BUILDING 8:
Building Type 1
24 Units/EA

TOTAL: 222 Units
(930 S.F. Average)

AMENITY: 6,500 S.F.

PARKING:

Surface: 368 Spaces
Parallel: 21 Spaces

TOTAL: 389 Spaces
(1.75 Spaces/Unit)

PROPOSED GREEN SPACE

TOP FLOOR VIEWING PLATFORM

00 50 100 200

N

Merritt Island

1 Density Study - Option 1
Scale: 1"=100'-0"
Plan

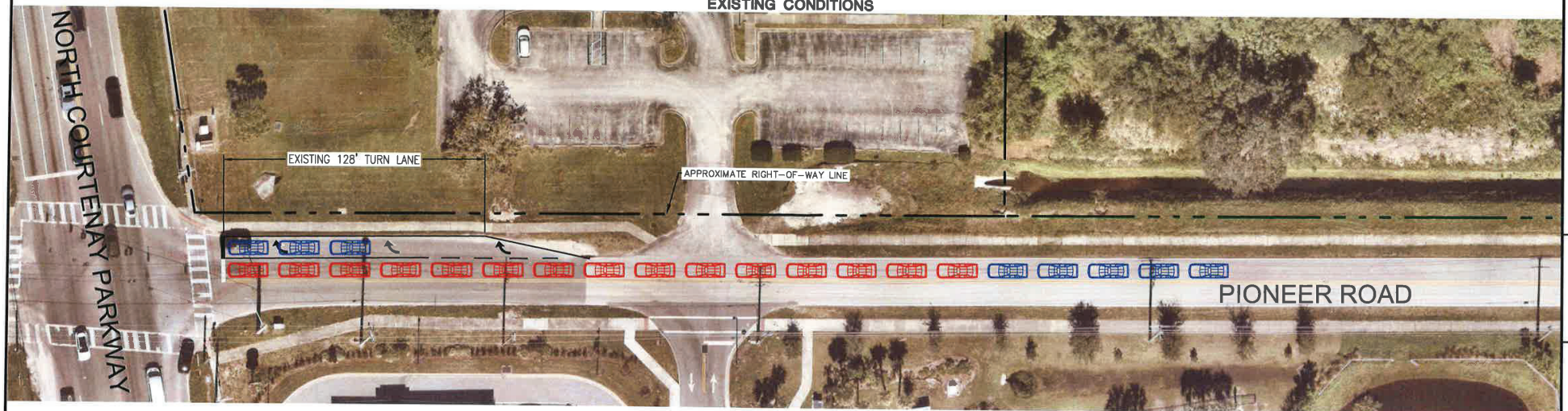
March 16, 2026

0000.00

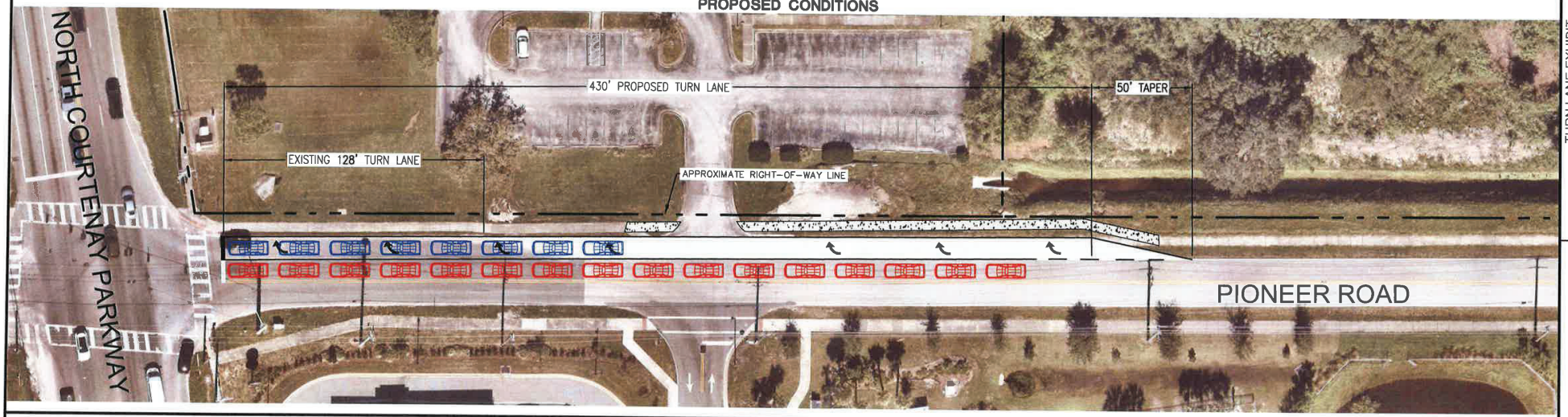
© 2026 Poole & Poole Architecture, LLC · 4240 Park Place Court, Glen Allen, Virginia 23060 · Phone 804.225.0215 · Internet www.2pa.net

R-1218

EXISTING CONDITIONS



PROPOSED CONDITIONS



SITE DATA TABLE

PROJECT NAME	MERRITT ISLAND APARTMENTS TURN LANE EXHIBIT
PROJECT ADDRESS	NE CORNER OF N COURTENAY PARKWAY AND PIONEER ROAD

GENERAL SITE NOTES:

1. CONDITIONS MAY EXIST THAT COULD RESTRICT THE DEVELOPMENT OF THIS SITE AS SHOWN. THIS DRAWING IS INTENDED TO BE CONCEPTUAL ONLY AND ADDITIONAL RESEARCH AND DESIGN WOULD BE REQUIRED FOR THE PREPARATION OF A SITE PLAN THAT MEETS LOCAL JURISDICTIONAL CODES.
2. NO SITE VISITS HAVE BEEN PERFORMED TO ENSURE THE ACCURACY OF THE AERIAL IMAGE SHOWN HEREON.
3. THIS EXHIBIT IS NOT INTENDED TO BE USED AS A CONSTRUCTION DOCUMENT, AND SHOULD NOT BE CONSTRUED IN ANYWAY TO BE USED FOR CONSTRUCTION PURPOSES.
4. THIS CONCEPT PLAN IS NOT BASED ON A SURVEYED BOUNDARY OR EXISTING FEATURES AND TOPOGRAPHY.

PROPOSED LEGEND

- PROPERTY LINE
- PROPOSED PAVEMENT STRIPING
- PROPOSED PAVEMENT
- PROPOSED SIDEWALK

LEGEND

- RIGHT TURN QUEUE
- THROUGH / LEFT TURN QUEUE

0 50

Scale: 1"=50'

Bowman Consulting Group, Ltd.
4450 W. Eau Gallie Blvd
Suite 144
Melbourne, FL 32934
Phone: (321) 255-5434
Fax: (321) 255-7751
bowman.com

© Bowman Consulting Group, Ltd.

TURN LANE EXHIBIT

MERRITT ISLAND APARTMENTS

NE CORNER OF N COURTENAY PARKWAY AND PIONEER ROAD
MERRITT ISLAND, FLORIDA

Bowman

Certificate of Authorization License No. 30462

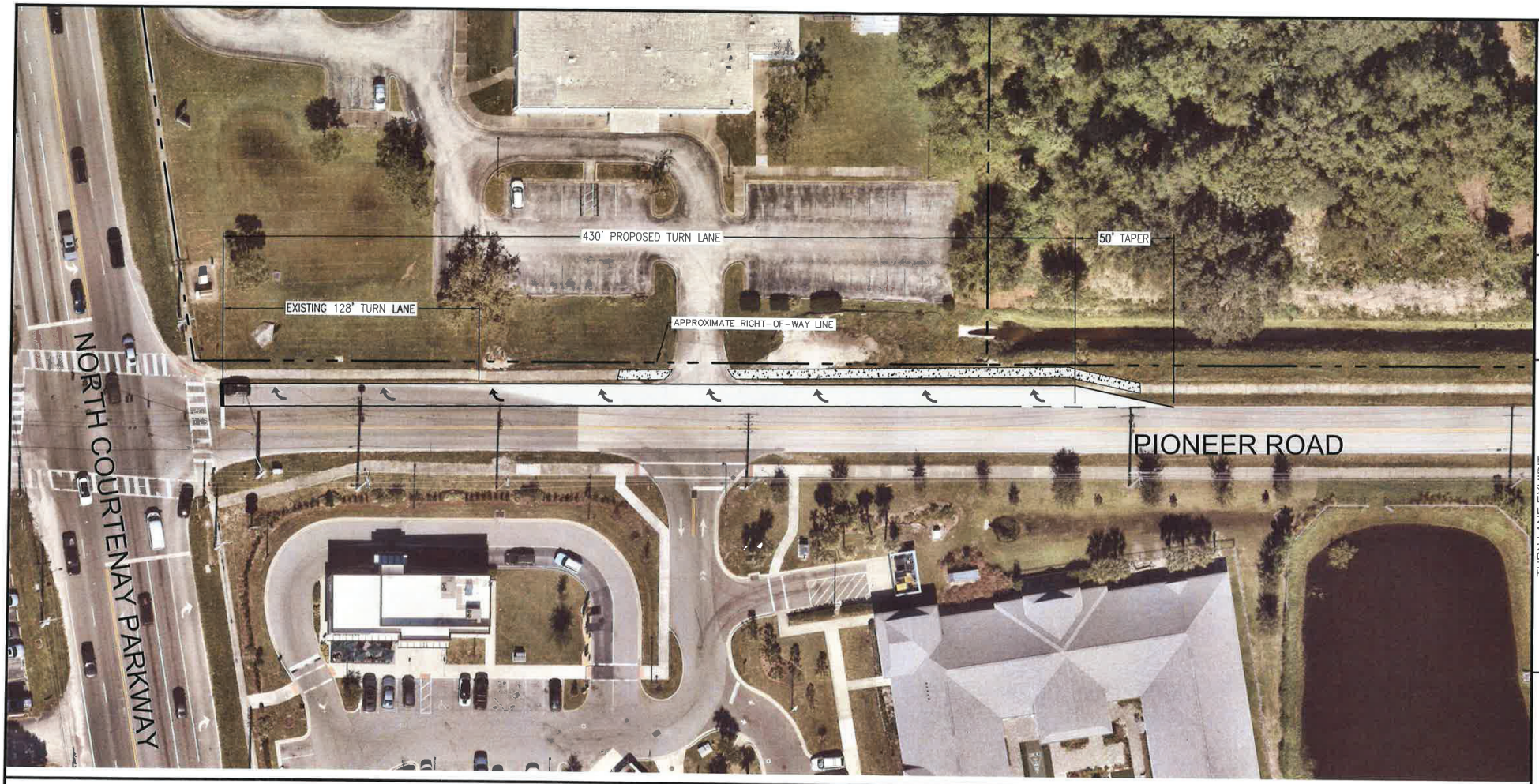
DSGN	DRAWN	CHKD
KS	JC	KS

011629-01-001
PROJECT NUMBER

SCALE 1" = 50'

VERSION 2 A

R-1219



SITE DATA TABLE

PROJECT NAME	MERRITT ISLAND APARTMENTS TURN LANE EXHIBIT
PROJECT ADDRESS	NE CORNER OF N COURTENAY PARKWAY AND PIONEER ROAD

GENERAL SITE NOTES:

1. CONDITIONS MAY EXIST THAT COULD RESTRICT THE DEVELOPMENT OF THIS SITE AS SHOWN. THIS DRAWING IS INTENDED TO BE CONCEPTUAL ONLY AND ADDITIONAL RESEARCH AND DESIGN WOULD BE REQUIRED FOR THE PREPARATION OF A SITE PLAN THAT MEETS LOCAL JURISDICTIONAL CODES.
2. NO SITE VISITS HAVE BEEN PERFORMED TO ENSURE THE ACCURACY OF THE AERIAL IMAGE SHOWN HEREON.
3. THIS EXHIBIT IS NOT INTENDED TO BE USED AS A CONSTRUCTION DOCUMENT, AND SHOULD NOT BE CONSTRUED IN ANYWAY TO BE USED FOR CONSTRUCTION PURPOSES.
4. THIS CONCEPT PLAN IS NOT BASED ON A SURVEYED BOUNDARY OR EXISTING FEATURES AND TOPOGRAPHY.

PROPOSED LEGEND

- PROPERTY LINE
- PROPOSED PAVEMENT STRIPING
- PROPOSED PAVEMENT
- PROPOSED SIDEWALK

0 50

Scale: 1"=50'

Bowman Consulting Group, Ltd.
4450 W. Eau Gallie Blvd
Suite 144
Melbourne, FL 32934
Phone: (321) 255-5434
Fax: (321) 255-7751
bowmanllc.com
© Bowman Consulting Group, Ltd.

TURN LANE EXHIBIT

MERRITT ISLAND APARTMENTS

NE CORNER OF N COURTENAY PARKWAY AND PIONEER ROAD
MERRITT ISLAND, FLORIDA

Bowman

Certificate of Authorization License No. 30462

KS	JC	KS
DSGN	DRAWN	CHKD

01629-01-001
PROJECT NUMBER

SCALE 1" = 50'

VERSION 1 A

R-1220

From: Kim Rezanka
To: Kim Rezanka
Subject: FW: Rangewater Residential Traffic Impact Study
Date: Thursday, March 19, 2026 1:09:05 PM

From: TrafficStudies <trafficstudies@brevardfl.gov>
Sent: Friday, March 6, 2026 9:01 AM
To: Daniela Jurado <djurado@bowman.com>; TrafficStudies <trafficstudies@brevardfl.gov>
Cc: Nguyen, Peter <Peter.Nguyen@brevardfl.gov>; Gumm, Corrina <corrina.gumm@brevardfl.gov>; Johnson, William <William.Johnson@brevardfl.gov>; Michael Oliver <moliver@liverangewater.com>; Thomas Leigh <thomas.leigh@liverangewater.com>; Kyle Shasteen <kshasteen@bowman.com>; Smith, Sean <Sean.Smith@brevardfl.gov>; Jessica Stord <jstord@bowman.com>; Gilliam, Trina <Trina.Gilliam@brevardfl.gov>
Subject: [EXTERNAL] RE: Rangewater Residential Traffic Impact Study

Good morning Daniela,

Brevard County Traffic Operations has completed the review of the Rangewater TIA and confirmed that we have no further comments, pending the formal site plan submittal. Concurrency will be resolved during the subdivision plan review, following the rezoning process. If you have any questions regarding concurrency, please reach out to Trina Gilliam.

Thank you,

Sean Smith, E.I.
Traffic Operations Engineer I
Brevard County Public Works
2915 Pineda Causeway, Melbourne, FL 32940
Office: 321-633-2077

From: Daniela Jurado <djurado@bowman.com>
Sent: Thursday, March 5, 2026 12:26 PM
To: TrafficStudies <trafficstudies@brevardfl.gov>
Cc: Nguyen, Peter <Peter.Nguyen@brevardfl.gov>; Gumm, Corrina <corrina.gumm@brevardfl.gov>; Johnson, William <William.Johnson@brevardfl.gov>; Michael Oliver <moliver@liverangewater.com>; Thomas Leigh <thomas.leigh@liverangewater.com>; Kyle Shasteen <kshasteen@bowman.com>; Smith, Sean <Sean.Smith@brevardfl.gov>; Jessica Stord <jstord@bowman.com>; Gilliam, Trina <Trina.Gilliam@brevardfl.gov>
Subject: RE: Rangewater Residential Traffic Impact Study

Good afternoon,

Please find attached the updated Traffic Impact Analysis report and comment response letter.

Feel free to reach out if you have any questions.

Best regards,

DANIELA JURADO, PE
Senior Project Manager, Transportation | **BOWMAN**
O: (321) 255-5434| D: (321) 608-0498
djurado@bowman.com

From: TrafficStudies <trafficstudies@brevardfl.gov>
Sent: Thursday, February 26, 2026 2:01 PM
To: Daniela Jurado <djurado@bowman.com>
Cc: Nguyen, Peter <Peter.Nguyen@brevardfl.gov>; Gumm, Corrina <corrina.gumm@brevardfl.gov>; Johnson, William <William.Johnson@brevardfl.gov>; Michael Oliver <moliver@liverangewater.com>; Thomas Leigh <thomas.leigh@liverangewater.com>; Kyle Shasteen <kshasteen@bowman.com>; Smith, Sean <Sean.Smith@brevardfl.gov>; Jessica Stord <jstord@bowman.com>; Gilliam, Trina <Trina.Gilliam@brevardfl.gov>; TrafficStudies <trafficstudies@brevardfl.gov>
Subject: [EXTERNAL] RE: Rangewater Residential Traffic Impact Study

Good afternoon Daniela,

Brevard County Traffic Operations has completed the review of the revised Rangewater Residential TIS, dated February 20, 2026. Review comments are provided in the attached letter. Please let us know if you have any questions or concerns.

Thank you,

Sean Smith, E.I.
Traffic Operations Engineer I
Brevard County Public Works
2915 Pineda Causeway, Melbourne, FL 32940
Office: 321-633-2077

From: Daniela Jurado <djurado@bowman.com>
Sent: Friday, February 20, 2026 4:47 PM
To: TrafficStudies <trafficstudies@brevardfl.gov>
Cc: Nguyen, Peter <Peter.Nguyen@brevardfl.gov>; Gumm, Corrina <corrina.gumm@brevardfl.gov>; Johnson, William <William.Johnson@brevardfl.gov>; Michael Oliver <moliver@liverangewater.com>; Thomas Leigh <thomas.leigh@liverangewater.com>; Kyle Shasteen <kshasteen@bowman.com>; Smith, Sean <Sean.Smith@brevardfl.gov>; Jessica Stord <jstord@bowman.com>; Gilliam, Trina

<Trina.Gilliam@brevardfl.gov>
Subject: RE: Rangewater Residential Traffic Impact Study

Good Afternoon,

Please find attached the updated Traffic Impact Study, Synchro and comment response letter.

Do not hesitate to contact me if you have any questions or need any additional information.

Best regards,

DANIELA JURADO, PE
Senior Project Manager, Transportation | **BOWMAN**
O: (321) 255-5434| D: (321) 608-0498
djurado@bowman.com

From: TrafficStudies <trafficstudies@brevardfl.gov>
Sent: Thursday, February 12, 2026 11:54 AM
To: Daniela Jurado <djurado@bowman.com>
Cc: Nguyen, Peter <Peter.Nguyen@brevardfl.gov>; Gumm, Corrina <corrina.gumm@brevardfl.gov>; Johnson, William <William.Johnson@brevardfl.gov>; Michael Oliver <moliver@liverangewater.com>; Thomas Leigh <thomas.leigh@liverangewater.com>; Kyle Shasteen <kshasteen@bowman.com>; Smith, Sean <Sean.Smith@brevardfl.gov>; TrafficStudies <trafficstudies@brevardfl.gov>; Jessica Stord <jstord@bowman.com>; Gilliam, Trina <Trina.Gilliam@brevardfl.gov>
Subject: [EXTERNAL] Rangewater Residential Traffic Impact Study

Good afternoon Ms. Jurado,

Brevard County Traffic Operations has completed the review of the Rangewater Residential Traffic Impact Study, dated February 2nd, 2026. Review comments are included in the attached letter. Please let us know if you have any questions or concerns.

Thank you,

Sean Smith, E.I.
Traffic Operations Engineer I
Brevard County Public Works

2915 Pineda Causeway, Melbourne, FL 32940
Office: 321-633-2077

From: Kim Rezanka
To: Liesenfelt, Jim; Calkins, Tad; Prasad, Billy
Cc: Esseesse, Alexander; Bernath, Marc; Randall, Alice; Gilliam, Trina; Richardson, Morris
Subject: RE: 4.2.26 Brevard County Commission Meeting. H.3 (Merritt Bidco SPV, LLC)
Date: Tuesday, March 31, 2026 3:27:25 PM

[EXTERNAL EMAIL] DO NOT CLICK links or attachments unless you recognize the sender and know the content is safe.

Mr. Liesenfelt, Mr. Calkins, and Mr. Prasad,

Applicant, Merritt Bidco SPV, LLC, will be seeking a postponement or continuance of the hearing before County Commission on April 2, 2026. My Client is investigating the possibility of acquiring additional property adjacent to the current proposed apartment site, is reviewing the potential of modifying the proposed number of units, and considering further modifications to access to the site and for offsite improvements.

This will be the first continuance request of the Applicant. We will be asking that this be postponed until the May 7, 2026 County Commission Meeting.

I will be present to request the postponement.

Please do not hesitate to contact me with any questions, comments or concerns.

Chairman Altman and all the Commissioners have been blind-copied on this email.

Sincerely,
Kim Rezanka

LACEY REZANKA
6013 Farcenda Place, Suite 101
Melbourne, FL 32940
krezanka@llr.law
Office 321.608.0892

From: Kim Rezanka
Sent: Tuesday, February 3, 2026 4:07 PM
To: 'alice.randall@brevardfl.gov' <alice.randall@brevardfl.gov>; 'Gilliam, Trina'

<trina.gilliam@brevardfl.gov>; 'billy.prasad@brevardfl.gov' <billy.prasad@brevardfl.gov>; Richardson, Morris <Morris.Richardson@brevardfl.gov>
Cc: 'Esseesse, Alexander' <alexander.esseesse@brevardfl.gov>; Marc.Bernath@brevardfl.gov
Subject: RE: 2.5.26 Brevard County Commission Meeting. H.11 (Merritt Bidco SPV, LLC)

Mr. Prasad,

Based upon the submission of new evidence in support of this rezoning item, including the BDP, we agree that this item should be continued to the March 5th County Commission Hearing. I will be present at County Commission to agree to that recommendation.

I have blind copied all the Commissioners with this email.

Thank you.

Sincerely,
Kim Rezanka

LACEY REZANKA
6013 Farcenda Place, Suite 101
Melbourne, FL 32940
krezanka@llr.law
Office 321.608.0892

From: Kim Rezanka
Sent: Monday, February 2, 2026 5:25 PM
To: alice.randall@brevardfl.gov; Gilliam, Trina <trina.gilliam@brevardfl.gov>; billy.prasad@brevardfl.gov; Richardson, Morris <Morris.Richardson@brevardfl.gov>
Cc: Esseesse, Alexander <alexander.esseesse@brevardfl.gov>; Marc.Bernath@brevardfl.gov
Subject: RE: 2.5.26 Brevard County Commission Meeting. H.11 (Merritt Bidco SPV, LLC)

Attached is the TIS prepared by Bowman, with recent traffic counts. This has also been blind copied to all the Commissioners.

Sincerely,
Kim Rezanka

IMPORTANT: The contents of this email and any attachments are confidential. They are intended for

the named recipient(s) only. If you have received this email by mistake, please notify the sender immediately and do not disclose the contents to anyone or make copies thereof.

From: Kim Rezanka
Sent: Monday, February 2, 2026 4:30 PM
To: alice.randall@brevardfl.gov; Gilliam, Trina <trina.gilliam@brevardfl.gov>; billy.prasad@brevardfl.gov; Richardson, Morris <Morris.Richardson@brevardfl.gov>
Cc: Esseesse, Alexander <alexander.esseesse@brevardfl.gov>
Subject: 2.5.26 Brevard County Commission Meeting. H.11 (Merritt Bidco SPV, LLC)

Attached is a draft BDP for the Commissioners Consideration on Thursday, for further review by County Attorney staff if the rezoning should be approved. The BDP includes the conditions discussed at the P & Z Hearing, which led to a 7-7 split vote regarding the rezoning request.

Also attached is a Rezoning Traffic Analysis prepared by Bowman Engineering, regarding the CUP allowed use as a hospital instead of as a 222 unit apartment complex. A full TIA has been prepared, with traffic counts obtained last week, which will be submitted today or tomorrow.

Finally, attached are photographs of the two projects that Rangewater has developed and manages in Brevard County. Marisol was one of the first multifamily developments in Viera. It sits right across from Avenue Viera. Olea at Viera is directly behind Health First Viera.

All of the Commissioners have been blind copied on this email.

Please let me know if you have any additional questions.

Sincerely,
Kim Rezanka

LACEY REZANKA
6013 Farcenda Place, Suite 101
Melbourne, FL 32940
krezanka@llr.law
Office 321.608.0892

BREVARD COUNTY BOARD OF COUNTY COMMISSIONERS

COMMISSIONER KIM ADKINSON, DISTRICT 3

1311 E. New Haven Ave.
Melbourne, FL 32901
www.Brevardfl.gov

Phone: (321) 633-2075
Fax: (321) 633-2196
D3.Commissioner@brevardfl.gov

01/30/2026

Commissioner Kim Adkinson met with Kim Rezanka on January 29, 2026 at the District 3 Commission Office. The meeting lasted approximately 1 hour and included discussion related to zoning applications 25Z00050, 25Z00054, and 25Z00039.

Respectfully,

Commissioner Kim Adkinson

District 3

District 3 Includes:

Palm Bay, Melbourne Beach, Melbourne, Malabar, Grant-Valkaria, West Melbourne, Micco

BREVARD County

BOARD OF COUNTY COMMISSIONERS

FLORIDA'S SPACE COAST

Commissioner Rob Feltner
District 4
2725 Judge Fran Jamieson Way
Suite: C-214
Viera, FL 32940
Phone: (321) 633-2044
D4.Commissioner@Brevardfl.gov

February 4, 2026

Re: Disclosure – 25Z00054

Concerning **25Z00054,** on February 5, 2026, Brevard County Zoning meeting agenda; on February 4, 2026, Commissioner Feltner met with Chelsey True at the District 4 Commission Office. The meeting lasted approximately 25 minutes and included discussion related to the zoning application referenced above.

Thank you.

Rob Feltner
Brevard County Commissioner
District 4

BREVARD County

BOARD OF COUNTY COMMISSIONERS

FLORIDA'S SPACE COAST

Commissioner Rob Feltner
District 4
2725 Judge Fran Jamieson Way
Suite: C-214
Viera, FL 32940
Phone: (321) 633-2044
D4.Commissioner@Brevardfl.gov

February 3, 2026

Re: Disclosure – 25Z00050, 25Z00054, 25Z00039

Concerning **25Z00050, 25Z00054 and 25Z00039** on the February 5, 2026, Brevard County Zoning meeting agenda; on February 3, 2026, Commissioner Feltner met with Kim Rezanka at the District 4 Commission Office. The meeting lasted approximately 45 minutes and included discussion related to the zoning applications referenced above.

Thank you.

Rob Feltner
Brevard County Commissioner
District 4

BREVARD County

BOARD OF COUNTY COMMISSIONERS

FLORIDA'S SPACE COAST

February 05, 2026

To: Alice Randall, Operations Support Specialist
From: Katie Delaney, Brevard County Commissioner, District 1
Re: Disclosure – Zoning Item H. 4,H.8, H.11Tax Account:
2316605,2316606,2316607,2316617,2730890,2412106

Concerning **(Zoning Item H.4, H.8 and H.11)** on the 02/05/2026, Brevard County Zoning meeting agenda; on 02/05/2026, Commissioner Delaney met with Kim Rezanka and Robert Lee. The Commissioner listened to her concerning the above items. The meeting lasted approximately 31 minutes total.

Thank you.

Commissioner Katie Delaney
Brevard County
District 1

From: Smith, Susan
To: AdministrativeServices
Cc: Commissioner, D2
Subject: 4.2.2026 D2 Disclosures Tax Account 2412106 Item H.3.
Date: Tuesday, March 31, 2026 11:43:40 AM
Attachments: Project proposed at Courtney and Pioneer Merritt island.msg
Merritt Bidco SPV LLC"s proposed rezoning and development of a 222-unit residential multi-family project .msg
Request for Brief Meeting Regarding 25Z00054 Prior to April 2 Hearing.msg
Rezoning property N. Courtenay Parkway.msg
Apartments on N. Courtenay.msg
Re Merritt Island Rezoning.msg
rezoning to allow apartments in Merritt Island.msg
Merritt Island Planning and Zoning Concerns.msg
No Pioneer Road.msg
Proposed development.msg
We oppose the zoning change request at Courtenay and Pioneer.msg
Request for Denial of Zoning Application 25Z00054 Parcel ID 24-36-14-00-259.msg
220 Apartments on North Courtenay Pkwy.msg
Vote No to REZONING #25Z00054.msg
Pioneer Rd Merritt Island land development - Vote .msg
Public Comment File 8588 25Z00054 Opposition to Merritt Bidco RangeWater 222-Unit Rezoning on Merritt Island.msg
Additional consideration ahead of the April 2nd hearing for zoning item 25Z00054.msg
Merritt Island Rezoning.msg
image002.png

Good morning,

Please see the attached email and below phone disclosures we have received for items H.3. Merritt Bidco SPV, LLC.

- On 2/12/2026, received phone call from Chris Cook with opposition
- On 2/12/2026, Commissioner Goodson brief phone call with Steve Crisafulli
- On 3/18/2026, Commissioner Goodson brief phone call with Steve Crisafulli
- On 3/27/2026 , Commissioner Goodson brief phone call with Steve Crisafulli and his client
- On 3/30/2026 , Commissioner Goodson brief phone call with Steve Crisafulli

Thank you and have a great day,

Susan Smith
Legislative Aide
Brevard County Commissioner Tom Goodson District 2
2575 North Courtenay Parkway Suite 200
Merritt Island, FL 32953
Ph: (321) 454-6601
E-mail: Susan.Smith@brevardfl.gov

BREVARD COUNTY BOARD OF COUNTY COMMISSIONERS
COMMISSIONER KIM ADKINSON, DISTRICT 3

1311 E. New Haven Ave.
Melbourne, FL 32901
www.Brevardfl.gov

Phone: (321) 633-2075
Fax: (321) 633-2196
D3.Commissioner@brevardfl.gov

03/31/2026

This letter is to disclose that I, Commissioner Kim Adkinson, discussed item H.3 on the April 2nd, 2026 Zoning Agenda with Attorney Kim Rezanka. The discussion occurred on 03/27/2026 via telephone.

Respectfully,

Commissioner Kim Adkinson

District 3

From: Smith, Susan
To: AdministrativeServices
Cc: Commissioner, D2
Subject: 5.7.2026 D2 Public Comments - Merritt Bidco SPV, LLC 25Z00054
Date: Thursday, April 30, 2026 12:17:42 PM
Attachments:

Good afternoon,
For Merritt Bidco SPV, LLC (25Z00054), please find attached the public comment emails and the below phone calls received by the District 2 office.

- On 4/3/2026, received phone calls from the following with opposition:
  - Cindy Schwartz
  - Cheryl McDougall
- On 4/24/2026, received phone call from Heike Jahnent with opposition
- On 4/25/2026, received phone call from an unknown caller with opposition

- On 4/27/2026, received phone calls from the following with opposition:
  - Janet Lamonica
  - Kenyon Kramer
- On 4/28/2026, received phone calls from the following with opposition:
  - Maria Nice
  - Roberta Lotspeich
  - Cheryl Kramer
  - Kenyon Kramer
  - Joan Fisher
  - Dean Blom
- On 4/29/2026, received phone call from Anne Wietgrefe with opposition

Thank you and have a great day,

Susan Smith
Legislative Aide
Brevard County Commissioner Tom Goodson District 2
2575 North Courtenay Parkway Suite 200
Merritt Island, FL 32953
Ph: (321) 454-6601
E-mail: Susan.Smith@brevardfl.gov

BOARD OF COUNTY COMMISSIONERS

Planning and Development
2725 Judge Fran Jamieson Way
Building A, Room 114
Viera, Florida 32940
321-633-2070

2nd Amended

Application for Zoning Action, Comprehensive Plan Amendment, or Variance

Applications must be submitted in person. Please call 321-633-2070 for an appointment at least 24 hours in advance. Mailed, emailed, or couriered applications will not be accepted.

PZ # _____

Existing FLU: NC, Res15 Existing Zoning: AU

Proposed FLU: NC, Res15 Proposed Zoning: RU-2-15; RU-2-30

PROPERTY OWNER INFORMATION

If the owner is an LLC, include a copy of the operating agreement.

Name(s)	Company		
	Merritt Bidco SPV LLC		
Street	**City**	**State**	**Zip Code**
399 Park Ave., FL 16	New York	NY	1002
Email	**Phone**	**Cell**	

APPLICANT INFORMATION IF DIFFERENT FROM OWNER:

☑ Attorney ☐ Agent ☐ Contract Purchaser ☐ Other

Name(s)	Company		
Kimberly Rezanka	Lacey Rezanka		
Street	**City**	**State**	**Zip Code**
6013 Farcenda Pl.	Melbourne	FL	32940
Email	**Phone**	**Cell**	
KRezanka@llr.law	321.608.0892		

APPLICATION NAME

- [ ] Large Scale Comprehensive Plan Amendment (CP) (greater than 50 acres)
- [ ] Small Scale Comprehensive Plan Amendment (CP) (less than 50 acres)
- [ ] Text Amendment (CP): Element _____
- [ ] Other Amendment (CP): Name _____
- [x] Rezoning Without CUP (RWOC)
- [ ] Combination Rezoning and CUP (CORC)
- [ ] Conditional Use Permit (CUP)
- [ ] Binding Development Plan (BDP)
- [ ] Binding Development Plan (BDP) (Amendment)
- [x] Binding Development Plan (BDP) (Removal)
- [ ] Variance(s) (V) (building permits will not be approved until 30 days after the date the order is signed)
- [ ] Administrative Approval of Setbacks, Lot Size, or Accessory Structures
- [ ] Administrative Approval of Flag Lot or Easement
- [ ] Administrative Approval of On-Premises Consumption of Alcoholic Beverages for Restaurants / Snack Bars
- [x] Other Action: Name Removal of Binding Site Plan

Acreage of Request: 11.24+/-

Reason for Request:

Rezone for residential and neighborhood commercial.
Removal of existing Binding Site Plan.
3.66 +/- RU-2-30 ; 7.58+/- RU-2-15

The undersigned understands this application must be complete and accurate prior to advertising a public hearing:

- [ ] I am the owner of the subject property, or if corporation, I am the officer of the corporation authorized to act on this request.
- [x] I am the legal representative of the owner of the subject property of this application. (Notarized Authorization to Act must be submitted with application)
- [x] An approval of this application does not entitle the owner to a development permit.
- [ ] For Variances, I understand that building permits will not be approved until 30 days after the date the order is signed, in order to comply with the appeal procedure.
- [x] I certify that the information in this application and all sketches and data attached to and made part hereof are true and accurate to the best of my knowledge.

Kimberly B. Rezanka
Signature of Property Owner or Authorized Representative

12/11/25
Date

State of FLORIDA

County of BREVARD

Subscribed and sworn before me, by ✓ physical presence or _____ online notarization,

this 11th day of, December, 2025, personally appeared

Kimberly B. Rezanka, who is personally known to me or produced

_____ as identification, and who did / did not take an oath.

Notary Public Signature

Seal

KRISTEENA CRAWFORD-BROWN
Notary Public - State of Florida
Commission # HH 419687
My Comm. Expires Nov 5, 2027
Bonded through National Notary Assn.

Office Use Only:

Accela No. _____ Fee: _____ Date Filed: _____ District No. _____

Tax Account No. (list all that apply) _____

Parcel I.D. No.

_____	_____	_____	_____	_____	_____
Twp	Rng	Sec	Sub	Block	Lot/Parcel

Planner: _____ Sign Issued to: _____ Notification Radius: _____

MEETINGS	**DATE**	**TIME**
P&Z	_____	_____
PSJ Board	_____	_____
NMI Board	_____	_____
LPA	_____	_____
BOA	_____	_____
BCC	_____	_____

Wetland survey required by Natural Resources Yes No Initials _____

Is the subject property located in a JPA, MIRA, or 500 feet of the Palm Bay Extension?

Yes No If yes, list _____

Location of subject property:

Description of Request: