



WORKING DRAFT
 NOT REVIEWED NOT APPROVED
MERRITT ISLAND
REDEVELOPMENT PLAN
 WORKING DRAFT
 NOT REVIEWED NOT APPROVED



MERRITT ISLAND
REDEVELOPMENT AGENCY



TABLE OF CONTENTS

1. MERRITT ISLAND HISTORY
2. MIRA ACCOMPLISHMENTS
3. BARGE CANAL SUB AREA
4. SR 3 SUB AREA
5. CONE ROAD SUB AREA
6. SR 520 COMMERCIAL CORE SUB AREA
7. AFFORDABLE HOUSING PLAN
8. FINANCIAL MATTERS
9. CRA RESPONSIBILITIES
10. ENVIRONMENTAL CONDITIONS
11. COMMUNITY ENGAGEMENT PLAN
12. RESOLUTIONS AND ORDINANCES
13. GLOSSARY

Copyright © 2023 by Merritt Island Redevelopment Agency

All rights reserved. No part of this publication may be reproduced or transmitted in any form or by any means, electronic or mechanical, including photocopy, recording, or any information storage and retrieval system now known or to be invented, without permission in writing from the publisher, except written for inclusion in a magazine, newspaper, or broadcast.



BREVARD COUNTY

BOARD OF COUNTY COMMISSIONERS

Commissioner District I

Rita Pritchett, Chair

Commissioner District II

Tom Goodson

Commissioner District III

John Tobia

Commissioner District IV

Rob Feltner

Commissioner District V

Jason Steele

BREVARD COUNTY MANAGERS OFFICE

County Manager

Frank Abbate

Assistant County Manager

John Denninghoff

Assistant County Manager

Jim Liesenfelt

County Attorney

Morris Richardson

MERRITT ISLAND REDEVELOPMENT AGENCY

BOARD OF DIRECTORS

Marcus Herman, Chair

Cynthia Wall, Vice-

Chair

Andy Barber

Corey Mecagni

Nicole Morgan

Jack Ratterman

Jack Smink

STAFF

Executive Director

Larry J. Lallo

Redevelopment Manager

Stefani Maduskuie

Executive Assistance

Cheryl Hurren

MIRA Attorney

Justin Caron

SPECIAL CONTRIBUTORS

Robertson & Associates;

Michael Wentworth, Wentworth Consulting;

Architects in Association Rood, Zwick, Kerr, Inc.;

Bussen-Mayer Engineering Group, Inc.;

Miller Legg & Associates

CONSULTANT

Kendell Keith, RLA, LEED AP, Principal,
Planning Design Group



A special thank you to Cheryl Hurren and Rock Paper Simple for photography.



01

HISTORY OF MERRITT ISLAND

Merritt Island has a rich, fascinating history that differentiates it from any other place on Earth.



A JOURNEY *Through Time*

HISTORY OF MERRITT ISLAND



Stretching nearly forty miles north to south and six miles east to west at its widest, Merritt Island is a true island surrounded by lagoons, waterways, marshes and estuaries.

This unique island was sculpted by wind and sea. The contours support 14 threatened and endangered species. To the west lies the Indian River Lagoon, an important navigational corridor used for centuries for trade and transportation and which today is a part of the busy Intracoastal Waterway, extending the entire length of Merritt Island. To the east lies the Banana River Lagoon, an internal waterway formed by Newfound Harbor and Sykes Creek that runs north and south partially through the island. Situated between the coastal barrier ridge and the Florida Mainland, Merritt Island was, in the past, reachable only by boat. The Spanish first referred to Merritt Island as "Isla de Punta de Piedra" or Stoney Point. This referred to the southern tip of Merritt Island, now known as Dragon's Point, which has a distinctive outcropping of coquina rock that has been eroded by water into fantastic shapes.

Although there is some uncertainty over the naming of the island, it is thought to have its origin due to the generosity of the King of Spain. It is surmised that the King granted all of the island to Captain Pedro Marratt the head surveyor of the Spanish governor in East Florida from 1791-1800. A land grant to John McIntosh refers to "an island in the Rio Ais, known by the name of the Isla de Punta de Piedra or by the Isla de Marrat". Perhaps the Isla de Marrat was turned into the English equivalent of Merritt's Island. Although no one really knows how the exact naming came about, the name of the island was known as Merritt's Island as early as 1803. The earliest map to which Merritt's Island is named is on a Tanner's map made in 1823. When the area was first visited by European explorers- they encountered an indigenous people known as the Ais (pronounced Ah EES). The Ais lived in villages and towns along the shores of the great lagoon called by the Spanish, Rio de Ais, and which is now called the Indian River.

*Map of Merritt Island
in 1976*



A JOURNEY *Through Time*

Early Merritt Island



The Indigenous Ais

The Ais lived off the bounty of the Indian River, and the hunting of smallgame.

The Native American settlements can be traced from Cape Canaveral to the Port St Lucie inlet and are predominately clustered close to the Atlantic coastal region. The Indian River served as a transportation and trade route. The Ais used the lagoon to trade with their neighbors, the Timucuan Indians to the north and the Jaega to the south. The river's plentiful bounty of fish and shellfish provided their main sustenance. Turkey, duck, deer, raccoon, opossum, rabbit and other small game made up about 15 percent of their diet.

The abundance of food sustained a large number of warriors within the tribe. The Ais were often hostile and were reported to be cannibalistic. Jesuit missionaries were sent by the Spanish to live among the Ais and convert them. However, the Ais often sacrificed the priests in their Corn Festivals which discouraged further contact. Over time, the Ais were eliminated from the area by diseases contracted from the Spanish and by the British who later drove the Spanish out of the area and brought Creek Indians from Alabama and Georgia into the East Florida region. The British named this new group of natives Seminoles, after the Creek word for Wild Ones or Separatists. The Ais rapidly vanished from their once thriving communities. In 1715, the Spanish, who had set up a salvage camp near the Rio San Sebastian to recover treasure from their shipwrecked fleet of gold, mentioned seeing only a few Ais fishermen.

In Merritt Island, shell mounds were all that remained of these villages; unfortunately, most of the mounds were used for the shell base in the construction of early Merritt Island roads long before their archaeological significance was understood.

Due primarily to the hostile Indian presence, but more likely to the extreme heat, humidity, and infestation of mosquitoes, there were no permanent Spanish or English settlements in Merritt Island or the surrounding area in any permanent fashion until the 1880s. However, several land grants were given for areas in Brevard County where the grantees eventually settled. The most important legacy of these grants is oranges. The production and cultivation of oranges, grapefruit and pineapples in Merritt Island has roots that go back to the early 1800s. Spanish settlers were required by law to plant orange seeds and seedlings.

A JOURNEY *Through Time*



The Clifton School

Photo from the collection of Bob Paty.

The Clifton School House was built around 1890-1891 by Butler Campbell and Andrew Jackson, black land owners who homesteaded on north Merritt Island." - Brevard Historical Commission

BUDDING CITRUS INDUSTRY

Citrus has played a major economic and agricultural role in the development of Merritt Island, and most of the state. In 1807, the Dummett family immigrated from Barbados. Douglas Dummett, then 23 years old, began his Citrus Grove on north Merritt Island (where NASA is now located). Douglas, using a new grafting technique, joined buds from sweet oranges with his wild sour citrus trees. This produced frost-resistant citrus trees. During the 1835 freeze, the St. John's River froze 10 to 15 feet from the shore killing most of the citrus and fruit trees in the state. After the freeze, the Dummett Groves escaped major damage, becoming the frontrunner of the modern Florida and United States citrus industry. and by 1820 Dummitt Grove had been established on north Merritt Island. The sandy soil, warm winters, and abundant rain helped transform Merritt Island into an ideal place for citrus to thrive. The famous Indian River oranges and grapefruits come from this mixture of environmental conditions.

CLIFTON SCHOOL

Built 1890-1891

Merritt Island was also being settled. There were small communities on the barrier island east of the Banana River as well. The nethermost settlement on the island was Shiloh, between Brevard and Volusia counties. Just south of Shiloh the communities of Clifton and Haulover were intermingled. Subsequently, because of the pre-existing Clifton Grove it was name Clifton in 1889. Butler Campbell was one of its first inhabitants, a former slave who settled in 1872. Wade Holmes and Andrew Jackson were other substantial black residents of Clifton. In addition, families from England were among the white neighbors of Butler, Campbell and Holmes. The neighborhood was apparently integrated in many ways. In 1890-91, Campbell and Jackson decided to build a proper school, and neighbor Wade Holmes provided the one acre lot. The Clifton Schoolhouse is the first schoolhouse on the island and in Brevard County. Studies include reading, physiology, English, math and Latin. At the present time, the Brevard Heritage Center is actively pursuing the restoration and preservation of this historically black school house at Field Manor in Merritt Island.

New Beginnings



1940 - 1960

Change and Growth

Several significant events took place during the 1940's that set the stage for development of present-day Merritt Island. In 1939, a momentous decision was made by then president Harry Truman to establish the Banana River Naval Air Station (BNAS). Located just south of Cocoa Beach, it covered 1,822 acres and provided a base for patrolling shipping lanes for German submarines.



There were 1,500 military personnel and several hundred civilian employees at the station by 1942. The establishment of the BNAS had several significant beneficial economic repercussions. Besides the employment it brought in, the US government needed better access to their facility and, therefore, helped fund the construction of a new causeway to the beach.

Discovering the Hidden Gems of Yesteryear

On June 5, 1941, the present-day alignment of SR 520 opened with a single wide lane in each direction. The causeway was made up of two draw bridges, one on each river, along with a few relief bridges. The original wooden bridges were torn up shortly afterwards. An even more significant influence in the development of Merritt Island was the beginning of eradication of mosquitoes through the efforts of the Navy based at the (BNAS).

These early efforts were the beginning of Mosquito control which, along with the introduction of air conditioning, made living in Merritt Island finally a pleasant experience. The BNAS was decommissioned after the war but became the home of the Joint Long-Range Proving Ground in 1949 which was renamed Patrick Air Force Base in 1950. In 1949 a barge canal was dug between the Indian and Banana rivers to connect the Indian River with

the developing Port Canaveral. A Fortenberry (A was his first name), chairman of the Brevard Board of County Commissioners and of the Canaveral Port Authority, drive to create the canal knew no bounds. He pushed the project and was rewarded with the approval by the Army Corps of Engineers for the waterway cut. While an excellent idea, the project did not include a bridge to connect the north and southern portions of Tropical

New Beginnings

Trail, effectively isolating the northern half of the island for a period of time. A temporary solution was to purchase a barge nearly the width of the canal to allow traffic to continue. However, the barge proved unsatisfactory and a terrifying experience for those who used it; it would almost sink from the weight of the cars. This oversight in the canal project, however, created a new opportunity for future growth. The Brevard County Commission working with the State Road Department devised a new plan that would create a new road, SR-3, now called Courtenay Parkway, through the middle of Merritt Island with a concrete draw bridge with a hand operated mechanism. The project was completed in 1952 and effectively opened up a new path for development along a new transportation corridor. Although losing his reelection, Fortenberry is still remembered with a road that bears his name. Connecting Port Canaveral to Merritt Island and the mainland was a high priority, given the potential economic advantages of shipping of goods, expanding the fishing industry, and eventually tourism.



Port Canaveral had its beginning in 1878 when the US Coast and Geodetic Survey recommended construction of a port at Cape Canaveral. In 1893, the U.S. Army Corps of Engineers certified that the dredging of a deep-water harbor was possible, but that the existing population served by the Port would not support the project. In 1939, the Corps reexamined the idea and dredging was scheduled to begin in 1942, but was delayed by World War II. A referendum in 1947 raised the necessary funds to begin the project. Dredging began in June 1950, and continued for three years; the Port officially opened in November 1953. Today, the cruise lines using the Port contribute greatly to Merritt Island's economy through tourism from cruise ship passengers and

personnel shopping in Merritt Island. After the World War II, the US was looking for a place to launch and test the V-2 rocket technology captured from the Germans and to develop missile systems in Cold War competition with the Soviet Union. The government already owned 686 acres around the Cape Canaveral lighthouse. They acquired an additional 12,000 acres and developed the Cape Canaveral testing facility. In May 1950, work began on construction of access roads and launch sites on Cape Canaveral, and throughout the 1950's, more launch pads were built and test firings of various missile systems began in earnest. The Space Race had begun and would dramatically alter the future growth and development of Brevard County and especially Merritt Island. When new government programs began developing missiles for defense, the capability of the Eastern Test Range kept pace, and the launch complexes and industrial facilities at Cape Canaveral Air Force Station were constructed. Thousands of government and contractor employees streamed in to operate the Range and conduct launches.

New Beginnings

Trail, effectively isolating the northern half of the island for a period of time. A temporary solution was to purchase a barge nearly the width of the canal to allow traffic to continue. However, the barge proved unsatisfactory and a terrifying experience for those who used it; it would almost sink from the weight of the cars. This oversight in the canal project, however, created a new opportunity for future growth. The Brevard County Commission working with the State Road Department devised a new plan that would create a new road, SR-3, now called Courtenay Parkway, through the middle of Merritt Island with a concrete draw bridge with a hand operated mechanism. The project was completed in 1952 and effectively opened up a new path for development along a new transportation corridor. Although losing his reelection, Fortenberry is still remembered with a road that bears his name. Connecting Port Canaveral to Merritt Island and the mainland was a high priority, given the potential economic advantages of shipping of goods, expanding the fishing industry, and eventually tourism.



Port Canaveral had its beginning in 1878 when the US Coast and Geodetic Survey recommended construction of a port at Cape Canaveral. In 1893, the U.S. Army Corps of Engineers certified that the dredging of a deep-water harbor was possible, but that the existing population served by the Port would not support the project. In 1939, the Corps reexamined the idea and dredging was scheduled to begin in 1942, but was delayed by World War II. A referendum in 1947 raised the necessary funds to begin the project. Dredging began in June 1950, and continued for three years; the Port officially opened in November 1953. Today, the cruise lines using the Port contribute greatly to Merritt Island's economy through tourism from cruise ship passengers and

personnel shopping in Merritt Island.

After the World War II, the US was looking for a place to launch and test the V-2 rocket technology captured from the Germans and to develop missile systems in Cold War competition with the Soviet Union. The government already owned 686 acres around the Cape Canaveral lighthouse. They acquired an additional 12,000 acres and developed the Cape Canaveral testing facility. In May 1950, work began on construction of access roads and launch sites on Cape Canaveral, and throughout the 1950's, more launch pads were built and test firings of various missile systems began in earnest. The Space Race had begun and would dramatically alter the future growth and development of Brevard County and especially Merritt Island.

When new government programs began developing missiles for defense, the capability of the Eastern Test Range kept pace, and the launch complexes and industrial facilities at Cape Canaveral Air Force Station were constructed.

New Beginnings

Thousands of government and contractor employees streamed in to operate the Range and conduct launches. This explosive growth raised Brevard's population from 23,653 in 1950 to 111,435 by 1960, making it the fastest growing county in the nation. However, with the Space Race fully underway, the Russians were beating the U.S. in rocket technology with success after success. In response, Project Mercury was announced in 1958 with the intention of sending a human into space and earth orbit. In April of 1961, the Russians again beat the U.S. by sending a man into space with the orbital flight of Yuri Gagarin. The U.S. was desperately trying to catch up with the Russian space program. Therefore, with a need for more launch facilities and a new directive from President Kennedy to land a man on the moon by the end of the 1960's, NASA was created, and Merritt Island was the chosen location for the development of the U.S. Space program. A total of 139,305 acres of land was purchased by the federal government. Merritt Island was to become a bedroom community, forever tied with the effort to send a man to the moon and to NASA projects of the future.



The Space RACE

1960 to Present Day



was recorded to be 3,554 persons. Brevard County's population during the 1960's doubled soaring to 272,959 in 1970. This was nothing compared to the concentrated growth experienced by Merritt Island's population which increased almost ten-fold to 30,636 people during the same period.

There were reports that the need for housing was so

great that people were sleeping in drainage pipes laid beside the roads until their houses were constructed.

An unfortunate result of this rapid growth was unplanned and unregulated building.

There was a lack of building codes, haphazard zoning and few architectural codes. In the race to construct housing for the influx of new residents, massive drain and fill projects replaced wetland areas and created new subdivisions over what were once pristine marshlands. Large residential development rose almost overnight.

A JOURNEY THROUGH VINTAGE CITY

Yet as sizable as the expansion of the Space Program was prior to 1960, the decision to undertake the Apollo program and the choice of north Merritt Island as the launch base caused a much greater impact. Prior to the space boom Brevard's/Merritt Island's economy was largely based on citrus production; of the 839,404 acres in the county, more than 20,000 acres were

cultivated to produce the famed Indian River oranges and grapefruit. Very little commercial development was evident on the Island and what did occur was along the SR 520 corridor and the newly developed SR 3 (Courtenay Parkway) road way. Although census records are not available for Merritt Island before 1960; it was recognized as a census designated place in 1960 and the population

The Space RACE

1960 to Present Day

Catalina Isles, Diana Shores, Carlton Groves, Ridge Manor, Surfside Estates are just a few of the large housing subdivisions built on dredged and filled marshland to provide waterfront access. With a rapidly expanding population, the need for a high school soon became apparent and Merritt Island High was built in 1965. The influx of new residents meant the construction of new businesses, strip commercial buildings, gas stations, banks, grocery stores and service establishments to serve the burgeoning population. Nearly all commercial enterprises centered along the Merritt Island Causeway (SR 520) and Courtenay Parkway transportation corridors. Car dealerships, in particular, tended to group along the SR 520 due to localization of such businesses. This localization facilitates customer's choices and is mutually beneficial to competing dealerships. Merritt Island was fast becoming the commercial center of the Central Brevard

economy. The pent-up demand for retail and commercial space resulted in the construction of the Merritt Square Mall which opened in 1970. In its day there was nothing to compare it with in all of Brevard County. Merritt Square mall rose up on 82 acres of dredged sand at the county's center, and residents swarmed in to spend their money at its gleaming new stores. It was indeed a magical place when first opened. The ceiling at Ivey's, which opened its doors before the other two anchors, J.C. Penney and Jordan Marsh, was an attraction in itself, where swirls of rainbow colors danced in store lights, giving off a futuristic aura. Residents from all parts of the County travelled to shop at the futuristic and huge enclosed mall. Its construction cemented Merritt Island as the commercial hub of the County. The Mall was the focal point of shopping for all of central Brevard and drew shoppers from the Titusville, the beaches, Melbourne, and

even as far away as Orlando. Just as quickly, however, population growth patterns changed; growth virtually ceased after 1968 due to massive aerospace cutbacks caused by the severe curtailment of NASA appropriations and projects. Between 1968 and 1970, over 12,000 workers lost their jobs as NASA cut back its space efforts. Merritt Island was particularly hit hard. Without alternative employment many people were forced to leave the area and with the rise of foreclosures, housing became extremely inexpensive. Beginning in late 1971, a revived economy and a national and local housing boom fostered population growth once again. This period of growth was short lived however, as NASA employment cutbacks, the Arab oil embargo and the following national recession caused migration into Brevard to diminish and out-migration to increase due to severe local unemployment. However, in the latter half of 1976, the Brevard economy again began

The Space RACE

1960 to Present Day

to improve. Industrial expansions and relocation of electronics- related manufacturers provided the impetus for the current growth occurring in Brevard but most of that growth was occurring in the southern half of the county.

During the 1980's and 1990's the Space Shuttle program stabilized the employment base in Merritt Island. The location of Sea Ray boats manufacturing and testing facility on the Barge Canal during this period also helped promote growth in the area. The Island experienced slow but steady population growth rising from 30,636 in 1970 to 32,514 in 1980. Population growth continued to rise till 1990 when it peaked at 36,429 persons. Since that time the population has declined slightly to 36,090 in 2000, and to 34,743 in the 2010 census. The closing of the Sea Ray plant, the winding down of the Space Shuttle program, and the national recession have contributed to this decline. Due to the geography of the county, growth within Brevard

has not occurred evenly. The north and central areas, including Merritt Island and the north beach area of Cape Canaveral and Cocoa Beach, have experienced very slight or insignificant population gains. Much of the disparity in growth between areas can be explained by employment opportunities. The three areas showing slow growth are also the three main bedroom communities of the Space Center, where employment has declined since 1970. During the early 2000's, Merritt Island again witnessed an explosion of housing growth, caught up in the housing bubble of the early 2000's. The speculative development, however, came to an abrupt end with the stock market crash of 2008 and the bursting of the housing bubble. The end of the Space Shuttle program has further cast a shadow on the future of Merritt Island and its commercial growth. Competition has strained the commercial draw of the Merritt Island commercial corridor.

The Melbourne Square Mall opened in 1982 as population growth shifted to south Brevard due to the industrial expansions of companies like Harris Corporation, Rockwell Collins, Raytheon Technologies and DRS. To keep pace with growth and competition from elsewhere in the County the Merritt Square Mall has undergone several renovations and additions. In 1985, an 80,000 foot expansion called the Merritt Square Pavilion, now nearly vacant, included an overhauled Publix grocery, a six-screen theater and a 6,000-square-foot Jungle Jim's family restaurant. In 1988, a fourth major anchor was added with the addition of a Sears store and a western wing that expanded the total square footage by 192,000. In 2004, a 16 theater, Cobb Movie Theater was added which remains a main commercial draw in the central Brevard area. Several shopping centers have also been developed along the Merritt Island Causeway and North Courtenay Parkway.

The Space RACE

1960 to Present Day

Most notably was a Walmart Supercenter built in 1994 on the eastern half of the SR 520 corridor on Merritt Island. Soon after, in 1996, a Target store was built along North Courtenay Parkway. Tourism and crew visitation from cruise ships docked at Port Canaveral have been a commercial plus for the Merritt Square Mall and other Merritt Island establishments, as well as the commerce of Cocoa Beach and Cocoa Village. This growth has served to offset some of loss in commerce from newer shopping alternatives on the mainland. Beginning in the 1980's, the large planned development of Viera began to take shape and over the last twenty years has grown into a large community complete with its own shopping facilities. The Avenue of Viera built in 2004 offered a new style of shopping with open spaces and walkways connecting stores.

Merritt Island's attractiveness for commercial development and further growth is uncertain at this juncture due to the current economy, layoffs at the Space Center, and increasing competition in the retail sector. However, Merritt Island has always been a unique area and it just may be its uniqueness that will set the stage for increased growth. This has certainly worked for the Cocoa Village area and perhaps by combining the open landscaped retail spaces of the future with the natural beauty of Merritt Island, this approach will once again bring Merritt Island back as "the" place to shop in the future.



02

WORKING DRAFT

NOT REVIEWED NOT APPROVED

WORKING DRAFT

NOT REVIEWED OR APPROVED

ACCOMPLISHMENTS

Since 1989, the Merritt Island Redevelopment Agency has reinvested in the island.

WORKING DRAFT

NOT REVIEWED NOT APPROVED

WORKING DRAFT

NOT REVIEWED NOT APPROVED

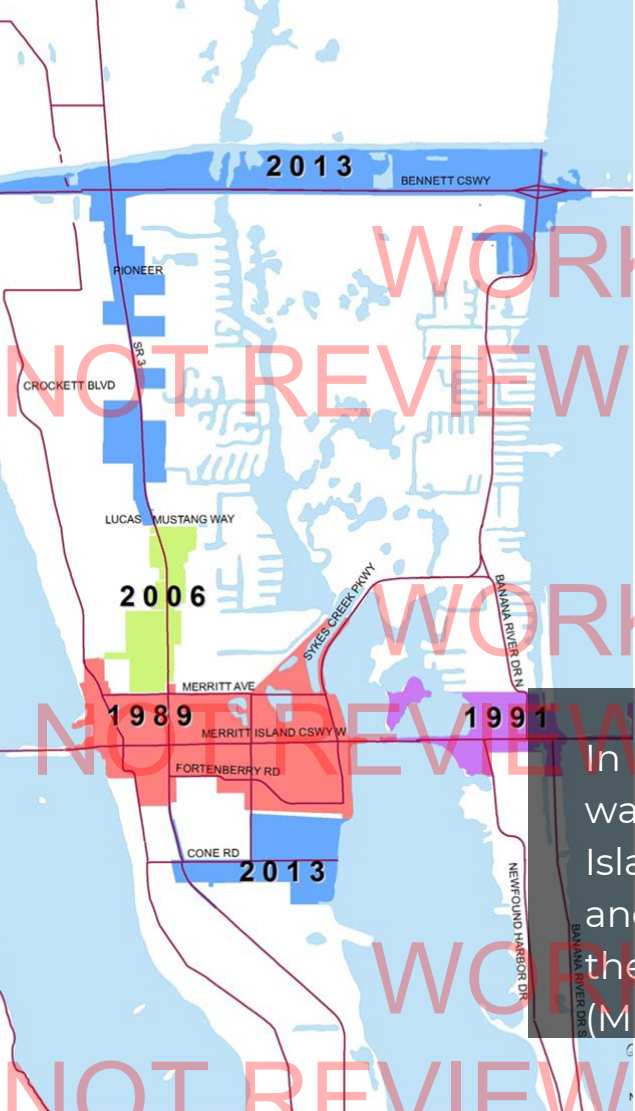
WORKING DRAFT

NOT REVIEWED NOT APPROVED

WORKING DRAFT

NOT REVIEWED NOT APPROVED





WORKING DRAFT ACCOMPLISHMENTS

In 1988 the first Slum and Blight Study was adopted for the areas on Merritt Island between the Indian River Lagoon and Sykes Creek and the following year the Merritt Island Redevelopment Agency (MIRA) was established.

In the late 1980's, the Brevard County Board of County Commissioners (BCC) recognized the decline and the resulting blighted conditions prevalent in portions of Merritt Island and decided to implement a redevelopment program. (From page 2-3) Redevelopment programs are implemented for many urban areas depleted of their economic resources by populations relocating to suburbia, dilapidated corridors changed by altered mobility patterns, and new shopping areas springing up in areas outside the core business districts. Merritt Island was an urban area that required this type of program. Under Chapter 163, Part III, Florida

Statutes, known as the Community Redevelopment Act of 1969, local governments are given specific tools to prevent, eliminate, reverse, or arrest conditions in their jurisdictions which are detrimental to the sustainability of economically and socially vibrant communities. They are given the power to create Community Redevelopment Agencies which are responsible for preparing Redevelopment Plans for designated areas. Once a plan is adopted by the local elected officials, the Agency is responsible for implementing the plan through various means and funding sources including, but not limited to, land use regulations and tax increment financing.

ACCOMPLISHMENTS

The specific statutory references which declare the purpose, intent, and reasons for pursuing redevelopment programs in general, and most particularly those that relate to the conditions found on Merritt Island today, are provided in the Appendices. The Merritt Island CRA met the statutory requirements for declaring blight on four occasions: Exhibit 2-1 – Redevelopment Area Boundaries Chronology 1988, 1991, 2006, and 2011. The predominant issues on each occasion have included:

1. Problems associated with impacts from transportation projects that have left defective or inadequate lots, little access management, poor parking provisions, problems with remaining local streets and their layout or pattern, other internal roadway issues, poor, if any pedestrian access; and few public transportation facilities;
2. Predominance of defective or inadequate street layout;
3. Faulty site layout in relation to size, adequacy, accessibility and usefulness;

4. Unsanitary or unsafe conditions;
5. Deterioration of site or other improvements; and
6. Inadequate and outdated building patterns and land use systems that contribute to blight and economic disincentives.

As noted on the adjacent Redevelopment Area Boundary Map, in 1988 the first Slum and Blight Study was adopted for the areas on Merritt Island between the Indian River Lagoon and Sykes Creek and the following year the Merritt Island Redevelopment Agency (MIRA) was established. On May 15, 1990 the Board of County Commissioners adopted a Resolution of Findings of Fact and Determination of Need for the expansion of the CRA in 1991 to the area east of Sykes Creek to the Banana River. In 2006 the Agency recognized worsening conditions were along SR 3 north of Merritt Avenue to Lucas Avenue and the Plan was further amended to include this area.



ACCOMPLISHMENTS

In 2011, the Commission recognized that the end of the Space Shuttle program was creating economic problems and deteriorating prospects for Merritt Island's future. In May 2011, a new Findings of Necessity study was adopted by the Board of County Commissioners with a directive given to proceed with an amendment and update to the current MIRA Community Redevelopment Plan (CRP). All Resolutions, Ordinances and legal descriptions relating to the formation of MIRA are found in the Appendix.

In order to justify expansion of the district, MIRA undertook the 2011 Blight Study which evaluated the areas north of Lucas Avenue on SR 3 to the Barge Canal and the Cone Road industrial areas. The Study established the existence of blighted conditions; identified the Barge Canal Area are even more striking. Without MIRA's specific problems that could be addressed through the adoption of an amendment and update to the Redevelopment Plan. The findings of necessity to expand the existing CRA into two new areas adjacent to the existing MIRA districts is important for several reasons:

The North Barge Canal area is owned predominately by the Canaveral Port Authority (Port). Port Canaveral will be the economic engine driving economic growth and development of Brevard County over the next 10 years, especially with the decline in the space program. The County and Port can partner on the best ways to use and enhance these lands as the gateway into the area. The large vacant buildings present economic

development opportunities, as does the enhanced public access to the waterfront. Cone Road, with its small lots and disjointed land uses, can be made into a good and productive industrial district to serve the employment needs of the area and service the Merritt Island airport, itself an asset to the island, albeit not in the CRA. While the need for redevelopment has been clear, the impact MIRA's actions have had on the community redevelopment area are even more striking.

Without MIRA's resources and the implementation of the various redevelopment projects, many of the areas within the District would be lagging today. It is important to discuss the historical success story of the agency.

The following section provides a pictorial history divided into 5-year periods since 1989, of the accomplishments of the Merritt Island Redevelopment Agency, and the private development projects that are located in the district.



ACCOMPLISHMENTS

In 1989, Brevard County established the Merritt Island Redevelopment Agency (MIRA) in order to address declining physical and economic conditions apparent in high vacancy rates, poor and deteriorating building conditions, and other blight factors. In the early 1990's transportation issues were wreaking havoc on businesses in the Central Merritt Island business core area, shown in yellow on Exhibit 2-1.

In anticipation of the potential adverse impacts associated with a road widening project on SR 520 in central Merritt Island, MIRA was able to be of some assistance. As with most redevelopment programs established in the State of Florida, revenues were limited in the early stages of the program. The focus of the Agency at that time was to develop the organizational framework for the program, establish working relationships with area businesses, and coordinate efforts with the Florida Department of Transportation. The MIRA program began with a loan of \$72,000 from Brevard County which was repaid within 2 years. In 1990 approximately \$85,000 in tax increment revenues were generated. Initially, the program's emphasis was on the design and funding of upgrades to the amenities associated with the widening of SR 520; these included adding mast arm traffic signals, illuminated street signs and upgraded street lighting.



ACCOMPLISHMENTS

The Agency was successful in obtaining a \$1.5M commercial line of credit from SunBank, with an initial draw of \$400,000, which established the funding mechanism for these initial improvements. MIRA was also extremely successful in obtaining grants from many sources during the first five years of the program. More than \$2M in grants were obtained and used to pay for an extensive public improvements during this time, including construction of Waterway Park, the Veterans Memorial Center, and planting of more than 2,000 trees along SR 520, Merritt Avenue and Sykes Creek Parkway.

The national economy experienced a moderate recession in the early 1990's. However, a new wave of private development occurred after completion of the road project in 1994. Several restaurants and commercial development projects began location in Merritt Island. Starting with the Outback Steakhouse and Home Depot, the number of new restaurants and major commercial developments verified the fact that there was pent-up retail demand in Merritt Island and MIRA capitalized on this fact during subsequent years.

The district was expanded to the east (the area shown on the Map 2-1 in yellow as 1991, known as MIRA EAST) in anticipation of the second phase of the road project and the construction of the new Super Walmart at Newfound Harbor Drive. Plans were undertaken for the extension of sanitary sewer lines to serve commercial properties along SR 520 on the Newfound Harbor peninsula. Tax increment revenues generated within the original boundary area increased from \$85,000 in 1990, peaked at \$340,000 in 1992, and then began to decline as a result of the recession to \$245,000 in 1995.

During the mid to late 1990s, MIRA completed several projects on the SR 520 eastern expansion, including upgrades to traffic and street lighting systems, planting of trees and the installation of the sanitary sewer main. The Agency updated the redevelopment plan to provide more focused attention on the conditions in Merritt Park Place, an older residential subdivision located at the western side of the Island. Merritt Park Place had experienced a conversion from single family homes to cottage commercial and office uses during the early 1990s.

ACCOMPLISHMENTS

By 1996, with nearly 100 businesses located in Merritt Park, commercial activity was causing a strain on residential infrastructure that was inadequate and unintended for commercial development. Anticipating the continuation of the trend of commercial conversions, MIRA embarked on a major capital improvement program for the area. Working closely with property owners, the Agency began the first phase of planning, designing and constructing drainage and sewer systems, sidewalks, street lighting and beautification improvements in the area.

The national economy began its recovery at this time and the tax base within the district began a steady increase from \$281,000 in 1996 to \$530,000 in 2000. High density residential growth would prove to be a substantial positive factor in the tax base as projects came on-line. Private sector development occurring during this time frame included several new national retailers and restaurants. HealthFirst Fitness Center, a large-scale athletic training and multi-sport facility, was developed and continues to provide recreational services and amenities that benefit the community.

WORKING DRAFT



ACCOMPLISHMENTS

AFTER



MERRITT PARK PLACE

MIRA established a Commercial Façade Improvement Grant Program in 2001 which was designed to stimulate private investment in property renovations. The Commercial Façade Improvement grant program had little traction initially, however, it has proven to be very popular in recent years. By stimulating private investment that has substantially improved the appearance of the area. While generating growth in the tax base, MIRA was able to offset costs and conserve the tax increment revenue stream which could then be used to finance other substantial improvements such as pedestrian crossings, street lights, and beautification.

BEFORE



2000 - 2005

MIRA continued to concentrate on substantial infrastructure improvements in Merritt Park Place during this period. Phase II improvements were directed toward the internal street network, with major infrastructure and beautification improvements on Parnell, Myrtice, Hibiscus and Tangerine Streets. The capital improvement program was well received by property owners within Merritt Park Place.



ACCOMPLISHMENTS



The early to middle part of the 2000s marked the beginning of the boom era for development in the nation. While commercial development activity continued, a dramatic change occurred in the speculative residential real estate market, especially in Florida. New condominium projects were sprouting up in Brevard County, especially in the neighboring central Brevard communities of Cocoa, Cape Canaveral and Cocoa Beach. The first phase of the Island Pointe condominium project and the Harbor Del Rio condominiums was approved and constructed.

During this time Commercial development activity continued with more national chain restaurants and retailers locating in Merritt Island. Tax increment revenues grew from \$617,000 in 2001 to over \$1.0 Million in 2005. Choosing to build on the success of the capital improvements program undertaken in Merritt Park Place, MIRA embarked on a similar program for the street network in the remainder of the redevelopment area.

There are now more than 300 businesses located in Merritt Park Place, an increase of more than 200 businesses choosing to locate in that area since the mid-1990s. Major transportation, drainage, sewer and landscaping improvements were completed on North SR 3, Palmetto Avenue, the North Tropical Trail, Merritt Avenue East, Rose Street, Myrtice Street, Palmetto Avenue, South Tropical Trail/Magnolia Avenue and included the West Fortenberry ditch and sidewalk improvements.



Similar improvements are in various stages of design and construction on SR 520, Fortenberry Road, and Imperial, Goodwin and Plumosa Streets. Thirty nine development projects have been undertaken during the past 5 years, including the redevelopment of four (4) major commercial centers. In 2009, the tax base started declining as property values reflect the impact of the severe national recession which began in 2008. During this time frame, the Agency started to pursue strategies that will enable redevelopment of properties that face economic and physical constraints or that are unable to develop because of regulatory and permitting issues. Working closely with the County's Office of Natural Resources, MIRA purchased a large tract of land (Pulte Property), to develop a regional stormwater retention facility. This facility will treat stormwater generated from properties that are currently constrained because they are not large enough to meet current requirement for on-site stormwater retention.



ACCOMPLISHMENTS

This strategic purchase and project will increase the amount of developable area on properties from Goodwin Drive to Sykes Creek Parkway, south of SR 520. It includes the potential to relocate retention facilities at Merritt Square Mall, creating additional land area for expansion of the Mall.

MIRA also developed a SR 520 Corridor Master Plan and permits are being acquired for pedestrian mobility enhancements, improved intersections and landscape beautification. Completion of these projects are anticipated by 2014. FDOT has completed the safety enhancements for the portion of SR 520 from the Hubert H. Humphrey Bridge to SR 3 (Courtenay Parkway). In addition, MIRA has a commitment from FDOT for approximately \$66,000 to enhance the landscaping at the easternmost portion of Waterway Park. MIRA is also requesting an additional fund to upgrade this project and landscape the proposed safety enhancements on SR 520.

In the past 2 years, the Agency has invested \$307,000 in 29 commercial grant projects that have resulted in \$1,851,360 of private sector investment in property renovations. This represents more than a 6-to-1 return on private investment for every dollar spent as the value of these improvements.

MIRA finished a gateway signage concept plan in 2011 which included several public workshops with the MIRA Beautification Committee and the Board of Directors. The results of this planning

effort included the selection of a gateway plan promoting an image and developing a "brand" for Merritt Island. It is anticipated that major gateways will be developed on the east and west entryways of SR 520 and later on SR 528, as these are the major point of entry into Merritt Island. The Agency is also pursuing the development of landscape improvements which will reinforce the gateway experience at the SR 528/SR3 interchange. The following pages present a pictorial summary of some of the projects undertaken by the agency during this time frame, and the visible transformations of certain properties within the CRA.

WORKING DRAFT

NOT REVIEWED NOT APPROVED

WORKING DRAFT

NOT REVIEWED NOT APPROVED



FORTENBERRY REGIONAL STORMWATER TREATMENT SYSTEM & TIE-IN CREDITS

The Fortenberry Regional Stormwater Treatment System Project is an example of visionary redevelopment and the stormwater system and credits benefit our environment and provide opportunity for developers.

Following an interlocal agreement in 2009, MIRA purchased land primarily to develop the stormwater system to catalyze smart redevelopment opportunities.

Construction began in 2011, with mitigation of decades of debris and wetland plant restoration, and has continued through multiple phases including piping improvements, an extensive path and bridge trail system, adding of benches and shade areas to create the Lakes at Veterans Memorial Park, and installation of Floating Vegetative Islands (also often called beemats) within the stormwater mitigation ponds for further effective filtering of chemicals that would be harmful to the Indian River and Banana River Lagoons.

Water testing of the system reveals dramatic improvements in water quality—the expected and desired result of the infrastructure development project plan.

This wetlands creation and eco restoration, along with a pedestrian-friendly trail around the perimeter, has created a welcome local nature destination for people and native wildlife.

A MIRA collaborative project that includes many partners including the Florida Department of Environmental Protection and multiple Brevard County departments, including Natural Resources Management, Facilities, Public Works and Parks & Recreation, the Fortenberry Regional Stormwater Treatment System provides opportunities for commercial properties within the service area to purchase stormwater credits, offsetting costs to the developer and allowing for optimum use application within the property. Stormwater credit eligibility is determined by Brevard County, and when granted, extends for the life of the development.

CONE ROAD SEPTIC TO SEWER PROJECT

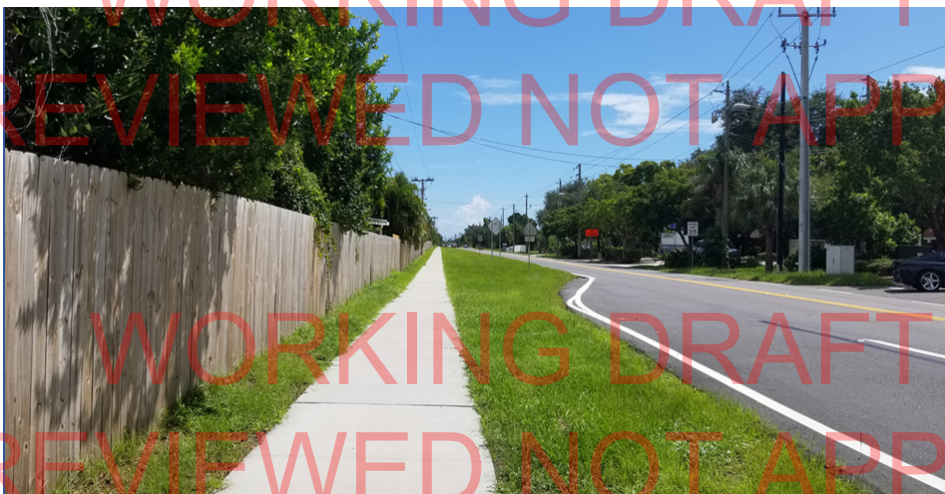


A prime example of how Brevard County Public multi-agency partnerships Works, the St. Johns River can benefit the Water Management community is this multi-District, Florida faceted initiative on Department of Merritt Island, called the Environmental Protection Cone Road Project, and the Brevard County utilizing financial Save Our Lagoon Program resources from the Merritt to manage storm water Island Redevelopment runoff, Agency,

septic system effluent and storm-related sewage backups and help the Indian River and Banana River Lagoons. Combining funding and resources to improve local infrastructure, these five agencies are working to improve safety, remove blight, improve property values and preserve the future health of the Lagoon, benefiting the local economy, generating capital investment and strengthening the tax base.

Project costs of approx. \$3.6M in improvements include:

- Conversion of more than 80 commercial and residential properties from outdated septic systems to a new Brevard County sanitary sewer system
- Construction of storm water treatment infrastructure and water quality treatment system to divert untreated storm water to a treatment pond and denitrification bioreactor
- Sidewalk over Cone Road to improve vehicle and pedestrian safety and access
- A sanitary sewer main to serve more than 60 parcels in the Cone Road industrial area
- Prevent over 3000 lbs. of nitrogen and almost 200 lbs. of phosphorus from entering the Lagoons annually





GRIFFIS LANDING BLUE CRAB COVE

A 2.7 ACRE HISTORIC WORKING WATERFRONT, WITHIN THE BOUNDARIES OF THE MERRITT ISLAND REDEVELOPMENT AGENCY, AND MANAGED BY BREVARD COUNTY NATURAL RESOURCES, REPRESENTS BREVARD COUNTY'S LAST WORKING WATERFRONT COMMERCIAL FISHERY OPERATION, TAKING LOCAL SEAFOOD STRAIGHT FROM ITS DOCKS. LOCATED ON THE INDIAN RIVER LAGOON, THIS HISTORIC PROPERTY HAS SEEN MANY ENTERPRISES FROM BOAT HAUL-OUT AND REPAIR TO NET MAKING AND BOTH COMMERCIAL RECREATIONAL FISHING, WITH AN ACTIVE BAIT SHOP—DOC'S BAIT HOUSE—AND A WHOLESALE/RETAIL SEAFOOD BUSINESS—MS. APPLES CRAB SHACK.

The MIRA/Brevard County project known as Griffis Landing at Blue Crab Cove is a comprehensive improvement plan to preserve and enhance the historic value and provide a gathering place at the entrance to Merritt Island that is reminiscent of the best that working waterfronts and waterside family entertainment areas have to offer.

Priority objectives:

- Provide channel depth for access and docking for commercial fishing
- Area for unloading seafood
- Place to sell commercial seafood
- Storage of fishing gear
- Educate the public on heritage of Florida's traditional working waterfronts
- Boat fueling

Significant improvements have already been made, as damage from hurricanes, such as storm damage to the boat ramp, shoreline loading dock, finger piers, and shoreline added to the issues of aging infrastructure. Funding of more than \$500,000 of improvements to Historic Griffis Landing at Blue Crab Cove, in cooperation with Brevard County Natural Resources, Boating and Waterways division, the following was completed:

- A \$403,000 Land Acquisition Contribution
- Doc's Bait House – \$367,000 for "resiliency improvements" and replacement of a deteriorating flat roof with a pitch-roof structure
- Ms. Apples Crab Shack – Design charrette completed to create concept plans to improve resiliency and renovate the current site
- Boat Fuel Dock – Installation of a 1,000 gallon fuel tank with a \$51,587 contribution commitment from MIRA

- Channel Improvements – Completion of plans and permits for a \$353,542 channel dredging project and channel markers to improve navigable access

Blue Crab Cove is a recipient of a Florida Communities' Stan Mayfield Working Waterfronts Florida Forever Grant. Primary funding for this project is provided by MIRA and the Brevard County Board of County Commissioners. The future is bright for this project. The Florida Fish and Wildlife Commission (FWC) currently list more than 250 commercial licenses appropriate for use in Blue Crab Cove. The result of the planning and conversion of this site is expected to generate a large number of local users. Additionally, Indian River County to the south and Volusia County to the north, according to the FWC, add another 200+ commercial fishing licenses that could potentially access this area.

VETERANS MEMORIAL PARK



This is a collaboration between regional agencies and county departments including Brevard County Parks, Brevard County Natural Resources, Brevard County Facilities, Brevard County Public Works, and St Johns River Water Management District.

- A large venue amphitheatre with grass seating for up to 5,000, and parking, infrastructure and concession amenities, developed in part with a contribution from the Brevard County Tourism Development Council

An 82-acre park within a 165-acre stormwater basin, featuring beautiful lakes, trails and eventually an entertainment venue, this project is a perfect example of redevelopment.

The ongoing effort is known as Veterans Memorial Park, the Lakes at Veterans Memorial Park, and the Fortenberry Regional Stormwater Treatment Project. Recent and planned developments include:

- \$1.4M contribution from MIRA for sidewalks, boardwalks, environmentally friendly parking lot, and first stage landscaping
- Approximately \$2.5 Million as a MIRA Contribution in Aid for Land Acquisition
- A historical \$50,000 charitable gift from a donor was received by MIRA to create a special landscaping area and the bidding for installation is in process
- New playground equipment with shade canopies
- An exercise trail
- "Medal of Honor" Park, with dedicated walkway and landscaping, an area for quiet contemplation honoring veterans

With 72,000 veterans residing in Brevard County, it is appropriate that this park is the largest Veterans Memorial Park in Florida. Creating a beautiful park with sparkling lakes, meandering trails and recreation opportunities is a wonderful result of the vision of the planners, but another important aspect is the stormwater management.

With the Stormwater Tie-In Credit, the developer can elect to handle stormwater mitigation off-site, using the Fortenberry Regional Stormwater Treatment System. Paying through stormwater credits eliminates the developer's cost to build a pond, allows better utilization of the property, and eliminates permitting costs (which can take up to two years to get approved) and long-term maintenance fees. The Stormwater Assessment Fee is calculated using a formula that includes gross area and impervious area measurements as recorded by the Brevard County Property Appraiser. Eligibility is determined by Brevard County, and when granted, extends for the life of the development.

TRANSIT SHELTER PROGRAM

A county-wide initiative to invest in and install new bus shelters, the Merritt Island Bus Shelter Program completed Phase I, installing solar lighted, multimodal bus shelters in Merritt Island through partnering with the Space Coast Area Transit, Brevard County Facilities, and the FDOT.

MIRA is responsible for, and under contract, to maintain the transit shelters and amenities.



Each shelter contains solar-powered, self-compacting "big belly" trash bins, bike racks, interior and exterior solar-powered safety lighting, and bike repair stations for quick bike fixes.

WORKING DRAFT
NOT REVIEWED NOT APPROVED



THE ISLAND AMPHITHEATRE AT VETERANS MEMORIAL PARK

The amphitheatre was conceived through a partnership in the late 2000s when Brevard County Parks and Recreation received an \$800,000 grant from the State of Florida Communities Trust for Veterans Memorial Park Improvements, and MIRA contributed \$400,000 towards the expansion.

- Since 2017, MIRA has committed more than \$2.4 million dollars in funding for the enhancement opportunities and amphitheatre infrastructure. These enhancements are currently in the final design stages, then permitting review, bidding, and construction.

Most recently MIRA was successful in obtaining a \$1.3 Million Grant from the Brevard County Tourism Development Council, matched by a \$1 Million investment from MIRA to complete the Amphitheatre project.

The Amphitheatre outdoor event complex is located in Veterans Memorial Park on Merritt Island.

Plans include the following:

- Acoustically engineered with an estimated tiered lawn seating capacity of 5,000
- Amphitheatre performance stage, greenroom, vendor docking and storage facilities, electrical infrastructure and stage lighting and digital performance level sound production
- Concession facilities and picnic seating, parking, walkways and restrooms
- A well-designed park makes the venue perfect for spectators and vendors. The park is designed to handle inclement weather through a 24-acre master planned onsite stormwater lake.
- Handicapped accessible parking
- Landscaping, irrigation and sight utilities (power, water, sewer, data/communications)

WATERWAY PARK

A major aesthetic improvement to the Island, this well-landscaped park is a Brevard County owned facility providing public access to the Indian River Lagoon. The Intracoastal Waterway Park is an attractive gateway into the Island from the mainland, providing enjoyment of the waterfront within the SR 520 Commercial Core Sub-Area.



Waterway Park includes the following amenities:

- 8.5 acres with paved pathways and winding boardwalks
- Landscaped community park with native plants and trees
- Access walkways to Blue Crab Cove
- Future Plans: A concrete fishing pier with benches providing sunset views

Adjacent to Waterway Park is the newly acquired county-owned riverfront property, Griffis Landing, for which a master plan has been completed and infrastructure improvements are actively underway.

03

BARGE CANAL SUB AREA

WORKING DRAFT
NOT REVIEWED NOT APPROVED



WORKING DRAFT

NOT REVIEWED OR APPROVED

WORKING DRAFT

The Barge Canal Sub-Area includes SR 528 and the lands to the north that front on the Barge Canal. It extends from the Indian River Lagoon on the west to the Banana River Lagoon on the east.

NOT REVIEWED NOT APPROVED

WORKING DRAFT

NOT REVIEWED NOT APPROVED

WORKING DRAFT

NOT REVIEWED NOT APPROVED

WORKING DRAFT

NOT REVIEWED NOT APPROVED





WORKING DRAFT
NOT REVIEWED OR APPROVED
DESCRIPTION

This sub-area can be further divided into the following three separate components:

- The east end of the sub-area along North Banana River Drive – The majority of the properties located north of SR 528 are smaller lots. South of SR 528, the sub-area includes Kelly Park, a waterfront park owned by Brevard County and Kelly Park West which has tennis courts and ballfields, and is also owned by the County.
- The area between N. Banana River Drive on the east and SR 3 on the west – This area includes the privately owned Harbortown Marina facilities, industrial complexes, and large tracts of vacant land under the control of the Canaveral Port Authority and the State of Florida.

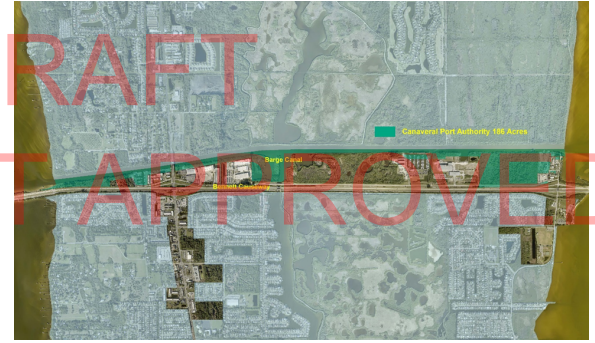
·West of SR 3 – This area has been redeveloped from the Old Tingley Marina and RV Park into the Cape Crossing Resort and Marina Luxury Vacation Rentals, Cape Crossing Boat Rentals, and the Dolphins Bar and Grill Restaurant.

Given its extensive waterfront and proximity to Port Canaveral, this is a prime district for redevelopment catering to the marine industry and port-related tourism. Despite the waterfront location, there is little public access to the waterfront with the exception of Kelly Park on the east end of the sub- area. At the west end of the sub-area, the riverfront property along the SR 528 Causeway may offer more opportunities for future public access.



DATA SUMMARIES

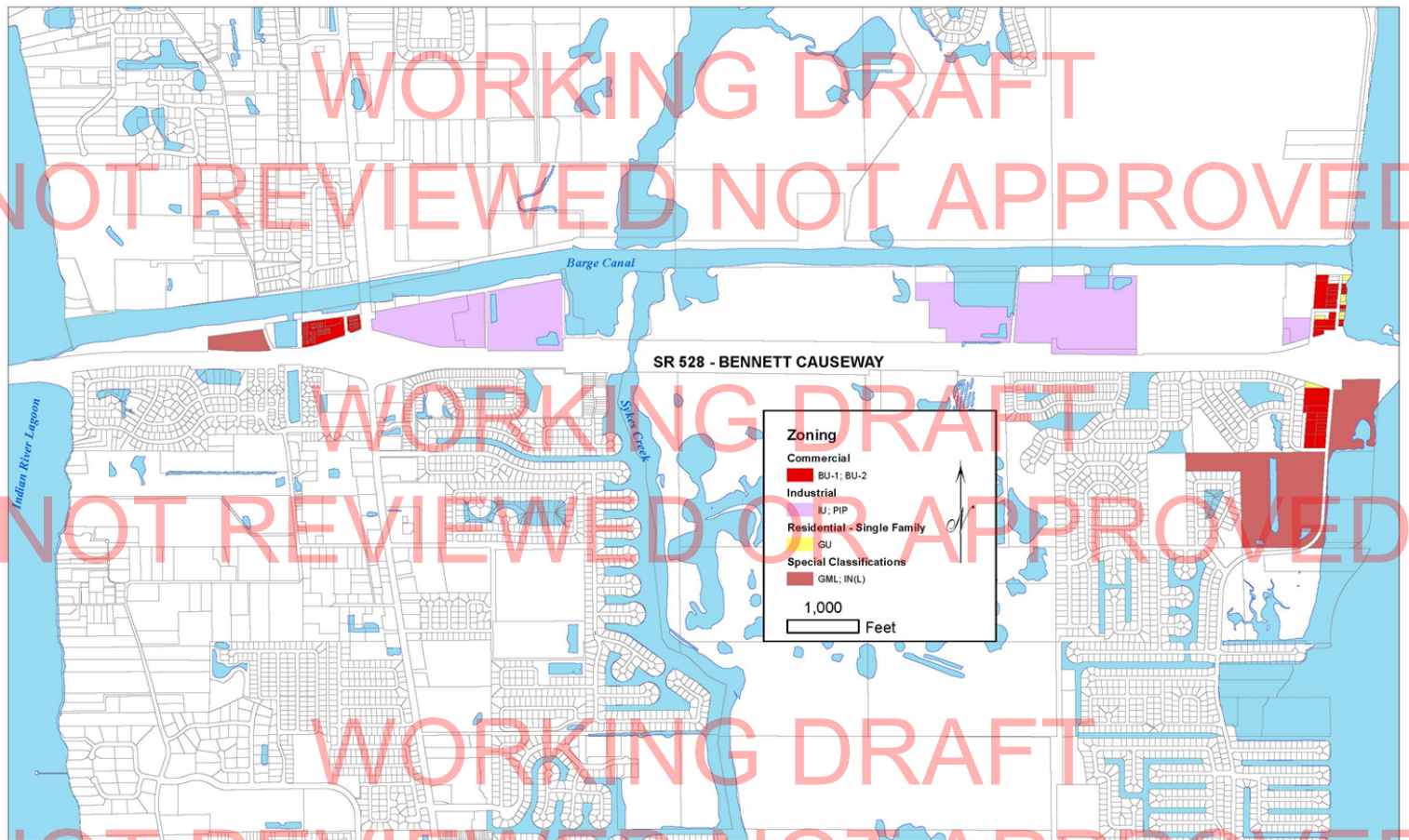
Parcel Size - The majority of the properties within this sub-area are large tracts of land ten acres or larger with the exception of the properties north of SR 528 along North Banana River Drive. The Canaveral Port Authority owns almost 186 acres of the vacant land in the MIRA district. The State of Florida owns a 98-acre parcel to the west of Harbortown Marina. The Authority's lands include the Barge Canal waterway and several large tracts to the east of the Sea Ray facility. They are depicted in green on the graphic below.



Taxable Value - According to data provided by the Brevard County Property Appraiser, the sub-area showed a 33% decline in assessed property value from the year 2005 to the year 2011. In comparison, the County's overall assessed value declined by 29.4% during the same time frame. Property values that are static or declining may indicate a weakening market or reflect a change in the investment image of an area. It should be noted that this time frame has shown a serious economic decline in the real estate market overall. However, the fact that the area's rate of decline is higher than that of the County's overall would indicate that the sub-area is in a more serious decline than that of the County as a whole.

Age of Structures - Within the Barge Canal Sub-Area almost 30% of the buildings were constructed prior to 1980. The developed properties occur in three basic clusters. On the east end of the sub-area there are approximately six buildings with an average age of 1989 and one relatively new structure built in 2008 north of SR 528 along North Banana River Drive. Partially because of their age, most of these buildings are showing signs of poor maintenance and create a negative influence which can contribute to a loss of economic status and a lack of interest in new development. The only buildings in the sub-area south of SR 528 are a convenience store built in 1975 and the County Park facilities. The second cluster of developed properties occurs to the west and is separated from the first cluster by a large vacant tract of land owned by the Canaveral Port Authority. This second cluster includes five buildings constructed in 2001 now being utilized as a boat manufacturing complex and a private marina constructed in 2006. These buildings are well-maintained and are a complement to the industrial potential of this sub-area. Likewise, the third cluster of buildings include the boat manufacturing complex owned by Sea Ray Boats and an industrial complex occupied by Arnott Air Suspension Products. These buildings are well maintained and appear to be in good condition. At the extreme west end of the sub-area is the Cape Crossing Resort and Marina which replaced the old derelict, abandoned Tingley Marina and RV site.

BARGE CANAL



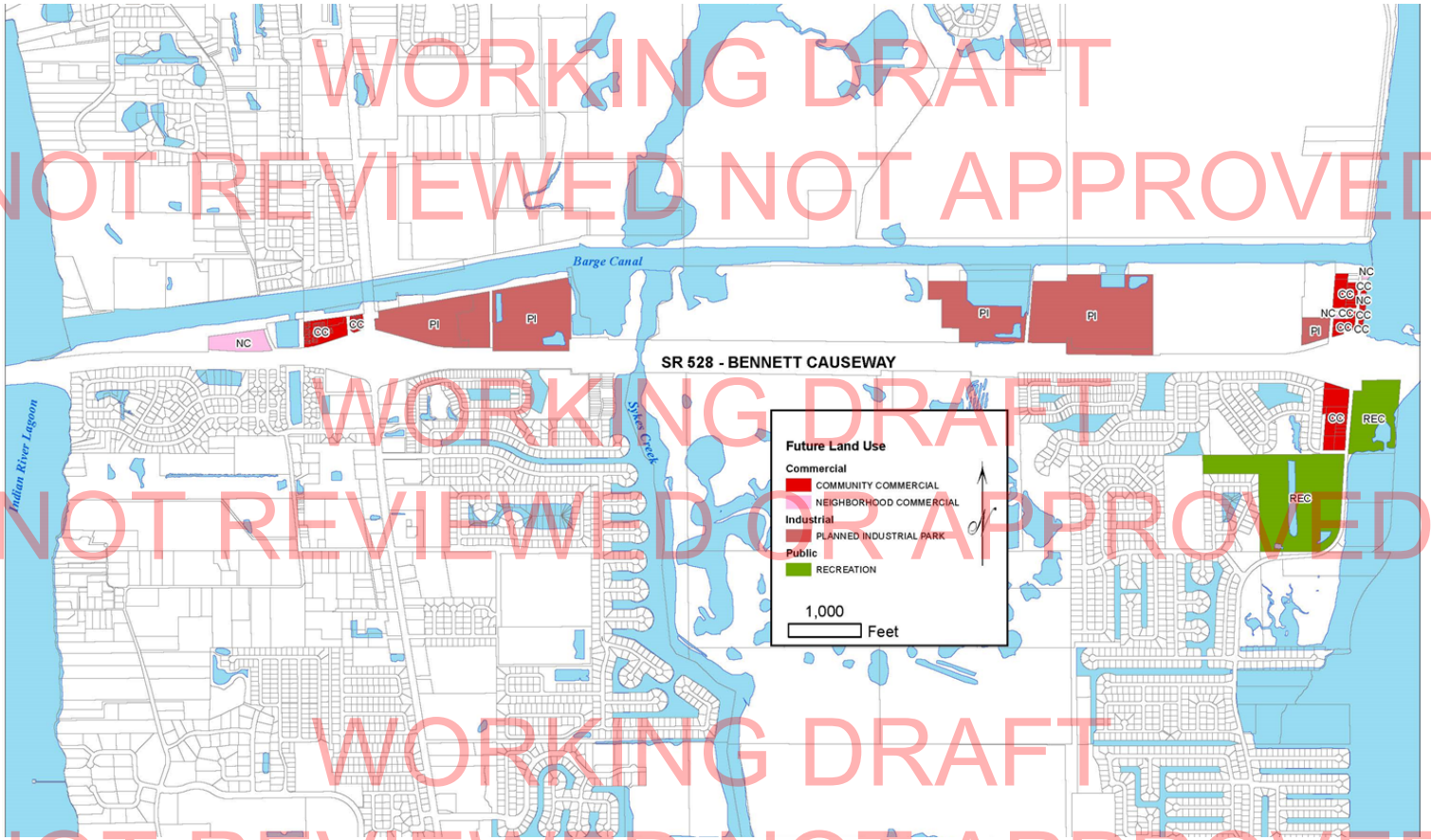
ZONING

At the east end of the Barge Canal sub-area the zoning is mostly BU-1 and BU-2, an intense commercial district which is appropriate for the boat repair and storage that dominates the use on North Banana River Drive north of SR 528. South of SR 528, the properties are primarily vacant with the exception of a convenience store and the park facilities. The BU-2 zoning in this area appears to be a bit heavy considering that most of these properties are vacant and are surrounded on the east and south by County owned park lands.

Almost all of the property between the Banana River Drive intersection to the SR 3 intersection are zoned industrial (PIP Planned Industrial Park). This is appropriate zoning since the industrial character is already established within this area and the large vacant tracts lend themselves to future industrial use. West of the SR 528/SR 3 intersection Cape Crossing Resort and Marina property zoned General Retail Commercial and/or Retail, Warehousing and Wholesale Commercial (BU-1; BU-2).



BARGE CANAL

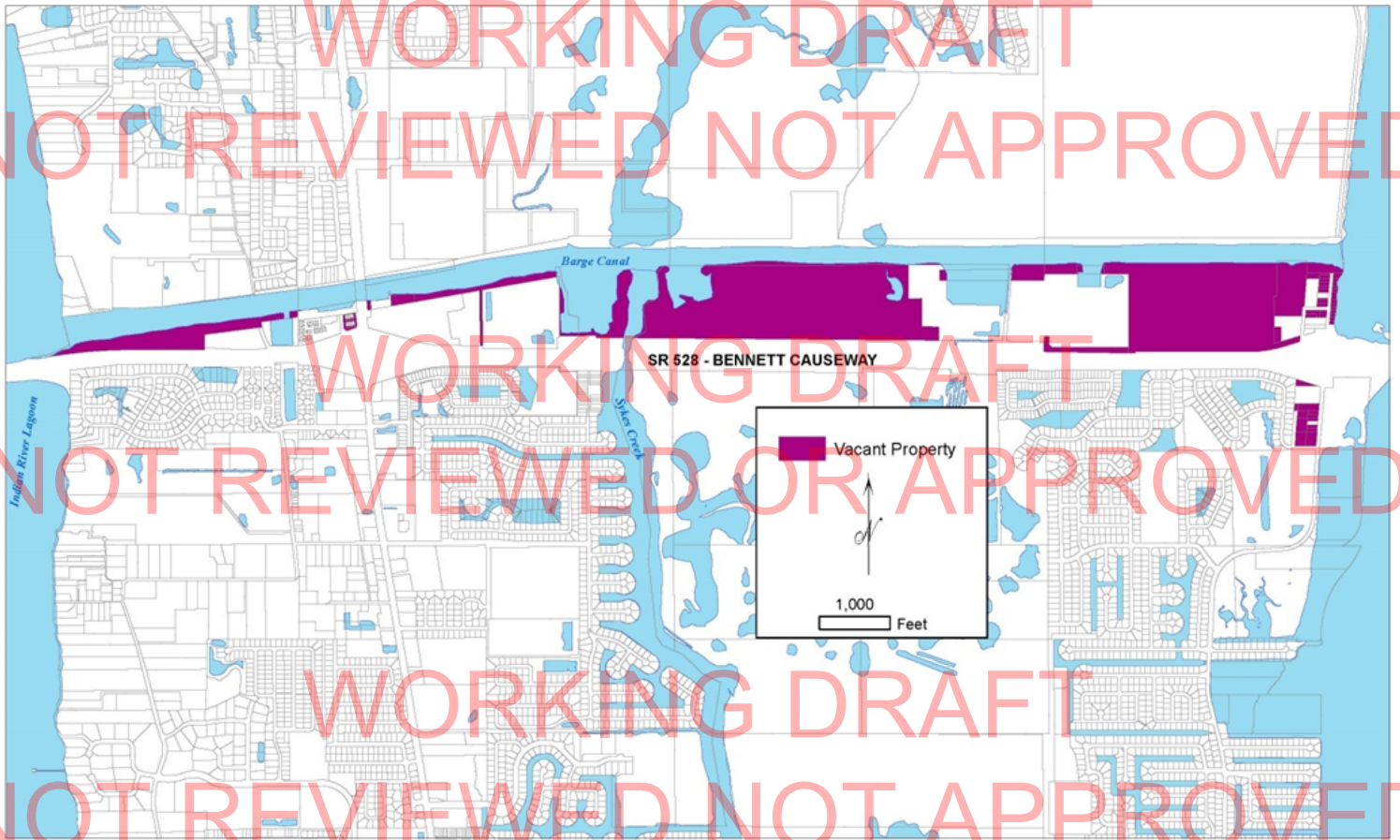


FUTURE LAND USE

Most of the future land use for this sub-area is consistent with the existing zoning: community commercial along N. Banana River Drive, and Industrial (PIP) between the N. Banana River Drive intersection and the SR 528 intersections. Neighborhood Commercial west of SR 3. A new Future Land Use should be considered for the area near the SR 3 and SR 528 intersection.



BARGE CANAL



EXISTING LAND USE

At the east end of the sub-area along North Banana River Drive north of SR 528 the area is primarily characterized by boat and vehicle storage and repair yards with the exception of a retail store, a flex warehouse building, and a parking area for cruise ship passengers. This area generally exhibits a blighting influence due to the dominance of unkempt outside storage and the age and lack of maintenance of the existing buildings. South of SR 528 along Banana River Drive are two well-maintained Brevard County owned

parks, Kelly Park, a waterfront park providing access to the Banana River, and Kelly Park West which provides ballfields, tennis courts, and pavilions. West of the blighted area along North Banana River Drive the tracts include: a large vacant parcel owned by the Canaveral Port Authority; the Aviara Boats Manufacturing Co., which includes four buildings in a well-maintained and functional condition; Harbortown Marina, again a well-maintained facility; a second large vacant parcel owned by the State of Florida; and the well-maintained seven-building manufacturing complex occupied by Arnott Air

Suspension Products and Sea Ray Boats. West of SR 3 is the Cape Crossing Resort and Marina; a cemetery; and vacant land along the Barge Canal owned by the Canaveral Port Authority.



BARGE CANAL EXISTING LAND USE

SEA RAY DRIVE BRIDGE



BRUNSWICK AND HARBORTOWN MARINA



AVIARA



CAPE CROSSING RESORT AND MARINA



CONSISTENCY

Overall, the existing land uses are consistent with both the zoning and the future land use designations within the Barge Canal sub-area. However, the area along the west side of North Banana River Drive south of SR 528 should be reviewed as to whether a lighter commercial zoning district would be more appropriate than the existing BU-2 zoning.



GENERAL AESTHETIC CONDITION

The visual blighting conditions within this sub-area occur on both the east and west ends of the sub-area. North of SR 528 along N. Banana River Drive, the concentration of boat and auto repair and storage yards along with warehouse type buildings reflecting a lack of maintenance, along with the possibility of soil contamination, creates an image of this area which may negatively impact future investment and redevelopment. The central portion of this sub-area between N. Banana River Drive and SR 3 reflect two industrial complexes which are well-maintained and along with the large vacant properties owned by the Port Authority offer many opportunities for future quality industrial development. The properties west of SR 3 in this sub-area appear are an excellent example of redevelopment. With the cooperation and partnership of the Canaveral Port Authority, this area, consisting of the Cape Crossing Resort and Marina property, the Port owned marina and vacant land west of the old cemetery, all with Barge Canal frontage, offer a variety of opportunities for public access to this unique ecosystem.



INFRASTRUCTURE/PUBLIC UTILITIES

Water – The City of Cocoa provides potable water system throughout this sub-area.

Sanitary Sewer – Brevard County provides sewer service throughout this area with the exception of those properties located on North Banana River drive north of SR 528.

Storm Water Management – Except for the newer manufacturing complexes, i.e., Arnott, Sea Ray Boats, Aviara Boats, and Harbortown Marina, few of the remaining properties provide stormwater treatment. This is especially problematic for the boat repair and storage properties along N. Banana River Drive.

Multi-modal Transportation – Sea Ray Drive is the only road providing access for this sub-area east of SR 3 to N. Banana River Drive north of SR 528. This road is a two-lane, fairly well-maintained road with swale drainage. There are no sidewalks or bike paths along this road. West of SR 3, the access to the Cape Crossing Resort and Marina property and the Port marina property, Marine Harbor Drive, is a very poorly designed and maintained dirt road. The access to this area is very close to the on-ramp for SR 528, causing stacking and safety problems which need to be addressed.



CONCLUSION

There are three distinct physical characteristics reflected in this sub-area. At the east end is a concentration of boat repair and open storage facilities with older warehouse type buildings in various stages of disrepair. These uses represents the most significant blighting influence for this area. This, combined with the lack of storm water treatment or sanitary sewer, is a major environmental concern, especially being so close to water bodies, i.e., the Banana River and the Barge Canal.

The second section of this sub-area represents the majority of the land and is a combination of large vacant tracts owned by the Canaveral Port Authority and the State of Florida, as well as several industrial complexes including Arnott Air Suspension, the Sea Ray facility and the Aviara Boat facility, along with Harbortown Marina. All of these developed properties are, for the most part, well-maintained and set the character for the area for future industrial water-related uses. This area represents an outstanding opportunity for future development, especially if the Canaveral Port Authority can become a planning partner in the effort. Possible developments include public recreation, a Riverwalk, bike paths, parking and lookouts.

At the west end of this sub-area are the Cape Crossing Resort and Marina, the Canaveral Port Authority marina, and the cemetery which is well-kept. The only road to these properties is an extremely poorly maintained dirt road. Another challenge for this road is the fact that it accesses SR 3 in very close proximity to the on-ramp to SR 528, creating a major ingress/egress problem. This has become an even larger safety issue with the properties redeveloped to a higher waterfront potential. Once again, in order for these properties to be redeveloped to their highest and best use, the cooperation of the Canaveral Port Authority will be required in the planning effort since they own the actual Barge Canal frontage. It should be noted that this area west of SR 3 offers an excellent opportunity for a waterfront park with public access to the Barge Canal.



IDENTIFIED ISSUES

A concentration of boat auto repair establishments and outside storage along with older deteriorating buildings located in close proximity to the Banana River reflecting both aesthetic and potential environmental concerns.

Little or no public access to the waterfront, especially considering the many commercial and recreational opportunities that present themselves.

Lack of identity or defining entrance to Merritt Island.

Little or no landscaping, signage, or other beautification features at the SR 3/SR 528 overpass and interchange which is a critical focal center for the entrance to Merritt Island. SR 528 is the gateway to Merritt Island, the Port, and the Beaches. As such, the appearance of this area speaks volumes to visitors, tourists, and potential business people, developers, and investors.

Marine Harbor Drive is poorly designed and poorly maintained and needs an upgrade and a maintenance oversight partnership



RECOMMENDED PROJECTS

Cape Crossing District

Construct a pedestrian and bike-trail riverwalk from Kelly Park to the west end of the Barge Canal Trailhead, including connections to the Ulumay Sanctuary Hiking Trail and Kelly Park, North Merritt Island, and east along SR 528 toward Port Canaveral (CRA the boundaries).

Fiscal Year	Magnitude Cost	Potential Funding Sources
2023-34	\$5,544,000	TDC, FIND Grants, State Appropriations, Donations, TIF



RECOMMENDED PROJECTS

Cape Crossing District

Create a Barge Canal waterfront park area. Identify, plan, design, and acquire 1-2 sites for public access and utilization of the Barge Canal Waterfront

Fiscal Year	Magnitude Cost	Potential Funding Sources
2030-34	\$1,000,000	TIF; Port Canaveral, Donations; Service Clubs

Create a concept plan and implement improvements to Kelly Park.

Fiscal Year	Magnitude Cost	Potential Funding Sources
2023-24	\$100,000	TIF

Develop a gateway for the SR 528/SR 3 interchange to include signage and landscaping per the concept plan.

Fiscal Year	Magnitude Cost	Potential Funding Sources
2024-25	\$50,000	TIF; Grants



RECOMMENDED PROJECTS

Cape Crossing District

Implement a pilot property clean-up and code enforcement project to remove abandoned vehicles and clean up shoreline conditions in the eastern industrial open storage area north of SR 528 along North Banana River Drive. This area represents the most significant blighting influence and potential environmental concern for this sub- area.

Fiscal Year	Magnitude Cost	Potential Funding Sources
2025-26	\$25,000	TIF; Volunteer Hours; Donors

Initiate a small area master concept plan with ecotourism water-related activities, trails, kayak launches, or recreation for this area which may include the Canaveral Port Authority's the state of Florida's, and Brevard County's vacant land.

Fiscal Year	Magnitude Cost	Potential Funding Sources
2028	\$25,000	TIF; Grants; Donors

Consider brownfields designation for this sub-area as well as Foreign Trade Zone to provide economic incentives and to draw new employment and new industries.

Fiscal Year	Magnitude Cost	Potential Funding Sources
2028	\$25,000	TIF; Grants





04

SR 3 SUB AREA

State Road 3 (Courtenay Parkway) is the primary north-south corridor through Merritt Island.



SR 3 SUB AREA

DESCRIPTION

The SR 3 sub-area includes Courtenay Parkway and all of the adjacent commercial, multifamily, and vacant properties fronting on the road. It extends from the SR 528 interchange at the northend to Merritt Avenue at the south end. The SR 3 corridor is essentially strip commercial in character. The properties are a mix of suburban shopping, office, restaurant, and both chain and local retail. While many of the buildings are showing their age, they are predominantly of sound construction. While many of the property owners have taken advantage of the Merritt Island Redevelopment Agency's Facade Improvement Program and have significantly improved the aesthetic appeal of their properties, there are still several structures in need of rehabilitation or facade improvements. Typical of strip commercial areas, most of these properties have setbacks that provide for parking in the front of the buildings, but with insufficient separation or buffering between the right-of-way and the parking areas. As a result, acquiring additional right-of-way to accommodate bike paths or additional landscaping is economically prohibitive. Recently, the Florida Department of Transportation (FDOT) and the Merritt Island Redevelopment Agency (MIRA) initiated several design improvements to the southern portion of SR 3. This resulted in an improved cross-section design, upgraded lighting, pedestrian crossings, new traffic signal mast arms, as well as landscaping within the medians. These projects significantly improve the overall aesthetic appearance of this section of the roadway.



DATA SUMMARIES

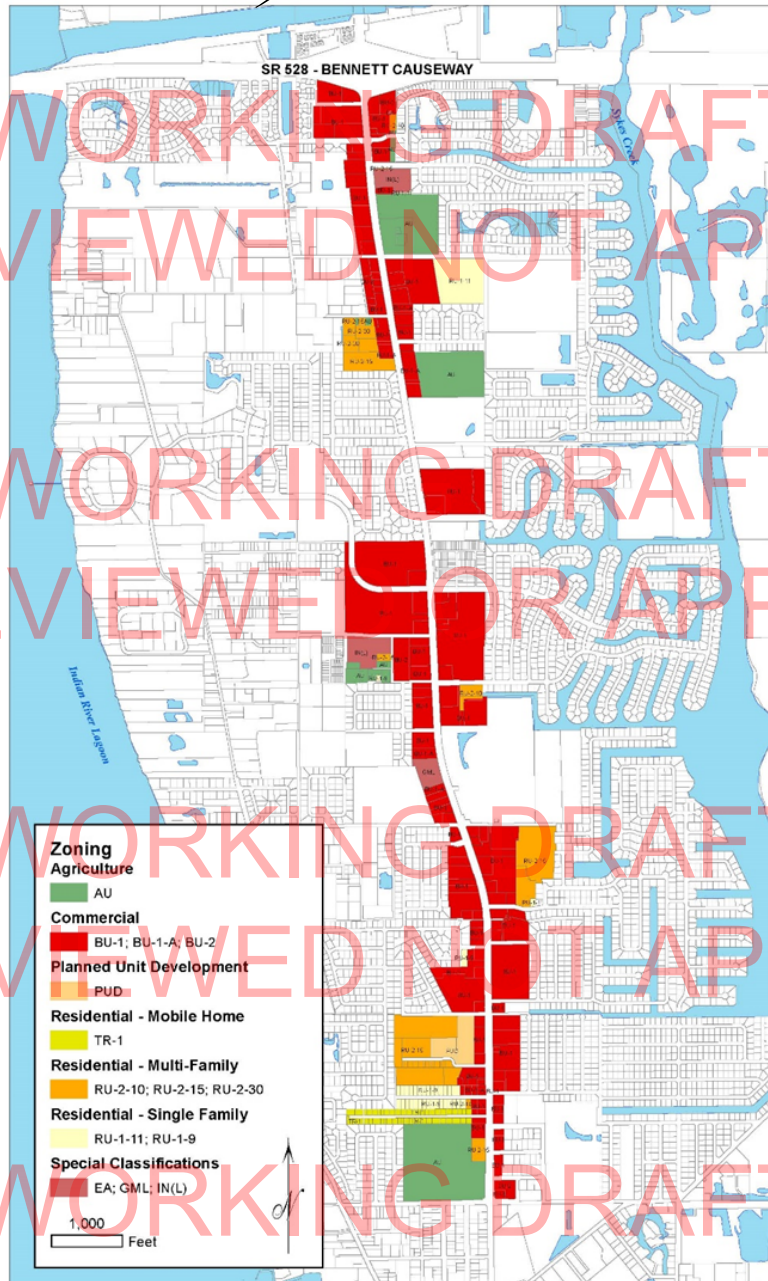
Parcel Size - The size of parcels has a significant impact on the redevelopment potential for any specific property or area. Often, older commercial properties are too small for development under current zoning and land development regulations. Along SR 3 the chronological development, for the most part, took place from south to north with the older buildings concentrated at the south end of the sub-area. (See Age of Structures below.) The size of properties south of Mustang Way is significantly smaller than those north of Mustang Way. Since these parcels were developed prior to more modern development standards they reflect a lack of on-site stormwater treatment, adequate buffers and landscaping, and their smaller size now limits their development potential. When this occurs, often the only recourse is to assemble properties in order to obtain a parcel large enough to meet current design standards. This increases the cost of development which is a deterrent to private sector investment.



Taxable Value - According to data provided by the Brevard County Property Appraiser, the sub-area showed a 29.4% decline in taxable property value from the year 2005 to the year 2011. In comparison, the County's overall taxable value also declined by 29.4% during the same time frame. Property values that are static or declining may indicate a weakening market or reflect a change in the investment image of an area. It should be noted that this time frame has shown a serious economic decline in the real estate market overall. However, the fact that the area's rate of decline is the same as that of the County's overall would indicate that the sub-area is in the same state of economic decline as that of the County as a whole.

Age of Structures - As mentioned previously, the chronological pace of development generally progresses from south to north along SR 3. Within the south portion of this sub-area between Merritt Avenue and Mustang Way, 83% of the commercial buildings were built prior to 1990 with 50 percent being built prior to 1970. This age progression, from south to north, is also reflected in the size of the parcels and the physical condition of the buildings.

SR 3 SUB AREA

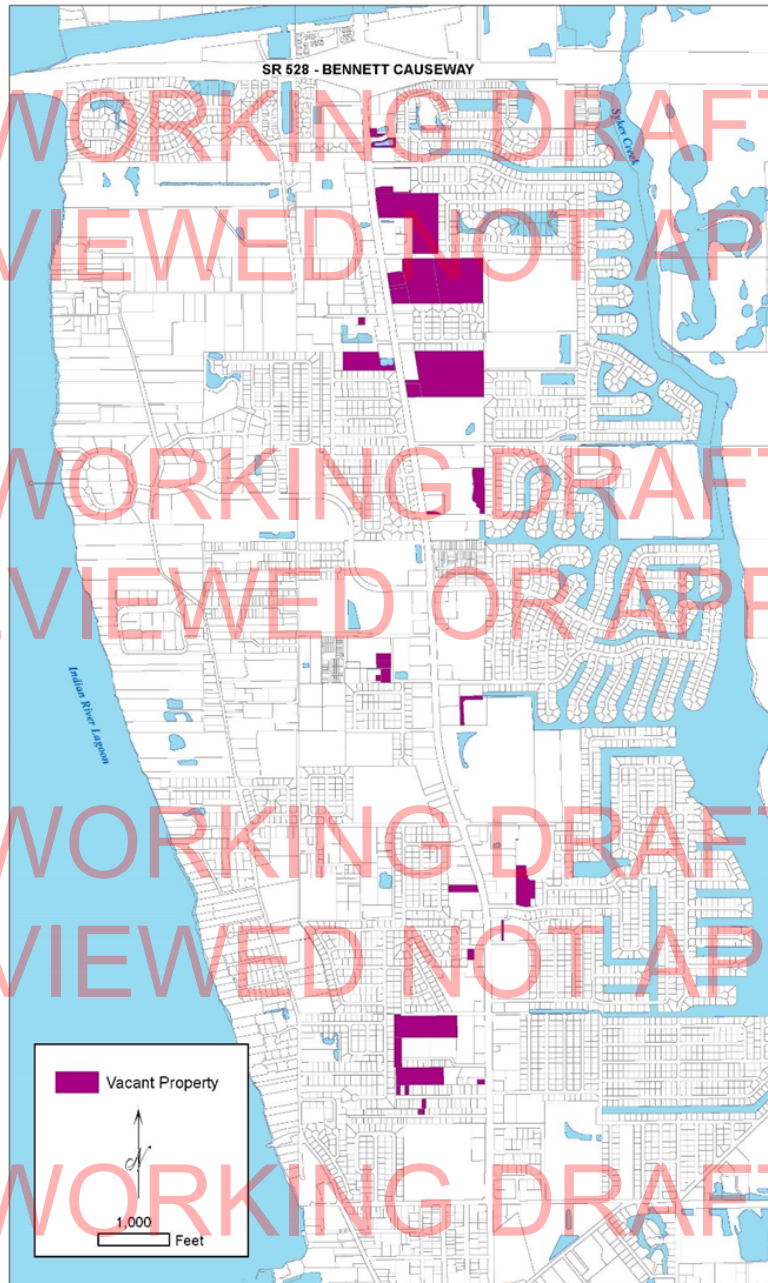


ZONING

With the exception of the ball fields located at Merritt Avenue and SR 3 and Merritt Island High School located at SR 3 and Mustang Way, almost all of the properties within this sub-area fronting on SR 3 are zoned commercial, either BU-1 (general commercial) or BU-1-A (neighborhood commercial). South of Mustang Way, there is a large apartment complex not fronting on SR 3 that is appropriately zoned RU-2-15 (multifamily). Likewise, there is an apartment complex along Minna Lane not fronting on SR 3 that is also appropriately zoned RU-2-15. The density in this sub-area should remain at a medium level favoring RU-2_15 zoning or less.



SR 3 COURTENAY PARKWAY



EXISTING LAND USE

State Road 3 can best be described as a strip commercial arterial corridor. The exceptions to this include three multifamily residential apartment complexes, a government building located at the north end of the sub-area, Merritt Island High School, Merritt Island Public Library, and a recreation complex. In addition, there are approximately six (6) churches dispersed along the corridor. Along with the stand-alone commercial buildings, there are six (6) shopping centers and big box stores of various sizes. State Road 3 is a 100-foot constricted corridor. This means that the existing development pattern does not allow for additional right-of-way acquisition for widening the right-of-way to accommodate landscaping, bike paths, or turn lanes. Therefore, there are few opportunities for development, or redevelopment, with the exception of the vacant lands indicated in the following map. Opportunities to expand the right-of-way and fill-in the ditches running parallel to the road should be explored



SR 3 COURTENAY PARKWAY EXISTING LAND USE

SEA RAY DRIVE BRIDGE

WORKING DRAFT

BRUNSWICK

WORKING DRAFT

AVIARA

WORKING DRAFT

CAPE CROSSING RESORT AND MARINA

WORKING DRAFT

WORKING DRAFT



CONSISTENCY

There are a few properties within this sub-area where the zoning or the future land use designation does not appear to be consistent with the existing use of the property. They include the Brevard County Government Complex located in the north portion of the area. This complex is zoned BU-1 with a future land use designation of Community Commercial rather than GML (Government Managed Lands) and Public Lands—which should be considered as an alternative. The Merritt Island Public Library located in the central portion of the sub-area is appropriately zoned GML; however, it has a future land use designation of Community Commercial instead of Public Lands. Just south of the library there is a small apartment complex which is zoned BU-1 with a Community Commercial future land use designation instead of Multi-Family Residential. Likewise, both north and south of Skylark on the east side of SR 3 are large apartment complexes which are zoned BU-1 and have a future land use designation of Community Commercial instead of RU-2-15 with Multi-family future land use designation. Lastly the county owned baseball fields and recreation complex on Merritt Avenue are zoned AU (Agricultural) instead of GML.

GENERAL AESTHETIC CONDITION

Since the majority of the structures within the south half of this sub-area were constructed prior to 1970, many do not meet modern development building codes and land development regulations. As such, they often lack adequate landscaping, parking and vehicular access. Over the last several years, many property owners have taken advantage of the MIRA facade improvement program and have enhanced the appearance of their properties considerably. However, there are still properties in need of repairs, including facade improvements, landscaping, and storm water retention. Since these older properties are smaller in size, the proliferation of signage, along with the above-mentioned issues, at times creates an unsightly and cluttered appearance. Conversely, most of the properties north of Lucas were developed under more modern regulations and, therefore, reflect a more aesthetic appeal and less cluttered character. It should be mentioned that a significant amount of frontage along the west side of SR 3 north of Crockett Boulevard is dominated by a fence (approximately 1800 linear feet) which separates the Carlton Groves single family subdivision from SR 3. Because of the lack of uniformity in both materials and level of maintenance, this fence adds a distinct blighting influence in this part of the corridor. On a positive note, as a result of recent road design improvements, the Merritt Island Redevelopment Agency in conjunction with FDOT has installed traffic signal mast arms and lighting, along with landscaping and brick pavers within existing medians which has softened the otherwise stark appearance of the south portion of the SR 3 corridor.



INFRASTRUCTURE/PUBLIC UTILITIES

Water – The City of Cocoa provides potable water throughout this sub-area.

Sanitary Sewer - Brevard County provides sanitary sewer throughout this sub-area.

Stormwater Management – While most of the newer developed properties within the north half of this sub-area treat their own stormwater with on-site retention systems, most of the older properties within the south half have no stormwater treatment.

Multi-modal Transportation – State Road 3 (North Courtenay Parkway) is a constricted 100-foot wide corridor with the adjacent properties developed to the road right-of-way line, leaving little or no financially feasible opportunities for right-of-way acquisition and road widening. State Road 3, from State Road 520 to State Road 528 is currently functioning close to the peak of its design capacity and has been assigned a level of service (LOS) designation of “E”. The design capacity of this segment is for 43,900 trips. The current volume is approximately 33,422 trips. The roadway is currently operating at 76% of its design capacity. Further complicating traffic flow on this segment is the fact that there are no north/south parallel local streets, with the exception of North Tropical Trail to the west. Also, the minimal amount of right-hand turn lanes, with the exception of those located at major street intersections, in effect, requires the right travel lane to become a right turn lane, resulting in inefficient traffic movement. Access management along this corridor is almost non-existent, given the number, location, and width of driveways within this area. This extensive side friction also results in further congestion on the road. Street lighting along the corridor, especially along the northern portion of the sub-area, is very poor and in some areas non-existent. This condition also aggravates the safety concerns for both pedestrians and vehicles. Also, the concrete power poles are located only a few feet from the travel lane, creating a serious safety concern. This lack of clear zones throughout the corridor is a problem that will be hard to correct. Lastly, at many of the intersections, driveways are located very close to corners, a situation which does not conform to safety standards. The benches and trash bins adjacent to the roadway are unsightly.



CONCLUSION

The main factor which has determined the physical character of SR 3 has been the chronological timing of the development. The properties developed at the south portion of the sub-area were built earlier than those progressing north to SR 528. This has resulted in most of the aesthetic and design issues being concentrated in the south half of the sub-area. These concerns include: smaller lot size that can no longer be redeveloped under current land development regulations; older structures needing physical or cosmetic improvements; lack of perimeter or parking lot landscaping; proliferation of unsightly signage; absence of on-site storm water management and treatment; and an excessive number of driveway cuts which reduces the functionality of the roadway and creates an unfriendly and often unsafe pedestrian environment. Conversely, the properties located at the north portion of the sub-area have been constructed more recently and, as a result, do not generally exhibit the above-mentioned issues. The bi-directional lanes in the center of this road present significant safety hazards, as does the reduced visibility for turning lanes, and other unsafe or ineffective road design elements.

IDENTIFIED ISSUES

Some buildings in the south half of the sub-area need rehabilitation or facade improvements.

Poor access management and lack of inter- connectivity between commercial uses has resulted in an excessive amount of curb cuts and extensive side friction, and lack of visibility. The SR 3 corridor is a constricted right-of-way which severely limits economically feasible right-of-way acquisition and solutions to this problem.

An unsightly fence for a significant distance along the west side SR 3 north of Crockett and adjacent to the Carlton Grove subdivision.

Poor street lighting along the north half of the SR 3 corridor.

Lack of bike paths along the corridor.

No sidewalks on the west side of SR 3 north of Spruce.

Bi-directional center lanes



RECOMMENDED PROJECTS

Courtenay Parkway Corridor

South Courtenay Pkwy Corridor Improvements: Widening; Drainage; Gateway Landscaping and Signage (Cone Road to Island Blvd)

Priority	Fiscal Year	Magnitude Cost	Expense Category
High	2023-26	\$4,000,000	Infrastructure

Attract Affordable Housing Redevelopment

Target, Select, Market, Assemble Acquire, Sites, Remediate Issues and prepare for affordable housing redevelopment Sale and or RFP Process

Priority	Fiscal Year	Magnitude Cost	Expense Category
High	2023-34		Affordable Housing

Create Form Based Criteria

Create Criteria, Guidelines, and or Code to govern thematic aesthetic compatible Land Use, Site Plan and Curb Appeal standards

Priority	Fiscal Year	Magnitude Cost	Expense Category
High	2023-34		Administrative/Other



RECOMMENDED PROJECTS

Courtenay Parkway Corridor

N. Courtenay Pkwy SR 520 to North Limit of CRA Boundary - Corridor Plan, Design, and Implement Lighting, Traffic safety, Median, Pedestrian Safety and Multi Modal Corridor Improvements, and Plan for Slum and Blight Alleviation.

Priority	Fiscal Year	Magnitude Cost	Expense Category
High	2023-34		Infrastructure

Attract Affordable Housing Redevelopment Target, Select, Market, Assemble Acquire, Sites, Remediate Issues and prepare for affordable housing redevelopment Sale and or RFP Process

Priority	Fiscal Year	Magnitude Cost	Expense Category
High	2023-34		Affordable Housing

Alternative Transportation Model Research and implement model technologies and modes to improve safe efficient traffic flows on Courtenay Parkway

Priority	Fiscal Year	Magnitude Cost	Expense Category
High	2023-24		Infrastructure



RECOMMENDED PROJECTS

Courtenay Parkway Corridor

Organize Business/Owners Business Improvement District (BID) Serving Merritt Park Place, Marine District Town Centre District, and SR 520 Corridor; Courtenay Pkwy and Medical District

Identify Property and Business Owners; Hold educational meetings as to benefits of forming a BID or BOA; Assist in formation process.

Priority	Fiscal Year	Magnitude Cost	Expense Category
Medium	2030-34		Administrative/Other

Continue the successful Facade Improvement program to include landscaping and improved signage

Priority	Fiscal Year	Magnitude Cost	Expense Category

Replace the existing Carlton Grove fence on the west side of SR 3 with a uniform decorative wall.

Priority	Fiscal Year	Magnitude Cost	Expense Category



RECOMMENDED PROJECTS

Courtenay Parkway Corridor

Add upgraded street lighting along the corridor.

Priority	Fiscal Year	Magnitude Cost	Expense Category

Initiate a pre-engineering study to assess cross section options to accommodate bike paths and additional landscaping along SR 3.

Priority	Fiscal Year	Magnitude Cost	Expense Category

Construct sidewalk/bike path on the west side of SR 3 north of Spruce Avenue to SR 528

Priority	Fiscal Year	Magnitude Cost	Expense Category

Pursue FDOT Corridor Study designation with Brevard County to secure funding for aesthetic and functional improvements, including intersections and bus stops.

Priority	Fiscal Year	Magnitude Cost	Expense Category



RECOMMENDED PROJECTS

Courtenay Parkway Corridor

Design engineer, permit and construct roadway safety, signalization, widening, gateway landscaping, signage, drainage and streetscape Improvements from on S Courtenay Parkway from Fortenberry to Cone Road.

Priority	Fiscal Year	Magnitude Cost	Expense Category

Attract Affordable Housing Redevelopment.

Priority	Fiscal Year	Magnitude Cost	Expense Category

Create & Implement Corridor Concept Improvements Plan.

Priority	Fiscal Year	Magnitude Cost	Expense Category

Lighting, Traffic, Pedestrian Multi-Modal Safety Improvements that favor complete street design concepts.

Priority	Fiscal Year	Magnitude Cost	Expense Category



RECOMMENDED PROJECTS

Courtenay Parkway Corridor

Research Alternative Transportation Mode such as Beep Inc. Determine Feasibility, and Implement.

Priority	Fiscal Year	Magnitude Cost	Expense Category

Collaborate to place utilities underground.

Priority	Fiscal Year	Magnitude Cost	Expense Category

Fill in ditches and replace with either wider roads or pedestrian paths.

Priority	Fiscal Year	Magnitude Cost	Expense Category

Replace bi-directional center lanes with medians and implement traffic-calming design elements.

Priority	Fiscal Year	Magnitude Cost	Expense Category





05

WORKING DRAFT

NOT REVIEWED NOT APPROVED

WORKING DRAFT

NOT REVIEWED OR APPROVED

CONE ROAD SUB AREA

The Cone Road Sub-Area encompasses the seriously deteriorating industrial lands located south of Cone Road and north of the Merritt Island Airport.

WORKING DRAFT

NOT REVIEWED NOT APPROVED

WORKING DRAFT

NOT REVIEWED NOT APPROVED

WORKING DRAFT

NOT REVIEWED NOT APPROVED

WORKING DRAFT

NOT REVIEWED NOT APPROVED





WORKING DRAFT

NOT REVIEWED OR APPROVED

CONE ROAD SUB AREA

DESCRIPTION

The area supports many small industrial and service-related businesses. It is not designed as an industrial park, in that each parcel is a stand-alone development with private access, utilities, stormwater, etc. Compliance with current land development regulations seems to vary from parcel to parcel. In addition, there are several properties which appear to be utilized for residential purposes. Also, there is a parcel of property owned by Brevard County (approximately 5.7 acres) which is being utilized by the Brevard County Public Works Department as the District 2 Operations Center and Storage Area.

Lastly, south of Cone Road are two large vacant parcels, one fronting on Newfound Harbor, totaling approximately 24 acres.

North of Cone Road, the majority of the property is owned by Brevard County and is to be utilized as a future regional stormwater management facility and public recreation area. Also, on the north side of Cone Road is a north-south roadway, Plumosa Street, which is a collector road. Fronting on this street is a variety of commercial uses mixed with some residential uses.

WORKING DRAFT

NOT REVIEWED NOT APPROVED

WORKING DRAFT



DATA SUMMARIES

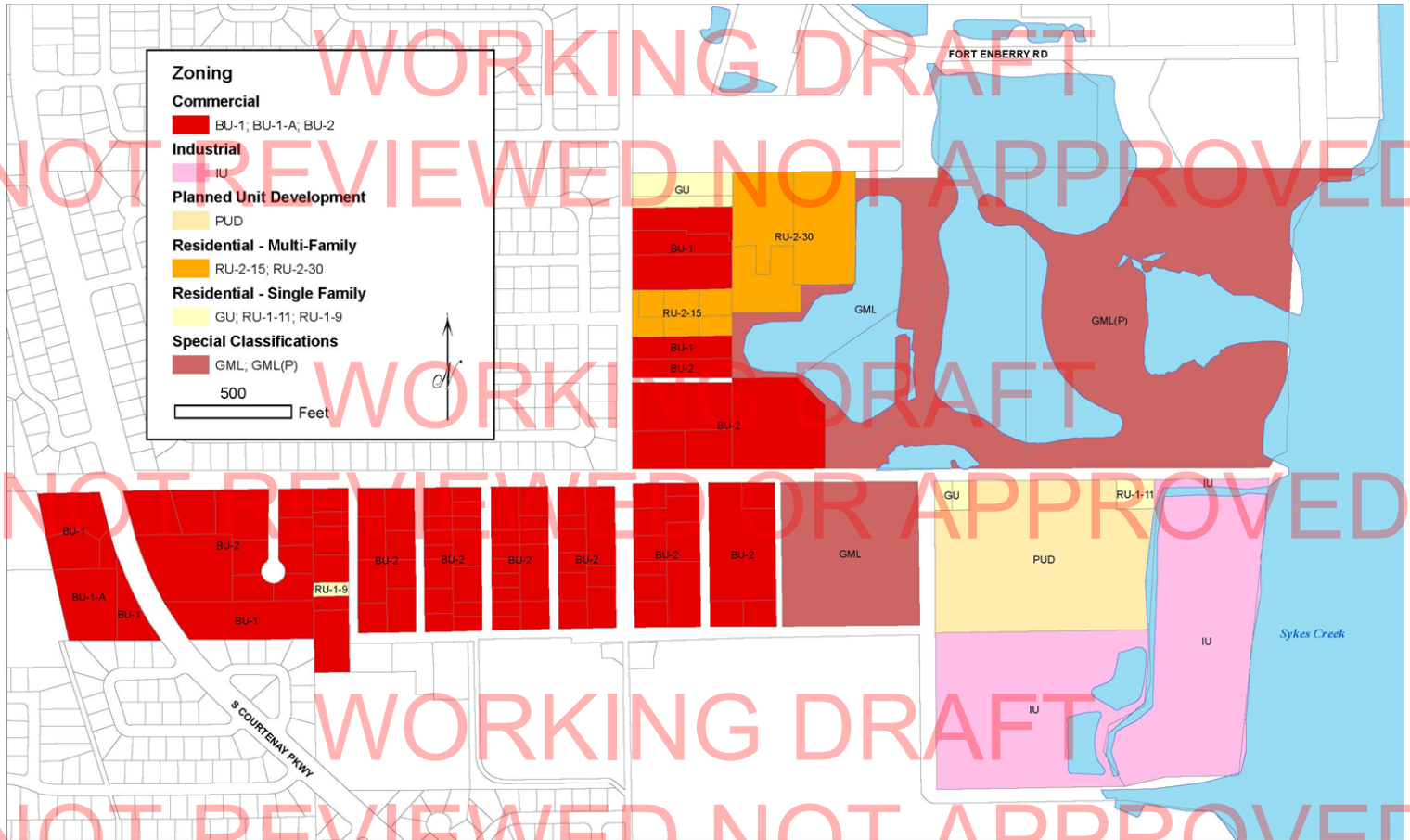
Parcel Size – The size of parcels has a significant impact on the redevelopment potential for any proposed property. Typically, older platted subdivisions and commercial properties are too small to meet current land development regulations which require stormwater management, landscape buffers, access management, zoning setbacks and parking requirements. The Cone Road Area was originally platted for single family use with small lots that have been converted to commercial storage, warehousing, heavy commercial, and industrial uses. Due to this fact, many of the properties in this area do not meet current land development regulations as mentioned above, nor do they meet the minimum lot area requirements listed in the Brevard County Zoning Code. They are therefore considered non-conforming lots of record. Contemporary development trends favor larger sites for redevelopment as they offer the flexibility to provide a variety of uses and a mix of activities. Larger sites also reduce the complexities involved with assembly of smaller parcels to support large scale redevelopment projects.

Taxable Value - Ideally, the value of property should increase over time and show signs of growth somewhat consistent with trends in growth of the overall economy. Property values that are relatively static or declining may indicate a weakening market or reflect a change in the investment image of an area for several reasons. It is the intent of the Community Redevelopment Act to preserve the tax base and, therefore, the revenues for taxing authorities to support public services. According to data available from the Brevard County Property Appraiser, the Study Area showed a 46.4% decline in taxable value from the year 2005 to 2011. In comparison, the County's taxable values decreased by 29.4% during the same period. It should be noted that this time frame has shown a serious economic decline in the real estate market overall. However, the fact that the area's rate of decline is higher than that of the County's overall would indicate that the sub-area is in a more serious decline than the County as a whole.

Age of Structures – The age of structures is a potential contributor to the declining conditions and high vacancy rates witnessed in the study area. Aging buildings typically require increased maintenance and repair. Additionally, the interior space, exterior appearance, and functional aspects of older buildings may be considered obsolete for modern market demands. The age of a building in and of itself is not a blighting condition. If adequate investment and maintenance is made, older buildings can remain viable and desirable in the real estate market. In fact, the historic building stock lends to the attractive neighborhood setting and has contributed to the resurgence of private renovations, occurring primarily in the Merritt Park Place area within the CRA. Conversely, in the Cone Road Area, a concentration of older, poorly maintained and dilapidated buildings creates many negative influences in an area including a loss of economic status, a lack of interest in new development, an increased occurrence of crime, and decreased revenues for businesses. GIS data indicates that approximately 58% of the structures are over forty years old. The older structures are generally concentrated on smaller parcels, and are not as well maintained as newer structures and facilities in the area.



CONE ROAD



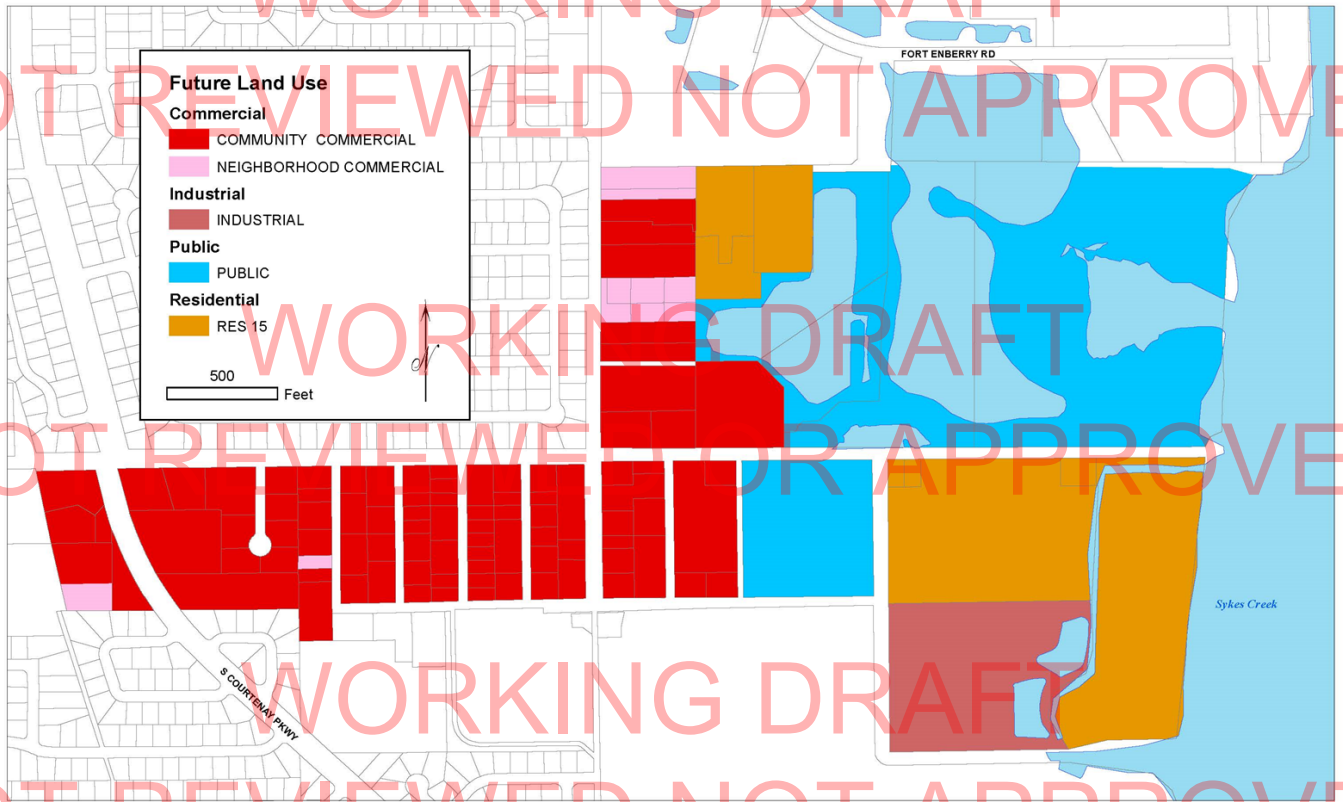
ZONING

Much of the industrial area south of Cone Road is zoned BU-1 (general commercial) or BU-2 for heavy commercial use. The county owned property is zoned appropriately as government managed lands (GML). The large vacant parcels are zoned Planned Unit Development (PUD) and Light Industrial (IU). In addition, there are four (4) spot residential zonings along Cone Road and Azalea which are incompatible with the surrounding zoning and existing land uses.

North of Cone Road, the county owned parcels are zoned GML while the frontage properties along Plumosa and Breakwater are zoned primarily commercial ((BU-1 and BU-2) with some medium and high density residential (RU-2-15 and RU-2-30).



CONE ROAD



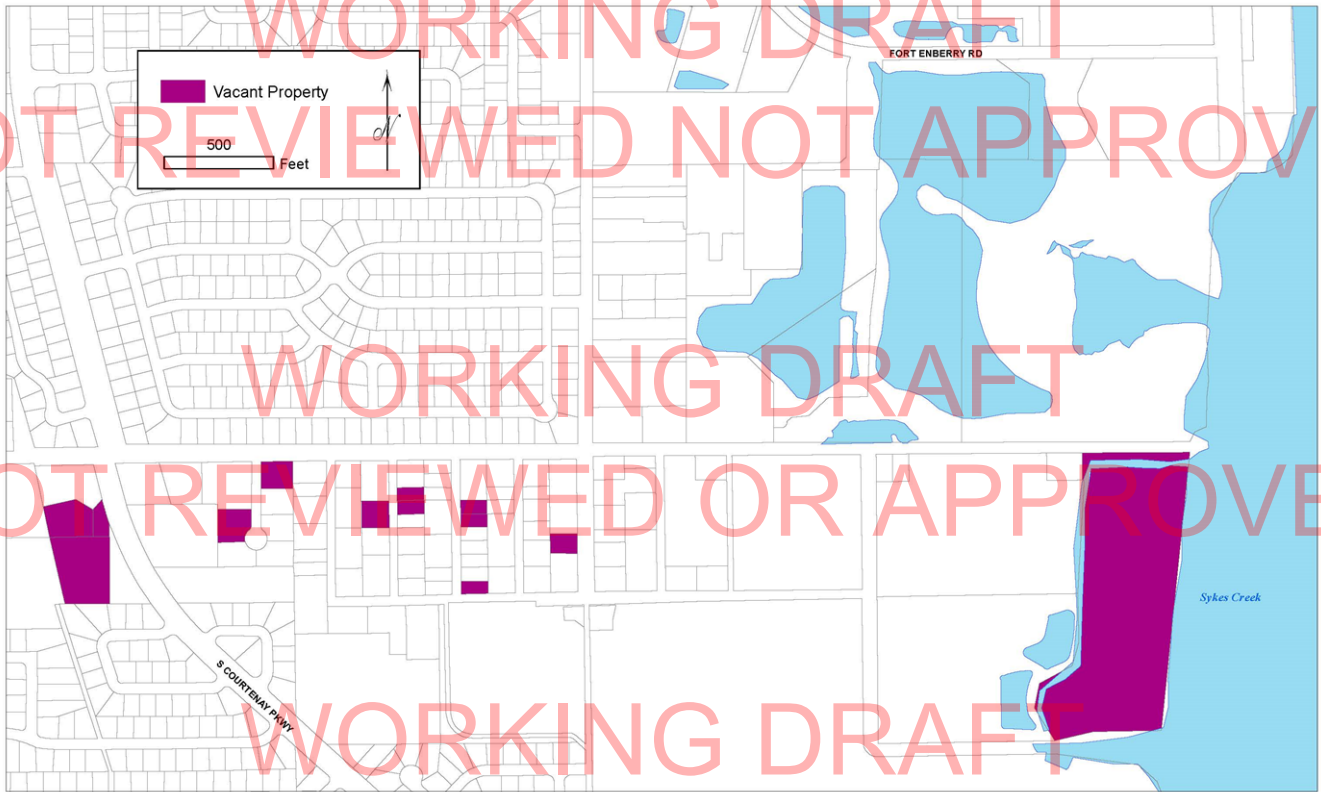
FUTURE LAND USE

The future land use designations south of Cone Road are, for the most part, consistent with the zoning districts discussed above. A predominance of community commercial in the industrial area, residential 15 and public for the vacant land, and county owned land at the east end of Cone Road. One apparent conflict with regard to land use designation is with the vacant property fronting on Newfound Harbor, which is zoned industrial (IU) with a future land use of residential 15.

North of Cone Road the future land use designations again appear to be consistent with the designated zoning districts since the residentially zoned properties along Plumosa and Breakwater are allowed in the neighborhood commercial land use classification. The one exception is the county owned property which is appropriately zoned government managed lands, but the future land use classification is medium density residential (Res 15).



SR 3 SUB AREA



EXISTING LAND USE

With the exception of the large vacant parcels located south of Cone Road on the east end and the county owned property north of Cone Road, the majority of the property in the Cone Road Sub Area is developed. The following map and chart indicate the vacant parcels within the area. As would be expected, the vast majority of uses south of Cone Road in the industrial area consist of light and heavy industrial, as well as several service related businesses. North of Cone Road along Plumosa and Breakwater there are a variety of commercial uses with a few low and medium density residential uses.



CONSISTENCY

For the most part, the existing land uses are consistent with both the zoning and future land use designations within the Cone Road Sub-Area.

WORKING DRAFT

NOT REVIEWED NOT APPROVED

WORKING DRAFT

NOT REVIEWED OR APPROVED

GENERAL AESTHETIC CONDITION

The industrial area south of Cone Road was originally platted as a single-family residential subdivision with lot dimensions of 50 feet wide and 150 feet deep. While most of these lots have been combined to accommodate their current uses, the properties are still relatively small considering the heavy industrial nature of the uses. As a result, the congestion and visual blight throughout this area is well established and difficult to remedy. While many of the commercial properties are well-kept and well-maintained, others are in varying stages of disrepair. A majority of the supply storage areas are cluttered and unkempt, many structures are deteriorated or deteriorating, and vacant lots are not well-maintained.

North of Cone Road along the commercially developed corridor of Plumosa Street, the physical appearance reflects a diverse mixture of newer well-kept businesses and older buildings in a state of decline, a condition typical of many strip commercial corridors.

WORKING DRAFT

NOT REVIEWED NOT APPROVED

WORKING DRAFT



INFRASTRUCTURE/PUBLIC UTILITIES

Water – The entire Cone Road Sub-Area is serviced with potable water provided by the City of Cocoa

Sewer – The entire Cone Road Sub-Area is serviced with sanitary sewer by Brevard County with the exception of the industrial area south of Cone Road which, in spite of its small lots and heavy use density, relies on septic systems.

Transportation – Cone Road is very narrow. It dead-ends near Newfound Harbor but has no adequate turn-around and provides no water access.

Stormwater Management – The entire Cone Road sub-area is characterized by a lack of basin wide stormwater retention and treatment. The exception to this is those relatively new commercial buildings along Plumosa Drive that, because of modern stormwater rules, were required to provide their own stormwater retention system.

WORKING DRAFT

NOT REVIEWED NOT APPROVED

WORKING DRAFT

NOT REVIEWED NOT APPROVED

WORKING DRAFT

NOT REVIEWED NOT APPROVED

WORKING DRAFT



CONCLUSION

The Cone Road sub-area reflects two separate characters. South of Cone Road is a heavy industrial area with a substantial number of deteriorating structures and on-site storage and dumping issues. In addition, many of these uses are located on small lots relative to the nature of the use. Also, the lack of sanitary sewer in this area is a strong deterrent to private sector investment, especially for commercial and industrial properties. Several properties have been converted to sewer, but many remain on septic.

The industrial areas south of Cone Road also exhibit a significant number of aging structures. Aging buildings typically require increased maintenance and repair. Additionally, the interior space, exterior appearance, and functional aspects of older buildings may be considered obsolete for modern market demands.

North of Cone Road the sub-area reflects a strip commercial character along Plumosa Street. While there are some older buildings, more modern structures dominate this corridor.

With regard to the road corridors within this sub-area, Cone Road exhibits a combination of safety and aesthetic concerns. There is no turnaround or river access at the east end. Improvements would provide the opportunity for road-widening and the addition of sidewalks and bike paths. Lastly, the west half of Cone Road on the north side and the entire west side of Plumosa Street is bordered by rear lots of the Bel Aire single family subdivision. Currently, these homes are buffered from Cone Road and Plumosa Street primarily by a six-foot wooden fence which is in a significant amount of disrepair.

IDENTIFIED ISSUES

Severe deterioration of properties and structures.

Vacant buildings.

Inadequate lot sizes.

Cone road is narrow and lacks.

Development and redevelopment are constrained by the need to comply with restrictive land development and stormwater requirements.

The area lacks identity as an industrial zone.

Conflicting land uses, as several parcels remain in residential use.

Lack of sanitary sewer in some locations.

Cone Road dead-ends without adequate turnaround and does not provide access to the water.

Unsightly wooden fences bordering the north side of Cone Road and the west side of Plumosa Street.

RECOMMENDED PROJECTS

Cone Road Corridor

Cone Road Corridor Improvements
Improve Lighting, Safety and Access

Priority	Fiscal Year	Magnitude Cost	Expense Category
Low	2023-34	\$300,000	Infrastructure

Cone Road Business Park Plan
Create and Implement Improvements Plan for Lighting, Parking, Signage,
Wayfinding

Priority	Fiscal Year	Magnitude Cost	Expense Category
Low	2023-34		

Rezone residential properties to commercial or industrial.

Priority	Fiscal Year	Magnitude Cost	Expense Category

Provide for waterfront park and waterfront access.

Priority	Fiscal Year	Magnitude Cost	Expense Category



RECOMMENDED PROJECTS

Cone Road Corridor

Initiate preliminary engineering for stormwater management plan.

Priority	Fiscal Year	Magnitude Cost	Expense Category

Initiate preliminary engineering for sanitary sewer extension.

Priority	Fiscal Year	Magnitude Cost	Expense Category

Investigate Brownfield designation.

Priority	Fiscal Year	Magnitude Cost	Expense Category

Work with the Titusville-Cocoa Airport Authority to coordinate economic development goals in and around the Merritt Island Airport.

Priority	Fiscal Year	Magnitude Cost	Expense Category



RECOMMENDED PROJECTS

Cone Road Corridor

Replace deteriorating wood fences on the north side of Cone Road and the west side of Plumosa Street with a more permanent decorative wall.

Priority	Fiscal Year	Magnitude	Cost	Expense Category



06
WORKING DRAFT
NOT REVIEWED NOT APPROVED

WORKING DRAFT
NOT REVIEWED NOT APPROVED
SR 520 COMMERCIAL CORE
SUB AREA

State Road 520 (also known as Merritt Island Causeway) is the primary west/east major arterial road, extending from Cocoa on the mainland through Merritt Island to Cocoa Beach.

NOT REVIEWED NOT APPROVED



WORKING DRAFT
NOT REVIEWED NOT APPROVED





DESCRIPTION

The SR 520 Commercial Core Sub-Area extends the entire length of SR 520 from the Indian River Lagoon on the west and to the Banana River Lagoon on the east. It extends north to approximately Merritt Avenue and south to approximately Fortenberry Road. This sub-area can be divided into three separate segments:

- East Merritt Island which includes that area north and south of SR 520 east of Kiwanis Island.
- Central Area which includes that area along SR 520 from Newfound Harbor on the east to Courtenay Parkway (SR 3) on the west, and extending north to Merritt Avenue and south to Fortenberry Road.
- West Merritt Island from Courtenay Parkway (SR 3) on the east to the Indian River Lagoon on the west and extending approximately from Merritt Avenue on the north to approximately 900 feet south of Fortenberry Road on the south.

The SR 520 Commercial Core Area has a diverse mix of regional and local commercial uses. The area includes

Merritt Square Mall which was once one of the predominant regional shopping destinations for Brevard County. In addition, the area includes major user groups such as car dealerships, box retail stores, historical Merritt Park Place, (the oldest residential subdivision on Merritt Island now transitioning to commercial use), and the Merritt Island Baptist Church campus at the west portion of this sub-area. Also, it should be noted that Griffis Landing and the medical district are two of the key waterfront properties located within this sub-area with redevelopment potential.



DATA SUMMARIES

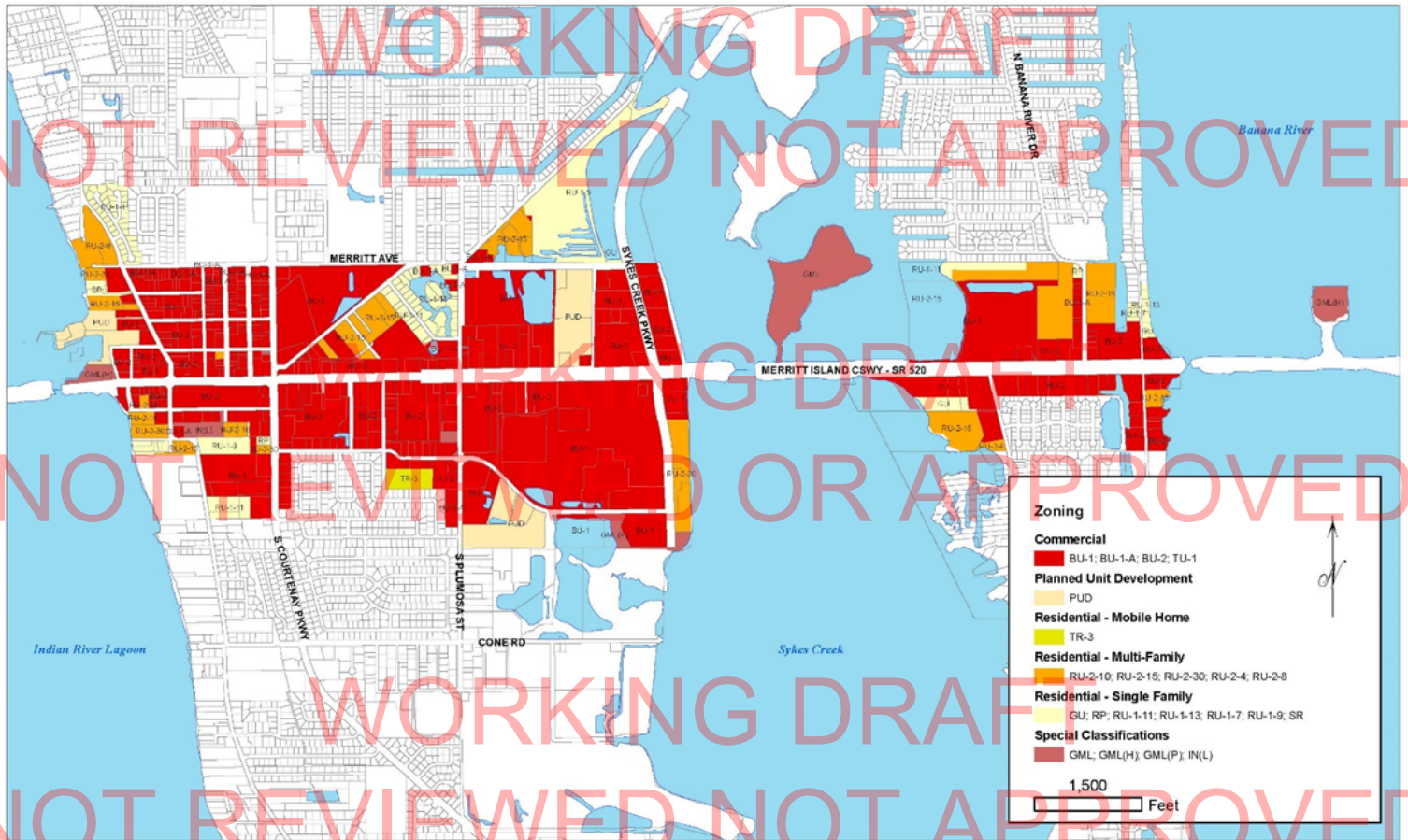
Parcel Size -- Once again, the timing of the development within the SR 520 Commercial Core Sub- area has significantly determined the size of the developed parcels in this area. The chronological age of development along the SR 520 corridor begins with the oldest developed lots at the western portion of this sub-area and progressively getting newer going east. As would be expected, the lot sizes in the older developed area at the west end are significantly smaller than those to the east. From a redevelopment standpoint, the smaller lots to the west would have to be assembled in order to be redeveloped and to provide enough area to accommodate modern development requirements such as storm water retention, landscape buffers, parking, etc. Again, as would be expected, these older, smaller developed lots are in the most need of redevelopment; however, the acquisition and assemblage of these properties often makes the cost of developing new projects prohibitive.

Taxable Value - Ideally the value of property should increase over time and show signs of growth somewhat consistent with trends in growth of the overall economy. Property values that are relatively static or declining may indicate a weakening market or reflect a change in the investment image of an area for several reasons. It is the intent of the Community Redevelopment Act to preserve the tax base and therefore the revenues for taxing authorities to support public services. According to data available from the Brevard County Property Appraiser, this sub- area showed a slight decrease (11.2%) in taxable value from the year 2005 to 2011. In comparison, the County's taxable values decreased by 29.4% during the sametime frame. It should be noted that this time frame has shown a serious economic decline in the real estate market overall. However, due to the fact that the County's rate of decline is higher than that of the sub-area, it would indicate that the County as a whole is in a more serious decline than the sub-area.

Age of Structures -- As mentioned, the chronological pace of development generally progresses from west to east along SR 520 in Merritt Island. Within the sub- area, 47% of the buildings were constructed prior to 1969 (28% prior to 1960) with the vast majority of these being within the west half of the sub-area.



SR 520 COMMERCIAL CORE

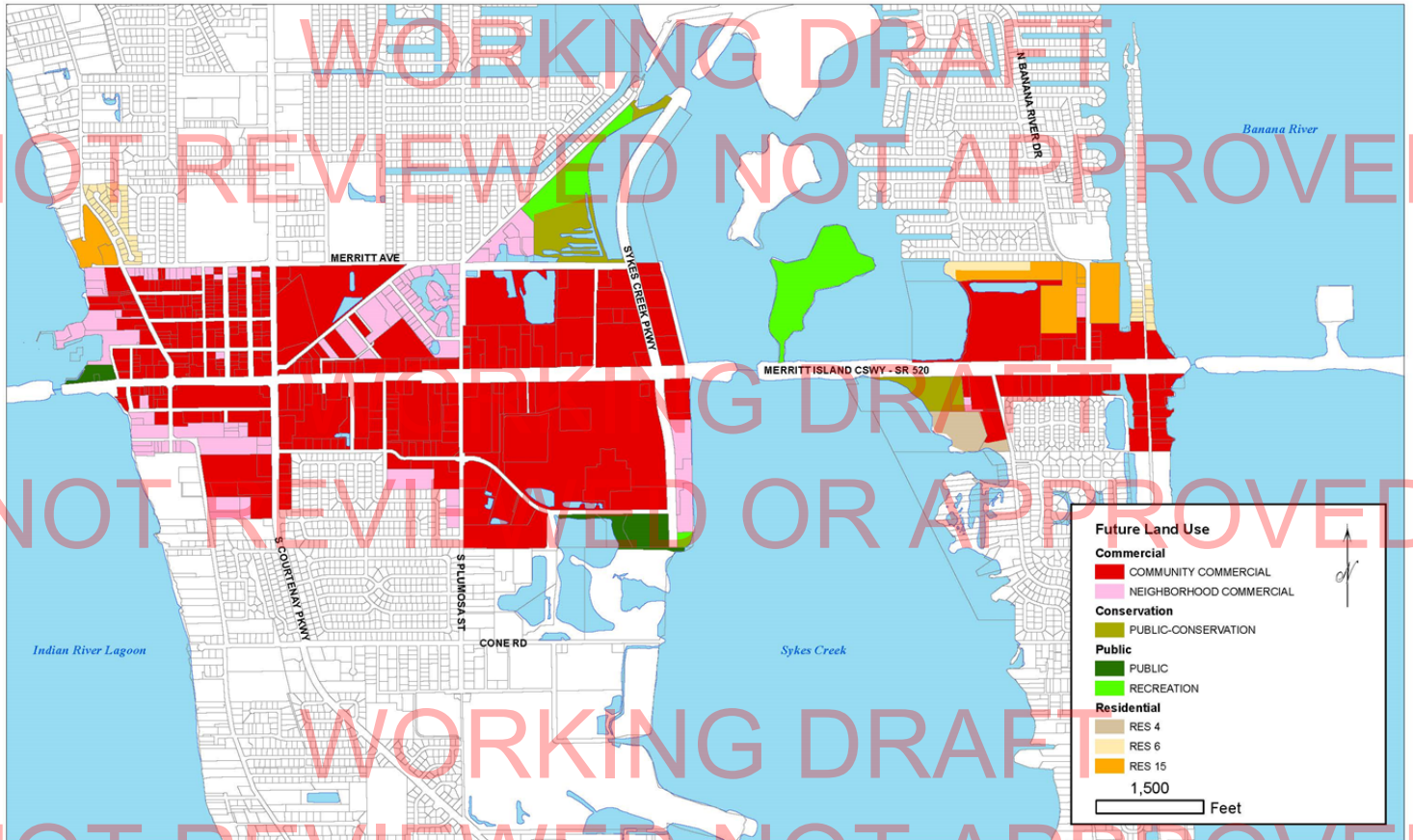


ZONING

The SR 520 Commercial Core Sub-Area is, for the most part, zoned for commercial use. The exception to this includes the multi-family projects scattered throughout the perimeter of the area, as well as two single family subdivisions. The two predominant zoning districts for this area are either BU-1 (retail commercial) or BU-2 (general commercial for more intense commercial uses). The multi-family residential uses are zoned RU-2-15 (medium density residential), while the two single family subdivisions are zoned RU-1-7.



SR 520 COMMERCIAL CORE



WORKING DRAFT

FUTURE LAND USE

With very few exceptions, the future land use classification for this sub-area is consistent with the existing zoning. The future land use of the neighborhood commercial parcels should be re-evaluated for best use opportunities that complement the commercial core area and a town center environment.

WORKING DRAFT



SR 520 COMMERCIAL CORE

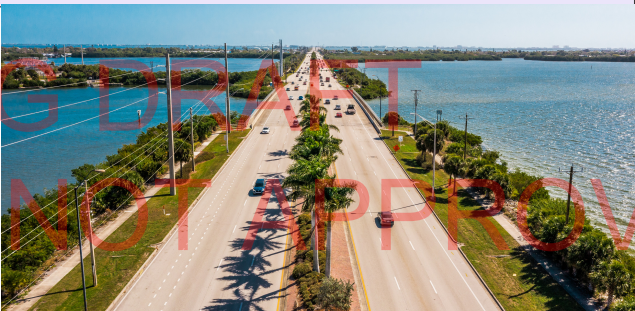
GRIFFIS LANDING



MERRITT TOWERS AND MERRITT SQUARE MALL



SR 520 CORRIDOR



VETERANS MEMORIAL CENTER AND PARK



SR 520 COMMERCIAL CORE

EXISTING LAND USE

The east section of the SR 520 sub-area, east of Kiwanis Island, is primarily characterized by several major car dealerships, a Super Walmart store, and a variety of strip commercial retail, restaurants, and offices. The commercial development within this area is primarily newer projects on larger lots, meeting current land development regulations and projecting a more modern appearance. There is also a large multi-family residential project, the Merritt Island Co-op, located at the northeast portion of this section.

The central section of this sub-area between Sykes Creek Boulevard and Plumosa Street is dominated by Merritt Square Mall, which is an indoor shopping mall located on the south side of SR 520 and is anchored by major retailers such as J. C. Penney, Macy's, and Dillard's. The mall also includes several chain restaurants and numerous retail stores. Sears, a former anchor store, closed in 2021 leaving a 120,000 square-foot vacant space. The north side of SR 520 in this section is characterized by the Sabal Pointe Plaza anchored by Michaels craft store. There are also several retail chains such as Office Depot and B.J.'s; restaurants such as LongHorn Steakhouse, and Chili's Grill & Bar,; and Harbor Del Rio, a multifamily residential condominium fronting on Merritt Avenue.

The area between Plumosa and SR 3 is characterized by a shopping center anchored by Home Depot fronting on SR 3. There is an apartment complex fronting on Palmetto Avenue and a motel with access to SR 520. On the south side of SR 520 is a shopping center anchored by Publix and T.J. Maxx which fronts on SR 520 and SR 3 and numerous restaurants, including Olive Garden, Red Lobster, Denny's, Starbucks, etc. Most of these older buildings meet modern development standards such as stormwater retention, landscaping and proper ingress and egress; however, there are still some developments scattered throughout, both on the north and south side of SR 520, that do not meet current development regulations. Despite the age of these structures, an aggressive MIRA funded facade improvement program instituted in the last several years has improved the general aesthetic appearance along this portion of the corridor considerably.



SR 520 COMMERCIAL CORE

EXISTING LAND USE CONTINUED

The west section of this sub-area between SR 3 and the Indian River Lagoon features the Merritt Park Place historical district. This commercial district is located north of SR 520 with SR 3 to the east and Tropical Trail to the west. This area was the first single family residential subdivision on Merritt Island. Over the years, however, these single-family homes began transitioning to commercial use. Several years ago, the Merritt Island Redevelopment Agency decided to encourage this transition by initiating a major infrastructure construction project to extend sanitary sewer, replace aging water lines, and install piped storm water drainage in the area. The streets were reconfigured to include resurfacing, landscaped medians, and sidewalks. These improvements helped to transform an older decaying neighborhood into a vibrant historic commercial area featuring a variety of small businesses. South of SR 520 in this area, the predominant feature is the Merritt Island Baptist Church campus which enjoys almost 1,400 feet of frontage along this portion of SR 520. Another important feature of this west area is the Griffis Landing property which is located on the Indian River Lagoon. This property has been purchased by Brevard County and is being planned as a working waterfront providing much needed public access to the lagoon.

WORKING DRAFT

NOT REVIEWED NOT APPROVED

WORKING DRAFT

NOT REVIEWED NOT APPROVED

WORKING DRAFT

NOT REVIEWED NOT APPROVED

WORKING DRAFT



CONSISTENCY

For the most part, the existing land uses within this sub-area are consistent with both the designated zoning districts and future land use designations.

WORKING DRAFT

NOT REVIEWED NOT APPROVED

WORKING DRAFT

NOT REVIEWED OR APPROVED

WORKING DRAFT

NOT REVIEWED NOT APPROVED

WORKING DRAFT

NOT REVIEWED NOT APPROVED

WORKING DRAFT

NOT REVIEWED NOT APPROVED

WORKING DRAFT

NOT REVIEWED NOT APPROVED



GENERAL AESTHETIC CONDITION

Since the majority of the structures within the south half of this sub-area were constructed prior to 1970, many do not meet modern development building codes and land development regulations. As such, they often lack adequate landscaping, parking and vehicular access. Over the last several years, many property owners have taken advantage of the MIRA facade improvement program and have enhanced the appearance of their properties considerably. However, there are still properties in need of repairs, including facade improvements, landscaping, and storm water retention. Since these older properties are smaller in size, the proliferation of signage, along with the above-mentioned issues, at times creates an unsightly and cluttered appearance. Conversely, most of the properties north of Lucas were developed under more modern regulations and, therefore, reflect a more aesthetic appeal and less cluttered character. It should be mentioned that a significant amount of frontage along the west side of SR 3 north of Crockett Boulevard is dominated by a fence (approximately 1800 linear feet) which separates the Carlton Groves single family subdivision from SR 3. Because of the lack of uniformity in both materials and level of maintenance, this fence adds a distinct blighting influence in this part of the corridor. On a positive note, as a result of recent road design improvements, the Merritt Island Redevelopment Agency in conjunction with FDOT has installed traffic signal mast arms and lighting, along with landscaping and brick pavers within existing medians which has softened the otherwise stark appearance of the south portion of the SR 3 corridor.

West of Plumosa Avenue in this central portion of the sub-area, the commercial development has taken place on smaller lots and reflects older structures. Many of these businesses have benefited enormously from the MIRA funded facade improvement program and, as a result, the general appearance of this portion of SR 520 has improved significantly over the last several years. There are still a few strip commercial properties, including an older shopping center with a high vacancy rate on the south side of SR 520 that could benefit from MIRA's Facade Improvement Program.

West of SR 3, the sub-area is characterized by the well-maintained and landscaped Baptist Church campus which takes up the majority of the south side of SR 520 in this area. The balance of this portion of the sub-area consists of a variety of older and newer strip commercial buildings, many in need of rehabilitation and facade improvements. The section of the SR 520 right-of-way west of Plumosa Avenue to the Indian River, with the exception of the Baptist Church frontage, has minimal landscape enhancements with little participation from private property owners because of the limitations of available frontage. Merritt Park Place, the historic single-family subdivision which underwent significant infrastructure and landscaping improvements stands as an excellent example of a redevelopment success within this SR 520 commercial core sub-area. The entrance to Merritt Island from the Cocoa mainland features Waterway Park. This park is a county owned facility providing public access to the water and is well landscaped. The entrance signage also enhances this gateway look.

INFRASTRUCTURE/PUBLIC UTILITIES

Water – The City of Cocoa provides potable water throughout this sub-area.

Sanitary Sewer – Brevard County provides sanitary sewer throughout this sub-area.

Stormwater Management – The properties located on the east portion of the sub-area are newer and with few exceptions, treat their own storm water with on-site storm water retention systems. For the most part, the properties in the sub-area going west to the Indian River are older and have not met current development standards which now include requirements for on-site stormwater treatment. These properties which are discharging untreated stormwater into adjacent water bodies include Merritt Square Mall with its acres of impervious surface. In order to help alleviate this water pollution problem, Brevard County, with the assistance of the Merritt Island Redevelopment Agency and the St. Johns River Water Management District acquired 54 acres of property just south of Merritt Square Mall and developed it into a regional stormwater park that functions as both a stormwater treatment facility receiving the untreated storm water from this drainage basin, as well as a public recreation area.

Multi-Modal Transportation – The SR 520 corridor is categorized as a Regionally Significant Arterial Road in the Brevard County Transportation Plan and is part of the state highway system. As such, it is governed by a set of stringent rules designed to facilitate east-west traffic movement on a regional basis. In addition, SR 520 is a dedicated evacuation route. However, it also serves as the primary access for many of the businesses along the corridor. The right-of-way varies significantly from west to east, averaging approximately 150 feet in width on the western portion, expanding to 200 feet in width east of Imperial Street. The roadway also supports utilities such as overhead electric, sanitary sewer and potable water which present obstacles to beautification. This sets up very different characteristics relative to beautification opportunities, parcel access, and pedestrian accommodations. The roadway is considered constrained with regard to right-of-way and, according to the Brevard County Transportation Planning Organization, is not programmed for capacity enhancements beyond operational improvements. The constrained nature of the right-of-way on the western portion creates issues with regard to beautification efforts within the right-of-way and parking/landscaping on private parcels. Much of SR 520 in this sub-area is comprised of a 7-lane section (continuous left turn lane) which is dangerous and contributes to visual blight. In addition, traffic conflicts are caused as a result of insufficient lot depth on older commercial properties. Many properties have separate and often excessive access to SR 520. This is unsafe and aesthetically unappealing, and adds to traffic congestion on the roadway.

CONCLUSION

The SR 520 Commercial Core Sub-Area encompasses the commercial and multifamily residential properties extending north and south of SR 520 (Merritt Island Causeway) from the Banana River Lagoon on the east to the Indian River Lagoon on the west. This sub-area can be divided into three separate segments:

- East Merritt Island – This segment extends from the Banana River to Newfound Harbor and is characterized by newer development on large parcels including car dealerships and a Super Wal-Mart. These properties, as well as the SR 520 road right-of-way, are generally well maintained and landscaped, reflecting a very positive appearance for this portion of Merritt Island. The infrastructure throughout this segment, including the roadway design and function, exhibits no deficiencies. Stormwater management throughout this sub-area is, for the most part, adequately addressed utilizing on-site storm water retention systems. The zoning and comprehensive plan future land use designations appear to be consistent with the existing uses. No major issues have been identified for this segment.
- Mall Segment – This segment consists of those commercial properties extending north and south of SR 520 from Newfound Harbor Drive on the east to Courtenay Parkway (SR 3) on the west. The most dominant use within this segment is the Merritt Square Mall, an indoor mall with several major anchors. The mall property has very little landscaping and the buildings are showing signs of age. A major facelift or a complete redesign of this significant property would go a long way in the aesthetic enhancement and economic well-being of the Merritt Island Core Area. The balance of the SR 520 frontage in this segment consists of a variety of chain restaurants and retail stores. For the most part the buildings are well-maintained on the medium sized lots. The exception to this include some buildings located west of Merritt Square Mall. The portion of this segment between Plumosa Avenue and SR 3 was developed earlier and has several older buildings and strip centers on small lots with little landscaping, along with parking and access issues. This aesthetic negative is somewhat offset as a result of an aggressive facade improvement program in this area. It should be noted, however, that the addition of medians along with the attractive landscaping (added by MIRA) in the SR 520 right-of-way have enhanced the overall aesthetic appeal of this segment.
- West Merritt Island – The West Merritt Island segment of this sub-area extends from SR 3 to the Indian River Lagoon. This segment is the oldest of the Core Sub-Area segments and therefore is characterized by older buildings on smaller lots. Due to the fact that the majority of these properties were developed prior to modern land development regulations, there is a lack of both private and public landscape improvements, as well as a lack of on-site storm water management. Also, many of the properties have inadequate parking and exhibit access management issues. However, along the south side of SR 520 in this segment, the major development is the well-maintained Merritt Island Baptist Church campus. The entrance to Merritt Island from Cocoa features the county owned, and well landscaped Waterway Park, providing one of the few opportunities for the public to enjoy the waterfront within the SR 520 Commercial Core Sub-Area. Adjacent to the park is the county owned riverfront property (Griffis Landing) for which a master plan is being completed.



IDENTIFIED ISSUES

WORKING DRAFT

Public Waterfront Access

The SR 520 Commercial Core Sub-Area lacks opportunities for public access to the water in spite of the abundance of river frontage throughout the area.

- **Lack of Parking for Merritt Park Place** – The redevelopment of historic Merritt Park Place has been a major success for the Merritt Island Redevelopment Agency. The investment in infrastructure and landscaping has resulted in a vibrant pedestrian friendly specialty shopping and small business area. As a result of its success, the lack of public parking is becoming a major issue that still needs to be addressed.
- **Merritt Island Gateway Signage** – SR 520, extending from the City of Cocoa on the mainland to Cocoa Beach on the barrier island is one of the most traveled arterial roads in Brevard County. This well-traveled corridor also extends through Merritt Island's commercial core district. Currently, the entries to this portion of Merritt Island from both the east and west lacks adequate and well-landscaped gateway signage.
- **Future Development of the Magnolia Avenue and South Tropical Trail Area** – The recent MIRA funded infrastructure improvements (sewer and water) in the Magnolia and South Tropical Trail area have created an opportunity for this aging and stagnant area. Future growth opportunities have yet to be defined for this area. The Merritt Island First Baptist Church as well as the surrounding commercial and multifamily properties could benefit from a small area redevelopment plan in partnership with the MIRA.
- **Merritt Square Mall Redevelopment Potential** – The Merritt Square Mall is the most significant single economic generator in all of Merritt island from the perspective of employment and ad valorem tax generation. However, the indoor mall, which was constructed 50 years ago, is beginning to show its age. With this in mind, MIRA along with Brevard County and the St. Johns River Water Management District have created a regional storm water pond and park which may provide the catalyst for a more cost-effective redevelopment of the aging commercial center. It would allow the Mall as well as surrounding commercial properties to redevelop without subtracting a significant percentage of their parcel area for on-site storm water retention. This significant economic incentive, combined with much needed regulatory modifications with regard to zoning and land development regulations may remove many of the hurdles standing in the way of its full redevelopment potential and benefits. MIRA needs to work with the mall owner, Brevard County, and surrounding property owners to develop a small area plan and to assess how these tools can best be utilized to complement the mall for its full economic benefit and aesthetic appeal. This plan needs to include a conceptual development plan as well as new land development regulations that will allow this area to achieve the full benefits of redevelopment.

WORKING DRAFT



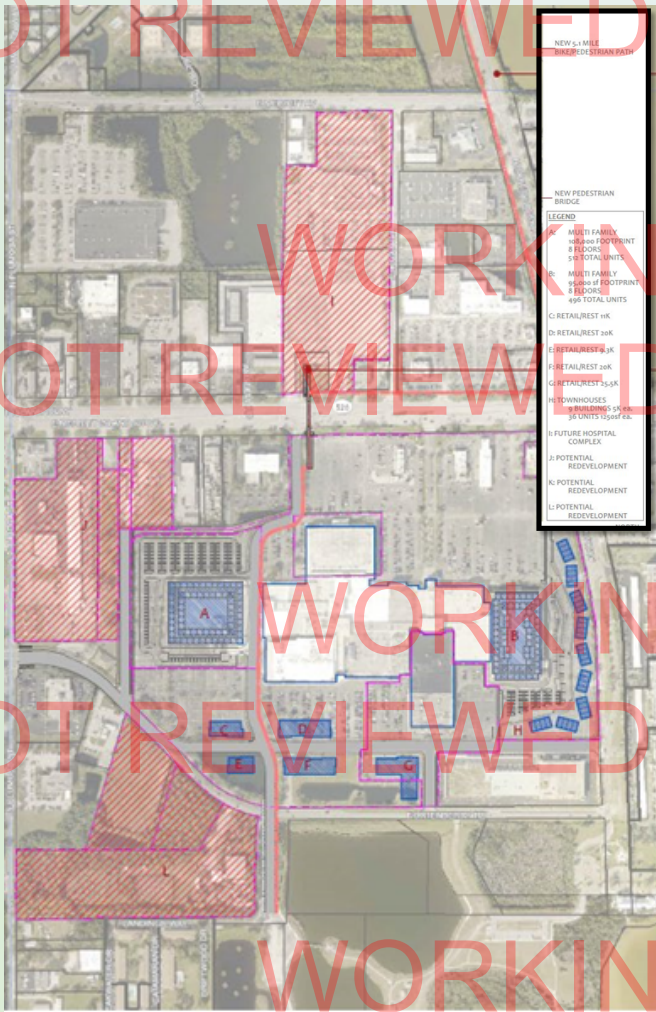
IDENTIFIED ISSUES CONTINUED

- Fortenberry Regional Storm Water Pond – A significant amount of acreage comprising the most intensely developed properties within the Merritt Island Commercial Core Sub-Area historically have discharged their untreated storm water into the adjacent water bodies, thereby contributing to the pollution of the Indian River and Banana River Lagoons. The potential public benefits of this project are enormous and it must be seen to its conclusion.
- Fortenberry Road and Plumosa Avenue Intersection Stormwater Improvements – Historically, this area lacks adequate stormwater management and has experienced periodic flooding. The MIRA and Brevard County purchased and constructed a regional storm water park called Veterans Memorial Park. The park is managed by the Veterans Memorial Council. Improvement of the conveyance system plays a critical role by depositing untreated stormwater from the Fortenberry Plumosa intersection into the new stormwater pond.
- SR 520 Landscape/Streetscape Improvements – While the east segment of the SR 520 Commercial Core Sub-Area has few issues with regard to its aesthetic character as a result of the well-maintained landscaping both within the SR
- 520 right-of-way and on the adjacent private properties, the same cannot be said of the segments between Newfound Harbor and the Indian River Lagoon. The MIRA, in conjunction with FDOT and Brevard County, should extend the landscape/streetscape theme through the entire sub-area.
- Storm Water Improvements – While the previously mentioned Fortenberry Storm Water Lakes has the potential of receiving approximately 165 acres of untreated storm water within this sub-area, there are still three sub-basin areas in the business core district that lack storm water treatment. These areas, including Merritt Park Place, need further study to understand how best to collect, convey, and treat this water as well as to provide for funding for these improvements.
- Veterans Memorial Park Expansion – The Veterans Memorial Park has been an important waterfront memorial and tribute to America's war veterans. Featuring informative exhibits, this facility has the potential to expand as part of the new Fortenberry regional stormwater public park. This needs to be encouraged and a master plan for this expansion needs to be developed. An amphitheater, which has the capacity for up to 5,000 people (standing room), has been engineered and is planned for construction in 2023. This project is a significant addition to the Veterans Memorial Park and will allow for a multitude of various events. The amphitheater will require a management business plan for facility maintenance, crowd safety, event bookings, ticketing, and more.
- Kiwanis Island Eco-tourism Destination – The MIRA has several opportunities for the newly emerging eco-tourism industry. The SR 520 Commercial Core Area provides an important water access opportunity at the Kiwanis Island Park facility located on Sykes Creek. The MIRA should partner with Brevard County Parks and Recreation to meet these needs.



MERRITT ISLAND TOWN CENTER VISUAL CONCEPT

WORKING DRAFT



WORKING DRAFT



RECOMMENDED PROJECTS

Merritt Park Place District

Construct Stormwater Retention Pond(s) to serve Merritt Park Place
Update engineering feasibility study, Acquire land(s) complete engineering, permitting and construction of pond(s)

Priority	Fiscal Year	Magnitude Cost	Expense Category
Medium	2024-34	\$1,500,000	Infrastructure

Create Merritt Park Place Gateway and Wayfinding Entrance Features
Gateway Features at SR 520; Tropical Trail; Courtenay Pkwy entrances - Lighted Signage, Wayfinding (Business Directory etc.)

Priority	Fiscal Year	Magnitude Cost	Expense Category
Medium	2024-34	\$100,000	Administrative/Other

Maintain MIRA Funded Improvements
Maintain MIRA Improved Pavers, Street Lighting, Electrical Bills, Curbs, Sidewalks, Landscaping, Crosswalks and Signage

Priority	Fiscal Year	Magnitude Cost	Expense Category
High	2024-34	\$50,000	Infrastructure, Maintenance, Administrative



RECOMMENDED PROJECTS

Merritt Park Place District

Create Additional Merritt Park Place Parking
Acquire, Lease, Sub Lease targeted sites creating street parking and or surface parking sites (2-3) where needed and most feasible

Priority	Fiscal Year	Magnitude Cost	Expense Category
Medium	2024-34	\$700,000	Infrastructure

Streetscape Improvements Phase II
Evaluate Feasibility of expanding the area of streetscape Improvements - lighting, parking, etc. & Construct Improvements

Priority	Fiscal Year	Magnitude Cost	Expense Category
Low	2025-27	\$1,200,000	Administrative/Other

Create Form Based Criteria
Create Criteria, Guidelines, and or Code to govern thematic aesthetic compatible Land Use, Site Plan and Curb Appeal standards

Priority	Fiscal Year	Magnitude Cost	Expense Category
High	2024-26	\$10,000	Administrative/Other



RECOMMENDED PROJECTS

Merritt Park Place District

Organize Business/Owners Business Improvement District (BID) Serving Merritt Park Place, Marine District Town Centre District, and SR 520 Corridor
Identify Property and Business Owners; Hold educational meetings as to benefits of forming a BID or BOA; Assist in formation process.

Priority	Fiscal Year	Magnitude Cost	Expense Category
Medium	2032-34	\$10,000	Administrative

Merritt Park Place – Identify those properties which can be acquired to improve the public parking opportunities for this growing commercial area.

Priority	Fiscal Year	Magnitude Cost	Expense Category



RECOMMENDED PROJECTS

Waterfront Marine District

Update Master Development Plan and Recommendations for Blue Crab Cove at Griffis Landing Working Waterfront
Update/Amend Development Plan for Griffis Landing, including expansion areas. Include Associated Properties and Sites for Parking, Education Center , Restore our Shores

Priority	Fiscal Year	Magnitude Cost	Expense Category
High	2024-34	\$25,000	Parks & Open Space

Develop and Implement Waterfront Marine District Plan
Create Marine District Branding Strategy
Implement Branding Strategy And Planned Assets/Development

Priority	Fiscal Year	Magnitude Cost	Expense Category
Medium	2024-34		Parks and Open Space Infrastructure

Ms. Apples Crab Shack: Design, Engineer and Redevelop

Priority	Fiscal Year	Magnitude Cost	Expense Category
High	2024-26	\$1,500,000	Parks and Open Space Infrastructure



RECOMMENDED PROJECTS

Waterfront Marine District

Acquire (Brevard County) - Renovate Restore our Shores Education and Operations Center

Brevard Zoo; Florida Appropriations; Stan Mayfield Forever Florida; TIF; Natural Resources; Rents, Fuel Fees

Priority	Fiscal Year	Magnitude Cost	Expense Category
High	2024-34	\$2,500,000	Parks and Open Space Infrastructure

Evaluate Old 520 Bridge Pier/Deck. Redevelop into a fishing Pier or Demolish and Construct new Fishing Pier

Work with the County/State of Florida to evaluate existing structures, for functional fishing pier feasibility. Design Improvements, Demolish structures as necessary, develop/redevelop as necessary

Priority	Fiscal Year	Magnitude Cost	Expense Category
Low	2026-34	\$2,000,000	Parks and Open Space Infrastructure

Plan, Design and Implement Indian River Mooring Field situated between Cocoa and Merritt Island

Collaborate with County Natural Resources and City of Cocoa in Design of regulated Mooring Field with required upland facilities to promote waterfront use, tourism, and environmental preservation.

Priority	Fiscal Year	Magnitude Cost	Expense Category
High	2024-27	\$1,000,000	Parks and Open Space Infrastructure



RECOMMENDED PROJECTS

Waterfront Marine District

Organize Business/Owners Business Improvement District (BID) Serving Merritt Park Place, Marine District Town Centre District, and SR 520 Corridor; Courtenay Pkwy and Medical District

Identify Property and Business Owners; Hold educational meetings as to benefits of forming a BID or BOA; Assist in formation process.

Priority	Fiscal Year	Magnitude Cost	Expense Category
Medium	2032-34	\$10,000	Administrative/Other

Create Form Based Criteria

Create Criteria, Guidelines, and or Code to govern thematic aesthetic compatible Land Use, Site Plan and Curb Appeal standards

Priority	Fiscal Year	Magnitude Cost	Expense Category
High	2024-26	\$10,000	Administrative/Other

Waterway Park/Griffis Landing Improvements – MIRA, along with Brevard County, must utilize the recently obtained DEP permits for the Waterway Park improvements to include an expansion bridge from Waterway Park to Griffis Landing and to implement the Griffis Landing Master Development Plan.

Priority	Fiscal Year	Magnitude Cost	Expense Category



RECOMMENDED PROJECTS

Town Center District

Town Centre District Infrastructure Plan, design, permit and construct projects necessary to build infrastructure improvements to implement Town Centre Plan, addressing infrastructure elements such as stormwater, roadways, signalization, sidewalk, lighting, public utilities, and necessary parking facilities.

Priority	Fiscal Year	Magnitude Cost	Expense Category
High	2024-34	\$2,500,000	Infrastructure

Design and Construct Island Blvd Complete Street Improvements (S Courtenay Pkwy to Intersection of Sykes Creek and SR 520
Conceptualize, Design, permit and build a Blvd loop serving Merritt Island Town Centre, and formalizing a safe attractive alternate loop between SR 520 Sykes Creek Intersection and Fortenberry & S Courtenay Pkwy - connecting to improved Courtenay Pkwy and improving access to Veterans Memorial Park and Amphitheater & Route to Medical District

Priority	Fiscal Year	Magnitude Cost	Expense Category
High	2024-30	\$5,000,000	Infrastructure

Design and Create Structured Parking
Work with Redevelopers to incentivize and create structured parking & shared use agreements to serve Amphitheatre. Park and Town Centre Residents and Customers

Priority	Fiscal Year	Magnitude Cost	Expense Category
High	2024-30		Infrastructure



RECOMMENDED PROJECTS

Town Center District

Veterans Memorial Park - Medal of Honor Site
Design, permit, and construct utilities, sea wall, and foundation base.

Priority	Fiscal Year	Magnitude Cost	Expense Category
High	2024-26	\$350,000	Parks and Open Space Infrastructure

Veterans Memorial Park - Cone Road Entrance
Design, permit, and construct gated entranceway

Priority	Fiscal Year	Magnitude Cost	Expense Category
Medium	2024-26	\$150,000	Parks

Amphitheatre Veterans Memorial Park Operations and Maintenance Subsidy
Implement designated Interlocal Agreement role.

Priority	Fiscal Year	Magnitude Cost	Expense Category
High	2024-34	\$150,000	Parks and Open Space Infrastructure



RECOMMENDED PROJECTS

Town Center District

Kiwanis Island Park

Concept, design, permit and construct park Improvements and accommodations for ecotourism, recreation, water sports. and improved waterfront access and use.

Priority	Fiscal Year	Magnitude Cost	Expense Category
Medium	2025-34	\$250,000	Parks and Open Space Infrastructure

Veterans Memorial Park & Amphitheatre Landscape Overlay

Complete Landscape and Irrigation Masterplan Implementation

Priority	Fiscal Year	Magnitude Cost	Expense Category
High	2024	\$250,000	Parks

Skyway Pedestrian Bridge Health First/Town Centre

Priority	Fiscal Year	Magnitude Cost	Expense Category
Low	2026-28	\$1,000,000	Infrastructure

Mall Area Sanitary Utility Infrastructure Analysis Need for and implement Capacity Improvements

Review Existing Conditions, Analyze Capacity and Make Recommendations for Expansion, Replacement, and Repairs, of Sanitary Utility Systems

Priority	Fiscal Year	Magnitude Cost	Expense Category
High	2024-34	\$25,000	Infrastructure



RECOMMENDED PROJECTS

Town Center District

Attract Redevelopment to Commercial Properties
Ongoing Efforts to Market, Target, Outreach, and Facilitate with Developers,
Redevelopers and Site Selectors

Priority	Fiscal Year	Magnitude Cost	Expense Category
High	2024-34		Administrative

Stormwater Pipe Extensions - Lakes at Veterans - From Plumosa to S Courtenay
Pkwy
Design, and Construct Pipe Extensions - Along Fortenberry from S Plumosa to S
Courtenay Pkwy - Obtain alternate Phased Quotes and Cost Estimates

Priority	Fiscal Year	Magnitude Cost	Expense Category
High	2024-28	\$1,500,000	Infrastructure

Attract Affordable Housing Projects
Acquire/Assemble Sites, RFP Affordable Housing Developers, Incentivize with
Performance Base Grants and LARA Agreements

Priority	Fiscal Year	Magnitude Cost	Expense Category
Low	2024-34	\$1,000,000	Affordable Housing

Improve Gateways, Wayfinding
Create Wayfinding and Signage and Lighting Plan, Design, Permit, and Place

Priority	Fiscal Year	Magnitude Cost	Expense Category
Low	2025-34	\$175,000	Administrative/Other



RECOMMENDED PROJECTS

Town Center District

Create Structured Parking to serve Town Centre, Veterans Memorial Park and Amphitheatre

Create Structured Parking in Town Centre Area to accommodate, higher level of development, less surface land, use, parking for Park and Amphitheatre

Priority	Fiscal Year	Magnitude Cost	Expense Category
Medium	2026-28		Infrastructure

Organize Business/Owners Business Improvement District (BID) Serving Merritt Park Place, Marine District Town Centre District, and SR 520 Corridor; Courtenay Pkwy and Medical District

Identify Property and Business Owners; Hold educational meetings as to benefits of forming a BID or BOA; Assist in formation process. Or A Local Government Neighborhood Improvement District (LGNID) is one of the four types of Neighborhood Improvement Districts authorized by Florida law (see Part IV, Chapter 163, Florida Statutes).

Priority	Fiscal Year	Magnitude Cost	Expense Category
Medium	2026-34	\$10,000	Administrative/Other

Create Form Based Criteria

Create Criteria, Guidelines, and or Code to govern thematic aesthetic compatible Land Use, Site Plan and Curb Appeal standards

Priority	Fiscal Year	Magnitude Cost	Expense Category
High	2024-26	\$10,000	Administrative/Other



RECOMMENDED PROJECTS

Town Center District

Merritt Island Gateway Signage – Design and construct attractive gateway signage and landscaped areas at both the east and west access points to this portion of Merritt Island along SR 520.

Priority	Fiscal Year	Magnitude Cost	Expense Category

Magnolia Avenue/South Tropical Trail – Develop a Small Area Future Development Plan in conjunction with the Merritt Island Baptist Church and surrounding property owners to identify those redevelopment opportunities that have been created as a result of the newly installed water and sewer lines, as well as drainage improvements.

Priority	Fiscal Year	Magnitude Cost	Expense Category

Merritt Square Mall – Initiate a small area planning study that will assess the opportunities to upgrade and modernize the aging Merritt Square Mall. This study should include the possibility of realigning or creating new streets, creating more flexible development regulations, consider an outside oriented pedestrian mall concept. The new regional storm water park should be utilized to its maximum potential to help maximize land availability and offset redevelopment costs for this project. Complete and implement an overlay that encourages urban design features.

Priority	Fiscal Year	Magnitude Cost	Expense Category



RECOMMENDED PROJECTS

Medical District

Create Regional Stormwater System & Bio Conservation Park North of SR 520 South of East Merritt Ave - Sykes Creek to Plumosa
Acquire, Engineer, permit and construct systems manage all stormwater in the Medical District Bounded by Plumosa, E Merritt Ave Sykes Creek and N of State Route 520

Priority	Fiscal Year	Magnitude Cost	Expense Category
Medium	2024-34	\$1,500,000	Infrastructure

Borman Street Improvements
Plan, Design and Construct Complete Street Features between SR 520 & E Merritt Ave

Priority	Fiscal Year	Magnitude Cost	Expense Category
Medium	2027-28	\$1,000,000	Infrastructure

E. Merritt Ave & BJ's Road Improvements
Plan, Design, and Build Deceleration and Turning Lines, improving present and future safety concerns on E. Merritt Ave.

Priority	Fiscal Year	Magnitude Cost	Expense Category
High	2027-28	\$750,000	Infrastructure



RECOMMENDED PROJECTS

Medical District

Organize Business/Owners Business Improvement District (BID) Serving Merritt Park Place, Marine District Town Centre District, and SR 520 Corridor; Courtenay Pkwy and Medical District
Identify Property and Business Owners; Hold educational meetings as to benefits of forming a BID or BOA; Assist in formation process.

Priority	Fiscal Year	Magnitude Cost	Expense Category
Medium	2032-34	\$10,000	Administrative

Skyway to Merritt Island Town Center
Concept Plan, Design, Permit, Bid Build

Priority	Fiscal Year	Magnitude Cost	Expense Category
Medium	2028-30	\$10,000	Infrastructure



07

WORKING DRAFT WORKING DRAFT WORKING DRAFT
AFFORDABLE HOUSING SECTION REQUESTED BY BOCC
NOT REVIEWED NOT APPROVED

WORKING DRAFT WORKING DRAFT
AFFORDABLE HOUSING SECTION REQUESTED BY BOCC
NOT REVIEWED NOT APPROVED

AFFORDABLE HOUSING

WORKING DRAFT WORKING DRAFT WORKING DRAFT
AFFORDABLE HOUSING SECTION REQUESTED BY BOCC
NOT REVIEWED NOT APPROVED

WORKING DRAFT WORKING DRAFT WORKING DRAFT
AFFORDABLE HOUSING SECTION REQUESTED BY BOCC
NOT REVIEWED NOT APPROVED

WORKING DRAFT WORKING DRAFT WORKING DRAFT
AFFORDABLE HOUSING SECTION REQUESTED BY BOCC
NOT REVIEWED NOT APPROVED

WORKING DRAFT WORKING DRAFT WORKING DRAFT
AFFORDABLE HOUSING SECTION REQUESTED BY BOCC
NOT REVIEWED NOT APPROVED





WORKING DRAFT WORKING DRAFT WORKING DRAFT WORKING DRAFT
 AFFORDABLE HOUSING SECTION REQUESTED BY BOCC
 NOT REVIEWED NOT APPROVED

HOUSING MARKET TREND

Housing costs have been outpacing affordable housing construction. The effects of the economic shutdowns have exacerbated this as rents and home values have raised due to

much stronger interest in the market, particularly in the Sunshine State, caused by in-migration as well as the trend of corporate acquisition of homes to be renovated and rented at market value, lessening the potential number of units available for low-moderate income renters and homebuyers. A 2020 report conducted by the Shimberg Center for Housing Studies at the University of Florida noted that in Brevard County there is a deficit of 8,396 available affordable housing units for households earning less than 50% of the area median income (AMI); a deficit of 4,812 available affordable housing units for households earning less than 60% of the Area Median Income (AMI); and a deficit of 3,316 available affordable housing units for households earning less than 80% of the AMI.

Affordable units are those for which a household at the given income limit (% AMI) would pay no more than 30% of their income for gross rent.

Local housing and workforce needs of employers are inextricably linked to one another. This is especially true on Merritt Island. Preliminary research indicates that Merritt Island's top employers are those who provide work force opportunities to the Space, Education, Medical, Health and supportive service industries, whether direct or indirectly associated. This includes many small businesses that need employees with a broad a range of vocational skills.

WORKING DRAFT WORKING DRAFT WORKING DRAFT WORKING DRAFT
 AFFORDABLE HOUSING SECTION REQUESTED BY BOCC
 NOT REVIEWED NOT APPROVED
 WORKING DRAFT WORKING DRAFT WORKING DRAFT WORKING DRAFT
 AFFORDABLE HOUSING SECTION REQUESTED BY BOCC
 NOT REVIEWED NOT APPROVED
 WORKING DRAFT WORKING DRAFT WORKING DRAFT WORKING DRAFT
 AFFORDABLE HOUSING SECTION REQUESTED BY BOCC
 NOT REVIEWED NOT APPROVED
 WORKING DRAFT WORKING DRAFT WORKING DRAFT WORKING DRAFT
 AFFORDABLE HOUSING SECTION REQUESTED BY BOCC
 NOT REVIEWED NOT APPROVED





WORKING DRAFT WORKING DRAFT WORKING DRAFT
AFFORDABLE HOUSING SECTION REQUESTED BY BOCC
NOT REVIEWED NOT APPROVED

BACKGROUND

In 2014 The Brevard County Board of County Commissioners adopted the Merritt Island Redevelopment Agency (MIRA) Redevelopment Plan. The community redevelopment area boundaries designated in the plan intentionally focused on properties adjacent to the Core Commercial Corridors of State Route 520; State Route 528; North and South Courtenay Parkway (Cone Road to SR 528); Industrial Areas such as Cone Road and the Barge Canal to Kelley Park (comprised of commercial, industrial and recreational uses); and Veterans Memorial and, Kiwanis Parks.

With the focus on Commercial, Industrial, and Recreational properties, approximately 10% of Merritt Island's geographic area is contained within the MIRA Redevelopment Area. The remaining 90% of Merritt Island, virtually the residential and undevelopable open space areas, are not included in the tax increment area.

With the redevelopment focus on the commercial and industrial core areas - including parks, contained therein, the current Merritt Island Redevelopment Agency (MIRA) Redevelopment Plan does not include an Affordable Housing Element. The 2014 Redevelopment Plan per state statute, stated the reasons for not addressing in the plan, the development of affordable housing in the area. This was addressed per the statute requirements as follows: "MIRA has no plans to become residential real estate developers". The purpose of the plan is to stimulate private sector investment". The Plan does identify areas for "the private sector to create new, replacement, infill residential, and mixed-use development", in the Redevelopment Area. This has been underway through a combination of infrastructure development, corridor improvements, parks improvements, and active developer facilitation and outreach.





NOT REVIEWED NOT APPROVED

BACKGROUND

Consideration of Current Redevelopment Area Trends Setting the Stage for Housing Redevelopment

Retail Automobile Industry:

The SR 520 automobile retail and service industry businesses, which in years past have been a significant economic driver, have been relocating from Merritt Island to commercial areas along Interstate 95 (national trend has been to interstate sites). This has resulted in several large parcels of land with vacant buildings that are available for redevelopment.

Mall and Retail Industry:

With every 1% increase in online sales in the United States, an estimated 10,000 retail sites become vacant. Merritt Island has experienced its share of this retail loss. With the trend in the retail sales industry to online shopping, and the trending of traditional Malls and big box retail as centers of shopping, away from Merritt Island, several former and existing properties in the SR 520 and Core Mall Area are vacant and some are moving towards blighted conditions.

Current Redevelopment activity - Setting the Stage for Affordable Housing Redevelopment

The following positives, accomplishments and trends are presently serving to synergize strong interest in multifamily residential redevelopment projects in the core Mall area, and SR 520 with some interest on N. Courtenay Pkwy. Market Position: Merritt Island remains in a solid market position for redevelopment. With the strong traffic volume on SR 520 (40,000+ ADT), strong demographics within a 15-minute drive from the Mall area; Merritt Island is and has historically been a residential server to the Space Industry; the Beaches Tourism Industry, Port Canaveral, and Patrick Space Force Base. A redevelopment recovery is inevitable, and is currently underway.





WORKING DRAFT WORKING DRAFT WORKING DRAFT

AFFORDABLE HOUSING SECTION REQUESTED BY BOCC

NOT REVIEWED NOT APPROVED

INFRASTRUCTURE IMPROVEMENTS

WORKING DRAFT WORKING DRAFT

Completion of the \$7 Million MIRA/Brevard County Fortenberry Regional Stormwater Treatment System. This system will incentivize commercial and higher density

residential redevelopment on the SR 520 and Mall core commercial area, enabling redevelopers with properties within the 165-acre area surrounding the Mall to have rapid and economical access to a regional storm water system, reducing development costs, environmental permitting time, and improving land use densities, while improving the quality of storm water entering the Lagoon.

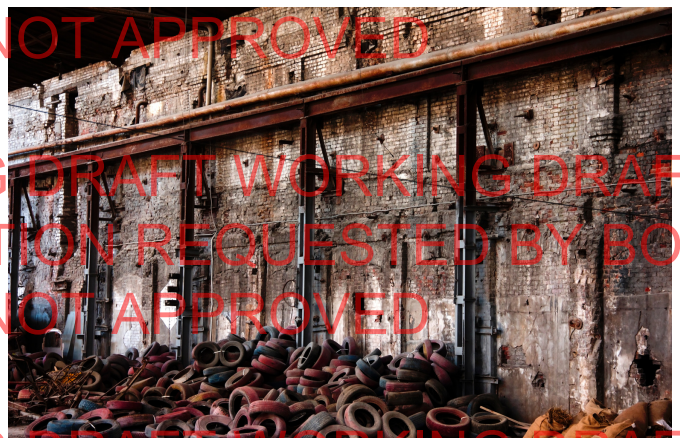
HEALTH FIRST MEDICAL WELLNESS VILLAGE

This project, is redeveloping a 15-acre, blighted retail site into a 528,000 square foot Hospital and Medical Wellness Village. They are making a \$500 Million Investment. This project will stimulate substantial needs for affordable within the vicinity of the project.

MIRA \$500,000 US EPA

BROWNFIELDS REDEVELOPMENT GRANT

MIRA has received notice of a grant award for a US EPA Grant to catalyze redeveloping properties in the SR 520 commercial core areas protecting the environment, reusing existing infrastructure, minimizing further urban sprawl and creating retail and housing redevelopment opportunities. Developers are already expressing an interest in utilizing this grant for environmental site analysis.



WORKING DRAFT WORKING DRAFT WORKING DRAFT

AFFORDABLE HOUSING SECTION REQUESTED BY BOCC

NOT REVIEWED NOT APPROVED

WORKING DRAFT WORKING DRAFT WORKING DRAFT

AFFORDABLE HOUSING SECTION REQUESTED BY BOCC

NOT REVIEWED NOT APPROVED

WORKING DRAFT WORKING DRAFT WORKING DRAFT

AFFORDABLE HOUSING SECTION REQUESTED BY BOCC

NOT REVIEWED NOT APPROVED



VETERANS MEMORIAL PARK

Since MIRA/Brevard County created and improved this 80-acre Park, it has steadily increased in use and attendance with more than 125,000 annual visits and already is attracting interest from multifamily developers seeking nearby (walking distance) redevelopment opportunities.

Airport River Fly Inn Condos. The 10-story high-rise River Fly-In Condos in the Cone Road area, are under construction and for sale, designed to be a haven for pilots, located on over 13-acres next to the Banana River, adjacent to Veterans Memorial Park, the Mall Area, and the Merritt Island Airport. This project is demonstrating a market demand for housing on Merritt Island, and is spurring additional housing redevelopment interest in the adjacent Core Mall Area.

Commercial Redevelopment site plan approval of 5.92 acres of the former Erdman Dealership fronting on SR. 520.

AFFORDABLE HOUSING NEED

Affordable housing is fundamental to human dignity, the physical, economic and social well-being of individuals, families, and communities, and is a required fabric for sustaining a healthy workforce.

Housing inventory is needed.

Affordable housing, even more so.

Availability of affordable housing must increase, and or wages must increase to accommodate the market.

Pursuant to Florida Statutes 163.360 and 163.362: In order to have an affordable housing element, the Plan must provide a neighborhood impact element and a residential use element.

Part of this includes a determination of the population in the redevelopment area, the number of dwelling units, and a determination of the shortage of housing affordable to residents within the community redevelopment area who are of low or moderate income, including the elderly, or a combination thereof, designating such area as appropriate for community redevelopment. The updated draft plan will also need to be submitted to the local planning agency of the county for review and recommendations as to its conformity with the comprehensive plan for the development of the county or municipality as a whole.

Note: Requires TBD Data within the redevelopment area. Will need to ferret out how this logistically works, given the current population in the redevelopment area, is a small percentage of the actual geography of need.



AFFORDABLE HOUSING REDEVELOPMENT CHALLENGES

Despite the attractiveness of access to employers, developing any type of housing on Merritt Island is very expensive. This translates to substantially higher rental and home ownership costs. Challenges include building to hurricane standards; Marketing with potential evacuation conditions; Severe limit on the availability of developable land; Few available homes or rentals. The strong demand to live on the Island from those who can afford living on the Island raises prices; the cost of redevelopment (assembling sites from small parcels, brownfield remediation on former commercial and industrial parcels, stormwater infrastructure, higher insurance costs, the significant flood plain and storm water issues in the redevelopment areas, the high cost of environmental mitigation, and required coastal and environmental development permitting. This creates a wide chasm to reach profitability, and an even wider financial gap for housing affordability, even for working moderate income households (those at or below 80% of the Area Median Income).



AFFORDABLE HOUSING GOAL

MIRA will take a broad strategic approach to incentivize creation of affordable housing. This will include a range of strategies ranging from tax increment performance-based grants, to marketing, outreach, advocacy, developer facilitation, household capacity building, and other innovations.

This would include collaboration with Brevard County Housing and Human Services, Brevard Public Housing Authority, Brevard Family Promise, the Veterans Service groups, and related charitable organizations, as long as the form of assistance provided creates long term affordable housing within the MIRA Redevelopment Area.

MIRA would include in its strategy, the creation of documentable affordable housing units, that will be established for committed time frames of 5 to 10 years, whether through agreements with developers, program managers or program recipients, dependent on the structure of the affordable housing benefit.

The MIRA affordable housing goals will be to primarily serve working households having incomes ranging from 80% to 120% of the Average Median Income (AMI).

Vacant developable land is limited within the Redevelopment Area, hindering the ability to produce substantial amounts of low-density single-family residential units, however in accordance with the Redevelopment Plan,

MIRA will engage in acquiring and assembling developable land, brownfield remediation and other site ready investments, and an RFP process to create single family housing units, infilling with compatible uses within the redevelopment area.

MIRA will also engage in acquiring and assembling developable land, brownfield remediation and other site ready investments, and utilize an RFP developer selection process to create higher density residential housing within the redevelopment area.

MIRA will include in its strategy the goal of increasing the availability of affordable senior housing, as part of its goal reaching strategy. To leverage use of TIF funds, and maximize affordable housing unit production, MIRA will incentivize affordable housing developers whose business model includes use of federal and state low-income housing tax credits, brownfield remediation tax credits, and federal and state grants to construct mixed income worker-based and senior based affordable housing projects.

As part of the MIRA strategy we will dedicate efforts to attracting affordable housing developers by substantially leveraging trust fund dollars with developer based federal and state grants and tax credit programs.



AFFORDABLE HOUSING STRATEGIES

Note: Additional research will need to be completed to create realistic income-based affordable housing unit goals and strategies to reach the goals. 500 units by the year 2034 is an aggressive goal, subject to determination of need, program parameters and long-term level of incentivization.

Note: Projections will need to be created, geared toward affordability unit creation goals, terms of incentivization commitment, and the TIF revenue stream. For example, providing a 10% down payment performance-based assistance grant on a \$300,000 infill home or condominium purchase, would equate to \$30,000 plus third-party admin costs. With an annual MIRA budget commitment of approximately \$210,000 towards affordable housing, approximately 7 home/condo purchases could be assisted on an average given year, amounting to potentially assisting 70 affordable home purchases over a ten-year period. Some homes would be sold, and a portion returned to the Trust Fund. If a 5.0% down payment assistance program were provided 140 home purchases could possibly be assisted.

If incentivizing developers and redevelopers of rental housing, the goal would be to incentive the profitability gap, of the rental income stream differential created between

the number of market units required to meet profitability goals, and the number of affordable housing units, the given amount of time of agreement, minus any profitability increased through density bonus being awarded. Also, it is possible to reduce the level of amenities and square foot of affordable units (development costs) as another way to blend profitability gap solutions. If incentivizing a tax credit developer, with discounted land sale, or land donation it might be possible, to incentivize a larger number of units as this would be a blended incentive approach.

EXAMPLES OF POSSIBLE APPROACHES

Performance/Parcel Based TIF Grants to Affordable Housing Developers

- Land acquisition, assemblage, with RFP for resale, or donation of land for redevelopment.
- Down Payment Assistance (funding third party)
- Interest Rate Buy Downs (funding third party)
- Household capacity building
- Density Bonuses
- Partnerships with Nonprofit, Nonprofit and for-Profit Housing Developers/Public Housing Authority



08

WORKING DRAFT WORKING DRAFT WORKING DRAFT
AFFORDABLE HOUSING SECTION REQUESTED BY BOCC
NOT REVIEWED NOT APPROVED

FINANCIAL BACKGROUND AND PROJECTIONS

WORKING DRAFT WORKING DRAFT
AFFORDABLE HOUSING SECTION REQUESTED BY BOCC
NOT REVIEWED NOT APPROVED

Now that you've got a handle on what your brand is, it's time to decide who it is for. This can be done in two ways: defining your personality and defining your purpose.

WORKING DRAFT WORKING DRAFT WORKING DRAFT
AFFORDABLE HOUSING SECTION REQUESTED BY BOCC
NOT REVIEWED NOT APPROVED

WORKING DRAFT WORKING DRAFT WORKING DRAFT
AFFORDABLE HOUSING SECTION REQUESTED BY BOCC
NOT REVIEWED NOT APPROVED

WORKING DRAFT WORKING DRAFT WORKING DRAFT
AFFORDABLE HOUSING SECTION REQUESTED BY BOCC
NOT REVIEWED NOT APPROVED

WORKING DRAFT WORKING DRAFT WORKING DRAFT
AFFORDABLE HOUSING SECTION REQUESTED BY BOCC
NOT REVIEWED NOT APPROVED



FINANCIAL BACKGROUND

Redevelopment areas exist because they suffer from a lack public and private investment. They are generally degraded physically, socially, economically, and need someone to take a risk. By creating a redevelopment district, the public sector demonstrates their willingness to take a risk and take actions to halt degradation and plan projects to stimulate private sector investment. In essence, the agency is inviting someone into their worst area and asking them to invest dollars. The private sector has to determine that there will be a return on that investment or at worst, that they will not lose their investment. It requires a partnership between the public and private sectors. Therefore, financial capacity and incentives are integral to the success or failure of any Redevelopment Agency.

Financial planning for redevelopment within a constrained economy will create difficulties in making tax increment financing (TIF) projections or general financing and planning for MIRA's revenues and expenditures. However, to provide a basis for understanding capital capacity, this section is critical to giving the County, MIRA, and stakeholders a guide for managing financial matters and project scheduling. Separate sections are devoted to the project cost estimates and proposed project time frames.

This section provides insight into funding options, sources and projections.

Tax increment financing was originally developed as a method to meet the local match requirements of federal grant programs. With the reduction in federal funds available for local projects, however, tax increment financing is standing on its own as a method to finance local redevelopment and economic development in Brevard County and its local governments. State law controls tax increment financing. In Florida, tax increment financing is derived from the Community Redevelopment Act of 1969, which is codified as Part III, Chapter 163 of the Florida Statutes. This act provided for a combination of public and private redevelopment efforts, but did not authorize the use of tax increment financing. The Act was amended in 1977 to allow tax increment financing. Under the Statutes, municipalities must go through a number of steps to establish a redevelopment area and implement a tax increment district. Upon approval of the governing body, a Trust Fund for a Community Redevelopment Area may be established. The revenues for the Trust Fund are obtained by allocating any increases in taxable assessed value to the area. The assessed value of the district is "frozen" and any increases (the tax increment revenues) are available for improvements to the area.



FINANCIAL BACKGROUND

The tax collector collects the entire property tax and subtracts the tax on the base value, which is available for general government purposes.

Tax increment financing is the most utilized method for cities and counties throughout the country to redevelop urban areas through improvements, which promote economic activity. Although the legal requirements are complex, the basic concept is relatively simple. In general, a municipality and county both continue to receive property tax revenues based on the frozen value. The incremental increases in values are then taken and transferred to the Redevelopment authority. The tax increment revenues can be used immediately for committed projects, or can be bonded to maximize the funds available. Any funds received from a tax increment financing district, however, must be used for sole purpose of the redevelopment of the area in conformance with the Redevelopment Plan and not for general government purposes. The types of tax increment revenue expenditures that are allowed are defined under Florida Statutes 163.387(6).

GENERAL FUNDINGSOURCES

CRA's often have to package many financial programs in order to have enough resources, especially when newly enacted. While the Bond market is not strong for CRA's, many in Florida will use a Bank held Letter of Credit to fund

large scale projects, particularly those designed to "jump-start" their programs. Local governments commonly loan their CRA's start-up funds as well, paid back over time as the TIF trust fund grows from private investment. The following list shows other potential resources that can be coupled with or used to fund the projects outlined in the Plan within the redevelopment area.

- Special revenue bonds.
- General obligation bonds.
- Grants and Loans to the agency from the County's special or general funds for start-up or special project costs.
- Fees, leases, and charges.
- Industrial Revenue Bonds: Industrial revenue bonds may be used to finance industrial and some commercial projects. The primary emphasis on such projects is the creation of jobs. IRB's are tax- exempt, and consequently, are typically three percentage points below prevailing interest rates.



FINANCIAL BACKGROUND

- **Commercial Loans:** The Redevelopment Agency may directly borrow funds from local lending institutions, utilizing both short term and long-term borrowing. Through an RFQ process, terms and conditions may be specified in an attempt to secure the lowest available interest rate. Lending institutions are required by Federal Law to meet certain Community Reinvestment Act portfolio requirements. Local banks should be pursued to contribute to MIRA projects.

- **Private Contributions:** Voluntary contributions by private companies, foundations, and individuals are potential source of income to the Redevelopment Agency. Although such contributions may account for only a small portion of redevelopment costs, they do provide opportunities for community participation with positive promotional benefits.

- **Special Assessment Districts:** The County could also establish special assessment districts and MSTU's like in the case of stormwater management, (Florida Statutes Chapter 170) for the purpose of funding various capital improvements within an area or for the construction of a particular project.

Grants from State and Federal Funding Sources, are leveraged within CRA districts, many of which get extra points for being used to fund economic development and redevelopment projects. The world of Grants has changed or is changing due to economic conditions, requiring local governments to be vigilant in the grants arenas.



REVENUES

Table 8-1 below shows the property valuation and annual percentage change for each of the existing MIRA Districts. The “Base Year” value for each area is shown for the year that the assessed value was “frozen”. The increases (or decreases) beyond the Base Year value represents the value on which the increment tax is based.

As indicated in the table, the SR 520 Business District (Trust Fund B1) and the East Merritt Island District (Trust Fund B2) have assessed values well above their respective base year assessment. The tax revenues of those incremental increased property values provide the funding for MIRA.

As shown on the last column of the table, the taxable value of the property within the SR 3 District (Trust Fund B3) has fallen below the base year assessment. Until the assessed value of the property within the SR 3 District rises above the base year assessment of \$50,549,420, there is no incremental value, and thus no incremental tax revenues.

Table 8-2 to shows the history of the tax increment revenue from each of the four districts from the year 2001 to 2022. As shown, there is no tax increment from the SR 3 Trust Fund BU 3 from 2009 to 2017.



TABLE 8-1: MIRA DISTRICTS PROPERTY VALUATION

Year	SR 520 Business District - Trust Fund B1		East Merritt Island - Trust Fund B2		SR 3 Trust Fund - B3		Barge Canal and Cone Road Trust Fund - B4	
	Property Valuation	Annual Change	Property Valuation	Annual Change	Property Valuation	Annual Change	Property Valuation	Annual Change
1988	\$124,138,790	(Base Year)						
1990			\$17,082,580	(Base Year)				
2001	\$225,579,920	81.72%*	\$36,544,300	113.93%*				
2002	\$231,493,000	2.62%	\$36,879,440	0.92%				
2003	\$244,484,000	5.61%	\$40,296,010	9.26%				
2004	\$265,673,140	8.67%	\$47,971,190	19.05%				
2005	\$325,386,170	22.48%	\$51,468,480	7.29%	\$50,549,420	(Base Year)		
2006	\$411,677,180	26.52%	\$58,249,880	13.18%	\$59,105,520	16.93%		
2007	\$434,684,730	5.59%	\$62,817,090	7.84%	\$57,913,590	-2.02%		
2008	\$429,272,290	-1.25%	\$61,212,770	-29.28%	\$55,993,160	-3.32%		
2009	\$377,377,500	-12.09%	\$62,330,850	-23.25%	\$49,695,150	-11.25%		
2010	\$321,328,750	-14.85%	\$43,797,210	-29.73%	\$41,225,720	-17.04%		
2011	\$264,875,870	-17.57%	\$37,910,100	-13.44%	\$34,136,180	-17.20%		
2012	\$253,652,250	-4.24%	\$37,499,850	-1.08%	\$33,853,540	-0.83%		
2013	\$259,385,170	2.26%	\$36,811,420	-1.84%	\$34,739,480	2.62%		
2014	\$270,877,270	4.43%	\$38,407,870	4.34%	\$40,030,540	15.23%	\$86,165,030	(Base Year)
2015	\$278,024,430	2.64%	\$40,407,000	5.21%	\$41,291,990	3.15%	\$88,383,220	2.57%
2016	\$296,068,058	6.49%	\$44,111,060	9.17%	\$43,350,600	9.83%	\$106,590,690	20.60%
2017	\$310,962,293	5.03%	\$46,758,250	6.00%	\$48,921,110	7.87%	\$114,417,530	7.34%
2018	\$331,017,127	6.45%	\$49,726,140	6.35%	\$53,228,292	8.80%	\$127,200,330	11.17%
2019	\$351,913,584	6.31%	\$53,013,140	6.61%	\$57,157,728	7.38%	\$140,603,272	10.54%
2020	\$367,323,361	4.38%	\$56,422,630	6.43%	\$64,912,906	13.57%	\$148,416,500	5.56%
2021	\$363,014,434	-1.17%	\$55,409,400	-1.80%	\$67,233,508	3.57%	\$170,714,710	15.02%
2022	\$385,321,980	6.15%	\$60,621,020	9.41%	\$74,600,162	10.96%	\$196,984,920	15.39%

*Covers multi-year span

TABLE 8-2: MIRA INCREMENTAL REVENUE HISTORY

Year	Trust Fund B1	Trust Fund B2	Trust Fund B3	Trust Fund B4	Total Funds Revenue
	SR 520 Business District	East Merritt Island	SR 3	Barge Canal and Cone Road	
	Increment Revenue	Increment Revenue	Increment Revenue	Increment Revenue	
2001	N/A	N/A	N/A	N/A	N/A
2002	713167	125123	N/A	N/A	838290
2003	758718	146384	N/A	N/A	905102
2004	851291	185787	N/A	N/A	1037078
2005	1114303	190394	N/A	N/A	1304697
2006	1191391	176330	36646	N/A	1404367
2007	1261382	185766	29881	N/A	1477029
2008	1257486	264286	22435	N/A	1544207
2009	1042852	186335	0	N/A	1229187
2010	931763	126232	0	N/A	1057995
2011	764738	113173	0	N/A	877911
2012	703751	110944	0	N/A	814695
2013	725807	105876	0	N/A	831683
2014	760979	110592	0	N/A	871571
2015	775940	117609	0	11184	904733
2016	829338	130378	0	98527	1058243
2017	858411	136353	0	129814	1124578
2018	903272	142529	11696	179168	1236665
2019	963286	151954	27947	230226	1373413
2020	824396	133363	48693	211032	1217484
2021	782253	125509	54636	276877	1239275
2022	782911	130509	72094	332188	1317702



FINANCIAL ESTIMATES

Tax Increment Fund estimates are provided in Table 8-3 to show approximate increments of assessed values and tax increment revenues for general planning purposes for the Community Redevelopment Area. These are estimates only and subject to changes from year to year. The exact increment will not be determined until County millage rates are adopted each year. CRA districts are "Special Districts" in the state of Florida, subject to rules and reporting requirements. Other special districts such as a Community Development District, Business Improvement District, Neighborhood Enhancement District, Main Street, or other similar programs, can be layered with a CRA to enhance the financial capabilities of the area as a whole and infuse other resources to leverage the TIF. In general, MIRA is subject to any statutory requirements governing Special Districts under Florida Law and must register for same and submit required annual documentation. With no new major private investment projects planned within the CRA, the annual increases in revenue are projected to be small (1.5%). The small increment of funding will limit CRA investment to small projects, or saving for larger projects in the immediate future.

TABLE 8-3 MIRA REVENUE ESTIMATES

Year	Revenue Projection	Projected Sea Ray Bridge Funds
2022	\$1,357,233.06	\$271,446.61
2023	\$1,397,950.05	\$279,590.01
2024	\$1,439,888.55	\$287,977.71
2025	\$1,483,085.21	\$296,617.04
2026	\$1,527,577.77	\$305,515.55
2027	\$1,573,405.10	\$314,681.02
2028	\$1,620,607.25	\$324,121.45
2029	\$1,669,225.47	\$333,845.09
2030	\$1,719,302.23	\$343,860.45
2031	\$1,770,881.30	\$354,176.26
2032	\$1,824,007.74	\$364,801.55
2033	\$1,878,727.97	\$375,745.59
2034	\$1,935,089.81	\$387,017.96

Note: Ten-year MIRA Revenue Projection based on 3% annual increase



INCENTIVES

- Incentives should be considered as the best use of the CRA's dollars to stimulate location of new/expanding business opportunities, bringing people, jobs, spawning entrepreneurship and investment into the area. These might include:
 - MIRA installation and provision of "public" improvements, even those designed to facilitate private development such as water/sewer lines, parking/roadways, landscaping, signage, and other infrastructure needed to make a project financially feasible.
 - Permit fee reductions; impact fee reductions or delayed payment schedules; low-interest loans or grants for business startup or building improvements on infill sites or historic structures.
 - Working with the Economic Development Commission of the Space Coast, the Port, and others on finding sites and locations for business development.
 - Commercial Façade Grant Program, landscaping, property improvement, paint-up/fix-up, and infrastructure Grants.

Code and permit consistency, particularly in the "process" is critical to bringing private development to the area. Time is money in the development community, and any changes to schedules brought on by inconsistency in the application of rules, changes in mid-stream, or additional unknown requirements will only add to the private sectors wariness in making investments in redevelopment districts and cause them to 'pull-out'.



WORKING DRAFT WORKING DRAFT WORKING DRAFT
AFFORDABLE HOUSING SECTION REQUESTED BY BOCC
NOT REVIEWED NOT APPROVED

WORKING DRAFT WORKING DRAFT
AFFORDABLE HOUSING SECTION REQUESTED BY BOCC
NOT REVIEWED NOT APPROVED

RESPONSIBILITIES

This Chapter identifies MIRA's responsibilities and obligations relating to preparation and implementation of the Community Redevelopment Plan (CRP) as stipulated in Chapter 163 of the Florida Statutes. It also addresses MIRA's responsibilities and intentions to protect the residents, property owners and other stakeholders of the CRA from additional impacts to neighborhoods, traffic patterns, environmental quality, community resources, schools and quality of life which may result from implementation of the plan. These responsibilities are delegated to MIRA by the Brevard County Commission, however, the Commission retains the vested authority and responsibility for the plan and any plan amendments.

WORKING DRAFT WORKING DRAFT WORKING DRAFT
AFFORDABLE HOUSING SECTION REQUESTED BY BOCC
NOT REVIEWED NOT APPROVED

WORKING DRAFT WORKING DRAFT WORKING DRAFT
AFFORDABLE HOUSING SECTION REQUESTED BY BOCC
NOT REVIEWED NOT APPROVED

WORKING DRAFT WORKING DRAFT WORKING DRAFT
AFFORDABLE HOUSING SECTION REQUESTED BY BOCC
NOT REVIEWED NOT APPROVED

WORKING DRAFT WORKING DRAFT WORKING DRAFT
AFFORDABLE HOUSING SECTION REQUESTED BY BOCC
NOT REVIEWED NOT APPROVED



STATUTORY FRAMEWORK

The following discussions will confirm MIRA's compliance with statutory requirements by cross referencing the requirement with the document (such as the Brevard County Land Development Regulations), or the Chapter or section in the plan identified in bold where the topic is presented.

Section 163.362, F.S. identifies what must be included in every community redevelopment plan. Specifically, the contents of a community redevelopment plan shall:

1. Contain a legal description of the boundaries of the community redevelopment area and the reasons for establishing such boundaries shown in the plan.
2. Show by diagram and in general terms:
 - The approximate amount of open space to be provided and the street layout.
 - Limitations on the type, size, height, number, and proposed use of buildings.
 - The approximate number of dwelling units.
 - Such property as is intended for use as public parks, recreation areas, streets, public utilities, and public improvements of any nature.
3. If the redevelopment area contains low or moderate income housing, contain a neighborhood impact element which describes in detail the impact of the redevelopment upon the residents of the

redevelopment area and the surrounding areas in terms of relocation, traffic circulation, environmental quality, availability of community facilities and services, effect on school population, and other matters affecting the physical and social quality of the neighborhood.

4. Identify specifically any publicly funded capital projects to be undertaken within the community redevelopment area).
5. Contain adequate safeguards that the work of redevelopment will be carried out pursuant to the plan).
6. Provide for the retention of controls and the establishment of any restrictions or covenants running with land sold or leased for private use for such periods of time and under such conditions as the governing body deems necessary to effectuate the purposes of this part.
7. Provide assurances that there will be replacement housing for the relocation of persons temporarily or permanently displaced from housing facilities within the community redevelopment area).
8. Provide an element of residential use in the redevelopment area if such use exists in the area prior to the adoption of the plan or if the plan is intended to remedy a shortage of housing affordable to residents of low or moderate income, including the elderly, or if the plan is not intended to remedy such shortage, the reasons therefore.



STATUTORY FRAMEWORK

9. Contain a detailed statement of the projected costs of the redevelopment, including the amount to be expended on publicly funded capital projects in the community redevelopment area and any indebtedness of the community redevelopment agency, the county, or the municipality proposed to be incurred for such redevelopment if such indebtedness is to be repaid with increment revenues.

10. Provide a time certain for completing all redevelopment financed by increment revenues.

Such time certain shall occur no later than 30 years after the fiscal year in which the plan is approved, adopted, or amended pursuant to s. 163.361(1).

However, for any agency created after July 1, 2002, the time certain for completing all redevelopment financed by increment revenues must occur within 40 years after the fiscal year in which the plan is approved or adopted.

11. Subsections (1), (3), (4), and (8), as amended by s. 10, chapter 84-356, Laws of Florida, and subsections (9) and (10) do not apply to any governing body of a county or municipality or to a community redevelopment agency if such governing body has approved and adopted a community redevelopment plan pursuant to s. 163.360 before chapter 84-356 became a law; nor do they apply to any governing body of a county or municipality or to a community

redevelopment agency if such governing body or agency has adopted an ordinance or resolution authorizing the issuance of any bonds, notes, or other forms of indebtedness to which is pledged increment revenues pursuant only to a community redevelopment plan as approved and adopted before chapter 84-356 became a law.



M.I.R.A NORTH AREA LEGAL - BARGE CANAL/NORTH SR 3

Beginning at the intersection of the West line of Range 37 East and the Center Channel of the Barge Canal; thence East along said Center Channel and its easterly projection into the waters of the Banana River (said point lying approximately 1,650.00 feet east of the west shoreline of said Banana River) lying in Section 7, Township 24 South, Range 37 East; thence South to the South Right of Way line of State Road 528 (aka Beachline Expressway); thence West along said South Right of Way to the East line of Tax Parcel 7 (aka Kelly Park East), lying in Section 18, Township 24 South, Range 37 East as recorded in Official Records Book (ORB) 781, Page 108 of the Public Records of Brevard County, Florida; thence South along said East line to the South line of said Tax Parcel 7; thence West along said South line and its westerly projection to the West Right of Way line of North Banana River Drive; thence South along said West Right of Way line to the South line of Tax Parcel 4, lying in said Section 18, as recorded in ORB 2744, Page 1515 of said Public Records (aka Kelly Park West); thence west along said South line to the East line of Phase One, "The Lakes of Ridge Manor Subdivision" as recorded in Plat Book 33, Page 43 of said Public Records; thence North along said East line of Plat Book 33, Page 43 to the North line of said plat; thence West along said North line of plat and its westerly projection to the West line of said Kelly Park West; thence North along said West line to the North line of said Kelly Park West; thence East along said North line to the East line of the plat of Island Crossings as recorded in Plat Book 41, Page 78 of said Public Records; thence North along the East line of said plat to the South Right of Way line of said State Road 528; thence West along said South Right of Way line to the West line of the plat of Palmetto, as recorded in Plat Book 51, Page 55 of said Public Records; thence South along said West line and its southerly projection to the South Right of Way line of Via de la Reina; thence East along said South Right of Way line to the West line of Block E, Villa de Palmas Unit No. 1, as recorded in Plat Book 20, Page 45 of said Public Records; thence South along said West line to the South line of said Block E; thence East along said South line to the West line of Raintree by the Lake, as recorded in Plat Book 28, Page 16 of said Public Records; thence South along said West line and its southerly projection to the South Right of Way line of Pioneer Road; thence East along said South Right of Way line to the West Right of Way line of Lewis Carroll Avenue; thence South along said West Right of Way line to the North line of Fairfax Subdivision, as recorded in Plat Book 21, Page 8 of said Public Records; thence West along said North line to the West line of said plat of Fairfax Subdivision; thence South along said West line to the North line of Tax Parcel 539.1, lying in Section 14,

M.I.R.A NORTH AREA LEGAL - BARGE CANAL/NORTH SR 3

Township 24 South, Range 36 East as recorded in ORB 559, Page 707 of said Public Records; thence East along said North line to the East line of said Tax Parcel 539.1; thence South along said East line to the South line of said Tax Parcel 539.1; thence West along said South line to the East Right of Way line of North Courtenay Parkway (aka State Road 3); thence South along said East Right of Way line to the North line of Tax Parcel 1, lying in Section 23, Township 24 South, Range 36 East as recorded in ORB 5460, Page 5466 of said Public Records; thence East along said North line and its easterly projection to the West line of Waterway Manor Unit No. 1, as recorded in Plat Book 21, Page 15 of said Public Records; Thence South along said West line to the North Right of Way line of Florida Boulevard; thence West along said North Right of Way line to the East Right of Way line of said North Courtenay Parkway; thence South along said East Right of Way line to the North Right of Way line of Diana Boulevard; thence East along said North Right of Way line to the West line of Diana Shores Unit No. 1, as recorded in Plat Book 20, Page 24 of said Public Records; thence South along said West line and along the West line of Diana Shores Unit No. 4, as recorded in Plat Book 21, Page 17 of said Public Records to the North line of Tax Parcel 501, lying in said Section 23, as recorded in ORB 876, Page 351 of said Public Records; thence East along said North line to the East line of said Tax Parcel 501; thence South along said East line to the South line of said Tax Parcel 501; thence West along said South line to the East Right of Way line of said North Courtenay Parkway; thence South along said East Right of Way line to the intersection of the easterly projection of the North Right of Way line of Lucas Road; thence West along said North Right of Way line to the East line of Tax Parcel 19.01, lying in said Section 23, as recorded in ORB 4736, Page 737 of said Public Records; thence North along said East line to the North line of said Tax Parcel 19.01; thence West along said North line to the East line of Orange Blossom Heights, as recorded in Plat Book 20, Page 110 of said Public Records; thence North along said East line to the North line of said Plat Book 20, Page 110; thence West along said North line to the East line of Merritt Court Townhomes, as recorded in Plat Book 32, Page 15 of said Public Records; thence North along said East line and its northerly projection to the intersection of the westerly projection of the South line of Carlton Groves South, as recorded in Plat Book 21, Page 67 of said Public Records; thence East along said South line to the West Right of Way line of North Courtenay Parkway; thence North along said West Right of Way line to the Northline of Carlton Groves Subdivision Number Three, as recorded in Plat

M.I.R.A NORTH AREA LEGAL - BARGE CANAL/NORTH SR 3

Book 16, Page 126 of said Public Records; thence West along said North line to the East line of Lot 40, Block C of said Plat Book 16, Page 126; thence North along said East line and its northerly projection to the South Right of Way line of Butler Avenue; thence East along said South Right of Way line to the southerly projection of the East Right of Way line of Mimosa Avenue; thence North along the East Right of Way line of said Mimosa Avenue and its northerly projection to the North Right of Way line of Venetian Way; thence West along said North Right of Way line to the East Right of Way line of San Angelo Way; thence North along said East Right of Way line to the South Right of Way line of State Road 528 (aka Beachline Expressway); thence West along said South Right of Way line to the Center Channel of the Indian River; thence North along said Center Channel to the westerly projection of the Center Channel of the Barge Canal; thence East along said westerly projection of the Center Channel of the Barge Canal to the Point of Beginning.

WORKING DRAFT WORKING DRAFT WORKING DRAFT
AFFORDABLE HOUSING SECTION REQUESTED BY BOCC
NOT REVIEWED NOT APPROVED

WORKING DRAFT WORKING DRAFT WORKING DRAFT
AFFORDABLE HOUSING SECTION REQUESTED BY BOCC
NOT REVIEWED NOT APPROVED

WORKING DRAFT WORKING DRAFT WORKING DRAFT
AFFORDABLE HOUSING SECTION REQUESTED BY BOCC
NOT REVIEWED NOT APPROVED

WORKING DRAFT WORKING DRAFT WORKING DRAFT
AFFORDABLE HOUSING SECTION REQUESTED BY BOCC
NOT REVIEWED NOT APPROVED

WORKING DRAFT WORKING DRAFT WORKING DRAFT
AFFORDABLE HOUSING SECTION REQUESTED BY BOCC
NOT REVIEWED NOT APPROVED

WORKING DRAFT WORKING DRAFT WORKING DRAFT
AFFORDABLE HOUSING SECTION REQUESTED BY BOCC
NOT REVIEWED NOT APPROVED

M.I.R.A SOUTH AREA LEGAL - CONE ROAD SUB-AREA

Begin at the Northeast corner of Tax Parcel 501, lying in Section 36, Township 24 South, Range 36 East as recorded in Official RecordsBook (ORB) 6033, Page 2921 of the Public Records of Brevard County, Florida; thence South along the East line of said ORB 6033, Page 2921 and its southerly projection along the Ordinary High Water Line of Newfound Harbor to the intersection of the easterly projection of the South Right of Way line of Wall Street; thence West along the South Right of Way of said Wall Street to the West Right of Way line of Kemp Street; thence North along the West Right of Way of said Kemp Street to the South Right of Way line of Manor Drive; thence West along the South Right of Way line of said Manor Drive and its westerly projection to the East boundary line of Tax Parcel 18, lying in Section 2, Township 25 South, Range 36 East as recorded in ORB 2985, Page 3156 of said Public Records; thence South along the East line of said Tax Parcel 18 to the South line of said Tax Parcel 18; thence West along the South line of said Tax Parcel 18 to the East line of the plat of Tropical Gardens as recorded in Plat Book 16, Page 138 of said Public Records; thence north along the East line of said Plat to the North line of said Plat Book 16, Page 138; thence West along the North line of said Plat to the East Right of Way line of South Courtenay Parkway; thence South along said East Right of Way line to the intersection of the easterly projection of the South Right of Line of Brandy Lane; thence West along said easterly projection to the West Right of Way line of South Courtenay Parkway; thence North along said West Right of Way line to the North line of said plat of Tropical Gardens; thence West along said North line to the West line of Tax Parcel 8, lying in said Section 2 as recorded in ORB 4098, Page 599 of said Public Records; thence North along the West line of said Tax Parcel 8 and its northerly projection to the North Right of Way line of Cone Road; thence East along said North Right of Way line to the West Right of Way line of South Courtenay Parkway; thence North along said West Right of Way line to the South boundary line of the existing Merritt Island Redevelopment Area Boundary as described in Brevard County Ordinance 88-37; thence East along said South boundary line to the East Right of Way line of said South Courtenay Parkway; thence South along said East Right of Way line to the North Right of Way line of Cone Road; thence East along said North Right of Way line to the West Right of Way line of Plumosa Street; thence North along the said West Right of Way line to the Northeast corner of Lot 53, Block A of Bel Aire Unit Two as recorded in Plat Book 17, Page 50 of said Public Records (said point also being on the aforesaid South boundary line of the existing Merritt Island Redevelopment Area Boundary as described in Brevard County Ordinance 88-37); thence East along said South boundary line to the West Right of Way line of Sykes Creek Parkway; thence South along said West Right of Way line to the North line of aforesaid Tax Parcel 501; thence East along said North line to the Point of Beginning.

RESPONSIBILITIES

NEIGHBORHOOD IMPACT ASSESSMENT/ STATEMENT

This section for the Chapter relates to MIRA's obligations and intentions to protect the residents of the CRA from additional impacts to the neighborhoods and residents which may result from implementation of the plan.

As previously stated the main goal of redevelopment plans is to correct areas of blight and promote quality residential and commercial use, particularly with regard to developing and maintaining sustainable neighborhoods. The MIRA Plan identifies areas for the private sector to create new, replace, and infill residential and mixed-use development that will aid in retaining the existing housing stock and promote a livable, walkable, and sustainable CRA and surrounding areas.

There are no plans for the MIRA to become residential real estate developers. MIRA will seek to protect residents in their decisions, provide compatibility and good transitions when funding projects, and create stability within existing residential neighborhoods to foster community pride, ownership, and responsibility for property conditions. This plan is designed to preserve, conserve, the investments made to all properties in the CRA.

MIRA's Plan does not include any programs that will dislocate residents.

Should any residential units require relocation due to direct expenditures by the MIRA, the agency will prepare a relocation study and work with other housing providers to locate appropriate housing.

MIRA will follow Department of Housing and Urban Development (DHUD) relocation assistance policies to provide equitable treatment for all property owners and tenants in the event of displacement resulting from property acquisition by MIRA. The purpose of the plan is to stimulate private sector investment, which may result in property acquisitions within the redevelopment area. Private-sector land acquisition and redevelopment projects are not subject to the same provisions as governmental bodies. However, in the case of tenants displaced as a consequence of a voluntary sale by the private sector, the Redevelopment Agency, if requested, may assist by providing referrals and technical assistance to known local private and public housing providers in the area, in order to assure the displaced parties have replacement housing available to them.



RESPONSIBILITIES

ESTABLISHMENT OF RESIDENTIAL USE

The purpose of Redevelopment Plans is to correct areas of blight and promote quality residential use, particularly with regard to developing and maintaining sustainable neighborhoods.

Should any residential units require relocation due to direct expenditures by the MIRA, the MIRA will prepare a relocation study and work with other housing providers to locate appropriate housing. MIRA does not anticipate to be a developer of housing. This Plan does identify areas for the private sector to create new, replacement, and infill residential and mixed-use development that will aid in retaining the existing housing stock and promoting a livable, walkable, and sustainable CRA and existing surrounding areas.

ENVIRONMENTAL QUALITY

The MIRA CRA is a predominately urbanized area, however, the County has prepared and is implementing a Master Stormwater Management Plan and has acquired property for regional stormwater systems that will serve as Stormwater parks instead of ponds. Plan implementation will result in more green and landscaped spaces than presently exist, which will be a positive impact on the environment. The plan calls for creating eco-tourism opportunities, regional stormwater systems, and upgrades to the stormwater utility. Brevard County currently requires environmental permitting for development approval and on or off-site stormwater management systems are required to adequately handle runoff from new developments and redevelopment on older properties that do not have the lot size to accommodate current stormwater retention requirements. There are no plans to introduce any type of land use or business that would be a "pollution" producer. There are no adverse, only positive, impacts anticipated from the proposed redevelopment program.



RESPONSIBILITIES

TRAFFIC CIRCULATION

The plan calls for development of vacant parcels plus improvements and redevelopment of existing commercial, industrial and residential lands.

Generally, street network improvements will include intersection improvements, traffic light upgrades, turn lane enhancements, and other multi-modal additions. Most of the anticipated traffic will continue to move through the area along the major arteries of SR 3, SR 528 and SR 520. FDOT and Brevard County are working together on beautification and streetscaping enhancement projects that are proposed in this plan. They will continue to be partners in making changes or improvements to the circulation system. Resources for physical changes to the roadway are allocated through the Transportation Planning Organization (TPO) process. In addition, the private sector will support a large portion of the cost of the improvements necessitated by growth. Residential streets adjacent to the MIRA will not significantly be impacted by traffic related to MIRA improvements activities, if at all. To the extent that vacant lots are developed throughout the district as infill sites, the increase of such traffic would be small that the level of service standards on any of the streets should not be significantly affected.

The existing roadway system remains virtually intact, unless changes to some of the side streets occurs in future years as funding, support and interest grows.

COMMUNITY SERVICES AND FACILITIES

The plan will result in enhanced community services and facilities in the CRA. Such enhancements include, but are not limited to: increased public safety; added streetscaping for beautification and environmental enhancement; modifications to several intersections to make them safer; street, sidewalk, and drainage improvements; traffic calming enhancements; monumentation and new signage for identification; upgraded utility systems; Museums, Veteran's Centers, public buildings and community centers; enhanced recreation programs and facilities. Public/private cost share programs to encourage public facility and service improvements will also be pursued.



RESPONSIBILITIES

EFFECT ON SCHOOL POPULATION

The Plan will have little direct impact on the school population. One positive benefit for the school-age population residing in or using the redevelopment area will be the new sidewalk linkages, traffic control devices, and better pedestrian movement.

Demographic analysis shows the average household size and school populations decreasing over the next 5 yearson Merritt Island. The interlocal agreement with the School Board will enable Brevard County to monitor the growth and capacity at all of its elementary, middle, and high schools used by its residents. Brevard County and School Board work closely to assure quality in building capacity and overall education.

COMPREHENSIVE PLAN CONSISTENCY

The Redevelopment Plan is determined to be in compliance and consistent with the County's adopted Comprehensive Plan, including the Future Land Use Map (FLUM). However, priority should be given to amendments will facilitate the implementation of the Community Redevelopment Plan (CRP).

ADDITIONAL PHYSICAL AND SOCIAL QUALITY OF THE NEIGHBORHOOD

While much has been accomplished, there is still much to do to improve the quality of life of the MIRA. It is expected that the overall physical and social conditions of MIRA will not improve without the redevelopment program. Redevelopment programs will increase community pride and motivation to participate in activities that result in physical, economic and social improvements.

PLAN APPROVAL

The Community Redevelopment Plan (CRP) has been approved and adopted pursuant to Chapter 163.360 Florida Statutes. Upon approval by the Brevard County Commission, the Redevelopment Plan shall be considered in full force and effect for the defined redevelopment area.

Brevard County may then cause the Merritt Island Redevelopment Agency (MIRA) to carry out the implementation of the Plan.

SEVERABILITY

If any provision, section or clause of the Redevelopment Plan is held to be invalid, unconstitutional, or otherwise illegal, such decision shall not affect the validity of the remaining portions of the Redevelopment Plan.



RESPONSIBILITIES

RELOCATION ASSISTANCE

Brevard County will follow Department of Housing and Urban Development (DHUD) relocation assistance policies to provide equitable treatment for all property owners and tenants in the event of displacement resulting from property acquisition by the Redevelopment Agency. The purpose of the plan is to stimulate private sector investment, which may result in property acquisitions within the redevelopment area. Private-sector land acquisition and redevelopment projects are not subject to the same provisions as governmental bodies. In the case of tenants displaced as a consequence of a voluntary sale by the private sector, the Redevelopment Agency, if requested, may assist by providing referrals and technical assistance to known local private and public housing providers in the area, in order to assure the displaced parties have replacement housing available to them.

RESTRICTIONS

In accordance with the Florida Statutes only the Brevard County Commission is authorized to pledge the full faith and credit of Brevard County, or guarantee the indebtedness of any person performing any work or providing labor or services in connection with any redevelopment project, or to otherwise obtain funds from any source or in any manner not specifically authorized in the Plan, the Act, or the provisions of applicable law. MIRA has all the powers and authority vested by Chapter 163, Part III, Community Redevelopment, as may be amended from time to time and as allocated by the Brevard County Commission in various Ordinances adopted for the program.

DURATION OF THE PLAN

The redevelopment provisions, controls, restrictions and covenants of the Redevelopment Plan shall be effective until amended by the Board of County Commissioners or the sunset of the Agency.

AMENDMENT OF THE PLAN

The Redevelopment Plan may be modified, changed, or amended at any time by the Brevard County Commission in accordance with the requirements of Section 163.361, F.S.



RESPONSIBILITIES

SAFEGUARDS AND RETENTION OF CONTROL

This Redevelopment Plan is the guiding document for future development, redevelopment and ancillary programs, projects, and activities in and for Merritt Island Community Redevelopment Area. In order to assure that redevelopment will take place in conformance with the principles and strategies expressed in this plan, the Redevelopment Agency will utilize the regulatory devices, instruments and systems used by Brevard County or delegated to MIRA to permit development and redevelopment within its jurisdiction. These regulatory devices include but are not limited to the Comprehensive Plan, the Land Development Code, adopted design guidelines, performance standards and Brevard County authorized development review, permitting and approval processes and any other adopted codes, standards, and policies. In accordance with the requirements of Section 163.362 (2) (b), F.S., the County's regulatory controls determine the limitations on building height, structure, size and use.

The Redevelopment Plan sets forth proposed uses and development idea/opportunities and illustrates them on accompanying maps.

The Brevard County Commission retains the vested authority and responsibility for:

- The power to grant final approval to the Redevelopment Plans and modifications,
- The power to authorize issuance of revenue bonds or other financial debt as set forth in Section 163.385, F.S.;
- The power to approve the public acquisition, demolition, removal or disposal of property as provided in Section 163.370(3), F.S.

The Redevelopment Agency shall provide adequate safeguards or any other provisions necessary to carry out the Goals, Objectives, Programs, and Projects enumerated in the Redevelopment Plan.

REPORTING REQUIREMENTS

The Community Redevelopment Agency shall comply with the reporting requirements of Section 163.356 (3) (c), F.S.

Additionally, the Agency shall comply with the auditing requirements, as set forth in Section 163.387 (8), F.S., which mandates an independent financial audit of the Redevelopment Agency Trust Fund each fiscal year and report such an audit. The MIRA or its agents shall conform to the statutory requirements as applicable for special districts under the laws of the State of Florida.



RESPONSIBILITIES

SAFEGUARDS AND RETENTION OF CONTROL

This Redevelopment Plan is the guiding document for future development, redevelopment and ancillary programs, projects, and activities in and for Merritt Island Community Redevelopment Area. In order to assure that redevelopment will take place in conformance with the principles and strategies expressed in this plan, the Redevelopment Agency will utilize the regulatory devices, instruments and systems used by Brevard County or delegated to MIRA to permit development and redevelopment within its jurisdiction. These regulatory devices include but are not limited to the Comprehensive Plan, the Land Development Code, adopted design guidelines, performance standards and Brevard County authorized development review, permitting and approval processes and any other adopted codes, standards, and policies. In accordance with the requirements of Section 163.362 (2) (b), F.S., the County's regulatory controls determine the limitations on building height, structure, size and use.

The Redevelopment Plan sets forth proposed uses and development idea/opportunities and illustrates them on accompanying maps.

The Brevard County Commission retains the vested authority and responsibility for:

- The power to grant final approval to the Redevelopment Plans and modifications,
- The power to authorize issuance of revenue bonds or other financial debt as set forth in Section 163.385, F.S.;
- The power to approve the public acquisition, demolition, removal or disposal of property as provided in Section 163.370(3), F.S.

The Redevelopment Agency shall provide adequate safeguards or any other provisions necessary to carry out the Goals, Objectives, Programs, and Projects enumerated in the Redevelopment Plan.

REPORTING REQUIREMENTS

The Community Redevelopment Agency shall comply with the reporting requirements of Section 163.356 (3) (c), F.S.

Additionally, the Agency shall comply with the auditing requirements, as set forth in Section 163.387 (8), F.S., which mandates an independent financial audit of the Redevelopment Agency Trust Fund each fiscal year and report such an audit. The MIRA or its agents shall conform to the statutory requirements as applicable for special districts under the laws of the State of Florida.



SMART GROWTH

The purpose of this section is encourage developers and businesses to elevate their standards to incorporate Smart Growth principles. Brevard County's zoning code provides a minimum baseline for construction standards, but the MIRA has the opportunity to encourage more environmentally-friendly, historically-friendly, and community-friendly design practices through their review process and incentive offerings.

WORKING DRAFT WORKING DRAFT WORKING DRAFT
AFFORDABLE HOUSING SECTION REQUESTED BY BOCC
NOT REVIEWED NOT APPROVED

WORKING DRAFT WORKING DRAFT

AFFORDABLE HOUSING SECTION REQUESTED BY BOCC
NOT REVIEWED NOT APPROVED

WORKING DRAFT WORKING DRAFT WORKING DRAFT

AFFORDABLE HOUSING SECTION REQUESTED BY BOCC
NOT REVIEWED NOT APPROVED

WORKING DRAFT WORKING DRAFT WORKING DRAFT

AFFORDABLE HOUSING SECTION REQUESTED BY BOCC
NOT REVIEWED NOT APPROVED

WORKING DRAFT WORKING DRAFT WORKING DRAFT

AFFORDABLE HOUSING SECTION REQUESTED BY BOCC
NOT REVIEWED NOT APPROVED

WORKING DRAFT WORKING DRAFT WORKING DRAFT

AFFORDABLE HOUSING SECTION REQUESTED BY BOCC
NOT REVIEWED NOT APPROVED



10

WORKING DRAFT WORKING DRAFT WORKING DRAFT
AFFORDABLE HOUSING SECTION REQUESTED BY BOCC
NOT REVIEWED NOT APPROVED

WORKING DRAFT WORKING DRAFT
AFFORDABLE HOUSING SECTION REQUESTED BY BOCC
NOT REVIEWED NOT APPROVED

ENVIRONMENTAL CONDITIONS

WORKING DRAFT WORKING DRAFT WORKING DRAFT
AFFORDABLE HOUSING SECTION REQUESTED BY BOCC
NOT REVIEWED NOT APPROVED

WORKING DRAFT WORKING DRAFT WORKING DRAFT
AFFORDABLE HOUSING SECTION REQUESTED BY BOCC
NOT REVIEWED NOT APPROVED

WORKING DRAFT WORKING DRAFT WORKING DRAFT
AFFORDABLE HOUSING SECTION REQUESTED BY BOCC
NOT REVIEWED NOT APPROVED

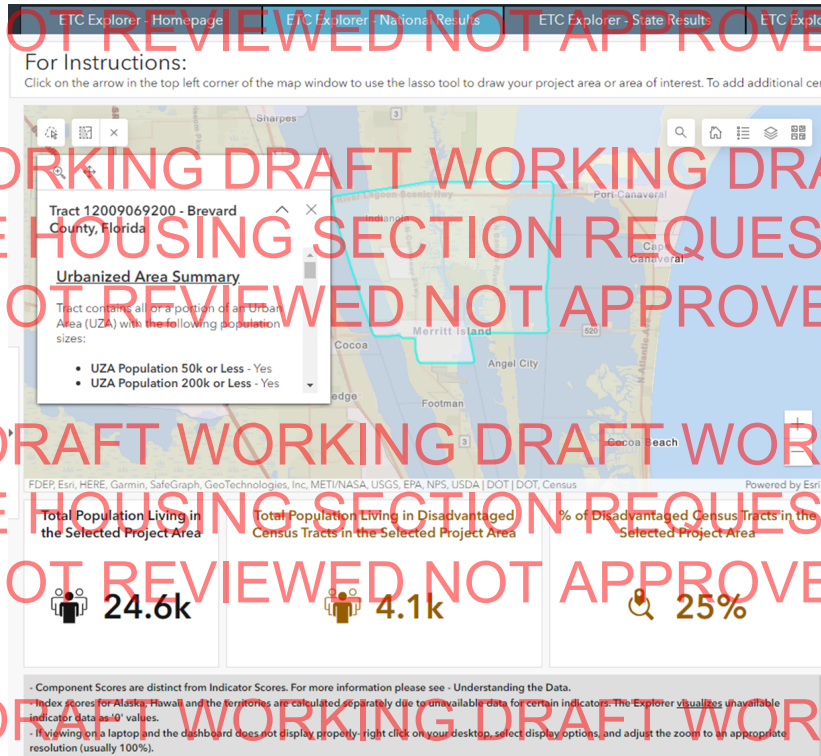
WORKING DRAFT WORKING DRAFT WORKING DRAFT
AFFORDABLE HOUSING SECTION REQUESTED BY BOCC
NOT REVIEWED NOT APPROVED



RESILIENCY PLANNING

WHAT IS A RESILIENCY PLAN?

Disadvantaged communities are at the highest risk of endangerment from a disaster. According to the Equitable Transportation Community (ETC) Explorer, 25% of the people living in and around MIRA's boundaries are disadvantaged in some capacity.



A resiliency plan gives communities the capacity to plan for, mitigate, and reduce vulnerability to the adverse impacts of disasters and climate change, thus enabling them to save lives, reduce losses, and unlock economic and social potential. It is essential for MIRA to work experts work with the appropriate authorities and experts to assess environmental risks, hazards, disaster prevention strategies, and optimal evacuation planning. The findings from this assessment shall be organized into a comprehensive, user-friendly action plan. Possible topics may include, but are not limited to to following:

- Resiliency, vulnerability and sustainability metrics
- Disaster and evacuation planning
- Response to climate trends
- Flood risk evaluation
- Support for disadvantaged communities



LOW IMPACT DEVELOPMENT (LID)

Tree and Shrub Protection

Seek Tree Area Designation

Work with Brevard County to add MIRA's tree policy to the County zoning code.

WORKING DRAFT WORKING DRAFT WORKING DRAFT
AFFORDABLE HOUSING SECTION REQUESTED BY BOCC
NOT REVIEWED NOT APPROVED

Work with the County to implement Low Impact Development policy and incentives for the MIRA area.

WORKING DRAFT WORKING DRAFT

AFFORDABLE HOUSING SECTION REQUESTED BY BOCC
NOT REVIEWED NOT APPROVED

WORKING DRAFT WORKING DRAFT WORKING DRAFT
AFFORDABLE HOUSING SECTION REQUESTED BY BOCC
NOT REVIEWED NOT APPROVED

WORKING DRAFT WORKING DRAFT WORKING DRAFT
AFFORDABLE HOUSING SECTION REQUESTED BY BOCC
NOT REVIEWED NOT APPROVED

WORKING DRAFT WORKING DRAFT WORKING DRAFT
AFFORDABLE HOUSING SECTION REQUESTED BY BOCC
NOT REVIEWED NOT APPROVED

WORKING DRAFT WORKING DRAFT WORKING DRAFT
AFFORDABLE HOUSING SECTION REQUESTED BY BOCC
NOT REVIEWED NOT APPROVED





11

WORKING DRAFT WORKING DRAFT WORKING DRAFT
AFFORDABLE HOUSING SECTION REQUESTED BY BOCC
NOT REVIEWED NOT APPROVED

WORKING DRAFT WORKING DRAFT
AFFORDABLE HOUSING SECTION REQUESTED BY BOCC
NOT REVIEWED NOT APPROVED

COMMUNITY
ENGAGEMENT PLAN

WORKING DRAFT WORKING DRAFT WORKING DRAFT
AFFORDABLE HOUSING SECTION REQUESTED BY BOCC
NOT REVIEWED NOT APPROVED

WORKING DRAFT WORKING DRAFT WORKING DRAFT
AFFORDABLE HOUSING SECTION REQUESTED BY BOCC
NOT REVIEWED NOT APPROVED

WORKING DRAFT WORKING DRAFT WORKING DRAFT
AFFORDABLE HOUSING SECTION REQUESTED BY BOCC
NOT REVIEWED NOT APPROVED

WORKING DRAFT WORKING DRAFT WORKING DRAFT
AFFORDABLE HOUSING SECTION REQUESTED BY BOCC
NOT REVIEWED NOT APPROVED



COMMUNITY ENGAGEMENT PLANNING

The MIRA should consider assembling a subcommittee dedicated to community engagement activities. These activities may include, but are not limited to, the following:

- Spreading awareness and collecting community input regarding proposed zoning, land use, and code changes.
- Hosting charettes to collect community input about future developments and concept plans.
- Putting a community survey plan in place to gauge concerns, identify highest development needs, and to collect community desires
- Host events to spread awareness about MIRA projects
- Maintain a social media, as practicable, presence to inform the public about projects, goals, and MIRA details
- Host a website to Florida State Statute standard, and if practicable, use it to alert the public about MIRA meetings, plans, and to enhance communication with the public

These plausibility for maintaining these activities should be weighed by project priority and staff availability.

WORKING DRAFT WORKING DRAFT WORKING DRAFT
AFFORDABLE HOUSING SECTION REQUESTED BY BOCC
NOT REVIEWED NOT APPROVED

WORKING DRAFT WORKING DRAFT WORKING DRAFT
AFFORDABLE HOUSING SECTION REQUESTED BY BOCC
NOT REVIEWED NOT APPROVED

WORKING DRAFT WORKING DRAFT WORKING DRAFT
AFFORDABLE HOUSING SECTION REQUESTED BY BOCC
NOT REVIEWED NOT APPROVED

WORKING DRAFT WORKING DRAFT WORKING DRAFT
AFFORDABLE HOUSING SECTION REQUESTED BY BOCC
NOT REVIEWED NOT APPROVED

WORKING DRAFT WORKING DRAFT WORKING DRAFT
AFFORDABLE HOUSING SECTION REQUESTED BY BOCC
NOT REVIEWED NOT APPROVED





12

MIRA SITE PLAN AND REZONING REVIEWS



MIRA REVIEWS

ZONING, CONDITIONAL USE PERMITS, AND VARIANCES

Sec. 62-2114. - Merritt Island redevelopment agency review of the Brevard County zoning code states the following:

"When an application is made to the planning and zoning board for a change in zoning or approval of a conditional use permit, or to the board of adjustment for a variance, for property located in the Merritt Island redevelopment area, the application shall be forwarded to the Merritt Island redevelopment agency prior to the applicable public hearing before the planning and zoning board or the board of adjustment.

(Code 1979, §14-20.35)"

SITE PLAN REVIEWS

Sec. 62-3202. - General (f), of the Brevard County zoning code states the following.

"(f) Site development plans located within the Merritt Island Redevelopment Area (MIRA) as described in the Merritt Island Redevelopment Plan, shall be coordinated with the Merritt Island Redevelopment Agency for a determination of consistency with the Merritt Island Redevelopment Plan."

MIRA will work with Brevard County to create a process to meet the review requirements stated in the Brevard County code.



13

WORKING DRAFT WORKING DRAFT WORKING DRAFT
AFFORDABLE HOUSING SECTION REQUESTED BY BOCC
NOT REVIEWED NOT APPROVED

WORKING DRAFT WORKING DRAFT
AFFORDABLE HOUSING SECTION REQUESTED BY BOCC
NOT REVIEWED NOT APPROVED

RESOLUTIONS AND ORDINANCES

WORKING DRAFT WORKING DRAFT WORKING DRAFT
AFFORDABLE HOUSING SECTION REQUESTED BY BOCC
NOT REVIEWED NOT APPROVED

WORKING DRAFT WORKING DRAFT WORKING DRAFT
AFFORDABLE HOUSING SECTION REQUESTED BY BOCC
NOT REVIEWED NOT APPROVED

WORKING DRAFT WORKING DRAFT WORKING DRAFT
AFFORDABLE HOUSING SECTION REQUESTED BY BOCC
NOT REVIEWED NOT APPROVED

WORKING DRAFT WORKING DRAFT WORKING DRAFT
AFFORDABLE HOUSING SECTION REQUESTED BY BOCC
NOT REVIEWED NOT APPROVED



RESOLUTIONS & ORDINANCES

Resolution 88-312

ADOPTED ON SEPTEMBER 13, 1988

Defining the Community Redevelopment Area;
Finding the Existence of Conditions in the Area that
Warrants the Creation of a Redevelopment District in
Accordance with Criteria Set Forth in Chapter 163,
Florida Statutes.

Ordinance 88-37

ADOPTED ON OCTOBER 4, 1988

Creating a Redevelopment Agency, pursuant to
Chapter 163.356, Fla. Stat.; Authorizing the Agency to
Exercise Powers within the Community
Redevelopment Area; Appointing a Board of
Commissioners of the Community Redevelopment
Agency; Designating a Chairman and Vice Chairman
of the Board; Providing for Terms of Office for the
Commissioners.

Ordinance 88-43

ADOPTED ON NOVEMBER 15, 1988

Amending Section III to Create a Community
Redevelopment Agency Comprised of Persons
Residing or Engaged in Business Within the Area of
Operation of the Agency, Pursuant to Section 163.356,
Florida Statutes; Appointing a 7 member board or
commissioners of the Community Redevelopment
Agency; Providing for the designation of a Chairman
and Vice Chairman of the Board; Providing for terms
of office of the commissioners; Providing for an
effective date



RESOLUTIONS & ORDINANCES

Resolution 89-221

ADOPTED ON JUNE 6, 1989

Approving the Community Redevelopment Plan for the Merritt Island Redevelopment Agency Pursuant to the Provisions of Chapter 163, Florida Statute.

Ordinance 89-28

ADOPTED ON JUNE 6, 1989

Pursuant to Florida Statutes 163.387, Providing for the creation and administration of a Community Redevelopment Trust Fund for the Merritt Island Redevelopment Area as set forth in Resolution No. 88-312 of the Board of County Commissioners, Brevard County, Florida, for the duration of the Community Redevelopment Plan; Designating the Community Redevelopment Trust Fund as the recipient of funds pursuant to Chapter 163.387(1), Florida Statutes, to be administered by the Merritt Island Community Redevelopment Agency; Acknowledging the adoption of the Merritt Island Redevelopment Plan and its implementation by the Redevelopment Agency. Providing for severability; providing for an effective date.

Resolution 90-188

ADOPTED ON MAY 15, 1990

Finding the existence of conditions in the area that warrant the extension of the current redevelopment district boundary in accordance with criteria set forth in Chapter 163, Florida Statutes; Making certain findings and determinations; Providing an effective date.



RESOLUTIONS & ORDINANCES

Resolution 91-457

ADOPTED ON DECEMBER 9, 1991

Relating to Community Redevelopment in Central Merritt Island; Approving the Merritt Island Redevelopment Plan as amended, for the Merritt Island Redevelopment Area pursuant to the provisions of Part III of Chapter 163, Florida Statutes.

Ordinance 91-39

ADOPTED ON DECEMBER 9, 1991

Pursuant to Florida Statutes 163.387, Providing for the creation and administration of a Community Redevelopment Trust Fund for the Merritt Island Amending Ordinance 88-37 Relating to Community Redevelopment in Central Merritt Island; Amending the Redevelopment Area to Add Land to the Redevelopment Area Pursuant to Chapter 163.361, Florida Statute; Extending the Boundaries of the Redevelopment Area to Consist of Additional Property Eastward and Adjacent to the Merritt Island Redevelopment Area Which Adjacent Property is Located in Township 24, Range 36, Sections 25 and 36, and Township 24, Range 37, Sections 30 and 31 all within the Unincorporated Area of Brevard County, Florida District II; as more particularly described in this Ordinance; Authorizing the Agency to Exercise Powers within the Community Redevelopment Area.



RESOLUTIONS & ORDINANCES

Ordinance 91-40

ADOPTED ON DECEMBER 9, 1991

Pursuant to Chapter 163.387, Florida Statute, Providing for the Administration of a Community Redevelopment Trust Fund for the Merritt Island Redevelopment Area as set forth in Resolution 90- 188 of the Board of County Commissioners (BOCC), Brevard County, Florida, for the Duration of the Merritt Island Redevelopment Plan; Designating the Community Redevelopment Trust Fund as the Recipient of Funds Pursuant to Chapter 163.387(1) Florida Statute, to be Administered by the Merritt Island Community Redevelopment Agency; Acknowledging the Adoption of the Merritt Island Redevelopment Plan, as amended and its Implementation by the Merritt Island Community Redevelopment Agency.

ADOPTED ON DECEMBER 9, 1997

Resolution 97-294

Approving an amendment to the Merritt Island Redevelopment Plan, for the Merritt Island Redevelopment Area pursuant to the provisions of Part III of Chapter 163, Florida Statutes by identifying specific redevelopment projects and recommended actions.

Ordinance 06-32

ADOPTED ON MAY 16, 2006

Making Findings of Blight and Necessity; Amending the Merritt Island Redevelopment Plan; Amending Boundaries of the CRA; Amending and Providing a Legal Description of the Additional Area to be included within the Community Redevelopment Area.



RESOLUTIONS & ORDINANCES

Resolution 06-165

ADOPTED ON MAY 16, 2006

Relating to Community Redevelopment in State Road 3 Corridor Area of Merritt Island; Amending the boundaries of the Community Redevelopment Area; Finding the existence of conditions in the area that warrant the creation of a Redevelopment District in Accordance with Criteria set forth in Chapter 163, Florida Statutes; Making certain findings and determinations; Providing an effective date.

Resolution 11-122

ADOPTED ON MAY 24, 2011

Relating to Community Redevelopment in Merritt Island; Defining the Community Redevelopment Area; Finding the Existence of Conditions in the Area that Warrant the Extension of the Current Redevelopment District Boundary in Accordance with Criteria Set Forth in Chapter 163, Florida Statutes.



13

WORKING DRAFT WORKING DRAFT WORKING DRAFT
AFFORDABLE HOUSING SECTION REQUESTED BY BOCC
NOT REVIEWED NOT APPROVED

WORKING DRAFT WORKING DRAFT
AFFORDABLE HOUSING SECTION REQUESTED BY BOCC
NOT REVIEWED NOT APPROVED

GLOSSARY

WORKING DRAFT WORKING DRAFT WORKING DRAFT
AFFORDABLE HOUSING SECTION REQUESTED BY BOCC
NOT REVIEWED NOT APPROVED

WORKING DRAFT WORKING DRAFT WORKING DRAFT
AFFORDABLE HOUSING SECTION REQUESTED BY BOCC
NOT REVIEWED NOT APPROVED

WORKING DRAFT WORKING DRAFT WORKING DRAFT
AFFORDABLE HOUSING SECTION REQUESTED BY BOCC
NOT REVIEWED NOT APPROVED

WORKING DRAFT WORKING DRAFT WORKING DRAFT
AFFORDABLE HOUSING SECTION REQUESTED BY BOCC
NOT REVIEWED NOT APPROVED



DEFINITIONS

ACT

"The Community Redevelopment Act of 1969", as set forth in paragraph 163.330 et seq Florida Statutes, as may be amended from time to time.

COUNTY COMMISSION

The Brevard County Board of County Commissioners as shall be from time to time be constituted and charged with the duty of governing Merritt Island.

AGENCY

The Merritt Island Community Redevelopment Agency (MIRA) designated in accordance with the Act.

FLOOR AREA RATIO NET (FAR)

The ratio of the area of the principal uses or use of a structure (exclusive of stairwells, halls, corridors, lobbies, patios, balconies, elevators, equipment and mechanical rooms, and enclosed vehicular parking or loading areas, which are designed and constructed as an integral function of the structure or building) to the area of development parcel or building site for which development approval is being sought.

COMPREHENSIVE PLAN

The adopted Comprehensive Plan used to guide the future development of lands contained within the Merritt Island Community Redevelopment Area as approved by the Brevard County Board of County Commissioners and as may be amended from time to time.

IMPROVEMENTS

Building, structures, and other improvements including, without limitation, subsurface structures and foundations and public improvements constructed, erected, or placed or to be constructed, erected, or placed on any real property in the redevelopment area.

COMMUNITY REDEVELOPMENT AREA

Those lands within the legally described boundaries of the district as established by Ordinances and Resolutions of the Brevard County Commission.

OPEN SPACES

Any parcel of land or water essentially unimproved and set aside, dedicated, designed, or reserved for public or private use or enjoyment or for the use or enjoyment of owners and occupants of land adjoining or neighboring such open space.

COUNTY

The County of Brevard, Florida, and all departments, bureaus and agencies thereof.



DEFINITIONS

OWNER

Any person owning real property within the Redevelopment Area. Person: Any individual, firm, partnership, corporation, company, association, joint stock association or body politic, including any trustee, receiver, assignee or other person acting in a similar representative capacity.

PLAN

This Community Redevelopment Plan as may be amended from time to time.

PLANNING COMMISSION

The Planning and Land Development Regulation Board of the County.

REDEVELOPMENT AREA

The boundaries with which the CRA may be perform work.

PROJECT

The undertakings and activities of the Agency or any person in the Redevelopment Area for the elimination and prevention of the development or spread of slum and blight as encompassed by this Plan.

PUBLIC IMPROVEMENTS

All public utilities, structures, and other improvements including, without limitation, overpasses or underpasses, bridges, streets, gutters, sidewalks, street lights, sewers, storm drains, traffic signals, water distribution systems, electrical distribution systems, telephone systems, curbs, buildings, parks, playgrounds, plazas, recreation areas, off-street parking areas, elevated parking decks or garages, landscape areas, waterways and related facilities.

REAL PROPERTY

Land, including underwater and waterfront property, buildings, structures, fixtures, and improvements on the land; and property appurtenant to or used in connection with the land; every estate, interest, privilege, easement, franchise, and right in land, including, but not limited to, rights-of-way, terms for years, and liens, charges, or encumbrances by way of judgment, mortgage and otherwise the indebtedness secured by such liens.

RESIDENTIAL DENSITY

The number of dwelling units in a structure divided by the area in acres of the parcel of land on which the structure is located and for which development approval is being sought.



DEFINITIONS

STATE

The State of Florida

ZONING ORDINANCES (LAND DEVELOPMENT REGULATIONS)

The Zoning Ordinances or Land

Development Regulations of the County as the same presently exist and may be amended from time to time hereafter.



THANK YOU FOR READING!

WORKING DRAFT WORKING DRAFT WORKING DRAFT
AFFORDABLE HOUSING SECTION REQUESTED BY BOCC
NOT REVIEWED NOT APPROVED



WORKING DRAFT WORKING DRAFT
AFFORDABLE HOUSING SECTION REQUESTED BY BOCC
NOT REVIEWED NOT APPROVED

MERRITT ISLAND
REDEVELOPMENT AGENCY

WORKING DRAFT WORKING DRAFT WORKING DRAFT
AFFORDABLE HOUSING SECTION REQUESTED BY BOCC
NOT REVIEWED NOT APPROVED

WWW.MERRITTISLAND.ORG
@MYMERRITTISLAND

WORKING DRAFT WORKING DRAFT WORKING DRAFT
AFFORDABLE HOUSING SECTION REQUESTED BY BOCC
NOT REVIEWED NOT APPROVED

WORKING DRAFT WORKING DRAFT WORKING DRAFT
AFFORDABLE HOUSING SECTION REQUESTED BY BOCC
NOT REVIEWED NOT APPROVED

WORKING DRAFT WORKING DRAFT WORKING DRAFT
AFFORDABLE HOUSING SECTION REQUESTED BY BOCC
NOT REVIEWED NOT APPROVED

