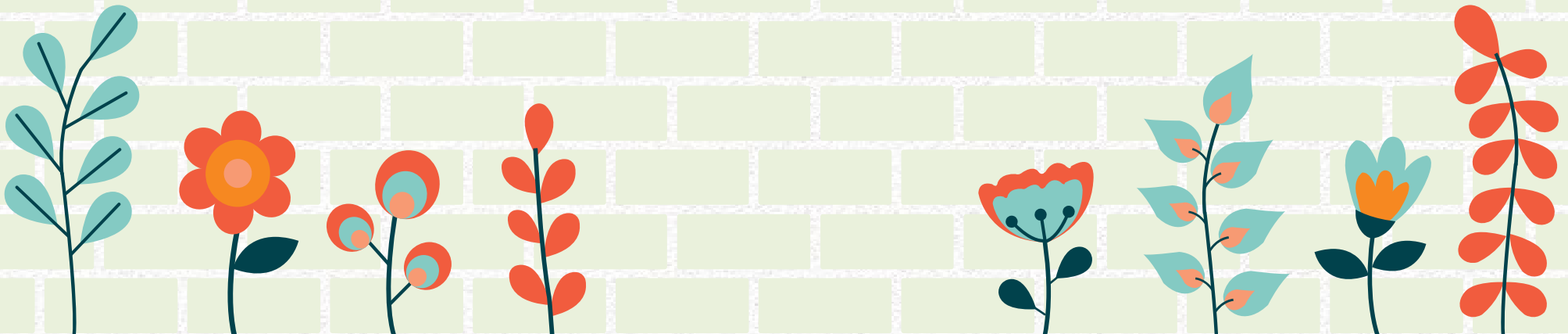




BROOKSVILLE

COMMUNITY REDEVELOPMENT PLAN

CRA



20 N. Main, Centennial Music at Courthouse, 1980



Source: Brooksville Main Street

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1 **INTRO** 



Introduction

The City of Brooksville, the County seat of Hernando, is located at the confluence of several major and historic state and interstate routes; US 41, US 98, and State Road 50. Before the advent of the Interstate Highway System in the late 1950s, these roads provided the primary routes of regional travel. Brooksville's access to these important transportation corridors provided the City with a strategic location within Central-West Florida. For more than 100 years, Downtown Brooksville was a destination for both residents and visitors alike. As the center of civic, commercial, and religious activity, Downtown was a hub of activity seven days a week.

The design of streets and buildings over the last 75 years has centered around the automobile. As the population of Florida grew, so did the number of curb-cuts, parking lots and roadway widths. Regional malls replaced downtown department stores and state routes were expanded to maximize the efficiency of through-traffic for cars, trucks, and trailers. US-98 was converted to one-way westbound and US-41/Broad Street was converted to one-way eastbound. No longer a destination, Downtown Brooksville became a place that people drove through but not to.



Source: https://fdotwww.blob.core.windows.net/sitefinity/docs/default-source/co-gis/past_statemap/flstatemap1955.pdf?sfvrsn=1ddf6c3a_0

Brooksville CRA

Under Florida Statute (Chapter 163, Part III), local governments can designate targeted areas as Community Redevelopment Areas (CRAs) to address conditions of "slum" and "blight" within that area.

CRAs are dependent special districts that utilize Tax Increment Financing (TIF) to fund projects undertaken within the district. The increase in property values within the designated CRA generates the TIF revenue. CRAs are not overseen by the state or local government, however, any activities undertaken must be in the CRA's approved Community Redevelopment Plan. Community Redevelopment Plans must be consistent with the local government's Comprehensive Plan and outline all of the projects which may be employed to foster and support economic development and redevelopment in the CRA. Ultimately, the Community Redevelopment Agency will determine which projects and programs to implement. Some of the projects and programs may not come to fruition, but the Community Redevelopment Plan must identify them if they are to be considered.

In October 1996, the Brooksville City Council directed a Finding of Necessity (FON) Study to assess the need for revitalization in the central Downtown. The FON identified and declared the following conditions:

- **Building deterioration.** A substantial number of deteriorated structures exist and are dispersed over the study area.
- **Site deterioration and deficiencies.** Site deterioration and deficiencies include broken sidewalks, inadequate disability access and inadequate on-site parking.
- **Unsanitary conditions.** Accumulation of trash and debris documented unsanitary conditions.
- **Non-conforming structures.** In blocks where dwelling units do not meet minimum code standards there was non-conforming unit size.
- **Closed buildings.** Closed buildings indicate economic disuse and obsolescence.
- **Vacant lots.** Vacant lots indicate that land is not being put to productive use, which limits the efficiency of local services, limits tax revenues, and can serve as a breeding ground for crime, unsanitary conditions and other social ills.
- **Property maintenance and commercial property code violations.** Violations of property maintenance standards are substandard conditions that inhibit investment and redevelopment.

The CRA is centered around the historic Downtown consisting of the City's commercial core and county seat of Hernando County. The CRA

In 2013 the City completed an update to the Community Redevelopment Plan and reinstated the aforementioned conditions. The 2013 Plan update concluded that the conditions of slum and blight remained and that economic development within the Downtown was a key priority.

Legend

- Original CRA Boundary
- Parcel
- Railroad

COMMUNITY REDEVELOPMENT PLAN

This plan will serve as the second update to the Brooksville Community Redevelopment Plan. The planning process included an assessment and confirmation that the conditions of blight within the CRA have persisted, and now impact areas beyond the Downtown core. Therefore, the City initiated a FON study to evaluate an expansion of the CRA boundaries.

The study observed the following slum and blight conditions in these areas:

Slum Conditions:

- An inadequate provision for ventilation, light, air, sanitation, or open spaces.
- The existence of conditions that endanger life or property by fire or other causes.

Blight Conditions:

- The predominance of defective or inadequate street layout, parking facilities, roadways, bridges, or public transportation facilities.
- Faulty lot layout in relation to size, adequacy, accessibility, or usefulness.
- Unsanitary or unsafe conditions.
- Deterioration of site or other improvements.
- Inadequate and outdated building density patterns.

The observed conditions have negatively affected private sector investment and depressed redevelopment efforts and taxable income in the CRA. Additionally, the deterioration of sites, unsafe and unsanitary conditions, the lack of pedestrian infrastructure, and other observed conditions of blight have harmed economic development and redevelopment activity. Based upon these findings, the City Council authorized the expansion of the CRA and extension of the CRA's operational timeframe through 2054.

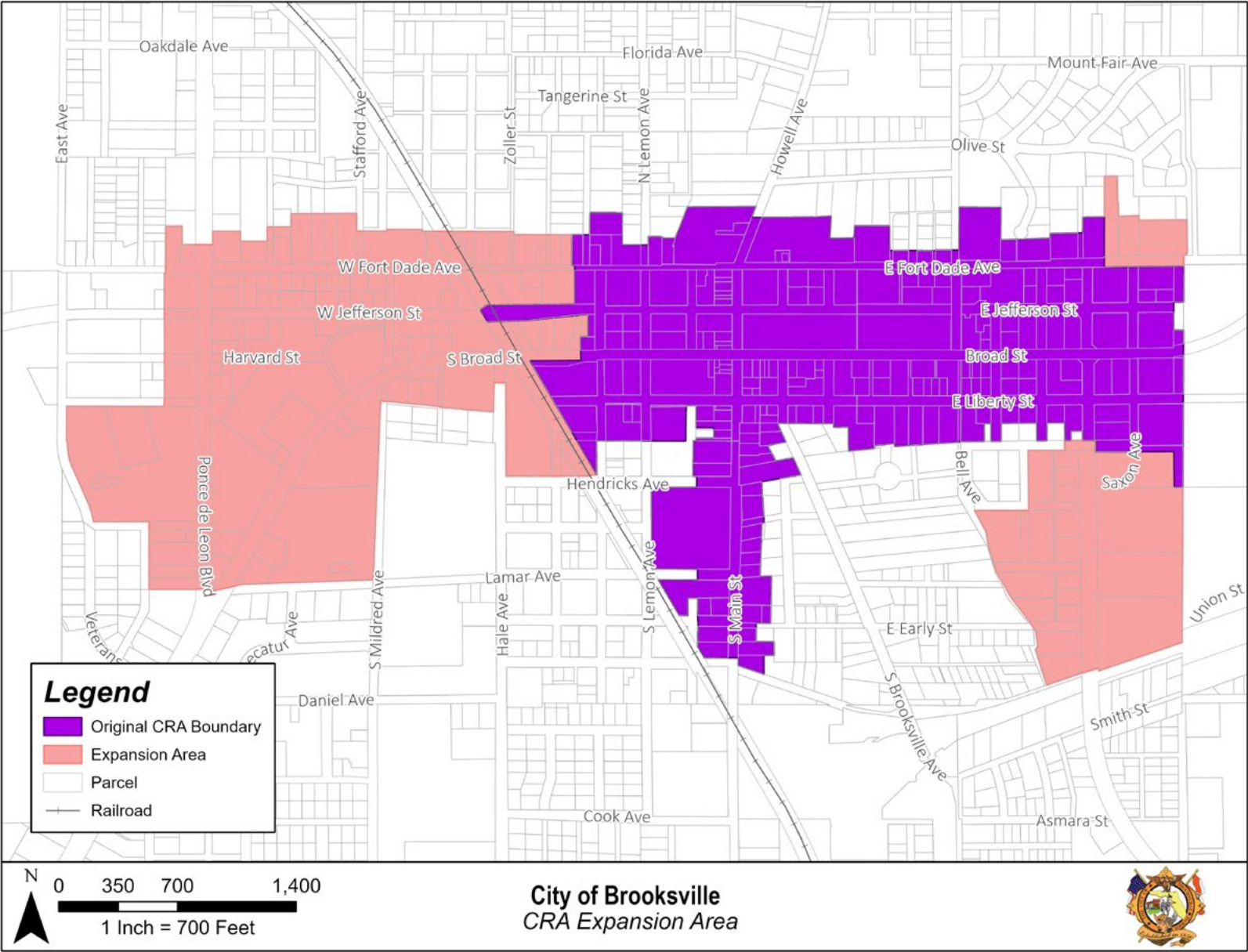
Although important work remains, the CRA has made improvements over time. Projects such as pedestrian enhancements, infrastructure improvements, and the Commercial Revitalization Program have served to improve conditions and increase property values within the CRA. Looking to the future, the Brooksville Community Redevelopment Agency aims to continue enhancing the public realm, protecting the historic nature of the area, and revitalizing community assets to better position the CRA for social and economic advancement.

Brooksville is positioned well to further redevelop and build an active, vibrant, and commercially successful Downtown based upon its many existing assets and prior CRA project implementation. In order to do so it will be important for the community to consider assessing/aligning its policies regarding land use/zoning and transportation with the Strategic Priorities upon which the Plan is built which include: 1) Revive Downtown as a Destination ; 2) Celebrate Brooksville's Historic Charm, Character and Culture; 3) Improve Pedestrian Access and Connectivity; 4) Identify Opportunity Sites and Infrastructure Improvements that Catalyze Redevelopment, and 5) Support of Quality Housing.

The feedback shared by the community and the current conditions of the CRA form the basis for the 2023 Brooksville Community Redevelopment Plan Strategic Goals. Throughout the community engagement process, community members shared their admiration for the area and their desire to highlight the historic ties of the Downtown, to improve public infrastructure to create more spaces to visit with neighbors and friends, and to increase business and housing development in the CRA so that more people can easily access the area.

The Vision for the Brooksville CRA is to become a cultural hub that is a lively Downtown destination for visitors and residents of all ages; that celebrates its historic roots and geographic center of Hernando County; that grows local businesses to provide job opportunities for residents; and that encourages quality in-fill residential and non-residential development.

Figure 2 Community Redevelopment Area with Expansion



Sources: City of Brooksville, Hernando County Property Appraiser (HCPA), FGDL, 2023



⁷**HISTORY** 

HISTORY

is not stagnant.
History is ongoing.

TODAY

is tomorrow's history

-Mary Sheldon



Brooksville History

1840

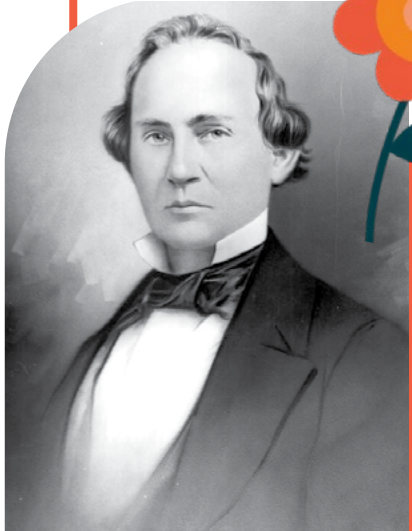
Bird Pearson acquires a Florida homestead and moves his family to Hernando County (current-day Brooksville).

1856

Town of Brooksville is formed when John L. May and John Hale each donated 15 acres of land atop a hill for the site of Hernando County's governmental seat, merging the communities of Pierceville and Melendez.

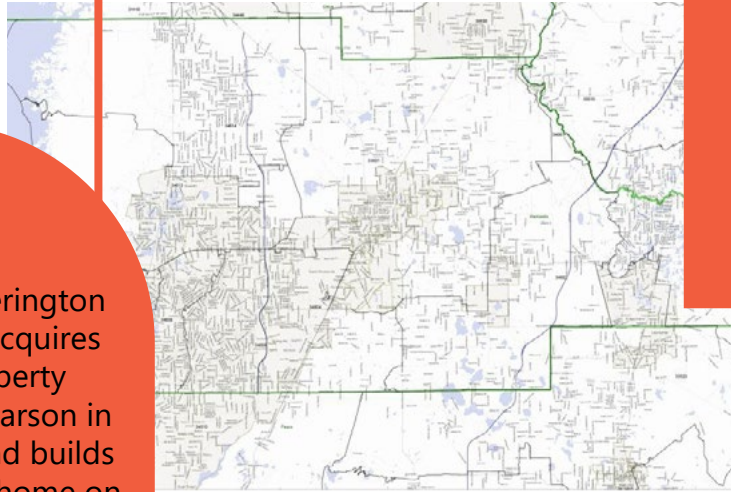
1908

Brooksville Banking Company opens on 1 North Main Street.



1852

The Ederington family acquires the property from Pearson in 1852 and builds a large home on the hill.



1894

The freeze of 1894-95 struck the County's economy a very hard blow.

1904

The progressive Robins family who advocated for greater rights for women, the working class and the impoverished, repaired the house on the hill and named it Chinsegut Hill.

1840s

Fort DeSoto was built on the north side of what is now Brooksville during the Seminole Wars.



1925

Hernando High School was constructed (facing Bell Ave.).



1926

Carlton's Grocery opens and later became All-American Store (a company that Publix eventually bought).



Great Depression

Brooksville suffered from a lack of currency and paid teachers in chits/vouchers.

1932

First National Bank in Brooksville Chairman, Raymond Robins, gave the bank over \$200,000 during the Great Depression to keep it active. Because of that gracious contribution, Robins could not afford his lavish estate and later donated the property to the Federal government.



UF UNIVERSITY of FLORIDA

1954

The U.S. Department of Agriculture deeded Chinsegut Hill estate and the 114 acres around it to the University of Florida.



2009

The *Good Neighbor Trail* opened (later becoming 10+ miles of trail from Brooksville to the Withlacoochee State Forest).

Sources:

<https://floridahikes.com/biking-the-good-neighbor-trail>

<https://www.florida-backroads-travel.com/history-of-brooksville-florida.html>

<https://www.hernandosun.com/2018/04/28/lost-forts-hernando-county/>

<https://www.legendsofamerica.com/fort-de-soto-florida/>

https://digitalcommons.unf.edu/historical_architecture_main/3010/

<https://www.sciencehistory.org/stories/magazine/greenbacks-chits-and-scrip/>



**EXISTING
CONDITIONS** 



Existing Conditions

The Community Redevelopment Area spans over 250 acres. The original area is approximately 119 acres and the 2024 expansion area is approximately 131 acres. Currently in the Downtown, existing commercial and public right-of-way land uses make up much of the composite land use with future land use accentuating that scenario. In addition, the two state roadways (State Arterial 98 and State Arterial 41) that bisect the Downtown and the majority of the CRA carry with them primarily automobile traffic to the area which can promote commercial development. However, this being the case, FDOT could incorporate design considerations into these roadways that would soften the traffic impact leading to a safer environment and to one that is aesthetically more attractive and conducive to further building the Downtown's character. This direction and accommodating the potential for future residential development in, or perhaps on the periphery of, the Downtown through land use and zoning policies, could lead to further Downtown and CRA vibrancy, by allowing more immediate access to the Downtown without necessarily having to rely on the automobile.



Figure 3 Community Redevelopment Area and Expansion Area Boundary



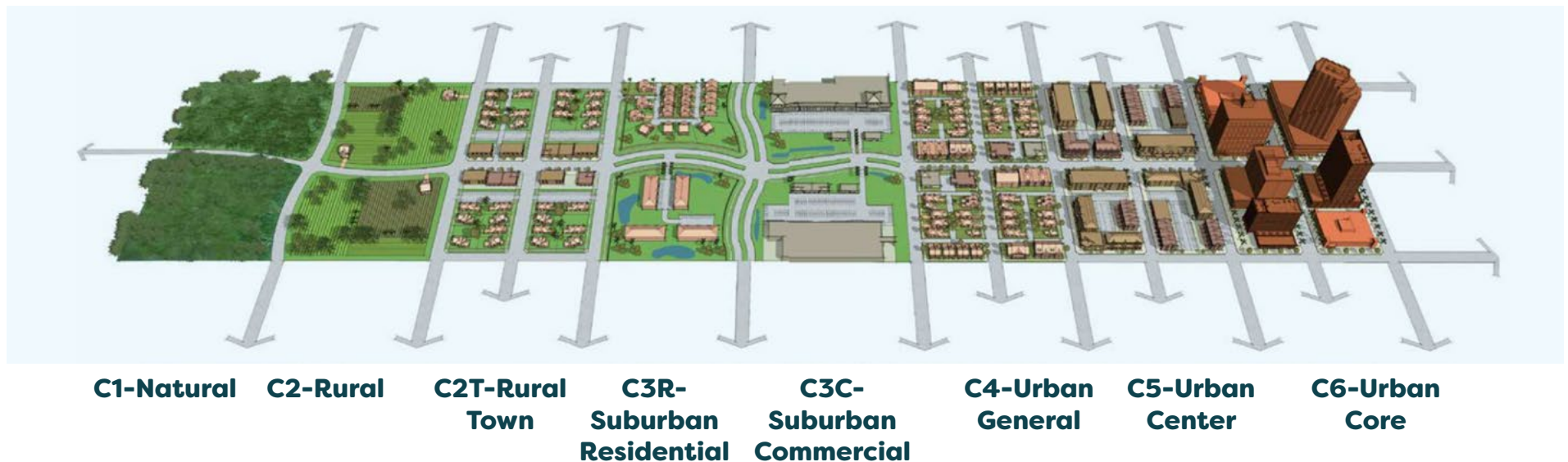
Source: City of Brooksville, FGDL, 2023

Streets

US Highways 98 and 41 are major thoroughfares transversing the CRA, each being a one-way street. FDOT maintains these highways, so the City has less ability to make decisions on infrastructure improvements and updates, including pedestrian and bike infrastructure. The highways have limited crosswalks making pedestrian mobility an additional challenge. Due to these challenges, residents and visitors are likely to prefer personal vehicle use over walking or biking and may choose to leave the downtown area entirely for shopping and dining. By improving pedestrian mobility and enhancing the CRA's commercial amenities, the CRA can become more of a destination for City residents, workers, and visitors. Unfortunately, the land development code and the future land use designations support the current roadway design encouraging highway commercial style design.

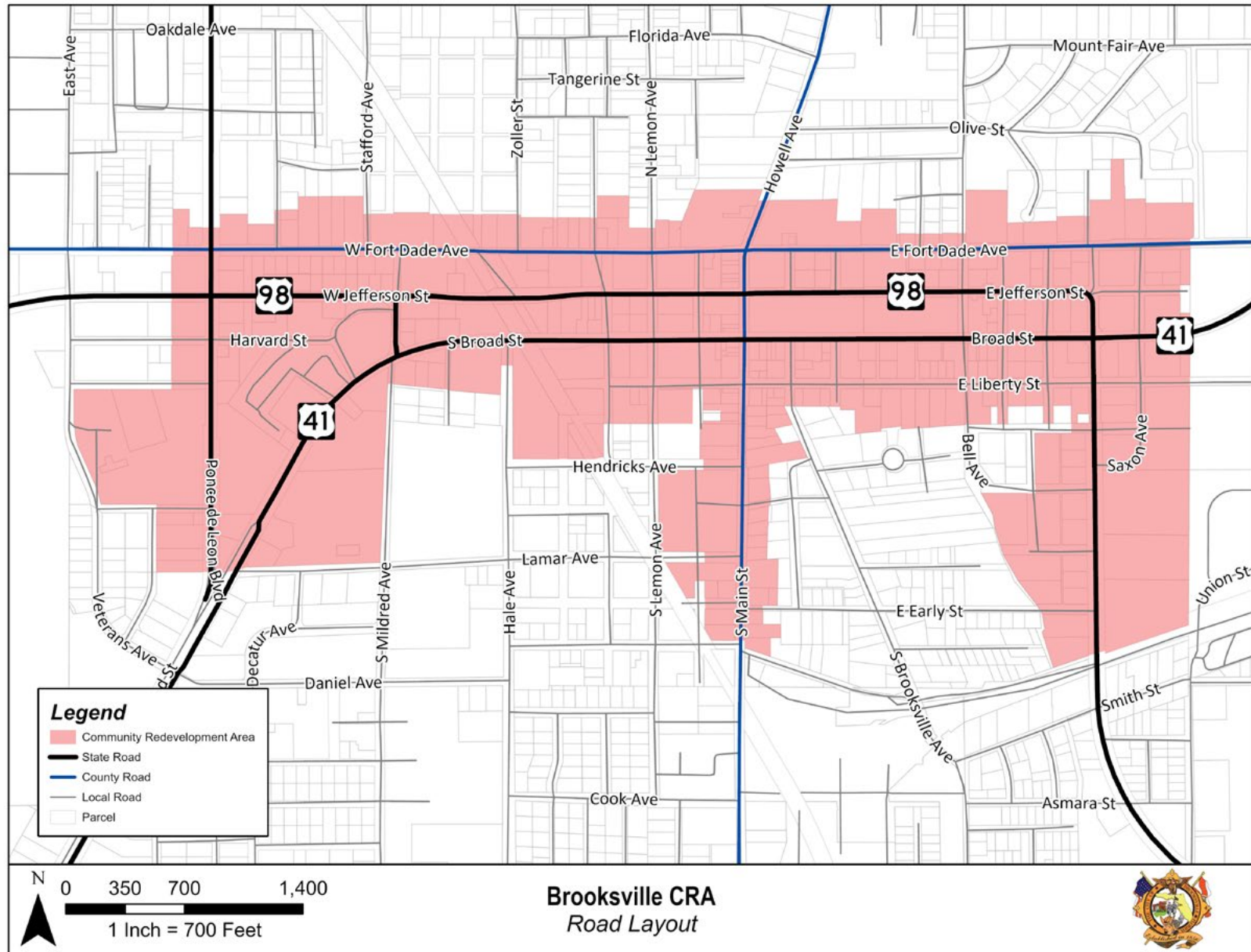
FDOT's context classification system describes the general characteristics of the land use, development patterns, and roadway connectivity along state roadways, providing cues as to the types of uses and user groups that will likely utilize the roadway. The segments of Highway 98 and 41 that bisect Downtown Brooksville have a context classification of C2T (Rural Town). The Rural Town classification is described as roadways having small concentrations of developed areas immediately surrounded by rural and natural areas. The classification includes many historic towns. While some of the development along these corridors matches the classification, the reclassification of these roadway segments to C5 (Urban Center) would provide for a reduction in traffic speeds, wider sidewalks and would allow for overall beautification of the corridor segments. Roadways classified as Urban Center include a mix of uses set within small blocks with a well-connected roadway network. The Urban Center classification is typically concentrated around a few blocks and identified as part of a civic or economic center of a community, town, or city. Moving forward, the City should consider completing a project specific or districtwide evaluation based on future conditions and readily available GIS data to initiate context reclassification through FDOT District 7.

Figure 4 FDOT Context Classifications



Source: https://nflroads.com/CS/Context%20Classification%20Guide%202022_lo-res.pdf, pages 16-17

Figure 5 Street Network



Sources: City of Brooksville, Hernando County Property Appraiser (HCPA), FGDL, 2023

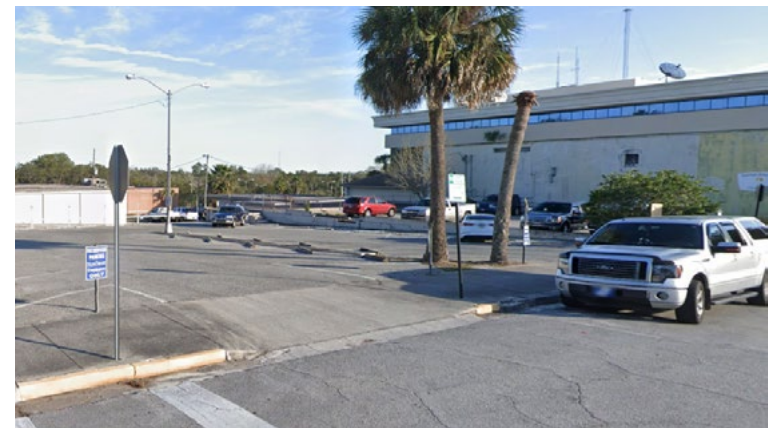
Zoning

The C2 zoning designation (Highway Commercial) dominates the Downtown core, which accounts for 70% of the CRA. This designation permits the development of automobile-oriented commercial activities designed to meet the needs of motorists. This type of design creates an automobile-dominated environment where people are temporary visitors, as opposed to the Downtown core being a destination. The downtown core and CRA are also regulated by the Historical Central Business/Residential District (HCBRD) Overlay which intends to revitalize the City's Downtown commercial and promote a walkable, mixed-use environment. The C2 zoning designation with the HCBRD Overlay does not seem to be in alignment. The former allows for automobile-oriented development, while the latter encourages pedestrian mobility and a mix of uses. To revitalize the Downtown commercial core as a destination, these regulations should be evaluated to identify opportunities for improvement to create the desired pedestrian-friendly Downtown either through a general analysis of development and non-conforming structures or through the establishment of design standards or a form-based code area.

Table 1 Zoning

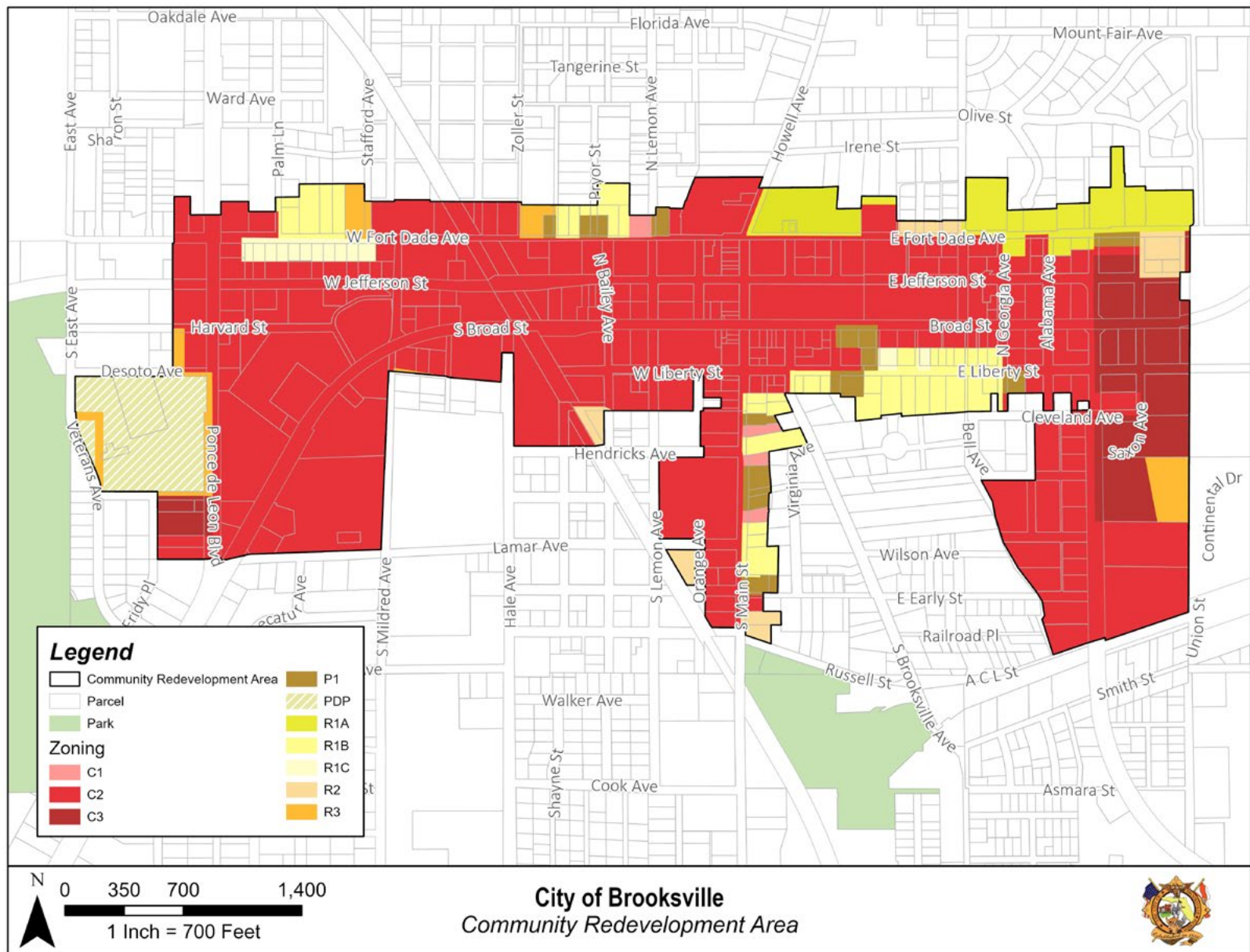
Zoning	Acres	Percent (%)
C2	173.3	69.2%
C3	18.3	7.3%
R1B	15.1	6%
R1A	12.8	5.1%
PDP	10.6	4.2%
R3	5.9	2.4%
P1	5.6	2.2%
R2	4.5	1.8%
R1C	3.1	1.2%
C1	1.2	0.5%
Total Acreage	250.4	

Source: City of Brooksville, 2023



Sources: Google Maps, 2023

Figure 6 Zoning



Sources: City of Brooksville, HCPA, FGDL, 2023

Infrastructure

Deterioration of sites and improvements is present within the CRA, including damaged pavement, sidewalks, and buildings. This deterioration can impact safety, health, and one's ability to enjoy the CRA. As discussed in the original CRA Plan (1999), the image of the Downtown and CRA reflects the community and the place's sense of vitality. When an area is well-maintained and reflects vitality, the area is more likely to attract new businesses, residents, and visitors. Without the maintenance of key infrastructure, businesses are less likely to locate in the CRA and can impact the City's tax revenue.



Sources: Google Maps, 2023



Sources: Google Maps, 2023

Parks/Civic Spaces

Parks and civic spaces are key in encouraging visitors and residents to spend time in the community. Civic spaces are not only used for governmental functions, but they are also an extension of the community. With strong civic spaces comes strong community connections leading to enhanced social capital that has returns communitywide. When civic spaces and parks are designed to complement surrounding buildings, people are more likely to use the spaces to relax, spend time with family and friends, and engage in the community. Enhancing the open spaces throughout the CRA to be welcoming to visitors will encourage social and economic activity Downtown. Pocket parks, small plazas, street furniture, landscaping, and other beautification projects can positively impact the open spaces in the CRA.

Hernando Park is the main park within the CRA located on approximately 3 acres at the corner of Howell Avenue and Fort Dade Avenue. The County manages this park.

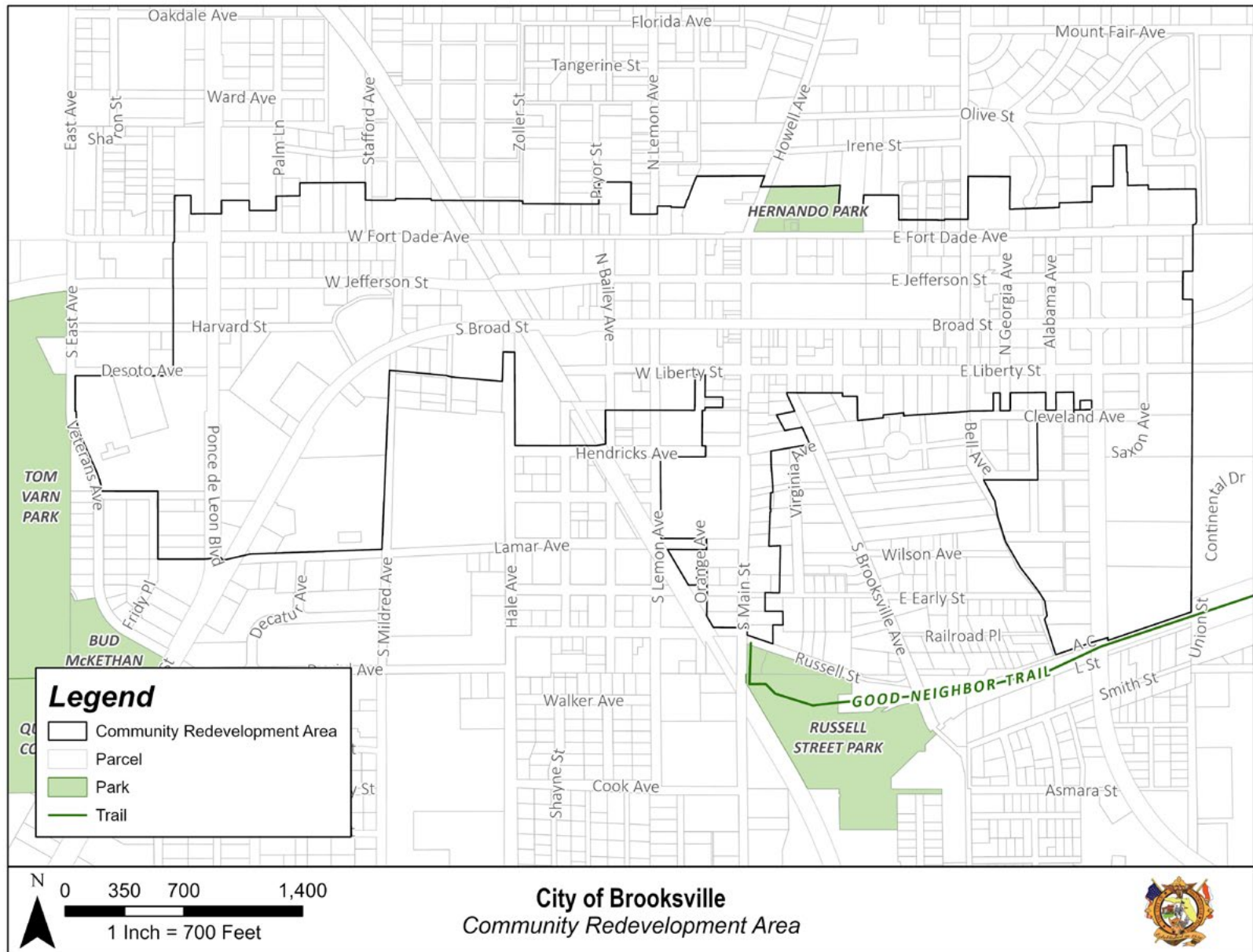
The "Uptown Water Tower Park" is also located within the CRA. Although its primary purpose is for utility services, it also functions as a pocket park with a pavilion and bike fix stations.

Russell Street Park, Tom Varn Park, Bud McKethan Park, and the Quarry Golf Course are all City parks located near the borders of the CRA.

Hernando County manages the Good Neighbor Trail which is a 10 mile multi-use paved trail located south of the CRA. The trail runs between downtown Brooksville and the Withlacoochee State Forest Croom tract and intersects with Russell Street Park.



Figure 7 Parks & Trails



Sources: City of Brooksville, Hernando County, FGDL, 2023

Historic Resources/Sites

The Brooksville CRA contains several historic structures and districts. There are three structures listed on the National Register for Historic Places (NRHP) indicating their importance in honoring local heritage. These structures are the May-Stringer House (built circa 1855), the Frank Saxon House (circa 1875), and the Judge Willis Russell House (circa 1925). These structures were listed in 1997, 1998, and 1999, respectively. Seven of the 84 structures surveyed are eligible for listing on the NRHP based on their contributions in architecture or history. The South Brooksville Avenue Historic District is the one historic district listed on the NRHP. Only a small portion (northeastern corner) is located within the CRA. The process for listing a district on the NRHP also entails listing contributing structures. The Downtown Brooksville Historic District, which includes structures to the east and west of Main Street, has been surveyed and found eligible for listing on the NRHP.

Structures become eligible for landmark status consideration after fifty years of age. This status, whether local or national, can increase tourism to the historic Downtown area. Because the Downtown Brooksville Historic District is eligible for listing on the NRHP, in further surveys of the area, it is likely that the district will receive its designation in the future.

Designation can also increase the likelihood of the CRA and City receiving grant funding for programming and projects which are related to historic resources in the area. Highlighting these historic and cultural assets through designation, signage, and programming will celebrate the City's historic character. The historic charm can enhance the Downtown as a place to gather and celebrate the City's culture.



May-Stringer House2
601 Museum Court
(circa 1855)

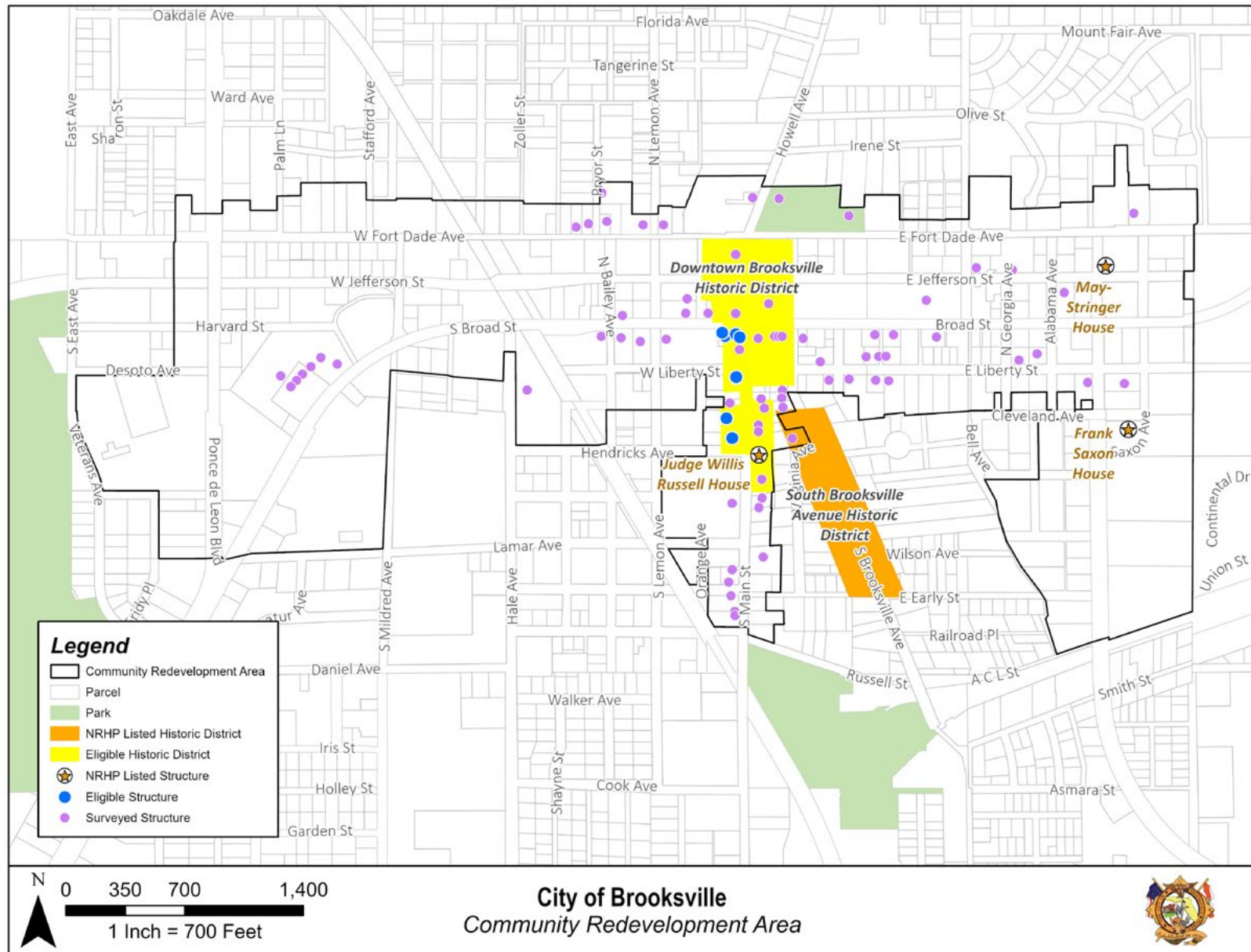


Frank Saxon House
103 S. Saxon Avenue
(circa 1875)



Judge Willis Russel House
201 South Main Street
(circa 1925)

Figure 8 Historic Resources



Sources: City of Brooksville, HCPA, FGDL, Florida Division of Historic Resources, 2023

Undeveloped Parcels/Vacant buildings

One of the original conditions of blight within the CRA is the high proportion of unused lots and buildings. Currently, there are approximately 37 vacant parcels (23 acres) within the CRA. The largest vacant parcel is four acres, and the average size is approximately half an acre (0.6 acres). Vacant parcels are spread throughout the CRA, though the largest ones are located along East Jefferson Street and South Broad Street. These larger parcels could provide prime development opportunities within the CRA, such as housing, office space, support services, light industrial uses, or commercial development.

The smaller parcels offer excellent opportunities for infill development near the Downtown center, such as local retail, restaurants, and/or professional services. Figure 9 shows these parcels. In addition, there are several structures which are prime redevelopment opportunities for commercial or office use. With many of the historic buildings lining the Downtown streets, there are upper floor vacancies which could provide office or residential space. Some historic downtowns have converted these upper floors into artist workspace or galleries if community desire aligns. Ample opportunities exist within the CRA regarding existing lots and buildings to enhance the area as a destination for City residents and visitors.

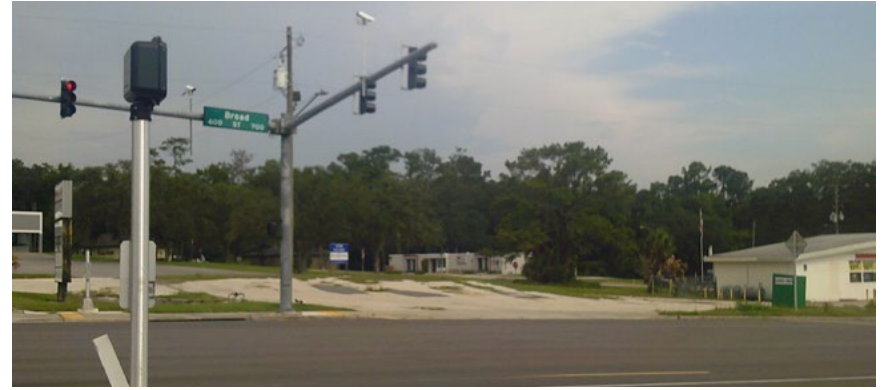
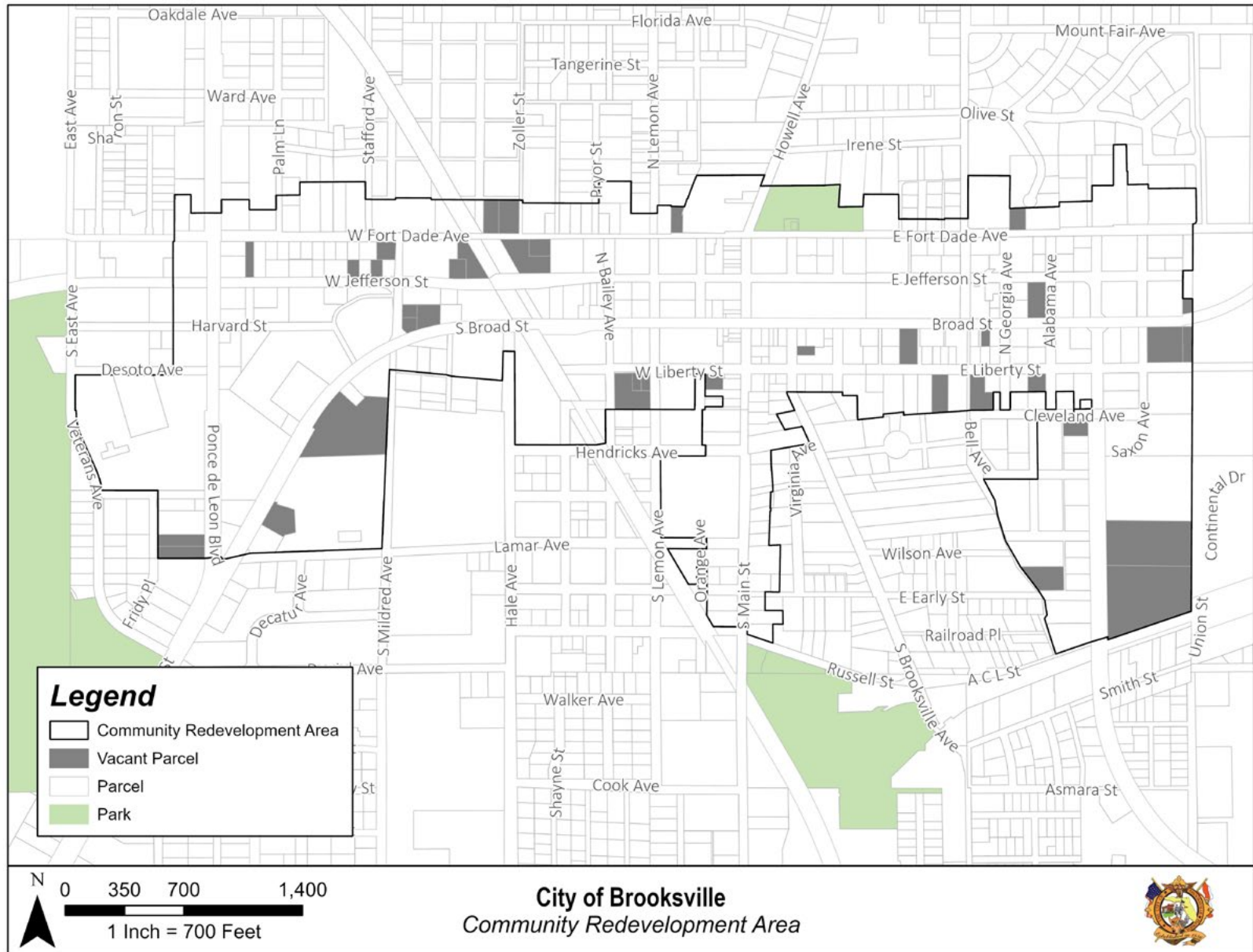


Figure 9 Vacant Parcels



Sources: City of Brooksville, HCPA, FGDL, 2023



Information gathered from the public input process along with the data from the existing conditions assessment formed a part of an economic development Strengths, Weaknesses, Opportunities and Threats (SWOT) Analysis. The SWOT Analysis examines internal and external factors and how they impact Brooksville CRA's economic standing.

Internal factors are local conditions that influence the general strengths and weaknesses of a community's economic advantage. Strengths are assets or factors that give a community a competitive advantage and make the area a desirable place to be. Weaknesses are factors or constraints that make it challenging for businesses to start, operate or grow in the local economy.

External or exogenous factors are economic conditions, social changes, national trends, technology, competition, and other conditions that can influence strengths and weaknesses but are typically outside of the local jurisdiction or economy's control. External factors include Opportunities and Threats. Opportunities are external conditions that create a competitive advantage for the community. Threats are external undesirable trends or advancements that lead to a loss or decline in a community's competitive advantage or local economy in general. Figure 10 depicts the Brooksville CRA Economic Development SWOT Analysis.

SWOT ANALYSIS

Figure 10 SWOT Analysis

STRENGTHS

- **Location / Accessibility (US 41, US 98, State Road 50, State Road 589, & I-75)**
- **Hernando County Seat**
- **Historic Downtown**
- **Arts, Culture and History**
- **Façade Improvement and Downtown Beautiful Program**
- **Brooksville Main Street**

S

WEAKNESSES

- **Inadequate Pedestrian Safety**
- **Lack of retail / dining / entertainment establishments**
- **Aging Infrastructure**
- **No Historic Structure Design Guidelines**

W

OPPORTUNITIES

- **Housing (options, availability & affordability)**
- **Public-Private Partnerships for redevelopment of targeted sites or areas**
- **Brooksville-Tampa Bay Regional Airport**
- **Economic Development Programming (marketing & attraction, business assistance) in partnership with Hernando County Office of Economic Development**

O

T

THREATS

- **No current business retention and expansion efforts**
- **Competition – others may be using economic development incentives etc. to entice companies to relocate**
- **Traffic – traveling through rather than to Downtown Brooksville**



STRATEGIC GOALS & 5-POINT ACTION PLAN ➤



Strategic Goals & 5-Point Action Plan



The 2023 Brooksville Community Redevelopment Plan proposes the following Strategic Goals to guide the Brooksville Community Redevelopment Agency's decision-making process and redevelopment activities.

The Plan addresses these Strategic Goals through a 5-Point Action Plan.

As part of the Brooksville Community Redevelopment Plan update, the project team crafted a vision statement and strategic goals and priorities to guide the updated Plan. Using community input gathered from the project website, stakeholder interviews, and in-person activities at the Blueberry Festival and CRA Open House, the vision statement and five strategic goals and priorities were developed to help shape the forthcoming CRA comprehensive Goals, Objectives, and Policies.

VISION STATEMENT

The Vision for the Brooksville CRA is to become a cultural hub that is a lively Downtown destination for visitors and residents of all ages; that celebrates its historic roots and geographic center of Hernando County; that grows local businesses to provide job opportunities for residents; and that encourages quality in fill residential and non-residential development.

STRATEGIC GOALS & PRIORITIES



1

Revive Downtown as a Destination

- Encourage redevelopment that considers mobility and how to safely and conveniently move people to and from establishments.
- Re-establish a vibrant Downtown Brooksville, an entrepreneurial destination that offers dining, art, and experiences beyond 5pm and every day of the week.
- Improve Streetscapes (lighting, stormwater improvements, street furniture, undergrounding utilities, low impact development improvements, utility system improvements, plantings).



2

Celebrate Brooksville's Historic Charm, Character and Culture

- Continue to pursue new partnerships that celebrate Brooksville's historical assets.
- Encourage property owners to restore historic façades.



3

Improve Pedestrian Access and Connectivity

- Provide multimodal infrastructure improvements to enhance walkability.
- Identify opportunities for improving and connecting sidewalks, paths, trails, and bike lanes.
- Provide microtransit and tech-enabled shared transportation for first/last mile mobility.
- Consider Context Reclassification of FDOT roads



4

Identify Opportunity Sites and Infrastructure Improvements that Catalyze Redevelopment

- Create an opportunities map that identifies vacant and undeveloped land within the CRA.
- Identify areas and streets that need infrastructure improvements (stormwater drainage, underground utilities, street lighting, etc).



5

Support Quality Housing

- Develop quality, affordable, and attainable housing for all income levels.
- Coordinate with public and private housing developers to identify sites for affordable housing within the CRA
- Provide incentives for infill housing development





CAPITAL PROJECTS /CONCEPTUAL MASTER PLAN





Capital Projects/ Conceptual Master Plan

The Master Plan on the following page shows the location of the proposed capital improvements within the CRA. The following capital project descriptions present the proposed public realm improvements to implement the redevelopment strategies identified within the Community Redevelopment Plan and to address issues and concerns identified during public engagement activities. The Community Redevelopment Agency will evaluate and prioritize any proposed capital project.

Gateway/Wayfinding Signage

Application of city approved wayfinding signage.

- Corner of W Fort Dade Ave and Ponce De Leon Blvd
- Intersection of Ponce De Leon Blvd and Broad Street
- Intersection of Broad St and Hale Ave
- Daniel Ave/Russel St and S Main Street (Good Neighbor Trail)
- Good Neighbor Trail off E Jefferson St
- E Fort Dade Ave right before it intersects N Saxon Ave
- Howell Ave and Irene St

Streetscape/Pedestrian Improvements

Streetscape improvements that include resurfacing roadways, stormwater and other utility improvements, trees, and landscaping upgrades, sidewalk and lighting improvements and street furnishings.

- W Fort Dade Ave from Ponce De Leon to E Jefferson St
- S Broad Street through Broad St to N Saxon Ave
- E Jefferson St from W Fort Dade Ave through Good Neighbor Trail right before Smith St
- Ponce De Leon from W Fort Dade Ave to S Broad St

Multi-use Path/Trail Connector

- Leverage trail expansion currently underway
- North-south trail within existing ROW that connects the Good Neighbor Trail to downtown and neighborhoods in the north and south for wider citywide bike connectivity.
- New trail segments to integrate neighborhoods and make connections to pocket parks along dedicated easements and roads that have ROW space and are conducive to shared use.

Public Space Amenities & Enhancements

Beautification and landscape improvements including upgrades to existing landscaping, lighting, and site furnishings.

- Howell Ave and E Fort Dade Ave – Hernando Park
- N Main and N Broad St – Hernando County Courthouse

Intersection Improvements

Intersection improvements that include resurfacing roadways, stormwater and other utility improvements, and enhancing pedestrian safety with crosswalk, sidewalk and lighting improvements.

- W Fort Dade Ave and Ponce de Leon
- Howell Ave and E Fort Dade Ave
- E Fort Dade Ave and May Ave
- N Broad St and E Jefferson St
- S Main St and Broad St

BROOKSVILLE CRA

— MASTER PLAN —





**BUDGET &
REVENUE** 



5-Year Budget

The following proposed 5-Year Community Redevelopment Agency Budget worksheet presents an outline of the potential projects and associated costs identified during the Community Redevelopment Plan update, the current and proposed redevelopment programming, and the estimated administrative and operational costs for the Agency. The capital projects and programming address the Strategic Goals and encourage private sector investment. The proposed 5-Year Community Redevelopment Agency Budget worksheet provides a snapshot of the Agency's anticipated expenditures and revenues. The expenditures component of the Brooksville CRA's 5-Year Budget is based on the adopted FY 23/24 Community Redevelopment Agency Operational Budget. Future years of the budget anticipate a 3% annual increase in operational expenses, coupled with proposed capital improvements projects and programming costs. The revenue component of the Community Redevelopment Agency 5-Year Budget is based on the actual TIF collected and the TIF cash balance of FY 23/24. The worksheet projects an annual increase of 2.5% for future years' TIF revenue. The proposed 5-Year Community Redevelopment Agency Budget worksheet may be used to prioritize projects, identify alternate sources of revenue, and assist with the Agency's development of Annual Work Plans and Budgets.

Table 2 5-Year Budget

BUDGET WORKSHEET	2023/2024	2024/2025	2025/2026	2026/2027	2027/2028
CAPITAL PROJECTS	\$ 189,400	\$ 29,000	\$ 45,000	\$ 65,500	\$ 45,000
Construction in Progress	\$ 189,400	\$ -	\$ -	\$ -	\$ -
Gateway/Wayfinding Signage	\$ -	\$ 4,000	\$ -	\$ -	\$ 15,000
Streetscape/Pedestrian Improvements	\$ -	\$ 20,000	\$ 25,000	\$ 30,000	\$ -
Multi-Use Path/Trail Connector	\$ -	\$ 5,000	\$ -	\$ -	\$ -
Public Space Amenities & Enhancements	\$ -	\$ -	\$ -	\$ 20,000	\$ 30,000
Intersection Improvements	\$ -	\$ -	\$ 20,000	\$ 15,500	\$ -
OPERATIONS	\$ 153,900	\$ 49,250	\$ 50,850	\$ 52,491	\$ 54,173
Accounting and Auditing	\$ 4,000	\$ 4,250	\$ 4,500	\$ 4,750	\$ 5,000
Other Contractual Service	\$ 149,000	\$ 45,000	\$ 46,350	\$ 47,741	\$ 49,173
Other Current Charges	\$ -	\$ -	\$ -	\$ -	\$ -
Operating Supplies	\$ -	\$ -	\$ -	\$ -	\$ -
Books, Publications, Subscriptions	\$ 900	\$ 1,000	\$ 1,100	\$ 1,200	\$ 1,300
PROGRAMMING	\$ 200,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 140,000
Commercial Improvement Grants & Downtown Beautiful Program	\$ 200,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000
Housing Assistance and Rehabilitation Program	\$ -	\$ -	\$ -	\$ -	\$ 40,000
EXPENDITURES GRAND TOTAL	\$ 543,300	\$ 178,250	\$ 195,850	\$ 217,991	\$ 239,173
REVENUE	\$ 546,300	\$ 178,292	\$ 196,328	\$ 218,282	\$ 240,153
TIF Revenue	\$ 148,050	\$ 175,292	\$ 196,286	\$ 217,804	\$ 239,861
Interest	\$ -	\$ -	\$ -	\$ -	\$ -
Miscellaneous Revenues	\$ -	\$ -	\$ -	\$ -	\$ -
Prior Year Carry Forward	\$ 398,250	\$ 3,000	\$ 42	\$ 478	\$ 292

Tax Increment Financing Projections

The following Tax Increment Financing (TIF) revenue projections show the anticipated TIF revenue for the period of 2023-2054. The projections utilize the base year value (1998), the current (2023 Preliminary Taxable Values) taxable values, and 2021 City and County millage rates as a base. Taxable values are projected to increase at 2.5% per year from 2023. The TIF collection rate for City and County taxes is 95%. The cumulative TIF revenue projected to be collected through 2054 from City and County participation is to \$10,526,789 for the original area and \$7,658,492 for the expansion area respectively for a total cumulative TIF revenue of \$18,185,280.



Table 3 CRA Area 1 (Original) 2.5% Growth

		Taxable Valuation	Estimated Increment Value	County Contribution @ 95%	City Contribution @ 95%	Total TIF CRA
BASE	1998	\$13,500,000				
	2023	\$24,485,187	\$10,985,187	\$93,239	\$61,572	\$154,811
	2024	\$25,097,317	\$11,597,317	\$98,434	\$65,003	\$163,437
	2025	\$25,724,750	\$12,224,750	\$103,760	\$68,520	\$172,279
	2026	\$26,367,868	\$12,867,868	\$109,218	\$72,124	\$181,343
	2027	\$27,027,065	\$13,527,065	\$114,813	\$75,819	\$190,633
	2028	\$27,702,742	\$14,202,742	\$120,548	\$79,606	\$200,155
	2029	\$28,395,310	\$14,895,310	\$126,427	\$83,488	\$209,915
	2030	\$29,105,193	\$15,605,193	\$132,452	\$87,467	\$219,919
	2031	\$29,832,823	\$16,332,823	\$138,628	\$91,545	\$230,173
	2032	\$30,578,643	\$17,078,643	\$144,958	\$95,726	\$240,684
	2033	\$31,343,109	\$17,843,109	\$151,447	\$100,011	\$251,457
	2034	\$32,126,687	\$18,626,687	\$158,097	\$104,403	\$262,500
	2035	\$32,929,854	\$19,429,854	\$164,914	\$108,904	\$273,819
	2036	\$33,753,101	\$20,253,101	\$171,902	\$113,519	\$285,420
	2037	\$34,596,928	\$21,096,928	\$179,064	\$118,248	\$297,312
	2038	\$35,461,851	\$21,961,851	\$186,405	\$123,096	\$309,501
	2039	\$36,348,398	\$22,848,398	\$193,930	\$128,065	\$321,995
	2040	\$37,257,108	\$23,757,108	\$201,643	\$133,159	\$334,801
	2041	\$38,188,535	\$24,688,535	\$209,548	\$138,379	\$347,928
	2042	\$39,143,249	\$25,643,249	\$217,652	\$143,730	\$361,382
	2043	\$40,121,830	\$26,621,830	\$225,958	\$149,215	\$375,173
	2044	\$41,124,876	\$27,624,876	\$234,471	\$154,837	\$389,309
	2045	\$42,152,998	\$28,652,998	\$243,197	\$160,600	\$403,798
	2046	\$43,206,823	\$29,706,823	\$252,142	\$166,507	\$418,649
	2047	\$44,286,993	\$30,786,993	\$261,310	\$172,561	\$433,871
	2048	\$45,394,168	\$31,894,168	\$270,707	\$178,767	\$449,474
	2049	\$46,529,022	\$33,029,022	\$280,340	\$185,128	\$465,467
	2050	\$47,692,248	\$34,192,248	\$290,213	\$191,648	\$481,860
	2051	\$48,884,554	\$35,384,554	\$300,333	\$198,330	\$498,663
	2052	\$50,106,668	\$36,606,668	\$310,706	\$205,180	\$515,886
	2053	\$51,359,334	\$37,859,334	\$321,338	\$212,202	\$533,539
	2054	\$52,643,318	\$39,143,318	\$332,236	\$219,398	\$551,634

County Millage

0.0089344

City Millage

0.0059

\$10,526,789

Total County Contribution (2023-2054) \$6,340,030

Total City Contribution (2023-2054) \$4,186,759

Total TIF Estimated (2023-2054) \$10,526,789

AREA 1

Table 4 CRA Area 2 (Expansion Area) 2.5% Growth

		Taxable Valuation	Estimated Increment Value	County Contribution @ 95%	City Contribution @ 95%	Total TIF CRA
BASE	2023	\$33,648,806				
	2023	\$33,648,806	\$0	\$0	\$0	\$0
	2024	\$34,490,026	\$841,220	\$7,140	\$4,715	\$11,855
	2025	\$35,352,277	\$1,703,471	\$14,459	\$9,548	\$24,006
	2026	\$36,236,084	\$2,587,278	\$21,960	\$14,502	\$36,462
	2027	\$37,141,986	\$3,493,180	\$29,649	\$19,579	\$49,228
	2028	\$38,070,535	\$4,421,729	\$37,530	\$24,784	\$62,314
	2029	\$39,022,299	\$5,373,493	\$45,608	\$30,118	\$75,727
	2030	\$39,997,856	\$6,349,050	\$53,889	\$35,586	\$89,475
	2031	\$40,997,803	\$7,348,997	\$62,376	\$41,191	\$103,567
	2032	\$42,022,748	\$8,373,942	\$71,075	\$46,936	\$118,011
	2033	\$43,073,316	\$9,424,510	\$79,992	\$52,824	\$132,817
	2034	\$44,150,149	\$10,501,343	\$89,132	\$58,860	\$147,992
	2035	\$45,253,903	\$11,605,097	\$98,500	\$65,047	\$163,547
	2036	\$46,385,251	\$12,736,445	\$108,103	\$71,388	\$179,491
	2037	\$47,544,882	\$13,896,076	\$117,945	\$77,888	\$195,833
	2038	\$48,733,504	\$15,084,698	\$128,034	\$84,550	\$212,584
	2039	\$49,951,842	\$16,303,036	\$138,375	\$91,379	\$229,753
	2040	\$51,200,638	\$17,551,832	\$148,974	\$98,378	\$247,352
	2041	\$52,480,654	\$18,831,848	\$159,839	\$105,553	\$265,391
	2042	\$53,792,670	\$20,143,864	\$170,975	\$112,906	\$283,881
	2043	\$55,137,487	\$21,488,681	\$182,389	\$120,444	\$302,833
	2044	\$56,515,924	\$22,867,118	\$194,089	\$128,170	\$322,259
	2045	\$57,928,822	\$24,280,016	\$206,081	\$136,089	\$342,170
	2046	\$59,377,043	\$25,728,237	\$218,373	\$144,207	\$362,580
	2047	\$60,861,469	\$27,212,663	\$230,972	\$152,527	\$383,499
	2048	\$62,383,005	\$28,734,199	\$243,887	\$161,055	\$404,942
	2049	\$63,942,580	\$30,293,774	\$257,124	\$169,797	\$426,920
	2050	\$65,541,145	\$31,892,339	\$270,692	\$178,757	\$449,449
	2051	\$67,179,674	\$33,530,868	\$284,599	\$187,941	\$472,540
	2052	\$68,859,165	\$35,210,359	\$298,854	\$197,354	\$496,208
	2053	\$70,580,645	\$36,931,839	\$313,466	\$207,003	\$520,469
	2054	\$72,345,161	\$38,696,355	\$328,442	\$216,893	\$545,335

County Millage

0.0089344

City Millage

0.0059

\$7,658,492

Total County Contribution (2023-2054) \$4,612,524

Total City Contribution (2023-2054) \$3,045,967

Total TIF Estimated (2023-2054) \$7,658,492

Table 5 Cumalitive TIF Projections

Year	Taxable	TIF Funds	Taxable	TIF Funds	Total	Cumulative
	Values	CRA I	Values	CRA II		
BY 1998	\$13,500,000					
BY 2023			\$33,648,806			
2023	\$24,485,187	\$154,811	\$311,689,253	\$0	\$154,811	
2024	\$25,097,317	\$163,437	\$319,481,484	\$11,855	\$175,292	\$330,103
2025	\$25,724,750	\$172,279	\$327,468,521	\$24,006	\$196,286	\$526,389
2026	\$26,367,868	\$181,343	\$335,655,234	\$36,462	\$217,804	\$744,193
2027	\$27,027,065	\$190,633	\$344,046,615	\$49,228	\$239,861	\$984,054
2028	\$27,702,742	\$200,155	\$352,647,781	\$62,314	\$262,469	\$1,246,523
2029	\$28,395,310	\$209,915	\$361,463,975	\$75,727	\$285,642	\$1,532,165
2030	\$29,105,193	\$219,919	\$370,500,575	\$89,475	\$309,394	\$1,841,559
2031	\$29,832,823	\$230,173	\$379,763,089	\$103,567	\$333,740	\$2,175,299
2032	\$30,578,643	\$240,684	\$389,257,166	\$118,011	\$358,695	\$2,533,994
2033	\$31,343,109	\$251,457	\$398,988,595	\$132,817	\$384,274	\$2,918,268
2034	\$32,126,687	\$262,500	\$408,963,310	\$147,992	\$410,492	\$3,328,760
2035	\$32,929,854	\$273,819	\$419,187,393	\$163,547	\$437,366	\$3,766,126
2036	\$33,753,101	\$285,420	\$429,667,078	\$179,491	\$464,911	\$4,231,037
2037	\$34,596,928	\$297,312	\$440,408,755	\$195,833	\$493,145	\$4,724,182
2038	\$35,461,851	\$309,501	\$451,418,974	\$212,584	\$522,085	\$5,246,267
2039	\$36,348,398	\$321,995	\$462,704,448	\$229,753	\$551,749	\$5,798,016
2040	\$37,257,108	\$334,801	\$474,272,059	\$247,352	\$582,154	\$6,380,170
2041	\$38,188,535	\$347,928	\$486,128,861	\$265,391	\$613,319	\$6,993,488
2042	\$39,143,249	\$361,382	\$498,282,082	\$283,881	\$645,263	\$7,638,752
2043	\$40,121,830	\$375,173	\$510,739,134	\$302,833	\$678,006	\$8,316,758
2044	\$41,124,876	\$389,309	\$523,507,613	\$322,259	\$711,568	\$9,028,325
2045	\$42,152,998	\$403,798	\$536,595,303	\$342,170	\$745,968	\$9,774,293
2046	\$43,206,823	\$418,649	\$550,010,185	\$362,580	\$781,229	\$10,555,522
2047	\$44,286,993	\$433,871	\$563,760,440	\$383,499	\$817,371	\$11,372,892
2048	\$45,394,168	\$449,474	\$577,854,451	\$404,942	\$854,416	\$12,227,308
2049	\$46,529,022	\$465,467	\$592,300,812	\$426,920	\$892,388	\$13,119,696
2050	\$47,692,248	\$481,860	\$607,108,333	\$449,449	\$931,309	\$14,051,005
2051	\$48,884,554	\$498,663	\$622,286,041	\$472,540	\$971,203	\$15,022,208
2052	\$50,106,668	\$515,886	\$637,843,192	\$496,208	\$1,012,094	\$16,034,303
2053	\$51,359,334	\$533,539	\$653,789,272	\$520,469	\$1,054,008	\$17,088,311
2054	\$52,643,318	\$551,634	\$670,134,004	\$545,335	\$1,096,970	\$18,185,280

CUMULATIVE



IMPLEMENTATION SCHEDULE ➤



Implementation Schedule

The following tables propose a Three-Phase approach to implementation of the capital projects contained in the Community Redevelopment Plan. The evaluation of the Community Redevelopment Agency's accomplishments, findings from the existing conditions analysis, and the input received from residents and businesses during the update of the Community Redevelopment Agency Plan identified numerous opportunities and capital improvement projects. However, common obstacles to implementation of these types of plans are financial limitations or previous financial obligations. The operational timeframe of the CRA extends to 2054. The projects and programs identified for each of the Phases address the Plan's five redevelopment strategies.



Table 6 Phased Implementation



*Revive Downtown
as a Destination*



*Celebrate Brooksville's Historic
Charm, Character and Culture*



*Improve Pedestrian
Access and Connectivity*



*Identify Opportunity Sites and
Infrastructure Improvements*



*Support Quality
Housing*

PHASED IMPLEMENTATION

Project Name	Details	Phase 1 (1-5 Years)	Phase 2 (6-15 Years)	Phase 3 (16-30 Years)	Strategic GOPs
Construction in Progress	ADA Assessment/Pedestrian Access Study; Utilities Relocation; Landscaping; and Pedestrian Safety Improvements.	\$\$\$			
Gateway/Wayfinding Signage	Application of city approved wayfinding signage.	\$	\$\$\$	\$\$\$	
Streetscape/Pedestrian Improvements	Resurfacing roadways, stormwater and other utility improvements, trees and landscaping upgrades, sidewalk and lighting improvements, and street furnishings.	\$\$	\$\$\$\$\$	\$\$\$\$\$	
Multi-Use Path/Trail Connector	Enhancements and connections to the Good Neighbor Trail.	\$	\$\$\$	\$\$\$\$	
Public Space Amenities & Enhancements	Beautification and landscaping improvements including upgrades to existing landscaping, lighting, and site furnishings.	\$	\$\$\$\$	\$\$\$\$\$	
Intersection Improvements	Resurfacing roadways, stormwater and other utility improvements and enhancing pedestrian safety with crosswalk, sidewalk and lighting improvements.	\$	\$\$\$	\$\$\$\$	
Commercial Improvements	Commercial Exterior Improvement Grants and Downtown Beautiful Program.	\$\$\$\$	\$\$\$\$\$	\$\$\$\$\$	
Housing Assistance and Rehabilitation	Down payment assistance and homeowner improvement grant programs.	\$	\$\$\$\$	\$\$\$\$	
		5-Year Est. TIF \$984K	10-Year Est. TIF \$3.7M	15-Year Est. TIF \$11.7M	

EST. Cost: \$=<\$50K | \$\$=\$50K-\$100K | \$\$\$=\$100K-\$500K | \$\$\$\$=\$500K-\$1M | \$\$\$\$\$=>\$1M



COMPREHENSIVE GOALS, OBJECTIVE & POLICIES ➤



Comprehensive Goals, Objectives & Policies

The following Comprehensive Goals and Policies of the amended and restated 2024 Brooksville Community Redevelopment Plan provide for the projects that the CRA can fund. The focus areas for these Goals and Policies include:

- **Administration**
- **Economic Development**
- **Housing**
- **Parks and Open Space**
- **Beautification and Enhancement**
- **Transportation, Transit, Parking, and Mobility**
- **Utility Infrastructure and Improvements**
- **Public Health and Safety**
- **Regulatory Framework**

These Goals, Policies and associated projects, tasks and activities provide the Community Redevelopment Agency flexibility when developing Annual Work Plans and Budgets during the Community Redevelopment Area's operational period. The Community Redevelopment Agency will consider and prioritize all projects and funding on an annual basis as part of the Brooksville Community Redevelopment Plan implementation.



ADMINISTRATION

GOAL 1.1 *Maintain cost-effective operations of the Community Redevelopment Agency in accordance with the Florida Statute requirements..*

POLICIES

- Continue to utilize funding derived from TIF revenues and other sources where appropriate to fund capital improvements and activities identified in the updated Community Redevelopment Plan through the operational timeframe of the Community Redevelopment Agency.
- Utilize TIF revenue generated within the CRA as a funding source for the administration of the Community Redevelopment Agency and the Agency's capital projects and redevelopment programming.
- Administer and coordinate the implementation of the Community Redevelopment Plan.

ACTION STRATEGIES/PROJECTS

- Provide updates on projects and programming in the CRA to the CRA Board at regularly scheduled meetings.

GOAL 1.2 *Adhere to Annual Reporting, Audits and other Special District reporting requirements as prescribed by the Florida Statutes.*

POLICIES

- The Agency and its operations shall be reviewed annually by its Annual Report and Audit.

ACTION STRATEGIES/PROJECTS

- Publish Annual Report

GOAL 1.3 *Identify community stakeholders to assist in the implementation of the Brooksville Community Redevelopment Plan Goals, Action Strategies, and Projects/Activities.*

POLICIES

- Coordinate with local business associations, Brooksville Main Street, and other organizations to facilitate regularly scheduled community briefings and "informational sessions" to provide project updates and identify potential needs and opportunities.

ACTION STRATEGIES/PROJECTS

- Schedule community briefings and information sessions.
- Utilize targeted messaging for key stakeholders, business representatives, faith-community representatives, neighborhood associations, and residents.

ECONOMIC DEVELOPMENT

GOAL 2.1 *Increase private sector investment, small business development and economic activity within the Community Redevelopment Area.*

POLICIES

- Evaluate additional regulatory and financial incentives that encourage private sector investment and business development for potential implementation within the Community Redevelopment Area. Regulatory incentive examples may include but are not limited to increased density allowances, reduced/eliminated parking requirements, reduced open space requirements and increased building height allowance where appropriate. Financial incentives may include, but are not limited to, tax-increment recapture programs, cost-share reimbursement grants, tax abatement programs, City and County impact fee assistance, and rental subsidies for targeted businesses.
- Continue to work with regional economic development partners to attract private investment, tourism, and business relocations to the Community Redevelopment Area.
- Act as a resource for new and existing businesses seeking public and private grant training through partnerships with other agencies (e.g., Hernando County Office of Economic Development, Small Business.).
- Evaluate opportunities to reuse or repurpose vacant commercial and industrial sites and facilities within the Community Redevelopment Area as small business incubators, maker spaces, or other shared space or commercial uses.

ACTION STRATEGIES/PROJECTS

- Publish list of regulatory and financial assistance available.
- Annual update of regulatory and financial assistance lists.
- Identification of vacant, for sale or transitioning sites or facilities in the Community Redevelopment Area for reuse and reactivation.

GOAL 2.2 *Act as a liaison, resource, and advocate for existing and potential businesses within the Community Redevelopment Area.*

POLICIES

- Research applicable loan and grant opportunities for small businesses for potential implementation.

ACTION STRATEGIES/PROJECTS

- Publish list of loan and grant opportunities to the CRA webpage.
- Expand the function and features of the CRA webpage.

HOUSING

GOAL 3.1 *Promote, encourage, and provide incentives for homeownership within the Community Redevelopment Area.*

POLICIES

- Evaluate the implementation of home purchasing assistance (e.g., down payment assistance and closing cost assistance) for those seeking to buy a home within the Community Redevelopment Area.
- Evaluate additional home ownership assistance programs for implementation within the Community Redevelopment Area including TIF rebate programs, revolving loan program, and other programs.

ACTION STRATEGIES/PROJECTS

- Publish home purchase assistance information to CRA website.

GOAL 3.2 *Provide and retain a mix of housing products and price points.*

POLICIES

- Provide incentives for the construction and rehabilitation of single-family residential development within existing single-family neighborhoods.
- Evaluate the use of Tax Increment Fund (TIF) rebates/recapture programs to encourage multifamily housing and development projects.
- Encourage the development and redevelopment of vacant and nonconforming lots.
- Collaborate with City Planning and Zoning staff to develop regulatory incentives (such as density or intensity bonuses) for higher density mixed-use development within Downtown Brooksville.

ACTION STRATEGIES/PROJECTS

- Create/offer incentives to attract private investment/development.
- Create a Vacant/Nonconforming lot inventory.
- Distribute vacant and nonconforming parcel data to local residential developers and home ownership agencies (such as Habitat for Humanity).

PARKS AND OPEN SPACE

GOAL 4.1 *Develop an inventory of Public Spaces and Facilities within the Community Redevelopment Area.*

POLICIES

- Identify public spaces and facilities located in the Community Redevelopment Area that are in need of improvements or enhancements.
- Annually evaluate and prepare applications for potential grant funding opportunities and other funding alternatives for improving public spaces and facilities.

ACTION STRATEGIES/PROJECTS

- Create an inventory all public spaces, community spaces, parks and facilities within the Community Redevelopment Area.

GOAL 4.2 *Create additional public, green spaces, and amenities in Downtown Brooksville in order to attract more visitors and residents.*

POLICIES

- Continue the enhancement of the Good Neighbor Trail and its trailhead at Russell Street Park.
- Encourage small businesses that are attractive to trail users to set up shop and spread growth in the area.
- Develop public amenities that are focused on family activities for a wide age-spectrum of users (children to adult).
- Identify sources of funding that could be used to complete and expand connections to the Good Neighborhood Trail and assist with attaining these funding sources.

ACTION STRATEGIES/PROJECTS

- Create an inventory and map of all public spaces, City-owned parcels, underutilized, vacant, community spaces, parks, and facilities within the Community Redevelopment Area that can serve as public and open spaces.
- Assist with attaining funding for the Good Neighbor Trail.

BEAUTIFICATION AND ENHANCEMENT

GOAL 5.1 *Enhance the visual impact of Downtown Brooksville by establishing the Downtown area as a focal point through aesthetic development.*

POLICIES

- Foster conversion of surface lots and redevelopment aligned with preservation goals.
- Continue streetscaping program with landscape features, pedestrian scale lighting and street furniture.
- Enhance the hardscape and landscape in Downtown consistent with the historic designation and setting.
- Coordinate with the City on the provision of services for the maintenance and landscaping of sidewalks, open space features and traffic calming methods.
- Encourage historically appropriate improvements by property owners to enhance the streetscape.
- Evaluate asphalted brick street in need of repair to determine brick recovery within the City's Pavement Management Plan.
- Identify specialized alternatives for preserving historic assets and infrastructure from increased wear and tear caused by commercial vehicles (dedicated delivery zones and areas for large trucks traveling within Downtown).

ACTION STRATEGIES/PROJECTS

- Create a priority list of streets needs and streetscape improvements.
- Examine funding or grant opportunities to homeowners and business owners for historically appropriate improvements.
- Establish a list of brick streets in need of repair or restoration.

TRANSPORTATION, TRANSIT, PARKING AND MOBILITY

GOAL 6.1 *Ensure a safe, efficient, and pedestrian friendly multi-modal transportation system with adequate parking.*

POLICIES

- Conduct periodic vehicular and non-vehicular traffic circulation studies to determine the best circulation patterns.
- Facilitate the improvement and maintenance of sidewalks and multimodal paths, in particular connecting to the Good Neighbor Trail and other recreational travel modes.
- Complete a downtown parking needs assessment and develop an effective management system.
- Evaluate opportunities for shared parking (public/private parking partnerships and agreements).
- Identify potential sites and scenarios for implementing dynamic parking management strategies.

ACTION STRATEGIES/PROJECTS

- Create inventory of existing sidewalks and multimodal paths throughout the Community Redevelopment Area.
- Complete a needs assessment to better assess parking needs for the area.
- Increase public parking supply in strategic locations.

UTILITY INFRASTRUCTURE AND IMPROVEMENTS

GOAL 7.1 *Give priority to infrastructure improvements and amenity installation that will improve mobility within the Community Redevelopment Area.*

POLICIES

- Annually evaluate and prepare applications for potential grant funding opportunities and other alternative funding opportunities to assist in the implementation of transportation and mobility improvements that are located within or connect to and serve the Community Redevelopment Area.
- Support microtransit and tech-enabled shared transportation initiatives for first/last mile mobility.

ACTION STRATEGIES/PROJECTS

- Provide inventory of sidewalks, crosswalks, and other pedestrian amenities.
- Evaluate the accessibility of public spaces.
- Design and construct streetscape improvements (lighting, stormwater improvements, street furniture, undergrounding utilities, low impact development improvements, utility system improvements, plantings).
- Provide stormwater and flood mitigation improvements.
- Provide a wayfinding/navigational system to identify mobility alternatives and locations.

GOAL 7.2 *Improve connections, linkage to trail networks, and access to supportive uses and public amenities.*

POLICIES

- Improve roadway safety through design, engineering, and evaluation.
- Promote connectivity by providing safe pedestrian and bicycle connections.
- Interconnect public spaces and amenities to improve convenience, enjoyment, and comfort.
- Coordinate with the City's Public Works Department to prioritize potential locations to address gaps in connections to existing pedestrian ways and paths within the Community Redevelopment Area. Identified projects will be included in the Community Redevelopment Agency's Annual Work Plan and Budget.
- Coordinate with the City's Public Works Department and other local agencies and jurisdictions to prioritize and implement multi-purpose paths, bike-lanes, sidewalks and other connections and improvements to provide safe, lighted, pedestrian and non-automobile connections to and from the neighborhoods, city facilities and parks within and adjacent to the Community Redevelopment Area.

ACTION STRATEGIES/PROJECTS

- Evaluate roadway conditions in the Community Redevelopment Area to prioritize sidewalk, pedestrian, and streetscape improvements
- Meet with the City's Public Works Department to identify streetscape / sidewalk / crosswalk / streetlighting / neighborhood connections and other pedestrian improvements within the Community Redevelopment Area.

PUBLIC HEALTH & SAFETY

GOAL 8.1 *Increase safety on and along roads for pedestrians, cyclists, and motorists.*

POLICIES

- The CRA, City, and Hernando Sheriff's Office will review current traffic volumes and speeds in the redevelopment area to identify potential traffic calming and speed control options for consideration.

GOAL 8.2 *Identify and demolish decrepit structures which contribute to blight and pose safety and health risks.*

POLICIES

- The CRA and City will review the decrepit and unsafe structure inventory to identify structures for demolition.

GOAL 8.3 *Foster Safe Community Initiatives.*

POLICIES

- Assess public safety and perception in the Community Redevelopment Agency to identify and prioritize public safety initiatives.
- Support the use of Community Oriented Policing (COPs) programs and Crime Prevention Through Environmental Design (CPTED) planning and design principles in the Community Redevelopment Area.
- Evaluate and initiate traffic mitigation strategies in areas with traffic issues, higher than average crash rates, and resident/business owner complaints.
- Improve the safety and aesthetics of the pedestrian/cyclist-oriented environment infrastructure within the Community Redevelopment Area by providing appropriate street lighting, shade trees, pedestrian amenities, and physical (and visible) buffers between pedestrians/cyclists and automobiles.

ACTION STRATEGIES/PROJECTS

- Install extended, complete, and well-connected bicycle/pedestrian infrastructure.
- Post public information promoting multimodal use (especially bicycle and pedestrian), hubs, pathways, and safety.
- Assess lighting/sidewalks within the Community Redevelopment Area.

REGULATORY FRAMEWORK

GOAL 8.1 *The Brooksville CRA shall continue to work with the City on development regulations applicable to the Downtown to shape development and redevelopment into pedestrian friendly environments with a unified character/identity.*

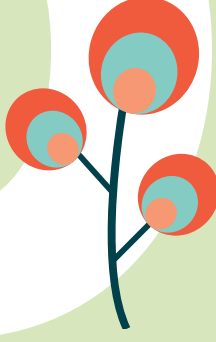
POLICIES

- Evaluate existing codes and policies to ensure the encouragement of quality development and preservation of historic assets.
- Promote and encourage revitalization of substandard or deteriorating housing and commercial property.
- Continue to create development incentives that utilize Low Impact Design (LID) and Best Management Practices (BMP's).
- Coordinate with the City to establish design requirements that provide public open space, connect the street grid, and allow for multimodal access through sites (cross-access) where appropriate.

ACTION STRATEGIES/PROJECTS

- Annually review City ordinances/regulations and Comprehensive Plan for consistency with redevelopment objectives.
- Update design guidelines for public open space, connectivity, and multimodal access.

10



APPENDIX



COMMUNITY INPUT

The 2023 Brooksville Community Redevelopment Plan was developed using a robust public engagement and input process. Four public input mechanisms provided the community multiple opportunities to participate in the development of the plan. These opportunities included stakeholder interviews, an interactive project website, outreach at the Blueberry Festival, and a Community Open House.

STAKEHOLDER INTERVIEWS

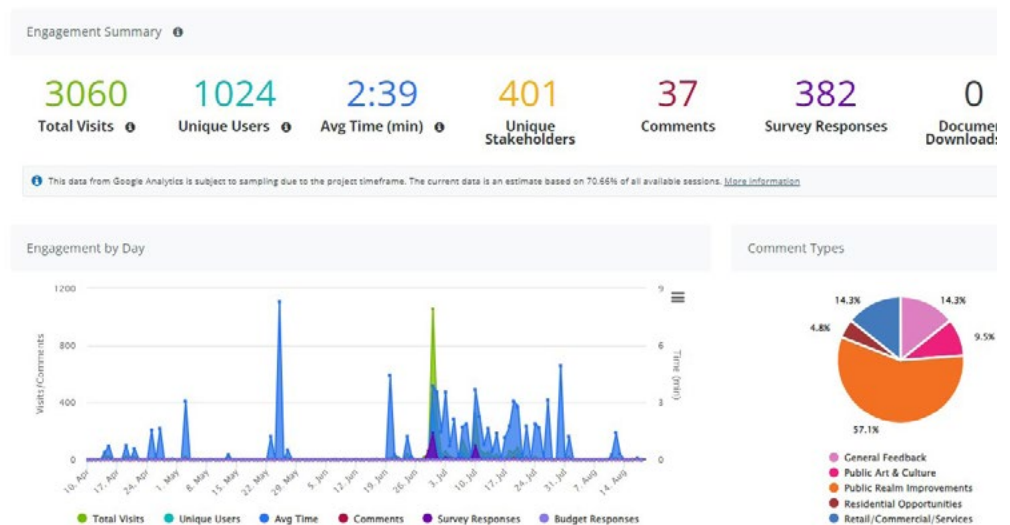
Inspire coordinated with CRA/City staff to develop a diverse and comprehensive list of stakeholders. Over the course of two weeks, the Inspire team conducted interviews with these stakeholders to gain insight into Brooksville CRA's past and the community's vision for its future.

INTERACTIVE PROJECT WEBSITE

Inspire developed an interactive website to provide information to the public about the Brooksville Community Redevelopment Plan Update process, schedule, and to provide an online platform for public input. The website included a community input survey as well as an interactive map of the Brooksville Community Redevelopment Area where visitors could leave comments and view comments.

Over the course of several months, the project site received thousands of views, 383 survey responses, and 37 map comments. Some of the input received on the survey included why people visit the Community Redevelopment Area, how often people visit, what would encourage people to visit the area more often, and what changes they would like to see within the Community Redevelopment Area. The map allowed people to place a comment on a specific area where they would like to see something changed or added and allowed others users to comment on their requests.

Most respondents wanted to see more family friendly activity areas, murals and public art, a festival street, pedestrian plazas/ seating areas, food truck park and additional walking and biking trails.



View more engagement results on p. 68 in Appendix.

COMMUNITY INPUT



BLUEBERRY FESTIVAL

The annual Brooksville Blueberry Festival was held on April 29th and 30th 2023. The project team attended the event on April 29th to

collect feedback from festival attendees. At the event attendees were invited to participate in activities that collected resident and visitor insight regarding what they like about the Brooksville Community Redevelopment Area and what improvements they would like to see within the area.

COMMUNITY OPEN HOUSE

The project team held a Community Open House on September 18, 2023, at Brooksville City Hall. Several informational posters served to educate the community about the CRA, the Brooksville Community Redevelopment Plan Update, and the proposed CRA expansion area. Engagement boards guided discussions and gathered community input. Through these engagement boards attendees were able to state their preferences in establishing priorities within the Community Redevelopment Area, including preferred amenities and housing preferences.

The top priorities for the Brooksville Open House attendees were:

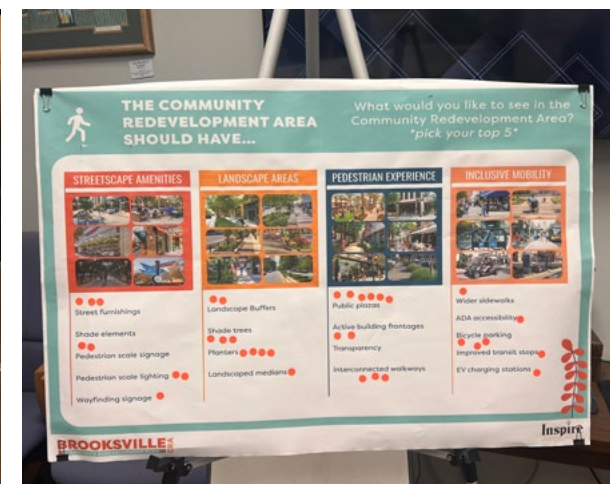
- Encourage a mix of uses within the Community Redevelopment Area
- Encourage safe walking, biking and transit for local trips
- Support development that retains the character and authenticity of the area

Top amenities that people wanted to see in the Brooksville Community Redevelopment Area were:

- Public Plazas
- Street furnishings
- Shade Trees
- Planters
- Interconnected walkways
- Bicycle Parking

Top housing categories that people would like to see more of in the area included:

- Live/work & Mixed Use
- Multifamily Housing
- Single Family Housing

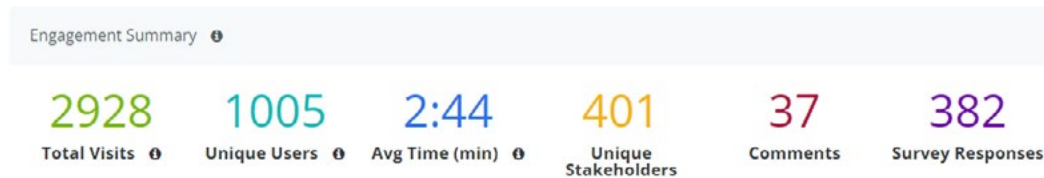


COMMUNITY INPUT

Survey Results

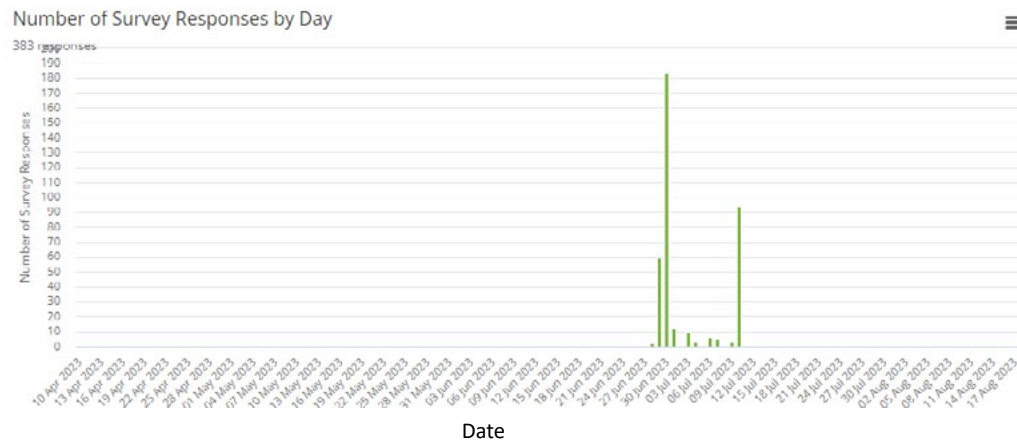
The following graphics summarize the number of visitors to the Community Redevelopment Plan update website. During the Plan update process, the website was visited 2,928 times by 1,005 different people – 419 of those visitors provided feedback in the form of a map comment and/or survey response. The survey results below are either in a chart or word cloud format.

The word cloud format is structured so that the words that are reported more often appear in larger font. While word clouds provide great visual representation, because the word cloud picks up each word individually, the specific details or suggestions may appear in slightly smaller font. An example being if we asked a question, what kind of restaurant would you like to see more of, and restaurant is the largest word, to analyze the result we would have to look at the next largest words surrounding “restaurant” to see the specific type of restaurant that residents would like to see. Word clouds are used to extract general trends and then individual responses are synthesized to inform the Plan update.

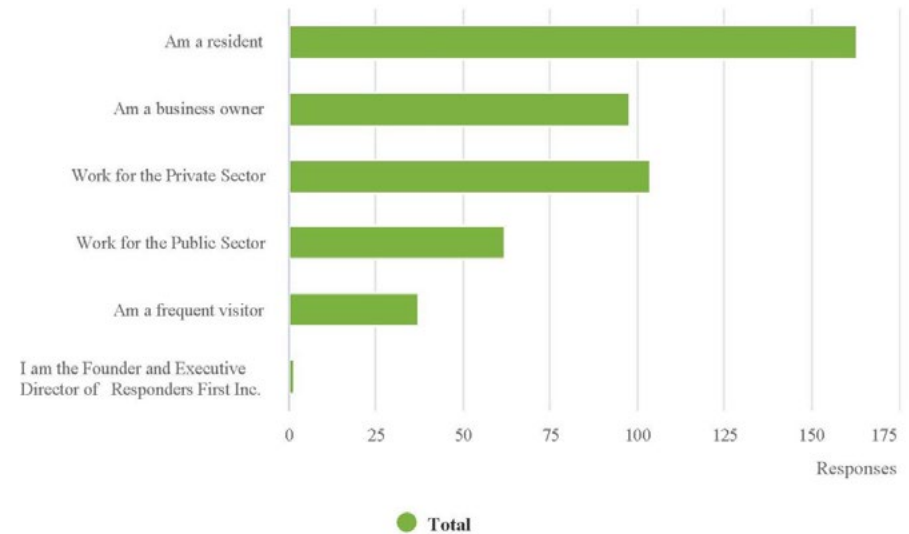


Number of Responses

There were 383 visitors to the Community Redevelopment Plan update website that completed the online survey. The survey responses are listed on the following pages.

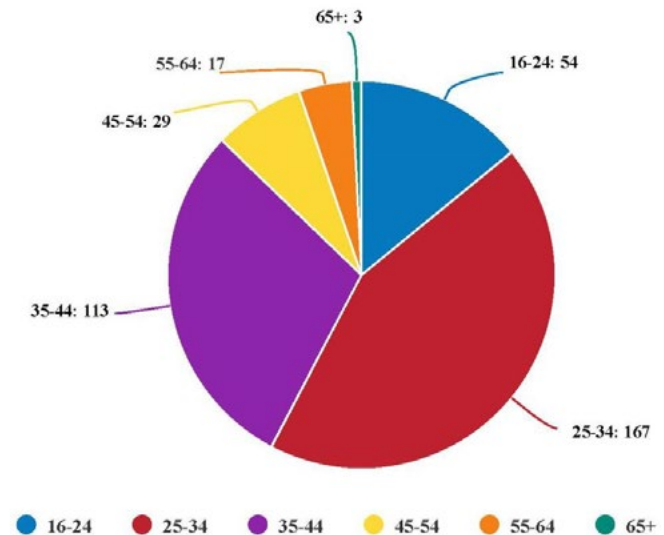


Q1. In reference to the Brooksville CRA, I ... (Check all that apply)



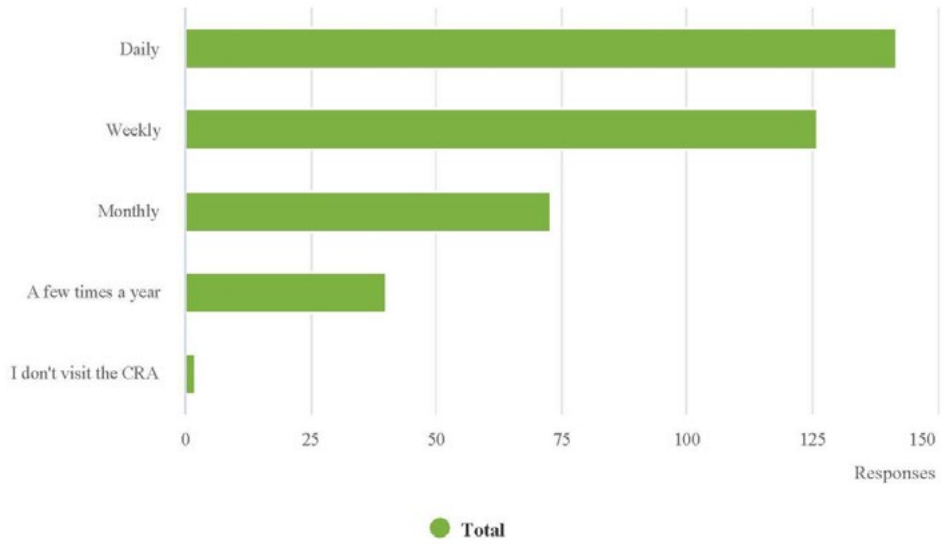
Question 2

Q2. What is your age?

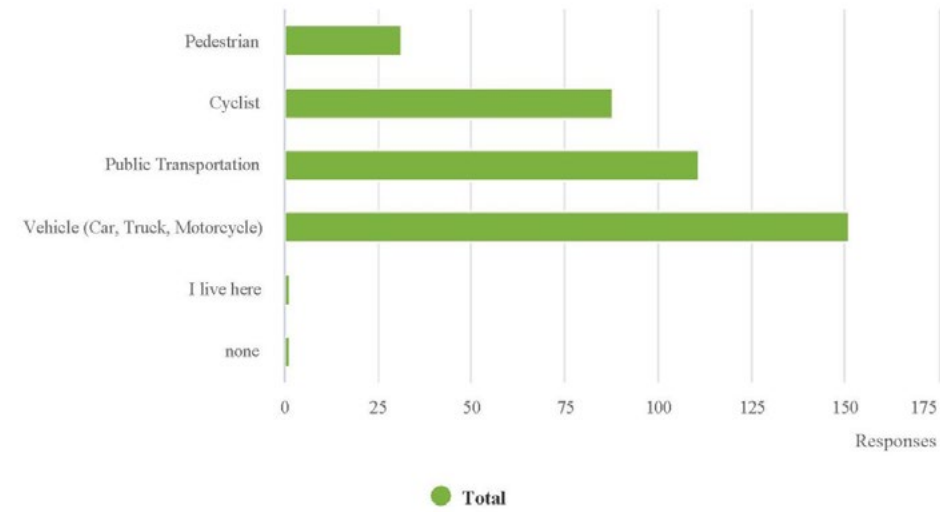


COMMUNITY INPUT

Q3. How often do you visit the Brooksville CRA?

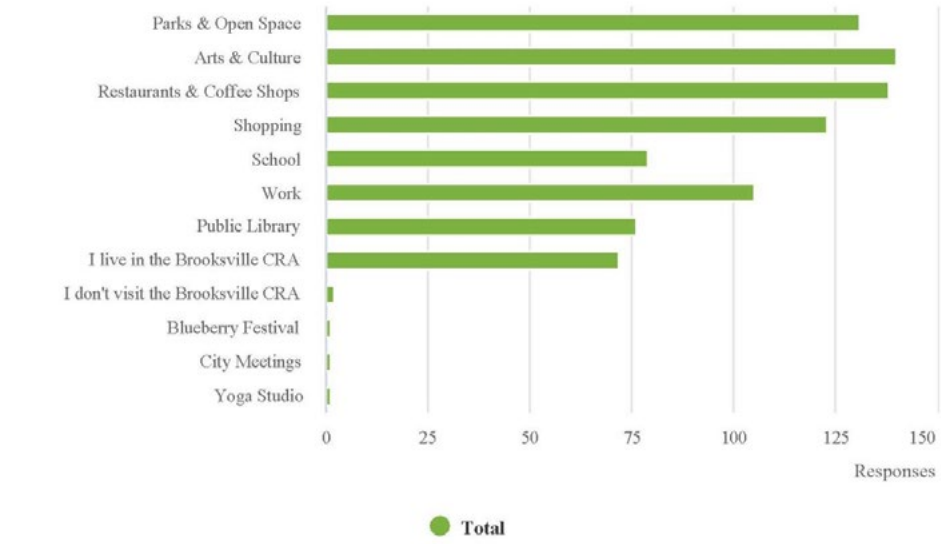


Q5. What is your primary mode of transportation to, from, and within the Brooksville CRA?



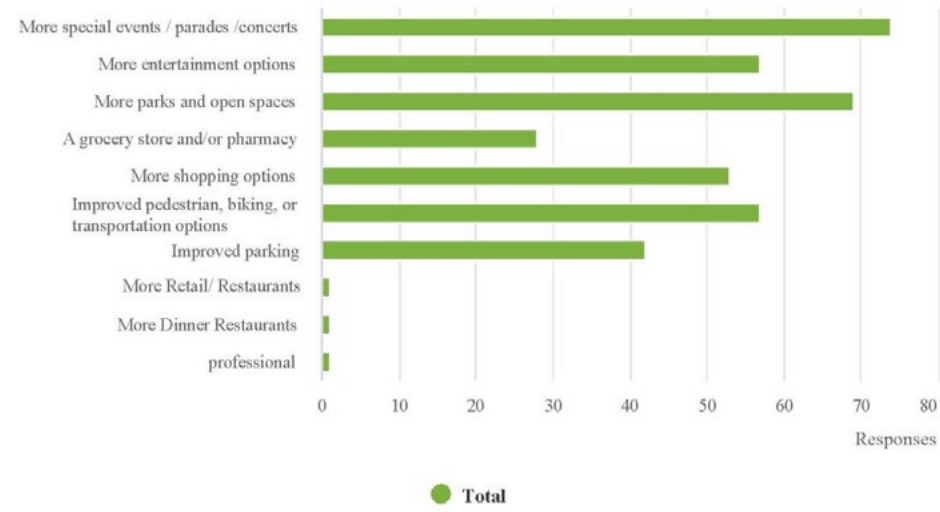
Question 4

Q4. Why do you visit the Brooksville CRA? (Check all that apply)



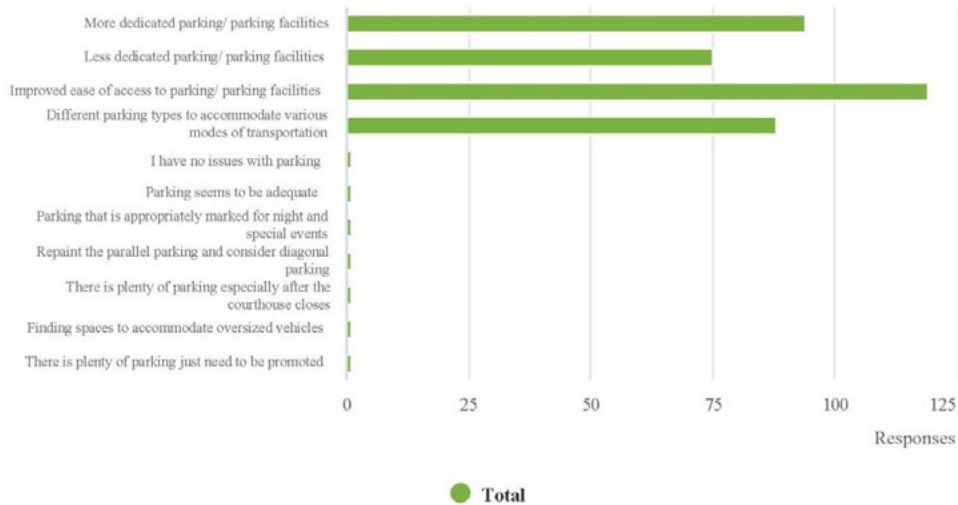
Question 6

Q6. What would MOST encourage you to visit the Brooksville CRA more often?



COMMUNITY INPUT

Q7. Regarding parking in the Brooksville CRA, what would you like to see changed or improved?

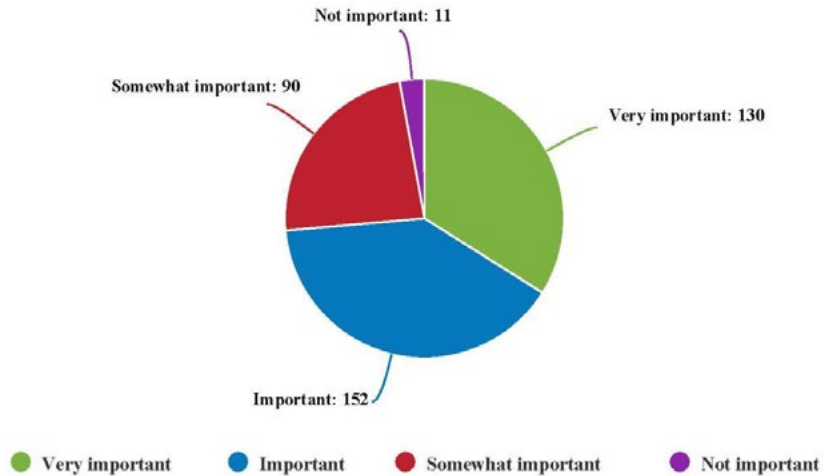


Q9. What are the specific types of retail, restaurants, events, goods, or services you would like to see in the Brooksville CRA?



Question 8

Q8. How important is walkability or bike-ability in the Brooksville CRA (the ability to walk easily or ride a bicycle from destination to destination) to you?



Question 10

Q10. What types of open space and recreation areas would encourage you to visit the Brooksville CRA more often?



COMMUNITY INPUT

Q11. What types of public improvements, amenities, or events would encourage you to visit the Brooksville CRA more often?



Question 12

Q12. What do you feel are the greatest challenges facing residents in the Brooksville CRA today?



Q13. What do you feel are the greatest challenges facing businesses in the Brooksville CRA today?



Question 14

Q14. What is something you dislike or would like to improve within the Brooksville CRA?

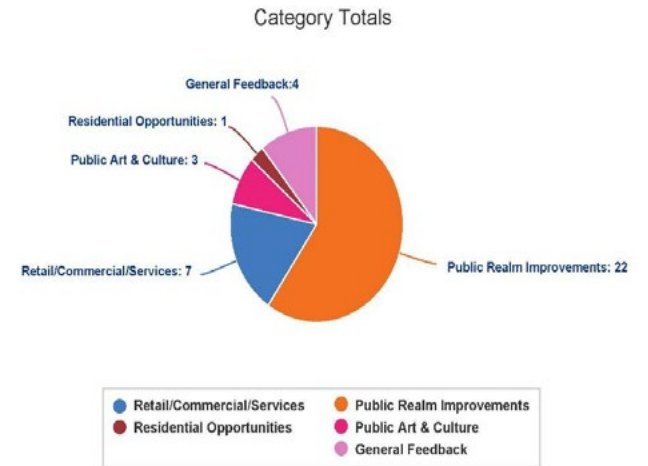


COMMUNITY INPUT

Q15. What is your favorite aspect of the Brooksville CRA?

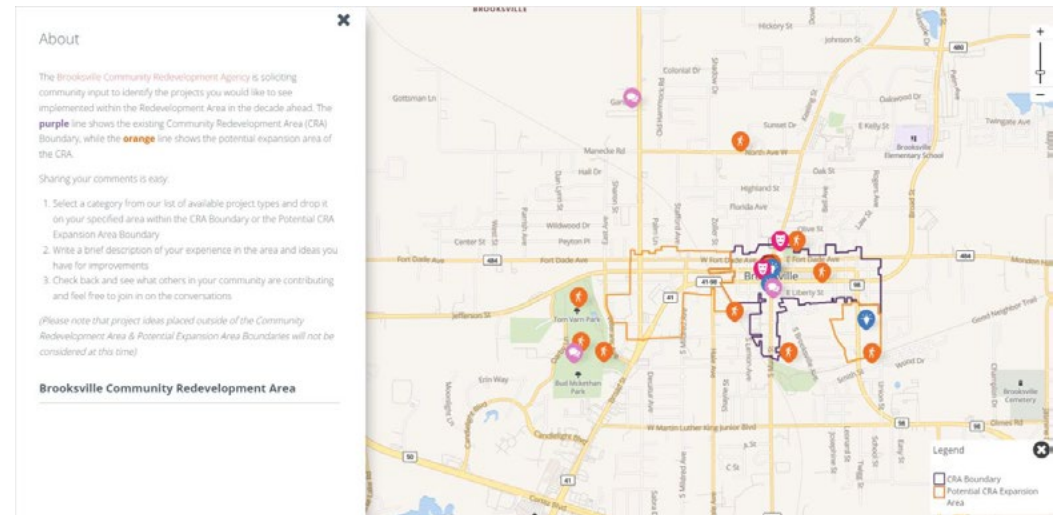


The Brooksville CRA Interactive Map received 37 comments that provided specific suggestions about what parts of the CRA offerings can be improved. The comment category options included: historic resources, public realm improvements, Retail/ Commercial/ Services, Public Arts & Culture, Residential Opportunities, and a General Feedback category. The majority of the comments focused on Public Realm Improvements and the Retail/ Commercial/ Services category. Respondents also were able to give a *thumbs up* or *thumbs down* to submitted comments. Summarized comments received through the online Interactive Map are presented below by category.



Question 16

Q16. Share other ideas, comments, challenges regarding the Brooksville CRA.



Public Realm Improvements

- Russel Street Park could be better utilized by better lighting and a playground and/or water feature for children.
 - Playground here.
 - Lighting would be awesome!

Appendix

COMMUNITY INPUT

Adding a playground & a water feature would be an attraction for our youth in the community as well as attracting visitors to this particular park.

Painting the pavilion, ground keeping would another project that can bring this Park to fruition, just not looking like an eyesore in the community.

- Better lighting is essential! Is there enough property for a water feature?

Repave the Good Neighbor Trail east from the crossing at E Jefferson for approximately 1/2 mile

We need more locations for families. City pool another splash pad location something. Tom Varn has at least five broken items on the playground as of 7/15.

Band shell is a great asset that's underutilized.

Slower speed limits, pedestrian crossing controls, diagonal parking, sidewalk improvements, repainting existing parking spaces.

- I agree completely. We need two-way traffic, repainting of our existing parking lots and slower speed limits.
- I agree about lowering speed limits. Downtown doesn't always feel safe to walk, especially with children. It will be difficult for downtown to thrive with consistent fast and loud traffic.
If it's possible, consider calming traffic; discouraging large semis and trucks by lowering speed limits and potentially returning Broad Street and Jefferson Street to two-way traffic. This may encourage many to use the bypass — especially if it's a quicker route on GPS driving apps.

Esthetics and Cultivating Community Pride:

Maintain city landscaping on easements to show community pride. After that, think about adding planters with (native) flowers to enhance city sidewalks.

Encourage murals and public art

A concrete skatepark or pumptrack would fit well here (Tom Varn Park).

Pumptracks are a fastly growing feature that offer great exercise for action sport's athletes. A professionally designed concrete skatepark is low maintenance and provides a safer, lower temperature surface area compared to metal ramps at compared skateparks

Add shade sails to splash pad and have open air changing rooms for families

(Open air = less maintenance costs. See photo.)

- Parks to have BVL themes
 - purple and gold, leopards 🐆, tangerines, train town, city of hills
 - more public art installations
 - fall movie nights
 - Tom Varn pond revamped (maybe a local organization could take that on/sponsor that)
 - rock climbing wall
 - water features
 - revamp outdoor workout spaces
 - spaces for music/entertainment (stage, amphitheater)

COMMUNITY INPUT

- added lighting
- Brooksville theming in our parks and public spaces to enhance place-making and sense of community. For example: tangerines or chickens.
 - There is a beautiful food forest/arts installation at a park in Gulfport which is a big destination for people. Food forests and growing food are big interests among many in Brooksville judging by comments on social media. An installation that could help people learn more about how to do it and to see it in action could be popular.
- There's a concrete area behind the tennis courts that can be used as a skatepark. You have the trail that will be going right through Tom Varn. This can attract other sports that can benefit from the trail to the area. That or Pickleball is really popular at the moment.
 - I second the skatepark idea
- Roadside landscaping along Broad Street is not being maintained in many areas. The Crepe Myrtle trees are not pruned. Perhaps the city could work with the businesses to maintain that area?
The medians of the bypass (Cortez) and Broad Street are in terrible condition. The trees are not pruned and there is litter and weeds in the medians.
- North Avenue is lacking sidewalks which creates a safety issue for school aged students that live within 2 miles of their school and do not qualify for bus service.
 - This has been an ongoing problem for far too long. The City lowered the speed limit as if this would stop people from speeding. Children's lives are in danger!

Retail/ Commercial/ Services

- Allow restaurants to use parking spaces (Parklets) to expand outdoor seating. This should help commerce, improve the tax base, and calm traffic.
 - Calm traffic? Have you ever tried getting down Main Street in a decent amount of time? I've sat on 41 at Main with traffic backed up from vehicles turning left.
Placing tables on sidewalks where width allows would be great, for cooler weather seasons. However taking parking when there's already limited parking is not a solution at all
 - We need more restaurants that are actually open past everyone's workday time, and on weekends. I understand this is a sleepy town, but let's get with the times. Can we get a few bars going too?
 - Yes, love this, if there is live music or a pop up. Similar to when they block portions of the road for small community events.
 - No! There is not enough parking as is. This is a huge concern for everyone!

COMMUNITY INPUT

- Vibrant downtowns, including small ones like Dunedin and large ones like St. Pete, have a wide variety of retail stores, art galleries, and eateries. Brooksville's downtown is filled with primarily professional businesses like lawyers and financial advisors. For me, there is absolutely no draw to come downtown because it is filled with these businesses. It just kills it. We need a lot less of these professional businesses and a lot more of the others if we want to see a downtown full of life.
- Adding this area in orange(east area) to the CRA makes sense. It's always seemed unnecessarily disconnected.
- Brooksville really needs an enclosed dog play area with shading and benches. Our fur babies would enjoy a communal watering station and some training structures. At this time Brooksville seems to not like dogs very much. Pretty much all the public parks are dog restricted.

Public Arts & Culture

- Library needs a major renovation and expansion with a larger & paved parking lot. The park next to it needs cleaned up and more lighting in the area. Playground is also dirty and littered. Will never take my daughter there again after I came across needles and dirty bandages.... very sad.
- More family-friendly events
 - Continue a few events throughout the summer. Maybe early morning or evening. Locals are here and looking for things to do.

Residential Opportunities

- Second story access downtown would be great. Increase the presence of habitants downtown and you'll get a more vibrant downtown lifestyle. Brooksville is the city seat of the county and it needs to embrace it! Look at all the other surrounding county seats are and the development of their downtown square.

General Feedback Category

- I would love to see mixed use downtown. There are many two-story buildings that could be apartments upstairs and commercial downstairs. This would allow small business owners to purchase/rent a single building for both living and working.
- The more walkable and bikeable the CRA area is, the more it will be used. Studies show that there is increased business traffic with walkable/bikeable and mixed-use areas. People will travel some distance to a destination that has these. Doesn't have to be on the main arteries, could be on side roads off the main roads. Mixed use, walkable, bikeable areas are hugely popular for really good reasons. If you want to increase your tax base and help businesses be successful, do this.
- Please hurry up and get these projects done, also the most important thing is to get landlords to comply with the upkeep of the places they rent. There are several dilapidated places where people live and they are being charged outrageous prices for places that are unfit for humans or animals to live. The windows are boarded up and porches falling off and they pose a safety hazard, but the people who live there are very low income and have no other low income housing available to them.

LAND USE

The following subsections address current land use (how the individual parcels are being used), future land use (the City's future vision and the types of developments which can occur), and zoning (regulations which dictate the dimensions of developments). In addition, the sections will address the impact of parks and open space on the community.

Existing Land Use

Evaluating land use patterns within the CRA can help direct future development needs or improvements. These existing land use categories are derived from the Department of Revenue (DOR) land use codes provided within the most recent data from the Hernando County Property Appraiser. Geospatial analysis and satellite imagery provided further evaluation.

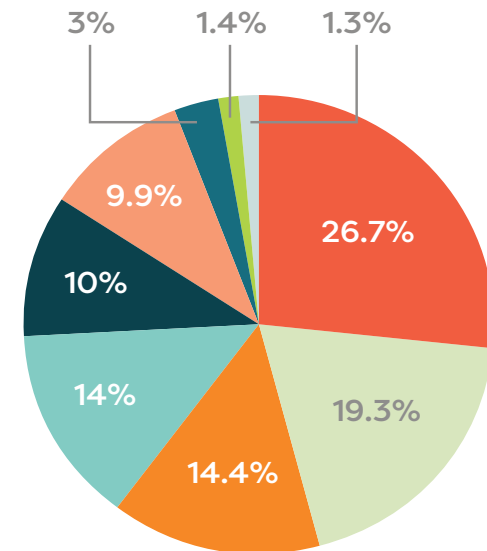
Table 7 provides a breakdown of the acreages and proportions of each land use and Figure 11 shows a map of the existing land uses within the CRA. The most prominent land uses in the CRA are Commercial (26.7%), Right-of-Way & Utilities (19.3%), Public/Institutional (14.4%) and Low Density Residential (14.0%). Office/Professional and Vacant land each also account for about 10% of the land area. Medium Density Residential, Recreation, and Industrial land uses make up smaller portions of the CRA. The CRA has a thorough mix of land uses. Low density residential, office/professional, and public/institutional uses are often near commercial uses, which allows for shorter trips and greater access for workers and residents. Approximately 9.9% (37 parcels) of the CRA is considered vacant land, meaning unimproved land. The next section will further address the vacant land.

Table 7 Existing Land Use

Existing Land Use	Acre
Commercial	61.9
Right-of-Way & Utilities	44.8
Public/Institutional	33.4
Low Density Residential	32.5
Office/Professional	23.1
Vacant	23
Medium Density Residential	6.9
Recreation	3.1
Industrial	3.1
Total Acreage	231.8

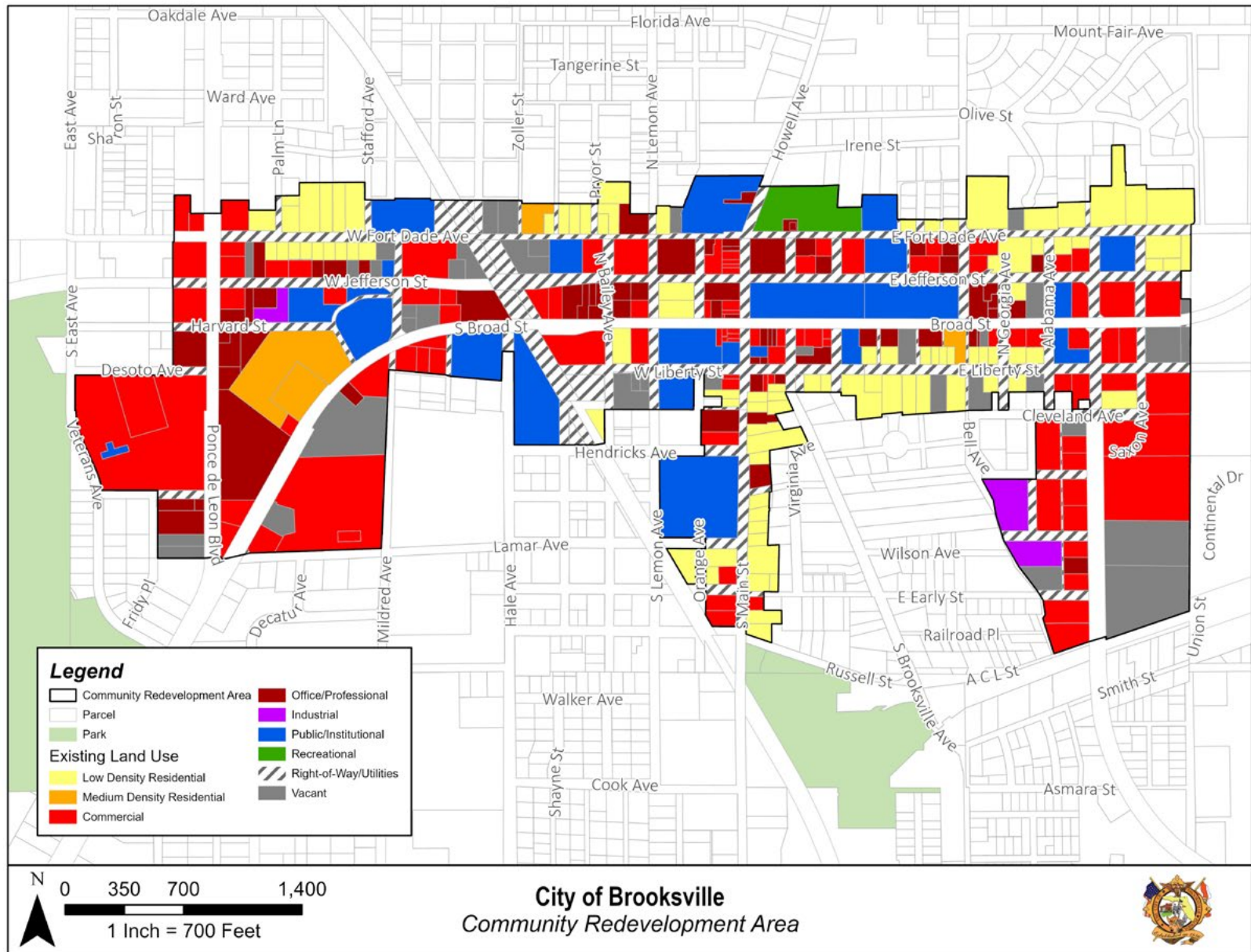
Sources: City of Brooksville, HCPA, 2023

Percent (%) of Total Acreage



LAND USE

Figure 11 Existing Land Use



Sources: City of Brooksville, HCPA, FGDL, 2023

LAND USE

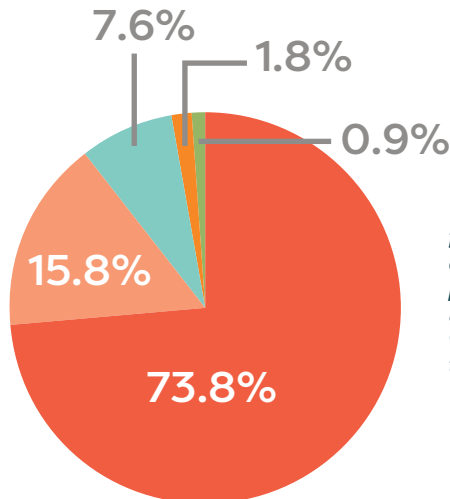
Future Land Use

The City of Brooksville's Comprehensive Plan establishes Future Land Use (FLU) designations within the City to guide future growth to match a shared community vision. The City's Future Land Use Map as well as its goals and policies provides a direction for economic growth and development in certain areas, while preserving and protecting environmental and cultural resources. Table 9 provides the breakdown of acreage and proportion of the land use in the area and Figure 12 shows the future land use designations within the CRA.

Commercial is the most common FLU designation within the CRA and accounts for almost 75% (185 acres) of the total land area. The Commercial designation allows for commercial services, professional services, light industrial, as well as multifamily development if approved through the Planned Development Project (PDP) review process. The maximum non-residential intensity is 0.7 floor area ratio (FAR) within the Historic/Central Business District overlay and a maximum residential density of 20 dwelling units per acre.

The second most common FLU designation is Public Facility with 16% of the total land area. The Public Facility designation allows for governmental facilities such as utility, telecommunication, transportation rights-of-way, stormwater management, libraries, public schools, churches, and governmental structures. Commercial, residential, industrial, and mixed use developments may be allowed depending upon surrounding development.

Percent (%) of Total Acreage



**Note: This total acreage is different from the Existing Land Use total acreage due to the differences in parcel data. Parcels generally do not include ROW areas such as streets, while FLU designations do include these ROW areas.*

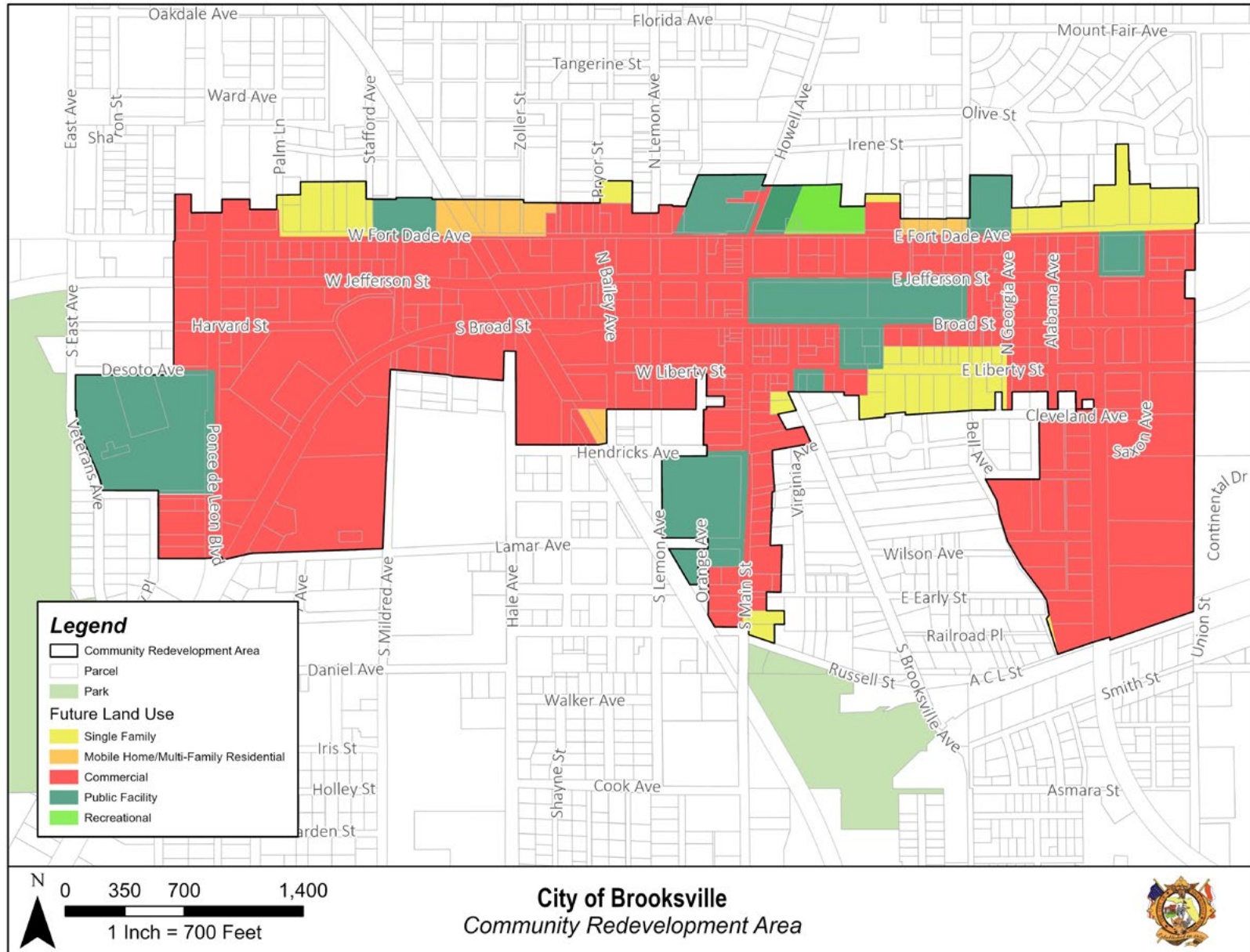
Table 8 Future Land Use Designations

FUTURE LAND USE		ACRES
	Commercial	185.3
	Public Facility	39.7
	Single Family	19
	Mobile home/ Multifamily Residential	4.6
	Recreational	2.4
TOTAL ACREAGE =		251*

Sources: City of Brooksville, 2023

LAND USE

Figure 12 Future Land Use



Sources: City of Brooksville, HCPA, FGDL, 2023

DEMOGRAPHICS & SOCIOECONOMICS

The City of Brooksville's Community Redevelopment Area encompasses its historic downtown and accounts for approximately 250 acres. US Highways 41 and 98 run east and west through the CRA, and Brooksville is Hernando County's seat. The following sections will provide further background information regarding the CRA, its residents, and local businesses.

Population

The current population of the CRA is estimated to be 365 people, according to the American Community Survey. Compared to the estimated population in 2010, the CRA has grown by 15.9% over the 13-year period. The CRA is growing at a slower rate than the City and County, as illustrated in Table 9. The median age in the CRA is 45.7 years, younger than both the City and County (53.1 and 51.0 years, respectively).

Employment Estimates & Education

The median household income within the CRA is approximately \$37,000 and is slightly less compared to the City's (\$38,500) and significantly less compared to the County's (\$58,000). The median household income disparity between the CRA and County may be linked to the educational attainment within the CRA, which is shown in Table 10. The County's higher education attainment is almost 6% higher compared to the CRA.

Table 9 Population Estimates

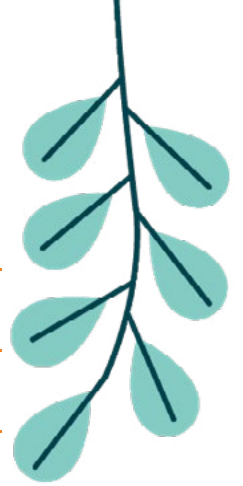
	2010	2023	
CRA	315	365	+15.9%
City	8,207	9,662	+17.7%
County	172,778	202,880	+17.4%

Source: ESRI BAO, 2023

Table 10 Educational Attainment

Education Level (Residents 25 years or older)	CRA	City of Brooksville	Hernando County	State of Florida
Less than 9th Grade	4.1%	3.5%	2.8%	4.1%
9th-12th Grade	4.5%	6.3%	6.5%	6.8%
High School Graduate	39.2%	38.5%	34.6%	25.2%
Some College, No Degree	26.1%	22.6%	23.2%	20.8%
Associate Degree	10.1%	9.5%	11.3%	10%
Bachelor's Degree	11.9%	13.8%	14.4%	20.9%
Graduate/Professional Degree	4.1%	5.9%	7.2%	12.1%
Did not receive High School degree or equivalent	8.6%	9.8%	9.3%	10.9%
Bachelor's Degree or higher	16%	19.7%	21.6%	33%

Source: ESRI BAO, 2023



DEMOGRAPHICS & SOCIOECONOMICS

When discussing the industries that employ CRA residents, employed residents may be working within the CRA, or they may be commuting to surrounding areas. When looking at employment trends by industry, CRA residents most likely work in services (professional services, hospitality, food service, etc.) which employ over 52% of the employed residents. The next most common industries are retail trade and transportation and utilities which both employ approximately 14% of employed CRA residents. For CRA residents over the age of 16, the unemployment rate is approximately 1.7%, an extremely low unemployment rate. See Table 11 for proportions of employment for all industry groups. In the next section, there will be a discussion regarding local businesses within the CRA.

Table 11 Employed Population by Industry

INDUSTRY	PERCENT EMPLOYED
Agriculture/Mining	1.2%
Construction	4.7%
Manufacturing	3.0%
Wholesale Trade	0.6%
Retail Trade	14.2%
Transportation/Utilities	14.2%
Information	0.0%
Finance/Insurance/Real Estate	3.0%
Services	52%
Public Administration	7.1%
TOTAL	100%

Table 12 Companies & Organizations Located in CRA

SIC Code	BUSINESS		EMPLOYEES	
	#	%	#	%
Agriculture/Mining	5	1.9	24	0.8
Construction	9	3.4	185	5.9
Manufacturing	6	2.3	43	1.4
Transportation	6	2.3	52	1.7
Communication	3	1.1	15	0.5
Utility	1	0.4	7	0.2
Wholesale Trade	7	2.6	48	1.5
Retail Trade	50	18.8	512	16.4
Finance, Insurance, & Real Estate	24	9.0	116	3.7
Private Services	101	38.0	1,117	35.7
Government	36	13.5	1,007	32.2
Unclassified	19	7.1	5	0.2
TOTAL	266	100	3,131	100

Local Businesses

Table 12 shows the number of businesses which are located within the CRA by industry and the approximate number of employees in each of the industry groups. The professional services industry, which includes hospitality, automotive, entertainment, health, legal, and education services, accounts for 38% of the businesses within the CRA and almost 36% of the employees who work in the CRA. Because the CRA is home to the county seat, there is a large proportion of people working in government (35.7%) as well as companies and organizations in the public administration field (13.5%). The retail trade industry group accounts for approximately 50 businesses (18.8%) and employs 512 people (16.4%).

Based on the number of people who work within the CRA (over 3,000) and the estimated population (365), it is apparent that many people commute into the CRA for work. Again, this aligns with the CRA's location as a historic downtown and center of governmental work for Hernando County and the City of Brooksville. A strong retail trade industry, which includes restaurants, bars, and merchandise businesses, supports those workers who commute into the CRA on a normal basis, as well as those who live near downtown.

DEMOGRAPHICS & SOCIOECONOMICS

Housing Units

According to the Hernando County Property Appraiser parcel data, the CRA has approximately 160 housing units. Primarily, these units are single family homes on individual plats (1-unit detached). The CRA is also home to two mobile home parks which account for just over 30% of the housing in the CRA. However, these are estimates based upon taxation codes, and these estimates may be underreporting housing units.

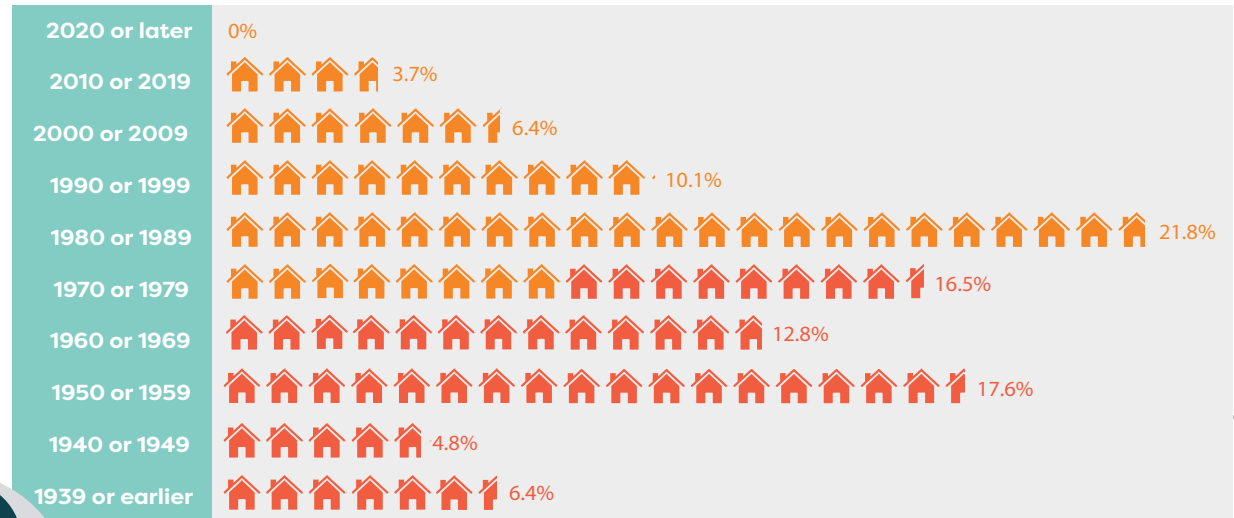
Figure 13 Housing Units by Units in Structure



Total = 159

Source: Hernando County Property Appraiser, 2023

Table 13 Age of Housing Structure



Age of Housing Structure

1975 is the median year built for housing structures within the CRA, meaning that half of the structures are nearly 50 years old. When a structure is over 50 years old, it becomes eligible for the National Register of Historic Places. This status can assist in securing funding for grants, as well as increasing tourism for the historic downtown. The next section will further discuss Historic Resources. According to estimates from the American Community Survey, no housing units have been built in the CRA since 2019. See Table 6 for more information regarding housing structure age.

ECONOMIC DEVELOPMENT

Regulatory/Policy Environment – Economic Development Portfolio

The Hernando County and Brooksville Comprehensive Plans provide guiding principles for the regulatory/policy environment regarding growth and development and the actions that implement those principles. Public/non-profit and community organizations that act within the regulatory/policy framework and the actions that facilitate the growth and development of private industry and small businesses drive the economic development portfolio. The City of Brooksville's Comprehensive Plan has an Economic Development element which contains six (6) goals designed to further the economic development prospects of the City. These include:

- Public Health and Safety
- Supporting Infrastructure
- Beautification/Property Enhancements
- City Codes/Development
- Economic
- Recreation

These goals speak to efforts by Brooksville to balance growth and development of the economy with quality-of-life issues. A trip to Brooksville will confirm that efforts at beautification and accentuation of the downtown's character are well underway. In addition, the City is implementing projects throughout the City center and periphery.

The recent City of Brooksville's imposition of a temporary development moratorium reflects the deliberation and care with which the community is attempting to balance the rising trajectory of growth and development with a maintenance of character and authenticity.

Similar to Brooksville's approach, Hernando County's Comprehensive Plan contains an Economic Element with the following four (4) goals:

- Workforce
- Infrastructure
- Tourism
- Economic Development

Like Brooksville, the County is working to achieve its goals as evidenced by activities surrounding the Brooksville-Tampa Bay Regional Airport (BKV). These activities include clustering Countywide organizations that can facilitate economic development, including Hernando County Administrative Offices and the Office of Economic Development, the Greater Hernando Chamber of Commerce at BKV, in addition to various private industry options. It should be noted that although Agriculture and Commercial Fishing are not established as Target Industries, they are important primary economic generators related to the region's cultural heritage and vibrant rural character.

ECONOMIC DEVELOPMENT

Economic Trends (Regional/Local)

Lying within Hernando County, the City of Brooksville is well positioned to take advantage of the area's strategic location with respect to the State of Florida and the Tampa Bay metro region.

Location/Access/Target Industries

Hernando County is located at the mid-point of the State of Florida providing access to markets within the State and to several southeastern states. The transportation network that facilitates this access is strong and consists of various modalities including air, rail and road transportation. Brooksville-Tampa Bay Regional Airport (BKV) is conveniently located just southeast of Brooksville and Tampa International Airport and the Port of Tampa are within convenient driving access at approximately 41 and 44 miles respectively. This locational advantage well positions the area to drive growth and development in Hernando County's target industries: Aviation/Aerospace; Manufacturing; and Distribution/Logistics.

Figure 14 Brooksville-Tampa Regional Airport (BKV)



Source: Brooksville-Tampa Regional Airport (BKV) website

Figure 15 Brooksville Walmart Distribution Center



Source: Hernando Sun article authored by Austyn Szempruch, August, 13, 2003

The Walmart Distribution Center located proximate to the confluence of I-75 and SR 50 has approximately 1.6 million square feet of space and is one example of location and access to transportation providing an edge for the economic base. The asset of location drives a distribution/logistics based economy and innovative business processes drive future productivity and workforce development. The Walmart Distribution Center creatively blends both of these assets.

In the Walmart case, as shown in Figure 15, the distribution center will become the first of the company's automated distribution centers and is working with Symbotic Inc. to create a robotic technology platform that will re-engineer its supply chain operations. These changes can create new job opportunities and lighten the physical workload for current and future employees. These new positions will increasingly involve robotics and technology resulting in various retraining opportunities. This example of innovative economic development can foster additional opportunities in this target industry space for Brooksville and Hernando County.

ECONOMIC DEVELOPMENT

Available Land/Workforce Development

The Brooksville-Tampa Regional Airport (BKV) and Technology Center represents a vital economic development asset for Brooksville and Hernando County in terms of its position as an employment center and importantly as a local driver of business development in the context of the aforementioned target industries. Roughly 1,000 acres of aeronautical and non-aeronautical land are available for development and Hernando County's Office of Economic Development assists in facilitating all aspects of the on-site land development process.

The BKV property is home to a Technology Center and recently broke ground on site for the Dr. Dennis Wilfong Center for Success. Dr. Wilfong was an innovator and his company, Innovative Technology, Inc. manufactured surge protection devices. The company grew to a multi-million dollar industry headquartered at BKV. The Wilfong Center is a joint initiative by Hernando County, the Hernando County School Board and Pasco-Hernando State College that supports traditional vocational and technical training designed to develop the County's workforce while concurrently providing support for entrepreneurs to build that ecosystem as well. The roughly \$28 million dollar complex is scheduled to open in 2025.

This attention to workforce development will buttress efforts to grow and develop Hernando County's target industries and the tangential industries that support a solid economic base. Importantly, following in its namesake's footsteps, the Wilfong Center will provide an innovative/entrepreneurial approach to economic development.

Tourism

Tourism to Brooksville and Hernando County (Florida's Adventure Coast) represents an important sector of the local and regional economy. Brooksville has its authentic, historic appeal as a Downtown destination and Hernando County has access to the Gulf of Mexico and the development of such venues as Weeki Wachee Springs State Park and Cabot Citrus Farms. Cabot Citrus Farms is a destination golf course community that continues to attract visitors to the region. Tangential industries that are the mainstay of Brooksville's local small business base will similarly grow and develop in response to these growing tourist attractions.

Small Business

The local and County economy has a vital small business foundation as evidenced by the approximately 8,000 small businesses in Hernando County. The majority of these businesses employ 1-4 individuals. The USF Small Business Development Center provides support and assistance to small businesses. The center is strategically located in the Greater Hernando County Chamber of Commerce, proximate to the Brooksville Tampa Regional Airport (BKV)

The City of Brooksville received Main Street status in late 2016 and began its program in 2017 providing a portfolio of services primarily to small businesses located in Brooksville's Downtown and in portions of the existing CRA. These services include a variety of events and marketing of local businesses as well.

NEIGHBORHOOD IMPACT ELEMENT

The following neighborhood impact element describes the potential impact of the redevelopment upon residents of the redevelopment area and the surrounding area. The neighborhood impact element describes potential impacts upon housing relocation, traffic circulation, environmental quality, availability of community facilities and services and the effect on school population.

While specific impacts cannot be determined until concrete redevelopment proposals are submitted for review, this section attempts to quantify the range of impacts that could be expected.

Housing Relocation

The implementation of the Brooksville Community Redevelopment Area does not anticipate the displacement or potential relocation of residents living within the Community Redevelopment Area boundaries. However, if as a result of implementation of projects contained in this Brooksville Community Redevelopment Area relocation of persons becomes necessary on either a temporary or permanent basis, the Brooksville Community Redevelopment Agency will be responsible for the timely provision of replacement housing for those affected persons.

Traffic Circulation

The implementation of the Brooksville Community Redevelopment Plan does not propose to change or modify any of the existing traffic patterns within the Community Redevelopment Area. The implementation of the Brooksville Community Redevelopment Plan does propose certain “complete-street” improvements to existing roadways and corridors to improve public safety, accessibility and to safely accommodate additional modes of transportation (bicycle and pedestrian modes).

Environmental Quality

The implementation of the Brooksville Community Redevelopment Plan proposed infrastructure improvements will seek to improve the environmental quality of the Community Redevelopment Area. Specific infrastructure improvements that will have a positive effect upon the environmental quality of the Brooksville Community Redevelopment Area include stormwater system improvements (reduce flooding and water-borne diseases) and roadway improvements to encourage non-automobile modes of transportation (reduce traffic levels, reduce automobile emissions, and improve air quality). The implementation of Brooksville Community Redevelopment Plan also seeks to increase the amount and availability of green spaces and open spaces within the Brooksville Community Redevelopment Area, effectively improving the quality of the environment.

The implementation of the Brooksville Community Redevelopment Plan seeks to consolidate the provision of public services at community facilities within the Community Redevelopment Area through the revitalization of Downtown Brooksville. This area is anchored by several community facilities and public agencies, including but not limited to: City Hall, Hernando County Courthouse; and Public Parks and Recreational facilities. The implementation of the Brooksville Community Redevelopment Plan will increase the accessibility and availability of community facilities within the Community Redevelopment Area.

Effect on School Population

The implementation of the Brooksville Community Redevelopment Plan proposes the potential increase in residential densities in appropriate areas and the commensurate population increase within the Community Redevelopment Area. Currently the effects on School Population within Brooksville and the Community Redevelopment Area associated with development and population growth are accommodated on a case-by-case basis through the Future Land Use Element and Public School Facilities Element in the City’s Comprehensive Plan. Additionally, the City coordinates with the Hernando County School Board and Hernando County Government through joint-planning agreements and public school Interlocal Agreements to ensure adequate provision of public school facilities within the Brooksville Community Redevelopment Area and throughout the City. Through the use of these administrative mechanisms, future development or redevelopment within the Brooksville Community Redevelopment Area must demonstrate accommodation of school facility level of service standards before development or redevelopment may occur.

COMMUNITY REDEVELOPMENT PLAN CONTENTS

Statutory Criteria

Consistency with the Comprehensive Plan

F.S. 163.362 requires certain contents in a community redevelopment plan. The Brooksville Community Redevelopment Plan update (2024) satisfies the Florida Statute requirements for the contents of a community redevelopment plan. The following pages list the Florida Statute requirements (**BOLD**) and outline the items within the Brooksville Community Redevelopment Plan that specifically address these requirements.

(1) Contain a legal description of the boundaries of the community redevelopment area and the reasons for establishing such boundaries shown in the plan.

Figure 3 on page 14 illustrates the boundaries of the Brooksville Community Redevelopment Area. The Appendix includes an legal description of the Area.

(2) Show by diagram and in general terms:

(a) The approximate amount of open space to be provided and the street layout.

The approximate amount of open space is 2.4 acres and is shown in Table 8 (pg. 73). The street layout is shown on Figure 5 (pg. 16).

(b) Limitations on the type, size, height, number, and proposed use of buildings.

The City of Brooksville Comprehensive Plan and Land Development Code regulate the type, size, height, number, and proposed use of buildings.

(c) The approximate number of dwelling units.

There are approximately 159 dwelling units within the Brooksville Community Redevelopment Area.

(d) Such property as is intended for use as public parks, recreation areas, streets, public utilities, and public improvements of any nature.

Public parks, recreation areas, streets, public utilities and other proposed public improvements are shown on the Conceptual Master Plan (pg. 36).

(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.

No negative impact on low or moderate income housing is anticipated as a result of this Plan. The Neighborhood Impact Element is included in the Appendix (pg. 81)

(4) Identify specifically any publicly funded capital projects to be undertaken within the community redevelopment area.

Publicly funded capital projects proposed within the Brooksville Community Redevelopment Area are identified within the Proposed Capital Projects list (pp. 35).

(5) Contain adequate safeguards that the work of redevelopment will be carried out pursuant to the plan

The Brooksville Community Redevelopment Agency will carry out the work of this Community Redevelopment Plan. The redevelopment process has been established and is consistent with Chapter 163, Part III., Community Redevelopment of the Florida Statutes. It is the intent of the City of Brooksville to continue to operate in accordance with the Florida Statute requirements and to comply with those requirements as established in Chapter 163, Part III., of the Florida Statutes as amended.

(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.

This provision of the Brooksville Community Redevelopment Plan will be satisfied on a case-by-case basis as each project is carried through final documentation and approval by the Governing Board of the Brooksville Community Redevelopment Agency. Control of land, covenants, and any restrictions on land sold or leased by the Brooksville Community Redevelopment Agency shall be in accordance with Chapter 163, Part III., Community Redevelopment of the Florida Statutes, and applicable City of Brooksville Code of Ordinance and Land Development Code requirements.

(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.

The implementation of the Brooksville Community Redevelopment Plan does not anticipate the displacement or potential relocation of residents living within the Community Redevelopment Area boundaries. However, if as a result of implementation of projects contained in this Brooksville Community Redevelopment Plan relocation of persons becomes necessary on either a temporary or permanent basis, the Brooksville Community Redevelopment Agency will be responsible for the timely provision of replacement housing for those affected persons.

(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 therefor.

The Brooksville Community Redevelopment Plan is not intended to remedy a shortage of housing for residents of low or moderate income. The residential uses will generally exist in their current locations and will be minimally impacted by the proposed improvements. The Brooksville Community Redevelopment Plan does encourage the development of additional housing stock that may provide additional residential options for residents of low to moderate incomes.

(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

COMMUNITY REDEVELOPMENT PLAN CONTENTS

county, or the municipality proposed to be incurred for such redevelopment if such indebtedness is to be repaid with increment revenues.

A detailed statement of project costs is presented within the Proposed 5-Year Annual Budget (pg. 39). Detailed project costs for each project, program, and activity will be specified each year in the Brooksville Community Redevelopment Agency's annual budget and work program. Funding for projects may include some form of indebtedness by the Community Redevelopment Agency and/or the City of Brooksville.

(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.

The Brooksville Community Redevelopment Agency was created in 1998. The 2024 Brooksville Community Redevelopment Plan update will extend the operational timeframe of the Brooksville Community Redevelopment Agency through 2054 in accordance with current Florida Statute requirements.

LEGAL DESCRIPTION

BROOKSVILLE COMMUNITY REDEVELOPMENT AREA **BOUNDARY** **LEGAL DESCRIPTION**

COMMENCING AT A POINT ON THE WEST BOUNDARY OF SECTION 22, TOWNSHIP 22 SOUTH, RANGE 19 EAST, N0°16'W 810.47 FEET. FROM THE S.W. CORNER OF SAID SECTION, THENCE N0°16'W ALONG SAID WEST BOUNDARY 291.51 FEET, THENCE N89°41'E 25 FEET TO THE NORTHWEST CORNER OF LOT 7 BLOCK 8 OF HALEMONT ADDITION SECTION 2 PLAT BOOK 5 PAGE 34 PER THE OFFICIAL RECORDS OF HERNANDO COUNTY, FLORIDA: THENCE N89°41'E 168.21 FEET TO THE POINT OF BEGINNING, THENCE LANDS DESCRIBED AS FOLLOWS:

NORTH 11°35'46" WEST, 32.51 FEET; THENCE NORTH 15°06'39" WEST, 32.51 FEET; THENCE NORTH 18°37'30" WEST, 32.51 FEET; THENCE NORTH 22°08'21" WEST, 32.51 FEET; THENCE NORTH 23°53'55" WEST, 12.30 FEET; THENCE NORTH 23°53'50" WEST, 30.64 FEET; THENCE NORTH 23°53'50" WEST, 200.20 FEET; THENCE NORTH 14°30'29" WEST, 31.55 FEET; THENCE NORTH 10°25'08" WEST, 31.55 FEET; THENCE NORTH 6°19'46" WEST, 31.55 FEET; THENCE NORTH 2°14'20" WEST, 31.55 FEET; THENCE NORTH 89°53'56" WEST, 5.00 FEET; THENCE NORTH 0°06'13" EAST, 209.78 FEET; THENCE SOUTH 89°56'32" EAST, 574.53 FEET; THENCE NORTH 2°51'36" EAST, 50.06 FEET; THENCE NORTH 0°00'42" WEST, 737.79 FEET; THENCE NORTH 6°56'35" EAST, 64.03 FEET; THENCE NORTH 0°10'53" EAST, 211.71 FEET; THENCE NORTH 89°32'05" EAST, 95.70 FEET; THENCE SOUTH 0°10'50" EAST, 109.07 FEET; THENCE NORTH 89°33'03" EAST, 80.00 FEET; THENCE SOUTH 89°49'31" EAST, 100.62 FEET; THENCE NORTH 0°04'17" WEST, 78.51 FEET; THENCE SOUTH 89°56'50" EAST, 163.76 FEET; THENCE SOUTH 0°37'00" EAST, 58.83 FEET; THENCE SOUTH 89°52'20" EAST, 157.54 FEET; THENCE NORTH 0°08'01" EAST, 84.77 FEET; THENCE NORTH 89°26'38" EAST, 140.38 FEET; THENCE NORTH 0°07'36" EAST, 76.19 FEET; THENCE NORTH 89°36'31" EAST, 385.81 FEET; THENCE SOUTH 0°00'16" EAST, 103.81 FEET; THENCE SOUTH 88°56'52" EAST, 39.56 FEET; THENCE SOUTH 89°48'20" EAST, 138.65 FEET; THENCE NORTH 0°25'43" EAST, 10.00 FEET; THENCE SOUTH 89°48'31" EAST, 209.55 FEET; THENCE SOUTH 2°08'56" EAST, 10.01 FEET; THENCE SOUTH 89°48'32" EAST, 519.55 FEET; THENCE SOUTH 86°42'44" EAST, 20.03 FEET; THENCE SOUTH 0°25'46" WEST, 16.69 FEET; THENCE SOUTH 89°48'31" EAST, 449.74 FEET; THENCE NORTH 0°26'21" EAST, 130.03 FEET; THENCE SOUTH 89°48'34" EAST, 189.50 FEET; THENCE SOUTH 0°18'47" WEST, 189.20 FEET; THENCE NORTH 89°44'06" EAST, 155.52 FEET; THENCE NORTH 0°18'44" EAST, 47.03 FEET; THENCE SOUTH 89°54'33" EAST, 80.56 FEET; THENCE SOUTH 0°18'40" WEST, 6.48 FEET; THENCE SOUTH 88°58'15" EAST, 78.93 FEET; THENCE NORTH 18°32'32" EAST, 49.39 FEET; THENCE SOUTH 88°30'35" EAST, 3.08 FEET; THENCE NORTH 20°24'29" EAST, 87.37 FEET; THENCE NORTH 22°25'44" EAST, 60.36 FEET; THENCE NORTH 89°37'56" EAST, 401.00 FEET; THENCE SOUTH 20°56'14" WEST, 69.40 FEET; THENCE NORTH 89°27'32" EAST, 379.96 FEET; THENCE NORTH 86°38'51" EAST, 89.55 FEET; THENCE SOUTH 3°51'46" WEST, 132.45 FEET; THENCE NORTH 89°28'18" EAST, 145.01 FEET; THENCE NORTH 2°38'25" EAST, 73.58 FEET; THENCE SOUTH 89°50'49" EAST, 205.90 FEET; THENCE SOUTH 0°33'02" EAST, 146.58 FEET; THENCE NORTH 87°16'40" EAST, 17.85 FEET; THENCE SOUTH 89°31'27" EAST, 235.94 FEET; THENCE SOUTH 88°02'21" EAST, 15.58 FEET; THENCE NORTH 0°08'02" EAST, 5.48 FEET; THENCE SOUTH 89°46'44" EAST, 138.49 FEET; THENCE NORTH 0°07'43" EAST, 253.65 FEET; THENCE SOUTH 89°40'59" EAST, 247.13 FEET; THENCE SOUTH 0°35'30" WEST, 192.29 FEET; THENCE NORTH 87°58'04" EAST, 292.84 FEET; THENCE NORTH 0°21'42" WEST, 27.24 FEET; THENCE NORTH 88°50'12" EAST, 192.82 FEET; THENCE NORTH 0°02'30" WEST, 93.05 FEET; THENCE NORTH 89°26'42" EAST, 126.44 FEET; THENCE NORTH 0°03'56" EAST, 239.71 FEET; THENCE NORTH 89°01'05" EAST, 76.00 FEET; THENCE SOUTH 0°56'38" EAST, 157.46 FEET; THENCE NORTH 88°02'08" EAST, 4.20 FEET; THENCE SOUTH 0°56'38" EAST, 80.00 FEET; THENCE NORTH 88°27'47" EAST, 120.66 FEET; THENCE SOUTH 0°54'30" EAST, 26.22 FEET; THENCE NORTH 89°31'16" EAST, 282.08 FEET; THENCE SOUTH 0°45'18" EAST, 190.50

FEET TO THE BEGINNING OF A CURVE CONCAVE NORTHWESTERLY, SAID CURVE HAS A RADIUS OF 19.98 FEET; THENCE SOUTHWESTERLY ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 93°50'57" AN ARC DISTANC OF 32.72 FEET; THENCE SOUTH 0°14'13" WEST, 273.84 FEET; THENCE SOUTH 89°22'31" WEST, 58.18 FEET; THENCE SOUTH 0°16'10" WEST, 165.03 FEET; THENCE SOUTH 88°58'47" EAST, 58.28 FEET; THENCE SOUTH 0°14'14" WEST, 80.19 FEET; THENCE SOUTH 79°23'16" WEST, 59.38 FEET; THENCE SOUTH 0°16'09" WEST, 12.86 FEET; THENCE SOUTH 0°18'20" EAST, 53.84 FEET; THENCE NORTH 80°58'39" EAST, 28.85 FEET; THENCE NORTH 79°16'17" EAST, 29.89 FEET; THENCE SOUTH 0°14'34" WEST, 1,694.61 FEET; THENCE SOUTH 71°09'01" WEST, 519.50 FEET; THENCE SOUTH 82°34'10" WEST, 100.37 FEET; THENCE SOUTH 71°05'28" WEST, 220.17 FEET; THENCE NORTH 17°30'21" WEST, 219.49 FEET; THENCE NORTH 35°14'21" EAST, 25.50 FEET; THENCE NORTH 8°52'56" WEST, 87.56 FEET; THENCE NORTH 32°18'27" WEST, 68.40 FEET; THENCE NORTH 37°19'39" WEST, 176.35 FEET; THENCE NORTH 29°57'13" WEST, 174.38 FEET; THENCE NORTH 17°25'01" WEST, 62.91 FEET TO A POINT; THENCE NORTH 17°24'42" WEST, 94.44 FEET; THENCE NORTH 10°04'18" WEST, 91.35 FEET; THENCE NORTH 28°10'10" WEST, 141.89 FEET; THENCE SOUTH 89°55'19" EAST, 320.00 FEET; THENCE NORTH 0°47'34" WEST, 355.02 FEET; THENCE SOUTH 89°55'04" EAST, 216.79 FEET; THENCE NORTH 0°12'15" WEST, 163.31 FEET; THENCE SOUTH 89°22'35" WEST, 105.00 FEET; THENCE SOUTH 0°18'20" EAST, 105.00 FEET; THENCE SOUTH 89°28'19" WEST, 59.93 FEET; THENCE NORTH 0°04'35" EAST, 104.84 FEET; THENCE SOUTH 89°24'15" WEST, 210.41 FEET; THENCE SOUTH 0°08'54" EAST, 105.00 FEET; THENCE SOUTH 89°22'31" WEST, 59.58 FEET; THENCE NORTH 0°08'50" WEST, 104.84 FEET; THENCE SOUTH 89°43'39" WEST, 40.42 FEET; THENCE SOUTH 0°08'49" EAST, 105.23 FEET; THENCE SOUTH 89°36'11" WEST, 137.85 FEET; THENCE SOUTH 79°03'16" WEST, 16.57 FEET; THENCE SOUTH 86°09'12" WEST, 374.82 FEET; THENCE NORTH 0°25'47" WEST, 16.83 FEET; THENCE SOUTH 84°10'40" WEST, 0.43 FEET; THENCE NORTH 0°25'51" WEST, 0.20 FEET; THENCE SOUTH 84°10'41" WEST, 120.81 FEET; THENCE SOUTH 0°11'41" WEST, 17.10 FEET; THENCE SOUTH 84°10'43" WEST, 151.57 FEET; THENCE NORTH 0°51'58" WEST, 142.32 FEET; THENCE NORTH 89°45'24" WEST, 86.99 FEET; THENCE NORTH 0°35'25" EAST, 19.84 FEET; THENCE NORTH 89°51'38" WEST, 0.43 FEET; THENCE NORTH 0°35'25" EAST, 0.16 FEET; THENCE NORTH 89°51'37" WEST, 270.00 FEET; THENCE NORTH 88°39'10" WEST, 58.77 FEET; THENCE SOUTH 0°01'42" EAST, 8.00 FEET; THENCE SOUTH 24°43'03" EAST, 112.97 FEET; THENCE SOUTH 78°48'19" WEST, 110.32 FEET; THENCE SOUTH 28°13'24" EAST, 104.00 FEET; THENCE NORTH 79°45'36" EAST, 104.35 FEET; THENCE SOUTH 24°26'13" EAST, 109.91 FEET; THENCE SOUTH 80°01'08" WEST, 233.00 FEET; THENCE SOUTH 0°41'11" EAST, 80.34 FEET; THENCE SOUTH 4°22'36" EAST, 125.09 FEET; THENCE SOUTH 1°15'11" EAST, 37.60 FEET; THENCE SOUTH 77°21'50" WEST, 12.59 FEET; THENCE SOUTH 2°09'47" WEST, 96.17 FEET; THENCE NORTH 88°55'18" EAST, 3.00 FEET; THENCE SOUTH 2°01'31" WEST, 17.84 FEET; THENCE NORTH 87°58'29" WEST, 3.00 FEET; THENCE SOUTH 2°04'17" WEST, 200.97 FEET; THENCE NORTH 87°14'31" EAST, 67.99 FEET; THENCE SOUTH 1°09'06" WEST, 278.17 FEET; THENCE NORTH 89°06'34" WEST, 85.11 FEET; THENCE SOUTH 0°42'15" EAST, 30.51 FEET; THENCE NORTH 89°56'17" WEST, 0.43 FEET; THENCE SOUTH 0°01'43" WEST, 80.00 FEET; THENCE SOUTH 89°51'08" EAST, 105.00 FEET; THENCE SOUTH 0°42'37" EAST, 79.85 FEET; THENCE SOUTH 89°54'29" WEST, 59.58 FEET; THENCE SOUTH 0°21'34" EAST, 111.56 FEET; THENCE NORTH 71°16'16" WEST, 160.24 FEET; THENCE NORTH 0°31'56" WEST, 44.29 FEET; THENCE NORTH 89°40'03" WEST, 199.37 FEET; THENCE NORTH 30°29'22" WEST, 77.49 FEET; THENCE NORTH 1°04'57" EAST, 118.94 FEET; THENCE NORTH 1°05'24" WEST, 63.46 FEET; THENCE NORTH 0°11'58" WEST, 102.75 FEET; THENCE NORTH 89°44'07" WEST, 59.59 FEET; THENCE SOUTH 0°09'16" EAST, 102.74 FEET; THENCE NORTH 89°44'09" WEST, 49.05 FEET; THENCE NORTH 30°29'22" WEST, 244.16 FEET; THENCE SOUTH 89°39'05" EAST, 231.44 FEET; THENCE NORTH 0°53'47" WEST, 63.78 FEET; THENCE NORTH 89°30'26" WEST, 268.87 FEET; THENCE NORTH 0°19'30" WEST, 480.46 FEET; THENCE NORTH 89°49'22" EAST, 266.01 FEET; THENCE NORTH 0°28'12" EAST, 64.15 FEET; THENCE NORTH 89°25'30" WEST, 21.07 FEET; THENCE NORTH 0°19'08" EAST, 208.94 FEET; THENCE NORTH 89°33'46" EAST, 16.38 FEET; THENCE NORTH 0°21'30" EAST, 16.84 FEET; THENCE SOUTH 89°56'59" EAST, 104.56 FEET; THENCE NORTH 0°20'44" EAST, 61.00 FEET; THENCE NORTH

LEGAL DESCRIPTION

89°51'38" WEST, 105.00 FEET; THENCE NORTH 0°32'16" EAST, 131.30 FEET; THENCE NORTH 89°14'05" WEST, 60.19 FEET; THENCE SOUTH 0°25'01" WEST, 209.95 FEET; THENCE NORTH 89°51'38" WEST, 527.08 FEET; THENCE SOUTH 0°11'04" EAST, 199.63 FEET; THENCE SOUTH 79°54'06" WEST, 53.25 FEET; THENCE NORTH 89°58'06" WEST, 481.41 FEET; THENCE NORTH 0°09'57" WEST, 549.94 FEET; THENCE NORTH 88°56'31" WEST, 68.67 FEET; THENCE SOUTH 1°31'32" WEST, 173.34 FEET; THENCE NORTH 85°01'26" WEST, 300.00 FEET; THENCE NORTH 74°33'29" WEST, 30.95 FEET; THENCE NORTH 84°37'56" WEST, 300.06 FEET; THENCE NORTH 86°26'00" WEST, 37.69 FEET; THENCE SOUTH 2°25'47" WEST, 1,055.52 FEET; THENCE SOUTH 87°57'51" WEST, 775.62 FEET; THENCE SOUTH 77°05'53" WEST, 35.92 FEET; THENCE SOUTH 77°05'53" WEST, 134.39 FEET; THENCE NORTH 85°31'40" WEST, 105.62 FEET; THENCE SOUTH 89°57'44" WEST, 274.86 FEET; THENCE NORTH 0°01'58" EAST, 400.19 FEET; THENCE NORTH 89°58'51" WEST, 328.25 FEET;

CONTAINING AN AREA OF APPROXIMATE 250 ACRES.

THE BROOKSVILLE COMMUNITY REDEVELOPMENT AREA INCLUDES ALL RIGHT-OF-WAY AND EASEMENTS AND GOVERNMENT/DISTRICT OWNED PROPERTIES WITHIN THE COMMUNITY REDEVELOPMENT AREA.

BROOKSVILLE COMMUNITY REDEVELOPMENT AREA BOUNDARY MAP

