

The background of the cover is a photograph of a house. It features a dark brown wooden window frame with a screen, a red mailbox mounted on the wall, and a garden bed with green plants and purple flowers. A white diagonal line runs from the top right towards the bottom right. A semi-transparent graphic of a red teapot is visible on the right side.

SOUTH BROOKSVILLE

CRAs

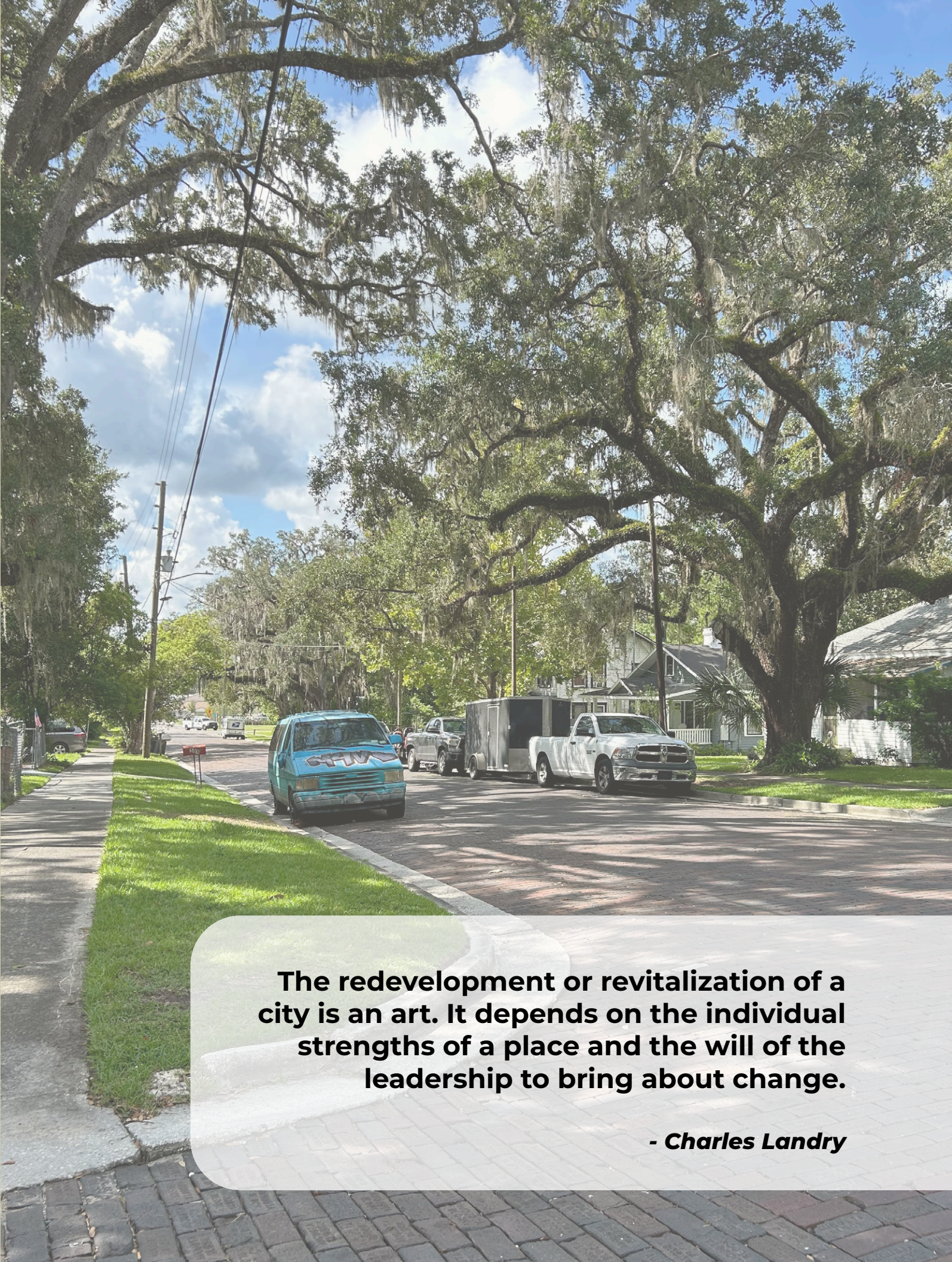
JOINT COMMUNITY REDEVELOPMENT PLAN

JUNE 2026

**A Collaborative Redevelopment Strategy for the
City of Brooksville and Hernando County**

TABLE OF CONTENTS

01	Executive Summary.....	4
02	Context.....	8
03	Existing Conditions.....	28
04	Community Vision.....	54
05	Strategic Plan.....	60
06	Administration & Funding.....	96
07	Appendix.....	110



The redevelopment or revitalization of a city is an art. It depends on the individual strengths of a place and the will of the leadership to bring about change.

- Charles Landry

EXECUTIVE SUMMARY

01



1.1 The South Brooksville Partnership: Two Districts, One Vision

This Plan represents a historic and coordinated effort between the City of Brooksville and Hernando County to revitalize and reinvest in the South Brooksville Redevelopment Area. This area is legally comprised of two distinct Community Redevelopment Agencies (CRAs) separated by jurisdictional boundaries. To ensure maximum impact and administrative efficiency, these two contiguous districts are managed through a unified redevelopment plan.

The Jurisdictional Structure

The Redevelopment Area is divided into the following administrative districts:

The City of Brooksville South Brooksville CRA (SB City District):

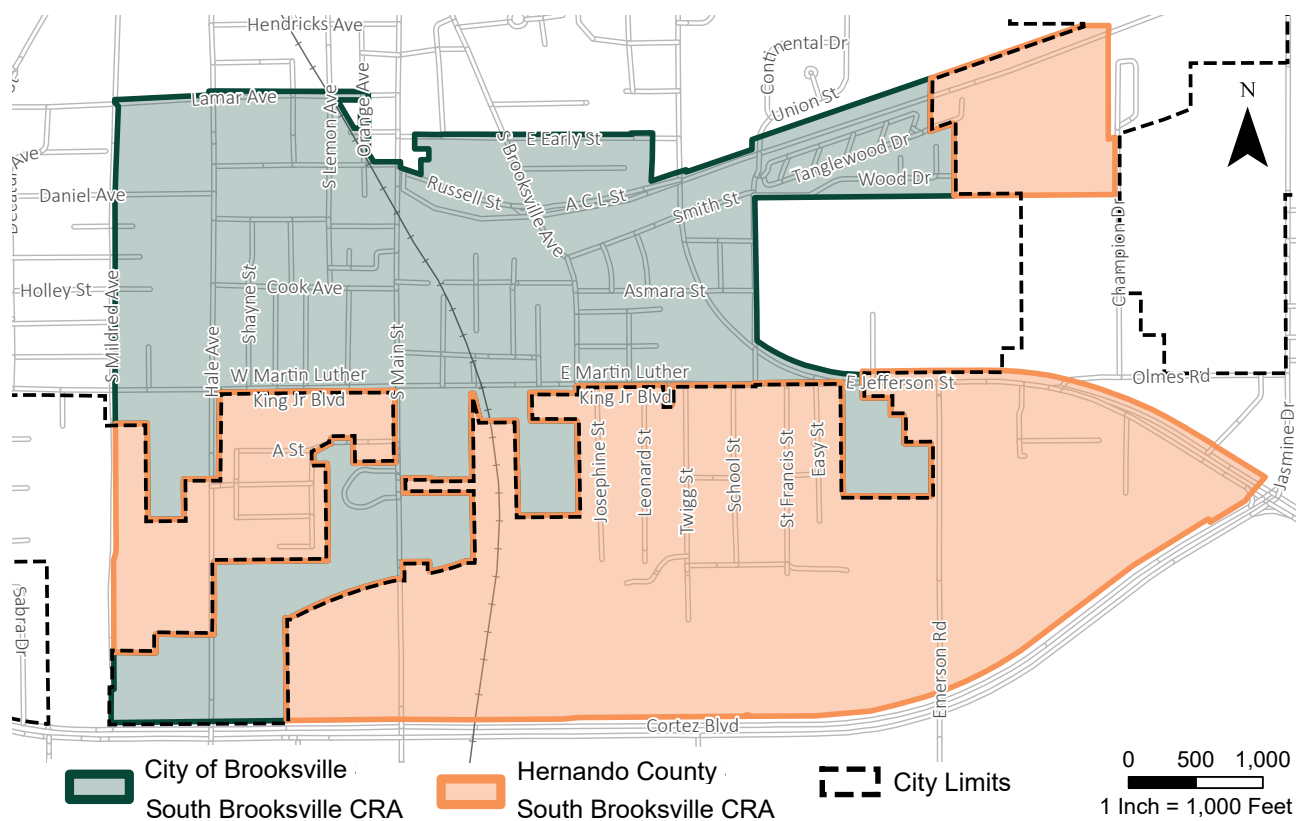
Encompassing the portions of the redevelopment area located within the municipal limits of the City of Brooksville.

The Hernando County South Brooksville CRA (SB County District):

Encompassing the portions of the redevelopment area located within the jurisdiction of unincorporated Hernando County.

A Unified Approach

Though governed by two separate entities, this Plan treats the SB City District and the SB County District as a single, cohesive area. By aligning redevelopment activities and projects, the City and the County ensure that the “invisible line” of the city limit does not impede the progress of the neighborhood. This partnership ensures that every investment, whether in the City or the County, contributes to a singular, high-quality vision for the future of the community.



1.2 Executive Summary

The South Brooksville Joint Community Redevelopment Plan serves as a **comprehensive guide for revitalization efforts within both the City and the County's Community Redevelopment Areas (CRAs)** over a 40 year planning horizon. Its primary purpose is to address the conditions of slum and blight identified in the Finding of Necessity Studies and to establish a framework for reinvestment in the community.

Using a combination of quantitative data, community input, and field observations, the plan examines the challenges unique to the South Brooksville CRAs that contribute to a lack of investment in the area. Throughout the plan, the areas are analyzed in conjunction and referred to holistically as the "Redevelopment Area".

Within the Redevelopment Area, two conditions, in particular, present significant challenges: (1) legal complications related to property rights, including encroachments and heirs' property issues and (2) flooding. Both of these conditions discourage private investment in the area by significantly increasing the cost and risk of creating new or renovating deteriorating housing and businesses. A unified and deliberate effort to address these hurdles can help lower the barriers to positive, long-term investment.

Beyond addressing challenges, the plan also focuses on building from strengths. Assets such as the connection to the statewide bicycle network via the Good Neighbor Trail, available vacant land, a growing younger generation and the area's rural character provide a strong foundation for reinvestment. By building on what is already in place, the plan encourages an efficient and achievable approach to redevelopment, where each improvement supports the next and helps create lasting momentum.

The Redevelopment Plan identifies clear priorities, goals, strategies, and implementable projects to be carried out by the South Brooksville Community Redevelopment Agencies (CRAs). Strategic CRA investments will help stabilize the neighborhood and position the area to contribute more fully to the economic health of both the City and the County. Over time, this reinvestment strengthens the community, attracts new residents, and provides expanded amenities to the public. The cost of inaction is continued decline and lost opportunity, while timely investment will improve quality of life and strengthen the local tax base.

Redevelopment requires coordinated action across government agencies, elected leadership, and community partners. The role of a CRA is not to carry out reinvestment alone; its purpose is to set a clear vision and goals and to provide the direction and initial resources needed to move that vision forward. With this direction in place, the **Community Redevelopment Agencies, the City of Brooksville, and Hernando County can act in coordination to improve the physical environment, stimulate economic activity, and enhance quality of life for residents and businesses.**

The five central goals of the plan are:

1. Strengthen homeownership and intergenerational wealth by clarifying property titles, while simultaneously diversifying the housing stock with more attainable, transitional, and multi-generational housing options.
2. Address chronic flooding and drainage deficiencies through strategic coordination and upgrades of essential stormwater infrastructure.
3. Enhance quality of life, safety, and cultural authenticity by creating vibrant, inclusive, and intergenerational spaces.
4. Cultivate a vibrant neighborhood economy by supporting local entrepreneurs, attracting compatible economic activity, and strengthening local job pipelines.
5. Transform the streetscape and upgrade public transit amenities to enhance accessibility, safety and seamless travel through the neighborhood.

Turning the plan into action requires 3 things.....

Leadership & Stewardship

Progress depends on shared commitment to realizing the vision for this area. Leaders must listen to the community, work together, and make decisions based on facts and data. A unified approach is essential to successful revitalization.

Staff Capacity

Implementation requires dedicated staff. City and County staff are responsible for moving projects forward, coordinating partners, and managing complex processes. These duties add to already demanding workloads. Staff deserves recognition, support, and the resources needed to carry out this plan.

Funding

Even limited resources can make a difference when projects are well chosen and carefully phased. Consistent and reliable funding allows the CRA to start projects, attract additional investment, and maintain momentum over time.

The plan is organized into five major sections:

Context provides an overview of the CRAs' establishment, planning context, the area's history, and demographics of the community.

Existing Conditions includes a detailed assessment of physical conditions, land use patterns, infrastructure, housing, and economic characteristics that influence redevelopment potential.

Community Vision summarizes public engagement efforts and identifies key priorities expressed by residents, property owners, and stakeholders.

Strategic Plan synthesizes technical analysis and community feedback into a focused set of goals, strategies, and recommended projects, initiatives, and programs for CRA implementation.

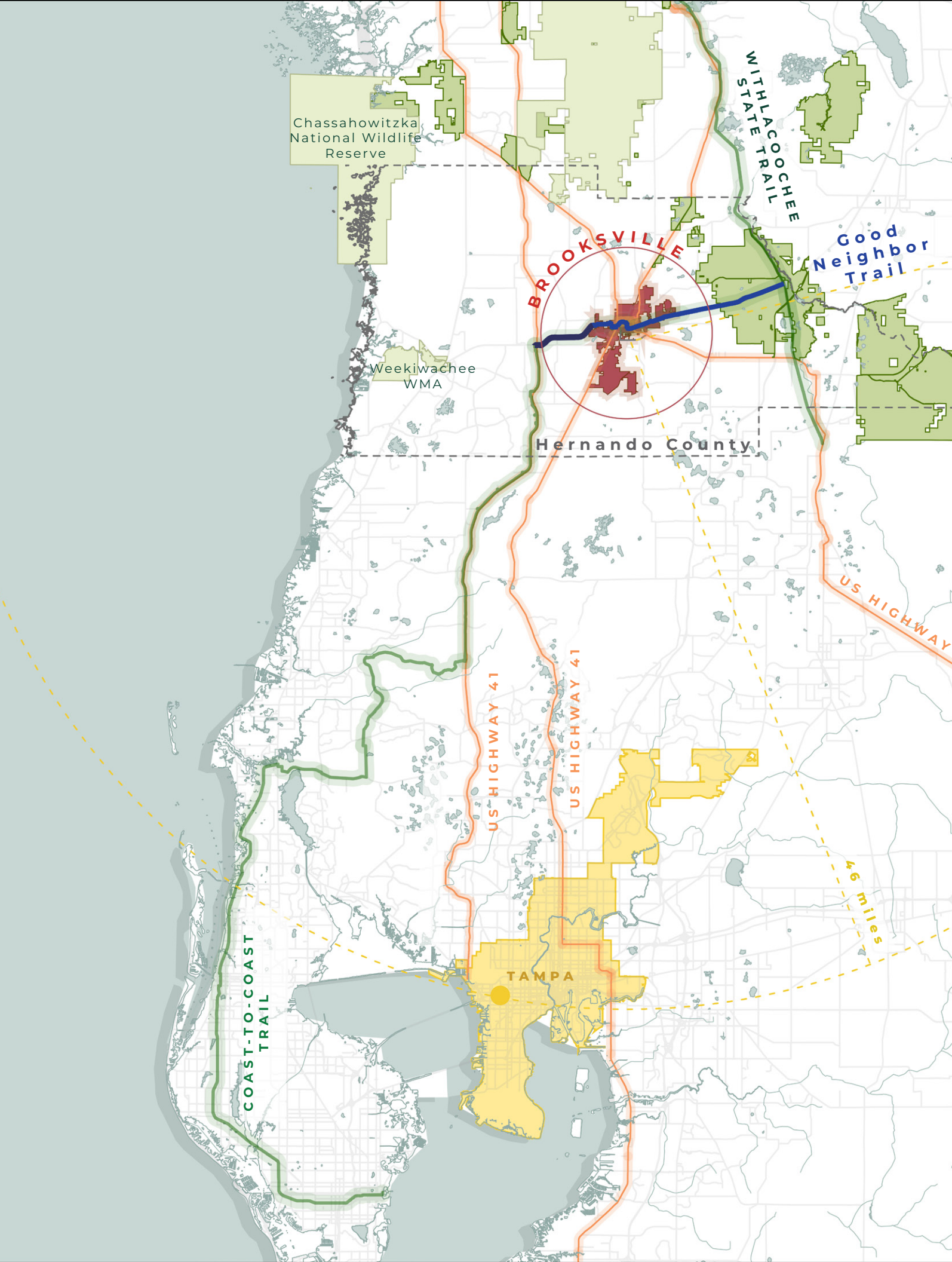
Administration & Funding outlines administrative and management considerations necessary to support plan implementation and funding strategies, including projected tax increment revenues and other sources of capital.

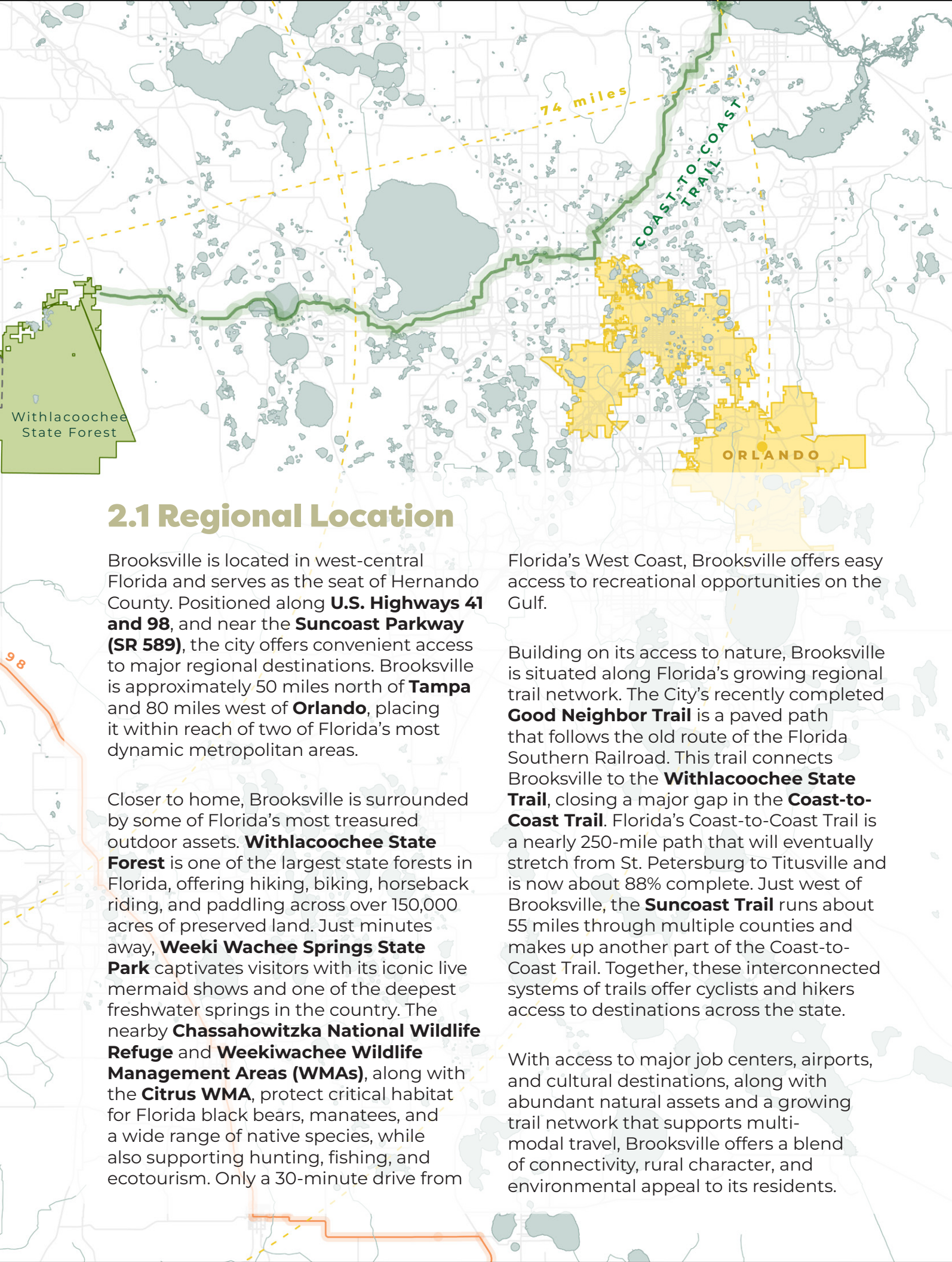
Together, these components establish a clear and actionable roadmap for the Joint South Brooksville Redevelopment Area.

CONTEXT

02

The story of the South Brooksville CRAs—
where it is located,
what it means to be a CRA,
the history that came before,
and the community within.





2.1 Regional Location

Brooksville is located in west-central Florida and serves as the seat of Hernando County. Positioned along **U.S. Highways 41 and 98**, and near the **Suncoast Parkway (SR 589)**, the city offers convenient access to major regional destinations. Brooksville is approximately 50 miles north of **Tampa** and 80 miles west of **Orlando**, placing it within reach of two of Florida's most dynamic metropolitan areas.

Closer to home, Brooksville is surrounded by some of Florida's most treasured outdoor assets. **Withlacoochee State Forest** is one of the largest state forests in Florida, offering hiking, biking, horseback riding, and paddling across over 150,000 acres of preserved land. Just minutes away, **Weeki Wachee Springs State Park** captivates visitors with its iconic live mermaid shows and one of the deepest freshwater springs in the country. The nearby **Chassahowitzka National Wildlife Refuge** and **Weekiwachee Wildlife Management Areas (WMAs)**, along with the **Citrus WMA**, protect critical habitat for Florida black bears, manatees, and a wide range of native species, while also supporting hunting, fishing, and ecotourism. Only a 30-minute drive from

Florida's West Coast, Brooksville offers easy access to recreational opportunities on the Gulf.

Building on its access to nature, Brooksville is situated along Florida's growing regional trail network. The City's recently completed **Good Neighbor Trail** is a paved path that follows the old route of the Florida Southern Railroad. This trail connects Brooksville to the **Withlacoochee State Trail**, closing a major gap in the **Coast-to-Coast Trail**. Florida's Coast-to-Coast Trail is a nearly 250-mile path that will eventually stretch from St. Petersburg to Titusville and is now about 88% complete. Just west of Brooksville, the **Suncoast Trail** runs about 55 miles through multiple counties and makes up another part of the Coast-to-Coast Trail. Together, these interconnected systems of trails offer cyclists and hikers access to destinations across the state.

With access to major job centers, airports, and cultural destinations, along with abundant natural assets and a growing trail network that supports multi-modal travel, Brooksville offers a blend of connectivity, rural character, and environmental appeal to its residents.

2.2 Focus Area

The South Brooksville Community Redevelopment Areas (CRAs) are located directly south of Downtown Brooksville. Together, the CRAs encompass approximately 697 acres which are split between the City's jurisdiction to the north and unincorporated Hernando County to the south. The area includes the historic **Brooksville Train Depot Museum, Hamilton Park, the Good Neighbor Trailhead, and Russel Street Park**. The general boundaries are Lamar Avenue, E Early Street, and Tanglewood Drive to the north, S Mildred Avenue to the west, Cortez Boulevard to the south, and Union Street, E Jefferson Street, and Jasmine Drive to the east.

In March 2024, the Brooksville City Council and the Hernando County Board of County Commissioners approved a Finding of Necessity (FON) for the South Brooksville area. Subsequently, in 2026, the Brooksville City Council and the Hernando County Board of County Commissioners approved two separate Finding of Necessities, differentiating the areas by jurisdiction. Together, these FONs determined that conditions in the area met state requirements to establish Community Redevelopment Areas (CRAs). With the FONs approved, the South Brooksville CRAs were officially created. In accordance with state laws, the CRAs may remain in place for 40 years after the Community Redevelopment Plan is adopted. While this plan covers a 40 year time period, it should be reviewed and updated periodically to adapt to changing conditions within the area.

There is one other CRA located within the City of Brooksville known as the Brooksville Community Redevelopment Area (CRA). This CRA is located directly north of the South Brooksville CRA. It has its own plan and separate funding.

The initial impetus for this plan started with the Community Conversations that was guided by PHSC and promoted by the Tax Redevelopment Advisory Committee.



Good Neighbor Trail



Russel Street Park



Historic Train Depot



Hamilton Park

HERNANDO
COUNTY

City of
Brooksville

Brooksville
CRA

South
Brooksville
Joint
Redevelopment
Area

Good Neighbor
Trail

US 98

US 41

South Brooksville Joint CRAs

Brooksville CRA

City of Brooksville

Major Roads

Train track

Good Neighbor Trail

Parks

1 Russel Street Park

2 Hamilton Park

Landmarks

A Train Depot

B South Brooksville Sheriff Substation

C Chocochatti Landmark

2.3 Understanding a CRA

What is a Community Redevelopment Area (CRA)?

A CRA is a special area that a city or county decides needs improvement. This special area is “blighted,” which means it may have empty buildings, broken sidewalks, or other problems. The formal definition of a CRA can be found in Chapter 163, Part III of the Florida Statutes.

What is a Community Redevelopment Plan?

The Community Redevelopment Plan is created to guide the CRA. It lists the projects and programs the CRA works on and pays for. The Community Redevelopment Agency can only fund things that are in the plan and inside the CRA area. If something isn't in the plan, the agency can't do it.

What is a Community Redevelopment Agency?

The Community Redevelopment Agency is the group responsible for managing the activities and projects of the CRA and making sure its projects get done.

How does the CRA address Blight?

The CRA makes a plan called a Community Redevelopment Plan. This plan helps focus on the problems in the area and how to spend money on projects and programs to improve the area.

Does a CRA increase Property Taxes?

CRA's do not increase the property tax rate.

How does a CRA spend money?

A CRA reviews project ideas to see if they match the community improvement plan. If the project aligns with the CRA plan, the CRA Board can vote to approve the use of CRA funds for it.

What is the goal of a CRA?

The goal of a CRA is to make the area better. It works to fix problems like run-down buildings, old roads, limited housing, and limited job opportunities. The agency focuses on addressing the unique problems within the Community Redevelopment Area. The goal is to help fix and improve the area so it becomes a better place to work and live for the community.

What is the CRA Trust Fund?

The CRA Trust Fund is a special account where the extra money (TIF) is saved. The CRA can only use this money to pay for projects in the redevelopment area. These projects must be listed in the Community Redevelopment Plan.

How is a CRA funded?

A CRA gets most of its money from Tax Increment Financing. After the City and County collect property taxes, they return a portion of the money collected to be spent directly within the CRA boundaries. CRAs can also get money from grants and public private partnerships (See Chapter 6).

What is Tax Increment Financing (TIF)?

Tax Increment Financing, or TIF, is a way to help pay for improvements in a Community Redevelopment Area. If property values increase within the CRA, then property tax revenue increases. The extra money made from property taxes is set aside. This extra money, called “TIF,” goes into the CRA’s Trust Fund. The CRA then uses the fund to pay for projects that help improve the area.

How long do CRAs exist?

CRAs created after 2002 are limited to a 40-year maximum lifespan from the date the Community Redevelopment Plan is approved.

What can the CRA spend money on?

CRAs can do lots of things to help uplift communities and neighborhoods! Their money must be used for programs listed in their approved plan. Projects include but aren’t limited to:

1. *Buildings & Housing*

- Building new affordable homes
- Repairing or rehabbing older homes
- Turning old buildings into smart new spaces (like a community health hub)
- Cleaning up abandoned spots

2. *Business Help*

- Grants or loans to fix up store fronts
- Help minority-owned and local small businesses grow

3. *Streets & Utilities*

- Fixing sidewalks and roads
- Upgrading water and sewer lines
- Adding streetlights, trees, and drainage

4. *Public Spaces & Art*

- Parks, playgrounds, pavilions
- Walking trails and nature paths
- Community gardens
- Big murals and public art

5. *Community Programs*

- Hiring ambassadors from the community to ensure residents feel safe and secure
- Partnering with local nonprofits or educational institutions to provide services

6. *CRA Staff & Fundraising*

- Paying someone to run CRA projects
- Hiring grant-writers to bring in more funding

2.4 The Story of Brooksville

16th Century

Timucua peoples inhabit the area. Hernando de Soto's expedition brings European contact.

1767

Chocochatti, a major Seminole settlement, is established by Upper Creek Indians.

1830

Indian Removal Act passes and the Chocochatti Seminoles mount a short-lived resistance before many are forcibly displaced to present-day Oklahoma.

1840

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

INDIGENOUS HISTORY & CHOCOCHATTI



Chocochatti Landmark on Cortez Boulevard

The area that now makes up Hernando County was first inhabited by the Timucua, a group of tribes with a shared language and culture. Around 1767, a Muskogee-speaking Upper Creek settlement called Chocochatti, meaning Red Town, was established near present-day Brooksville. For nearly 70 years, the Chocochatti Seminoles thrived as skilled deer hunters, farmers, and cattlemen in the fertile Big Hammock region. After

the Indian Removal Act of 1830, many Seminoles were forced west, while others resisted and relocated to South Florida, becoming part of today's Seminole Tribe of Florida. For a long time, histories of Chocochatti were silenced or told only through colonial records and military maps. In 2014, a historic marker honoring Chocochatti was unveiled through collaboration between the Seminole Tribe of Florida, local historians, and the Florida Department of State.



HISTORIC PRESERVATION

Historic Hernando Preservation Society plays a key role in how the community understands and shares its history.

1856

Two communities, Pierceville and Melendez, merge to create the Town of Brooksville. John L. May and John Hale each donate 15 acres of land atop a hill for the site of Hernando County's governmental seat.

1885

Brooksville's Train Depot is constructed. The railroad sparks economic growth for the area.

1948

Brooksville passes a racial zoning ordinance mandating residential segregation, barring Black residents from the north and White residents from most of South Brooksville.

Late 1960s

Freight rail service ends.

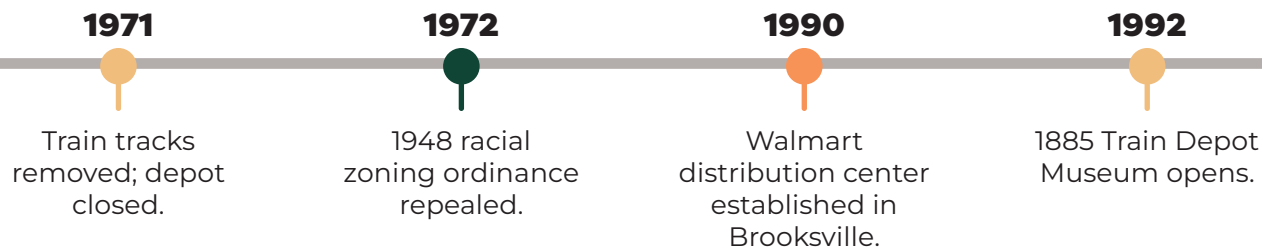
THE RAILROAD



Brooksville Train Depot

Before 1885, Brooksville was isolated, with residents relying on stagecoaches and wagons for transportation. That year, four local businessmen paid \$20,000 to bring the Florida Southern Railway to town, building a depot from local wood. The railroad sparked economic growth by allowing local goods, like timber, turpentine, citrus, and phosphate to reach new markets. The depot was racially segregated under Jim Crow, but served as a vital hub for all residents, improving access to goods, mail, and travel. Passenger service ended by 1933 and freight

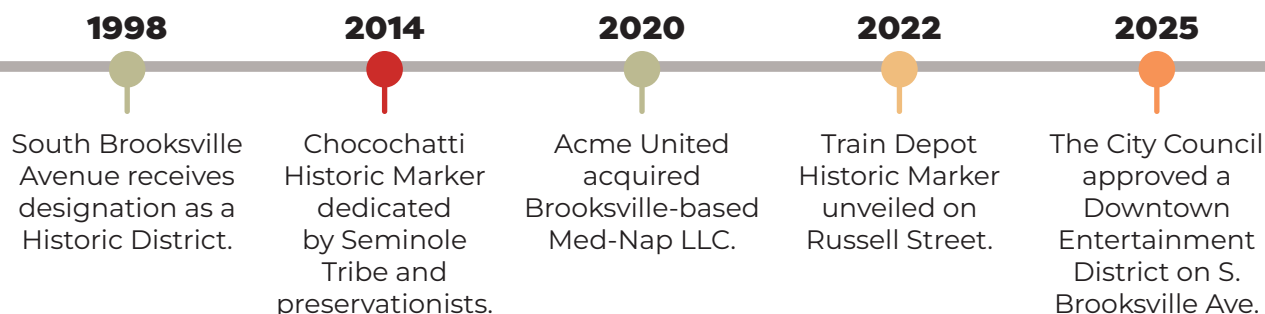
service stopped by the late 1960s. The tracks were removed in 1971. After years of abandonment, the depot was donated in 1986, and it was restored by the Hernando Historical Museum Association. The 1885 Train Depot Museum opened in 1992, and in 2022, a historical marker was dedicated to the site.



RACIAL DISCRIMINATION & SEGREGATION

From the naming of the City to lynchings, discriminatory laws and environmental racism, the City of Brooksville's history is deeply intertwined with racism and injustice. Brooksville was named after U.S. Representative Preston Brooks, who is remembered for brutally beating abolitionist Senator Charles Sumner in 1856. In the late 19th and early 20th centuries, Hernando County, where Brooksville lies, had one of the highest per capita rates of violence against black people in the United States, with several African Americans killed in Brooksville in the 1870s and 1920s.

Racism also manifested in the 1948 zoning ordinance that segregated where Black and White residents could live. The same year the zoning was adopted, a sewage plant was built next to Moton School, which was the first school for Black students in the County. At the time, Black families paid taxes to support public resources like Lykes Memorial Library but were excluded from using them. In addition to this, Black residents were excluded from the main commercial district. The Black Business District was known as Rabb Road and was located just off Broad Street on South Lemon Avenue. The area included a pool hall, a boarding house, barbershop, church, cafes and other shops. When Brooksville expanded southward in the 1950s, it began annexing historically Black subdivisions. During this time, racially restrictive covenants were added to subdivisions, keeping housing segregated. The racial zoning ordinance in Brooksville was not repealed until 1972.



RECENT ECONOMIC HISTORY

The City of Brooksville has experienced significant industrial investment in recent years. This growth is driven by expansions among key manufacturers and the City's central location and access to major transportation arteries. In 1990, Walmart opened a distribution center in Brooksville, and around 2016, it began a transformation into a fully automated facility. The 1.6 million-square-foot warehouse strengthens the city's role in the logistics sector while creating new tech-enabled jobs.

Additionally, in 2014, Med-Nap, a manufacturer of towelettes and alcohol prep pads, relocated to Brooksville. The company, which was acquired by Acme United in 2020, continues to employ local residents. Recent expansions in automation and manufacturing have reinforced Brooksville's role as a regional manufacturing hub.

The Brooksville-Tampa Bay Regional Airport (BKV) is also helping drive this growth. It offers 1,000 acres of land for new companies to build on and will soon feature the \$28 million Dr. Dennis Wilfong Center for Success, which will provide vocational training and support entrepreneurs in starting new businesses, strengthening the area's workforce and economy.

Complementing this, the City recently established a Downtown Entertainment District in March 2025 to revitalize the historic core focusing on promoting outdoor dining, retail, and placemaking initiatives. Together, these initiatives have set the stage for Brooksville's continued prosperity and development.

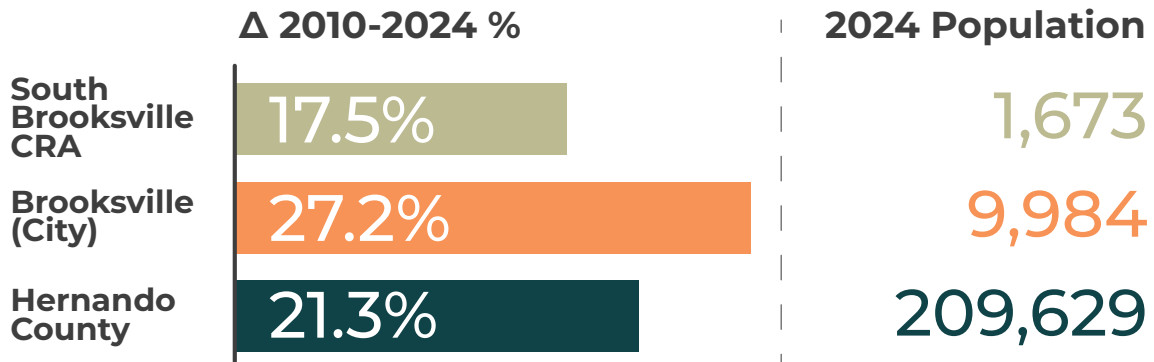


Brooksville-Tampa Bay Regional Airport (BKV)

2.5 The People of Brooksville

Total Population

As of 2024, the South Brooksville Redevelopment area is home to approximately 1,673 residents, reflecting a 17.5% population increase since 2010. While this growth is notable, it lags behind the City of Brooksville, which saw a 27.2% increase, and Hernando County, which grew by 21.3% in the same period.

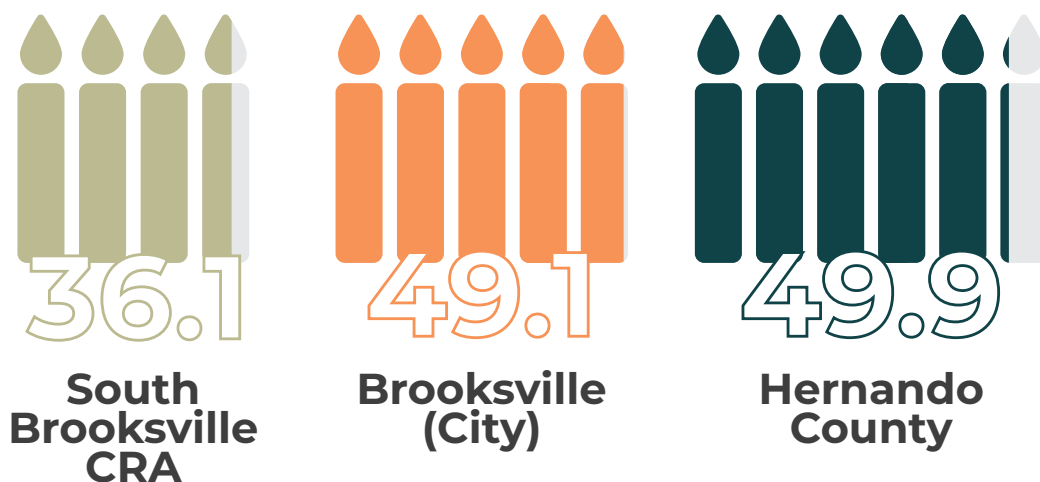


Average Household Size

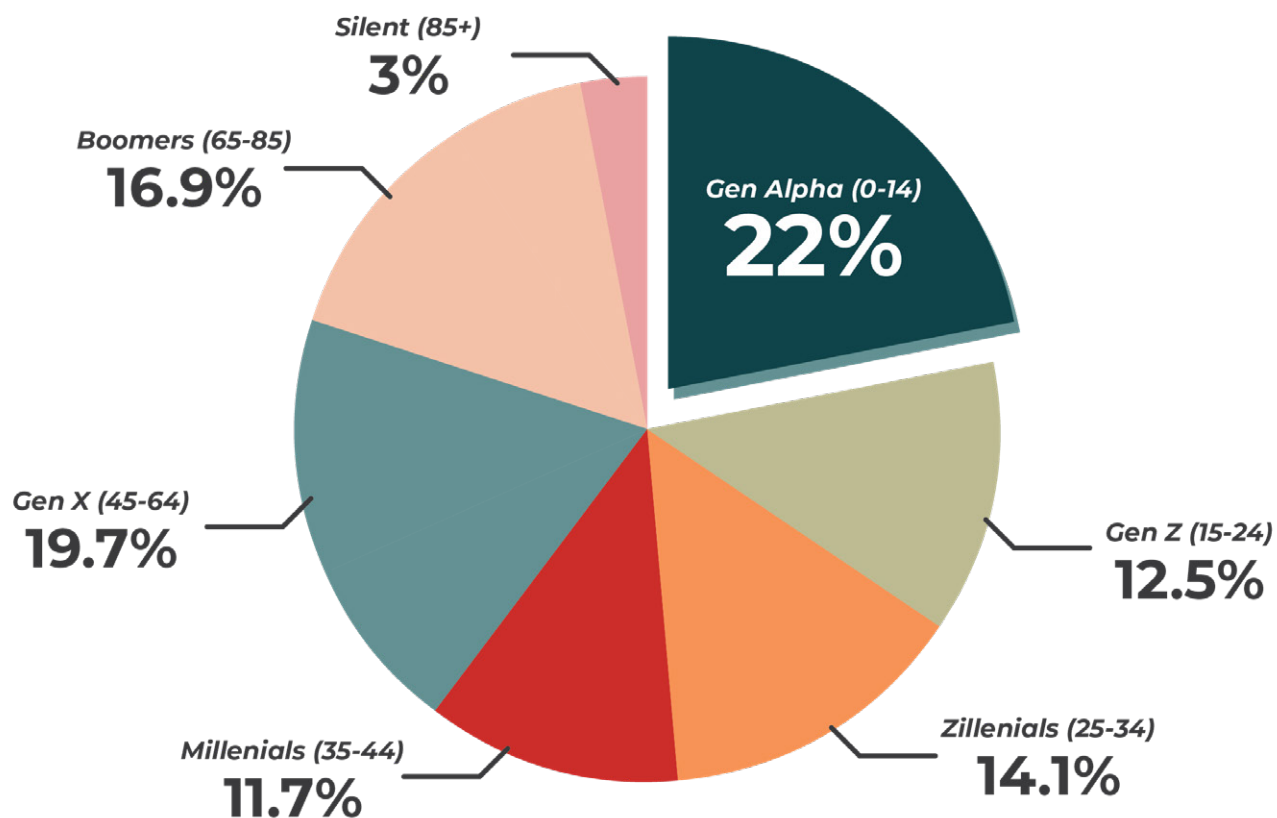
Household sizes in the Redevelopment Area are also distinct. The average household in the area includes 2.63 people, noticeably larger than the City average of 2.16 and the County average of 2.42. This suggests a higher prevalence of families or multi-generational living arrangements in the Redevelopment Area.



Age of Population

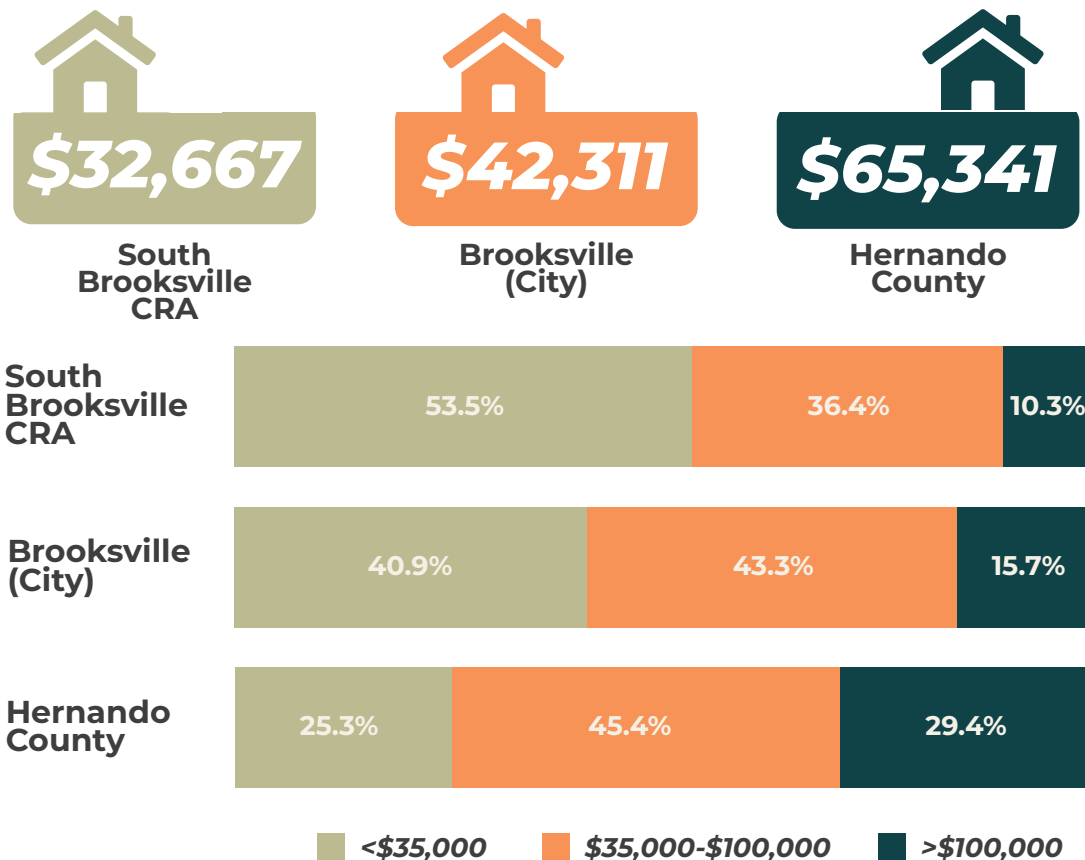


The Redevelopment Areas median age is 36.1, making it significantly younger than both the City (49.4) and County (50.2) populations. Youth is a defining feature: Generation Alpha (ages 0–13) represents the largest share of the Redevelopment Area's population, accounting for 22.0% of residents.



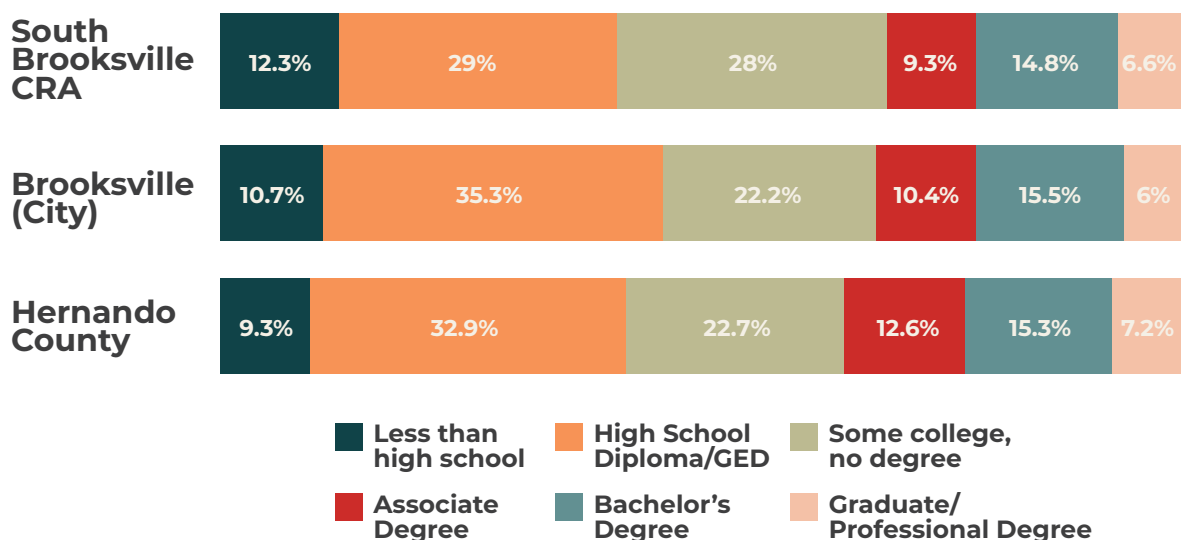
Household Income

Income disparities remain stark. The Redevelopment Areas median household income is \$32,667, well below the City median of \$42,311 and just half the County's \$65,341. A majority (53.5%) of households earn less than \$35,000 annually, compared to just 15.8% Countywide. Only 10.3% of households in the CRA report earnings above \$100,000, far below the County's 29.4%.

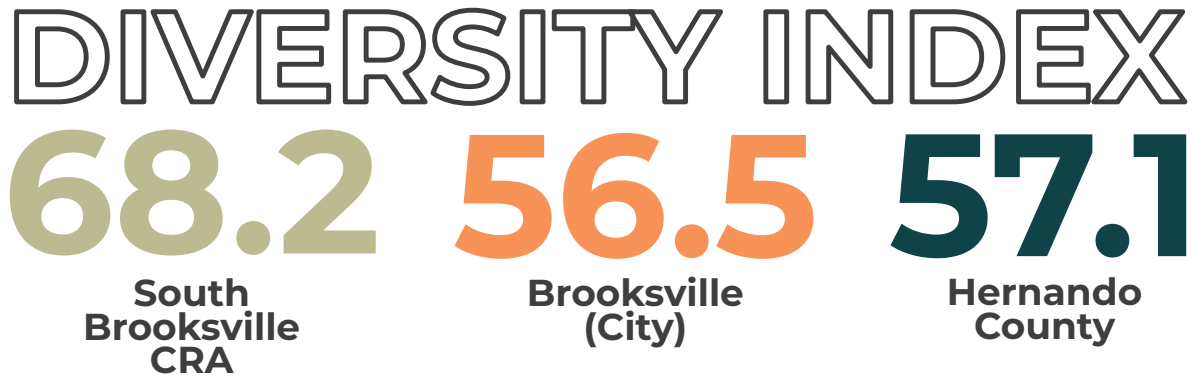


Educational Attainment

In the South Brooksville Redevelopment Area, 12.3% of residents have less than a high school education, and just over a fifth hold an associate's degree or higher. Educational attainment in the Redevelopment Area is slightly lower overall compared to the City and County.

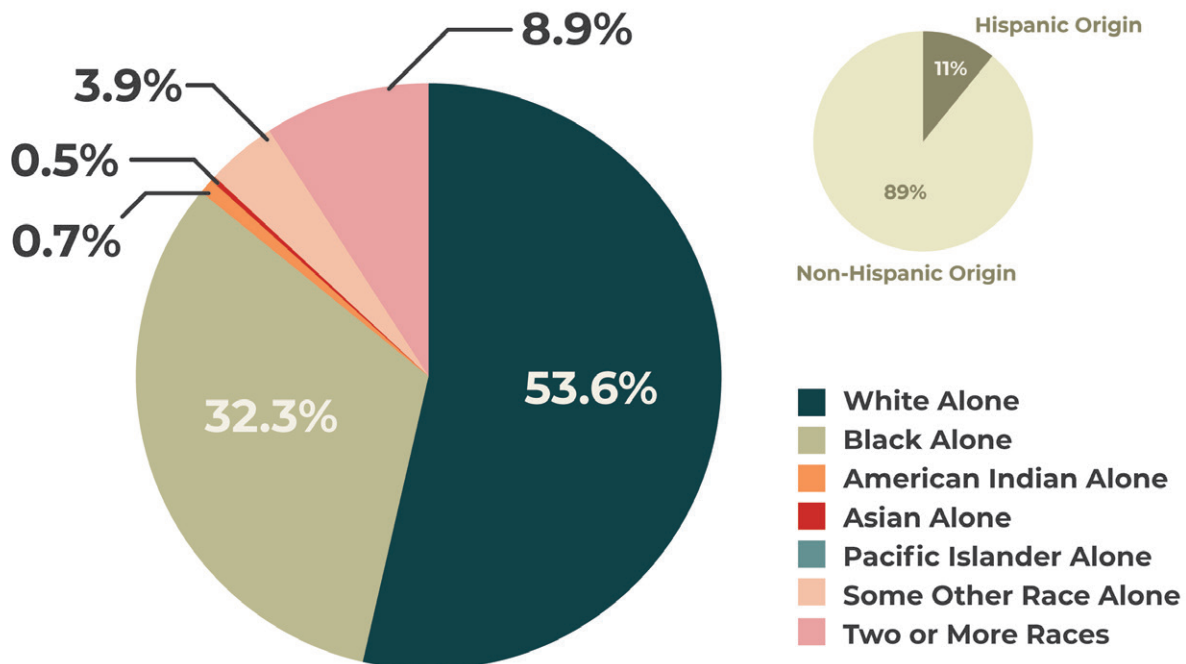


Race & Ethnicity



The South Brooksville Redevelopment Area continues to demonstrate a high degree of racial and ethnic diversity compared to the broader region. In 2024, just over half of residents (53.6%) identify as White, while nearly one-third (32.3%) identify as Black—a proportion significantly higher than that of both the City and County. Smaller segments of the population identify as American Indian (0.7%), Asian (0.5%), or Some Other Race (3.9%), while 8.9% identify with two or more races. Additionally, 11.8% of residents identify as Hispanic or Latino, adding to the community’s multicultural character.

The Redevelopment Area’s Diversity Index is 68.2, markedly higher than both the City of Brooksville (56.5) and Hernando County (57.1). This measure underscores the area’s rich racial and ethnic makeup.



2.5 Key Takeaways

The CRAs exists because conditions meet state-defined criteria.

Finding of Necessity Studies confirmed the presence of slum and blight conditions, legally justifying the creation of the City and County South Brooksville CRAs and the need for focused public action.

The South Brooksville Redevelopment Area location is a strategic asset.

The Redevelopment Area sits directly south of Downtown Brooksville and along major regional corridors, with access to highways, trails, natural resources, and job centers. This position creates real opportunity for reinvestment if barriers are addressed.

Brooksville's history shapes present-day conditions.

The area's development has been shaped by rail access, segregation, and discriminatory policies. These historic patterns help explain current disparities, particularly heir's property issues, and reinforce the need for intentional reinvestment.

The Redevelopment Areas' population is younger and more diverse than the City and County.

The Redevelopment Area has a significantly younger population and higher racial and ethnic diversity, suggesting both long-term potential and a need for investments that support families, workforce development, and stability.

Income and education gaps remain a major challenge.

Household incomes and educational attainment levels in the Redevelopment Area lag behind City and County averages, limiting access to housing, capital, and economic opportunity without targeted intervention.





EXISTING CONDITIONS

03

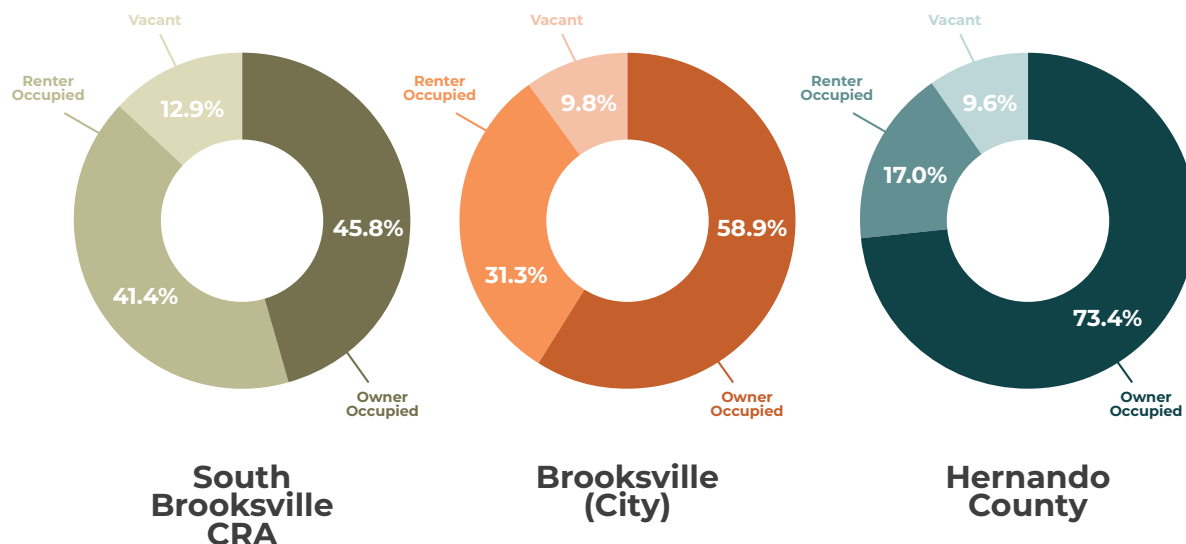
An investigation and analysis of
the physical and economic conditions
within the CRAs.

3.1 Housing

SOUTH BROOKSVILLE CRA TOTAL UNITS 706

There are an estimated 706 housing units within the South Brooksville Redevelopment Area. The area is characterized by a high vacancy rate, low owner-occupancy rates, an older housing stock, and a moderate degree of housing-type diversity. These statistics suggest barriers to homeownership, a need for housing maintenance and rehabilitation, and potential challenges related to underutilized or abandoned properties.

Housing Occupancy



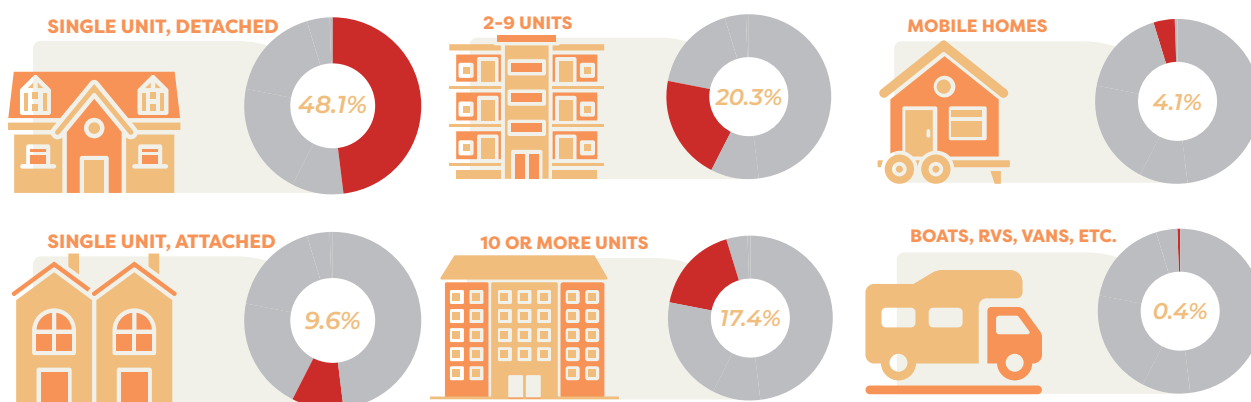
The South Brooksville Redevelopment Area homeownership rate sits at 45.8% indicating that less than half of the housing units in the area are owner occupied. This is notably lower than both the citywide rate (58.9%) and the countywide rate (73.4%), pointing to structural barriers to homeownership. These barriers could be related to lower household incomes, limited mortgage access, or complications with property titles.

The area also has a higher share of renter-occupied units, with a nearly even split between renters and owners. Both the city and the county have a greater proportion of owners than renters. Renters are at greater risk of displacement and eviction. Renting also prevents community members from building wealth.

In addition, the Redevelopment Area is characterized by a high housing vacancy rate. Vacant properties have a number of negative impacts on community health. Vacancy is associated with physical blight, increased criminal activity, reduced community pride, and negative physical and mental health outcomes. With a vacancy rate of 12.9%, the Redevelopment Area's proportion of vacant units outpaces that of the city and the county, indicating it is greater challenge within the Redevelopment Area.

Housing Types

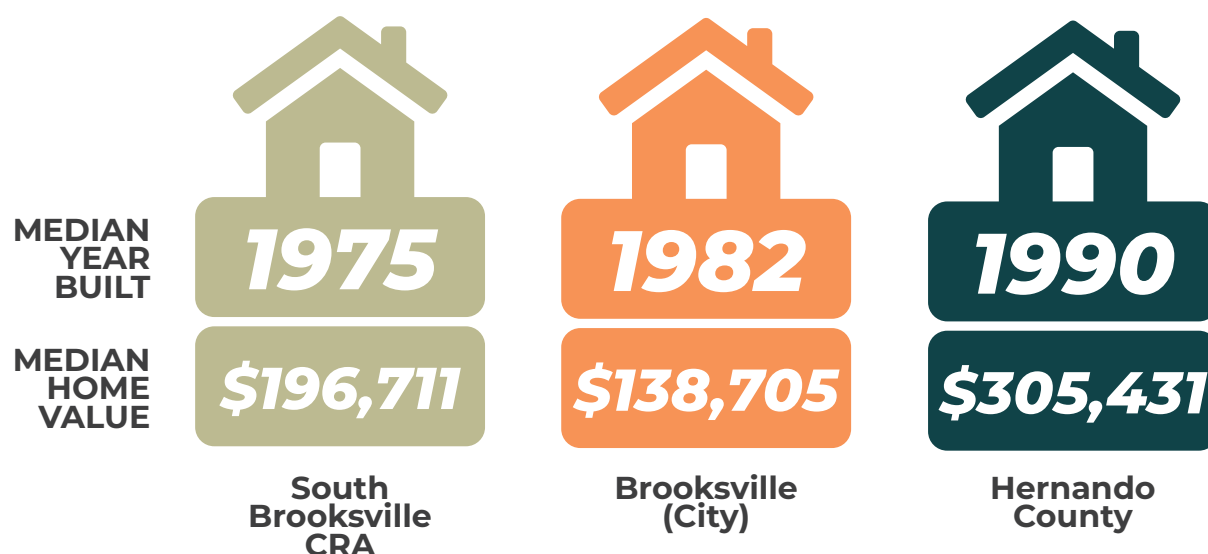
Around half of the housing units in the Redevelopment Area are single-family homes, indicating a low-density residential character. Multi-family housing makes up 37.7% of the total housing units. Notably, 20.3% of the total housing units are located in smaller multi-unit structures (2 to 10 units), while another 17.4% are found in larger apartment buildings with 10 or more units. This distribution suggests a moderate degree of housing diversity, with a meaningful presence of both medium- and high-density residential forms, which may support a wider range of household types and income levels.



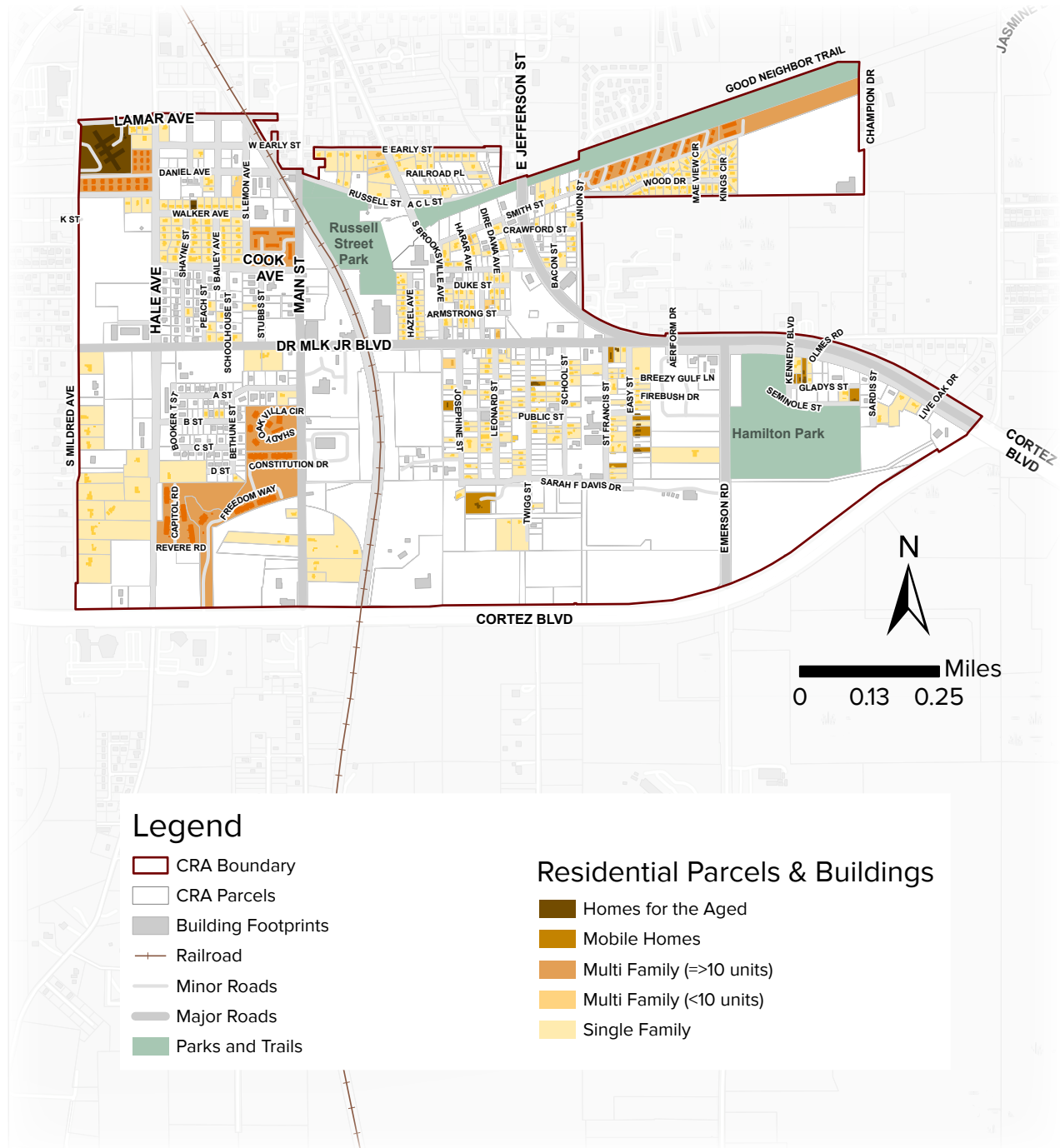
Housing Age & Value

As the county seat, Brooksville is well-positioned for a strong housing market. However, the median home values in the Redevelopment Area and the city are well below the county's. The median home value in the Redevelopment Area is just under \$200,000, more affordable than the county, though higher than the city.

Most homes were built around 1975, which is significantly older than the city and county average. The older age of housing combined with high vacancy suggests many units may need repair or modernization.



Housing Map





Home on S. Lemon Avenue



Home on Wood Drive



Home on Russel Street



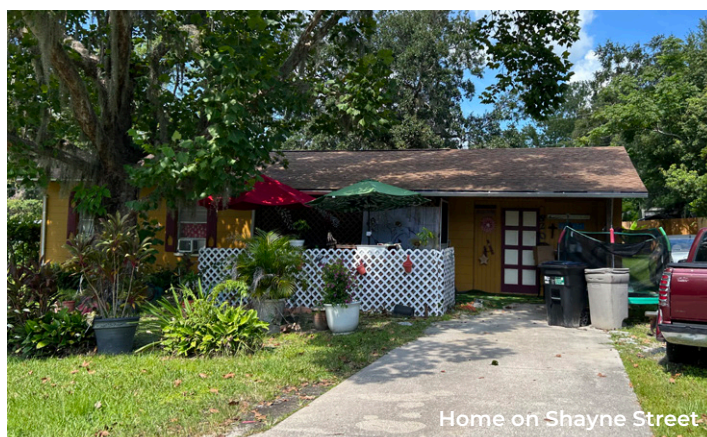
Home on Union Street



Add Caption Here



Apartments on Hale Avenue



Home on Shayne Street



Multi-Family Home on Tanglewood Drive.

3.2 Economy

TOTAL JOBS 912

In 2024, the Brooksville Redevelopment Area supports approximately 912 jobs and is home to around 72 businesses. Since 2010, the Redevelopment Area's employment base has grown nearly three times, reflecting its increasing role as a local employment center. While employment trends largely mirror national patterns, such as seeing a sizable dip in employment during the Great Recession and the beginning of the COVID-19 pandemic, the Redevelopment Area's employment base is overall sensitive to small shifts and changes due to the market size.

Business Landscape

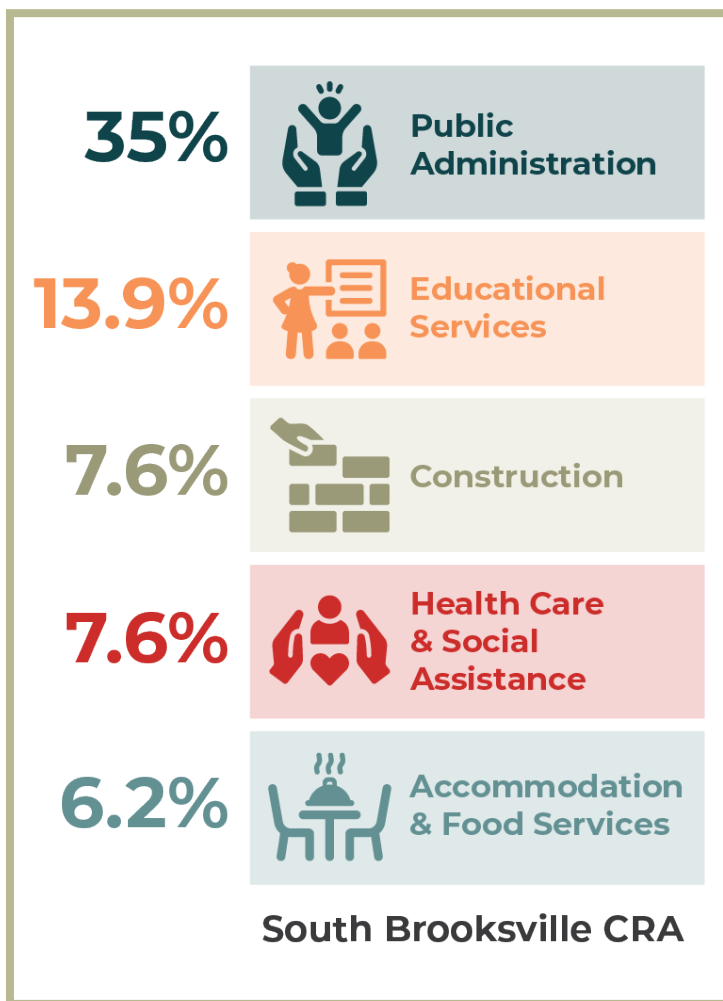
The Redevelopment Area's largest business presence is Public Administration, accounting for 16.7% of businesses within the area. These businesses include executive, legislative, and other general governmental support; justice, public order, and safety activities; administration of human resource programs, environmental quality programs, housing programs, urban planning, and community development, and economic programs, and more. The second largest business sector is for Other Services (13.9%), which includes repair & maintenance shops (including automotive), personal & laundry service, as well as civic and other organizations. Lastly, Retail Trade, as well as Professional, Scientific & Tech Services both make up 11.1% of the businesses within the CRAs.

Some employers of note in the area include the City of Brooksville Department of Public Works, Acme United Med-Nap, and Coastal Waste & Recycling Center.

Workforce Trends

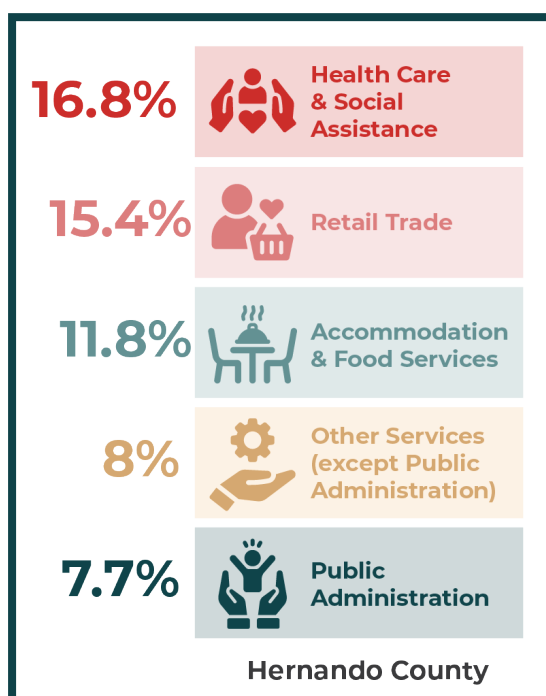
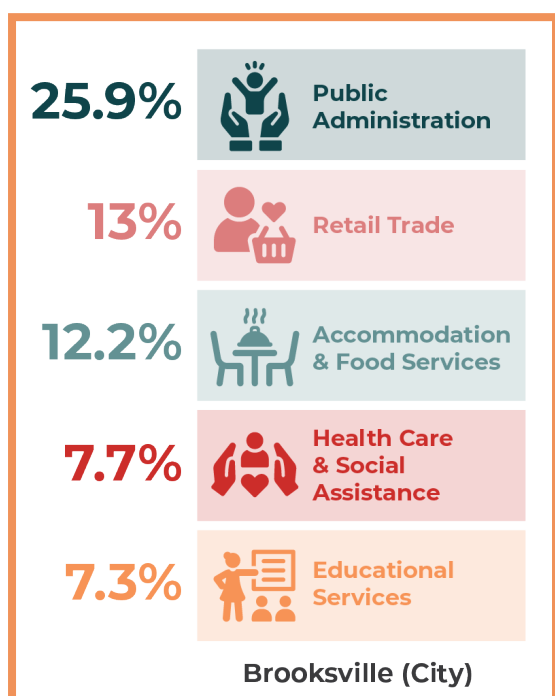
Commuting patterns indicate that 98.7% of residents within the Redevelopment Area work outside of the Redevelopment Area boundaries. Most of the Redevelopment Area's residents are employed in Health Care and Social Assistance (52.9%), followed by Manufacturing (8.5%) and Construction (7.6%) (LEHD, 2025). Their primary work destinations include the City of Brooksville, Tampa, Spring Hill CDP, and St. Petersburg, among others. Additionally, 97.9% of jobs within the Redevelopment Area are employed by people living outside of the area, commuting from Spring Hill CDP, City of Brooksville, South Brooksville CDP, and more. There is a very small percentage of people who live within the CRAs and are employed within the CRAs (1.3%).

Top 5 Employment Sectors

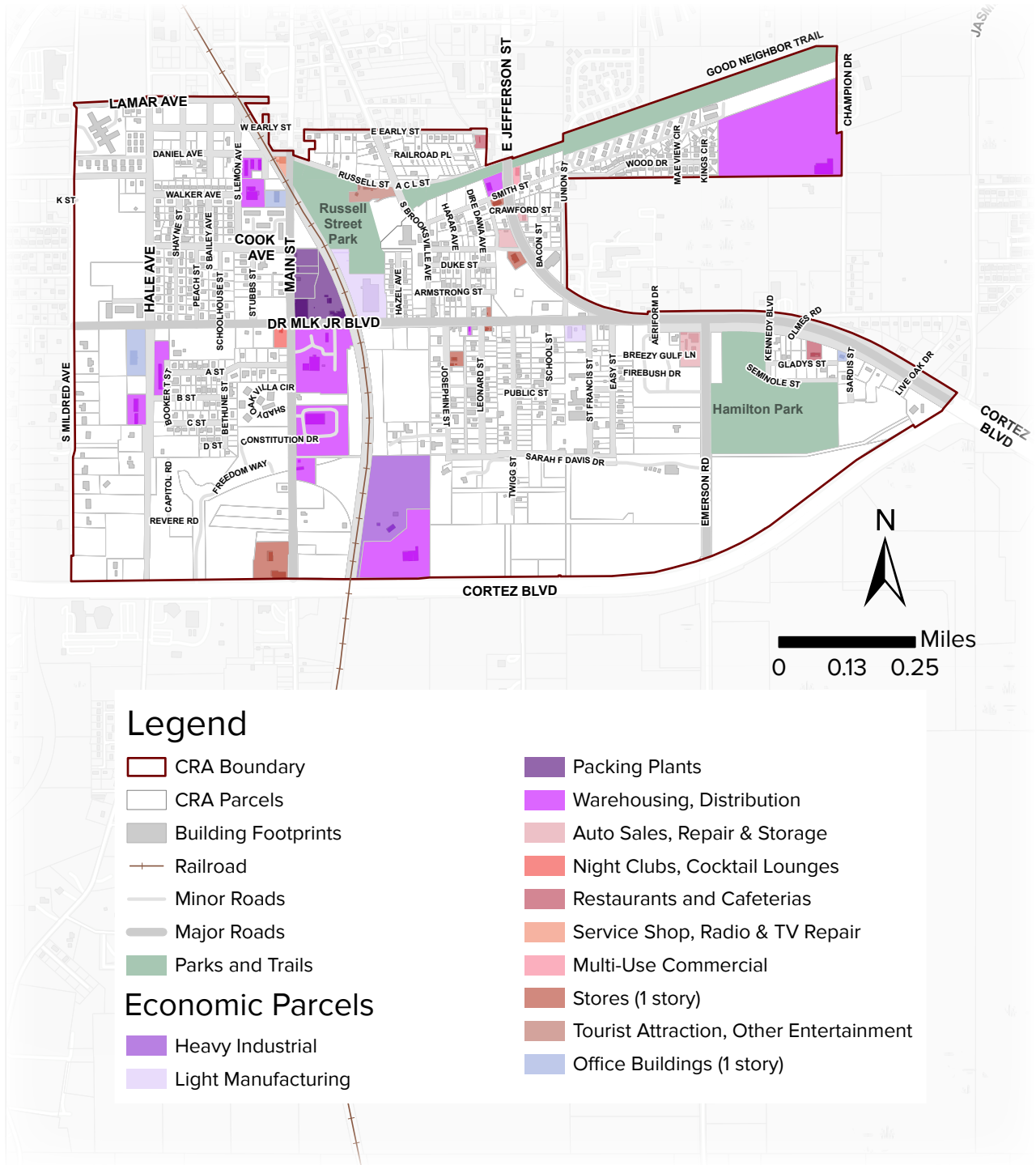


The Redevelopment Area's largest employment sectors include Public Administration (35%), Educational Services (13.9%), Construction (7.6%), and Health Care & Social Assistance (7.6%). Other key industries are Accommodation & Food Services (6.2%) and Other Services (6.2%). This industry mix reflects both the area's role as a government and institutional center and its position as a hub for service-oriented and construction-related activity.

Compared to the City of Brooksville and Hernando County overall, the Redevelopment Area has a notably higher concentration of jobs in Educational Services and Construction. These sectors point to the presence of schools, training institutions, and ongoing development activity within the area. While the Redevelopment Area has a smaller share of jobs in Retail Trade and certain other service categories, its emerging base of health care, hospitality, and construction employment indicates opportunities to diversify and strengthen the local economy.



Economy Map





The Crossroads on Martin Luther King Jr. Boulevard



Big Mechanic on E. Jefferson Street



LRE Foundation Repair on Main Street



Coastal Waste and Recycling on Martin Luther King Jr. Boulevard

3.3 Public and Institutional Land

Churches and Lodges

Churches represent a significant land use in the South Brooksville Redevelopment Area. There are 13 parcels dedicated to churches or religious institutions. These are mostly concentrated in the central-eastern portion of the Redevelopment Area. Many of these churches are built on small lots in otherwise residential areas. In addition, there is one lodge located within the Redevelopment Area boundaries. The Elks Lodge is a community-based organization that provides social, charitable, and recreational opportunities for members and supports local service activities.

Churches and lodges are often important spaces for community gathering. They provide key resources for the neighborhood, such as social programs and economic support.

Schools

There are two sites dedicated to education in the South Brooksville Redevelopment Area. One is for the Hernando County Education Foundation on Emerson Road, which is a non-profit supporting public education in Hernando County. The other parcel hosts the Brooksville Engineering Science and Technology (BEST) Academy, a charter middle school on School Street. The BEST Academy site also includes Mid Florida Head Start, a federally funded preschool program.

Parks and Trails

The South Brooksville Redevelopment Area has two parks: Hamilton Park in the southeast and the Russell Street Park in the north. Hamilton Park is managed by Hernando County, while the Russell Street Park is managed by the City of Brooksville. Russell Street Park also provides an access point to the Good Neighbor Trail, a multi-use path that connects Brooksville to the regional Withlacoochee State Trail network. Together, there are 52.12 acres of parks and trails in the Redevelopment Area.

Government Owned Land

Hernando County owns approximately 26 parcels (45 acres) within the South Brooksville Redevelopment Area, while the City of Brooksville owns 20 parcels (47 acres). Publicly owned properties in the Redevelopment Area include parks, schools, government housing, a public works facility, and the South Brooksville Community Center. Much of the remaining government land, particularly south of Dr. Martin Luther King Jr. Boulevard, is vacant.

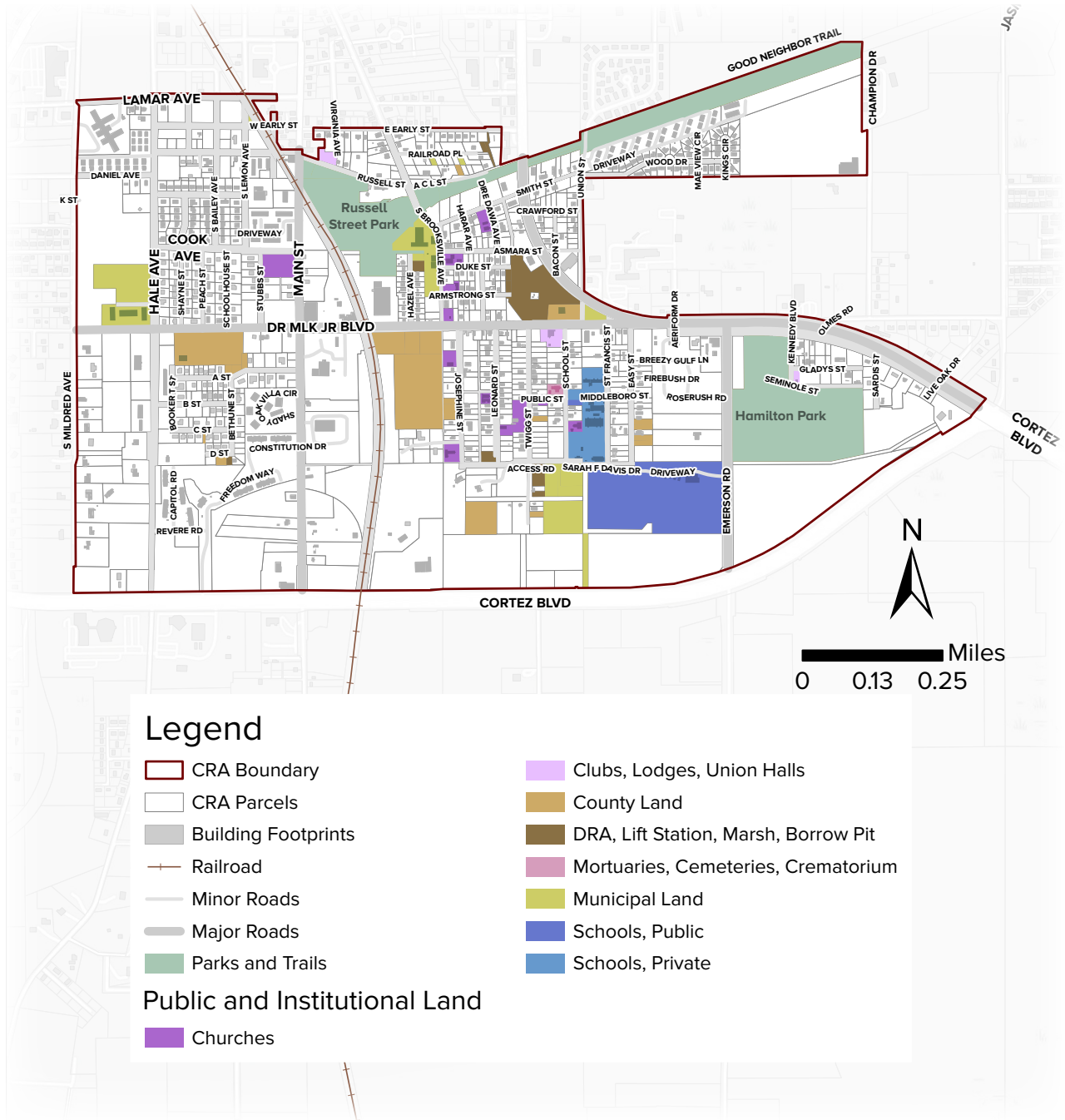


Bread of Life Church



Public Art on the Good Neighbor Trail

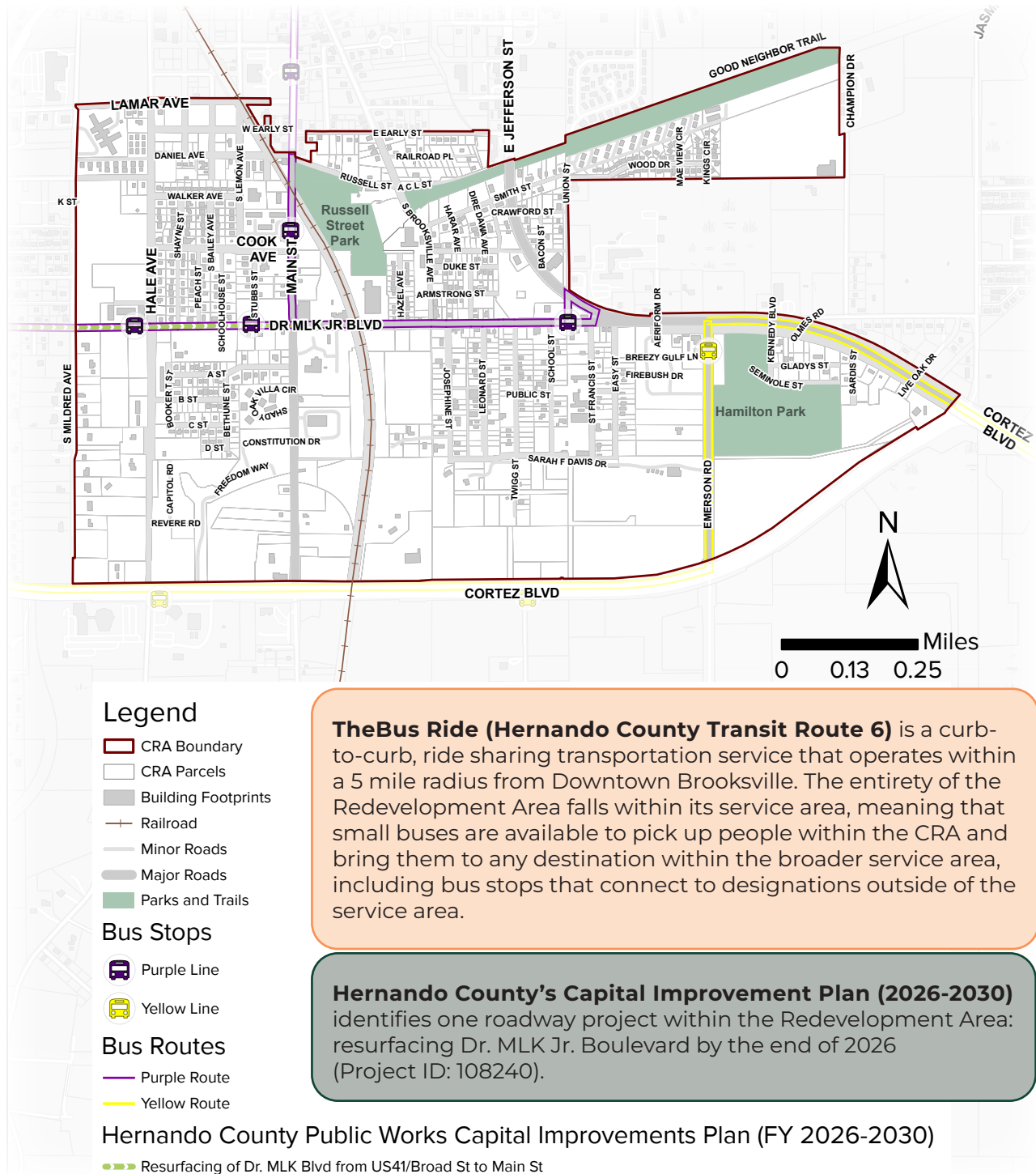
Public and Institutional Land Map

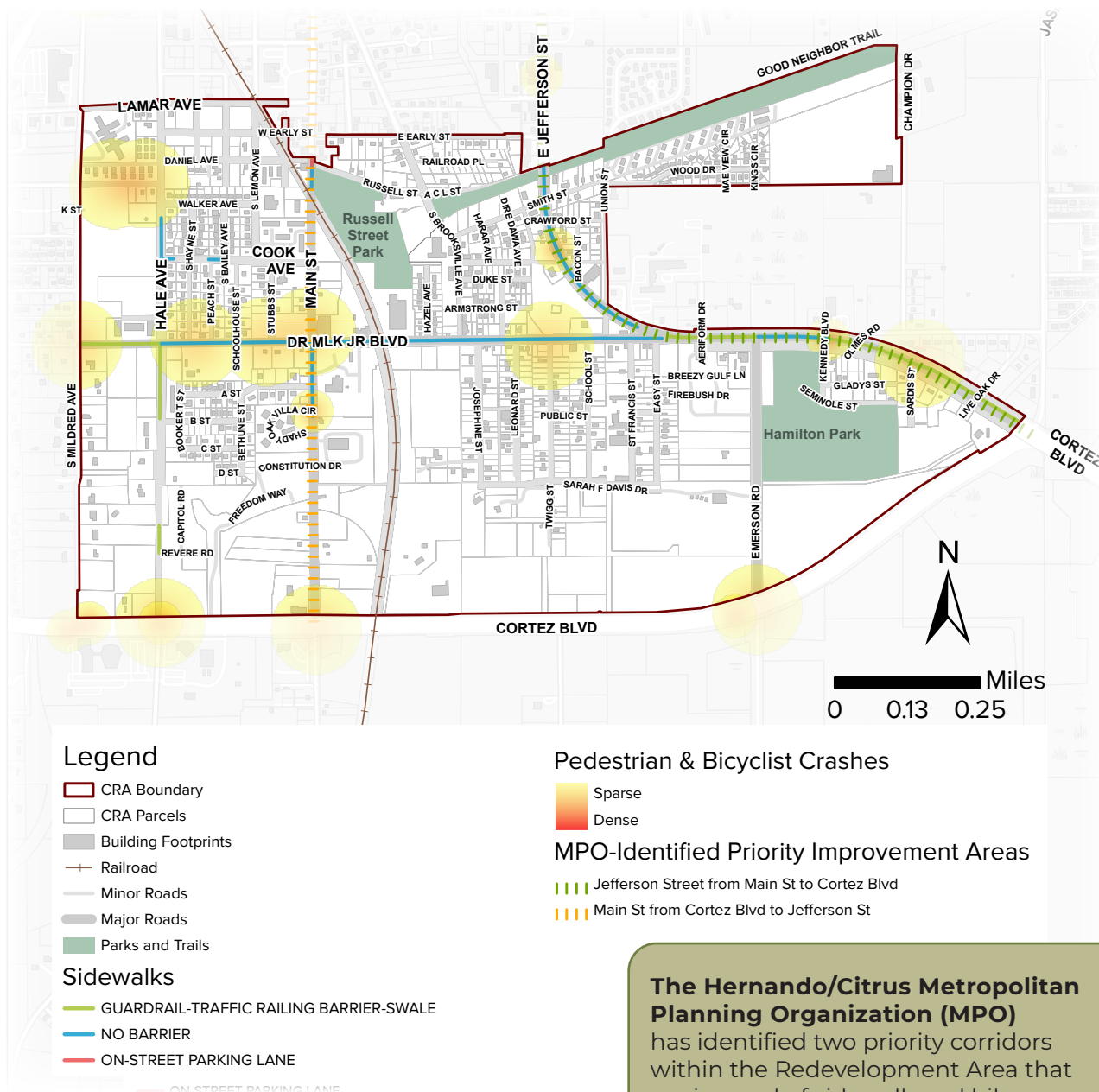


3.4 Mobility

Bus Routes and Stops

The South Brooksville Redevelopment Area is served by Hernando County Transit through two primary routes. Route 5 (Yellow Line) connects the Walmart on U.S. 41 to Ridge Manor via Highway 301, while Route 3 (Purple Line) provides service between Brooksville City Hall on Highway 50/Cortez Boulevard and Commercial Way (U.S. 19/Emerald Boulevard) in Pasco County. Five bus stops are located within the Redevelopment Area. However, they lack amenities such as a shelter, bench, route map, lighting, sidewalks, or trash receptacles.





Sidewalks and Bike Paths

Sidewalk conditions along major corridors further compound mobility challenges. Many sidewalks are too narrow to accommodate both pedestrians and bicyclists, offer little separation from high-speed traffic, and are fragmented, uneven, or prone to flooding. These conditions disproportionately affect children, the elderly, and individuals using mobility aids. In addition, crosswalks are infrequent, leaving long stretches without safe opportunities to access bus stops or nearby destinations.

The map above displays the areas that have sidewalks, including details about whether a barrier or on street parking are provided. It is evident there is a lack of sidewalk infrastructure. While Dr. Martin Luther King Jr. Boulevard does have sidewalks, the concentration of crashes involving pedestrians and cyclists indicates these pathways are unsafe and inadequate.

The Hernando/Citrus Metropolitan Planning Organization (MPO)

has identified two priority corridors within the Redevelopment Area that are in need of sidewalk and bike lane improvements: Main Street and Jefferson Street. In 2022, the MPO evaluated existing pedestrian and bicycle facilities across the region to identify gaps in the network. Using a data-driven scoring system focused on safety, connectivity, comfort, and equity, roadway segments were prioritized based on need. This process helps the MPO and its partner agencies determine where improvements are most urgently needed and guides investment decisions.

3.5 Vacant Land

The South Brooksville Redevelopment Area contains a significant amount of both vacant housing and undeveloped land. While 12.9% of housing units in the District are unoccupied, much of the land area within the area remains without any built structures. In total, 156 acres—or 22.3% of the CRA’s land—are currently undeveloped. The undeveloped land is distributed across parcels designated for residential, commercial, institutional, and industrial uses.

Vacant commercial land is concentrated along State Route 50 (Cortez Boulevard), the southern boundary of the Redevelopment Area. These parcels are typically large and remain mostly wooded, covered by trees and natural vegetation. In contrast, vacant residential parcels are smaller and scattered throughout the District. Many sit in between developed homes, creating a patchwork pattern of occupied and unoccupied lots. This fragmented condition contributes to neighborhood discontinuity. Beyond the physical gaps, vacancy can affect how residents and visitors perceive the community—potentially signaling abandonment or disinvestment, and undermining neighborhood character and sense of place.

At the same time, the presence of vacant land carries important environmental implications. Nearly 24% of the Redevelopment Area is located in an area with a high risk of flooding, particularly in its southern portion. In some cases, the presence of vacant land may be a reflection of these constraints, as frequent or potential flooding can make certain parcels less suitable or less desirable for development. At the same time, undeveloped lands in these areas often play a natural role in stormwater absorption and filtration, helping manage runoff and mitigate flood impacts. These parcels allow for the continuation of uninterrupted natural landscapes and provide important ecosystem services, including habitat preservation and groundwater recharge. Vacant land in the South Brooksville Redevelopment Area reflects both social and environmental dynamics: it may signal economic challenges or underinvestment, while also preserving ecological functions that contribute to the resilience and health of the broader community.

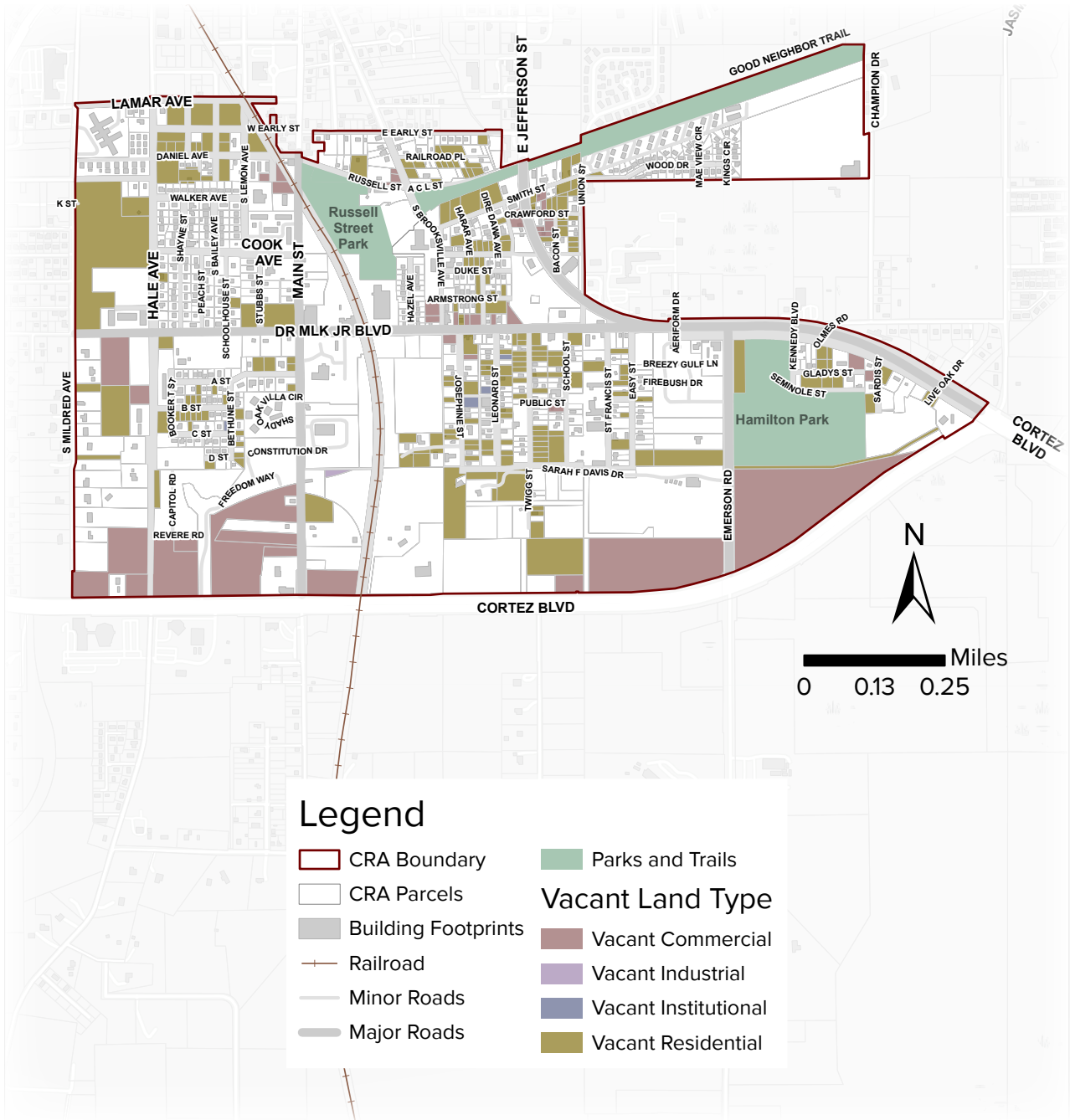


Vacant Land on Union Street



Vacant Land on E Early Street

Vacant Land Map



3.6 Environmental Features

Flooding

Floods are the most common natural disaster in Hernando County. They can be caused by hurricanes, tropical storms, or slow-moving storms. A significant portion of the South Brooksville Redevelopment Area is at a high risk of flooding. These regions may be low lying or close to a body of water. Properties within areas designated as Special Flood Hazard Areas by the Federal Emergency Management Agency (FEMA) are vulnerable to flooding during severe storm events.

In the South Brooksville Redevelopment Area, there are 74 buildings with a high risk of flooding. Around 23.5% (162.1 acres) of the total Redevelopment Area is designated as a High Risk Flood Area. These properties are largely concentrated in the eastern and southeastern portions of the Redevelopment Area.

Stormwater management systems in the area include shallow ditches (swales), underground pipes (culverts) and detention ponds.



Add Caption Here



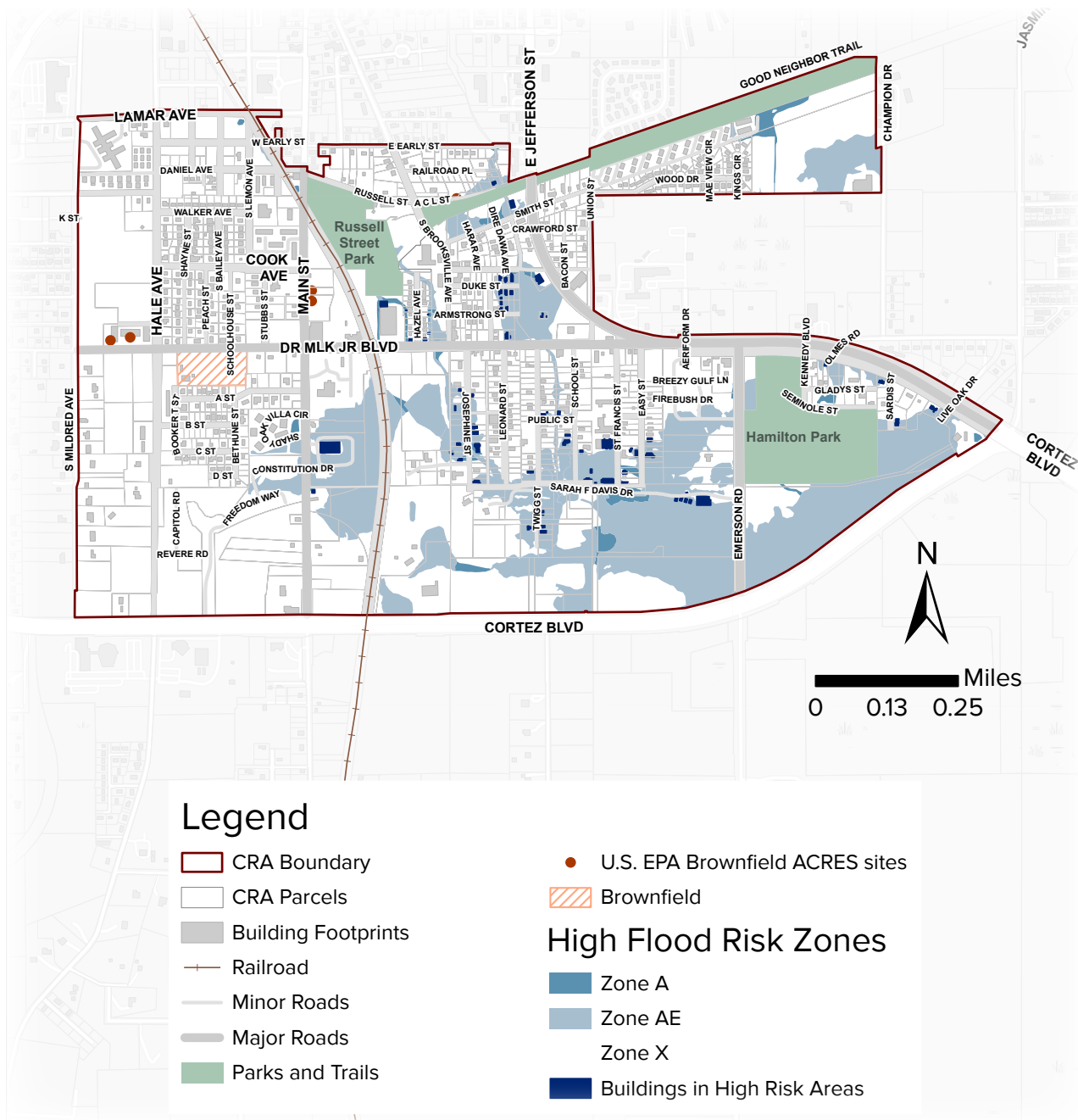
Add Caption Here

Brownfields

Brownfields are properties where redevelopment or reuse may be complicated by the presence of hazardous substances, pollutants, or contaminants.

The U.S. Environmental Protection Agency (EPA) assesses brownfields using its Assessment, Cleanup, and Redevelopment Exchange System (ACRES). ACRES data is used to track whether sites have undergone environmental review and remediation to support safe and appropriate redevelopment.

The South Brooksville Redevelopment Area contains one brownfield site. It is located at 201 W Dr. Martin Luther King Jr. Blvd. The site is currently under County ownership. The site has been remediated to allow for development that does not disrupt or penetrate the soil due to lingering pollutants. This could allow for non-intrusive development, such as a paved surface or a light duty building with a slab-on grade foundation. According to the Redevelopment Feasibility Report completed in 2010, redevelopment options for the site include general or medical office buildings, warehouse buildings, commercial / retail buildings, and sports / recreation facility.



Hernando County's Capital Improvement Plan (2026-2030) identifies one drainage project within the Redevelopment Area boundary: BMP 2 from the Master Drainage Plan for South Brooksville (Project ID: 106220). This project includes two large stormwater detention ponds at the abandoned Brooksville Wastewater Treatment Plant site located south of Sarah F. Davis Drive and west of Emerson Road. The Public Works Capital Improvement Plan indicates that \$3 million will be set aside for construction of the project in 2026. See page 72 for a map of the project location as described in the Master Drainage Plan for South Brooksville.

3.7 Building Encroachments

A property encroachment refers to when a fence, driveway or structure from one property crosses over into another property. Building encroachments specifically refer to an instance where a structure exists on top of a property line, straddling two different parcels. Building encroachments can occur accidentally if the location of a parcel's property line is miscalculated.

Encroachments pose a range of legal, financial, and development-related challenges for property owners and neighborhoods. They can lead to disputes with neighboring properties, complicate the purchase or sale of a home, and reduce property values. They often undermine long-term neighborhood stability and the creation of generational wealth. Encroachments affect neighborhoods in the following ways:

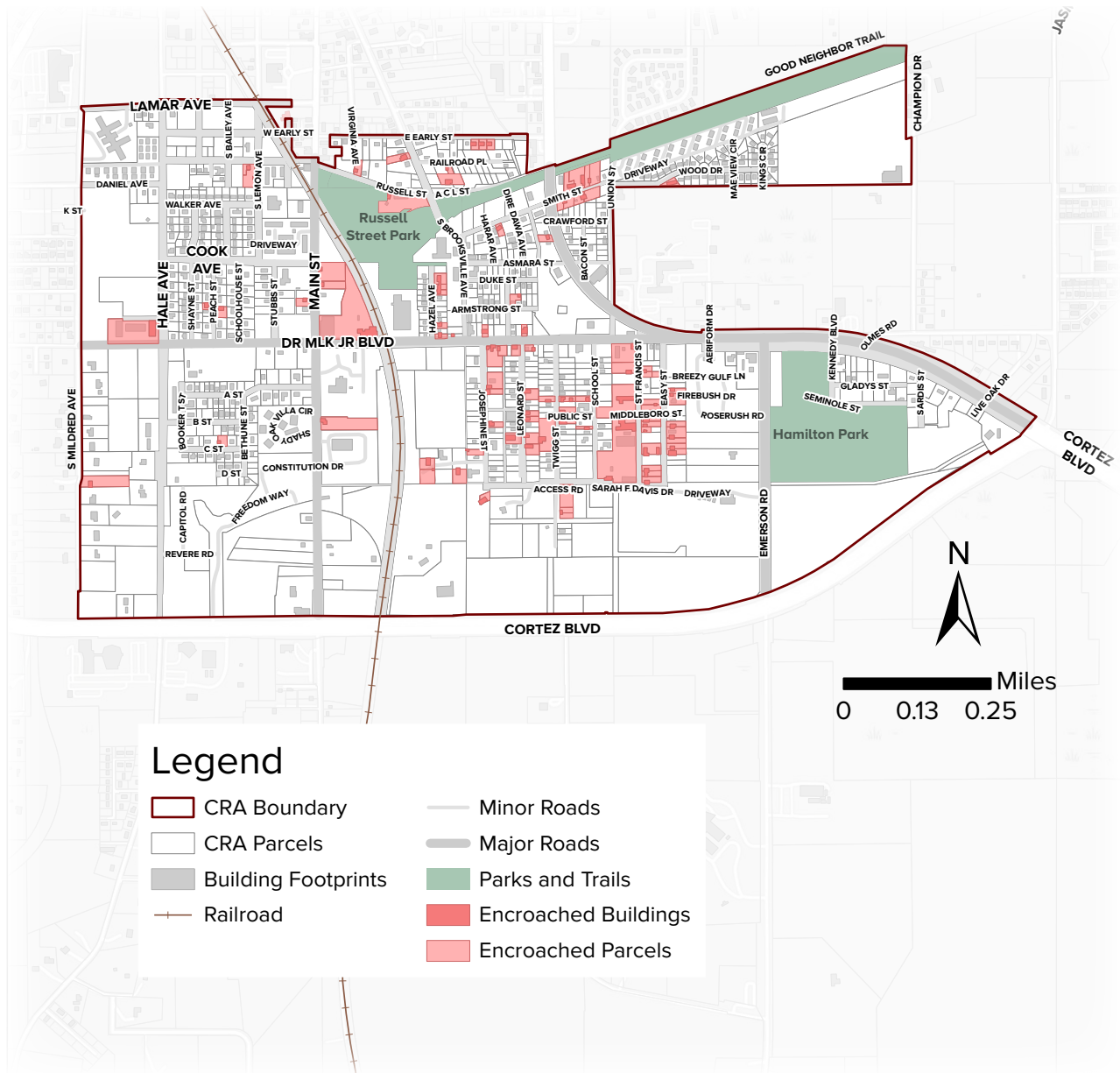
1. **Physical and visual impacts on the built environment:** Encroachments can create irregular lot coverage, fragmented streetscapes, and inconsistent setbacks, which affect the neighborhood's character and visual cohesion.
2. **Challenges for reinvestment and property improvement:** Unclear ownership and encroachments make it difficult for property owners to secure financing for home repairs, renovations, or redevelopment, as lenders typically require clear title and surveyed boundaries. Prospective buyers or developers may be hesitant to invest in areas where ownership is uncertain or disputes over encroachments are likely, contributing to stagnation or disinvestment.
3. **Impacts on permitting and future development:** Encroachments can prevent property owners from obtaining building permits or approvals for renovations, expansions, or new construction. Municipalities require compliance with zoning and setback regulations before issuing permits. When a property has encroachments, owners may need to resolve disputes or remove structures before proceeding, adding time, cost, and complexity to any improvements.

Properties with encroachments that are also considered heirs' property can be even more challenging to resolve. Heirs' property refers to parcels that are owned collectively by multiple descendants of the original property owner without formal legal title or clear documentation of property title (the legal document that established ownership). This situation creates uncertainty over who has authority to make decisions about the property, including maintenance, sale, or development. Building encroachments can sometimes be a result of unclear property title. Property owners may unknowingly build across an unclear boundary or assume land is available for use. Because heirs' property is often not formally surveyed, encroachments may go unnoticed until a legal dispute arises.

Resolving encroachments typically requires clear title and defined boundaries — both of which are complicated when land is heirs property. Heirs property status can make encroachments more frequent, harder to contest, and more difficult to resolve.

There are an estimated 168 buildings within the South Brooksville Redevelopment Area that sit on top of a lot line. An estimated 78 of these are residential buildings.

Encroachments Map



PLEASE NOTE:

Encroachments shown on this map are estimates based on visual review of GIS data. A professional property survey is required to confirm legal property boundaries.

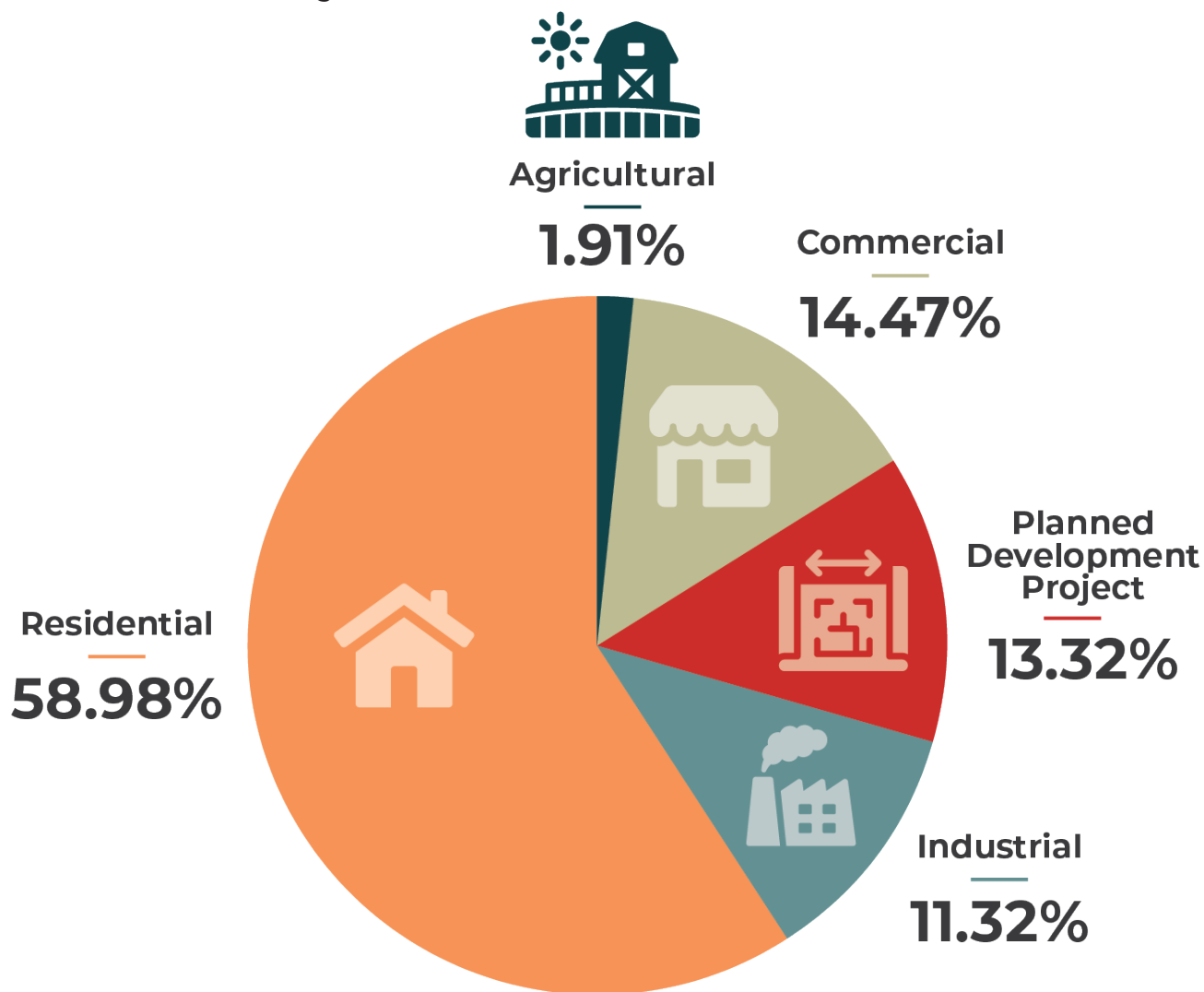
3.8 Zoning

City & County Zoning

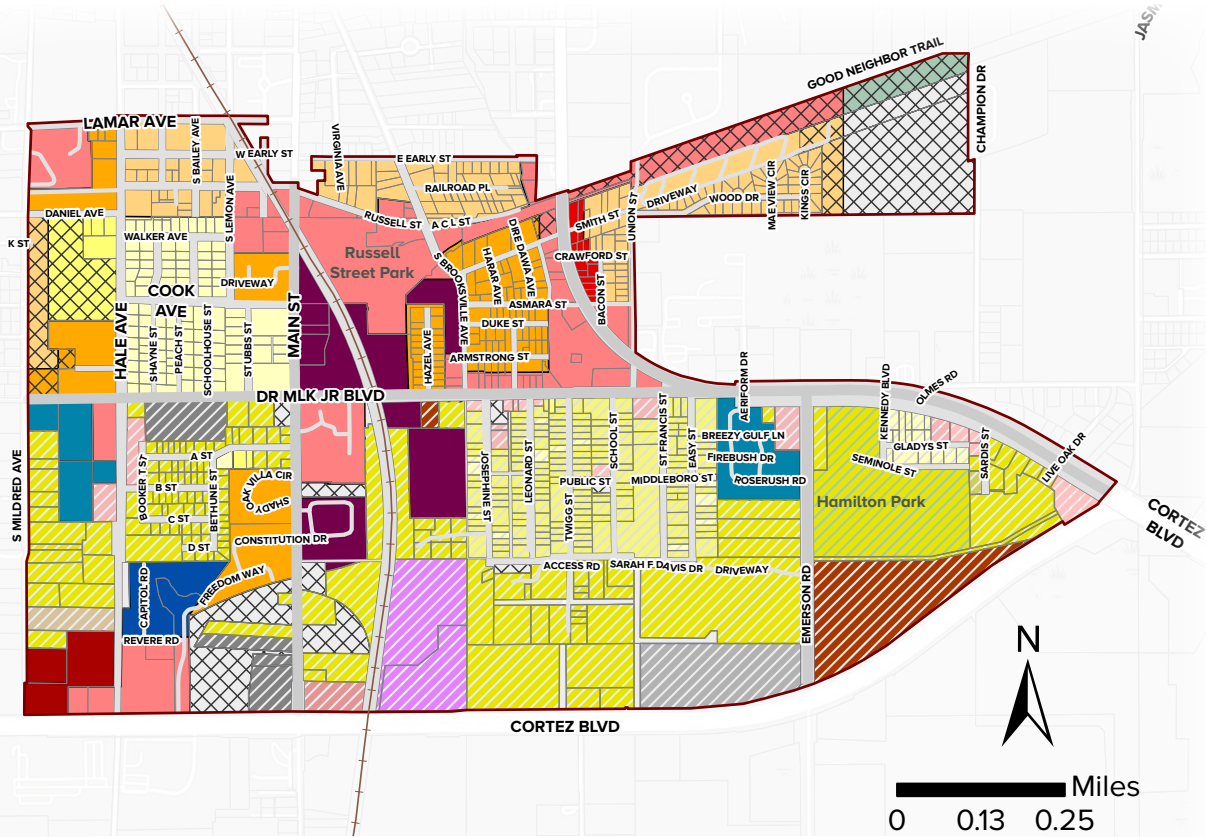
Because the South Brooksville Redevelopment Area encompasses parcels located both within the City and under Hernando County jurisdiction, the area's zoning is split between the two entities. Approximately 43% of the area falls under City zoning, while the remaining 57% is governed by County zoning.

Although some City and County zoning districts share the same names, the standards and regulations associated with these districts differ between the two jurisdictions. These differences can create confusion and may result in inconsistent development patterns on adjacent parcels that share a zoning designation but are divided by the city-county boundary.

To provide an overall understanding, the zoning classifications have been consolidated into broader groups. This helps illustrate how the land is regulated and the intended purposes for each area. As displayed in the pie chart below, a majority (58.98%) of the South Brooksville Redevelopment Area is zoned for residential use. Following this, commercial (14.47%), planned development project (13.32%), and industrial (11.32%) zoning make up a majority of the remaining land. A very small portion (1.91%) of the area is zoned in an agricultural district.



City + County Zoning Map



Legend

- CRA Boundary
- CRA Parcels
- Railroad
- Minor Roads
- Major Roads
- Parks and Trails

Hernando County Zoning

- AG Agricultural District
- C1 General Commercial District
- C2 Highway Commercial District
- C4 Heavy Highway Commercial District
- CPDP (Combined)

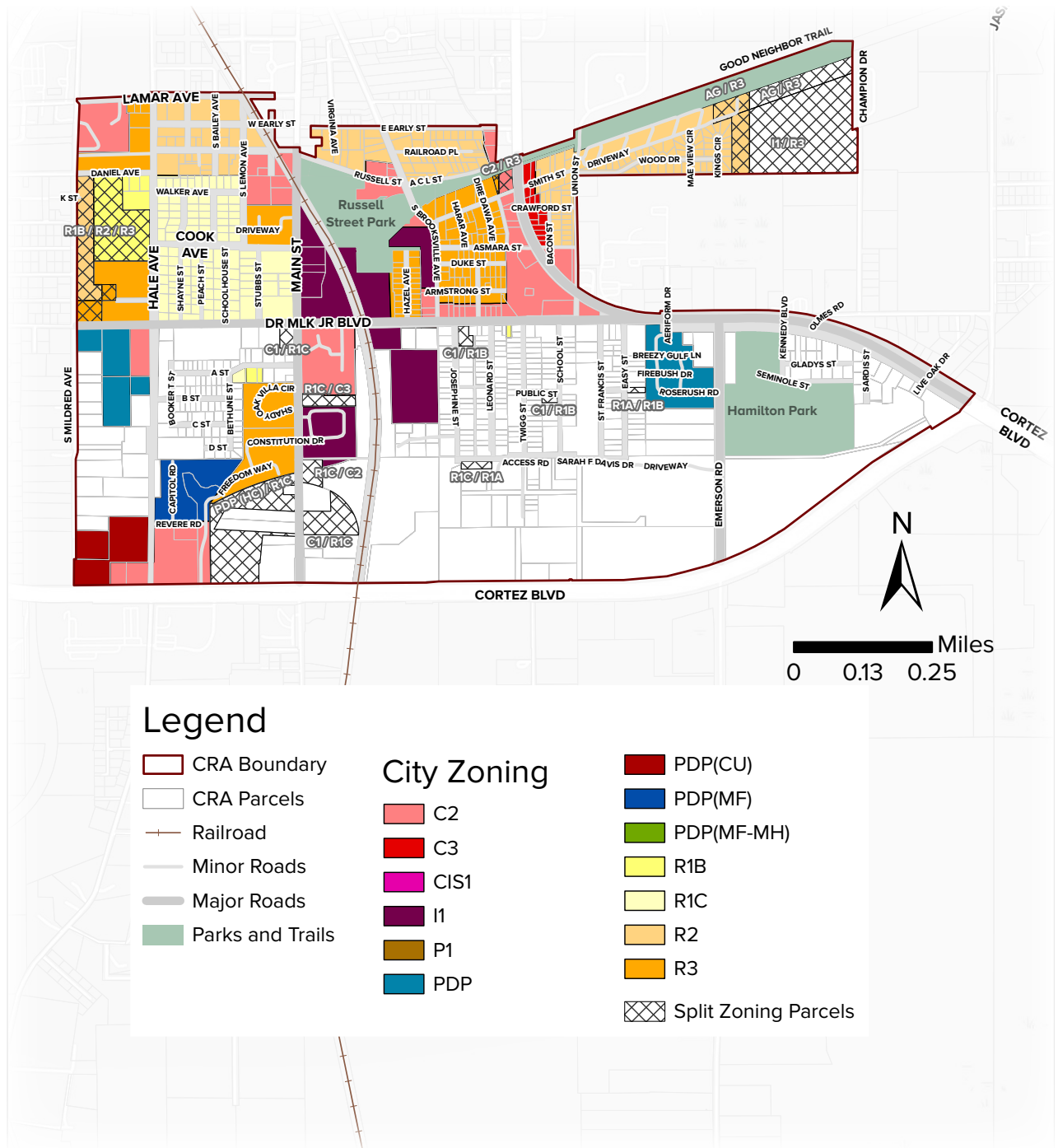
- I1 Industrial District
- PDP (General Commercial)
- PDP (Highway Commercial)
- PDP (Office/Professional)
- PDP (Single-Family)
- R1A Residential District
- R1B Residential District
- R1C Residential District
- R2 Residential District

City Zoning

- C2
- C3

- CIS1
- I1
- P1
- PDP
- PDP(CU)
- PDP(MF)
- PDP(MF-MH)
- R1B
- R1C
- R2
- R3
- Split Zoning Parcels

City Zoning Map



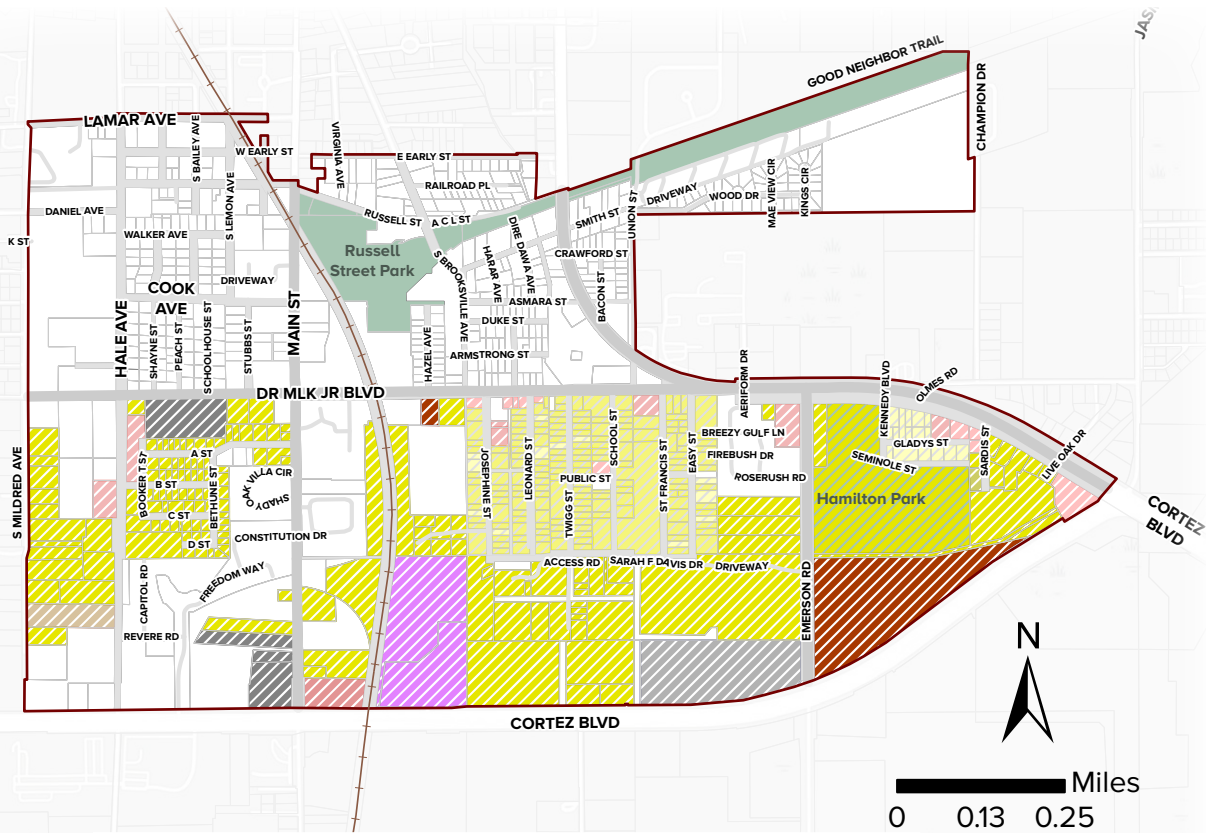
Legend

- CRA Boundary
- CRA Parcels
- Railroad
- Minor Roads
- Major Roads
- Parks and Trails

City Zoning

- C2
- C3
- CIS1
- I1
- P1
- PDP

- PDP(CU)
- PDP(MF)
- PDP(MF-MH)
- R1B
- R1C
- R2
- R3
- Split Zoning Parcels



Legend

- | | |
|--------------------------------|--------------------------------------|
| CRA Boundary | C4 Heavy Highway Commercial District |
| CRA Parcels | CPDP (Combined) |
| Railroad | I1 Industrial District |
| Minor Roads | PDP (General Commercial) |
| Major Roads | PDP (Highway Commercial) |
| Parks and Trails | PDP (Office/Professional) |
| Hernando County Zoning | PDP (Single-Family) |
| AG Agricultural District | R1A Residential District |
| C1 General Commercial District | R1B Residential District |
| C2 Highway Commercial District | R1C Residential District |
| | R2 Residential District |

3.9 Key Takeaways

Housing instability is a central issue.

The Redevelopment Area has lower homeownership rates, higher vacancy, and older housing stock than the surrounding area. These conditions contribute to blight, reduce wealth-building opportunities, and discourage reinvestment.

Legal and structural barriers limit redevelopment.

Property encroachments and heirs' property issues affect a large number of parcels, making it difficult to finance, improve, sell, or redevelop property. These challenges may not be resolved by individual property owners alone.

Flooding presents a significant and ongoing risk.

Nearly a quarter of the Redevelopment Area lies in high-risk flood areas, affecting homes, vacant land, and infrastructure. Flooding discourages investment while increasing long-term public costs if left unaddressed.

Vacant land is both a challenge and an opportunity.

Large amounts of vacant and underutilized land contribute to disinvestment and fragmented neighborhoods, but also provide opportunities for redevelopment, stormwater management, and future growth when guided by a clear strategy.

Economic activity exists but is disconnected from residents.

Jobs and businesses are present in the Redevelopment Area, yet most residents work elsewhere and most workers commute in. This mismatch highlights the need for better alignment between land use, workforce development, and local economic opportunity.

Public and institutional assets provide a foundation to build on.

Parks, schools, churches, trails, and publicly owned land are significant community assets. With coordination and investment, they can serve as anchors for revitalization rather than isolated resources.

Mobility challenges limit access and safety.

While transit routes pass through the Redevelopment Area, bus stops lack basic amenities and sidewalks are often narrow, fragmented, or flood-prone. The absence of a connected bike network further limits safe movement between neighborhoods, the Good Neighbor Trail, and other local assets. Together, these conditions make it difficult and unsafe for residents, especially children, seniors, and those without cars, to access jobs, schools, parks, and services without a car.

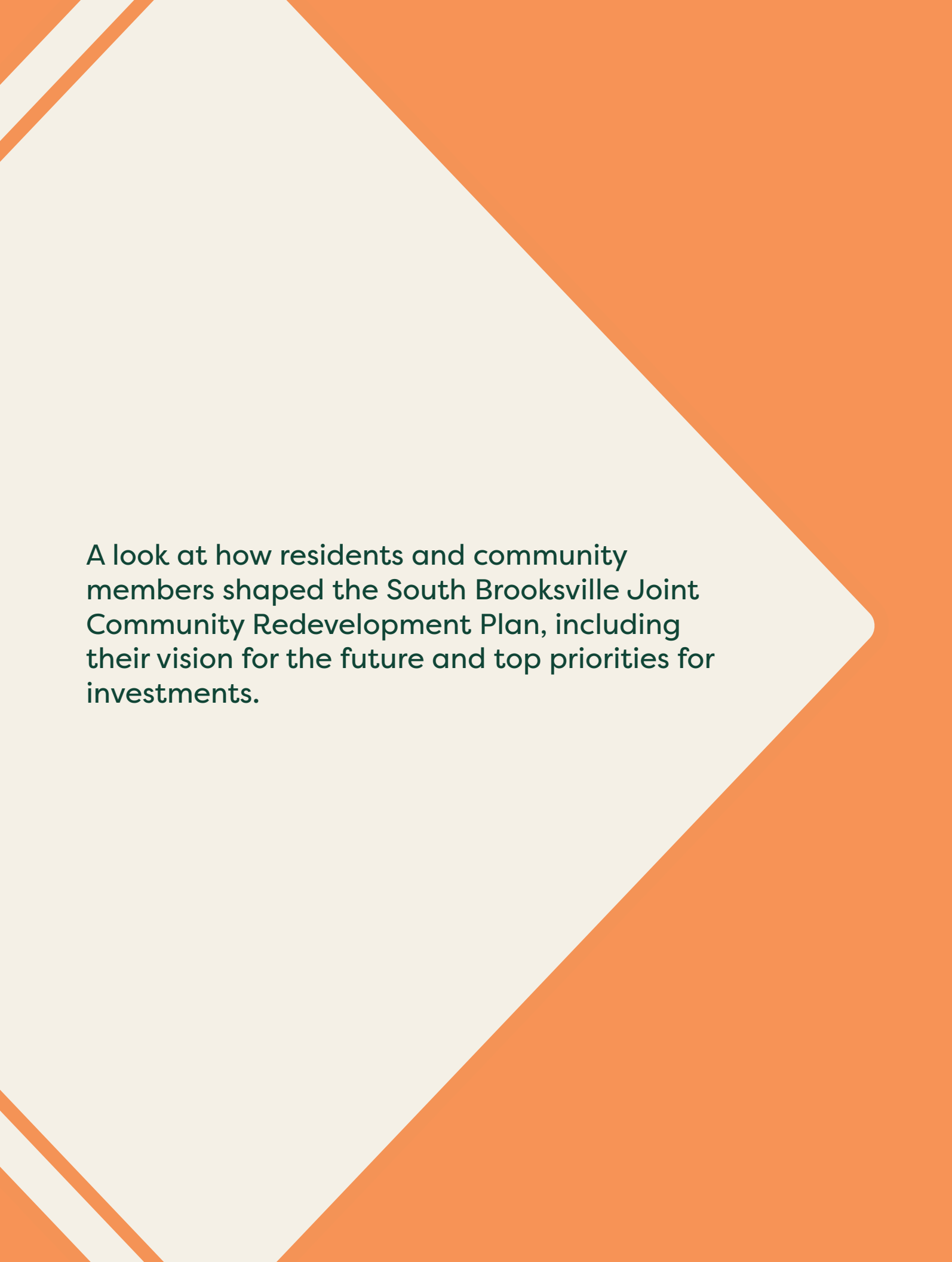
Split City and County zoning creates confusion and inconsistency.

The Redevelopment Area spans both City and County jurisdictions, each with different zoning standards and regulations. Even where zoning districts share similar names, differing rules can lead to inconsistent development patterns, complicate permitting, and discourage private investment without coordinated action.



COMMUNITY VISION

04



A look at how residents and community members shaped the South Brooksville Joint Community Redevelopment Plan, including their vision for the future and top priorities for investments.

4.1 How We Engaged the Community

Public input was gathered through **three community workshops** and the **project website**, creating multiple opportunities for residents to shape the Joint CRA plan. Between **August and November 2025**, residents shared ideas, concerns, and aspirations that directly informed the community vision, priorities, and strategies included in this plan.

Community Workshops

Three in-person workshops held at the South Brooksville Community Center / Police Substation brought residents together to share ideas, refine priorities, and guide the development of the CRA Plan.



Workshop #1

August 2025

Workshop #1

August 27, 2025 – 5:30 PM

Attendance: 30 Participants

Purpose: Introduce the project team and CRA process, share existing conditions, and gather early input on assets, opportunities, and challenges.



Workshop #2

October 2, 2025 – 5:30 PM

Attendance: 25 Participants

Purpose: Review what was heard in Workshop #1, discuss the community's vision for the future, determine budgeting priorities, and explore potential partnerships.



Workshop #3

October 27, 2025 – 5:30 PM

Attendance: 5 Participants

Purpose: Review and discuss the first draft of the CRA Plan, including proposed priorities, goals, and strategies.



November 2025

Project Website & Online Engagement

Launched in August 2025, the project website provided ongoing access to information and engagement tools throughout the planning process.

294
VISITORS

39
SURVEY
RESPONSES

ADDITIONAL INFORMATION

Appendices 7.3 - 7.9 include:

1. Informational Flyers
2. Community Engagement Summary
3. Survey Responses



Website Features Included:

- Overview of the project and CRA background
- Interactive map for residents to drop location-specific comments
- Community survey
- Project timeline and workshop announcements
- Document library with presentations, flyers, and resources
- Contact information for City, County, and Inspire staff

4.2 How Engagement Informed the Plan

Community input shaped every step of the Joint CRA Plan. Feedback from workshops, the website, and surveys was used to understand the current conditions in the area, define the community vision, identify priorities, and develop goals and strategies.

The community vision and five priorities identified in the following section were a direct result of the input shared by the community. Within the Strategic Plan (Chapter 5), each priority is introduced with a summary of the related community input. Community voices are integrated directly into the strategic direction for the South Brooksville CRAs.

4.3 The Community's Vision

South Brooksville is a
resilient, welcoming,
scenic, & close-knit
community that **honors its**
heritage while **creating**
opportunity & stability
for all generations.

It is a place where neighbors know one another's names and actively work together, **unified and determined**. By creating opportunities for youth, connecting neighbors, and addressing environmental challenges, the community sustains its people, its history, and its sense of place for decades to come.

South Brooksville supports diverse housing options and pathways to homeownership that strengthen families and **preserve neighborhood legacy**. The area is alive with culture and community pride; it is easy and safe to walk, bike, or drive along streets lined with vibrant gathering spaces and plenty of local businesses.

In the South Brooksville CRAs, residents, partners, and leaders collaborate to build a **prosperous, peaceful, and compassionate community**, rooted in history and driven by hope.

4.4 Top Priorities

Based on community input, the following are the top five priorities, **ranked in order of importance**. This ranking should serve to guide and prioritize CRA (Community Redevelopment Agency) investments and projects. Projects addressing higher-ranked priorities should receive greater consideration and resource allocation.

1

HOUSING

Strengthen homeownership and intergenerational wealth by clarifying property titles, while simultaneously diversifying the housing stock with more attainable, transitional, and multi-generational housing options.

2

FLOODING & STORMWATER MANAGEMENT

Address chronic flooding and drainage deficiencies through strategic coordination and upgrades of essential stormwater infrastructure.

3

COMMUNITY BUILDING

Enhance quality of life, safety, and cultural authenticity by creating vibrant, inclusive, and intergenerational spaces.

4

ECONOMIC DEVELOPMENT

Cultivate a vibrant neighborhood economy by supporting local entrepreneurs, attracting compatible economic activity, and strengthening local job pipelines.

5

MOBILITY & CONNECTIVITY

Transform the streetscape and upgrade public transit amenities to enhance accessibility, safety and seamless travel through the neighborhood.

STRATEGIC PLAN

05

A coordinated plan linking community priorities to CRA goals, strategies, and projects; and a roadmap for phased implementation

5.1 Introduction

The South Brooksville Community Redevelopment Areas' (CRAs) Strategic Plan builds upon community priorities, defining goals, strategies and projects for both the City and the County CRAs to pursue. Beyond community input, this framework is informed by existing conditions, urban planning/ redevelopment best practices, and funding expectations. It serves as **a clear and actionable guide for investment, partnerships, and implementation** over the coming decades.

Grounded in a holistic approach to redevelopment, the plan considers the full fabric of the community, including its residents, social networks, built environment, and history. The Community Foundations section provides a glimpse into some of the long-standing patterns and existing strengths that inform the framework and shape redevelopment opportunities today.

The Joint CRA goals, strategies and projects are organized into the five community priorities identified in the previous chapter:

- 1 HOUSING**
- 2 FLOODING & STORMWATER MANAGEMENT**
- 3 COMMUNITY BUILDING**
- 4 ECONOMIC DEVELOPMENT**
- 5 MOBILITY & CONNECTIVITY**

While funding constraints limit the CRAs' ability to address these challenges alone, the plan acknowledges the importance of building partnerships to advance solutions. Public agencies, educational institutions, faith-based organizations, and private stakeholders all play a role in implementation.

This chapter concludes with an Implementation Roadmap that provides clear direction for action. The roadmap identifies smaller-scale, achievable projects where immediate efforts should be focused and provides flexibility for larger-scale, visionary projects in the long term. Together, the Strategic Framework and Implementation Roadmap provide a clear, practical foundation for advancing redevelopment in the South Brooksville CRA that is both achievable and place-based.

5.2 Community Foundations

Located in the east-central stretch of Hernando County, the South Brooksville Community Redevelopment Areas (CRAs) stand as an enduring and tightly knit historic community. Its roots run deep, shaped by generations of families, institutions of faith, and a shared sense of identity that has carried the community from its earliest settlement through the present day. To walk its streets is to feel the imprint of a place where history is not merely remembered but lived, where neighbors greet one another by name, and where the past continues to inform the path forward.

The area's story is inclusive of a strong faith-based presence. For decades, churches have served as more than places of worship: they have been meeting grounds, cultural anchors, and safe havens during times of change. These institutions helped mold the community's character, guiding civic life and nurturing resilience among residents who have long understood that faith and fellowship go hand in hand. The Strategic Plan recognizes these institutions as key partners for outreach, engagement, and implementation, particularly for housing, social services, and neighborhood-based initiatives.

Historically, the neighborhoods that make up the South Brooksville CRAs developed as low-density residential areas intertwined with pockets of industry and manufacturing. Its community contours were shaped by labor, craftsmanship, and the steady sound of rail activity. The railroad that cuts through the community from north to south was once its lifeline, connecting local commerce to the broader world. Central to this network stood the 1885 Train Depot, a landmark that welcomed travelers, shipped goods, and witnessed the everyday movement of life.

Although the Depot closed its doors in 1971, its presence has not faded. Preserved as a historic museum site and incorporated into Florida's Rails to Trail Program via the Good Neighbor Trail, it now serves as a reminder of South Brooksville's industrious past and a bridge to new generations of visitors and residents. The Depot, surrounding park space, and trail corridor are significant assets that support placemaking, recreation, heritage

tourism, and economic activity. Within the Strategic Framework, these assets are viewed as catalysts for reinvestment and improved connectivity.

Education has played a role in the community's identity as well. The Brooksville Engineering, Science and Technology (B.E.S.T.) Charter School calls South Brooksville home, fostering the growth of young innovators and offering local students' pathways into emerging fields. The school stands as a testament to the area's ongoing commitment to opportunity and advancement, balancing historic roots with future aspirations. Pasco Hernando State College has taken an interest in the community development of the area as well. These institutions create opportunities to align workforce development, economic development, and community revitalization efforts. Through partnership and open communication with local schools, the CRA can help support skill-building aligned with existing and emerging industries. By connecting local students to meaningful educational, workforce, and civic opportunities, the CRA can empower young people to remain, invest, and actively shape a neighborhood that reflects their vision and values.

Finally, the South Brooksville CRAs serve as a primary gateway into Downtown Brooksville. Travelers entering the City from the south often pass through this community first, experiencing its distinct character before arriving in the historic downtown district. In this way, South Brooksville is both an introduction and an anchor, offering a sense of place that is uniquely its own, while remaining deeply connected to the broader Brooksville landscape. Strategic investment in streetscapes, public spaces, and redevelopment sites can reinforce this gateway function while highlighting the community's distinct identity.

As the South Brooksville Redevelopment Area continues to evolve, it does so with reverence to the people, places, and institutions that shaped it. This balancing of heritage and progress will define a positive trajectory for the community moving into the future.

Community Input

Community input revealed a clear demand for support with housing issues. Residents highlighted that **unresolved lot line issues** directly block their ability to make home improvements, construct accessory dwelling units (ADUs), and pass on generational wealth. They expressed frustration with unclear terminology and the complex, costly nature of resolving these boundary corrections. There was broad agreement amongst community members that the CRAs provide support and funding assistance to address encroachments.

The importance of grants for **property maintenance and rehabilitation** was also a top priority, with residents repeatedly emphasizing the need for the CRAs to support homeowners in fixing up properties. Additionally, community members identified a pressing need for a **broader range of housing types**, from affordable units on vacant lots to transitional, assisted living, accessory dwelling units (ADUs), and smaller-scale multifamily options. This feedback forms the core of the housing objective, focusing on stability, blight reduction, and variety.



Planning Analysis

The high incidence of property encroachments and the complexity of heirs' property act as a structural barrier to realizing the areas full housing potential. GIS analysis confirms the prevalence of property encroachments in the South Brooksville CRAs: 168 buildings within the area, including an estimated 78 residential structures, sit on top of a lot line (Map on Page 47 - Note: These numbers and the map provided are an estimate using visual analysis of GIS Data; a professional property survey is required to determine legal property boundaries.). This issue is often compounded by the prevalence of heirs' property, parcels passed down to multiple family members without formal title. (Further detail on encroachments and heirs' property is located in Section 3.7, Page 46-47.) These title defects prevent owners from securing traditional financing, accessing home repair loans, and legally transferring property.

Addressing property boundary and title issues is a critical prerequisite for effective, equitable, and sustainable area redevelopment. It must be a top priority for the CRAs, aligning with both best practices in urban planning and direct community feedback. Resolving encroachments and cloudy titles will yield several key benefits:

- 1. Bolster Homeownership and Equity:** Clarifying property title is the first step to establishing clear homeownership. Addressing encroachments is necessary to access traditional financing and loans. Both steps are crucial for building and transferring intergenerational wealth through property.
- 2. Promote Neighborhood Stabilization and Investment:** Resolution of boundary disputes is necessary to obtain building permits for repairs, additions, and major property improvements. Secure property titles clarify who is responsible for the maintenance of a property. Establishing clear title and resolving encroachments empowers homeowners to reinvest in their property, thereby improving the overall physical condition and long-term stability of the neighborhood.
- 3. Grow the Municipal Tax Base:** When title issues and encroachments are resolved, properties transition from being difficult-to-sell, underutilized assets to marketable real estate. Clear titles unlock the ability to refinance, sell, or receive investment, which leads to higher property valuations, increased market activity, and a more stable and higher-performing local property tax base.

The comparatively low rate of homeownership in the South Brooksville Redevelopment Area (**45.8%** vs 58.9% for the city and 73.4% for the county) combined with a relatively high prevalence of vacant housing (**12.9%** vs 9.8% for the city and 9.6% for the county) indicates an underutilized housing stock and a need for interventions that improve pathways to homeownership. In addition to vacant housing units, there is a surplus of vacant land zoned for residential use. This represents an opportunity for future development which, if pursued, should increase housing supply in ways that align with stated community needs.

Low median household income (**\$32,667** vs \$42,311 in the city and \$65,341 in the County) confirms an acute need for affordable housing options. While the CRAs currently have a notable level of multifamily housing (38% of total units), community input expressed demand for more transitional and affordable housing. To meet this need, the CRAs can work with the County and City to develop incentive programs to stimulate the development and preservation of deed-restricted affordable housing.

There are also indications of a need for intergenerational housing. Larger average household sizes within the Redevelopment Area, coupled with the community's family-oriented nature, indicate a strong market demand for housing that accommodates multiple generations. Accessory Dwellings Units (ADUs) are currently allowed within the City and County's residential zoning districts. Planning efforts can support their construction by offering pre-approved building plans, which reduce design costs, shorten review times, and make ADUs easier and more affordable for homeowners to build.

Goals & Strategies

Goal H-1: Secure Property Titles and Resolve Lot Line Conflicts.

Enable property investment and home improvements by formalizing ownership with clear property titles and settling boundary issues.

Establish a Property Ownership Education Initiative:

Resolving encroachments starts with direct communication with the community. Outreach efforts should focus on prevention in addition to resolution of existing encroachments. Direct outreach to owners of properties identified as having potential encroachments can help people understand what encroachments are, how the issue was created, and the benefits associated with resolving the issue. Provide educational materials and work with a consultant, non-profit or legal aid organization to hold focused workshops on estate planning and land development to prevent the continuation of the issues.

RESOURCES:

Informational Flyer – APPENDIX 7.6

Florida Housing Coalition, Addressing Heir' Property Issues – <https://flhousing.org/wp-content/uploads/2023/07/Addressing-Heirs-Property-6.5.23-1.pdf>

Center for Community Progress – <https://www.communityprogress.net/tools-resources/publications/tangled-title-toolkit>

Heirs' Property Retention Coalition – <https://www.heirsproperty.org>

Florida Community Development Legal Project (FCDLP) – <https://floridalegal.org/>

FUNDING SOURCES:

State Housing Initiative Partnership (SHIP) offers technical and monetary assistance to help structure local programs.

POTENTIAL PARTNERS:

Florida Housing Coalition

Partner with a Legal Service Providers and Property Surveyor to Provide Accessible Legal Services:

Legal assistance and new land surveys will likely be needed to resolve encroachments. Conduct outreach to find local attorneys and property surveyors who are willing to offer their services at a discounted rate or pro-bono. Develop a program to provide direct legal aid to property owners within the Redevelopment Area boundaries if homeowner is at or below 120% Area Median Income (AMI). Focus on providing 3 essential services:

1. Updated property surveys and a session to explain how to read the survey.
2. Clarifying property title for heirs' properties.
3. Mediation services to assist residents in completing lot line adjustments.

MODEL PROGRAMS

Gainesville CRA

Legal assistance is provided to income-qualified residents within the CRA boundaries. The CRA funds legal assistance from Three Rivers Legal Services with \$250k to handle the applications, outreach, and probate filings. Free public workshops and legal clinics are co-hosted by City, CRA, and partners to educate and help residents. There are approximately 282 clouded-title properties within the CRA

POTENTIAL PARTNERS:

Hernando County Bar Association

UF Levin College of Law

Three Rivers Legal Services

Provide Demolition Grants to Remove Encroaching Structures:

In the case where lot line adjustments are not a feasible or reasonable resolution to the issue, encroaching structures will likely need to be removed. Provide grants to help cover the cost of demolition to homeowners who are at or below 120% Area Median Income (AMI). Cover 100% of the cost for households below 60% AMI. Provide 50% matching grants to households between 60% and 120% AMI.

Goal H-2: Rehabilitate and Improve Existing Housing.

Improve the quality, safety, and appearance of existing housing by supporting repair, renovation, and modernization efforts that preserve neighborhood character and promote long-term livability.

Provide Housing Rehabilitation Grants:

Establish grants for home rehabilitation, property maintenance, hurricane mitigation, addressing code violations, and/or landscaping.

MODEL PROGRAMS

St. Cloud CRA – Plant Paint Pave Program

The CRA provides up to \$2,000 per property for exterior home improvements. Property owners are required to match the contribution.

Enhance Awareness of Funding Sources:

Educate community members about existing state and federal homebuyer programs (e.g., SHIP, HOME, CDBG). These programs can increase homeownership and empower locals to make improvements to their homes.

Goal H-3: Facilitate Development of Diverse and Accessible Housing Types.

Encourage a balanced mix of housing options—affordable, accessible, and suitable for all ages and incomes—to meet community needs and support inclusive neighborhood growth.

Acquire Vacant or Underutilized Lots for Future Development:

Acquire or accept donated underutilized and vacant parcels, and ensure properties are prepared for development. Sell properties for construction of affordable housing or other projects that fulfill community revitalization goals.

Create a Diverse Housing Development Incentive Program:

Develop and facilitate the construction of various housing types, including ADUs, affordable housing, smaller multifamily (2–4 units), mixed-use buildings, transitional housing, and assisted living. Support the City and County in offering incentives such as an expedited permitting process for new affordable housing development on vacant lots.

Foster Local Developers:

Encourage and support resilient, affordable development on vacant and underutilized properties within the CRAs through the following methods:

1. Partner with the County and the City to hire a designer, architect or engineer to develop pre-approved building plans for affordable single-family homes, duplexes, and small mixed-use projects to accelerate redevelopment and reduce costs.

MODEL PROGRAMS

Groveland, FL – Florida Vernacular Home Plans Ready for Permitting

Kalamazoo, MI - Pre-Approved Housing Plans

2. Provide technical assistance and education for local developers, contractors, and property owners interested in infill and rehabilitation projects.
3. Partner with community organizations, housing agencies, and workforce programs to build local development capacity and retain wealth within the community.

Establish Collaborative Housing Partnerships:

Formalize partnerships with nonprofits and private developers to expand affordable housing, transitional housing, and supportive services. Collaborate with developers and community-based organizations to acquire, rehabilitate, and construct housing, as seen in successful examples like the Cocoa CRA partnership.

Priority #2: Flooding & Stormwater Management

Community Input

Residents identified stormwater and drainage issues as one of the most pressing infrastructure challenges in the area. Concerns centered on chronic flooding in the southeast portion of the Redevelopment Area. Community members emphasized that improving drainage in this area is critical not only for neighborhood safety, but also for property values.

A major focus of discussion was the disruption to stormwater flow caused by the construction of SR 50 (Cortez Boulevard), which residents believe has created a backlog of water and prevented proper flow south into the basin. Participants proposed that the City and County engage with the Florida Department of Transportation (FDOT) and local stakeholders to explore ways to restore the natural flow of water around SR 50 and improve overall drainage performance.

Residents also voiced strong support for swale maintenance and clean-up efforts, noting that past community-led initiatives have successfully improved drainage and neighborhood conditions. However, participants expressed concern about drainage easements, opposing proposals that might require private landowners to give up development rights on portions of their property. Instead, they urged for local authorities to identify collaborative solutions that do not affect individual property owners.

Finally, community members highlighted Hamilton Park as a specific location where standing water has increased mosquito activity. Participants suggested incorporating water storage or park improvements to better manage runoff and reduce public health concerns associated with stagnant water.

Planning Analysis

The southeast portion of the Redevelopment Area faces a critical and documented flood risk, confirmed by both local observation and federal flood hazard maps. In a Vulnerability and Risk Assessment Study prepared for the Hernando/Citrus Metropolitan Planning Organization (MPO) in 2023, Cortez Boulevard (SR 50), is identified as a top priority for drainage improvements due to its flooding vulnerability and its access to critical facilities. The road segment of Cortez Boulevard (SR 50) between Main Street and East Jefferson Street, located just south of the CRAs, is one of 28 road segments in the county with Tier 1 Priority Status in the Vulnerability and Risk Assessment.

The 2023 Master Drainage Plan for South Brooksville prepared for the County confirms the necessity of upgrades to the drainage near the intersection of Cortez Boulevard and Emerson Road. The Drainage Plan emphasizes that channel improvements here are the most critical initial intervention because the success of all other drainage solutions for the area is dependent on this foundational work. Without this investment, the area will remain highly susceptible to flooding.

A significant opportunity for high-impact intervention exists due to a forthcoming FDOT major road project (ID 451046-1). This project, currently in the design phase and slated for construction beginning in 2028, will widen SR 50 to six lanes, rebuild intersections, and add bike lanes and sidewalks. This design and construction window is the ideal time to collaborate with FDOT to integrate the needed drainage improvements, saving on future mobilization costs and minimizing disruption.

Another key project identified in Hernando County's 2023 Master Drainage Plan and Hernando County's Public Works Capital Improvement Plan (2026-2030) includes the construction of two large stormwater retention ponds and channel improvements at the old Wastewater Treatment Plant site. This will significantly improve runoff management, reduce localized flooding, and support adjacent road upgrades. Successful implementation will require coordination and agreement among property owners, including the City, County, and the Hernando County School District. Securing funding and establishing inter-agency agreements is necessary to implement these high-priority projects identified in the Master Drainage Plan.

The map on the following page shows the locations of stormwater retention ponds identified in the 2023 Master Drainage Plan for South Brooksville as Best Management Practice (BMP) 2. The image on the following page illustrates how these facilities could function not only as essential stormwater infrastructure but also as recreational assets for the surrounding area. During the design phase, consideration should be given to implementing these ponds as incremental projects, with Public Works providing the necessary detention infrastructure while allowing for future additions such as recreational amenities.

Example Stormwater Drainage Systems



Bioretention



Bioswales



Green Infrastructure



Storm Sewers



Storm Water Drain



Rain Water Garden

Stormwater Drainage Improvements (BMP 2)



Potential Recreational Assets

— — — Walking Path

1

Entrance from Sarah Davis Dr.

2

Waterfront Seating Area

3

Pavillion with Picnic Tables

4

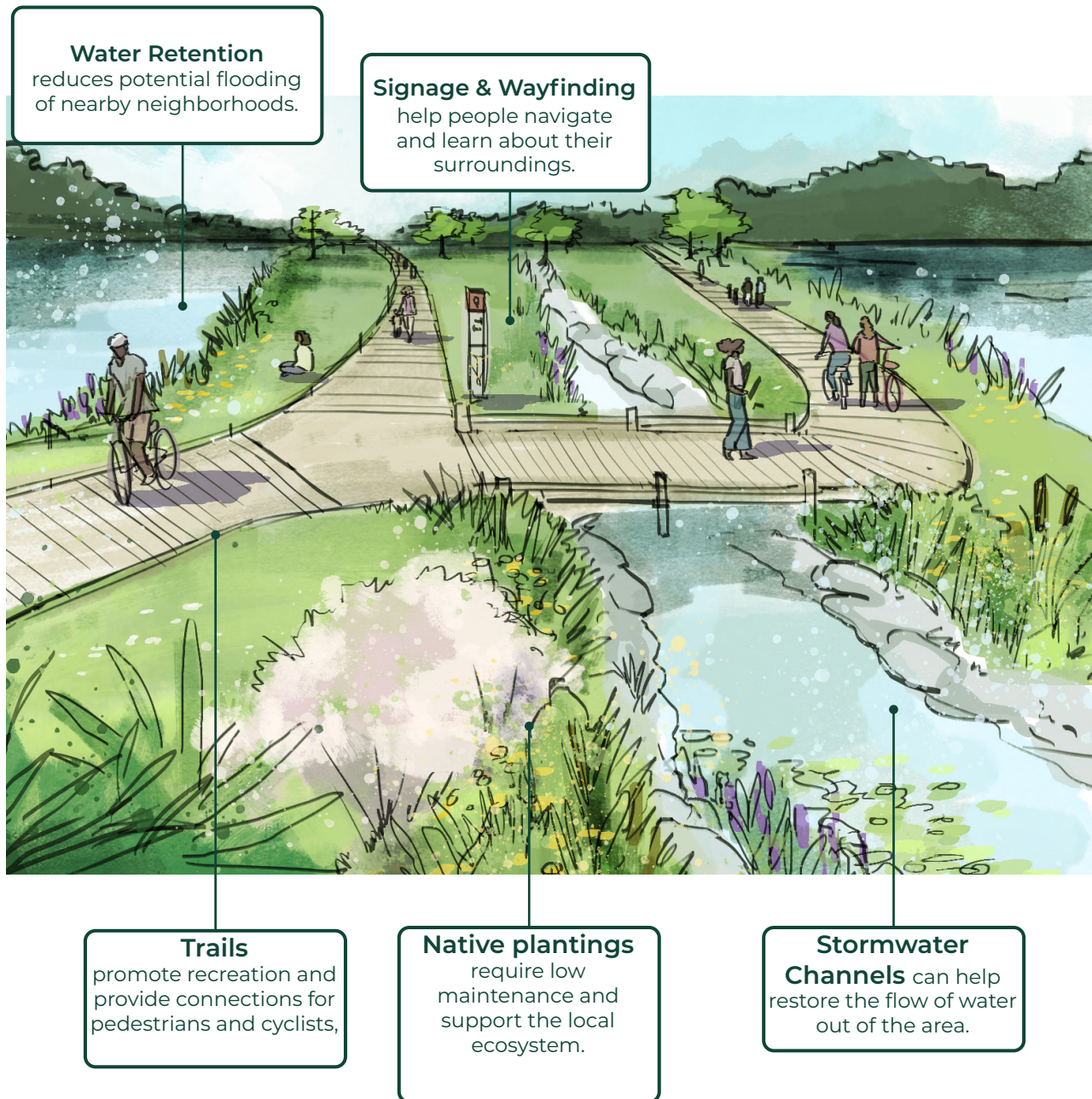
Connection to Hamilton Park

The map above illustrates stormwater Best Management Practices (BMPs) identified in the 2023 Drainage Master Plan prepared for South Brooksville. According to the Drainage Master Plan, the construction of these improvements is dependent upon completion of the culvert project at the intersection of Emerson Road and Cortez Boulevard. According to Hernando County's Public Works Capital Improvement Plan (2026-2030), \$3 million is planned to be spent on the construction of this drainage improvement in the 2026 fiscal year (Project ID: 106220). According to OpenGov.com, the project is still in the planning phase at this time.

Investments in these drainage improvements provide a key opportunity for the neighborhood. Retention ponds can do more than alleviate local flooding. They can serve as recreational amenities and high quality public space within the CRA. In addition, a pedestrian and bicycle trail connecting Sarah Davis Drive to Emerson Road and Hamilton Park would significantly improve connectivity within the CRA. This project could be executed as a phased effort, beginning with investment in stormwater infrastructure, followed by the addition of trails, a boardwalk, wayfinding signage, lighting, and seating.

Perspective of Stormwater Retention Ponds

The drawing below illustrates a potential vision for this project, depicting how the area could function once stormwater improvements and recreational amenities are in place. CRA involvement is essential, as the project would significantly improve drainage, protect nearby homes and residents from flooding, enhance public safety, and contribute to increased property values and overall neighborhood quality of life.



Goals & Strategies

Goal F-1: Secure External Funding and Partnerships for Stormwater Management Projects.

Build partnerships and leverage external resource to implement high-cost drainage improvements identified in the 2023 Drainage Master Plan.

Advocate for Funding to Restore Natural Flow of Water around SR 50:

Work with the County and MPO to formally advocate that FDOT incorporate critical channel improvements and SR 50 culvert replacements into the SR 50 widening project scope. Advocate to FDOT, the City and the County that the culvert replacement be designed to restore or improve natural flow south into the basin. Secure a formal commitment for the replacement and/or upgrade of the two 1996 culverts under SR 50/Cortez Blvd during the 2028 construction phase.

Assess Cortez (SR 50) Culverts:

Work with FDOT and the County to complete a detailed engineering assessment on the two culverts under the intersection of SR 50/Cortez Blvd and Emerson Road to provide the specific data needed for replacement/upgrade.

Pursue Grants and Loans:

Work with the City, County, and MPO to aggressively seek state and federal hazard mitigation and resiliency grants (e.g., FEMA, HUD, EDA) specifically for critical infrastructure protection and flood mitigation in disadvantaged areas. If needed, hire grant writers to help win funding.

Partner with the County and City Public Works and MPO on Stormwater Projects:

Collaborate with various public agencies to execute the stormwater drainage projects, prioritizing those outlined in the 2023 Master Drainage Plan.

Support the Establishment of Agreements Needed for Retention Pond Construction:

Support the establishment of Interlocal Agreements (ILAs) and land use permissions between the City, County, and Hernando County School District for the two retention pond sites identified in the 2023 Drainage Master Plan.

Utilize Pro-Bono/University Resources:

Engage local universities or non-profits for planning, data analysis, or public outreach assistance.

Goal F-2: Invest in Drainage Improvements

Strategically invest in small-scale projects that improve drainage and stormwater management.

Support Acquisition of Drainage Easements through Lease or Purchase of Property:

Support a budget to acquire property needed to complete swale and channel projects in the 2023 Drainage Master Plan.

Support Swale Maintenance and Clean-Ups:

Partner with the City and County's Public Works to support maintenance of existing swales and culvert inlets through a CRA Drainage Clean-Up Initiative. Invite community participation, partner with local organizations and provide educational materials about the importance of healthy stormwater management systems.

Support Investments in Hamilton Park Drainage Improvements:

Partner with the Parks Department to install a small-scale, low-cost bio retention area (rain garden) or enhanced drainage in areas with standing water to reduce mosquito habitat.

Support Education on and Investment in Green Infrastructure:

Create educational flyers on green infrastructure and invest in green infrastructure, such as trees, plants, rainwater gardens on public property or right of way. Provide limited grants for green infrastructure improvements on private property.

POTENTIAL PARTNERS:

Florida Department of Environmental Protection (FDEP)

Southwest Florida Water Management District (SWFWMD)

Florida Department of Transportation (FDOT)

Hernando County

City of Brooksville

Priority #3: Community Building

Community Input

Community input emphasized a strong desire for recreational and gathering spaces. Residents supported a new or expanded community center with features such as a gym, classrooms, indoor pool, and event space. Other desired amenities included a splash pad at Hamilton Park, senior center, playgrounds, sports fields, or formalizing the hangout area along MLK Boulevard between Twigg and Leonard streets. Vacant lots and the police substation were identified as opportunities for recreation, youth programs, community gardens, or outdoor events.

Participants stressed the importance of youth activities, intergenerational spaces, and cultural events like MLK Day, the Soul Food Festival, and community cleanups, which reinforce local pride and preserve cultural authenticity. Hamilton Park and the Frederick Kelly Elks Lodge 1270 were noted as key community assets to preserve. The proposed redevelopment of the former DPW site as a food bank raised concerns about contamination, truck traffic, and neighborhood compatibility. Residents favored alternate uses such as a youth or community center offering job training, GED prep, senior programs, and health services, potentially supported by Brownfield funding. Other recurring themes included preventing illegal dumping near the substation through signage and cameras, supporting community-led safety initiatives, and maintaining a joint CRA calendar to participate in and promote local events such as MLK Day, Juneteenth, and neighborhood gatherings.

Planning Analysis



One of the South Brooksville CRAs' top priorities is fostering a healthy and tightknit community. The South Brooksville Redevelopment Area is unique in that a large portion (nearly 1/4) of its residents are aged under 18. The need for age-appropriate facilities and programs is crucial to keeping the community's future population along the right path. It is important for the community's children – and guardians – to feel there are safe places to play and hang out. This includes providing amenities such as sports facilities, well maintained parks and furnishings, and safety measures such as streetlights, sidewalks and slow speed neighborhood streets.

The Brooksville Parks and Recreation Master Plan (2024) identifies three potential neighborhood park locations and one potential regional/community park location within the boundaries of the South Brooksville Redevelopment Area. It also identifies Main Street a potential future trail corridor. CRA initiatives can support the implementation of the Parks and Recreation Masterplan.



Goals & Strategies

Goal C-1: Celebrate History and Heritage.

Support longstanding community institutions and longtime residents through strong communication, relationship building and investments in physical representations of the history, heritage and culture of the community.

Partner with Local Organizations to Spread Awareness About CRA Projects and Initiatives:

Work with local organizations, non-profits and businesses to distribute information about CRA initiatives and programs and increase awareness of resources available to community members. Direct outreach towards long-standing businesses, organizations, and community leaders to drive resources to entities that reflect the heritage and unique character of the area.

Support Outreach at Local Cultural Events:

Support community outreach at events, such as MLK Day and Soul Food Festival, to enhance community awareness of the CRAs and their projects. Community events serve as a forum to build trust, transparency and strong communication lines between community members and the CRAs.

Partner with Local Artisans, Artists and Students to Create Signage and Art Installations Focused on Local History and Ecology:

Work with partners, including schools, government entities, and community members to select sites appropriate for signage or art displays, develop content and fabricate signs that proudly display the history and character of the area, contribute to unified neighborhood design, and support the joint CRA vision statement.

POTENTIAL PARTNERS:

South Brooksville Tax Redevelopment Advisory Committee (TRAC) & Corporation

Goal C-2: Improve Recreational and Gathering Spaces.

Increase availability of recreational opportunities for youth and community gathering spaces for all ages.

Enhance Park Amenities:

Work with the Parks and Recreation Departments to make improvements to local parks and provide additional amenities, such as picnic tables, grills, benches, gyms, classrooms, event spaces, community gardens, pools or splash pads.

Support Short- and Long-Term Activations of Undeveloped Lots:

Vacant lots present short- and long-term opportunities. Smaller amounts of funding can be used to support short term or temporary site activations, such as community gardens, art installations, or pop-up events. With greater amounts of funding, more permanent redevelopment projects can be pursued. These might include places such as a community recreation center, job training center, or health and wellness services. Work with local social clubs and organizations, other government agencies, private developers and non-profits to identify opportunities to facilitate the transformation of vacant lots into productive spaces that serve the community.

Goal C-3: Improve Community Safety.

Foster a culture of social responsibility and ownership over the community to enhance the physical environment.

Support Community Clean-Ups:

Work with Public Works Departments to support community clean up days. Invite local social clubs and organizations to participate and bring resources to offer to community members.

Support Community Policing Initiatives:

Support Community Policing efforts that focus on improving safety in addition to strengthening relationships between officers and community members. Community officers increase police presence in the neighborhood and support routine patrol activity, in addition to organizing and participating in community activities, such as neighborhood clean ups and cultural events.

Improve Code Compliance:

Code enforcement is an important tool to stabilize and improve neighborhoods; however, traditional code enforcement can be burdensome to resource-limited property owners and ineffective. Shifting from traditional code enforcement to code compliance is a more effective approach in areas with weak real estate markets. Three methods to improve code compliance include:

1. Provide grants to low- to moderate-income homeowners to address code violations.
2. Support training and professional development opportunities to code enforcement officers to increase effectiveness of bringing properties up to code. Classes can help officers leveraging mapping technology and learn different techniques to different types of properties and code violations can increase compliance.
3. Help residents and businesses understand and comply with local building, safety, and zoning codes through educational workshops, public meetings, and one-on-one consultations.

RESOURCES:

Strategic Code Compliance 101 (Center for Community Progress)

Slides: <https://communityprogress.org/wp-content/uploads/2024/06/vad-academy-2024-strategic-code-compliance-101.pdf>

Video: <https://www.youtube.com/watch?v=xOwli66oOS8>

Resources: <https://communityprogress.org/wp-content/uploads/2024/06/vad-academy-2024-code-compliance-resources-links.pdf>

Reevaluating Code Enforcement: <https://communityprogress.org/wp-content/uploads/2024/02/2024-02-reevaluating-code-enforcement.pdf>

Discourage Dumping Using Signage and Surveillance:

In known dumping hotspots, post signage to increase awareness of dumping penalties and provide information about where different types of waste can be disposed. Work with community members and police officers to monitor known dumping hot spots and install cameras if necessary.

Priority #4: Economic Development

Community Input

Feedback on economic development in the area centered on two things: (1) local business development and entrepreneurial support and (2) creating job opportunities for younger community members.

One of the highest priorities for local businesses identified by community members was the development of a local grocery store offering fresh and healthy food options. There was also strong support for increasing access to health and wellness services, restaurants, cafés, and neighborhood-oriented retail. Suggestions included a café surrounded by landscaping, and small establishments serving coffee, sandwiches, or donuts. Additional ideas such as a community kitchen and a laundromat were also proposed. Support for local entrepreneurs was directly requested as well, with residents encouraging programs that help small business owners establish and sustain operations within the community.

Public input emphasized the importance of economic activity that is appropriate for residential areas. The community voiced a preference against new industrial development or warehouses within the Redevelopment Area. Instead, residents envision more compatible uses such as small-scale retail or service businesses.

Planning Analysis

There is great opportunity for the South Brooksville Community Redevelopment Area to serve as vibrant, self-sustaining neighborhood economy that is compatible with residential life, while also providing support for local job opportunities. The CRAs are positioned to support and encourage redevelopment in the area that meets the needs and vision of community members, but it will need to work with other government entities and private land owners to realize this opportunity.

The community's vision for the neighborhood presents one key challenge: Residents strongly oppose new heavy industrial development, yet the remaining industrially zoned land is a resource that can provide high-wage local jobs. Community complaints surrounding industrial uses largely focused on the negative externalities, particularly frequent visits from large trucks. Considering this, the CRAs' strategy for the development of vacant industrially zoned land should involve incentives to attract light industrial uses that produce minimal external effects. The CRAs should also work with the City and the County to implement specific site controls (for noise, pollution, and truck traffic) to protect adjacent residential areas.

This strategy maintains the job potential, but to ensure local residents benefit, the CRAs should also assist in bridging the workforce skills gap. Consultations with local employers revealed a mismatch of available local jobs and skillsets, resulting in higher-skilled employees commuting from outside the Redevelopment Area. Through communication with local employers and strategic partnerships with local training institutions, the CRAs can help facilitate the creation of targeted, short-term pipelines for young and unemployed or underemployed residents.

For neighborhood supporting commercial uses, Dr. Martin Luther King Jr. Boulevard and East Jefferson Street are ripe with opportunity. Vacant lots and buildings provide potential sites for redevelopment and re-activation. By working with local entrepreneurs and landowners, the CRAs can provide incentives and grants to support the existing businesses on these streets and attract additional locally owned enterprises. In addition, the CRAs can support local businesses by creating attractive, functional public spaces, especially streets and sidewalks.

Active transportation improvements serve as a powerful and dual-purpose economic development tool. Improving walkability and bike ability is a direct investment in local businesses, talent attraction and retention. Walkability appeals to younger, educated workers (in addition to meeting the fundamental needs of workers without personal vehicles), and neighborhoods that offer walkable lifestyles are more appealing to young job seekers. In addition, walkability can stimulate local business and job growth. Walkable areas attract new businesses that thrive on foot traffic, such as cafés, retail, services, and encourage people to spend more time and money in an area which fosters economic growth. Finally, the traffic calming measures associated with these improvements, such as narrower lanes, tree canopies, and curb bump-outs, enhance safety and simultaneously reinforce the street's function as a residential corridor, lessening the nuisance of large trucks.

Goals & Strategies

Goal E-1: Cultivate and Sustain Local Businesses and Entrepreneurs.

Actively support and assist local entrepreneurs and business owners to establish, sustain or expand their businesses.

Provide Façade, Signage and Building Improvement Grants:

Implement a grant program to provide funds for building rehabilitation and façade improvement to local businesses. Prioritize grants to businesses owned by people who also reside within the Redevelopment Area and to property owners who commit to renting spaces to local, neighborhood-oriented business owners. Target commercial spaces on key corridors, including Martin Luther King Jr. Blvd, Jefferson Street and Main Street.

Work with Local Economic Development Partners to Support Entrepreneurs and Small Businesses:

Work with the local Chamber of Commerce to promote their services to aspiring entrepreneurs. Support entrepreneurs and businesses looking to expand their operations within the CRAs by connecting them to available resources.

Increase Access to Fresh Food:

Incentivize the development of a local grocery store or vendor that sells fresh fruits and vegetables through land acquisition support, construction grants, or tenant finish-out reimbursement.

MODEL PROGRAMS***St. Petersburg CRA - Healthy Food Financing Initiative***

Provides incentives, gap financing, or land-lease options specifically for grocery stores or healthy food vendors in underserved areas.

Partner with Lenders to Provide Access to Capital and Micro-Loans:

Work with local banks (CDFIs, etc.) to help aspiring entrepreneurs get small loans to kick-start their businesses.

Goal E-2: Improve Local Youth Workforce Pipeline.

Work with partners to ensure that young people growing up in the Redevelopment Area are connected with local job opportunities and equipped with the skills to get higher paying local jobs.

Conduct a Workforce Needs Assessment:

Communicate with local employers to identify the roles available and the specific skills demanded by the job roles.

Partner to Develop Training Programs:

After identifying the skills demanded, partner with appropriate entities to develop local employment training programs that provide the specific skills identified.

Engage with Local Schools:

Bring local employers into school classrooms to share information about employment opportunities directly with high school students and increase their awareness of future employment opportunities.

Create a Youth Workforce Development Program:

Offer direct scholarships or grants to CRA residents for certifications, trade school programs, or vocational training in high-demand local sectors.

Establish Employee Retention Incentives:

Create incentives for businesses located within the redevelopment area to hire and retain residents of the CRA districts. Offer a wage reimbursement program that covers a portion of wages for the first 3-6 months when a CRA business hires a CRA resident.

MODEL PROGRAMS***Fort Lauderdale CRA - 'CRA-DEEP' Program***

A structured, long-term workforce development program focused on providing stipends, certifications, and placement for youth and residents in high-demand trades.

POTENTIAL PARTNERS:

Moton High School Preservation Society

Frederick Kelly Elks Lodge / Kelley's Temple

YMCA Togetherhood

Hernando County School System

Hernando Education Foundation

Hernando Community Coalition

Pasco-Hernando State College

South Brooksville Economic Development Coalition (SBEDC)

The Wilfong Center

Brooksville-Tampa Bay Regional Airport and Technology Center

Florida Small Business Development Centee (SBDC)

Goal E-3: Attract and Adapt Economic Activity Compatible with Residential Contexts.

Recruit lower-impact employers for industrially zoned parcels, while supporting regulations that all activities operate safely in a residential / mixed use context.

Attract Compatible, Low-Impact Employers:

To maximize job creation on industrially owned parcels prioritize light industrial and service uses. Work with the Hernando County Office of Economic Development to recruit employers for the area. Potential uses might include:

- Specialized Manufacturing/Fabrication (e.g., small machine shops, electronics assembly, aerospace supply chain components).
- Small-Scale Logistics/Distribution (low-volume, localized delivery services, not large regional warehouses).
- Support Services for Healthcare (e.g., medical device repair, technical support labs).
- Business Support Services (e.g., IT repair, print/sign shops).
- Workforce Training Centers (e.g., technical or trade skill training linked to the Wilfong Center).
- Shared Space for Small Manufacturers, Food Vendors, and Creative Enterprises.

POTENTIAL PARTNERS:

Hernando County Office of Economic Development

Encourage Strict Mitigation Measures for Industrial Activity:

Work with employers, the City and the County to manage truck traffic and ensure that new or existing industrial uses strictly adhere to modern standards to prevent pollution or noise that would be inappropriate for a residential area. Mitigation measures might include:

- **Industrial Zoning Overlay & Design Standards:** Develop an Industrial Zoning Overlay to establish design standards (e.g., material choice, setbacks, landscape buffers) and strict mitigation measures (e.g., light, noise, and pollution) that ensure industrial development is appropriate for the residential context.
- **Agreements with Industrial Enterprises:** Meeting with upper management at industrial enterprises to understand and assess trucking needs. Formulate agreements regarding the frequency and timing of truck deliveries.
- **Truck Route Designation & Enforcement:** Collaborate with City/County Public Works to formalize a Designated Truck Route Plan and implement the infrastructure (e.g., weight limits, signage) needed to direct heavy truck traffic away from residential areas.

Priority #5: Mobility & Connectivity

Community Input

Residents expressed strong interest in improving walkability, bike safety, and the overall condition of local streets. While the Redevelopment Area's proximity to downtown and compact layout make it convenient, many walking routes feel unsafe due to missing sidewalks, speeding vehicles, and vacant properties. The highest priorities identified were repairing or completing sidewalks, adding pedestrian-scaled street lighting, implementing traffic calming measures to slow cars down, and improving crosswalks. Specific needs included new or improved sidewalks along MLK Boulevard, Emerson Road, and Hale Avenue (near the former Summit Village), as well as landscaping improvements, and bike racks. Beautification efforts, including street trees and landscape buffers, were seen as important to improving the appearance and identity of the Redevelopment Area. In addition, community members called for a multi-modal path connecting residential areas to Hamilton Park and additional expansions of the local bike network.

Public transportation and road conditions were additional concerns. Residents requested upgraded bus stops, particularly one at Ellington Street with seating and ADA access, and stronger regional connections, including service to Tampa. Road repair along MLK Jr. Boulevard was frequently mentioned, along with intersection improvements at MLK Boulevard and Jefferson Street. Some participants also suggested new roadway connections, such as linking Twigg or Josephine Street to SR 50 and extending Sara Davis Road to Emerson Road.



Current Roadway Conditions at the Intersection of Dr. Martin Luther King Jr. Boulevard and St. Francis Street

Planning Analysis

The roads within the South Brooksville Redevelopment Area are owned and maintained by the City of Brooksville, Hernando County and the State of Florida (FDOT). State and federal money can be accessed through the Metropolitan Planning Organization. The Hernando/Citrus Metropolitan Planning Organization (MPO) is a governmental organization responsible for coordinating regional transportation planning for Hernando and Citrus County. The MPO prepares plans that direct how and where state and federal dollars are spent for transportation improvements.

An assessment of the Hernando/Citrus MPO area's pedestrian and bicycle network was conducted by Benesch in 2022 (Non-Motorized Facility Gap Analysis and Complete Streets Implementation Report). The purpose of the Sidewalk and Bicycle Facility Inventory and Gap Analysis is to identify and inventory existing sidewalk and bicycle facilities (bike lanes and paths) and to determine where gaps exist within the network. The plan includes a data driven approach to address existing gaps and prioritize projects based on which areas have the greatest need. Priority rankings help the MPO and its local agency partners determine which improvement projects to pursue first.

Two segments of road within the Redevelopment Area were identified as being top priorities within the MPO Gap Analysis. The two bicycle and pedestrian improvements that have been prioritized by the Hernando-Citrus MPO are indicated on the map on Page 41. These improvement priorities include:

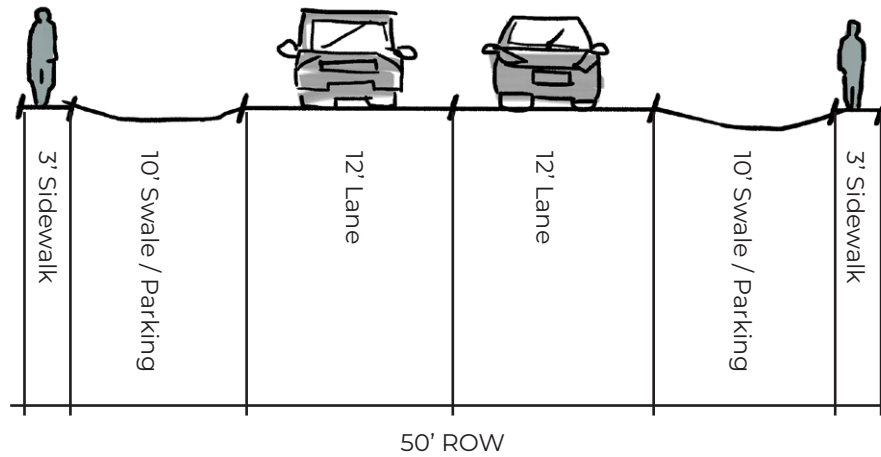
- **Main Street** from Cortez Boulevard to Jefferson Street
Identified Improvement: Complete the sidewalk network and provide additional mid-block crossings
- **Jefferson Street** from Main Street to Cortez Boulevard
Identified Improvement: Complete the sidewalk, provide safe, marked crossings, and extend the bike facilities by widening the roadway to accommodate a buffered bike lane.

The projects above do not have any committed funding and are not yet in the pipeline, but identifying the need through a formal study is a strong first step. This study can be used to seek funding for the projects.

In addition, the Hernando County Department of Public Works Capital Improvement Plan (FY 2026- FY 2030) includes one project within the South Brooksville CRAs. This project entails resurfacing Dr. MLK Blvd from US41/Broad Street to Main Street. While the project is currently limited to pavement improvements, there may be an opportunity to expand the project. Additional improvement, might include the addition of a four way stop sign at the intersection of Main Street and Dr. MLK Jr. Blvd, street trees, wider sidewalks, a multi-modal path, or lighting. Improvements to Dr. MLK Blvd are explored further on the following page.

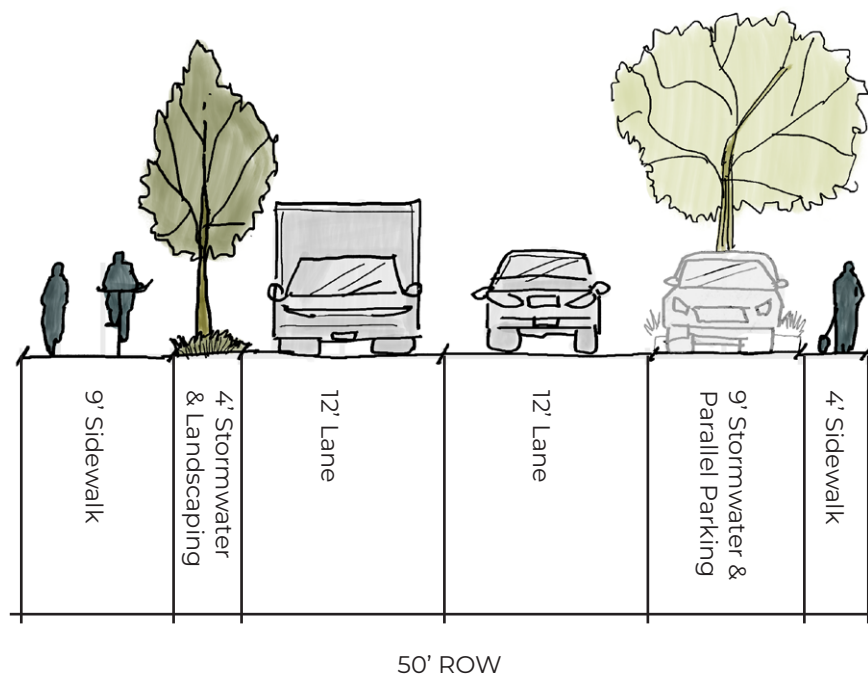
Dr. MLK Jr. Blvd. Potential Improvements

Section of Existing Conditions

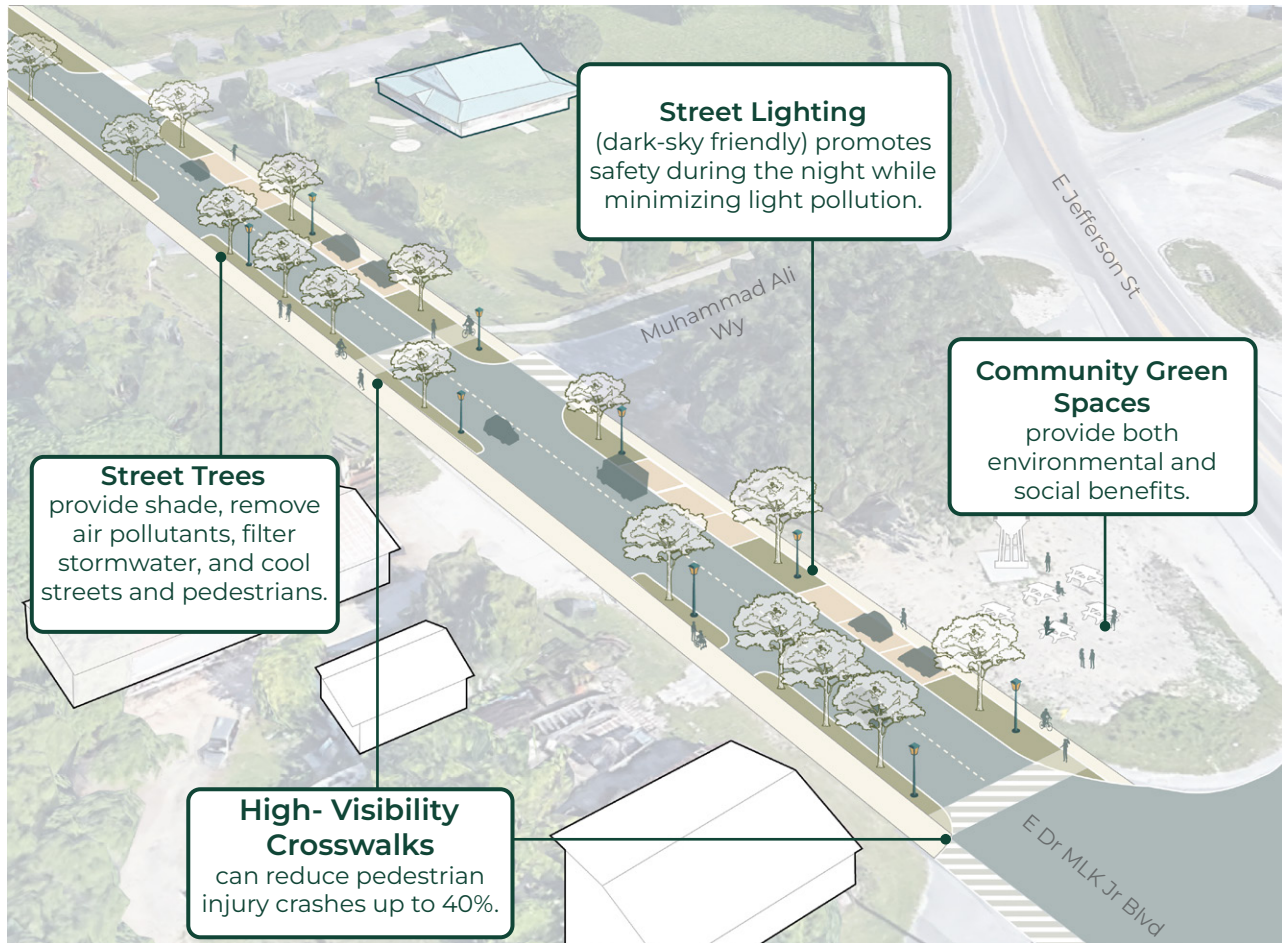


The existing roadway occupies approximately 50 feet of right-of-way, with underutilized land on either side. This presents an opportunity to redesign the corridor to better support the public realm. A roadway resurfacing project is scheduled for the coming years. Coordinating public realm and safety improvements with resurfacing would reduce costs, minimize disruption, and improve safety by slowing traffic and better balancing the needs of all users.

Section of Proposed Streetscape



Streetscape Improvements Along E Dr. MLK Jr Blvd



Sidewalks are currently limited to a narrow three feet, creating challenges for safe pedestrian movement. These sidewalks could be widened to accommodate both pedestrians and bicyclists, improving comfort and accessibility.

The adjacent swale and parking areas are largely informal, with inconsistent use and a lack of clear markings. These areas could be formalized to improve organization, safety, and stormwater function. Strategic investments in green infrastructure and enhanced stormwater management could further improve drainage while contributing to the visual quality of the corridor.

The existing tree canopy is minimal, contributing to higher vehicle speeds and reduced pedestrian comfort. Introducing street trees would help calm traffic, provide shade, and significantly enhance the overall experience of the roadway. Additional improvements, including pedestrian-scale lighting, would improve visibility and safety for all users.

Collectively, these changes represent a transformative opportunity that would substantially improve mobility, safety, environmental performance, and quality of life for the surrounding community.

Goals & Strategies

Goal M-1: Support the Expansion of Pedestrian and Bicyclist Infrastructure.

Ensure local roadways are suitable and safe for pedestrians and bicyclists use, recognizing the tremendous benefits provided by this infrastructure.

Leverage the MPOs Sidewalk and Bicycle Facility Inventory Gap Analysis:

Work with the Hernando/Citrus MPO to identify potential funding sources to address the gaps identified as high priority in the Gap Analysis (Main Street and Jefferson Street).

Coordinate with Public Works to Advocate for Additional Improvement to Dr. Martin Luther King Boulevard:

Build support and conduct outreach to expand the project currently identified in the capital improvements plan and advocate for the expansion of sidewalks, inclusion of streetlamps, improvements to stormwater swales, and improvements to on street parking. Identify additional funding sources.

Support Investments in the Streetscape:

Support funding or seek grants and partnerships to implement streetscape improvements along Dr. Martin Luther King Jr. Boulevard, Main Street and East Jefferson Street to boost walkability and commercial activity. Potential investments include landscape materials, lighting fixtures, and pedestrian crossing signs.

Support Completion of Sidewalk Infrastructure:

Identify where sidewalks do not exist, and advocate for funding of sidewalk construction or enhancements to ensure a safe and smooth journey for pedestrians and bicyclists. Use the findings of the MPO's Non-Motorized Facility Gap Analysis and Complete Streets Implementation Report to prioritize projects and leverage funding.

Goal M-2: Invest in Public Transportation Improvements.

Actively support and assist local entrepreneurs and business owners to establish, sustain or expand their businesses.

Support Investments in Bus Stop Enhancements:

Work with Hernando County Transit to ensure that where feasible, bus stops within the Redevelopment Area have supportive infrastructure including: a shelter with a bench and a light, a bus system map and schedule, and a trash bin. Each bus stop must be ADA wheelchair accessible.

Goal M-3: Improve and Enhance Roadways.

Improve infrastructure to better serve the public as a reliable transportation option.

Advocate for a Four Way Stop Sign at the Corner of Main Street and MLK Blvd:

Work with the appropriate agencies to add a four way stop signs at the corner of Main Street and MLK Boulevard to enhance the safety of the intersection.

Improve Street Connectivity and Access:

Enhance neighborhood mobility by realigning and extending local roads to create better connections between key streets and community destinations. Consider pedestrian- and bicycle-only connections and paths where feasible.

Support Implementation of Innovative Traffic Management Strategies:

Implement tactics recommended by the NACTO MUTCD to slow car speeds to a context-appropriate level and to provide sufficient facilities for all roadway users. Tactics relevant and vital to the South Brooksville Redevelopment Area may include but are not limited to: crosswalks with an elevated platform and/or pedestrian signal; delineator posts; refreshed roadway markings and pinch points; slower posted speed limits.

5.3 Phased Action Plan

This action plan organizes the goals from the Strategic Plan into three implementation phases to guide priorities. The phases overlap to allow the CRAs to respond flexibly to available resources and maintain momentum, while still prioritizing foundational actions before larger-scale investments. The strategies and projects are to be pursued at the discretion of City and County Staff based on funding, capacity, and readiness.

PHASE 1: IMMEDIATE ACTION (1-5 YEARS)

Phase 1 focuses on actions that remove barriers to future investment and strengthen the community fabric in preparation for later stages of redevelopment. These initiatives help prevent displacement, reduce investment risk, and establish a clear commitment to building upon the area's unique history and identity. Many of these actions can be advanced with relatively limited capital investment by leveraging partnerships, technical assistance, and external funding sources.

Goal	Strategies & Projects	Estimated Cost Range (5 Year Total)
Goal H-1: Secure Property Titles and Resolve Lot Line Conflicts.	- Establish a Property Ownership Education Initiative. - Partner with a Legal Service Providers and Property Surveyor to Provide Accessible Legal Services. - Provide Demolition Grants to Remove Encroaching Structures.	\$100,000 - \$300,000
Goal F-1: Secure External Funding and Partnerships for Stormwater Management Projects.	- Advocate for Funding to Restore Natural Flow of Water around SR 50. - Assess Cortez (SR 50) Culverts. - Pursue Grants and Loans. - Partner with the County and City Public Works and MPO on Stormwater Projects. - Support the Establishment of Agreements Needed for Retention Pond Construction. - Utilize Pro-Bono/University Resources.	\$75,000 – \$250,000

Goal	Strategies & Projects	Estimated Cost Range (5 Year Total)
Goal H-1: Secure Property Titles and Resolve Lot Line Conflicts.	- Establish a Property Ownership Education Initiative. - Partner with a Legal Service Providers and Property Surveyor to Provide Accessible Legal Services. - Provide Demolition Grants to Remove Encroaching Structures.	\$100,000 - \$300,000
Goal F-1: Secure External Funding and Partnerships for Stormwater Management Projects.	- Advocate for Funding to Restore Natural Flow of Water around SR 50. - Assess Cortez (SR 50) Culverts. - Pursue Grants and Loans. - Partner with the County and City Public Works and MPO on Stormwater Projects. - Support the Establishment of Agreements Needed for Retention Pond Construction. - Utilize Pro-Bono/University Resources.	\$75,000 – \$250,000
Goal C-1: Celebrate History and Heritage.	- Partner with Local Organizations to Spread Awareness About CRA Projects and Initiatives. - Conduct Outreach at Local Cultural Events. - Partner with Local Artisans, Artists and Students to - Create Signage and Art Installations Focused on Local History and Ecology.	\$50,000 - \$100,000
Goal E-1: Cultivate and Sustain Local Businesses and Entrepreneurs.	Work with Local Economic Development Partners to Support Entrepreneurs and Small Businesses.	\$0
Goal M-1: Support the Expansion of Pedestrian and Bicyclist Infrastructure	- Leverage the MPOs Sidewalk and Bicycle Facility Inventory Gap Analysis. - Coordinate with Public Works to Advocate for Additional Improvement to Dr. Martin Luther King Boulevard.	\$50,000 - 100,000

Goal	Strategies & Projects	Estimated Cost Range (5 Year Total)
Goal F-2: Invest in Drainage Improvement.	• Support Acquisition of Drainage Easements through Lease or Purchase of Property. • Support Swale Maintenance and Clean-Ups.	\$5,000 – \$50,000
Goal M-3: Improve and Enhance Roadways.	• Advocate for a Four Way Stop Sign at the Corner of Main Street and MLK Blvd.	\$5,000 - \$10,000
Goal C-3: Improve Community Safety.	• Support Community Clean-Ups. • Support Community Policing Initiatives. • Improve Code Compliance. • Discourage Dumping Using Signage and Surveillance	\$50,000 - \$300,000

PHASE 2: NEAR TO MEDIUM TERM (3-15 YEARS)

Phase 2 builds on the legal, financial, physical, and social foundation established in Phase 1 by directing investment toward visible, on-the-ground improvements that enhance daily life for residents. These initiatives likely require greater coordination and funding than those listed in Phase 1.

Goal	Strategies & Projects	Estimated Cost Range (12 Year Total)
Goal H-2: Rehabilitate and Improve Existing Housing.	• Provide Housing Rehabilitation Grants. • Enhance Awareness of Funding Sources.	\$1,500,000 – \$3,500,000
Goal F-2: Invest in Drainage Improvement.	• Support Acquisition of Drainage Easements through Lease or Purchase of Property. • Support Swale Maintenance and Clean-Ups. • Support Investments in Hamilton Park Drainage Improvements. • Support Education on and Investment in Green Infrastructure.	\$75,000 – \$250,000
Goal C-2: Improve Recreational and Gathering Spaces.	• Enhance Park Amenities. • Support Short- and Long-Term Activations of Undeveloped Lots.	\$75,000- \$ 250,000
Goal E-1: Cultivate and Sustain Local Businesses and Entrepreneurs.	• Provide Façade, Signage and Building Improvement Grants. • Work with Local Economic Development Partners to Support Entrepreneurs and Small Businesses. • Increase Access to Fresh Food. • Partner with Lenders to Provide Access to Capital and Micro-Loans.	\$500,000 - \$1,500,000
Goal E-2: Improve Local Youth Workforce Pipeline.	• Conduct a Workforce Needs Assessment. • Partner to Develop Training Programs. • Engage with Local Schools. • Create a Youth Workforce Development Program. • Establish Employee Retention Incentives	\$150,000 - \$500,000

Goal	Strategies & Projects	Estimated Cost Range (12 Year Total)
Goal M-1: Support the Expansion of Pedestrian and Bicyclist Infrastructure.	• Leverage the MPOs Sidewalk and Bicycle Facility Inventory Gap Analysis. • Coordinate with Public Works to Advocate for Additional Improvement to Dr. Martin Luther King Boulevard. • Support Investments in the Streetscape. • Support Completion of Sidewalk Infrastructure.	\$500,000 - \$1,000,000
Goal M-2: Invest in Public Transportation Improvements	• Support Investments in Bus Stop Enhancements.	\$50,000 - \$150,000

PHASE 3: LONG TERM (10-40 YEARS)

Phase 3 focuses on long-range changes that shape the community's future. These efforts are intentionally sequenced last, as they depend on sustained investment, market confidence, and larger funding dedications.

Goal	Strategies & Projects	Estimated Cost Range (30 Year Total)
Goal H-3: Facilitate Development of Diverse and Accessible Housing Types.	• Acquire Vacant or Underutilized Lots for Future Development. • Create a Diverse Housing Development Incentive Program. • Foster Local Developers. • Establish Collaborative Housing Partnerships.	\$5,000,000 - \$10,000,000
Goal E-3: Attract and Adapt Local Economic Activity Compatible with Residential Contexts.	• Attract Compatible, Low-Impact Employers. • Encourage Strict Mitigation Measures for Industrial Activity.	\$1,000,000 – \$5,000,000
Goal M-3: Improve and Enhance Roadways.	• Improve Street Connectivity and Access. • Support Implementation of Innovative Traffic Management Strategies.	\$500,000 - \$2,000,000
Goal H-2: Rehabilitate and Improve Existing Housing.	• Provide Housing Rehabilitation Grants.	\$2,500,000 – \$5,000,000

FUNDING & ADMINISTRATION

06

A look at how CRA projects will be funded and managed.

6.1 Administration

Successful implementation of the Joint Community Redevelopment Area (CRA) Plan depends not only on the vision outlined in the plan, but on a clear administrative structure, sufficient staff capacity, and sustained commitment from City and County leadership. Translating planned projects into on-the-ground improvements requires coordinated oversight, timely decision-making, and dedicated personnel to manage budgets, approvals, and compliance. Strong leadership engagement and well-defined administrative roles are essential to ensure that redevelopment initiatives move efficiently from planning to execution.

The CRAs will each be governed by a Board, typically composed of the City Council, County Commission, or appointed members. The CRA Board is responsible for adopting budgets, approving programs, and authorizing expenditures, while day-to-day operations are carried out by City and County staff.

If funding allows, a CRA manager or director may be hired or appointed to coordinate projects, administer programs, manage contracts, and ensure compliance with state law and local policies. Additional expertise, including planning, architectural, engineering, marketing, and other professional services, may be provided through City and County departments or competitively procured consulting contracts, as needed.

Both CRAs will prepare and adopt an annual budget and work program that outlines planned projects, programs, and expenditures for the upcoming fiscal year. Regular financial reporting and audits will maintain fiscal responsibility and public trust. Projects move from plan to reality through the careful alignment of staff expertise, board oversight, and available resources, ensuring that each initiative advances the goals outlined in the Joint CRA Plan.

Incentive and Grant Approval Policy

To help the CRAs move forward efficiently and maximize impact, an Incentive and Grant Policy has been established to guide financial decision-making while leveraging staff expertise. This policy allows staff to use their knowledge and understanding of the community and the Redevelopment Plan to make timely, informed decisions, reducing administrative delays while ensuring accountability and alignment with CRA objectives.

Incentives and grants valued at \$20,000 or less may be processed administratively, without CRA Board approval, allowing staff to act quickly and effectively.

Incentives and grants valued at more than \$20,000 require CRA Board approval to ensure oversight for larger expenditures and strategic alignment with community redevelopment goals.

By providing a clear framework for incentives and grants, the policy balances efficiency, accountability, and impact, enabling the CRA to respond to community needs, support redevelopment projects, and implement the Plan with measurable results.

6.2 Funding

This section outlines how the Community Redevelopment Agency will pay for the redevelopment projects. Tax Increment Financing (TIF) is the main engine for the CRA. However, the CRA may also issue bonds or secure loans backed by future TIF revenues. This allows for the immediate execution of large-scale infrastructure or “catalyst” projects, such as streetscape restorations, rather than waiting for increment to accrue over several years. In addition, the CRA can actively seek state and federal grants, private partnerships, and other alternative funding tools.

Tax Increment Financing (TIF)

Tax Increment Financing (TIF) is a unique tool that allows the CRA to capture a portion of local property tax revenue. After the CRA is established, if the property values within the CRA rise, then the additional tax revenue from the increased value is separated and put into the Redevelopment Trust to be reinvested directly back into the CRA.

The plan provides a unified framework for redevelopment, however, the City CRA and the County CRA must each maintain their own redevelopment trust fund, and each trust fund must remain legally and financially separate. Increment revenues allocated to and deposited in the City CRA trust fund may be used only to fund community redevelopment undertaken pursuant to the approved community redevelopment plan and the CRA’s annual budget within the boundaries of the City CRA except as otherwise provided in Section 163.387(6)(c), Florida Statutes. The same limitation applies separately to increment revenues allocated to and deposited in the County CRA trust fund.

Below are projections for how much money would be contributed to each CRA if properties values within the CRAs increase by 2.5% annually.

Time Horizon	County CRA Revenue	City CRA Revenue	Total
2026-2035	\$253,432	\$1,020,285	\$1,273,717
2036-2045	\$802,905	\$3,232,390	\$4,035,296
2046-2055	\$1,506,277	\$6,064,073	\$7,570,350
2056-2065	\$2,406,653	\$9,688,865	\$12,095,518
40 Year Lifetime	\$4,969,268	\$20,005,613	\$24,974,881

A detailed breakdown of the TIF Projections, including a year by year breakdown and additional information about the methodology, is included in Appendix 7.1.

Additional Funding Tools

CRAs can rely on multiple funding strategies in addition to TIF to complete redevelopment projects. These additional sources help to accelerate the implementation of Plans and redevelopment projects.

These additional strategies can aid in leveraging CRA resources, foster partnerships, and bolster the financial sustainability of redevelopment. Below is an outline of potential funding sources and strategies based on practices used by various CRAs throughout Florida.

City & County Funding & Collaboration

CRAs can collaborate with their respective counties and municipalities to secure additional funding.

- **Direct Allocations:** budget allocation from the County for specific projects that align with specific county wide or regional priorities, such as infrastructure or public services.
- **Revenue Sharing:** collaborating with the County to share certain revenues streams generated within the redevelopment area, such as sales tax or in time, tourism taxes.
- **Joint Projects:** pairing CRA funds with county funds to co-finance larger initiatives, such as transportation and mobility improvements, public parks and recreation areas, and affordable or workforce housing projects.

Grant Funding from Government Sources

Grants can provide CRAs with opportunities to supplement TIF revenues for specific projects.

- **Regional Grants:** funding from Metropolitan Planning Organizations (MPOs) or area economic development agencies for transportation, environmental, or workforce development projects.
- **State Grants:** programs like the Florida Department of Transportation (FDOT) grants for infrastructure, Florida Housing Finance Corporation funds for affordable housing, or cultural grants for arts initiatives.
- **Federal Grants:** opportunity through programs like Community Development Block Grants (CDBG), Economic Development Administration (EDA) grants, and Federal Transit Administration (FTA) funding for public transit-related improvements.
- **Matching Grants:** using TIF or other CRA funds as matching contributions to strengthen grant applications and demonstrate local commitment to projects.

Contributions from the Private Sector

Private sector contributions can enhance CRA impact while fostering public-private partnerships.

- **In-Kind Contributions:** developers or businesses may provide in-kind support, such as infrastructure improvements, landscaping, or public amenities, as part of redevelopment agreements.
- **Voluntary Donations:** encouraging voluntary contributions to support CRA projects.
- **Public-Private Partnerships (P3s):** collaborating with private entities to co-develop major projects, such as mixed-use developments or transportation hubs, sharing costs and benefits.

Special Assessments & User Fees

Special assessments and user fees can generate additional revenue for specific projects or services.

- **Business Improvement Districts (BIDs):** establishing BIDs within the redevelopment area to collect additional assessments from property owners for targeted improvements.
- **Utility or Infrastructure Fees:** charging fees for enhanced services, such as parking facilities, stormwater management, or public transit upgrades, within the CRA area.

Partnerships with Other Nonprofits

Collaborating with other agencies and nonprofits can open doors to additional funding streams.

- **Housing Authorities:** partnering with housing authorities to access funding for affordable housing initiatives.
- **Nonprofit Grants:** seeking funds from nonprofit organizations or foundations for community-focused projects, such as youth programs or green space enhancements.
- **Intergovernmental partnerships:** Working with regional or state entities to co-fund major projects, such as transportation corridors or public safety enhancements.

Additional Funding Tools Cont.

Bond Financing & Debt Instruments

CRA's may use bond financing to accelerate the implementation of large-scale projects.

- **Revenue Bonds:** issuing bonds backed by projected TIF revenues or other CRA income streams to finance major capital improvements.
- **General Obligation Bonds:** in partnership with local governments, CRA's may access these bonds for projects with broad public benefit.
- **State Revolving Loan Funds:** accessing low-interest loans for infrastructure projects through programs like the Florida State Revolving Fund (SRF).

Partnerships with Other Agencies & Nonprofits

Collaborating with other agencies and nonprofits can open doors to additional funding streams.

- **Housing Authorities:** partnering with housing authorities to access funding for affordable housing initiatives.
- **Nonprofit Grants:** seeking funds from nonprofit organizations or foundations for community-focused projects, such as youth programs or green space enhancements.
- **Intergovernmental partnerships:** Working with regional or state entities to co-fund major projects, such as transportation corridors or public safety enhancements.

Revenue-Generating Activities & Strategies

CRA's can explore creative revenue-generating strategies to enhance funding.

- **Leasing and Property Sales:** generating revenue through the sale or lease of CRA-owned properties.
- **Advertising and Naming Rights:** selling advertising space or naming rights for public facilities and events to private entities.

Tax Credit Programs:

Leveraging state and federal tax credit programs can support redevelopment projects.

- **New Markets Tax Credits:** attracting private investment for projects in low-income communities.
- **Historic Preservation Tax Credits:** accessing incentives for restoring historic buildings in redevelopment areas.
- **Florida Affordable Housing Tax Credits:** these credits support the development of affordable housing by providing developers with incentives to invest in projects that meet state housing needs.
- **Opportunity Zone Tax Incentives:** if a CRA is located within an Opportunity Zone, it can benefit from federal tax incentives that encourage private investment in low-income areas, including tax exemptions for capital gains on qualified investments.

Revolving Loan Funds

These loans can be an effective strategy for supporting small businesses, affordable housing, or local infrastructure improvements, especially in areas where other forms of financing may be limited.

- **Local Loan Funds:** these loans can be offered to local businesses or property owners to renovate properties, make infrastructure improvements, or invest in the community.
- **Partnerships with Financial Institutions:** partnering with banks or other lending institutions to provide favorable loan terms in exchange for community development impact or tax incentives.

Private Contributions & Sponsorships

CRA's can accept private contributions and sponsorships from businesses, philanthropic organizations, and other private sector partners.

- **Corporate Sponsorships:** local businesses or large corporations with a vested interest in the area's success may contribute funds to specific projects, such as parks, streetscapes, or public events.
- **Individual Donors and Philanthropists:** CRA's can also look for individual donors or philanthropic organizations. This can be particularly effective for cultural or artistic projects, historical preservation efforts, or public spaces.

6.3 Completeness of the Plan

The South Brooksville Joint CRA Plan is sufficiently complete and provides necessary elements controls as required by Chapter 162, Part III, of the Florida Statutes.

6.4 Consistency with the Comprehensive Plan

The South Brooksville Joint CRA Plan conforms to the City of Brooksville Comprehensive Plan 2050 and the Hernando County Comprehensive Plan 2040.

6.5 Statutory Criteria

F.S. 163.362 requires certain contents in a Plan. The 2026 Joint Plan content satisfies the Florida Statute requirements. The following pages list the requirements and outline the items within the 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.**

The boundaries of the South Brooksville CRAs are shown on page 6 and legal descriptions are included in Appendix 7.2.

2. **Show by diagram and in general terms:**

- *The approximate amount of open space to be provided and the street layout.*

The approximate amount of public open space (park space) is 52.12 acres. The open space and street layout is shown on pages 38 and 39.

- *Limitations on the type, size, height, number, and proposed use of buildings.*

The limitations on type, size, height, number, and proposed use of buildings is regulated by the City of Brooksville and Hernando County Comprehensive Plans and Land Development Codes.

- *The approximate number of dwelling units.*

There are approximately 706 dwelling units within the CRAs.

- *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 improvements are indicated throughout the Plan in narrative and illustrative format where appropriate.

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 because of this Plan. However, a neighborhood impact element has been included in a following section.

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

The only publicly funded capital project formally planned at this time is identified on Page 87. Additional capital projects proposed for the area are included in the Phased Action Plan on pages 92-97.

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

The Plan is the guiding document for future redevelopment and ancillary programs, projects and activities in the CRAs. To ensure that redevelopment will take place in conformance with the projects expressed in this plan, the CRAs will utilize the regulatory devices, instruments and systems used by City of Brooksville and Hernando County to permit development and redevelopment within its jurisdiction. These regulatory devices include but are not limited to the adopted Comprehensive Plan, the Land Development Code and any adopted design guidelines, performance standards and City or County authorized development review, permitting, and approval processes that encompass the CRA.

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 Plan will be satisfied on a case-by-case basis as each project is carried out through final documentation and approval by the Governing Body of the CRA. Control of land, covenants, and any restrictions on land sold or leased by the CRA shall be in accordance with Chapter 163, Part III of the Florida Statutes, and applicable City or County processes and 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 Plan does not anticipate the displacement or potential relocation of residents living within the CRAs' boundaries. However, if, because of implementation of projects contained within the Plan, relocation of persons necessary on either a temporary or permanent basis, the CRAs will assist with 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 adoption of the Plan or if the Plan is intended to remedy a shortage of housing affordable to residents of low or moderate income, including the elderly, or if the plan is not intended to remedy such shortage, the reasons therefore.**

The 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.

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

A detailed statement of project costs is presented within the Phased Action Plan on pages 92-97. Detailed project costs for each project, program, and activity will be specified each year during the Agency's annual budget and work program. Funding for projects may include some form of indebtedness by the CRA and / or the City or County.

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 F.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.**

Adoption of the first Joint Community Redevelopment Area Plan for the South Brooksville CRAs is anticipated to occur in 2026. The CRA is set to complete all redevelopment financed by increment revenues in 2066.

6.6 Neighborhood Impact

Florida statutes require a neighborhood impact element if the redevelopment area contains low moderate-income housing. Considerations to be included in the element, where relevant, may include things such as relocation, traffic circulation, environmental quality, availability of community facilities and services, effect on school population, and other factors affecting the physical and social quality of the neighborhood.

Within the CRAs, there are no projects of individual or collective size that would significantly alter or adversely impact the existing housing supply or environmental quality. Identified capital projects and related initiatives aim to improve micromobility for residents, area employees, and visitors, without significantly changing existing traffic circulation patterns or demand. Additional projects are expected to enhance the usefulness of community and public facilities and improve the physical and social quality of the neighborhood. There is no anticipated effect on the school population.

6.7 Community Redevelopment Plan Approval Process

In accordance with F.S. 163.360, the South Brooksville CRAs shall submit their joint Plan to the City's and County's Planning and Zoning Board (PZB) for review and recommendations as to its conformity with the Comprehensive Plans. The PZB shall submit their written recommendations with respect to conformity of the proposed Plan to the CRA within 60 days after receipt of the Plan for review.

Upon receipt of the recommendations, the CRAs may proceed with consideration of the proposed Plan. The CRAs shall submit the Plan with written recommendations to the governing body (City Council and County Commission) and to each taxing authority that levies ad valorem taxes on taxable real property contained within the geographic boundaries of the South Brooksville CRAs. The City Council and County Commission shall hold a public hearing on the Plan after public notice thereof by publication in a newspaper having a general circulation in the area of operation of the county or municipality. The notice shall describe the time, date, place, and purpose of the hearing, identify generally the CRAs covered by the Plan, and outline the general scope of the Plan update under consideration. Following such a hearing, the City Council and County Commission may approve the Plan if it finds that:

1. A feasible method exists for the location of families who will be displaced from the CRA in decent, safe, and sanitary dwelling accommodations within their means and without undue hardship to such families;
2. The Plan conforms to the general plan of the county or municipality as a whole;
3. The Plan gives due consideration to the utilization of community policing innovations, and to the provision of adequate park and recreational areas and facilities that may be desirable for neighborhood improvement, with special consideration for the health, safety, and welfare of children residing in the general vicinity of the site covered by the plans;
4. The Plan will afford maximum opportunity, consistent with the sound needs of the county or municipality as a whole, for the rehabilitation or redevelopment of the CRA by private enterprise; and;
5. The Plan and resulting revitalization and redevelopment will reduce or maintain evacuation time, as appropriate, and ensure protection for property against exposure to natural disasters. Upon the approval by the City Council and County Commission, the Plan shall be considered in full force and effect for the CRAs and the City and County may then cause the CRAs to carry out the implementation of the Plan.

AMENDMENT OF THE PLAN

The South Brooksville Joint Community Redevelopment Area Plan may be modified, changed, or amended in the future consistent with Florida law. Any expansion of CRA boundaries must be justified by demonstrated conditions of slum and blight or redevelopment need. Plan amendments are considered at five-year intervals or as needed and are initiated by CRA resolution, requiring approval by the City Council and County Commission following an advertised public hearing. Notifications to affected taxing authorities may also be required, as mandated by Florida law.

SEVERABILITY

Should any provision, section, subsection, sentence, clause, or phrase of the Plan be declared by the courts to be invalid or unconstitutional, such declaration shall not affect validity of the remaining portion or portions of the 2026 South Brooksville Joint Community Redevelopment Plan.

COMPLIANCE

The South Brooksville CRAs are committed to maintaining cost-effective operations in alignment with the Florida Statutes. The primary goal is to effectively utilize tax increment financing (TIF) revenues and other sources to fund capital improvements and activities as outlined in the Plan. The CRAs will continue to use TIF revenue generated within the district as a primary funding source for both administrative costs and the execution of capital projects and redevelopment programs. Regular updates on projects and programming within the CRAs are provided to the CRA Boards during scheduled meetings to ensure transparency and for enabling the board's informed decision-making. In adherence to Special District requirements as required by the Florida Statutes, the CRAs will maintain an up-to-date digital map of the area, made accessible to the public via the CRA's webpage. The CRAs' operations shall undergo an annual review through the Annual Report (see below for report details) and Audit to ensure accountability and provide insights into the CRAs' performance and financial health (to be posted to the CRA website by March 31st each year). The Annual Budget and Report shall also be published on the CRA website. Information regarding the CRA Board and the Agency's meeting schedule must be available on the webpage. The CRAs' operations are structured around a framework of actions and strategies that prioritize cost-effectiveness, transparency, and community engagement. Projects, improvements or goals not specifically described or amended remain valid as depicted in the Redevelopment Plan.

ANNUAL REPORTING & PERFORMANCE METRICS

CRAs must file an annual report with the Department of Economic Opportunity and the county or municipality that created the agency and must publish the report on the agency's website annually by March 31st. Effective from 2020, annual reports must detail specific data and activities through December 31st of the reporting year.

- Total number of projects started and completed and the estimated cost for each project.
- Total expenditures from the redevelopment trust fund.
- Original assessed real property values within the community redevelopment agency's are of authority as of the day the agency was created.
- Total assessed real property values of property within the boundaries of the community redevelopment agency as of January 1 or the reporting year.
- Total amount expended for affordable housing for low-income and middle-income residents.

- Summary indicating to what extent, if any, the community redevelopment agency has achieved the goals set out in its community redevelopment plan.

Effective December 1, 2025, annual reports must also include the following performance metrics:

- Increase in taxable value of properties participating in CRA programs.
- The increase in taxable value of those properties that have participated in CRA programs compared to the amount of funds contributed to those properties.
- The number of (and amount provided to) businesses that have received grants and/or loans, and the number of those businesses that were able to open and stay in business for a set period, or to expand their businesses.
- Number (dollar) of projects completed on time or on budget.
- Reduced vacancy rates in commercial and industrial properties.

ANNUAL AUDIT

The most recent complete audit report of the redevelopment trust fund for the prior year shall also be posted to the CRA website by March 31st of each year, or within 45 days after completion of it.

APPENDIX

07



7.1 Tax Increment Financing (TIF) Projections

Hernando County South Brooksville CRA

Roll Year	FY	Municipal Roll Taxable Value (2.5% Annual Growth)	County Roll Taxable Value (2.5% Annual Growth)	City Increment	County Increment	City Millage	City Contribution to TIF	County Millage	County Contribution to TIF	Annual TIF Revenue (City + County)
2024	2025	0	22,974,051			6.5000		7.8275		0
2025	2026	0	23,548,402	0	574,351	6.5000	0	7.8275	4,271	4,271
2026	2027	0	24,137,112	0	1,163,061	6.5000	0	7.8275	8,649	8,649
2027	2028	0	24,740,540	0	1,766,489	6.5000	0	7.8275	13,136	13,136
2028	2029	0	25,359,054	0	2,385,003	6.5000	0	7.8275	17,735	17,735
2029	2030	0	25,993,030	0	3,018,979	6.5000	0	7.8275	22,450	22,450
2030	2031	0	26,642,856	0	3,668,805	6.5000	0	7.8275	27,282	27,282
2031	2032	0	27,308,927	0	4,334,876	6.5000	0	7.8275	32,235	32,235
2032	2033	0	27,991,650	0	5,017,599	6.5000	0	7.8275	37,311	37,311
2033	2034	0	28,691,442	0	5,717,391	6.5000	0	7.8275	42,515	42,515
2034	2035	0	29,408,728	0	6,434,677	6.5000	0	7.8275	47,849	47,849
2035	2036	0	30,143,946	0	7,169,895	6.5000	0	7.8275	53,316	53,316
2036	2037	0	30,897,544	0	7,923,493	6.5000	0	7.8275	58,920	58,920
2037	2038	0	31,669,983	0	8,695,932	6.5000	0	7.8275	64,664	64,664
2038	2039	0	32,461,733	0	9,487,682	6.5000	0	7.8275	70,552	70,552
2039	2040	0	33,273,276	0	10,299,225	6.5000	0	7.8275	76,586	76,586
2040	2041	0	34,105,108	0	11,131,057	6.5000	0	7.8275	82,772	82,772
2041	2042	0	34,957,736	0	11,983,685	6.5000	0	7.8275	89,112	89,112
2042	2043	0	35,831,679	0	12,857,628	6.5000	0	7.8275	95,611	95,611
2043	2044	0	36,727,471	0	13,753,420	6.5000	0	7.8275	102,272	102,272
2044	2045	0	37,645,658	0	14,671,607	6.5000	0	7.8275	109,100	109,100
2045	2046	0	38,586,799	0	15,612,748	6.5000	0	7.8275	116,098	116,098
2046	2047	0	39,551,469	0	16,577,418	6.5000	0	7.8275	123,272	123,272
2047	2048	0	40,540,256	0	17,566,205	6.5000	0	7.8275	130,624	130,624
2048	2049	0	41,553,762	0	18,579,711	6.5000	0	7.8275	138,161	138,161
2049	2050	0	42,592,606	0	19,618,555	6.5000	0	7.8275	145,886	145,886
2050	2051	0	43,657,421	0	20,683,370	6.5000	0	7.8275	153,804	153,804
2051	2052	0	44,748,857	0	21,774,806	6.5000	0	7.8275	161,920	161,920
2052	2053	0	45,867,578	0	22,893,527	6.5000	0	7.8275	170,239	170,239
2053	2054	0	47,014,268	0	24,040,217	6.5000	0	7.8275	178,766	178,766
2054	2055	0	48,189,625	0	25,215,574	6.5000	0	7.8275	187,506	187,506
2055	2056	0	49,394,365	0	26,420,314	6.5000	0	7.8275	196,465	196,465
2056	2057	0	50,629,224	0	27,655,173	6.5000	0	7.8275	205,647	205,647
2057	2058	0	51,894,955	0	28,920,904	6.5000	0	7.8275	215,059	215,059
2058	2059	0	53,192,329	0	30,218,278	6.5000	0	7.8275	224,707	224,707
2059	2060	0	54,522,137	0	31,548,086	6.5000	0	7.8275	234,596	234,596
2060	2061	0	55,885,190	0	32,911,139	6.5000	0	7.8275	244,731	244,731
2061	2062	0	57,282,320	0	34,308,269	6.5000	0	7.8275	255,121	255,121
2062	2063	0	58,714,378	0	35,740,327	6.5000	0	7.8275	265,770	265,770
2063	2064	0	60,182,238	0	37,208,187	6.5000	0	7.8275	276,685	276,685
2064	2065	0	61,686,794	0	38,712,743	6.5000	0	7.8275	287,873	287,873
	Total						0		4,969,268	4,969,268

Projection Variables:

Base Year: 2025

Base Year Taxable Value: \$22,974,051

County Contribution: 95%

Roll Year: 2024

Estimated Annual Roll Growth: 2.5%

City of Brooksville South Brooksville CRA

Roll Year	FY	Municipal Roll Taxable Value (2.5% Annual Growth)	County Roll Taxable Value (2.5% Annual Growth)	City Increment	County Increment	City Millage	City Contribution to TIF	County Millage	County Contribution to TIF	Annual TIF Revenue (City + County)
2024	2025	50,530,047	50,530,047			6.5000		7.8275		0
2025	2026	51,793,298	51,793,298	1,263,251	1,263,251	6.5000	7,801	7.8275	9,394	17,194
2026	2027	53,088,131	53,088,131	2,558,084	2,558,084	6.5000	15,796	7.8275	19,022	34,818
2027	2028	54,415,334	54,415,334	3,885,287	3,885,287	6.5000	23,992	7.8275	28,891	52,883
2028	2029	55,775,717	55,775,717	5,245,670	5,245,670	6.5000	32,392	7.8275	39,007	71,399
2029	2030	57,170,110	57,170,110	6,640,063	6,640,063	6.5000	41,002	7.8275	49,376	90,379
2030	2031	58,599,363	58,599,363	8,069,316	8,069,316	6.5000	49,828	7.8275	60,004	109,832
2031	2032	60,064,347	60,064,347	9,534,300	9,534,300	6.5000	58,874	7.8275	70,898	129,773
2032	2033	61,565,956	61,565,956	11,035,909	11,035,909	6.5000	68,147	7.8275	82,064	150,211
2033	2034	63,105,105	63,105,105	12,575,058	12,575,058	6.5000	77,651	7.8275	93,510	171,161
2034	2035	64,682,732	64,682,732	14,152,685	14,152,685	6.5000	87,393	7.8275	105,241	192,634
2035	2036	66,299,800	66,299,800	15,769,753	15,769,753	6.5000	97,378	7.8275	117,266	214,644
2036	2037	67,957,295	67,957,295	17,427,248	17,427,248	6.5000	107,613	7.8275	129,591	237,204
2037	2038	69,656,228	69,656,228	19,126,181	19,126,181	6.5000	118,104	7.8275	142,225	260,329
2038	2039	71,397,634	71,397,634	20,867,587	20,867,587	6.5000	128,857	7.8275	155,174	284,031
2039	2040	73,182,574	73,182,574	22,652,527	22,652,527	6.5000	139,879	7.8275	168,447	308,326
2040	2041	75,012,139	75,012,139	24,482,092	24,482,092	6.5000	151,177	7.8275	182,052	333,229
2041	2042	76,887,442	76,887,442	26,357,395	26,357,395	6.5000	162,757	7.8275	195,997	358,754
2042	2043	78,809,628	78,809,628	28,279,581	28,279,581	6.5000	174,626	7.8275	210,291	384,917
2043	2044	80,779,869	80,779,869	30,249,822	30,249,822	6.5000	186,793	7.8275	224,941	411,734
2044	2045	82,799,366	82,799,366	32,269,319	32,269,319	6.5000	199,263	7.8275	239,959	439,222
2045	2046	84,869,350	84,869,350	34,339,303	34,339,303	6.5000	212,045	7.8275	255,351	467,397
2046	2047	86,991,084	86,991,084	36,461,037	36,461,037	6.5000	225,147	7.8275	271,129	496,276
2047	2048	89,165,861	89,165,861	38,635,814	38,635,814	6.5000	238,576	7.8275	287,301	525,877
2048	2049	91,395,007	91,395,007	40,864,960	40,864,960	6.5000	252,341	7.8275	303,877	556,218
2049	2050	93,679,882	93,679,882	43,149,835	43,149,835	6.5000	266,450	7.8275	320,868	587,318
2050	2051	96,021,879	96,021,879	45,491,832	45,491,832	6.5000	280,912	7.8275	338,283	619,195
2051	2052	98,422,426	98,422,426	47,892,379	47,892,379	6.5000	295,735	7.8275	356,134	651,869
2052	2053	100,882,987	100,882,987	50,352,940	50,352,940	6.5000	310,929	7.8275	374,431	685,360
2053	2054	103,405,062	103,405,062	52,875,015	52,875,015	6.5000	326,503	7.8275	393,185	719,688
2054	2055	105,990,188	105,990,188	55,460,141	55,460,141	6.5000	342,466	7.8275	412,409	754,875
2055	2056	108,639,943	108,639,943	58,109,896	58,109,896	6.5000	358,829	7.8275	432,112	790,941
2056	2057	111,355,942	111,355,942	60,825,895	60,825,895	6.5000	375,600	7.8275	452,309	827,909
2057	2058	114,139,840	114,139,840	63,609,793	63,609,793	6.5000	392,790	7.8275	473,010	865,801
2058	2059	116,993,336	116,993,336	66,463,289	66,463,289	6.5000	410,411	7.8275	494,229	904,640
2059	2060	119,918,170	119,918,170	69,388,123	69,388,123	6.5000	428,472	7.8275	515,979	944,450
2060	2061	122,916,124	122,916,124	72,386,077	72,386,077	6.5000	446,984	7.8275	538,272	985,256
2061	2062	125,989,027	125,989,027	75,458,980	75,458,980	6.5000	465,959	7.8275	561,122	1,027,082
2062	2063	129,138,753	129,138,753	78,608,706	78,608,706	6.5000	485,409	7.8275	584,544	1,069,953
2063	2064	132,367,221	132,367,221	81,837,174	81,837,174	6.5000	505,345	7.8275	608,551	1,113,896
2064	2065	135,676,402	135,676,402	85,146,355	85,146,355	6.5000	525,779	7.8275	633,159	1,158,938
	Total						9,076,007		10,929,607	20,005,613

Projection Variables:

Base Year: 2025

Base Year Taxable Value: \$73,504,098

County Contribution: 95%

Municipal Contribution: 95%

Roll Year: 2024

Estimated Annual Roll Growth: 2.5%

7.2 Legal Description of Boundaries

City of Brooksville South Brooksville Community Redevelopment Area

From the point of beginning at the intersection of the eastern right-of-way line of S. Mildred Avenue with the northern right-of-way line of Lamar Avenue. Thence east along the northern right-of-way line of Lamar Avenue to a point of 210 feet east of the Seaboard Airline Railroad right of way, thence south to the southern right-of-way line of Lamar Avenue, thence west of along the Southern right of way line of Lamar Avenue to the eastern right of way line of the Seaboard Airline Railroad, thence Southeast along said right-of-way line to a point at the intersection with the northern right-of-way line of Daniel Avenue, thence east along the northern right-of-way line of Daniel Avenue extended to the intersection with the eastern right-of-way line of South Main Street, thence south along said right-of-way line to the intersection with the northern right-of-way line of Russel Street, thence southeast along the Russell Street right-of-way line a distance of 160 feet, thence north a distance of 127.27 feet to a point on the southern property line of parcel key number 997728, thence east along said property line a distance of 65 feet to the southeast corner of said property, thence due north along the eastern property line of parcel key number 997728 to the southeastern corner of parcel key number 146167, thence west along the northern line of said property to the southwest property corner of parcel key number 146167, thence north extended to the northern right-of-way line to Early Street, thence East along said right-of-way line approximately 1,630 feet to the western boundary of parcel key number 1671453, thence south to the intersection with A.C.L. Street northern right-of-way line, thence northeast along said right-of-way line extended to the intersection with the eastern right-of-way line of E. Jefferson Street, thence southeast along the E. Jefferson Street right-of-way to the southwestern corner of parcel key number 1809083 thence north along the eastern property line approximately 72.7 feet to the northwestern property corner of parcel key 1406678, thence along the northern property line 1,410 feet to the Brooksville city limits, thence south along the city boundary to the northern property line of parcel key number 8440 thence northeast along the southern property line of parcel key number 420486 to the northeast corner of parcel key number 8459 also the corner of the city boundary thence south along the city boundary 537 feet to a point on the northern property line of parcel key number 357170, thence west along said property line to the northeaster corner of parcel key number 357198, thence west along the northern property line of said parcel to the intersection with the eastern right of way line of Union Street, thence south along said right of way line to the intersection with the northern right of way line of E. Jefferson Street, thence generally southeast along said right if way line approximately 847 feet to the Brooksville city limits, thence south along the city boundary line approximately 54 feet to the center line of E. Dr. M. L. King Jr. Blvd, thence west along the centerline of said street 1422 feet to the city boundary line, thence south along said boundary line to the southeast corner of parcel key number 12337, thence west along the southern property line of said parcel to the southwest property corner of said parcel also being the city boundary line, thence north along the city boundary line to the intersection with the centerline of E. Dr. M. L. King Jr. Blvd, thence along the centerline approximately 664 feet to a corner point in the city boundary line, thence south along said boundary line to the northeast property corner of parcel key 149618, thence along the northern property line of said parcel also being the southern right of way line of E. Dr. M. L. King Jr. Blvd to the northwestern property corner of parcel key number 1213387, thence south along the western property line of said parcel to a point on the northern property line of parcel key number 149627, thence east along the northern

property line of said parcel to the northeastern property corner, thence south along the eastern property line of said parcel to the southeastern corner of said property, thence west along the southern property line of said parcel to the outhwestern property corner, thence north along the western property line of said parcel to the northwestern corner of said parcel, thence west along the city boundary line approximately 270 feet to a point on the western right of way line of parcel key 419121 said line being the western right of way line of the Seaboard Airline Railroad, thence generally north along said right of way line to the intersection with the southern right of way line of E. Dr. M. L. King Jr. Blvd, west along said right of way line approximately 20.5 feet to a corner in the city boundary, thence south along the city boundary line approximately 1,250 to the corner of the city boundary also being a point on the southern property line of parcel key 149654, thence west along said property line to the eastern property corner of parcel key 149770, thence generally south west along the southern property line of said parcel to the southwestern corner, thence north along the western property line of said parcel to the northeastern property corner of parcel key number 149789, thence west along the northern property line of said parcel to the intersection with the eastern right of way line of S. Main Street, said right of way line also being the city boundary line, thence south along said boundary line approximately 130 feet to the city boundary corner, thence west along the city boundary line to the southeastern property corner of parcel key 1267202, thence generally southwest then south along the property line of said parcel to the intersection with the northern right of way line of Cortez Blvd, thence west along said right of way line to the south west property corner of parcel key 150491, thence north along a portion of the western property line approximately 250 feet to the intersection with the southern right of way line of S. Mildred Ave. also being a corner of the city boundary, thence east along said boundary line to the southwestern property corner of parcel key number 358231, thence north along the western property line of said parcel to the northwestern property corner, thence east along the northern property line of said parcel the northeastern property corner of said parcel, thence north along the eastern property line of parcel 358552 to the northeastern property corner of that parcel thence east along the northern property line of 150491 which is also the city boundary line to a point on the eastern right of way line of Hale Ave., thence north along said right of way line to the northwestern property corner of parcel key number 1402896 thence along the northern property line of said parcel and parcel key number 358277 to the south eastern corner of parcel key number 148628, thence generally northwest along the southwestern property line of said parcel to the southwestern property corner of said parcel, thence north along the western property line of said parcel to the northwestern property corner, thence est along the northern property line of said parcel to the northeastern property corner of said parcel, said point also lying on the western property line of parcel key number 1267202, thence north along the western property line of parcel key number 1267202 to the southwestern property corner of parcel key number 358339, thence north along the western property line of said parcel to the northwestern property corner of said parcel, thence west along the southern property line of parcel key number 148726 to the southwestern property corner of the parcel, said point also lying on the eastern right of way line of Bethune St., thence north along said right of way to the intersection with the southern right of way of A St., thence generally northeast along the right of way of A St. to the northwestern property corner of parcel key number 148744, thence north across the A St. right of way to the southwestern property corner of parcel key number 148138, thence east along the northern right of way line of A St. to the southwestern property corner of parcel key number 148110, thence south across the A St. right of way to the northeastern property corner of parcel key number 148744, thence south along the eastern property line of said parcel to the southeastern

property corner of said parcel, thence east along the southern property line of parcel key numbers 148753, 148762 and 1522490 to the southeaster property corner of parcel key number 1522490 said point also lying on the western right of way line of S. Main St., thence north along said right of way line to the intersection with the southern right of way line of W. Dr. M.L. King Jr. Blvd., thence west along said right of way to the intersection with the eastern right of way of Hale Ave., thence south along the eastern right of way line of Hale Ave. 644.5 feet to a point, thence west across the right of way of Hale Ave. to the northeastern property corner of parcel key number 149066, thence west along the northern property line of said parcel to the northwestern property corner of said parcel thence south along the western property line of said parcel to the southwestern property corner, thence west along the southern property line of parcel key number 149093, thence generally north along the western property line of said parcel and a portion of parcel 990182 to the southeastern corner of parcel key number 1286913, thence west to the intersection with the eastern right of way line of S. Mildred Ave, thence north along said right-of-way line to the point of beginning. Including parcel key number 357562 in its entirety.

Source: City of Brooksville (2026).

Hernando County South Brooksville Community Redevelopment Area

Section 1

From the point of beginning at the intersection of the eastern right-of-way line of Champion Dr. with the southern property line of parcel key number 356028, thence generally west along the southern property line of said parcel to the southwestern corner of said parcel, thence generally north along the western property line of said parcel to the northeastern property corner of parcel key number 8459, said property corner also lying as a corner on the city boundary line, thence generally southwest along said boundary line at the southwestern property corner of parcel key number 420486, said point being a corner on the city boundary line, thence generally north along said boundary line approximately 398.5 feet to a point on the southern property line of parcel key number 1754024 said line also being a corner on the city boundary line, thence generally northeast along said boundary line to the eastern property corner of parcel key number 1754024, thence generally southeast to the northwest property corner of parcel key number 355984 thence south along the western property line of said parcel to the southwestern property corner, thence generally northeast to the northwestern property corner of parcel key number 1645900 aka Champion Drive , thence south along the western property line of said parcel to southeastern property corner of parcel key number 356028, said point being the point of beginning.

Section 2

Beginning at a point at the intersection of the centerline of E. Dr. M.L. King Jr. Blvd with the centerline of E. Jefferson St. thence west along the centerline of said street 1422 feet to the city boundary line, thence south along said boundary line to the southeast corner of parcel key number 12337, thence west along the southern property line of said parcel to the southwest property corner of said parcel also being the city boundary line, thence north along the city boundary line to the intersection with the centerline of East Dr. M. L. King Jr. Blvd, thence along the centerline approximately 664 feet to a corner point in the city boundary line, thence south along said boundary line to the northeast property corner of parcel key 149618, thence along the northern property line of said parcel also being the southern right of way line of East Dr. M. L. King Jr. Blvd to the northwestern property corner of parcel key number 1213387, thence south along the western property line of said parcel to a point on the northern property line of parcel key number 149627, thence east along the northern property line of said parcel to the northeastern property corner, thence south along the eastern property line of said parcel to the southeastern corner of said property, thence west along the southern property line of said parcel to the southwestern property corner, thence north along the western property line of said parcel to the northwestern corner of said parcel, thence west along the city boundary line approximately 270 feet to a point on the western property line of parcel key 419121 said line being the western right of way line of the Seaboard Airline Railroad, thence generally north along said right of way line to the intersection with the southern right of way line of East Dr. M. L. King Jr. Blvd, west along said right of way line approximately 20.5 feet to a corner in the city boundary, thence south along the city boundary line approximately 1,250 to the corner of the city boundary also being a point on the southern property line of parcel key 149654, thence west along said property line to the eastern property corner of parcel key 149770, thence generally south west along the southern property line of said parcel to the southwestern corner, thence north along the western property line of said parcel to the northeastern property corner of parcel key number 149789, thence west along the northern property line of said parcel to the intersection with the eastern right of way line of S. Main Street, said right of way line also being the city boundary line, thence south along said boundary line approximately 130 feet to the city boundary corner, thence west along the city boundary line to the southeastern property corner of parcel key 1267202, thence generally southwest then south along the property line of said parcel to the intersection with the northern right of way line of Cortez Blvd, thence east and then generally northeast along the north right of way extended of Cortez Blvd approximately 7,756 feet to the intersection with the centerline E. Jefferson St., thence generally northwest along the centerline approximately 3,100 feet to the intersection with the centerline of E. Dr. M. L. King Jr. Blvd, said point being the point of beginning. Excluding parcel key number 357562 in its entirety.

Section 3

Beginning at the southwestern property corner of parcel key number 358552 which is on the southern right of way line of S. Mildred Ave. also being a corner of the city boundary, thence east along said boundary line to the northeastern property corner of parcel key number 358231, thence north along the eastern property line of parcel key number 358552 said parcel to the northeastern property corner of that parcel thence east along the northern property line of 150491 which is also the city boundary line to a point on the eastern right of way line of Hale Ave., thence north along said right of way line to the northwestern property corner of parcel key number 1402896 thence along the northern property line of said parcel and parcel key number 358277 to the south eastern corner of parcel key number 148628, thence generally northwest along the southwestern property line of said parcel to the southwestern property corner of said parcel, thence north along the western property line of said parcel to the northwestern property corner, thence east along the northern property line of said parcel to the northeastern property corner of said parcel, said point also lying on the western property line of parcel key number 1267202, thence north along the western property line of parcel key number 1267202 to the southwestern property corner of parcel key number 358339, thence north along the western property line of said parcel to the northwestern property corner of said parcel, thence west along the southern property line of parcel key number 148726 to the southwestern property corner of the parcel, said point also lying on the eastern right of way line of Bethune St., thence north along said right of way to the intersection with the southern right of way of A St., thence generally northeast along the right of way of A St. to the northwestern property corner of parcel key number 148744, thence north across the A St. right of way to the southwestern property corner of parcel key number 148138, thence east along the northern right of way line of A St. to the southwestern property corner of parcel key number 148110, thence south across the A St. right of way to the northeastern property corner of parcel key number 148744, thence south along the eastern property line of said parcel to the southeastern property corner of said parcel, thence east along the southern property line of parcel key numbers 148753, 148762 and 1522490 to the southeaster property corner of parcel key number 1522490 said point also lying on the western right of way line of S. Main St., thence north along said right of way line to the intersection with the southern right of way line of W. Dr. M.L. King Jr. Blvd., thence west along said right of way to the intersection with the eastern right of way of Hale Ave., thence south along the eastern right of way line of Hale Ave. 644.5 feet to a point, thence west across the right of way of Hale Ave. to the northeastern property corner of parcel key number 149066, thence west along the northern property line of said parcel to the northwestern property corner of said parcel thence south along the western property line of said parcel to the southwestern property corner, thence west along the southern property line of parcel key number 149093, thence generally north along the western property line of said parcel and a portion of parcel 990182 to the southeastern corner of parcel key number 1286913, thence west to the to the intersection with the eastern right of way line of South Mildred Ave, thence south along said right-of-way line to the point of beginning.

Source: City of Brooksville (2026).

7.3 Workshop Flyer - CRA's: What are they & How are they Funded?



Visit the project site:

www.inspire-engagement.com/south-brooksville-crp



What is a Community Redevelopment Agency (CRA)?

A **Community Redevelopment Agency**, or CRA, is a special group created by a city or county in Florida to help improve areas that need extra care. These areas might have:

- Empty or run-down buildings
- Broken sidewalks
- Not enough affordable homes
- Poor roads

These places are called **Community Redevelopment Areas**.

The South Brooksville CRA was created by the City of Brooksville and Hernando County. It includes about 697 acres of land in both the city and county.

Why Do We Need a CRA?

Sometimes, parts of a city or town don't get the same attention as others. A CRA helps fix that by:

- Making neighborhoods safer and cleaner
- Improving streets, parks, and buildings
- Supporting new businesses and jobs
- Creating better housing options

What Is a Community Redevelopment Plan?

Every CRA has a Redevelopment Plan. This is like a roadmap that shows:

- What needs fixing
- What projects will be done
- How the money will be spent

The plan is made with help from the community, so your voice matters!

Who Runs the CRA?

A CRA Board runs the agency. It's made up of 5 to 7 people chosen by the city or county. They make sure the CRA follows the plan and spends money the right way.

How Does a CRA Get Money?

CRAs use something called **Tax Increment Financing (TIF)**. Here's how it works:

- When the CRA starts, the value of each property is recorded.
- As the area improves, property values go up.
- The extra money from property taxes (called the "tax increment") goes into a **CRA Trust Fund**.
- That money is used to pay for projects in the CRA area — like fixing sidewalks or giving grants to local businesses.

Important: TIF is not a new tax. It just sends a portion of your existing property taxes to the CRA. That means the money generated in the neighborhood is spent in the neighborhood, rather than going to other parts of the city or county.

How Can You Help?

You can:

- Share your ideas
- Attend meetings
- Fill out surveys
- Talk to your neighbors

Together, we can make South Brooksville a better place to live, work, and play!



Visit the project site:

www.inspire-engagement.com/south-brooksville-crp

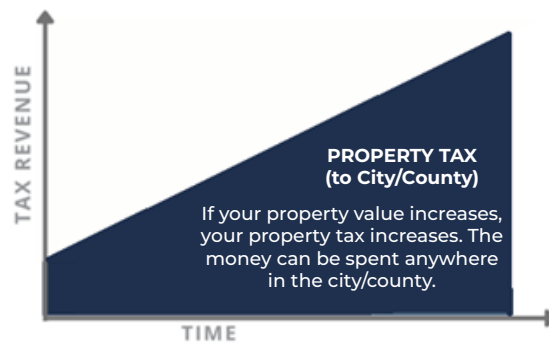


Tax Increment Financing (TIF)

Tax Increment Financing (TIF) is a way to help improve neighborhoods without raising taxes. Here's how it works:

1. A city or county picks an area that needs help, like fixing roads or buildings, or improving jobs.
2. The property values in that area are recorded. This is called the 'base value.'
3. As the area gets better, property values go up.
4. Any property tax that you pay above the base value (called the 'tax increment') goes into a special fund.
5. That fund is used to pay for more improvements in the CRA area. This means the neighborhood gets better over time, and the money comes from the growth – not from raising taxes.

Regular Tax Process



Tax Process with TIF



7.4 Workshop Flyer - What Kind of Projects can CRA's do?



Visit the project site:

www.inspire-engagement.com/south-brooksville-crp



How can CRA's help to build community and connection?

Community Redevelopment Agencies (CRAs) can fund a wide range of projects, from streetscapes, sidewalks, and affordable housing, to neighborhood festivals, public art, and youth programs. While some projects require large investments, others use tactical urbanism: small, quick, low-cost actions that build pride and connection. Together, these strategies help neighbors connect, build pride, and shape a stronger sense of community.

Examples of CRA-Funded Projects in Florida

Boca Raton CRA – Sanborn Square Placemaking

New lighting, seating, and community games turned an underused park into a lively downtown gathering spot.

Riviera Beach CRA – Clean & Safe Ambassadors

A team of ambassadors works daily with police to keep streets clean, safe, and welcoming, tackling litter and improving quality of life.

Dunedin CRA – Walkable Downtown

Old narrow sidewalks were replaced with wide, ADA-accessible paths that make the area safer and easier to navigate.



Winter Park CRA – Denning Drive Complete Street

A four-lane speedway became a safe, shaded street with a multi-use trail, medians, and crosswalks for all users.

Cocoa CRA – Affordable Housing Partnership

The CRA partnered with nonprofits and developers to build affordable homes for working families, revitalizing the neighborhood.

St. Cloud CRA – Black Business Investment Fund (BBIF) Orientation Event

The CRA hosted an orientation to BBIF, to teach residents about microlending and other financial opportunities through the Black Business Investment Fund.

St. Cloud CRA – Plant Paint Pave Program

The CRA provides up to \$2,000 per property for exterior home improvements. Property owners are required to match the contribution.

Pompano Beach CRA – Old Town's Backyard

Vacant land and buildings were transformed into a public plaza for dining, music, and events, sparking new investment in the area.



St. Cloud CRA – Hola St. Cloud Festival

The CRA partnered with the Hispanic Chamber of Commerce to hold a community expo celebrating Hispanic culture, food, arts, and small businesses while connecting residents with local resources.

Miami-Dade Overtown CRA – Youth Programs

Funds summer jobs and nonprofit programs that give young people leadership experience and income.

Mount Dora CRA – Youth Internships

Supports local teens with paid internships and job-readiness training.

Pompano Beach CRA – Community Garden & Youth Leadership

Built a garden next to the high school where students earn stipends while learning leadership and food-growing skills.



Visit the project site:

www.inspire-engagement.com/south-brooksville-crp



What is Tactical Urbanism

Tactical urbanism means **small, quick, low-cost changes** to public spaces that make a big impact. Think painted crosswalks, pop-up bike lanes, temporary plazas, or new benches and shade. These projects are easy to test, easy to adjust, and led with community input.

Why it matters for South Brooksville:

- Lets residents shape their neighborhood directly.
- Shows what's possible without waiting for big budgets.
- Builds momentum by testing ideas that can grow into permanent improvements.
- Creates visible wins leading to cleaner, safer, more welcoming spaces.

Examples of Tactical Urbanism

Biscayne Green – Miami

Converted downtown parking lots and medians into plazas with art, crosswalk murals, and space for buses and bikes, showing how streets can serve people, not just cars.

West Palm Beach – Pop-up Bike Lane

A two-week, low-cost protected bike lane tested safer cycling on Flagler Drive, and inspired a citywide mobility plan.

West Palm Beach – Painted Intersection (2016-2018)

Students and artists painted crosswalks near a school, improving safety and sparking permanent intersection upgrades.



7.5 Workshop Flyer - Flooding & Stormwater Management



Visit the project site:

www.inspire-engagement.com/south-brooksville-crp



Flooding and Stormwater Management

Floods are the most common natural disaster in Hernando County. They can be caused by hurricanes, tropical storms, or slow-moving winter fronts.

Flooding can damage homes, roads, and property — but a strong stormwater management system helps prevent flooding before it starts. By keeping drains clear, planting vegetation, and improving stormwater management, we can protect our families, property, and community.

Stormwater Management

Stormwater management is how we guide rainwater away from streets, homes, and businesses. Without good drainage, flooding will get worse.

Stormwater systems can be:

- **Natural** (soil, trees, wetlands)
- **Manmade** (ditches, drains, culverts, ponds)

Examples of Stormwater Drainage Systems:

- Swales (shallow ditches)
- Retention ponds
- Storm drains & gutters
- Culverts (pipes under roads)
- Green infrastructure (trees, plants, soil)

Maintaining stormwater systems can reduce flooding and protect the community. Often times trash and debris can clog culverts or ditches and make drainage and flooding worse. Investments to protect and strengthen the stormwater management system will protect you, your property and your community.



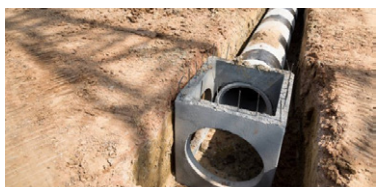
Bioretention



Bioswales



Green Infrastructure



Storm Sewers



Storm Water Drain



Rain Water Garden



Visit the project site:

www.inspire-engagement.com/south-brooksville-crp



Drainage Easements

A storm drainage easement (sometimes referred to as a right of way) is land set aside so water can flow safely and maintenance can be done. If you have a drainage easement on your property, you still own the land, but the government has the right to access and maintain drainage there. Storm drainage easements give the government specific rights to manage drainage within the designated area. Maintenance is vital to keep the drainage area functioning properly. Stormwater management easements don't allow permanent changes to areas outside the easement boundary.

Although property owners own the underlying property, they should be careful about placing anything permanent (like a shed or fence) over a recorded easement. The area must remain clear so that the government can access it to maintain the drainage system. To check if you have a drainage easement, look at your property plat or contact local land records.

There is debate about whether drainage easements impact property value. The truth is that it depends on the context. When drainage easements are properly maintained, they can raise property values by lowering the risk of flooding. This makes homes more appealing to buyers and helps improve quality of life in the neighborhood.

How to Improve Stormwater Management

Plant Vegetation: Trees and plants soak up stormwater, reduce erosion, and clean water before it reaches rivers and lakes.

Keep Swales Clean: Trash and debris often ends up in swales and streams. Keeping these waterways open prevents flooding, improves habitats, and stops pollution from reaching rivers and oceans.

7.6 Workshop Flyer - Encroachments



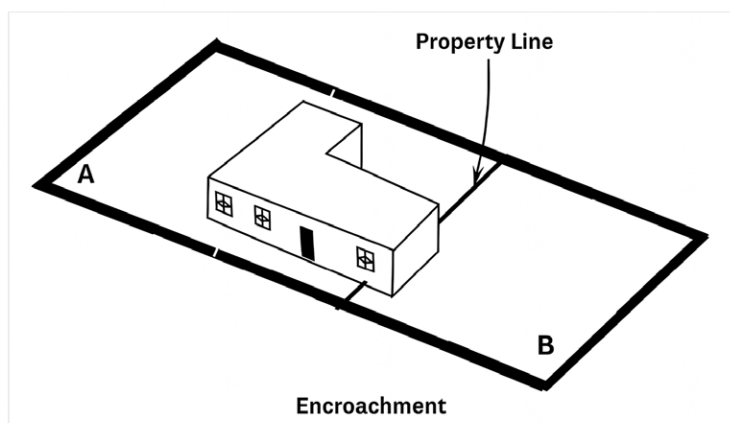
Visit the project site:

www.inspire-engagement.com/south-brooksville-crp



Understanding Encroachments

What Is an Encroachment in Real Estate?



What's a property encroachment?

A **property encroachment** happens when something from one property crosses over into another property. This could be a fence, driveway, building, or even a tree. It means someone is using land that isn't theirs.

Some encroachments may have occurred on purpose – for example, one person owned two neighboring properties and built her house across both. Some encroachments may have been accidental – for example, a person built a shed in his backyard and incorrectly assumed he knew the location of his property line.

Why do encroachments matter? Who cares?

Property encroachments can lead to legal issues and disputes with neighbors. It is difficult to buy or sell a home with an encroachment; it lowers the property's value and undermines the creation of generational wealth.

Terms You Should Know: Encroachments vs. Easements	
Encroachment	Easement
Unauthorized extension onto another's property	Legal right to use another's property for a specific purpose
Often leads to disputes	Usually established through agreements or deeds
Can decrease property value	Typically does not affect property value



Visit the project site:

www.inspire-engagement.com/south-brooksville-crp



How do I know if I have one?

To find out if there's an encroachment on your property:

1. **Check your property lines using a survey, property deed, or subdivision plat. (Be careful about using aerial photos or map apps to prove encroachment, because the angles of photos can be deceiving.) Look for these documents within:**
 - a. Your property's sales documents;
 - b. Your County Recorder or Comptroller's files;
 - c. Building permits that previous property owners have filed. You can try submitting a Public Records Request: Ask for any permits containing a survey, plat, or legal description. *Your City or County's Permitting Office does not always have documents for every property, and documents they do have could be outdated.*
2. **Hire a professional surveyor to measure your land.**
 - a. Call local surveyors for an estimate. Typical cost range: A few hundred dollars to several thousand dollars, depending on type of survey, property size, and terrain.
 - b. Tell the surveyor what you're using the document for, so he or she can help you choose the best option; most homeowners will just need a boundary survey.

What are the solutions to property encroachments?

- **Remove the Encroachment:** Come to an agreement with your neighbor to remove or demolish the structure, fence or thing that is encroaching.
- **Redefine Property Boundaries:** Go through a legal process with the help of a real estate attorney to adjust property lines through a lot line adjustment or deviation process.
- **Combine the Lots:** Property owners agree to treat two parcels as one, and file paperwork with the county clerk to resolve permit or development issues. This is referred to as a Unity of Title, Covenant Agreement, or Lot Combination.

How can the CRA help?

- **Survey Assistance Programs:** Provide free or discounted surveying to low-income property owners.
- **Education and Outreach:** Increase awareness of property encroachment issues.
- **Free Resources:** Connect community members to free resources and seek out pro-bono legal services to solve property encroachment issues.
- **Financial Support and Incentives:** Provide grants to reimburse low-income property owners for legal, survey, and recording costs when owners pursue lot combinations or adjustments.
- **Local Ordinances:** Ensure local regulations allow property owners to adjust property lines to resolve encroachment issues.

7.7 Workshop Flyer - Heirs' Property



Visit the project site:

www.inspire-engagement.com/south-brooksville-crp

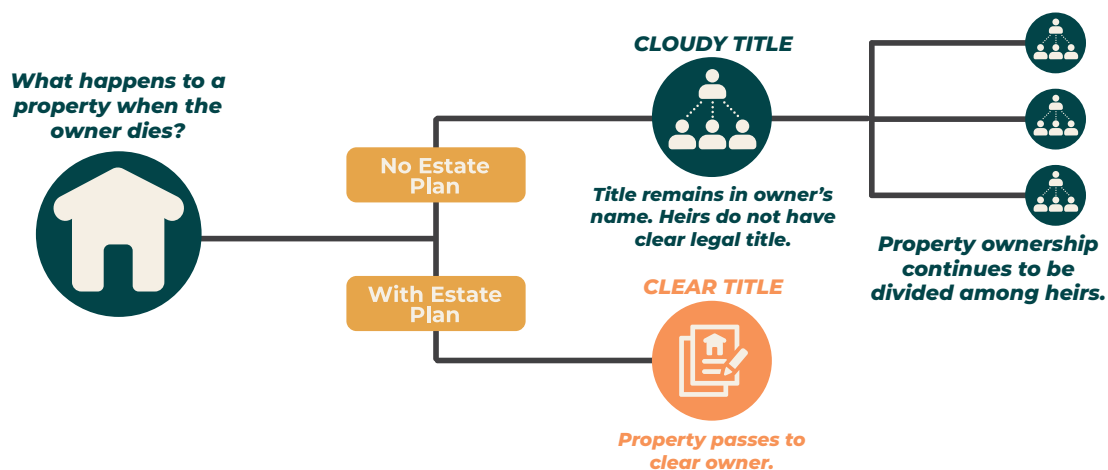


Understanding Heirs' Property

What's heirs' property?

Heirs' property is land or a home that passes down through a family, often without a clear will or legal paperwork. A property deed is a physical, legal document that proves ownership of land. It states who has title to the property. Property title is the right to use and own property. Title can be granted to more than one person or entity. When the property owner whose name is on the deed passes away and there is not a clear will or estate plan, the title to the land is passed down to their descendants. However, the deed stays in the name of the deceased relative. That means multiple family members may inherit ownership at the same time but without clear, documented rights. This creates what's called a "cloudy title."

Terms You Should Know: Title vs. Cloudy Title	
Title	Cloudy Title
Legal document (Deed) accurately shows who owns a property	Legal document (Deed) still lists a deceased relative, not the living heirs, as the property owner
Needed to prove ownership and access loans/programs	Makes it harder to borrow, sell, or improve property
Clear Title = Clear Rights	Cloudy Title = Uncertain Rights





Visit the project site:

www.inspire-engagement.com/south-brooksville-crp

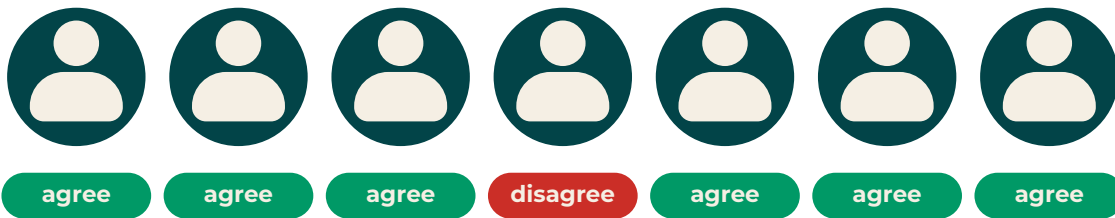


Why is heirs' property an issue?

Without a clear title, families face major challenges. Heirs' property owners cannot take advantage of the wealth-building benefits of homeownership.

- Harder to qualify for loans or mortgages, since banks usually require proof of ownership.
- Harder to qualify for government programs (like FEMA disaster relief or USDA farm support).
- Difficult to sell, build on, or make improvements without every heir agreeing.
- Property value may decrease, undermining the ability to build and pass on wealth.

100% agreement among the heirs is required for any activity on the land.



How can we address heirs' property?

Resolving this issue is complex and expensive. It requires trusted legal expertise. Preventing this issue from forming in the first place is extremely important.

- **Communication and Education:** Reach out to the community to hold meetings and conversations about the heir's property issue. Provide information and resources to help families maintain ownership of their property.
- **Community Partnerships:** Work with trusted local organizations, such as churches and nonprofits, to share information and connect residents with estate planning resources to prevent the issues from recurring.
- **Access to Legal Help:** Provide affordable or free legal services to help families create wills, clear property titles, and prevent heirs' property from forming. Partner with other organizations, such as LISC, who have been successfully engaged in this work.
- **Supportive Local Policies:** Allow people living in heirs' properties to qualify for home repair grants or other programs to protect housing stability.

7.8 Workshop Summaries

Workshop Summaries

Between August and November of 2025, Inspire Placemaking Collective worked with the City of Brooksville and Hernando County to hold three public workshops regarding the South Brooksville Community Redevelopment Area (CRA). Each of these workshops were held to gather information and input to include in the first South Brooksville CRA Plan. The following pages detail the input provided by the community. This information has been instrumental in shaping the priorities and goals of the South Brooksville CRA Plan.

Workshop #1

The first in a series of three Community Workshops was held on August 27, 2025, at the South Brooksville Community Center (601 E Dr Martin Luther King Jr Blvd, Brooksville, FL 34601) at 5:30 pm. In addition to County Staff, City Staff and Inspire Staff, there were around 30 community members in attendance, including some members of the CRA Steering Committee.

PUBLIC NOTICE:

The event was promoted using the following outreach methods:

- Posts on the City and the County's Facebook page
- Outreach to Steering Committee
- Project Website
- Church Announcements
- TRAC and Private Facebook Group Posts

PURPOSE:

The goal of the first Workshop was to introduce the project team, the scope, and gather preliminary data on the existing conditions of the area. The Community Workshop began with a brief presentation that introduced the project team, the CRA and Tax Increment Financing, observations and data analysis of challenges found within the CRA, and then an explanation of the activities for public input. The engagement activities included the following and can be found in the appendix of the memo:

- Open-ended Key Assets board
- Open-ended Key Opportunities board
- Idea Wall
- Open-ended Key Challenges board
- Key Challenge: Flooding & Stormwater Management
- Key Challenge: Encroachments

WHAT WE LEARNED:

Community members identified both strengths to build upon and challenges that must be addressed for the CRA to succeed. Several consistent themes emerged:

- **Flooding & Stormwater:** Residents emphasized drainage problems along SR 50, the need for FDOT engagement, and mosquito issues from standing water. Fixing drainage is seen as critical for property value and neighborhood safety.
- **Property Encroachments:** Residents want assistance resolving lot line issues. There is strong support for the CRA helping to pay for boundary corrections. Flexibility for rebuilding and adding ADUs was also mentioned.
- **Mobility & Infrastructure:** Sidewalk repairs, new sidewalks on Hale Avenue, improved bus stops (ADA seating), and more trees along MLK Blvd were priorities. A multi-modal path to Hamilton Park was proposed, as was additional parking at Hamilton Park. Road repair (MLK Jr. Blvd drive lanes) was also highlighted. Some residents suggested creating a through-street to SR 50 via Twigg or Josephine Street and extending Sara Davis Road to Emerson Road.
- **Community Facilities & Activities:** A new or expanded community center (with gym, classrooms, indoor pool, event space) was requested, potentially at Hamilton Park. Residents want more productive activities for youth, and large spaces for gatherings.
- **Community Identity & Assets:** Events such as MLK Day, Soul Food Festival, and Community Clean-Ups reinforce pride and belonging. Stories about frog hunting and historic businesses like Better Service Garage show a strong cultural identity.
- **Housing:** An opportunity for affordable housing on Bacon Street was identified. Opinions diverged on the DPW site: some support a food bank, while others raised environmental and youth-focused alternative uses.
- **Beautification & Public Realm:** Residents want more trees, green gathering spaces, and attractive roadways to strengthen the look and feel of the CRA.

KEY ASSETS:

The **Key Assets** board discussed what are some of the key areas where residents liked to spend time, brings them joy, what they would want preserved or strengthened.

This board featured a comment box and a map. Within the Comment box were two columns, Community Events and Community Characteristics. Community members used green dots to agree with ideas presented on the board.

Community Events:	Community Characteristics:
Chunky Sunday's (2 dots)	Sense of community
MLK Day (4 dots)	Shelter for the homeless
Easter (2 dots)	

Soul Food Festival (3 dots)	
Talent shows (2 dots)	
Car shows (2 dots)	
Community Clean-ups (7 dots)	

In addition to the assets documented on the boards, community discussions highlighted aspects of local identity and culture that distinguish South Brooksville from other areas. Frog hunting was noted as both a tradition and a social activity, with participants describing how hunting, cooking, and sharing frog legs has long served as a way to bring neighbors together.

The history of Better Service Garage also emerged as a point of pride. Established in 1924 by the Davis family, the business remains part of the community's fabric through Doug Davis Enterprise, which continues the tradition of welding and metal fabrication. Beyond serving infrastructure projects across the state, the company invests locally by offering welding training to youth.

KEY OPPORTUNITIES:

The **Key Opportunities** board presented to community members focused on what community members would like to see in the future for the CRA.

The following opportunities were recorded on the board:

- Sidewalks on Hale Avenue near what was previously known as Summit Village.
- Affordable housing on Bacon Street between Crawford Street and Asmara Street
- Potential community center at the southeast corner of the intersection of MLK Blvd and School St
- Hangout areas on the northern side of MLK Blvd between Twigg and Leonard Street
- Community center at Coach Lorenzo Park with an indoor gym, walking trail, classrooms and an event center
- Reserve heritage and community gathering areas
- Beautifying roadways
- Providing amenities in green/gathering spaces.

IDEA WALL:

The **Idea Wall** provided an opportunity for community members to freely express ideas for the CRA. If participants agreed with an idea that was already written on the board, they were encouraged to place a green dot next to the idea.

Idea	Dots
Need more productive activities for the children in our community.	3 dots
Give us our sub-station back because we can't use it	3 dots
Splash pad at either Hamilton Park or the DPW site	1 dot
Multimodal path to Hamilton center	
Community center large enough to hold large crowds for community events/activities for children available to everyone!	1 dot

KEY CHALLENGE: FLOODING AND STORMWATER:

The **Flooding and Stormwater Management** board focused on the Brooksville CRA land area within a high flood risk area. Within the area, there are around 74 buildings, and around 43 of them are residential homes. This board showed the CRA map with buildings in high-risk flood zones. Community members were encouraged to place green dots where the focus of stormwater management should occur. In addition, an informational flyer about flooding and stormwater management was provided to participants at this table.

Community members concentrated their dots on one area at the intersection of SR 50 and Emerson Road. They proposed improvements to drainage near SR50 and supported the idea of cleaning the existing ditches.

Discussion at this board focused on the stormwater drainage challenges posed by State Road 50. Community members expressed that construction of the road disrupted stormwater drainage in the area by creating a backlog of water and preventing it from flowing south into the basin. Attendees proposed engaging with FDOT and Blake Bell, the former Mayor of Brooksville, to discuss improving the drainage and restoring the natural flow of water around SR 50.

When the topic of drainage easements was discussed, community members were resistant to the proposal that landowners should be expected to give up development rights on their land for an easement. Participants felt strongly that the city and county should work to find solutions that do not necessitate this. However, it was widely agreed that fixing drainage in the area was necessary and would improve the value of the land.

Another challenge brought forward by the community is the issue of standing water in Hamilton Park, which contributes to an increased amount of mosquitos in the area.

ENCROACHMENTS:

The **Encroachments** board discusses the relationship between structures extending over another neighboring property. There are an estimated 168 buildings within the CRA that sit on top of a lot line. It is estimated that 78 of these are residential. An informational flyer was provided to attendees to clearly explain the encroachments and Heirs' property challenges.

The board displayed a map that identified suspected building encroachments. Structures that are likely placed on top of lot lines were highlighted in red.

Community members provided the following input related to property encroachments:

Idea	Dots
Bring each owner together to fix boundaries.	
Community members discussed the definition of encroachment.	
The CRA should pay to correct property lines	4 dots
Owners should be able to rebuild on their property	1 dot
Need to be able to add additional dwelling unit (ADU)	1 dot

KEY CHALLENGES:

The **Key Challenges** board asked community members to provide input on challenges they see in the area, such as streets in need of improvement, dangerous intersections, vacant areas, and other things they identify as challenges in the area. Participants were asked to mark on a map where these challenges are faced within the CRA.

Challenges Written:	
Community Center w/ indoor gym, pool, weight room, classroom, event center. More parking spaces for Lorenzo Park.	
Need more trees down MLK Blvd.	1 dot
Fix up homes that need rehabilitation	5 dots
Keeping pedestrians out of drive lanes	2 dots
Building a larger community center at Hamiton park	5 dots
Need stricter code enforcement	
Repair of existing sidewalks	4 dots
Repair of MLK Jr. Blvd drive lanes	3 dots
New bus stop at Ellington with seating and ADA access	2 dots

Additional challenges recorded on comment cards included:

- Noise complaints from rail
- Community members mentioned a need for a through street to access SR50 and proposed Twigg Street and Josephine Street as options.
- Extend Sara Davis Road to Emerson Rd.

Point of Contention:

The DPW site on Dr. MLK Jr. Blvd was identified during the Community Workshop. An application is currently under review to develop the site into a food bank. Some participants expressed concerns about this proposal, citing potential environmental contamination at the site and an unwanted presence of large trucks that would be associated with use as a food bank. The use of a Brownfield Grant to redevelop the site was also suggested as part of the redevelopment plan. The idea of developing the DPW site for local youth received support from the community, earning four green dots during the engagement event.

Workshop #2

The second in a series of three Community Workshops was held on October 2, 2025, at the South Brooksville Community Center (601 E Dr Martin Luther King Jr Blvd, Brooksville, FL 34601) at 5:30 pm. In addition to County Staff, City Staff and Inspire Staff, there were around 20-30 community members in attendance, including some members of the CRA Steering Committee.

PUBLIC NOTICE:

The event was promoted using the following outreach methods:

- Posts on the City and the County's Facebook page
- Outreach to Steering Committee and attendees of Workshop #1
- Project Website
- Church Announcements
- TRAC and Private Facebook Group Posts

PURPOSE:

The goal of the second Workshop was to reiterate what we heard and learned from the previous workshop's participants, prompt input regarding the community vision for the future of the CRA and discuss how to make this vision become a reality through projects and partnership. The purpose of this workshop was to continue refining what the goals and strategies could be for the CRA, as well as the vision statement. The engagement activities included the following and can be found in the appendix of the memo:

- | | |
|---|---|
| • Imagine Brooksville | • Streetscape Preferences |
| • Budget Prioritization | • Infill Preferences |
| • Mobility & Connectivity | • Vacant Land & Infill Ideas: Considering Possibilities |
| • Building Community Capacity:
Turning Ideas into Action | • Future of the MLK Jr. Blvd Brownfield Site:
Old DPW Site |

WHAT WE LEARNED:

Community members identified both strengths to build upon and challenges that must be addressed for the CRA to succeed. Several consistent themes emerged:

- **Recreation and Enrichment Opportunities**

Residents expressed a strong desire for new youth recreational spaces, intergenerational programming, and adult entertainment options. A community center with amenities such as a swimming pool, indoor gymnasium, classrooms, and event space is seen as a key investment to support a family-oriented community, healthy youth development, and culturally-authentic gatherings.

- **Redevelopment of the Old DPW Site**

While the community supports redevelopment of the former DPW property, residents emphasized that its reuse should be compatible with surrounding neighborhoods. A food bank was generally viewed as an incompatible use, and alternative concepts that better align with residential character and community needs are preferred.

- **Access to Food and Local Businesses**

Residents want improved access to fresh and affordable food, with strong support for small grocery stores, convenience stores, restaurants, cafés, and neighborhood-oriented retail. There is also interest in a shared community kitchen to support local food entrepreneurs and provide space for culinary training and community use.

- **Land Use Preferences**

The community voiced a clear preference against new industrial development or warehouses within the CRA. Instead, residents envision more compatible uses such as affordable single-family homes, duplexes/triplexes with family amenities, and small-scale retail or service businesses.

- **Mobility and Infrastructure Improvements**

Mobility is a high priority, particularly along Martin Luther King Jr. Boulevard. Residents called for upgraded sidewalks, bicycle lanes, pedestrian-scale lighting, and better-equipped and more accessible bus stops. Road resurfacing, drainage improvements, and safe pedestrian crossings are also essential to creating a walkable and connected community.

Imagine Brooksville...

When asked about what words help define the vision for the future of South Brooksville, participants were focused on age-inclusive community resources, cultural celebration, and safe, scenic & stable infrastructure.

- | | |
|---|---|
| • Excellent roads | • Adult entertainment |
| • Vibrant businesses | • Family enrichment to raise Christian children |
| • Concerns about drainage, encroachments, events have been resolved | • Thriving community |
| • Future for our children | • Vibrant diverse economy |
| • A splash park | • Prosperous |
| | • Free of slum |

- Celebrate history of the community
- Cultural heritage
- No more warehouses & industrial sites coming to our community
- Cleaner
- Rid of bushes
- No chemical dumping
- Greenery
- History
- Assisted Living Facility
- Bus commuters to Tampa for employment
- Affordable homes for middle + lower-middle class income
- Duplexes/triplexes for families with children that include a playground
- Single family homes
- Community center with gym, swimming pool, indoor gym
- Event center
- Walking trails
- Shopping plaza for businesses
- MLK improvement (scenic)
- Community event – gym, convention center

Budgeting exercise

The budgeting exercise allowed participants to prioritize the areas of concern by allocating hypothetical funding towards the seven topics. The two highest priorities make it clear that revitalization and maintenance of neighborhoods & infrastructure is the top priority of the South Brooksville community. Additionally, the community prioritizes building up internal community resources and economic vitality.

Housing & Neighborhood Revitalization	16
Stormwater Management	12
Community Gathering Spaces and Recreation	11
Economic Development & Business Support	7
Connectivity, Transportation & Mobility Improvements	5
Events and Community Programming	5
Public Safety	0

Mobility

The Mobility board asked participants to share how getting around South Brooksville could be improved. Attendees' responses offered insight into the need for infrastructure that supports pedestrians, bicyclists, the bus transit system, and the potential for micromobility, with particular focus on Dr. MLK Jr. Blvd. The need for improvements along Dr. MLK Jr. Blvd is evident. In addition, participants wanted to see improvements to stormwater, pavement and sidewalk conditions (especially in areas currently lacking sidewalks) and landscaping.

Challenges:

- Mobility study: assessment of bike routes
- 2nd Bus stop needed at Ellington Way that is wheelchair accessible
- Repave MLK Blvd and replace sidewalk
- New Community center with indoor gym, swimming pool, classroom, event hall, industrial kitchen

- Extend Sara Davis Dr.

Board comments:

- It's time for Brooksville to rent E-bikes
- Sidewalks and bike lanes along MLK Blvd.
- What kind of remediation is needed for Old DPW site
- Does not encourage industrial sides
- Better roads needed, keeping safety in mind
- Part of MLK Blvd. is residential
- Stores
- Cafes with shrubs and flowers
- Better walking routes, Better biking routes, and Road Improvements along MLK Blvd.
- Road Improvements along East St and Josephine St.
- Better walking routes along Emerson Rd

Streetscape Preferences

At this activity, attendees were asked to place **green** stickers next to elements that they would like to see improved or added to the streetscape. There is strong desire for improved streetscapes with particular focus on pedestrian experience. The top preferences included: improved pedestrian crossings and pedestrian-scale lighting, landscape buffers, stormwater management improvements, and additional bike infrastructure.

- **Pedestrian Scale Lighting** (12 green stickers)
- **Stormwater Management Improvement** (10)
 - Drainage needs to be properly dug & cleaned out
- **Improved Pedestrian Crossings** (10 green stickers/1 red stickers)
- **Landscape Buffers** (9 green stickers)
 - Need sidewalks for pedestrians (1 green sticker, 1 red sticker)
 - Need more streetlights (1 red sticker)
- **Bike Lanes** (8)
 - Bike lanes are ideal & essential; quite a few bike riders in the community
- **Bus Transit Stops** (7)
 - Straighten out traffic confusion where Jefferson-MLK and Easy St intersect (1 red)
- **Bike Racks** (6)
- **Shade Trees** (4 green stickers)
 - Crape Myrtle trees
 - Trees and flowers lining the Blvd.
 - Crosswalks
 - Stores, restaurants and night spots
- **Public Art Projects** (3)

Infill Preferences

At this board, attendees were asked to place **green** stickers by the type of development they would like to see in the South Brooksville CRA and **red** stickers by the type of development they are opposed to. Participants were open to infill development in the S. Brooksville CRA, as long as the infill was small-scale neighborhood-based development. The top preferences were small grocery/convenience store, recreation/youth center, restaurants/cafes, and parks/playgrounds. Notably, participants were strongly opposed to light industrial and large industrial, even if they offered employment opportunities.

Infill / Development Type	Comment	Green	Red
Housing			
Single Family Homes	<i>Affordable for lower-middle income</i>	4	
Duplexes-Quadplexes		4	
Apartments/Multifamily		2	
Mixed-Use/Live-Work		4	
Community			
Parks/Playgrounds		6	
Community Garden/Greenspace		3	
Outdoor Stage/Event Space		2	
Recreation/Youth Center		7	
Business			
Small Grocery/Convenience Stores		8	
Restaurants/Café		6	
Shops/Retail Storefronts/Small Offices	<i>Community Kitchen</i>	5	
Office Spaces		3	
Jobs/Industry			
Light Industrial (small workshops, warehouses, trades)			3
Large Industrial/Employment (factories, distribution centers)	<i>No food bank at old DPW site</i>		6

Vacant Land & Infill Ideas: Considering Possibilities

This board presented a map of vacant land within the South Brooksville CRA and asked participants to consider what could happen on these empty parcels. Ideas of infill in vacant properties were centered around family needs: affordable housing for families with children, assisted living homes, transitional housing for women and children, youth center and playgrounds, restaurants and cafes, and overall improvements of stormwater, which were mainly spoken of as having impacts towards children and the possibility of attracting businesses.

Challenges:

- Infrastructure that would create reasons for businesses to locate in the CRA
- Suggest improvement on Sara F Davis and old sewage plant site
- Single family homes (affordable)

Map Comments:

Location	Comment
0 Daniel Ave, south of Daniel Ave, east of Mildred Ave, north of W Dr. MLK Jr. Blvd., west of Hale Ave	Duplexes for families with kids, includes playground
0 W DR MLK JR BLVD, south of MLK Blvd., east of S Mildred Ave, west of Hale Ave	Restaurants
811 S Main St, east of S Main St, south of Cook Ave, north of MLK Blvd	Assisted Living Facility
0 Cortez Blvd, north of Cortez Blvd., south & east of Freedom way, west of S Main St	Coffeeshop, donuts, sandwiches
Between Josephine and Leonard	Youth Center
East of Easy St	Improved drainage
North of Cortez, west of Emerson Rd	Improved drainage

Building Community Capacity

At this board, participants were asked to consider how community members or partner organizations could work with the CRA to bring projects to life. Attendees provided several contacts for community members or organizations that could offer assistance across various community needs. The exercise of prompting community resources should be done regularly to optimize CRA funding and keep the momentum and community interest strong.

Project Idea	Partners/Community Members	What resources or skills could they bring
Legal Assistance (reduced rates) to property owners with encroachments	Hernando County Bar Association Theresa Mowerly, President Land surveyors who work with City + County St. Leo College	Free/pro-bono legal assistance
SBEDC – help with economic development	Community Conversations Moton High School Preservation Society Frederick Kelly Elks Lodge / Kelley’s Temple YMCA Togetherhood Hernando Education Foundation Hernando Community Coalition Pasco-Hernando State College	Develop industry that is best suited for area Develop cultural features National office Plans for development and resources
Transitional Housing for Women + Children	Wesleyan Church	Existing program
Community / Youth Center with indoor activities. Swimming pool, indoor gym, classrooms, event hall	YMCA, Medical organizations, Education foundations, Frederick Kelly Elks Lodge, Pasco-Hernando State College	Funds, staffing
Cameras + signage (awareness) to prevent illegal dumping; particularly in areas right next to substation	Carlton Johnson	Knowledge of where dumping is happening
Community organizing, outreach and advocacy	South Brooksville Tax Redevelopment Advisory Committee (TRAC)	

Participants generally disapproved of the MLK Jr. Blvd Brownfield (the old DPW site) being redeveloped into a foodbank – noting that another warehouse not desired in the community and incompatible with the surrounding residential character. Participants offered alternative uses instead, suggesting a center focused on job training, health and wellness, cultural affairs, or intergenerational family activities.

How would you modify the proposed project to meet the community's needs?

- It will bring job training, senior citizen activities, GED Prep, Youth activities, health screening activities to promote culture + community pride
- Support projects only if the brownfield is totally cleaned and monitored continuously
- Gasoline storage and Smith & Dre Dwu

Why are you in support of the proposed project?

- The many services that Rise Center will provide is great for S. Brooksville
- Need specifics about how will Rise function & who will oversee it
- Possible sewage issue south of Sara Davis Dr

Why are you opposed to the proposed project?

- I am opposed because I do not want another warehouse
- MLK Jr. Blvd is a two-lane road surrounded by homes. There are two other streets as well. MLK cannot accommodate semi-trucks and large trucks. There is a senior apartment going up 2 cross streets

What would you like to see here instead?

- Youth Rec Center
- Swimming pool lessons indoors

Workshop #3

The third and final Community Workshops was held on November 20, 2025, at the South Brooksville Community Center (601 E Dr Martin Luther King Jr Blvd, Brooksville, FL 34601) at 5:30 pm. In addition to County Staff, City Staff and Inspire Staff, there were five (5) community members in attendance, including two members of the CRA Steering Committee.

PUBLIC NOTICE:

The event was promoted using the following outreach methods:

- Posts on the City and the County's Facebook page
- Outreach to Steering Committee
- Project Website
- Church Announcements
- TRAC and Private Facebook Group Posts

PURPOSE:

The goal of the third Workshop was to review a first draft of the priorities, goals and strategies for the South Brooksville CRA Plan. A power point presentation was given to review the initial plan and attendees were welcomed to ask questions and provide input throughout the presentation.

INPUT:

- Participants expressed that there was confusion about the boundaries of the CRA because “South Brooksville” is considered to be a larger area. It was decided that the study area should be consistently referred to as the South Brooksville CRA, and not simply South Brooksville.
- Participants emphasized that the CRA can access more funding in addition to TIF. Grants are one example of this.
- Participants agreed that the encroachments and clouded title challenges are a main priority for the area. One participant shared her personal experience on the matter. City Staff shared information on the complexity of the issue and emphasized the importance of establishing clear title as a means to build generational wealth. City Staff also mentioned a case study where people demolished their homes, only to find out that they could not re-build in an economically feasible way due to the community’s zoning and land development standards. Pre-approved construction plans were created as a solution to this issue. In addition, the reliability of the property appraisers website and GIS mapping, which people use informally to determine whether they have an encroachment, were also discussed and City Staff shared that many people who use GIS jokingly say it stands for “Get It Surveyed” because GIS mapping can be unreliable, and surveyors may be able to provide more accurate information.
- Participants emphasized the importance of improvements on MLK to slow down drivers and the need to address the intersection of MLK and Main Street. Increased policing was discussed as a solution to this, so community policing will be added to the plan in support of this.
- Participants agreed that the goals and strategies presented included what they had shared in the previous Community Workshops and Steering Committee meetings, and generally felt satisfied with the plan presented to them, with the inclusion of the items mentioned above.

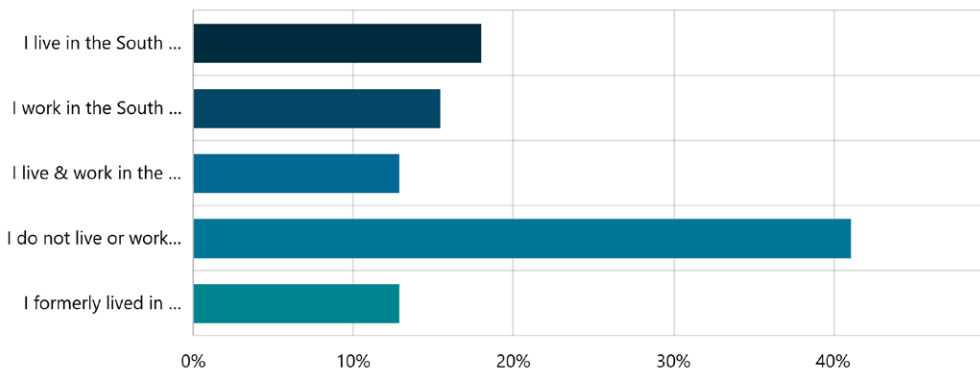
7.9 Website & Survey Responses

Below are the results of an online survey that was made available on the project website (<https://www.inspire-engagement.com/south-brooksville-crp>) from August to November 2025. In total, 39 responses to the survey were recorded.

Contribution Summary

1. The boundaries of the South Brooksville Community Redevelopment Area (CRA) are displayed below. This is a special district where tax dollars are reinvested into neighborhood improvements. Which option best describes your connection to this area?

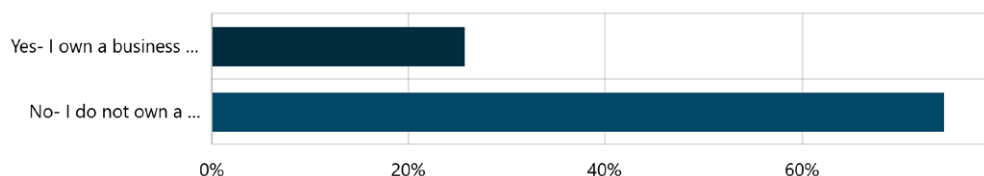
Multi Choice | Skipped: 0 | Answered: 39 (100%)



Answer choices	Percent	Count
I live in the South Brooksville CRA but work outside of it.	17.95%	7
I work in the South Brooksville CRA but live outside of it.	15.38%	6
I live & work in the South Brooksville CRA.	12.82%	5
I do not live or work in the South Brooksville CRA.	41.03%	16
I formerly lived in the South Brooksville CRA but moved.	12.82%	5
Total	100.00%	39

2. 2. Are you a business owner in the area?

Multi Choice | Skipped: 0 | Answered: 39 (100%)



Answer choices	Percent	Count
Yes- I own a business in the area.	25.64%	10
No- I do not own a business in the area.	74.36%	29
Total	100.00%	39

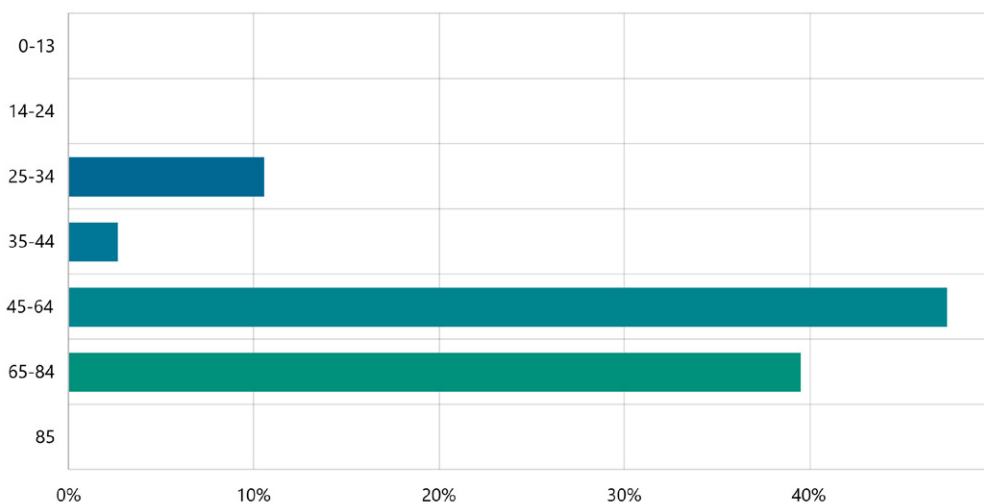
3. What is the name of your business? Required

Short Text | Skipped: 29 | Answered: 10 (25.6%)

Victorious Church Of God By Faith
 Right Start Speech Therapy
 Pristine Baptist Church
 Frederick Kelley Elks Lodge
 Doug Davis ENT Jeffery Davis LLC
 Blessed Hands property beautification
 Blessed & Beautiful Creations, LLC
 Blessed & Beautiful Creations LLC
 American Gun & Pawn

4. 3. What is your age?

Multi Choice | Skipped: 1 | Answered: 38 (97.4%)



Answer choices	Percent	Count
0-13	0%	0
14-24	0%	0
25-34	10.53%	4
35-44	2.63%	1
45-64	47.37%	18
65-84	39.47%	15
85	0%	0
Total	100.00%	38

5. 4. If you live in the district, what are the things you like about living in your neighborhood?

Short Text | Skipped: 11 | Answered: 28 (71.8%)

yes

The walking distance to stores but it's too dangerous because of the guns and drugs

The local businesses and people. The feel of the small town.

Relationship

People participation, walking distance, feeding homeless, helping distribution of food, help with...

nothing

Not over grown by apartment buildings

neighbors and location

N/A. If I did live there, perhaps proximity to downtown Brooksville and/or local shopping.

It's conveniently located and of historical significance.

I really loved the quiet area of downtown Brooksville Ave and the surrounding streets were quiet and...

I live near not in that area

I do not live in the district. I own property in the district. I love the family commitment.

family oriented

Everything.... It's our Neighborhood

Everything is convenient and it is a family oriented neighborhood.

Everyone looks out for one another, very close-knit neighbors

community base of family

Community

Community

Close Knit

Clean & Quiet

6. 5. What are the things that you would like to see improved or added to the neighborhood?

Short Text | Skipped: 3 | Answered: 36 (92.3%)

transferrable wealth

Through Streets

There needs to be more landscaping ideas with roads paved and kept up

The roads

The old building needs to come down or be fixed, more options for small businesses who want to become brick and mortar.

Street lights paved roads rehabilitation of older homes

Stores

Sports Court (basketball) and maybe baseball field; Community Center

Small Business Assistance

senior centers

Roads, sidewalks, drainage improvement, affordable housing, new businesses

Roads, recreational things for the children to do

Road repairs, sidewalk, repaired to playground facility. Retention ponds upkeep, side street grass cutting

Restricting growth and making what growth there is match what our town is built around

Municipal upgrade, business development and opportunities

More events downtown.

Less traffic less homeless people with no where to go maybe a soup kitchen or a place for single mothers to live and go to work because every where else is creepy Keep the road area open during events.

Jobs and education

Infrastructure and community economic development

Improved Drainage, Community Resources (Job Training, Educational opportunities)

improve water supply. Water is VERY HARD. Recreation building for the youth to include an indoor basketball court.

Getting homes rehabilitated

General look of some of the buildings on MLK

eliminate drug culture

drainage improvements, sidewalks, rebuilding MLK

Crime watch

Community accessibility to buses, transportation, sidewalks, more commerce

cleanup - code

clean up

building repairs

Better intersection at MLK Blvd and Jefferson.

ALL

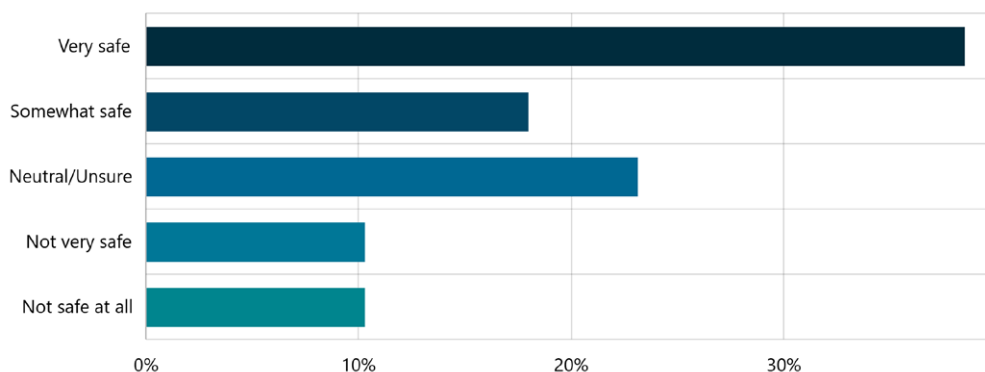
Affordable housing. There are some really run down places currently, but good affordable housing options would be great.

Affordable housing, property lines corrected, roads paved, flooding and drainage eliminated, larger community center, more business opportunities, and more places for the youth.

More Public Services

7. 6a. How safe do you feel in the South Brooksville CRA?

Multi Choice | Skipped: 0 | Answered: 39 (100%)

**Answer choices****Percent****Count**

Very safe

38.46%

15

Somewhat safe

17.95%

7

Neutral/Unsure

23.08%

9

Not very safe

10.26%

4

Not safe at all

10.26%

4

Total**100.00%****39****8. 6b. If you answered "not very safe," or "not safe at all," to the last question, what are your main safety concerns?**

Short Text | Skipped: 20 | Answered: 19 (48.7%)

When I worked in the area there were several shootings and we would have to go on lockdown

Uncomfortable being in certain areas of this part of Brooksville

theft, property damage, drugs

safety concerns arised from individuals who do not live in South Brooksville

Prostitutes and crack heads

Lack of law enforcement and not monitoring of apartments that already exist

I'm not sure if buildings have residents that are not supposed to be there. Perhaps there is some u...

gun violence

Drugs cars speed up and down the street people that don't live on in this neighborhood come and do w...

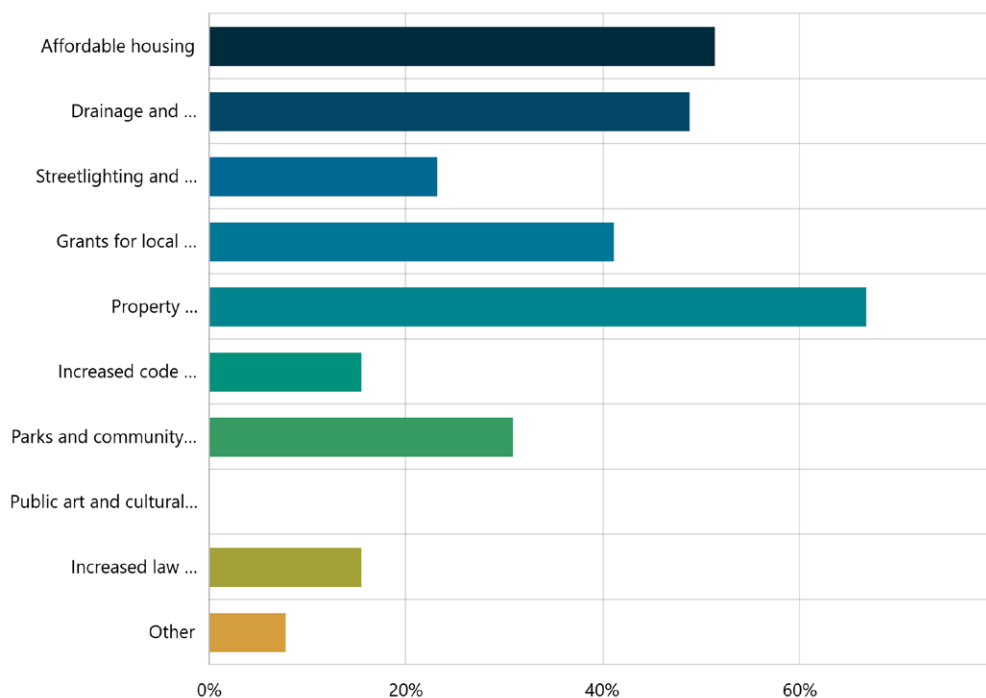
Drugs and lack of ready jobs

Crowds that gather along MLK at night

crime and no law enforcement

9. 7a. The CRA can use its funding for neighborhood improvements. Which of the following should be the highest priority for the next 3-5 years? Select your top 3 choices.

Multi Choice | Skipped: 0 | Answered: 39 (100%)



Answer choices	Percent	Count
Affordable housing	51.28%	20
Drainage and stormwater improvements	48.72%	19
Streetlighting and pedestrian safety	23.08%	9
Grants for local businesses and entrepreneurs	41.03%	16
Property maintenance/improvement grants	66.67%	26
Increased code enforcement	15.38%	6
Parks and community gathering spaces	30.77%	12
Public art and cultural installations	0%	0
Increased law enforcement presence	15.38%	6
Other	7.69%	3

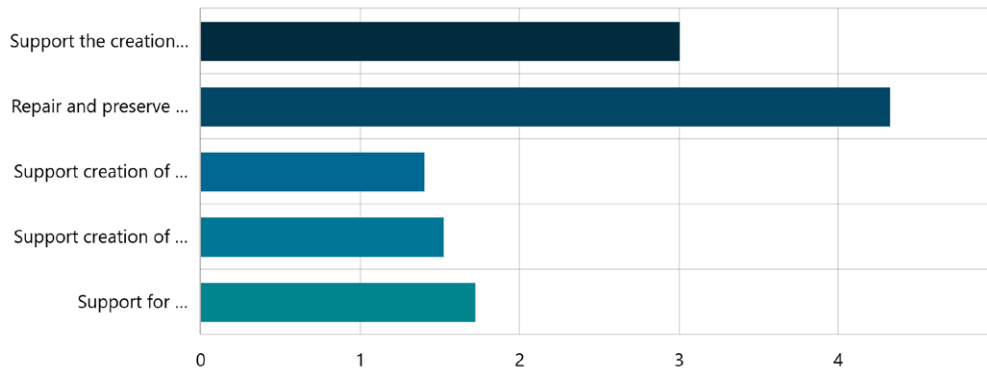
10. 7b. If you answered "other" for the previous question, please specify what improvement you would like to see that was not listed:

Short Text | Skipped: 29 | Answered: 10 (25.6%)

tax incentives
 Rehabilitation of older homes
 police
 Jobs
 increased code enforcement and property maintenance/improvement grants
 Hotels that are not filled with cockroaches and creeps
 fix drainage, run down homes, more business opportunities for small business

11. 8. The CRA can help support new and existing housing. Rank the following housing strategies the CRA should support from most to least important.

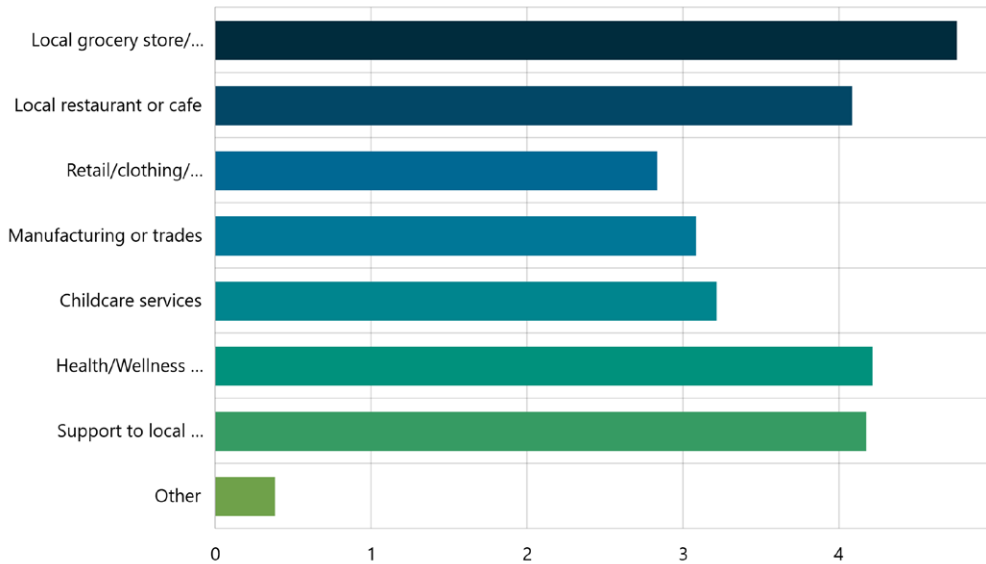
Ranking | Skipped: 14 | Answered: 25 (64.1%)



	1	2	3	4	5	Count	Score	Avg Rank
Support the creation of new affordable single-family homes	36.84% 7	31.58% 6	21.05% 4	10.53% 2	0% 0	19	3.00	2.05
Repair and preserve existing homes	66.67% 16	20.83% 5	8.33% 2	4.17% 1	0% 0	24	4.32	1.50
Support creation of live/work units that combine commercial and residential space in a single unit	0% 0	21.43% 3	28.57% 4	28.57% 4	21.43% 3	14	1.40	3.50
Support creation of mixed-use buildings that typically have commercial spaces on the first floor and residential units above.	7.14% 1	28.57% 4	14.29% 2	28.57% 4	21.43% 3	14	1.52	3.29
Support for multifamily housing (apartment buildings or townhomes with multiple units)	6.25% 1	18.75% 3	43.75% 7	0% 0	31.25% 5	16	1.72	3.31
Score - Sum of the weight of each ranked position, multiplied by the response count for the position choice, divided by the total contributions. Weights are inverse to ranked positions. Avg Rank - Sum of the ranked position of the choice, multiplied by the response count for the position choice, divided by the total 'Count' of the choice.								

12. 9a. The CRA can help attract or support new or existing businesses in South Brooksville. Which types would you like to see prioritized?

Ranking | Skipped: 15 | Answered: 24 (61.5%)



	1	2	3	4	5	6	7	8	Count	Score	Avg Rank
Local grocery store /fresh food	47.06% 8	11.76% 2	23.53% 4	11.76% 2	0% 0	0% 0	5.88% 1	0% 0	17	4.75	2.29
Local restaurant or cafe	31.25% 5	25.00% 4	6.25% 1	12.50% 2	12.50% 2	12.50% 2	0% 0	0% 0	16	4.08	2.88
Retail/clothing /household goods	0% 0	20.00% 3	26.67% 4	6.67% 1	0% 0	26.67% 4	20.00% 3	0% 0	15	2.83	4.47
Manufacturing or trades	21.43% 3	14.29% 2	14.29% 2	7.14% 1	21.43% 3	7.14% 1	14.29% 2	0% 0	14	3.08	3.71
Childcare services	13.33% 2	20.00% 3	0% 0	33.33% 5	13.33% 2	6.67% 1	13.33% 2	0% 0	15	3.21	3.87
Health/Wellness services	5.56% 1	33.33% 5	22.22% 3	5.56% 1	22.22% 3	11.11% 2	0% 0	0% 0	18	4.21	3.39

Wellness services	1	6	4	1	4	2	0	0			
Support to local entrepreneurs	27.78% 5	5.56% 1	27.78% 5	5.56% 1	11.11% 2	11.11% 2	11.11% 2	0% 0	18	4.17	3.44
Other	0% 0	0% 0	25.00% 1	0% 0	0% 0	0% 0	0% 0	75.00% 3	4	0.38	6.75
Score - Sum of the weight of each ranked position, multiplied by the response count for the position choice, divided by the total contributions. Weights are inverse to ranked positions. Avg Rank - Sum of the ranked position of the choice, multiplied by the response count for the position choice, divided by the total 'Count' of the choice.											

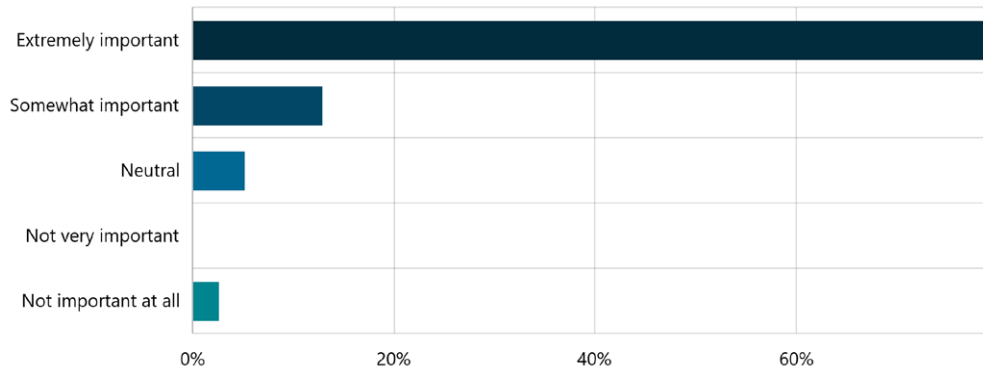
13. 9b. If you ranked other in the previous question, please explain what other type of business you would like to see prioritized:

Short Text | Skipped: 29 | Answered: 10 (25.6%)

Sentiment	small business, grocery/retail, childcare options
No sentiment	More jobs and less pot stores
Tags	Laundromat
No tags	cultural owned businesses for the community
Features	Business owners, clothing, child daycare.
No features	

14. 10. In your opinion, how important is it for the CRA to support residents with home improvements like painting, weatherproofing, or repairs?

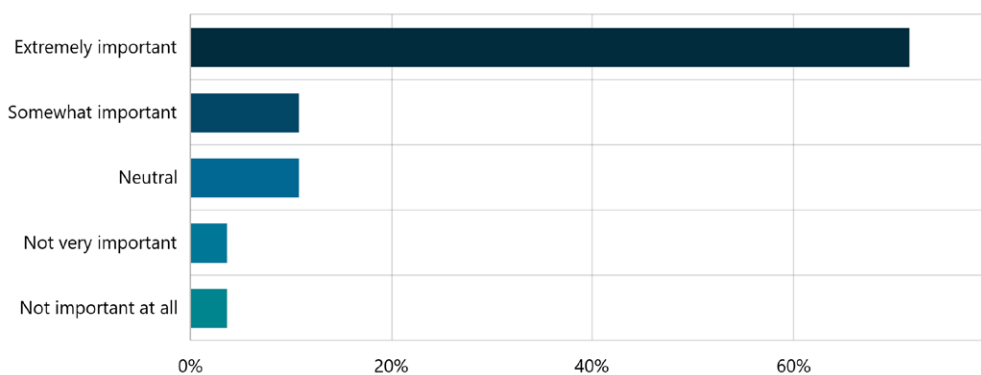
Multi Choice | Skipped: 0 | Answered: 39 (100%)



Answer choices	Percent	Count
Extremely important	79.49%	31
Somewhat important	12.82%	5
Neutral	5.13%	2
Not very important	0%	0
Not important at all	2.56%	1
Total	100.00%	39

15. 11. Encroachments occur when a building sits on top of a lot line. This can reduce a home's value, cause legal issues, make it harder to sell the home, and reduce the homeowner's ability to build wealth. In South Brooksville, this issue is common. In your opinion, how important is it for the CRA to support residents in resolving encroachment issues through programs such as lot line adjustments, legal assistance, or educational initiatives?

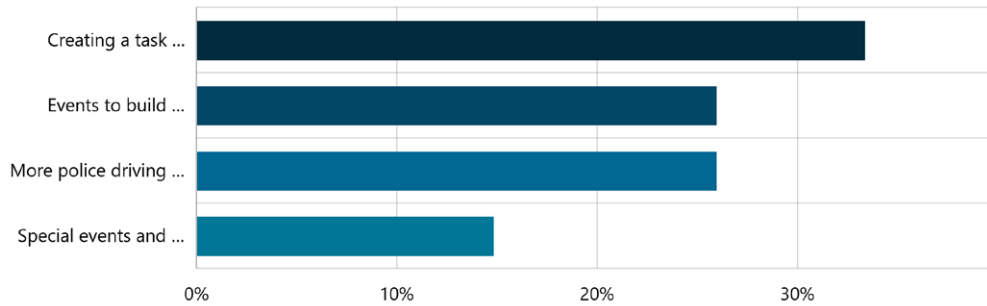
Multi Choice | Skipped: 11 | Answered: 28 (71.8%)



Answer choices	Percent	Count
Extremely important	71.43%	20
Somewhat important	10.71%	3
Neutral	10.71%	3
Not very important	3.57%	1
Not important at all	3.57%	1
Total	100.00%	28

16. 12. The CRAs can use funding to help make the neighborhood safer. Which of these ideas do you think would make the area feel safer?

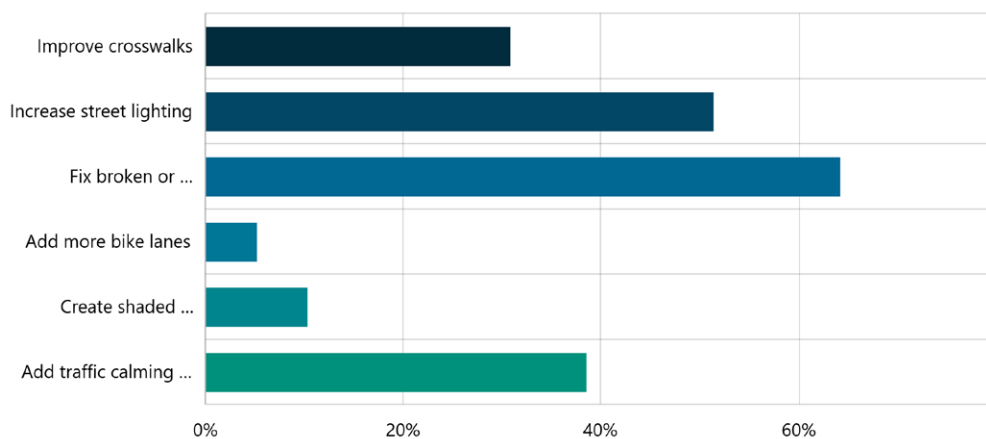
Multi Choice | Skipped: 12 | Answered: 27 (69.2%)



Answer choices	Percent	Count
Creating a task force of community members who are trained on how to handle safety concerns – teaching trusted residents how to spot problems, respond calmly, call the right help, and work with neighbors and police to resolve issues.	33.33%	9
Events to build relationships between community members and the police force – like “meet the officer” days, safety fairs, or officers joining in community activities.	25.93%	7
More police driving or walking through the neighborhood – especially in places where there are more problems.	25.93%	7
Special events and workshops focused on a single issue – such as a gun safety, litter abatement/dumping focused class, speeding, or drugs.	14.81%	4
Total	100.00%	27

17. 13. Improving sidewalks, lighting, and bike lanes can make it safer and easier to get around. Where should the CRA focus first to improve walking and biking conditions? (Choose top 2 priorities)

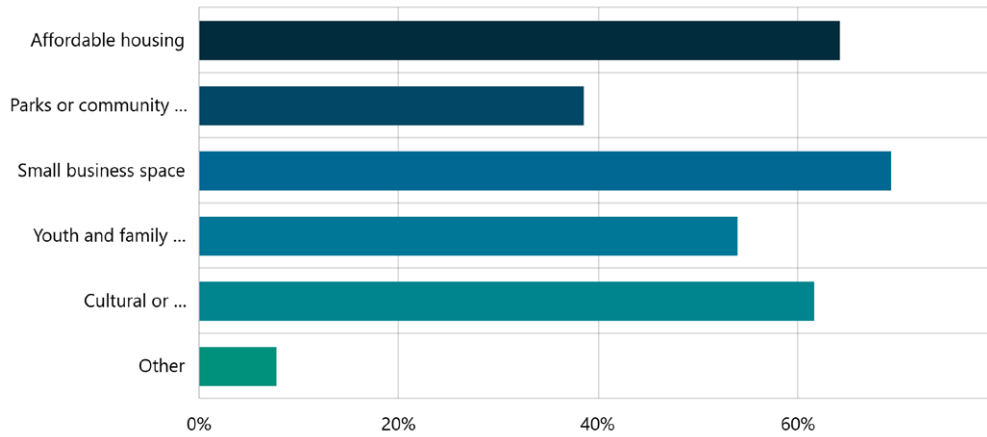
Multi Choice | Skipped: 0 | Answered: 39 (100%)



Answer choices	Percent	Count
Improve crosswalks	30.77%	12
Increase street lighting	51.28%	20
Fix broken or missing sidewalks	64.10%	25
Add more bike lanes	5.13%	2
Create shaded walking routes by planting more shade trees	10.26%	4
Add traffic calming features to control speed (e.g. traffic lights, speed humps)	38.46%	15

18. 14. Which of the following would you like more of in the South Brooksville Community Redevelopment Area? (Pick all that apply)

Multi Choice | Skipped: 0 | Answered: 39 (100%)



Answer choices	Percent	Count
Affordable housing	64.10%	25
Parks or community gardens	38.46%	15
Small business space	69.23%	27
Youth and family services	53.85%	21
Cultural or community center	61.54%	24
Other	7.69%	3

19. 15. What community events, traditions, or places in South Brooksville do you think should be preserved or celebrated as part of future plans?

Short Text | Skipped: 12 | Answered: 27 (69.2%)

Worship services, MLK,Jr. and May Day
 South brooksville
 other
 MLK Parade is the only event that deserves significance
 MLK parade along MLK. Juneteenth celebration at Lorenzo Hamilton Park
 MLK Day parade. Fire safety Day. Trash pickup Day.
 MLK Day parade, Hamilton Park, block parties
 MLK Day
 MLK Boulevard
 May Day Martin Luther king day
 Make a fountain or something like in citrus county icecream cute stores feels like touristy not so c...
 Lorenzo Hamilton S. Park
 Kennedy park
 Kennedy Park
 Juneteenth, historical markers, more education to community on history of the area
 I do not know enough history to answer properly.
 Historical sites
 Frederick Kelly, Elk Lodge History; Engage in more African American Businesses; Assistance in restor...
 Frederick Kelly Elks Lodge 1270
 Farmers markets. Christmas. New years.
 Elks lodge
 Elk, Twigg St, MLK Hagoot
 Dr. Martin Luther King Jr. Day Parade, Sunday Block Parties
 community projects
 Brotherhood Day
 Ball games, community gatherings, Coach Lorenzo Hamilton Sr Park
 add an event center, gathering places, walking spaces