

**CITY OF WEST PALM BEACH**  
**AMENDED AND RESTATED**  
**NORTHWOOD/PLEASANT CITY**  
**COMMUNITY REDEVELOPMENT PLAN**

**PREPARED BY**

**CITY OF WEST PALM BEACH**  
**Community Redevelopment Agency**

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## I. INTRODUCTION

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### A. Intent of the Community Redevelopment Plan

Preparation of the Community Redevelopment Area (CRA) Plan is authorized by the Community Redevelopment Act of 1969, Chapter 163, Part III of the Florida Statutes. This Chapter provides for the rehabilitation, conservation, redevelopment or combination thereof, of slum and blighted areas and specifies the elements allowed in a plan. However, the Northwood/Pleasant City CRA Plan (Plan) has been prepared in response to the City's Commitment to foster redevelopment within the Northwood/Pleasant City Community Redevelopment Area. The Plan is a workable program for utilizing public resources and encouraging private resources to eliminate and further prevent the development or spread of slum and blighted conditions; to provide for rehabilitation and redevelopment of slum and/or blighted areas; and to guide public improvements and redevelopment projects. It will guide the future density of commercial and residential development, as well as prescribe a variety of "people-oriented" amenities that will be provided by the public and private sectors. It will also describe how future development will be encouraged, while adequate capital facilities are provided and natural features are enhanced.

### B. Community Redevelopment Agency and Northwood/Pleasant City Advisory

Upon finding that blighting conditions existed in the Northwood/pleasant City CRA, the City Commission further determined that there is a need for the existing Agency to carry out the purposed of the community Redevelopment Act of 1969. On September 13, 1993, the Agency approved the creation of the Northwood/Pleasant City Community Redevelopment Advisor Board. The Board is comprised of nine (9) members who represent the business, financial and residential sectors of the CRA.

### C. Northwood/Pleasant City Community Redevelopment Area Boundaries

The original Northwood/Pleasant City CRA consists of all the existing commercial corridors and districts within the Northwood/Pleasant City neighborhood areas. The boundaries of the Northwood/Pleasant City CRA were established in Resolution 129-63 and amended by Resolution 467-01, to include the residential portion of the Pleasant City neighborhood by analyzing the existing conditions of the study area commercial districts. The boundaries of the CRA are shown in **Figure1**, while the Northwood/Pleasant City CRA Boundary Map and the legal description of the project area are contained in **Appendix A** of this Plan. The boundary description has been established in order to encompass all the area deemed to be blighted in accordance with the State Statutes.

#### **D. Existing Conditions**

In order for the City of West Palm Beach to utilize tax increment financing as a redevelopment tool in the Northwood/Pleasant City CRA, a slum and blight “finding” must be made. Due to the size of the Northwood/Pleasant City CRA, the area was divided into six (6) sub areas. The information provided in the Finding of Necessity Report clearly documents the extent of blight in the proposed Northwood/Pleasant City CRA which includes the following factors:

- **Building Deterioration:** Ten (10) percent, within Areas 1-5, of the buildings were found to be deteriorated and/or dilapidated. Approximately 40 percent of the structures in the proposed expansion (Area 6) area of the Northwood/Pleasant City CRA required repairs, 25 percent were in fair condition or needed minor repairs and 15 percent were determined to be deteriorated and/or dilapidated. The highest concentration of deteriorated buildings was found in Districts 5 & 6.
- **Excessive Criminal Activity:** High crime rates inhibit the development of the area. The CRA experienced 53 percent of the arrests in the City for prostitution; 27 percent of the arrests in the City for homicide and 25 percent of the arrests in the City for robbery in 1992. In addition, the area had a 17 percent increase in reported criminal activity in 1992 while the entire City had only a two (2) percent increase in reported criminal activity.
- **Property Tax Delinquency:** There is significant evidence of property tax delinquency within the redevelopment area. During the 1991-1992 fiscal year, the CRA accounted for approximately 44 percent of the delinquent property taxes within the City. In that same year, only 73 percent of the estimated property taxes were collected, while 96 percent of property taxes were collected Citywide.
- **Diversity of Ownership:** Excessive diversity of ownership was found in blocks that have four (4) or more different owners; and it has been determined that an excessive diversity of ownership is in 87 percent of the blocks in the CRA.
- **Inadequate Storm Water Drainage:** Drainage deficiencies were identified in the City’s Master Storm water Management Plan. The Plan identified 22 different areas within the redevelopment area where storm sewer pipes need to be replaced or improved.
- **Poor Traffic Circulation:** The street layout throughout all six (6) districts of the study area was designed according to the common north-south and east-west grid patterns. Conditions contributing to traffic-related blight were determined to exist in at least three (3) of the (6) districts.
- **Age of Structures:** Structures constructed in 1950 or before are generally considered to be excessive in age. A significant number of structures determined

to be “excessive in age” were identified in Districts 1, 2, 5 and 6. It should be noted that some of these structures “excessive in age” are historic structures.

#### **E. Redevelopment Plan Objectives:**

This Plan sets forth the principal objectives and planning concepts for the Northwood/Pleasant City Redevelopment Area (Redevelopment Area) and illustrates how revitalization will be promoted through the redevelopment process. These objectives provide direction for establishing public policy, preparing development standards, appropriating fiscal resources, prioritizing capital improvement programs, and establishing annual work programs for City departments. Therefore, the following objectives are proposed in order to attain the economic success of the Redevelopment Area:

- To strengthen and diversify the economic base of the Redevelopment Area by the installation of needed site improvements so as to stimulate new commercial expansion, employment and economic growth.
- To provide a diversity of housing types and affordability.
- To provide workplace and shopping in proximity to suitable housing.
- To protect, preserve and rehabilitate important historic structures.
- To provide adequate open space and park space in proximity to residential areas.
- To maintain a hierarchy of interconnected streets.
- To provide sufficient and well located land for civic uses.
- To establish loans programs and enter into cooperative arrangements with other public and private sources to assist in upgrading and/or redeveloping properties in the Redevelopment Area.
- To provide money from the Redevelopment Trust Fund, which will fully or partially fund selected community policing innovations, marketing activities and undertaking projects aimed at alleviating blighted conditions within the Northwood/Pleasant City CRA.
- To encourage additional economically compatible uses within the Redevelopment Area, which will assist the City in developing and implementing marketing plans.
- To minimize conflict between pedestrian and automobile traffic and the improvement of transportation efficiency.

- To provide a clean and safe environment for business and residents.
- To enhance the appearance of existing buildings.
- To provide a variety of goods and services in the Redevelopment Area which serves the adjacent neighborhoods.
- To provide a pedestrian-friendly Redevelopment Area.
- To utilize existing vacant land as an opportunity for redevelopment.
- To attract additional private investment into the Redevelopment Area.
- To encourage the integration of residential and commercial land uses within the Northwood Road area.
- To develop a transportation and circulation improvement plan which limits adverse effects on the adjacent residential areas while providing improved access to the Redevelopment Area.

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## **II. PROPOSED REDEVELOPMENT AREA PLAN**

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On April 11, 2005, the CRA formally adopted a Strategic Finance Plan that provides redevelopment strategies and allocates funding utilizing the City's bonding capacity for a five year redevelopment program. The Strategic Finance Plan is intended to act as an implementation or action plan to implement many of the goals and objective outlined in this original CRA Plan. The Strategic Finance Plan is intended to be updated annually as redevelopment progresses. Certain sections of this Plan will refer to the Strategic Finance Plan and are intended to include the intent of that plan in all redevelopment activity as described herein.

### **A. Land Use**

The Redevelopment Area Land Use Map in **Figure 2** shows the existing land use patterns within the Redevelopment Area. Although no major change of land use is required, adjustments are anticipated. **Figure 3** serves as the guideline for the Agency and the City in approving permitted uses for all new or rehabilitated development shall also conform to the requirements of the City Code and the City's Zoning Code as they now exist or may be amended hereafter.

### **B. Zoning**

As indicated in the objectives of the plan, the study areas as a whole will continue to provide a variety of goods and services to the adjacent communities. To that end, the

proposed zoning recommendations are designed to foster residential, retail and office uses within the Northwood Mixed Use District (NMUD) and Broadway Corridor.

### **C. Northwood Mixed Use District (NMUD)**

The Northwood Mixed Use District (NMUD) is a compact, pedestrian-oriented, mixed-use district that serves Northwood, Pleasant City and other surrounding areas. Unlike the suburban shopping centers, these types of shopping districts require different types of development regulations concerning setbacks, parking requirements, height limitations and permitted uses. The intent of the development standards for the Northwood Mixed Use District is to reinforce the existing architectural character; to create a place of common vision and physical predictability for all new construction and renovations; and to provide areas for the concentration of compatible land uses that are complementary to the surrounding neighborhoods. This intent will be achieved by adding certain criteria to reinforce the quality of life, and to assist in the removal of blight and to discourage noxious uses.

The Strategic Finance Plan identifies the area bounded by 25<sup>th</sup> Street on the north; Broadway Avenue on the east; the parcels on the west side of 23<sup>rd</sup> Avenue on the south; and the FEC railroad tracks on the west, as a collective site referred to as the “Anchor Site”. The Strategic Finance Plan identified the Anchor Site as an assembly target with the intent of disposition for a mixed use development including a public parking component.

Other activities that may be utilized to promote the redevelopment of the Northwood Business District include utilizing tax increment financing for funding incentives or incentives programs and other necessary investments to allow for building construction or rehabilitation, streetscape improvements and public right-of way improvements and marketing, and special events activities.

### **D. Proposed Currie Corridor Mixed Use District (CMUD)**

The Currie Corridor is located between Currie Park (to the east) and the Northwood business district (to the west). The intent of the proposed Currie Corridor Mixed Use District is to create a predictable, urban neighborhood that adds vitality and additional local users to the adjacent Currie Park and Northwood business district. The plan proposes to link NMUD to Currie Park by a public commons at the termination of Northwood Road. Figure 3a depicts the proposed Currie Corridor Regulating Plan, including the public green. The purpose of the district is to serve as a transition area from 1) the 1-2 story single family residential neighborhoods to the north and northwest (Northwood Shores and Old Northwood); 2) the permitted urban retail and residential buildings that are called for in the Northwood Mixed Use District, and 3) the uses and massing allowed under the Professional Office and Residential zoning district to the south. The Agency may encourage the revitalization of the Currie corridor area by

acquiring parcels within the areas shown in Figure 3a through gift, purchase and eminent domain.

### **Architectural Image**

There are wide and diverse architectural styles within the overlay district. The following includes only a few of the predominant styles: Mediterranean Revival, Mission Revival, Art Deco, Art Modern, and Modern Masonry Vernacular. It is imperative that structures are remodeled in a manner consistent with their existing architectural language. New Structures must be designed to be fully consistent with any of the historically predominant styles within the district. Therefore, it is important to develop specific policies that will implement the following general development and redevelopment guidelines:

- All windows should be recessed from the building's exterior façade to provide visual depth, increased shadow lines, and to remain consistent with traditional building practices.
- All roof lines should complement existing, traditional roof lines in order to maintain a sense of continuity as well as create diversity.
- All new and renovated buildings should provide landscape materials along the building front in order to enhance the buildings presence on the street.

All street lighting should provide enough light for automobile drivers to see and pedestrians to feel secure. Street lighting should be pedestrian scale and of a character determined to be appropriate for, and used consistently throughout, the neighborhood.

In general, architectural standards and proposed development patterns should be consistent with the architectural and development traditions of an area. Building height, scale, setbacks, location of parking and the distribution of uses are all issues to be addressed though district policy and development guidelines.

### **Implementation Polices**

1. Identify and define the neighborhoods, districts and corridors within the Northwood/Pleasant City CRA boundaries. Prioritize these areas relative to their need and effective phasing. Schedule the City's resources for further study.
2. Develop a sound catalogue of current, existing condition base documents for the current study areas. This documentation should include, but shall not be limited to, existing plats and road rights-of way information; location, condition, and use of existing buildings; current and proposed projects within the are; all public and civic institutions, churches and facilities; historical reference data and the condition and location of existing public utilities and infrastructure.

3. Establish an appropriate forum for public participation into the planning and redevelopment process for current study area.
4. Develop a Neighborhood Master Plan consistent with the requirements of the City of West Palm Beach zoning Ordinance. Architectural design guidelines, storefront design guidelines, catalogues of street furnishings and lighting are examples of additional documentation that may be necessary to complete the story of the desired neighborhood vision.
5. Based upon findings from the community and the direction for redevelopment illustrated within the Neighborhood Master Plan, amend the City Zoning Code to reflect the vision for a particular neighborhood, district or corridor.
6. Explore unique and cooperative methods for achieving the neighborhood vision for redevelopment. These could include, but are not limited to, incentive based zoning, public/private partnerships for specific projects, business and tenant recruitment strategies, assessment and exploitation of market niches, acquisition of property for public open space and innovative redevelopment strategies which allow an area and its buildings to evolve and respond to changing market forces.

## **E. Pleasant City Housing Conditions**

### **Building and Site Conditions**

There are approximately 654 housing units within the study area. Over the years, the area has been allowed to develop and redevelop under medium and high density residential regulations. This has resulted in the development of various housing types within the study area. Of the total number of housing units, 77% of the units are rental units or a combination of single family units with back yard apartments.

The Planning Department conducted a survey of the condition of each structure within the redevelopment area. The survey addressed only the exterior conditions of the structures within the CRA. The surveyors categorized the residential, commercial and multi-use residential/commercial structures into the following conditions:

**GOOD:** Structure in need of zero (0) to four (4) minor repairs that can be easily corrected through normal maintenance and repair, i.e. minor fence repairs and painting.

**FAIR:** Structures in need of five (5) to 10 minor repairs or up to five (5) major repairs. Major repairs generally consist of items that need replacing such as rotted wood, a window or a door.

**DETERIORATED:** Structures in need of seven (7) to eight (8) major repairs.

**DILAPIDATED:** Structures in need of nine (9) or more major repairs.

Approximately 57 percent of the structures in the proposed expansion area of the Northwood/ Pleasant City CRA were in good condition, 25 percent were in fair condition and needed minor repairs and 14 percent were determined to be deteriorated and/or dilapidated. Since 1990, the City has embarked upon an aggressive campaign to demolish seriously deteriorated and dilapidated structures.

### **Implementation Policies**

1. Encourage Infill Housing. Vacant lots are scattered throughout the interior. In a few cases there are two or more contiguous vacant lots. The single lots can appropriately be developed with single family houses. Multiple lots will lend themselves to a slightly higher density than the single lots.

2. Encourage a diversity of housing types and affordability.

3. Ensure the development of affordable housing with the Pleasant City Neighborhood by acquiring properties through the use of eminent domain.

4. The City will continue to administer and implement its existing housing programs which include: Owner Occupied housing Rehabilitation funded by the Community Development Block Grant; First Time Homebuyer Program and Community Housing Development Organization (CHDO) administered Housing Program funded with HOME Invest Partnership (Home Grant); Housing Opportunities for Persons with Down payment. Assistance funded by State Housing Initiative Partnership (SHIP) grant.

5. Provide infrastructure and streetscape improvements to support housing and redevelopment activity as needed.

6. Provide land, land mark downs or other redevelopment incentives as needed to promote infill housing or other residential or mixed-use development.

### **F. Broadway Mixed Use District**

The Broadway Corridor was recently renovated with new lighting, sidewalks and planted medians. While the public realm has greatly improved, the corridor continues to suffer from blighted conditions. Excessive liens on many properties thwart the sale and development of the parcels which attract criminal and unsavory activity. To address these conditions, redevelopment activity will include targeting properties along the entire corridor perpetuating excessive lien activity. Remedies will include a combination of foreclosures, negotiated sales or the use of eminent domain. Development standards will be applied along the corridor which are intended to reinforce certain existing architectural characters and to create a place of common vision and physical predictability for all new construction and renovations, also, to provide areas for the concentration of compatible

land uses that are complementary to the surrounding neighborhoods. This intent will be achieved by adding certain criteria to reinforce the quality of life, and to assist in the removal of blight and to discourage noxious uses.

## **G. The Industrial Area**

The Strategic Finance Plan identified the Industrial area as one of the targeted areas for redevelopment activity. The area is contiguous to the Northwood Business District, Pleasant City and the Northwood neighborhoods to the north. A combination of acquisition, streetscape improvements and incentives to improve the physical realm form the basis for the redevelopment program. While those initiatives are important, additional City resources will be needed to address code and crime activity that permeate the area.

## **H. Traffic, Transportation and Parking System**

### **Traffic and Transportation and Parking System**

The street layout throughout all six (6) districts of the study area was designed according to the common north-south and east-west grid patterns. However, conditions contributing to traffic related blight were determined to exist primarily along Broadway, Dixie Highway and Flagler Drive. The following is a description of the traffic problems related to these three (3) roadways.

Broadway is classified as a major four-lane undivided arterial and carries a significant amount of traffic. Although it no longer functions as the major entrance into the city of West Palm Beach, current traffic volumes indicate that it operates as an important arterial which carries traffic between communities to the north and the City's Central Business District. Existing traffic on this roadway segment is near or above the adopted level of service (LOS) standard of "D" (30,200 vehicles per day). It should be noted that the LOS standard ranges from A" which is the best level for the low of traffic to "F" which is the worst level for the flow of traffic.

The current four-lane configuration of this facility creates hazardous conditions which decrease the level of safety and the smooth flow of traffic. Additionally, the number of traffic signals on Broadway and the poor condition of the right-of-way cause many drivers to turn off of Broadway and use residentially developed north-south streets such as North Dixie Highway, Pinewood Avenue and Greenwood Avenue. Of these, North Dixie Highway is the most significantly impacted by the traffic from Broadway. This is due to the fact that:

- North Dixie Highway provides direct and convenient access to the downtown area;

- 59<sup>th</sup> and 58<sup>th</sup> Streets are currently one-way pairs located between Broadway and North Dixie Highway and provide convenient access between these two (2) major streets; and
- there is a traffic light and turn lane located on Broadway which encourages southbound traffic to cut through a residential area using 58<sup>th</sup> Street in order to access North Dixie Highway.

North Dixie Highway functions in a similar manner as Broadway and suffers from an inefficient traffic flow. The flow of traffic is inhibited due to the required left and right turning movements. This inefficiency in the flow of traffic may direct non-neighborhood northbound traffic into a predominantly residential area along North Dixie Highway, north of 25<sup>th</sup> Street. Additionally, the North Dixie Highway right-of-way is constrained from 15<sup>th</sup> Street to 25<sup>th</sup> Street. This constraint is created by the close proximity of existing buildings to the right-of-way boundaries which makes property acquisition prohibitively expensive. This situation limits reconstruction alternatives to eliminate safety hazards caused by vehicles turning left and on-street parking.

As shown in **Table 1**, traffic projections for the years 1996 and 2010 indicated that while traffic volumes on North Dixie Highway will decrease, the amount of traffic on 25<sup>th</sup> Street is projected to more than double.

**Table 1  
TRAFFIC CONDITIONS IN DISTRICT 2**

	<b>Capacity</b>	<b>1992 volume</b>	<b>1996 volume</b>	<b>2010 volume</b>
North Dixie Highway 25 <sup>th</sup> Street to West Palm Beach Lakes Boulevard	<b>22,268</b>	<b>N/A</b>	<b>23,746</b>	<b>20,178</b>
25 <sup>th</sup> Street North Dixie Highway to Broadway	<b>11,600</b>	<b>3,506</b>	<b>8,314</b>	<b>7,800</b>

Source: West Palm Beach Geographic Area of Exception Application, September 1991  
City of West Palm Beach Engineering and Public Works Department  
\*Not Available

Flagler Drive between Palm Beach Lakes Boulevard and 25<sup>th</sup> Street operates as a four-lane urban collector serving approximately 13,871 vehicles per day. Between 26<sup>th</sup> Street to 36<sup>th</sup> Street, two (2) primary factors concerning Flagler Drive Change:

- the adjacent development in this area changes from the more intense office and highrise residential uses to less intense single family residential uses; and
- the number of defined traffic lanes decreases from four (4) lanes to two (2) lanes.

Although, the character of Flagler Drive Changes to a minor collector, it continues to serve approximately 9,618 vehicles per day north of 26<sup>th</sup> Street; and therefore, it continues to operate as an urban collector.

Without major changes in the road system, there is little potential of discouraging the existing northward flow of traffic on Flagler Drive. Bethesda Terrace and 23<sup>rd</sup> are the only east-west streets that allow traffic moving north on Flagler Drive to go west in order to continue travel on Broadway. The convenience of staying on Flagler Drive out weighs the inconvenience of stopping at traffic lights and stop signs on Bethesda Terrace and 23<sup>rd</sup> Street; and the right and left hand turning movements required to access Broadway.

### **Parking Conditions**

Of the estimated 78 businesses located in the Northwood Business District, approximately 90 percent have provided a limited amount of off-street parking for their clientele. The remaining businesses rely almost totally on on-street parking spaces. The Northwood Area Business Association has indicated that 38 office and commercial spaces are unoccupied. As businesses move into the business district, the availability of parking will become severely limited. Parking will be particularly limited along the Northwood Road corridor given the fact that it has been designated as a entertainment and retail center.

As indicated in **Figure 5**, the overall transportation goal for the Northwood/Pleasant City CRA is to satisfy the transportation needs of the residents of the Northwood area and the through automobile traffic while maintaining an environment that encourages residential and commercial stability.

### **Implementation Policies**

The implementation policies for traffic and transportation improvements have been removed from the Plan in order to allow a review by a traffic engineer. Upon completion of this review and any revisions that may be necessary, the traffic and transportation improvement policies will be forwarded to the CRA and the City Planning Board for their review and approval. The proposed implementation policies for traffic and transportation improvements include the following:

1. Reduce the impact of traffic on 59<sup>th</sup> Street and 58<sup>th</sup> Street by:
  - a) encouraging the county to remove the traffic signal at Broadway and 59<sup>th</sup> Street;
  - b) removing the sign diverting traffic on Broadway to 58<sup>th</sup> Street; and
  - c) changing 59<sup>th</sup> Street and 58<sup>th</sup> Street from a one-way pair to two-way street.
2. Accommodate the flow of traffic traveling north on North Dixie Highway by:
  - a) petitioning Palm Beach County to install a traffic signal with an extended left hand turn light at Northwood Road;

- b) petitioning Palm Beach County to install a traffic signal at 24<sup>th</sup> Street with an extended left-hand turn light;
  - c) petitioning Palm Beach County to coordinate the timing of the traffic signals at 24<sup>th</sup> Street and Northwood Road so as to allow for the free flow of pedestrian and automobile traffic; and
  - d) reconstructing the lanes at North Dixie Highway and 25<sup>th</sup> Street so as to allow:
    - one (1) lane of traffic to continue north onto Poinsettia Avenue; and
    - one (1) lane of traffic to turn left onto 25<sup>th</sup> Street
3. Accommodate the flow of traffic traveling east on 25<sup>th</sup> Street, 24<sup>th</sup> Street and Northwood Road by:
- a) installing a continuous right-hand turn lane on 25<sup>th</sup> Street so as to facilitate automobile turning movements onto North Dixie Highway;
  - b) installing an extended right-hand turn light on 24<sup>th</sup> Street so as to facilitate automobile turning movements onto North Dixie Highway. This light would be coterminous with the extended left-hand turn light;
  - c) installing an extended right-hand turn light on Northwood Road so as to facilitate automobiles turning onto North Dixie Highway. This light would be coterminous with the extended left-hand turn light;
  - d) maintaining the existing traffic signal at Spruce Avenue and Northwood Road
4. Accommodate the flow of traffic traveling west on 25<sup>th</sup> Street, 24<sup>th</sup> Street and Northwood Road by:
- a) installing an extended right-hand turn light on 25<sup>th</sup> Street so as to facilitate automobile turning movements onto Broadway;
  - b) installing an extended right-hand turn light on 24<sup>th</sup> Street so as to facilitate automobile turning movements onto Broadway. This light would be coterminous with the extended left-hand turn; and
  - c) maintaining the existing stop sign on Northwood Road and Broadway.
5. Accommodate the flow of traffic traveling south on Broadway:
- a) installing an extended left-hand turn light on Broadway so as to facilitate automobile turning movements onto 25<sup>th</sup> Street
  - b) petitioning Palm Beach County to install a traffic signal with continuous left hand turn light at 24<sup>th</sup> Street; and
  - c) maintaining the existing right and left-hand turning lanes that facilitate turning movement onto Northwood Road.
6. Accommodate the flow of traffic traveling on North Dixie Highway between 15<sup>th</sup> Street and 25<sup>th</sup> Street by:

- a) reconstructing the right-of-way. Dixie Highway is a state Road south of 25<sup>th</sup> Street. Therefore, the cost of reconstructing the right-of-way is the responsibility of the Florida Department of Transportation (FDOT). However, neither the reconstruction nor the repair of North Dixie Highway at this location is on the State Roadway Capital Improvement Plan. It is impossible to determine when this recommendation would be implemented. Therefore, in order to place the project on the roadway improvement plan and to heighten the quality of the roadway design, the CRA should consider paying approximately 50 percent of the reconstruction cost for North Dixie Highway.
7. Encourage the traffic going north on Flagler Drive to travel through the Northwood Business District and continue traveling north on Broadway by:
    - a) purchasing the two (2) blocks between Bethesda Terrace to the North and 23<sup>rd</sup> Street to the south; and Flagler Drive to the east and Dixie Highway to the west;
    - b) installing a landscaped traffic diverter at Bethesda Terrace and Flagler Drive
    - c) petitioning Palm Beach County to install a traffic light at Bethesda Terrace and Flagler Drive with an extended left-hand turn signal;
    - d) re-striping the lanes so as to allow only one (1) lane of traffic that will continue north on Flagler Drive; and
    - e) creating a boulevard that would allow traffic to move from Flagler Drive west to Broadway with minimal obstruction.
  8. Accommodate the need for parking by:
    - a) acquiring land on Northwood Road so as to allow the construction of surface parking lots as needed and in accordance with the requirements of the Zoning Code; and
    - b) establishing parking areas along the proposed boulevard between Flagler Drive and North Dixie Highway.

## **I. Utilities**

### **Storm Drainage Facilities**

In October 1970, the engineering firms of Smith Gillespie Engineers, Inc. and Adair and Brady, Inc. evaluated the condition of the existing storm drainage system for the City of West Palm Beach. Their report also addressed the need for the repair, replacement or the addition of storm drainage facilities and an estimate of the associated costs. **Figure 6**, indicates the portions of the storm sewer system that are located within the Redevelopment Area that were identified in 1973 as being in need of repair and replacement. During the period between 1973 and 1994, the City has not repaired or replaced any of the recommended improvements. A list of the storm drainage

improvements and the cost estimates has been included in the comprehensive public improvements projects list for storm drainage, potable water and sanitary sewer.

### **Implementation Policies**

The following implementation policies are proposed for the storm water drainage system:

1. Improve existing storm drainage systems along Broadway in conjunction with the proposed Broadway Right-of-Way Reconstruction project.
2. Require all new construction within the Redevelopment Area to provide appropriate connections to the existing public stormwater drainage system. Where public drainage facilities are not adequate, encourage all new construction to make a pro rata contribution to share the cost of necessary improvements.
3. Enhance current programs which clean and maintain existing drainage lines and stormwater drains.

### **Potable Water System**

According to the Utilities Department, District 5 is the only area in which there are water mains that have been in services for approximately 40 to 50 years. This period of time is also the maximum service life of a water main. At this point, the water mains located along Ponce de Leon Avenue, Golf Road, Kent Terrace, North Lakeside Court and the alley between Ponce de Leon and Broward Avenues are brittle and subject to cracks and breaks. Please see **Figure 7** for the location of these lines. However, as long as they remain undisturbed, they will continue to provide adequate service.

### **Implementation Policy**

1. Repair and replace water mains as new construction occurs within the District 5 area.

### **Sanitary Sewer System**

All the sanitary sewer lines in the Northwood/Pleasant City CRA have been inspected by robotic devices since 1988. Where necessary, the robotic devices made repairs and sealed cracks, holes or leaks to the sanitary sewer lines. Therefore, the Utilities Department has indicated that the sanitary sewer system is in good condition.

## **J. Streetscape, Focal Point and the Pedestrian Circulation Improvement Plan**

### **Streetscape and Focal Points**

The following list of streets and focal points in the Redevelopment Area are illustrated in **Figure 8**, which serves as the focal points, gateways and streetscape improvements development map. The streets which serves as the focal points, gateways and streetscape improvements development map. The streets listed below are primarily used by residents of adjacent neighborhoods and nonresidents to move from one (1) portion of the

Redevelopment Area to another. In addition, regardless of where and automobile driver pedestrian travels within the Redevelopment Area, they will pass at least on (1) focal point. Therefore, it is important that the Redevelopment Area be comfortable for area residents and nonresident persons to do business and conducive for commercial activity.

### **1<sup>st</sup> Priority Intersections**

- \* 59<sup>th</sup> Street and Broadway
- \* 25<sup>th</sup> Street and Australian Avenue
- \* Plm. Bch. Lks. to 15<sup>th</sup> Street
- \* 23<sup>rd</sup> Street and North Dixie Hwy

### **2<sup>nd</sup> Priority Intersections**

- \* 25<sup>th</sup> Street and Broadway
- \* 25<sup>th</sup> Street and Flagler Drive
- \* 45<sup>th</sup> Street and Broadway

### **3<sup>rd</sup> Priority Intersections**

- \* 15<sup>th</sup> Street and Spruce Avenue
- \* 36<sup>th</sup> Street and Broadway
- \* 25<sup>th</sup> Street and Poinsettia
- \* 36<sup>th</sup> Street and Electronics Way
- \* 25<sup>th</sup> Street and Pinewood Road
- \* Northwood Road and Broadway
- \* Northwood Road and Spruce Avenue

### **Streetscape Improvement Areas**

- |                           |                       |
|---------------------------|-----------------------|
| * Northwood Road          | * Broadway            |
| * 24 <sup>th</sup> Street | * North Dixie Highway |
| * 25 <sup>th</sup> Street | * East-West Boulevard |

Other public streets, not shown in **Figure 8**, may be added to the streetscape improvement plan as appropriate in order to support future redevelopment trends within the area.

Currie Park is a 11.9 acre community park designed to provide both active and passive recreational activities. This park is unique in that it is the only community park in West Palm Beach that is located along the intercostals. In October of 1993, the City authorized a lease agreement with the Palm Beach Maritime Museum for the development of the Maritime Museum in Currie Park. Given the positive attributes that are unique to this location, Currie Park has the potential of becoming a major focal point and image builder for the Redevelopment Area. In addition, the proposed east-west boulevard between Currie Park and the Dixie Highway has the potential of becoming the center of interest in the Redevelopment Area.

### **Pedestrian Circulation**

Active, integrated pedestrian circulation routes between Currie Park and the remaining portions of the Redevelopment Area are a principal element of the plans and programs for revitalization. There are many conditions that discourage pedestrian circulation within the Redevelopment Area such as narrow and unattractive sidewalks; the lack of visual appeal in the business structures; the lack of overhead protection; the lack of street furniture and minimal landscaping treatments.

### **Implementation Policies**

The following implementation policies for streetscape, focal points and pedestrian circulation include the following:

1. Develop a Pedestrian Circulation System Plan that provides a continuous pedestrian circulation route throughout the Redevelopment Area; creates character in areas where there is none; and provides a sense of cohesion between pedestrian circulation system and the road system. The primary pedestrian routes include the following streets:
  - a. East-West boulevard between Flagler Drive and Dixie Highway;
  - b. Dixie Highway between 25<sup>th</sup> Street and 15<sup>th</sup> Street; and
  - c. Broadway between 59<sup>th</sup> Street and Northwood Road.
2. Develop a Master Plan for Currie Park to increase its image as a major focal point and to incorporate the Park into the pedestrian system by:
  - a. Enhancing park lighting for beauty and safety; and
  - b. Further enhancing the park grounds by planting unique and highly visible trees, shrubs, plants and flowers

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## **III. NEIGHBORHOOD IMPACTS**

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### **Relocation Impacts:**

The Redevelopment Area consists of both commercial and industrial properties, as well as residential neighborhoods. Future redevelopment activity will not directly impact a large number of residential units. However, upon the initiation of new construction and rehabilitation activity, a certain number of households and businesses may be displaced. The welfare of those displaced is of considerable concern to the City of West Palm Beach. In 1985, the City of West Palm Beach adopted the Owner and Tenant Assistance Policy for Displacement/Relocation developed by the City's Community Development Block Grant Program. The objectives of this policy and the methods of relocation are explained in detail in **Appendix C**.

### **Traffic Circulation:**

The overall goal of the traffic circulation plan is to redirect automobile traffic away from the adjacent residential area and to direct traffic through the Redevelopment Area. The traffic circulation plan will have minimal impact on existing residential development due to the fact that only one (1) recommendation requires the demolition of residential structures. The creation of an east-west boulevard on Bethesda Terrace and/or 23<sup>rd</sup> Street from Flagler Drive to Dixie Highway, would require the demolition of approximately 25 structures. Most of these structures are currently unoccupied and boarded up.

### **Environmental Quality:**

The Redevelopment Plan proposes to improve the quantity and quality of public open space; to improve public transportation, streetscapes, infrastructure and the overall environment of the Redevelopment Area. Residents living in the area will be able to enjoy these environmental improvements.

### **Community Facilities and Services:**

The Redevelopment Plan will have a positive impact throughout the Redevelopment Area by encouraging the following:

1. Continuing improvements to all services systems (roads, sidewalks, utilities, drainage, etc.)
2. Enhancing the public facilities through the development of pedestrian walkways and the redevelopment of Currie Park.
3. Public parking facilities in appropriate locations to meet anticipated parking needs.

### **Other Matters Affecting the Physical and Social Quality of the Neighborhood:**

Currently, Pleasant City and the Currie Corridor are the only areas that include substantial residential areas within the Redevelopment Area. However, implementation policies within the Plan encourage rehabilitation of additional residential development, and upon completion of the proposed redevelopment improvement, future residents within the Redevelopment Area will have a more physically attractive neighborhood in which to live.

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## **IV. PROPOSED PUBLIC IMPROVEMENTS**

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### **A. Tax Increment Financing**

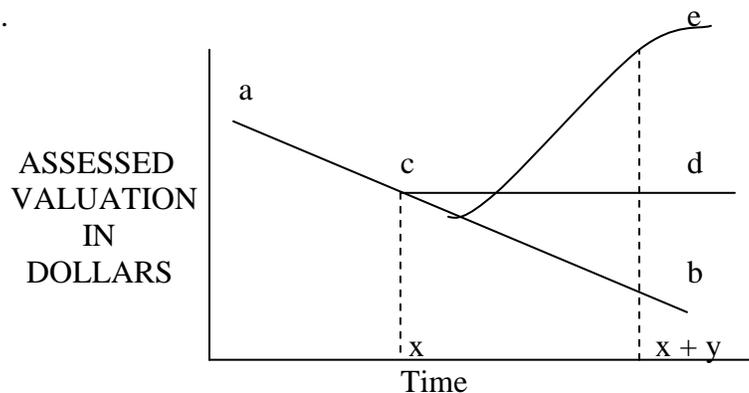
The City shall continue to seek various methods of funding to increase its fiscal resources. The projects outline in this Community Redevelopment Plan may involve a variety of funding sources, but emphasis is placed upon the use of Tax Increment Financing as the primary funding source.

Tax Increment Financing is an important funding mechanism for local government. It is designed to allow local governments to finance, over a term of several years, front-end

costs involved in the redevelopment of slum and blighted areas. By using this tool, a local government can develop and adopt a redevelopment plan, repave or reroute streets, provide other public improvements and open space, provide redevelopment assistance to residential and business owners and, if necessary, acquire property within a redevelopment area, clear deteriorated structures, and make the property available for redevelopment.

The purpose of Tax Increment Financing is to provide a method whereby slum or blighted areas can effectively pay for their own redevelopment. This is accomplished by requiring that the additional ad valorem taxes generated by the redeveloped area be used to offset the public expense incurred in preparing the area for redevelopment.

The following graphic allows for a better understanding of how Tax Increment Financing works.



As shown by the graphic above, **Line ab** demonstrates how the assessed valuation of a slum or blighted area deteriorates over time. The ad valorem taxes generated at any given time equal the assessed valuation at the point in time multiplied by the current mileage rate. Where deteriorating conditions lead to declining assessed valuations, ad valorem taxes will also decline over time.

Under tax increment financing, a redevelopment plan for a designated slum or blighted area is adopted at “time x”. At that time, the assessed valuation of the project area is determined by reference to the most recent assessment roll used prior to the effective date of the ordinance adopting the plan. From that point on, that assessed value (represented on the graph as **line cd**) serves as a reference point from which to determine the tax increment.

As redevelopment proceeds, the actual assessed valuation within the project area will begin to rise as indicated by **line ce**. The ad valorem taxes generated by this increase in assessed valuation over the reference valuation (this is the difference at any given time between **line ce and cd**) are known as the tax increments. These tax increments are set aside in a special redevelopment trust fund to be used to pay for the public cost of redevelopment within the Redevelopment Area. Many times, bonds are sold to finance

the redevelopment projects. The security for these bonds is the commitment of an anticipated increase in assessed valuation within the redevelopment area.

By using Tax Increment Financing, barring any decrease in property values within the project area, all taxing authorities within the project area will continue to receive the same amount of taxes every year until the projects are completed and the bonds are retired. In the absence of redevelopment, the amount of ad valorem taxes would decrease each year as property values continue decline. After the bonds are retired at time X +Y, each taxing authority will begin receiving the full amount of taxes generated within the Redevelopment Area.

**B. Proposed Projects, Cost and Improvement Schedule**

**Table 2** illustrates a summary of the proposed projects and estimated costs for a ten (10) year period between 2001-2011.

**C. Completion of Redevelopment**

All redevelopment contemplated by this Amended and Restated Redevelopment Plan which are to be financed by increment revenues shall be completed on or before September 30, 2036 or as such later time as may hereafter be permitted by Florida Law.

**TABLE 2**

<b>PROJECT</b>	<b>ESTIMATED CAPITAL COST</b>	<b>REVENUE SOURCE</b>
<b>STORM SEWER</b>		
<b>59<sup>th</sup> Street between Pinewood Ave. and Dixie Hwy.</b>		<b>_%TIF* _%SWM*</b>
<b>54<sup>th</sup> St. between Pinewood Ave. and Dixie Hwy.</b>		<b>_%TIF _%SWM</b>
<b>49<sup>th</sup> St. just west of Broadway</b>		<b>_%TIF _%SWM</b>
<b>47<sup>th</sup> St. just west of Broadway</b>		<b>_%TIF _%SWM</b>
<b>46<sup>th</sup> St. just west of Broadway</b>		<b>_%TIF _%SWM</b>
<b>45<sup>th</sup> St. from Spruce Ave. until just west of Broadway</b>		<b>_%TIF _%SWM</b>
<b>43<sup>rd</sup> St. between Spruce Ave. and Greenwood Ave.</b>		<b>_%TIF _%SWM</b>
<b>35<sup>th</sup> St. between Dixie Hwy. and Greenwood Ave.</b>		<b>_%TIF _%SWM</b>
<b>Windsor Ave. between 25<sup>th</sup> St. and Service St.</b>		<b>_%TIF _%SWM</b>
<b>Service St. between Windsor Ave. and North St.</b>		<b>_%TIF _%SWM</b>
<b>North St. between Service St. and 28<sup>th</sup> St.</b>		<b>_%TIF _%SWM</b>
<b>28<sup>th</sup> St. just east of North St.</b>		<b>_%TIF _%SWM</b>
<b>25<sup>th</sup> Ct. between Windsor Ave. and E. Tamarind Ave.</b>		<b>_%TIF _%SWM</b>
<b>25<sup>th</sup> St. between Windsor Ave. to E. Tamarind Ave.</b>		<b>_%TIF _%SWM</b>

**\*TIF-Tax Increment Financing**

**\*SWM-Storm Water Management**

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## **V. REDEVELOPMENT PLAN ENFORCEMENT**

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The administration and enforcement of this Plan, including the preparation and execution of any documents implementing this Plan, shall be performed by the Community Redevelopment Agency and/or the City of West Palm Beach. With the City's authority to adopt a Comprehensive Plan that incorporates the recommendations of this Redevelopment Plan, this Redevelopment Plan shall have the full force and affect of the City's Comprehensive Plan to further its enforcement and implementation.

### **A. Acquisition of Property for Redevelopment**

The Community Redevelopment Act of 1969, Chapter 163 (The Act) authorizes the City/Agency to acquire real property by purchase, condemnation, gift, exchange or other lawful means in accordance with the approved Plan. The City/Agency shall acquire real property in the Redevelopment Area upon final approval of the City Commission as may be required to carry out the intents and purposes of the Plan. The City/Agency may rehabilitate or may as a condition of sale, lease, or require a redeveloper or an owner-participant to rehabilitate, remodel, restore, repair, or otherwise improve property that is the subject of the sale, lease, or agreement, in a manner prescribed by the City/Agency. The City/Agency may demolish, clear, or move buildings, structures, and other improvements from any real property in the Redevelopment Area which it has acquired and as may be necessary to carry out the purpose of the Plan.

The City/Agency are authorized to sell, lease, exchange, subdivide, transfer, assign, pledge, encumber by mortgage or deed of trust, or otherwise dispose of any interest in real property. The extent permitted by law, the City/Agency are authorized to dispose of real property by negotiated sale or lease. Real property acquired for the City/Agency in the Redevelopment Area through the City Commission shall be sold or leased for development in accordance with the uses permitted in the Plan and as required by the Act.

The City/Agency may reserve such powers and controls through disposition and development documents with purchasers or lessees of real property as may be necessary to ensure that development begins within a reasonable period of time and that such development is carried out pursuant to the purpose of the Plan. The Plan includes proposals that may require public acquisition of private property for road rights-of-way, and public facilities, including open space. This may include, but is not limited to the development of the east-west boulevard between Flagler Drive and Dixie Highway and a surface parking lot on Northwood Road and the acquisition of the block bounded by North Dixie Highway, Ponce de Leon Avenue, 23<sup>rd</sup> Street and Bethesda Terrace as a public green .

### **Eminent Domain**

The Act authorizes the use of eminent domain for support of redevelopment projects consistent with an adopted community redevelopment plan. Within the State, this power generally has been used to facilitate the assembly of properties for redevelopment projects initiated by the private sector.

Timely, effective use of this power can provide a clear indication of the City/Agency's willingness and ability to cooperate in the revitalization efforts within the Redevelopment Area. It also offers the opportunity to allow the private sector to implement publicly-directed policy. However, given the nature and extent of this power, it must be utilized wisely and only as necessary.

In order to facilitate the revitalization of the Currie Corridor, the Agency intends to use its eminent domain power, with the approval of the City, to acquire the block bounded by North Dixie Highway, Ponce de Leon Avenue, 23<sup>rd</sup> Street and Bethesda terrace for use as a public commons. If necessary, the Agency may utilize its eminent domain power to acquire any property in the Currie Corridor area.

In order to facilitate the revitalization of the Northwood Business District, the Agency intends to use its eminent domain power, if necessary, with the approval of the City, to acquire the parcels within the anchor site bounded by 25<sup>th</sup> Street on the north; Broadway Avenue on the east; the parcels on the west side of 23<sup>rd</sup> Avenue on the south; and the FEC railroad tracks on the west, for disposition for a mixed use development with a public parking component. If necessary, the Agency may utilize its eminent domain power to acquire any property in the Northwood Business District to remedy blighted conditions that may exist.

In order to facilitate the revitalization of the Broadway Corridor, the Agency intends to use its eminent domain power, if necessary, with the approval of the City, to acquire parcels directly located on Broadway Avenue that are blighted parcels or those parcels perpetuating excessive lien activity.

### **B. Controls, Restrictions and Covenants**

The Agency shall provide adequate safeguards to ensure that the provisions of the plan will be carried out and to prevent the recurrence of blight. The leases, deeds, contracts, agreements, and declaration of restrictions relative to any Real Property conveyed by the Agency shall contain restrictions, covenants, covenants running with land, conditions subsequent, equitable servitude, or such other provisions necessary to carry out the plan.

Property in the Redevelopment Area is subject to the restrictions that there shall be no discrimination or segregation based upon race, religion, sex, age or national origin, in the sale, lease, sublease, transfer, use, occupancy, tenure, or enjoyment of property in the Redevelopment Area.

### **C. Plan Consistency**

The Redevelopment Area has been found by the City/Agency to be in conformity with the comprehensive plan for the City. In order to maintain conformance between the Redevelopment Plan and the City Comprehensive Plan, the City/Agency approved the creation of the Northwood/Pleasant City Advisory Board (The Board). The Board was created to act in advisory capacity to the City/Agency.

All owners, lessees, or developer of real property within the Redevelopment Area must redevelop or develop projects in accordance within the provisions of the Plan. Content of submittals shall conform to that required in the City Zoning Code for a Planned Development.

### **D. Actions by the City**

Upon approval of this Plan by the City, the warrants and represents to all parties acting in reliance on the Community Redevelopment Agency, that the City shall aid and cooperate with the City/Agency in carrying out this Plan and shall take actions necessary to ensure the continued fulfillment of the purposes of this Plan and to prevent the spread or recurrence within the Redevelopment Area of conditions causing blight or other undesirable conditions. Actions by the City shall include all those actions authorized by law including, but not limited to, the following

1. The City may continue to utilize the established review process in order to effectuate compliance and performance pursuant to the intent of this Plan. The City shall initiate and implement such actions as are necessary to delegate to the City/Agency the responsibility and authority for administering aspects of this Plan.
2. The City may provide for administrative enforcement of the Plan. The City shall, through code enforcement, provide for continued maintenance by owners of all real property, both public and private, within the Redevelopment Area.
3. The City may apply building standards that maintain a relatively uniform scale and intensity of development within the Redevelopment Area zoning districts, and also allow the use of innovative design and construction techniques.
4. The City may implement proceedings for opening, closing, vacating, widening or changing the grades of streets, alley, public areas and other public rights-of-way and areas in the Redevelopment Area.
5. The City may perform all of the functions and services relating to public health, safety, and physical development normally rendered, in accordance with a

schedule which will permit the redevelopment of the Redevelopment Area to be commenced and carried to completion without unnecessary delay.

## **E. DURATION OF THE PROJECT**

### Duration

The redevelopment process shall continue until determined complete or otherwise discontinued by the Agency or for a period of thirty (30) years from the date the plan is adopted or amended.

Any person, agency, or group may submit a recommendation to amend or modify the Plan which may include a change in the boundaries of the project area, major land use modifications, or nay changes which constitute a substantial deviation from the original Plan.

### Modification

The Plan may be modified only after approval by the City Commission and in a manner consistent with applicable law and in accordance with the Act.

In order to amend the Plan, the City Commission will hold a public hearing on the proposed modification after proper public notice of the meeting.

### Severability

If any provision of the Plan is held to be invalid, unconstitutional or otherwise locally inform, such provision shall not affect the remaining portions of the Plan.

## **Appendix C**

### **Owner and Tenant Assistance Policy for Displacement/Relocation**

1. Carry out relocation activities in a manner that minimizes hardships to those that may be displaced:
  2. Provide residence that may be displaced with full opportunity to occupy comparable replacement housing that is within their ability to pay and adequate for their needs and meets requirements for decent, safe, and sanitary housing, and to the extent possible, which satisfies their preference with regard to location and other considerations:
  3. Provide business concerns assistance in establishing at new locations with minimum delay and hardships:
  4. Provide relocation assistance in accordance with the needs of those that may be displaced, through appropriate agencies including assistance to those who are chronically ill, homebound, and in need of support and follow-up services;
  5. The Agency shall require developers to provide displaced business owners and business tenants preference for re-entry into business in a redevelopment area and upon the same terms and conditions offer to other businesses. The displaced business must be compatible with the proposed uses, theme, operation, and quality of the other businesses in the development;
  6. To revitalize rather than clear neighborhoods;
  7. Encourage and expedite acquisition by agreement with owners in order to avoid litigation relieve congestion in the courts and promote confidence in land acquisition by the Agency.
- \* Displaced refers to any person or business who moves from real property or moves his personal property from real property as a result of the acquisition of such real property, in whole or in part, by the CRA

## **Relocation Method**

(a). The relocation assistance will be handled for the agency by the City's Department of Housing and Community Development and/or the Department of Engineering and Public Works. Those Departments have personnel with experience in relocation assistance.

(b). The Agency may provide reasonable relocation assistance to individuals, families, business concerns and others displaced by a redevelopment project in the Community Redevelopment Area. This is not intended to provide incentives for commercial business to move out of the redevelopment area. The Agency may elect provide said relocation assistance where it is determined that is it in the best interest of the project to do so.

(a). The Agency may adopt rules and regulations governing the relocation of individuals, families and business concerns located within the Community Redevelopment Area. Said rules and regulations shall establish the requirements and conditions for relocation, eligibility requirements as well as the amount of relocation assistance, if any, to be provided. This relocation method may be amended at any time as the Agency may determine appropriate.

(d.) Until such times as modified, the Agency shall have a policy and utilize for residential relocation, the "Owner and Tenant Assistance Policy for Displacement/Relocation for Community Redevelopment Program".

(e). Until such times as modified, the Agency may pay up to 80 percent of the reasonable and necessary moving expenses to move business concerns to locations not exceeding twenty (20) miles from the point of origin.

(f). Business owners and business owners and business tenants are those businesses engaged in bonafide business activities within the redevelopment area for a period of not less than none year prior to the initiation of negotiations.