



South Broad Street Vision Plan

City of Trenton, Mercer County, NJ

August 2013

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PREPARED FOR THE MERCER COUNTY
IMPROVEMENT AUTHORITY



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2011 Aerial Photo

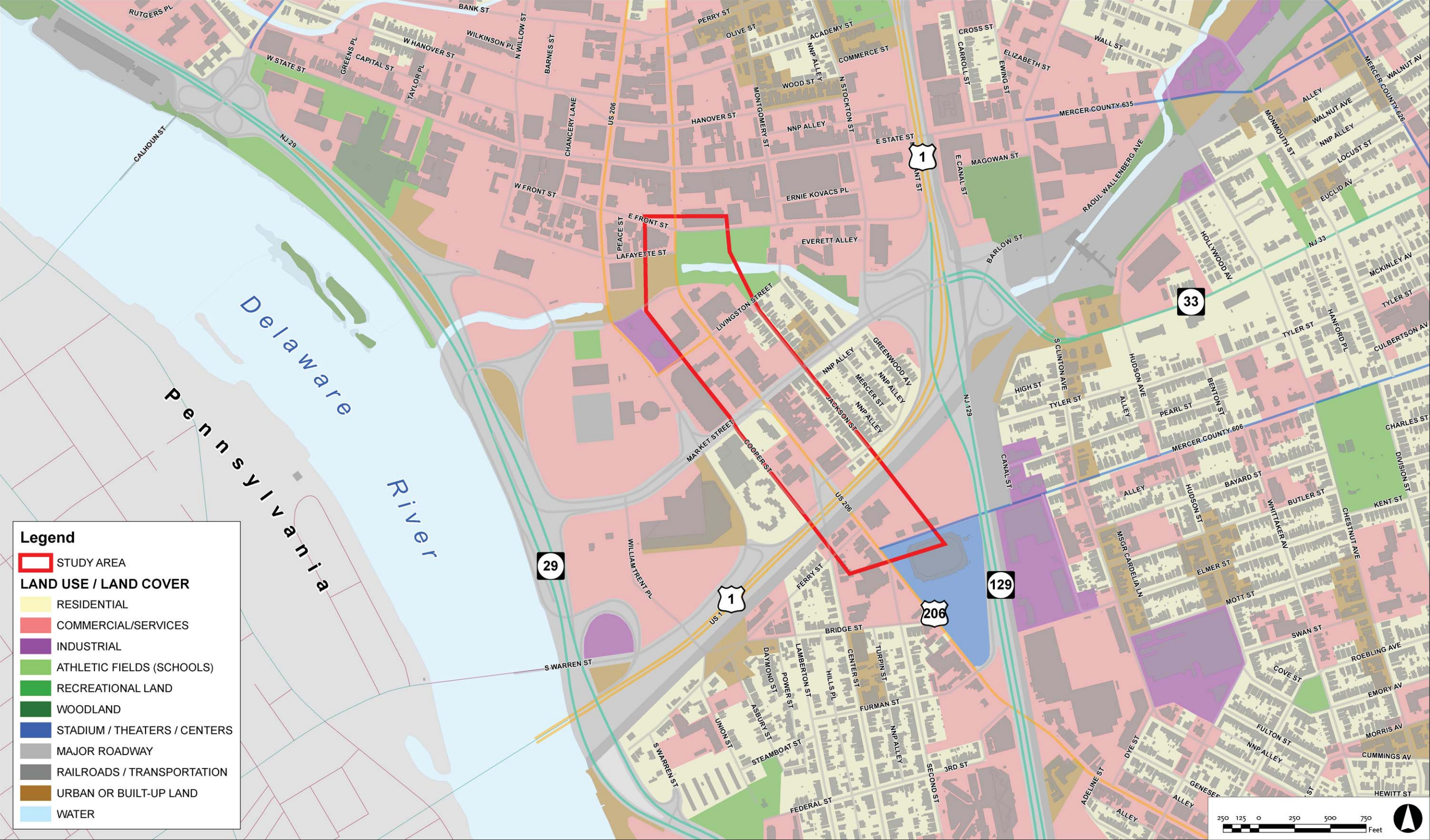
I. Site Area & Project Background

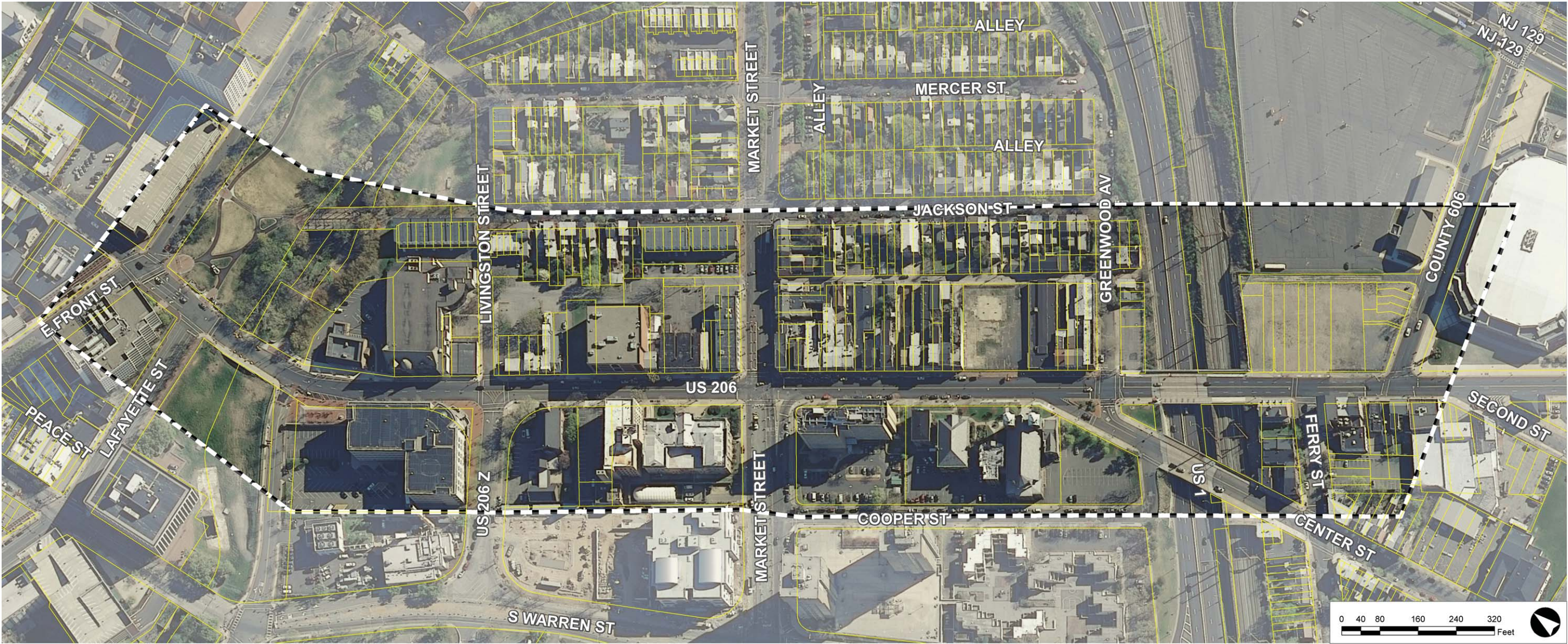
The Broad Street Vision Plan was developed to provide guidance to multiple potential projects to be funded by City, County, State, or Private Entities. The aim is to improve safety, to encourage development and investment in the site area, and to enhance the historic character and understanding of the site.

The project site area (shown above) includes Broad Street from Hamilton Avenue to Front Street and includes portions of Greenwood Avenue, Centre Street, Market Street, Conovers Alley, Livingston Street, Assunpink Drive, and Mill Hill Park.

The Plan was made possible by the Mercer County Improvement Authority (M.C.I.A.) and expands upon a facade study commissioned by the M.C.I.A. of the 300 block of Broad Street in 2011. The M.C.I.A. and Mercer County have made significant recent investments in the project area with the completion of the M.C.I.A. Headquarters on Hamilton Avenue as well as the new County Criminal Courthouse on Market Street and Warren Streets. Visitors to the Arena, Courthouse, and other County facilities pass through South Broad Street and the County recognized the need to make improvements to this area within Trenton.

In addition to the M.C.I.A., an ad-hoc committee from the Old Mill Hill Society was formed to work with Clarke Caton Hintz to develop the plan and to organize public meetings to review and provide input on the plans. The Old Mill Hill Society is a community organization made up of residents, property owners, and workers within the Mill Hill National Historic District. This district is loosely bounded by Front Street, South Broad Street, U.S. Route 1, and Stockton Street.





2012 Aerial Map



Current Site Conditions Map

I. Current Conditions

The current site conditions are indicated generally in plan form in the diagram/ map above. The grey color indicates concrete or asphalt roadways. The light tan color indicates brick or concrete sidewalks. The dark tan indicates building footprints. The aqua-blue color indicates the Assunpink Creek within Mill Hill Park. The light green generally indicates vegetated areas and the darker translucent green indicates the existing tree canopies as of Winter 2013.



Building Use Map

I. Building Uses

The diagram/ map above indicates the various types of uses of the existing buildings in the site area.

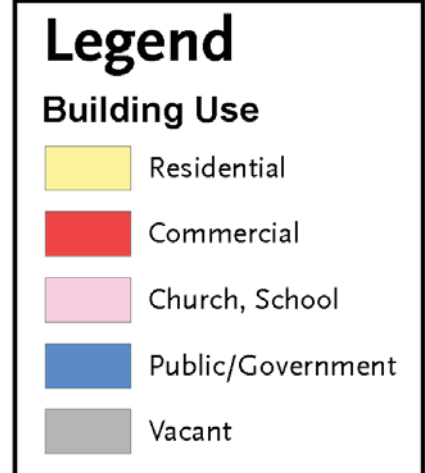
The residential uses along Jackson Street are typically 2-3 story rowhouses dating from the late 1800's. Some have been converted into multi-family units but the vast majority are single-occupant dwellings. Parking for these residences is found along the street with regular enforcement of permit parking and alternate side parking on Monday, Tuesday, Thursday, and Friday. The residential use at Market and 323 South Broad Street is the Luther Arms apartments: a twelve story, senior housing facility. Limited parking is found at a surface parking lot behind the building (38 spaces in total).

The commercial uses indicated in red generally consist of retail establishments on the first floor with multifamily housing on the upper level(s). Retail uses include restaurants, small grocery stores, bail bondsmen, and clothing retailers. Office space is also included at the first floor and upper floors in some locations.

The Church and School uses indicated in pink include the Sacred Heart Church at 343 South Broad Street (between Centre Street and Market) and its associated Convent, Social House, Rectory, and School. The Lutheran Church of the Redeemer at 189 South Broad Street is located at Broad and Livingston.

County buildings in the site area include the Historic Mercer County Courthouse (now vacant) at Broad and Market Streets, the adjacent Administrative Building, the Mercer County Civic Courthouse at Broad and Livingston Streets, and the Mercer County Improvement Authority Headquarters at Hamilton Avenue. The Trenton Parking Authority owns the garage at the corner of Front and Broad Streets (it was vacated earlier in 2013 due to structural concerns by the T.P.A.). The State Owned buildings in the site area include the Van Sciver Building at 160 South Broad Street and the eight story headquarters for the New Jersey Department of Community Affairs at Front and Broad Street.

Vacant buildings include the Historic Eagle Tavern at Ferry and Broad Streets, multiple rowhouses and commercial buildings along Broad Street, Market Street, and Jackson Streets, and a three story office building across the street from the Historic County Courthouse.



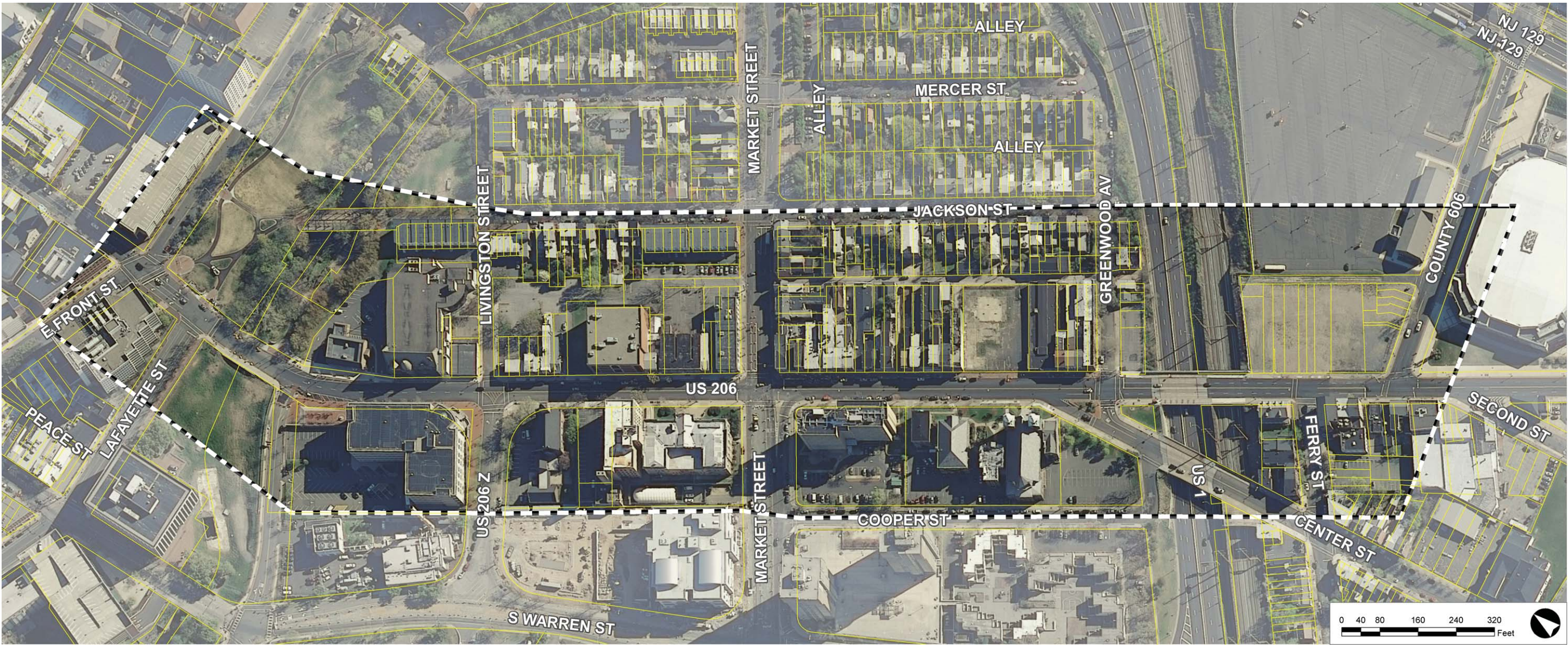


Current Site Conditions Map

I. Land Use and Ratables

The map/ diagram above indicates types of land use according to the color key to the lower left of this page. The largely residential portions of the Mill Hill Historic District (along Jackson and Mercer Streets) are primarily residential with a few exceptions for commercial and church properties. The majority of the even portions of Broad Street between Livingston and US route 1 are Commercial uses. The remainder of the site area is a combination of public property, quasi-public property, and church and charitable properties.

The result of this land use is that the vase majority of the land area in the site area is non-ratable (non-taxable by the City of Trenton). When the right of ways are included in the total land area, less than 15% of the land is ratable in the study area.



2012 Aerial Map



I. Broad Street - 200 Block

The 200 Block of Broad Street Elevations are stitched together in photographs above. The uppermost image is of the even numbered block and the lower image is the odd numbered block.

The even numbered block has only a few remaining buildings from the 19th century. This portion of the block is dominated by a five story office building built in the 1980's. The building contains four storefront offices at the first floor and some limited parking for the building is located at the City-owned lot behind the building. A large open lot is adjacent to this building. Smaller scale storefront businesses are located along this block with restaurants, small grocery stores, a clothing store, and bail bondsmen. Some residential is included above the shops adjacent to Livingston Street.

The odd-numbered block features the historic County Courthouse and Annex/ Office building, the Lutheran Church of the Redeemer, and the Civic County Courthouse (built in the 1990's).

The Street activity is at its most vibrant during business hours on weekdays. Weekend activity is limited primarily to the Church (most businesses are not open on evenings or weekends).



2. Broad Street - 300 Block

The 300 Block of Broad Street (between Market Street and Greenwood Avenue) Elevations are stitched above. The uppermost image is of the even block and the odd block at the lower image.

The even numbered block includes many original buildings from the late 1800's in various states of repair. The large open space in the middle of the block was previously occupied by the "Hill Motel" which was demolished in the late 1990's. This site is being developed as the "Whittaker" residential building currently (construction is underway at this time).

The odd numbered block includes the Sacred Heart Church and its associated buildings as well as the Luther Arms senior housing facility. These buildings are all set back from Broad Street and the grounds include some landscaping and site fencing event at the front of the building. The Luther Arms Tower was constructed in 1977 and is constructed of exposed aggregate concrete panels, strip aluminum windows, and stucco bands between the windows.



3. Broad Street - 400 Block

The Street-wall photo above indicates the southwest portion of Broad Street between Hamilton Avenue and Centre Street.

On the left side is the “Trenton Makes” arts complex which features a single story restaurant within a renovated former garage site with an adjacent courtyard space for outdoor dining, four street-level storefront shops, and space above for 29 artist studios and offices within three renovated historic buildings. The three story buildings feature vibrant colors at the painted wood storefronts, windows, and cornices. The brick upper stories also include decorative stone work at the arched windows and intricate brickwork.

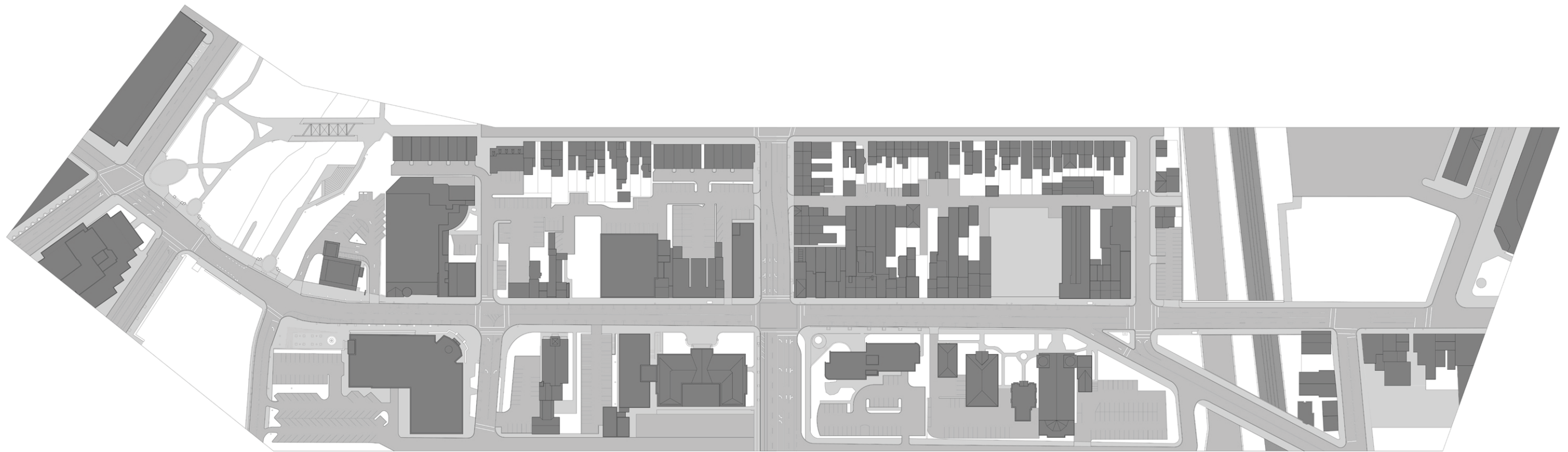
Adjacent to the Trenton Makes complex is the Eagle Tavern site. This building is currently empty and is owned by the City of Trenton. The building is listed on the New Jersey and National Registers of Historic Places and is also listed as a City of Trenton Historic Landmark and remains one of the

oldest buildings in Trenton. The building was constructed in two stages with the first portion built after 1765 and the second portion built after 1830. The first floor features a wide porch along the frontage along Broad Street. The first two floors are constructed of brick. The first floor windows are boarded up and the second floor windows are secured with wood window shutters. The third floor had four dormer windows and a metal standing seam roof. For more information on the Eagle Tavern, refer to the report prepared for the Trenton Historical Society by Hunter Research at: <http://trentonhistory.org/Documents/EagleTavern.html>.

The remaining portion of the street is part of the Amtrak and Route 1 bridge/ overpass. The space between the Eagle Tavern and the Amtrak bridge is enclosed with a 6’ high wood fence in poor condition. It appears that vagrants access the embankment at side of the Amtrak tracks from the most deteriorated portions of the wood fence. The Amtrak bridge features a 6’ high reinforced concrete wall along the sidewalk and this wall has had multiple graffiti tags removed

and reapplied. The concrete is stained at the upper portions and at the lower portions. At the Route 1 Bridge, the wall transitions to a reinforced concrete knee wall and an 8’ high curved-top chain link fence. Between the Route 1 bridge and Centre Street, a there is a triangular space enclosed by a 4’ high chain link fence owned by the City of Trenton. Adjacent to this is a bus stop and bus shelter.

Lighting throughout the area is by a combination of the Arena District Light fixtures (see light adjacent to the Trenton Makes Complex) and by taller pole-mounted fixtures that have downlights dedicated for the sidewalk and for the roadway. The Amtrak and Route 1 bridges do not currently have any street lighting.



Impervious Coverage Map

I. Impervious Coverage

Impervious coverage refers to materials that do not allow rainwater to penetrate into the subsurface soils. As the project site is located in a dense urban environment, it is not surprising that the site has a relatively high percentage of impervious coverage.

The diagram above indicates impervious pavement in the medium grey tone and impervious building coverage in the darker grey tone. The remaining white areas on the diagram indicate the 15-20% or remaining site area that is pervious with vegetative coverage.

The existing streets within the site area are paved with asphalt and reinforced concrete paving systems and the sidewalks are a combination of brick pavers (over a sand bed and asphalt or concrete base) and poured in place concrete sidewalks. These streets have drains that tie into the City's underground stormwater drainage network. Concrete and asphaltic

surface parking lots are located throughout the site behind buildings, in side yards, and in some cases along the edge of the streets. There are also a few relatively small plazas, patios, and courtyards that are part of both private and public buildings.

The building coverage on the site does not include any known green roofs. The roofing systems vary by building but all of the roofs carry storm water to the City's underground stormwater drainage system (either directly, or through surface runoff directed towards street drains). Most building roofs are not reflective meaning that most solar heat is absorbed in the roofing membranes.

The concentrated impervious coverage in the site has effectively sealed the soil surface, reducing groundwater recharge. The stormwater runoff is forced into the City's stormwater management system in which the water is eventually discharged back into waterways without additional particulate or contaminate filtration or other water quality

controls. In many locations within the city, the stormwater management system dates from the late 19th century.

The dominance of the impervious coverage also contributes to localized solar heat gain in the summer season. The mass of the impervious materials and their lack of reflectivity stores radiant heat energy well into the evening. The release of the heat energy throughout the day and at night increases the local air temperature significantly. According to the United States Environmental Protection Agency, roof and pavement surface temperatures can be 50-90 degrees Fahrenheit hotter than the air, while shaded or moist surfaces remain close to air temperatures. Urban heat islands can be 10-22 degrees Fahrenheit warmer than adjacent rural areas particularly after sunset (1).

The USEPA also notes that heat islands increase energy use by requiring additional mechanical conditioning. The USEPA has found that 5-10% of summertime urban energy demand is used to compensate for the heat island effect (2). The heat

island effect also increases electrical demand at peak hours for utility companies who typically rely on burning fossil fuels for the electricity generation. This further increases air pollutants and greenhouse gases during summer months. In addition to the elevated energy uses, the higher temperatures increase surface water runoff temperatures, elevating the temperature of nearby streams and rivers.

References:

1. Berdahl P. and S. Bretz. 1997. Preliminary survey of the solar reflectance of cool roofing materials. Energy and Buildings 25:149-158.
2. Akbari, H. 2005. Energy Saving Potentials and Air Quality Benefits of Urban Heat Island Mitigation (PDF) (19 pp, 251K). Lawrence Berkeley National Laboratory.



Pervious Coverage Map

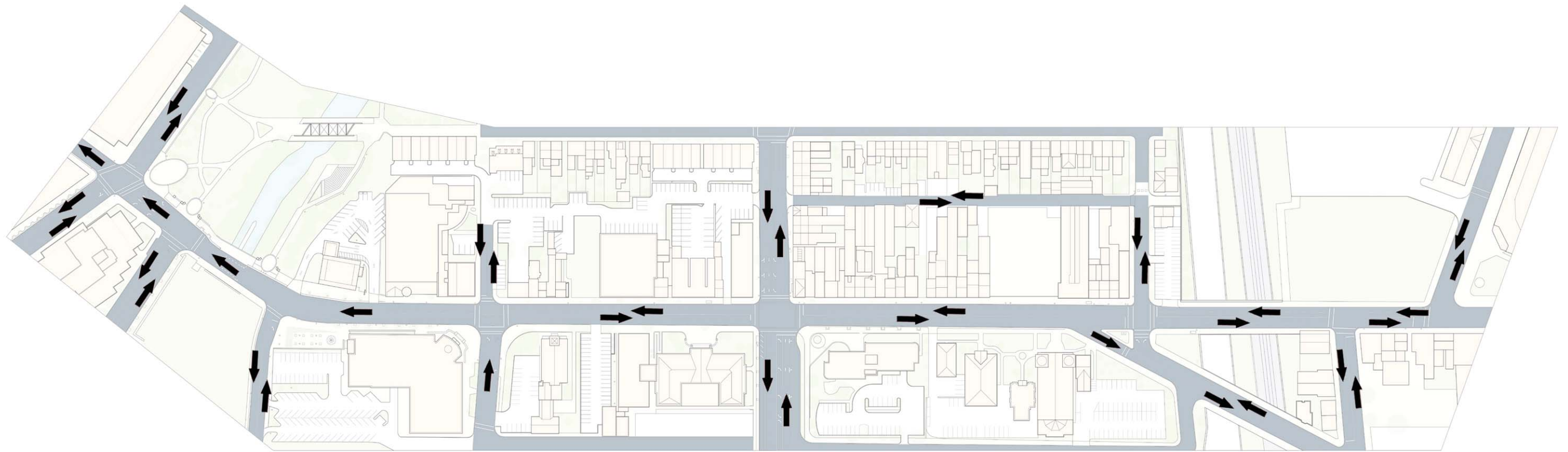
I. Pervious Coverage

The project site area has a relatively limited pervious coverage of approximately 15-20%. The diagram above indicates the current (as of March, 2013) vegetated areas. On the western edge of the site is Mill Hill Park and the Assunpink Creek. This park is a passive walking park containing pathways, an amphitheater, a steel trestle bridge over the creek, and relatively large grass fields with young and moderate growth trees. The park was renovated in 2012 and additional trees and pathways were added (as shown in the diagram above). South of the park on the other side of Broad Street, the Assunpink Creek enters a concrete culvert and the adjacent area is covered by a field of wild, unmaintained grasses and weeds. Other significant vegetative features include the open lot at Hamilton Avenue and South Broad Street which is currently fenced in as a future development site. This site is porous and also contains wild grasses and weeds. Route 1 and the adjacent Amtrak train right of way are bounded by scrubby brush alongside steep embankments. The rear yards

of the homes along Jackson Street contain a rich variety of tree and plant specimens within a relatively small area. The front yard of the Sacred Heart Church and adjacent structures contains formal gardens and many decorative trees and shrubs. The Historic Mercer County Courthouse also features a decoratively landscaped front yard.

The darker green circles in the diagram approximate the drip line of existing trees in the site area as of March, 2013. The street trees at Broad Street between Market and Front Streets vary in size and spacing. The health of the trees is much better at the two county courthouse sites than the opposing blocks. During a road construction project in 2011, many of the street trees along the 300 block of Broad Street were removed. The 400 block of Broad Street (near Hamilton Avenue) only has a single street tree. Market Street has recently had some trees planted near the new County courthouse but the block of Market between Broad and Jackson Street only has one moderately sized tree and two very small street trees. Many of the trees on this block have recently died.

The surface parking lots in the project area do not feature any vegetated islands to plant additional trees. Likewise, Market Street does not have any vegetated islands between Jackson Street and New Warren Street.



Circulation Map

I. Circulation

The project site area currently features a combination of one way and two way streets and alleyways of varying widths.

Broad Street is one way from Front Street to Livingston and does not include lane division striping within this area, but cars generally form two lanes of travel. The width varies from being 46' wide (to the inside face of the curb) at Front Street to 33' at the Assunpink Creek Bridge. Broad Street transitions to two way traffic from Livingston to Hamilton Avenue with one lane of traffic in each direction up to Centre Street. At Livingston Street, Broad is 38' wide and at Centre Street it grows to be 45' wide. At Centre Street, Broad Street transitions to two lanes of traffic in each direction with the lanes indicated with striping. The road width is generally consistent at 40' in this area.

Market Street has two distinct lanes of traffic in each direction from Jackson Street to Warren Street. It is 56' wide between Broad Street and Jackson Street. Market is 79' wide between Broad Street and New Warren Street and it includes a shared turning lane down the middle of the road. This portion of Market also includes 5' wide bike lanes in each direction but they do not connect to any other bike lanes at Broad Street. The road striping between Broad Street and New Warren Streets was recently installed and is very clear.

Conovers Alley (behind the 300 block of Broad Street) currently features two way traffic along a 20' road width. Due to the zero-lot-line buildings at Conovers Alley and Market Street as well as the sidewalk there, visibility is very poor for pedestrians and vehicular traffic. There is no road striping along Conovers Alley.

Livingston Street between Broad Street and New Warren Streets currently has two lanes of one way traffic directed towards Broad Street. At the intersection of Livingston and Broad, each lane is a turning lane (either left or right) and traffic can not continue on to the portion of Livingston Street which dead-ends into a parking lot.

Centre Street has two-way traffic with one lane in each direction. At Broad Street, Northbound traffic can not legally turn onto Centre Street. At the same intersection, Greenwood Avenue traffic can not continue straight onto Centre Street.

Signaled intersections in the project area include Front and Broad Streets, Market and Broad Streets, Centre Street Greenwood Avenue and Broad Street, and Hamilton Avenue and Broad Street. All other intersections feature signage controls.

Crosswalks for pedestrians are located at each major road intersection. Curbs are also located at most major intersections. Market Street features the most fast-moving traffic due to its expansive width. There has been one fatal vehicular-pedestrian collision at Market Street as well as five non-fatal pedestrian-vehicle collisions in the past eight years. Broad Street has had 14 reported pedestrian vehicle collisions in the site area in the past eight years (most were located near Market Street and Mill Hill Park). See Appendix A for the locations of pedestrian and cyclist accidents in the region taken from 2004-2012.

Bike lane coverage is currently very disconnected. The only bike lanes in the site area are at East Lafayette (one lane in each direction) and at Market Street between Broad Street and New Warren Streets.



Parking Plan Map

I. Parking Plan

The diagram above indicates existing on-street parking spaces (in purple), parking lots in grey, and existing NJ Transit and SEPTA bus stop locations (in orange).

The on-street parking is currently a combination of metered and unmetered spaces. At Front Street, the on-street parking is metered as is East Lafayette Street. Broad Street has metered spaces as indicated on the plan as does the portion of Market Street between Broad Street and New Warren Streets. Greenwood Avenue allows parking except from 4 PM until 6 PM (no parking permit required).

The metered spaces on Broad Street between Market and Front Street have supplemental signage noting that parking is not allowed from 7 AM-9:30 AM Monday-Friday. The spaces are also marked as being hour hour maximum parking from 9:30 AM- 6PM daily. These signs are either incorrect or the parking laws are not enforced. The bulk of the parking spaces

are occupied well before 9:30 am daily.

The bulk of the on street parking spaces are taken by cars with handicapped placards hung from the rear view mirror inside the car. NJ State law allows people with the handicapped placards to fill the meter just once and then stay in the space for 24 hours. A 2012 study by the Trenton Downtown Association noted that 96% of the city's 800 metered on street parking spaces were occupied. Most of the occupied spaces were occupied with vehicles containing the handicapped placards, and the City has found that many of the placard users do not feed the meter at all. The abuse of the system has rendered the city's parking meter system "revenue neutral". To make parking matters worse, enforcement of illegal parking spaces (those spaces marked "no parking at any time" indicated in white above) is not occurring within the site area. During regular weekday business hours, vehicles are parking throughout Broad Street, even at the Assunpink bridge at Mill Hill Park and even at bus stops.

The off street parking areas include a County-owned surface lot behind the Mercer County Civil Courthouse, a lot behind the Sun Bank near Mill Hill Park, a lot adjacent to and owned by the Lutheran Church of the Redeemer, a County-owned lot adjacent to the Mercer County Courthouse Annex, a large city-owned parking lot behind the 200 block of Broad Street (between Broad and Jackson Streets), a series of lots behind the Lutheran Arms Tower and the Church of the Sacred Heart complex, and a small surface lot at Greenwood and Broad Streets. There are also small privately owned lots behind homes and businesses along Conovers Alley and Behind Jackson Street.

The Bus Stops within the area are indicated with pole mounted signage. There are two bus stops with shelters on Broad Street adjacent to Greenwood Avenue and Centre Streets. The remainder of the bus stops do not have formal sitting areas for mass transit riders. The three bus stops located on Market Street and Front Street do not have an area for the bus to pull into so the bus stops in an active lane of traffic.

The two stops on Market Street are particularly dangerous because of the speed of the adjacent traffic. On Broad Street, the problems with illegal unenforced parking noted earlier create additional traffic problems when cars park in the designated bus stop areas. The buses are forced to stop in the middle of the only active lane of traffic to pick up and drop off passengers. Also, the two North-bound lanes of traffic on Broad Street between Hamilton Avenue and Greenwood Avenues converge into a single lane at the bus stop location on the even side of the 300 block of Broad Street, creating a dangerous convergence of traffic at a transit stop.



Public Meeting #1: Primary Concerns

- Trash Concerns
- Short Term Parking Access for Businesses
- Conover's Alley Traffic Concerns
- Route 1 Overpass Concerns
- Lack of Historical Markers and Consistent Way-finding
- Concerns About Vacant Land and Buildings
- Lack of Street Trees in Project Area
- Parking Enforcement is Needed
- Need to Quantify Success for the Project
(Increased Ratables, Property Values)

Recommended Short Term Projects:

- 1: Install Additional Trash Cans
- 2: Replenish Street Trees
- 3: Re-Stripe Portions of Broad Street, Market Street
(Contingent on Traffic Study Requirements)
- 4: Façade Improvement Programs





Additional Trash Receptacle Location Map

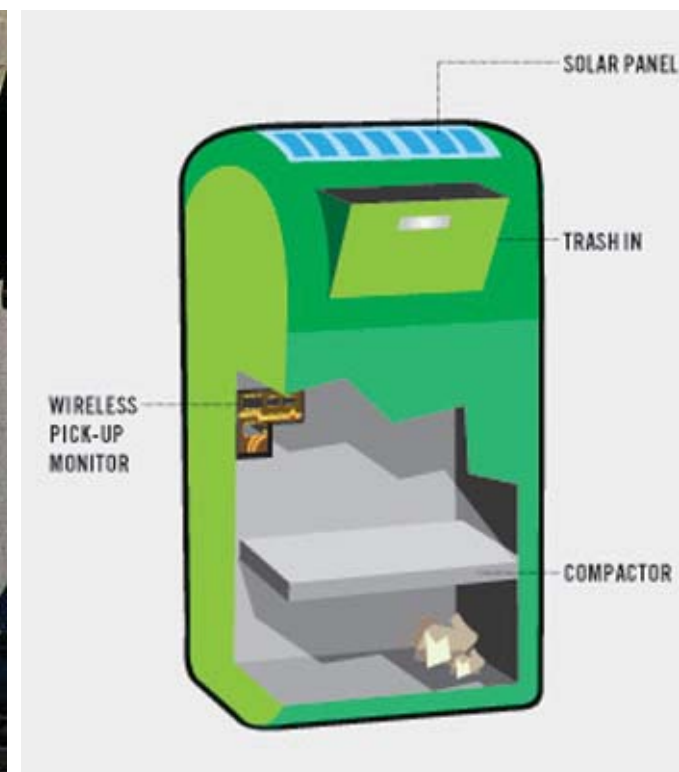
I. Additional Trash Receptacle Locations

The pink triangles represent potential locations of additional trash cans to be located near existing bus stops, food service establishments, and generally at regular intervals along the most heavily trafficked portions of the site area. Currently, none of the bus stops have a trash can nearby and very few trash cans remain along South Broad Street.

One potential strategy to improve the functionality of the trash cans was to utilize a solar compacting type of a can. Philadelphia and New York City utilize these models which come at a considerably higher first cost but result in less garbage removal due to the internal compactor. Some models even feature wireless communications equipment to notify sanitation workers when the cans need to be emptied. This results in a more efficient trash removal process. Also, many compacting units have a self closing door flaps to help eliminate wind-blown trash debris from littering the streets.

Solar-Powered Compactors

- Showcase for Sustainability
- Fully Enclosed Design Eliminates Overflowing Cans
- Alerts Trash Collection Agency When Full (Remote Monitoring)
- Reduces Collection Frequency
- Purchase Could Coordinate with TDA Effort





Caption

2. Street Tree Replenishment

The second recommended project is a street tree canopy replenishment project. This would include the consultation of a landscape architect to develop typical planting details, make recommendations on species and spacing for the various sites in the project area, and to advise on a plan for the initial first year of the planting to ensure the trees survive and are able to properly adapt to the site.

Based on previous experience, CCH recommends that street trees be planted between twenty and thirty feet on center along streets in the project area. Based on this spacing, the approximately 231 trees are proposed in the site area as follows:

- 115 Trees on South Broad Street
- 33 Trees on Market Street (including proposed Islands)
- 31 Trees in the City Owned parking area behind the 200 Block of South Broad Street
- 27 Trees on Short Greenwood and Centre Streets
- 13 Trees on Assunpink Drive
- 12 Trees on Hamilton Avenue

The benefits of the additional trees and future tree canopy includes:

- lower localized air temperatures
- increased property values
- less stress on an aging drainage infrastructure
- mitigation of some airborne pollutants



2. Street Tree Replenishment

Examples of successful, urban street tree canopies are included in the images above. Care must be given to the spacing of trees, the size of the treewells, the impact on building entrances, and coordination with underground utilities.





Caption

3. Street Restriping

The third proposed project includes the re-striping of the lanes, parking, and bike lanes within the project site area. The proposed striping improvements indicated in the diagram above is modeled on the award-winning City of Trenton’s “Complete Streets” program (which in turn is modeled after the New Jersey Department of Transportation Complete Streets Program and Checklist). The goal of this program is to create a “comprehensive, integrated, connected multi-modal network by providing connections to bicycling and walking trip generators such as employment, education, residential, recreational and public facilities, as well as retail and transit centers”.

The existing striping in the project site does not provide safe areas for bicycling and the only dedicated bike lanes along Market Street do not connect to any additional bike lanes. The proposed re-striping includes a 4'-5' wide dedicated bike lane in each direction of traffic along South Broad Street, Centre Street, Market Street, Livingston Street, Assunpink Drive, and Front Street. This would represent the addition of 1.4 total miles of bike lanes within the confines of this relatively small site.

The striping changes would graphically clarify no parking zones with striped areas near intersections and fire hydrants. The striping would also adjust the on-street parking spaces to more efficiently take advantage of the total area. Based on the plan indicated above, 41 additional on street parking spaces are possible with very slight adjustments to existing parking stall locations and with the adjustment of some bus drop off zones.

The striping changes would also include dedicated, clearly indicated bus drop off zones out of active lanes of traffic along South Broad Street, Market Street, and Front Street.



Improvements at South Broad Street & Livingston Street

Improvements at South Broad Street & Centre Street

3. Street Restriping

The more complicated recommendation with the street restriping is to make South Broad Street a two-way street for the throughout the project site. South Broad transitions to one way traffic currently at Livingston Street (going northbound). Traffic on Livingston Street is also currently one way between Broad Street and Warren Street. The existing road allows for enough space to provide full 11' or 12' wide lanes of traffic in each direction at both streets.

The diagram also indicates bike lanes in a shaded hatch along Livingston and South Broad Street and indicates a clarified on street parking space layout. The pedestrian crosswalks at this intersection should be restriped as well because of the high intensity of pedestrian traffic in this intersection due to the County's Civil Courthouse shown at the lower left corner.

At Centre Street and South Broad Street, it is recommended that the two bus stops be adjusted as shown so that the buses no longer have to drop off riders in active lanes of traffic. The diagram also indicates how Broad Street should remain as only two lanes of traffic at the Route 1 overpass so that cars no longer have to merge going Northbound on South Broad Street. The indicated curb changes are addressed in a later section.



Facade Improvement Diagram

4. Façade Improvement Program

The fourth proposed short term project is a facade improvement program. This program would be modelled on the Old Mill Society Grant program which has offered grants to properties within the historic district of Mill Hill. Portions of buildings visible from the public right of way would be eligible for grants.

The facade program would fund repairs to a variety of building elements as indicated in the diagram above. Facade elements including commercial building signage, window replacements, shutters, cladding removal or replacement, cornice repair or replacement, entry doors, stone or brick repointing, and painting would be eligible. All proposed grant elements would need the approval of the City of Trenton Landmarks Commission when the property falls within the Historic District. Other elements would need to follow the same guidelines but would not be required to make a presentation to the Landmarks Commission.

For buildings constructed after 1945, the appropriateness of the replaced or repaired items must be on acse by case basis as most of these buildings do not follow the same conventions of the more traditional buildings within the site area.

The entity organizing this program will need to develop clear guidelines for eligibility as well as a transparent ranking program for the grant cycles.



Recommended Long Term Projects:

- 5: Bus Stop Improvements
- 6: Route 1 Overpass Improvements
- 7: Historical Markers and Way-Finding Signage
- 8: Assunpink Bridge Repairs and Daylighting
- 9: Center-Broad Street Intersection
- 10: Additional Off-Street Parking
- 11: Market Street Islands
- 12: Development Sites





Broad Street Vision Plan

5: Bus Stop Improvements

The existing bus stops in the site area include three with bus shelters and five additional stop locations without shelters. As noted in the re-striping project, the existing stop locations should be adjusted to coordinate better with the on street parking and to ensure that the bus stops are not located in active traffic lanes.

If possible, the bus shelter design should be reconsidered to allow for structures that relate more to the historic character of the neighborhood. The current prefabricated bus shelters include a red colored translucent roof structure, dark metal posts and supports, an advertising wall, and clear plastic wind screens. Trash cans are not located at any of the current bus stops nor is any directional signage or wayfinding maps for Trenton. Bus schedules are also not included in the existing structures and should be incorporated if a new design is developed.



Market Street Bus Stop near Conovers Alley



South Broad Street Bus Stop at Centre St.



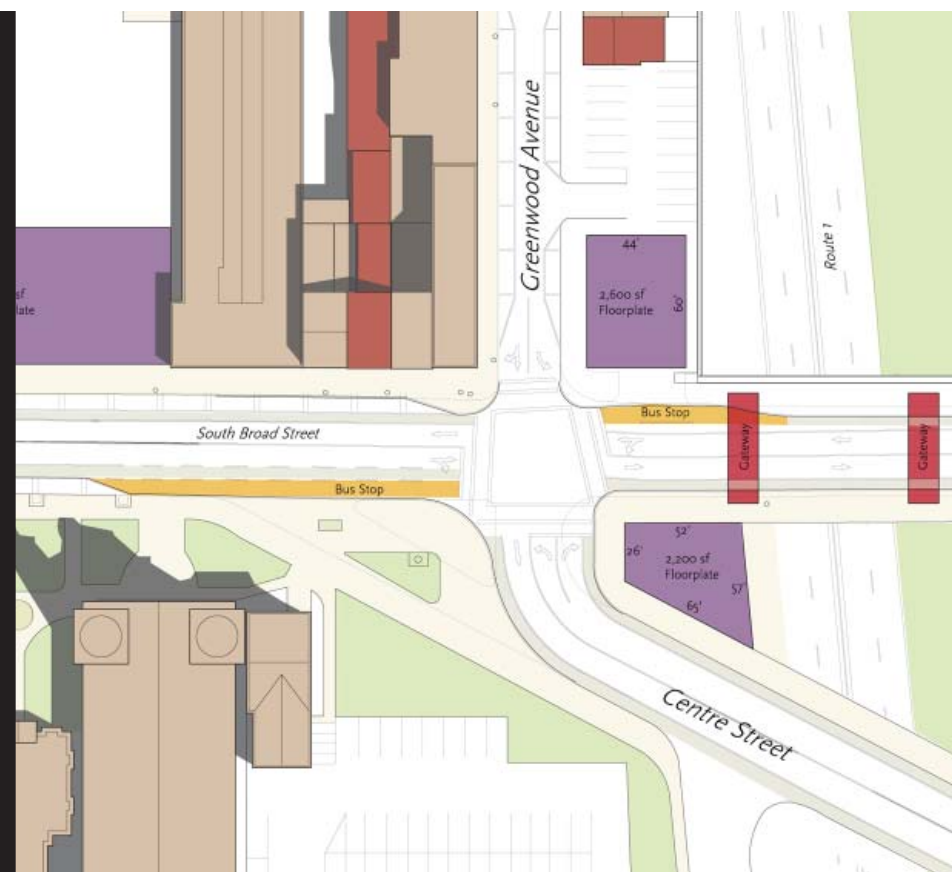
South Broad Street Bus Stop near Greenwood Avenue



Improvements at South Broad Street & E. Lafayette Street



Improvements at South Broad Street & Market Street



Improvements at South Broad Street & Centre Street

5: Bus Stop Improvements

The bus stops nearest to the County's Civil Courthouse should be adjusted so that they do not impede precious on street parking. The proposed locations (see enlarged plan above) indicate locations where Broad Street narrows nearest to the entry to Mill Hill Park as well as a proposed location in front of the NJDCA Building. The location near Mill Hill Park is recommended because it is bounded between a curb cut serving a parking lot behind a drive through bank as well as the edge of the Assunpink Creek bridge at Broad Street. This location is also ideal because it has space for queuing of riders at the entry to Mill Hill Park. The NJDCA location is ideal because the space is limited between the two adjacent streets and there is not a potential for on street parking in that location either.

At Market and South Broad Streets, the existing locations of the bus stops are proposed to remain, but striping, signage, and potential curb adjustments would be beneficial, especially along the Market Street location. The existing Market Street bus stops are located in active traffic lanes and so surrounding traffic must maneuver around the bus during stops. The diagram above indicates a dedicated pull-out space for the bus so that traffic is not blocked. At South Broad Street, the striping must be improved so that the bus stop is clearly defined and also so that on street parking spaces are clearly and distinct from the bus stop.

At Centre Street and South Broad Street, the bus stop locations should be adjusted as shown so that bus parking does not impede on street parking in front of the businesses along the even numbered 300 block of South Broad Street. The Southbound bus stop should also be adjusted so that it is located adjacent to the church (where on street parking is not allowed). The diagram above also indicates potential curb adjustments at Centre Street to allow for improved access from South Broad Street as well as the elimination of the 4-lane to 2-lane transition at South Broad Street.



Route 1 Overpass - East Side Walk



Route 1 Overpass - West Side Walk

6: Route 1 Overpass Improvements

Improvements to the portion of South Broad Street that bridges over U.S. Route 1 as well as the Amtrak/ Northeast corridor train line is the sixth potential project. This stretch of South Broad Street does not feature any pedestrian or roadway lighting at the bridge. This area currently is part of a very small portion of Broad Street with four active lanes of vehicular travel (with an unmarked transition from two lanes to a single lane of travel at the existing bus stop at Greenwood Avenue). The pedestrian walkways are bounded by chain link fencing, highway guardrails, concrete walls, and even some wood fencing along the south side. Due to the road width, the pedestrian sidewalks are proportionately very small.

This overpass bridges between the Mill Hill Historic District, the proposed Trenton Ferry Historic District to the South, and the Arena District to the East. The Arena parking lots are used by County employees who work at the various County Courthouses and Offices further North and so this overpass is the pedestrian link between these destinations. Visitors to Trenton who attend events at the Arena also utilize this overpass to access the arena by car and sometimes on foot when the parking lots are full at the arena.

As indicated on the adjacent page, the recommended improvements include the elimination of vehicular traffic lanes to allow for dedicated bike lanes and a more proportionately appropriate sidewalk. The wider sidewalk would allow for the ability to introduce lighting, planters for vegetation, wayfinding signage, and other improvements for the pedestrian experience. It is also recommended that the two overpass bounding walls be improved upon so that the finishes match on both sides of the bridge. The walls could also serve as an opportunity for mural walls or even interpretive signage to illustrate the significance of the adjacent historic districts.



View Facing North - West Side Walk



View Facing North - East Side Walk



View Facing North - East Side Walk
Existing Dimensions



View Facing North - East Side Walk
Proposed Dimensions



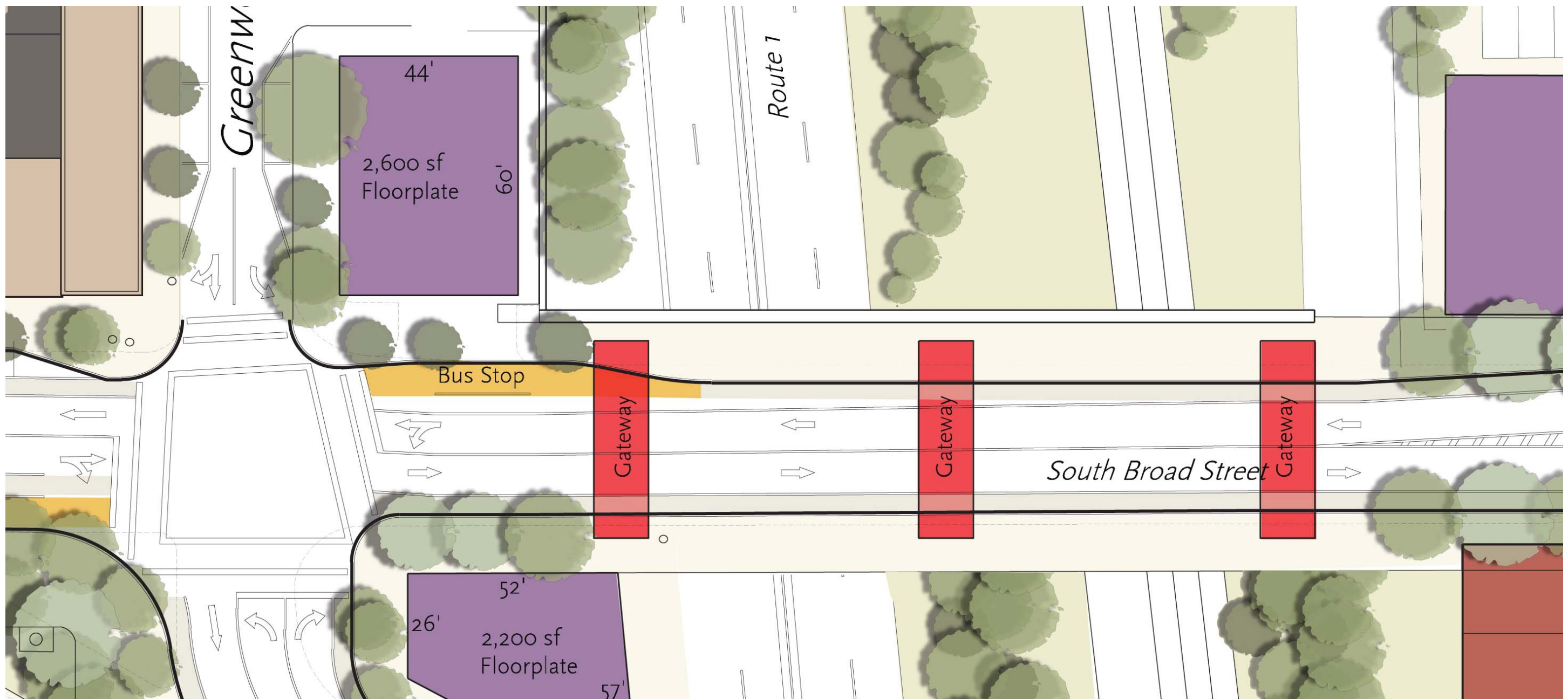
6: Street Sections

South Broad Street's width varies by location, but at most locations, it accommodates the two reasonably travel lanes, two full bike lanes, as well as on street parking and generous sidewalks with street trees. The section noted above reduces the existing travel lanes to accommodate the bike lanes, which would help to reduce speeding problems along South Broad Street.

At some locations along South Broad Street, the existing widths would not allow for a full bike lane and so "share" lanes would need to be utilized as indicated above. This Street section is typical along the 200 block if Broad Street.

At the South Broad Street Route 1/ Amtrak overpass, the seventy foot wide bridge allows for very wide sidewalks (approximately eighteen feet wide) as well as full bike lanes and travel lanes in each direction. Note that a proposed bus stop would impede into the sidewalk and reduce its width slightly.

At Market Street between South Broad Street and Jackson Street, it is possible to incorporate a vegetated island/ median in addition to dedicated turn lanes, travel lanes, bike lanes, and the existing sidewalks. This requires that one active lane of travel be eliminated from each direction (which is consistent with this roadway when it transitions to Greenwood Avenue further East).

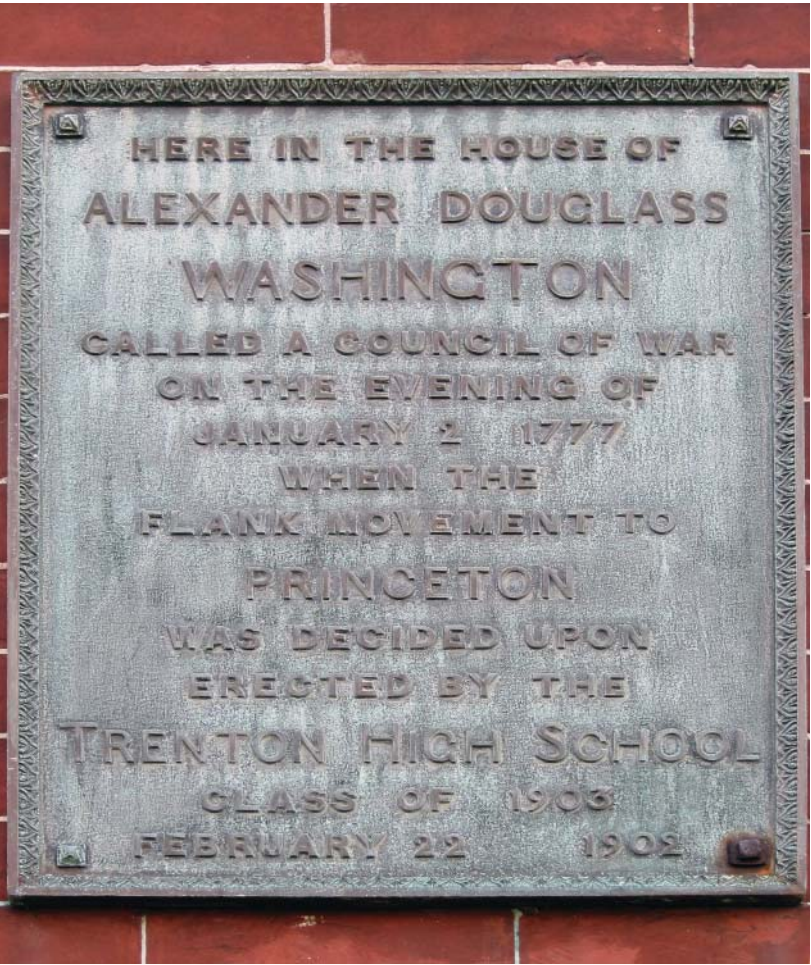
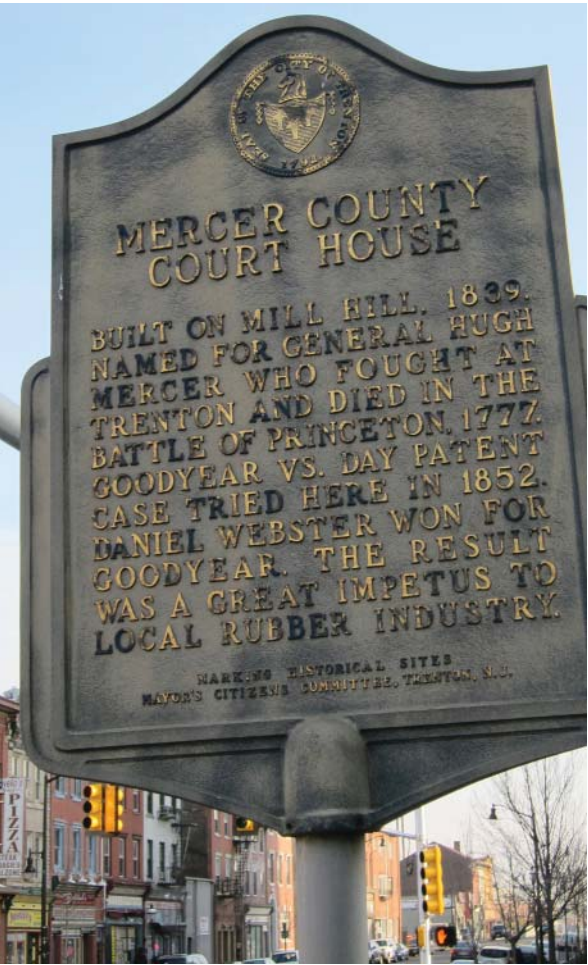


6: Gateways

An additional improvement to the South Broad Street Route 1/ Amtrak Overpass is to create a series of gateways over the roadway. The presence of the gateways would help to define the edge of the adjacent districts. The design of the gateways has not been considered yet, but intent would also be to help enliven the pedestrian experience across the overpass. The locations shown in the diagram above are at the support spans of the overpass so that the base of the gateways could be structurally located at the supports rather than at the

clear span of the overpass. The resulting experience for pedestrians would be that of crossing smaller, less monotonous spans of the overpass, interrupted by the gateway structures.

The gateways could be designed to act as armatures for wayfinding signage, road and pedestrian lighting, and even for vegetation. The character of the gateways should also be rooted in the character of one or more of the adjacent districts.



7: Historical Markers and Way-Finding Signage

The seventh potential project is to develop a consistent, clear, and prominent series of historical markers, interpretive signage, and wayfinding markers and signage within the site area. The site has many historically significant buildings located within it as well as a Revolutionary War Battle site at Mill Hill Park.

Maps containing existing and historic street grids overlaid would help to clarify where events took place and paving, striping, or other markers along roadways and walkways could make those historic places more overtly clear.

At the South Broad Street Assunpink Bridge, a Triumphal Arch was erected to celebrate Washington’s victory and arrival. This location (see opposite page) could also be marked with a reproduction of the arch or even a modern interpretation of it to help mark and define this event. A reconstructed arch would also make a very clear gateway and marker at Revolutionary War battle site that is Mill Hill Park.

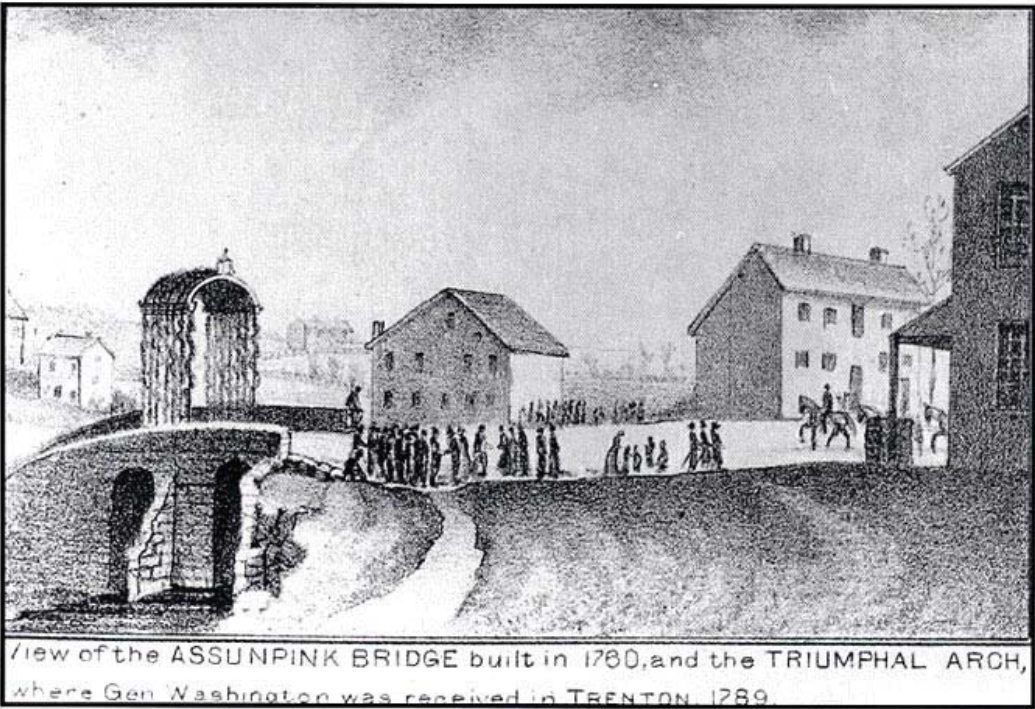


Plate B.5. Assunpink Bridge and Triumphal Arch. 1789. (Source: Trenton Public Library, Trentoniana Collection).





Existing Assumpink Bridge



Underground portion of the Assumpink Creek

8: Assumpink Bridge Repairs and Daylighting

The Assumpink Creek was buried in a culvert in anticipation of a large redevelopment project in the 1970's which was never realized. The resulting field above the culvert has been fenced in and is rendered unusable. The US Army Corps of Engineers is currently developing a plan to daylight the Assumpink Creek at this location. The resulting open space would allow for the extension of walking paths from Mill Hill Park and will help to create a linear park connected to the River. The daylighting of the creek may accommodate development sites on this parcel as well as indicated on the location map to the right.

The South Broad Street Bridge is in need of structural repairs as documented by the NJDOT. The bridge is partially supported by the stone base of the 1760 Assumpink bridge adjacent to the former grist mill site to the north. The temporary hazard barriers visible in the photo above have been in place for over four years. Signs of damage at the sidewalks along the bridge are clearly visible with some cracks in the concrete large enough to view the creek water below.



Proposed Assumpink Daylighting South of Broad Street



The Existing Intersection

9: Centre-Broad Street Intersection

The Centre Street and Broad Street Intersection improvements are the ninth potential project. This intersection currently suffers from the lack of access to Centre Street from Northbound Broad Street as well as the lack of access to Centre Street from Greenwood Avenue. The proposed changes include the elimination of the island adjacent to the Sacred Heart Church and the incorporation of the island's monument in the reconfigured corner of the intersection. The wider mouth of Centre Street would allow for dedicated turning lanes, access to Centre Street from Greenwood Avenue and South Broad Street, as well as bike lanes.

The reconfigured intersection would also shorten the pedestrian crossing distances and would provide more opportunities for street trees and other vegetation. As noted earlier, the reconfigured bus stop locations would also help to add additional on street parking for businesses and for Church events.



The Proposed Intersection



Existing City Owned Lot Behind the 200 Block of South Broad Street



Proposed Reconfiguration of the City Owned Lot

10: Additional Off-Street Parking

The City-owned parking lot behind the 200 Block of South Broad Street (between Market Street and Livingston Street) currently provides parking for businesses and residences. The parking spaces are in different configurations, sizes, and orientations. Many businesses “stack” cars one behind another to maximize the space of the lot. Most parking spaces that are marked do not meet the current parking requirements of Trenton’s land-use ordinance.

The parking lot could be reconfigured to improve access, increase the parking yield, and to also provide additional trees and vegetation. The reconfigured lot (as shown in the diagram at the upper right) includes 120 parking spaces which represents an increase of 32 spaces over the current marked spaces in the lot.



Market Street- Existing Conditions



Market Street

11: Market Street Islands

The proposed Market Street Islands would help to reduce the speed of traffic entering into the Mill Hill Historic District's most residential intersections by reducing the number of lanes to one lane in each direction and also by reducing the width of the lanes. The Islands would be broken into two distinct islands to allow travel into the City-Owned parking lot behind the 200 block of South Broad Street as well as providing access into Conover's Alley. Dedicated left turn lanes would be provided for Jackson Street, Conover's Alley, the City-Owned Parking Lot, and South Broad Street. The bus stop on Market Street nearest to the intersection of Market and South Broad Street would be modified so that a bus-pull-over area is provided to allow traffic to flow around the buses during stops.

The reconfigured lanes would also include clear pedestrian crossing markings at Jackson Street and could include a crossing at Conover's Alley as well. 4'-5' wide dedicated bike lanes would also be accommodated in each direction and would connect to the existing bike lanes installed on Market Street From South Broad Street to New Warren Street.

The islands will provide opportunities to plant additional street trees and other decorative vegetation similar to the existing islands on Market Street between Jackson and Stockton Streets. These Islands are planted and maintained by volunteers within the community.



Area Map



caption

12: Development Sites

The diagram above indicates potential new development sites (numbered in purple) as well as renovation sites (in red) for buildings currently empty.

- 1: Corner Development at Lafayette Street and South Broad Street. This development site affords an estimated 10,000 sf building floorplate and 200 linear feet of street frontage. The 40'-60' building depth would accommodate a variety of building functions and uses (housing, office, retail). More importantly, the site would anchor the edge of Downtown Trenton while offering stunning views of Mill Hill Park, and Assunpink Creek, and the Delaware River.
- 2: Corner Development at Assunpink Drive and South Broad Street. Similar to site #1, this site would offer a 10,000 sf building floorplate with views of Mill Hill Park, the Assunpink Creek, as well as the Trenton skyline in the distance. The building Depth is also conducive to housing, office, and first

- floor retail uses.
- 3: Corner Development at Livingston Street and South Broad Street. This site is at a current surface parking lot of the Holy Redeemer Lutheran Church. The potential development floorplate would range between 3,500-5,000 sf depending on the amount of surface parking to be removed from the site.
- 4: Infill Development at the former Jail Plaza. This site has been converted into a parking lot for the County but has the potential to accommodate a 5,000-8,000 sf building footprint. The street frontage could be as long as 54'.
- 5: Infill Development in the 200 Block of Broad Street. Currently for sale, this lot could easily accommodate a 4,000-6,000 sf building footprint with 49' of street frontage.
- 6: Infill Site adjacent to the former Bank at Market and South Broad Streets. This site affords a 1,300 sf footprint and would allow for the elimination of the curb cut at the bus stop.

- 7 and 8: Infill development sites with an approximate 1,300 sf floorplate. The land use ordinance should be amended to allow for these sites to be redeveloped without off-street parking due to the existing conditions and the burden of the narrow lot widths.
- 9: The Whittaker Site: currently in construction, this project will feature market-rate housing.
- 10: Corner Development Site at Greenwood Avenue and South Broad Street. This current surface parking lot could yield a 2,500-5,000 sf footprint with 140' of street frontage.
- 11: Corner Development Site at Centre Street and South Broad Streets. This City-Owned site is currently fenced in and has no functional use. The 2,200 sf building footprint would also provide 140' of street frontage. Views include the River (from upper stories) as well as the Historic Sacred Heart Church Complex.
- 12: Development Site at South Broad Street (across from

- Ferry Street). This 7,400 sf building floorplate site could help to continue the street wall of Broad Street. The site offers views to the Eagle Tavern directly opposite the site.
 - 13: Corner Development Site at South Broad Street and Hamilton Avenue. This site is currently planned to be the new Headquarters of the New Jersey Association of Realtors. The proposed three story building features offices on the upper two floors and retail space at the first floor.
- In total, assuming 4-story construction and not including basement spaces, there exists over 300,000 sf of potential development area as indicated in the purple zones. This would include over 73,000 sf of first floor retail or office space. It is estimated that over 200 units of housing could be constructed within these footprints as well. If renovations (in red) included housing at all upper floor levels, approximately 300 units of housing would be possible. At 2.5 individuals per housing unit, this would represent an increase of 1,250 residents within the site area.



Former Hill Motel Site



The Whittaker Development

12: Development Sites

The Whittaker Development (currently under construction) will take advantage of the large empty lot in the center of the 300 block of South Broad Street for market-rate apartments and condominiums. A proposed second phase includes additional buildings at the rear of the property along Conovers Alley.

The three story building features a central building entry facing South Broad Street and a parking lot at the rear of the property (accessed by Conovers Alley). Residential units will be available to rent or purchase and the project is planned as a Market-Rate housing project.



Existing Conditions at S. Broad and Hamilton Ave.



Proposed NJAR Rendering

12: Development Sites

The open site at Hamilton Avenue and South Broad Street is currently in the design phase to become the new home to the New Jersey Association of Realtors.

The proposed rendering of the building indicates retail uses at the first floor of the building with office space at the upper two floors. The architectural character of the building is to harmonize with existing adjacent buildings within the Arena District

If fully executed, the Broad Street Vision Plan will include the following major improvements to the study area:

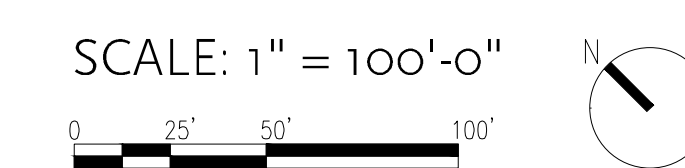
- At least 12 new trash can locations
- Over 230 new street trees
- 1.4 miles of new bike lanes
- Over 40 additional on-street parking spaces
- Reinvestment in building facades through the facade improvement program
- Improved bus stop locations and shelters
- Improvements to the Route 1 overpass including gateway structures
- Historical and wayfinding signage
- Expansion of Mill Hill Park with the Assunpink Creek Daylighting Project
- A safer intersection at South Broad and Centre Streets
- An additional 32 off street parking spaces at the City-Owned Parking Lot
- 340,000 sf of renovated area
- 300,000 sf of new construction
- 1,250 new residents within over 500 newly created housing units

The net result of these improvements would include higher property values, an increase in the total number of residents and business area, as well as safer streets for multinodal transportation. These improvements would stand as a model for redevelopment throughout Trenton. =



LEGEND:

- ROADS & SURFACE PARKING
- HISTORIC ROAD PAVING
- BUS STOP
- NEW BIKE PATH
- EXISTING SIDEWALK
- NEW SIDEWALK
- EXISTING BUILDINGS
- REDEVELOPMENT SITES
- BUILDINGS TO RENOVATE
- GRASS
- EXISTING TREES
- NEW TREES



DRAFT Broad Street Vision Plan

February 2017

Clarke Caton Hintz
 Architecture
 Planning
 Landscape Architecture





DRAFT Broad Street Vision Plan - MCCC Campus

February 2017



DRAFT Broad Street Vision Plan - Downtown Trenton

February 2017



LEGEND:

- ROADS & SURFACE PARKING
- HISTORIC ROAD PAVING
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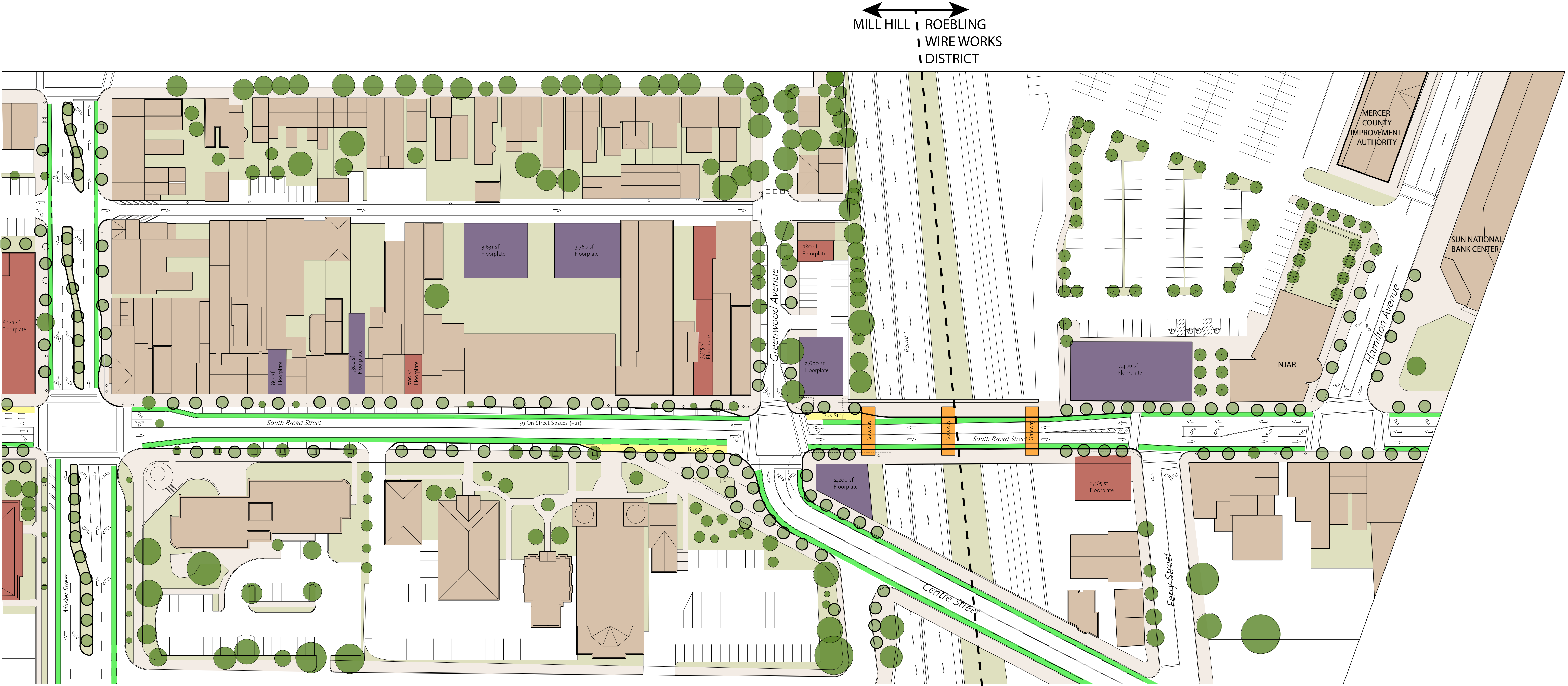
MILL HILL | ROEBLING
| WIRE WORKS
| DISTRICT

SCALE: 1" = 50'-0"

DRAFT Broad Street Vision Plan - Mill Hill

February 2017

Clarke Caton Hintz
Architecture
Planning
Landscape Architecture



LEGEND:

- ROADS & SURFACE PARKING
- HISTORIC ROAD PAVING
- BUS STOP
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- EXISTING SIDEWALK
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