



THE CAPITAL CITY RENAISSANCE PLAN



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EXECUTIVE SUMMARY

The Capital City Redevelopment Corporation (CCRC or Corporation) was created by an act of the New Jersey State Legislature and charged with revitalizing the Capital District for the benefit of all the citizens of the State. The legislation requires the Corporation to adopt a 20-year Capital City Renaissance Plan (“the Plan”) to guide “the use of lands within the district in a manner which promotes the economic vitality of the district and enhances the quality of the public environment.” With legislative amendments granting the CCRC the ability to act as a designated Redevelopment Agency within the Capital District, the Plan may also serve as a direct tool by which to enact projects of specific interest. All plans adopted by the City of Trenton, County of Mercer, the State Building Authority, or other governmental entities affecting the physical development with the District are required to be consistent within the provisions set forth herein.

The original Renaissance Plan was adopted in 1989. In 2019, the CCRC Board hired Topology, a New Jersey real estate and planning firm, to oversee and assist with this update, which was adopted by the CCRC Board on _____, __, 2021.

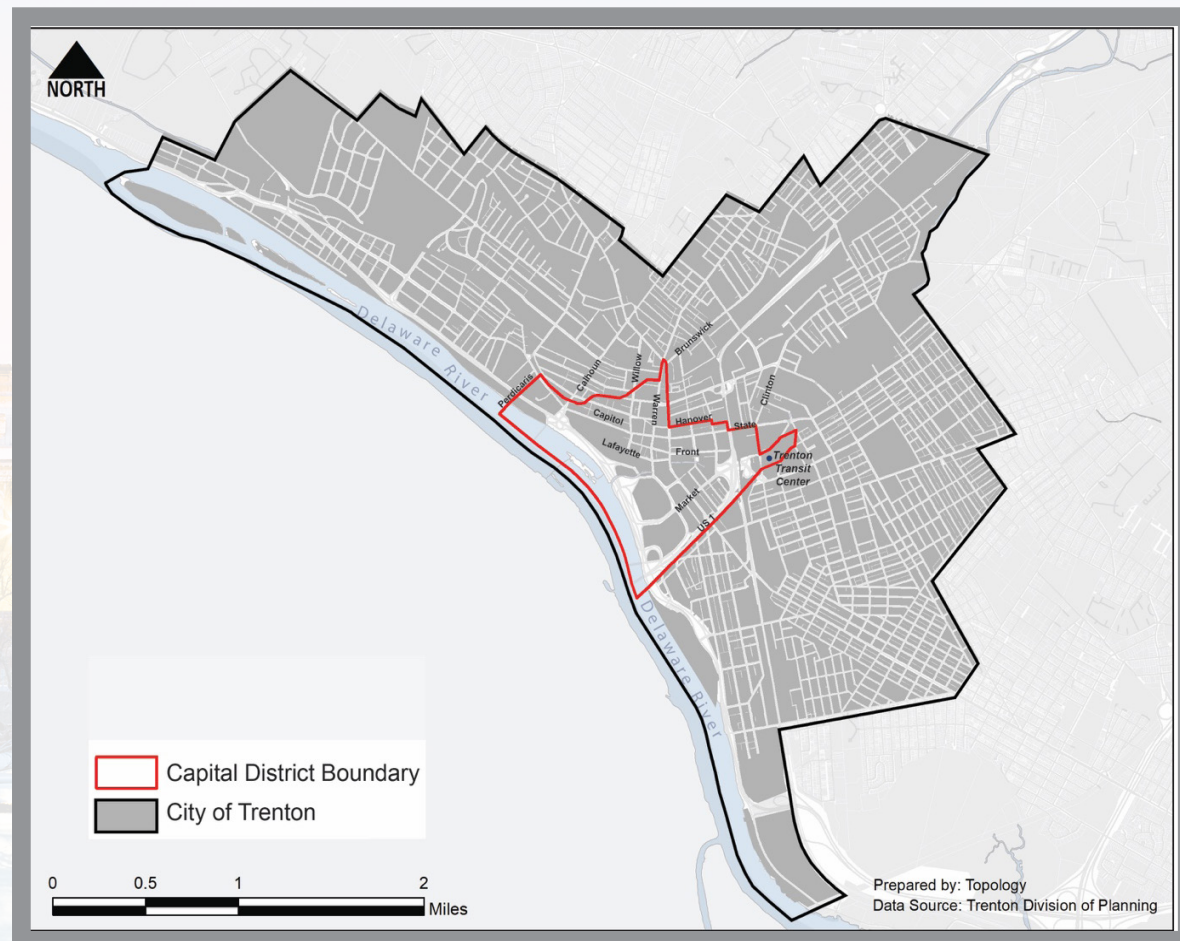


Figure 1 CCRC District within Trenton

This Plan is intended to guide public and private investment decisions in the Capital District (“the District”) through goals, policies, and specific recommendations aimed at creating a more attractive physical, social, economic and natural environment in keeping with the intent of the legislation. Recommendations included in this plan are largely conceptual and aspirational. Implementation will require further study and consensus. Acting as one tool in the CCRC’s multifaceted effort to revitalize the District, the Renaissance Plan will be complemented with specific actions to further encourage public and private collaborative investment and foster mixed-use economic development in the District.

Section I includes a statement of legislative intent for implementing the strategies of the Corporation, a mission statement for the Corporation and the goals and objectives of the Renaissance Plan, respectively.

Section II describes the design, cultural assets, strategies and priority projects for the District by thematic neighborhood planning areas. These neighborhoods include the Canal, Capitol, Central Business District, Mill Hill, Riverfront and Transit Center planning areas. The boundaries of these neighborhoods were determined by the existing character of the built environment, potential complementary opportunities and local nomenclature for certain areas of the City.

Section III serves as the Land Use Element of this plan that depicts and details the Urban Code for the District. This Urban Code includes design principles to encourage respectful, thoughtful investment through overarching guidelines and considerate bulk and programming standards. The 2021 update of the Plan ensured that prior planning efforts were consulted in finalizing this element, while actively working with the City of Trenton to align development requirements.

Section IV serves as the Circulation Plan Element for the District and describes the local and regional transportation systems affecting the district. Additionally, this element provides recommendations for improving accessibility to all users within the area.

Section V addresses relocation concerns and actions as related to any work undertaken within the CCRC District.

The Renaissance Plan seeks to preserve the historical, cultural, architectural, and environmental assets of the Capital District while engendering significant new development opportunities. To focus the short and intermediate efforts of the CCRC, the Corporation prioritized eight catalytic efforts as most important to fulfilling their mission:

1. Support efforts and seek opportunities to create a long-term capital plan for state-owned properties that forecasts demand for physical space, consolidates and properly manages parking, and encourages integration of the state resources with the existing downtown community. Examples of two important projects include the reuse and redevelopment of the Taxation Building (50 Barrack Street) and the former Health and Agriculture site.
2. In order to move forward with the community-led redesign of the Delaware Riverfront, the CCRC will support efforts to establish a Riverfront Redevelopment Plan that will supersede existing zoning and redevelopment plans to:
 - a. Provide a redevelopment vision with consensus between the City and the State;
 - b. Formalize the street grid of John Fitch Plaza – Labor Campus – Surface parking lots (“Justice Complex”) for immediate development opportunities;
 - c. Identify and initiate needed steps to address Route 29 as a barrier to access and economic development of the riverfront;
 - d. Reconnect the Downtown to the Delaware Riverfront through creative bicycle and pedestrian connections along the river and the Assunpink Creek that should include both on and off-street bike lanes, enhanced crosswalks, and trails with prominent wayfinding signage; and
 - e. Establish the riverfront as a regional attraction with placemaking efforts that renovate the public open space between the State House Complex, the War Memorial, and the Delaware Riverfront.
3. Incentivize private investment into the district by partnering with property owners to activate vacant buildings and underutilized space for additional residential and innovative commercial users.
4. Guide the creation of a safe, vibrant, and attractive multi-modal corridor along Broad Street connecting the downtown and the Mercer County Court House to important activity centers just outside of the district, such as the Arena and Roebling Market.
5. Develop a safe, vibrant, and attractive pedestrian connection between the downtown and the Trenton Transit Center that integrates open space, public art, and user-friendly wayfinding signage.
6. Continue to champion the Assunpink Creek placemaking and enhancements.
7. Coordinate efforts to identify location(s) and lease agreements between parties, including the area universities/colleges and Trenton Public Schools, to establish the Trenton Production and Knowledge Innovation Campus
8. Target marketing, planning, and reinvestment/reuse of the following key sites within the District with the City and private developers:
 - a. DEP Parking Lot - 421 East State Street
 - b. Taxation Building - 50 Barrack Street
 - c. Former Marriot Hotel Complex – 1 W Lafayette Street

- d. 120 Front Street Parking Garage
- e. West Hanover Surface Lots – between N Willow Street and N Chancery Lane
- f. Justice Complex District
- g. Memorial Drive Parking Lots adjacent to Assunpink Creek
- h. Selecting a location for the innovation center.

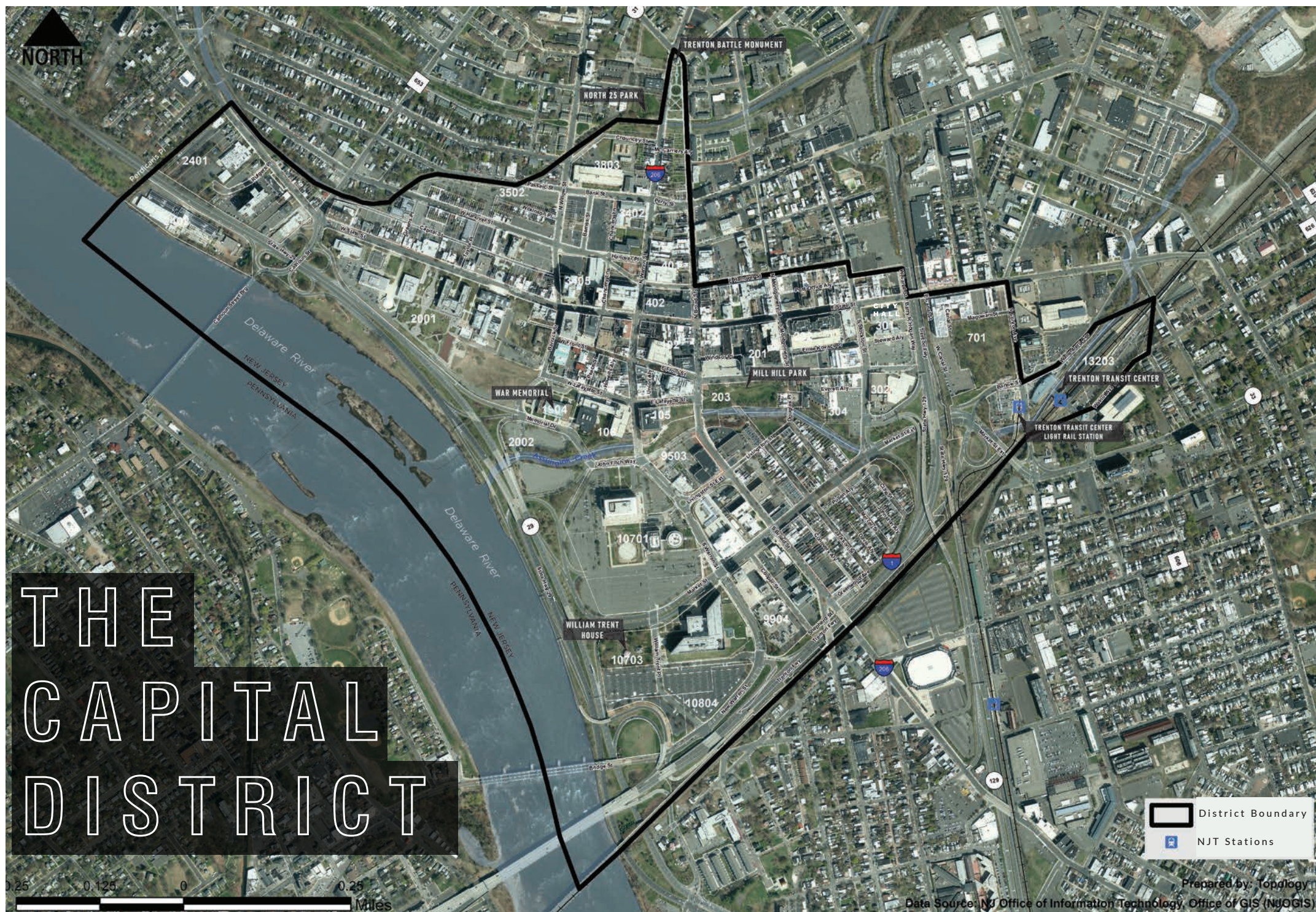
These catalytic projects are intended to be the focus of the Corporation's efforts for the next five years. However, there are many other objectives outlined throughout this plan that complement these efforts and focus on the 20-year planning horizon. The entirety of recommendations in this plan are to help guide short- and long-term decision-making and planning for the CCRC and its stakeholders.

Relationship of CCRC Urban Code to the City of Trenton's Land Development Ordinance

The CCRC Renaissance Plan embodies the vision for development and redevelopment within the CCRC District, and the Urban Code provides guidance on how that development should occur.

The CCRC Renaissance Plan and Urban Code have been developed in close collaboration among the members of the CCRC Board, including the ex-officio board members, state agencies and the City of Trenton.

Per the CCRC Statute, N.J.S.A. 52:9Q-17(d), the City must ensure that the local zoning is consistent with the standards of the CCRC Plan.







TRENTON MAKES

THE WORLD

S E C T I O N O N E

THE CCRC + THE RENAISSANCE PLAN



The Legislation

The Capital City Redevelopment Corporation (CCRC) was created by an act of the New Jersey Legislature and adopted into law N.J.S.A. 52:9Q-12 et seq. on March 3, 1987 with amendments in 2009. Among its findings and declarations, the Legislature stated that:

“The city of Trenton is of unique significance to the State and the nation...as the State capital and center of State government operations, and as the site of the battle which in the nation’s memory turned the tide toward American independence;

...The historic and public importance of the city...has too long been neglected...and, as a result, the city is in great need of redevelopment and revitalization;

...It is a public purpose of this State to establish a capital district...and to create a redevelopment corporation...which will plan, coordinate and promote...development...in a manner which enhances the vitality of the district...and thereby restores the prominence and prestige of the seat of State Government for the benefit of all the citizens of this State;

...In the exercise of its powers toward this public purpose, the Capital City Redevelopment Corporation will plan, coordinate...activities within the district...in order to establish it as a source of State pride equal in standard to the best State capitals in the country.”

The 1987 legislation also mandated that the Corporation adopt a 20-year Capital City Renaissance Plan to “guide the use of lands within the district in a manner which promotes the economic vitality of the district and enhances the quality of the public environment.” The original Renaissance Plan adopted on October 30, 1989 was set forth to meet this requirement. This Plan seeks to update the existing plan to reflect subsequent changes in the social, economic and natural environment over the last 20 years and provide a guide for the District into the future.

Since the adoption of the first Renaissance Plan, many projects have been initiated or completed including, but not limited to:

1. Two mansions preserved and renovated at Thomas Edison State College
2. Funding for costs and managed demolition of the Former Glen Cairn Arms Apartments
3. Renovation of the NJ State Department of Education Building and creation of the Archives Center
4. League of Municipality headquarters renovation and expansion
5. Extensive State Museum update
6. Expansion and redevelopment of the Mercer County Community College Kearny Campus
7. Plan and construction of the State House Parking Garage
8. Stabilization and new roofs for the “Dutch Colonial Townhouse Row”
9. War Memorial revitalization
10. Redevelopment of the Trenton Transit Center Building





Trenton Battle Monument

11. Completion of the Trenton-Camden Light Rail Line and Trenton Transit Center Station
12. Redevelopment and construction of the Trenton Office Complex
13. Renovation and expansion of the County Court House Complex
14. Redevelopment of gas station for use as a Starbucks
15. Warren Street streetscaping enhancements
16. Daylighting of the Assunpink Creek and park renovation and expansion
17. Masonic Temple revitalization
18. Expansion of the Daylight Twilight School
19. New Taxation and Health State Office Buildings
20. Private adaptive reuse of the Commonwealth and the Bell buildings for commercial and market-rate residential (on-going)
21. Renovation of the State House Building (on-going)

Prior to this update, the recommendations of the Plan were subject to scrutiny from a number of experts and stakeholders in 2001 and 2009. A study by Hillier Architecture updated the Plan in 2001 and provided details for assessing the potential of new development, particularly the impact of the Justice Complex grid restoration into nine development parcels, and the addition of 22 acres of park land with the reconfiguration of Route 29 as an urban boulevard.

In 2009, the New Jersey Legislature made amendments to the Act, to expand the representation of the Corporation as well as to provide the CCRC with additional redevelopment powers:

“The power to authorize or provide for the issuance of bonds pursuant to P.L.2009, c.252 (C.52:9Q-13.1 et al.);

...to act as a municipal redevelopment entity, create subsidiaries, enter into partnerships with private developers, hold its own funds and to issue bonds, notes and other obligations paid for from non-State sources to fund redevelopment projects, and to expand the composition of its Board;

... to act as the redevelopment entity on behalf of the State as provided in section 4 of P.L.1992, c.79 (C.40A:12A-4) pursuant to a memorandum of understanding with the State Treasurer.”

The Capital District Renaissance Plan is not a permanent and immutable document. It is a guide for the future and must be tempered and tested by the realities of the marketplace. The Renaissance Plan will be reviewed and modified by the CCRC as often as needed to respond to unforeseen events, new opportunities, or better ways of accomplishing its goals.

About the Capital District

The Capital District holds great promise for improved vibrancy with a compact, walkable commercial core and concentration of historic and cultural attractions. Hundreds of thousands of visitors come to the Capital District each year to visit the State Museum, tour the Old Barracks, attend events at the War Memorial, participate in the Patriots Week celebration, enjoy cultural events like the Kwanzaa Celebration, tend to business at the Federal and County courthouses, and lobby the State Legislature. Trenton is also the New Jersey State Capital and the Mercer County Seat, both of which have been committed tenants fully supportive of the city's revitalization. Approximately 20,000 State employees work in the Capital District in buildings owned or leased by the State.

Numerous sites exist for development, including scattered infill opportunities, as well as acres of surface parking lots created during the "urban renewal" era. The proximity of many of these sites to the City's waterways – the Delaware River, the Assunpink Creek and the Delaware and Raritan Canal – increases their value.

Trenton's future role as a full partner in the region's development will spring from a renewed ability to add private investment to its already solid base of history, culture, and the public sector.

CCRC Mission Statement

It is the mission of the Capital City Redevelopment Corporation to make the Capital District, and therefore the City of Trenton, a better place to live, visit, work, and conduct business by:

- Promoting the revitalization of the Capital District by providing creative opportunities for public and private development and redevelopment, facilitating public initiatives to stimulate private investment, and encouraging redevelopment, restoration and improvement of historic areas, sites and structures.
- Formulating and implementing programs relating to the arts and Trenton's unique historical significance to enhance the vitality of the District and thereby help restore the prominence and prestige of the capital area.
- Facilitating circulation improvements to 1) assure safe, convenient, and efficient movement through the District 2) coordinate the various modes of travel in the region's transportation system and 3) guide future development to achieve a compact, walkable, and bikeable downtown.
- Coordinating its efforts with other educational and governmental entities that currently have presence in the District and its adjacent areas.
- Undertaking, participating in, and encouraging residential development and rehabilitation to achieve a mix of income levels downtown.
- Working with the downtown community and the neighborhoods adjacent to the District to promote the goals of the Renaissance Plan to assure that they are supportive of neighborhood redevelopment efforts.
- Building the economic, environmental, and equitable sustainability and resilience of the District.



West State Street

*East State Street*

This 20-year Renaissance Plan establishes an operating framework to attract people and investment while remaining responsive to proposals for change. It sets out a practical and attainable vision for the Capital District in a manner detailed enough to set the course of action and flexible enough to encourage creativity.

Plan Update Process

This Capital City Renaissance Plan is a prominent document for Trenton as all plans adopted by other government entities that address development in the District must be consistent with its recommendations. It is presented as a sound guide for the future, in compliance with the requirements for a master plan as stated in the Capital City Redevelopment Corporation legislation. The original Plan contained many recommendations that are still relevant today, speaking to the timelessness of that planning effort.

Document Review

The 2021 update relies heavily on board, public, and stakeholder feedback, as well as the hard work of numerous organizations who have collaborated with the community over the past 20 years to study, understand, and plan for the future of this great city. Least of which being the City of Trenton's thorough 2017 Master Plan update: Trenton250. Figure 2 provides a map that illustrates the overarching vision for the City of Trenton as defined by the Master Plan. This municipal master plan was community-driven and it, along with the plans listed below, helped to expand and enhance the recommendations made within the Renaissance Plan. Furthermore, the Plan update was conducted in concert with revisions to the City's Land Development Ordinance, to create as seamless a regulatory framework for property owners and developers as possible.



West State Street

The following documents were consulted throughout this plan update:

- Anderson Economic Group Report on Innovation Planning Challenge Grant
- City Land Development Ordinance (existing and proposed)
- DCA Memo “LPS review of the January 10, 2010 New Jersey Economic Development Authority (NJEDA)’s Department of Health CCRC Impact Statement and the January 9, 2018 Ballinger Taxation Building CCRC Impact Statement.”
- Downtown Capital District Master Plan
- Downtown Redevelopment Plans
 - o Lamberton Street
 - o Mercer- Jackson 1 and 1A
 - o Center City South
 - o Trenton Station
 - o Chancery Place
 - o West State Street
 - o Champale
 - o Central West
 - o Roebling Mansion
 - o Capital Center
 - o State Street Square
 - o Canal Banks
 - o County Courthouse
 - o Lower Assunpink
 - o Ewing-Carroll-Southard
 - o Central East
 - o Roebling Gateway
 - o Roebling Complex
- DVRPC Downtown Trenton Bicycle and Pedestrian Plan
- JLL Report commissioned by NJEDA: City of Trenton – Downtown Redevelopment Sites
- Light Rail Economic Impact Study for the City of Trenton
- Route 29 Boulevard Feasibility Assessment Report
- South Broad Street Façade Program
- South Broad Street Vision Plan
- State Capital Park Plan
- TDA Parking Survey and Recommendations
- Trenton250 Master Plan
- Trenton250 Transit Oriented Development Strategic Plan
- Trenton Arts in Focus Plan (Creek to Canal Creative District)



Mill Hill Park

owned small businesses. With the Renaissance Plan in place, public and private investment decisions affecting the Capital District will have a common framework to support this approach.

Beyond updating the Plan to reflect current conditions and objectives, this update seeks to improve consistency with local Master Plan goals and objectives, streamline the review process for potential projects within the District, and prioritize key projects for the CCRC to focus resources. As such, this document strategically utilized the most recent Trenton planning and policy efforts to ensure the CCRC's ability to support all current initiatives while focusing attention on the projects the CCRC has deemed most impactful to achieve the goals of this Plan.

In order to simplify the layout, improve coordination with existing planning and development efforts, and clearly define the goals of the Renaissance Plan, the CCRC Board decided to reorganize the original 1989 document by thematic planning areas to better communicate an array of approaches to reinvestment given existing conditions. Previously, the document was organized by statutorily required elements. As such, some of the requirements under the governing regulations are addressed within each thematic planning area. The statutory requirements call for the inclusion of the following within the Renaissance Plan:

1. A Design Plan Element (DP-E) that addresses:
 - i. An inventory and evaluation of buildings within the district which are of unique historic or architectural merit; streets, parks, and public spaces; and any other relevant aspect of the public environment; and
 - ii. Specific recommendations for conserving and improving the public landscape, including streets, recreational facilities, and other public spaces and amenities.
2. A Cultural Plan Element (CP-E) that addresses:
 - i. An inventory of the district's museums, theaters, parks, and sports facilities; and
 - ii. Recommendations for the maintenance and enhancement of these facilities for the benefit of residents of the City, region, and State.
3. A Land Use Element (LU-E) that addresses:
 - i. Recommend appropriate future governmental and private land uses in specific areas;
 - ii. Contain proposals for conservation, rehabilitation and adaptive reuse of existing governmental and nongovernmental buildings;
 - iii. Propose strategies concerning conservation and improvement of the public environment, including streets, walkways, parks, and other public spaces; and
 - iv. Set forth proposals for the restoration and improvement of the historic areas, sites and structures.
4. A Transportation Plan Element (TP-E) that addresses:
 - i. An inventory of facilities for all modes of transportation within the district;
 - ii. Establishing the importance of the district transportation system in the regional context; and
 - iii. A statement of objectives and principles regarding the transport of people and goods to

and within the district; Recommendations to improve the accessibility of the district to the rest of the city and the surrounding region.

5. A Relocation Plan Element (RP-E) that addresses:
 - i. Assess the displacement of households and businesses within the district that would result from the implementation of this plan;
 - ii. Propose a strategy for relocation of households to adequate and affordable housing units.

In order to ensure each of these items are addressed in this update, references are made throughout each thematic planning area referencing specific regulatory items. For example, for a section or strategy related to recommended “maintenance and enhancement of cultural facilities,” there will be a referential annotation consistent with the above list: CP-E.ii. for Cultural Plan Element requirement ‘i.’ The new thematic planning areas are as follows in Figure 3:

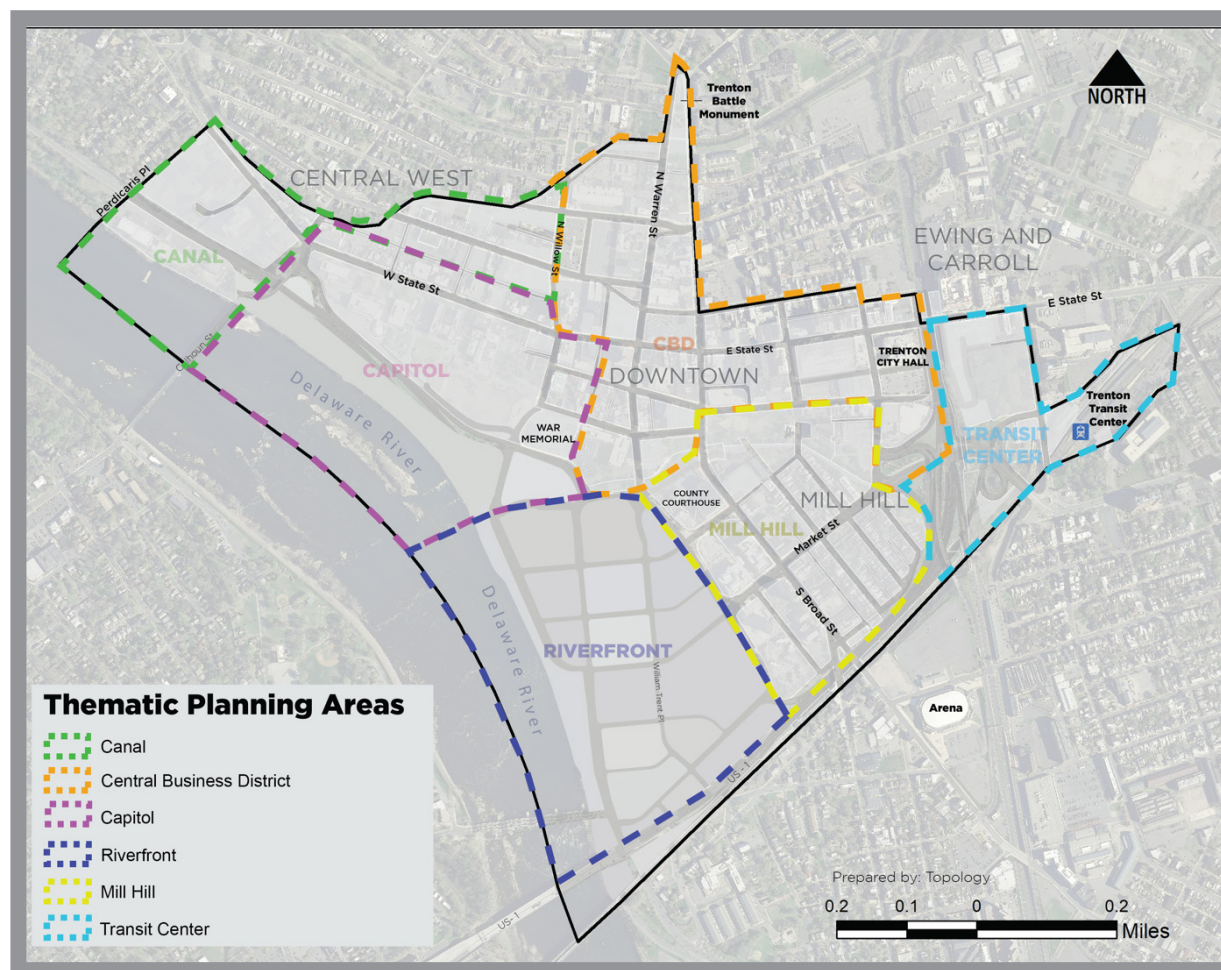


Figure 3 Thematic Neighborhood Planning Areas





Given the district-wide applicability of the Land Use Plan Element, Transportation Plan Element and the Relocation Plan Element, these three remain individual elements of the Renaissance Plan.

Following the adoption of the Renaissance Plan update, the Capital City Redevelopment Corporation (CCRC) may undertake actions available to it to further the plan.

Pursuant to the enabling statute, the Corporation is authorized to undertake the following:

1. Review Capital District Impact Statements as submitted for consistency with the Renaissance Plan
2. Act as a Municipal Redevelopment Entity or Redeveloper in accordance with the Local Redevelopment and Housing Law, N.J.S.A. 40A:12A-1 et seq., for any area within the District
3. Provide advisory, consultative, training and educational services, technical assistance and advice to any public or private entity in furtherance of the Plan
4. Continue to coordinate with the City of Trenton regarding the development of the Plan's urban code with the land development regulations adopted and proposed by the City of Trenton
5. Assist in the promotion, marketing, financing, approval and visioning for projects recommended in this Plan and consistent with this Plan.

Goals + Objectives

The following goals were updated from those of the original Renaissance Plan which were reaffirmed by community and stakeholder responses. Specific objectives to support these goals are notated throughout the Plan.

1. Make downtown Trenton more attractive, inviting, and safe.
 - a. Improve the downtown atmosphere by increasing pedestrian activity, in the daytime, at night, and on weekends.
 - b. Provide opportunities and sites for the expansion of theatrical and cultural facilities, restaurants, retail outlets and housing.
 - c. Connect assets with attractive streets designed for all users with pockets of public spaces weaved throughout.
 - d. Maintain clean, properly lit streets.
 - e. Encourage high quality design in new construction and renovation.
 - f. Utilize branding and placemaking to create a sense of identity to different neighborhoods within the District.
 - g. Create a palpable sense of safety and security through physical improvements, marketing efforts, and programming.
 - h. See Section II. Thematic Planning Areas for detailed initiatives.
2. Improve access in and around downtown.
 - a. Ensure ease of access for workers, residents, and visitors alike.
 - b. Improve signage systems to inform people and guide them through the Capital District.
 - c. Provide a sense of arrival at major gateways into the city.
 - d. Create direct, physically attractive multi-modal linkages between assets and adjacent neighborhoods.
 - e. Build key nodes of activity or public spaces throughout the District to encourage “meandering,” gathering, and presence on the streets.
 - f. Give preference to people, rather than vehicles throughout the downtown in design, circulation, and land use planning.
 - g. See Section IV. Transportation Plan Element for detailed objectives.
3. Restore traditional linkages to waterways.
 - a. Utilize the Delaware River, the Assunpink Creek, and the Delaware and Raritan Canal to create valuable residential and commercial development opportunities.
 - b. Provide links to valuable natural resources to provide citizen access to again make Trenton a river city.
 - c. Prioritize safe multi-modal crossings to the riverfront’s existing open spaces in initial phases of improvements.





Warren Street

- d. Continue efforts to enhance the open space adjacent to the Assunpink Creek.
 - e. Reclaim surface parking for new parks and the reintegration of riverfront highways.
 - f. Create improved access to the Delaware and Raritan Canal and Delaware riverfront for bicycle and pedestrian connectivity to other City neighborhoods and the wider region of central New Jersey.
 - g. See Section II. Thematic Planning Areas: Riverfront for detailed objectives.
4. Promote a diversity of uses.
- a. Prioritize projects that create a District of mixed uses (housing, office, light industrial, retail); cultural activities (art, education, recreation); and people (social, economic, ability).
 - b. Seek a diverse mix of uses that have peak activity at different times throughout the days to create a safer and more exciting environment.
 - c. Encourage early development of housing in the downtown area to create a demand for other uses.
 - d. Market opportunities for grocery stores, gyms, daycare or other personal services.
 - e. Expand and improve historic and cultural facilities to attract more visitors.
 - f. Leverage Trenton's status as a governmental hub to become a conference and training center, in partnership with local colleges/universities and organizations, that brings together representatives from all levels of government.
 - g. Strengthen Trenton's financial health by encouraging private development to produce tax revenue.
 - h. Achieve a better ratio of private to public employment in the Capital District.
 - i. See Section 3. Land Use Element for detailed objectives.
5. Improve the circulation and parking network downtown.
- a. Quantify and balance the reasonable parking needs of workers, residents, visitors, and shoppers with appropriate development.
 - b. Establish a balance between mass transit and private auto access to the District.
 - c. Give priority to short-term, shopper- and visitor-oriented parking to meet the competitive needs of retail and small business uses downtown.
 - d. Encourage partnerships among public agencies and the private sector to accomplish the objectives of this goal.
 - e. Improve connections between the downtown and the Trenton Transit Center, consistent with the Transit Oriented Development Strategic Plan adopted by the City's Planning Board in December 2019 (Appendix A), to increase the utilization of mass transit, and over time, enable parking facilities to transition to more productive uses.
 - f. See Section IV. Transportation Plan Element: Parking for detailed objectives.

6. Expand and enhance the historical value of Trenton.
 - a. Create a more vibrant downtown to help historic buildings and sites, museums, theaters, and other attractions prosper in the marketplace.
 - b. Identify opportunities for a visitor's center, improved parking and circulation, and convenient, attractive pedestrian linkages to support existing historic and cultural resources.
 - c. Seek to develop the prominence of the State House as the symbol of Trenton's status as the state capital.
 - d. Develop new historic and cultural assets that highlight all the histories of Trenton, not just the most well-known.
 - e. Include a diverse breadth of interests in historic and cultural efforts, especially communities historically marginalized within the City.
 - f. See Section II. Thematic Planning Areas for detailed objectives.
7. Enhance the social environment.
 - a. Seek new housing that will strengthen the downtown at the same time it protects the residential character of existing neighborhoods.
 - b. Enhance and encourage existing educational institutions downtown such as Mercer County College, Thomas Edison State University, and Trenton Public Schools' Daylight/Twilight to encourage further investment and enrollment.
 - c. Support local educational institution's ability to provide arts education and vocational/professional training to create a more attractive local workforce for regional employers.
 - d. Assist in the placement of the Trenton Production and Knowledge Innovation Campus downtown to create new opportunities that encourage start-ups, incubators, and minority- and women-owned small businesses.
 - e. See Section II. Thematic Planning Areas for detailed objectives.





S E C T I O N T W O

THEMATIC PLANNING AREAS

As Figure 3 depicts, the CCRC decided to organize the District into Neighborhood Planning Areas. These six planning areas are discussed in detail below. Each map highlights cultural and historical assets as well as the priority projects identified by the Corporation within each area (meeting DP-E.ii and CP-E.ii statutory requirements). These priority projects are conceptually developed at this point. Most will require additional study, engineering and public input. However, they should be used to guide the decision making.

Canal Planning Area

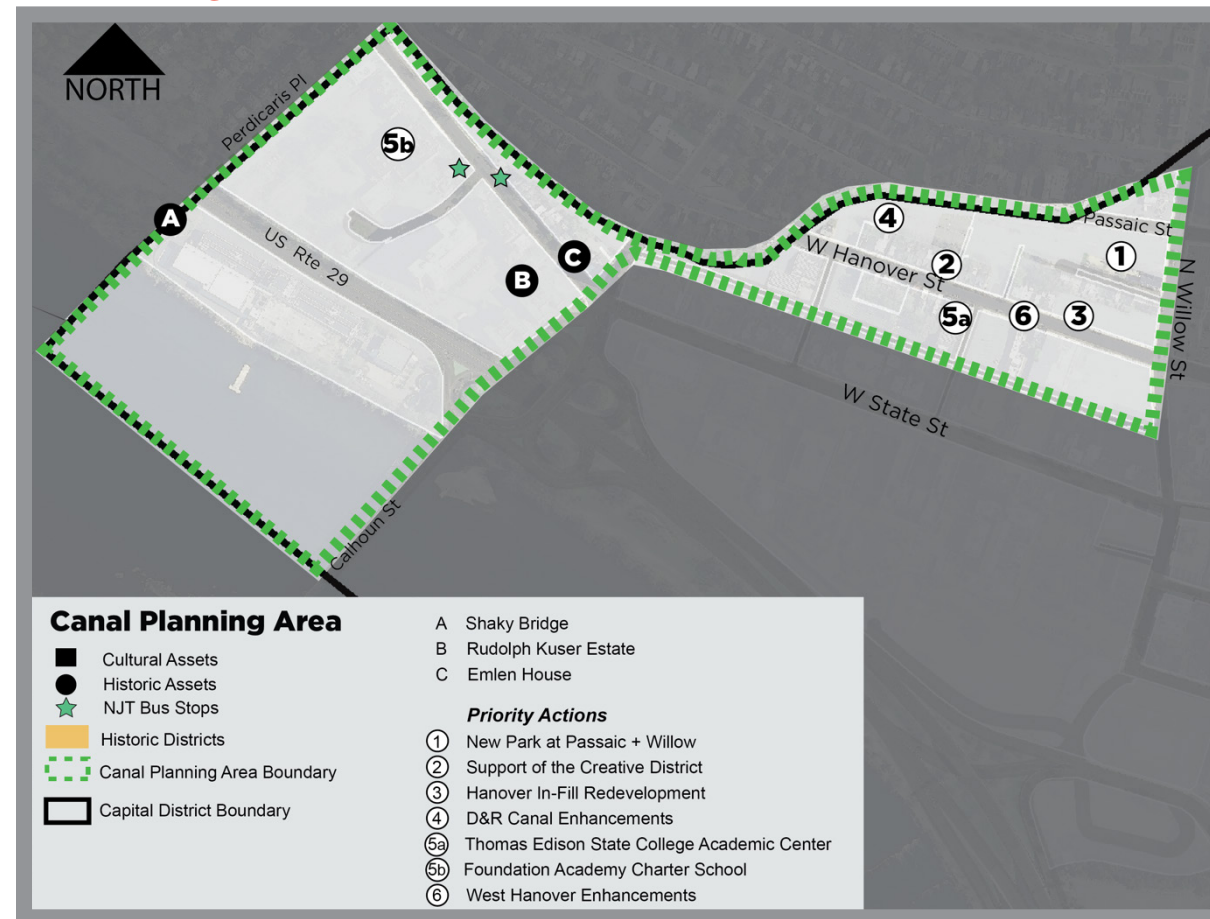


Figure 4 Canal Planning Area (DP-E.i and CP-E.i)

The Canal Planning largely encompasses the residential area between West Hanover Street and the D&R Canal as well as much of the Thomas Edison State University buildings on West State Street. Development in this area has been reduced by the expansion of surface parking lots to meet State parking needs. New housing along the street frontages would reinforce the residential character of the area. Further development could screen the remaining parking from the street or replace it altogether as opportunities occur.

Public and private investment should target more service-oriented offices and agencies within this district that utilize smaller footprints to increase street activity. These smaller footprints will help maintain the existing street grid and physically integrate public entities within surrounding residential uses. Efforts should be made to create and target housing in this district for young workers, empty nesters, artists, City, County, and State employees. This can be done through programs like rent stipends, down payment assistance, and healthy habit (walking-to-work) incentives. By attracting people from all walks of life, community, innovation and creativity can be encouraged. This work combined with the target corridor, open space, and redevelopment recommendations included in this plan will help create a healthy ecosystem of diverse uses, users, and activity.

Additionally, the presence of Thomas Edison State University's Nursing School at the western extent of the neighborhood provides a new anchor for medium density, mixed use development.

Priority Actions:

1. New Park at Passaic + Willow: The 2008 Living Trenton Downtown Master Plan (the "Downtown Master Plan") provided a conceptual design for the replacement of surface parking with a highly designed passive park along the D&R Canal (Figure 5). The CCRC and City remain committed to seeing this surface parking replaced to enhance connections and visibility of the D&R Canal within the downtown and improve the quality of life for current and future residents of this neighborhood through mixed use redevelopment centered on a high-quality park.



Figure 5 D&R Park Concept - 2008 Living Trenton Downtown Master Plan

2. Support of the Creative District + Efforts Outlined in the Creek to Canal Plan (Appendix B) Recommendations include improving safety through artistic treatment of signage and public art installations and encourage a mix of uses that support existing cultural assets among many others. Under the 1978 Public Building Arts Inclusion Act, a number of well-known artists created public art installations in the CCRC district including a George Segal sculpture at the Department of Commerce and a June Nam Paik neon construction for the State Office Building on Front Street. This type of artistic inclusion should be pursued throughout the District, but particularly in efforts to expand the vision of the adjacent Creek-to-Canal Plan.
3. Hanover In-Fill Redevelopment: As numerous plans have indicated, there are existing structures, commercial and residential, of historical value within this neighborhood. Redevelopment should focus on in-fill opportunities on existing vacant and abandoned lots. Rehabilitation of existing structures is encouraged to help stabilize the neighborhood. Additional housing opportunities are needed to create evening activity and would be highly desirable with a proposed new park.
4. D&R Canal Enhancements: The Canal borders the northern edge of this thematic planning area. The section of the Canal from Calhoun Street to Willow Street is without a walking path. Any new park space envisioned at Passaic and Willow should include a component of a canal-side trail. Additional efforts should be made to enhance the connectivity of the trail throughout the District with clear identifying signage at street entrances. Fully utilized, the Canal could serve as an invaluable bicycle and pedestrian connection to destinations within the City and the recreational and cultural amenities throughout Mercer County and beyond.
5. Thomas Edison State University's Nursing School + Foundation Academy Charter School: Leverage access to students and resources to support the creative and technical educational programs that implement the overall efforts of the District to create economic opportunities. A large portion of this area is surface parking lots, creating opportunities for complementary infill development with structured parking solutions.
6. West Hanover Enhancements: In the Trenton Arts in Focus plan, East Hanover was identified as an important corridor for re-establishing an arts scene in Trenton (Figure 6). Similar treatment and interventions should be continued across Warren Street to West Hanover. This includes an improved pedestrian realm of parklets that encourages people to use alternative forms of transportation and linger near commercial assets. Any visual connections and enhancements from West Hanover Street south to State Street to tie in the Capital Neighborhood are encouraged. Additionally, the Delaware Valley Region Planning Commission's Downtown Trenton Bicycle + Pedestrian Plan proposed restriping Calhoun Street to support an overall bike network (Figure 6).

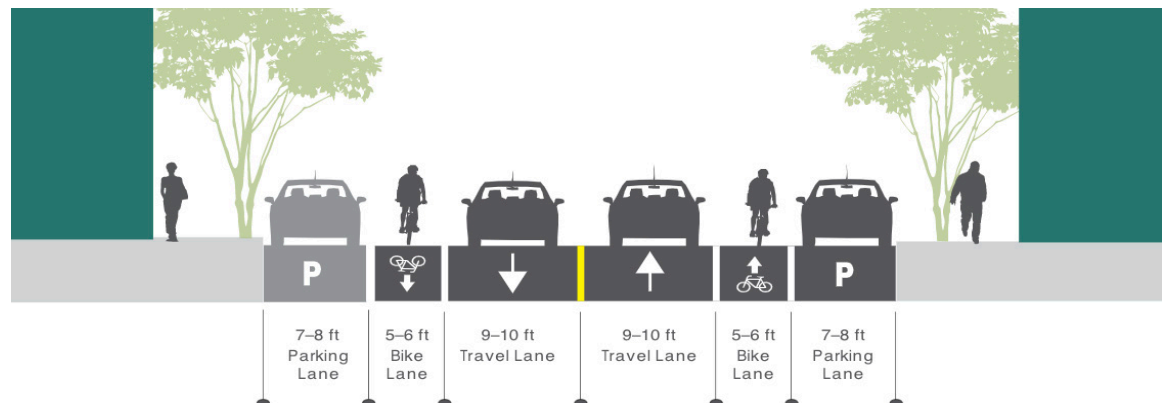


Figure 6 Calhoun Street Bridge Extension (Downtown Bicycle and Pedestrian Plan)

State Capitol Planning Area

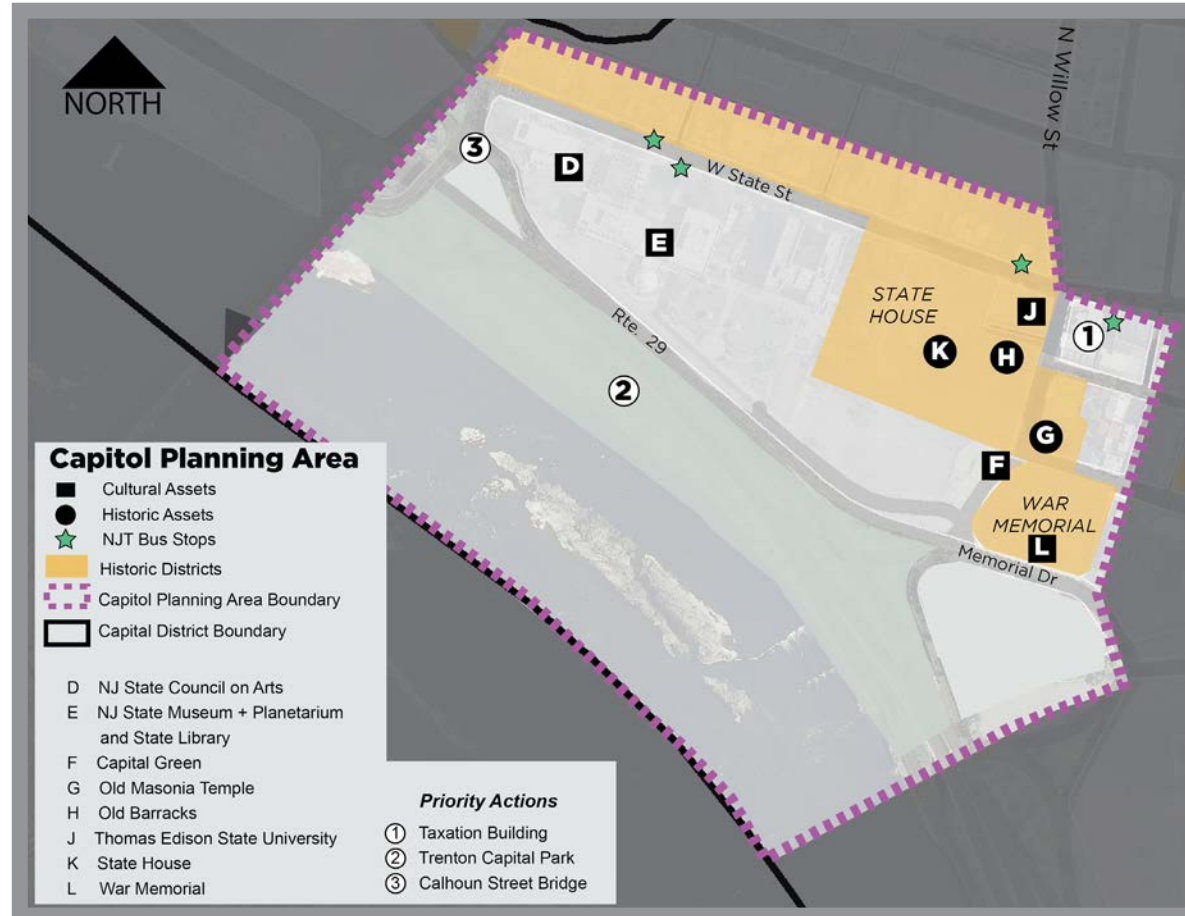
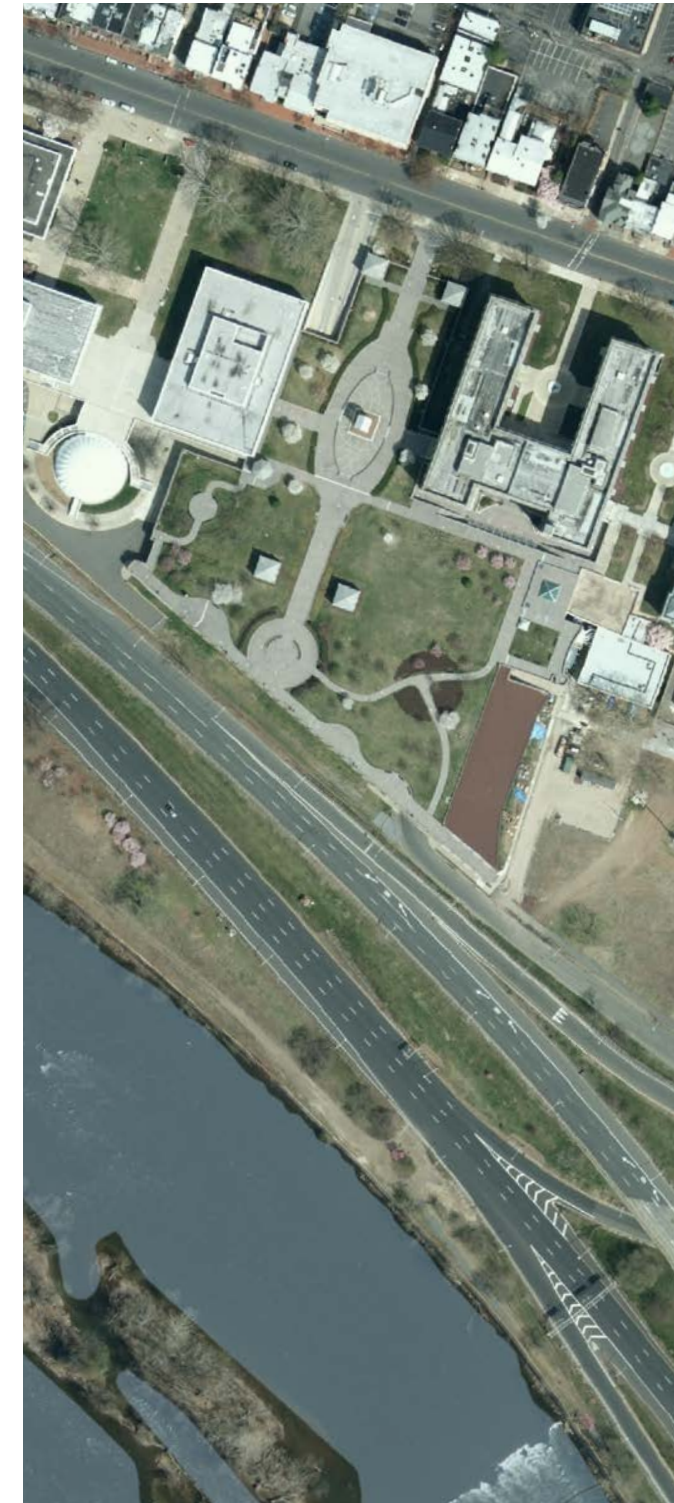


Figure 7 Capital Planning Area (DP-E.i and CP-E.i)



Within a few blocks, parallel to the Delaware River, are buildings that reflect over two hundred years of Trenton's cultural, civic, economic, and social history within the State Capitol Planning Area. They include major governmental structures and residential row houses that provide a panorama of the prevailing tastes and styles of Trenton's 19th century industrial heyday, and single residences that reveal Trenton's emergence from a country village to a major city.

West State Street presents a comprehensive catalogue of architectural phases and styles throughout the whole 19th century. Starting with a row of late Federal clapboard houses, this collection progresses from Greek revival, mid-century eclecticism, Richardsonian Ashlar and Georgian Revival to early skyscraper, all welded together into a satisfying urban landscape. The series chronicles the adaptations made by central New Jersey urban builders and the local specialties, such as the indigenous tile and pottery works. The juxtaposition of different façades exhibits the constant experimentation and lively imagination of this period.

In the diversity of appearance and ownership, the buildings of West State Street contrast with the large public buildings of the State Capitol complex such as the State Library and State Museum.

The largest and most important project within this district is the planned enhancements to the State Capitol Park. These improvements will create connectivity, an activated riverfront and restore the larger community to one of Trenton's most important natural resources: the Delaware River.

Priority Actions:

1. Taxation Building (50 Barrack Street): The Taxation Building, located at the corner of Barrack Street and West State Street, is prominently located within the heart of downtown. The redevelopment of this building provides an opportunity to contribute to the downtown commercial activity.
2. Trenton Capitol Park: A Master Plan for the New Jersey State Capital Park was produced by Wallace, Roberts & Todd LLC in 2009 under a multi-agency led effort. This detailed report reviewed existing conditions, challenges and opportunities for enhancing the natural and cultural resources around the State House Complex to reconnect the City to its riverfront. The CCRC should work with all levels of government and local stakeholders to begin a phased implementation plan to achieve the vision as seen in Figure 8.



Figure 8 WRT Capital Park Concept Plan

3. Calhoun Street Bridge + Approaches: Numerous studies have looked at the connectivity of pedestrian and bicycle circulation throughout the District. One issue that is consistently highlighted is the connection at the Calhoun Street Bridge at the western extent of the Capitol Planning Area (see Figure 9). The CCRC will actively work to support efforts to identify and implement solutions to that build on previous planning findings. As Trenton250 points out:

The Calhoun Street Bridge is a critical bicycle and pedestrian link between Trenton and Morrisville and part of the East Coast Greenway system. Calhoun Street is County Route 653 and the bridge is the responsibility of the Delaware River Joint Toll Bridge Commission (DRJTBC). Currently, bicycle and pedestrian connections to the bridge are limited. In the near-term, crosswalks must be striped and signed on the Route 29 ramps. Sidewalks are not wide enough for cycling, and with two travel lanes, there is insufficient width to add bike lanes. A more comprehensive study should be completed to determine appropriate solutions.

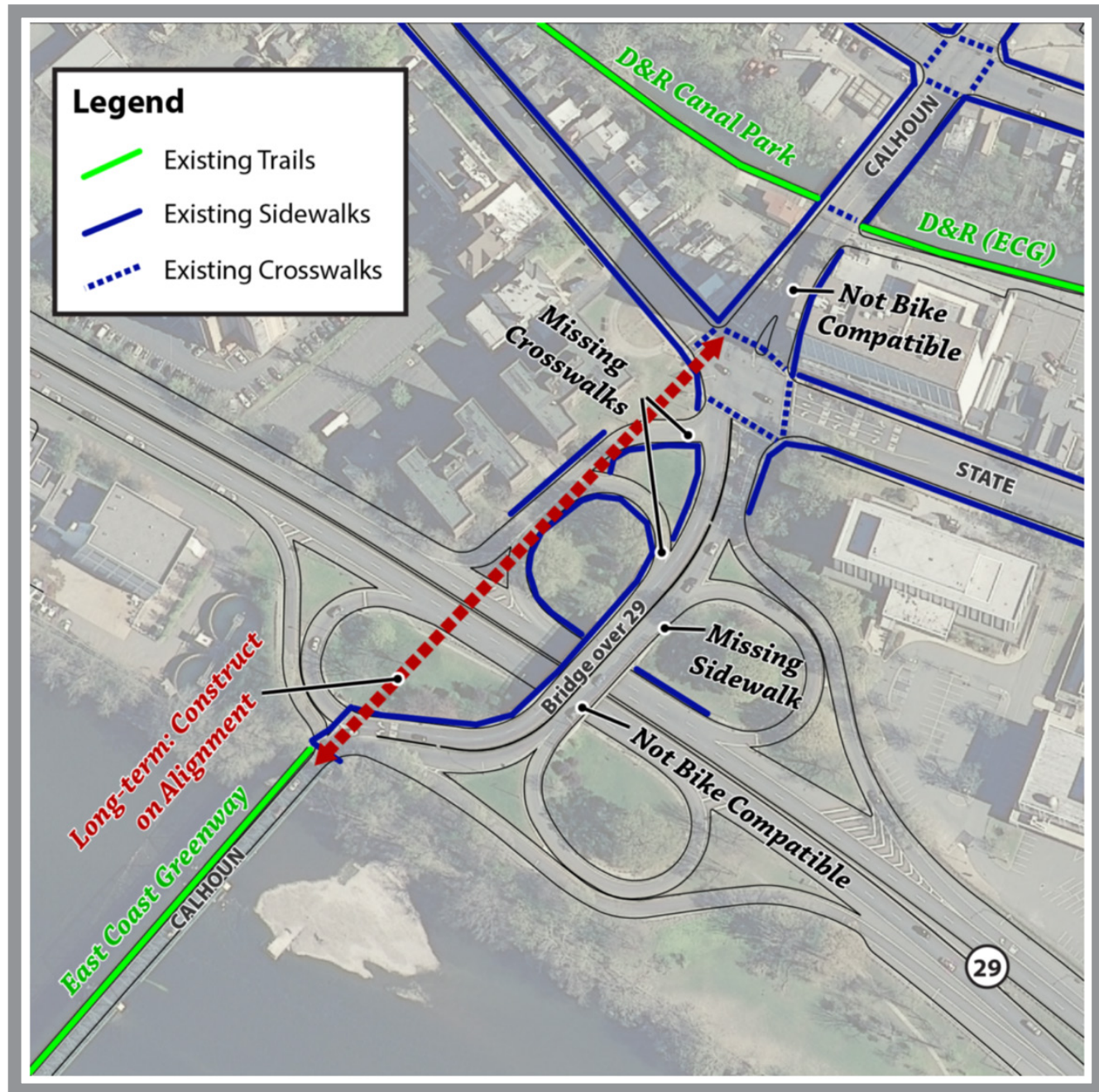


Figure 9 Calhoun Street Bridge Extension (Trenton 250)

Central Business District Planning Area

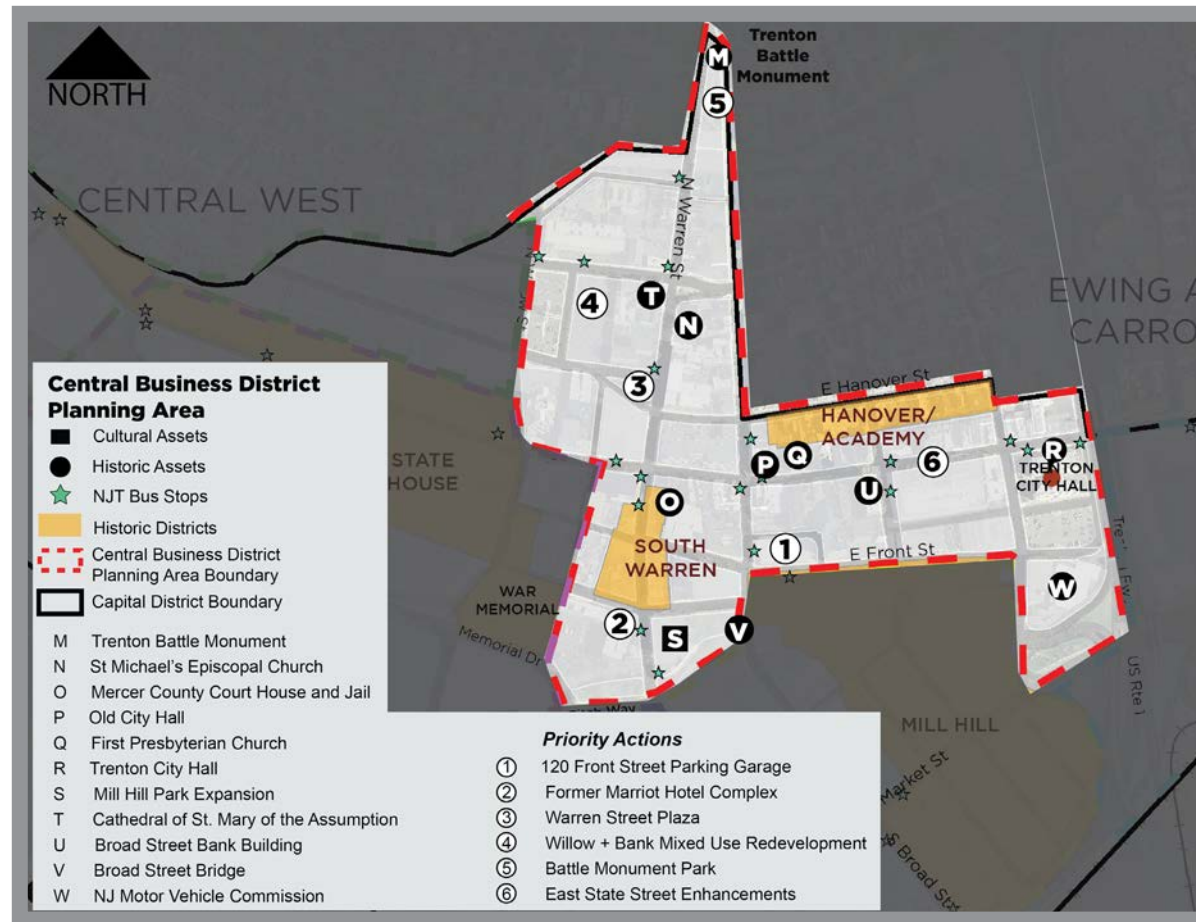


Figure 10 Central Business District Planning Area (DP-E.i. and CP-E.i.)

The State Street corridor is the retail and commercial core of the District and the Central Business District Planning Area. South Warren Street, between the heart of downtown and the City's riverfront, contains a fine collection of buildings representative of the different periods of Trenton's history. These include some of Trenton's oldest structures which were originally built as residences in the Federal and Greek Revival periods. During the Victorian era, new construction on the street was complemented by remodeling of older residences and adding Victorian storefronts as the street evolved into a commercial center. Reflecting the architectural styles in vogue during the economic boom of the 1920s, the street continued its evolution with the construction of architecturally significant Art Deco buildings.



In late 2016, a significant placemaking and cultural planning effort was spearheaded by the Passage Theater Company and the local non-profit, Isles. The resulting plan, Trenton Arts in Focus, designated the Creek to Canal Arts District, which covers most of the CCRC CBD District. Due to the quality, relevance and recency of this product, the Renaissance Plan will defer to this plan and Trenton250 when making decisions and recommendations for cultural planning in the District. Parts of the Trenton Arts in Focus plan are included in this element, while the complete plan can be found in Appendix B. The CCRC should support the efforts of these local community groups and the City to implement the strategies outlined in these plans.

Infill development and new large-scale development on sites that might be assembled privately are encouraged and should be undertaken in conformance with the Renaissance Plan. Streets and other public spaces that are inviting to pedestrians are especially important in the State Street area. Parking facilities in this area should serve the needs of the public through a rate structure that encourages short-term parking and improved signage is needed to help visitors navigate the Capital District. The State Street block between Warren and Broad Streets should become the focus of high-density retail activity in downtown Trenton. Improved lighting, new street furniture, and landscaping, and an ongoing, effective maintenance program should strengthen the retail potential of this street. Façade improvements, especially for ground floor commercial establishments, would add to the attractiveness of this area and encourage much needed upper floor occupancy. New development in the West State Street Historic District and the West Hanover/Canal area would encourage mixed-use development for residential or commercial purposes.

Priority Actions:

1. 120 Front Street Parking Garage: The potential mixed-use redevelopment of the Front Street parking deck could add much needed parking and reinvestment that could off-set the need for existing surface lots while also creating a valuable revenue source in a critical area of the Capital District. The CCRC should work with the City immediately to develop an RFQ to understand current market interest and opportunities. Once an approach is selected, the CCRC and the City should work together to create a project specific redevelopment plan and utilize all incentives available for reuse.
2. Former Marriot Hotel Complex (1 W Lafayette Street): The reoccupation of the former Marriot Hotel Complex should be a priority for both the City and the CCRC. The two stakeholders should work closely through a proposal for reuse to ensure additional enhancements can be made to create a more vibrant public realm and increase foot traffic.
3. Warren Street Plaza: The property on the triangular block at the juncture of West Hanover and North Warren Streets is referred to as the Warren Street Plaza. The plaza includes a small landscaped area, limited seating, and an open paved area featuring pavers that depict the district's street grid. Improvements to this part of Hanover Street will be important to encourage pedestrianism and the smooth flow of traffic in the District. This plaza should be enhanced with new hardscaped surfaces with thoughtful native landscaping that promotes year-round blooms for passive recreation or a respite for those passing through.

4. Willow + Bank Mixed Use Redevelopment: This site is an essential opportunity for large scale, transformative reinvestment. In the 2008 Downtown Master Plan, a major mixed-use development was proposed for the entire city blocks bounded by Bank and West Hanover Streets, and Willow Street and N Chancery Lane. This approximately 95,500 sf area is currently utilized as a surface parking lot. The proposed development program could include a major parking structure within the center of the site, lined with one or two stories of commercial uses and a mix of residential unit types. Three levels of parking could be constructed within the core of the development, yielding approximately 470 parking spaces and allowing for 35,000 sf of commercial/office liner space per level. Residential development is proposed as a series of mixed-density, medium- and low-rise buildings with a total of approximately 350 residential units. The CCRC should work with the City to develop a site-specific redevelopment plan for this project area and then issue an RFP to solicit market interest.
5. Battle Monument Park: Improvements to this park, which is a significant neighbor to a major landmark (the Battle Monument itself), are necessary as part of the overall effort to cultivate the District as a major tourist center. The park currently features limited landscaping and shade trees, along with some seating. Amenities throughout the park should be more tailored to community needs, with additional conversationally arranged seating that can accommodate social gatherings and include robust wayfinding signage for visitors. Properly furnished, the park can be a valuable asset for the largely residential areas that surround it as well as the primary gateway to the City proper from the D & R Canal. In addition, support should be offered for the State to restore access to the top of the monument, either through elevator repair or installation of circular stairs, offering a unique tourist attraction for the District. The City, State and Isles, Inc., a locally based nonprofit which operates the Tucker Street Community Garden on the property to the west of the park, should collaborate when planning improvements.
6. State Street Enhancements: Several plans since the adoption of the 1989 Renaissance Plan have highlighted the need for streetscaping improvements along State Street and at key intersection to improve circulation and connectivity. Two of those interventions are detailed below (Figure 11 and 12). In general, State Street improvements should look for opportunities to provide more space for bicyclists and pedestrians, they should work to improve visibility of pedestrians and create spaces that encourage meandering through lighting, materials and landscaping.

Recommendations

- Two curb extensions (at the northwest and southeast corners) to shorten crossing distances across State Street
- A leading pedestrian interval for all crosswalks, allowing pedestrians extra time and added visibility in the intersection
- Right turns on red (currently allowed in all directions except southbound on Willow Street) are not recommended in any direction at this intersection



Figure 11 State + Barrack/Willow Conceptual Enhancements

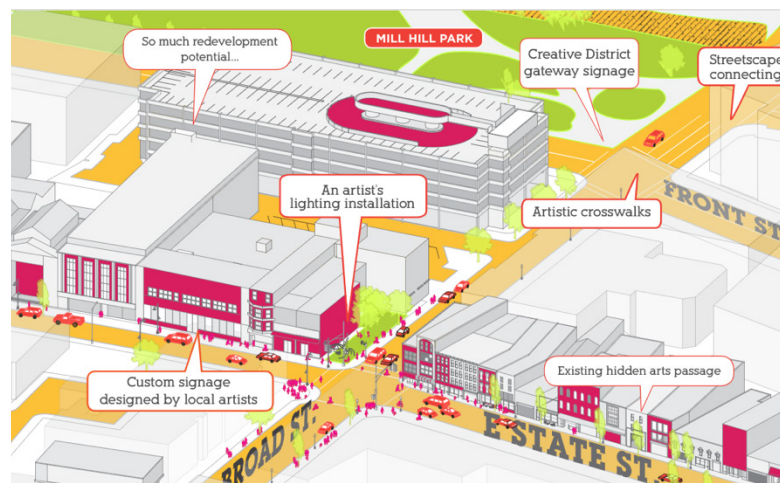


Figure 12 Broad + State Street Enhancements (Trenton Arts in Focus)

FIGURE 13 Streetscape opportunities at the intersection of Broad and State Streets Source: Interface Studio

Expand the Creative District's reach along Broad and State Streets, enabling marketing efforts, streetscape improvements, and economic incentives to extend north on Broad Street to the Battle Monument and south to Route 129; east on State Street to Chestnut Avenue and west to Calhoun Street. These **corridors draw people in and help connect the Creative District** with other arts and culture hubs within the city.

Mill Hill Planning Area



Figure 13 Mill Hill Planning Area (DP-E.i. and CP-E.i.)

The area included in the Mill Hill Historic District is located at the top of a small rise and slopes down to the Assunpink Creek which runs through the center of the District. It is bounded roughly by Warren Street on the west, Front Street on the north, Clay Street on the east, and Greenwood on the south. Two of the boundary streets, Broad and Front, are major thoroughfares, as is Market Street, which bisects the district sharply; the remaining streets are small and almost exclusively residential in nature.

The architecture of the district is homogenous in scale. Most residential units are row houses, ranging from two to slightly higher than three stories. None is more than 50 feet wide. Scattered through the area, however, are a few detached smaller frame houses.





Mill Hill Park

Although Mill Hill presently survives as a middle-class, mid-19th century residential district, its historical significance reaches back to the late 17th century. Indeed, its name refers to its importance as the area's first industrial site, a grist mill, erected in 1679. During the American Revolution, the Second Battle of Trenton was fought near the site of this mill. The district is among the most stable and significant assets of the District with a large number of historic homes, and cultural destinations like the Passage Theater and Mill Hill Park.

Mill Hill Park is the largest public park in the District. The most frequent users are residents of Mill Hill and nearby office workers, though occasional events draw a more diverse crowd. The park offers an inviting open lawn, wayfinding and educational signage on the area's history, and peaceful vistas of the Assunpink Creek. The Assunpink Creek is an important waterway running through the district. Walking paths that extend from Stockton Street to Memorial Drive provide a pleasant connection for four block lengths of the district through improved landscape maintenance along the right of way.

Priority Actions:

1. Assunpink Creek Improvements: Ongoing efforts to remove culverts and landscape portions of the creek closer to the Delaware River should be supported. Visual access is appropriate where it is impractical to allow direct pedestrian access to the water's edge. As improvements are made to the Delaware Riverfront, the Creek should serve as a key access point from the downtown to the riverfront.
2. Mill Hill Park: Future design improvements to Mill Hill Park should increase accessibility to downtown office workers and provide amenities and programming that will make it more appealing to a broad range of users. The location of the park also offers a unique opportunity to showcase the City's local artistic talent with either permanent installations or pop-up exhibits. Live performances hosted there would be enhanced with the restoration of the park's natural amphitheater as recommended in the Trenton Arts in Focus Plan. Partnerships with groups such as the Trenton Downtown Association, which already hosts a farmer's market and other programming in the park, should be strengthened to increase the vibrancy and utilization of the park. Additionally, creative efforts should be made to preserve and improve the Passage Theater and Douglas Building Site located on E Front Street.
3. Broad Street Enhancements: In 2013, the Mercer County Improvement Authority funded a South Broad Street Vision Plan to coordinate improvement and development efforts of all stakeholders and levels of government under one comprehensive design. The CCRC should work to support and implement the vision as detailed in Appendix C.
4. County Courthouse Expansion: As the County continues to enhance and consolidate its services, the CCRC should be involved in planning efforts to coordinate County and District priorities. Efforts should be made to create a parking strategy that collectively uses the Arena surface parking lot for all users. In 2009, a study was conducted on the feasibility and opportunity for trolley service in the downtown to help connect the many District assets. Figure 14 shows the concept from that planning effort. The County, City, State and CCRC should lead efforts to secure funding to finalize a proposed route that would assist with parking management and activating the downtown.

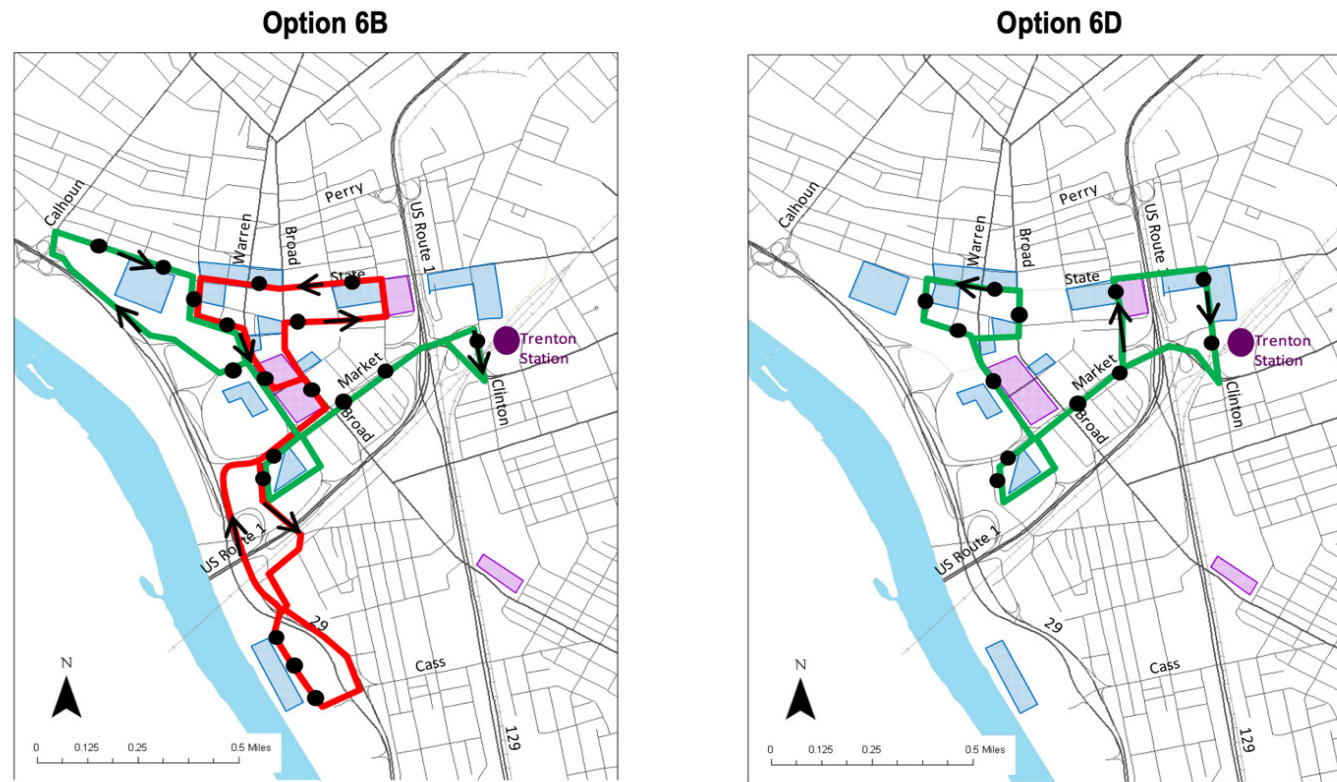
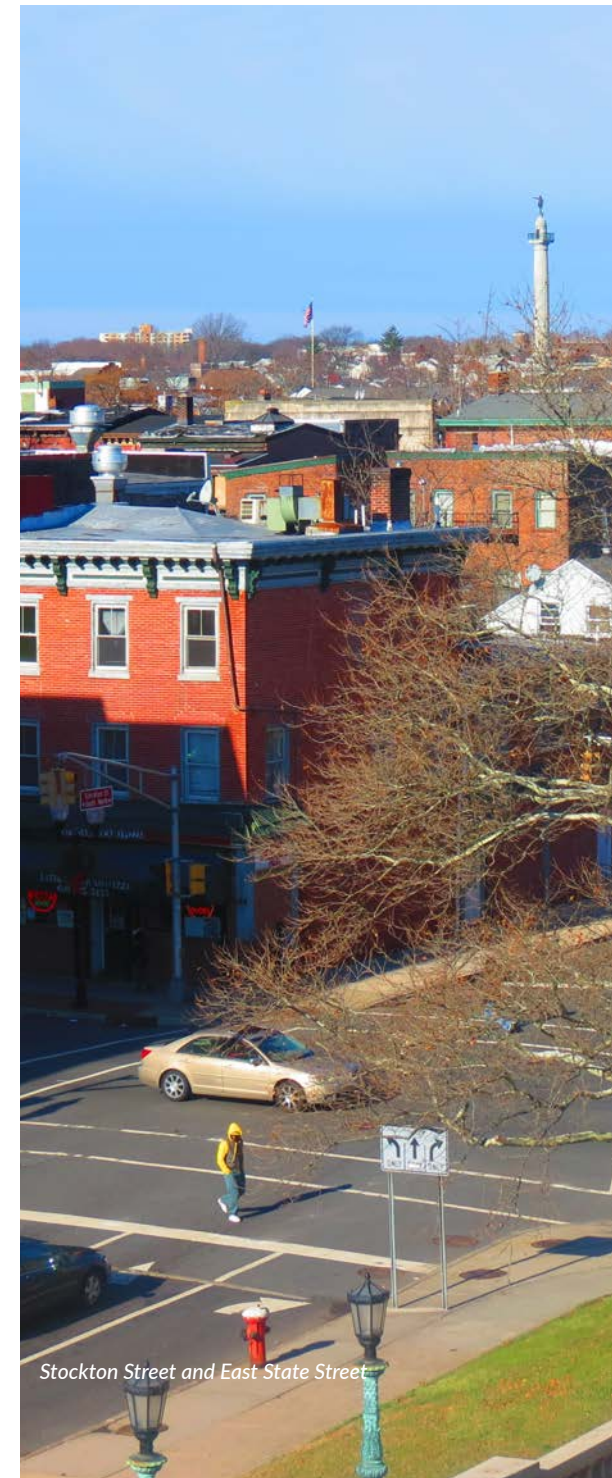


Figure 14 Trolley Line Routes Concept (TranSystems)





Riverfront Planning Area

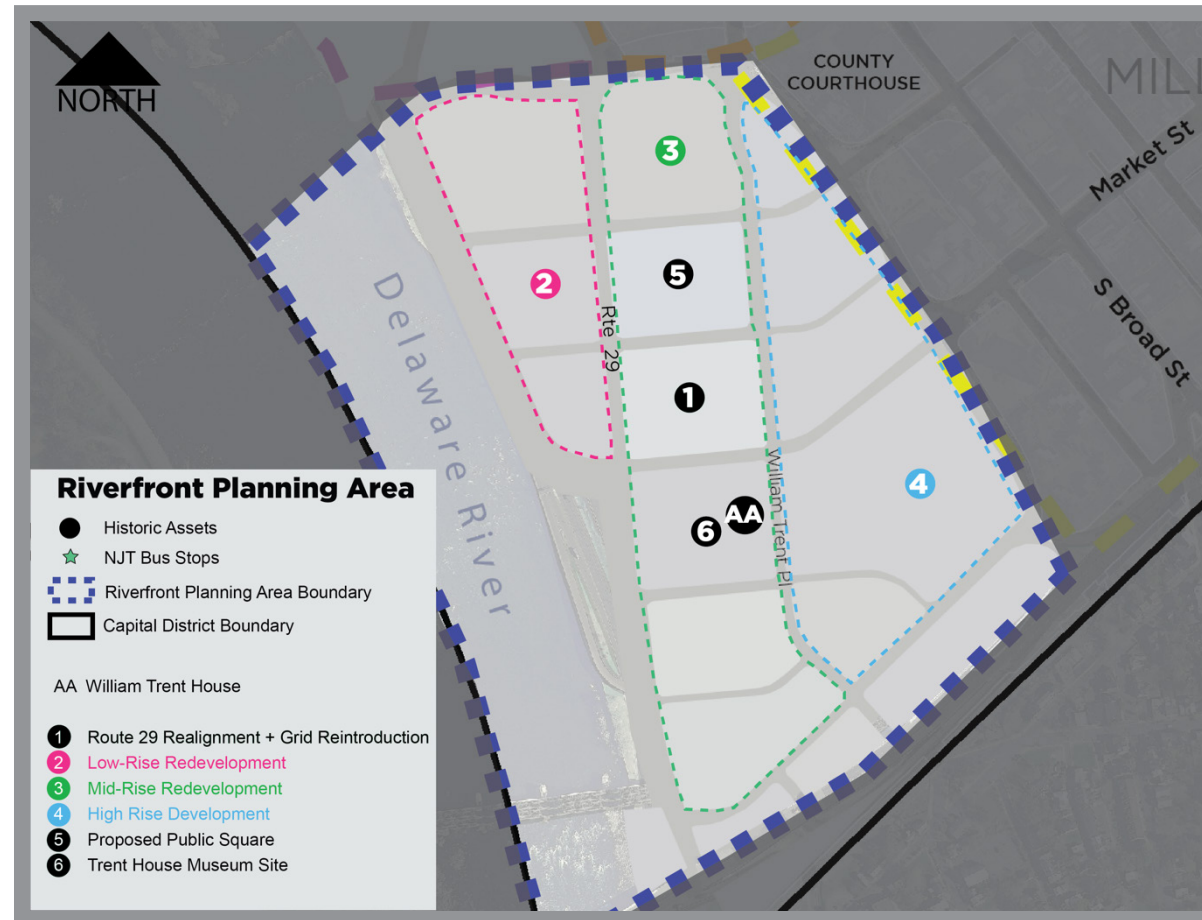


Figure 15 Riverfront Planning Area (DP-E.i. and CP-E.i.)

It is the intent of this planning area, coupled with the regulations within the Urban Code, to enable Trenton to reclaim its Delaware Riverfront to enhance the experience of living, working and visiting Downtown. Per the 2008 Downtown Master Plan:

The Riverfront District is bounded by John Fitch Way on the north, U.S. Route 1 on the south, Lincoln Highway on the east, and the Delaware River on the west. Predominant land uses within this area include large office buildings, surface parking lots and road infrastructure. This area is the former site of Stacy Park, which was once the primary downtown open space linking the State House to the Delaware River. In the 1950s, the State of New Jersey purchased a large portion of Stacy Park from the City and constructed the NJ Route 29 Freeway. This roadway provides access to Downtown Trenton from outlying suburbs to the east and west, as well as controlled access

between the north-south radial routes that connect to New York and Philadelphia. After completion of the roadway, a series of state office buildings were constructed with land consuming surface parking lots. As the result, Downtown Trenton became disconnected from the river, both physically and spiritually.

The 1989 Renaissance Plan, the Route 29 Boulevard Feasibility Assessment Report and the 2008 Downtown Master Plan were utilized to further discuss and refine objectives for the Riverfront area. These decisions largely affected recommendations for the Urban Code discussed in the Land Use Element of this Plan. Overall, the Corporation seeks to achieve the reintroduction of the grid and the multitude of benefits that will provide for the District, while encouraging right-sized development as properties are closer to the riverfront. This approach is discussed further in the Route 29 Realignment priority action below along with other proposed key features of this new neighborhood.

Priority Actions:

1. Route 29 Realignment + Grid Reintroduction: The freeway, constructed along the Delaware Riverfront in the 1960s, does not respond to present day needs and redevelopment goals of the Capital District. Although it offers speedy freeway service to the downtown area, it blocks access to the riverfront for pedestrians, obstructs the view of the river from surrounding land uses, and is not conducive to the development of high-value riverfront uses. Most of the traffic on the highway has destinations within the Capital District, however, the existing design of Route 29 does not provide easy access to much of core of the downtown area. To address the current situation wherein NJ Route 29 acts as a barrier between the Capital District and the Delaware River, studies such as the Route 29 Boulevard Feasibility Assessment Report have been conducted and have suggested converting NJ Route 29 to an urban boulevard with a network of streets supporting a redeveloped Capital District (See Figure 16). This conversion, in conjunction with a comprehensive economic development strategy, would result in new opportunities to attract private capital to the Capital District and build a new mixed-use community downtown. Details for the proposed redevelopment of new blocks is controlled by the R-MX standard in the Urban Code (Appendix D). In general, buildings should be appropriately sized, mixed use, architecturally interesting, and most importantly, focused on creating an attractive public realm through pocket open space and considerate streetscaping. This urban boulevard would still allow for moving traffic efficiently, as NJ Route 29 is a major commuter corridor, but this would be done at lower and safer traffic speeds. Therefore, the conversion would also improve pedestrian access to the riverfront, enabling the restoration Stacy Park and provide access to a trail and park system, including the Delaware River Heritage Trail.

2. Low-Rise Redevelopment: This area is approximately 7 acres in size. Development should be organized around an alley system to provide service and parking access to limit negative impacts on the pedestrian realm. Mixed-use buildings with ground level commercial and upper floor residential are proposed for Route 29 frontage, with a maximum building height of six stories recommended to allow riverfront sightlines for subsequent blocks in the area. Marketing efforts for potential users should include a signature restaurant or other entertainment destination-oriented toward the river on this high visibility parcel. Proposed urban design and architectural treatment should be consistent with this Plan and the Land Development Ordinance.
3. Mid-Rise Redevelopment: This area is approximately 9 acres in size. Vehicular access should be restricted from Route 29 and South Warren Street. A mix of retail, office and residential uses is recommended with a maximum building height of ten stories. Ground floors should be activated and create a desirable public realm. Parking structures should be included within all new development, wrapped by active uses.
4. High Rise Development: This area is approximately 6 acres in size. Existing development includes older office buildings that formerly housed the Department of Health and Agriculture. These buildings are scheduled to be demolished. A mix of retail, office and/or residential uses is recommended with a maximum building height of twenty stories. Projects should seek to efficiently house public and private needs and maximize structured parking opportunities.
5. Proposed Public Square: This area is approximately 2.45 acres in size. This site is partially owned by Vicinity Energy, which operates a cogeneration facility that provides thermal and electricity needs. A circular helipad covered with grass is located in the center of the block above the utility infrastructure. This entire block should be reconceived as a Public Square around which development on surrounding blocks is focused that is activated 24-7 and attractive to all types of users.
6. Trent House Museum Site: The proposed grid realignment will likely expand the land area dedicated to the Museum. This additional area could be utilized to accommodate visitor parking along the south and east perimeters of the block. Fencing and gateway signage features should be enhanced at this intersection.



Figure 16 Route 29 Realignment Concept

Transit Center Planning Area

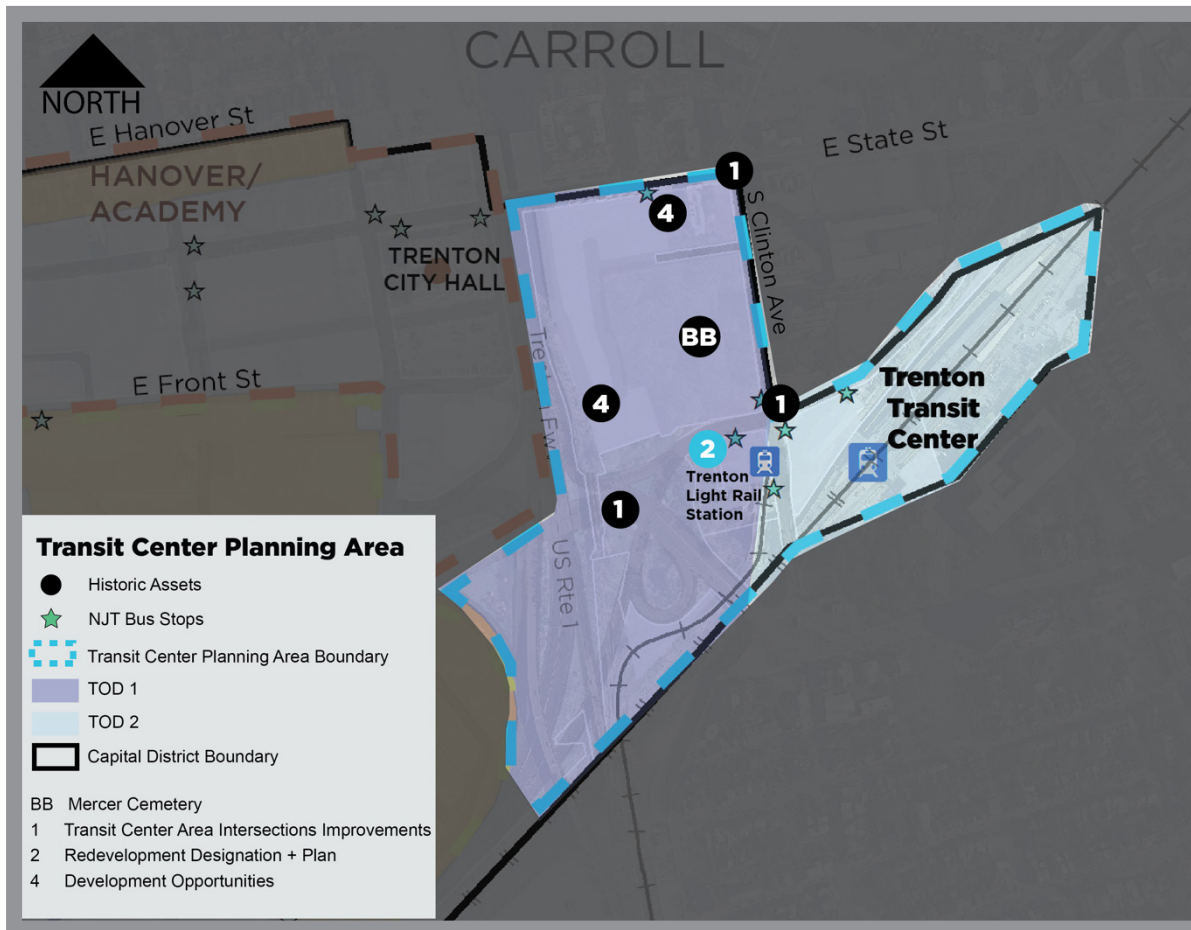


Figure 17 Transit Center Planning Area (DP-E.i. and CP-E.i)

As the nexus of inter-city public transportation services, the Transit Center area should be enhanced as a major visitor and commuter gateway. Recent upgrades to the station have helped beautify the area, but further improvements in bus stations, and the flow of buses, taxis and private cars around the Trenton Transit Station are needed to truly unlock the facility's potential. This plan supports the implementation of the Transit Oriented Development Strategic Plan (Appendix A) to achieve these goals. This strategic plan highlights priority actions and land use regulations that will support the goals and objectives of this Renaissance Plan for the Transit Planning Area and larger surrounding TOD area. Some of those recommendations have become priorities for the CCRC and are highlighted below for support, involvement and guidance by the Corporation.

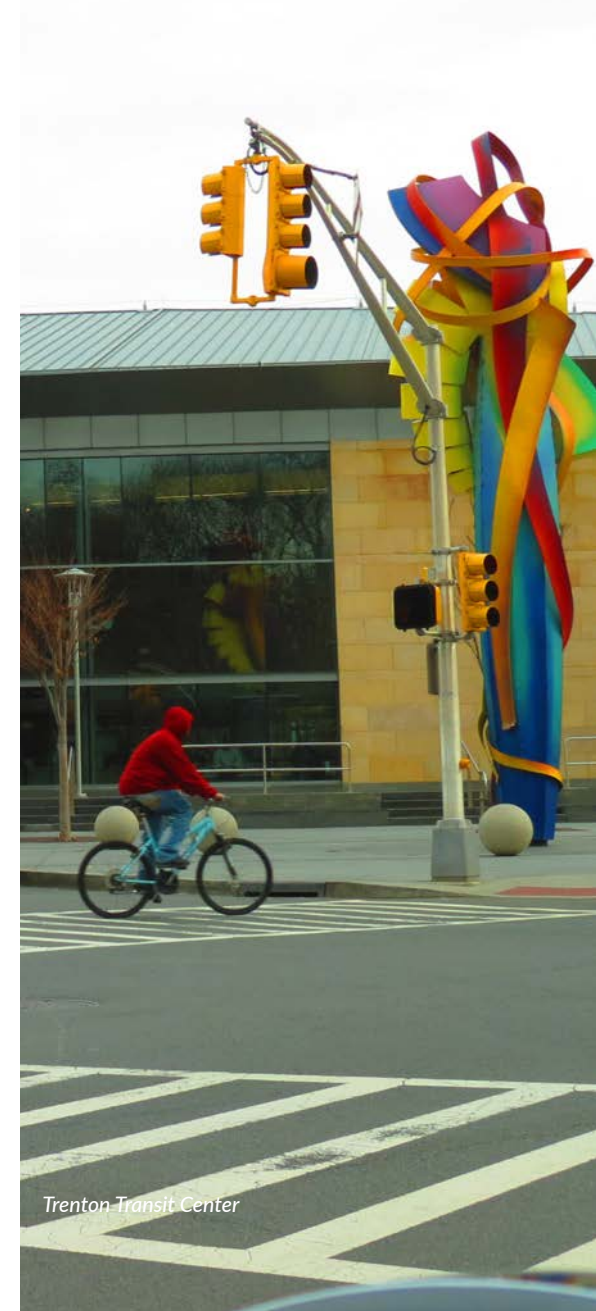




Figure 18 TOD Redevelopment Concept Plan

Priority Actions:

1. Transit Center Area Intersections Redesign + Realignment: In general, the existing conditions at the train station create confusion for all users, lack clear responsibility for maintenance, and do not encourage ridership. The TOD plan identifies priority intersections for bicycle and pedestrian improvements to alleviate confusion and connectivity concerns. As depicted in Figure 18, these include: Market Street and Barlow Street; Greenwood Avenue and S Clinton Avenue; Greenwood Avenue and Walnut Avenue; S. Clinton Avenue and R. Wallenberg Avenue; E State Street and Clinton Avenue; E State Street and R. Wallenberg Avenue and E State Street and Wall Street. Specifically, these interventions would improve circulation around and accessibility to the train station, provide a safer pedestrian/bicycle network in the Transit Village Area, and reconfigure intersections to reduce circulation confusion.
2. Redevelopment Area Designation + Plan: Working with the City, the CCRC should assist with the completion of a redevelopment area plan consistent with the TOD Strategic Plan for the Transit Village area. Subsequently, the CCRC should help with identification of designated developers through a solicitation process to implement the redevelopment area plan.
3. Placemaking: The transit center has one of the highest levels of ridership along the Northeast Corridor, even without maximizing the potential of this asset. Efforts should be made to make the area more attractive with programming, public art, improvement maintenance and new amenities. Specific interventions include lighting and art installation for overpasses, an artwalk, activation through hosting food trucks, new crosswalks and dedicated bike lanes.
4. Development Opportunities: The TOD Strategic plan identifies 17 sites for potential development opportunities in the larger TOD district. Most of these sites are comprised of vacant and abandoned properties or surface parking lots: underutilized for their proximity to a transit asset. These sites are also federal designated Opportunity Zones. Private investment could consolidate parking resources, create new residential opportunities and activate the streets within the CCRC Transit Center Planning Area.

*Trenton Transit Center*



S E C T I O N T H R E E

LAND USE ELEMENT

Prior to this update, the Plan relied on four “types” of building, largely delineated by height, to regulate design. While this was a necessary and valuable first step, as the 2009 Hillier report mentions, the types were rather inflexible and not subtle enough to create a nice urban transect that reflects existing development patterns. Following the adoption of Trenton250, the City developed recommendations for development standards for all block and lots within the City to be effectuated under an updated Land Development Ordinance. In reviewing and working with the City’s recommendations, it was apparent that these new zoning guidelines reflected the goals and objectives of not only the CCRC, but also provided the flexibility and granular approach needed for a City with several different nodes of activity with few alternations. Figure 19: Building Height Zones (1989 Urban Code) depicts the zones for the development type specified in the original Urban Code. Appendix D includes the original urban code design standards from the 1989 Plan.

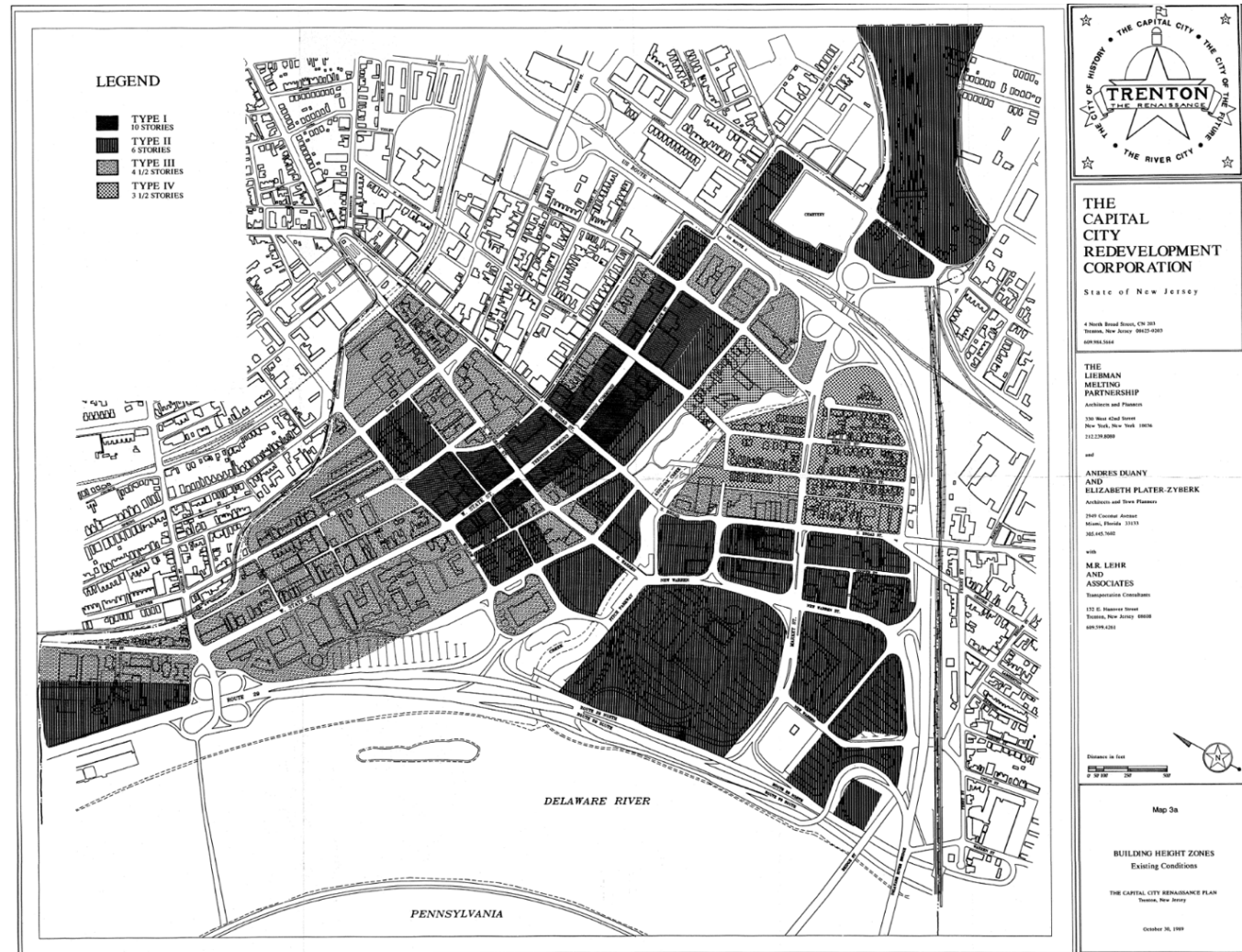


Figure 19 Building Height Zones (1989 Urban Code)

2020 Urban Code

In order to effectuate the vision outlined in the planning areas, create a high-quality built environment and encourage consistency with the City of Trenton's Master Plan, the following land use districts are proposed for the District:

Main Street Corridor Commercial District (C-MS*)

The C-MS Main Street Corridor Commercial District accommodates a broad range of commercial and residential uses in a vertically and horizontally mixed-use environment along Trenton's most prominent, historic, walkable commercial corridors. District standards encourage a high level of design quality, to maintain and enhance the traditional "Main Street" character of these areas.

Mixed-Use Flex District (C-MX)

The C-MX Mixed-Use Flex District accommodates a heterogeneous mixture of medium-intensity commercial and higher density residential uses in a vertically and horizontally mixed-use environment. District standards are intended to encourage compatibility with the existing historic fabric in these areas, and to promote reuse of existing buildings and the creation of flexible spaces where practicable.

Downtown Trenton District (DT)

The DT Downtown Trenton District is intended to accommodate the most intense development within the City of Trenton, in a predominantly vertically mixed-use environment focused on creating a vibrant, pedestrian oriented, active downtown. District standards are oriented toward achieving a high quality of design and encourage building forms that complement the area's existing urban fabric.

Institutional District (INST)

The INST Institutional District accommodates a range of federal, state, county, and municipal governmental operations, as well as campus-like institutional uses such as healthcare and educational facilities. District standards are designed to accommodate the needs of large institutions in a manner that protects surrounding neighborhoods and business districts. Additional uses may be permitted within the INST District, such as residential and professional office or business uses that may be compatible with the character of the district.

Open Space and Recreation (OS-R)

The OS-R Open Space and Recreation District is intended to accommodate the creation, preservation, and enhancement of public open space and recreational amenities within Trenton. The district accommodates both active and passive recreational uses such as parks and playgrounds and acknowledges the multiple roles that these spaces often play within the City. As such, the district allows for certain ancillary uses that complement urban open space, such as outdoor entertainment venues, cafes, and similar uses.

High Density Residential District (RH-1)

The RH-1 High Density Residential District is intended to accommodate those areas of the City comprising a heterogeneous mixture of housing types at relatively high densities. A mix of all housing types is permitted within the district, as well as a series of select compatible nonresidential uses.

Riverfront Mixed-Use District (R-MX)

The R-MX Riverfront Mixed Use District is intended to accommodate high intensity development along the Delaware River waterfront. District standards are tailored to encourage mixed-use, pedestrian-oriented development, and the preservation of the riverfront as both a visual and recreational amenity for Trenton residents.

Transit Oriented Development District 1 (TOD1)

The TOD Transit Oriented Development District accommodates an intense mixture of commercial and residential uses in a predominantly vertically mixed-use environment focused around Trenton's Transit Assets. The district is also intended to facilitate walkable mixed-use development between the City's transit assets and nearby commercial or entertainment destinations. All standards related to the TOD District can be found in Appendix A of the Renaissance Plan.

Transit Oriented Development District 2 (TOD2)

The Transit Oriented Development District (TOD2) accommodates a more intense mixture of commercial and residential uses in a predominantly vertically mixed-use environment focused around Trenton's Transit Assets than TOD1. The district is also intended to facilitate walkable mixed-use development between the City's transit assets and nearby commercial or entertainment destinations. All standards related to the TOD District can be found in Appendix A of the Renaissance Plan.

Figure 20 indicates the extent and location of each district within the CCRC district.

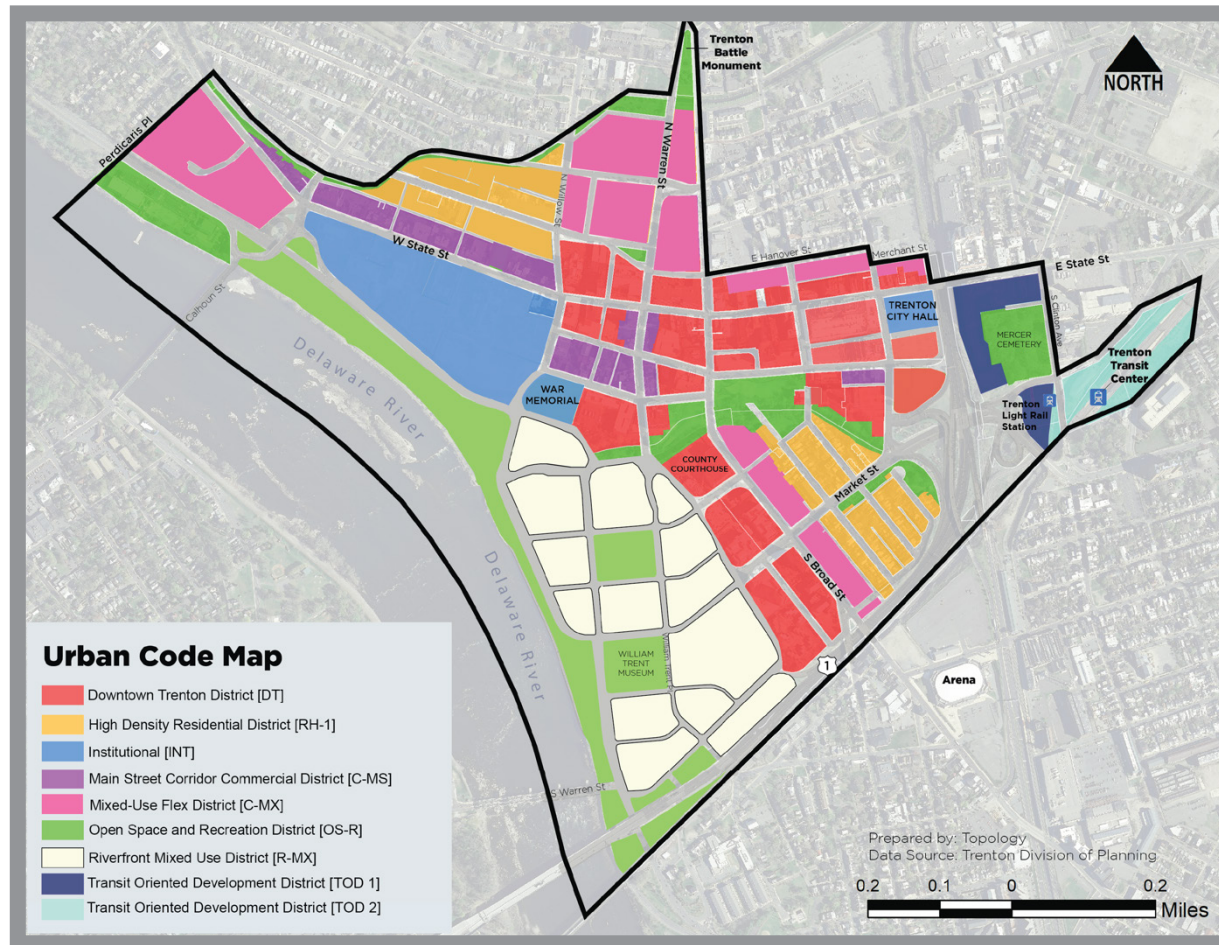


Figure 20 2020 Urban Code Map

Appendix E includes detailed bulk standards by district.

Targeted Redevelopment Projects

While the CCRC Board is concerned with and interested in all development that occurs within the District, they also respect the need for less red tape or bureaucracy in an environment that supports private investment. As such, they have prioritized eight sites that require their involvement from first discussions and conceptualizing with any party due to the potential impact these projects will have on the District.

These include:

1. DEP Parking Lot - 421 East State Street
2. Taxation Building - 50 Barrack Street
3. Former Marriot Hotel Complex – 1 W Lafayette Street
4. 120 Front Street Parking Garage
5. West Hanover Surface Lots – between N Willow Street and N Chancery Lane
6. Justice Complex District
7. Memorial Drive Parking Lots adjacent to Assunpink Creek
8. Selecting a location for the innovation center.

The Corporation will utilize the design, land use, and urban code provided in this plan to review and help improve any proposals related to these target sites.

CCRC Review Threshold

Following the adoption of the Renaissance Plan, CCRC intends to engage in review of development with any party for projects that exceed the following thresholds:

1. Commercial projects with greater than 25,000 SF built or renovated
2. Residential projects of 20 or more units built or renovated (unless part of a larger phased project)
3. Institutional projects greater than 20,000 SF built or renovated
4. Parking garages built or renovated
5. Surface lots above 20 spaces built or renovated
6. Open space projects greater than a half-acre built or renovated

The CCRC may update its thresholds for review at its sole discretion

Following the adoption of the CCRC Renaissance Plan, the Corporation anticipates adopting a mechanism to coordinate such review between the CCRC, the State and the City as it pertains to development within the CCRC District.

Land Use + Design Objectives

Additional overarching design standards that shall be considered and applied for all projects within the CCRC District include:

A. Activating the District:

This Plan recognizes the need to add residences to the District to diversify the area, support its liveliness during hours when state buildings are closed, and provide more opportunities for people to live in a mixed-use neighborhood where they can walk to work, shops, and recreation.

1. As state office and parking facilities are consolidated, the land that is now used by the State for parking should be made available for reinvestment and reuse.
2. Linkages should be established between downtown activity centers to encourage pedestrianism.
3. Development should maximize opportunities for retail activity along the streets.
4. Infill development of vacant lots is most desirable to remove gaps in connectivity.

B. Preserving the Capital District's Historic Assets

While encouraging new development and redevelopment constitutes an important challenge addressed in the Renaissance Plan, the CCRC recognizes the importance of preserving existing built assets and neighborhood character. The design controls in the Urban Code are a response to this challenge and are intended to ensure that new buildings respect historic structures in their vicinity.

1. Reinvestment should seek to:
 - i. Spread new development throughout the Capital District rather than concentrating it in a few tall buildings.
 - ii. Provide for a range of attractive investment opportunities.
 - iii. Ensure that the scale of new buildings would complement, rather than overwhelm, surrounding buildings.
2. New buildings in the Capital District which will provide infill or architectural background, and existing buildings to be rehabilitated, must reflect the objectives of this Renaissance Plan and reinforce the character of the Historic Districts as well as other undesignated areas.
3. The Renaissance Plan envisions an architectural fabric where old buildings can be rehabilitated, upgraded, and modernized and where new structures will be in harmony with their neighbors.
4. Adaptive reuse of existing historic structures should be encouraged where possible, particularly those with sizable parking accommodations having the potential to accommodate a wide variety of community-oriented uses.

C. Public Space Creation + Preservation

Conserving and improving the public environment is a central strategy in all elements of the Renaissance Plan for revitalizing the Capital District. The District contains some fine public spaces which could be compromised or lost altogether as development takes place. The reality of this threat can be seen in the urban renewal area in front of the Justice Complex. There, the streets are exclusively devoted to the automobile, pedestrian travel is uncomfortable, public gathering places are nonexistent, and the city's historic streetscapes have been replaced with large parking lots. This approach should be avoided with future public space creation. As such, the following should be enforced with any proposed public space provision.



1. Spaces should be designed by licensed landscape architects working with the public on concept planning and final design.
2. To serve their desired function, public spaces must be clean, well-lit at night, and in a state of good physical repair.
3. The responsibility for maintenance activities should be clearly assigned when new public spaces are created and, if possible, be given to private entities.
4. To improve the appearance of existing public spaces which are in need of attention, the parties which benefit from their existence should become involved in funding, management, identification of needed improvements, and/or direct maintenance activities. These parties may include the City, the State, private entities, downtown merchants, civic groups, and developers. The scope of downtown management should be expanded and/or replicated so that a coordinating role is filled throughout the Capital District
5. Where walkways run through parks, they should be visible to enhance security. New walkways are recommended linking the Trenton Transit Center with the downtown area, alongside the D & R Canal, the Assunpink Creek, and the Delaware River.

D. Circulation + Streetscape

The Capital District's historic streets are its most frequently used public spaces. The Renaissance Plan aims to preserve their character by balancing the necessity of automobiles with the needs of non-motorized users.

1. The connections between adjacent neighborhoods and downtown activity centers should be strengthened to encourage interaction between them.
2. Pedestrian routes should be physically attractive, comfortable, and supported with commercial activity.
3. The facades of vacant and abandoned buildings should be enhanced to the extent practical until redevelopment or rehabilitation can occur.
4. The impact of land uses which inhibit pedestrian movement – such as buildings with blank walls or surface parking lots – should be mitigated.
5. The flow of pedestrian activity on a street should not be impeded by poorly placed street furniture or landscaping.
6. Pedestrian access to the waterways should reflect safety considerations.
7. Streets, sidewalks and parking areas should be well-lit at night to improve security and support commercial activity. Residential areas should be well-lit at night, but not so brightly as to disrupt residents.
8. The design of lighting systems used should have some logic and coherence which complements the Capital District's historic character.
9. Streetlights should be designed and placed to enhance the scale, character, and safety of each street.
10. Street furniture, including public art, should be an important element of the urban fabric and a significant contribution to a well-designed city.
11. Street furniture should be designed and placed in a manner which reflects the character of the street and neighborhood.
12. The design, placement, and construction of street furniture should take maintenance into consideration.

E. Signage

As proposed in the Trenton Arts in Focus plan, these amenities should be creative in their design as well as generous in their utility. A more coherent system for presenting information on street signs is also needed to make the Capital District an inviting place for visitors. Streetscaping features can also give key corridors, such as State Street, a distinctive feel that organically indicates to visitors where cultural destinations are located. Signage should comply with Trenton's Land Development Ordinance standards.

1. Signage systems should clarify and not confuse.
2. Signs should not distract from the architectural quality of a building.
3. The size, design and placement of signs should respect the historic character of the Capital District.
4. The placement and location of signs should relate to the informational purpose of the sign.
5. Sign should be placed so that they do not impair traffic safety.
6. The signage systems in the District should have a design logic.
7. Signs should be designed for ease of maintenance.

F. Building Design

The land use and bulk standards throughout this document were established to create the highest quality of life for residents and experience for visitors. These efforts are supported by the following additional guidelines.

1. Require adjacent buildings abut the property line or a common build-to line to help create a comfortable, human scale on the street and add harmony to a block of buildings.
2. Encourage mixed-use development and mandate appropriate active uses on the ground floor of buildings to encourage meandering along pedestrian routes.
3. Require buildings to have their main entrance facing the street or a public park to maximize pedestrian activity to reinforce a pedestrian-oriented, human scale.
4. Locate parking structures in the inside of a block, often surrounded by buildings on three sides.
5. Design new buildings with exterior materials that complement, rather than overwhelm, and are responsive to the historic character of the Capital District in terms of their height, scale, and design.
6. Enhance buildings at the street level to promote pedestrian activity through attractive window treatment, signage, and location of entrances.
7. Exploit the appeal and attractiveness of the waterways within the District through building design and placement.
8. Design the ground floor of parking structures with active uses along public sidewalks. Where this is not possible, adequate public space for programming or gathering should be provided to maintain an appealing public realm.



*West State Street*

Relationship of CCRC Urban Code to the City of Trenton's Land Development Ordinance

The CCRC Renaissance Plan embodies the vision for development and redevelopment within the CCRC District, and the Urban Code provides guidance on how that development should occur.

The CCRC Renaissance Plan and Urban Code have been developed in close collaboration among the members of the CCRC Board, including the ex-officio board members, state agencies and the City of Trenton.

Per the CCRC Statute, N.J.S.A. 52:9Q-17(d), the City must ensure that the local zoning is consistent with the standards of the CCRC Plan.



NJ TRANSIT SEPTA AMTRAK

Trenton Transit
Center

S E C T I O N F O U R

TRANSPORTATION PLAN ELEMENT

This Transportation Plan Element responds to the legislative requirement for:

- An inventory of facilities for all modes of transportation within the district;
- Establishing the importance of the district transportation system in the regional context;
- A statement of objectives and principles regarding the transport of people and goods to and within the district;
- Recommendations to improve the accessibility of the district to the rest of the city and the surrounding region.

Located at the end of tidewater on the Delaware River, and midway between New York and Philadelphia, the City of Trenton owes its existence in large measure to its critical location along the Northeast Corridor. There are many factors affecting all modes of transportation. If the District is to become an increasingly vital and enjoyable place to work, shop and live, it will be important to implement policies, goals, and objectives discussed throughout the Renaissance Plan which are intended to accommodate all modes of traffic while not allowing vehicles to dominate the urban environment. The needs of vehicles should be balanced with the other needs of the city.

Existing Regional Transportation System

Trenton has always been well-served by transportation facilities (see Figure 22 Major Roads Network). Access to the interstate systems is provided by US Route 1, State Routes 29 and 129 to Interstate Routes 195 and 295 with ultimate connection to the New Jersey Turnpike, the Pennsylvania Turnpike and Interstate 95. Regional traffic is served by US Route 1, State Routes 29 and 129, which pass directly through the Capital District and the City and, as a result, create barriers between different parts of the District. Interstate 295 serves as a beltway passing around Trenton and connecting with the Delaware River communities in Burlington and Camden Counties. Interstate 195 provides connections to the shore towns of New Jersey. Construction during the 1990s of the “Trenton Complex,” a major interchange with connecting roads leading to the New Jersey Turnpike, improved access to Trenton from the interstate highway system.



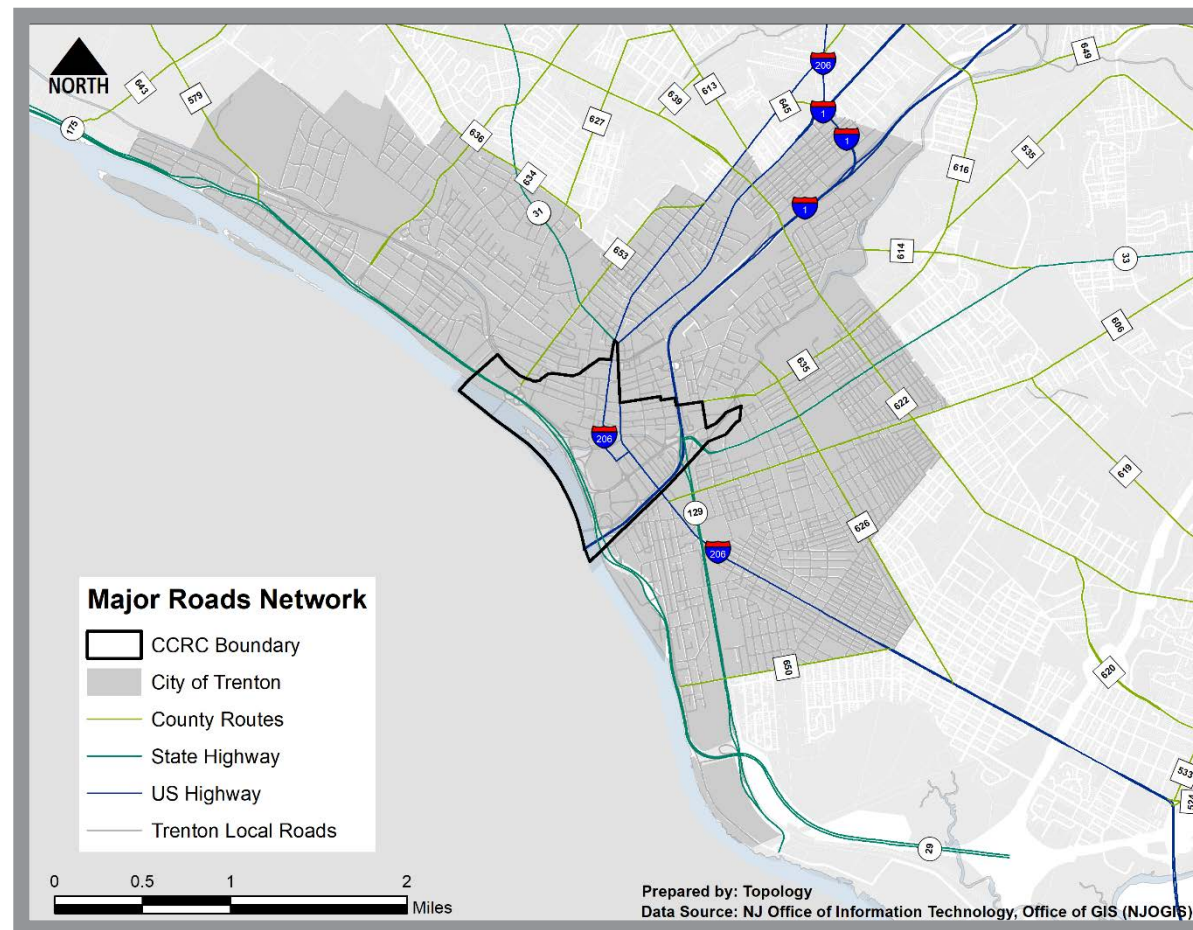


Figure 21 Major Roads Network

State Route 29, a limited access highway, is one of the principal gateways into the Capital District and runs along the Delaware Riverfront. US Route 1, which connects with the Pennsylvania Turnpike in Bucks County to the south and the New Jersey Turnpike near New Brunswick to the north, is another important gateway to the Capital District. State Route 31 connects the Capital District to areas in northwestern New Jersey; US Route 206 links with Princeton and Somerset County to the north and Hammonton and Atlantic County to the south, and State Route 33 leads to Hamilton Township, Hightstown and Monmouth County to the east.

Existing District Transportation System

The regional highway network effectively directs most through traffic around the Capital District, although some truck traffic uses local roadways within the City due to the lack of complete interchanges in some locations, or to make local deliveries. As a result, much of the traffic which remains on the highways within the area has origins or destinations near the District. Historically, vehicular access into and out of the District was prioritized, resulting in a less attractive non-motorized public realm, which facilitated the “daytime office activity” nature of the downtown. This issue was highlighted throughout several plans over the past 20 years, and most notably, throughout the Trenton250 Circulation Element. Figure 23 shows this network within the Capital District and the connections to major highways.

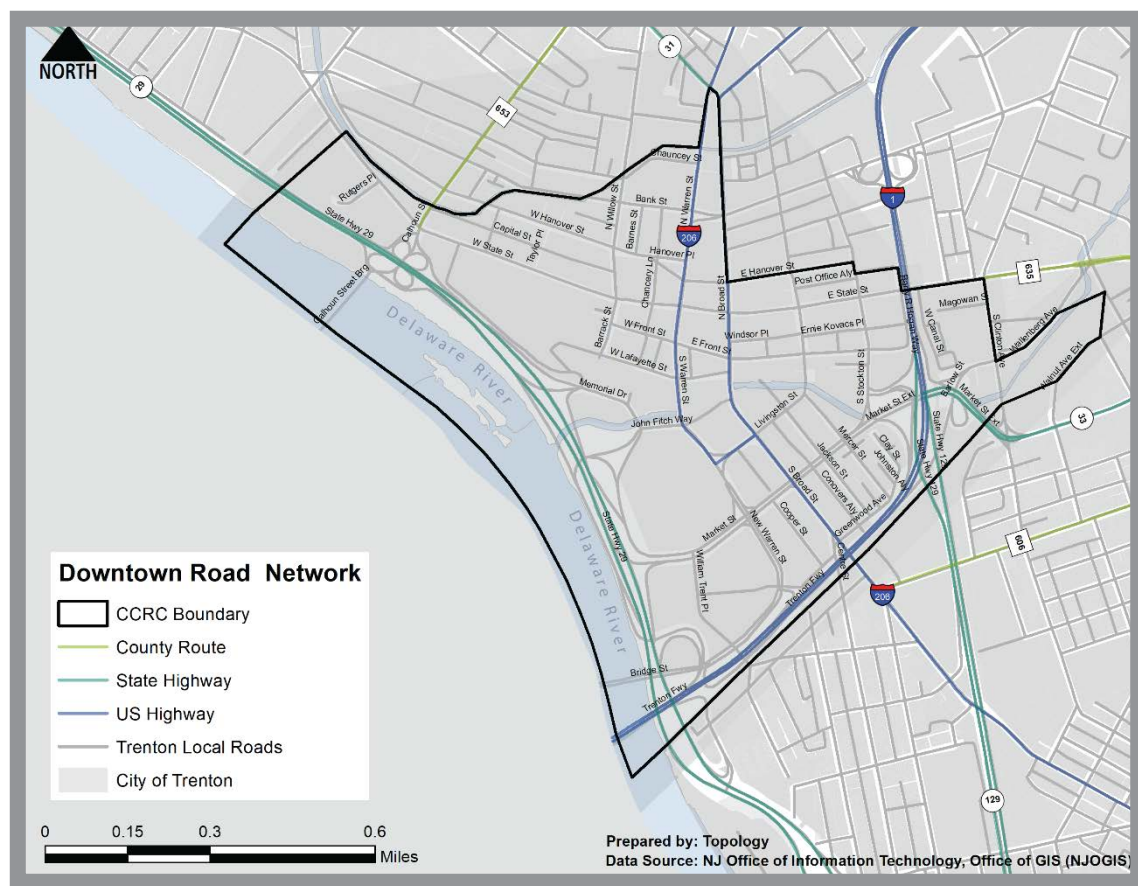


Figure 22 Downtown Road Network



Roadway Network

The discontinuous nature of the local street grid due to previous development patterns, highways and interchanges in the District leads to confusion for motorists, cyclists, and pedestrians alike. The situation is compounded by the location and design of major entry points into the Capital District. The western end State Street is especially difficult to approach, since local and access roads to and from Route 1 and Route 29 fail to lead directly to this section of the District. In contrast, the South Trenton area, and especially the Justice Complex, is easy to reach from both highways. Although traffic operates effectively during most periods of the day, problems do occur along South Broad Street, Perry Street, and Willow Street. In all three cases, high volumes of traffic and extensive turning movements exceed the available capacity for two-way traffic flow.

Public Transit

The Trenton Transit Center is a significant regional transportation hub, offering direct connections to both New York City and Philadelphia, as well as many other important destinations in the east coast megaregion. The station offers AMTRAK, NJ Transit, SEPTA commuter rail, and NJ Transit light rail service. The NJ Transit Northeast Corridor rail line provides one-seat service to Newark and midtown Manhattan, while the River Line light rail service offers a connection to Delaware River cities going south and terminating in Camden as well as intra-city destinations such as the Arena and the Cass Street Station. Amtrak provides high-speed connection between the Capital District and Boston, New York, Philadelphia and Washington D.C. The Southeastern Pennsylvania Transportation Authority (SEPTA) offers a one-seat ride to 30th Street Station in Philadelphia and locations within Center City. These rail services are important to both Trenton and the surrounding region.

There are several means of public transit within the District (see Figure 24). In addition to inter-city rail service, the Capital District is served by a local bus network. A number of NJ TRANSIT bus routes make a stop at the Trenton Transit Center located at the edge of the Capital District. However, there is no clearly designated bus hub at or within proximity of the Transit Center.

The majority of worker trips to the Capital District by public transportation are made via the bus system. Improving local bus service and providing much clearer route maps and signage to all available routes will assist in attracting greater ridership as one means of relieving traffic congestion. Prior planning efforts have explored the feasibility of expanding the RiverLINE's light rail service to the State Capital Complex. This goal has the potential to greatly increase the utilization of public transit within the District, though increases to the frequency of bus service or provision of a rubber wheel trolley service (see Figure 14) between the Trenton Transit Center and the downtown could achieve similar outcomes with the proper amenities and wayfinding in place. Any expansion should be coupled with other redevelopment efforts and considered carefully against proposed costs per rider.

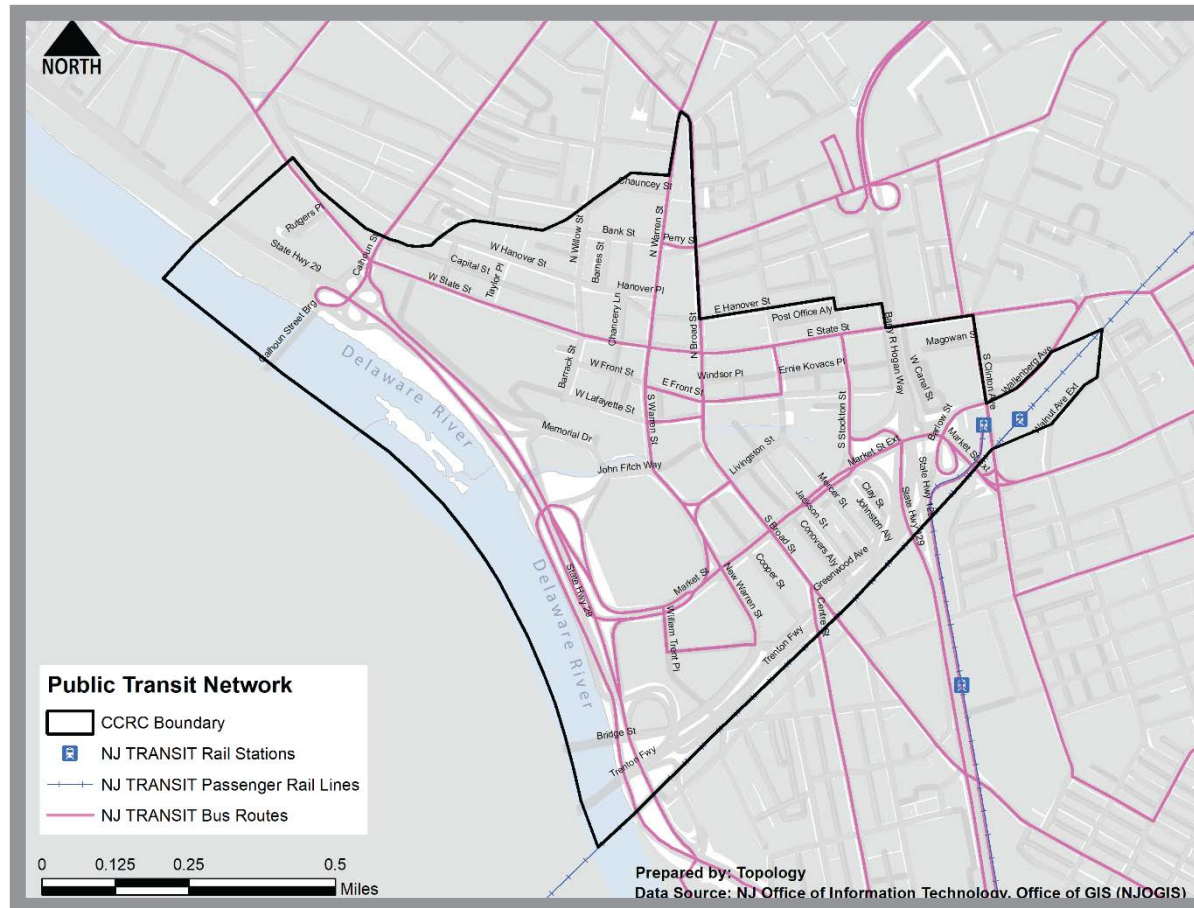


Figure 23 Public Transit Network

District Transportation Objectives

Streets and the amenities provide are a key tool for creating a sense of place, safety, and community within an area. Public realm improvements and maintenance should be given a high level of attention as the Renaissance Plan moves through its implementation phases. While all streets within the District should aim to meet any current or future City Complete Streets Policy, certain corridors and intersections need to be targeted to encourage and support all modes of transportation and support all day activities within the District. Corridors should receive streetscaping enhancements consistent with best practices and intersections should seek to create pockets of public space for rest and congregation with clear identities. Figure 25 highlights the location of these prioritized corridors and placemaking opportunities.

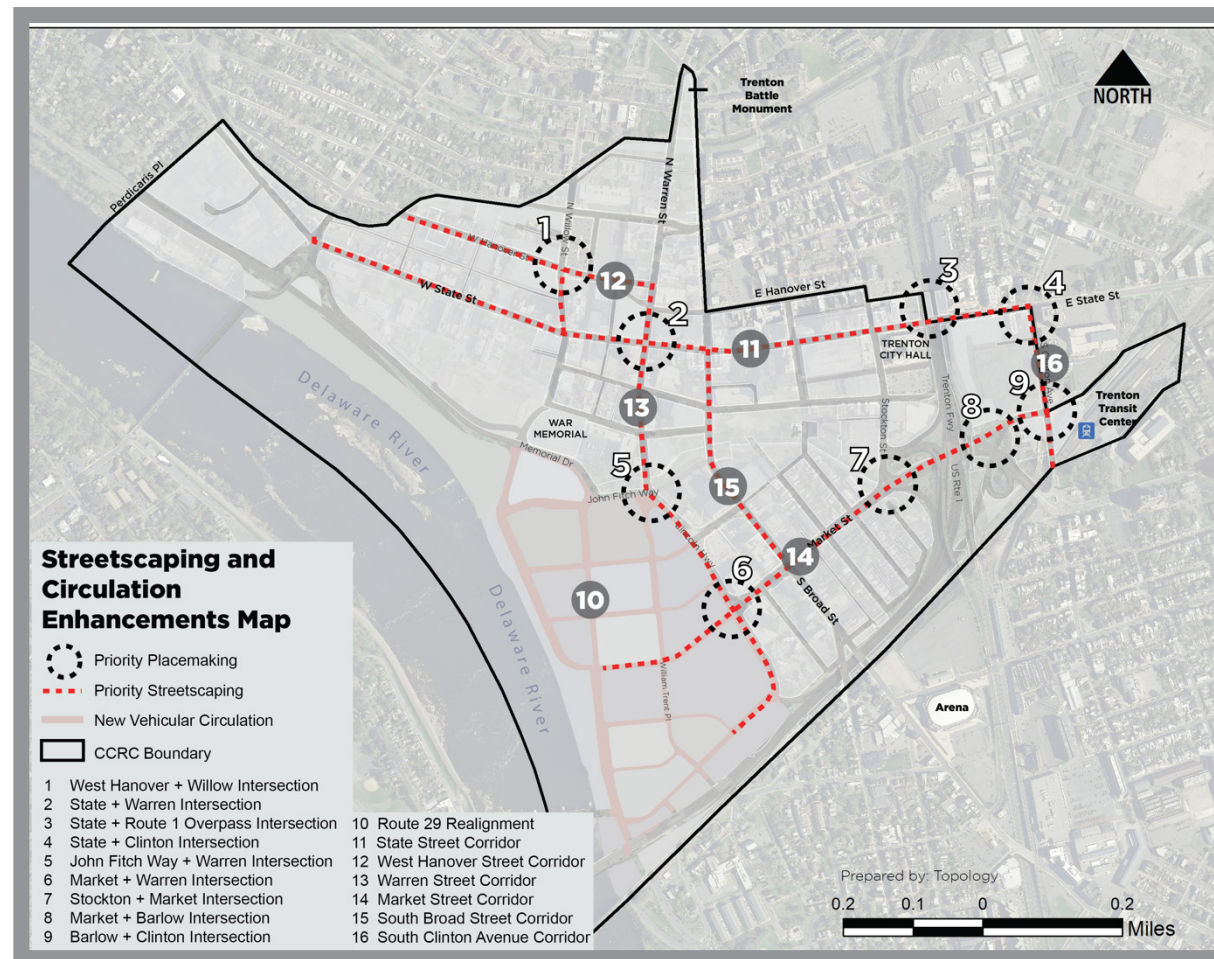


Figure 24 Streetscaping + Circulation Enhancements

A. Prioritized Streetscape + Intersection Enhancements

It is recommended that the streetscape be upgraded with a view towards a system that will have uniform goals but not necessarily a uniform presentation with modern approaches to safety, aesthetics and comfort. Figures 26, 27, 28, and 29 below show precedents that could be utilized throughout the District on these high visibility key connecting intersections and corridors:

1. West Hanover + Willow Intersection
2. West State + Warren Intersection
3. East State + Route 1 Overpass Intersection
4. East State + Clinton Intersection

5. John Fitch Way + Warren Intersection
6. Market + Warren Intersection
7. Market + Barlow Intersection
8. Barlow + Clinton Intersection
9. Stockton + Market Intersection
10. Route 29 Realignment [AH1] (see Riverfront Planning Area)[AH2]
11. State Street Corridor
12. West Hanover Street Corridor
13. Warren Street Corridor
14. Market Street Corridor
15. South Broad Street Corridor
16. South Clinton Avenue Corridor



Figure 25 Gateway Public Art Installation



Figure 26 Street Cafe Parklet Precedent



Figure 27 Plaza Enhancement Precedent



Figure 2 Traffic Calming Precedent

In the immediate future, to kickstart reconnecting the District to the riverfront, small interventions should be considered in the interim. Three connector enhancements can alleviate the challenges Route 29 creates between people and riverfront access. While long-term planning for Route 29 realignment and treatment should still be pursued, the following strategic connectors, coupled with the proposed new open space, are recommended to be studied to provide meaningful connection and opportunities for existing users.

1. Northern Connectors

This connector should look to utilize the existing Calhoun Street overpass to accommodate non-motorized users. This could be achieved through the following interventions or, ideally, combination of interventions:

- Bollards or Jersey barriers between existing walkways and the drive lanes.
- Increased visibility for crosswalks where existing walkways cross drive lanes through painting, signage, and raised crosswalks.
- Lane reduction or narrowing to expand walkways to allow for separated pedestrian and bicycle paths.
- Create a clear safe access to the riverfront trail from the Calhoun St overpass.
- Signage and public art treatments to make the walkway more attractive and defined.
- Gateway signage at the beginning and end of the connector to signal to drivers this space also belongs to pedestrians.

2. Central Connectors

As part of the proposed continued enhancements to the Assunpink Creek and the redevelopment of the adjacent surface lots, this connector will likely be the most expensive and last to be implemented. Access should be provided from the proposed riverfront park, across the bridge currently connecting the two lots (if possible, converted to a pedestrian only bridge). This will require higher level engineering in the long run, and immediate alternatives could be enhanced crosswalks on Barrack Street and Memorial Drive, to reach the Assunpink Creek. The excessive street shoulder along the entry ramp from John Fitch Way could be repurposed as an attractive pedestrian walkway using similar treatments provided for the Northern Connector.

3. Southern Connectors

A meaningful greenway should be provided along Market Street from John Fitch Way to the William Trent House Museum. Highly visible crosswalks should be employed to move people across Market Street to the Museum to meander around. William Trent Place should be redesigned as a pedestrian-oriented street that physically prioritizes non-motorized users. An enhanced greenway should begin at the intersection of William Trent Place and Bridge Street along the eastern side of Bridge Street. The path should continue under the Route 1 overpass, with an enhanced pedestrian crossing at grade along the train track to connect this CCRC District to the Old Wharf and existing riverfront via Warren Street. The largest hurdle here will be the at-grade crossing over the commuter line. If funding allows, a raised pedestrian bridge would be an easier and safer alternative.

A. Management of Transportation Demand

As new development occurs in the District, the demands on the transportation system will increase. The nature of this demand—whether people choose to drive, carpool, or take transit, walk or bicycle--and the times at which they travel, can be shaped through policies affecting the relative convenience and cost of various modes of travel. A demand management strategy should be a part of any parking strategy developed to ensure that transportation needs are met in a way that supports the overall revitalization of the District for all users. Policies such as the provision for free parking to all public employees as well as additional housing policies should be reviewed to incentivize these employees to live in the District, thus reducing the strain on the transportation network and infusing the District with activity beyond business hours.

B. Complete Streets

Complete Streets are streets designed with the safety, mobility, and accessibility of all users in mind. Constructing such all-purpose streets are especially important in dense urban areas as Complete Streets are well-equipped to accommodate pedestrians and bicyclists, as well as car traffic. Concretely, increased accessibility of the Capital District's street network will help create vibrant commercial corridors and support the Renaissance Plan's redevelopment goals. This Plan supports and endorses the Trenton250 proposed complete streets plan for the City to support the City's applicable Complete Streets Policy (Figure 30).

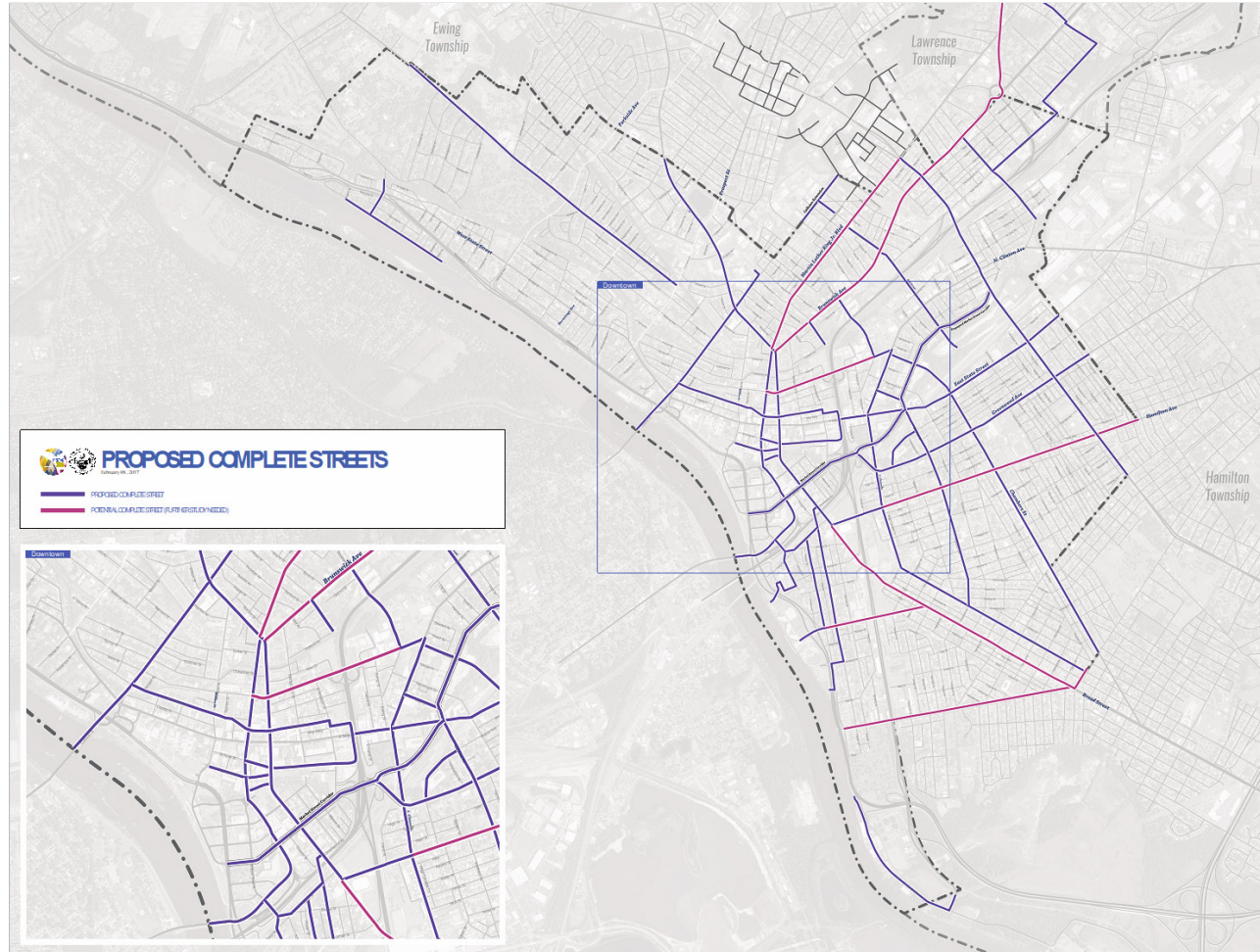


Figure 29 Proposed Complete Streets Map (Trenton250)

C. Automobile Access

1. Automobile access routes to the Capital District should be easy to understand, especially for visitors. Highway interchanges and street intersections should be logical, with clear signage leading a driver to his or her destination.
2. To serve the Capital District's many different visitors, a highway system should balance the goal of direct access to local streets with the need for adequate peak-hour capacity.
3. The needs of pedestrians and the need to create a city with a human scale and a vibrant economy should be the highest priority in the redesign of current roadway infrastructure and design of future roadways.
4. Changes to the roadway network within the District must take into account the current structure and any potential negative impact its presence has on the local economy; health of local residents; pedestrian and bicyclists safety; and local resilience to natural hazards and flooding while balancing any potential impact on the surrounding regional transportation system.
5. The Capital City Redevelopment Corporation will work with the State Department of Transportation to achieve these goals in the context of potential improvements to US Route 1 and State Routes 29 and 129.

D. Multi-Modal Access

As the nexus of inter-city public transportation services, the Transit Center area could be enhanced as a major visitor gateway. Recent upgrades to the station have helped modernize the station and surrounding area, but further improvements to bus stops, the flow of buses, taxis and private cars around the Trenton Transit Center are needed to truly unlock the facility's potential. This plan supports the implementation of the Transit Oriented Development Strategic Plan (Appendix A) as discussed in the Transit Center Planning Area.

1. Improvements to Trenton's bus network, including routes serving downtown Trenton, and creating a connection between the Transit Center and the core of the Capital District are necessary steps to better utilize the existing transit system.
2. The ability to safely traverse the District on a bicycle would reduce automotive traffic and allow residents to commute to work, connect to other neighborhoods, and to connect to surrounding communities through the extensive network of trails in and around the City such as the D & R Canal. An integrated network of bicycle lanes, off-road trails, bicycle compatible streets and parking facilities should be provided throughout the District.
3. The Capital District has a complete sidewalk network as well as number of existing bike lanes, such as on Market Street, Lafayette Street, and Broad Street. Trenton250 focused on the creation of a city-wide bicycle network as seen in Figure 31. This figure focuses primarily on the bicycle portion of the complete streets policy shown in Figure 30. Efforts should be made to support the additional recommendations and improvements from the updated Trenton Master Plan.



Source: DVRPC Downtown Trenton Bicycle and Pedestrian Plan

Figure 30 Proposed Bicycle Network

Parking Objectives

Parking is an essential service that must be available in the Capital District on a 24/7 basis. At the same time, the storage of vehicles is often a sterile, inefficient use of land that can have a severe impact on the quality of the streetscape. Generally speaking, surface parking lots are inconsistent with an active, walkable street experience. If properly designed within a larger mixed-use project with pedestrian-friendly amenities, structured parking has a positive impact. It is highly recommended that the relevant State agencies and City representatives work together to develop a comprehensive parking strategy tied to capital projects and potential private investment. It should be noted that at the time of the

creation of this plan update, the country was experiencing a pandemic unprecedented in modern times. As a result, most of the country was working from home. It is unclear how long these conditions will affect parking demand, among many other aspects of urban society, or if they will have lasting impacts on employment policies. It is important that this situation be taken into consideration for long-term planning.

This Plan contends that existing residential, commercial and office development have sufficient parking spaces available either in close proximity to the site or in more remote locations which are serviced by a shuttle. Beyond the provision of parking, effective and appropriate management needs to occur to alleviate the acreage lost to parking in the District and ensure assets are used effectively. As figures 32 and 33 below show, while there is a significant area devoted to State parking, not much of it is accessible to the public or surrounding private uses. A shared parking strategy should be completed that is tied to a capital improvement plan to structure as much parking as appropriate while utilizing surface parking strategically to support tourism and service oriented private businesses.



Figure 31 Off Street Parking in Downtown



Figure 32 Publicly Accessible Off-Street Parking Supply

Parking requirements by land use will be consistent with Trenton's Local Development Ordinance. The Local Development Ordinance's proposed parking ratios reflect current standards and best practices for a dense urban core with transit access like Trenton.

As mentioned, to maximize the value of large tracts of land presently devoted to surface parking lots, the Renaissance Plan encourages the construction of structured parking garages and alternative uses like shuttles, bike sharing, and car sharing. Such facilities and amenities could be part of a commercial or residential development or a stand-alone public project.

It should be noted that the State leases over 50% of the spaces available for their use. If they were instead to move some of those spaces into new garages they own, they could create a structured garage where the public can use the spaces after hours, and generate revenue when commuters are not using space, instead of paying for an empty space.

To illustrate this, the State currently has the following parking assets:

- Structured Owned: 1,265 spaces
- Structured Leased: 3,920 spaces
- Surface Owned: 3,978 spaces
- Surface Leased: 2,819 spaces
- Total Owned or Leased: 11,982 spaces

For example, an efficient floor plate for a garage is 120' x 210' or just over .6 acres, which produces approximately 77 spaces per floor. One of the surface lots currently owned by the State could fit a parking garage 120' x 650' with 240 space per floor. Creating just one six-story garage could provide about 1,680 spaces (six levels with parking on top). Theoretically, this would alleviate over half of the State's current leased surface parking.

The State should seek to consolidate its parking with the intent to provide a smart, future-oriented shared management plan that supports the economic, environmental, cultural, and social goals of this Plan. They should then look to utilize former surface parking in accordance with the District Urban Code Map to further promote revitalization of the District.

General Transportation + Parking Guidelines

- A. A balance should be maintained between the movement of pedestrians, cyclists, and the movement of vehicles.
- B. Improvements to road systems for the movement of private automobiles should be balanced by improvements which benefit transit riders, pedestrians and bicyclists.
- C. The street system should be legible and coherent for all users.
- D. Parking for short-term commercial activities should be convenient and accessible.
- E. Alternatives to long-term parking immediately adjacent to major employment centers should be explored and comprehensively addressed through shared, efficient parking systems.
- F. A district-wide parking strategy should be undertaken as a precursor to the development of future parking needs.
- G. Existing parking structures' appearance should be enhanced through lighting, public art, design, maintenance and signage.
- H. Where economically feasible, structured parking should be encouraged.
- I. Parking policies affecting rates and locations should reflect the goals of encouraging the use of mass transit, carpools, van pooling, and shuttle services, encouraging private development and supporting downtown commercial activity.
- J. Convenient short-term parking should be available for those on quick business or shopping trips. A high turnover rate for this parking should be encouraged.

- K. A second tier of longer-term parking duration, including daily parking for tourists and other visitors should be available. Designated parking facilities can offer shared parking for workers between the hours of 9-5, while serving as additional residents and visitor parking during the nights and weekends. Visitors can occasionally be unfamiliar with the city; this parking should be convenient to both major destinations and principal entry points.
- L. Adequate truck access and circulation should be maintained to ensure that goods flow smoothly to and within the district. Attention should be given to loading and unloading provisions within the District to make sure signage and circulation are adequate
- M. Additional tiers of long-term parking durations for the downtown workforce can be provided at locations convenient to major employment centers and, in some instances, at locations serviced by a shuttle bus system.



HEWITT ST.

LIBERTY ST.

S E C T I O N F I V E

RELOCATION PLAN ELEMENT

This Relocation Plan Element addresses the legislative requirement to:

- Assess the displacement of households and businesses within the district that would result from the implementation of this plan;
- Propose a strategy for relocation of households to provide adequate and affordable housing units.

In accordance with the applicable requirements of the Relocation Assistance Law and the Relocation Assistance Act and regulations thereunder, in order to assist the residents, tenants and businesses in the District whose properties are proposed for acquisition, the CCRC and City intend to actively provide relocation assistance to residents and businesses which may be displaced by redevelopment. The CCRC reserves the right to require redevelopers to fund or otherwise facilitate the relocation of tenants impacted by their redevelopment projects. At the time of property acquisition, the actual extent of displacement will be confirmed, and if it is necessary, a Workable Relocation Assistance Plan will be prepared by redeveloper, which in turn will be submitted to the New Jersey Department of Community Affairs for approval.

A. Residential Relocation

The redevelopment program planned for the District will result in economic resurgence in downtown Trenton. This redevelopment, coupled with rising property values, can cause problems for those who are economically disadvantaged if it results in their leaving their homes and neighborhoods involuntarily. The Capital City Redevelopment Corporation recognizes that it has an obligation to address this issue as an integral part of its development program.

There are certain conditions in neighborhoods within and adjacent to the Capital District which make the residents vulnerable to the market forces resulting from successful development and revitalization efforts in the District. Some of these characteristics include:

- A high percentage of renter households of low and moderate income;
- A high percentage of substandard housing units;
- A high percentage of absentee ownership;
- A high percentage of properties with limited or fixed cash flows;
- A substantial amount of vacant and underutilized land;
- A significant number of vacant, deteriorating buildings.

Implementation of the Capital City Renaissance Plan will encourage private investment, rehabilitation, and development. While increasing real estate values is a clear goal of any redevelopment program for downtown, such a result could be harmful to those who may not have the ability to pay higher rents or who may face displacement as a result of private investment decisions.

In assessing the potential impact of its Renaissance Plan on households in and near the District, CCRC recognizes two possibilities:

- a. Displacement that occurs directly as a result of actions of CCRC will require relocation assistance for affected households in accordance with the laws of New Jersey.

- b. Displacement could occur indirectly as a result of the economic forces operating within the marketplace in response to the success of CCRC development activities but could be mitigated to some extent by a variety of efforts by CCRC and others.

In the first instance, CCRC is not proposing any development project which would displace present Capital District residents. If such a project is proposed in the future, CCRC will require that a relocation plan, in conformance with relevant New Jersey statutes, be submitted and approved as a part of the overall development proposal. Where possible, CCRC will provide a procedure for any affected household to be relocated to a comparable unit within the Capital District.

Regarding the second possibility, CCRC recognizes that there could be an impact on the housing market within and around the Capital District resulting from the Corporation's planning, coordinating, and promoting public and private development activities in the District. The availability and affordability of housing units for individuals and families of low and moderate incomes could be affected unless there are responsible efforts and adequate resources provided to meet this need.

In response, CCRC will use some of its own resources, as well as obtain and coordinate other resources, to accomplish the following objectives:

- To seek, promote, and develop housing opportunities which will foster mixed income neighborhood development;
- To use new and existing programs and mechanisms to support stabilization, preservation, and revitalization within the Capital District.
- To achieve mixed-income occupancy in residential projects receiving CCRC assistance with a minimum of 25% of units affordable by households of low and moderate income. Such income mixes will be considered based upon the availability of subsidy funds as well as the marketability, financing and long-term economic viability of each proposed project.

To reach its objective of expanding housing opportunities, CCRC will utilize the following supportive strategies:

- Encourage, promote, and assist residential ownership opportunities for households of various income levels;
- Provide assistance to property owners to repair, rehabilitate, improve, or otherwise bring housing units into code compliance while keeping such units available to households with modest incomes;
- Provide assistance for mixed income residential development;
- Provide assistance in the rehabilitation or adaptive reuse of buildings for residential purposes;
- Encourage the use of rental assistance programs in support of residential rehabilitation;
- Encourage nonprofit community development corporations to develop and maintain housing units affordable to households with low and moderate incomes.

Successful implementation of these strategies will accomplish the following goals:

- To increase the opportunities for residential ownership within the Capital District;
- To increase the availability and use of incentive for property owners to make physical improvements to their properties;
- To increase the number of decent and affordable occupied units within the Capital District;
- To decrease the number of deteriorated buildings which blight the neighborhoods;
- To decrease the amount of vacant and underutilized land which weakens neighborhood vitality;
- To increase the tax base for the City of Trenton.

To achieve the goals described above, CCRC anticipates utilizing the following programs and mechanisms:

- Federal, State, and local development assistance, housing assistance, and rental subsidy programs;
- CCRC's Redevelopment Loan and Grant Fund;
- Private loans and grants available through the Community Reinvestment Act;
- Funds generated from commercial development; and
- Other available resources which could provide assistance to owners, developers or renters to reduce the cost of housing to the user, including units provided by inclusionary residential development agreements.

Further, in recognition of the possible impact that its activities could have on neighborhoods near the Capital District, CCRC intends to coordinate its efforts with other public and private entities to help insure the availability and affordability of housing units in those areas. All of these efforts will be in keeping with the intent and spirit of the Capital City Renaissance Plan.

B. Business Relocation

The Renaissance Plan does not propose large scale public acquisition and displacement of existing businesses within the Capital District, although limited and scattered acquisition and displacement may be necessary to implement the Plan during its 20-year life. Any business that is compatible with the land uses, goals, and objectives of the Renaissance Plan and is displaced through actions taken by the Capital City Redevelopment Corporation while implementing this Plan, will be encouraged to relocate within the Capital District. All businesses displaced by CCRC actions will be compensated under New Jersey law for their reasonable and necessary moving expenses. CCRC will cooperate with businesses in their efforts to obtain loans and other support.



S E C T I O N S I X

FUTURE CONSIDERATIONS

As the CCRC implements this plan, the Corporation should address the following:

1. The role of the Corporation acting as a redevelopment entity to be responsible for the creation and execution of redevelopment plans.
2. Review of the boundaries of the CCRC District.
3. Strengthen and clarify the role of the CCRC Board in relation to the City, the County and the State as it relates to the District.
4. Formalize a process with the City for deviations from this plan to be handled by the Planning Board with consultation provided by the Corporation.
5. The Corporation shall, at least every ten years, provide for a general re-examination of the Renaissance Plan and Urban Code.
6. Establish a strategy for funding the CCRC operating efforts, to create additional opportunities for seeking capital funding.





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