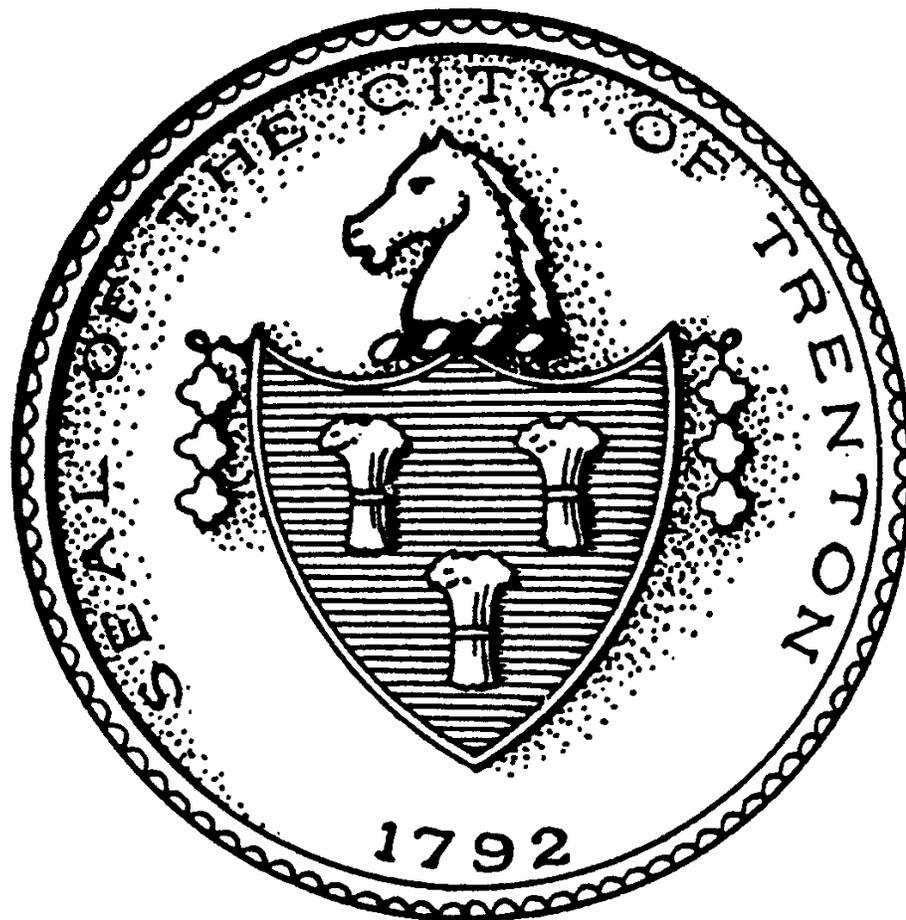


Periodic Reexamination of the City of Trenton's Land Use Plan and Regulations



**Adopted by the City of Trenton Planning Board
February 2005**

Douglas H. Palmer, Mayor

**Division of Planning
Department of Housing and Economic Development**

Periodic Reexamination of the City of Trenton's Land Use Plan and Regulations

As required in the Municipal Land Use Law Chapter 291, Laws of N.J. 1975 as amended through January 2002, the reexamination report shall state:

- I. The major problems and objectives relating to land development in the municipality at the time of the adoption of the last reexamination report.** (Underlined sections below)
- II. The extent to which such problems and objectives have been reduced or have increased subsequent to such date.** (Italics sections below)

Because the 1999 Land Use Plan was broken into special planning areas, this section will identify the problems and objectives relating to land development as they relate to the special planning areas defined in the 1999 Land Use Plan.

Special Planning Areas

A. Downtown Trenton

1. State Street

- i. Whether to open up the remaining block of the Trenton Commons to improve circulation in the downtown.

The Trenton Commons was opened to vehicular traffic in 2003.

- ii. Identifying business niches appropriate for downtown Trenton that will lead to an increase in economic activity.

In 2002 a CyberDistrict Report was prepared for the City of Trenton to assess the feasibility of establishing a technology-oriented development trajectory in one or more locations within the City's limits. The City of Trenton has hired a consultant to develop a Downtown Master Plan which will not only recommend business niches appropriate for the downtown, but also develop an illustrative plan for the redevelopment of the City's downtown.

- iii. The identification and development of an alternative central public plaza area if the Commons is opened up. Plans are underway for development of such an area on the triangular parcel at North Warren and West Hanover Streets.

The construction of this parcel was completed in 2004.

- iv. The trade-off between significantly improving access and public transportation in downtown Trenton with the proposed extension of the Southern New Jersey Light Rail Line (SNJLRTS) along State Street from the Train Station to Calhoun Street and the anticipated loss of as many as 500-plus on-street parking spaces.

The SNJLRTS is now commonly referred to as the RiverLine. The RiverLine opened for service from Trenton to Camden in March 2004. An environmental impact statement was prepared to extend the RiverLine

along State Street to Calhoun Street. The proposed cost of the extension exceeds the current availability of capital funds. In the interim, the NJ Department of Transit (NJT) has developed the Capitol Connection bus program. Under this program, NJT has identified all of the existing bus routes that travel from the Trenton Train Station to the downtown area. They have placed an icon which resembles the Capital Dome adjacent to the bus number on the digital display board of the busses. This program helps transit users identify which busses will take them downtown without having detailed knowledge of the bus's route.

v. Creating/ marketing a concentration of Trenton cultural attractions.

The city of Trenton supported the Trenton Downtown Association in providing the Trenton2Nite program. This program encourages people to come downtown on the second Friday night of the month for different entertainment and cultural events. In addition, the City of Trenton has developed a Heritage Tourism Master Plan in January 2000. One major recommendation of this plan related to how the City markets itself in relation to the larger region and proposed a more regional approach to marketing the City.

vi. Improving/ enhancing the retail profile of downtown, including the upgrading of the offerings and physical appearance of many downtown businesses.

The City of Trenton has a Façade Improvement program in place for the Hotel district and the area of East State Street formerly known as the Commons. In addition, the Trenton Downtown Association actively encourages businesses to relocate downtown.

vii. Reuse of large vacant office buildings on State Street, particularly at and near the corner of East State and Montgomery Streets. Many of these buildings have no adjacent or onsite parking, greatly limiting their market value.

The Broad Street Bank and the Commonwealth Building have attracted recent developer interest for mixed use development. They have been identified as key buildings for renovation/ rehabilitation by the City's consultant who is preparing the Downtown Master Plan.

viii. Providing adequate amounts of easily accessible short term public parking to serve the downtown, especially in conjunction with the possible development of the light rail line down State Street.

A new parking garage has been constructed on Front Street at the former Trenton Commons surface parking lot location. Nelson \ Nygaard has completed phase one of the Transportation Master Plan for the City of Trenton which identifies the parking issues in the City and discusses some parking management issues and impacts. Phase two, which is scheduled for completion in June 2005, will include a concept map for vehicular circulation and parking.

ix. Creating a college campus environment at Mercer County Community College.

In the Community Based Schools Master Plan, the section on the Twilight School recommends that a connection with Mercer County Community College take place through the coordination of shared resources and programs. This plan also includes public space that will be utilized by both schools, giving the area a campus-like setting.

- x. Establishing a strong community living and working in the downtown area.

New town homes are currently being constructed in the Mill Hill Neighborhood. The Planning Board has approved plans to build a mixed-use development on the City-owned parking lot adjacent to the Justice Complex in 2004. In addition, the City is marketing large vacant office buildings for residential re-use.

- xi. Establishing an entertainment district in downtown.

An entertainment district was established in 2001.

2. Capital Complex (War Memorial / Hotel / Conference Center)

- i. Ensuring that the design and operation of the hotel and conference center will be of a quality that will enhance downtown Trenton and the City as a whole.

The hotel and conference center was built in 2001. The design and operation of the hotel was part of the hotel site plan application review by the Planning Board.

- ii. Providing traffic and circulation improvements to ensure that negative impacts from the closure of streets around the War Memorial and hotel / conference center will be minimized. This may include making part of South Warren Street a two-way street and providing additional traffic signalization.

The portion of South Warren Street between Livingston and Lafayette Streets has been opened to two-way traffic. A new road (Factory Street) has been installed between South Warren and South Broad Streets. A new traffic signal has been installed at the corner of South Warren and Factory Streets and the light at South Warren and Lafayette was altered to accommodate the two way traffic.

- iii. Ensuring an adequate level of off-street parking within the area to address an increased level of visitor and shopper activity.

A 600 space parking garage was constructed as part of the Hotel / Conference Center Project. In addition, a new parking garage with 660 parking spaces was constructed in 2004 on the site of the former surface parking lot for the Commons.

- iv. Designing the proposed hotel parking garage to front on South Warren Street in a manner that is historically sensitive and further strengthens the retail fabric along the street.

The parking garage was built with the ability to convert some of the first floor to retail space along South Warren Street.

- v. Developing a continuous greenway and path along the Assunpink Creek that will be open to the public and provide pedestrian access over, under, or across Route 29 to the Delaware River.

This greenway has only been achieved in concept plans. However, the City has begun to acquire vacant industrial tracts along the Assunpink Creek in a piece-meal fashion. In 2002, the NJ Department of Transportation in conjunction with the Delaware River Heritage Trail Commission developed a concept plan for a heritage trail along the Delaware River. In Trenton, this plan calls for a continuous biking/walking trail from the Calhoun Street Bridge to Marine Terminal Park. In February 2004, Margie Ruddik Landscape, et. al. developed the "Trenton Sustainable Brownfields Development Project" which looked at the development potential of three parcels in the downtown area through sustainable and smart growth design principles. This included design guidelines that would make the Assunpink Creek more accessible by daylighting the creek and providing a trail system down to the Delaware River. In addition, the planned reconstruction of the South Broad Street Bridge will enhance the greenway.

- vi. Finding a new use for the Roebling Mansion at 222 West State Street that will ensure its restoration.

The State League of Municipalities has agreed to move their offices to 222 West State Street. As part of the agreement, they will be restoring the original section of the Roebling Mansion and building an addition in the rear along with a two-story parking deck. At this time they have received preliminary approval from both the Landmarks Commission and the Planning Board, and final approval from the Planning Board.

- vii. Supporting the historic row house district by developing a parking plan for properties fronting on West State Street across from the State House.

Nelson \ Nygaard has completed phase one of the Transportation Master Plan for the City of Trenton which identifies the parking issues in the City and discusses some parking management issues and impacts. Phase two, which is scheduled for completion in June 2005, will include a concept map for vehicular circulation and parking. A developer has tentative plans to erect a garage on Capitol Alley to serve the adjacent offices.

- viii. Identifying, marketing and supporting opportunities for a restaurant and retail district to be established within the State House and Warren Street Historic Districts and along Lafayette Street.

In December 2001, a Hotel District Beautification & Facades Initiative Survey was conducted to assess the façade and beautification needs of the buildings in this area. The goal of this initiative was to assist property owners with physical improvements through façade improvement loans/grants. Approximately \$500,000 was expended on façade and streetscape improvements.

3. State Parking Lots

- i. Identifying the highest and best use of these parking lots and developing, in conjunction with the State of New Jersey, a master plan for their redevelopment.

Mercer County convened a "Parking Summit" in December 2004 to discuss the issue of replacing the surface parking lots utilized by the State office buildings downtown with a sustainable mix of parking garages, commercial/retail uses, and residential units. This initiative in combination with the Phase II Transportation Plan and the Downtown Master Plan will create a comprehensive parking strategy for the City.

- ii. Negotiating agreements with the State to make this area available for more appropriate development.

After the State had delayed the construction of an approved mixed-use development on the City-owned surface parking lot utilized by the Justice Complex by withdrawing the funding promised by HMFA, the City began negotiating with the State on the re-design of the proposed mixed-use development. The negotiations are still active. The goal is to create a new design that will incorporate a parking garage to alleviate the loss of parking to the Justice Complex.

- iii. Building strong market demand for the area, and attracting high quality commercial and residential developers.

The City had attracted a quality mixed-use developer for the City-owned Justice Complex parking lot, but this project's construction has been delayed. The delay is, in part, due to the lack of a master plan for the redevelopment of the surface parking lots downtown. There is still a need for an agreement/ master plan between the State, the City and the County for the redevelopment of the surface parking lots.

- iv. Creating better linkages between the parking lot area and the Delaware River.

Although linkages between the parking lot area and the Delaware River have not become a reality yet, more plans have been created. The NJ Department of Transportation will release their conceptual plans for the conversion of Route 29 into a boulevard in January 2005. These plans include the possible realignment of Rt. 29 and the creation of access points to the Delaware River.

4. Train Station

- i. Addressing the total lack of visual character and presence of the Trenton Train Station and its immediate environs, as well as the isolation of the train station area from the rest of downtown Trenton.

NJ Transit has recently begun implementation of their \$45 million renovation/ remodeling plans for the Trenton Train Station. In addition, the City of Trenton has contracted with Nelson \ Nygaard to develop a Transportation Linkage Plan for the area surrounding the Trenton Train Station. Currently there are some large intersections that were redesigned with only the auto-user in mind. This Linkage Plan will identify opportunities to improve the pedestrian and bicycle linkages from

the train station and River LINE into the surrounding residential neighborhoods and downtown. In 2005, the Division of Planning plans to update the Train Station Redevelopment Area Plan in order to incorporate the recommendations of the NJ Transit Transit Friendly Plan for the Trenton Train Station Area.

- ii. Tapping the commercial retail potential of this heavily trafficked train station.

The NJ Transit train station plan includes the relocation of the existing retail/ restaurant space as well as the addition of new retail space inside of the train station. Until significant development occurs around the train station the market cannot support new retail ventures.

- iii. Identifying uses for the surrounding vacant land and parking lots.

The Division of Planning has prepared a planning study for the Miller Homes/ Train Station Area in December 2004. This study identified potential uses for the vacant land and surface parking lots around the train station. These uses include high-end residential condominiums, office space, enclosed parking with ground floor retail, and the possibility of a “cultural district” with an African American museum and ethnic food restaurants.

- iv. Redesigning the Trenton Train Station and its surroundings to better function as an intermodal hub of public transportation facilities for the region.

In its efforts to make the train station more user-friendly and supportive of different modes of transport, NJ Transit has recently begun implementation of their \$45 million renovation/ remodeling plans for the Trenton Train Station. These plans include expanding the headhouse, formalizing the Greyhound ticketing office, building a bike shelter, and improving the waiting areas for the NJ Transit and Greyhound Busses.

- v. Addressing on-going pressures for additional parking, especially related to the new arena, and possible office development in the area.

To foster development of the Arena parking lots, MCIA developed a long-term plan to erect up to four structured parking garages.

- vi. Identifying potential uses for and redevelopment of the vacant historic mansions at the corner of Greenwood Avenue and South Clinton Avenue.

These properties are currently being restored/ redeveloped by a local developer. The Planning Board has approved the plans which include using the existing buildings as a theater, office, daycare, and retail center.

- vii. Planning for the impact of the new light rail train line stopping at the Trenton Train Station and possibly extending down State Street.

The City of Trenton has contracted with Nelson \ Nygaard to develop a Transportation Linkage Plan for the area surrounding the Trenton Train Station. This Linkage Plan will identify opportunities to improve the

pedestrian and bicycle linkages from the train station and River LINE into the surrounding residential neighborhoods and downtown.

B. Roebing Complex

1. Balancing the historically sensitive redevelopment and reuse of the Roebing Complex with the attendant need for parking. The cumulative potential or parking demand from the facilities being planned and contemplated far exceeds available resources, yet failure to make adequate parking available could severely constrain the economic development potential of the area. The need to ensure adequate parking for the arena in time for its October 1999 opening date is a specific immediate concern.

During the redevelopment process for this site some of the buildings in the Roebing Complex were demolished to make room for surface parking. Today, the existing parking is sufficient to meet the needs of the currently developed buildings in the Roebing Complex. Any future development will require structured parking. The Mercer County Improvement Authority developed a plan for four separate structured parking garages to support new development and accommodate additional parking.

2. Identifying the most appropriate development mix for the Block 2 properties as well as the means of providing adequate parking for that development.

The new Roebing School will be developed on Block 2 of the Roebing Complex. The proposed plans for this school include a parking garage, and the redevelopment of an existing industrial building into a K-8 school. The school is the site of the City's first Renaissance Zone which will create a comprehensive neighborhood plan integrating the school with the surrounding land uses.

3. Preserving the historic industrial nature of the Roebing Complex even as it is being adapted for modern commercial use.

As per the Roebing Complex Redevelopment Area Plan, "All construction plans, for new construction or rehabilitation, other than transitional use activities exempt from review under the provisions of Sec. B.3, shall be reviewed by the Trenton Landmarks Commission." This review process will continue until all portions of the Roebing Complex are fully developed.

4. Identifying and protecting those significant contributing buildings that need to be saved and those which warrant demolition.

Identifying and protecting significant buildings remains a challenge not just in the Roebing Complex, but throughout the City of Trenton. In an effort to protect its historic resources, the City adopted a Historic Preservation Plan in 2003 and is currently working with the State Historic Preservation Office to become a Certified Local Government.

5. Addressing projected area-wide impacts of the arena and other Roebing Complex developments beyond the redevelopment area itself.

The area around Block 2, where the new Roebing School will be developed, has been designated as a School Renaissance Zone (SRZ) by the State. Existing public, private and non-profit resource will be targeted to identify programs and projects that will serve as catalysts for the redevelopment and reinvestment of the surrounding neighborhood. This is the first SRZ designation in the State of New

Jersey. Utilizing funds from the Delaware Valley Regional Planning Commission, the City of Trenton hired a consultant to prepare a Cass Street Light Rail District Plan in 2003. In addition, the City will be hiring a consultant to update the Lambertton Redevelopment Area Plan in 2005.

6. Ensuring that the Roebling Complex as a whole becomes a significant destination, and that visitation is not limited to single use facilities such as the arena.

This is still an issue, and will remain as such until the Roebling Complex is fully developed.

C. Canal Banks

1. Old Trenton

- i. Providing homeownership opportunities in Old Trenton to help stabilize the neighborhood. Existing housing stock in this area tends to be very large, often too large for single family units. As a result rehabilitation efforts have concentrated on the creation of affordable rental units. Use of cooperative or two family owner-occupied housing should be explored.

Working with Isles, Inc. and Penrose Properties, the City of Trenton has provided homeownership and rental opportunities in the Old Trenton neighborhood. Isles, Inc utilized Market Tax Credits to stabilize the neighborhood thru homeownership.

- ii. Balancing the housing needs of the area with quality of life issues, in particular the provision of adequate parking for residents and the need for passive and active recreational open space.

This remains an issue for the area.

- iii. Dealing with scattered, underutilized, poorly maintained vacant lots that detract from the livability of the area.

This remains an issue in Old Trenton, as well as other portions of the City. Market Tax Credits were developed to assist in the stabilization of neighborhoods through the promotion of homeownership.

- iv. Providing sufficient open space resources for the families in the neighborhood.

Isles, Inc. has constructed a new playground on Academy Street.

- v. Expanding the profile of the Kearney Campus of the Mercer County Community College in downtown Trenton, working with the Community College to build a strong educational center in the area, and creating a true college campus in the heart of the city.

In the Community Based Schools Master Plan, the section on the Twilight School recommends that a connection with Mercer County Community College take place though the coordination of shared resources and programs. This plan also includes public space that will be utilized by both schools, giving the area a campus-like setting. The City is contemplating the acquisition of the surface lot for open space.

- vi. Encouraging churches and faith-based organizations to participate more actively in the redevelopment of the community.

The City is actively working with Martin House and the Concerned Pastors on several redevelopment projects throughout the City.

2. Monument Area

- i. Promoting the historic significance of the Battle Monument Area.

The Battle Monument was renovated in 2004 with the assistance of the State Department of Environmental Protection's Green Acres program and is proposed to be included as an extension of the new Stacy Park, a recently designated urban state park, that is in the preliminary design stages. In an effort to promote the significance of the Battle Monument area, local historical groups have conducted tours of key historical sites in the area. The City should assist this effort by identifying ways to emphasize the connections between the sites through signage and streetscape improvements.

- ii. Implementing high design standards for new development.

As part of the Canal Banks Redevelopment Area Plan, Battle Monument Design Standards were developed for the area referred to as the Battle Monument Special Design Zone. The City will continue to enforce these design standards for any new development in the Battle Monument area.

- iii. Planning for increased traffic and parking demands.

Under the section, "Other Provisions Necessary to meet State and Local Requirements," the Canal Banks Redevelopment Area Plan puts forth a number of recommendations to alleviate parking in the neighborhood and to improve traffic circulation in the project area. See redevelopment plan for details. Per our Transportation Master Plan we will seek to design other modes of transit in this area such as bicycle and pedestrian pathways.

- iv. Redesigning and redeveloping the former North 25 Park.

While the Canal Banks Homeownership Zone Plan has stated some principals for the redesign of the park, plans still need to be developed for the redevelopment of the former North 25 Park, perhaps as part of a larger Battle Monument Park.

3. Central West

- i. Addressing the large number of vacant structures in the Central West neighborhood through an integrated strategy combining selective demolition and rehabilitation.

Isles, Inc. recently completed the redevelopment of Bellevue Court. This project consisted of the rehabilitation of 22 homes on Bellevue Avenue between Calhoun and Prospect Streets. The City continues to work with

developers in the Central West neighborhood to redevelop vacant structures.

- ii. Providing recreational and open space facilities to meet the needs of present residents.

The Canal banks Homeownership Zone Plan identifies potential greenways and open space opportunities that still need to be developed. The D&R Canal and the Belvidere Greenway are key “spines” that still require some beautification measures.

- iii. Expanding the number and percentage of home owners within the neighborhood.

Since the Land Use Plan was adopted in 1999, several homeownership projects have been developed such as: Willow Green, Bellevue Court, and Bellevue Square.

- iv. Assisting existing property owners, particularly home owners, to maintain and improve their properties.

The Division of Housing Production maintains a Neighborhood Stabilization program which provides financial assistance in the form of grants and forgivable and deferred loans to property owners for home improvements.

- v. Asserting effective control over absentee landlords.

Landlords in the City of Trenton must register with the Division of Housing Inspections. In addition, inspections of the rental properties shall take place every five years.

4. Humboldt-Sweets

- i. Addressing vacant abandoned buildings found on Humboldt Street, Sweets and Fountain Avenues.

In 2004 a developer showed interest in building nine new housing units on some vacant land found on Humboldt Street. This developer secured designated developer rights and is currently working on assembling site plan and design of the units.

- ii. Providing adequate open space and parking for both new and existing residents.

This remains an issue that must be addressed with any new developments that may occur in this area.

- iii. Identifying the most appropriate reuse for the former Trenton Water Works facility located at the corner of Calhoun Street and Sweets Avenue. The facility was converted into a bottling works in the early 1990's but was soon abandoned, leaving an eyesore in the heart of the community. The city has recently regained title to this property. A potential use may be multifamily housing with a small amount of commercial space.

Stockton Street Development has been named developer for the Trenton Water Works Site. The project will be completed in three phases. The Planning Board has approved the phase I plans which includes 22 residential units.

5. Magic Marker / Northwest

- i. Ensuring, through property acquisition activities or by working with private property owners, that the entire area can be redeveloped into an integrated and comprehensive manner, even though phasing of the redevelopment effort may be required.

The City's Community Based Schools Master Plan laid out a comprehensive master plan for this area that includes new housing, open space, retail and a new school. A phasing plan was prepared as part of the Community Based Schools Master Plan. The City is in the early stages of implementation of these plans. Phase one will include the construction of approximately 34 new single family homes on the magic marker site.

- ii. Formalizing the preliminary concept plan to ensure that redevelopment of the overall site takes place in a manner that best enhances the surrounding neighborhood as well as the community as a whole.

The preliminary concept plan was formalized with the adoption of the Community Based Schools Master Plan.

- iii. Addressing the remaining environmental issues to ensure that no problems potentially affecting health and safety remain prior to the redevelopment of this site.

The Division of Economic Developments' Brownfields Coordinator is actively managing the remediation of the environmental issues found at the site and will continue to do so until the site is completely redeveloped.

D. Industrial Areas

1. Route One Industrial Center

- i. Ensuring compatibility between the industrial park and adjacent residential and commercial uses.

The Route One Industrial Area Redevelopment Plan's building requirements addresses the issue of creating a buffer between the industrial area and the residential uses along North Clinton Avenue.

- ii. Attracting desirable industrial users to Trenton to repopulate this historically industrial corridor.

The Division of Economic Development is actively attracting industrial users to the Route One Industrial Center. There still remain a few parcels that require tenants.

- iii. Anticipating increased truck traffic on North Clinton Avenue, and mitigating traffic problems at the intersection of North Clinton and North Olden Avenues.

This will remain an issue until the Route One Industrial Center is fully developed.

- iv. Improving the connection between the Route One Industrial Center and Route One North.

The re-design of the Perry Street intersection in 2006 should improve this connection.

- v. Consolidating and relocating scattered industrial uses from elsewhere in the city to the Route One Industrial Center.

A new industrial complex will be developed in the near future on Enterprise Avenue that will accommodate multiple users.

2. Pennington Avenue Industrial Area (Trenton Makes Industrial Center)

- i. Making necessary infrastructure improvements, such as dismantling the central operating systems of the site and providing new, individual services, and ensuring adequate parking, loading and circulation for all of the firms in the facility.

The City has completed a significant amount of upgrades which include the demolition of obsolete buildings and the installation of new infrastructure.

- ii. Framing and implementing the optimal plan for the reuse of the vacant Hill parking lot site with particular consideration given to retail and services.

Environmental remediation work was completed in 2003 and construction was completed in 2004 for the new Pennington Shopping Center that is located on the former parking lot of the C.V. Hill Refrigeration plant.

- iii. Transferring responsibility for the industrial center from the City of Trenton to the property owners.

During the development process of this site ownership of the parcels, and therefore responsibility of the site, was transferred to the new tenants of the Trenton Makes Industrial Center.

3. New York Avenue

- i. Assessing and addressing the environmental hazards and remediation of vacant industrial properties, particularly the PSE&G property.

Some investigative work has been completed on the Kramer site; yet more work remains to be completed on the building. PSE&G has completed the clean-up of the site. Re-use of the site had been envisioned as an

extreme arena entertainment use, however, if that use does not happen, the PSE&G site will be developed for light industrial.

- ii. Packaging attractive industrial sites and marketing the area to new industrial businesses.

The Division of Economic Development actively markets these sites to potential developers.

- iii. Controlling the future expansion of and enhancing the present appearance and impact of large recycling and wrecking business located in the area.

This is no longer an issue. Changes to the zoning ordinance now prohibit this use.

E. North Ward

1. Clinton Park

- i. Identifying potential uses for and successfully rehabilitating large abandoned residential buildings.

The Clinton Park I housing project rehabilitated 30 housing units in the Ewing-Southard Street area.

- ii. Encouraging new construction on infill lots, both residential and non-residential that is compatible with the remaining historical structures in the area.

The Clinton Park II housing project consisted of ten newly constructed homeownership units in the Ewing-Carroll-Southard Streets Redevelopment Area.

- iii. Finding appropriate uses for major properties on North Clinton Avenue, such as the Crescent Temple, which are no longer appropriate for their historical use, in order to ensure that those buildings remain and maintain the historic character and quality of North Clinton Avenue.

The Crescent Temple was used for a short time as a charter school. Currently the building is used as a church. The Trenton School Board has shown some interest in acquiring the building for use as a school.

- iv. Working to build greater compatibility between the Rescue Mission and other neighborhood residents.

Although the Perry Street Family Shelter has opened in this area, creating compatibility between the Rescue Mission and its neighbors still remains an issue.

- v. Addressing the needs of the homeless population served by the Rescue Mission and the future emergency family shelter.

This remains an issue for the City of Trenton and will remain as such until the County works with its municipalities to help disperse the burden of assisting the County's homeless population.

- vi. Exploiting the proximity of this area to the Train Station in order to market the area to both residential and non-residential users.

The Division of Planning has prepared a planning study for the Miller Homes/ Train Station Area in December 2004. This study identified several parcels in the Clinton park area that would be suitable for infill housing and residential retail uses.

2. East Trenton & Upper East Trenton

- i. Developing infill housing in order to maintain continuity along the residential blocks in the neighborhood and moderately increasing the density of the area.

Habitat for Humanity of Trenton has worked with the City in this area to build infill housing that will complement the existing housing in the neighborhood.

- ii. Concentrating commercial activity along North Clinton Avenue and attracting sound businesses to create a vital neighborhood commercial center.

This remains an issue along North Clinton Avenue as the area has a significant number of vacant, or underutilized properties.

- iii. Anticipating and addressing potential traffic congestion for the area with the successful development of the Route One Industrial Park.

Currently traffic is not an issue around the Route One Industrial Park.

- iv. Creating an attractive visual image, including streetscape improvements, infill housing, and landscaping along North Clinton Avenue.

Habitat for Humanity is active on North Clinton Avenue and has created new homeownership opportunities on this block. A part of their project, new sidewalks and street trees are added to the area. In addition, the former Cramer site was redeveloped as a light industrial complex with new landscaping along the North Clinton street frontage.

- v. Respecting the African American burial ground discovered on lands adjacent to the creek while incorporating it into the anticipated Assumpink Creek Greenway.

This will remain an issue until the Assumpink Creek Greenway is completed.

- vi. Designing open space and recreational facilities along the Assumpink Creek Greenway in a way that enhances and supports the residential properties in the area, without becoming a nuisance to the adjoining residential neighbors and a management problem for the City.

The Master Plan for the Assumpink Greenway takes this issue into consideration.

- vii. Developing a plan for the open space and recreational use of the freightyards area and integrating it with existing park facilities and the surrounding community.

The Master Plan for the Assunpink Greenway has been developed and the City is currently working towards the complete acquisition of all parcels necessary for constructing the Greenway.

3. Coalport (Police Station / Perry & Escher)

- i. Redesigning and improving the Trenton Police Headquarters, municipal court building, and parking lot.

Clark, Caton, & Hintz are working with the Trenton Police Department and the Division of Planning on the redesign of the Police Headquarters, municipal court building, and the adjacent parking lot.

- ii. Create dedicated off-street parking for visitors to the police station and municipal court.

This will be addressed in the site plan that Clark, Caton, & Hintz are developing for the Trenton Police Department.

- iii. Programming the Escher Street area as a community services district serving the City's neediest population.

The City formed an Advisory Board consisting of area stakeholders for the purpose of evaluating this area. Unfortunately the Board has not met in over a year. The re-design of the Police Station will re-activate the Board.

- iv. Upgrading the Perry Street, North Clinton, and Escher Street streetscapes.

The Perry Street intersection in front of the Police Station is to be converted into a four way intersection in Fall 2005.

- v. Identifying and recruiting appropriate users for vacant and underutilized property between Southard Street and Route One Freeway.

The Perry Street Family Shelter was built in this area in 2003, it consists of seventeen emergency shelter units. In addition, the Henry J. Austin Center has approved site plans for the construction of a new health facility in this area.

F. West Ward

1. Reading Railroad Right-of-way & Oakland Street

- i. Planning for the mapping of proposed streets across the railroad right-of-way. The right-of-way is abandoned and is being sold piecemeal to would-be developers without guidance from the City (except for site plan review). There is no real City plan for proposed mapped streets or for use of the ROW.

No plan has been proposed for these streets at this time. Some discussion related to the storm water management plan has considered creating a retention pond in this area.

- ii. Providing access between Stuyvesant Avenue and Oakland Street along extended streets, introducing new traffic patterns into the area.

Still needs to be evaluated.

- iii. Stabilizing the residential streets running from Stuyvesant Avenue side to ROW. The quality of the housing stock on this side is generally good and many of the streets are stable, but recent increases in housing abandonment threaten to undermine the neighborhood.

This area requires a comprehensive investment of time, money and energy to stem its decline. A strategic plan is needed to outline the steps, players, and resources required to stabilize this area.

2. West End / Hermitage Avenue

- i. Ensuring the success of the commercial redevelopment of the Hermitage Avenue commercial center.

The redevelopment of the Hermitage Avenue Shopping Center is under construction and is scheduled to open in 2005.

- ii. Securing funding for housing development on West End Avenue and Montgomery Place.

The West End/ Montgomery Urban League has completed West End II, nineteen home-ownership units funded through: HOME, Regional Contribution Agreement, Market Oriented Neighborhood Investment, and the Urban Home Recovery Program.

- iii. Making improvements to the many existing occupied houses in need of exterior facelifts as well as other improvements in order to maintain long-term viability.

The Division of Housing Production maintains a Neighborhood Stabilization program which provides financial assistance in the form of grants and forgivable and deferred loans to property owners for home improvements.

- iv. Identifying the scope of needed small-scale infill and rehabilitation throughout the area and initiating property acquisition activities needed to carry out that work.

Power LLC., has received Planning Board approval for a ten unit in-fill project on Artisan Street.

- v. Fostering strong linkages between the Delaware & Raritan Canal and the neighborhood, and maximizing the value of the Canal Park as a recreational resource.

There will be a D & R Canal Conference held in the Spring of 2005. This event will gather together all the Mayors of the municipalities along the Canal to discuss the future needs and opportunities of the Canal.

3. Stuyvesant / Prospect

- i. Improving Stuyvesant Avenue's extremely deteriorated streetscape, which presently has no street trees, crumbling infrastructure and many vacant houses.

This area still requires significant, comprehensive investment.

- ii. Developing a strategy for rehabilitating vacant houses in the Stuyvesant / Prospect area.

This still remains an issue.

- iii. Developing a strategy for upgrading neighborhood commercial activity along Stuyvesant Avenue without undermining the revitalization of the Hermitage Avenue commercial center.

This still remains an issue.

G. South Ward

1. South Trenton Waterfront

- i. Monitoring the design and construction of the planned Route 29 deck and/ or tunnel to ensure that maximum useable open space and continuous riverfront pedestrian access is provided.

The construction of the Landscaped Deck in 2003 created a well-designed pedestrian friendly park.

- ii. Ensuring the redesign of Route 29 between Landing Street and the Three Bridges will be pedestrian friendly and will provide ample opportunity for pedestrians to safely walk across the highway, as well as create attractive and useable public spaces in the area between the northbound and southbound lanes.

The construction of the Landscaped Deck in 2003 created a well-designed pedestrian friendly park with safe pedestrian crossing points to and from the park.

- iii. Ensuring that the potentially positive economic impacts of the waterfront development extends beyond the immediate area and benefits the residents of the neighborhood and the city.

Waterfront development has spawned an 88 unit development on the Champale site and property upgrades on adjacent streets.

- iv. Ensuring that a sound balance between open space and development is maintained.

This was achieved through the creation of the Landscaped Deck.

- v. Identifying the most appropriate reuse plan for the Champale Brewery site.

K. Hovnainian has developed a conceptual plan for the Champale Brewery Site that will include 88 new residential units provided through individual town homes and stacked town homes. The conceptual plan also provides the new residential area with public open space and introduces a new street pattern through the area. The old Champale headquarters, historically known as the Delaware Inn, will be stabilized by K. Hovnainian as part of their project.

- vi. Creating attractive gateways through the Lambertton-Ferry area to and from the South Trenton Waterfront.

NJ Transit has provided Mercer County \$500,00 to upgrade the Cass St. gateway from the waterfront to the Cass Street Light Rail stop.

2. South Trenton (TRW Site)

- i. Maintaining the structural integrity of the vacant buildings.

Public Works and the Department of Inspections works closely to maintain stability of vacant structures.

- ii. Finding economically feasible reuses for the vacant buildings, and marketing the building and adjacent vacant land to potential retail users.

This challenge remains and will be addressed by the Department of Housing and Economic Development, Director of Economic Development.

- iii. Potential environmental remediation costs that must be incurred before these properties can be redeveloped.

Preliminary investigations have been performed on some of the sites by the City of Trenton.

- iv. Stabilizing the nearby Jersey Street residential area.

Properties have been identified for in-fill housing to replace homes destroyed by fire on Jersey Street.

3. South Broad St. Corridor

- i. Fostering more productive economic activities along the 300 block, and removing activities that discourage use of this block as a pedestrian connection from downtown to the Roebling complex.

The Concerned Pastors have been named developer for the 300 block of South Broad Street. In addition, Mercer County has demolished the former Hill Motel and transferred ownership to the Concerned Pastors.

- ii. Developing appropriate strategies to maximize development opportunities arising from the proximity of the Roebling Arena while ensuring that the fundamentally urban fabric of the street is respected.

The City has been working closely with MCIA, the Historic Lamberton District residents and private developers to develop and implement an updated redevelopment plan for this area.

- iii. Developing a scheme for the use of the parking areas and lumberyard facing the Mercer County Administration Building that addresses the parking needs of the area in an appropriate manner.

Mercer County is actively recruiting developers for the former Apex site. In 2004 the City in conjunction with the County applied for Transit Village designation from the Department of Transportation.

- iv. Creating an attractive and pedestrian-friendly streetscape scheme from the Freeway bridge to Dye Street (the beginning of the Capital South district).

The County has completed streetscape improvement along South Broad Street in 2004.

- v. Attracting more retail stores and other facilities to the Capital South district, including facilities such as antique stores, craft stores, art galleries, specialty food stores, and optometrists capable of attracting shoppers from outside the immediate area.

Capital South Main Street program has struggled due to the absence of an Executive Director and funding. The City intends to work with Mercer County to address this void.

- vi. Providing streetscape improvements and intensifying land uses between Liberty Street and the municipal boundary in order to strengthen this important gateway to the city.

This Mercer County initiative is still in the planning and conceptual design stages.

H. East Ward

1. Chambersburg

- i. Addressing emerging issues of residential destabilization in the area.

This still remains an issue and will be addressed as part of the School Renaissance Zone initiative.

- ii. Addressing the shortage of both on- and off-street parking, a continuing issue for Chambersburg residents and merchants in this densely developed area.

The Department of Public Works is seeking funds to conduct a parking study for this area.

- iii. Providing support and flexibility to ensure the successful operation of restaurants, taverns, and new businesses in Chambersburg without encouraging nuisances to neighbors.

The Entertainment District Ordinance addresses some of the nuisance issues by encouraging taverns to relocate from residential areas to more appropriate business districts.

- iv. Ensuring that linkages are created between the Chambersburg restaurants and the new Roebing arena.

Through signage and streetscape improvements, Roebing Avenue is more visible and connected to the Arena district.

- v. Identifying features and activities beyond the restaurants that can enhance the idea of Chambersburg as a visitor destination.

This remains an issue as the district is in transition, its Italian history being replaced with recent Central American immigrants.

2. East State Street Corridor (Chestnut Ave. to Logan Ave. – Wilbur)

- i. Ensuring that the NJ Transit Bus Depot is reused in a manner that most benefits the city and the Wilbur neighborhood. The Depot is seen as an opportunity to attract small manufacturing and similar firms to the area, in a manner similar to that which has taken place with the former Hill Refrigeration facility on Pennington Avenue.

The desire to realize significant operation savings in the Department of Public Works resulted in the City choosing to use this vacant structure as a centralized Public Works yard.

- ii. Redeveloping the vacant industrial area, including the V & S Recycling, Thropp, and Standard Roofing properties into a community park linked to the adjacent PJ Hill elementary school and adjacent residential uses.

The City is working with NJDEP, Martin House and the community to create a larger, multi-use community park.

- iii. Determining the future of the deteriorated Lincoln Laundry Playground located directly across the street from the V & S property after the development of the East State Street community park.

The City, working with NJDEP, intends to transfer this park across the street as an addendum to the V & S Park.

- iv. Evaluating the viability of retaining and supporting a neighborhood commercial node at the intersection of East State Street and Olden Avenue.

This remains an issue, however, there has been some “soft” interest in re-establishing this commercial node.

- v. Developing a strategy in conjunction with neighborhood organizations to ensure the upgrading of existing housing and streetscape conditions for the benefit of the residents of the neighborhood.

The City continues to work with Martin House to create 30 new housing units and rehabilitate existing properties on East State Street.

3. Roebling Gateway / Greenwood – Hamilton

- i. Securing the reuse of the large vacant houses on the corner of Clinton and Greenwood Avenues.

These properties are currently being restored/ redeveloped by a local developer. The Planning Board has approved the plans which include using the existing buildings as a theater, office, daycare, and retail center.

- ii. Developing a strategy to stabilize and strengthen the Greenwood-Hamilton area as a sound residential community.

This area has attracted the interest of many developers seeking to take advantage of the neighborhood's proximity to the train station.

- iii. Addressing the parking needs of the Roebling Arena in a way that will be attractive and complementary to the existing urban streetscape of the area.

MCIA has developed a parking strategy that calls for the construction of four structured parking garages.

- iv. Addressing the potential traffic impacts of the arena, the light rail station and the other development in the Roebling Complex on the area.

This will be addressed through site plan review and the requisite traffic studies.

- v. Developing a strategy for improving the South Clinton Avenues streetscape.

MCIA developed this strategy through their streetscape program and we anticipate additional suggestions from the Transportation Linkage Plan.

III. The extent to which there have been significant changes in the assumptions, policies and objectives forming the basis for the master plan or development regulations as last revised, with particular regard to the density and distribution of population and land uses, housing conditions, circulation, conservation of natural resources, energy conservation, collection, disposition and recycling of designated recyclable materials, and changes in State, county and municipal policies and objectives.

What follows is a restatement of the Objectives, Principles and Assumptions from the 1999 Land Use Element and any significant changes since the 1999 adoption.

The objectives of the 1999 Land Use Plan are as follows:

- To encourage the construction of appropriate and desirable development projects through the designation of permitted land uses, and the provision of appropriate public sector incentives.

No significant changes in this objective. The City believes that over the next six years there will be a heightened interest by private sector developers to redevelop the city for market rate housing, and to a less degree, related to that, other ancillary uses such as new retail. As such, as related to public sector incentives, the city will be in a better place to be more selective when offering incentives. Nevertheless, the strategic placements of public sector incentives are essential to encourage appropriate development, while maintaining our competitive edge in a regional market.

- To discourage development incompatible with existing uses, and to identify new uses for areas currently incompatible with their surroundings.

The City of Trenton is a densely developed urban environment. Generally, the city shall not encourage the co-mingling of incompatible uses, but we must find creative ways to accommodate multiple uses within the context of a compact urban area. As such, we recognize that inappropriate encroachments must be avoided, while, exploring creative ways to accommodate multiple uses within the borders of our city. Whereas, in the future “multi-use” zoning district will become a more prevalent land use designation.

- To identify appropriate land use density for new development.

This objective is very germane, recognizing that the definition of “appropriate densities” has evolved since the 1999 Land Use Element. An example of this evolution is the overarching Smart Growth movement that is very strong in the State of New Jersey, as such, higher residential densities around train stations and transportation centers (Transit Villages, T.O.D.’s) are a more accepted response to smart growth models.

- To integrate the many land uses and redevelopment policies established in various redevelopment plans into one document.

Given the complexity and differing character of our redevelopment plans, we do not expect to create one document that covers all of the redevelopment policies established in each redevelopment plan. Therefore, each redevelopment plan will remain a separate document.

- To address land use issues related to obsolete industrial areas: to identify areas that have changed and are in transition and to propose alternative uses.

This objective stands. Given our vast industrial legacy and the many structural changes regionally and globally that has “redefined” our economy it remains essential that we continue to redevelop obsolete land as new uses that recognize our ever-changing future while invigorating the surrounding communities. Where possible and appropriate, the City shall attempt to preserve the architectural elements of the industrial period through adaptive re-use of buildings and sensitive design controls for new buildings.

- To create a cohesive and well-grounded framework for the land use decisions that must be made in order to future the physical, economic, and social revitalization of the community.

This remains an overriding objectives that remains relevant to our future decision making process.

[as required by law]

Changes since last revision related to:

- Density and distribution of population and land uses

As stated above we will promote appropriate development as defined by the permitted land uses and discourage inappropriate encroachments. Through a detail master planning process for our downtown we will encourage the development of more housing choices in our downtown at different densities.

- Housing conditions

Continue to enhance the quality of our housing stock through the selective demolition of unsound, unsafe structures and promote the restoration and rehabilitation of our extant structurally sound stock.

- Circulation

Take full advantage of our established transportation system including our public transportation centers, regional road networks, local and neighborhood road systems. Promote alternative circulation systems including biking and trail development.

- Conservation of natural resources

Recognize the importance of conservation and promote conservation in all development, both private and public. Institutionalize the concepts of sustainable design.

- Energy conservation

As stated above, promote energy conservation in all developments, both public and private.

- Disposition and recycling of designated recyclable materials

Promote recycling throughout the City. Educate the general citizenry on the importance of recycling.

- Changes in State, county and municipal policies and objectives

No significant conflicts. The City will continue to work closely with the County of Mercer in redeveloping sections of the city, especially South Trenton in the area of the Mercer County Ballpark and the Sovereign Bank Arena. We are also in compliance with the State Plan objectives to develop in urban centers.

Central principles underlying Trenton's Land Use Plan include the following:

- Urban development must be both visionary and pragmatic.
- Planning that is comprehensive, citizen based, collaborative, coordinated, equitable and based on capacity analysis is an essential prerequisite to successful urban development and redevelopment.
- Further development in the City of Trenton should generally follow established development patterns to achieve consistency and compatibility of various land uses. While large-scale development areas can introduce a variety of different land uses, site specific small-scale development should be compatible with surrounding or adjacent land uses.
- Major industrial areas in the city, where not compatible with surrounding residential uses, should be retained and strengthened to provide employment opportunities.
- The neighborhood character of the City's residential areas should be preserved. Redevelopment should take place with the minimum disruption of the lives of residents.
- Surface parking in the downtown, whether privately or publicly owned, should be regarded as a temporary land use, and long-term plans should be developed for its reuse for purposes

- more appropriate to a vital urban downtown.
- Trenton must maximize the potential of its waterways as aesthetic and recreational amenities. The Delaware River, the Assunpink Creek and the Delaware and Raritan Canal can become important attractions and amenities for residents and visitors.
- The diversity and special quality of Trenton’s older buildings link the city to its rich historical heritage and give the city a unique character and identity. That quality should be protected. In order to create an urban community that works, as a whole, new development should respect the built and natural environments in regard to the choices of scale and materials. Trenton’s historic fabric and its historic resources should be preserved.

The above mentioned principles still reign true as we plan for our future. A number of corollary principles are offered, as a means to strengthen, not replace what is mentioned above.

- *A bright future for the city, to some extent, will be driven by our ability to keep and attract an intact middle class population and provide new housing opportunities for individuals of all incomes, thereby attracting individuals with disposable incomes back into the city.*
- *A guiding principle shall be that a strong downtown district is critical to the long-term growth of the City. As such the downtown district shall include an array of living, entertainment, retailing and employment opportunities. The integration of the Waterfront “back” into our downtown is key to attracting investment into the downtown.*
- *As related to the economic health of the city a guiding principle shall include the diversification of our employment base and the introduction of new private sector employment opportunities.*
- *Future planning in the city should be guided by both Smart Growth principles and sustainable design. The city should strive to be a “green” center and encourage cutting edge sustainable designs.*

Changes since last revision related to:

- Density and distribution of population and land uses

No significant changes, development in the city is generally to follow traditional development patterns. New significant housing is expected in our downtown area.

- Housing conditions

No significant changes

- Circulation

Take full advantage of our established transportation system including our public transportation centers, regional road networks, local and neighborhood road systems. Promote alternative circulation systems including biking and trail development.

- Conservation of natural resources

Recognize the importance of conservation and promote conservation in all development, both private and public. Institutionalize the concepts of sustainable design.

- Energy conservation

As stated above, promote energy conservation in all developments, both public and private.

- Disposition and recycling of designated recyclable materials

Promote recycling throughout the City. Educate the general citizenry on the importance of recycling.

- Changes in State, county and municipal policies and objectives

No significant conflicts. The City will continue to work closely with the County of Mercer in redeveloping sections of the city, especially South Trenton in the area of the Mercer County Ballpark and the Sovereign Bank Arena. We are also in compliance with the State Plan objectives to develop in urban centers.

Central Assumption made in preparing the 1999 Land Use Plan

- Trenton may never again be the industrial giant it once was, but there are important niches that the Trenton economy can successfully fill in both industrial and entertainment sectors
- By setting forth a vision for the future, an historic city such as Trenton can help guide its own redevelopment and revitalization.
- In pursuing its continued economic revitalization, Trenton can and must capitalize on its competitive advantages. These advantages include:
 - A strategic location between two major metropolitan areas (NYC, Philadelphia) with its own metropolitan population (Mercer County) of over half a million;
 - Local market demand of a currently undeserved urban population;
 - Proximity to regional attractions and employment centers such as academic institutions and major corporations;
 - The city's identity as the capital of both the State of New Jersey and of Mercer County, and as a major health care center; and
 - The human resources represented by Trenton's residents.

The above-mentioned assumptions still hold relevance to the City's future. The following refinements are offered:

- *Because of its well defined transportation network, its workforce and, and its affordable land, the city is well suited to capture small to mid size light industrial users.*
- *Trenton's rich history and collection of historic structures should be viewed as a powerful economic engine for the city.*
- *The city's distinctive housing stock, both historic and "interesting" in nature is one of the city's comparative advantages. Additionally, Trenton's affordable housing stock should also be considered one of the city's comparative advantages.*

No significant changes to any of the below mentioned items as a result of changing assumptions.

- Density and distribution of population and land uses
- Housing conditions
- Circulation
- Conservation of natural resources
- Energy conservation
- Disposition and recycling of designated recyclable materials
- Changes in State, county and municipal policies and objectives

IV. The specific changes recommended for the master plan or development regulations, if any, including underlying objectives, policies and standards, or whether a new plan or regulations should be prepared.

It is the recommendation of the Division of Planning that a new Master Plan for the City of Trenton be prepared. The Division of Planning further recommends that the Master Plan format be altered from the 1999 Land Use plan format. The new format shall include the concept of neighborhood plans. It is recommended that the new master plan include the following chapters: introduction, housing, economic development, transportation, public facilities, recreation and open space, historic preservation, the physical environment and design standards, neighborhood planning areas, and closing- "Defining Our Future."

Many of the chapters mentioned above exist, or are being developed as stand-alone documents. It is the intent of the new Master Plan to include an executive summary of these stand-alone documents and to inform the reader of the location of the complete document. The main body of the master plan will consist of the neighborhood plans.

Each neighborhood plan shall consist of:

- *A Vision Statement*
- *Critical Issues*
- *Data Box (comparison of 1990 and 2000 Census data)*
- *Map of Land Use/ Major Features*
- *Map of Major Recommendations*
- *Recommendations for the Neighborhood*

V. The recommendations of the planning board concerning the incorporation of redevelopment plans adopted pursuant to the "Local Redevelopment and Housing Law," P.L. 1992, c. 79 (C.40A:12A-1 et al.) into the land use plan element of the municipal master plan, and recommended changes, if any, in the local development regulations necessary to effectuate the redevelopment plans of the municipality.

The following redevelopment area plans have been adopted and/or amended since January 1999:

1. *Canal Banks*
This redevelopment area plan was amended in September 2000 in order to expand the boundaries into downtown Trenton, east of Willow Street. The amendments also call for the redevelopment of vacant and underutilized buildings in the downtown district as commercial or mixed use.
2. *Cass Street*
This redevelopment area plan was amended in February 2002 in order to expand the boundaries across Cass Street to Howard Street, and across Hancock Street to Woolverton Avenue. The amendments also included the addition of the planning objective to facilitate the development of this area as a commercial, arts and entertainment district.
The redevelopment plan was amended again in September 2004 to expand the area and amended the main objective as to capitalize upon the recently created NJ Transit light rail stop at Cass Street and to permit, encourage and facilitate the development of a transit village. In addition, the amendments call for the creation of a mixed-use district and for the design of the mixed use development to follow the traditional transit-oriented-development design standards. A section addressing architectural salvage was also included with the amendments.
3. *Center City South*
This redevelopment area plan was amended in March 2000. The objective of this "rewrite" was to enhance the image of the downtown district as a place to visit, live, work, shop and be entertained. The plan seeks to encourage those uses that will make the

downtown district an attractive location for heritage tourism, entertainment, arts and culture.

4. *Champale*
This redevelopment area plan was amended in October 2004. The main intent of the amendments is to expand the area to include the entire block and to allow for the creation of a condominium zone. This will allow a redeveloper to construct condominium on the former Champale site and within a portion of the expanded redevelopment area. This is a new zoning classification requiring the development of all new bulk, height and density standards.
5. *Coalport*
This redevelopment area plan was adopted in September 2000 after the original redevelopment designation had expired. The main objective of the plan was to create an attractive tree-lined streetscape along Perry Street and to provide a better urban experience for visitors and Trenton residents utilizing the municipal courts and other uses in this area.
6. *Enterprise Avenue*
This redevelopment area plan was adopted in July 2002. The main objectives of this plan are to create an attractive, light industrial/commerce center on Enterprise Avenue that will enhance the economic base of the neighborhood and the City; and, to promote and facilitate the creation of a greenway along the Assunpink Creek. In 2004, the redevelopment area plan was amended to include design guidelines which mandate that the facades of the new buildings follow a common set of standards that will require a higher quality of building materials to be used.
7. *Hermitage Avenue*
This redevelopment area plan was amended in July 2003. The main objective of this amendment was to expand the redevelopment area and to include a Mixed Use land use category.
8. *Mercer-Jackson*
This redevelopment area plan was amended in May 2003. The main objective of this amendment was to delete some out-dated language in the plan and to accommodate a 23 unit in-fill housing development on three vacant parcels.
9. *New York Avenue*
This redevelopment area plan was amended in October 2002. This amendment included the objective of redeveloping a large vacant assemblage of PSE&G properties on Brunswick Avenue in combination with vacant municipal, county and private properties for either similar light industrial and office space, or entertainment recreational uses. This amendment also included a change to the land use provisions that included the addition of an Entertainment land use and building requirements related to the new entertainment land use. This redevelopment area plan was amended again in September 2004. The main objective of this amendment was to permit two additional land uses in this area; Industrial A-2 and Residential B. In addition, the amendment established new bulk and building requirements for the Residential B and Industrial A-2 land uses.
10. *North Clinton Avenue*
This redevelopment area was adopted in December 1999. The main objective of this plan is to reinforce and strengthen the existing urban character and scale of the neighborhood through: the elimination of all abandoned and substandard housing, the strategic demolition of rehabilitation of suitable existing deteriorating structures, the construction of new infill housing, and the upgrading of neighborhood park and recreational facilities.

11. *Pennington Avenue*

This redevelopment area plan was amended in September 2000 for the purpose of expanding the redevelopment area boundaries.

In July 2004 this redevelopment area plan was amended to allow for senior housing and to create a mixed-use district.

12. *John Fitch Way #3*

This redevelopment area plan was amended in March 2003. the main objective of this amendment was to add language pertaining to land use provisions and building requirements in order to allow for the conversion of surface parking lots into new multi-family housing. These changes were made specifically to allow for the proposed Trent House Square project on the surface parking area associated with the Hughes Justice Complex.