

# City of Trenton

## Lamberton Street Redevelopment Area Plan



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## **Introduction**

This Redevelopment Plan replaces the Redevelopment Plan that was adopted by City Council in 1990 and amended in 1998. The Lambertton Redevelopment Plan is based on a careful study of the past and present conditions of the neighborhood. A study of the past offers an understanding of the historic evolution of the neighborhood, both in terms of its social make-up as well as the physical patterns of development. A study of its present conditions reveals the existing land use characteristics, environmental conditions, road network and circulation, community facilities including parks and open spaces, parking, and neighborhood safety. Most importantly, this Plan is based upon the consensus vision of the neighborhood which was generated through an aggressive public outreach process. The Plan recognizes the importance of historic development patterns within the neighborhood. It aims to be sensitive to the past and, at the same time, establishes a strategy for revitalization that will bring the neighborhood in tune with the 21<sup>st</sup> century.

## **Statutory Requirements**

According to the Local Redevelopment and Housing Law (N.J.S.A. 40A:12A-1, et seq.), the Redevelopment Plan shall include an outline for the planning, development, redevelopment or rehabilitation of the project area sufficient to indicate:

1. Its relationship to definitive local objectives as to appropriate land uses, density of population and improved traffic and public transportation, public utilities, recreational and community facilities and other public improvements;
2. Proposed land uses and building requirements in the project area;
3. Adequate provision for the temporary and permanent relocation, as necessary, of residents in the project area including an estimate of the extent to which decent, safe and sanitary dwelling units affordable to displaced residents will be available to them in the existing local housing market;
4. An identification of any property within the Redevelopment Area which is proposed to be acquired in accordance with the Redevelopment Plan;
5. Any significant relationship of the Redevelopment Plan to:
  - The Master Plans of contiguous municipalities;
  - The Master Plan of the County in which the municipality is located; and
  - The State Development and Redevelopment Plan adopted pursuant to the “State planning Act” PL 1985, C398 (C52: 18A-196 et al.).

## **Context and Neighborhood Location**

The Lambertton Redevelopment Area is located south of downtown Trenton. It is a 26 block area roughly bounded by the Northeast Corridor rail line, State Route 29 North, Union Street, Federal Street, Third Street, and South Broad Street. See the following Boundary Map. It is one of the oldest neighborhoods in the City. The Area is adjacent to the State Government office areas, the Hughes Justice Complex, the Sovereign Bank Arena and the Waterfront Park.

One of the locational advantages of the Lambertton Redevelopment Area is its proximity to major transportation routes. The Northeast Corridor rail line forms the northern boundary of the Area and State Route 29 lies on the western edge of the Redevelopment Area. The Trenton railroad station is within a ten minute walk from the Area. State Highway 129 is a block away from the eastern boundary. The light rail RiverLine runs parallel to State Highway 129 and South Broad Street with a stop at Hamilton Avenue. The potential for redevelopment can be understood by looking at the neighborhood with respect to the City of Trenton and the physical connections of the neighborhood with key locations in Trenton. As redevelopment and development projects are constructed around the Lambertton neighborhood, its location becomes even more important. For instance, the Route 29 Boulevard project includes the redevelopment of the “sea” of State-owned surface parking facilities which abut the Lambertton Area at the edge of Route 1 and the Northeast corridor. The potential for Bridge Street to be connected to Route 129 provides redevelopment opportunities of the Arena’s surface parking facilities. A mixed-use project is also being developed along South Broad Street and Hamilton Avenue. As these projects are constructed, the Lambertton neighborhood will attract increased interest thus making a neighborhood sensitive Plan all the more important.

## Boundary Map



## **Public Outreach**

An extensive public outreach process occurred throughout the preparation of this Plan. A number of public meetings were held in the neighborhood at the Boys and Girls Club. The purpose of the meetings was to receive input from residents of the community and other interested stakeholders regarding their “vision” of the neighborhood and to identify the issues, opportunities and goals of the neighborhood. A walking tour of the neighborhood was held with all interested stakeholders in order to understand the issues and opportunities “on the ground”. Follow-up public meetings were held in order to present preliminary recommendations. Based upon neighborhood comments, revisions were made to the recommendations and a subsequent public meeting was held where revised recommendations were presented.

## **Vision**

It is the year 2015 and substantial revitalization has occurred in the Lamberton neighborhood. New single-family infill housing has been constructed on the City owned lots scattered throughout the neighborhood. The new homes provide modern living space and amenities such as on site parking to compete in the housing market. Owners have been aggressively rehabilitating their properties utilizing City and State incentive programs. The integrity of historic buildings has been preserved. The adaptive reuse of the Cracker factory on Centre Street has been completed and has become a center for artisan shops and living lofts. Small residential and mixed-use projects have been constructed on larger vacant parcels. The former Kerney Homes site has been redeveloped for market rate housing.

Neighborhood safety has visibly improved through such efforts as “eyes on the street” design, the redesign of alleys and the elimination of dead end “streets”. A pedestrian and bicycle “greenway” has been created which links the neighborhood together. The greenway extends across Route 29 and reconnects the neighborhood to the river and park. Neighborhood streets are alive with activity.

The City has also reinvested in the neighborhood through public infrastructure improvements including repaved streets, new curbing, sidewalks, lighting and street trees. New neighborhood stores and restaurants have opened to serve the existing and new residents of the area. The restaurants and stores are creating a draw from outside the neighborhood including people attending Arena events.

The revitalization of the neighborhood serves as a model for other neighborhoods not only in the City but also throughout the State.

## **Goals**

The following goals have been established based upon the vision and public involvement:

- To provide a diversity of revitalization opportunities in the Lamberton neighborhood.
- To provide a pedestrian friendly neighborhood connected by walkways and bikeways.
- To maintain neighborhood scale and design.
- To provide for modern living space in a context sensitive manner.



- To increase parking opportunities.
- To provide for additional green spaces and linkages.
- To reinvest in the public infrastructure i.e. streets, curbs, sidewalks, trees, drainage.
- To reconnect the neighborhood to the river.
- To design in “safety”.
- To provide “eyes on the street” to enhance safety.
- To improve circulation by eliminating dead-end alleys and by widening substandard alleys.
- To provide for market rate housing on the Kerney homes site.
- To provide housing for a variety of income levels.
- To avoid wholesale clearance and demolition of buildings.
- To provide a variety of development strategies for rehabilitation, infill, adaptive reuse, small redevelopment projects, and a plan for the Kerney homes site.

## **Plan Principles**

The Plan seeks to rediscover the vitality of the Lamberton Redevelopment Area. It intends to draw on the historic character of the neighborhood and reshape it to be suitable for modern needs. The following principles are based on the neighborhood vision and goals of this Plan.

### **Plan to reestablish the residential base of the neighborhood**

The Plan recognizes the fact that the neighborhood historically has been primarily residential. It attempts to reestablish the residential base of the neighborhood by providing a diversity of housing choices for a mix of incomes. It intends to create a place where residents can progress through the stages of life without leaving the neighborhood. The Plan will capitalize on the presence of vacant city-owned parcels; vacant and boarded city-owned buildings; the Kerney Homes site; and historic buildings suitable for adaptive reuse. In this regard, the Plan will use tools such as infill housing on vacant lots, rehabilitation of buildings, and adaptive reuse.

### **Plan for neighborhood connectivity**

The Plan seeks to enhance neighborhood connections, both internal and external. It intends to capitalize on the proximity of the neighborhood to important locations such as the riverfront and Waterfront Park, the South Broad Street commercial area, the Sovereign Bank Arena, and the Train Station. It also proposes to increase the quality of internal connections, so as to enhance the activity, comfort of travel, image and safety within the neighborhood.

### **Plan for scale and uniqueness**

The Plan recognizes the scale and uniqueness of the neighborhood, and it attempts to retain the historic character of the neighborhood. Any new development in the area will be governed by the design standards set forth in the design standards section of this Plan. The Plan also proposes that the developers of new projects must take examples from the historic

characteristics of the neighborhood, such as massing and proportions of buildings, colors, ornamentation, style of buildings particular to a street, building layout, access to buildings, materials, and methods of construction. By utilizing these examples, the projects of individual developers can be integrated to produce a cohesive landscape that responds to the historic scale and uniqueness of the neighborhood.

### **Plan for walkability**

Walkability is one of the basic ingredients in making a neighborhood livable. It promotes informal interaction between people living in the neighborhood, increases safety, and above all, it makes the neighborhood more useable for people of all ages. Walkability within the neighborhood, as well as to other places in proximity is one of the key aspects of this Plan. Streets and alleys will be repaired, sidewalks on traffic oriented streets will be buffered for safe walking, streets will be furnished with lighting and other infrastructure, and open spaces will be integrated with the walkable areas of the neighborhood.

### **Plan for sustainability**

The Plan focuses on making the neighborhood self-sustainable; A person living in the neighborhood should be able to find most of his basic needs of life within the neighborhood or at least in close proximity. The Plan proposes to provide for basic needs such as parks and playgrounds for leisure and recreation, community facilities for comfort of life, schools and other institutional facilities for self-enhancement, public and private transportation, parking and neighborhood-oriented businesses to furnish residents with products and services for everyday life.

### **Plan to include modern amenities within the historic fabric**

This is one of the core principles guiding the Redevelopment Plan. The Plan envisions an integration of modern amenities with the historic fabric of the neighborhood. This is achieved by: improvement of existing buildings to be on par with new construction; rehabilitation of historic buildings that are structurally sound; construction of new buildings with modern facilities in sync with the older buildings; and provision of modern facilities and infrastructure that blends flawlessly with the old.

## **Redevelopment Strategies**

The primary goal of the redevelopment strategy is to create a diverse, pedestrian friendly, safe, and closely-knit neighborhood while maintaining the historically appropriate scale and design. The key to success of the redevelopment strategy lies in enhancing the physical conditions of the neighborhood, providing modern living spaces in a historic fabric and improving neighborhood amenities such as parking, community facilities, circulation and neighborhood- scale commercial activity. The following are the key components of the neighborhood revitalization strategy:

### **Rehabilitation of existing housing stock**

Many of the existing homes are in need of rehabilitation. Through the public participation process, residents expressed a need for a source of funding for rehabilitation. A rehabilitation program is proposed that would be targeted to the Lamberton neighborhood.

### **Infill housing (one lot at a time) to increase the housing stock of the neighborhood**

A number of City owned lots and/or buildings have been identified in the Area. Most of these lots are proposed to be developed as single-family residential housing. Parking for infill residential will be provided from rear alleys wherever available, and in some cases, new alleys will be developed for access.

### **Adaptive reuse projects to bring back life into historic buildings**

The neighborhood has some of the finest historic buildings that can be the subject of adaptive re-use. The Old Cracker Factory building may be used for arts and crafts stores and/or residential condominiums.

### **Small projects to consolidate contiguous vacant parcels and create centers of development activity**

Among the vacant and underutilized lots identified in the area, some are contiguous and form large parcels that can be developed as a single project. Prior to disposing these City owned properties to a developer, the City will review the project proposals to see if they meet the requirements of this redevelopment area plan.

### **Kerney Homes' project to bring market-rate housing into the neighborhood**

The Kerney Homes housing site located on Union Street currently contains five three story buildings which were built for multi-family public housing approximately five decades ago. These buildings are now completely abandoned. The site is about 3.5 acres in area, and one block wide, between Warren Street and Union Street. The site would be developed as market rate multi-family residential housing.

### **Strong property code enforcement to address absentee landlords and existing tenants who do not maintain their building and units**

The neighborhood has experienced significant disinvestment through a pervasive pattern of deferred/ no maintenance, and tenant apathy. The property maintenance code of the City must be aggressively enforced in order to reverse this disinvestment pattern.

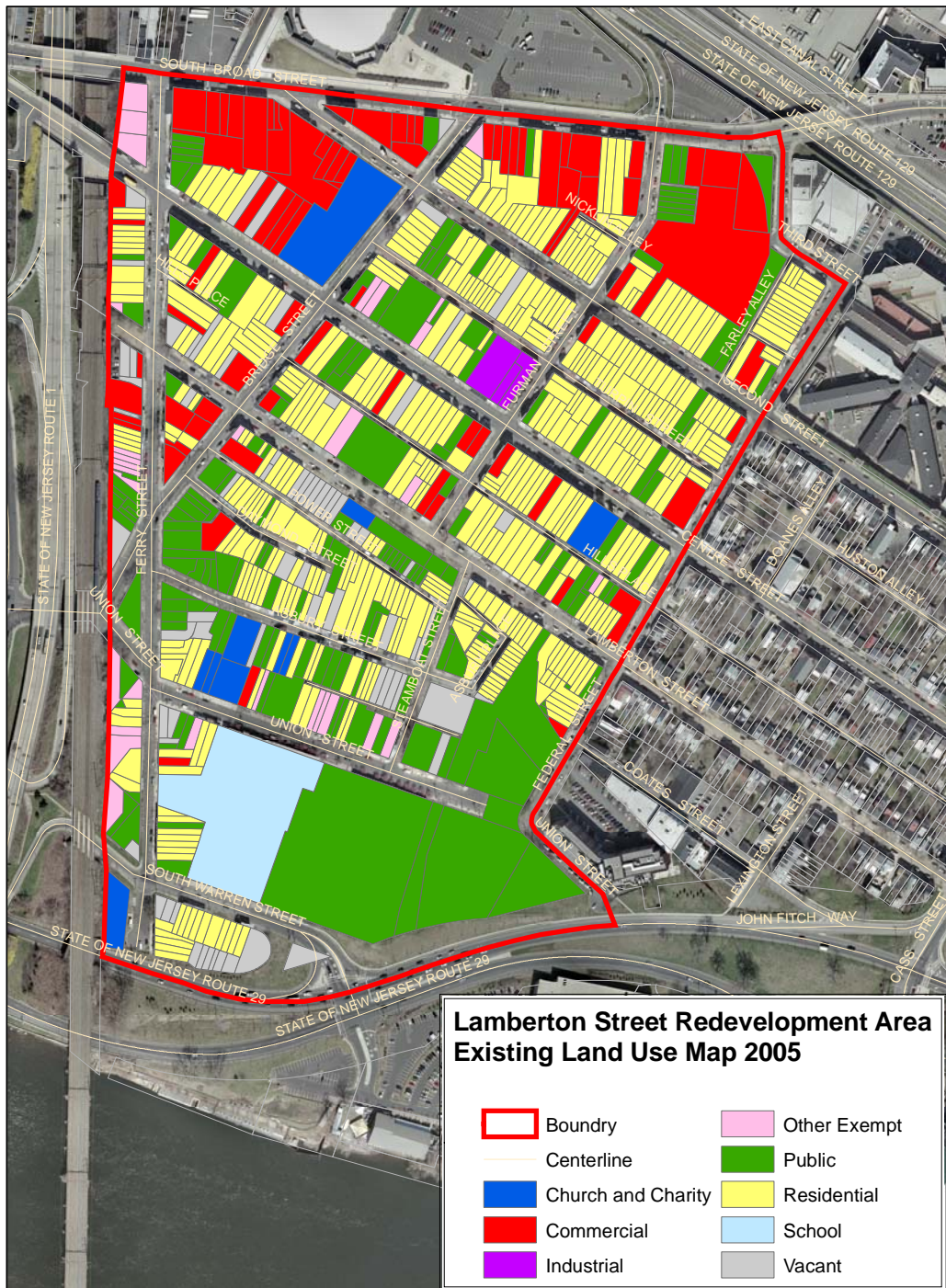
## **Neighborhood Description**

The Lamberton Street Redevelopment Area is a predominantly residential neighborhood with commercial, institutional, industrial, public service and recreational uses scattered throughout the neighborhood as shown on the Existing Land Use map (see below). The neighborhood is relatively dense – in terms of its building density, and of a moderate scale – in terms of the block and lot sizes, building height and street patterns. The following key aspects characterize the physical environment and social conditions of the neighborhood:

- Residential buildings on narrow lots
- Scattered commercial and mixed-use buildings
- Wide major streets; narrow alleys
- Large surface parking lots
- Architecturally significant/ historic buildings
- Parks and Playgrounds

- Comparatively large parcels containing institutional buildings and community facilities
- Vacant public housing project on Union Street
- Poorly maintained streetscapes
- Crime and concerns of safety
- Lack of connection to the waterfront
- Vacant parcels and boarded buildings
- A large number of public owned parcels

## Existing Land Use Map



The following section contains a more detailed discussion of these characteristics.

## **Residential**

While most of the residential uses in the neighborhood are single-family attached units, there has been a trend towards conversion of single-family units into two and three family residential units. Many of these conversions can be observed in buildings along Centre Street. The highest concentration of residential uses is along Second Street, Centre Street, and Turpin Alley, and to a lesser extent on Lamberton Street.

The general character of residential development in the neighborhood is the following:

- A narrow lot width between 15 feet to 25 feet of street frontage
- An attached single-family building with virtually no side yards
- A building height of two to three stories, with a maximum height of 5 stories and minimum height of 1.5 stories
- A rear yard that is more than 50% of the depth of the building

## **Commercial**

There are generally three types of commercial uses within the Area:

- Neighborhood retail.
- Neighborhood-scale taverns, service oriented commercial establishments and auto related uses.
- Larger scale commercial uses along South Broad Street.

Neighborhood retail uses include small retail stores, delicatessens, and corner building convenience stores at the street level of residential buildings. Primos Supermarket on Centre Street is the only large neighborhood retail use in the neighborhood. These stores serve the daily needs of residents, and are normally nodes of activity. They enjoy the continuous presence of customers at all times of the day.

There are currently two taverns located within the neighborhood. These include Black Jack's Lounge at the corner of Ferry and Bridge Streets and a tavern on Federal Street behind the State Department of Treasury.

There are a number of service-oriented commercial and auto related uses in the Area. These include: the two buildings owned by City Auto Radiator Inc. and Cool Systems Specialists at the intersection of Ferry and Bridge Streets; P&R Body Shop and Le Pele Unisex hair salon at the intersection of Centre and Lamberton Streets; Prudential Properties on Centre Street near the Ferry Street intersection; and the auto repair and parts shop at the intersection of Power and Bridge Streets. All of these service establishments appear to be active businesses.

The South Broad Street corridor contains larger scale commercial and mixed-use buildings. These uses include Conduit Universe Club, Jessume Fashion, a commercial establishment at the street level of a mixed-use building on the southwest of Ferry and South Broad Streets, Road Runner Gas and Auto Mechanic, Trenton Auto Glass Works, VIP Realty, Ahora-Hispanic News, and the Selecto Supermarket. There are several buildings with inactive retail uses at the street level and residential units on the upper floors. Large surface parking lots are located along South Broad Street. The average building height on South Broad Street is 4 stories, with the tallest building being 5 stories. Most of the buildings are brick masonry structures with flat roofs. Some of the older buildings have intricate ornamentation and an excellent sense of proportion and massing.

## Industrial

The “Old Cracker Factory” is a former industrial building in the Area. The building, originally the Adam Exton and Co. Cracker Bakery, is a two story industrial building that is currently being used as a warehouse. The Cracker Factory, built in 1850, is a historic landmark. It occupies three contiguous parcels at the intersection of Centre and Furman Streets, with a total lot area of approximately 19,000 square feet.

## Community Facilities

Community facilities provide a sense of identity to the neighborhood. The neighborhood contains the following community facilities:

- **Public Schools:** The Parker Elementary School is the only public school located within the Area. The school is currently being renovated and will be a major neighborhood asset once it is reopened.
- **Churches:** There are several churches in the Area including:
  - First Baptist Church  
128 – 140 Centre Street
  - New Salem Baptist Church  
316 Union Street
  - Damascus Christian Church  
337 Centre Street
- **Police Substation:** A police substation is located next to the Boys & Girls Club on Centre Street.
- **Social Clubs:** The Lamberton Redevelopment Area is the headquarters of the Boys and Girls Club of Mercer County. The Boys and Girls club is one of the most active community facilities in the Area and provides a number of social, recreational, educational, and intervention programs for the area youth. The facility is equipped with a swimming pool, in-door play equipment, and an in-door basketball court. At times, the center also houses community meetings and other activities. The long range plan of the Boys and Girls club is to expand its current facility to allow for an even larger presence in the neighborhood. If their facility is expanded, the Club will be able to better address the recreational and social development needs of the burgeoning youth population in South Trenton, especially teen age children. This plan recognizes that the existing Boys and Girls Club is located on a built up street and that the club may need to acquire public/ private properties to facilitate this expansion. Acquisition of private land and/or buildings will be the sole responsibility of the Club. Additionally, any new construction shall adhere to the Design Standard section of this plan. There are also plans to construct a new YMCA on the nearby vacant Apex Lumber site. This would be an additional asset to the community.
- **Parks and Open Spaces:** Parks and playgrounds in the area include: ‘Cooper Field and Park’; the ‘Asbury Place Garden’, located at the south-east corner of Bowden Alley and Steamboat Street; the children’s play lot on Lamberton Street

between Bridge and Furman Streets; and the Public Park located at the intersection of Bridge and Ferry Street.

‘Cooper Field and Park’ is located at the southern end of Union Street. The park is equipped with a baseball field, a small shelter, a swimming pool and park benches. The City of Trenton refurbished the park in August 1994. The park is now in need of maintenance. ‘Cooper Field and Park’ could become a major asset of the community, if improved and reconnected to the neighborhood.

‘Asbury Place Garden’, and the children’s play lot on Lamberton Street are also poorly maintained. The play lot needs a “face lift”, new play equipment and more seating areas so that it becomes inviting and usable. Some of these playgrounds and play lots have become places for criminal activities.

- **Libraries:** There are no public libraries in the Area. The nearest public library is the Skelton Library on South Broad St.
- **Post Office:** The nearest post offices to the area is the US Government Post Office: Chambersburg Station, on South Broad Street and the US Government Post Office: Downtown Station. Both of these post offices are more than 1.5 miles from the Area.

## Street Network

The Redevelopment Area generally consists of three main categories of streets:

- The horizontal streets running east/west and perpendicular to South Broad Street.
- The streets running north/south and parallel to South Broad Street.
- South Broad Street lies on the eastern edge of the Redevelopment Area, and is one of the most important arterials in Trenton. Federal Street and Ferry Street are the two connections between South Broad Street and State Route 29.

Almost all of the streets allow traffic in both directions. Several of the intersections need improvements for better pedestrian access. The streets in general need basic infrastructure improvements such as street lights, sidewalk repairs and widening in certain places, trees in most places, curb extensions and pedestrian crossings, trash bins, and seating. The following are the streets that are more problematic than others:

- **Ferry Street:** Ferry Street is a two way street with on street parking and a 60 foot right-of-way. It runs parallel to the Northeast Corridor rail line, and is the most historically important street within the Area. Ferry Street was once a center for commercial activity with a number of inns and taverns along its edges. It now serves as a connection route for through traffic from Warren Street, the underpass and going towards South Broad Street or to State Highway 129. The intersection of Ferry Street with Bridge, Lamberton and Centre Streets have become problematic for pedestrians, especially school children. Ferry Street was once connected to the riverfront. The construction of State Highway 29 has severed this connection. A new connection to the waterfront would enhance the vitality of the neighborhood and improve the quality of life for the residents.
- **Daymond Street:** Daymond Street is a 30 foot wide street, which connects a small and tightly knit residential area to Bridge Street. The street is only wide enough to accommodate one row of parallel parking and one travel lane,

however it appears to accommodate two rows of informal parking and two lanes of traffic.

The street is now linked to Power Street by an informal connection through a vacant publicly owned parcel. “Formalizing” this connection would enhance the flow of vehicular traffic as well as pedestrian movement, and this may also improve safety.

- **Power Street:** Power Street is the most poorly maintained “alley” in the neighborhood. Except for a few residential buildings near the intersection of Power and Steamboat Streets, all that remains in the alley is a number of unmaintained backyards, vacant parcels and boarded buildings. The 14 new units of housing, together with a stretch of multi-family units on Daymond Street turn their backs onto Power Street, making the street’s primary purpose a rear door parking entry for the housing units.
- **Asbury Place:** Asbury Place, an extension of Asbury Street, is a ‘U’-shaped road providing access to several residential buildings. Asbury Place is as narrow as 14 feet on its eastern leg. This narrow connection was generally used to access the garages of buildings on Lamberton Street. The garages are now abandoned, and have become dumpsters, and hiding places for illicit activity. Reconnecting the street network in key places may enhance police accessibility and provide “eyes on the street” thus curtailing criminal activity.
- **Union Street:** Vacant lots and abandoned buildings are a significant issue along Union Street. The abandoned buildings include the Kerney Homes Project, several residential and commercial buildings, and the Parker Public School. The New Salem Baptist Church, across the street from the school, has regular church services. The Street also needs infrastructure improvements.

The vacant public parcel at the southern end of Union Street seems to be a clog in the artery. It prevents traffic from flowing through Union Street onto Federal Street. Extending Union Street through this small block would make the thoroughfare a much more fluid operation and would also help increase vigilance in the Area.

## Architecture and Building Conditions

The architecture of the Lamberton Area varies in style and size. Most buildings in the Area consist of 19<sup>th</sup>- and 20<sup>th</sup>- century residences, predominantly in the form of row homes, two family houses and apartment buildings with an occasional single-family detached house mixed in. A number of buildings have been modified over time, and some have even been demolished. New town homes and prefabricated homes have also been constructed within the neighborhood.

The north/ south streets of the neighborhood have more buildings fronting on them than the east/ west streets. Except for an occasional corner building, these streets provide views into the backyards of lots. The building heights vary from one street segment to another. However, the height of buildings, style of architecture and massing of buildings is generally uniform on one particular street segment. Exceptions to this phenomenon exist and are either due to difference in time of construction or difference in use of the buildings. The following is a brief analysis of the general patterns of architecture and height of buildings on each of these streets:

- **Asbury Place:** 20<sup>th</sup> century row homes – Two stories in height – brick construction.



- **Asbury Street:** 19<sup>th</sup>- and early 20<sup>th</sup>- century apartment buildings, row homes, two family houses and an occasional detached single-family house – One to three stories in height – Brick and frame construction.
- **Bridge Street:** 19<sup>th</sup> century row homes, two family houses and commercial buildings – One to three stories in height – Block and frame construction.
- **Centre Street:** mid- to late- 19<sup>th</sup> century row homes, commercial buildings, and churches – Two to three stories in height, and a variety of building footprints – brick, frame, and modern concrete block construction.
- **Daymond Street:** early 20<sup>th</sup> century row houses – One to two-and-a-half stories in height – Brick and frame construction.
- **Federal Street:** late 19<sup>th</sup> century and early 20<sup>th</sup> century – Row homes, two family houses and several corner commercial buildings – One and three stories in height – Brick, concrete block and frame construction.
- **Ferry Street:** Second half of the 19<sup>th</sup> century – row homes, two family houses, detached houses, several newer commercial buildings and the Eagle Tavern – Two and three stories in height – Brick, frame and concrete block construction.
- **Furman Street:** 19<sup>th</sup> century row homes, two family houses, and several detached single-family houses – One to three stories in height – Brick and frame construction.
- **Hills Place:** 19<sup>th</sup> and early 20<sup>th</sup>-century row houses, carriages houses and garages – One to two stories in height – Brick, frame and concrete block construction.
- **Lamberton Street:** Second half of 19<sup>th</sup> century – One to two stories in height – Apartment buildings, row homes, two family houses and several commercial and mixed-use buildings.
- **Power Street:** 20<sup>th</sup> century row homes and garage buildings – One to two-and-a-half stories in height – Brick, frame and concrete block construction.
- **Second Street:** 19<sup>th</sup> and 20<sup>th</sup> century row homes, two family houses, several single family houses and mixed-use commercial/residential buildings.
- **Steamboat Street:** 19<sup>th</sup> century row homes – One to two stories in height – Brick and frame construction.
- **Turpin Street:** 19<sup>th</sup> and 20<sup>th</sup> century row homes, abandoned garages and carriage houses – One to two stories in height – Brick and Frame construction.
- **Union Street:** 19<sup>th</sup> century row homes, single and two family houses, Methodist Episcopal Church built in 1851, one commercial building, and the Parker School building – Two stories in height – Brick and frame construction.

The residential uses along Centre Street, Second Street and Turpin Alley are more dense and consist of a number of single-family and two/three family buildings. Residential uses on Asbury Place, Asbury Street, Power Street, Daymond Street, the western edge of Lamberton Street, and Hills Place are primarily single-family residential buildings. These are also the areas with a larger number of vacant parcels and with the greatest amount of deteriorating building stock. While there is a large supply of buildings with active residential or commercial uses, many structures are in poor condition. Some of the obvious signs of deterioration include: buildings that have been vacant for a long time and suffer serious

problems of maintenance; structural failures such as cracks on roofs, foundations, and walls; decay of wooden structural members, doors and windows; rusted iron members, and rusted doors of abandoned garages; graffiti on buildings. The most obvious sign of deterioration throughout the neighborhood is the uncontrolled growth of creepers on building facades and paint stripping on many buildings.

### **City owned vacant parcels and City owned vacant parcels with boarded up buildings**

A number of parcels in the area are publicly owned and vacant. These vacant parcels are now being used as informal parking spaces, and some are unmaintained lots. Some of these vacant parcels are contiguous, and can accommodate larger residential or mixed-use projects.

The neighborhood has a significant number of publicly owned buildings that have been abandoned and/ or boarded up. The public owned boarded up buildings include the Kerney Homes public housing project on Union Street. These buildings can either be rehabilitated, be subject to adaptive reuse or where structurally unsound, demolished.

These parcels are scattered throughout the neighborhood. There are 88 City owned vacant parcels and 23 City owned parcels with boarded up buildings. These parcels currently have a negative impact on the neighborhood. Targeted revitalization of these parcels will have a significant positive affect on the Area.

There are also several parcels owned by other public entities including the Mercer County Improvement Authority. These parcels should also be targeted for redevelopment.

## **Relationship of Plan to the City Land Development Regulations**

The Area shall be redeveloped in accordance with the standards detailed in this Redevelopment Plan. The Plan supercedes the use, bulk, and design standard provisions of the City Land Development Regulations. Other provisions of the City Land Development Ordinance shall apply.

Any deviation from permitted use standards, height of a principal structure standards, or expansion of a nonconforming use or any other deviation that results in a “d” variance shall be addressed as an amendment to the plan. Neither the Planning board nor the Board of Adjustment shall have authority to allow deviations from the permitted use, or height standards or expansion of a nonconforming use or other “d” variance deviations. The Planning Board shall have power to grant relief from other bulk and dimensional requirements of the Plan to the same extent as the Board may grant relief from bulk and dimensional requirements pursuant to the Municipal Land use Law. All development must be approved by the Planning Board and shall be submitted through the normal site plan and subdivision procedures as identified by N.J.S.A. 40:55D, et seq.

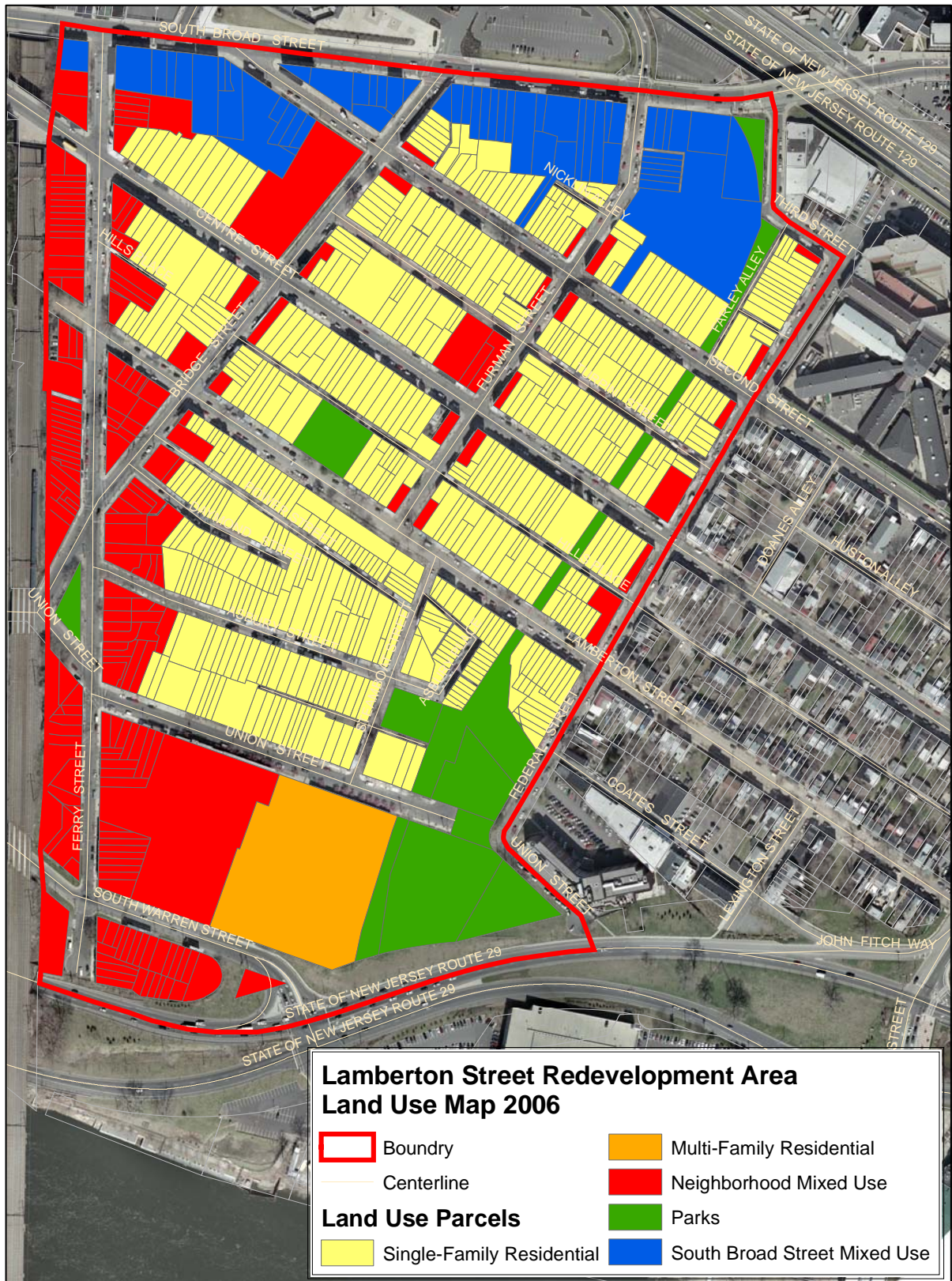
A land use plan was created to take advantage of existing and potential physical and socioeconomic opportunities in the Area and to achieve the goals of the Plan. The proposed land uses in the neighborhoods are varied to take advantage of the many different opportunities that are present in the Area. Five (5) different districts were established that permit both different and similar uses with design standards that are specific to each use. The land use map details the location of the land use categories. (See map on next page) The permitted uses and

design standards within the various districts as well as the design standards that apply to the entire Area are detailed in the Land use and Design Standards sections.

## **Land Use Standards**

The following section contains the Land Use Standards that apply to the individual districts within the Redevelopment Area. The Land Use Standards contain information pertaining to the purpose or intent of the district, the permitted and accessory uses within the district and the general standards that apply to each of the districts.

# Land Use Map



## Single-Family Residential

**Purpose:** To create opportunities for single-family residential housing in the Area. This district acknowledges the existing single-family residential lots and encourages residential in-fill on vacant single/ double lots scattered throughout the neighborhood.

**Permitted Principal Uses:** Attached and detached single-family residential units.

On the east side (even side) of the 200 block of Center Street, including all properties bounded by Bridge Street, Centre Street, Furman Street and Turpin Streets (excluding Block 10303, Lot1), a significant expansion of the Boys and Girls club shall be allowed and considered an additional permitted use. The Land Use controls of the Neighborhood Mixed-Use district shall apply if the Boys and Girls Club is expanded, except that the height requirements shall follow the controls of the Single Family Residential District. Any physical expansion shall be compatible with the adjoining residential uses, as related to massing, scale and materials. All design standards as promulgated in this plan shall apply to any proposed expansion.

**Permitted Accessory Uses:** Uses that are customary and incidental to principal permitted uses.

### Standards for New Lots

	With alley access	Without alley access
<b>Minimum lot area</b>	2,500 square feet	3,500 square feet
<b>Minimum lot width</b>	25 feet	35 feet
<b>Minimum front yard</b>	0 feet	0 feet
<b>Minimum side yard</b>	3 feet	3 feet, 10 feet with parking in side yard
<b>Minimum rear yard</b>	15% of lot depth	15% of lot depth
<b>Minimum net habitable floor area</b>	Detached Unit: 1,200 square feet Semidetached unit: 1,000 square feet Row House: 900 square feet	
<b>Parking</b>	2 per unit located in rear yard	2 per unit tandem parking in side yard, behind front building line
<b>Maximum height</b>	3 stories; 35 feet	3 stories; 35 feet

<b>Maximum principal building coverage</b>	60%	55%
<b>Maximum impervious coverage</b>	75%	70%

#### Standards for Development of Existing Lots

	<b>With alley access</b>	<b>Without alley access</b>	<b>Corner</b>
<b>Minimum lot area</b>	Existing <sup>1</sup>	Existing <sup>1</sup>	Existing <sup>1</sup>
<b>Minimum width</b>	Existing <sup>1</sup>	Existing <sup>1</sup>	Existing <sup>1</sup>
<b>Minimum front yard</b>	0 feet	0 feet	0 feet
<b>Minimum side yard</b>	0 feet for row houses, 10 feet with side yard parking, 3 feet all other side yards		
<b>Minimum rear yard</b>	15% lot depth	15% lot depth	15% lot depth
<b>Minimum net habitable floor area</b>	Detached Unit: 1,200 square feet Semidetached unit: 1,000 square feet Row House: 900 square feet		
<b>Minimum parking</b>	1 space/ unit located in rear yard	None	1 space per unit in rear yard
<b>Maximum building height</b>	3 stories; 35 feet	3 stories; 35 feet	3 stories; 35 feet
<b>Maximum principal building coverage</b>	70%	70%	70%
<b>Maximum impervious coverage</b>	90%	90%	90%

<sup>1</sup> Existing: Lots with a minimum of 12 feet street frontage



**Garage apartments shall be permitted subject to meeting the following standards:**

- Permitted only with alley access.
- Located above detached rear yard garage.
- Only 1 accessory apartment shall be permitted on a lot.
- The primary residential unit on the lot must be owner occupied.
- Minimum lot width: 25 feet.
- Maximum accessory building coverage: 15%.
- Maximum accessory building height: 2 ½ stories; 30 feet.
- Minimum habitable area: 600 square feet.
- Maximum habitable area: 800 square feet.

## **Multi-Family Residential**

**Purpose:** To develop new multi-family market rate housing on the former Kerney Homes property.

**Permitted uses:** Multi-family market rate residential housing.

**Permitted accessory uses:** Uses that are customary and incidental to principal permitted uses.

### **Standards**

<b>Maximum impervious coverage</b>	80%	
<b>Maximum building coverage at grade</b>	75% (this does not include parking decks below grade)	
<b>Minimum building height</b>	3 stories/ 35 feet along Union Street 4 stories/ 50 feet remainder of site	
<b>Maximum building height</b>	8 stories	
<b>Maximum density</b>	320 units	
<b>Building orientation</b>	The buildings shall have a primary entrance on Union Street	
<b>Minimum setbacks (feet)</b>	Front yard (Union Street)	Minimum: <u>5</u> Maximum: 15
	All other yards	20
<b>Offset</b>	20 feet offset after the first three floors (only along Union Street)	

<b>Maximum street wall height along Union Street</b>	35 feet
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<b>Parking</b>	One-and-a-half (1.5) spaces per residential unit. All parking must be provided on-site. Not more than 10 percent of the required parking may be in exposed surface lots.
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## Neighborhood Mixed-Use

**Purpose:** To create vibrant centers of activity along Ferry Street and scattered through the neighborhood. The first floor uses in these buildings are encouraged to be non-residential with upper floors developed as residential units. However, the district allows first floor residential uses.

The neighborhood mixed-use district has also been established to redevelop Ferry Street into an active and pedestrian friendly mixed-use corridor of the neighborhood. Ferry Street, because of its connectivity to most of the major streets in the area and to South Broad Street, is the northern gateway of the neighborhood. The neighborhood mixed-use district on Ferry Street is intended to capitalize on the possible Route 29 Boulevard plan.

**Permitted uses:** Retail sales and service, health and fitness centers, childcare facilities, artists' studios, financial institutions, eating and drinking establishments, offices, and residential uses.

Local service activities, including but not limited to barber, beauty and tailor shops, photographer's studios, retail dry cleaning and laundering operations, appliance repair shops, shop repair shops, upholsters, newspaper and/or job print shops and customer centers shall be permitted.

Professional offices limited to doctors, dentists, architects, engineers, planners, lawyers, real estate agents, insurance brokers or similar licensed professional uses shall be permitted.

On the east side (even side) of the 200 block of Center Street, including all properties bounded by Bridge Street, Centre Street, Furman Street and Turpin Streets (excluding Block 10303, Lot1), a significant expansion of the Boys and Girls club shall be allowed and considered an additional permitted use. The Land Use controls of the Neighborhood Mixed-Use district shall apply if the Boys and Girls Club is expanded, except that the height requirements shall follow the controls of the Single Family Residential District. Any physical expansion shall be compatibly with the adjoining residential uses, as related to massing, scale and materials. All design standards as promulgated in this plan shall apply to any proposed expansion.

**Prohibited uses:** No drive-thru uses of any kind are permitted. No auto repair uses, workshops, and other small industrial/ manufacturing uses of any kind are permitted. Check Cashing facilities shall not be allowed in this district.



**Permitted accessory uses:** Uses that are customary and incidental to the principal permitted uses.

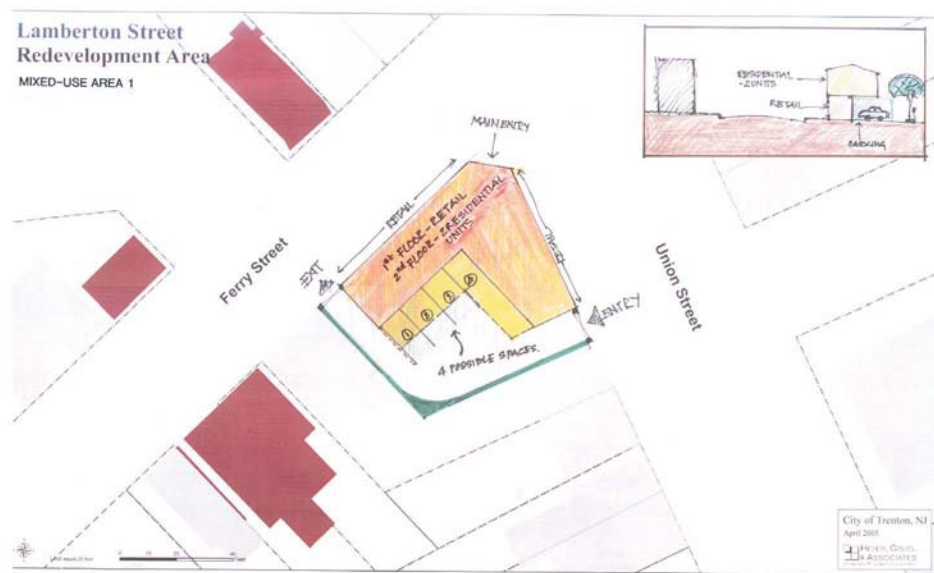
#### Standards

<b>Maximum impervious coverage</b>	80%
<b>Maximum building coverage</b>	60%
<b>Maximum building height</b>	Four (4) stories and 50 feet
<b>Minimum Setbacks (feet)</b>	Front yard: 0 Side yard: 0 Rear yard: 15
<b>Minimum Parking</b>	Non-residential: 1 space for 1,000 square feet Residential: 1 space for each residential unit

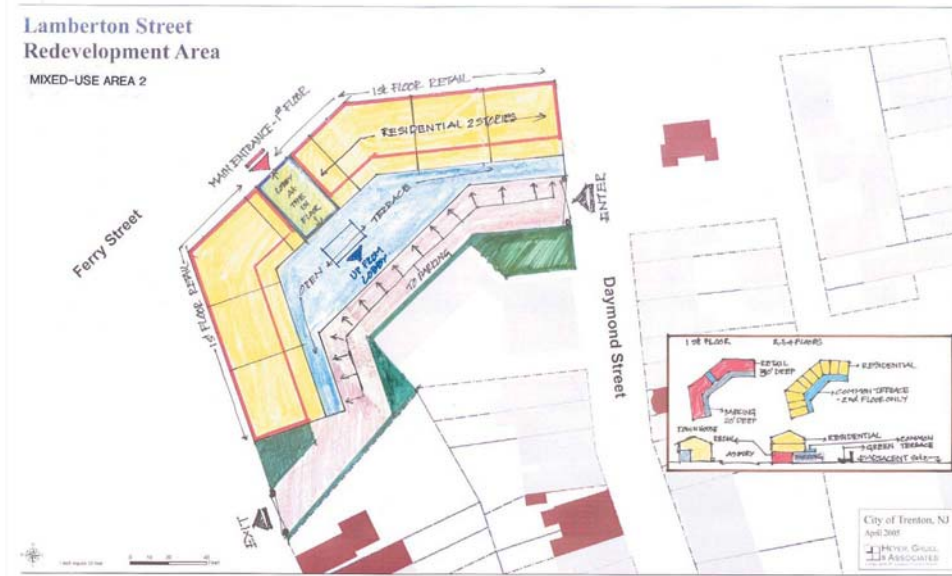
Parking shall not be located between the front of the principal building and the street right-of-way. No parking garages may front on any of the adjacent streets. However, garages may front on rear alleys or driveways.

The concept plans for each of the following sites are illustrative and shall not be binding on either the City or the Planning Board.

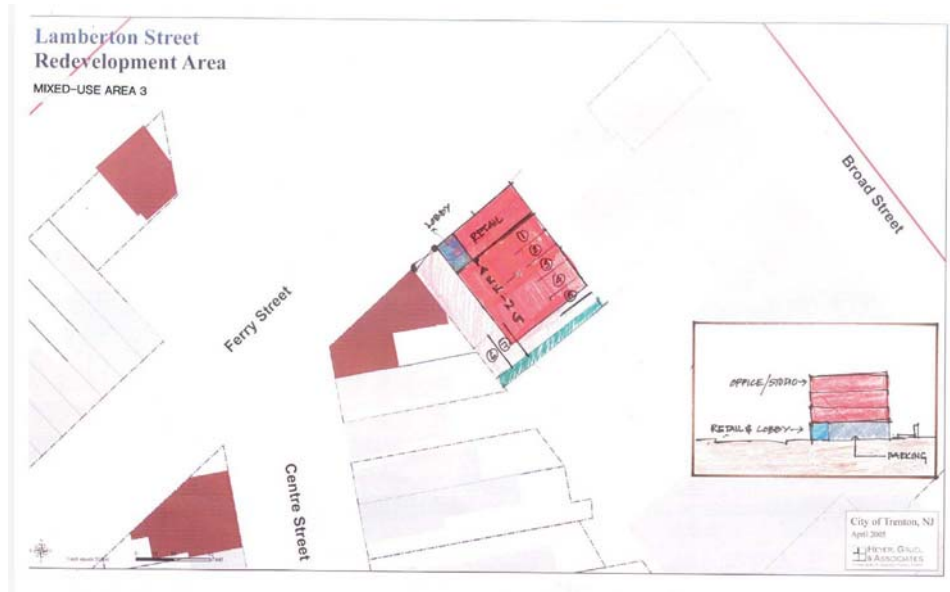
**Site 1:** This site is proposed for mixed-use development on one (1) single lot formed by a consolidation of three (3) public owned parcels. Site 1 is located on the southwest corner of Ferry Street and Union Street. The total lot area of the site is approximately 4,960 square feet. The site is proposed to be developed as a mixed-use building with retail/office uses at the street level and residential uses in the 1<sup>st</sup>, 2<sup>nd</sup> and 3<sup>rd</sup> floors.



**Site 2:** This site is proposed for mixed-use development on one (1) single lot formed by consolidation of twelve (12) individual public owned parcels. Site 2 is located on the southwest corner of Ferry Street and Daymond Street. The total lot area of the site is approximately 24,470 square feet. The site is proposed to be developed as a mixed-use building with retail/ office uses at the street level, and residential uses in the 1<sup>st</sup>, 2<sup>nd</sup> and 3<sup>rd</sup> floors.



**Site 3:** This site is proposed for mixed-use development on one (1) single lot formed by a consolidation of four (4) individual public owned parcels. Site 3 is located on the southern edge of Ferry Street on the block between Centre Street and Broad Street. The total lot area of the site is approximately 5,700 square feet. The site is proposed to be developed as a mixed-use building with retail/office on the ground floor and residential uses on the 1<sup>st</sup>, 2<sup>nd</sup> and 3<sup>rd</sup> floors.



### South Broad Street Mixed-Use

**Purpose:** To assist in the revitalization of South Broad Street. It is intended to take advantage of the importance of South Broad Street as one of the key arterials of the City. The district is intended to be primarily for retail and office uses, but would also permit residential uses on upper floors. Another purpose of the district is to better coordinate activities related to the Arena and entertainment venues because of the neighborhood's close proximity to the Arena.

**Permitted uses:** Retail sales and service, health and fitness centers, childcare facilities, artists' studios, financial institutions, eating and drinking establishments, offices, residential on upper stories only. Local service activities, including but not limited to barber, beauty and tailor shops, photographer's studios, retail dry cleaning and laundering operations, appliance repair shops, shop repair shops, upholsters, newspaper and/or job print shops and customer centers shall be permitted. Professional offices limited to doctors, dentists, architects, engineers, planners, lawyers, real estate agents, insurance brokers or similar licensed professional uses shall be permitted.

**Prohibited uses:** No drive-thru uses of any kind are permitted. No auto repair uses, workshops, and other small industrial/ manufacturing uses of any kind are permitted. No residential uses are permitted on the first floor. Check Cashing facilities shall not be allowed in this district.

**Permitted accessory uses:** Uses that are customary and incidental to the principal permitted uses.

#### Standards

<i>Maximum impervious coverage</i>	90%
<i>Maximum building coverage</i>	80%
<i>Maximum building height</i>	Five (5) stories or 60 feet
<i>Minimum setbacks (feet)</i>	Front yard: 0
	Side yard: 0

***Minimum parking***

Rear yard: 15

Non-residential: 1 space for 1,000 square feet

Residential: 1 space for each residential unit

All on-site parking spaces must be located behind the front building line. If parking decks are to be constructed on larger parcels, they must be wrapped by retail/office uses on the first floor fronting on the public right-of-ways.

## Design Standards

### Exterior, General Requirements

**Front Facades:** The front facades, and facades prominently visible from public ways, are the most important and should be dealt with most carefully. In general, existing details and character-defining features should be kept, repaired and enhanced. These features include exterior materials, windows and doors, porches, stoops, grating, brackets, trim and moldings.

- **Front Windows:** Front windows should be wood, double-hung windows that fit the existing openings without special infill and that match the window's historic configuration (six over six, two over two or one over one, depending on the period of construction). Alternative materials and aluminum casement windows are not permitted on front or prominent facades.
- **Front Doors:** Front doors should be paneled wood and should fit the original opening exactly. Transom windows above front doors must be maintained and not in filled. Paneled fiberglass doors that fit the original opening are acceptable only if they are painted.
- **Brackets, cornices and trim:** Existing details should be repaired and repainted where possible. Where they must be replaced, the new pieces should match the historic details exactly. If there are no historic details available on the building, the use of alternative, painted materials is acceptable as long as they are of the appropriate scale and historic style.
- **Shutters:** If shutters are used on front facades, they should be louvered or paneled wood shutters that are designed to correctly fit the existing window opening. Functional hardware is encouraged. Shutters of non-painted, alternative materials or aluminum are not acceptable.
- **Wooden railings and trim:** Wooden railings and trim should be maintained and only restored in style and design faithful to the period. Existing ironwork railings and grating should be maintained. Missing or non-repairable sections should be replaced with traditional steel, brass or iron material. Alternative materials, plastic, aluminum, or pipe of any kind are not acceptable.
- **New fencing and landscape walls:** New fencing and landscape walls facing the street should be historically appropriate of traditional materials such as wood, stone, brick, steel, cast or wrought iron. Wooden vertical pickets or iron fencing were most common historically. Cinder block or modern landscape block walls are not acceptable. Alternative materials, plastic, plastic coated wood, split rail, or chain link type fencing is not acceptable.

- **Colors:** All surfaces, except for masonry, should be painted. Excessively garish or unusual colors should be avoided.

**Side and Rear Elevations:** Side and rear elevations, when not visible from public ways, are less important. While keeping original details and materials is highly encouraged, the use of alternative materials, including stucco, vinyl siding, non-wood windows, etc., is acceptable. New doors and windows should fit the existing openings as closely as possible.

## **Exterior, Brick or Masonry Buildings**

**Brick Pointing:** If required, brick is to be carefully repointed with new mortar to match the existing in size, configuration, color and texture. Special care should be taken when repointing the narrow, “butter” joints that are typical in the neighborhood.

**Brick Cleaning:** If cleaning is required, use the gentlest means possible. Do not use sandblasting or other abrasive techniques under any circumstances.

**Brownstone:** If existing brownstone detailing needs to be repaired, the new material or patching should match the existing in color and texture exactly.

**Stucco:** Existing brick should not be covered with new stucco, unless the existing brick is severely damaged and completely beyond repair. New stucco located on front or prominent facades should be scored to look like brownstone.

**Paint:** Existing brick or masonry surfaces should not be painted. If the existing brick or masonry is already painted, careful removal is encouraged. Repainting is acceptable only if the original masonry is damaged beyond repair.

## **Exterior, Wood Frame, Clapboard Buildings**

**Existing Wood Clapboard and Trim:** Existing wood clapboard and trim should be repaired or replaced to match wherever possible.

**Existing Alternative Siding:** Aluminum, vinyl, asphalt, or other alternative siding materials should be removed from the front and prominent facades.

**New Siding:** Wherever existing wood siding is not salvageable or is not present, it should be replaced with cedar siding or “Hardiplank”. Solid, paintable clapboard siding can be used where appropriate on prominent facades. Vinyl, aluminum, plastic, or other similar siding materials are not acceptable for use on front or prominent facades. They may be used on side or rear elevations that are not visible from public streets.

**New Trim and Details:** Where existing trim and/or details are not repairable or are not present, new trim and details may be of alternative materials, as long as they are painted.

## **Additions**

New additions should be compatible with the existing building in material, scale and level of detail. Although encouraged, new additions should not necessarily recreate the existing building style. Additions that are visible from public ways are particularly important and should be designed with traditional materials and attention to detail.

## **New Construction**

New construction on vacant lots should be compatible with the existing streetscape in material, scale and level of detail. The new buildings should not necessarily recreate any particular building or style, but should fit comfortably and interestingly with the overall character of the neighborhood. The front should be designed and built using traditional materials with attention to detail. New construction is particularly important since it will be extremely visible and prominent.

## **Signs**

Fascia signs, placed on the fascia or horizontal band between the storefront and the second floor, were among the most common. The fascia is often called the “signboard” and as the word implies, provided a perfect place for a sign- then as now. Signs in the form of plaques, shields, and ovals were used on many nineteenth-century buildings. Such signs had the advantage of being easily replaced as tenants came and went. They also easily incorporated images as well as lettering. Goldleaf signs, and signs painted or etched on glass in windows, doors and transoms were quite common. All new signage shall comply with the existing sign ordinance of the City of Trenton. Signs on residential properties shall comply with the “RB” regulations for signage. Signs on commercial buildings shall comply with the “BB” regulations for signage.

### **Prohibited Signs**

- Fluorescent illuminated signs
- Signs that move or provide the illusion of movement
- Signs which generate sound of any type
- Neon, fluorescent or other garish colored signs.
- Awing wrap around signs

## **Circulation Improvements**

The Plan proposes public improvement of existing streets, and construction of new street connections as shown on the Circulation Map. These improvements and new connections will increase fluidity of internal circulation, improve safety through natural surveillance, improve the quality and appeal of the neighborhood, improve the connectivity of the neighborhood with respect to the City and shall also add to the value of the neighborhood.

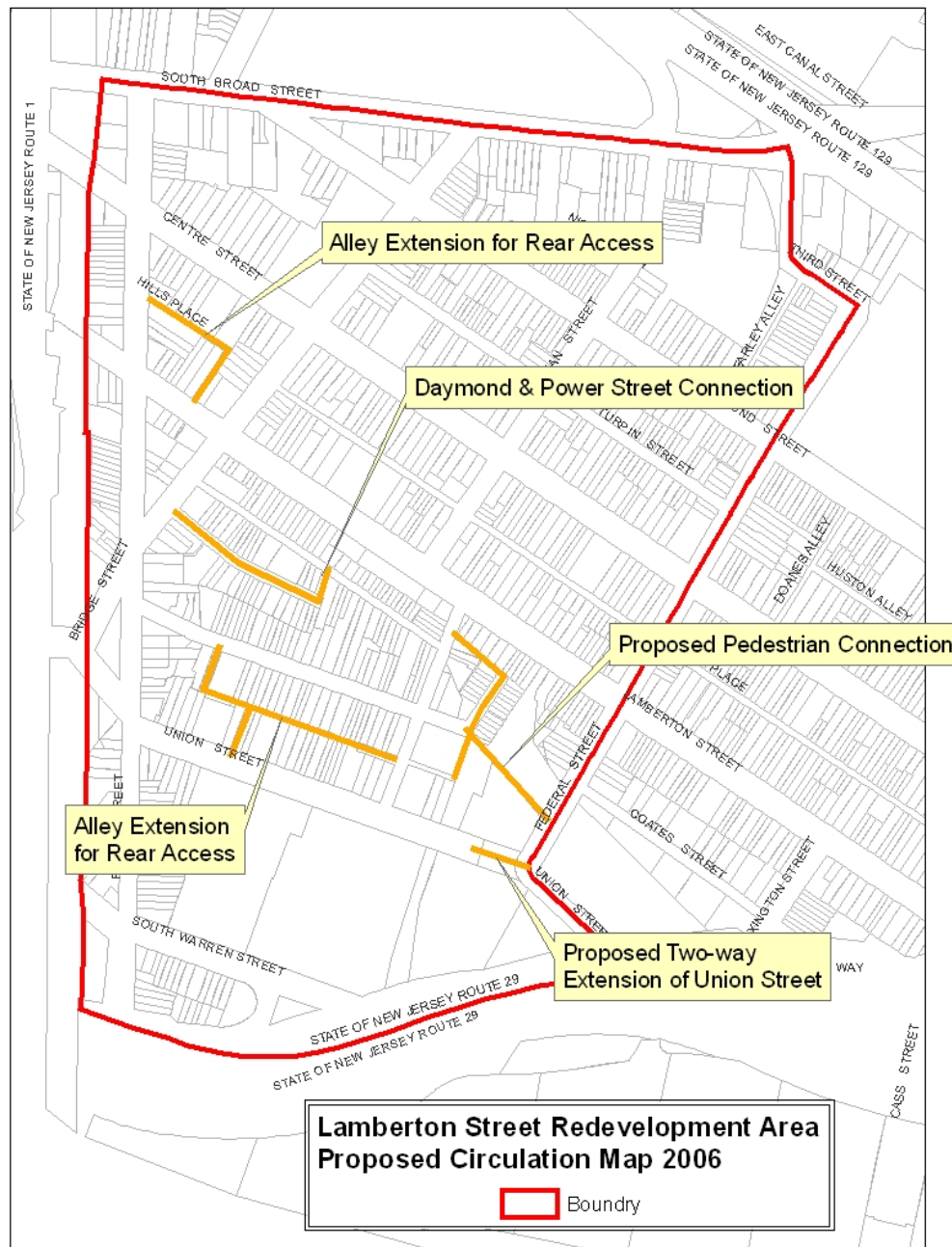
The Plan proposes the following circulation improvements in the Area:

- Construct a covered bus shelter at one of the designated NJ Transit bus stops on South Broad Street.
- Designate streets for one-way and two-way vehicular traffic.
- Enhance sidewalks for pedestrian comfort and separate vehicular and residential traffic, by design of street intersections, parallel parking curb extensions, etc.
- Develop connections that are exclusively for pedestrians and bikes.
- Develop a wayfinding signage plan for the neighborhood including signage from major thoroughfares.

The Plan proposes the following new connections within the Area:

- The connection between Union and Federal Streets should be opened.
- A new pedestrian connection shall be developed between Asbury Street and Federal Street, via Asbury place.
- A vehicular connection shall be established between Power and Daymond Streets, via a City owned parcel to the south of Daymond Street.
- Development of new alley connections are proposed to facilitate rear access to lots in blocks 11004 and 10203.

## Circulation Map





## Proposed Open Space and Connections

The Plan proposes improvement of the existing open spaces, which includes: “Cooper Field and Park” located at the southern end of Union Street; “Asbury Place Garden” located at the southeast corner of Steamboat Street and Bowden Alley, and the children’s play lot on Lamberton Street. Existing parks and playgrounds are shown on the Parks and Open Space map. These parks and playgrounds require improvements such as: a thorough cleanup of overgrown vegetation, new internal walkways with lighting, new play equipment, new shade trees, shrub and planters, wherever necessary, and lighting fixtures for safety and accessibility during the night.

This Plan also proposes to reconnect the neighborhood to the Riverfront Park through a bike-pedestrian neighborhood trail greenway. The trail “greenway” should be developed along the southern boundary of the neighborhood, making use of public owned parcels that were a part of the horse-cart line during the early 1900’s. The trail should connect the riverfront (via the traffic signal on Route 29), the neighborhood, South Broad Street, and the Roebling Market (across South Broad Street) as detailed on the Neighborhood Trail map. The trail should not only be a useful connection, but should also bring vitality into the neighborhood.

The trail should also connect “Cooper Field and Park” and the “Asbury Place Garden”, two large open spaces of the Area. The Trail connection, along with the proposed connection between Union and Federal Streets, should make these two open spaces more accessible at all times of the day. Considering the amount of infill housing proposed and the proposed redevelopment of the Kerney Homes site, these two parks and the children’s play lot are envisioned to be the most active and useful areas of the neighborhood.



■ ■ CONCEPT SKETCH OF NEIGHBORHOOD TRAIL ■ ■ ■ ■



## Parks and Open Space Map



## Neighborhood Trail map





## **Property to be Acquired**

In 1990, the Planning Board determined this area to be an “area in need of redevelopment” and authorized the City, if necessary, to utilize the power of eminent domain to acquire properties it or a designated developer was unable to acquire through good faith negotiations. This Plan does not contemplate nor does it authorize the City to use its power of eminent domain. Although other Redevelopment Plans in the City authorize condemnation, this neighborhood and corresponding Plan are unique, and therefore there is no need to authorize the use of eminent domain for this plan to be implemented.

## **Relocation**

No relocation is contemplated.

## **Plan Relationship to Other Plans**

### **Local Objectives**

The objectives of the Plan seek to achieve the goals contained within the City’s 1998 Land use Plan and reaffirmed in the 2005 Reexamination Report.

The Land Use Plan contains the following objectives that are relevant to this Plan:

- 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.
- To discourage development incompatible with existing uses and to identify new uses for areas currently incompatible with their surroundings.
- To identify appropriate land use densities for new development.

One of the central principles underlying the City’s Land Use Plan is that “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.” Consistent with this principle, the 1998 Plan envisions the Lamberton-Ferry community as a “sound, attractive residential area characterized by modest row houses on narrow lots.” The Plan further states that “rehabilitation and infill construction, along with streetscape improvements, is needed to enable the area to achieve its potential.”

### **Contiguous Municipalities**

The Redevelopment Area is not contiguous to nor does the Plan have a significant relationship to any contiguous municipality.

### **Mercer County Master Plan**

The 1995 Mercer County Growth management plan was prepared to promote the following general goals:

- Insure that land development occurs in appropriate areas, at appropriate intensities, and at an appropriate rate to preserve and enhance Mercer County’s existing communities, economy and quality of life.

- Develop a rational process to optimize the use of existing development, infrastructure and natural resources.

This Redevelopment plan is consistent with the planning goals of the Mercer County Growth Management Plan as a whole, and is also in line with the following functional goals:

- Provide for a rational land development pattern which preserves, protects and enhances existing development.
- Preserve open space and ensure that the recreational needs of residents are met.
- Provide opportunities for housing development and rehabilitation to serve a full range of incomes and lifestyles.

The City of Trenton is identified as an Urban Growth Area in the County Growth Management Plan. This Redevelopment Plan does not deviate from the general policy set forth for development and redevelopment for Urban Growth Areas in the Mercer County Growth Management Plan.

### **State Development and Redevelopment Plan**

The City of Trenton is one of the State's eight designated urban centers. According to the 2001 State Plan, urban centers "offer the most diverse mix of industry, commerce, residences and cultural facilities of any central place... historically, public agencies at all levels have invested heavily in these Centers, building an intense service fabric that, with repair must occur anyway, offers a solid foundation for new growth in the future."

One of the statewide goals of the State Plan is to "revitalize the State's Cities and Towns." This goal includes investing public resources and leveraging private investment in housing and jobs.

The State Development and Redevelopment plan (SDRP) also places the Redevelopment Area in the Metropolitan Planning Area (PA1).

This Redevelopment Plan is consistent with the planning goals and objectives of the SDRP as a whole ("to revitalize the State's urban centers and areas"), moreover, it promotes the following:

- Promote development and redevelopment in Cores and neighborhoods of Centers.
- Provide a full range of housing choices through redevelopment, new construction, rehabilitation, adaptive reuse of non-residential buildings, introduction of new housing in non-residential settings and preservation of existing housing stock.
- Promote economic development by encouraging strategic land assembly, infill development, public/private partnerships and infrastructure improvements that support an identified role for the community within the regional marketplace.
- Provide maximum active and passive recreational opportunities.
- Concentrate on maintenance and rehabilitation of existing parks and open space while expanding and linking the system through redevelopment and reclamation projects.
- Promote design that enhances public safety, encourages pedestrian activity and reduces dependency on the automobile.

- Encourage the preservation and adaptive reuse of historic or significant buildings.

## **Redeveloper Agreements and Selection of Redevelopers**

- Redeveloper agreements shall be required for all publicly owned parcels to be conveyed to private developers.
- The City shall have the right to select any potential redeveloper and may or may not utilize an RFP process.
- The redeveloper will be obligated to carry out the specified improvements in accordance with the Redevelopment Plan.
- The redeveloper, its successors or assigns shall devote land within the redevelopment Area to the uses specified in this Redevelopment Plan.
- The redeveloper shall begin and complete the development of said land for the use(s) required in this Redevelopment Plan within a period of time, which the City Council fixes as reasonable.
- Until the completion of the improvements, the redeveloper will not be permitted to sell, lease, or otherwise transfer or dispose of property within the Redevelopment Area without prior written consent of City Council.
- Upon the completion of the required improvements, the conditions determined to exist at the time the Redevelopment Area was determined to be in need of redevelopment shall be deemed to no longer exist.
- No covenant, agreement, lease, conveyance or other instrument shall be effected or executed by the redevelopers, City Council, or the successors, lessees, or assigns of either of them, by which land in the Redevelopment Area is restricted as to sale, lease, or occupancy upon the basis of race, color, creed, religion, ancestry, national origin, sex, sexual orientation or marital status.
- Neither the redeveloper nor City Council, nor the successors, lessees, or assigns or either of them shall discriminate upon the basis of race, creed, religion, ancestry, national origin, sex or marital status in the sale, lease or rental or in the use and occupancy of land or improvements erected or to be erected thereon, or any part thereof, in the Redevelopment Area.

## **Administrative and Procedural Requirements**

### **Amending the Redevelopment Plan**

Upon compliance with the requirements of applicable law, the City Council may amend, revise or modify the plan, as circumstances may make such changes appropriate.

### **Duration of Plan**

The Plan, as amended, shall be in full force and effect for a period of thirty (30) years from the date of approval of this Plan by the City Council.

## Implementation

The action strategies and recommendations contained in this Plan are numerous. As such, it is necessary for the City to prioritize and phase its redevelopment efforts. The following strategy seeks to guide the City in its efforts to successfully implement this Plan.

**Phase I:** Sale of City owned parcels and establishment of a neighborhood rehabilitation program.

### Action Steps:

1. The City should aggressively advertise and sell the 88 vacant City owned properties and the 23 City owned parcels with boarded up buildings. The properties should be developed consistent with the District standards. Every effort shall be made to require owner occupied housing where feasible. The contract of sale shall require construction within 2 years. Rehabilitation of boarded buildings shall be completed within 18 months.
2. The City should establish a neighborhood rehabilitation program targeted to owner occupied housing units occupied by low and moderate-income households. Low and moderate-income households are those with incomes less than 50% and 50% to 80% of median income, respectively. The City may utilize a portion of funds received from Regional Contribution Agreements (RCA) for rehabilitation of units occupied by low and moderate-income households.
3. Aggressive code/property maintenance enforcement.

### Timeframe

Within 6 months of adoption of Plan for establishing rehabilitation program and sale of publicly owned properties.

### Potential Funding Sources

- Home Buyer Mortgage Program
- Smart Start Program
- Home Plus
- Urban Home Ownership Recovery Program
- HOME – neighborhood Preservation
- Refinance Rehabilitation Program
- Downtown Living Initiative Program
- Historic Preservation Revolving Loan Program

**Phase II:** Sale and Redevelopment of Kerney homes Site

### Action Steps:

1. The City and the Trenton Housing Authority should work together to solicit proposals from potential redevelopers consistent with this plan.

2. A redeveloper should be selected and a development agreement should be negotiated and executed.

**Timeframe**

Construction to begin within 2 years of the adoption of the Plan.

**Phase III:** Construction of the pedestrian/ bikeway greenway trail and upgrades to the parks.

**Action Steps:**

1. The City should schedule a neighborhood charrette in order to receive community input regarding design of the greenway and upgrade to the parks.
2. The City should construct the greenway trail funded by the City's Open Space Fund or other available resources.
3. The City should retain a qualified firm to upgrade the parks.

**Timeframe**

Construction to begin within 2 years from adoption of Plan.

**Phase IV:** Adaptive reuse of the Cracker Factory.

**Action Steps:**

1. The City should meet with the property owner.
2. The City should provide technical and other assistance to promote the redevelopment of the building.

**Timeframe**

Reuse of building within 3 years of adoption of Plan.

**Potential Funding Sources**

- Historic Preservation Revolving Loan Program
- Urban Centers small loans
- Upstairs Downstairs Mortgages

**Phase V:** Upgrade of Infrastructure/ Streetscape Improvements/ Circulation Improvements.

**Action Steps:**

1. The City should phase the Lamberton Area upgrades (e.g. street trees, curbing, lighting, sidewalks) into the City's 5 year Capital Improvement Program.
2. The City should leverage outside funding sources and evaluate the most viable programs.

**Timeframe**

Completion within 5 years from adoption of Plan.

### Potential Funding Sources

- Transportation Enhancement (TEA-21)
- NJ Tree Planting Grant
- Bicycle Program/ Safe Streets to School Program
- Aid for Urban Environmental Concerns

### Funding Initiatives

The City of Trenton and the Lamberton neighborhood should leverage outside funding sources in order to maximize the vision outlined in this Plan.

Program Name	Program Description	State Agency	Contact
<b>Refinance Rehabilitation Program</b>	Assists current homeowners by refinancing the existing mortgage. A portion of the refinancing must be used for rehabilitation of the house.	HMFA	(800) NJ-House
<b>At Home Downtown Program</b>	Aims to revive the mixed-use vitality of downtowns and neighborhood commercial districts. By taking advantage of reduced-rate loans, business owners, non-profit organizations and investors can construct or acquire, refinance, and renovate buildings that offer ground floor storefront commercial opportunities with up to four units of rental housing overhead.	HMFA	(800) NJ-House
<b>Downtown Living Initiative Program</b>	Provides low interest loans to spur the construction of marketrate -rental housing in urban areas. The theory behind Downtown Living is that the reintroduction of middle-income households to urban neighborhoods is critical to economic revitalization.	DCA	(609) 633-6302
<b>Home-Plus Program</b>	A fixed interest rate home mortgage to qualified first time homebuyers and urban area homebuyers with immediate home improvement needs. Homeowners are allowed to finance up to \$15,000 toward home improvements and repairs as part of the first mortgage.	HFMA	(800) 654-6873
<b>Home Buyer Mortgage Program</b>	A below market, fixed interest rate is offered to first time and urban area buyers. Down payments as little as 3% is required and must come from borrowers assets. Certain closing costs can be gifted by family	HMFA	(00) 654-6873



	members, non-profits and government agencies. Debt to income ratios as high as 33% and overall debt 38%		
<b>Urban Home Ownership Recovery Program</b>	Provide construction financing for developers of urban for sale housing. It also includes access to subsidy pool money (Housing Incentive Fund) and HMFA homebuyer mortgage programs. The program targets urban aid cities. Restrictions may apply to subsidized units.	HMFA	(800) 654-6873
<b>HOME-Neighborhood Preservation</b>	To provide financial assistance to property owners for the rehabilitation of substandard housing units.	DCA	(609) 633-6257
<b>Smart Start Program</b>	Helps families purchasing homes in Smart Growth areas by offering a second mortgage for downpayment and/or closing costs. Borrowers earning less than 80% of HMFA's Home Buyer county income limits are eligible to receive 4% of the first mortgage amount.	HMFA	(800) NJ-House
<b>Aid for Urban Environmental Concerns</b>	Provides grant funding for the State's urban communities to enhance the environment in the urban settings. Eligible projects may include urban environmental redevelopment planning, urban environmental inventories, streetscaping, art in public places.	DEP	(609) 984-0828
<b>New Jersey Tree Planting Grant</b>	To positively impact local areas by planting trees on land owned or controlled by state, county or local governments. This is achieved by supporting and encouraging the development of Community Forestry Programs.	DEP	(609) 292-2532
<b>Bicycle Program/ Safe Streets to School Program</b>	Addresses pedestrian and bicycle travel needs through the development of bicycle and pedestrian improvements.	DOT	(609) 530-3640
<b>Transportation Enhancements (TEA-21)</b>	Transportation Enhancement funds are used only for projects with a direct transportation relationship that enhance quality of life while reaching the greatest number of people. In addition, funds may be used for projects that protect the environment and provide a more aesthetic, pleasant and improved interface between the transportation system and communities.	DOT	(609) 530-3640

<b>Upstairs-Downstairs mortgages</b>	Provides FHA-insured as well as below rate mortgages with private mortgage insurance below market rate funds to acquire, rehabilitate or refinance residential structures with a storefront commercial component. The program objective is to help municipalities and small business revive the mercantile and housing potential of Main Street and neighborhood commercial areas.	HMFA	(800) 654-6873
<b>Community Lending Program</b>	Loans and bonds for businesses that have been in operation for at least two years in neighborhoods where at least 51% of the residents are of low or moderate-income or the requested financing will benefit such residents. Loans can be from \$100,000 to \$6 million with a 25% loan guaranty from EDA.	NJEDA	(609) 292-0187
<b>Urban Centers Small Loans</b>	Available to existing retail and commercial businesses located in the commercial district of a targeted municipality. Loans must be primarily for renovations, although a portion can be applied to fixed assets or for working capital purposes. Loans range from \$5,000 to \$50,000 for up to 10 years at an interest rate of 1% below the federal discount rate at the time of closing.	NJEDA	(609) 292-0187
<b>Garden State Historic Preservation Trust grants</b>	Grants for the planning, preservation, improvement, restoration, stabilization, rehabilitation and protection of historic properties.	DCA	(609) 984-0473
<b>Historic Preservation Revolving Loan Program</b>	Loans for the preservation, improvement, restoration, stabilization, rehabilitation and protection of historic properties.	DCA	(609) 984-0473
<b>Financing for Small businesses, minority owned or Women owned Enterprises</b>	Businesses certified as small, minority-owned, or woman owned enterprises. Loans are made for up to 15 years for real estate; 10 years for fixed assets and up to five years for working capital.	NJEDA	(609) 292-0187
<b>Statewide Receivable Financing</b>	Small, minority-owned, or woman owned businesses are eligible for loans of up to \$100,000 for working capital. NJEDA will guarantee up to 50% of the loan, not to exceed \$50,000.	NJEDA	(609) 292-0187

# Lamberton Street Redevelopment Area

April 2006

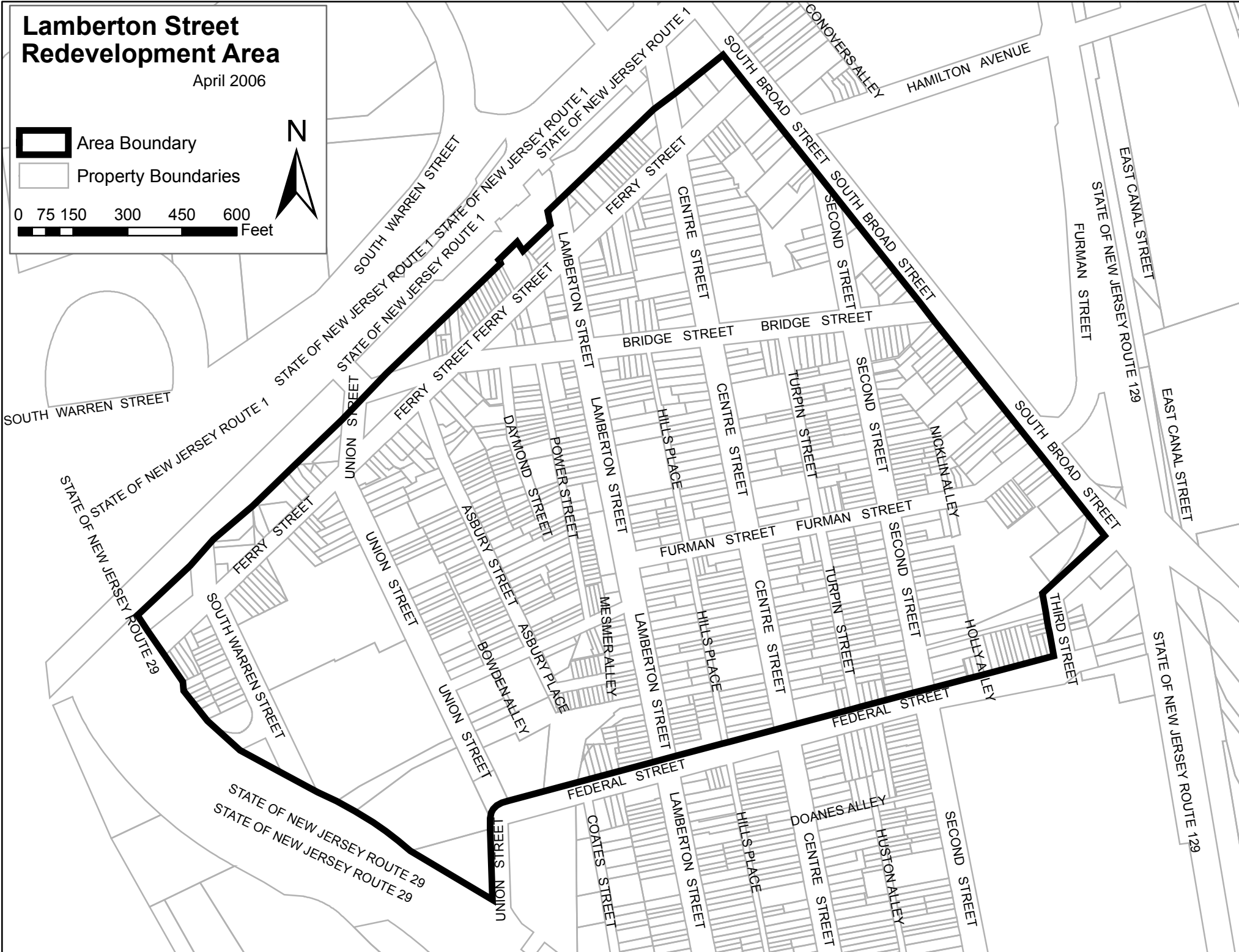


Area Boundary





Property Boundaries

0 75 150 300 450 600 Feet




# Lamberton Street Redevelopment Area

April 2006

-  Area Boundary
-  Property Boundaries

## Land Use

-  Single-Family Residential
-  Multi-Family Residential
-  Neighborhood Mixed Use
-  Parks
-  South Broad Street Mixed Use

0 75 150 300 450 600 Feet

