

**LOWER ASSUNPINK**  
**REDEVELOPMENT AREA PLAN**

**MAY 2005**

**CITY OF TRENTON**

**DEPARTMENT OF HOUSING AND ECONOMIC DEVELOPMENT**

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## **A. DESCRIPTION OF PROJECT**

### **1. Boundaries of Project**

The following Block and Lots are part of this plan:

<u>Block</u>	<u>Lot</u>
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10701	1, 2, 3
2002	1

See attached boundary map

### **2. Redevelopment Objectives**

- a.** The primary objective of this redevelopment plan is to promote the redevelopment of this area as a high quality mixed use development embodying the principals of smart growth planning. The existing layout of expansive surface parking lots shall be redesigned to create appropriately scaled urban blocks. Mid-rise development in this area should be encouraged to include a mix of residential, office, retail, entertainment uses and new open spaces, and to encourage alternative modes of transportation (pedestrian, bicycle, transit).
- b.** Create a strong physical and visual connection to both the Assunpink Creek and the Delaware River. Create appropriate walkways along the Assunpink Creek and linkages to proposed walkways along the Delaware River. The redesign shall also create appropriate buffers between the creek and new uses in this area. New uses should, where possible, front onto the creek thereby creating pleasing views to this downtown feature.
- c.** Support the redesign of Route 29 into an at grade level boulevard which will provide waterfront access from the downtown via new street extensions to the waterfront. Any new development proposed for this area should be oriented to complement and take advantage of the redesign of Route 29.

## **B. LAND USE PLAN**

### **1. Boundary and Land Use Map**

The attached land use map, dated May 2005, indicates the primary land uses permitted within the project area.

### **2. Land Use Provisions and Building Requirements**

a. Permitted Land Uses

The Lower Assunpink Redevelopment Area Plan shall be a Mixed Use High Density (MUHD) District.

The permitted uses in this Mixed Use District are as follows:

- a. Residential; as a stand alone use or in conjunction with other land uses.
- b. Office use; mid-rise development; must include a first floor use commensurate to a mixed use district, such as retail or a restaurant use.
- c. Parks and open spaces. These spaces may be developed by both the public and private sector.
- d. Destination/entertainment uses; These uses shall be of a type that is appropriate for a mixed use district. The appropriateness of such uses shall be determined by the Planning Board as part of an informal review prior to formal site plan submission as allowed under Section 315-64 of the Land Development Ordinance
- e. Business and residential uses; As prescribed in the BA zoning classification these uses shall include hotels, retail sales and services, theaters, multistory parking garages and related uses. In an effort to reduce the dependence upon automobile use and associated parking demand, the redevelopment plan requires shared parking at all of the parking facilities. Single use parking garages are not allowed in this district and, as such, will require a redevelopment plan amendment to the Planning Board. The applicant must demonstrate to the Planning Board that an additional use cannot be introduced into the parking structure.
- f. There are no permitted conditional uses in this district.
- g. Other Provisions;
  - 1. Parking requirements are governed by Article XXIII of the Land development Ordinance. A copy of which is attached hereto.
  - 2. Lot size, area, yard and building requirements are governed by the BA zoning district requirements with the exception that the maximum building height in this district shall be 12 stories or 140 feet. The Planning Board retains its authority to grant bulk variances in this district.

b. Master Planning - It is the intent of this plan to maximize the redevelopment of this area through responsible master planning. As such the city has developed guiding principals related to smart growth design and sustainability that redevelopers must address when developing plans for this area

Smart Growth principals

The following smart growth principals shall guide new development in this district. Developers will be required to demonstrate to the Planning Board how these principals are adhered to in their development plans:

1. Range of housing types – promote compact, “New Urbanist” communities to include a variety of housing sizes and types. Promote high density urban in-fill housing, utilizing existing infrastructure (roads, water, sewer) to the greatest extent possible. Expand the ridership base for public and alternative transportation by providing a design that supports and encourages alternative modes of travel. Expand the economic base for local retailers and reduce per-capita consumption of open spaces and environmental resources.
2. Walkable Neighborhoods – promote the development of a walkable neighborhood that seamlessly connects the downtown core to the waterfront areas. Walkable neighborhoods are human-scale and characterized by mixed land uses, compact buildings, and pedestrian amenities – sidewalks, on-street parking, ground floor retail, reduced setbacks, narrow streets, short blocks that balance the mobility needs of multiple users – pedestrians, bicyclists, transit riders, and automobiles.
3. Foster a Sense of Place – Communities with a high quality of architectural beauty and distinctiveness fosters a sense of place. This can also be accomplished through the strategic location of open spaces and gathering areas. As such the Planning board will have the authority to request an informal review of any development application before the City of Trenton Landmarks as related to architectural design. All comments from the Landmarks Commission shall be advisory.
4. Create Open Spaces – Promote the creation and preservation of open spaces to include community spaces, plazas, habitats for plants and animals, recreational opportunities, places of natural beauty and critical environmental areas, such as areas along the Assunpink Creek.
5. Provide a Variety of Transportation Choices – Provide residents, workers and visitors with multiple, safe and connected options - roads with adequate levels of service for an urban environment, user-friendly connections to rail and bus routes, bicycling lanes and attractive pedestrian linkages to encourage walking.
6. Mixed Land Uses – New residential development can serve as an economic stimulus for existing commercial areas that are busy during the day but lack foot traffic in the evenings and weekends. By siting new residential development in close proximity to commercial development you increase the desirability of the community as a cohesive neighborhood. Basic services and amenities such as day care, groceries, medical and fitness facilities and

restaurants address the needs of both the working and residential populations. These mutually beneficial mixed residential and commercial developments, when integrated as a compact walkable community, is often the most vibrant area of a downtown district.

### Sustainable Design

The City of Trenton is committed to the concepts of sustainability and, as such, seeks to incorporate these concepts into new developments in this district. Generally, the sustainable design movement grew out of a strong conservation ideology that seeks to maintain a harmony between our natural environment and our desires to grow. Sustainability requires that we do not consume resources faster than they can be renewed nor produce waste faster than it can be absorbed.

First and foremost, the practices set out in these guidelines attempt to integrate into the urban development realm an understanding of the natural processes that make up our environment. For example, attention to the movement of water, wind, sun, and energy across a site can provide opportunities for making the urban environment more comfortable, more ecologically healthy, and more economically viable. Sustainable urban stormwater drainage systems that capitalize on recapturing much of the on-site water prior to discharge off site, not only increase groundwater recharge, which enhances the larger ecological structure of the area, but can also reduce the need for irrigation. Appropriate orientation for buildings can reduce heating and cooling costs, as well as mitigate noxious factors such as air pollution. These guidelines promote practices that will provide a greener and more livable environment, while attending to the economic underpinnings of any development project. Sustainable development means economically sensible development, and these guidelines lay out practices that will add value to development projects. **THE GUIDELINES AS ATTACHED SHALL BE MADE PART OF THIS PLAN**

### b. Building Requirements

In order to ensure the functional coordination that is essential to carrying out the objectives of the Redevelopment Plan and the continued maintenance of the Project Area, developers shall agree to certain control as are deemed appropriate by the City of Trenton. Such controls will be concerned with aesthetic and functional considerations and will not relieve developers of their responsibility to comply with all ordinances and governmental rules and regulations. The City of Trenton specifically reserves the right to review and approve the developers' detailed plans, final working drawings and specifications.

Review and approval will be specifically concerned with, but not limited to site planning, architectural layout, materials of construction, landscaping, access, advertising and identification signs, streets and sidewalks.

Preliminary sketch drawings of site plans and building elevations in sufficient detail to show access, layout, landscaping and building construction shall be submitted to the City of Trenton for review and approval before working drawings are made.

The right of the City of Trenton to review plans and specifications shall extend for a period of thirty (30) years following the official adoption of this Redevelopment Plan by City Council.

## **C. PROJECT PROPOSALS**

### **1. Land Acquisition**

It is anticipated that most of the land within the boundaries of this redevelopment area will be acquired by the City of Trenton in order to initiate comprehensive redevelopment of this district. All land within this redevelopment area is owned by the State of New Jersey, as such, the City of Trenton or its legal redevelopment designee will negotiate the acquisition of these properties from the State.

### **2. Redeveloper's Obligations**

In order to achieve the objectives of this Redevelopment Plan, developers are to construct improvements in conformance with this plan and begin such construction within a reasonable time as determined by the City of Trenton.

## **D. OTHER PROVISIONS NECESSARY TO MEET STATE AND LOCAL REQUIREMENTS**

The laws of the State of New Jersey require that any redevelopment project be undertaken in accordance with a Redevelopment Plan for the project area.

The Trenton Planning Board has by resolution approved this Redevelopment Plan for the Lower Assumpink Redevelopment Area. It has further indicated that the proposals of this Redevelopment Plan are in accordance with local plan objectives and the Master Plan of the City of Trenton.

### **1. Land Use**

The Land Use Plan/Land Use Map indicates proposed uses following redevelopment. The land uses as shown on the Land Use Plan/Land Use Map are in general conformity with the local objectives for the project area, which is designated as a mixed use high density district.

## 2. Density of Population

The population density will increase in this area as the result of the new development of high density residential. This area is well suited to absorb new residential development. The existing lands are underutilized and contain a significant amount of surface parking. This significant amount of surface land affords an opportunity to re-populate this area with a high density, mixed use, urban scale development. Because it is accessible to the Assumpink Creek, the Delaware River and public transportation, we anticipate a considerable amount of development to occur on these sites soon after plan adoption.

## 3. Public Transportation

This area is well positioned to take advantage of different modes of public transportation. The Trenton Train Station is within walking distance to this area and the area is served by the NJ Transit buses. The city will continue to explore ways to move people from this area and other downtown locations to the Train Station. It is envisioned that workers and residents in this redevelopment area will take full advantage of the well-defined public transportation system.

## 4. Public Utilities

The existing infrastructure and utility capacity will be evaluated on a case by case basis. If upgrades are required, the city will work with individual redevelopers to address these necessary upgrades. It is expected that the redeveloper will contribute financially to all upgrades in the redevelopment area

A new traffic circulation system will be developed as part of the redevelopment of this area. The New Jersey Department of Transportation (NJDOT) is currently evaluating the feasibility of converting Route 29 into an at grade boulevard. It is expected that as part of this redesign a new internal street system will be developed in this area that will create a significant number of development parcels with waterfront access.

## 5. Recreational and Community Facilities

New open spaces will be developed as part of the buildout of this area. Some improvements envisioned include new walkways along the Assumpink Creek and the Delaware River, as well as park plazas serving the new, mix-used developments.

## 6. Significant relationship of the Redevelopment Plan to the Master Plans of contiguous municipalities

There are no significant relationships between this redevelopment plan and the contiguous municipalities needing further review. The Redevelopment Plan's stated objective to create a new mixed use downtown development is consistent with both the Mercer County Master Plan and the State of New Jersey Development and Redevelopment Plan. Furthermore, it is not believed that the stated objectives of this redevelopment plan will impact the master plans of contiguous municipalities in any significant way.

7. Regulations and Controls

All standards relating to land coverage, lot dimensions, yard sizes, building heights and the like are given in accordance with the Zoning Ordinance of the City of Trenton as amended, unless specifically addressed in this Plan.

8. Relocation Plan

There are no residents in this area that will need to be relocated.

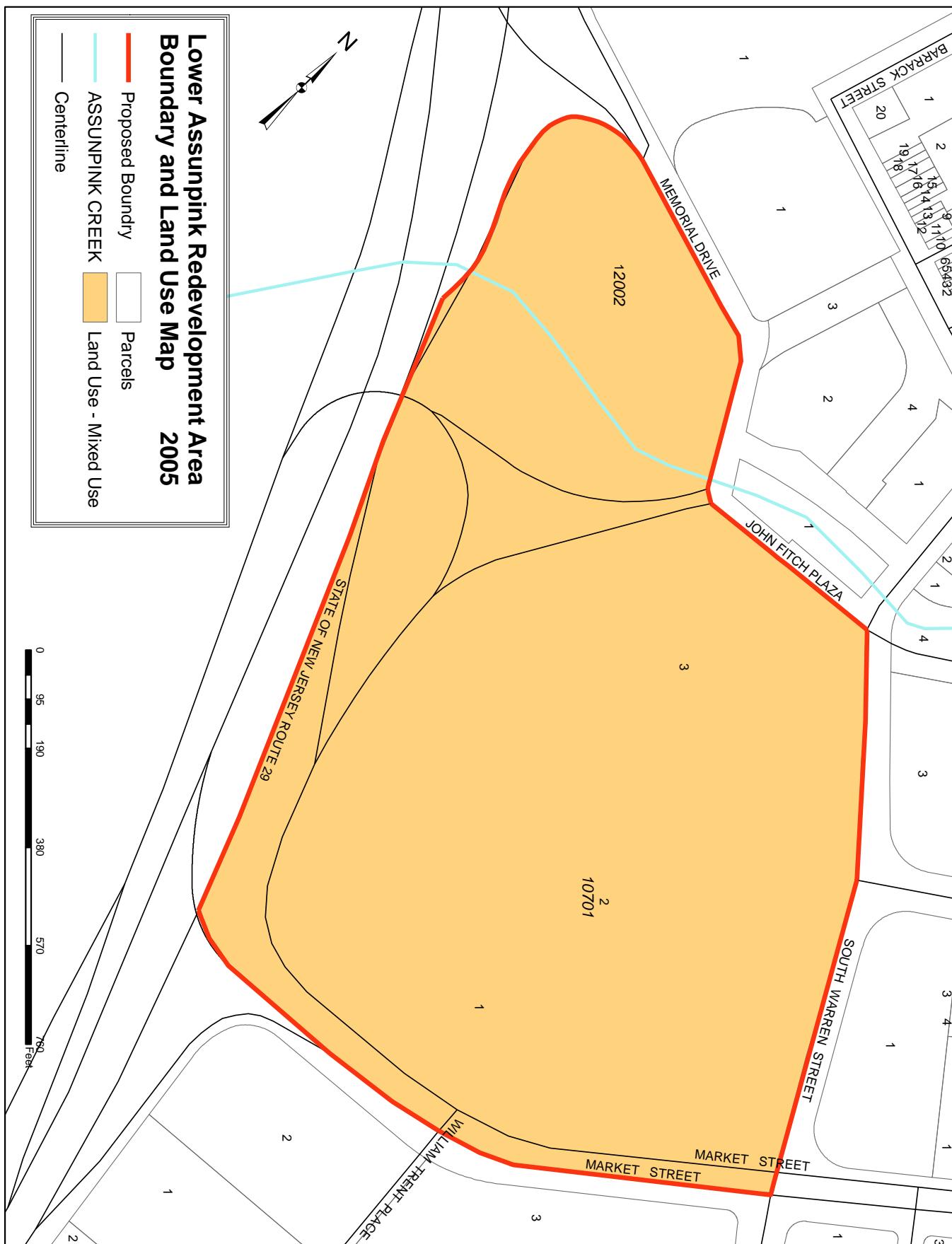
**E. PROCEDURES FOR CHANGING APPROVED PLAN**

The Redevelopment Plan may be amended from time to time upon compliance with the requirements of the redevelopment law, provided that with respect to any land in the project area previously disposed of by the City of Trenton for use in accordance with the Redevelopment Plan, the City of Trenton receives the written consent of the then owner of such land whose interest, as determined by the City of Trenton, is materially affected.

The Planning Board may amend the parking requirements of the Redevelopment Plan at the time of site plan application, without the approval of City Council.

**F. PROJECT MAPS**

1. Boundary Map/ Land Use Map
2. Sustainable Design Guidelines
3. Parking Requirements



## **LOWER ASSUNPINK AREA REDEVELOPMENT PLAN**

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### **SUSTAINABLE DESIGN GUIDELINES**

These design standards are part of the Enterprise Avenue Redevelopment Plan and shall be used in concert with this plan

## SUSTAINABLE DESIGN GUIDELINES

### Sustainable Architectural Design Concepts and Elements:

Seasonal Design Objectives:

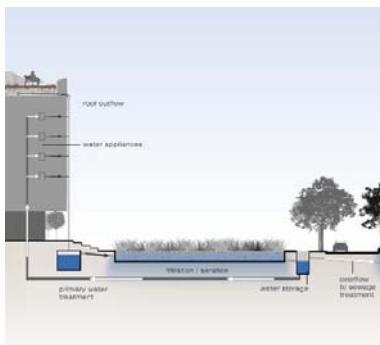
#### Summer

Encourage light breeze  
Provide shaded routes  
Protect from rain

#### Winter

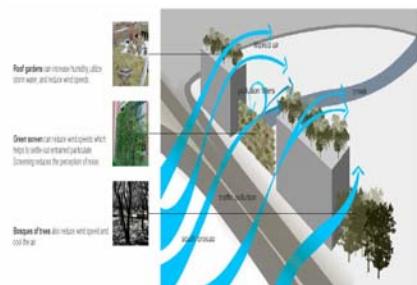
Protect from winds  
Increase solar access  
Protect from rain & snow

The following guidelines will maximize comfort while minimizing energy costs:



- Orient the majority of glazing to optimize daylighting potential and heat gain during winter season
- Orient thermal mass (materials that absorb, store, and conduct heat) and insulation to take advantage of southern exposure while blocking north winds
- Use roof-top gardens to reduce solar gain and insulate in winter

The following guidelines will minimize the effects of pollution:



- Using building massing to gather wind for the dispersion of air pollutants
- Use building massing to mitigate noise pollution
- Use building massing and vegetated screening to gather wind for the filtration/dispersion of air pollutants
- Use roof-top gardens and adjacent courtyards to mitigate air pollution and noise

Easily re-usable construction materials:



- Crushed gravel and concrete- use as sub-base
- Saw cut concrete can be used as dry-laid retaining walls, edging for planting beds; unit pavers
- Crushed glass, gravel, ceramics or aggregate for asphalt and concrete
- Asphalt reuse (as sub-base or aggregate)
- Re-use of gravel and tar roofing materials (from demolished buildings) avoiding large fees to dump material

#### Sustainable Building System Components:

- Atrium spaces
- Shade structures, awnings, overhangs
- Internal heat recovery
- Thermal mass and insulation
- Up-draft ventilation and air scoop, for natural ventilation
- Under floor displacement ventilation
- Photovoltaic integration
- Separation of mechanical spaces

#### Sustainable Site Design Concepts and Elements:



Bioswales/raingardens

#### Basic storm water components:

- Roof gardens
- Bioswales/rain gardens
- Permeable surfaces
- Grey water systems
- Retention and detention facilities
- Continuous trenching

The following guidelines will maximize comfort while minimizing energy costs:

- Orient buildings to the south
- Site taller buildings to minimize shadows on an open space and other buildings
- Orient open space to maximize winter solar exposure
- Provide tree canopy cover and reduce hardscape for areas with high summer solar exposure
- Provide opportunities for vegetated screening, awnings, overhangs, and adjustable shade structures on buildings with high summer solar exposure

Sustainable site design should seek the following benefits:

- Minimize disturbed areas by limiting clearing and grading to a carefully described development envelope
- Increase the extent of on-site landscaping
- Encourage growth of native and well adapted species and eliminate the need for fertilization and pesticides
- Reduce soil erosion
- Promote natural recharge and infiltration without the threat of surface contamination.
- Reduce runoff volumes and peak runoff rates

Engagement with adjacent waterways should consider these basic parameters:

- Stabilization and protection of slopes, water quality, and existing vegetation
- Access via pathways, bridges, boardwalks and concerns for safety
- Connections to stormwater systems, habitat networks, pedestrian and recreation areas

The following guidelines will provide a healthier framework for habitat:

- Link landscape elements to form a continuous network of forage, water, and cover
- Create “fingers” of habitat that reach into the urban landscape from the creek
- Create zones that provide a diversity of habitat and shelter through layers of plant heights and types
- Select native plants that provide food and shelter for song birds, small mammals, insects, etc.

Buildings are LEED Silver or better (please refer to the City of Trenton Website and the “Trenton Sustainable Brownfields Development Project” report or the LEED web site for addition information on the LEED program)

These sustainable guidelines are meant to function as “guiding principles” for all new development. As such, it will be the responsibility of each redeveloper to incorporate as many of these elements into their site plan as practical, that will be submitted to the City of Trenton’s Planning Board. Developers are strongly encouraged to submit concept plans to the Division of Planning outlining all sustainable design elements prior to formal site plan submission. The Board, in consultation with the City’s consulting engineers, will have the jurisdiction to determine if the “spirit” of these guidelines are adequately addressed.

## **ARTICLE XXIII Off-Street Parking, Loading and Unloading**

§ 315-134. Plan required; issuance of occupancy permits; encroachment of parking spaces prohibited.

Off-street parking, unloading and service requirements of this article shall apply and govern in all present and future zoning districts within the City. Except as provided in this article, no application for a building permit shall be approved unless there is included with the plan for such building, improvement or use a plot plan showing the required space for off-street parking, unloading and service facilities. Occupancy permits shall not be given unless the required off-street parking, unloading and service facilities have been provided in accordance with those shown on the approved plan. No off-street parking area shall be reduced in size or encroached upon by buildings, vehicle storage, loading or unloading, or any other use where such reduction or encroachment will reduce the off-street parking and loading spaces below that are required by these regulations. The above provisions shall not apply to one-family dwellings.

### § 315-135. Existing uses.

Any building, improvement or use in operation on the effective date of this chapter May 26, 1989. is not affected by the provisions of this article until such time as the existing building, improvement or use is enlarged.

§ 315-136. Design standards. A. Size of parking space. Each ninety-degree and parallel parking space shall not be less than 180 square feet nor less than nine feet wide, nor less than 20 feet deep. Where cars overhang concrete curbing, then the depth of a space shall be not less than 18 feet. B. Compact spaces. At the discretion of the Board, up to 30% of required parking spaces may be designated for compact car use. Such spaces shall not be less than eight feet wide, not less than 17 feet deep, except in areas where cars overhang curbing, then the depth of space shall not be less than 16 feet.

C. Driveways for residential dwelling structures. The parking of vehicles in front yards in front of the front building line is prohibited. Driveways must be on side yards and extend at least 18 feet beyond the front building line, and be a minimum of eight feet in width on a side yard of at least 10 feet in width. The maximum width of a driveway shall be 12 feet in the front and side yards.

D. Interior driveways for parking lots. The following driveway widths shall apply: (1) For ninety-degree parking: 22 to 24 feet wide.  
(2) For sixty-degree parking: 18 feet wide.  
(3) For thirty- and forty-five-degree parking: 14 feet wide.  
(4) Where used with parallel parking, or where there is no parking: at least 14 feet wide for one-way traffic movement and at least 24 feet wide for two-way traffic movement.

E. Driveway location. At the intersection of streets, no driveway shall be located closer than 20 feet to the intersection of two curblines.

- F. Handicapped parking spaces. Handicapped parking spaces shall be provided in accordance with state requirements.
- G. Separation from walkways and streets. All off-street parking, off-street loading and service areas shall be separated from sidewalks, streets or alleys by appropriate protective and screening devices; specifically, attractive walls and coniferous plantings along the street edge.
- H. Landscaping and lighting of parking lots. Landscaping and lighting shall be required, in accordance with Article XXV (§ 315-162 et seq.).
- I. Multistory parking garages. Parking garages shall utilize brick or other material acceptable to the Planning Board for sides of a garage visible from the street.
- J. Paving of driveways and/or off-street parking areas. (1) All new driveways and/or off-street parking areas required by ordinance shall be paved with impervious materials, including brick, asphalt, concrete or driveway pavers, in accordance with the specification of the Construction Official.  
(2) Driveways for single-family dwelling units shall be permitted the option of having paving surface provided only under the vehicular tire treadway. Each treadway shall have a minimum width of two feet, with a maximum unpaved area of three feet in width down the middle. The unpaved central strip shall have gravel or be seeded.

K. Paving of on-site walkways. All new on-site walkways leading from a sidewalk, driveway, street or alley to the primary structure on the property shall be paved with impervious materials, including brick, pavers or concrete, in accordance with the specifications of the Construction Official. Asphalt material may be used for walkways located in the rear yard of the property.

#### § 315-137. Other uses prohibited.

No off-street parking or loading area shall be used for the sale, repair, dismantling or servicing of any vehicles, equipment, materials or supplies.

#### § 315-138. Responsibilities of owners.

It shall be the responsibility of the owner of the property to properly maintain all off-street parking, loading and unloading areas, service areas, driveways, aisles and accessways in good condition, free of potholes, cracks and sagging conditions creating drainage problems. All lighting curbs, bumpers, markings, signs, drainage and landscaping shall be similarly maintained in workable, safe and good condition. If the owner fails to undertake needed repairs and general maintenance, and after proper notification by the Zoning Officer, the City Council may authorize repairs to be made at the owner's expense.

#### § 315-139. Meeting requirements through other space.

Garage space or space within a building, in basements or on the roofs of buildings may be used to meet off-street parking requirements of this chapter, provided that such space is designated to serve as off-street parking

space. Required parking spaces may be provided within 1,000 linear feet of the main entrance to the building or other establishment to be served for such purposes, or adequate shuttle service must be available.

§ 315-140. Continuing obligation.

The requirements in these regulations for off-street parking space shall be a continuing obligation. It shall be unlawful for any owner of any land or building affected by these regulations to discontinue, change or dispense with such off-street parking or loading facilities which comply with the requirements of these regulations.

§ 315-141. Parking requirements for Business A and Pedestrian Mall Districts. A. Requirements.

Use	Space Requirement
Residential development:	Up to 10 units No parking requirement.
from 11 units and above	1/2 space for each unit in excess of 10 units rounded up to the nearest whole number
Nonresidential development:	Under 5,000 square feet of gross floor area No parking requirement
Over 5,000 square feet	1 space per 500 square feet of gross floor area in excess of 5,000 square feet

NOTE: Surface parking lots are not a permitted use in these districts.

B. Waiver. In lieu of providing the required structured parking spaces, the applicant for preliminary site plan approval may request the Planning Board or the Zoning Board of Adjustment to waive the requirement for the parking spaces because of building design and site limitations. If, in the opinion of the Board, the parking cannot reasonably be implemented in conjunction with the site plan, the applicant shall be required to pay the City the sum of \$10,000 per required parking space. These funds shall be

dedicated to a special City Parking Fund for the purpose of constructing public parking garages within the Business A Zone of the City. Such payment is to be made by the applicant prior to the issuance of a certificate of occupancy.

§ 315-142. Parking requirements for all districts except Business A and Pedestrian Mall.

Use	Minimum Space Requirements
Assembly hall or auditorium	1 for each 150 feet of gross floor area or 1 for each 4 seats, whichever is greater
Automobile and gasoline service and automobile repair shop	4 for each service bay and 1 for each pump, plus 1 for each vehicle used directly in the conduct of the enterprise
Bank	1 space for each 200 square feet of gross floor area, or 5 spaces for each non-drive-up teller window, plus 2 spaces for each automatic teller machine, whichever is greater. Banks with drive-up facilities shall provide an additional space for each drive-up teller window.
Bowling alley	2 for each lane
Church or other house of worship	1 for each 4 seats
Clubhouse or community center	1 for each 250 square feet of gross floor area
Commercial, retail or personal service establishment	1 for each 250 square feet of gross floor area in excess of 1,000 square feet
Community residency	1 for every 5 residents and 1 per staff member
Dwelling, all types, but not including housing for the elderly	1 for each dwelling unit
Educational institution, public or private	1 for each 2 teachers and other employees. Sufficient off-street parking space for the safe and convenient loading and unloading of students. Additional facilities for student parking, taking

	into consideration the total number of students driving automobiles. The requirements for a stadium or gymnasium shall be in addition to these requirements.
Funeral home	1 for each 4 seats of capacity, plus 1 space for each resident family and 1 space for each funeral vehicle
Home professional Office	1 or each employee, plus 1 for each dwelling unit and 1 for each 50 square feet of office waiting room or reception space
Hospital/health care Facility	1 for each 3 beds, plus either 2 for each full-time professional staff and administrative member on maximum shift, or plus 1 for each 500 square feet of gross floor area, whichever is greater.
Hotel	1 for each room. The requirements for banquet and meeting facilities shall be in addition to these requirements.
Housing for the elderly consisting of 10 or more dwelling units, developed for occupancy exclusively by persons 55 years or older	1 for each 3 dwelling units.
Industrial or manufacturing establishment, laboratory use or storage warehouse	1 for each employee on maximum shift, plus 1 visitor space for each 8 managerial personnel and 1 for each vehicle used directly in the conduct of the enterprise
Medical or dental office	5 space for each professional person
Motel	1 for each guest or sleeping room
Nursing homes	1 for each 3 beds
Offices, professional and general	3 for each 1,000 square feet of gross leasable ares
Restaurant, bar or other similar establishment	1 for each 4 seats provided in excess of 40 seats

Rooming house	1 for each roomer, plus 1 for each resident family
Stadium and other outdoor sports arenas, theatre, auditorium and indoor sports arenas	1 for each 4 seats.
Any use not herein specifically provided for	1 for each 500 square feet of gross floor area.

§ 315-143. Off-street parking requirements for combination of uses.

The parking requirement for each use shall be computed separately and then such requirements shall be added together to compute the total number of required parking spaces. However, shared parking equations for separate uses with different peak-hour activity may be subject to review and consideration for approval. In all questionable or doubtful cases, or for uses not enumerated, the Planning Board or the Zoning Board of Adjustment, in conjunction with a use variance, shall determine the required number of spaces, utilizing as a standard the requirements for the uses which are specifically enumerated.

§ 315-144. Off-street loading requirements. A. In any zone, in connection with every building addition, building or building group, or part thereof hereafter erected, which is to be occupied by industrial, office and laboratory or commercial uses, or distribution by vehicles of material or merchandise, there shall be provided and maintained on the same lot with such building off-street loading berths in accordance with the requirements set forth below.

B. Each loading space shall be no less than 12 feet in width, 40 feet in length and 14 feet in height, and no loading space may occupy any part of any required front, side or rear yard. However, on lots on which the rear or side yard abuts a limited access highway or a railroad, such loading space may occupy the rear or side yard up to the rear property line.

Minimum Off-Street Loading Requirements

Uses	Gross Floor Area (square feet)	Required Berths
Apartment buildings	25,000 - 100,000	1
Auditoriums	10,000 - 100,000	1

Funeral parlors	5,000 or more	1
Hospitals and nursing homes (in addition to space for ambulances)	10,000 - 100,000	1
Ea. additional 100,00 or fraction thereof	1 additional	
Hotels and offices	10,000 - 100,00	1
	100,000- 200,00	2
Industrial or manufacturing establishment, warehouse, research or laboratory use	5,000 - 40,000	1
	40,000 - 80,000	2
	80,000 - 120,000	3
Retail, commercial restaurants and services	10,000 - 25,000	1
	25,000 - 50,000	2
	50,000 - 80,000	3
	80,000 - 120,000	4
School	15,000 - 100,000	1

§ 315-145. Joint facilities for parking or loading.

Off-street parking and loading facilities for separate uses may be provided jointly if the total number of spaces so provided is not less than the sum of the maximum joint demand of the separate requirements for each use, provided that all regulations governing the location of accessory spaces in relation to the uses served are adhered to. Further, no accessory space or portion thereof shall serve as a required space for more than one use, unless otherwise approved by the Planning Board or the Zoning Board of

Adjustment as provided herein in accordance with the purposes and procedures set forth herein.

§ 315-146. Waiver of parking or loading requirements.

If any applicant can clearly demonstrate to the Planning Board that, because of the nature of his/her operation or use, the parking or loading requirements of this article are unnecessary or excessive, the Planning Board shall have the power to approve a site plan showing less paved parking or loading area than is required by this article. The Planning Board or Zoning Board of Adjustment may require that a landscaped area of sufficient size to meet the deficiency shall be set aside and reserved for the purpose of meeting future off-street parking or loading requirements in the event that a change of use of the premises shall make such additional off-street parking or loading facilities necessary.

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## Lower Assumpink Redevelopment Area

May 2005

Redevelopment Area Boundary

Property Boundaries

Land Use: Mixed Use

0 100 200 400 600 800 Feet

