

ROEBLING COMPLEX
REDEVELOPMENT AREA PLAN

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CITY OF TRENTON

DEPARTMENT OF HOUSING AND ECONOMIC DEVELOPMENT

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A. DESCRIPTION OF PROJECT

1. Boundaries of Project

The boundaries of the Roebling Complex Redevelopment Area Plan (hereinafter the “Plan”) are as indicated on the attached Boundary Map (Map 1), and include the following properties:

Block 52

Lots 21, 22, 24, 52, 53, 47, 6, 5, 4, 3, 2, 1, 29, 27, 33, 54, 46, 55, 40, 38, 41, 39, 32

Block 53

Lots 53, 54, 2, 1, 134

Block 133

Lots 9, 111, 112, 9A, 113

Block 135

Lots 1, 68, 62, 61, 70

Block 135-A

Lots 69, part of 70

Block 136-A

Lots 1, 4 and 14

Block 138

Lots 154, 109, 4A, 153, 155, 4, 152

Block 138-G

Lots 150, 12, 102, 95, 96, 92

Freudenmacher Alley

2. Consistency with Trenton Master Plan

The redevelopment of the Roebling Complex as provided in this Plan is consistent with the Trenton Master Plan in several ways. The Area is designated for mixed-use redevelopment as part of the Southeast corridor in the City’s Corridor Development Plan. The Corridor Plan recognizes the obsolescence of turn-of-the-century buildings for continued industrial use. The Plan also recognizes the benefits offered by the surrounding stable residential community to the adaptive re-use of the under-utilized industrial buildings, and specifically

encourages the conversion of obsolete buildings. The construction of State Route 129 on the former Delaware and Raritan Canal right-of-way is identified as a key element in the Southeast Corridor's redevelopment.

3. Redevelopment Plan Objectives

The primary objective of this Redevelopment Plan is to eliminate those conditions which cause the area to be considered a renewal (blighted) area under state statute. The conditions of the renewal area designation are described in the Renewal Area report. The City's intention is to create a mixed-use development, preserving the architectural and historic significance of the Area, within which a variety of activities and functions will coexist and be mutually supportive. The uses anticipated for this Redevelopment Area include commercial, residential, cultural, and light industrial. In order for this mixed-use concept to be successful, an overall plan for the Area must be developed. The plan takes into consideration the proper relationship between uses within the Area, and the Area's relationship to adjoining neighborhoods.

By creating the mixed-use development and fostering an environment that renders development economically feasible the City expects to make this Area more productive. Job opportunities, new housing to support retail trade, increased tax revenues, and increased property values are anticipated to result from the development. Increased economic activity in this Area will have a positive spin-off effect on adjoining neighborhoods and on the City as a whole.

In the block bounded by Mott and Hudson Streets light industrial will only be allowed as a transitional use.

In addition to the general redevelopment goals stated above, the City desires to achieve the following:

- a. To recognize and preserve the architectural and historic significance of the Area. The Redevelopment Plan shall promote the appropriate adaptive reuse of the Area's significant and contributing buildings, millyards and streets.
- b. To provide new retail facilities and promote the opportunities for local merchants to locate in them.
- c. To promote the use of the area after working hours and weekends through the creation of retail and cultural and recreational activity centers, including the development of a new sports and entertainment arena.

- d. To provide attractive open spaces and pedestrian passages on the site, which capture and enhance a special sense of place of the historic industrial environment for residents, workers and patrons.
- e. To promote the physical and visual integration of the site with the surrounding community through ample pedestrian access and appropriate streetscape details.
- f. To provide adequate parking, traffic control and lighting to facilitate multiple uses by residents, workers and visitors alike, and to mitigate any adverse effects on the neighborhood.

B. LAND USE PLAN

The entire Redevelopment Area is designated a mixed-use area, which allows a variety of compatible and mutually supportive commercial, cultural and complimentary sporting/entertainment facilities. Among the variety of uses, certain uses are considered to be of primary importance. These uses include retail, office, housing, cultural, educational and recreational facilities which relate to adjacent residential blocks and provide needed and beneficial services to the surrounding residential community.

Certain buildings have been designated for retail, housing, or cultural facilities, because of the particular design and adaptability of these buildings for the specified uses and also because of their suitable locations. Other buildings in the Redevelopment Area have been designated for mixed use since different uses can be accommodated in these buildings and since there is no overriding need to prepare a rigid land use plan throughout the Area. The uses of particular buildings, other than those specified in the Plan, are best left for review at the time of site plan approval to ensure compatibility of uses in different buildings and in different portions of the Redevelopment Area. To ensure that land uses can be planned for a substantial area of the complex, however, any development or site plan must show planned development and particular uses for the area.

1. Required Uses

In accordance with the building use scheduled, the following uses shall be required in existing buildings, and adjacent uses shall be compatible with these:

a. Supermarket and Retail

A portion of John A. Roebling & Sons Co. Building #27 shall be converted into a major supermarket with adjacent parking. Lighting and signage shall be consistent in scale and type with the character of the historic industrial architecture in the area.

Building #27 and any part of the Building #4 retained shall be converted for additional retail use, and the total area for retail use, including the supermarket, shall be approximately 100,000 square feet.

b. Cultural facilities and supportive uses

Building #7 shall be redeveloped as a museum and/or an education/cultural center. Building 67 shall be redeveloped as a performing arts center, theatre space or related type space.

The 1893 rope room, including the historic wire rope closing machine in Building #3 shall be adapted and used as a historic exhibit. Suitable public access to the rope room from the proposed future museum site shall be provided by the developer.

The ground floor space in Building #3 facing Building #7 shall be used for activities that are compatible with the plans for the museum and learning center, including but not limited to retail and visitor-related services, and which will contribute to the creation of a center of evening and weekend activity in the area. It is recognized that certain potential users of Building #3 may have specific space needs which may be incompatible with these activities. In that event, this plan may be amended to accommodate such needs in a manner which maintains the intent of the plan.

c. Housing

The preferred use for Buildings #57 and #62 is multi-family housing. If unfeasible, the City will entertain other types of uses. These uses must be complementary to other cultural facilities planned for this area.

Building #35 shall be developed as multifamily housing with the number of units to be determined by sound design and planning criteria. The use of this building for affordable senior citizen housing shall be encouraged.

d. Health/Recreational Facility

The preferred use for Building #114 is a major health/recreational and exercise facility catering not only to the immediate neighborhood, but to a broader clientele. The facility shall be well designed paying particular attention to the historic character of the space. When possible, interior configurations shall be preserved. The facility shall maintain evening and weekend hours thereby increasing the level of activity at the complex.

If this use is not feasible, the City will entertain proposals for other appropriate mixed-use development in conformance with the permitted uses section of this report.

e. Water Tower

Every effort shall be made to incorporate the existing water tower located between building #101 and #114 into the redevelopment scheme for this area. The developer of the appropriate parcels in Block 3 together with the City will evaluate the feasibility of retaining and restoring the water tower.

f. The Development of a Sports and Entertainment Arena

The site of the former American Steel and Wire Works shall be developed into a sports and entertainment arena, with appropriate and necessary ancillary facilities, including parking.

The new arena design shall be sensitive to the historic character of this area. The facility shall be utilizing brick extensively, borrowing design details from adjacent structures or otherwise reflecting the historic design vocabulary of the site and surrounding area. The entrance of the facility shall be oriented towards Hamilton Avenue and shall utilize pedestrian friendly elements such as the development of a pedestrian plaza complete with pedestrian scale lighting, landscaping and benches.

Adequate on-site parking shall be developed in conjunction with this facility and in accordance with section F of this plan. Hamilton Avenue from Broad Street to Route 129 shall be considered a significant gateway to this facility. As such, the arena site plan shall include streetscape upgrades along Hamilton including decorative brick pavers, new sidewalks and curbs, paver crosswalks, benches and decorative lighting.

Although it will be necessary to demolish a number of the buildings on this site in order to construct this facility, selective reuse of existing significant

buildings shall be encouraged. The redeveloper or such public entity as may be involved in site redevelopment shall incorporate buildings #4, 27, 28 and 32 into the overall design scheme for the sports/entertainment facility site. The reuse of these buildings shall be in conformance with the permitted use sections of this report.

2. Permitted Uses

Permitted uses in the Redevelopment Area include single family and multi-family uses as permitted in mixed use zones, all retail and office uses as permitted in Business B zones, except that drive-in restaurants and used car lots are prohibited, and lumber yards and building supply establishments are permitted as a transitional use until that time when a more compatible use, reflecting the overall theme of the area, is identified. Retail uses include restaurants and any establishments providing either retail goods or service to the public. Surface parking area, as well as multi-story garages, are permitted, as well as the cultural facilities specifically mentioned in this plan. Also permitted are light industrial uses environmentally compatible with adjacent uses, as determined by the Trenton Planning Board. Because of the large area of the existing buildings in the Area, and with the desire to create as much street activity as possible, each building in the district will be allowed to house more than one use. Warehousing as a use ancillary to adjacent retail or service uses is permitted; warehousing not linked to adjacent uses is permitted as a transitional use. Although permitted, warehousing will not be encouraged as a permanent use for rehabilitated or new buildings.

3. Transitional Uses

In the event that redevelopment of the area as provided in this plan is delayed, owners of property within the area may continue to use property for transitional uses limited to those permitted under the existing Industrial A zoning. Transitional use activity under the provisions of this section shall not require provision of public improvements and facilities otherwise required by this redevelopment plan. To the extent made necessary to conduct the business of transitional uses, the following activities may be carried out under the standards of the Industrial A zone and shall not require Landmarks Commission review.

- a. Renovation or replacement of roofs of buildings.
- b. Installation or sprinklers and sprinkler systems.
- c. Installation or replacement of industrial and man doors and loading docks.

- d. Covering of windows and window openings with temporary covering materials.
- e. Regrading and repaving of entrances parking and loading areas without significant removal of existing Belgian block paving. In the event minor removal of existing paving is needed to accommodate loading docks and similar uses, all block removed will be stored.
- f. Demolition of interior partitions except for the wire rope room.
- g. Installation of signage consistent with zoning standards.
- h. Installation of fencing and lighting for security purposes. Lighting shall not adversely impact any adjacent residential areas.

In addition, minor alterations similar to but not specifically set forth above, which do not require Planning Board action under existing zoning and do not materially affect the historic character or appearance of the site and buildings may be carried out with the approval of the Department of Housing & Economic Development. No demolition or new construction may take place except as provided in the redevelopment plan.

C. DENSITY

The amount of development will be limited based on off-street parking requirements and traffic impacts. New floors or levels may be installed within existing structures to best utilize the former historic structures, except for the 1893 wire rope room.

D. BUILDING REQUIREMENTS

All construction plans, for new construction or rehabilitation, other than transitional use activities exempt from review under the provisions of Sec. B.3, shall be reviewed by the Trenton Landmarks Commission. All plans relevant to evaluation of the proposed site treatment, design, or landscaping shall be submitted to the Commission prior to site plan review, and the recommendations of the Commission shall be forwarded to the Trenton Planning Board for consideration as part of the site plan review process. Landmark Commission review shall take place during the same time period as site plan review by the Planning Board.

1. New Construction

New building construction shall be allowed which is compatible with the architectural and historical character of the site and the overall Plan for the Area. The following bulk and setback requirements shall apply to new construction:

<u>Item</u>	<u>Requirement</u>
Maximum Height	No higher than the tallest of the adjacent existing buildings in the Redevelopment Area. An exception may be made for an expansion of Building #67 for the performing arts center if needed for functional purposes.
Front Yard	New buildings shall align with facade of existing adjacent buildings.
Rear and Side Yards	There shall be no specific requirements for rear or side yards. However, new structures shall form courtyards, and/or public open space with existing buildings, which are similar in scale to the historic millyards.
Building Materials	The exterior facades of all new buildings shall be of brick construction similar to that of the existing buildings. Windows, window openings, entryways and facade details shall be compatible with the design of existing facades. Metal canopies and decorative building elements are permitted.

2. Historic Preservation & Selective Demolition

The John A. Roebling's Sons Company site is the most intact and important portion of Trenton's Industrial heritage with buildings representing the development of industrial architecture from the mid-19th to the mid-20th century. The Roebling Complex was determined to be eligible for the State and National Registers in 1980 by the State Historic Preservation Officer.

a. Classification of Industrial Buildings

In order to allow for the adaptive reuse of structures within the Redevelopment Area, certain buildings will need to be demolished to provide

for open spaces, parking, loading and access points. Any demolition to be carried out within the Redevelopment Area shall take into consideration the architectural and historical significance of the particular building. Every effort shall be made by the developer and the City to realize the redevelopment of the site without unnecessary demolition of contributing buildings. For the purpose of this plan, the buildings within the Area have been divided into three categories.

Key Buildings: Those with primary historic architectural significance that represent Trenton's industrial era and convey the qualities of the former industrial sites. These structures shall not be demolished except under extraordinary circumstances.

Contributing Buildings: Those with secondary architectural significance that contribute to the character of the redevelopment by representing its history and evolution from the First World War through the 1930's. With the exception of Buildings #4, 10, and 12, these buildings shall be preserved unless they are structurally unfeasible for reuse or if they preclude use of key buildings. Parts or all of the Buildings #4, 10 and 12 may be demolished if it is determined to be necessary in order to bring about development of the supermarket and shopping center which represent principal objectives of the redevelopment plan.

Non-Contributing Buildings: Those which have little or no architectural significance and (because many date from 1940 onward) with minor historic significance. These structures may be demolished to provide for new construction, parking, open space, or pedestrian areas.

The following list shows within which category each existing building falls:

KEY BUILDINGS

Building #3 (1885 & 1893 portions, wire rope machines)	
Building #4	Building #27
Building # 28	Building #32
Building #7	Building #101
Building #35	Building #114
Building #110	Building #2
Building #51	Building #102
Building #57	Building #105
Building #58	Building #54
Building #62	Building #104

CONTRIBUTING BUILDINGS

Building #103
Building #67
Building #79
Building #52
Building #107
Building #3
Building #4
Building #5
Building #10
Building #12
Building #2

NON CONTRIBUTING BUILDINGS

Building #13
Building #119
Building #60
Building #64
Building #113

b. Design Guidelines for Industrial Buildings

Design guidelines are crucial to maintain the historic industrial character of the Area and the uniformity of the site, despite the varied new uses. They also must be general enough to permit compliance with current building codes and functional requirements, and to provide the opportunity for appropriate new architectural treatment that maintains the historic significance of the Complex.

A developer proposing the rehabilitation of key or contributing buildings, except for transitional uses subject to the provisions of Sec. B.3, will be required to follow the design guidelines listed below. The review by the Landmarks Commission and review and approval by the Planning Board shall include but not be limited to all of the specific design elements listed below:

Design Guidelines for Key and Contributing Buildings

Windows: To the extent possible, the existing window frames and sash shall be retained, restored and made energy efficient. In those situations where the existing frames and/or sash are so deteriorated that restoration is not possible, the developer may propose replacement windows which are similar in design and material to the existing windows.

Doors: Existing doors which were part of the original building shall be retained and restored wherever possible. Replacement doors and frames shall, to the extent possible, match the original design and construction. Reuse of the buildings will require certain new doors for entry points, fire egress and loading docks. New door openings shall be appropriately designed to best maintain the historic quality of the building.

Masonry: Masonry surfaces shall be cleaned by appropriate techniques, such as an aqueous-based system, to avoid damage to individual units or to the mortar. Sandblasting is inappropriate. Replacement masonry units shall match the original in size, color and texture, porosity, strength, elasticity, texture, and tooling. Masonry shall not be painted or stuccoed unless it originally had this treatment, or unless it can be proved necessary to preserve the original.

Exterior Details: Original hardware, light fixtures, cast iron, sheet metals, and slate roofing shall be retained and restored wherever possible. In cases where exterior details cannot be restored and must be replaced, the new elements shall to the extent possible, match the design and construction of the original. Additional decorative elements must be historically compatible with existing details. Between buildings #54, #51, #52, #57, and #58 there are a variety of metal overhangs, structural beams, loading docks, stairways, metal roofing and platforms that define a very unique space. Redevelopment in this area shall recognize the importance of this unique layout and every effort shall be made to preserve this configuration.

Significant Interior Spaces: All of the key buildings have interior spaces, which reflect their original industrial character. In preparing rehabilitation plans for these structures, developers should take into consideration preserving significant aspects of the interiors, understanding that these buildings must house new uses.

The wire rope machine structure within Building #3 is of particular significance. This interior, therefore, must receive special attention. The developer of Building #3 shall preserve such important historic features, including high ceilings, open bays, exposed timber and steel framing, railings, lighting, stairways, cranes, and machinery in the design as are needed to retain the historical spaces of the building.

Paint: New paint and finishes on all exterior wood or metal surfaces or on significant interior details shall be based on their original colors where these can be determined, or otherwise on colors and finishes appropriate to the original character of the buildings or features.

Signage: Historic signage, such as the Roebling name painted on the exterior of the buildings, shall be retained and restored with the original colors wherever possible. The design, scale and color of new signage shall harmonize with the historic industrial architecture of the site. Although it is the intent of the plan to have signage generally conform to the zoning requirements of the Business B district, the Planning Board is empowered to waive those requirements where existing zoning standards fail adequately to address the particularly signage requirements of the uses in the project area.

E. OPEN SPACE

1. Millyard Areas

The millyard spaces between the existing industrial buildings contribute significantly to the historic character of the site. The millyard space between Buildings #2, 3 & 7 shall be developed for public open space, and shall be improved with paving, landscaping, trees, lighting, and other amenities which will complement the uses in the adjoining structures. Vehicles will be prohibited except for emergency access and service-related off-hour activity or as approved by the Planning Board at site plan review. The developer of Building #3 shall be responsible for the cost of developing and improving this public open space in proportion to his share of ownership of the land to be used for public open space.

No surface parking area designed to serve any facilities within the redevelopment area shall be located within that part of the area located south of the vehicular access to the area from South Clinton Avenue, and east of a line drawn on a north-south axis from the westernmost corner of Building #7.

The area that is occupied by buildings #60, #64 and #119 would be an appropriate area for an open space courtyard. The developer of this area shall explore this open space option. In addition, every effort shall be made to create attractive open space linkages between block 2 and 3.

2. Streetscape & Site Design Guidelines

a. South Clinton Avenue Frontage

In the event that one or more buildings along the South Clinton Avenue frontage are demolished, the design treatment of the frontage shall create an atmosphere compatible with the historic industrial landscape and remaining street wall. Use of materials, massing, signage, and other features shall be

reviewed with particular respect to its visual effect in context with the existing industrial buildings on both sides of the street and which enhances pedestrian access to the site.

b. Industrial Hardware

Historically significant industrial hardware, such as the steel utility support structure spanning Elmer Street between Buildings #27 & 104, shall be preserved and made as part of the overall design of the Area. The intention in retaining this structure is to use it to support lighting, signs, banners, etc. that will give the district special points of entry.

Railroad tracks across the site and intervening streets contribute to understanding its use and its history. While it is recognized that certain tracks (including but not limited to the railroad sidetrack existing at present on Block 136, lots 1 and 69) which exist by virtue of an easement for backing and moving railroad cars and freight to enable cars and freight to move in and onto the railroad sidetrack existing at present on Block 135A (see Deed Book 1859, page 824, Paragraph 4) will have to be removed in order to accommodate new uses of the area, remaining railroad tracks should be preserved wherever they can be accommodated within the use of the area.

c. Paving

Historic features such as brick and flagstone sidewalks, Belgian block paving, and bluestone curbing shall be retained, restored, and incorporated into these improvements. Asphalt over Belgian block paving shall be removed wherever possible, paying with smoother granite slabs for easier walking at crosswalks. New paving shall complement the original features, using subtle variations in pattern to enrich sidewalks and plazas, and relate to patterns of street lights, furniture, street directional changes, different sizes in pavement, and changes in color and pattern of bricks.

d. Lighting

An overall lighting design for the Area shall be prepared. This design shall take into consideration the lighting of streets, sidewalks, parking areas, millyards and other open spaces. Special attention shall be given to points of entry, historic building facades, and visitor orientation points. The lighting fixtures selected shall be appropriate to the historic character of the area. Streetlight fixtures throughout the Area shall be predominantly pedestrian in scale, and shall be compatible with historic streetlight designed in cast iron and steel poles. Daylight color-corrected mercury vapor lamps are

recommended along pedestrian ways. High pressure sodium vapor lighting may be used along major auto traffic routes and in parking lots. Adjacent streets should also be lighted to promote safety and access. Historic lighting on the Roebling buildings shall be replicated wherever possible.

e. Street & Public Furniture

New benches and seating shall be historically appropriate contour-type, in painted cast iron and steel frames. Bicycle racks shall be provided near active open spaces and at entrances to major public buildings and exhibits. Public telephones shall be provided at regular convenient locations and integrated where possible with information facilities and transit shelters.

f. Signage

The design, scale, location, and color of new signage shall harmonize with the historic industrial architecture of the Area, and conform to local zoning.

g. Refuse

Public receptacles shall be conveniently located and designed to be compatible with the historic environment. Dumpsters and other large pick-up facilities shall be designed and located to be as inconspicuous as possible and to avoid conflicts with pedestrian passages and courtyards.

h. Street Improvements

It is the intent of this plan to have developers involved with any redevelopment projects at this complex to share in the cost of streetscape improvements along the perimeter of streets of the redevelopment area. The developer who redevelops building #114 will be responsible for streetscape improvements along Hamilton Avenue from Clark Street to Route 129 and for a proportional share of the streetscape improvements along Clark Street. Streetscape improvements may include decorative lighting, new sidewalks, street trees and decorative paving. All improvements are governed by controls within the text of this plan. For all other development in this complex, the proportional share of streetscape upgrades shall be determined at the time of site plan review by the City of Trenton Planning Board in conjunction with the City of Trenton Landmarks Commission.

F. PARKING

Each land use or individual project within the Area shall be provided with adequate off-street parking to accommodate patrons and employees except as this may be modified through approved shared parking plans as set forth below. The necessary facilities may be created by individual developers, public agencies, or through the joint efforts of public and private entities. Parking lots and parking structures shall be integrated into the overall urban design of the Area and not detract from the redevelopment of key buildings in the Area or adjacent neighborhoods. In particular, parking shall be as visually attractive as possible for the housing development in Building #35 and for the proposed Invention factory in Building #7 adjacent to the Redevelopment Area.

The City recognizes the potential utility of the City-owned lands in Block 2 of the Roebing Complex (known as the Szathmary site) to satisfy potential parking requirements in conjunction with the implementation of the elements of this Plan, and will cooperate with the developer to address such requirements as may materialize.

To minimize the need for demolition to create parking, the adaptive reuse of buildings as parking facilities shall be explored. In particular, if Building #114 is developed as a major health/recreation and exercise facility, the developer will be permitted to convert part of Building #102 into a parking facility.

1. Parking Requirements

Individual projects shall provide parking according to the following table:

<u>Use</u>	<u>Parking requirements Per SF of Facility or Other Factor</u>
Retail Stores & Shops	1 space per 250 sf
Specialty Market	1 space per 250 sf
Supermarket	1 space per 250 sf
Restaurants/Bar/Theatre	1 space per every 3 seats
Bank	1 space per 250 sf
Offices	1 space per 400 sf
Research/Laboratory	1 space per 450 sf
Light Industry	1 space per 1000 sf
Wholesale Distribution	1 space per 750 sf
Cultural Facilities	1 space per 1000 sf
Health Club	1 space per 500 sf
Housing other than senior	

citizen housing	1 space per dwelling unit
Senior citizen housing	1 space per 4 dwelling units

These requirements can be modified subject to an approved, shared parking plan. Uses not listed above will be subject to City zoning requirements.

2. Parking Facility Design

- a. Each off-street surface parking area shall have a minimum area equivalent to one parking space per every 10 parking spaces landscaped with shrubs and with deciduous trees of no less than 3” caliper. Such landscaped spaces shall be distributed throughout the parking area in order to break the view of long rows of parked cars in a manner not impairing visibility.

In addition to these landscaping requirements, any off-street surface parking area containing space for more than 30 vehicles shall have the various parking bays and areas divided by landscaped pedestrian pathways, installation of decorative street lighting fixtures, street furniture, and other appropriate treatments in order to ensure that the visual character of such areas is compatible with the historic character of adjacent buildings and the complex as a whole. Detailed landscaped plans shall be submitted for all such off-street parking areas.

The plan recognizes that designation of that area between the vehicular access from South Clinton Avenue and Building #35 for public open space may contribute to mitigating the visual impact of adjacent off-street surface parking areas. In recognition of this, the Planning Board, at its discretion, may adjust the landscaping requirements of this section to the extent that they find that the treatment of that public open space has such a mitigating effect.

- b. Lighting used to illuminate off-street parking areas shall be arranged to reflect the light away from residential premises and streets.
- c. Surfacing and curbing shall be in accordance with City Department of Public Works specifications and shall be sensitive to the historic character of the site.
- d. All off-street parking lots shall have adequate designations to indicate traffic flow and parking spaces:

3. Access

The provision of parking spaces shall also include adequate driveway and turning areas for handling the vehicles for which provision is made. Parking areas shall be designed to permit each motor vehicle to proceed to and from the parking space provided for it without requiring the moving of any other motor vehicles.

4. Shared Parking

Mixed-use development enables parking to be shared by several uses, since peak demands occur at different times for different uses, with the result that the total number of spaces needed will be less than the total required for each individual use. Developers' parking plans shall include shared parking wherever possible.

5. Pedestrian Circulation

Site plans shall provide for attractive pedestrian connections between the different buildings and activities in the area and for pedestrian connections to other parts of the larger Roebling Complex not included in this plan, but anticipated to be the subject of future redevelopment efforts. The design and layout of vehicular circulation, parking, and loading areas shall minimize conflict with pedestrian circulation.

G. ACQUISITION/RELOCATION

Certain properties and property interests, including but not limited to easements and reversions, located in the Redevelopment Area may be owned by parties not interested in participating in redevelopment of the area. In that event, the City will encourage developers to acquire such additional properties or property interests through private transactions as may be required to carry out the objectives of the plan. Should it not be possible to acquire in that fashion all properties or property interests needed to carry out the objectives of the plan, the City may institute public action, including condemnation, to acquire these redevelopment properties and sell them to developers designated by the City. Relocation benefits for those parties displaced by public actions shall be paid according to law.

In order to develop a new arena on the former American Steel and Wire Company it may be necessary to acquire a small number of private residences on Hamilton Avenue between South Broad Street and Route 129. If displacement should occur as a result of the City acquiring occupied residential properties, relocation assistance as required by State and Federal laws will be provided by the Division of Real Estate, Department of Housing and Economic Development.

H. TRAFFIC & TRANSPORTATION

The complete build-out of the Redevelopment Plan will put certain new traffic demands on the surrounding street system. The phased implementation of the plan will result in increases in traffic over time, which may require traffic improvements in and around the site. As each individual building project is proposed, the developer shall provide a traffic impact study, identifying both the specific impacts of that project, the cumulative impacts of the redevelopment activity up to that point and projected for the following five years, and the traffic improvements that should be installed to minimize negative impacts of the traffic from the area. The developer shall install new traffic lights and other necessary improvements in locations determined by traffic impact studies or as found to be necessary by the Planning Board and acceptable to the New Jersey Department of Transportation. No developer shall be required to assume a financial burden under this section in excess of those costs of those improvements that are the direct result of his or her building project or projects, or the pro rata share of costs resulting from the cumulative effect of the activities of more than one developer.

I. RECREATION & COMMUNITY FACILITIES

1. Open Spaces

As indicated in other sections of this Plan, the former millyard located between historic industrial buildings will be redeveloped as an attractive public space. Additional open spaces may also be designated within the Redevelopment Area.

2. Community/Cultural Facilities

In order to produce a rich, attractive environment, the City, acting in association with government agencies and the Trenton Roebling Community Development Corporation, will endeavor to create a variety of cultural facilities within and in the immediate vicinity of the Area with particular emphasis on development of a Museum and learning center known as the Invention Factory in Building #7 across the Millyard and immediately adjacent to the Redevelopment Area.

Additional Cultural facilities contemplated include the redevelopment of building #67 as a performing arts/cultural complex and building #114 as a major health/recreation and exercise facility.

Implementation of the cultural facilities program will require substantial public funding in addition to the cooperation of private developers. The City and community groups, including TRCDC, will take the lead in identifying public funding sources to assist with the acquisition of these proposed facilities.

3. Other Community Improvements

The City and the developer will work to ensure that physical improvements to the adjacent residential area, including street lighting, planting, and sidewalk improvements, will take place simultaneously with the implementation of this redevelopment plan. The City will make public funds available to support these improvements. The Developer will not be required to contribute toward these improvements except where specified elsewhere in this redevelopment plan.

J. PLANNING REQUIREMENTS FOR DEVELOPERS

The Roebling Complex Redevelopment Area Plan is a basic framework within which development can proceed. In order to produce the highest quality project, additional detailed planning will be required. The developer shall prepare a detailed plan for the Area illustrating how it would propose to proceed with the project. This plan, which may be developed in consultation with community groups and the City, shall be in accord with the redevelopment objectives and shall include the following items:

1. Rendered site plan.
2. Land and building use plans.
3. Traffic, parking and transportation plan and impact analysis.
4. Open Space and landscaping plan.
5. Site lighting plan.
6. Phasing plan.
7. Implementation time schedule.
8. Typical building schematic plans and sections.
9. Summary of areas by use and building.
10. Plan report with graphic, statistical and narrative material summarizing the key elements of the project.
11. Detailed financial plan for implementation of the project describing both public and private funding commitments; mortgage and lease commitments; acquisition and relocation programs.
12. Developers shall comply with all escrow and fee requirements required by the Trenton Land Use Ordinance, pursuant to the provisions of the Municipal Land Use Law.

K. AFFIRMATIVE ACTION

The successful execution of the objectives of the Plan assumes total compliance with applicable affirmative action and equal employment opportunity guidelines. The developer, contractor, subcontractor and other entities involved with this Plan's implementation shall be subject to P.L. 1975, c. 127 (NJAC 17: 27).

L. PROCEDURES FOR CHANGING APPROVED PLAN

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

M. PROJECT MAPS

1. Boundary Map
2. Land Use Map

