

TRENTON STATION

REDEVELOPMENT AREA PLAN

NJ TRANSIT TRENTON STATION REHABILITATION



WALLENBERG AVE. HEADHOUSE & PLAZA

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Architecture Landscape Architecture Planning

CITY OF TRENTON

DEPARTMENT OF HOUSING AND ECONOMIC DEVELOPMENT

PLAN AMENDMENTS

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A. DESCRIPTION OF PROJECT

1. Boundaries of Project

The Boundaries of this project area are as presented on the attached Boundary and Land Use Map. Attachment A, “Additional Lots as per the June 2006 Amendment” list all additional lots.

Additionally, the redevelopment area plan supersedes all of those controls for properties currently in the Wall Street Redevelopment Area; as such, those properties currently in the Wall Street Redevelopment Area are made part of the Trenton Station Redevelopment Area.

2. Redevelopment Objectives

Introduction

A well-defined transportation system can prove to be a strong economic development engine for urban areas. In a state overburden with highway gridlock, high density development around transportation hubs can have a significant impact on reducing commuting times, and highway congestion by creating both employment and living opportunities near and around these centers. Additionally, nodal development around train stations reinforces the concepts of smart growth preached at all levels of government, both inside and outside the State.

The State of New Jersey has embraced the concept of transit oriented development. The New Jersey Transit Village Initiative, coordinated by the New Jersey Department of Transportation (NJDOT), is a state program that seeks to revitalize and grow selected communities with transit as an anchor. The anticipated benefits of this endeavor include increased transit ridership, economic revitalization, and growth of the housing stock.

This plan offers the following Redevelopment objectives for this area.

The New Jersey Department of Transportation is embarking on a 55 million-dollar reconstruction of the Trenton Train Station that will significantly change the face of the station. These improvements, in conjunction with the recently opened light rail line will present an extraordinary opportunity to revitalize the areas surrounding the station. The overall redevelopment objective for this area is to promote the concepts of Smart Growth and transit oriented development around the Trenton Train Station. As such, high density mixed use development should be encouraged. The development in and around the train station should integrate well into the surrounding community and maintain strong pedestrian connections to and from the station. Specific objectives include:

1. Between Wahlenberg Boulevard and East State Street, introduce new mix-use buildings that shall also include new infrastructure improvements along Wahlenberg Boulevard such as decorative sidewalks, lighting and landscaping in an effort to create a pedestrian scale street. Where possible wrap new buildings around existing single use parking structures.
2. Develop new multi-story buildings along the rail road right of way south of the NJ Transit Station.
3. Create a strong street wall on both the north and south side of East State Street between Wall Street and N. Clinton Avenue, while enhancing pedestrian movement to and from the train station. First floor uses on East State Street should be restricted to those uses that are appealing to the pedestrian. Office space should be discouraged as a first floor use on these blocks.
4. Relocate the existing Salvation Army Building off of East State Street. Create a new signature high-rise building on this important corner that may include a mix of office, retail and residential.
5. The development of single use parking structures shall not be allowed in this district except in the area of the “pit” adjacent to the existing train tracks.
6. Provide incentives to construct multi-use-parking facilities that are integral to a main use. Strongly encourage shared parking in this area.
7. Where appropriate, reduce parking requirements, such that, the use of the intra- model systems are highly encouraged.

8. Frame a new gateway development at the corner of Greenwood Avenue and S.Clinton Avenue.
9. Preserve Hollywood Avenue as a single family homeownership block.
10. Encourage the redevelopment of the former Lee Overall building at the north west corner of E. State Street and Wall Street for housing.
11. Stabilize the Wall Street/Monmouth Street Area. Create new affordable housing options in this area that will include both infill development and rehabilitation.
12. Create a new market rate, commuter village at the former Miller Homes site.

B. LAND USE PLAN

1. Land Use Map

The attached Land Use Map indicates the proposed uses for this area.

2. Land Use Provisions and Building Requirements

a. Permitted Land Uses

Business A – Transit District.

- a. Residential; as a stand-alone use or in conjunction with other land uses.
- b. Office use; as a stand-alone use or with first floor retail or a restaurant use. Office space fronting on East State Street shall have a non-office use on the first floor.
- c. Destination/entertainment uses; These uses shall be of a type that is appropriate for a transit village 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
- d. 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 any new parking facility proposed for this area. Single use parking garages are not allowed in this district and, as such, will require a redevelopment plan amendment.
- e. There are no permitted conditional uses in this district. Day care facilities are a matter of right in this district, but must be developed as part of a mix-use structure.

- f Parking requirements are generally governed by Article XXIII of the Land development Ordinance.
- g 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. The Planning Board retains its authority to grant bulk variances in this district. Exceptions to the BA district include:
 - a. Height exceptions: At the corner of Greenwood and South Clinton Avenue (extending to Walnut Avenue Extension, a significant new multi-use complex will be allowed that is no higher than 25 stories or 385 feet: at the corner of Raoul Wallenberg Boulevard and East Street, a significant new mixed use structure will be allowed that is no higher than 25 stories or 385 feet; new buildings along Raoul Wallenberg Boulevard fronting on Wallenberg Boulevard but not extending through to East State Street, a significant new mixed use structure will be allowed that is no higher than 25 stories or 385 feet. For the structure built at the corner of Greenwood Avenue and South Clinton Avenue, the building shall be set back from the corner with an entrance plaza, that may extend down Greenwood Avenue. An entrance portico may be within this setback area. Any building proposed that is 15 stories or higher, the redeveloper will be required to prepare a shadow study as part of their preliminary site plan submission. Buildings at least 25 stories in height may contain cellular towers or broadcast antenna, no higher than 20 feet above the maximum height allowed (385 feet). The Planning Board shall review and approve all communication towers proposed in this district. The Board shall have the jurisdiction to make change to the proposed towers based on the testimony presented on the night of the hearing. All applications shall be accompanied by a visual impact study. Additionally, the board may request additional information and or studies as related to the need for such equipment, visual impact studies, shadow studies and the like.
 - b. Buildings fronting on East Street may be up to 15 stories.
 - c. Signage for high rise buildings: this plan recognizes that a new high rise office building may contain a lead tenant that will require a “signature” sign as part of its corporate identifier. Signage on buildings is restricted to tenant signs of those tenants in the building. Façade signs shall be regulated as follows:
 - Buildings less than 120 feet in height: a tenant can have a 50 square foot façade sign.
 - Buildings between 120 feet and 200 feet in height: a tenant can have a 75 square foot façade sign.
 - Buildings over 200 feet, a tenant can have a 100 square foot façade sign.
 - h In this district, the Planning Board, based on testimony of the redeveloper and/or the City Staff may reduce the parking requirement up to 20% as a matter of right. Any reduction beyond that will require a parking variance.
 - i The light industrial uses along East State Street (North side) between Monmouth Street and Chestnut Street shall be allowed to continue in this area as a pre-

existing non-conforming use. If these light industrial uses are abandoned, (as defined under State Law) the BA Transit District Zoning shall apply.

RB - Residential District

- a The City of Trenton Residential B Zoning District controls shall apply in this area. Exceptions are as follows: The former Miller Homes site shall be redeveloped no denser than a multi-family development, specifically two-family stacked townhouse units. Row homes and semi-detached units may also be included. Single family detached units will not be allowed in these areas. The maximum front yard setback for these new homes shall be 10 feet. The minimum rear yard setback shall be 25 feet. The maximum building height shall be 3 stories (35 feet) with the following exception: Corner units and units fronting open space may be 4 stories (45 feet). There shall be no more than 16 units in any one structure. One off-street parking space is required for each unit. All other standards shall be adhered to, notwithstanding the board's authority to grant variance from the bulk standards of this district. In this district, residential development can be no denser than 25 dwelling Units per acre. Stacked town house units shall be a permitted use on Wall and Monmouth Streets.
- b A new multi-family complex will be allowed at the northeast corner of Wall Street and North Clinton Avenue. This structure cannot be higher than 4 stories or 50 feet in height. A minimum setback of 20 feet from North Clinton Avenue must be adhered to. The front of the building shall be on N. Clinton Avenue with a "minor" entrance off of Wall Street. Parking shall be to the rear of the building. The prominent façade materials on all elevations (except rear elevation) shall be brick with other masonry.
- c The existing public and institutional uses in this area are grandfathered in and shall be allowed to exist in perpetuity. If these uses are abandoned (as defined under State Law), The RB standards shall apply.

Transitional District – Open Space

The Long-term use for this area is the creation of a public park amenity along the Assunpink Creek that will function as a quality of life feature that anchors the neighborhood, as well as providing a selling point to attract new residents to the area. The existing uses are grandfathered uses.

b. Building Requirements

- 1) Regulations, controls and restrictions regarding the construction of new buildings and rehabilitation of existing buildings shall be generally determined by the City Zoning Ordinance, but the City of Trenton shall make recommendations in site planning and design as seen appropriate in the implementation of the plan objectives.

- 2) In order to ensure functional coordination essential to carrying out the objectives of the Redevelopment Plan, developers shall agree to certain controls through such means as are deemed appropriate by the City of Trenton. Such controls will be concerned with 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 developer's detailed plans, final working drawings and specifications.

Review and approval will be specifically concerned with, but not limited to site planning, architectural layout and materials of construction.

Preliminary sketch drawings of site plans, layout, and building construction shall be submitted to the City of Trenton.

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

- 3) Specific building and rehabilitation requirements of this redevelopment plan shall include the following:
 - a) The setback on the southwest side of East State Street shall correspond to the existing sidewalk width and shall be a minimum of ten feet from the street curb. If any point of a building built at this corner extends beyond the setback of the adjacent brownstone (441 East State Street), the building at the point of least setback shall be angled back to a point setback as far as the adjacent brownstone building.

C. PROJECT PROPOSALS

1. Land Acquisition

The City of Trenton may acquire residential, non-owner occupied structures and/or commercial properties and vacant land if rehabilitation or redevelopment of such structures or properties is necessary to substantially improve a cohesive and unified area of redevelopment as determined by the

City governing body. If applicable, relocation assistance as required by State and Federal law shall be provided as a result of any relocation.

2. Redeveloper's Obligations

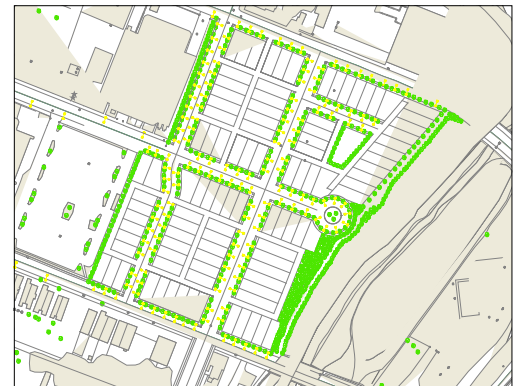
In order to achieve the objectives of this Redevelopment Plan, developers are to construct improvements in conformity with this plan and begin such construction within a reasonable time as determined by the Department of Housing and Economic Development.

3. Master Planning

a. Former Miller Homes site

It is envisioned that this site will serve as the new residential catalyst for this area and should be developed as a high quality, 21-century neighborhood. This new neighborhood will be of an urban scale and density that, while blending into the existing fabric, will also maintain its own unique character. The major feature of this new neighborhood shall include:

- suitable for semi-detached units, town home units, or two-family stacked townhouse units
- A new greenbelt along the Assunpink Creek.
- An interior "green square"
- A new interior road system that creates an understandable circulation system within the new development.
- A new neighborhood scale road that connects this neighborhood to the Train Station
- New alley ways for rear parking that can be either accommodated in garages or on rear pads.
- Plenty of on-street parking, in order to create overflows parking for new residents, while also energizing the street.
- Greening through the neighborhood to include new sidewalks and street trees.



The above mentioned layout is recommended. Redevelopers will be expected to adhere as much as possible to these design principals. The ultimately layout is governed by the zoning controls stipulated in Section B. LAND USE PLAN, of this plan.

b. New Gateway development at the corner of Greenwood Avenue and S. Clinton Avenue

This plan envisions a new gateway development at the corner of Greenwood Avenue and S. Clinton Avenue. This development will serve to connect the neighborhoods south of the train station to the new developments around the station. As such, a “grand” entranceway is envisioned at the corner of S. Clinton and Greenwood Avenues that will invite pedestrians through this complex to the train station. The new complex will be a significant office structure with a ground floor plaza and/ or atriums and retail. The design features shall include:

1. This plan calls for the introduction of a more traditional street grid at the corner of Greenwood Avenue and South Clinton Avenue and the removal of the slip lane thereby increasing the developable land.
2. A significant new structure up to 25 stories in height. For the structure built at the corner of Greenwood Avenue and South Clinton Avenue, the building shall be set back from the corner with an entrance plaza that may extend down Greenwood Avenue. An entrance portico may be within this setback area. . New construction, material and such, should be compatible with the historic character of the neighborhood
3. If a site plan application calls for the demolition of structures in the Greenwood Hamilton Historic District, the applicant shall present evidence demonstrating that the preservation of said structures is not feasible in the site development plan. If the Planning Board determines that the proposed site development will positively impact the surrounding area, the Planning Board shall have the authority to authorize the demolition of said historic structures but shall first seek the input from the Trenton Landmarks Commission prior to said decision. Any redeveloper proposing demolition of structures within the Greenwood Hamilton Historic District, shall present their plans to the City of Trenton Landmarks Commission for review and comment prior to appearing before the Planning Board for Preliminary approvals.
4. Parking should be developed in the rear of the building or “pit” area along the southern edge of the tracks. A multi-level parking garage shall be developed in this area to accommodate new development in this area.

d. New Street connections

This plans support the relocation of the existing residents on Monmouth Place and the demolition of the homes on Monmouth Place and the creation of a

new alleyway, to the rear of Monmouth Street to allow for rear access to both the homes on Monmouth and Wall Streets. This will allow infill construction on both Monmouth Street and the north side of Wall Street, with rear parking. This alleyway will connect to a new roadway that will connect to the new residential developments to the north and the train station to the south.



New alleyway providing access to the rear of properties and connecting to the a new residential street

The existing residents on Monmouth Place shall be given the opportunity to stay in the neighborhood and relocate into new homes being developed. This plan suggests that a pool of new or rehabilitated homes in this area be readily available at the time of the relocation of the Monmouth Place residents. The City shall be required to hold a public meeting with the residents of Monmouth Place prior to formalizing any plans for this new roadway.

e. Wall Street and Monmouth Street

This area is considered an important transitional zone between the new neighborhood to the north and the train station area, and as such, the “gap” needs careful attention. The area is mainly residential including a relatively new affordable housing rental project facing North Clinton Avenue. A significant anchor is the former Crescent Temple that now serves as a City of Trenton Public School.

At the time of the writing of the June 2006 amendment there were forty-six residential properties in this area. A significant percentage (1/4) are vacant, while over forty five percent of the occupied properties are in poor condition, showing noticeable deterioration, lacking sufficient maintenance and in need of major repairs. Opportunities in this area include:

- Create a strong neighborhood that will serve as a link between the new community to the north and the train station activity area to the south.
- Eliminate significant blight in the area.

- Create affordable housing choices close to the train station, while also enhancing the quality of life of the existing residents in this area.

The city should focus on selective demolition, rehabilitation and infill development on the north side of Wall Street and the south side of Monmouth Street to reinforce and recreate the urban fabric. The City should provide new low, moderate and market rate homeownership opportunities. New infill housing should be compatible with new development on the Miller Homes site, and compatible with existing adjacent buildings as well as with new transit-oriented development to the south. To this end, both single family and stacked town house units will be allowed in this area. Exceptions are as follows: one off-street parking space is required for each residential unit, and parking may be consolidated in a surface lot accessed via alley ways or driveways, hidden behind buildings. Maximum height for stacked town house units shall be (45) feet for four story and (35) feet for three story buildings. All other standards of the Residential B District shall be adhered to, notwithstanding the board's authority to grant variance from the bulk standards of this district. New housing should be supported with new infrastructure in this area to include street overlays, decorative lights, new sidewalks and street trees. The vacant land at the corner of North Clinton Avenue and Wall Street should be developed as a new multifamily housing structure that mirrors the height and setbacks as the adjacent residential structures. The front of this building shall be oriented towards N. Clinton Avenue with parking in the rear off of Wall Street. The façade material shall be masonry.

f. Hollywood Street

Hollywood Avenue should continue to be a single family homeownership area. The city should rehabilitate all of the existing vacant homes on this block and introduce infrastructure upgrades to include new sidewalks, street trees, and lighting and roadway improvements. The city should develop a homeownership improvement loan or grant program. If possible, the city should set up a dedicated account from monies collected from sales of city land to redevelopers or consider "impact fees" from redevelopers to finance community redevelopment work. These monies could be used to operate a property improvement program on Hollywood Street as well as on Wall Street and Monmouth Street.

g. South side of Wall Street

In order to redevelop the north side of East State Street between North Clinton Avenue and Wall Street, the lots on the north side of State Street may need to be extended to Wall Street to allow for loading and unloading. If required, redevelopers would be responsible for negotiating the acquisition of these lands with the private property owners. As a last resort, redeveloper may request that the city use its eminent domain authority to condemn properties. Since this plan does allow for the redevelopment of the north side of Wall Street for housing, redevelopers will be required to design the rear of these buildings in a way that is sympathetic to the residential block. Trucks will not be allowed to queue on Wall Street and all loading and unloading will need to take place inside the building.

h. Lee Overall Building

This building should serve as the anchor development for this segment of East State Street. The city should continue to support the redevelopment of this building for housing. New adjacent buildings on the north side of East State Street should step down in height, affording unobstructed views from the upper floors of the Lee Overall building. To facilitate pedestrian movement to and from the Train Station, traffic calming measures should be implemented at the corner of E. State Street and Wahlenberg Boulevard to include new signage, a raised crosswalk or possibly a roundabout. The city should coordinate with the State of New Jersey to assure that the bridge replacement in this area reinforces the neighborhood concepts.

4. Architectural Salvage

The redeveloper will be required to consult with the City's Historic Preservation Specialist prior to the demolition of any buildings and/or structures in the Redevelopment Area and must work with the City to identify potential organizations for removing any salvageable historic architectural elements. Preference should be given to Trenton-based organizations and/or non-profits.

5. Smart Growth and Sustainable Design

The following smart growth principals shall guide new development in this district.

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 Train Station district to the surrounding neighborhoods. 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 (adjacent to this redevelopment area).
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.

The City of Trenton is committed to the concepts of sustainability and, as such, seeks to incorporate these concepts into new developments throughout the city. 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 on-site water 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.

Attached to this redevelopment plan are design guidelines that are made part of this Redevelopment Plan. All new development in this district should incorporate, to the extent possible, concepts from these guidelines. All new construction projects that are over 50,000 square feet of gross floor area shall meet the intent of these guidelines and developers are required to file the attached rating systems as part of their Planning Board submittals. Additionally, rehabilitation work in this area shall generally follow the spirit of these guidelines. When developers come before the Planning and /or Zoning Board with a rehabilitation project, the applicant shall add, as part of their application, a “position paper” outlining how the spirit of these guidelines are met.

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 Trenton Station 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. The attached Boundary and Land Use Map, as amended, shall become an overlay map to the existing zoning Map 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 for mixed land uses, which would permit commercial/office, residential, public parking and institutional uses.

2. Density of Population

It is anticipated that population increases will take place due to the plans envisioned for this area. This area is well suited for an increase in population densities given its proximity to the Trenton Train Station and the public transportation alternatives offered. Additionally new residential developments must provide open space as mandated under Article XXX of the City of Trenton Land Development Ordinance.

3. Improved Traffic

In March 2006, the City of Trenton finalized the “Trenton Station Linkage Plan”. This study evaluated linkages to the Train station via, pedestrians, car and bike movements. The goal of the plan is to better integrate the station area into the local environs, thus allowing it to become a better neighbor and anchor development. The implementation plan of this report should be closely adhered to as redevelopment plans move forward in this area

4. Public Transportation

There are no proposed changes in existing public transportation. The area is well served by existing public transportation including bus and rail service. In 2004, the riverline light rail line opened for operation, which links the Trenton Train Station with the Camden waterfront, with a number of stops within the city limits. Additionally, the New Jersey Department of Transportation has embarked on 55 million-dollar reconstruction of the Trenton Station. These

improvements will greatly enhance the Trenton Station as a major transportation hub in the State.

5. 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.

6. Recreational and Community Facilities

The most significant park in the downtown is the Mill Hill Park. Additionally, open space improvements are proposed along the Assunpink Creek, with significant open space upgrades to the north of this redevelopment area, along the creek. All redevelopers in this area will be required to meet the open space requirements and the public art requirements of the City of Trenton Land Development Ordinance, Article XXX Regulations and Controls

7. Relocation Plan

All persons or business displaced by project activities will be assisted in finding other locations and facilities, in accordance with the requirements of N.J.S.A. 20:4-1, et seq., and any other applicable laws. Persons displaced from their homes will be assisted in finding housing which is decent, safe, sanitary and within their financial means in reasonably convenient locations and otherwise suitable to their needs. It is anticipated that there will be sufficient decent, safe, sanitary and affordable housing within the existing local housing market that is available to any such persons displaced.

8. Significant relationship of the Redevelopment Plan to the Master Plans of contiguous municipalities, The New Jersey Development and Redevelopment Plan and the County Master Plan

There are no significant relationships between this redevelopment plan and the contiguous municipalities needing further review. The overall redevelopment objective to promote the concepts of Smart Growth and transit oriented development around the Trenton Train Station is consistent with both the Mercer County Master Plan and the State of New Jersey Development and Redevelopment Plan. The City of Trenton is a designated Urban Center as defined under the State of New Jersey Development and Redevelopment Plan. Goal #1 of the State Plan is the revitalization of the State's Cities and Towns. Additionally, The County of Mercer Growth Management Plan, Part 1, designates the City of Trenton as an Urban Growth Area, and states that Urban Growth Area provide major concentrations of mixed use activities that serve countywide needs, including high density residential development,

single-family housing on small lots, County and State government facilities, professional offices, and a wide range of cultural facilities.

Furthermore, it is believed that the stated objectives of this redevelopment plan will not impact the master plans of contiguous municipalities in any significant way.

9. Consistency with the City of Trenton Master Plan

The vision for the Train Station Area, as formulated in the City of Trenton Land Use Plan, January 1999, is one of a bustling inter-modal transportation hub, combining train and buses, trolley and taxi service, which would also host a variety of commercial enterprises. At the heart would be a thoroughly redesigned and rebuilt Train Station, with a strong visual presence, a grand entrance way and a grand central space that would evoke the great history of the City of Trenton and be a fitting gateway to a resurgent city. Around the station a well-organized bus station would provide for integrated use of the bus, light rail, and train system. New and improved signage would welcome visitors to Trenton and orient them to the City. New development in the area would consist of mid-rise structures, including parking garages, commercial buildings, residential structures, and ground floor commercial spaces.

The Train Station Redevelopment plan envisions a mix of uses around the station to include new housing, commercial, office and retail. These uses and the smart growth concepts of high-density development around the station are consistent with 1999 City of Trenton Land Use Plan

Furthermore, the City of Trenton “Periodic Re-examination of the City of Trenton’s Land Use Plan and Regulation” as adopted by the City of Trenton Planning Board, February 2005, reiterates the following recommendations that first appear in the 1999 Land Use Plan:

- i. Addressing the total lack of visual character and presence of the Trenton Train Station and its immediate environs, as well as the isolation of the train station area from the rest of downtown Trenton.
- ii. Tapping the commercial retail potential of this heavily trafficked train station.
- iii. Identifying uses for the surrounding vacant land and parking lots.
- iv. Redesigning the Trenton Train Station and its surroundings to better function as an intermodal hub of public transportation facilities for the region.

- v. Addressing on-going pressures for additional parking, especially related to the new arena, and possible office development in the area.
- vi. Identifying potential uses for and redevelopment of the vacant historic mansions at the corner of Greenwood Avenue and South Clinton Avenue.
- vii. Planning for the impact of the new light rail train line stopping at the Trenton Train Station and possibly extending down State Street.

The objectives put forth in the Trenton Station Redevelopment Plan are consistent with the above-mentioned recommendations.

E. 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.

F. PROJECT MAPS AND ATTACHEMENTS

1. Boundary and Land Use Map
2. Concept plans for Miller Homes and new street connection
3. Sustainable Design Standards