



CITY OF TRENTON

DEPARTMENT OF HOUSING AND ECONOMIC DEVELOPMENT

ENTERPRISE AVENUE AREA
REDEVELOPMENT PLAN

Adopted by City Council
July 2002
Amended January 2005

City of Trenton
Department of Housing and Economic Development

CITY OF TRENTON
DEPARTMENT OF HOUSING AND ECONOMIC DEVELOPMENT

ENTERPRISE AVENUE AREA
REDEVELOPMENT PLAN

A. DESCRIPTION OF PROJECT

1. Boundaries of Project Area
2. Redevelopment Plan Objectives

B. LAND USE PLAN.

1. Land Use Map
2. Land Use Provisions and Building Requirements

C. PROJECT PROPOSALS.

1. Land Acquisition/Condemnation
2. Redeveloper's Obligations

D. OTHER PROVISIONS – STATE AND LOCAL REQUIREMENTS.

1. Land Use
2. Population Density
3. Traffic
4. Public Transportation
5. Public Utilities/Infrastructure
6. Recreation and Community
7. Regulations and Controls

E. PROCEDURES FOR AMENDING APPROVED PLAN.

F. PROJECT AREA MAP

A. DESCRIPTION OF PROJECT

1. Boundaries of Project Area

The land use controls and regulatory provisions of the Enterprise Avenue Redevelopment Plan affect those properties contained within the boundaries shown on the attached Boundary and Land Use Map.

The specific properties contained within this redevelopment plan are listed by Block and Lot are as follows:

<u>Block</u>	<u>Lots</u>
211B	2
211C	5
211A	11, 9, 3, 8, 10
210A	14, 1, 1A, 15
210C	10
210B	13, 6, 2, 9
209D	1227, 28, 1223, 2A, 2, 1214, 1, 1228, 1229
209B	1184, 1216, 1211, 1209, 1199, 1191, 1220, 1189, 1187, 1219, 1185
214A	5

2. Redevelopment Plan Objectives.

The redevelopment objectives of the Enterprise Avenue Redevelopment Plan include:

1. Create an attractive, light industrial/commerce center on Enterprise Avenue. Redevelop the former Carter Wallace site and adjacent underutilized lands for this new center. If necessary, remove inappropriate uses that detract from the overall commerce center viability and theme.
2. Attract businesses to this area that will enhance the economic base of the neighborhood, City and Mercer County region. Create quality job opportunities for the residents of the city and enhance the City's tax base.
3. Provide an overall building layout and streetscape design concept that will provide an attractive and competitive setting for business activities, while also having a positive effect on the surrounding neighborhood.
4. Promote and facilitate the creation of a greenway along the Assumpink Creek. Create a strong landscape buffer between the park and non-park uses. Creates a "clear" zone between the creek and any adjacent uses in order to create this park.

B. LAND USE PLAN.

1. Land Use Map.

The attached Boundary and Land Use Map, dated July 2002, indicates the proposed land uses.

2. Land Use Provisions and Building Requirements.

a. Permitted Land Uses.

1. Light Industrial/Commerce Center

As is indicated on the Boundary and Land Use Map, dated July 2002, the entire redevelopment area shall be zoned “Light Industrial/Commerce Center and generally follow the Industrial A (light industrial/heavy commercial) zoning classification of the City’s Land Development Ordinances. However, the following restrictions shall be imposed on this district in order to realize the Redevelopment Plan objectives:

1. Those uses that are specifically prohibited in the Industrial A zone shall also be prohibited under this redevelopment plan. Light industrial/heavy commercial uses that have a retail component that is ancillary to its main use will be permitted in this zone.
2. Outdoor storage of materials will be allowed in this district if storage is ancillary to a permitted use and represents less than 25% of the total lot coverage. Outdoor storage of materials will be strictly regulated in this district. Any outdoor storage must not be visible from the street, any recreational facility or open space, or adjacent uses. As part of a site plan submission to the City of Trenton Planning Board, an applicant must provide a screening plan that is in keeping with the objectives of this plan. No razor wire will be permitted. The Planning Board must review and approval this screening plan. Junkyards and recycling centers are strictly prohibited in this zone
3. This plan recognizes the presence of residential uses on Klagg Avenue. These uses are pre-existing non-conforming in the zone and are allowed to operate in perpetuity. If for any reason these uses are discontinued, this area is bound by the regulations in this plan. The conversion of these residential uses to a light industrial/heavy commercial use will be a matter of right in this district. To protect the integrity of this “non-conforming use” no curb cuts or truck traffic will be allowed on Klagg Avenue. In addition a minimum five foot wide, ten foot high landscape buffer must be

provided on any edge that either adjoins an existing residential use or is across the street from residential uses.

4. 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 strict design guidelines that redevelopers will need to adhere to. Design controls minimally address:
 - a. Appropriate building setbacks from Enterprise Avenue.
 - b. Appropriate “clear” zone for the Assunpink Greenway.
 - c. Parking/loading and unloading requirements.
 - d. Vehicular and pedestrian ingress/egress requirements.
 - e. Utility/Infrastructure system upgrades
 - f. Building layout and building materials. It is the intent of this plan to create an attractive center that will attract both businesses and retail users to this area. Consequently, developers will be required to construct/rehabilitate buildings that use a high percentage of masonry materials on the facades of their buildings.
 - g. Landscaping materials and design standards with appropriate setbacks and screenage from the proposed Assunpink Greenway.
 - h. Screening materials, such as decorative fencing, creative screening ideas etc.
 - i. Signage and lighting standards
 - j. Sustainable design guidelines

The attachment titled “Enterprise Avenue Area Redevelopment Plan Design Standards” articulate the design standard for this area and shall be made part of this report. If any section of these design standards conflict with any other section of this report the attached standards shall apply.

- b. Lot size, Area, and Building requirements.
 1. Regulations, controls, and restrictions regarding building area, floor area, height, lot width, yards, setbacks, density and parking shall be generally determined by the City Zoning Ordinance and design controls set forth in this plan. In addition, the Department of Housing and Economic Development shall be permitted to make recommendations to allow for modifications to the applicable standards in order to address particular circumstances and to foster high quality in site planning and design as seem appropriate to the plan. The Planning Board shall be authorized to approve such recommendations where they further the objectives of this redevelopment plan, without requiring amendments of the plan.
 2. Site development standards for off-street parking and loading and unloading in the Redevelopment Area shall generally follow the City’s Ordinance for Driveways and

Parking Lots (Article XXIII section 315-142), although the Planning Board may, for good reason, have the authority to grant a parking variance.

Parking requirements for retail, and commercial uses shall be as specified in the Zoning Ordinance (Article XXIII section 315-142), Off-Street Parking Schedule for All Districts Except Business A and Pedestrian Mall.

3. Signs shall be per the Industrial A zone standards except that the Planning Board may approve free-standing signs that exceed the applicable standards for properties within the proposed Enterprise Avenue Commerce Center exclusively for the identification of the business or occupant of the property. Any such sign may be of permanent construction and of a design and appearance to be approved by the Planning Board.
4. Billboards shall not be permitted in this zone

C. PROJECT PROPOSALS:

1. **Land Acquisition/Condemnation.**

The City of Trenton may acquire, by condemnation where necessary, such properties as may be necessary to effectuate the objectives of this redevelopment plan.

2. **Redevelopers Obligations.**

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

D. OTHER PROVISIONS – 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 designated redevelopment area.

The Trenton Planning Board has, by resolution, approved this Redevelopment Plan for the Enterprise Avenue Area Redevelopment Plan. The Redevelopment Plan conforms to local zoning, local plan objectives, and the Master Plan of the City of Trenton.

1. **Land Use**

The Boundary and Land Use Map proposes Light Industrial/Heavy Commercial use for the entire redevelopment area. The proposed Light Industrial/Heavy

Commercial use is consistent with the local objectives of this redevelopment plan as well as the City's Master Plan.

2. Population Density

The industrial development will not affect population density.

3. Traffic

As a result of redevelopment activity proposed for this area it is anticipated that both truck and automobile traffic will increase. Due to its proximity and ease of access on and off of US Route 1, this area is perfectly situated for the proposed use. Truck traffic will be directed away from adjacent residential neighborhoods and onto Route 1. The city's engineering team will further explore traffic patterns and, if need be, this plan will be amended to incorporate any proposed changes.

4. Public Transportation

This area is presently served by NJ Transit's 604 and 608 bus routes. No changes are anticipated due to proposed redevelopment activity in this area.

5. Public Utilities/Infrastructure

Public utility improvements and upgrades may be needed as a result of the proposed redevelopment activity. The city, in conjunction with its consultant engineers will evaluate the existing systems in this area for adequacy. If systems are determined to be inadequate or in need of repair, appropriate improvements will be made. It will be the responsibility of the Department of Housing and Economic Development in conjunction with the Department of Public Works to determine public/private responsibilities for the cost of these improvements. The City may require developers to pay a pro-rate share of any infrastructure improvements deemed necessary as part of the developer's project.

6. Recreation and Community

As part of the City's effort to create a "green" open space network, connecting the city's neighborhoods with its central business district, a greenway has been proposed along the entire length of the Assunpink Creek within the City of Trenton. Sensitive design controls must be in place to address potential conflicts between park and non-park uses. This plan calls for appropriate landscaping and distance buffers between the greenway and other users.

7. Regulations and Controls

All standards relating to land coverage, lot dimensions, yard sizes, etc., shall be in accordance with Section B 2a. 4 of this report. If this report is silent on any zoning requirements, the IA District Standards of the Zoning Ordinance of the

City of Trenton with modifications as set forth in this redevelopment plan shall apply.

E. PROCEDURE FOR AMENDING 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 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 Development, is materially affected by such amendment.

F. PROJECT AREA MAP

Boundary and Land Use Map

Enterprise Avenue Area Redevelopment Plan – Design Standards

**ENTERPRISE AVENUE AREA
REDEVELOPMENT PLAN**

DESIGN STANDARDS

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

Enterprise Avenue Area Redevelopment Plan Design Standards

Introduction	1
Site Design	2 - 4
Building Location	2, 3
Access and Parking	4
Building Design	4 - 6
Building Style	4, 5
Building Heights	5, 6
Landscape Design	7 - 12
Streetscape	7
Street Trees	7, 8
Street Furniture	8
Decorative Fencing	8, 9
Lighting	9
Signage	10
Sidewalk and Walkways	10,11
Landscaped Buffers	11
Landscaped Islands	11, 12
Open Space and Assunpink Greenway	12
Sustainable Design Guidelines	13 - 17
Sustainable Design Rating System	Appendix A

INTRODUCTION

The Enterprise Avenue Redevelopment Area, located in the northeastern section of Trenton, has been created to facilitate the development of an attractive, light industrial/commerce center. The overall goal of the redevelopment plan is to attract businesses to this area in order to boost the economic success of the neighborhood and the surrounding region. The structures to be built in the Redevelopment Area should be attractive and appropriate to light industry standards. The site plans should also be designed to accommodate efficient use by light industry businesses. The Design Standards presented here are intended to guide thoughtful and sustainable redevelopment in the Enterprise Avenue Area. Sustainable design is achieved through the consideration of the relationships between buildings, sites and their surrounding neighborhoods. The end results should promote healthy, safe and liveable neighborhoods, foster a sense of place, and enhance life and work in the City.

The Enterprise Avenue Redevelopment Area is also planned to incorporate a greenway along the Assunpink Creek, which borders a portion of the Redevelopment Area. A landscape buffer between the recreational space and the light industrial activities will ensure a successful co-existence of the two types of uses.

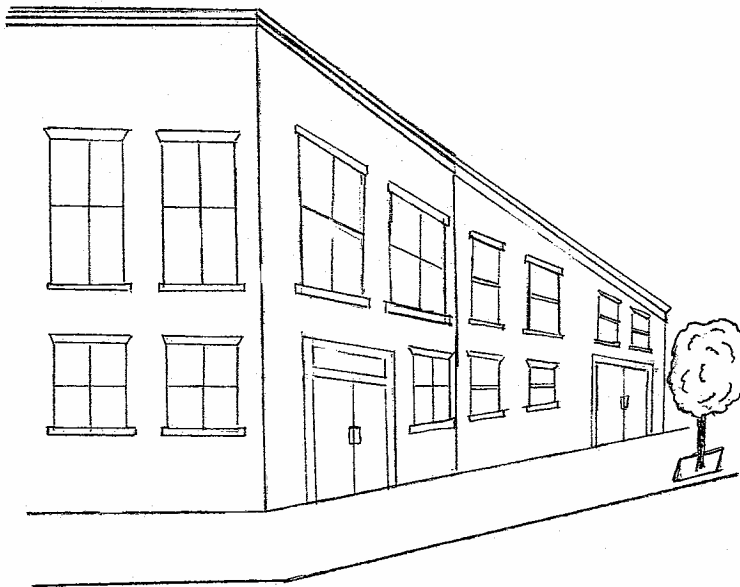
SITE DESIGN

One of the objectives of the Enterprise Avenue Redevelopment Area is to provide an attractive, sustainable and competitive setting for business activities. Building layout design, along with a pleasant streetscape, is an important tool for creating this positive business environment.

Building Location

The Enterprise Avenue Redevelopment Area is located within an urban neighborhood. The redevelopment effort here should evoke a sense of that urban setting. The intent of the building layout is to create a street wall effect along Enterprise Avenue; thereby maintaining the area's urban character, while meeting sustainable guidelines as outlined later in this report.

Structures within the Redevelopment Area shall be situated in a manner such that the street wall runs along both sides of Enterprise Avenue. The creation of the street wall shall be achieved by locating the buildings and structures close to the road and sidewalk. The setback of buildings and structures should be 5 feet. In instances where no building is located along the property frontage, wing walls may be extended off the sides of the building or decorative fencing may be placed to continue the line created by the buildings. The style of decorative fencing should follow the guidelines for fencing found in these design standards, or may be constructed using materials that match the building.



The dimension of lots and lot shape shall be such that it does not create the potential for land locked lots. Lots on the east side of Enterprise Avenue shall be laid out such that the rear lot line abuts the Assunpink Greenway. Lots on the west side of Enterprise Avenue shall be laid out such that the rear lot line is the Route 1 right-of-way.

The minimum lot area for lots on the east side of Enterprise Avenue shall be 1.5 acres, with a maximum lot size of 4 acres. The minimum lot area for lots on the west side of Enterprise Avenue shall be 4.5 acres, with no maximum lot size. The specific lot size, setbacks, area,

height and parking requirements for the Enterprise Avenue Redevelopment Area are summarized in the table below. The Planning Board shall retain its authority to grant bulk variances from these standards. Redevelopers must demonstrate that relief from these standards will not substantively detract from these design controls.

	East Side of Enterprise Avenue	West Side of Enterprise Avenue
Min. Lot Area	65,340 SF (1.5 Ac.)	196,020 SF (4.5 Ac.)
Max. Lot Area	174,240 SF (4.0 Ac)	—
Front Yard Setback (feet)	5 ¹	5 ¹
Rear Yard Setback (feet)	0	25 ²
Side Yard Setback (feet)	15 ⁶	15 ⁶
Min Floor Area Ratio	0.15 ³	0.15 ³
Max. Building Height, Stories / Feet	2 - 3 ⁴ / 30 – 45	5 / 90 ⁵
Parking and Access Road Setbacks (Feet)	15 ⁶	15 ⁶

Access and Parking

Primary access to the lots shall be provided from Enterprise Avenue. Access driveways into the sites are encouraged to utilize a common entrance. The creation of cul-de-sacs is discouraged. In any case, the number of curb cuts should be minimized. Access roads and parking areas shall be located at least 15 feet from adjoining lots, unless the access road and/or parking areas are being shared in common.

¹ The five (5) foot front yard setback should be dedicated to either landscaping or decorative paving
²When the Redevelopment District adjoins a zoning district with a more strict (greater distance) setback; the most restrictive setback of the adjoining district shall be applied for the side or sides of the lot which adjoins the two zoning districts
³ Not including parking, loading or staging areas.
⁴ The height of the building at the front of the building may be no more than 2 stories. An additional story height may be added to the building at least thirty (30') feet back from the front edge of the building.
⁵ If new buildings are constructed on the west side of Enterprise Avenue at the 5 foot setback, the more restrictive 2 story height limitation will apply to the front of the buildings. The additional stories may be added starting at 30 feet back from the front edge of the building. The exact design of the building configuration will be reviewed on a site by site basis.
⁶ Setbacks may be reduced to 0' if utilizing common access drive and/or parking for adjacent lots.

Parking shall be laid out in a manner to avoid large contiguous areas of pavement. Use of permeable paving materials is encouraged. Parking areas shall be designed to utilize landscaped islands to minimize the number of consecutively arranged parking spaces. Developers should examine opportunities to allow these islands to serve as alternative stormwater systems and useful habitat. See section on Sustainable Design Guidelines for additional information. Site development standards for off-street parking and loading and unloading in the Redevelopment Area shall generally follow the City's Ordinance for Driveways and Parking Lots (section 19-27.1), although the Planning Board may, for good reason, have the authority to grant a parking variance.

Parking garages may be allowed in the Redevelopment Area as an accessory use and must comply with all of the building setbacks and height requirements set forth in these Design Standards. Parking garages shall be of a similar building material as the primary building. In the event the parking garage is located along the front of a lot, the front façade of the parking structure shall be designed to resemble a typical building façade. Developers should take sustainable design principles into account when siting such structures, and should examine the potential for rooftop gardens or landscaped courtyards in conjunction with such structures.

BUILDING DESIGN

Building Style

All portions of buildings visible from a public street, park, open space or parking lot shall be finished in materials consistent with these standards. Each building shall be designed to be compatible with adjacent buildings and structures within the Redevelopment Area.

The architecture of the structures within the Redevelopment Area should establish a new identity for the neighborhood. The buildings should relate to one another and create a sense of a cohesive design. The first building will set the tone and establish the style of successive construction. The design details will be further defined during site plan review.

The front façade of all structures shall incorporate an aesthetic variety of color, texture and building materials. The primary building material shall be brick, cut stone or a similar masonry material. All other building details shall complement or highlight the primary building material. The finish and color of each building shall match or complement adjacent buildings and structures. The majority of glazing on building materials should optimize daylighting potential and heat gain during the winter. Materials that absorb, store, and conduct heat should be placed to take advantage of southern exposure while blocking north winds.

The main entrance to the building shall be along the front of the building facing Enterprise Avenue. Any retail component of the buildings is to be located at the front of the building. The retail use should relate to the front along the streetscape.

Windows and doors shall comprise at least 25% of the ground floor front elevation, but shall not exceed 50%. A wall of glass is not a desirable façade. The goal is to encourage architecture that is attractive and interesting and evokes a sense of turn-of-the-century, high quality industrial buildings.

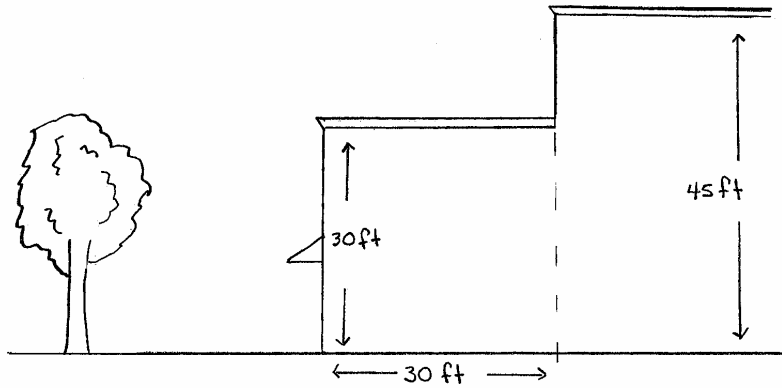
Rooftop gardens and vegetated screening is encouraged as a means to promote energy efficiency, sustainable stormwater management, and beautification of buildings.

Building Heights

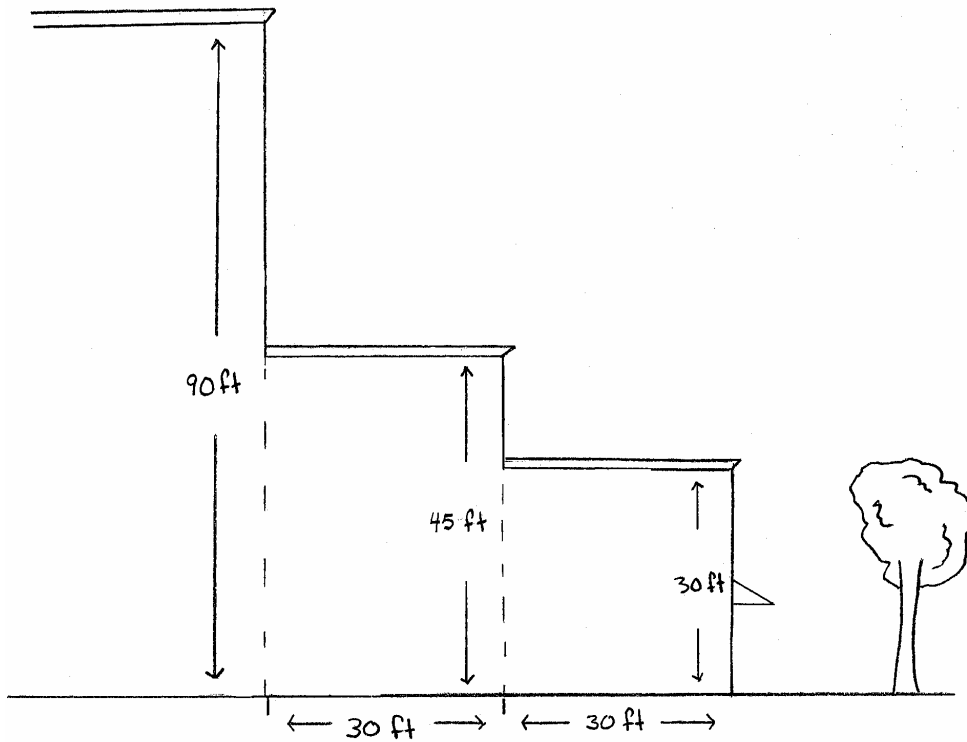
Structures within the Redevelopment Area on the east side of Enterprise Avenue shall be limited to a maximum building height of no more than three (3) stories or 45 feet tall. These height limitations are intended to minimize the impact of the buildings on the adjacent Greenway along the Assunpink Creek. Additionally, the height of buildings at the street shall be no more than two (2) stories or 30 feet. A third story may be added to the building at least 30 feet back from the front of the building. Placement of buildings and building height should take into consideration massing to mitigate noise, disperse pollutants, and minimize energy costs.

Structures on the west side of Enterprise Avenue may be no more than five (5) stories or 90 feet tall. If, however, new buildings are constructed on the west side of Enterprise Avenue at the five (5') foot setback from the streetscape, the more restrictive 2-story height limitation will apply to

the front of the buildings. The additional stories may be added at least 30 feet back from the front of the building. The exact building design configuration will be decided at site plan review.



East Side of Enterprise Avenue



West Side of Enterprise Avenue

LANDSCAPE DESIGN

The landscape design principles articulated in the City of Trenton Ordinances (19-27.3.b) shall be applied to the development of properties within the Enterprise Avenue Redevelopment Area, except as modified by the landscape design standards presented here.

Streetscape

A well-designed streetscape will make the Enterprise Avenue Redevelopment Area cohesive and successful. One of the objectives of the Redevelopment Area is to create an attractive light industrial/commerce center. The streetscape and the image it delivers should be employed as one of the first visible opportunities to create an attractive business environment.

The streetscape is comprised of street trees, street furniture, decorative fencing, lighting, signage, and the sidewalk and walkways. Each of these elements should be coordinated for all of the building lots within the Redevelopment Area.

The City of Trenton has designed and will installed an attractive streetscape to set the stage for the redevelopment of the Enterprise Avenue neighborhood. To facilitate traffic, sitelines, and reduce street clutter, no street parking will be permitted on Enterprise Avenue. Maintenance and repairs of the streetscape elements will become the responsibility of the owners along Enterprise Avenue, as per City ordinances.

The property located within the 5 foot setback must contain a transition element to soften the line between sidewalk and building. This could consist of alternate decorative paving materials, large planters, or a landscaped area utilizing low growing, hardy native plants.

Street Trees

Street trees shall be planted along the frontage of all sites. Street trees shall be planted in a 6'x6' wide landscape bed located along the edge of the roadway. A hardy ground cover shall be required within the landscape bed or movable pavers, but tree grates should be avoided. The landscaped island shall be filled to a depth of at least 3 feet with an approved soil medium. The minimum spacing shall be 40 feet on center. Frontage trees shall be provided at a minimum rate of one tree for every 50 feet of frontage

The street trees shall be species and cultivars that are of a medium to large height with a round to broad habit. Species shall be selected for excellent urban and drought tolerance, minimal fruiting, disease resistance and good structural tendencies. Street trees shall have single, straight trunks of at least 3"– 3.5" caliper at planting, measured 6" above grade. The trees shall exhibit a leader and shall have their lowest branches at least six feet above the ground.

It is anticipated that three to five varieties of street trees shall be utilized within the entire Redevelopment Area. Acceptable species shall include, but not limited to, the following:

Celtis x occidentalis, 'Magnifica' Hackberry
Fraxinus Americana, 'Autumn Purple' White Ash

Gleditsia triacanthos inermis, 'Skycote' Honey Locust
Phellodendron amurense, 'Shademaster' Corktree
Quercus bicolor, Swamp White Oak
Tilia americana, 'Redmond' Linden
Ulmus parvifolia, Chinese Elm

Street Furniture

Owners may chose to place street furniture on their property. The style of street furnishings shall be coordinated with the building style. Generally they are expected to be of a traditional style and should either match or be complementary to all other street fixtures, including light standards.

The color of all street furniture should match throughout the Redevelopment Area. All street furniture and light standards should be painted the same color or a complementary color approved by the city. The color may be either black, dark green or dark red or an approved substitute.

Decorative Fencing

Decorative fencing shall be utilized to help create the street wall along Enterprise Avenue, screen outdoor storage, buffer parking areas, and separate public spaces from industrial activities. No barbed or razor wire will be permitted.

The style and color of fencing shall be coordinated with the traditional style of the architecture and the street furnishings. A variety of styles may be acceptable for fencing within the Enterprise Avenue Redevelopment Area. Some examples of recommended fences are painted ornamental metal or fiberglass with narrow vertical pickets or brick piers with fencing between. Black, thermally-fused, vinyl-coated chain link may be allowed in the back of the buildings or along the sides, but not within 30 feet of the streetscape.

The color of the fencing shall match or be complementary to the color of the street furnishings. Where decorative fencing is utilized adjacent to a building, the building style may dictate the style and color of the fence.

The decorative fencing shall be between 6 feet and 8 feet in height. Where fencing is placed along the sidewalk on Enterprise Avenue or is employed to extend the street wall, the height should be 6 feet. The height of fencing along the rear and sides of the property may be 8 feet high. Redevelopers shall avoid fencing of different heights intersecting within the five foot front yard setback.

Decorative fencing shall be placed or replaced along the Assunpink Greenway. The fencing shall be located on top of the low wall which separates the Greenway from the industrial area.

Lighting

The lighting guidelines articulated in the City of Trenton General Ordinances (19-27.3.a) shall be applied to the development of properties in the Enterprise Avenue Redevelopment Area, unless modified by the following standards.

Lighting is a key element in a streetscape, as well as in parking areas and public open space. There are two types of lighting envisioned for the Redevelopment Area – area lighting and pedestrian lighting.

The function of area lighting is to provide a broad wash of light to illuminate large areas. Area lighting shall be located along the roadway of Enterprise Avenue and on the perimeter of parking areas.

Area lighting may be mounted on standards or attached to buildings. Light standards shall be at least 16 feet tall, but not over 25 feet. Building mounted area lights shall be located at a height consistent with the height of freestanding light fixtures.

Area lighting fixtures shall be a traditional design evoking the architecture of the City, such as an acorn fixture on a fluted pole. The design of the fixture and the pole shall complement the building design and the design of the street furnishings. The color should match the color of other street furnishings.

Pedestrian lighting is intended to illuminate smaller areas and to promote an increased level of security in gathering and walking areas. Pedestrian lighting fixtures shall be located at the entrances to buildings, along walkways adjacent to buildings, and in the parking areas.

Pedestrian lights may be mounted on standards or attached to buildings. Light standards shall be between 10 and 15 feet tall. Building mounted lights should be located on the first level of the building.

All luminaires shall produce a white light. Spotlights should be avoided. No building wash lighting shall be permitted unless special circumstances warrant such lighting. Lighting coverage requirements generally shall be in accordance with the City of Trenton Land Development Ordinance.

Signage

Signage is an important element in urban design. It not only directs users to places; it can also help establish a theme for an area. The Redevelopment Area should have a cohesive feel, and this can be achieved through a coordinated signage system.

The City of Trenton has adopted a “way-finding program” as part of a citywide signage system. The signage in the Redevelopment Area should be coordinated with the existing signage system. Signs shall be per the Industrial A zone standards except that the Planning Board may approve free-standing signs that exceed the applicable standards for properties within the proposed Enterprise Avenue Commerce Center exclusively for the identification of the business or

occupant of the property. Any such sign may be of permanent construction and of a design and appearance to be approved by the Planning Board.

A simple graphic, or icon, should be established to create an identity for the Redevelopment Area. This graphic should be repeated on all the signs throughout the Redevelopment Area.

A durable material should be the base for all signs. Signs should be placed a minimum of three feet above ground level. If multiple signs are necessary in an area, they should be consolidated on one pole or fixture to avoid a cluttered appearance. Signs should be located to afford easy viewing by pedestrians and motorists.



Sidewalk

Sidewalks are an important element in an urban streetscape. Pedestrian circulation is an essential component of city movement. The sidewalks along Enterprise Avenue and the walkways within the building sites should be designed to encourage regular use by occupants of the buildings, neighbors and visitors to the area.

Sidewalks shall be located along each side of Enterprise Avenue. These sidewalks shall have an unencumbered paved area of at least 6 feet in width. Sidewalks shall be constructed of concrete, concrete pavers, brick or a similar paving material.

Walkways in the interior of the building sites shall be at least 5 feet wide. Depending upon their function, interior walkways shall either be paved or finished with a permeable, smooth walking surface. Permeable paving materials should be considered when deciding on an appropriate surface.

Landscaped Buffers

A landscaped buffer shall be provided along the edges of all parking areas that abut a street, park or open space area. The buffer shall include a 6 to 8 foot high decorative fence and a densely planted landscape grouping.

Shrubs shall be planted as a linear hedge or in a free form grouping at a spacing of 2' – 2.5' on center. These plantings shall be placed in 3" deep mulched beds. Shrubs shall be a minimum of 2.5 feet in height and upright in form. Shrubs shall be evergreen or semi-evergreen in nature.

At driveways or walkways, shrubs shall be offset to facilitate sight distance for motorists and pedestrians. In the offset area, low shrubs or perennial plantings shall be planted in a dense spacing (18” – 24” spacing for shrubs; 10” – 15” spacing for perennials). These plantings shall be placed in 3” deep mulched beds. These low shrubs shall be maintained at a height of 12 inches.

Acceptable species shall include, but shall not be limited to, the following:

Abelia grandifolia, Glossy Abelia
Berberis triancanthos, ‘William Penn’ Barberry
Ilex glabra, Inkberry Holly
Juniperus sargenti, Sargent Juniper
Ligustrum ovalifolium, California Privet
Myrica pensylvanica, Bayberry
Prunus maritima, Beach Plum
Viburnum rhytidophyllum, Leatherleaf Viburnum

Landscaped Islands

Landscaped islands shall be located within parking areas to break up large expanses of paving. The landscaped islands shall mimic the size of a parking stall, excluding curbing. Shade trees shall be planted at a rate of one (1) tree for every ten (10) parking stalls. The landscaped islands shall be planted with an acceptable ground cover. Extensive unplanted mulch or stone beds shall not be permitted.

Opportunities to make use of landscaped islands for stormwater drainage is highly encouraged. Design of islands to link landscaped areas and thus create beneficial habitat should also be considered. See section on Sustainable Design Guidelines for additional information.

Trees in the landscaped islands shall be species and cultivars that are of a medium to large height with a round to broad habit. Species shall be selected for excellent urban and drought tolerance, minimal fruiting, disease resistance and good structural tendencies. The trees shall range in size from 2” to 4.5” caliper, with an average size of 3” – 3.5” caliper at planting, measured 6” above grade.

The larger size trees shall be planted near buildings and walkways. These shade trees will serve to emphasize and enhance building entrances and provide a pleasant area for pedestrians. If deemed appropriate during site plan review, small size trees may be permitted within parking areas for added seasonal color, buffering or design emphasis.

Acceptable species shall include, but shall not be limited to, the following:

Celtis x occidentalis, ‘Magnifica’ Hackberry
Fraxinus Americana, ‘Autumn Purple’ White Ash
Gleditsia triancanthos inermis, ‘Skycole’ Honey Locust
Phellodendron amurense, ‘Shademaster’ Corktree
Quercus bicolor, Swamp White Oak

Tilia americana, 'Redmond' Linden
Ulmus parvifolia, Chinese Elm

OPEN SPACE AND ASSUNPINK GREENWAY

The Enterprise Avenue Redevelopment Area is located adjacent to the Assunpink Creek. A portion of the Assunpink Greenway runs along the southeastern border of the Redevelopment Area. This section of Greenway has been proposed to be developed as part of the linear park system running along the Assunpink. The primary purpose of the Greenway at this location is as a passive walking trail.

The interface between the Redevelopment Area and the Assunpink Walkway is an opportunity for open space for the employees of the Redevelopment Area, as well as a recreational resource for the neighboring area. A perpendicular connection between the Greenway and Enterprise Avenue has been proposed to provide a link with the linear park. Additional connections from the individual building lots or between shall be determined during site plan review.

SUSTAINABLE DESIGN GUIDELINES

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.

When doing development in this area, redevelopers should, to the extent possible incorporate the following sustainable design elements:

Sustainable Architectural Design Concepts and Elements:

Seasonal Design Objectives:

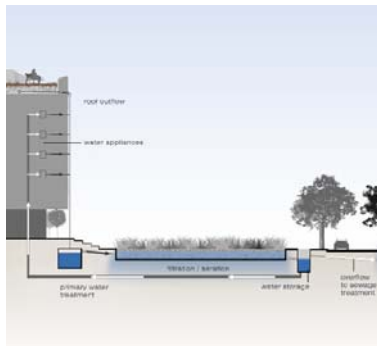
Summer

Encourage light breeze
Provide shaded routes
Protect from rain

Winter

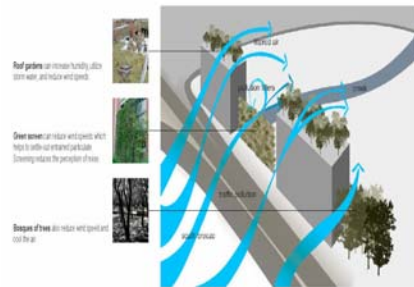
Protect from winds
Increase solar access
Protect from rain & snow

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**

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. As part of the site plan submission, the redeveloper will be responsible to submit the attached rating sheet (appendix A) along with a narrative describing how the sustainable guidelines are met.

These guidelines were called out of the report “Trenton Sustainable Brownfields Development Project” Redevelopers are strongly encouraged to download this entire document for review and reference at www.ci.trenton.nj.us/housplan.html

