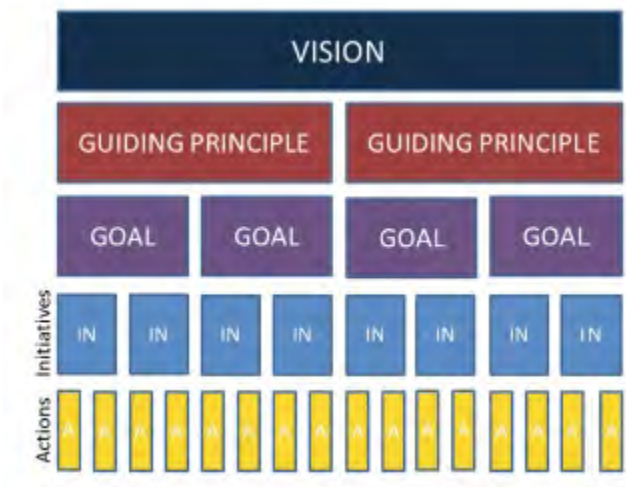


# TRENTON250

1792-2042

## Transit Oriented Development Strategic Plan

*Adopted by the City of Trenton Planning Board  
December 23, 2019*



Prepared for: The City of Trenton

Prepared by: Local Planning Services, NJDCA



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# EXECUTIVE SUMMARY

This Transit Oriented Development Strategic Plan (TOD Plan) has been prepared for the City of Trenton (the City) by the New Jersey Department of Community Affairs, Local Planning Services (LPS) as an amendment and supplement to the 2017 the Trenton250 Plan and the over 400 Action Cards that are designed to implement the plan. The Trenton250 Plan recommends that a TOD Plan be completed. This plan will help implement Transit Oriented Development within the City of Trenton.

The goal of this TOD Plan is to coordinate public investment and encourage private sector investment, compact mixed-use development, multi-modal linkages and equitable access in and around the Trenton Transit Center and the three River LINE stations. The TOD Plan provides a vision for the buildout of the underutilized properties and recommends prioritized actions. The TOD Area boundary as approved by resolution of the Trenton City Council is shown on Map 1 of this report.

The recommendations in this TOD Plan focus on the Trenton Transit Center Priority Area and the Hamilton Avenue and Cass Street Priority Area. These recommendations are set forth in Action Cards and are based upon the vision, principles, goals, and initiatives of the Trenton250 Plan. The TOD Plan is focused on attracting residents and visitors to the Priority Areas through place-based initiatives. The prioritized recommendations are designed to be implemented by State, County and City government to attract private investment; and focus on the redevelopment of underutilized properties, reduction of crime, creation of jobs and housing, and the creation of vibrant neighborhoods around these multi-modal transportation hubs.

All of the proposed 27 Action Cards presented in this report were selected to address the major barriers to the development and revitalization of the two Priority Areas. Those barriers are:

- TOD Area Safety and Security
- TOD Area Sense of Place and Cleanliness
- Vacant and Abandoned Properties
- Transportation Connections and Circulations
- Property Redevelopment

The Action Cards included in this TOD Plan as well as recommendations from the Trenton Transit Center Strategic Action Blueprint (SAB) prepared by New Jersey Future are presented in Table 1 below. Action Cards are categorized by priority and implementation timeline beginning with projects, programs, partnerships or policies that are in progress of being implemented and followed by those that can be realistically completed in the short-, medium- and long-term. Additional explanations and details on each Action Card can be found in the body of this report. In addition, a full table of actions with additional details can be found in Appendix VIII.

**TABLE 1. TOD Plan Action Cards**

<b>Action</b>	<b>Action Card Type</b>	<b>Lead Department</b>	<b>Partnering Organizations</b>
<b>In Progress</b>			
Local Public Agency Certification by NJDOT	Replacement Action Card	Department of Public Works (DPW), Division of Engineering, Administration & Finance Department (A&FD)	NJDOT Local Aid District 3 Office, Mercer County
Intersection Improvements: Trenton Transit Center Redesign and Realignment	Replacement Action Card	Department of Housing and Economic Development (DH&ED)	Delaware Valley Regional Planning Commission (DVRPC), Mercer County, New Jersey Department of Transportation (NJDOT), NJ Transit
Trenton Transit Center Placemaking	New Action Card	DH&ED	NJ Transit, Trenton Downtown Association (TDA), Greater Trenton, Artworks, Trenton Children’s Choir, other arts partners
Long-Term Bicycle Parking at Trenton Transit Center	New Action Card	DH&ED	New Jersey Bike & Walk Coalition, NJ Transit, Greater Mercer Transportation Management Association (GMTMA)
Smart Kiosks and Parking Management Systems	New Action Card	DH&ED, Trenton Parking Authority	NJ Transit, neighborhood groups and organizations in the TOD Area
Trenton Transit Center Outreach for Station Vagrancy	New Action Card	Office of the Mayor	Volunteers of America, NJ Transit Police, Trenton/Mercer County Continuum of Care
Implement Open Streets Initiative	New Action Card	Department of Public Works (DPW)	Mercer County, NJDOT, TDA, St. Francis and Capital Health Regional Medical Centers, the Trenton School District, Local/State Bicycle Advocacy Organization(s) such as Trenton Bicycle Revolution, 880 Cities, Smart Growth America’s Safe Streets Academy, and/or the Better Block Foundation
Prioritize/Consolidate Vacant and Abandoned Properties Proposed Programs from Trenton250 Plan	New Action Card	DH&ED	Trenton Neighborhood Restoration Campaign (TNRC)
Route 29 Tunnel Ban Petition and Truck Routing through the TOD Area	Amended Action Card	DH&ED	NJDOT, Mercer County
Utilize Vacant Property Registration Ordinance Fund	New Action Card	Inspections Department	TNRC

Action	Action Card Type	Lead Department	Partnering Organizations
<b>Short-Term</b>			
Designate an official visual plan for the area and use it constantly	None (Strategic Action Board Action Step)	DH&ED	Planning Board
Develop steering committee and identify coordination organization	None (Strategic Action Board Action Step)	DH&ED	Mayor's Office, Greater Trenton, TDA
Trenton Transit Center Redevelopment Designation and Plan	New Action Card	DH&ED	Project developers
Arena Redevelopment Designation and Plan	New Action Card	DH&ED	Mercer County Improvement Authority (MCIA)
Cass Street Station Redevelopment Designation and Plan	New Action Card	DH&ED	MCIA
Roebing Center Redevelopment Designation and Plan	New Action Card	DH&ED	HHG Development Associates, LLC
Publish Abandoned Property List	New Action Card	Inspections Department, A&FD	TNRC
Transit Oriented Development Wayfinding Project	New Action Card	DH&ED	NJ Transit, TDA, GMTMA, TPA
Existing Bus Shelters Program	New Action Card	DH&ED	NJ Transit, TDA as a shelter sponsor
Implement Bike Share System	New Action Card	DH&ED	NJDOT, NJ Transit, GMTMA, Greater Trenton, bike share operator

Action	Action Card Type	Lead Department	Partnering Organizations
<b>Medium-Term</b>			
Mercer Cemetery Heritage Trail	New Action Card	DH&ED	Trenton Historical Society, TDA, New Jersey Division of Travel and Tourism, New Jersey Department of Environmental Protection's (NJDEP) Historic Preservation Office
Wallenberg Avenue Corridor Project - Realignment and Extension	Amended Action Card	DPW	NJDOT, NJ Transit, Mercer County, DVRPC
Great Connector Greenway Gateway/Trailhead and Park Cap Project	New Action Card	DH&ED	NJDOT Freight Planning, NJDOT Conrail Shared Assets Operations, NJDOT Planning, Multimodal and Grants Administration, DVRPC, Rails-to-Trails
Intersection Improvements: Pedestrian Bridge at NJ 129 and Hamilton Avenue	Amended Action Card	DPW	NJDOT, Mercer County
SOBRO (South Broad) - Arena District Placemaking	New Action Card	DH&ED	TDA, Greater Trenton, Trenton Restaurant Association, Arena management
<b>Long-Term</b>			
Reactivate Old Eagle Tavern Restaurant	New Action Card	DH&ED	Landmarks Commission, Greater Trenton, MCIA, NJDEP's Historic Preservation Office, planning/architecture consultant
Northeast Corridor Pedestrian Bridge and Crossing Improvements	Amended Action Card	DPW	NJ Transit, NJDOT
Trenton Cooks! (Food Truck/Cart Business Incentive Program)	New Action Card	DH&ED	TDA, Greater Trenton, Trenton Restaurant Association
Short-Term Bicycle Parking at Public Activity Centers Installation	New Action Card	DPW	Mercer County, State of New Jersey, GMTMA

This TOD Plan proposes land use recommendations that align with the proposed redevelopment areas within the Priority Areas (see Map 1). There are three proposed land use subzones as follows:

Immediate Transit Center Zone: Mixed Use – High Density, maximum of 22 stories, Minimum of 8 stories, reduced onsite parking standards

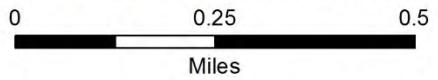
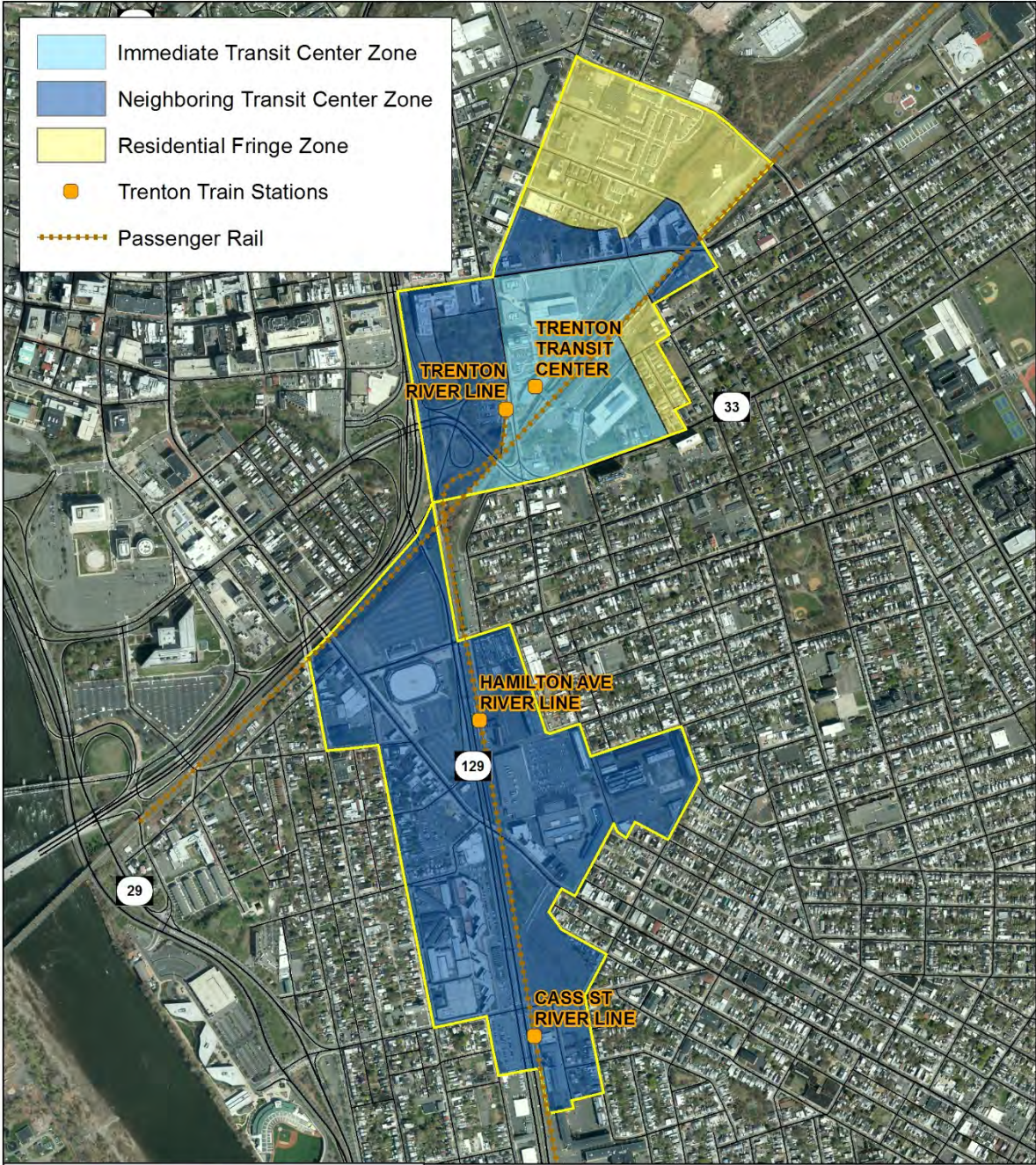
Neighboring Transit Center Zone: Mixed Use – High Density, maximum of 12 stories, minimum of 5 stories, shared parking allowed

Residential Fringe Zone: Neighborhood Residential- maximum of 5 stories, no minimum height, on street parking



MAP 1

# Trenton Transit Oriented Development Plan Land Use Subzones



Data Sources:  
ESRI, NJDCA, NJOGIS, City of Trenton

This TOD Plan also includes a concept plan for both Priority Areas, showing their potential buildout which corresponds to the allowed uses within the proposed land use subzones. The building uses, as well as height and square footage, are meant to be conceptual only for the purpose of estimating possible yields. In addition to illustrating the potential development of new and existing buildings, the concept plans highlight opportunities to incorporate other infrastructure improvements such as green infrastructure and intersection improvements.

The Trenton Transit Center Area Concept Plan (see Map 2) was prepared by Clark Caton Hintz for Greater Trenton and New Jersey Future in consultation with LPS. The Trenton Transit Center Area Concept Plan provides 2,130 possible housing units that would accommodate a residential population of 5,325. Additionally, this would provide 3,197,628 square feet of office space that would accommodate 22,289 occupants.

The Hamilton Avenue and Cass Street Priority Area Concept Plan (see Map 3) was prepared by LPS. The proposed area buildout includes 966 housing units, 1,135,618 square feet of office space, and 386,684 square feet of commercial space. The plan would provide housing for approximately 2,400 people and non-residential space that would accommodate nearly 10,000 total workers. Redevelopment of existing buildings, namely former Roebing factories, is a key component of the Hamilton Avenue and Cass Street Priority Area Concept Plan.

At the end of this TOD Plan, the extensive public input and stakeholder interviews are summarized. Also, please note the data sheets are presented in Appendix 1 of this report for all the potential development and redevelopment properties in the TOD Area.



MAP 2



- DEVELOPMENT PRIORITY AREAS
- TRAIN STATIONS
- TRANSIT IMPROVEMENT
- REDEVELOPMENT LOT
- POTENTIAL BUILDING LOCATION
- ROAD/BRIDGE IMPROVEMENT
- INTERSECTION IMPROVEMENT
- GREEN INFRASTRUCTURE/BIKE AND PEDESTRIAN NETWORK IMPROVEMENT

- PROPOSED INTERSECTION IMPROVEMENTS:**
- 1: MARKET ST. AND ROUTE 1 N. OFF RAMP
  - 2: GREENWOOD AVE. AND S. CLINTON AVE.
  - 3: GREENWOOD AVE. AND WALLNUT AVE.
  - 4: S. CLINTON AVE. AND R. WALLENBERG AVE.
  - 5: E. STATE ST. AND CLINTON AVE.
  - 6: E. STATE ST. AND R. WALLENBERG AVE.
  - 7: E. STATE ST. AND WALL ST.

- DEVELOPMENT SITE OPPORTUNITIES**
- NJ TRANSIT SURFACE PARKING LOT
  - GREENWOOD AVE. AND S. CLINTON AVE.
  - SURFACE PARKING LOT (MULTIPLE LOCATIONS)
  - GREENWOOD AVE. ADJACENT TO PARKING GARAGE
  - SALVATION ARMY SITE REDEVELOPMENT
  - LEE OVERALL BUILDING
  - WALL ST. INFILL DEVELOPMENTS

- MISCELLANEOUS OTHER IMPROVEMENTS**
- ART-WALK AT THE ROUTE 1 OVERPASS
  - PROVIDE ACCESS AT MERCER CEMETERY
  - REORGANIZED BUS STOPS
  - GENERAL LIGHTING IMPROVEMENTS THROUGHOUT
  - DEDICATED BIKE LANES THROUGHOUT
  - IMPROVED SIDEWALK WIDTHS
  - STREET FURNITURE (TRASH CANS, BENCHES)

Trenton Transit Center Area Concept Plan



Clarke Caton Hintz  
Architecture  
Planning  
Landscape Architecture





MAP 3

# Hamilton Avenue and Cass Street Priority Area Concept Plan



2019



Data Sources:  
ESRI, NJDCA, NJGIS, City of Trenton

# INTRODUCTION

The City adopted the Trenton250 Plan on February 23, 2017 as a comprehensive master plan for the period 2017-2042, the 250th Anniversary of the City's incorporation. The Trenton250 Plan is organized by a Vision with Guiding Principles, Goals, and Initiatives. The City has developed Action Cards for the implementation of each of the Master Plan's Initiatives.

An Action Card is an individual policy, project, program, partnership, study or advocacy position that the City must execute to support an initiative to achieve a goal.

The City requested the assistance of LPS to prepare a Transit Oriented Development Strategic Plan (TOD Plan) for the City. Initially called a Transit Opportunity Zone (TOZ) Plan, the name was changed to avoid confusion with the new federally designated Opportunity Zones.

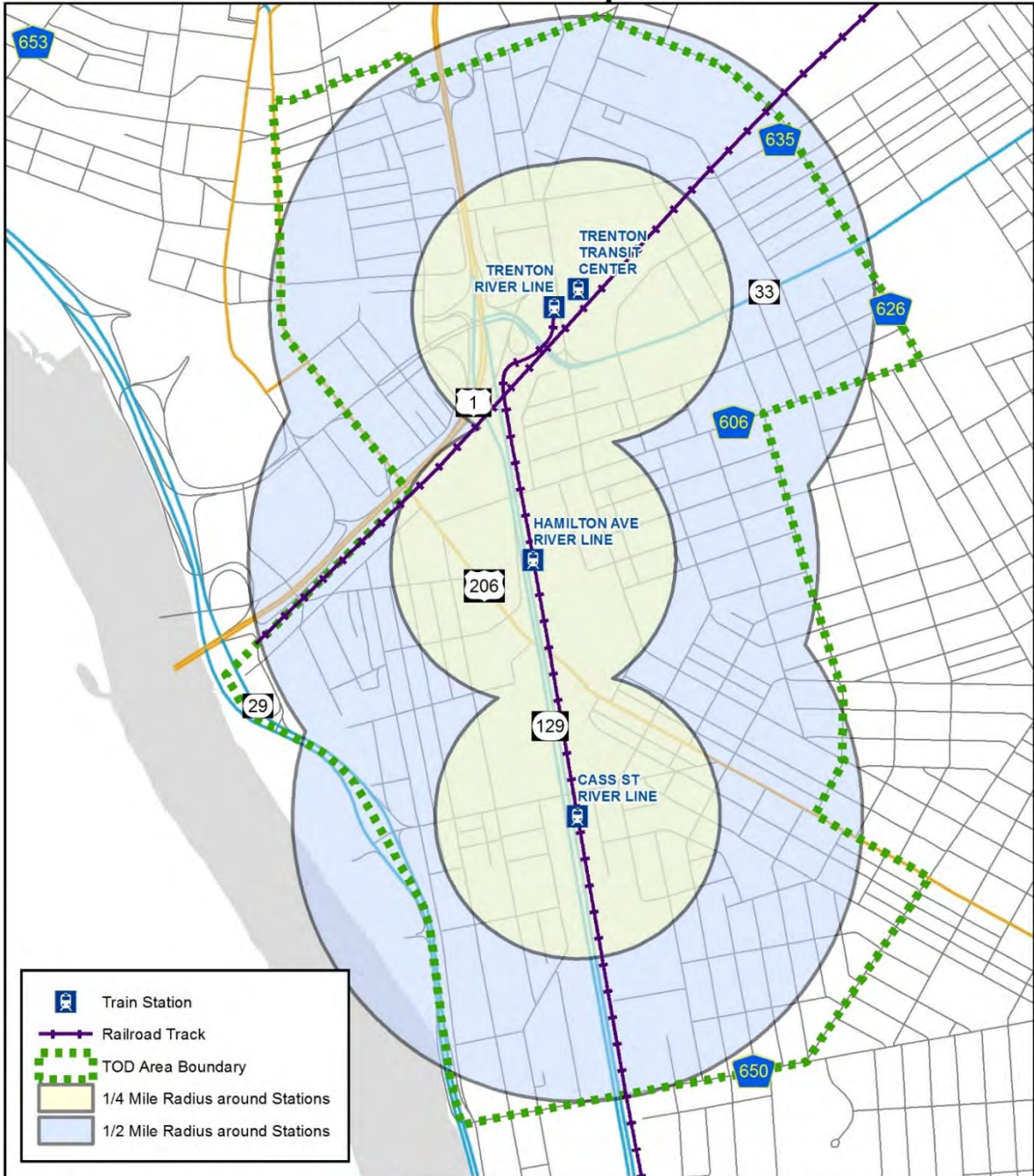
On November 3, 2016, the City adopted a resolution which authorized LPS to proceed, created a working committee, and included a scope of work delineating the boundary for the study area ("TOD Area"). Map 4 shows the TOD Area boundary as well as the ½ mile and the ¼ mile radius around the Trenton Transit Center, the Cass Street Light Rail Station, and the Hamilton Avenue Light Rail Station.

This TOD plan is intended to be adopted as part of the Trenton250 Plan and to provide a prioritization of Action Cards which the City can implement to assist in the development and redevelopment of the study area. The conceptual development plan as well as the proposed zoning guidance will set the stage for an application to have all or a portion of the study area designated by NJDOT as a Transit Village.

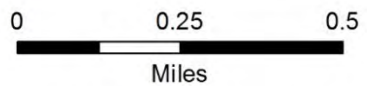


MAP 4

Trenton Transit Oriented Development Plan  
Transit Oriented Development Area



2019



Data Sources: NJDCA, NJOGIS, City of Trenton

# METHODOLOGY

The City of Trenton requested the assistance of Local Planning Services (LPS) at the New Jersey Department of Community Affairs to prepare the TOZ Plan (later renamed the TOD Plan) for the City. The LPS team prepared a project scope of work, the City Council adopted a resolution on November 3, 2016 authorizing LPS to proceed with the plan, adopting the scope of work and establishing a working committee. LPS met with the working committee to review the scope of work and get input on concerns, opportunities and issues with the Trenton Transit area. In addition, LPS was assisted by the City's appointed project coordinator and other Trenton staff members.

LPS engaged in significant public outreach to prepare the concept plans and recommended actions. On May 25, 2017, LPS, in collaboration with New Jersey Future and Greater Trenton, facilitated a stakeholder visioning session using focus groups to generate additional input to guide this TOD Plan. The visioning session was held at the John S. Watson Institute for Public Policy at Thomas Edison State University. Developers, policy makers, residents and other stakeholders were invited to attend the session via email, phone and the City's website. More than 30 attendees were provided background materials both prior to and at the event to introduce focus area topics and generate ideas for discussion.

On November 15, 2017, LPS and the City, with the help of Greater Trenton, held an open house in Trenton's City Hall atrium that drew approximately 50 participants from the public. The purpose of the open house was to obtain community input on initial ideas for future development and placemaking in the TOD Area.

In conjunction with the City's Planning Division, LPS also held interviews with key developers that control property in the TOD Area, including Woodrose Properties, Ajax Management, HHG Development, and Nexus Properties. These meetings provided LPS with important insight into current market realities, obstacles to redevelopment, opportunities to improve redevelopment prospects, as well as short-term and long-term redevelopment plans that already exist within the TOD Area.

The extensive stakeholder and public input results are found in Appendixes II, III, IV and V at the end of this plan.

This TOD Plan presents concept plans and prioritized Action Cards for the TOD Area with the purpose of economic revitalization, job creation, and community transformation. The recommended actions are based upon and are consistent with the goals, initiatives and actions in the Trenton250 Plan. This TOD Plan has been prepared by LPS and the Division of Planning for consideration by the City Planning Board to adopt as part of its Trenton250 Plan and for the City Administration to implement by following Action Card recommendations. The TOD Plan was also developed to be utilized as a foundation document for the City's NJDOT Transit Village Designation application.

# **TRANSIT ORIENTED DEVELOPMENT AREA CHARACTERISTICS**

## **Regional Context**

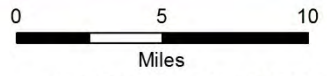
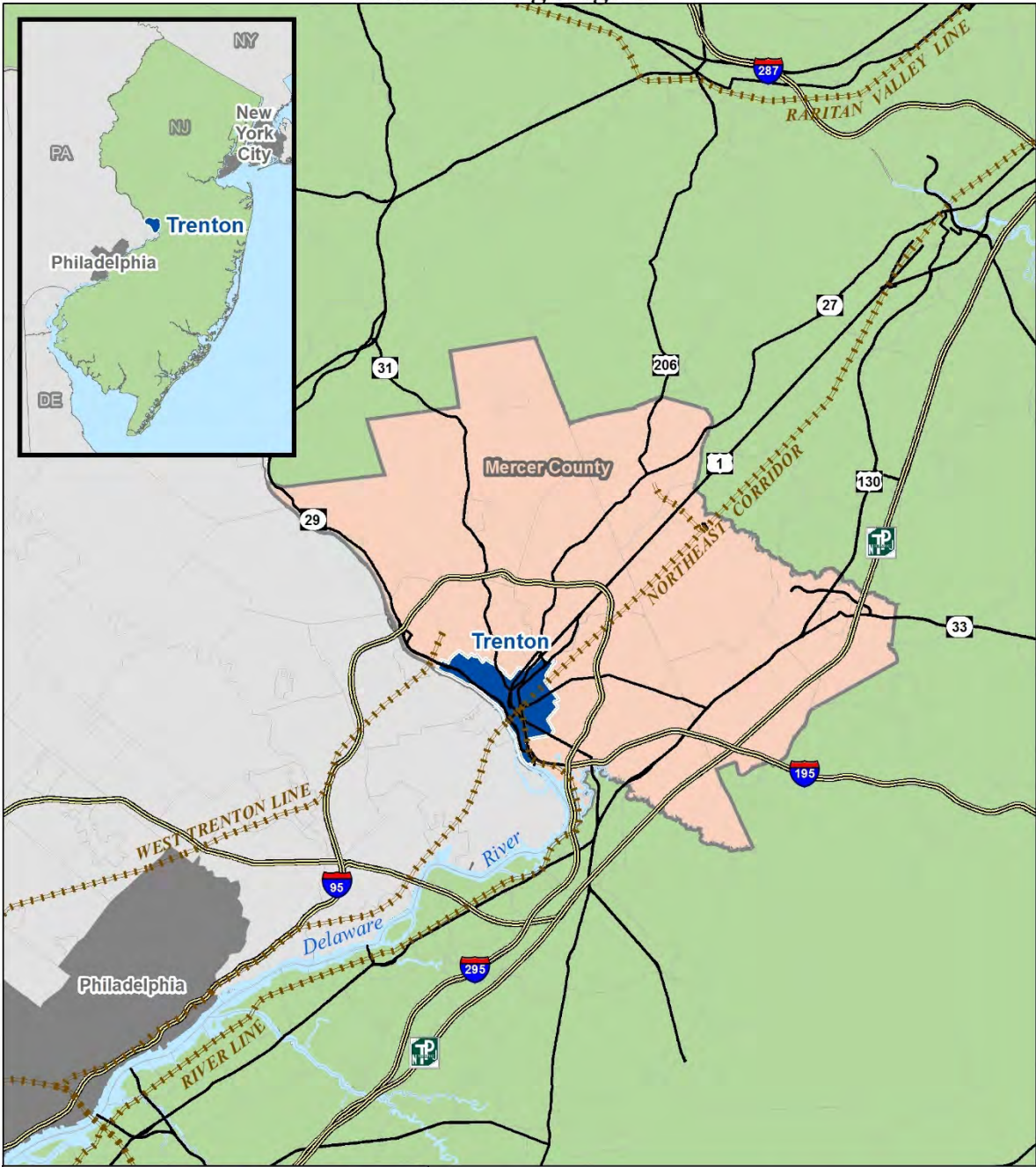
Trenton City is the capital city of New Jersey and the Mercer County seat. According to the United States Census Bureau, the City has a total area of 8.2 square miles (7.6 square miles of land and 0.6 square miles of water); approximately 5,270 acres. As shown on Map 5, Trenton is approximately 35 miles northeast of Philadelphia, 60 miles south of Newark, and 65 miles southwest of downtown Manhattan, New York City. The City is situated along the banks of the Delaware River and borders Ewing Township, Hamilton Township, and Lawrence Township in Mercer County. While it is largely a built-out urban area, it includes a number of small uninhabited islands in the Delaware River. Additional waterways in the City include the Assunpink Creek and the man-made Delaware & Raritan (D & R) Canal.

As the Capital City, the State of New Jersey is the City's biggest employer. Approximately 20,000 state workers come into the City every weekday.



MAP 5

### City of Trenton and Surrounding Region



Data Sources: ESRI, NJDCA, NJOGIS, City of Trenton

## TOD Area Description

The scope of work adopted by the City of Trenton delineated the boundary for the TOD Area, as shown on Map 6 below. The TOD Area boundary was selected by first applying the ½ mile and ¼ mile buffers around the Trenton Transit Center, the terminus station of the NJ Transit River LINE, the Hamilton Avenue River LINE Station, and the Cass Street River LINE Station and then extending out to include neighborhood boundaries where possible. Map 6 also shows the relationship between the TOD Area and Trenton’s neighborhoods. The neighborhood boundaries were extracted from a 2015 report entitled “Laying the Foundation for Strong Neighborhoods in Trenton,” prepared by New Jersey Community Capital, Center for Community Progress, Isles, Inc., and the Joseph C. Cornwall Center for Metropolitan Studies. The TOD Area is generally bounded by Allen Street and Perry Street to the north; Chambers Street and Chestnut Avenue to the east; Lalor Street to the south; and Route 29 and South Broad Street to the west.

The TOD Area includes two priority areas that cover the immediate vicinity of the four train stations. As shown on Map 7, the Trenton Transit Center Priority Area contains the Trenton Transit Center and the terminus station of the NJ Transit River LINE. The Hamilton Avenue and Cass Street Priority Area contains the Hamilton Avenue and Cass Street NJ Transit River LINE light rail stations. Additionally, the areas within the TOD Area but beyond the boundaries of the priority areas were considered adjacent areas. Table 2 below shows the number of parcels and acreage of each of these priority and adjacent areas.

TABLE 2. Priority and Adjacent Areas

Priority or Adjacent Area	Acreage	Parcels
Trenton Transit Center Priority Area	115.9	334
Trenton Transit Center Adjacent Area	310.7	2,381
Hamilton Avenue and Cass Street Priority Area	127.3	301
Hamilton Avenue and Cass Street Adjacent Area	455.4	5,428
Priority Areas Total	243.2	635
Priority and Adjacent Areas Total	1,009.3	8,444

Map 7 also shows the proposed redevelopment plan zones that fall within the TOD Area as recommended in the Trenton250 Plan. The Trenton Transit Center Priority Area matches the proposed boundaries of the Trenton Transit Center Redevelopment Plan Zone. The Hamilton Avenue and Cass Street Priority Area includes the Sun National Bank Center, Roebbling Center and Cass Street Station Redevelopment Plan Zones.

Note that these proposed redevelopment plan zones differ from the existing redevelopment areas within the list of Current Redevelopment Plans in this report. The Trenton250 Plan’s Land Use Topic Report recommends reevaluating existing redevelopment areas designations. As a result, some aspects of existing redevelopment areas within the two priority areas are amended. The most notable example of this within the priority areas is the bifurcation of the Roebbling Complex

Redevelopment Area into the Roebbling Center and Sun National Bank Center<sup>1</sup> Redevelopment Plan Zones.

Both the Trenton Transit Center and the Hamilton Avenue and Cass Street Priority Areas include key points of interest. The Trenton Transit Center Priority Area includes the Mercer Cemetery, New Jersey Department of Environmental Protection (DEP) building, other government/court buildings, Salvation Army building, and several parking garages and lots. The Hamilton Avenue and Cass Street Priority Area includes the Arena; the Roebbling Lofts apartment building; Roebbling Market; empty industrial buildings formerly associated with Roebbling; the New Jersey State Prison; Mercer County administrative offices; the Mercer County Improvement Authority building; State office buildings including the New Jersey Housing and Mortgage Finance Agency (HMFA); and several parking garages and surface parking lots.

Properties within the TOD Area have access to sewer and water through Trenton's public sewer and water system. There is ample water and sewer capacity to support future growth in the City.

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<sup>1</sup> The CURE Insurance Arena was known as the Sun National Bank Center at the time of Trenton250 Plan preparation. In this report, it is hereafter referred to as the "Arena" unless a reference requires use of a full name.

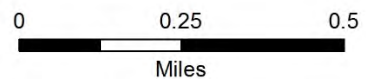


MAP 6

### Trenton Transit Oriented Development Plan Neighborhoods and Study Area



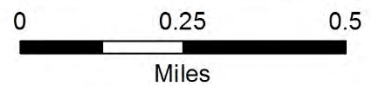
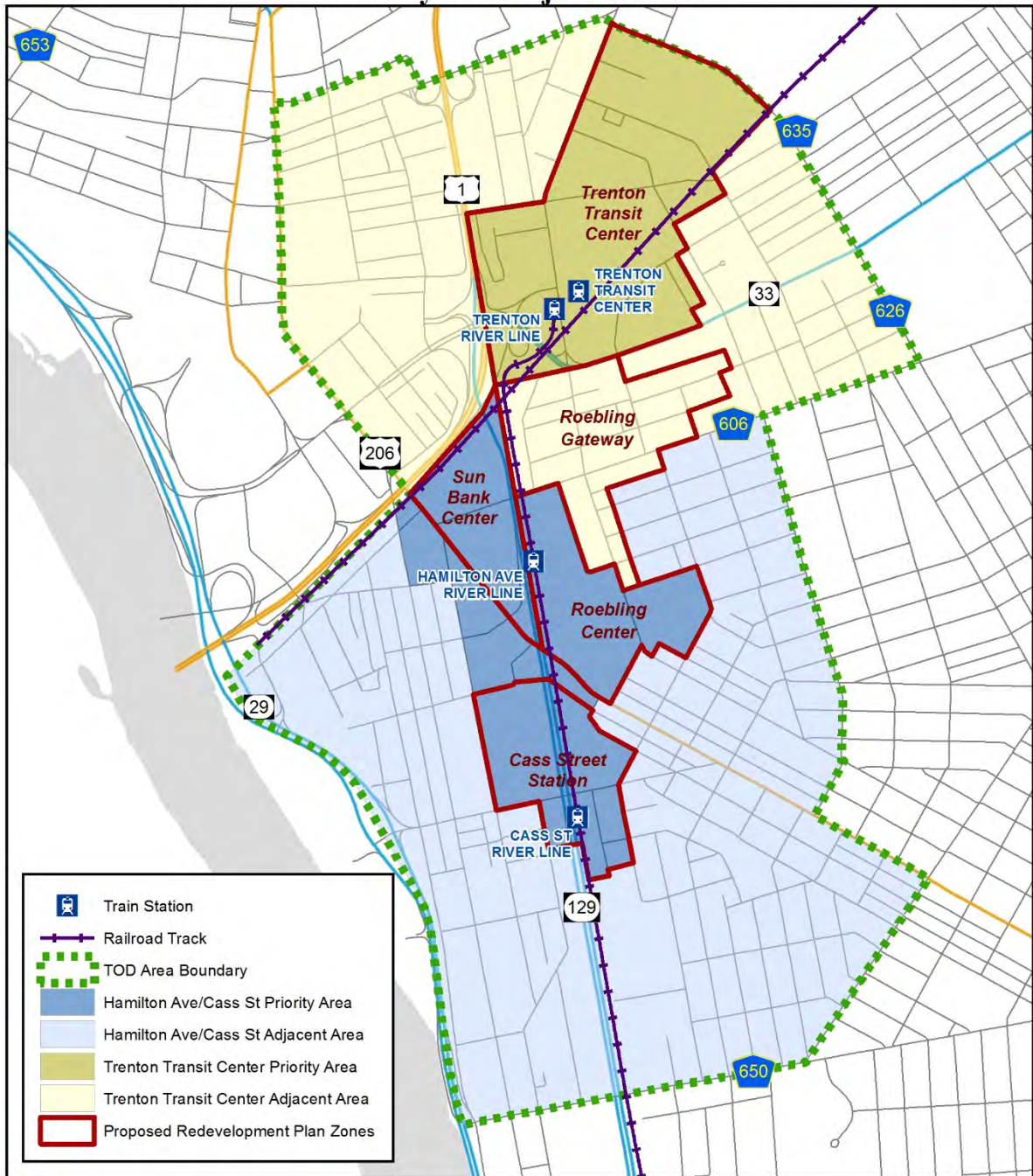
2019



Data Sources: NJDCA, NJOGIS, City of Trenton

MAP 7

Trenton Transit Oriented Development Plan  
Priority and Adjacent Areas



Data Sources: NJDCA, NJOGIS, City of Trenton



# Demographics

## City of Trenton Population Characteristics

Data provided by the U.S. Census Bureau<sup>2</sup> illustrate the unique challenges facing the City of Trenton, which comprises 8.2 square miles within Mercer County. Many indicators within Trenton are in stark contrast to the rest of Mercer County and the State of New Jersey.

Trenton's population peaked around 1950 with over 125,000 residents. At that time, it was the fourth largest city in New Jersey. In the decades that followed, the population contracted as economic conditions worsened and employment opportunities beyond the State government became scarcer, eventually stabilizing at less than 90,000 in the 1990s. The most recently available population count of 84,867 in 2017 has essentially remained unchanged since 2000. Despite the decrease in population, Trenton's population density is still over 10,000 persons per square mile.

The percentage of families below the poverty level in Trenton (23.4%) is nearly three times higher than the County (8.2%) or the State (7.9%). Trenton's unemployment rate (13.0%) is also significantly higher than the County (7.5%) or State (7.0%). Education levels, as measured by high school and college graduation percentage, are also lower within the City than the rest of the highly-educated County and State (see Table 3).

Trenton is notable for its diversity. Black or African-American residents comprise a slight majority (50.5%) of the population. Over a third of the population (36.0%) identifies as Hispanic or Latino (of any race). Unfortunately, many of Trenton's racially diverse neighborhoods have suffered from a lack of investment and are hindered by limited access to quality and affordable housing, employment opportunities, and the types of businesses that would most benefit the community. The City's median household income (\$35,524) is less than half of the County (\$77,027) or State (\$76,475), highlighting the limited spending ability of Trenton residents.

The percentage of Trenton's housing units that are vacant (21.6%) is roughly twice as high as the County (10.3%) and State (11.0%). Housing in Trenton is predominantly renter-occupied, with only 37.2% of housing units owned by the occupant. This is in contrast to the 64.2% and 64.1% of owner-occupied housing units in the County and State, respectively. Home ownership encourages residents to feel that they have a vested interest in the wellbeing of their community. Owners of rental units may be less willing to invest in improvements where there is no clear financial benefit, particularly if the owners do not live in the community. The median value of owner-occupied units within Trenton (\$95,900) is drastically less than the County (\$281,900) or State (\$321,100). However, while median gross rent in Trenton (\$995) is much less than the State (\$2,398), it is only slightly less than the County (\$1,191).

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<sup>2</sup> U.S. Census Bureau 5-year American Community Survey (2013-2017)

TABLE 3. Demographics

Characteristics	City of Trenton	Mercer County	New Jersey
<b>Population</b>			
Total Population	84,867	373,362	8,960,161
Persons per square mile	10,312	1,632	1,154
Median age (years)	34.0	38.6	39.6
Under 18 years old	25.2%	21.5%	22.3%
65 years and older	9.3%	14.1%	15.1%
Percent of families below poverty level	23.4%	8.2%	7.9%
Unemployment Rate	13.0%	7.5%	7.0%
Percent High School graduate or higher	72.0%	86.8%	89.2%
Percent bachelor's degree or higher	12.2%	41.8%	38.1%
<b>Race and Ethnicity</b>			
White	39.6%	63.4%	67.9%
Black or African American	50.5%	20.5%	13.5%
American Indian and Alaska Native	0.2%	0.1%	0.2%
Asian	1.4%	10.7%	9.4%
Native Hawaiian and Other Pacific Islander	0.0%	0.0%	0.0%
Some other race	6.9%	3.2%	6.4%
Two or more races	1.3%	2.1%	2.6%
Hispanic or Latino (of any race)	36.0%	16.9%	19.7%
<b>Households</b>			
Total households	27,145	129,546	3,199,111
Family households	61.8%	67.9%	69.3%
Nonfamily households	38.2%	32.1%	30.7%
Average household size	3.80	3.35	2.74
Median household income	\$ 35,524	\$ 77,027	\$ 76,475
<b>Housing Units</b>			
Total housing units	34,629	144,385	3,595,055
Occupied housing units	78.4%	89.7%	89.0%
Vacant housing units	21.6%	10.3%	11.0%
Owner-occupied housing units	37.2%	64.2%	64.1%
Renter-occupied housing units	62.8%	35.8%	35.9%
Median value of owner-occupied units	\$ 95,900	\$ 281,900	\$ 321,100
Median Gross Rent	\$ 995	\$ 1,191	\$ 2,398
<b>Occupation</b>			
Management, business, science, and arts occupations	18.9%	44.7%	41.7%
Service occupations	31.4%	17.2%	16.6%
Sales and office occupations	22.5%	22.5%	24.1%

<b>Characteristics</b>	<b>City of Trenton</b>	<b>Mercer County</b>	<b>New Jersey</b>
Natural resources, construction, and maintenance occupations	9.4%	6.1%	7.1%
Production, transportation, and material moving occupations	17.8%	9.4%	10.5%

Source: U.S. Census Bureau 5-year American Community Survey (2013-2017)

## Market Analysis

The neighborhoods that make up the 1.6 square miles in the TOD Area as shown in Map 6 have acutely felt the challenges that have beleaguered Trenton. These neighborhoods have been in a cultural, generational, home-ownership, and economic transition for the past three decades. To provide further insight into the conditions within the TOD Area, LPS used Environmental Systems Research Institute’s (ESRI) Business Analyst, which provides descriptive markers on socioeconomic and demographic characteristics of a specific geography.

The TOD Area immediately around the Trenton Transit Center and the Hamilton Avenue and Cass Street Light Rail Stations is primarily surrounded with surface and structured parking areas. The Trenton Transit Center houses a Dunkin’ Donuts, a pizza restaurant, and a McDonalds. There are limited dining options and few businesses operating near the Cass Street and Hamilton Avenue Light Rail Stations. The most notable concentration of business activity can be found within the Roebing Market.

In the TOD Area generally, according to ESRI Business Analyst, there are a total of 1,155 businesses and 21,283 employees. Almost 60% of the jobs in the TOD Area are government sector and health services jobs, which are generally higher-income jobs and are filled by employees that do not live in the TOD Area. The State employees come to the City for work and commute home to surrounding communities outside of Trenton and the TOD Area. Governmental workers primarily contribute to the local economic base through lunch-time activities.

The neighborhoods in the TOD Area surrounding the transit stations have a 2016 estimated population of 25,890. Roughly 90% of these households are earning under \$40,000 per year and of those 20% earn less than \$20,000 per year. These relatively poor neighborhoods have little disposable income and contribute to the local economy by supporting automobile services, fast food restaurants, cell phone companies, discount stores, and other essential goods and services. This transit rich area does not draw the commuters and visitors into the local economy because there are few restaurants or shopping opportunities to engage them.

Economic drivers that provide a foundation for future revitalization include: The Arena, which has 10,500 seats; the restaurants in the TOD Area such as Trenton Social; the new Latino based restaurants and local stores that have opened in the last decade; as well as the recent investment in the high-quality loft apartments, which are part of the Roebing Redevelopment Area. The

proposed redevelopment zones are shown on Map 7 found under the TOD Area. These assets are all good indicators of possible future revitalization.

This area is poised for new investment once the following obstacles are remedied:

1. A sense that the area is not safe or clean;
2. Vacant and abandoned buildings;
3. The lack of connectivity between the city's assets.

The residential absorption rates for new construction and the demand for private sector commercial, service, and office space are all low due to these existing conditions. Redevelopment will require a shift in the local market conditions to incentivize employees, visitors, new immigrants, and transit riders to make Trenton a destination city where they can live, work, and play. The actions suggested in this TOD Plan focus on activities and investments that are intended to change the current market conditions.

# REVIEW OF ADOPTED PUBLIC PLANS

The most current plan for the City of Trenton is the Trenton250 Plan. The following review of other plans impacting the TOD Area provides additional context to revitalization efforts in this important transit-rich hub.

## Current Redevelopment Plans

The Trenton250 Plan calls for the Redevelopment Plans described below to be updated, in some cases redrawing the boundaries and changing the name of the area. There are four redevelopment plan zones within the priority areas and one redevelopment plan zone within the adjacent areas.

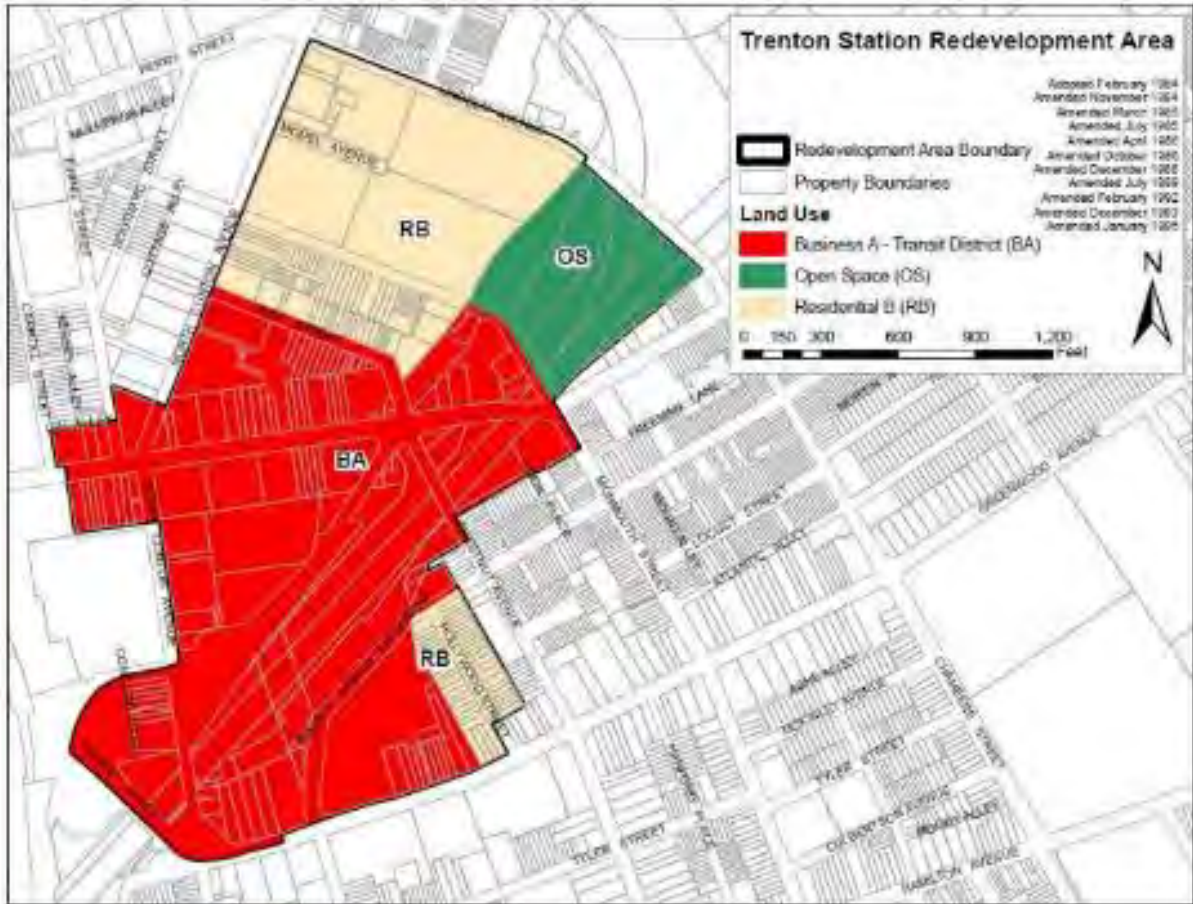
The **Trenton Station Redevelopment Area Plan** was prepared by the City's Department of Housing and Economic Development, and was adopted by the City in 1984, and amended in 1985, 1986, 1989, 1992, 1993, 1995, 2006 and 2008. The boundaries of this Redevelopment Area are depicted on Map 8.

The Redevelopment Area Plan includes the plan objectives, land use requirements, permitted density, open space and parking requirements, acquisition/relocation provisions, and a map of the Redevelopment Area boundary. The Redevelopment Area is divided into three sub-areas as follows:

- The Business A - Transit District, which permits residential, office, destination/entertainment uses, business and residential uses with a 25-story height maximum (varies by corridor).
- The RB - Residential District, which must comply with the City's B Zoning District, except for the former Miller Homes, which are being developed as a master planned community.
- The Transitional District – Open Space, which restricts construction per the City's Zoning Ordinance and seeks to preserve open space along the Assunpink Creek.

According to the Trenton250 Plan, the Trenton Station Redevelopment Area Plan is renamed the Trenton Transit Center Redevelopment Area Plan and requires updating and amending.

MAP 8



Source: Trenton Station Redevelopment Area Plan (1984 & Amended 2008)

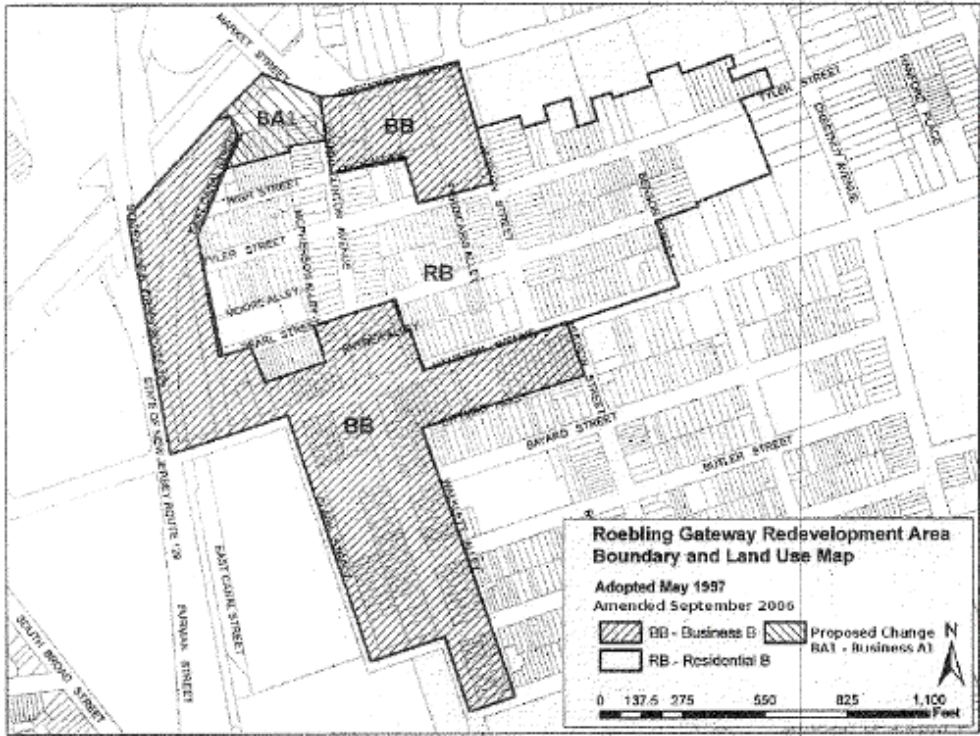
The **Roebling Gateway Redevelopment Area Plan** was prepared by the City’s Department of Housing and Economic Development, and adopted by the City in July 1997, and amended in September 2006 and July 2013. The boundaries of this Redevelopment Area are depicted in Map 9.

The Redevelopment Plan includes a statement of goals and objectives, a description of the existing land use and building requirements, acquisition/relocation provisions, relationship to other plans, and relationship to the development regulations of the municipality, and maps of the Redevelopment Area boundary. Permitted uses are the same as those permitted in Business A, Business B, and Residential B zones.

According to the Trenton250 Plan, the Roebling Gateway Redevelopment Area Plan requires updating and amending.



MAP 9



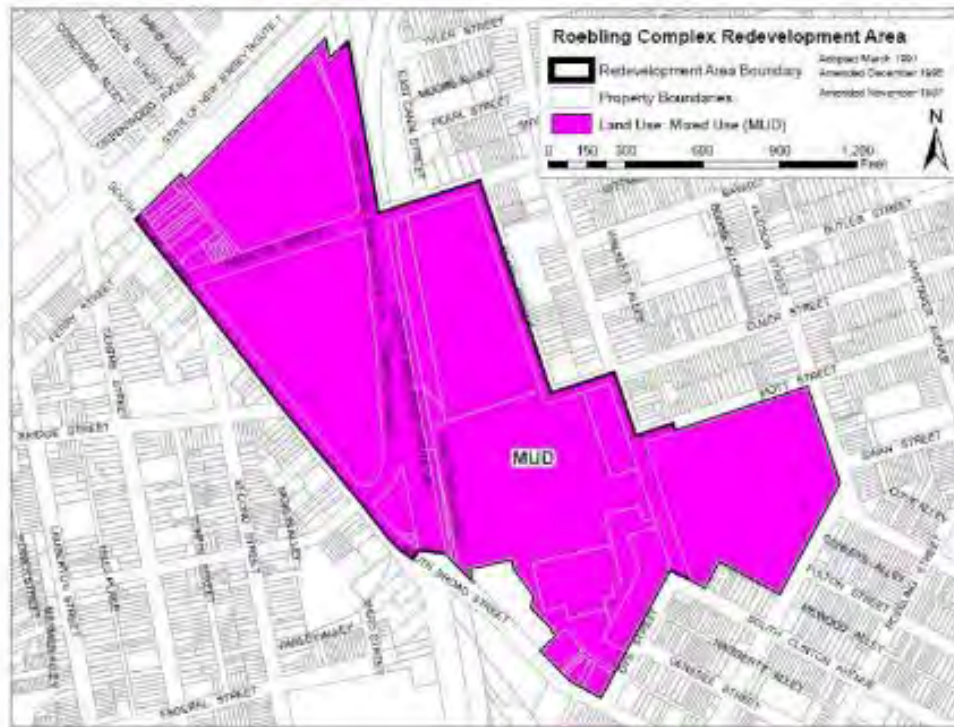
Source: Roebing Gateway Redevelopment Area Plan (Amended 2006/2013)

The **Roebing Complex Redevelopment Area Plan** was prepared by the City’s Department of Housing and Economic Development, and adopted by the City in 1991, and amended in 1995 and 1997. The boundaries of this Redevelopment Area are depicted on Map 10.

The Redevelopment Plan includes the plan objectives, land use requirements, permitted density, historic preservation, open space and parking requirements, acquisition/relocation provisions, and a map of the Redevelopment Area boundary. This Redevelopment Plan permitted the construction of the Arena, the Roebing Market, and Food Bazaar Supermarket.

According to the Trenton250 Plan, the Roebing Complex Redevelopment Area Plan requires updating and amending. The Trenton250 Plan further recommends that this Redevelopment Plan be split into two plans, i.e. the Sun National Bank Center Redevelopment Plan and the Roebing Center Redevelopment Plan.

MAP 10

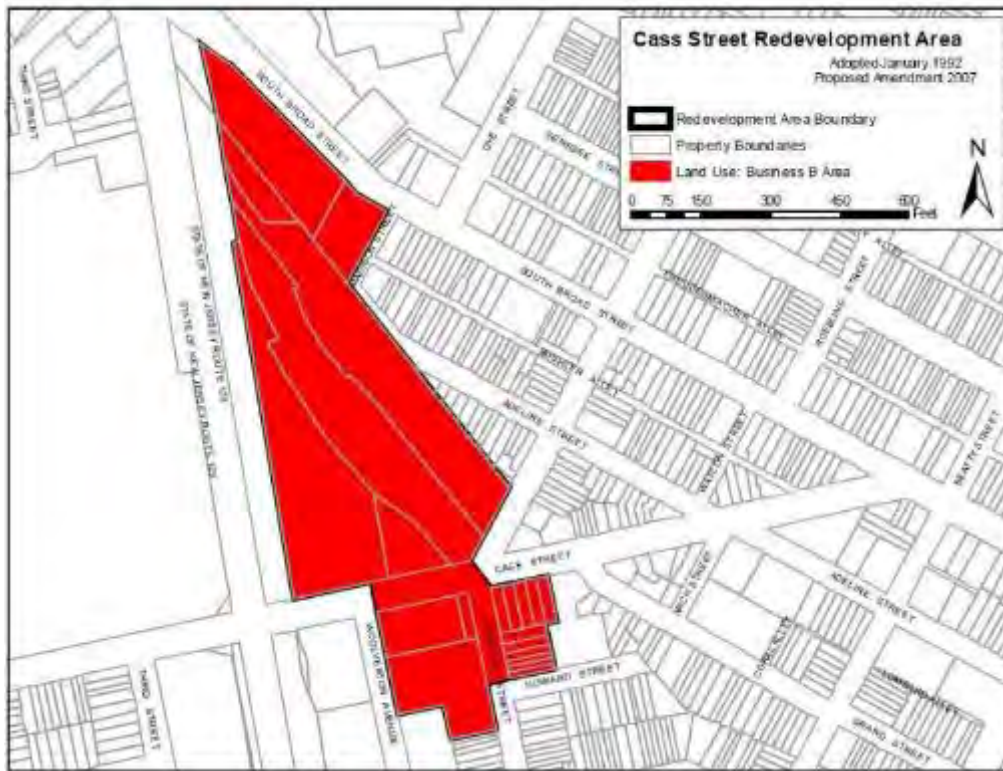


Source: Roebing Complex Redevelopment Area Plan (Amended 1995/1997)

The **Cass Street Redevelopment Area Plan** was prepared by the City's Department of Housing and Economic Development, and adopted by the City in 1992, and amended in 2002 and 2007. The Plan covers the area depicted in Map 11. The Redevelopment Area Plan includes the objectives, building and site plan requirements, a list of parcels slated for acquisition, land use provisions, and a map of the Redevelopment Area boundary. The Plan also requires that redevelopment within the area be consistent with the Business B Zoning District, (i.e. mixed-use housing and commercial, retail, offices, restaurants, recreational facilities, etc.).

According to the Trenton250 Plan, the Cass Street Redevelopment Area Plan is renamed the Cass Street Station Redevelopment Plan Zone and requires significant updating and amending. The boundaries of the Cass Street Station Redevelopment Plan Zone are revised to include parcels on the west side of Route 129 including the block bounded by Cass Street, Second Street, and Third Street.

## MAP 11



Source: Cass Street Redevelopment Area Plan (Amended 2002/2007)

## Current Planning Projects

### Trenton Transit Center Strategic Action Blueprint (2018)

New Jersey Future, in partnership with Greater Trenton, commissioned the Trenton Transit Center Strategic Action Blueprint. The Plan was prepared by Clarke Caton Hintz, a local architecture and planning firm. The report provides strategies for creating long-term value and for capturing value around the Trenton Transit Center. The report also provides prioritized action steps for creating development momentum around the Transit Center. Finally, the core of the report is a map and concept plan with recommendations for use, density, bulk, and infrastructure investments within a quarter mile radius of the Trenton Transit Center. This plan is a foundation for this TOD Plan and the recommended actions are incorporated in the Action Recommendations

### Trenton, NJ at the Crossroads of Opportunity and Consequence Vision Plan (2018)

Mercer County, in partnership with the City and Greater Trenton, commissioned the *Trenton, NJ at the Crossroads of Opportunity and Consequence Vision Plan (Amazon Vision Plan)* for submission to the Amazon second headquarters challenge. The Plan was prepared by WRT

Architects to attract the location of Amazon’s second headquarters to Trenton. The Amazon Vision Plan proposes five campuses or opportunity sites in Downtown Trenton for the location of Amazon’s second headquarters:

1. The Station Campus, located in the Trenton Station Redevelopment Area, has 3.8 million square feet of mixed-use commercial and residential space proposed in four to 25 story buildings.
2. The Downtown Campus, adjacent to the Station Campus and just north of Mill Hill, has 1.4 million square feet of commercial and residential space proposed in three to 12 story buildings.
3. The Riverside Campus (North), located along the Delaware River waterfront just south of the Assunpink Creek and north of the Route 1 Bridge, has 5.1 million square feet of mixed-use commercial and residential space proposed in six to 15 story buildings.
4. The Riverside Campus (South), located along the Delaware River waterfront just south of the NJ Transit Rail Bridge and north of the Lalor Street Park, has 1.1 million square feet of commercial space proposed in five to 15 story buildings.
5. The Roebling Campus, located in the Roebling Complex Redevelopment Area, has 2.9 million square feet of mixed-use commercial and residential space proposed in six to ten story buildings.

The proposals directly impacting the TOD Plan are the Station Campus, the Downtown Campus, and Roebling Campus.

In addition to the description of available land and development potential at the proposed campus locations, the Amazon Vision Plan discusses the assets that make Trenton an attractive place for Amazon’s second headquarters. Such assets include the City’s and region’s demographics, transportation availability and connectiveness, business climate and incentives, and quality of life benefits.

#### Trenton Arts in Focus Creek to Canal Creative District Plan (September 2016)

Isles, Inc. and the Passage Theatre Company commissioned the *Trenton Arts in Focus: a shared vision and action steps to celebrate creativity and culture Creek to Canal and Citywide Plan*, prepared by Interface Studio LLC in 2016. The Plan engaged over 700 residents, artists, business owners, developers, architects/planners, and other stakeholders seeking to use creative placemaking strategies to drive economic revitalization in the Old Trenton neighborhood in Downtown Trenton. The boundaries of the Creative Arts District are as follows:

- The D&R Canal to the north;
- The Assunpink Creek to the south;
- Route 1 to the East; and
- Willow Street to the west.

The key recommendations relevant to the TOD Plan are as follows:

- Foster a full-service community for artists and creative entrepreneurs
- Integrate the arts in all aspects of programming and development
  - Signage and wayfinding
  - Custom streetscape elements (bike racks, benches, bollards)
- Make the Creative District safe, first and foremost
- Re-establish a home base for the arts on Hanover; then explore feasibility of satellite sites
- Welcome residential development to restore critical mass in the Creative District
- Infuse commercial corridors with creative energy, starting with East State Street
- Populate the public realm with art
- Establish physical connections with nearby institutions
- Integrate art in the parks at the perimeters to draw people in
- Strengthen physical connections between arts and culture destinations
- Encourage arts exploration of Trenton's assets

#### Downtown Trenton Bicycle and Pedestrian Plan (June 2016)

The Downtown Trenton Bicycle and Pedestrian Plan, prepared by the Delaware Valley Regional Planning Commission (DVRPC) in 2016, serves as a guide for bikeway policies, programs, and development standards in Downtown Trenton. The goal of the Plan is to make bicycling and walking in Downtown Trenton safer and more convenient. The Plan identifies areas with connectivity features supporting pedestrian activity and identifies bicycle corridors and pedestrian locations, traffic volumes, and the existing trail network in need of improvement. Several recommendations for bicycle, pedestrian, and trail networks are proposed in the plan along with design standards for signage, pavement markings, and other traffic control devices, for example, “8-80,” which is a policy being implemented nationwide that seeks to design/redesign streets so that all people, whether they are eight or 80 years old, can use them.

The bicycle section recommends increasing ridership in all directions, balancing the needs of all road users, adding exclusive bike lanes with buffers, improving signage, and providing access to attractions and services. The trails section recommends complementing the on-road bicycle network and pedestrian street grid by providing greater connectivity and recreational opportunities and connecting users to work, school, parks, open space, and other transportation services. The sections on pedestrians and intersections recommends interventions that can improve safety and access, including identification of priority locations for improvements, use of design best practices, and development of conceptual designs.

Upon implementation of this plan, the City expects the mode share of those bicycling to work, to school, for errands, and for recreation to increase.

### South Broad Street Vision Plan (2013)

The Mercer County Improvement Authority commissioned the Broad Street Vision Plan for the Broad Street corridor area from the Hamilton Avenue intersection to the south to the Front Street intersection on the north, and includes segments of Greenwood Avenue, Centre Street, Market Street, Conovers Alley, Livingston Street, Assunpink Drive, and Mill Hill Park. The goal of the Broad Street Vision Plan is to improve safety, enhance the corridor area's historic character, and incentivize development and investment. The Plan will also serve as a guide for directing funding towards capital projects and for redevelopment.

Upon implementation of the Plan's recommendations, the following streetscape, redevelopment and other quality of life improvements will have been completed in the Broad Street corridor area:

- 12 new trash can locations (minimum)
- 230 new street trees or more
- 1.4 miles of new bicycle lanes
- 40 additional on-street parking spaces or more
- More attractive building facades through the facade improvement program
- Enhanced bus stop locations and shelters
- Improvements to the Route 1 overpass, such as gateway structures
- Historical and wayfinding signage
- Expansion of Mill Hill Park with the Assunpink Creek Daylighting Project
- A safer intersection at South Broad and Centre Streets
- An additional 32 off-street parking spaces at the City-Owned Parking Lot
- 340,000 square feet of renovated area
- 300,000 square feet of new construction
- 1,250 new residents within over 500 newly created housing units

Upon implementation of this plan, the City anticipates an increase in the total number of residents and businesses in the area and safer streets among others.

### Trenton Station Linkage Plan (2006)

The Trenton Station Linkage Plan, prepared by Nelson\Nygaard Consulting in 2006, is a plan for improving access to the Trenton Transit Center for motorized and non-motorized travelers. The plan includes recommendations for better traffic flow, improved wayfinding, and enhanced pedestrian and bicycling safety.



# MULTI-MODAL OVERVIEW

The TOD Area includes several important National Highway System links which are shown on Map 12. U.S. Route 1, also called the Trenton Freeway is a limited-access expressway with an interchange located within the heart of the TOD Area. Route 1 links Trenton with Pennsylvania to the south and the Princeton area and New Brunswick to the north. Three major arterial roadways: U.S. Route 206 (Broad Street); State Route 129; and State Route 33 (Greenwood Avenue) also traverse the TOD Area and link Trenton to the rest of the State via the National Highway System. These roadways handle high volumes of traffic, especially during peak commuting times. Minor arterials such as Lalor Street, Cass Street, Hamilton Avenue, Clinton Avenue, State Street and Perry Street feed traffic from collector and local streets to the heavily traveled arterials.

The Trenton Transit Center is located at 72 South Clinton Avenue, east of Downtown Trenton. The station, which is owned and operated by NJ Transit, was expanded and renovated in 2008. It services Amtrak, NJ Transit and SEPTA trains and NJ Transit and SEPTA buses. The station has a ticket office, ticket vending machines, restrooms, waiting areas, and food services. Outside the station, commuters have access to taxi service, bike racks, and over 3,500 pay parking spaces.

According to the *Amtrak Government Affairs, November 2017 Fact Sheet*, Trenton is the second busiest Amtrak Station in New Jersey, behind Newark. The Acela Express, Regional, and Keystone trains are the most common trains that stop at Trenton and provide commuters access to cities such as Boston, New York, Philadelphia, Harrisburg, and Washington. However, several other interstate trains stop at Trenton daily with destinations that extend as far as Miami, Tampa, Savannah, Atlanta, New Orleans, Charlotte, Pittsburgh, Cincinnati, Chicago, Virginia, and Vermont. Amtrak owns and maintains the Northeast Corridor tracks, signals, and catenaries and continues to make improvements in order to facilitate increased speeds and improved reliability.

NJ Transit trains also run on Amtrak's Northeast Corridor. NJ Transit's Northeast Corridor service is by far the busiest rail line in its statewide system. The Trenton Transit Center is the southernmost station of the rail line that provides service to Princeton, Metropark, Secaucus, Liberty Airport, Newark, and New York's Penn Station. Service on this line is frequent, with over 50 trains leaving Trenton on a weekday. According to *NJ Transit's Average Weekday Rail Station Passenger Boarding History, FY 2007-2017*, although Trenton had the 11<sup>th</sup> highest number of boardings of all NJ Transit rail stations, boardings at Trenton have decreased in the last ten years as boarding at the nearby Hamilton Station have increased.

The Southeastern Pennsylvania Transportation Authority (SEPTA) Regional Rail provides service between Center City Philadelphia and Trenton. The Trenton Line is the 3<sup>rd</sup> busiest line in the system that includes 13 routes. According to the *SEPTA 2015 Regional Rail Census*, the Trenton Station had the 7<sup>th</sup> most total annual boardings of the 155 stations in the system.

NJ Transit River LINE traverses southern New Jersey between Camden and Trenton. According to *NJ Transit Average Weekday Light Rail Passenger Boardings Fiscal Year 2017*, the Trenton station, which is the most northern stop on the route, has the second highest number of boardings, behind the Walter Rand Transportation Center in Camden. The Station is located across from the Trenton Transit Center, on the west side of South Clinton Avenue. Hamilton Avenue and Cass Street, also located in the TOD Area, have below average number of boardings as compared to other stations along the River LINE. Trains run seven days a week; however, late night service during the week is limited due to conflicting freight traffic on portions of the line. In addition to its convenient location to the Trenton Transit Center, the River LINE also provides connections to the PATCO Hi Speed line and the NJ Transit Atlantic City rail line.

NJ Transit operates nine bus routes that connect the Trenton Transit Center to various shopping, educational, medical, and recreational destinations throughout the region. These routes (listed below) make stops at four designated bus shelters located along South Clinton Avenue (East and West) and Wallenberg Avenue (North and South). The 601, 606, 608, 609, and 611 double as the Capital Connection, which serves the State House and other State offices located along State Street.

- No. 409/418 Trenton-Willingboro-Philadelphia
- No. 600 Trenton-Plainsboro
- No. 601 The College of New Jersey-Trenton-Hamilton Marketplace
- No. 606 Princeton-Mercerville-Hamilton Marketplace
- No. 608 Hamilton-West Trenton
- No. 609 Ewing-Quaker Bridge Mall
- No. 611 Trenton-River View Plaza Circulator
- No. 619 Ewing-Quaker Bridge Mall-Mercer County College
- No. 624 Pennington-Trenton

The SEPTA 127 Bus Route connects the Trenton Transit Center to the Oxford Valley Mall in Falls Township in Bucks County, Pennsylvania.

Pedestrian and bicycle traffic radiate from the Trenton Transit Center to employment centers, residential neighborhoods, and tourist attractions throughout the City. Pedestrians travel along Barlow Street under the Route 1 overpass to access State offices to the west or use South Clinton Avenue to access the New Jersey Department of Environmental Protection (NJDEP) office and Federal Courthouse. At the Hamilton Avenue and Cass Street Stations, pedestrians need to cross State Route 129 to access the Arena or the Arm & Hammer Stadium.



The overview of multimodal transportation shows the area is transit rich but there are a number of gaps in connections between modes which impede travel and development opportunities. Addressing these gaps will make all these modes of transportation work much more efficient and safer for the travelers who use them as well as encourage more integration between transit and the surrounding community. Public input as well as site investigation resulted in the following being defined as major gaps in connectivity between modes of transportation.

- **Gap:** Clear signage, uniform and strategically located both at transit stations and bus stops as well as along pedestrian and bicycle routes.  
**Recommendation:** Develop and implement a new signage plan for all four transit stations to provide clear connection between modes. Implement the “Transit Oriented Development Wayfinding Project” Action Card.
- **Gap:** Pedestrian/bicycle connection between Transit Center and Capital Buildings under Route 1 at the intersection with Market Street and Barlow Street.  
**Recommendation:** The current pedestrian and bicycle access under Route 1 is unsafe. Implement the “Intersection Improvement: Trenton Transit Center Redesign and Redevelopment” and the “Trenton Transit Center Placemaking” Action Cards.
- **Gap:** Pedestrian connection between Roebling Redevelopment Area and the Arena Redevelopment Area.  
**Recommendation:** The creation of a pedestrian bridge over Route 129, as shown on the Hamilton Avenue and Cass Street Priority Area Concept Plan, will link these two areas together. Implement the “Intersection Improvement: NJ 129 and Hamilton Avenue and Pedestrian Bridge” Action Card.

MAP 12

Trenton Transit Oriented Development Plan  
Multi-Modal Overview



N  
2019

0 0.25 0.5  
Miles

Data Sources: NJOGIS, NJDCA, NJ Transit, DVRPC

# BARRIERS TO TRANSIT ORIENTED DEVELOPMENT

Major barriers to transit oriented development were discussed with stakeholders and the public at the TOD Area focus groups meetings, public open house, and at the stakeholder interviews, as well as inter-agency meetings. The major barriers and recommendations for addressing these barriers are listed below:

## ***Barrier: TOD Area Safety and Security***

**Issue:** Those unfamiliar with the area tend to have the perception of the area as unsafe. The desolate night time environment, vagrancy, uncleanliness and lack of a sense of place contributes to this perception. Open house participants and stakeholders identified numerous areas around the Trenton Transit Center and light rail stations as locations where they feel particularly unsafe. Panhandling, homelessness, and drug activity were the most cited reasons why these areas do not feel safe. The most common suggestion for ways to improve safety was to increase the police presence, followed by dealing with vagrancy, and having more active uses in the area, especially at night. Until the safety and security of the TOD Area improves, it will remain a challenge to convince residents and commuters to not view the TOD Area as a place to be avoided unless traveling.

### ***Related Action Cards:***

- EXISTING BUS SHELTERS PROGRAM
- LONG-TERM BICYCLE PARKING AT TRENTON TRANSIT CENTER
- MERCER CEMETERY HERITAGE TRAIL
- TRENTON TRANSIT CENTER OUTREACH FOR STATION VAGRANCY
- TRENTON TRANSIT CENTER PLACEMAKING
- SOBRO (South Broad) – ARENA DISTRICT PLACEMAKING

## ***Barrier: TOD Area Sense of Place and Cleanliness***

**Issue:** The Trenton Transit Center is a major transportation hub for the northeast and the River LINE establishes accessible connectivity with communities from Trenton to Camden. Other municipalities have utilized the core of their transportation network as an asset to spur economic activity and establish a sense of place. The TOD Area is currently devoid of a critical mass of diverse uses, sense of security, and human activity that would put it “on the map.” There is enormous potential to increase residential, commercial, and office space within the priority areas through new development and rehabilitation/reuse of historic buildings, such as the former Roebling factories. Additionally, there are a variety of temporary and permanent placemaking opportunities that could help activate the area. Open house participants voted for physical enhancements such as murals, planter-benches, and enhanced crosswalks as priorities, while also choosing beer gardens and food trucks as their favorite managed activations. The Canal to Creek

Arts District Corridor and SoBro-Arena District Corridor received the most votes from participants out of six commercial corridors in prioritizing where the City should invest its resources towards corridor enhancement.

***Related Action Cards:***

- ARENA REDEVELOPMENT DESIGNATION AND PLAN
- CASS STREET STATION REDEVELOPMENT DESIGNATION AND PLAN
- PRIORITIZE/CONSOLIDATE VACANT AND ABANDONED PROPERTIES PROPOSED PROGRAMS FROM TRENTON250 PLAN
- PUBLISH ABANDONED PROPERTY LIST
- REACTIVATE OLD EAGLE TAVERN RESTAURANT
- ROEBLING CENTER REDEVELOPMENT DESIGNATION AND PLAN
- SMART KIOSKS AND PARKING MANAGEMENT SYSTEMS
- SOBRO (South Broad) – ARENA DISTRICT PLACEMAKING
- TRENTON COOKS! (FOOD TRUCK/CART BUSINESS INCENTIVE PROGRAM)
- TRENTON TRANSIT CENTER OUTREACH FOR STATION VAGRANCY
- TRENTON TRANSIT CENTER PLACEMAKING
- TRENTON TRANSIT CENTER REDEVELOPMENT DESIGNATION AND PLAN
- UTILIZE VACANT PROPERTY REGISTRATION ORDINANCE FUND

## ***Barrier: Vacant and Abandoned Properties***

***Issue:*** Vacant and abandoned properties are prevalent within the Trenton Transit Center and Hamilton/Cass Priority Areas. Within the priority areas, vacant and abandoned properties include vacant lots, dilapidated single family homes, and former factories that could be repurposed. Vacant lots and buildings, as well as an excess of surface parking lots, represent a lost opportunity for economic and social activity and can be perceived as a blight on the community and desolate. The vacant buildings and lots within the TOD Area, particularly those owned by the City, offer an opportunity to implement a new vision for the area. Open house participants expressed a desire for the City to find more productive uses for empty lots, buildings with historical significance, and vacant single-family homes.

***Related Action Cards:***

- PRIORITIZE/CONSOLIDATE VACANT AND ABANDONED PROPERTIES PROPOSED PROGRAMS FROM TRENTON250 PLAN
- PUBLISH ABANDONED PROPERTY LIST
- REACTIVATE OLD EAGLE TAVERN RESTAURANT
- UTILIZE VACANT PROPERTY REGISTRATION ORDINANCE FUND

## ***Barrier: Transportation Connections and Circulation***

***Issue:*** The traffic patterns around the Trenton Transit Center and the Hamilton Avenue and Cass Street Stations are confusing, poorly signed, and severely limit both pedestrian and bicycle flows. Further, increased traffic and parking needs will not be met once the area is redeveloped. In order to better integrate the Trenton Transit Center and the Hamilton Avenue and Cass Street Stations



into the fabric of the City, major intersections need to be redesigned and realigned and new circulation patterns need to be developed.

***Related Action Cards:***

- EXISTING BUS SHELTERS PROGRAM
- GREAT CONNECTOR GREENWAY GATEWAY/TRAILHEAD AND PARK CAP PROJECT
- IMPLEMENT BIKE SHARE SYSTEMS
- IMPLEMENT OPEN STREETS INITIATIVE
- INTERSECTION IMPROVEMENTS: TRENTON TRANSIT CENTER REDESIGN AND REALIGNMENT
- INTERSECTION IMPROVEMENTS: PEDESTRIAN BRIDGE AT NJ 129 AND HAMILTON AVENUE
- LOCAL PUBLIC AGENCY CERTIFICATION BY NJDOT
- LONG-TERM BICYCLE PARKING AT TRENTON TRANSIT CENTER
- MERCER CEMETERY HERITAGE TRAIL
- NORTHEAST CORRIDOR BRIDGE CROSSING IMPROVEMENTS
- ROUTE 29 TUNNEL BAN PETITION AND TRUCK ROUTING THROUGH THE TOD AREA
- SHORT-TERM BICYCLE PARKING AT PUBLIC ACTIVITY CENTERS INSTALLATION
- TRANSIT ORIENTED DEVELOPMENT WAYFINDING PROJECT
- WALLENBERG AVENUE CORRIDOR PROJECT – REALIGNMENT AND EXTENSION

## ***Barrier: Property Redevelopment***

***Issue:*** There are numerous vacant and abandoned buildings in the TOD Area and a substantial amount of surface parking areas and parking garages in the immediate station area of both the Trenton Transit Center and the light rail stations. These properties create a barrier to transit oriented development because they give the neighborhoods around the stations a sense of abandonment.

Re-designating the surface and structured parking that dominates the TOD Area as Areas in Need of Redevelopment and adoption of new redevelopment plans will incentivize development in this area.

***Related Action Cards:***

- TRENTON TRANSIT CENTER REDEVELOPMENT DESIGNATION AND PLAN
- ARENA REDEVELOPMENT DESIGNATION AND PLAN
- CASS STREET STATION REDEVELOPMENT DESIGNATION AND PLAN
- REACTIVATE OLD EAGLE TAVERN RESTAURANT
- ROEBLING CENTER REDEVELOPMENT DESIGNATION AND PLAN
- TRENTON TRANSIT CENTER REDEVELOPMENT DESIGNATION AND PLAN

# REDEVELOPMENT OPPORTUNITIES

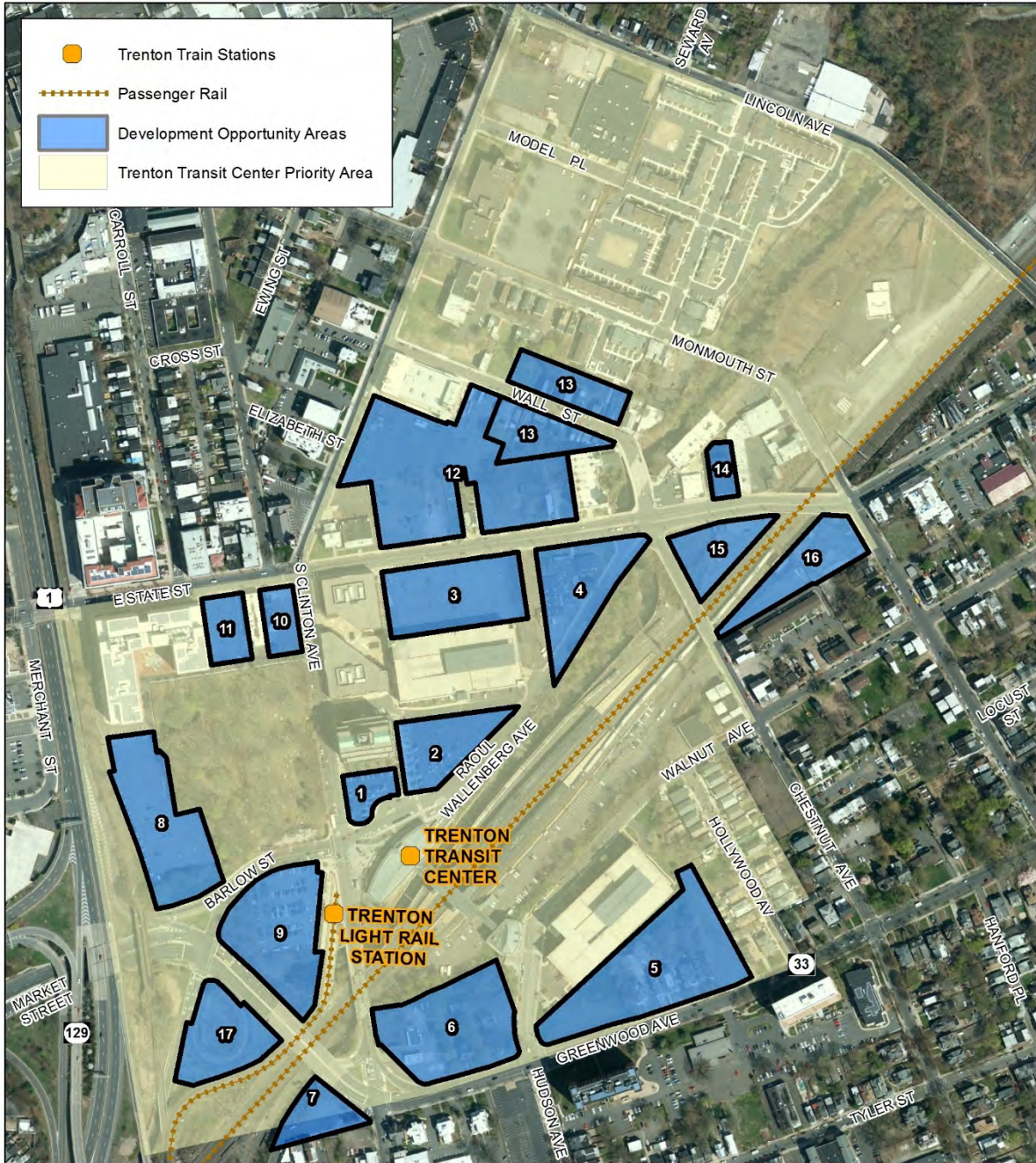
Much of the land surrounding the Trenton Transit Center and light rail stations is underutilized, with many parcels consisting of vacant or abandoned buildings, surface parking lots, or structured parking. LPS worked with the Trenton Division of Planning to locate development opportunities in the priority areas. After conducting site visits and analyzing MOD IV parcel data provided by the New Jersey Division of Taxation, seventeen Development Opportunity Areas within the Trenton Transit Center Priority Area and fifteen Development Opportunity Areas within the Hamilton Avenue and Cass Street Priority Area were identified. These Development Opportunity Areas are shown on Maps 13 and 14, respectively. A detailed profile with background information on each Development Opportunity Area can be found within Appendixes I and II.

As this plan was being developed, seven census tracts that are at least partially within the TOD Area were designated as Opportunity Zones (OZ) as part of the 2017 Tax Cuts and Jobs Act. The interactive Community Asset Map created by the Department of Community Affairs shows the relationship between OZ boundaries and assets, amenities and special designation, as well as relevant economic, housing and demographic information.<sup>3</sup> Map 15 shows the OZ boundaries around the TOD study area. This OZ program encourages investment in underserved or distressed communities by offering significant incentives that reduce capital gains tax liability. The City of Trenton should implement the recommendations within this TOD Plan to promote the benefits of the Opportunity Zones program to potential investors. Completing the recommended redevelopment plans with zoning as well as the recommended public improvements to this plan will make it easier for redevelopers to design and approve their projects.

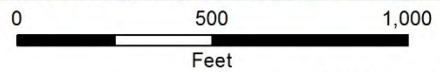
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<sup>3</sup> New Jersey Opportunity Zones Navigator: <https://nj.gov/governor/njopportunityzones/>

### Trenton Transit Center Priority Area Development Opportunity Areas



2019

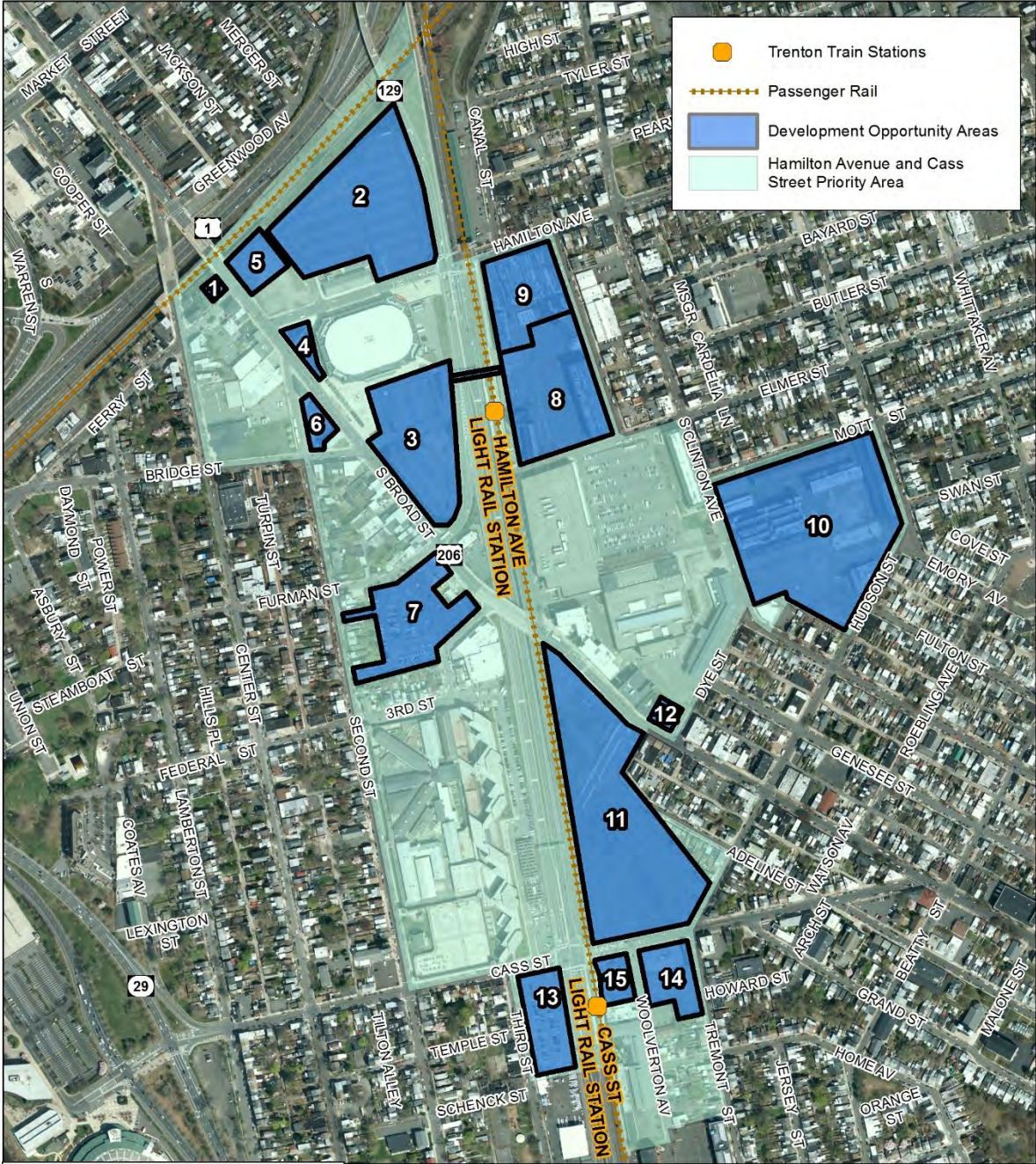


Data Sources:  
ESRI, NJDCA, NJGIS, City of Trenton

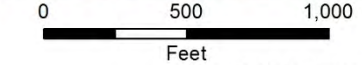


MAP 14

### Hamilton Avenue and Cass Street Priority Area Development Opportunity Areas



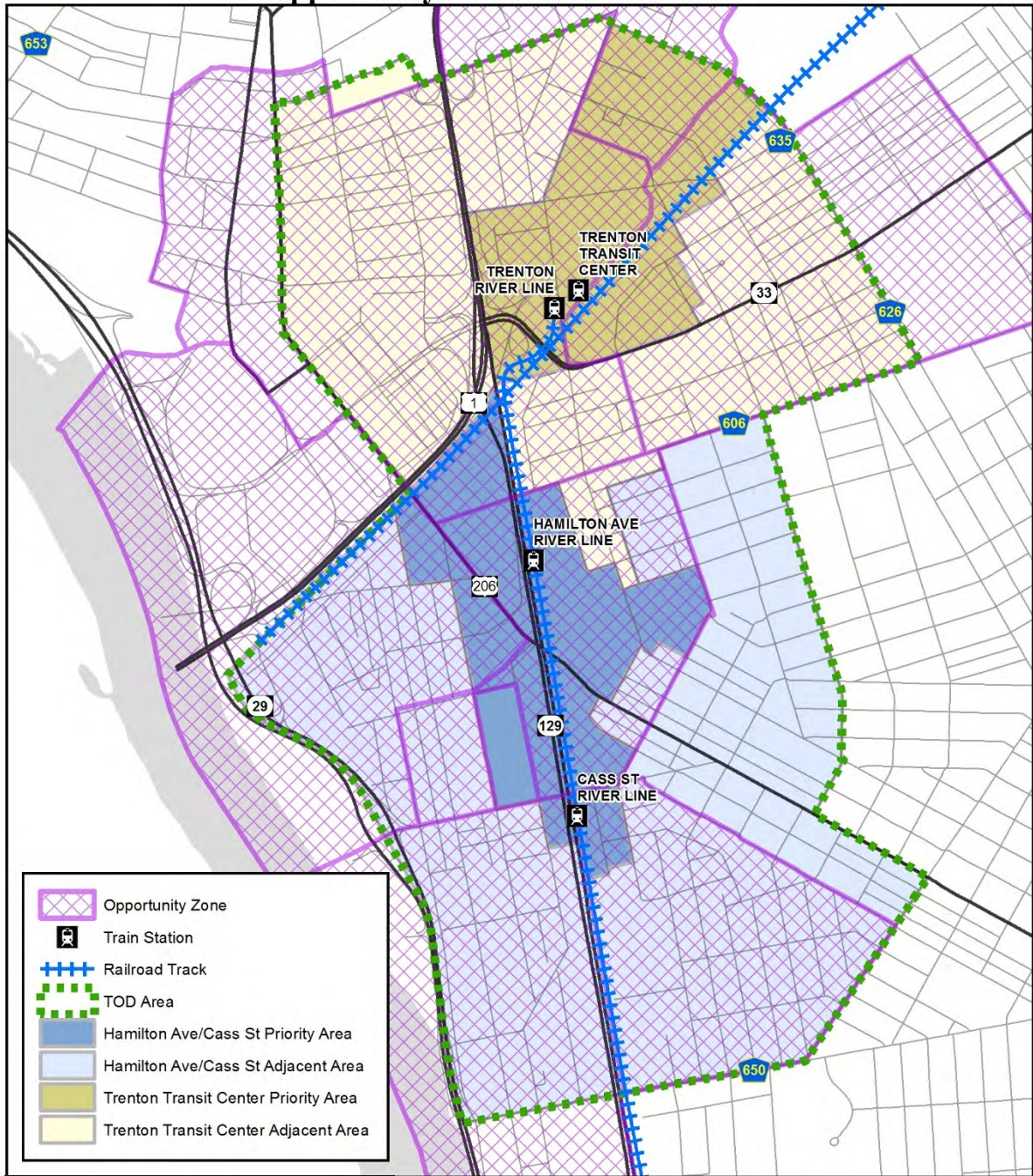
2019



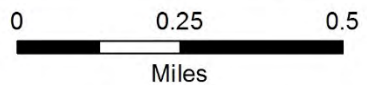
Data Sources: ESRI, NJDCA, NJGIS, City of Trenton



### Trenton Transit Oriented Development Plan Opportunity Zones within TOD Area



N  
2019



Data Sources: NJDCA, NJOGIS, City of Trenton

# PRIORITIZED ACTIONS TO IMPLEMENT THIS PLAN

This TOD Plan has new and amended Action Cards for the TOD Priority Areas in the format of the Trenton250 Plan and will amend the Trenton 250Plan once adopted by the Trenton Planning Board. The Trenton Transit Center Strategic Action Blueprint (SAB) recently prepared for Greater Trenton by New Jersey Future has a list of Action Steps for the area around the Trenton Transit Center. The Action Steps in the Trenton Transit Center Strategic Action Blueprint and the recommended Action Cards detailed in the TOD Plan are combined below to provide a prioritized list of actions which should be undertaken to improve both TOD Priority Areas. The SAB Action Steps that are not included in the TOD Plan or Action Cards are listed separately below.

## **SAB list and TOD Plan Recommended Actions:**

**1. SAB Recommendation:** “Designate an official visual plan for the area and use it constantly” and “Develop parking ‘lay-off’ space plan and build garage to foster shared parking.”

Action: Adoption of the TOD Plan as part of the Trenton250 Plan will make the concept plans in the TOD Plan the official visual plan including buildout and parking garages.

**2. SAB Recommendation:** “Develop steering committee and identify coordination organization”

Action: Establish coordination committee and designate the Trenton Department of Housing and Economic Development as the lead agency to implement this TOD Plan.

**3. SAB Recommendation:** “Obtain Local Agency Certification with NJDOT for federal funding”; **TOD Plan Recommendation:** “Local Public Agency Certification by NJDOT” Action Card

Action: City of Trenton to implement TOD Local Public Agency Certification with NJDOT.

**4. TOD Recommendations:** “Trenton Transit Center Redevelopment Designation and Plan” Action Card. The proposed zoning in this Action Card as well as the concept plan in the TOD Plan for this area addresses the following **SAB Recommendations:**

- “Revisit the current redevelopment plan status to ensure it is a legally up to date”
- “Residential development at East State Street and Wall Street”
- “Residential development at S. Clinton Avenue and Greenwood Avenue”
- “Acquisition and residential infill development on Wall Street”
- “Residential development on Greenwood Avenue”
- “Office development, likely institutional, on DEP parking lot site”
- “Mixed-use development at East State Street and Clinton Avenue”
- “Acquire and package Salvation Army site for redevelopment”
- “Mixed-use development on East State Street”
- “Office development along Raul Wallenberg Avenue”
- “Office development at South Clinton Street and Greenwood Avenue”
- “Update area zoning and incorporate design guidelines”
- “Review existing open and lapsed redevelopment agreements for compliance.”

Action: Adopt TOD Plan, pass resolution designating redevelopment area individually or as a consolidation with other ANRs, prepare and adopt a Redevelopment Plan for Trenton Transit Center

**5. TOD Plan Recommendation: “Arena Area Redevelopment Designation and Plan”**  
Action Card

Action: City of Trenton should re-designate boundaries of the Redevelopment Area to include South Broad Street properties individually or as a consolidation with other ANRs and prepare and adopt a new Redevelopment Plan with zoning.

**6. TOD Plan Recommendation: “Cass Street Station Redevelopment Designation and Plan”** Action Card

Action: City of Trenton should re-designate boundaries and adopt a resolution individually or in consolidation with other ANRs and prepare and adopt a new Redevelopment Plan with zoning.

**7. TOD Plan Recommendation: “Roebbling Center Redevelopment Designation and Plan”** Action Card

Action: The City of Trenton should re-designate boundaries and adopt a resolution individually or in consolidation with other ANRs and prepare and adopt a new Redevelopment Plan with zoning.

**8. TOD Recommendations:** “Intersection Improvements: Trenton Transit Center Redesign and Realignment” Action Card. The proposed recommendations in this Action Card address the following **SAB Recommendations**.

- “Streetscape work on S. Clinton Ave. between E. State Street and Raul Wallenberg Avenue (Also in Trenton Transit Center Placemaking Action Card)”
- “Pedestrian Improvements beneath Rt. 1 overpass and Stockton Street (Also in Trenton Transit Center Placemaking Action Card)”
- “Streetscape work on S. Clinton Ave. between Raul Wallenberg Ave. and Greenwood Ave.”
- “Streetscape work on S. Clinton Ave. between Greenwood Ave. and Hamilton Ave.”
- “Redesign drop-off area in front of Transit Center” (Also in Trenton Transit Center Placemaking Action Card)
- “Redesign Market Street and Rt. 1 off ramp”
- “Redesign intersection at E. State Street and Wall Street”
- “Minor redesign at Greenwood Avenue and South Clinton Avenue”
- “Pedestrian improvements at Greenwood Ave. and S. Clinton Ave.”
- “Pedestrian improvements at Greenwood Ave. and Walnut Ave.”
- “Pedestrian improvements at S. Clinton Ave. and Raul Wallenberg”
- “Pedestrian improvements at E. State Street and Clinton Ave.”

Action: The City of Trenton should continue to coordinate with the DVRPC to prepare concept plans for the following intersections as noted in the Action Card. After concept plan design is complete the City of Trenton should make sure these improvements get included in the County Transportation Improvement Program (TIP).

- Market Street, Barlow Street and the Route 1
- South Clinton Avenue, Market Street and Greenwood Avenue
- Hudson Street, Walnut Avenue and Greenwood Avenue
- Barlow Street, Wallenberg Avenue and South Clinton Avenue
- South/North Clinton Avenue and East State Street
- New four way at East State Street and Realigned Wallenberg Avenue
- East State Street, Chestnut Street, Wallenberg Street and Wall Street.

**9. SAB Recommendation** “Increase Trenton Downtown Association presence in the area”; **TOD Plan Recommendation:** “Trenton Transit Center Placemaking” Action Card.

Action: City of Trenton should coordinate with NJ Transit and Trenton Downtown Association for management and implementation of placemaking project in



Trenton Transit Center. (See Action Card) City of Trenton support and coordinate Artworks Artwalk Proposed Draft Plan implementation. (See Action Card) SAB recommendation to increase presence of the Trenton Downtown Association in the area is part of this Action Card as it recommends this association manage the placemaking project.

**10. SAB Recommendation:** “Hire consultant to explore re-use cemetery and re-invigoration of Mercer Cemetery”; **TOD Plan Recommendation:** “Mercer Cemetery Heritage Trail” Action Card

Action: City of Trenton to prepare and implement a plan to open the Mercer Cemetery to pedestrian flow and work with Trenton Downtown Association to operate this area as a pedestrian park.

**11. TOD Plan Recommendation:** “Publish Abandoned Property List” Action Card

Action: The next action for Trenton to take regarding Vacant and Abandoned Properties is to inventory and then publish an Abandoned Property List pursuant to the Abandoned Property Rehabilitation Act (APRA) (N.J.S.A. 55:19-55).

**12. TOD Plan Recommendation:** “Long-Term Bicycle Parking at Trenton Transit Center” Action Card

Action: City of Trenton to work with NJ Transit to get a long-term lease for \$1 per year to allow the New Jersey Walk Bike Coalition to construct and operate a long-term bike storage facility at the Trenton Transit Center.

**13. TOD Plan Recommendation:** “Reactivate Old Eagle Tavern Restaurant” Action Card

Action: City of Trenton to hire an architect to design and approve a commercial kitchen for the rear yard of the historic building owned by the City of Trenton. After the commercial kitchen addition is approved, the City should solicit owners and operators to reactivate this property.

**14. TOD Plan Recommendation:** “Smart Kiosks and Parking Management Systems” Action Card

Action: City of Trenton should continue to install parking kiosks and get proposals for the installation of Smart Kiosks with tourist information and Wi Fi availability.

**15. TOD Plan Recommendation:** “Transit Oriented Development Wayfinding Project” Action Card

Action: City of Trenton to coordinate with NJ Transit, NJDOT and Trenton Downtown Association to design and implement a wayfinding project to properly index the Trenton Transit Center area and the surrounding TOD Area.

**16. SAB Recommendation:** “Increase quality of life enforcement around station.”; **TOD Plan Recommendation:** “Trenton Transit Center Outreach for Station Vagrancy” Action Card

Action: City of Trenton to work with NJ Transit Police Department, City of Trenton Police, Municipal Court and Volunteers of America to address issues of panhandling and vagrancy in and around station.

**17. SAB Recommendation:** “Upgrade four-corner bus shelter program around the station”; **TOD Plan Recommendation:** “Existing Bus Shelters Program” Action Card

Action: City of Trenton to coordinate with NJ Transit to upgrade four bus shelters around Trenton Transit Center.

**18. TOD Plan Recommendation:** “Implement Bike Share System” Action Card

Action: City of Trenton should solicit proposals from bike share providers, select a provider, and enter into a contract to provide this service to Trenton.

**19. SAB Recommendation** “Acquire and package Salvation Army site for redeveloper” and “Office development along Wallenberg Ave.”; **TOD Recommendations:** “Wallenberg Avenue Corridor Project - Realignment and Extension” Action Card.

Action: City to work with property owners to approve development plan that includes the realignment and extension of Wallenberg Avenue also to include it in the TIP. The City to add the Salvation Army site to the redevelopment parcels.

**20. SAB Recommendation:** “Advance Assunpink Greenway plan through the area”; **TOD Plan Recommendations:** “Great Connector Greenway Gateway/Trailhead and Park Cap Project” Action Card

Action: Continue to implement Assunpink Greenway plan. A portion of the Raoul Wallenberg Avenue right of way should be considered for inclusion into the Assunpink Greenway.

**21. TOD Plan Recommendation:** “Implement Open Street Initiative” Action Card

Action: Form a committee with local partners to continue to implement this initiative as recommended in the DVRPC plan.

**22. TOD Plan Recommendation:** “Intersection Improvements: Pedestrian Bridge at NJ 129 and Hamilton Avenue” Action Card

Action: City of Trenton should work with the Mercer County Improvement Authority to develop a concept plan, get local support and get project in the County TIP.

**23. SAB Recommendation:** “Repair Chestnut Ave., E State Street and Monmouth Street Northeast Corridor Bridges”; **TOD Plan Recommendation:** “Northeast Corridor Pedestrian Bridge Crossing Improvements” Action Card

Action: No action needed. This project is already funded and underway.

**24. TOD Plan Recommendation:** “Prioritize/Consolidate Vacant and Abandoned Properties Proposed Programs from Trenton250 Plan” Action Card

Action: City of Trenton needs to coordinate a step by step strategy for dealing with vacant and abandoned building after publishing abandoned property list.

**25. TOD Plan Recommendation:** “Route 29 Tunnel Ban Petition and Truck Routing through the TOD Area” Action Card

Action: The City of Trenton should continue to pursue this action with NJDOT until the ban is lifted.

**26. TOD Plan Recommendation:** “Trenton Cooks! (Food Truck/Cart Business Incentive Program)” Action Card

Action: The City of Trenton should designate areas to allow food trucks and cart businesses particularly around transit stations and Arena.

**27. TOD Plan Recommendation:** “Short-Term Bicycle Parking at Public Activity Centers Installation” Action Card

Action: The City of Trenton should implement bike storage at all public activity centers.

**28. TOD Plan Recommendation:** “Utilize Vacant Property Registration Ordinance Fund” Action Card

Action: The City of Trenton should use the fund to address vacant property programs.

**29. TOD Plan Recommendation:** “SOBRO (South Broad) – Arena District Placemaking” Action Card

Action: The City of Trenton should work with Arena and local businesses to activate this streetscape.

**30. Four additional SAB Recommendations that are not included in this TOD Plan because they are not within the scope of this plan:**

- “Revisit historic district boundaries”  
Action: The City of Trenton should consider this recommendation.
- “Develop procedures for assessing location and building on top of underground pipes”  
Action: The City of Trenton should address this issue by reviewing how other major cities provide for the ability to construct over underground pipes.
- “Advocate for state market rate rental housing subsidies”  
Action: The City of Trenton should continue to support and utilize market rate rental housing subsidies.
- “Review possible Master Lease retail within NJ Transit Station through private company.”  
Action: The City of Trenton should work with NJ Transit to revise leasing process to implement uses recommended in TOD Plan.



# TRENTON TRANSIT CENTER PRIORITY AREA CONCEPT PLAN

This Trenton Transit Center Area Concept Plan was prepared by Clark Caton Hintz for Greater Trenton and New Jersey Future in consultation with LPS. The proposed public improvements shown on the Concept Plan (Map 16) are discussed in this TOD Plan. The building uses, as well as height and square footage, are meant to be conceptual only for the purpose of estimating possible yields, which are presented in the Table 4.

The redevelopment area zoning proposals presented in this TOD Plan are designed to allow for developments of the density proposed in the Concept Plan. The proposed building footprints shown in blue on the map are subject to future revisions. Actual buildings proposed by developers will vary in shape and size. It is important to develop opportunities to implement green infrastructure as part of site design for new building developments and within existing buildings as they are redeveloped. In addition, the actual uses will be reviewed by the Planning Board during site plan review and should include a wide variety of proposed uses including office, residential, restaurants, a small hotel, maker/exhibition spaces, co-working spaces and public/institutional uses.

There are three proposed subzones that cover the area shown in the Trenton Transit Center Area Concept Plan which are detailed in the “**Trenton Transit Center Redevelopment Designation and Plan**” Action Card presented later in this report:

- Immediate Transit Center Zone
- Neighboring Transit Center Zone
- Residential Fringe Zone

The Trenton Transit Center Area Concept Plan proposes uses for the purpose of getting buildout yields and includes 5,967,456 square feet of space. This provides 2,130 possible housing units that would accommodate a residential population of 5,325 based on 2.5 persons per unit, which is lower than the Trenton average household size of 2.8 persons per household. Additionally, this would provide 3,197,628 square feet of office space that would accommodate 22,289 occupants.

The Trenton Transit Center Area Concept Plan also identifies intersections where improvements are recommended. The “**Intersections Improvement: Trenton Transit Center Redesign and Realignment**” and “**Wallenberg Avenue Corridor Project: Realignment and Extension**” Action Cards in this report provide further details on these recommendations.



MAP 16



- DEVELOPMENT PRIORITY AREAS
- TRAIN STATIONS
- TRANSIT IMPROVEMENT
- REDEVELOPMENT LOT
- POTENTIAL BUILDING LOCATION
- ROAD/BRIDGE IMPROVEMENT
- INTERSECTION IMPROVEMENT
- GREEN INFRASTRUCTURE/BIKE AND PEDESTRIAN NETWORK IMPROVEMENT

- PROPOSED INTERSECTION IMPROVEMENTS:**
- 1: MARKET ST. AND ROUTE 1 N. OFF RAMP
  - 2: GREENWOOD AVE. AND S. CLINTON AVE.
  - 3: GREENWOOD AVE. AND WALLNUT AVE.
  - 4: S. CLINTON AVE. AND R. WALLENBERG AVE.
  - 5: E. STATE ST. AND CLINTON AVE.
  - 6: E. STATE ST. AND R. WALLENBERG AVE.
  - 7: E. STATE ST. AND WALL ST.

- DEVELOPMENT SITE OPPORTUNITIES**
- NJ TRANSIT SURFACE PARKING LOT
  - GREENWOOD AVE. AND S. CLINTON AVE.
  - SURFACE PARKING LOT (MULTIPLE LOCATIONS)
  - GREENWOOD AVE. ADJACENT TO PARKING GARAGE
  - SALVATION ARMY SITE REDEVELOPMENT
  - LEE OVERALL BUILDING
  - WALL ST. INFILL DEVELOPMENTS

- MISCELLANEOUS OTHER IMPROVEMENTS**
- ART-WALK AT THE ROUTE 1 OVERPASS
  - PROVIDE ACCESS AT MERCER CEMETERY
  - REORGANIZED BUS STOPS
  - GENERAL LIGHTING IMPROVEMENTS THROUGHOUT
  - DEDICATED BIKE LANES THROUGHOUT
  - IMPROVED SIDEWALK WIDTHS
  - STREET FURNITURE (TRASH CANS, BENCHES)

Trenton Transit Center Area Concept Plan



Clarke Caton Hintz  
Architecture  
Planning  
Landscape Architecture



TABLE 4

## Trenton Transit Center Priority Area Concept Plan Height and Area Matrix

Building	Floor Plate (sf)	Stories	Building Area (sf)	Proposed Use
A	14,800	5	74,000	Residential
B	7,900	5	39,500	Residential
C	12,600	5	63,000	Residential
D	4,500	5	22,500	Residential
E	4,400	5	22,000	Residential
F	5,800	5	29,000	Residential
G	12,000	5	60,000	Residential
H	14,400	15	216,000	Office/Residential
I	23,200	15	348,000	Office/Residential
J	10,000	15	150,000	Office/Residential
K	13,500	15	202,500	Office/Residential
L	15,600	5	78,000	Residential
M	7,900	7	55,300	Residential
N	19,500	7	136,500	Office/Residential
O	41,000	22	902,000	Office
P	24,198	22	532,356	Office/Residential
Q	9,500	15	142,500	Office/Residential
R	12,800	15	192,000	Office/Residential
S	25,800	22	567,600	Office
T	23,800	15	357,000	Office/Residential
U	14,000	15	210,000	Office/Residential
V	10,600	15	159,000	Office
W	14,800	22	325,600	Office
X	11,700	7	81,900	Residential
Y	14,500	7	101,500	Residential
Z	23,000	15	345,000	Residential
AA	16,800	15	252,000	Residential
AB	12,900	15	193,500	Residential
AC	15,600	7	109,200	Residential
	<b>TOTAL AREA</b>		5,967,456	sf
	Total Office		1,954,200	sf
	Total Residential		1,526,400	sf
	Total Office/Residential		2,486,856	sf
			2,130	housing units
			22,839	occupants

Source: Clark Caton Hintz



## Trenton Transit Center Priority Area Concept Plan Public Improvements

<b>Intersection Improvements</b>	
<b>Location</b>	<b>Identifier</b>
Market St and Route 1 N. Off Ramp	1
Greenwood Ave and S. Clinton Ave	2
Greenwood Ave and Walnut Ave	3
S. Clinton Ave and Raoul Wallenberg Ave	4
Clinton Ave and E State St	5
E. State St and Raoul Wallenberg Ave	6
E. State St and Wall St	7

<b>Road/Bridge Improvements</b>	
<b>Location</b>	
Reroute Raoul Wallenberg Ave to west side of Salvation Army building to intersect E. State St at new intersection	
Extend Rider Ave to intersect Wall St	
Multi-modal street improvements on Barlow St and Raoul Wallenberg Ave	
Bridge improvements on E State St bridge over NJ Transit tracks	
Bridge improvements on Monmouth St bridge over NJ Transit tracks	
Bridge improvements on Chestnut Ave bridge over NJ Transit tracks	

<b>Bike/Ped Paths</b>	
<b>Location</b>	
Abandoned Rail Tracks	
Mercer County Cemetery	
Assunpink Creek Greenway	

<b>Development Opportunity Areas</b>	
* see Appendix I for development parcels maps and each individual development opportunity background sheet	



# HAMILTON AVENUE AND CASS STREET PRIORITY AREA CONCEPT PLAN

The Hamilton Avenue and Cass Street Priority Area Concept Plan was prepared by LPS staff. The proposed public improvements shown on the Concept Plan (Map 17) are discussed in this TOD Plan. The building uses in the concept plan are meant to be conceptual only for the purpose of estimating possible yields at buildout and to provide guidance for Redevelopment Plan zoning.

The redevelopment area zoning proposals presented in this TOD plan are designed to allow for developments of the density proposed in the concept plan. The actual uses will be reviewed by the Planning Board during site plan review and should include a wide variety of uses including, restaurants, retail, maker spaces, and public/institutional uses. It is important to develop opportunities to implement green infrastructure as part of site design for new building developments and within existing buildings as they are redeveloped.

As shown in Table 5, the proposed area buildout includes 2,778,391 square feet of building area, including 966 housing units, 1,135,618 square feet of office space, and 386,684 square feet of commercial space. As proposed, the plan would provide housing for approximately 2,400 people and non-residential space that would accommodate nearly 10,000 total workers. Specific buildings shown on the Hamilton Avenue and Cass Street Priority Area Concept Plan are in blue.

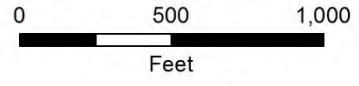
The actual shape of the buildings will be determined by developers. Specific buildings shown on the Hamilton Avenue and Cass Street Priority Area Concept Plan on the following page are listed on the building matrix table which shows height, typical use, and building square footage. The Hamilton Avenue and Cass Street Priority Area Concept Plan public improvements includes both priority action cards from this report as well as original action cards from the Trenton250 Plan.

MAP 17

# Hamilton Avenue and Cass Street Priority Area Concept Plan



2019



Data Sources:  
ESRI, NJDCA, NJGIS, City of Trenton

TABLE 5

## Hamilton Avenue and Cass Street Priority Area Concept Plan Height and Area Matrix

Building	Floor Plate (sf)	Stories	Building Area (sf)	Proposed Use
A	2,886	3	8,658	Commercial
B	16,875	4	67,500	Office + 1st Fl Commercial
C	55,391	8	443,129	Parking
D	55,101	8	440,812	Office + 1st/2nd Fl Commercial
E	15,715	3	47,145	Residential + 1st Fl Commercial
F	67,876	6	407,254	Residential + 1st Fl Commercial
G	89,120	6	534,720	Parking
H	80,607	1	80,607	Office
I	16,303	6	97,815	Residential
J	24,037	4	96,146	Parking
K	11,729	2	23,459	Office
L	20,870	4	83,480	Residential
M	94,036	4	376,145	Parking
N	10,150	2	20,299	Commercial
O	7,970	2	15,940	Commercial
P	6,125	2	12,249	Office + 1st Fl Commercial
Q	26,267	2	52,533	Residential
R	5,627	1	5,627	Commercial
S	17,257	2	34,515	Residential
T	52,490	2	104,979	Residential
U	27,237	2	54,474	Residential
V	53,465	3	160,395	Residential
W	30,711	3	92,133	Parking
X	9,964	1	9,964	Office
Y	84,483	5	422,417	Office + Parking
Z	6,985	3	20,956	Residential + 1st Fl Commercial
AA	16,200	5	81,000	Office + 1st Fl Commercial
AB	16,200	5	81,000	Office + 1st Fl Commercial
AC	16,200	5	81,000	Office + 1st Fl Commercial
AD	47,581	4	190,324	Residential + 1st Fl Commercial



<b>Building</b>	<b>Floor Plate (sf)</b>	<b>Stories</b>	<b>Building Area (sf)</b>	<b>Proposed Use</b>
AE	65,529	5	327,643	Office + Parking
AF	16,200	5	81,000	Office + 1st Fl Commercial
AG	28,075	5	140,376	Residential
<b>Total Building Area</b>			<b>2,778,391</b>	sf
Total Residential			1,256,089	sf
Total Office			1,135,618	sf
Total Commercial			386,684	sf
<b>Total Parking Area</b>			<b>1,917,302</b>	sf
<b>Total housing units</b>			<b>966</b>	Assuming 1 unit per 1,300 sf gross
<b>Total office occupants (workers)</b>			<b>8,112</b>	Assuming 1 occupant per 140 sf gross
<b>Total commercial occupants (workers)</b>			<b>1,547</b>	Assuming 1 occupant per 250 sf gross

Source: Local Planning Services

+



## Hamilton Avenue and Cass Street Priority Area Concept Plan Public Improvements

<b>Intersection Improvements</b>	
<b>Location</b>	<b>Identifier</b>
Hamilton Avenue and State Route 129	1
Cass Street and State Route 129	2

<b>Road/Bridge Improvements</b>	
<b>Location</b>	<b>Identifier</b>
Pedestrian Bridge over Route 129 near Hamilton Avenue Light Rail Station	3
Extend Woolverton Avenue north of Cass Street to Madison Street	4

<b>Development Opportunity Areas</b>
*see Appendix I for development parcels maps and each individual development opportunity background sheet

# ACTION CARDS

The following Action Cards are organized in order of priority. As resources allow Action Cards should be assigned to staff and initiate. Implementation progress should be tracked for the first year, and then subsequently reevaluated to determine what steps are still necessary and consider priorities that may change. A table providing a comprehensive list of the implementation details for each Action Card can be found in Appendix VIII.

Action	Action Card Type
<b>In Progress</b>	
Local Public Agency Certification by NJDOT	Replacement Action Card
Intersection Improvements: Trenton Transit Center Redesign and Realignment	Replacement Action Card
Trenton Transit Center Placemaking	New Action Card
Long-Term Bicycle Parking at Trenton Transit Center	New Action Card
Smart Kiosks and Parking Management Systems	New Action Card
Trenton Transit Center Outreach for Station Vagrancy	New Action Card
Implement Open Streets Initiative	New Action Card
Prioritize/Consolidate Vacant and Abandoned Properties Proposed Programs from Trenton250 Plan	New Action Card
Route 29 Tunnel Ban Petition and Truck Routing through the TOD Area	Amended Action Card
Utilize Vacant Property Registration Ordinance Fund	New Action Card
<b>Short-Term</b>	
Trenton Transit Center Redevelopment Designation and Plan	New Action Card
Arena Redevelopment Designation and Plan	New Action Card
Cass Street Station Redevelopment Designation and Plan	New Action Card
Roebing Center Redevelopment Designation and Plan	New Action Card
Publish Abandoned Property List	New Action Card
Transit Oriented Development Wayfinding Project	New Action Card
Existing Bus Shelters Program	New Action Card
Implement Bike Share System	New Action Card

Action	Action Card Type
<b>Medium-Term</b>	
Mercer Cemetery Heritage Trail	New Action Card
Wallenberg Avenue Corridor Project - Realignment and Extension	Amended Action Card
Great Connector Greenway Gateway/Trailhead and Park Cap Project	New Action Card
Intersection Improvements: Pedestrian Bridge at NJ 129 and Hamilton Avenue	Amended Action Card
SOBRO (South Broad) - Arena District Placemaking	New Action Card
<b>Long-Term</b>	
Reactivate Old Eagle Tavern Restaurant	New Action Card
Northeast Corridor Pedestrian Bridge and Crossing Improvements	Amended Action Card
Trenton Cooks! (Food Truck/Cart Business Incentive Program)	New Action Card
Short-Term Bicycle Parking at Public Activity Centers Installation	New Action Card

## IN PROGRESS ACTION CARDS

The following Action Cards were in the process of being implemented at the time of plan preparation. The City should focus efforts to ensure that these actions are completed within a reasonable timeframe. These Action Cards represent the highest priority projects, programs, partnerships or policies that will create momentum for the subsequent implementation of the Action Cards recommended to occur during the short-, medium- and long-term.

Action	Action Card Type
<b>In Progress</b>	
Local Public Agency Certification by NJDOT	Replacement Action Card
Intersection Improvements: Trenton Transit Center Redesign and Realignment	Replacement Action Card
Trenton Transit Center Placemaking	New Action Card
Long-Term Bicycle Parking at Trenton Transit Center	New Action Card
Smart Kiosks and Parking Management Systems	New Action Card
Trenton Transit Center Outreach for Station Vagrancy	New Action Card
Implement Open Streets Initiative	New Action Card
Prioritize/Consolidate Vacant and Abandoned Properties Proposed Programs from Trenton250 Plan	New Action Card
Route 29 Tunnel Ban Petition and Truck Routing through the TOD Area	Amended Action Card
Utilize Vacant Property Registration Ordinance Fund	New Action Card



# LOCAL PUBLIC AGENCY CERTIFICATION BY NJDOT

## BACKGROUND

Geography: City of Trenton

Replacement Action Card: **“Local Public Agency Certification with NJDOT”**

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This proposed Action Card provides additional guidance and details and should replace the original Action Card.

The New Jersey Department of Transportation (NJDOT) provides funds to Local Public Agencies (LPA) for construction projects through the Federal Highway Administration’s (FHWA) Federal-aid Highway Program.<sup>4</sup> In order to spend federal funds for transportation improvements (i.e. TAP Grants or earmarked funds) the City of Trenton needs an LPA certification from NJDOT. When determining eligibility, NJDOT assesses policies, procedures, organizational structure, and internal controls of each LPA.

In order to become an LPA, the City of Trenton must review the Summary of Project Management Eligibility Requirements for Locally Administered Federal Aid Highway Projects.<sup>5</sup> This summary will point to areas that the City of Trenton must address relating to capacity prior to completing the Federal Aid Highway Program Administrative Questionnaire. Once the questionnaire is submitted to the NJDOT Local Aid District 3 office in Trenton, an assessment by NJDOT can be done approving the City of Trenton as an LPA or pointing out certain deficiencies that must be addressed.

The City has recently hired a consulting engineer to boost their capacity to be certified as an LPA. In addition, personnel in the Department of Public Works have taken appropriate training. The City of Trenton should continue to work with NJDOT to become an LPA.

## IMPLEMENTATION DETAILS

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Classification: **Project/Partnership**

Lead Department: **Department of Public Works, Division of Engineering, Administration & Finance Department**

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<sup>4</sup> <https://www.state.nj.us/transportation/business/localaid/eligibility.shtm>

<sup>5</sup> Ibid.

Supporting Department: **Department of Housing & Economic Development**

Partnering Organizations: **NJDOT Local Aid District 3 Office and Mercer County**

Project Contact: **Division of Traffic and Transportation, Division of Engineering**

Estimated Costs: **Staff time, plus \$25,000**

Funding: **City of Trenton**

Project Status: **In the process of implementation by Public Works Department; needs prioritizing and a responsible party**

Planning District: **City-wide**

Initiative: **Infrastructure Maintenance, Prioritization, and Management**

Topic-Focused Report: **Circulation**

Priority: **High**

Timeline: **In progress**

# INTERSECTION IMPROVEMENTS: TRENTON TRANSIT CENTER REDESIGN AND REALIGNMENT

## BACKGROUND

Geography: Trenton Transit Center Area

Replacement Action Card: **“Intersection Improvements: Transit Center”**

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Trash and debris, poor property maintenance, uncleared snow and infrastructure limitations create barriers to safe pedestrian access, traffic circulation, and passenger drop off and pick up at the Trenton Transit Center. This also attracts crime and gives the impression of dangerous conditions. Currently, there are shortcomings in the network of established roadways and walking paths from the Trenton Transit Center to many surrounding neighborhoods and the State office buildings. Many of the attendees at the stakeholder meetings indicated that it is not clear who is responsible for the maintenance of the train stations’ property, road right of ways and the walking paths to and from the train stations. In addition, some stakeholders and developers also indicated that NJ Transit should improve clean up and maintenance of the Trenton Transit Center and New Jersey Department of Transportation (NJDOT) should improve the intersections and traffic circulation.

The intersections that need improvement are listed below and should have concept planning completed by the Delaware Valley Regional Planning Commission (DVRPC) in the near future and then they should be put in the regional Transportation Improvement Program (TIP). The prioritized intersection improvements from the Trenton250 Plan address both automobile, bicycle and pedestrian circulation. These intersection improvements should be considered in conjunction with the **“Wallenberg Avenue Corridor Project - Realignment and Extension”** Action Card and the **“Trenton Transit Center Placemaking”** Action Card. The intersections shown on the Trenton Transit Center Concept Plan are as follows:

Route 1, with its numerous on and off ramps, serves as a major barrier between the Trenton Transit Center towards Mill Hill and State office buildings south of Front Street. Despite current conditions, there is a heavy flow of pedestrians who travel along this path on the final leg of their commute. Heading west from the Trenton Transit Center, pedestrians must navigate the complicated intersection between Barlow Street, Market Street, and the Route 1 north ramps. A prominent “goat path,” a de facto walking path made along grassy areas by heavy pedestrian use, exists between the Barlow Street slip lane and the Market Street lane leading toward the Route 1 north on-ramp. This walking path, which shows the mismatch between the high pedestrian demand and the lack of formal pathways, should be formalized as a sidewalk with a mid-block crosswalk from the east side of Barlow Street. Alternatively, pedestrians should be more clearly directed to existing sidewalks on the northwest side of Barlow Street at the intersection with South Clinton

Avenue to discourage crossing at an unsanctioned location. One approach to address this connectivity is presented in the Art Work Proposed Draft Plan included in the Trenton Transit Center Placemaking Action Card.

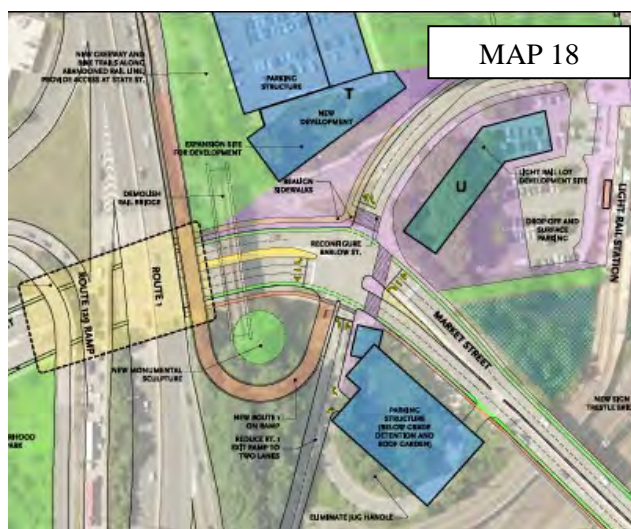
The “**Intersection Improvements: Transit Center**” Action Card in the Trenton250 Plan describes the Trenton Station Linkage Plan (2006), which focused on improving connectivity to the Trenton Transit Center, to improve traffic flow for drivers, cyclists, and walkers. The Linkage Plan focused on improving wayfinding and safety for users of the Transit Center. The Linkage Plan developed concepts for the seven (7) intersections closest to the station. These intersection concepts included traffic calming recommendations that would improve the pedestrian realm adjacent to the station. The plan evaluated vehicular, bicycle, and pedestrian levels of service based on the recommended changes. Linkage Plan recommends traffic calming at all seven of these intersections. The concepts from the linkage plan should serve as a starting point for additional study.

These intersections identified in the “**Intersection Improvements: Transit Center**” Action Card in the Trenton250 Plan are shown on the Trenton Transit Center Area Concept Plan in this report and have been submitted by the City of Trenton to the DVRPC for concept design and planning. Ultimately, these intersection improvements should be incorporated into the TIP. All seven proposed intersection improvements will address automobile, bicycle, and pedestrian circulation. These intersection improvements should be considered in conjunction with the “**Wallenberg Avenue Corridor Project - Realignment and Extension**” Action Card, which recommends vacating a portion of Wallenberg Avenue, thereby eliminating the need for a five-point intersection or roundabout configuration.

This Action Card identifies the intersection of Market Street, Barlow Street and the Route 1 on-ramp as needing priority attention as it is arguably the most congested and dangerous intersection.

#### 1. Intersection of Market Street, Barlow Street and the Route 1 on-ramp - The Trenton Transit

Center Area Concept Plan recommends a new concept design for the Intersection of Market Street, Barlow Street and the Route 1 on-ramp (See Map 18). This intersection, which links the western portion of the City and State offices to the Trenton Transit Center, needs to be considered. A reconfigured intersection will provide safe and complete directional movement for pedestrian, bicycle and automobile traffic. Currently, there are limited sidewalks and no bicycle lanes along Barlow Street. This new concept addresses that issue. The proposed design allows for better circulation by creating two-way traffic on Barlow Street and easier access to Route 1. As part of any reconstruction, the portion of



Source: Clark Caton Hintz



Market Street under Route 1 should be clean, well-lit, and attractive to pedestrians. A mural or other artwork could be incorporated into the design.

2. Intersection of South Clinton Avenue, Market Street and Greenwood Avenue – This intersection should be realigned and restriped with textured pedestrian crossings and improved signage.

3. Intersection of Hudson Street, Walnut Avenue and Greenwood Avenue – This intersection should be realigned and restriped with textured pedestrian crossings and improved signage.

4. Intersection of Barlow Street, Wallenberg Avenue and South Clinton Avenue – This intersection is located adjacent to the Trenton Transit Center and sees a high level of pedestrian and transit vehicle traffic. This intersection should be given special attention and be realigned and restriped with textured pedestrian crossings and improved signage.

5. Intersection of South/North Clinton Avenue and East State Street – This intersection should be realigned and restriped with textured pedestrian crossings and improved signage.

6. New four-way Intersection at East State Street and Realigned Wallenberg Avenue – Once Wallenberg Avenue is rerouted, a new four-way signalized intersection should be designed with textured pedestrian crossings and appropriate signage.

7. Intersection of East State Street, Chestnut Street, Wallenberg Street and Wall Street – This intersection will be realigned as this section of Wallenberg Avenue will be vacated. Once this five-way intersection becomes four-way, it should be restriped with textured pedestrian crossings and new signage.

The City, NJ Transit, NJDOT, and DVRPC should form a partnership in order to create an action plan to address circulation patterns and safety around the Trenton Transit Center and decide which entity is responsible for each action in the plan. The intersection of Market Street, Barlow Street, and the Route 1 should be a priority in any such plan.

## **IMPLEMENTATION DETAILS**

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Classification: **Project**

Lead Department: **Department of Housing & Economic Development**

Supporting Department: **Department of Public Works**

Partnering Organizations: **Delaware Valley Regional Planning Commission (DVRPC), Mercer County, NJDOT, and NJ Transit**

Project Contact: **Division of Traffic and Transportation, Division of Engineering**

Estimated Costs: **Staff time, minor support costs for project advancements**

Funding: **NJDOT, Mercer County**

Project Status: **To be initiated. The City should submit this Action Card as design guidance to DVRPC to create intersection concept designs.**

Planning District: **Downtown**

Initiative: **Trenton Transit Center Connection**

Topic-Focused Report: **Circulation, Land Use**

Priority: **High**

Timeline: **In progress**

# TRENTON TRANSIT CENTER PLACEMAKING

## BACKGROUND

Geography: Trenton Transit Center Area

New Action Card

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While serving as one of the train stations with the highest ridership on the Northeast Corridor, the Trenton Transit Center does not maximize its potential as an effective gateway to the City. The Trenton Transit Center area is considered unsafe and aesthetically unpleasing as evidenced by comments from focus group and open house participants. There is no station area management happening, no events or activity programming, and both residents and transit users have expressed their dislike for the look and feel of the external space around both adjacent train stations. It is recommended that the City implement physical enhancements and managed activations of the Trenton Transit Center area over the coming year. Creating a sense of place at the Trenton Transit Center is the key to activating the area and attracting development opportunities.

This relatively low-cost and short-timeline project is meant to be transformative by turning “spaces” into “places,” using physical changes and activations to enhance the economic, social, and aesthetic value in this target area. This action seeks to leverage existing and ongoing investment and assets in the Trenton Transit Center to grow the market for residents, visitors, and businesses in Trenton and create an active and vibrant sense of place in front of the train station. Some features of the activation recommended for the Trenton Transit Center are meant to be long-term or permanent, while others are more sporadic and temporary. The management, maintenance, and curation over time of this placemaking project is crucial to the success of the endeavor. The Trenton Downtown Association (TDA) has expressed initial interest in managing the placemaking project for the Trenton Transit Center.

The placemaking approach for the Trenton Transit Center involves implementing both physical enhancements and managed activations of the plaza and nearby surrounding area. The goal of this project is to create a more inviting environment at the Trenton Transit Center that is programmed with pro-social activity on a daily basis. The proposed project seeks to achieve two goals: 1) engage the senses of sight, hearing, taste, smell, and touch to varying degrees to foster a sense of place in the Trenton



Baltimore Penn Station Placemaking

Source: <http://www.baltimorearts.org/wp-content/uploads/2013/11/Station-North-2.jpg>

Transit Center in lieu of it being a pass-through space; and 2) increase the functionality of the exterior environment, making it easier and more pleasant for users of the Trenton Transit Center to get to where they need to go regardless of their mode of transportation. The placemaking project elements, budget details, and visual plan follow below.

There are several examples of this kind of placemaking project at transit stations throughout the country with a variety of investment and complexity. Baltimore’s Penn Station area was improved by simply putting out moveable tables and chairs (see photo). Atlanta’s downtown MARTA stations also added seating and augmented their projects with public art, café-lighting, and other amenities. Closest to Trenton, the most well-known of such projects is called “The Porch” at 30<sup>th</sup> Street Station in Philadelphia. The activations and enhancement of what were taxi and drop-off lanes next to the multi-modal 30<sup>th</sup> Street Station (NE Corridor/AMTRAK/SEPTA regional rail, buses, and subways) have proven quite effective in the years since and have effectively created a distinct destination in support of the revitalization of the surrounding part of the City and the use of the station itself. While “The Porch” project was implemented incrementally, there are no major barriers (beyond initial funding, ongoing management commitment, and NJ Transit approvals) to activating the plaza area surrounding the front of the Trenton Transit Center and its adjacent spaces in the immediate term. “The Porch’s” tremendous successes<sup>6</sup> suggest a similar, albeit smaller, project will be an effective revitalization tool for the Trenton Transit Center Area.

On May 2019, the LPS Team received information regarding the ArtWalk Project as proposed by ARTWORKS and supported by a variety of State and local entities. The plan effectively envisions a “creative connectivity” using visual arts, lighting, and hardscape design changes between the Trenton Transit Center and the ARTWORKS facility in the Mill Hill neighborhood adjacent to

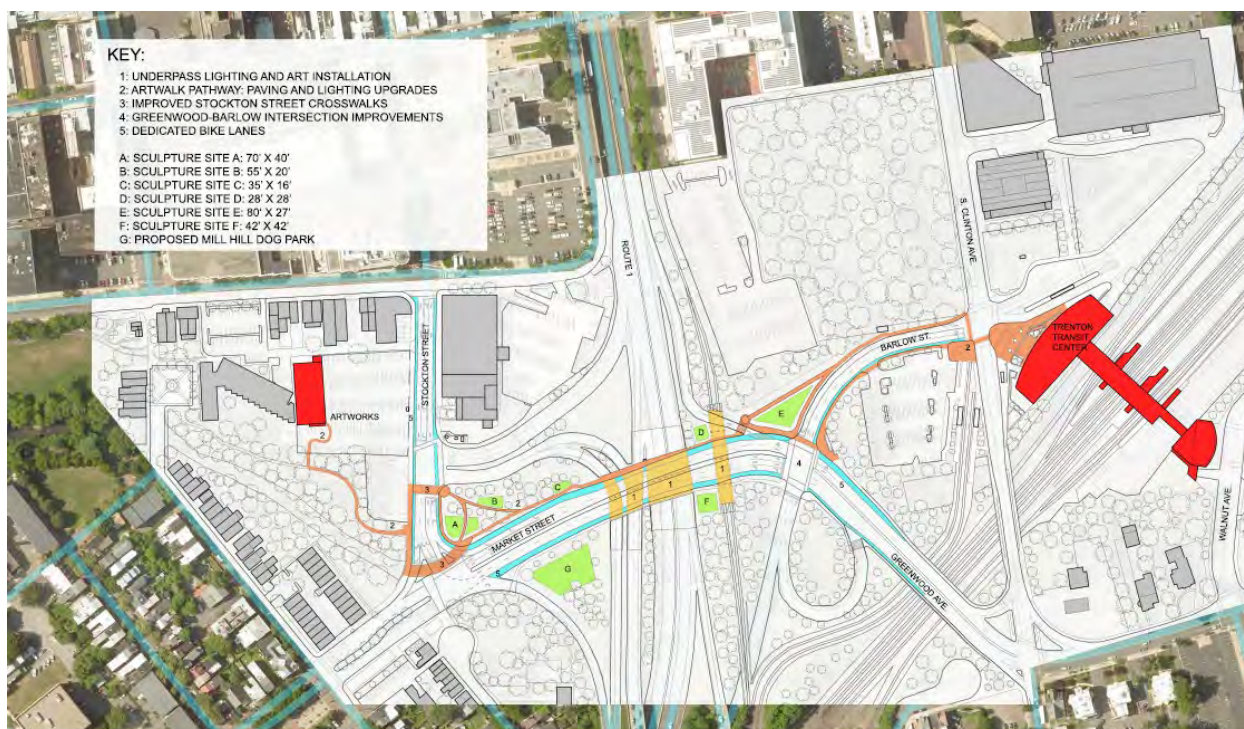
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<sup>6</sup> <https://www.phillymag.com/property/2013/09/26/the-most-attractive-case-study-ever-created/>



Downtown Trenton. One listed element of this proposal includes making hardscape changes to the Transit Center area.

The LPS placemaking recommendations for the Trenton Transit Center proposed in this Action Card above are designed to foster lower-cost and quickly implementable placemaking elements and for the most part do not include significant changes to and investment into permanent infrastructure. The ArtWalk proposal shown below would provide connectivity and a sense of place for the Transit Center as it links to the Capital. These improvements will complement the place-based recommendations in this Action Card and should be supported and looked at in connection with the Intersection Improvement Action Card as a first step and easily attainable alternative to complete intersection realignment.



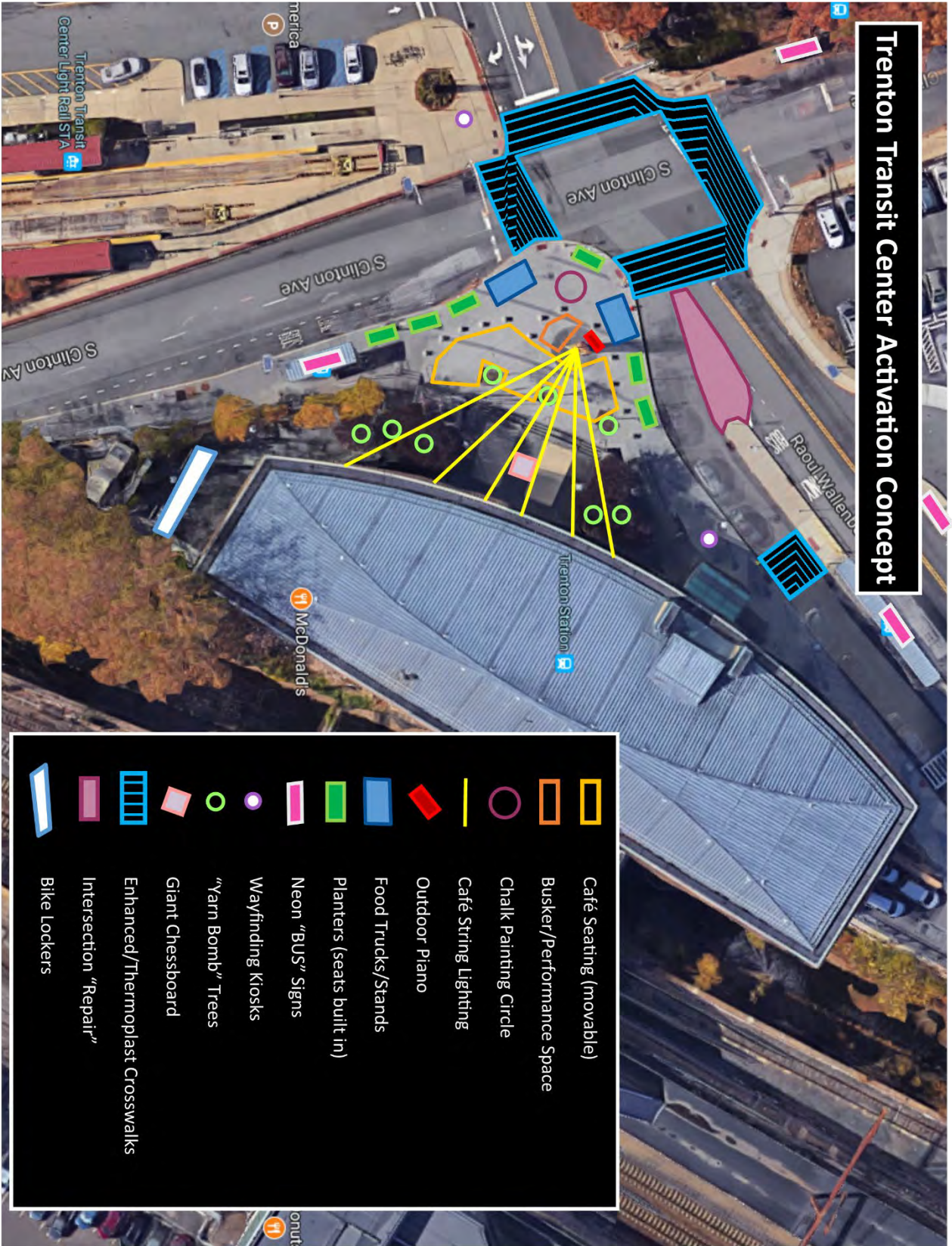
Artworks Artwalk Proposed Draft Plan

Source: Clark Caton Hintz



It is recommended that the City and partners (TDA, Greater Trenton, and others) commit to some kind of long-term placemaking enhancements and activations at the Transit Center. However, it may be more feasible to implement a short-term set of changes to verify the value of such placemaking efforts prior to a full commitment. In that case, it is recommended that the City look at the “Backyard Experiment” case study from Canberra, Australia. This is perhaps the most well-documented and comprehensively-evaluated short-term placemaking project known in the downtown revitalization field today. Implementation of both the Trenton Transit Center Placemaking and the Artwalks recommendations will radically transform the Trenton Transit Center into an attractive space that links to the surrounding community and both attracts and retains visitors. The Activation Concept, as well as the list of physical improvements and managed activations, shown on the following pages highlights potential improvements to the Trenton

Transit Center. In addition, the “**Intersection Improvements: Trenton Transit Center Redesign and Realignment**” and the “**Transit Oriented Development Wayfinding Project**” Action Cards recommendations should be aligned with these placemaking efforts.





**Trenton Transit Center Activation Concept**

-  Café Seating (movable)
-  Busker/Performance Space
-  Chalk Painting Circle
-  Café String Lighting
-  Outdoor Piano
-  Food Trucks/Stands
-  Planters (seats built in)
-  Neon "BUS" Signs
-  Wayfinding Kiosks
-  "Yarn Bomb" Trees
-  Giant Chessboard
-  Enhanced/Thermoplast Crosswalks
-  Intersection "Repair"
-  Bike Lockers

Source: Local Planning Services

*Physical Enhancements:*

1. Café Seating (moveable): \$67-\$100/set (table and two chairs, various colors.) Twenty (20) sets needed. *Estimated cost: \$2,000*
2. Café Lighting: \$70/48 ft. string with LED bulbs. Eight (8) strings needed. Steel guidewire (\$500/400 ft.), hardware (\$100), and timer or photovoltaic switch for lights (\$100) also needed. *Estimated cost: \$1,260 + installation/electricity costs*
3. Planter Benches: Custom construction at \$500-\$800/bench plus plastic liners, soil, and plant material at \$100/bench. Six (6) benches needed. *Estimated cost: \$3,600 - \$5,400 + ongoing care of plants and seasonal replanting costs*
4. Outdoor Piano (used) - \$1,000-\$2,000 for piano and \$500 for cover; painting optional. The piano would be open to the public for playing from 9 AM to 6 P.M., except during programmed performances (see below). *Estimated cost: \$1,500 - \$2,500*
5. Wayfinding Kiosks: \$5,000 (static) - \$20,000 (digital/real time). Two (2) needed. *Estimated cost: \$10,000 - \$40,000*
6. Giant Chess Board: \$500 - \$1,300 for pieces and chessboard mat. *Estimated cost: \$500 - \$1,300*
7. Chalk Painting Circle: Rotating artists using chalk paint, chalk, sidewalk paint or similar temporary coatings design art (visual and poetry) within this circle on the plaza. Costs will vary based on materials and artist payment. *Estimated cost: \$300 - \$500/painting*
8. Neon “Bus” Signs: Outdoor vintage-style neon box-mounted signs over each directional bus stop shelter adjacent to Trenton Transit Center, (i.e. “BUS – North”): \$1,000/sign. Two (2) signs needed for each shelter to face both directions. *Estimated cost: \$8,000 + installation/electricity costs*
9. “Intersection Repair”: Paint the non-vehicular center median with vibrant colors and design, effectively extending the pedestrian connection from the current island to the crosswalk. This can be done as a community project or with paid professionals. *Estimated cost: \$500 - \$2,000*
10. “Yarn Bomb” Trees – Eight (8) trees wrapped in colorful, community-created knitted coverings around trunks and lower branches. Costs will vary based on materials and knitter payments. *Estimated cost: \$2,000*
11. Thermoplastic/Enhanced Crosswalks: Install significantly expanded crosswalks using surface coating (paint types or tape) or sub-surface thermoplastic-type material. Cost will vary from \$16/sq. ft. (standard design) to \$ 21/sq. ft. (custom design) for thermoplastic, or 75% less for surface coating. Given the high traffic count for the intersection (9,500



vehicles) it is estimated that surface treatments may remain high-functioning for 3-5 years while sub-surface treatments may last up to 10 years. The recommended crosswalks in this area total approximately 2,500 sq. feet. *Estimated cost: \$10,000-52,500*

12. Bike Depot Area: Use this space for either public bike parking in the form of a “bike depot” as recommended in the “**Long-Term Bicycle Parking at Transit Center**” Action Card. In addition, consider locating bike share infrastructure within the Trenton Transit Center Area. Providing one or both options will encourage non-motorized transportation to and from the Trenton Transit Center. *Estimated cost: \$15,000-40,000*

#### *Managed Activations:*

1. Buskers/Performers: Three 2-hour performances/weekday (AM commute, mid-day, and evening commute) and two 2-hour performances/weekend (mid-day, dinnertime) for a total of 250 days. It is recommended that the City of Trenton obtain permission from NJ Transit to manage a space for buskers in partnership with the TDA and that the TDA use a Busker Agreement that defines busking performance types, timing, and limitations. Cost will vary and be impacted by weather, seasons, and holidays off but is estimated at \$60/day + earned tips. *Estimated cost: \$15,000/year*
2. Food Trucks/Carts: Two small food trucks or mobile food carts would be located (plaza-facing) between the existing bollards and the curbing. They would be operational from 11 AM – 6 PM on weekdays and 9 AM – 4 PM on weekends. It is recommended that the City of Trenton obtain permission from NJ Transit to manage and lease selected spaces for food carts/trucks in partnership with the TDA. Participants in the “**Trenton Cooks!**” Action Card, or other similar City-led support program for current Trenton-based restaurants, food/beverage providers, or caterers, would be given priority to “lease” the space on a weekly basis to offer their specialties for sale at these locations.

## **IMPLEMENTATION DETAILS**

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Classification: **Project**

Lead Department: **Department of Housing & Economic Development**

Supporting Department: **Department of Public Works, Division of Traffic and Transportation, Division of Engineering, Finance Department**

Partnering Organizations: **NJ Transit, Trenton Downtown Association, Greater Trenton, Artworks, Trenton Children’s Choir, and other arts partners.**

Project Contact: **Trenton Downtown Association and NJ Transit**

Estimated Costs: **Staff time, plus \$70,000-\$170,000**

Funding: **Greater Trenton Inc., Trenton Downtown Association, Downtown Improvement District Loan Program, NJ Transit and surrounding developers/businesses; TDA or City may apply for DCA's Downtown Business Improvement Zone Loan Program when available; TDA may also seek Main Street New Jersey designation later in 2019 to avail itself of placemaking grants.**

Project Status: **To be initiated. City staff person needs to be assigned to coordinate.**

Planning District: **Downtown**

Initiative: **Economic Development, Trenton Transit Center Transit-Oriented Development Initiative Leverage Downtown's Largest Economic Anchors**

Topic-Focused Report: **Economic Development**

Priority: **High**

Timeline: **In progress**

Resources: **#backyard experiment Case Study:** Project description and whitepaper **and** summary video with statistics on this particular project: <https://www.youtube.com/watch?v=9FTSIwo2jGM>

# LONG-TERM BICYCLE PARKING AT TRENTON TRANSIT CENTER

## BACKGROUND

Geography: Trenton Transit Center Area

New Action Card

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Short-term bicycle parking racks are currently available at the Trenton Transit Center and are heavily used. There are currently no safe and convenient parking/storage options for bicyclists who ride their bikes to the Trenton Transit Center for work or within walking distance of the four transit stations in the TOD Area. Per the “**Bicycle Parking Audit of Land Development Ordinance**” Action Card from the Trenton250 Plan, the City of Trenton should require bicycle parking in commercial and mixed-use districts when they update their Land Development Ordinance. Adopting a bicycle parking ordinance will create more short-term parking opportunities within the Trenton Transit Center Area as redevelopment occurs. Until then, the lack of sufficient, safe, and convenient bicycle parking will continue to be an obstacle to bicycling in Trenton.



Trenton Transit Center Bike Racks  
Source: Local Planning Services

The Trenton Transit Center provides the perfect opportunity to begin addressing the gap in the availability of bicycle parking. Transit agencies across the country, including the Southeast Pennsylvania Transportation Authority (SEPTA), provide short-term bicycle parking and long-term bicycle storage facilities for multi-modal travel. Although short-term bicycle parking is available at the Trenton Transit Center, it does not sufficiently address the demand for bicycle parking. To increase bicycling to the Trenton Transit Center, it is recommended that long-term bicycle parking/storage facility be installed there.



Bloomfield Bike Depot

Source: New Jersey Bike & Walk Coalition

The New Jersey Bike & Walk Coalition assists with installing and administering a type of long-term bicycle parking facility called bicycle depots. They have installed bike depots near transit stations in Montclair (Bay Street Station), Bloomfield (Bloomfield Station), and Elizabeth (Elizabeth Station). Bicycle depots provide secured parking through key controlled access and offsite video monitoring. Bicycle depots also provide protection against inclement weather (i.e. snow, rain, storms, etc.). Bicycle depots allow for long-term (i.e. overnight/week-long) parking for out-of-town trips. The Trenton Transit Center has enough

space in front of the McDonald's restaurant to accommodate a bicycle depot with a capacity for 75 bicycles. A bicycle depot can be installed at the Trenton Transit Center via a public private partnership between the New Jersey Bike & Walk Coalition and NJ Transit with no required budgetary expenditure from the City. The estimated cost for installing a bicycle depot is approximately \$40,000. The next step is for NJ Transit Real Estate to approve a depot that is already designed for this location and provide a \$1.00 per year lease to the New Jersey Bike and Walk Coalition since this is a significant public improvement to the Trenton Transit Center.

In preparation for the full buildout of the redevelopment projects in the proposed Trenton Transit Center Area and the proposed bicycle facilities in the adopted Downtown Bicycle & Pedestrian Plan, a fully-subscribed Trenton Bike Depot would encourage bicycling to the Trenton Transit Center and throughout the city and can be used as an indicator of market viability for developers and investors that are on the fence about proceeding with their development plans.

## IMPLEMENTATION DETAILS

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Classification: **Project**

Lead Department: **Department of Housing and Economic Development**

Supporting Department: **Department of Public Works**

Partnering Organizations: **New Jersey Bike & Walk Coalition, NJ Transit, Greater Mercer Transportation Management Association (GMTMA)**

Project Contact: **Division of Planning**

Estimated Costs: **Staff time, no cost to City of Trenton**



Funding: **Partners for Health Foundation, NJDOT Transportation Alternatives/Safe Routes to School Grants; TDA or City may apply for DCA's Downtown Business Improvement Zone Loan Program when available.**

Project Status: **In progress. The New Jersey Bike Walk Coalition drafted a proposed concept design and estimated budget and is in negotiations with NJ Transit for site leasing.**

Planning District: **Downtown**

Initiative: **Implement Complete Streets Policy**

Topic-Focused Report: **Circulation**

Priority: **High**

Timeline: **In progress**

Resources: **[Montclair Bike Depot](http://njbwc.org/bikedepot/) ( <http://njbwc.org/bikedepot/> )  
**[Bloomfield Bike Depot](http://njbwc.org/bloomfield-bike-depot/) ( <http://njbwc.org/bloomfield-bike-depot/> )****

# SMART KIOSKS AND PARKING MANAGEMENT SYSTEMS

## BACKGROUND

Geography: City of Trenton

New Action Card

Currently, Trenton lacks a comprehensive parking demand management system, a problem that is exacerbated by outdated and declining on-street parking infrastructure. As current and proposed development in the TOD Area occurs over time, adding more residential, office, retail, and restaurant tenants, the demand for accessible parking will increase throughout the TOD Area and most acutely in Downtown Trenton. Additionally, the creation and marketing of events and implementation of short- and long-term placemaking projects will, by design, bring more people into the TOD Area and Downtown Trenton on a more regular basis.



Smart Parking Meter

Source: Brian A. Pounds, Hearst Connecticut Media

In anticipation of this growth of activity and the need to more efficiently manage opportunity, it has been recommended that the City implement cutting-edge smart kiosks and parking management systems for key locations to cover the approximately 900 current meter locations. These programs would increase the image and functionality of public spaces and improve parking compliance, reduce parking administrative costs, enhance public safety, and facilitate merchant engagement. The smart kiosks can be connected into the City's security infrastructure and enhanced 911 network once developed, also turning them into tools for pedestrians to request emergency assistance, thereby helping to address both the perception and reality of the City's public safety challenges.

During the writing of this plan, the City issued an RFP and contracted to implement a new kiosk parking system. Through its competitive RFP process, the City ultimately decided to use a system that would be owned (and purchased and maintained) by the City. These systems require upfront capital costs; however, one advantage is that all net profits would accrue to the City. While the City's new kiosk parking system is an improvement over the previous dependence on meters, the current system does not provide all of the benefits of a smart kiosk network.

Now that a new system has been chosen, it is recommended the City dedicate a significant portion of any additional net parking revenue generated through parking payments and ticket fees to pedestrian-realm improvements on the blocks with meters that use this new system so that affected drivers, businesses, and properties also experience tangible improvements that will enhance their quality of life and commerce.

The smart kiosks being proposed as an example have zero capital or maintenance costs for the City. The smart kiosks are paid by advertising on the kiosks controlled by the operating company. For example, all five boroughs in New York City now have these kiosks installed at no cost to the City. They are also going up in Philadelphia and London. The key features of these kiosks which are noted on the Link Smart Kiosk photo on this page could include;



Link Smart Kiosk  
Source: <https://www.link.nyc>

1. Free Wi-Fi connection for personal devices with a 75-foot high speed range and a 400-foot reduced speed range.
2. Access to transportation opportunities, city services, maps, directions, dining, and shopping options from a tablet at the Kiosk.
3. Free phone calls to anywhere in the U.S. using an app on the tablet or keypad and microphone with option to plug in a personal device.
4. Dedicated red 911 button in the event of an emergency
5. Device charging from a power-only USB port.
6. ADA compliant design.
7. Public service announcements and business location maps with relevant advertising on two 55-inch High Definition displays.

These actions also serve to support the “**Smart Capital City Program**” and the “**Downtown Parking Management Plan**” as adopted in the Trenton250 Plan Action Cards. The Smart Capital

City Program states that “smart city platforms and applications can provide significant value to Trenton’s objectives in resiliency, safety and economic development.” The Downtown Parking Management Plan states that there are key recommendations that could be addressed by the right kind of parking system: identify short-term curbside management approaches; create tiered meter rates to reflect relative levels of demand in different areas of the City; monitor availability levels and adjust rates to attain/maintain targeted levels; consider incremental meter rates; adjust rates to keep availability consistent; and invest in new kiosk technology.

## **IMPLEMENTATION DETAILS**

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Classification: **Project**

Lead Department: **Department of Housing and Economic Development, Trenton Parking Authority**

Supporting Department: **Office of the Mayor, Division of Property Management, Division of Traffic and Transportation, Trenton Police Department**

Partnering Organizations: **NJ Transit, Neighborhood groups and organizations in the TOD Area**

Project Contact: **Trenton Parking Authority**

Estimated Costs: **Staff time, plus installation and operational costs**

Funding: **The City’s governing body has entered into a contract with provider.**

Project Status: **Smart parking meters in progress, smart kiosks to be initiated**

Planning District: **Downtown**

Initiative: **Infrastructure Maintenance, Prioritization, and Management**

Topic-Focused Report: **Circulation, Land Use, Economic Development**

Priority: **High**

Timeline: **In progress**

Resources: **[Link NYC \(https://www.link.nyc/\)](https://www.link.nyc/)**

and **[Municipal Parking Services \(https://municipalparkingservices.com/\)](https://municipalparkingservices.com/)**



# TRENTON TRANSIT CENTER OUTREACH FOR STATION VAGRANCY

## BACKGROUND

Geography: Trenton Transit Center Area

New Action Card

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A segment of Trenton’s homeless population congregates near and within the Trenton Transit Center as this is a central location that offers access to shelter and public bathrooms 24 hours a day. Open house and focus group participants noted that the high prevalence of homelessness, panhandling, and drug activity are primary reasons why the Trenton Transit Center does not feel safe, particularly at night. This creates conflicting needs between the wellbeing of the homeless population and the comfort of people who commute and work at the Trenton Transit Center. Previous efforts to restrict access to the Trenton Transit Center were limited in their effectiveness because the homeless population has few obvious alternative places to go. Issuing nuisance citations alone has proven to be an ineffective deterrence. Furthermore, simply banishing the homeless population ignores the larger issues behind their plight. This leads to a cycle where the homeless population will likely return to the Trenton Transit Center.

The recommendation that received the most votes at stakeholder meetings, and was a high concern at developer meetings, was that the City and its partners must prioritize solutions to address vagrancy, panhandling, and homeless encampments, namely by increasing the police presence at the Trenton Transit Center and in the TOD Area as a whole. Many of the developers commented that people do not like to drive through the neighborhoods near the Trenton Transit Center because they do not feel safe, which makes it more difficult to redevelop these areas, especially residential/commercial and/or higher-end projects. In addition, several stakeholders noted that there is no police presence in the parking areas at night near the Trenton Transit Center.

As this plan was being prepared, NJ Transit was concurrently implementing new approaches to issues related to vagrancy, homelessness, and crime at the Trenton Transit Center. The preliminary results suggest that these reforms have made a meaningful impact both on the homeless population and the atmosphere within the Trenton Transit Center. Modeled from a successful program used in Atlantic City, NJ Transit Police and Volunteers of America (VoA), a national nonprofit organization seeking to “[empower] America’s most vulnerable groups,” have collaborated to offer outreach to the homeless population at the Trenton Transit Center since 2016. This includes a monthly event where VoA staff offer information about legal, housing, substance abuse and medical services, as well as transportation from the Trenton Transit Center when appropriate.

In seeking to decrease recidivism of nuisance crimes, NJ Transit Police and VoA have promoted a jail diversion approach. VoA advocates work directly with judges to assign treatment in lieu of

traditional punishment for minor offenses. NJ Transit Police and VoA are then able to monitor the treatment that individuals receive and offer a more direct system of support. In order to keep individuals accountable, NJ Transit and VoA encourage the courts to issue warrants to individuals who do not abide by the conditions of their treatment. Furthermore, offenders who commit a crime at the Trenton Transit Center and fail to fulfill their obligated treatment receive a restraining order preventing them from accessing NJ Transit property without a valid ticket. This provides NJ Transit Police with more legal standing to remove the small minority of the homeless population who are repeat offenders.

The City should coordinate outreach efforts and approaches to homelessness-related issues that build off of the successful collaboration with NJ Transit and VoA. This includes increasing the coordination between the Trenton Municipal Court, the Trenton Police Department, and Mercer County. Furthermore, because the NJ Transit bus and rail system is statewide, the model of services offered in Trenton should be expanded throughout the NJ Transit network. NJ Transit Police and the Trenton Police Department would also benefit from Crisis Intervention Training, which prepares officers to deal with interactions with different subsets of the population, such as those with mental health issues. Additionally, the City should align approaches with Trenton/Mercer County's Coordinated Entry and Assessment System (CEASe) and statewide initiatives such as those organized by DCA's Homelessness Prevention Program through the Division of Housing and Community Resources.

Furthermore, NJ Transit and the City should increase the police presence near the Trenton Transit Center, as well as the other station areas, and utilize high visibility policing strategies and targeted enforcement against nuisance crimes to combat the concerns raised by the stakeholders and developers. This is also known as hot spot or place-based policing. There are several strategies that NJ Transit and Trenton can use to be more proactive in enforcing law and order around the Trenton Transit Center and other station areas. NJ Transit and Trenton can develop a community policing program, where the police officers can work more closely with citizens in the surrounding neighborhoods with a focus on increased visibility. Satellite police precincts, which can be housed in small one-story brick buildings or even trailers, have been used in other targeted areas in cities to deter crime. A satellite police precinct could be located by the Trenton Transit Center. Other strategies include: increased foot, bicycle and motorcycle patrols; high visibility police jackets for police officers; marked decoy vehicles; and better lighting and surveillance cameras in high traffic/pedestrian areas, intersections and open space areas.

## **IMPLEMENTATION DETAILS**

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Classification: **Program**

Lead Department: **Office of the Mayor**

Supporting Department: **Trenton Police Department, Trenton Municipal Court**

Partnering Organizations: **Volunteers of America, NJ Transit Police, Trenton/Mercer County Continuum of Care**

Project Contact: **Office of the Mayor**

Estimated Costs: **Staff time**

Funding: **Volunteers of America self-funded**

Project Status: **In progress**

Planning District: **Downtown**

Initiative: **Public Safety as an Economic Development Driver**

Topic-Focused Report: **Economic Development**

Priority: **High**

Timeline: **In progress**

# IMPLEMENT OPEN STREETS INITIATIVE

## BACKGROUND

Geography: Trenton Transit Center Area

New Action Card

The Delaware Valley Regional Planning Commission (DVRPC), the Metropolitan Planning Organization covering the nine-county, southeastern New Jersey and Pennsylvania, Greater Philadelphia area, published the Downtown Trenton Bicycle & Pedestrian Plan in 2016 in collaboration with the City. The City adopted the Plan as an amendment to its Master Plan. DVRPC created a network of recommended bicycle infrastructure that builds on the City's existing bicycle network, including standard bicycle lanes, separated/buffered bicycle lanes, advisory lanes, bicycle boulevards, and shared bicycle lanes ("sharrows") within the City's Downtown Capital District. The Plan emphasized that the City's existing network does not provide full access to the destinations downtown or a full network of facilities for bicyclists. Trenton is already implementing the recommendations in DVRPC's plan. As an example of this, the wellness loop on Warren Street and Broad Street, were recently completed.

MAP 26



Source: DVRPC Downtown Trenton Bicycle and Pedestrian Plan



To encourage active transportation and use of the bicycling facilities, it is recommended that the City organize an annual Open Streets event otherwise known as a Ciclovía. Ciclovía/open street events are scheduled closings of designated streets to vehicular traffic, i.e. cars, trucks, motorcycles, etc. for pedestrian and cyclist use. Ciclovía/open street events provide an opportunity for residents and visitors alike to experience active and healthy living and while learning to do it safely without the stress of traffic. Ciclovía/open street events are usually accompanied with supporting activities such as games, food vending, educational demonstrations, etc.



Open street event in Asbury Park  
Source: Local Planning Services

It is recommended that the City partner with organizations, such as the Trenton Downtown Association, St. Francis and Capital Health Regional Medical Centers, the Trenton School District, and/or local bicycle advocacy/funding partners to host and implement annual or seasonal open street events. A recommended open street route would connect the Trenton Transit Center to the Delaware River waterfront.

## IMPLEMENTATION DETAILS

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Classification: **Project/Program**

Lead Department: **Department of Public Works**

Supporting Department: **Department of Housing & Economic Development**

Partnering Organizations: **Mercer County, NJDOT, Trenton Downtown Association, St. Francis and Capital Health Regional Medical Centers, the Trenton School District, Local/State Bicycle Advocacy Organization(s) such as Trenton Bicycle Revolution, 880 Cities, Smart Growth America's Safe Streets Academy, and/or the Better Block Foundation**

Project Contact: **Division of Economic Development**

Estimated Costs: **Staff time, plus \$30,000**

Funding: **Local Bicycle Shops, AARP, Robert Wood Johnson Foundation, City of Trenton**

Project Status: **To be initiated**

Planning District: **Downtown**

Initiative: **Implement Complete Streets Policy**

Topic-Focused Report: **Circulation**

Priority: **High**

Timeline: **In progress**

Resources: **New Brunswick Ciclovía (<http://newbrunswickciclovía.com/about/>); Sunday Streets Missoula (<https://www.missoulainmotion.com/sunday-streets>)**

# PRIORITIZE/CONSOLIDATE VACANT AND ABANDONED PROPERTIES PROPOSED PROGRAMS FROM TRENTON250 PLAN

## BACKGROUND

Geography: City of Trenton

New Action Card

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The Trenton250 Plan proposes several programs aimed at addressing vacant and abandoned property issues. The City has yet to implement most of the programs and many of the programs' purposes overlap with each other. Programs include:

- **Property Stabilization Program:** The City should identify buildings in need of stabilization, prioritize the ones with greatest need, and take the steps to stabilize them until they can be fully rehabilitated. This effort should include securing properties to prevent illegal activity, protect them from damage from the elements, and maintain assets that are likely to have future market value. This program has not started yet.
- **Strategic Foreclosure and Sales Program:** This is a current program and involves holding auctions of City-owned property on a quarterly basis and engaging foreclosure counsel to advance strategic property foreclosures throughout the City as a means for putting vacant and abandoned properties back into productive use.
- **Acquisition and Assemblage Program:** The City should identify and take action on large-scale key development parcels that are located in existing and future redevelopment areas. The City should concentrate on assembling land specifically available for industrial development and larger than 60,000 square feet and ensure that the assembled lots have adequate parking and good highway access. The City is currently informally administering this program, particularly around the Trenton Transit Center.
- **Acquisition and Demolition Program:** The City should identify and publish a list of properties that pose a serious threat to the health, safety, and welfare of residents and which are beyond the point of repair. It should then take advantage of its authority under the Abandoned Property Rehabilitation Act (APRA) (N.J.S.A. 55:19-55) and the City's redevelopment powers to acquire and demolish those properties. This program has not started yet.
- **Homesteading Program:** The program involves selling homes in need of rehabilitation at very low cost to prospective owner-occupants. Participants who acquire a home through

the program must rehabilitate the property within 18 months and must use it as their primary residence for ten years. This program has not started yet.

- **Vacant Lot to Open Space Program:** The program involves converting blighted properties into actively used spaces such as open spaces, community gardens, or community facilities through the Department of Housing and Urban Development’s (HUD) federally-funded Neighborhood Stabilization Program. The program does not currently exist in Trenton and there are no details in the Action Card on how to implement the program.
- **Vacant Lot to Stabilization Program:** This program involves working with residents and community partners to improve vacant lots with small-scale treatments (fencing, trees, gardens) and identify entities to maintain them and/or transferring property to adjacent owners for private use. The program was intended to interface with the Vacant Lot to Open Space Program. The program does not currently exist in Trenton and there are no details in the Action Card on how to implement the program.

It is recommended that the City merge the high-priority programs to streamline operations. The City should then utilize the new program(s) in effectuating the vacant and abandoned properties stabilization plan recommended in the “**Publish Abandoned Properties**” Action Card in this TOD Plan. By doing this, the City can concentrate its resources into the programs that will produce results. The programs should be funded through the Vacant Property Registration Ordinance Fund and administered by the staff person(s) that will be focusing on the vacant and abandoned property issues discussed in the “**Utilize the Vacant Property Registration Ordinance Fund**” Action Card in this TOD Plan.

## **IMPLEMENTATION DETAILS**

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Classification: **Program**

Lead Department: **Department of Housing & Economic Development**

Supporting Department: **Inspections Department, Finance Department**

Partnering Organizations: **The Trenton Neighborhood Restoration Campaign**

Project Contact: **Division of Property Management**

Estimated Costs: **Staff time, TBD after program(s) are designed**

Funding: **Vacant Property Registration Ordinance Fund**

Project Status: **To be initiated**

Planning District: **City-wide**

Initiative: **Public Safety as an Economic Development Driver**

Topic-Focused Report: **Economic Development**

Priority: **High**

Timeline: **In progress**



# ROUTE 29 TUNNEL BAN PETITION AND TRUCK ROUTING THROUGH THE TOD AREA

## BACKGROUND

Geography: City of Trenton

Amended Action Card: **“Route 29 Tunnel Ban Petition”**

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According to the current Trenton250 Plan Action Card **“Route 29 Tunnel Ban Petition”**:

*Truck circulation in South Trenton is a critical issue that affects the quality of life of Trenton’s residents. Trucks do not have a direct movement between I-295 and Route 1. As trucks approach the city on Route 29, they are directed to use Route 129 instead of 29, due to a 13-ton truck ban in the Route 29 tunnel. Continued movement is restricted as northbound Route 129 does not have a direct connection to southbound Route 1, or southbound Route 129 to reach northbound Route 29. Alternatively, if trucks were able to approach the downtown on Route 29, they would be able to use an on-ramp directly onto southbound Route 1 or continue north on Route 29.*

*The tunnel restriction was put in place to keep heavy trucks, particularly trash haulers, from using Rt. 29 which is designated as a Scenic Byway. The unfortunate consequence is that trucks using Route 129 make a number of turns on local streets around the Chambersburg and Lambertville (sic) neighborhoods to complete their travel. Trentonians may prefer that through truck traffic use Route 29, rather than add congestion and noise to their local streets.*

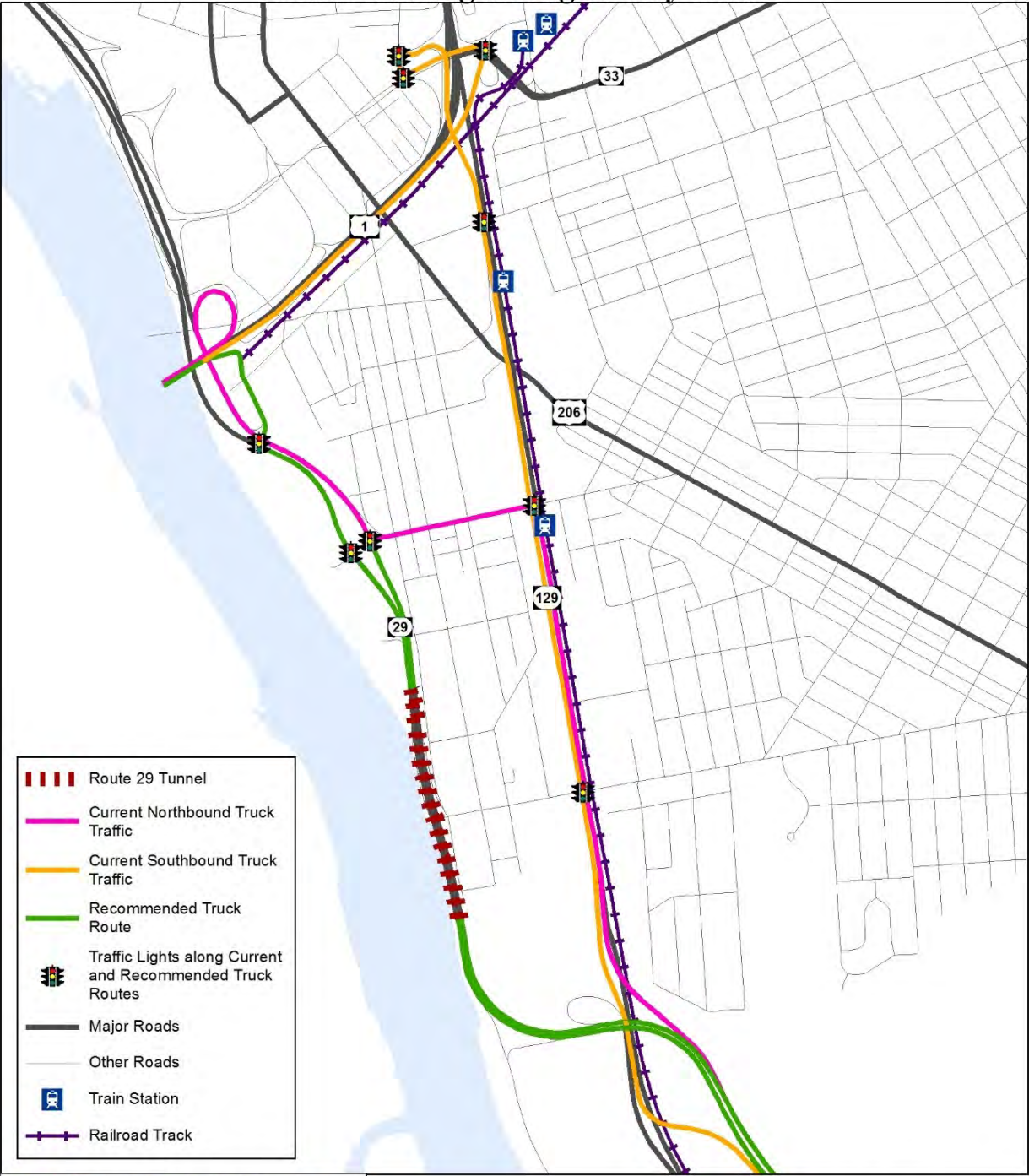
*The Tullytown Landfill is scheduled to close by May 22, 2017 and will be capped after disposal operations cease. This could change the pattern of waste disposal operators, possibly reducing the number of trash haulers from South Trenton, thereby making this change more palatable to Trenton residents.*

*The City of Trenton should petition NJDOT to remove the truck weight ban on the Route 29 tunnel; the hazardous ban would remain. This will allow more efficient movements between I-295 and southbound Route 1 and reduce truck traffic from local streets.*

As of 2019, these issues continue to persist. Although the Tullytown and GROWS North landfills were closed in 2017, the Fairless Landfill is still in operation and receives the bulk of the trash haulers that went to Tullytown. Map 19 below shows how trucks are using local roads as a connection between Interstate 295 and U.S. Route 1. Pedestrian safety and vehicular circulation at the three at-grade intersections (Lalor, Cass, and Hamilton) with Route 129 are important issues for Trenton as discussed in the **“Pedestrian Safety Intersection Improvements – Route 129”**

MAP 19

### Route 29 Tunnel Ban and Truck Routing through Study Area



N  
2019

0 0.25 0.5  
Miles

Data Sources: NJOGIS, NJDCA

Action Card. At Cass Street, traffic queues in the left turn lane disrupt the flow of traffic. Also, heavy trucks on the local roads around the Trenton Transit Center cause conflicts for pedestrians and bicyclists and result in unsafe situations. The recommended solution to this issue is to lift the ban on the Route 29 Tunnel. In the meantime, the City should work with New Jersey Department of Transportation (NJDOT) and the Delaware Valley Regional Planning Commission (DVRPC) to conduct a comprehensive study of truck traffic and investigate alternate routes, such as the New Jersey and Pennsylvania Turnpike Bridge and Scudders Falls Bridge. Additionally, the City should implement traffic calming measures where traffic may increase through residential neighborhoods, particularly at the U.S. Route 1 off-ramp near Parker Elementary School and within the Glen Afton Neighborhood. Concurrently, the City should coordinate with State Police to enforce existing weight and width restrictions and limitations on local roads. The City should adopt an ordinance restricting truck traffic on Cass Street. As of early 2019, the City of Trenton and the NJDOT have made significant strides to remove the truck prohibition in this tunnel and this should continue to be a priority until it is completed for the reasons stated above.

## **IMPLEMENTATION DETAILS**

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Classification: **Project**

Lead Department: **Department of Housing & Economic Development**

Supporting Department: **Department of Public Works**

Partnering Organizations: **NJDOT, Mercer County**

Project Contact: **Division of Traffic and Transportation, Division of Engineering**

Estimated Costs: **Staff time, no cost to the City of Trenton**

Funding: **City of Trenton, NJDOT**

Project Status: **To be initiated**

Planning District: **South**

Initiative: **Improve Network Connectivity**

Topic-Focused Report: **Circulation**

Priority: **High**

Timeline: **In progress**

# UTILIZE VACANT PROPERTY REGISTRATION ORDINANCE FUND

## BACKGROUND

Geography: City of Trenton

New Action Card

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The City's Vacant Property Registration Ordinance (VRPO) went into effect on January 1, 2015. The VRPO requires owners of vacant properties to register them with the City's Inspections Department. The registration is valid for one year. Owners of such properties pay an escalating annual fee for registration if the property continues to be vacant and must maintain the property to the standards set forth by the City. The ordinance requires that at least 50 percent of all fees collected be deposited in a trust fund that must be solely used for carrying out municipal activities with respect to vacant and distressed properties, including, but not limited to: code enforcement, abatement of nuisance conditions, stabilization, rehabilitation, and other activities designed to minimize blight and/or promote further productive reuse of properties.

The VRPO fund has not been utilized yet and the City intends that 100% of the fund will be used as a dedicated funding source for activities related to vacant and abandoned properties. The fund currently contains in excess of \$1 million. The City should make it a priority to hire a new staff person or persons using the VRPO funds whose sole task will be handling the vacant and abandoned property issues (inspections, starting up and managing programs, maintaining abandoned property list, etc.). In addition, the VRPO fund should immediately be used to begin implementing vacant and abandoned properties programs. See **"Prioritize/Consolidate Vacant and Abandoned Properties Proposed Programs"** from Trenton250" Action Card in this TOD Plan regarding programs.

## IMPLEMENTATION DETAILS

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Classification: **Program/Policy**

Lead Department: **Inspections Department**

Supporting Department: **Department of Housing & Economic Development, Finance**

**Department**

Partnering Organizations: **The Trenton Neighborhood Restoration Campaign**

Project Contact: **Division of Housing Inspections**

Estimated Costs: **Staff time, TBD after program(s) are designed, see “Prioritize/Consolidate Vacant and Abandoned Properties Proposed Programs from Trenton250 Plan” Action Card**

Funding: **Vacant Property Registration Ordinance Fund**

Project Status: **To be initiated**

Planning District: **City-wide**

Initiative: **Public Safety as an Economic Development Driver**

Topic-Focused Report: **Economic Development**

Priority: **Medium**

Timeline: **Short-Term**



# SHORT-TERM ACTION CARDS

The City should focus on implementing the following Action Cards within the short-term. These Action Cards are considered to be high-priority and are realistically possible to complete in the near future.

Action	Action Card Type
<b>Short-Term</b>	
Trenton Transit Center Redevelopment Designation and Plan	New Action Card
Arena Redevelopment Designation and Plan	New Action Card
Cass Street Station Redevelopment Designation and Plan	New Action Card
Roebling Center Redevelopment Designation and Plan	New Action Card
Publish Abandoned Property List	New Action Card
Transit Oriented Development Wayfinding Project	New Action Card
Existing Bus Shelters Program	New Action Card
Implement Bike Share System	New Action Card

# TRENTON TRANSIT CENTER REDEVELOPMENT DESIGNATION AND PLAN

## BACKGROUND

Geography: Trenton Transit Center Area

New Action Card

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The City should finalize the redevelopment designation, confirm the redevelopment area boundaries and prepare a new redevelopment plan for the Trenton Transit Center Area as called for in the Trenton250 Plan. A resolution designating the Trenton Transit Center as an Area in Need of Redevelopment (ANR) is not on file with the New Jersey Department of Community Affairs (DCA), as required by the Local Redevelopment and Housing Law (N.J.S.A. 40A:12A-1 et seq.). This law requires that all resolutions after 2003 must be sent to the Commissioner of the Department of Community Affairs to be valid. Prior to that date Chapter 187 of the Laws of 1949 requires the municipality to adopt the blighted area by resolution but it was not required to be sent to the Commissioner of the Department of Community Affairs to be valid. The Department of Community Affairs maps and indexes all resolutions creating redevelopment area or blighted areas once the resolution is sent to the Commissioner. It is important to have this, and other Trenton redevelopment areas mapped since these maps are used to locate properties for investors and to qualify for redevelopment funding by State Agencies.

If no resolution can be found and filed with the Department of Community Affairs the following should be pursued:

1. The Redevelopment Consultant for the City and the City's Legal Counsel should be requested to research the redevelopment plans adopted, the redevelopment area boundaries and the redevelopment (blighted) areas in the plan and determine if the statutory requirements for the Governing Body resolution to create this and other redevelopment zones have been met and if documentation for the creation of these areas can be sent to the Commissioner.
- 2.. If the conclusion is that the statutory requirements were met but that no resolution is available, then the Redevelopment Consultant for the City should recommend a resolution acknowledging the existence of these redevelopment areas and provided the boundaries to the Commissioner so that they may be included in the statewide mapping and officially recognized. If this is not possible then the City should re-designate these areas by resolution specifying the boundaries. The City may also consider consolidation of this Area in Need of Redevelopment with other redevelopment areas as appropriate.

The boundaries for this ANR in this TOD Plan are the same as those adopted in The Land Use Topic Report of the Trenton250 Plan as shown for the Trenton Transit Center on its Land Use and Community Form Map. There are some conflicts on boundaries with other City documents. The City of Trenton Redevelopment Areas Map on the City Web Site has different boundaries for this Redevelopment Area but the Redevelopment Area Plan Review being prepared for the City uses the same boundaries as the Trenton250 Plan. A clarification of the boundaries and affirmation of the past designation or a re-designation of this ANR should be completed.

The City should then prepare a new Redevelopment Plan with new zoning for the Trenton Transit Center Area. As stated in the Trenton250 Land Use Topic Report, “The Trenton Transit Center is an exceptional amenity, offering Amtrak, NJ Transit and River LINE light rail, and SEPTA rail service. To strengthen the entire Downtown Trenton area, the City should re-zone the Train Station area.” The Redevelopment Plan should be based on the principles of transit-oriented development. The Redevelopment Plan should focus on attracting mixed-use development to the area, particularly residential units to make the area a 24/7 community. The plan should also address the connectivity issues with the rest of the downtown area, principally West State Street and the Capitol Complex. Wayfinding should be incorporated into a Redevelopment Plan for this area. Trenton should consider encouraging this area to be a regional research, educational, dining and entertainment center, which will attract new jobs and housing.

The Redevelopment Plan should follow the buildout visions for the area as detailed in the *Trenton, NJ at the Crossroads of Opportunity and Consequence Vision Plan* (Amazon Vision Plan) for the Amazon second headquarters challenge prepared by Greater Trenton, and the medium density plan prepared by Clarke Caton Hintz included in this TOD Plan, which both show a future built-out, mixed-use center with about 3.8 million square feet of office, commercial and residential space. These aspirational plans should form the foundation for the zoning to be included in the Redevelopment Plan and future developer solicitations for redevelopment.

The actions required to implement this Action Card once the redevelopment area boundaries and designation are recognized by the State are as follows:

- A. The Division of Planning should prepare a Request for Proposals (RFP) for a consultant to prepare a Redevelopment Plan for the designated Redevelopment Area.
- B. In order to qualify as a Transit Village, the zoning should be by-right zoning without an overlay to existing zoning and should include the below list of appropriate uses and prohibited uses.
- C. The Redevelopment Plan should include a zoning plan which follows the following guidance and has the proposed use name which ties into the Trenton250 Plan Land Use Topic Report.

As shown on Map 20 below, the proposed Redevelopment Area should be broken into three subzones with the general zoning guidance as follows:

- a. Immediate Transit Center Zone: Mixed-Use – High Density – TOD 1 (MU-1 TOD 1)  
This will be the most intensive use district in the City since it is for properties adjacent to the Trenton Transit Center. The guidance below replaces the MU-1 district guidance in the Land Use Topic Report. Mixed-Use (office/residential/commercial/public) building should dominate these critical properties surrounding the Trenton Transit Center instead of the surface and structure parking lots that now dominate this neighborhood. Parking can be provided offsite, wide sidewalks and active public spaces should be encouraged. Commercial, office, educational and arts space should dominate the first floors to promote an active street life.

Appropriate Land Uses: A mixture of uses within buildings is encouraged

- Multi-family Residential
- General Office, including co-working spaces
- Professional Office
- Innovation and Business Incubator spaces
- Retail
- Restaurants, Bars, & Nightclubs
- Government
- Schools/Universities/Institutions
- Hospitals and Health Services
- Convention centers
- Hotels
- Museums
- Libraries
- Art Galleries and Studios
- Concert Halls and eateries

Accessory Uses:

- Balconies, terraces and rooftop outdoor space
- Outdoor seating in connection with a restaurant
- Fitness centers, game rooms and common areas associated with the principal residential use
- Other uses typically incidental and subordinate to a permitted principal use
- Structured parking

General Design Character:

- Minimum height for new buildings of eight (8) stories with a maximum height of 22 stories or 250 feet
- Parking requirements may be satisfied with spaces in garages within 3/8 mile of a project

- Parking standards of 1 space per dwelling unit, 1 space per three restaurant or assembly seats, 1 space per 500 square feet of retail, office, event or display space, shared parking will be allowed with written property owner agreements
- Commercial and other active uses required at street level
- Sidewalks at street level to be a minimum of 15 feet
- Maximum Length of Building Façade. Façades of buildings and structures facing public rights-of-way shall not exceed 75 feet of uninterrupted length measured parallel to the property line. Façades greater than this length shall be interrupted by breaks in façade plane, major changes in building massing, and utilization of projecting bays or recesses, along with changes in material, differentiation of color, or changes in architectural detailing or ornament.
- A minimum of 70 percent of the street-facing building façade between two and eight feet in height must be comprised of clear windows non-tinted that allow views of indoor space or product display areas.
- The bottom of any window or product display window used to satisfy the transparency standard of paragraph (1) above may not be more than three (3) feet above the adjacent sidewalk.
- Product display windows used to satisfy these requirements must have a minimum height of four (4) feet and be internally lighted
- Entrance Frequency. At street frontages, ground-related entrances shall occur at least once every 150 feet, as measured along the street-facing property line. In addition to entrances to ground-related uses, entrances to residential units, clusters of residential units, lobbies, or private courtyards may be applied towards meeting this requirement.
- FAR of 14.5

b. Neighboring Transit Center Zone: Mixed-Use – High Density – TOD 2 (MU-TOD 2)

This will be the second most intensive use district in the City since it is for properties close to the Trenton Transit Center but separated from the surrounding residential districts. The guidance below replaces the MU-1 district guidance in the Land Use Topic Report. Mixed-Use (office/residential/commercial/public) building should dominate these critical properties surrounding the Trenton Transit Center instead of the surface and structure parking lots that now dominate this neighborhood. Parking can be provided offsite, wide sidewalks and active public spaces should be encouraged. Commercial, office, educational and arts space should dominate the first floors to promote an active street life promoted.



Appropriate Land Uses: A mixture of uses within buildings is encouraged

- Multi-family Residential
- General Office, including co-working spaces
- Professional Office
- Innovation and Business Incubator spaces
- Retail
- Restaurants, Bars, & Nightclubs
- Government
- Schools/Universities/Institutions
- Hospitals and Health Services
- Convention centers
- Hotels
- Museums
- Libraries
- Art Galleries and Studios
- Concert Halls and eateries

Accessory Uses:

- Balconies, terraces and rooftop outdoor space
- Outdoor seating in connection with a restaurant
- Fitness centers, game rooms and common areas associated with the principal residential use
- Other uses typically incidental and subordinate to a permitted principal use
- Structured parking

General Design Character

- Minimum height for new buildings of five (5) stories and maximum height of 12 stories or 135 feet
- Parking requirements may be satisfied with spaces in garages within 3/8 mile of a project
- Parking standards of 1 space per dwelling unit, 1 space per three restaurant or assembly seats, 1 space per 500 square feet of retail, office, event or display space, shared parking will be allowed with written property owner agreements
- Commercial and other active uses required at street level
- Sidewalks at street level to be a minimum of 15 feet
- Maximum Length of Building Façade. Façades of buildings and structures facing public rights-of-way shall not exceed 75 feet of uninterrupted length measured parallel to the property line. Façades greater than this length shall be interrupted by breaks in façade plane, major changes in building massing, and utilization of projecting bays or

recesses, along with changes in material, differentiation of color, or changes in architectural detailing or ornament.

- A minimum of 70 percent of the street-facing building façade between two and eight feet in height must be comprised of clear windows non-tinted that allow views of indoor space or product display areas.
- The bottom of any window or product display window used to satisfy the transparency standard of paragraph (1) above may not be more than three (3) feet above the adjacent sidewalk.
- Product display windows used to satisfy these requirements must have a minimum height of four (4) feet and be internally lighted
- Entrance Frequency. At street frontages, ground-related entrances shall occur at least once every 150 feet, as measured along the street-facing property line. In addition to entrances to ground-related uses, entrances to residential units, clusters of residential units, lobbies, or private courtyards may be applied towards meeting this requirement.
- FAR 9.5

#### C. Residential Fringe Zone Neighborhood Residential High Density (NR-3) TOD 3

This Neighborhood Residential High Density (NR-3) TOD 3 zone is for a transition to surrounding residential districts for typical single family. To promote the community character and vibrancy that current exists, commercial uses of 5,000 gross leasable square feet or smaller should be permitted by right in the zone. Complete sidewalk networks should exist within the NR-3 zone, and accommodations should be made for multimodal transportation options, such as bike lanes. Parking within the NR-3 zone can be accommodated through driveways on non-primary facades; multi-family structures that require surface parking lots must locate parking in the rear of the building

##### Appropriate Land Uses

- Residential (Single Family, Two Family and Multifamily)
- Local Serving Retail (less than 5,000 sq. ft.)
- Community Garden
- Community Center / Library
- Parks, Play Grounds and Open Space

##### General Design Character

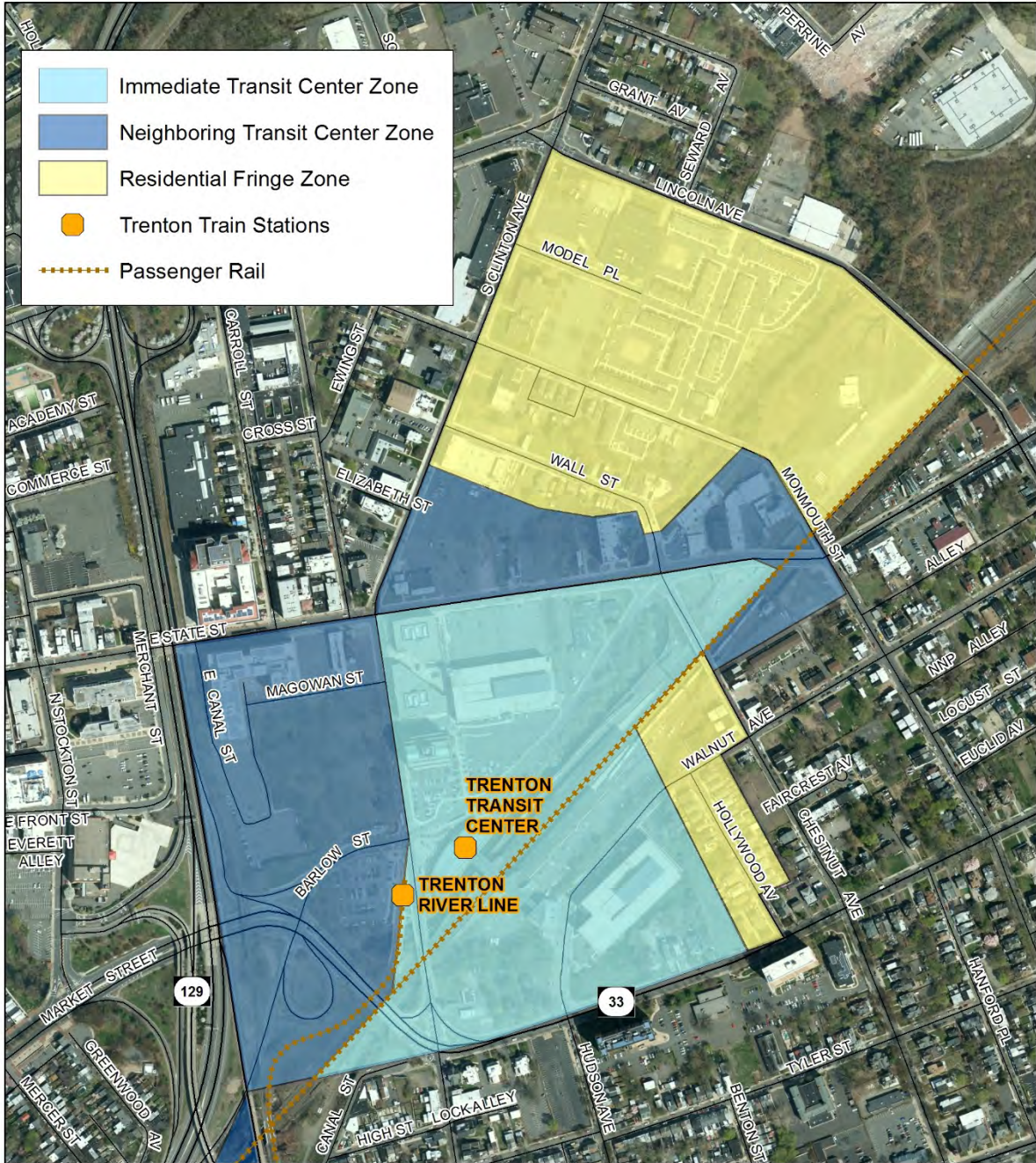
- Low density residential zone allowing one to eight family buildings with a mix of efficiency, one bedroom, two-bedroom, and three or more-bedroom units. Allow live/work space and home occupations
- Maximum height of four (4) stories or 50 feet

- Parking standards - on street parking with no onsite parking required
- FAR 2.5

D. Prohibited Uses in all zones in redevelopment areas

- drive-through restaurants
- drive-through car wash uses
- drive-up retail sales
- drive-through auto oriented services
- drive-in or through lanes for parking garages
- drive-through banking windows

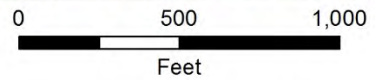
### Trenton Transit Center Priority Area Land Use Subzones



- Immediate Transit Center Zone
- Neighboring Transit Center Zone
- Residential Fringe Zone
- Trenton Train Stations
- Passenger Rail



2019



Data Sources:  
ESRI, NJDCA, NJGIS, City of Trenton

## **IMPLEMENTATION DETAILS**

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Classification: **Project**

Lead Department: **Department of Housing & Economic Development**

Supporting Department: **Department of Public Works, Inspections Department,  
Administration & Finance Department**

Partnering Organization: **Project developers**

Project Contact: **Division of Planning**

Estimated Costs: **Staff time, plus \$25,000 to \$50,000**

Funding: **City of Trenton**

Project Status: **Pending re-designation of Redevelopment Area and RFP for consultant to prepare Redevelopment Plan. The first step is to have the Governing Body request that the Planning Board prepare a report to determine if the area qualifies as an Area in Need of Redevelopment and forward the recommendation to the Governing Body.**

Planning District: **Downtown**

Initiative: **Land Use and Community Character**

Topic-Focused Report: **Land Use**

Priority: **High**

Timeline: **Short-Term**



# ARENA REDEVELOPMENT DESIGNATION AND PLAN

## BACKGROUND

Geography: Hamilton Avenue and Cass Street Station Area

New Action Card

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The City should finalize the redevelopment designation, amend the redevelopment area boundaries and prepare a new redevelopment plan for the Arena Redevelopment Area as called for in the Trenton250 Plan.<sup>7</sup> A resolution designating the Arena Redevelopment Area as an Area in Need of Redevelopment is not on file with the New Jersey Department of Community Affairs (DCA), as required by the Local Redevelopment and Housing Law (N.J.S.A. 40A:12A-1 et seq.). This law requires that all resolutions after 2003 must be sent to the Commissioner of the Department of Community Affairs to be valid. Prior to that date, Chapter 187 of the Laws of 1949 requires the municipality to adopt the blighted area by resolution but it was not required to be sent to the Commissioner of the Department of Community Affairs to be valid. The Department of Community Affairs maps and indexes all resolutions creating redevelopment area or blighted areas once the resolution is sent to the Commissioner. It is important to have this, and other Trenton redevelopment areas mapped since these maps are used to locate properties for investors and to qualify for redevelopment funding by State Agencies.

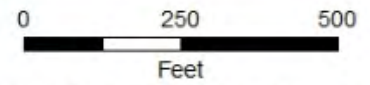
A new resolution amending the Arena Redevelopment Area should add the parcels across South Broad Street from the Arena including the Old Eagle Tavern and Trenton Social. Including these areas in the Redevelopment Area boundaries can set the stage to support the placemaking efforts outlined in the “**SOBRO (South Broad) Arena District Placemaking**” Action Card.

The City needs to prepare a New Redevelopment Plan with new zoning for the Arena area. This Redevelopment Plan should address key concerns for the area, such as parking and the replacement of surface parking areas with structured parking, thus freeing up developable areas to bring other entertainment related uses to the area. Consideration should also be given to establishing a pedestrian bridge between the Roebling Center Redevelopment Area and pedestrian amenities on South Broad Street and the Arena. The Redevelopment Plan should also address the entertainment and restaurant uses that should be further developed on South Broad Street.

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<sup>7</sup> The Trenton250 Plan recommends that the Roebling Complex Redevelopment Area be split into the Sun National Bank Center Redevelopment Area and the Roebling Center Redevelopment Area. The Arena Redevelopment Area mentioned in this report covers the area noted as the Sun National Bank Center Redevelopment Area in the Trenton250 Plan.

# Trenton Transit Oriented Development Plan Sun Bank Center



Data Sources: NJDCA, NJOGIS, City of Trenton

The City's preparation of the Old Eagle Tavern for a future restaurant operator and the development of the Roebing Entertainment District should be critical elements in the Redevelopment Plan for this area. The aspirational buildout vision in the Hamilton Avenue and Cass Street Concept in this report should form a basis for the Redevelopment Plan.

The City may also consider consolidation of this Area in Need of Redevelopment with other redevelopment areas as appropriate.

The actions required to implement this Action Card are as follows:

- A. The Division of Planning should prepare a Request for Proposal (RFP) for a consultant to prepare a Redevelopment Plan for the designated Redevelopment Area.
- B. The Redevelopment Plan should focus on the surface parking lots in the area and follow the visioning of the Hamilton Avenue and Cass Street Concept Plan, the South Broad Street (SoBro) district recommendations in this TOD Plan and other entertainment district planning for the area.

As shown on Map 22 below, the proposed Arena Redevelopment Area, as well as the proposed Cass Street Station and Roebing Center Redevelopment Areas, are within the Immediate Transit Center Zone with the following zoning guidance:

Neighboring Transit Center Zone: Mixed-Use – High Density – TOD 2 (MU-TOD 2)

This will be the second most intensive use district in the City since it is for properties close to the Trenton Transit Center but separated from the surrounding residential districts. The guidance below replaces the MU-1 district guidance in the Land Use Topic Report. Mixed-Use (office/residential/commercial/public) building should dominate these critical properties surrounding the Trenton Transit Center instead of the surface and structure parking lots that now dominate this neighborhood. Parking can be provided offsite, wide sidewalks and active public spaces should be encouraged. Commercial, office, educational and arts space should dominate the first floors to promote an active street life promoted.

Appropriate Land Uses: A mixture of uses within buildings is encouraged

- Multi-family Residential
- General Office, including co-working spaces
- Professional Office
- Innovation and Business Incubator spaces
- Retail
- Restaurants, Bars, & Nightclubs
- Government
- Schools/Universities/Institutions
- Hospitals and Health Services

- Convention centers
- Hotels
- Museums
- Libraries
- Art Galleries and Studios
- Concert Halls and eateries

Accessory Uses:

- Balconies, terraces and rooftop outdoor space
- Outdoor seating in connection with a restaurant
- Fitness centers, game rooms and common areas associated with the principal residential use
- Other uses typically incidental and subordinate to a permitted principal use
- Structured parking

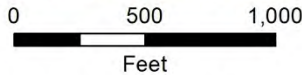
General Design Character

- Minimum height for new buildings of five (5) stories and maximum height of 12 stories or 135 feet
- Parking requirements may be satisfied with spaces in garages within 3/8 mile of a project
- Parking standards of 1 space per dwelling unit, 1 space per three restaurant or assembly seats, 1 space per 500 square feet of retail, office, event or display space, shared parking will be allowed with written property owner agreements
- Commercial and other active uses required at street level
- Sidewalks at street level to be a minimum of 15 feet
- Maximum Length of Building Façade. Façades of buildings and structures facing public rights-of-way shall not exceed 75 feet of uninterrupted length measured parallel to the property line. Façades greater than this length shall be interrupted by breaks in façade plane, major changes in building massing, and utilization of projecting bays or recesses, along with changes in material, differentiation of color, or changes in architectural detailing or ornament.
- A minimum of 70 percent of the street-facing building façade between two and eight feet in height must be comprised of clear windows non-tinted that allow views of indoor space or product display areas.
- The bottom of any window or product display window used to satisfy the transparency standard of paragraph (1) above may not be more than three (3) feet above the adjacent sidewalk.
- Product display windows used to satisfy these requirements must have a minimum height of four (4) feet and be internally lighted

- Entrance Frequency. At street frontages, ground-related entrances shall occur at least once every 150 feet, as measured along the street-facing property line. In addition to entrances to ground-related uses, entrances to residential units, clusters of residential units, lobbies, or private courtyards may be applied towards meeting this requirement.
- FAR 9.5



### Hamilton Avenue and Cass Street Priority Area Land Use Subzones



Data Sources:  
ESRI, NJDCA, NJOGIS, City of Trenton

## **IMPLEMENTATION DETAILS**

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Classification: **Project**

Lead Department: **Department of Housing & Economic Development**

Supporting Department: **Department of Public Works, Inspections Department,  
Administration & Finance Department**

Partnering Organization: **Mercer County Improvement Authority**

Project Contact: **Division of Planning**

Estimated Costs: **Staff time, plus \$25,000 to \$50,000**

Funding: **City of Trenton**

Project Status: **Pending re-designation of Redevelopment Area and RFP for consultant to prepare Redevelopment Plan. The first step is to have the Governing Body request that the Planning Board prepare a report to determine if the area qualifies as an Area in Need of Redevelopment and forward the recommendation to the Governing Body.**

Planning District: **South**

Initiative: **Land Use and Community Character**

Topic-Focused Report: **Land Use**

Priority: **High**

Timeline: **Short-Term**

# CASS STREET STATION REDEVELOPMENT DESIGNATION AND PLAN

## BACKGROUND

Geography: Hamilton Avenue and Cass Street Station Area

New Action Card

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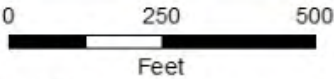
The City should finalize the redevelopment designation, confirm the redevelopment area boundaries and prepare a new redevelopment plan for the Hamilton Avenue and Cass Street Priority Area as called for in the Trenton250 Plan. A resolution designating the Cass Street Station Area as an Area in Need of Redevelopment is not on file with the New Jersey Department of Community Affairs (DCA), as required by the Local Redevelopment and Housing Law (N.J.S.A. 40A:12A-1 et seq.). This law requires that all resolutions after 2003 must be sent to the Commissioner of the Department of Community Affairs to be valid. Prior to that date Chapter 187 of the Laws of 1949 requires the municipality to adopt the blighted area by resolution but it was not required to be sent to the Commissioner of the Department of Community Affairs to be valid. The Department of Community Affairs maps and indexes all resolutions creating redevelopment area or blighted areas once the resolution is sent to the Commissioner. It is important to have this, and other Trenton redevelopment areas mapped since these maps are used to locate properties for investors and to qualify for redevelopment funding by State Agencies.

If no resolution can be found and filed with the Department of Community Affairs the following should be pursued:

1. The Redevelopment Consultant for the City and the City's Legal Counsel should be requested to research the redevelopment plans adopted, the redevelopment area boundaries and the redevelopment (blighted) areas in the plan and determine if the statutory requirements for the Governing Body resolution to create this and other redevelopment zones have been met and if documentation for the creation of these areas can be sent to the Commissioner.
- 2.. If the conclusion is that the statutory requirements were met but that no resolution is available, then the Redevelopment Consultant for the City should recommend a resolution acknowledging the existence of these redevelopment areas and provided the boundaries to the Commissioner so that they may be included in the statewide mapping and officially recognized. If this is not possible then the City should re-designate these areas by resolution specifying the boundaries. The City may also consider consolidation of this Area in Need of Redevelopment with other redevelopment areas as appropriate.



### Trenton Transit Oriented Development Plan Cass Street Station



Data Sources: NJDCA, NJOGIS, City of Trenton

The boundaries for this ANR in this TOD Plan are the same as those adopted in The Land Use Topic Report of the Trenton250 Plan as shown for the Cass Street Station Area on its Land Use and Community Form Map. There are some conflicts on boundaries with other City documents. The City of Trenton Redevelopment Areas Map on the City Web Site has different boundaries for this Redevelopment Area but the Redevelopment Area Plan Review being prepared for the City uses the same boundaries as the Trenton250 Plan. A clarification of the boundaries and affirmation of the past designation or a redesignation of this Area in Need of Redevelopment should be completed.

The City should then prepare a new Redevelopment Plan with new zoning for the Trenton Transit Center Area. This area is dominated by the New Jersey State Prison and surface parking lots associated with the County and State office buildings. Although recommended in the Trenton250 Plan, it is unlikely that the prison will be relocated in the near future, so any redevelopment plan should include the prison use and complex continuing in this location.

The Redevelopment Plan should follow the buildout vision for the area from the Hamilton Avenue and Cass Street Priority Area Concept Plan, which show parking garages and mixed-use development in place of the surface parking lots that currently exist in the area.

The steps required to implement this Action Card are as follows:

- A. The Division of Planning should prepare a Request for Proposal (RFP) for a consultant to prepare a Redevelopment Plan for the designated Redevelopment Area.
- B. The Redevelopment Plan should focus on reutilization of the surface parking lots in this area.
- C. The Redevelopment Plan should list the following prohibited uses in all zones in the redevelopment area
  - i. drive-through restaurants
  - ii. drive-through car wash uses
  - iii. drive-up retail sales
  - iv. drive-through auto oriented services
  - v. drive-in or through lanes for parking garages
  - vi. drive-through banking windows

As shown on Map 22 in the “**Arena Redevelopment Designation and Plan**” Action Card above, the proposed Cass Street Station Redevelopment Area is within the Immediate Transit Center Zone. This subzone’s zoning guidance is as follows:

Neighboring Transit Center Zone: Mixed-Use – High Density – TOD 2 (MU-TOD 2)

This will be the second most intensive use district in the City since it is for properties close to the Trenton Transit Center but separated from the surrounding residential districts. The guidance below replaces the MU-1 district guidance in the Land Use



Topic Report. Mixed-Use (office/residential/commercial/public) building should dominate these critical properties surrounding the Trenton Transit Center instead of the surface and structure parking lots that now dominate this neighborhood. Parking can be provided offsite, wide sidewalks and active public spaces should be encouraged. Commercial, office, educational and arts space should dominate the first floors to promote an active street life promoted.

Appropriate Land Uses: A mixture of uses within buildings is encouraged

- Multi-family Residential
- General Office, including co-working spaces
- Professional Office
- Innovation and Business Incubator spaces
- Retail
- Restaurants, Bars, & Nightclubs
- Government
- Schools/Universities/Institutions
- Hospitals and Health Services
- Convention centers
- Hotels
- Museums
- Libraries
- Art Galleries and Studios
- Concert Halls and eateries

Accessory Uses:

- Balconies, terraces and rooftop outdoor space
- Outdoor seating in connection with a restaurant
- Fitness centers, game rooms and common areas associated with the principal residential use
- Other uses typically incidental and subordinate to a permitted principal use
- Structured parking

General Design Character

- Minimum height for new buildings of five (5) stories and maximum height of 12 stories or 135 feet
- Parking requirements may be satisfied with spaces in garages within 3/8 mile of a project
- Parking standards of 1 space per dwelling unit, 1 space per three restaurant or assembly seats, 1 space per 500 square feet of retail, office, event or display space, shared parking will be allowed with written property owner agreements
- Commercial and other active uses required at street level

- Sidewalks at street level to be a minimum of 15 feet
- Maximum Length of Building Façade. Façades of buildings and structures facing public rights-of-way shall not exceed 75 feet of uninterrupted length measured parallel to the property line. Façades greater than this length shall be interrupted by breaks in façade plane, major changes in building massing, and utilization of projecting bays or recesses, along with changes in material, differentiation of color, or changes in architectural detailing or ornament.
- A minimum of 70 percent of the street-facing building façade between two and eight feet in height must be comprised of clear windows non-tinted that allow views of indoor space or product display areas.
- The bottom of any window or product display window used to satisfy the transparency standard of paragraph (1) above may not be more than three (3) feet above the adjacent sidewalk.
- Product display windows used to satisfy these requirements must have a minimum height of four (4) feet and be internally lighted
- Entrance Frequency. At street frontages, ground-related entrances shall occur at least once every 150 feet, as measured along the street-facing property line. In addition to entrances to ground-related uses, entrances to residential units, clusters of residential units, lobbies, or private courtyards may be applied towards meeting this requirement.
- FAR 9.5

## **IMPLEMENTATION DETAILS**

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Classification: **Project**

Lead Department: **Department of Housing & Economic Development**

Supporting Department: **Department of Public Works, Inspections Department,  
Administration & Finance Department**

Partnering Organization: **Mercer County Improvement Authority**

Project Contact: **Division of Planning**

Estimated Costs: **Staff time, plus \$25,000 to \$50,000**

Funding: **City of Trenton**

Project Status: **Pending re-designation of Redevelopment Area and RFP for consultant to prepare Redevelopment Plan. The first step is to have the Governing Body request that the Planning Board prepare a report to determine if the area qualifies as an Area in Need of Redevelopment and forward the recommendation to the Governing Body.**

Planning District: **South**

Initiative: **Land Use and Community Character**

Topic-Focused Report: **Land Use**

Priority: **High**

Timeline: **Short-Term**

# ROEBLING CENTER REDEVELOPMENT DESIGNATION AND PLAN

## BACKGROUND

Geography: Hamilton Avenue and Cass Street Station Area

New Action Card

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The City should finalize the redevelopment designation, confirm the redevelopment area boundaries and prepare a new redevelopment plan for the Roebling Center Redevelopment Area as called for in the Trenton250 Plan. A resolution designating the Trenton Transit Center as an Area in Need of Redevelopment is not on file with the New Jersey Department of Community Affairs (DCA), as required by the Local Redevelopment and Housing Law (N.J.S.A. 40A:12A-1 et seq.). This law requires that all resolutions after 2003 must be sent to the Commissioner of the Department of Community Affairs to be valid. Prior to that date Chapter 187 of the Laws of 1949 requires the municipality to adopt the blighted area by resolution but it was not required to be sent to the Commissioner of the Department of Community Affairs to be valid. The Department of Community Affairs maps and indexes all resolutions creating redevelopment area or blighted areas once the resolution is sent to the Commissioner. It is important to have this, and other Trenton redevelopment areas mapped since these maps are used to locate properties for investors and to qualify for redevelopment funding by State Agencies.

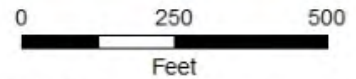
If no resolution can be found and filed with the Department of Community Affairs the following should be pursued:

1. The Redevelopment Consultant for the City and the City's Legal Counsel should be requested to research the redevelopment plans adopted, the redevelopment area boundaries and the redevelopment (blighted) areas in the plan and determine if the statutory requirements for the Governing Body resolution to create this and other redevelopment zones have been met and if documentation for the creation of these areas can be sent to the Commissioner.
- 2.. If the conclusion is that the statutory requirements were met but that no resolution is available, then the Redevelopment Consultant for the City should recommend a resolution acknowledging the existence of these redevelopment areas and provided the boundaries to the Commissioner so that they may be included in the statewide mapping and officially recognized. If this is not possible then the City should re-designate these areas by resolution specifying the boundaries. The City may also consider consolidation of this Area in Need of Redevelopment with other redevelopment areas as appropriate.

### Trenton Transit Oriented Development Plan Roebling Center



2019



Data Sources: NJDCA, NJOGIS, City of Trenton



The boundaries for the Roebling Center Redevelopment Area in this TOD Plan are the same as those adopted in The Land Use Topic Report of the Trenton250 Plan as shown for the Roebling Center Redevelopment Area on its Land Use and Community Form Map. There are some conflicts on boundaries with other City documents. The City of Trenton Redevelopment Areas Map on the City Web Site has different boundaries for this Redevelopment Area. A clarification of the boundaries and affirmation of the past designation or a redesignation of this Area in Need of Redevelopment should be completed.

The City should then prepare a new Redevelopment Plan with new zoning for the Trenton Transit Center Area. The Roebling Center Redevelopment Plan should promote the creation of a mixed-use development for the former Roebling industrial buildings, while also preserving the architectural and historic significance of the area. Redevelopment of the structures and mill yards will bring new residential opportunities, similar to the recently opened Roebling Lofts, as well as new commercial, restaurant offerings, and office space. These developments will bring jobs to the surrounding neighborhoods and Trenton as a whole. The Roebling Center Redevelopment Plan may also include the development of a new pedestrian bridge over Route 129, linking the Roebling Lofts to the Arena Redevelopment Area and its entertainment venues. The Redevelopment Plans should match and support the redevelopment plans of the current redevelopers.

The Hamilton Avenue and Cass Street Priority Area Concept Plan shows the aspirational vision should form a basis for the Redevelopment Plan.

The actions required to implement this Action Card are as follows:

- A. The Division of Planning should prepare a Request for Proposals (RFP) for a consultant to prepare a Redevelopment Plan for the designated redevelopment area.
- B. The Redevelopment Plan should complement the development plans for the property prepared by the redeveloper with room for revisions as market conditions continue to develop.
- C. The Redevelopment Plan should list the following prohibited uses in all zones in redevelopment area
  - i. drive-through restaurants
  - ii. drive-through car wash uses
  - iii. drive-up retail sales
  - iv. drive-through auto oriented services
  - v. drive-in or through lanes for parking garages
  - vi. drive-through banking windows

As shown on Map 22 in the “**Arena Redevelopment Designation and Plan**” Action Card above, the proposed Roebling Center Redevelopment Area is within the Immediate Transit Center Zone. This subzone’s zoning guidance is as follows:

Neighboring Transit Center Zone: Mixed-Use – High Density – TOD 2 (MU-TOD 2)

This will be the second most intensive use district in the City since it is for properties close to the Trenton Transit Center but separated from the surrounding residential districts. The guidance below replaces the MU-1 district guidance in the Land Use Topic Report. Mixed-Use (office/residential/commercial/public) building should dominate these critical properties surrounding the Trenton Transit Center instead of the surface and structure parking lots that now dominate this neighborhood. Parking can be provided offsite, wide sidewalks and active public spaces should be encouraged. Commercial, office, educational and arts space should dominate the first floors to promote an active street life promoted.

Appropriate Land Uses: A mixture of uses within buildings is encouraged

- Multi-family Residential
- General Office, including co-working spaces
- Professional Office
- Innovation and Business Incubator spaces
- Retail
- Restaurants, Bars, & Nightclubs
- Government
- Schools/Universities/Institutions
- Hospitals and Health Services
- Convention centers
- Hotels
- Museums
- Libraries
- Art Galleries and Studios
- Concert Halls and eateries

Accessory Uses:

- Balconies, terraces and rooftop outdoor space
- Outdoor seating in connection with a restaurant
- Fitness centers, game rooms and common areas associated with the principal residential use
- Other uses typically incidental and subordinate to a permitted principal use
- Structured parking

General Design Character

- Minimum height for new buildings of five (5) stories and maximum height of 12 stories or 135 feet
- Parking requirements may be satisfied with spaces in garages within 3/8 mile of a project
- Parking standards of 1 space per dwelling unit, 1 space per three restaurant or assembly seats, 1 space per 500 square feet of retail, office,

event or display space, shared parking will be allowed with written property owner agreements

- Commercial and other active uses required at street level
- Sidewalks at street level to be a minimum of 15 feet
- Maximum Length of Building Façade. Façades of buildings and structures facing public rights-of-way shall not exceed 75 feet of uninterrupted length measured parallel to the property line. Façades greater than this length shall be interrupted by breaks in façade plane, major changes in building massing, and utilization of projecting bays or recesses, along with changes in material, differentiation of color, or changes in architectural detailing or ornament.
- A minimum of 70 percent of the street-facing building façade between two and eight feet in height must be comprised of clear windows non-tinted that allow views of indoor space or product display areas.
- The bottom of any window or product display window used to satisfy the transparency standard of paragraph (1) above may not be more than three (3) feet above the adjacent sidewalk.
- Product display windows used to satisfy these requirements must have a minimum height of four (4) feet and be internally lighted
- Entrance Frequency. At street frontages, ground-related entrances shall occur at least once every 150 feet, as measured along the street-facing property line. In addition to entrances to ground-related uses, entrances to residential units, clusters of residential units, lobbies, or private courtyards may be applied towards meeting this requirement.
- FAR 9.5

## **IMPLEMENTATION DETAILS**

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Classification: **Project**

Lead Department: **Housing & Economic Development**

Supporting Department: **Department of Public Works, Inspections Department,**

**Administration & Finance Department**

Partnering Organization: **HHG Development Associates, LLC**

Project Contact: **Division of Planning**

Estimated Costs: **Staff time, plus \$25,000 to \$50,000**

Funding: **City of Trenton**

Project Status: **Pending re-designation of Redevelopment Area and RFP for consultant to prepare Redevelopment Plan. The first step is to have the Governing Body request that the Planning Board prepare a report to determine if the area qualifies as an Area in Need of Redevelopment and forward the recommendation to the Governing Body.**

Planning District: **South, East**

Initiative: **Land Use and Community Character**

Topic-Focused Report: **Land Use**

Priority: **High**

Timeline: **Short-Term**

# PUBLISH ABANDONED PROPERTY LIST

## BACKGROUND

Geography: City of Trenton

New Action Card

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The Trenton Neighborhood Restoration Campaign (TNRC), a group of local and regional stakeholders that have been working for the revitalization of Trenton since 2011, created a citywide inventory of vacant and abandoned properties in 2014. Although this list was limited, it identified approximately 3,423 fully vacant buildings in Trenton, or 14% of the total buildings. The City owned 337 of those vacant buildings. Maps 25 and 26 below show vacant and abandoned properties within the Trenton Transit Center Priority Area and the Hamilton Avenue and Cass Street Priority Area, respectively.

In 2009, the City worked with Isles to survey Trentonians about their environmental health concerns. This survey found that Trenton residents were more concerned about vacant and abandoned properties than about pollution, site contamination, lead paint, or any other issue on the list.<sup>8</sup>

As the Trenton250 Plan emphasizes, distressed environments contribute to safety and crime issues. Vacant and abandoned properties are a threat to public safety and public health for many reasons: (1) liability issues related to fire risks and falling debris; (2) attraction of illegal activity, such as gang and drug-related activity; (3) illegal dumping; and (4) rodent and insect infestation. Vacant and abandoned properties are also expensive to taxpayers to monitor and police. The Trenton250 Plan has several strategies for dealing with the vacant and abandoned property issue, including the City's existing Vacant Property Registration Ordinance, adopted by the City on November 6th, 2014. The ordinance requires owners of vacant properties to register their properties, pay an escalating annual fee for registration, and requires property owners to maintain the property in compliance with municipal codes.

The next action for Trenton to take regarding Vacant and Abandoned Properties is to publish an Abandoned Property List pursuant to the Abandoned Property Rehabilitation Act (APRA) (N.J.S.A. 55:19-55). APRA, enacted into law on January 8, 2004, provides New Jersey municipalities with a toolkit of various means to gain control of abandoned properties and restore them to productive use.<sup>9</sup> APRA also provides a standardized definition of an abandoned property (definition applies to buildings only, not to vacant lots). The prerequisites for a municipality to begin using the toolkit are:

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<sup>8</sup> <http://www.restoringtrenton.org>

<sup>9</sup> <https://www.newjerseycommunitycapital.org/property-solutions-kit>



- (1) Enact an ordinance directing a designated public officer to create the Abandoned Property List; and
- (2) Publish the Abandoned Property List.

Three of the tools that municipalities can use pursuant to APRA are:

- (1) Accelerated Foreclosure for properties that meet the definition of an abandoned property, which allows for immediate initiation of foreclosure proceeding by tax lienholders, whether a third-party holder or a municipality;
- (2) Special Tax sale by the municipality for properties on the Abandoned Property List; and
- (3) Spot Blight Eminent Domain by the municipality to acquire properties on the Abandoned Property List.

Although not required, putting a property on the Abandoned Property List for accelerated foreclosure proceedings allows a simplified and expedited process to foreclosure because the property automatically meets the definition of an abandoned property.

The City completed Step 1 on October 21, 2004, when they enacted an Abandoned Property List Ordinance, directing the designated public officer to create the list. The next actions for Trenton to take are:

- (1) Create the Abandoned Property List. APRA contains details on what information must minimally be in the list. Ideally, the City should use Geographic Information Systems (GIS) software to track the properties (such as GovPilot), building off the existing data developed by TNRC.
- (2) The public officer must notify the owners of record within 10 days of establishing the list by certified mail and must publish the list in the official newspaper of the municipality. Owners and lienholders can challenge the inclusion of their property. A redetermination hearing must take place.

The Abandoned Property List does not have to contain all abandoned properties in the municipality to take effect. Therefore, the City may use the TOD Area as a pilot area and publish an Abandoned Property List for this specific area as a first step or publish a list for the entire City at one time. The public officer can add properties to the list at any time by following the steps above.

Once the list is formally published, the City should use the mapping data to develop a vacant and abandoned properties stabilization plan for specific targeted neighborhoods and begin using the toolkit. The process should be spearheaded by the staff person(s) that will be focusing on the vacant and abandoned property issues discussed in the **“Utilize the Vacant Property Registration Ordinance Fund”** Action Card in this TOD Plan.

## **IMPLEMENTATION DETAILS**

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Classification: **Program**

Lead Department: **Inspections Department, Administration & Finance Department**

Supporting Department: **Division Housing & Economic Development**

Partnering Organizations: **Trenton Neighborhood Restoration Campaign**

Project Contact: **Division of Housing Inspection**

Estimated Costs: **Staff time, plus \$3,000**

Funding: **Vacant Property Registration Ordinance Fund**

Project Status: **To be initiated**

Planning District: **City-wide**

Initiative: **Public Safety as an Economic Development Driver**

Topic-Focused Report: **Economic Development**

Priority: **High**

Timeline: **Short-Term**

MAP 25

**Trenton Transit Center Priority Area  
Vacant Buildings**



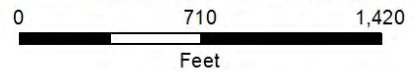
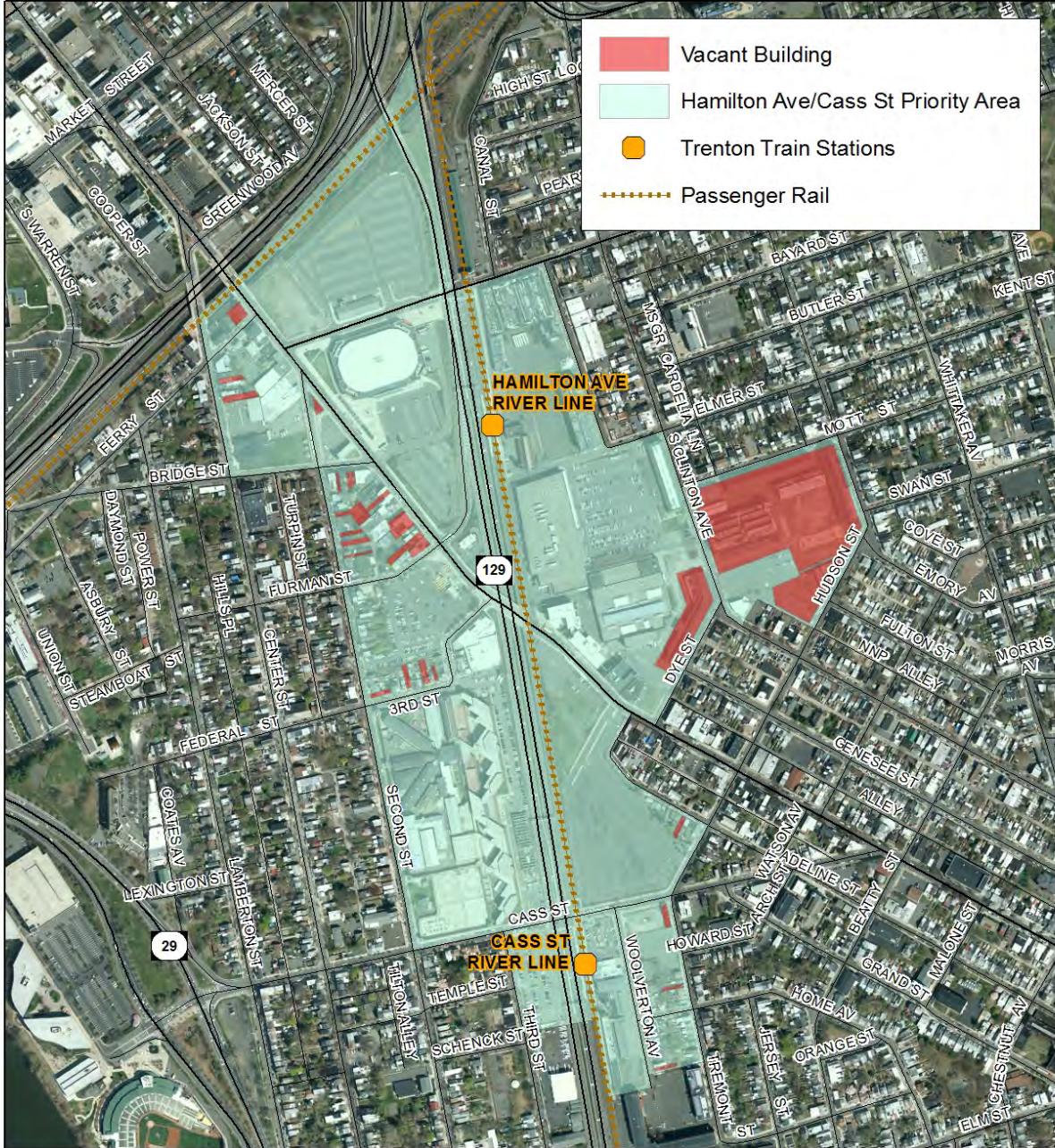
2019



Data Sources:  
ESRI, NJDCA, NJGIS, City of Trenton,  
Trenton Neighborhood Restoration Campaign



## Hamilton Avenue and Cass Street Priority Area Vacant Buildings



Data Sources:  
ESRI, NJDCA, NJOGIS, City of Trenton,  
Trenton Neighborhood Restoration Campaign



# TRANSIT ORIENTED DEVELOPMENT WAYFINDING PROJECT

Geography: TOD Area

New Action Card

## Background

The Trenton250 Plan and the 2006 Trenton Station Linkage Plan set forth the need for the preparation and implementation of a comprehensive wayfinding plan. The Trenton250 Plan “**Wayfinding Projects**” Action Card states, “without a comprehensive and easy-to-understand wayfinding system, entering Trenton can be very confusing and lead people to avoid the City and/or not explore it more fully.”

This is particularly true at the Trenton Transit Center and River LINE Stations, which serve visitors and commuters locally, regionally, and nationally. Signage directing visitors and commuters to and from the rail stations and bus shelters should be visible and abundant, especially in and around the priority focus areas. Although some signage does exist around the Trenton Transit Center, it is incomplete, inconsistent, or outdated. As an example, a commuter driving to the Trenton Transit Center may notice that there are at least four different color and shape signs. NJ Transit has a distinct trailblazer with consistent design for both the River LINE and Trenton Transit Center to guide vehicle traffic to stations but is it not the only sign type used in Trenton. Also, pedestrian scale signage is lacking. It is necessary to increase the amount of signage, create a consistent look and feel, and prioritize locations where signage is most needed. Additionally, obsolete signage should be removed to avoid confusion for travelers.



Proposed Wayfinding

Source: Trenton Station Linkage Plan

The City should work closely with NJ Transit to undertake a Wayfinding Plan. Municipalities typically sponsor wayfinding signage with support from NJ Transit (see Jersey City and Camden as examples). In these cases, NJ Transit provided appropriate staff support via guidance of signage design and placement. Jersey City and Camden hired a consultant to project manage their overall efforts and a design consultant to put the signage packages together.

The 2006 Trenton Station Linkage Plan suggested a standardized signage design as shown above. Further research and coordination may suggest another standardized signage design based upon cost, location, or other factors.



The City will need to develop a plan to analyze and prioritize its needs based upon existing and proposed multi-modal traffic patterns. The Plan should include design, budget, implementation, and a description of its approval process as well as maps to show specific locations and priority areas. A detailed budget must consider funding the design, implementation, and ongoing maintenance efforts. Many communities often do not have the budget in place for continued operation and maintenance. NJ Transit is interested in partnering with the City in the short-term to prepare and implement wayfinding signage in the vicinity of its rail stations, bus shelters, and major state capital destinations. This is a key factor to success and the continued usefulness of the wayfinding signage. NJ Transit would work with the City once a funding source is identified.

NJ Transit also continues to improve the way commuters and visitors navigate around its stations and shelters by using online and mobile applications that provide tools that show transit connections, schedules and locations.

The City should consider innovative and cost-effective way to address wayfinding including the use of QR codes where appropriate.

The **“Wayfinding Project Plan”** Action Card includes the following relevant guidance on the preparation of a Wayfinding Plan, which is applicable to the wayfinding signs proposed for the TOD Area.

### **Pedestrian Wayfinding**

Many places are overhauling signage for pedestrians to be more user friendly. These are extremely useful in tourist areas where many are unfamiliar with the area.

### **Historic Wayfinding**

As noted in the Physically Connecting Arts and Culture Assets Initiative, the City should use wayfinding as a way of reinforcing its historic assets. For example, the City should consider reinforcing the historical “triangle” in downtown and creating a “Historic Corridor” along Warren Street from the Battle Monument past State Street and down brick-topped Front Street to the Old Barracks.

### **Signage for Bicyclists**

Clear signage along bicycle or mixed traffic routes can lead bicyclists to key destinations. These signs can also include distance and/or approximate travel times and alert drivers to increased bicycle traffic along these routes.

### **Trails**

In addition to gateway signage, frequent trail signage, markers, and maps should be clearly visible along the trail and easy to read. Signage that leads users to a trail is also important. An example of



NJ Transit Schedules at Trenton Transit Center

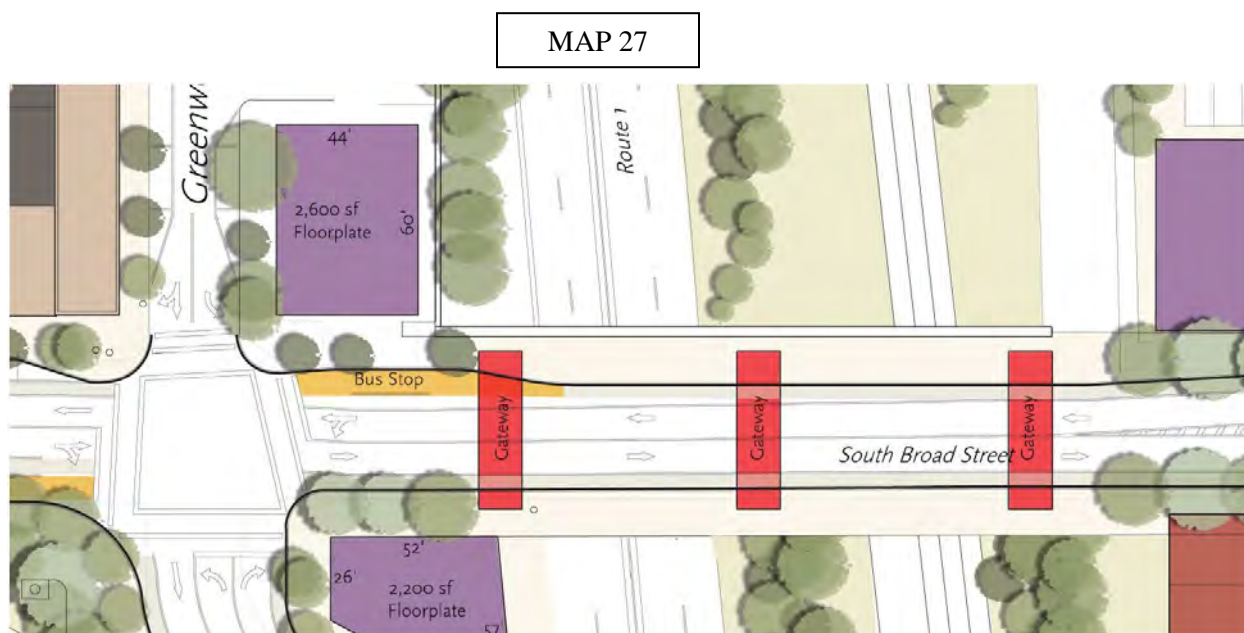
Source: Local Planning Services

this is the Delaware River Heritage Trail signs within the city of Bordentown, which lead people to the trail gateway.

### Motorists

The wayfinding system must help motorists who exit off of Route 1 or enter the City through major gateways quickly find their destinations within the City. Other efforts may focus on making key routes easily identifiable. Roadway banners should be used to emphasize corridors as they change orientation. For example, Broad Street could have a signage or banner system that makes it easy to recognize and follow, even as it changes orientation.

One possible plan is shown on the South Broad Street Vision Plan prepared in 2013 as shown in Map 27 below:



Source: South Broad Street Vision Plan, City of Trenton, August 2013

### Transit Wayfinding

Another critical area in need of wayfinding is the Trenton Transit Center, which feels disconnected from downtown, due to the barrier created by Route 1 (See Trenton Transit Center Connectivity Projects). Transit wayfinding should focus on ways to move through the city with maps indicating the way to reach destinations that include transfers. The City should work with NJ Transit to create a Capital City Regional Transit Map that can be easily interpreted and help people reach desired destinations.

### Signage as Marketing

Trenton should market itself as a walkable, bikeable, and transit accessible destination. The City can push this marketing out into the streetscape by including themes on their wayfinding signage. For example, wayfinding designed for pedestrians could include a “Walk Trenton” theme, with branding tied to a City-wide marketing program.

## IMPLEMENTATION DETAILS

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Classification: **Project**

Lead Department: **Department of Housing and Economic Development**

Supporting Department: **Department of Public Works**

Partnering Organizations: **NJ Transit, Trenton Downtown Association, Greater Mercer Transportation Management Association (GMTMA), Trenton Parking Authority**

Project Contact: **Division of Planning, Division of Economic Development**

Estimated Costs: **Staff time, plus \$25,000 to \$30,000 for a design consultant and \$75,000 to \$150,000 for implementation, operation, and maintenance**

Funding: **NJ Transit, City of Trenton, Greater Trenton, Delaware Valley Regional Planning Commission Transportation and Community Development Initiative (TCDI); TDA or City may apply for DCA's Downtown Business Improvement Zone Loan Program when available.**

Project Status: **Pending budget allocation by the City of Trenton**

Planning District: **Downtown, East, South**

Initiative: **Comprehensive Capital City Regional Trail Network**

Topic-Focused Report: **Circulation**

Priority: **High**

Timeline: **Short-Term**

# EXISTING BUS SHELTERS PROGRAM

## BACKGROUND

Geography: Trenton Transit Center Area

New Action Card

NJ Transit has four designated bus stops immediately adjacent to the Trenton Transit Center identified as: North, South, East, and West. The East and West bus stops are located on South Clinton Avenue and the North and South bus stops are located on Raoul Wallenberg Avenue. There are 12 bus routes that serve passengers at these four stops around the Trenton Transit Center. Each bus stop has a different look and feel, which may be confusing and unintuitive to new users. The **“Enhanced Bus Station”** Action Card in the Trenton250 Plan recommends a newly constructed bus facility that could accommodate all routes that serve the Transit Center at a single location. However, due to constraints, such as lack of funding, lack of available land, and the complexity of rerouting buses, this may not be a viable short-term solution.



Source: NJ Transit

As an alternative to a single, newly-constructed bus station, the City could work with NJ Transit to improve the visibility, accessibility, and consistency of the existing four bus stops. For example, three of the bus stops (East, West, and South) have permanent bus shelters. NJ Transit built and maintains the bus shelters at the South and East bus stops, which have a similar look and feel. The shelter at the West bus stop is maintained by a commercial sponsor, Clear Channel Communications. The North bus stop, which has the lowest ridership, does not have a shelter at all and finding an entity to take on sponsorship of a new shelter has been challenging. NJ Transit typically supplies and installs the shelters, but a sponsor needs to operate, maintain, and insure it. Advertising is one way to offset costs. The City of Newark is a good example of a municipality that has obtained bus shelters through private vendors.





Source: NJ Transit

The City of Trenton, NJ Transit, and an additional partner, such as the TDA, could work together to place a new bus shelter at the North bus stop. Once shelters exist at all four bus stops, they should be visible, accessible, attractive, safe, and clean. Any alterations or design improvements

that could make the West and future North bus shelter look more consistent with the East and South shelters would help users identify them more easily. In addition, all four shelters should be properly signed, well-lit, and contain easily identifiable information to allow passengers to quickly match the correct bus route with the correct bus stop. Directional signage from the train station to the four bus stops should also be user-friendly and easily identifiable, as recommended in the **“Trenton Transit Center Placemaking”** Action Card in this TOD Plan. Capital Connection routes should be clearly marked. Wayfinding signage should be consistent with the **“Transit Oriented Development Wayfinding Project”** Action Card in this TOD plan. The City should take the following steps to implement this Action Card:

- A. Identify sponsor to maintain new shelter for North bus stop.
- B. Identify design guidelines for a consistent look and feel for all shelters.
- C. Develop a signage and/or marker plan and budget so all shelters are visible and identifiable.
- D. Create/enhance maps and apps to assist users to quickly match the correct bus route with the correct bus stop.
- E. Pedestrian crossing between stops should be clearly marked and safe.
- F. Continue to work with NJ Transit on a long-term solution for an enhanced bus station.

<b>Trenton Transit Areas Existing Bus Stops</b>	
EAST	SOUTH
	
Source: Local Planning Services	Source: Local Planning Services





As of August 21, 2018, the South Clinton Street Bridge was closed for six months by Mercer County for reconstruction. To accommodate detoured bus routes impacted by the reconstruction, the West Bus Shelter was temporarily removed, the South Bus Shelter was closed, and a new North Bus Shelter was installed on Raoul Wallenberg Avenue. However, once construction is completed, NJ Transit plans to return the bus shelter configuration back the way it was prior construction. It is imperative that the City of Trenton work with NJ Transit and a third-party vendor to make the temporary North Bus Shelter permanent. This is a good opportunity for the City to work with NJ Transit to determine the optimal configuration of the bus shelters and bus routes at the intersection of Raoul Wallenberg Avenue and South Clinton Street.

## IMPLEMENTATION DETAILS

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Classification: **Project**

Lead Department: **Department of Housing & Economic Development**

Supporting Department: **Department of Public Works**

Partnering Organization: **NJ Transit, Trenton Downtown Association (TDA) as a shelter sponsor**

Project Contact: **Division of Economic Development**

Estimated Costs: **Staff time, no cost to the City of Trenton; \$15,000 per shelter covered by third-party vendor**

Funding: **Self-funded through advertisements on bus shelters; TDA or City may apply for DCA's Downtown Business Improvement Zone Loan Program when available.**

Project Status: **To be initiated. Supplements existing Action Card – “Enhanced Bus Station Project” as a short-term action. The idea of a single, newly constructed enhanced bus station can still be a long-term vision.**

Planning District: **Downtown**

Initiative: **Enhanced Transit**

Topic-Focused Report: **Circulation, Land Use**

Priority: **High**

Timeline: **Short-Term**

# IMPLEMENT BIKE SHARE SYSTEM

## BACKGROUND

Geography: City of Trenton

New Action Card

Bike sharing allows users to pick up a bicycle at any self-service station and park it at any station within the service area. It is ideal for short trips (i.e. 1-3 miles) and is typically used by tourists/visitors and transit users, and can also be used for errands, commuting, exercising, etc. Although the City can choose between three models to implement the bike share system (City-owned, non-profit managed, or for-profit business), it is recommended that the City initiates the system with the for-profit business model in order to deploy sooner with less financial obligation on the City. In completing a bike share system in Trenton, the City and its partners must conduct a series of planning, implementation and evaluation steps. The planning steps are typically conducted by the bike sharing company and involves conducting a feasibility study, evaluating integration with available public transportation, selecting a business model, identifying and securing funding, and factoring in infrastructure improvements. The City's role in the planning stage includes providing the necessary regulatory framework, approvals, licenses, supportive policies and infrastructure, and ensuring that equity issues are addressed.

The implementation stage involves the deployment and operation of the bike sharing system. The bike sharing company with the approval of the City would select the location(s), i.e. activity centers, for the bike station(s)/site(s). In selecting the locations, consideration must be given to high demand location (i.e. proximity to community resources, employment centers and transit, visibility from multiple approaches, distances apart, i.e. no more than ½ mile, service hours, etc.). The fee structure of the bike share system should be affordable in order to promote peak capacity usage. Station-based bike share systems that use an 11-dock bike share stations require 32 feet wide by 12 feet deep spacing. These stations can also be designed to accommodate 15-dock or 19-dock stations which require an area that is 42 feet by 12 feet or 52 feet by 12 feet, respectively. Citi Bike and its parent company Motivate ([www.motivateco.com](http://www.motivateco.com)), which operates the bike share systems in Jersey City and New York City, is an example of a company that uses a dock-based system.



Flyer for Camden's dockless bike share system.

Source: <http://njbikeped.org>

Dockless bike sharing systems use bicycles with a GPS or wireless-based electronic locking system and do not require users to return to a particular location. Zagster (<https://www.zagster.com/>), which operates in Princeton, and OFO (<https://www.ofo.com/us/en>), which operates in Camden, are examples of a companies that use a dockless system.

## **IMPLEMENTATION DETAILS**

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Classification: **Project**

Lead Department: **Department of Housing & Economic Development**

Supporting Department: **Department of Public Works**

Partnering Organizations: **NJDOT, NJ Transit, Greater Mercer Transportation Management Association (GMTMA), Greater Trenton, a bike share operator**

Project Contact: **Division of Planning**

Estimated Costs: **Staff time, no cost to City of Trenton**

Funding: **Bike Share Company**

Project Status: **In progress**

Planning District: **Downtown**

Initiative: **Multi-Modal Transportation**

Topic-Focused Report: **Circulation**

Priority: **Medium**

Timeline: **Short-Term**

Resources: Zagster (<https://www.zagster.com/>), which operates in Princeton, and OFO (<https://www.ofo.com/us/en>), which operates in Camden, and Indego (<https://www.rideindego.com/>), which operates in Philadelphia

## MEDIUM-TERM ACTION CARDS

The City should focus on implementing the following Action Cards within the medium-term. These Action Cards generally have a medium or high priority level and are either expected to take longer to implement due to logistical constraints or are appropriate to focus on after Action Cards that are in progress or short-term have been implemented.

Action	Action Card Type
<b>Medium-Term</b>	
Mercer Cemetery Heritage Trail	New Action Card
Wallenberg Avenue Corridor Project - Realignment and Extension	Amended Action Card
Great Connector Greenway Gateway/Trailhead and Park Cap Project	New Action Card
Intersection Improvements: Pedestrian Bridge at NJ 129 and Hamilton Avenue	Amended Action Card
SOBRO (South Broad) - Arena District Placemaking	New Action Card



# MERCER CEMETERY HERITAGE TRAIL

## BACKGROUND

Geography: Trenton Transit Center Area

New Action Card

The Mercer Cemetery, one of the oldest cemeteries in Trenton, is currently walled, gated, and not well maintained (see Map 28). This 5-acre cemetery was rehabilitated and reestablished as a public open space in 1992. In order to take advantage of redevelopment occurring in the TOD Area, it is recommended that the cemetery be opened back up to the public as open/green space. The off-

road pedestrian paths that go through the cemetery should be repaved and directional signage, lighting, and security cameras should be installed. The space should be programmed with historic tours, which could include this site alone or in combination with other historic sites in the TOD Area and/or Downtown Trenton. The tours can be set up for a fee and/or on a donation basis to pay for continuing maintenance of the site. In addition to tours, the proposed Mercer



Source: Clark Caton Hintz

Cemetery Heritage Trail can be programmed with activities such as scout troops, 4-H, and/or school group meetings to read and record epitaphs and/or to learn geology, botany, sculpture, conservation, and other educational opportunities related to cemeteries.

Implementation steps for rehabilitating the cemetery are as follows:

- Obtain permission from owner(s), Mercer Cemetery Corp.
- Partner with the Trenton Historical Society and/or other associations to manage cemetery.
- Raise funds through grants, individual/corporate contributions, and other means.
- Clean, repair, and maintain the park/cemetery grounds and monuments.
- Install safety and circulation features (directional and interpretive signage, lighting, security cameras, etc.)
- Create awareness programs/products (i.e. tours, special events, etc.)

Implementation steps for creating a historic walking tour are as follows:

- Create inventory of potential stops for the tour and map them (limit to 10 stops/1-hour maximum).
- Determine the objective for each stop on the walking tour for the Mercer Cemetery alone or in combination with other historic sites in the TOD Area, (i.e. Mill Hill).
- Create a story around each stop based on the target audience.
- Select a media to tell your story, (i.e. self-guided booklet/audio tour, live guides, interpretive panels per stop, etc.).
- Create operational budget and implement tours.
- Evaluate tours.

## **IMPLEMENTATION DETAILS**

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Classification: **Project/Program**

Lead Department: **Department of Housing and Economic Development**

Supporting Department: **Department of Public Works**

Partnering Organizations: **Trenton Historical Society, Trenton Downtown Association, New Jersey Division of Travel and Tourism, New Jersey Department of Environmental Protection’s Historic Preservation Office, New Jersey Department of Environmental Protection, New Jersey Board of Public Utilities**

Project Contact: **Division of Economic Development**

Estimated Costs: **Staff time, plus \$75,000 for planning and design cost**

Funding: **Municipal Allocations (Capital and Department Budgets), Adopt-A-Trail Program, Transportation Alternative Program (TAP), New Jersey Historic Trust Grants**

Project Status: **To be initiated**

Planning District: **Downtown**

Initiative: **Comprehensive Capital City Regional Trail Network**

Topic-Focused Report: **Circulation**

Priority: **Medium**

Timeline: **Medium-Term**

# WALLENBERG AVENUE CORRIDOR PROJECT - REALIGNMENT AND EXTENSION

## BACKGROUND

Geography: Trenton Transit Center Area

Amended Action Card: **“Market Street Corridor Project”**

The Trenton250 Plan currently includes an Action Card (**“Market Street Corridor Project”**) envisioning a Market Street Corridor that creates “a central north-south travel corridor for all modes from the Delaware River through the Trenton Transit Center to State Street.” More specifically, this road would be cutting through the Trenton Transit Center Area from U.S. Route 1 through Rush Crossing using an existing right of way along Barlow Street, Wallenberg Avenue, and Wall Street, as well as a new roadway between Wall Street and Rider Avenue. Recommended changes to the intersection of Market Street, Barlow Street, and Route 1 are discussed in the **“Intersection Improvements: Trenton Transit Center Redesign and Realignment”** Action Card. The goal of creating this corridor is to provide a single roadway that would connect surrounding neighborhoods with the Trenton Transit Center and other destinations. The Action Card also recommended roundabouts at key intersections.



Source: Clark Caton Hintz

The Trenton Transit Center Area Concept Plan prepared by Clark Caton Hintz for Greater Trenton and New Jersey Future in consultation with LPS recommends an alternate alignment in order to allow for increased building space, remove Wallenberg Avenue from the five-way intersection with East State Street and provide for a more efficient use property in the redevelopment area. The main modification of this amended Action Card is to reroute Wallenberg Avenue to the west, so it will intersect State Street at the current location of the Salvation Army parking lot (Intersection 6 on Map 29). The realigned Wallenberg Avenue will serve buildings P, O, and S as well as the parking garage. This revised alignment will also necessitate:

- Redesign of the current intersection of Market Street and Barlow Street;
- A dedicated left-hand turning lane for traffic traveling east on Market Street onto Barlow Street;

- Reconfiguring Barlow Street to become a two-way road;
- Redesign of the intersection of South Clinton Avenue, Barlow Street, and Wallenberg Avenue;
- Realignment of Wallenberg Avenue between the parking structure and Salvation Army;
- A new four-way intersection on State Street;
- Vacation of Wallenberg Avenue, east of the parking garage;
- Elimination of the five-way intersection at East State Street and Chestnut Avenue;
- A new road extending between State Street and Lincoln Avenue;
- Pedestrian safety improvements around the Trenton Transit Center; and
- Elimination of roundabouts as discussed in the “**Intersection Improvements – Redesign and Realignment**” Action Card.

The City should consider these corridor improvements in conjunction with the “**Intersection Improvements – Redesign and Realignment**,” “**Enhance Bus Existing Shelters**” and “**Comprehensive Wayfinding Project**” Trenton250 Plan Action Cards to address circulation, pedestrian safety, and connectivity in a comprehensive approach. Re-designating this corridor with a common name that is agreeable and recognizable to the residents should also be considered. This City must collaborate with and begin conversations with New Jersey Department of Transportation (NJDOT) and the Delaware Valley Regional Planning Commission (DVRPC) in order to bring this vision to fruition.

## **IMPLEMENTATION DETAILS**

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Classification: **Project**

Lead Department: **Department of Public Works**

Supporting Department: **Department of Housing & Economic Development**

Partnering Organizations: **NJDOT, NJ Transit, Mercer County, Delaware Valley Regional Planning Commission (DVRPC)**

Project Contact: **Division of Traffic and Transportation, Division of Engineering**

Estimated Costs: **Staff time, plus \$200,000**

Funding: **DVRPC Transportation and Community Development Initiative (TCDI)**

Project Status: **To be initiated**

Planning District: **Downtown**

Initiative: **Trenton Transit Center Connection Initiative**

Topic-Focused Report: **Circulation**

Priority: **Medium**

Timeline: **Medium-Term**

# GREAT CONNECTOR GREENWAY GATEWAY/TRAILHEAD AND PARK CAP PROJECT

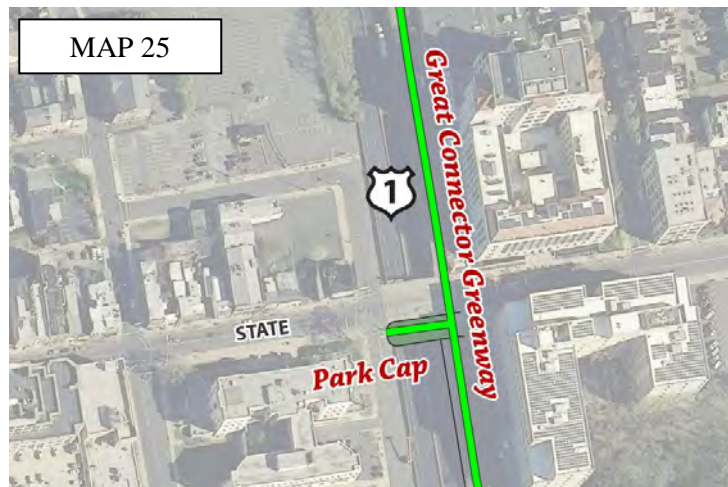
## BACKGROUND

Geography: TOD Area

New Action Card

The Trenton250 Plan recommends the “conversion of the railroad line adjacent to Route 1, between the D&R Canal Trail and the Market Street underpass” into a multi-use trail. Identified as the Great Connector Greenway project in the Trenton250 Action Card, this trail would connect the East Coast Greenway (ECG) to the Trenton Transit Center and the Assunpink Greenway. Located at the intersection of the proposed rails-to-trails project and State Street are the New Jersey Department of Environmental Protection (NJDEP) and the Trenton City Hall. The 2016 Downtown Bicycle and Pedestrian Plan recommended shared bicycle lanes on State Street, thereby allowing continuous non-motorized mobility through Trenton’s Downtown. The major hurdle that must be overcome for this project to be completed is the acquisition of the rail line from the New Jersey Department of Transportation (NJDOT) Department of Freight Planning. As a result, it is recommended that the City prioritize the Gateway/Park Cap project separately from the trail as a means of incentivizing creation of the trail.

The City should prioritize construction of the Gateway/Park Cap project at the State Street interface between the Great Connector Greenway trail and the Downtown. The Trenton250 Plan’s recommendation of high-visibility crosswalk markings, bump-outs, and Rectangular Rapid Flashing Beacons at the proposed trail crossing at State Street should be installed in advance of the trail completion to create anticipation and awareness by pedestrians, bicyclists, and motorists alike. Constructing a wider cap over Route 1 at State Street will add to the anticipation and create a recreational destination for nearby residents and workers.



Great Connector Greenway Concept Plan

Source: Trenton250 Plan



## IMPLEMENTATION DETAILS

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Classification: **Project**

Lead Department: **Department of Housing & Economic Development**

Supporting Department: **Department of Public Works**

Partnering Organizations: **NJDOT Freight Planning, NJDOT Conrail Shared Assets Operations (CSAO), & NJDOT Planning, Multimodal and Grants Administration, Delaware Valley Regional Planning Commission (DVRPC), Rails-to-Trails**

Project Contact: **Division of Planning**

Estimated Costs: **Staff time, plus implementation costs after engineering is completed**

Funding: **NJDOT, Delaware Valley Regional Planning Commission Transportation and Community Development Initiative (TCDI)**

Project Status: **Pending feasibility study.**

Planning District: **Downtown**

Initiative: **Trenton Transit Center Connection, Comprehensive Capital City Regional Trail Network**

Topic-Focused Report: **Circulation**

Priority: **Medium**

Timeline: **Medium-Term**

Resources: **City of Philadelphia Park Caps over I-95 and Columbus Boulevard (<http://www.delawareriverwaterfront.com/planning/projects3/penn-s-landing>)**

# INTERSECTION IMPROVEMENTS: PEDESTRIAN BRIDGE AT NJ 129 AND HAMILTON AVENUE

## BACKGROUND

Geography: Hamilton Avenue and Cass Street Station Area

Amended Action Card: “**Intersection Improvements – NJ 129 and Hamilton Avenue**”

Bicycle and pedestrian compatibility should be evaluated and considered throughout the City of Trenton. The need for improvements at the intersection of NJ 129 and Hamilton Avenue were identified in the Downtown Trenton Bicycle & Pedestrian Plan (June 2016). The plan developed concepts for this intersection that should be furthered toward implementation. This intersection was selected for several reasons. This portion of Hamilton Avenue is an important connector in this TOD Plan’s proposed on-street bicycle network. NJ 129 is currently an auto-oriented arterial boulevard with long crossing distances and high vehicle speeds. Additionally, the nearby Hamilton Avenue River LINE station makes this intersection critical for bike-to-transit and walk-to-transit considerations. This is especially important in this location because of number of visitors attending events at the Arena.

The City of Trenton should conduct detailed traffic studies and advance these planning level concepts into conceptual design. Specific intersection improvements that should be considered include:

- Intersection crossing markings for bicycle lanes on Hamilton Avenue. These markings are intended both to guide bicyclists and to alert motorists to the potential presence of bicyclists.
- “No Turn on Red” signs in every direction (right turns on red are already disallowed when crossing the River LINE tracks).
- A pedestrian refuge island on a widened median for the south side of the intersection.



Source: Local Planning Services

Local Planning Services (LPS) and the City of Trenton held focus group meetings in 2017 and found that the Route 129 and Hamilton Avenue intersection was of particular concern to residents and stakeholders in attendance. Recent redevelopment in the vicinity of the intersection has generated more pedestrian and bicycle traffic. Therefore, in addition to the existing recommendations above, it is also recommended that the City partner with the redevelopers of

Roebing Lofts and the Arena owner(s) to install a pedestrian bridge over Route 129 between the Arena and the Roebing Lofts/Hamilton Avenue Light Rail Station. Separating the pedestrians from NJ 129 will eliminate pedestrian and vehicle conflicts. A pedestrian bridge would provide an essential link between the residential neighborhoods and the commercial corridors. Finally, a pedestrian bridge will complement the redevelopment efforts that the Mercer County Improvement Authority has taken in this area of the City.

## **IMPLEMENTATION DETAILS**

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Classification: **Project**

Lead Department: **Department of Public Works**

Supporting Department: **Department of Housing and Economic Development**

Partnering Organizations: **NJDOT, Mercer County**

Project Contact: **Division of Traffic and Transportation, Division of Engineering**

Estimated Costs: **Staff time, plus \$50,000**

Funding: **NJDOT**

Project Status: **To be initiated**

Planning District: **South**

Initiative: **Make Trenton Roads Safer for All**

Topic-Focused Report: **Circulation**

Priority: **Medium**

Timeline: **Medium-Term**

# SOBRO (South Broad) – ARENA DISTRICT PLACEMAKING

## BACKGROUND

Geography: Hamilton Avenue and Cass Street Station Area

New Action Card

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While serving as a significant vehicular entry point into the heart of Trenton, as well as a secondary light rail access point to the Arena, the South Broad Street area between Route 1 and Furman Street is not coming close to maximizing its potential as either an effective gateway to the city or a thriving mixed-use corridor. The South Broad Street (SoBro)-Arena District is considered unwelcoming, unsafe, and aesthetically unpleasing as evidenced by comments by focus group and open house participants. There is no district management happening, there are few events and activities programmed beyond those held inside at the arena itself and Trenton Social, and residents and other stakeholders have expressed their dislike for the look and feel of the corridor. It is recommended that physical enhancements and managed activations of the SoBro-Arena District be implemented over the coming years.

This relatively low-cost and short-timeline project is meant to be transformative by turning “spaces” into “places,” using physical changes and activations to enhance the economic, social, and aesthetic value of each target area. The management, maintenance, and curation over time of each placemaking project is crucial to the success of this endeavor. The specific placemaking approach for the SoBro-Arena District focuses on curating managed activations and implementing targeted physical enhancements of South Broad Street and the areas adjacent to the Arena itself.

The goal of this project is to leverage attendance at events at the Arena into a festive Trenton-flavored and artsy “night market” experience monthly on Saturdays from May through October to both bring people to and encourage Arena visitors to spend time and money in the SoBro-Arena District. The proposed project seeks to enhance public perception of the SoBro-Arena District by making it a place to be on a regular basis. The night market would feature Trenton-

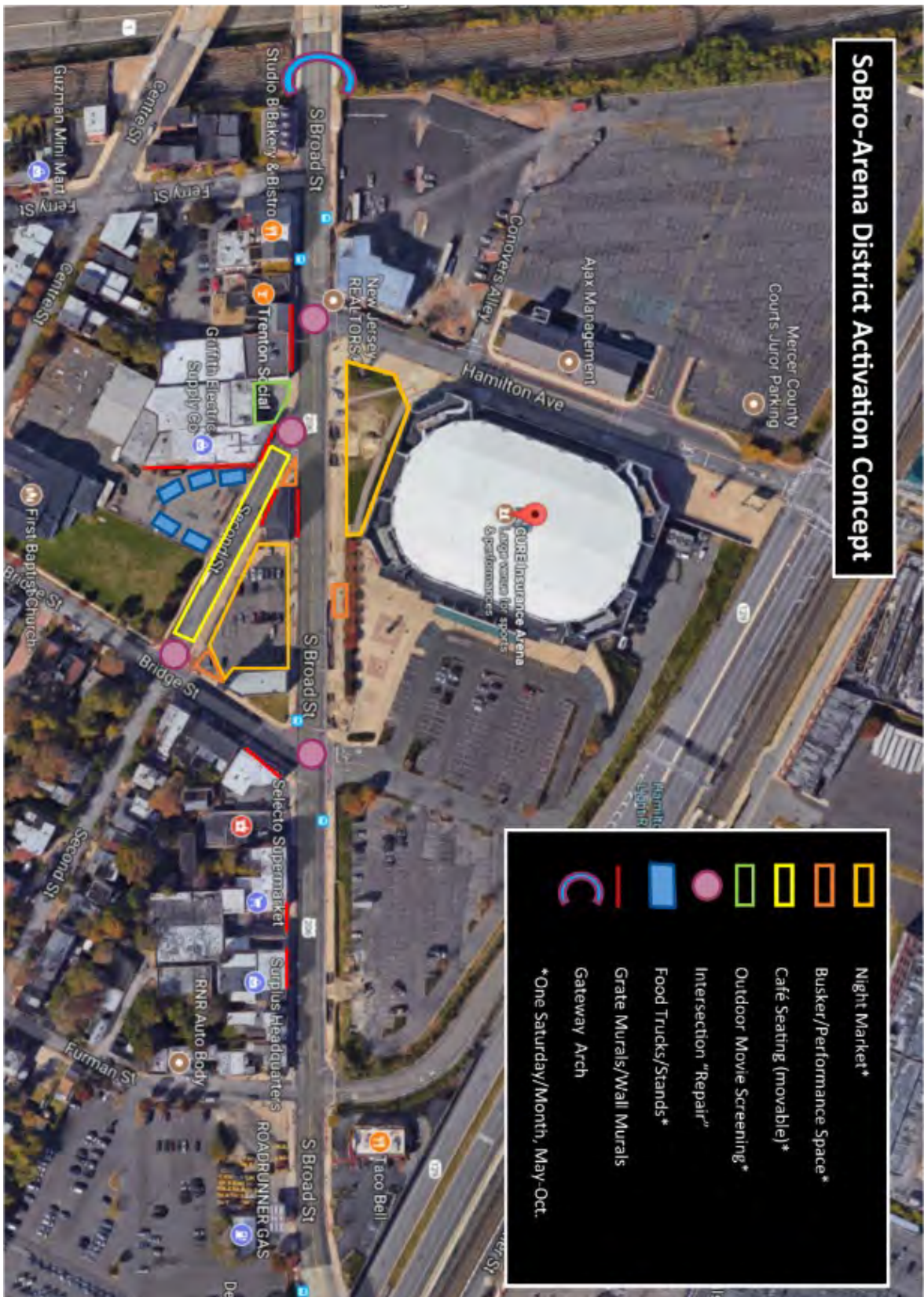


Night Market in Beaverton, Oregon









Source: <https://www.beavertonoregon.gov/1570/Beaverton-Night-Market>

centric artists, performers, makers, businesses, and non-profits, as well as a diverse array of Trenton-based and other food trucks and carts. In local terms, the SoBro Night Market experience would be akin to a combination of Art All Night and the Trenton Farmer's Market but would occur between 6:00 PM - 10:00 PM on those Saturdays. The placemaking project elements, and visual plan follow this section.





**SoBro-Arena District Activation Concept**

-  Night Market\*
  -  Busker/Performance Space\*
  -  Café Seating (movable)\*
  -  Outdoor Movie Screening\*
  -  Intersection "Repair"
  -  Food Trucks/Stands\*
  -  Grate Murals/Wall Murals
  -  Gateway Arch
- \*One Saturday/Month, May-Oct.

Source: Local Planning Services

## **IMPLEMENTATION DETAILS**

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Classification: **Project**

Lead Department: **Department of Housing & Economic Development**

Supporting Department: **Department of Public Works**

Partnering Organizations: **Trenton Downtown Association, Greater Trenton, Trenton Restaurant Association, Arena management**

Project Contact: **Division of Economic Development**

Estimated Costs: **Staff time, plus \$5,000-\$20,000 for Construction and \$20,000 for operation and programming for six-night markets from May-October.**

Funding: **New Jersey (Association of) Realtors, Greater Trenton, Trenton Downtown Association, Arena management, developers of surrounding properties; If TDA's boundaries are expanded to include this corridor, the TDA or City may apply for DCA's Downtown Business Improvement Zone Loan Program and/or apply for Main Street New Jersey designation and its placemaking grants when available.**

Project Status: **To be Initiated**

Planning District: **South**

Initiative: **Encourage Multi-purpose Use of the Sun National Bank Center and Arm & Hammer Park for Events and Activities, Strengthen Arts, Culture, and Heritage in Trenton, Physically Connecting Arts and Culture Assets**

Topic-Focused Report: **Economic Development**

Priority: **Medium**

Timeline: **Medium-Term**

# LONG-TERM ACTION CARDS

The City should focus on implementing the following Action Cards within the long-term. These Action Cards are medium priority and are generally likely to have the most impact if implemented following the Action Cards that are in progress or scheduled to be completed in the short- or medium-term.

Action	Action Card Type
<b>Long-Term</b>	
Reactivate Old Eagle Tavern Restaurant	New Action Card
Northeast Corridor Pedestrian Bridge and Crossing Improvements	Amended Action Card
Trenton Cooks! (Food Truck/Cart Business Incentive Program)	New Action Card
Short-Term Bicycle Parking at Public Activity Centers Installation	New Action Card

# REACTIVATE OLD EAGLE TAVERN RESTAURANT

## BACKGROUND

Geography: Hamilton Avenue and Cass Street Station Area

New Action Card

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The Old Eagle Tavern was built in 1765 as a private home. It operated as a tavern and hotel from 1817 until 1896. Ownership of the building changed numerous times during this period. The building is located on the north-western corner lot (Block 51B, Lot 1) of South Broad and Ferry Streets. The building consists of a large, seven-bay, two-room-deep brick structure believed to have been built in two principal stages. The southern four bays were built as a dwelling by Philadelphia merchant Robert Waln shortly after 1765; the northern three bays were added in the 1830's when the building served as a tavern and hotel. In 1946, it became an apartment house and then sat vacant until the City purchased it in 1965. Following renovations, the tavern reopened in 1980 as a restaurant. It closed and reopened several times as a restaurant with the latest attempt happening in 1988. In 2003, the city spent more than \$700,000 on a new roof, windows, chimneys, front porch, and repointing bricks. The Old Eagle Tavern has been listed in the New Jersey and National Registers of Historic Places since 1972 and is also a City of Trenton Historic Landmark. The City's intention is to redevelop the building with a long-term commercial or retail use.<sup>10</sup>

The property is located in the Roebling Entertainment District of the City and is an easy walk from the Arena as well as from the Roebling Lofts redevelopment project. Ensuring that a new restaurant venue is available at this location will help re-create a sense of place and a level of community activity that will attract additional redevelopment.

Some of the participants at the developer meetings suggested that there is potential for a 120-seat restaurant at this location, but the building requires a new commercial kitchen. It is recommended that the City get the building ready for a restaurant to take it over by:

- 1) Hiring an architect to design a commercial kitchen in the rear yard of the building based upon the review of prototypes with the Landmarks Commission and Planning Board;
- 2) Getting approval to build a commercial kitchen from the Landmarks Commission, Planning Board, and Building Inspector;
- 3) Putting together a financial incentive package with lease/buy options and sending out a Request for Proposals (RFP) to get a restaurant developer/operator to contract with the City to renovate the building, build a new commercial kitchen, and open a restaurant and

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<sup>10</sup> <http://www.trentonhistory.org>;  
[https://www.nj.com/mercer/index.ssf/2015/12/liquor\\_license\\_bill\\_could\\_help\\_redevelop\\_long\\_vaca.html](https://www.nj.com/mercer/index.ssf/2015/12/liquor_license_bill_could_help_redevelop_long_vaca.html)

4) Upgrading utilities or other amenities might also be required to attract a redeveloper.

## **IMPLEMENTATION DETAILS**

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Classification: **Project**

Lead Department: **Department of Housing & Economic Development**

Supporting Department: **Division of Economic Development**

Partnering Organizations: **Landmarks Commission, Greater Trenton, Mercer County Improvement Authority, New Jersey Department of Environmental Protection's Historic Preservation Office, planning/architecture consultant**

Project Contact: **Division of Economic Development**

Estimated Costs: **Staff time, plus \$45,000 in design and approval costs**

Funding: **Vacant Property Registration Ordinance Fund, City of Trenton**

Project Status: **To be initiated. The City owns the building and property. The next step is to hire a consultant to design a commercial kitchen for the rear of the building and seek approvals from the Landmarks Commission, planning board, and building inspector. Once the commercial kitchen is approved, a financial incentive package should be designed, and an RFP prepared to find a potential owner/operator for the restaurant.**

Planning District: **South**

Initiative: **Downtown Strategic Development Plan**

Topic-Focused Report: **Land Use, Economic Development**

Priority: **Medium**

Timeline: **Long-Term**



# NORTHEAST CORRIDOR PEDESTRIAN BRIDGE AND CROSSING IMPROVEMENTS

## BACKGROUND

Geography: Trenton Transit Center Area

Amended Action Card: “**Northeast Corridor Bridge Crossing Improvements**”

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The “**Northeast Corridor Bridge Crossings Improvements**” Action Card from the Trenton250 Plan (also known as the Three Bridges Project) addresses the bridges adjacent to the Trenton Transit Center (Chestnut, East State and Monmouth Street) that are in need of replacement. This project was originally approved for funding in 1990 for \$23 million. The project has been delayed and risen in cost to approximately \$38 million. To reduce those costs, the New Jersey Department of Transportation (NJDOT) proposed to rehab one of the bridges (Chestnut), remove a second (Monmouth), and replace the third (State).

All three of these bridges are critical to circulation adjacent to the Trenton Transit Center. Removal of these bridges would further isolate the train station and force additional traffic onto the State Street and Clinton Avenue bridges, which has the potential to overwhelm adjacent intersections. The City of Trenton should continue to advocate for the replacement of all three bridges. The City should be a key participant in any discussion to replace or remove these bridges. The City must ensure that adjacent roadways and intersections can acceptably handle traffic and should request that NJDOT examine the impacts of circulation changes through a traffic study. It is critical that the City understand how circulation changes will impact existing land uses and future growth in the area.

The City would like to see redevelopment occur around its transit stations, particularly the Trenton Transit Center. Removal of any bridges would hamper circulation to the station and make it more difficult to stimulate redevelopment. The City of Trenton also hopes to entice riders to the Transit Center. Additional congestion could cause potential riders to consider other modes or use another station.

The Delaware Valley Regional Planning Commission (DVRPC) and NJDOT were asked to reexamine the project scope due to cost issues and engineering challenges given the urban setting. As a result, the scope changed to include the replacement of the East State & Monmouth Street Bridges, while demolishing the Chestnut Avenue Bridge. All of the turning movements from the Chestnut Avenue Bridge will be accommodated with the replacement of the East State and Monmouth Street bridges. The project is currently in the preliminary engineering phase, which should conclude by May 2019.

The current DVRPC Transportation Improvement Plan reads as follows:

“The three Orphan Bridges carrying Chestnut Avenue, East State and Monmouth Streets over Amtrak are in poor condition. All of the bridges are structurally deficient and functionally obsolete. The bridges and approach roadways include a variety of substandard design elements, including substandard vertical and horizontal clearances, intersection sight distances and unprotected bridge girders. The City of Trenton supports the current two bridge option, which replaces East State Street and Monmouth Street Bridges. Chestnut Avenue Bridge will be removed/demolished. The two bridges will be replaced with single-span, ABC (Accelerated Bridge Construction) systems. Retaining walls are included in the project to minimize impacts to properties. Catenaries will be removed from the existing bridges and up to six new catenary structures will be constructed to reprofile the electric traction facilities.”

The City should coordinate with NJDOT and DVRPC to ensure seamless circulation once the project is completed. NJDOT is now considering a pedestrian bridge over the Amtrak tracks at Chestnut Street. The pedestrian bridge would be a single span that will utilize some existing elements of the existing Chestnut Avenue Bridge substructure. Details will be further developed as the project enters the final design phase.

## **IMPLEMENTATION DETAILS**

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Classification: **Project**

Lead Department: **Department of Public Works**

Supporting Department: **Department of Housing and Economic Development**

Partnering Organizations: **NJ Transit, NJDOT**

Project Contact: **Division of Planning**

Estimated Costs: **Staff time, no cost to City of Trenton**

Funding: **NJDOT**

Project Status: **In progress**

Planning District: **Downtown**

Initiative: **River LINE Stations Transit Oriented Development**

Topic-Focused Report: **Circulation**

Priority: **Medium**

Timeline: **Long-Term**

# TRENTON COOKS! (FOOD TRUCK/CART BUSINESS INCENTIVE PROGRAM)

## BACKGROUND

Geography: City of Trenton

New Action Card

“Trenton Cooks!” would provide loan-to-grant funding support to Trenton-based food-related businesses. This program would support the purchase of a Department of Health-approved food truck or food cart for participation in designated TOD Area Placemaking Projects (see “**Trenton Transit Center Placemaking**” and “**SoBro-Arena District Placemaking**” Action Cards in this TOD Plan) and City events. The goal of the program is primarily to incentivize existing restaurants (food and drink establishments) or catering businesses within the City to grow their markets with onsite priority participation in events and placemaking projects in and around the TOD Area where there are larger numbers of people passing by or attending but a lack of dining options to capture their spending. Beyond business retention and growth support, “Trenton Cooks!” will stimulate the local economy and improve the quality of life for City residents, workers, and visitors. By showing retail demand fulfillment for food-related businesses within the City, “Trenton Cooks!” will also serve as a business attraction tool for restaurant and food businesses in existing buildings. This program may be funded by the City, the Trenton Downtown Association (TDA), and/or other sources such as Greater Trenton.



Food Cart at Arlington, VA Metro Station

Source: <https://www.bizbash.com/pupatella-stationed-outside-ballston-metro-station-arlington-a-food/gallery/45433#.W89FR3tKiUk>

“Trenton Cooks!” serves as a complement to the “**Signature Restaurants and Retail Program**” Action Card from the Trenton250 Plan. The plan notes the following:

*“Essential to capturing economic impact from residents, workers, event goers, and arts and culture tourists is developing a cluster of signature retail and restaurants. This cluster must be driven by the assessed desires of the community, must be of high quality in terms of both product and service, and must be unique (or near unique) to the City*

*to assist with the placemaking and niche branding that comes with signature clusters. In developing this program, the City should:*

- b. Survey residents and workers on their preferred shopping needs for ideal signature businesses.*
- c. Identify the incentives that signature businesses will require.*
- d. Develop professional recruitment collateral.*
- e. Recruit signature businesses.*
- f. Furthermore, the creation of a Downtown Working group, including the City, TDA and other downtown stakeholders, to act in support of bolstering evening and weekend consumer demand, would highly benefit this program.”*

“Trenton Cooks!” also serves as complement to the **“Support and Expand Downtown Retail Initiative - Downtown Restaurant Fund”** Trenton250 Action Card from the Trenton250 Plan:

- 1) When more people move downtown, and the Arts District becomes more established, opportunities will increase to expand downtown Trenton’s dining scene. Trenton’s restaurants currently tend to cater to the weekday office worker, closing before 5:00 PM. However, the arts and culture industry tend to be more active in the evening hours and on weekends and residents come home to work after 5:00 PM. This activity will broaden the time during which downtown food and drink establishments can attract customers. As the City starts working to better diversify the downtown, it should begin to position itself to better capture this opportunity.*
- 2) The primary challenge regarding new restaurants, however, is the prohibitive start-up costs due to expensive equipment, which can inhibit restaurant start-up and growth activity. Financing for restaurant improvements can be difficult, and the failure rate of individual restaurant operators is generally high. Slowly building a downtown restaurant fund could help ease the risk of opening restaurants and stimulate investment.*
- 3) The City’s role should be assisting with initiating and administering the program and securing funding for a revolving fund that could be offered to prospective downtown restaurateurs. To finance the restaurant fund, the City should consider local banks that it already has relationships with as a result of other programs. The City should also identify key downtown restaurant ventures in which to invest the funds. In addition, the program should be promoted on the Economic Development Division’s website.*
- 4) This action is closely related to the **“Signature Restaurants and Retail Program”** Action Card.*

## **IMPLEMENTATION DETAILS**

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Classification: **Project**

Lead Department: **Department of Housing & Economic Development**

Supporting Department: **Inspections Department**

Partnering Organizations: **Trenton Downtown Association, Greater Trenton, Trenton Restaurant Association**

Project Contact: **Division of Economic Development**

Estimated Costs: **Staff time, plus \$25,000-\$100,000**

Funding: **Greater Trenton, City of Trenton, Trenton Downtown Association**

Project Status: **To be Initiated**

Planning District: **Downtown**

Initiative: **Support and Expand Downtown Retail**

Topic-Focused Report: **Economic Development**

Priority: **Medium**

Timeline: **Long-Term**



# SHORT-TERM BICYCLE PARKING AT PUBLIC ACTIVITY CENTERS INSTALLATION

## BACKGROUND

Geography: City of Trenton

New Action Card

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Inverted U-rack in Montclair.

Source: <http://njbikeped.org/>

racks, typically an “inverted U”, “post & ring”, or “wheel-well-secure”, to secure a variety of bicycle types for a short period of time, typically eight hours or less. They are usually not sheltered and rely on passive surveillance from bystanders. As New Jersey’s Capital City, Trenton has no shortage of government service buildings with security cameras to monitor the surrounding premises. As a result, short-term parking at public facilities, sited properly, will be secure enough to allow for commuter parking. However, a number of considerations must go into installing short term

The Trenton250 Plan includes a “**Bicycle Parking Audit of Land Development Ordinance**” Action Card recommending a bicycle audit of the land development ordinance and adopting a bicycle parking ordinance. These actions will require new construction and reconstruction projects to provide bicycle parking but will not address parking demand at existing high demand locations such as public schools, colleges and universities. Short-term bicycle parking is a quick and easy amenity that will encourage more people to bicycle at minimal costs. Short-term bicycle parking uses bicycle



Sheltered Parking at Rutgers University Piscataway.

Source: Local Planning Services

parking, including location, security, and quantity. Bicycle racks placed within 50 feet or less of a building's entrance and that are well-lit, and weather protected, are more likely to get used at full capacity. "Inverted U", "post & ring", and "wheel-well-secure" racks are recommended by the Association of Pedestrian and Bicycle Professionals because they are sturdy and well anchored. The quantity of racks provided will depend on a combination of demand, budget, and available space. The cost of installing these bike racks are minimal. As an example, the "inverted U" racks cost an estimated \$120 per rack and bicycle shelters an estimated range of \$1,000-\$3,000 per shelter with an 8-12 bike capacity. It is recommended that short-term bicycle parking be installed at the following facilities: elementary, middle, and high schools; colleges and universities (Thomas Edison State University and Mercer County Community College); places of assembly (Arena, the Trenton War Memorial, parks and recreation facilities); and government buildings (state, county, and municipal). The Association of Pedestrian and Bicycle Professionals provides bicycle parking guidance (Bicycle Parking Guidelines, 2nd Edition (2010)) that can be incorporated into revisions to the City's zoning ordinance.

## **IMPLEMENTATION DETAILS**

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Classification: **Project/Program**

Lead Department: **Department of Public Works**

Supporting Department: **Department of Housing and Economic Development, Inspections Department, Technical Services (Building, Plumbing, Elec, Fire Permit)**

Partnering Organizations: **Mercer County, State of New Jersey, Greater Mercer Transportation Management Association (GMTMA)**

Project Contact: **Division of Traffic and Transportation, Division of Engineering**

Estimated Costs: **Staff time, plus \$120 per rack and \$1,000-\$3,000 per shelter**

Funding: **Transportation Alternative Program (TAP), Safe Routes to School (SRTS); TDA or City may apply for DCA's Downtown Business Improvement Zone Loan Program when available.**

Project Status: **To be initiated**

Planning District: **City-wide**

Initiative: **Implement Complete Streets Policy**

Topic-Focused Report: **Circulation**

Priority: **Medium**

Timeline: **Long-Term**

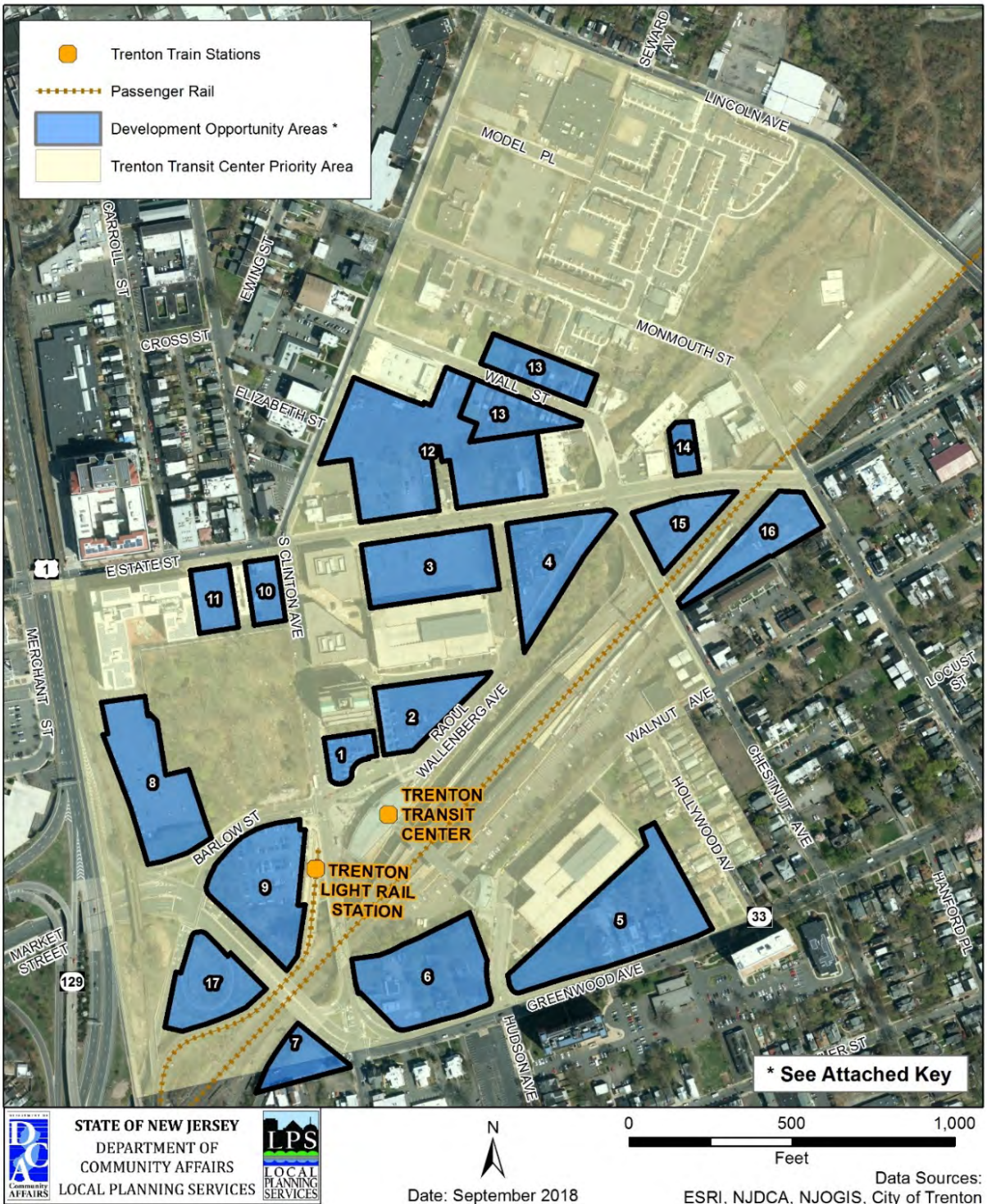
Resources: **Seattle Department of Transportation - Bicycle and Pedestrian Program**

(<https://www.seattle.gov/transportation/projects-and-programs/programs/bike-program/bike-racks>)

**APPENDIX I**  
**DEVELOPMENT OPPORTUNITY AREAS:**  
**TRENTON TRANSIT CENTER PRIORITY**  
**AREA**



# Trenton Transit Center Priority Area Development Opportunity Areas





## Trenton Transit Center Priority Area #1



**Location:** 54-66 S Clinton Ave

**Total Acreage:** 0.39 acres

**Number of Parcels:** 2

**Estimated Total Parking Spaces:** 54

<b>Interim Zoning:</b> Business A; Business B	<b>Redevelopment Zone:</b> Immediate Transit Center Zone (See “Trenton Transit Center Redevelopment Designation and Plan” Action Card)
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**Brownfield Site:** No

**Surrounding Land Uses:** Commercial; Public Property (Trenton Light Rail Station); Other Exempt (Trenton Transit Center); Cemeteries & Graveyards

**Block & Lot:** Block 801/Lots 5, 6

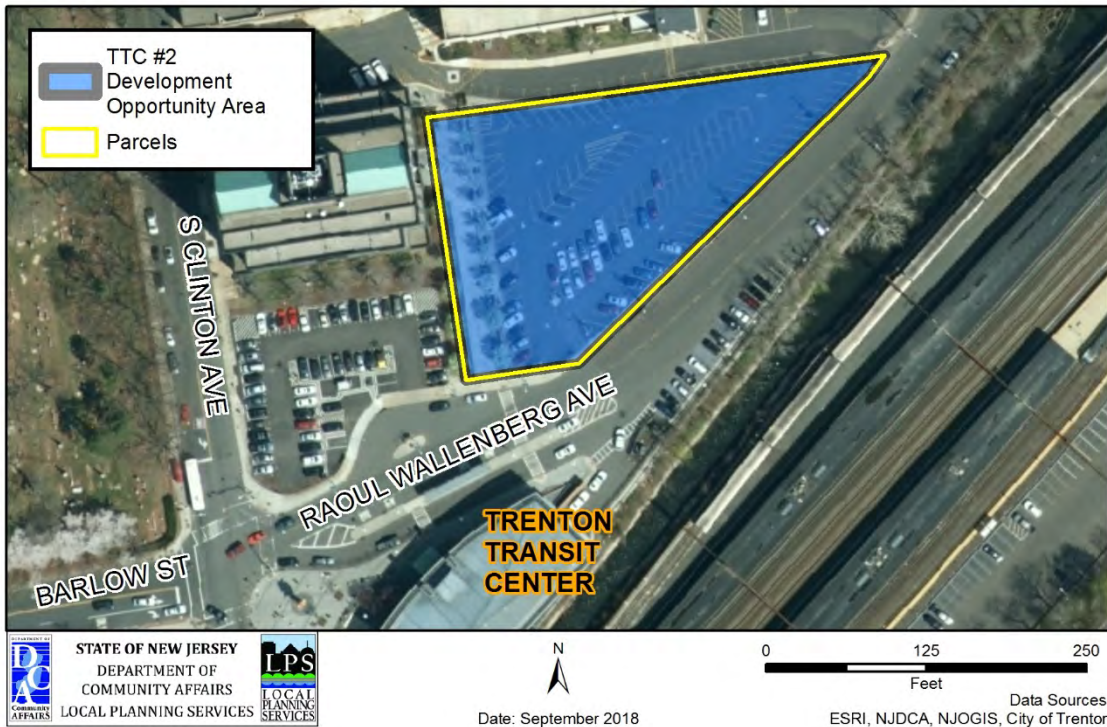
**MOD IV Listed Property Owner(s):** Woodrose Transit, LLC

**Current Status:** Surface parking lot across Raoul Wallenberg Avenue from Trenton Transit Center. There is a stormwater pipe that dissects the property.

**Action Card:** “Trenton Transit Center Redevelopment Designation and Plan”

**Development Opportunity:** This 0.39-acre parcel is located directly across from the Trenton Transit Center. Because of current restrictions on developing over existing stormwater pipes [utilities], the City is encouraged to adopt an ordinance allowing new development over underground stormwater pipes, where appropriate. This property should be a mixed-use development with uses on the first floor to attract users from the transit center and surrounding developments. Once the home of Lorenzo’s restaurant, another sit down restaurant would be ideal for some of the first-floor use. The buildout for this site as shown on the Trenton Transit Center Concept Plan and the Height and Area Matrix is 15 stories of mixed-uses (commercial/residential/office/institutional) with a total of 159,000 square feet of space. The minimum building height for this key parcel is 8 stories. Parking would have to be offsite due to the small size of the parcel. Actual uses to be dependent on market conditions and leasing opportunities.

## Trenton Transit Center Priority Area #2



**Location:** 30 Wallenberg Ave

**Total Acreage:** 1.08 acres

**Number of Parcels:** 1

**Estimated Total Parking Spaces:** 125

<b>Interim Zoning:</b> Business B	<b>Redevelopment Zone:</b> Immediate Transit Center Zone (See “Trenton Transit Center Redevelopment Designation and Plan” Action Card)
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**Brownfield Site:** No

**Surrounding Land Uses:** Commercial; Parking Structure; Public Property (Assunpink Creek); Other Exempt (Trenton Transit Center)

**Block & Lot:** Block 801/Lot 3

**MOD IV Listed Property Owner(s):** Station Plaza Association C/O A Bell

**Current Status:** Surface parking lot across Raoul Wallenberg Avenue from Trenton Transit Center and adjacent pedestrian path

**Action Card:** “Trenton Transit Center Redevelopment Designation and Plan”



## Trenton Transit Center Priority Area #3



**Location:** 519-547 E State St

**Total Parcel Acreage:** 2.69 acres

**Total Development Opportunity Area Acreage:** 1.90 acres

**Number of Parcels:** 10 full, 2 partials

**Estimated Total Parking Spaces:** 192

<b>Trenton Transit Center Priority Area #3</b>	
<b>Interim Zoning:</b> Business B	<b>Redevelopment Zone:</b> Immediate Transit Center Zone (See “Trenton Transit Center Redevelopment Designation and Plan” Action Card)
<b>Brownfield Site:</b> No	
<b>Surrounding Land Uses:</b> Vacant Land; Residential; Commercial; Parking Structure; Church & Charitable Property (Salvation Army)	
<b>Block &amp; Lot:</b> Block 1302/Lots 4, 5, 6, 6.01, 6.02, 6.03, 6.04, 6.05, 7, 7.01, 7.02	
<b>MOD IV Listed Property Owner(s):</b> Clockers Associates; Drei Holding, LLC; State of New Jersey; Sanda Properties, LLC C/O HAVCO	
<b>Current Status:</b> Surface parking lot and adjacent vacant lot	
<b>Action Card:</b> “Trenton Transit Center Redevelopment Designation and Plan”	
<b>Development Opportunity:</b> These parcels are currently a surface parking lot. The Trenton Transit Center Concept Plan shows these parcels could accommodate a 22-story building and could accommodate 532,356 square feet of office and/or residential uses with onsite structured parking.	

## Trenton Transit Center Priority Area #4



STATE OF NEW JERSEY  
DEPARTMENT OF  
COMMUNITY AFFAIRS  
LOCAL PLANNING SERVICES



N  
Date: September 2018

0      125      250  
Feet

Data Sources:  
ESRI, NJDCA, NJOGIS, City of Trenton

**Location:** 583 State St

**Total Acreage:** 1.53 acres

**Number of Parcels:** 3 full, 2 partial and part of current Raoul Wallenberg Avenue right of way

**Estimated Total Parking Spaces:** 11

**Interim Zoning:** Industrial A; Business B

**Redevelopment Zone:** Immediate Transit Center Zone (See “Trenton Transit Center Redevelopment Designation and Plan” Action Card)

**Brownfield Site:** No

**Surrounding Land Uses:** Vacant Land; Residential; Industrial; Public Property (Assunpink Creek)

**Block & Lot:** Block 801/Lot 1; Block 1302/Lots 1, 1.01, 1.02, 1.03

**MOD IV Listed Property Owner(s):** The Salvation Army; (unknown); City of Trenton (right of way)

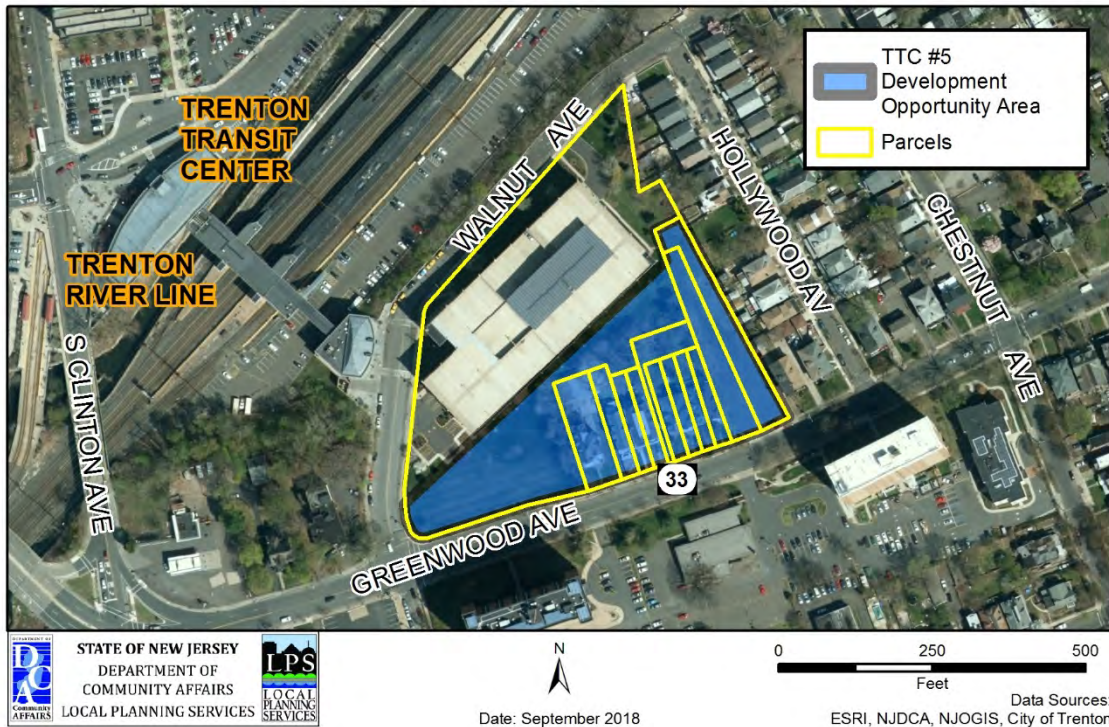
**Current Status:** The Salvation Army

**Action Card:** “Trenton Transit Center Redevelopment Designation and Plan”

**Development Opportunity:** The Trenton Transit Center Concept Plan recommends that these properties be combined and allow to be up to 22 stories which could accommodate 902,000 square feet of office space or mixed-use space. These parcels are located directly across from the Trenton Transit Center and include the new Raoul Wallenberg Avenue right of way to E. State Street. Reconfiguring Raoul Wallenberg Avenue allows for an extension of the Assunpink Creek Greenway adjacent to the Development Opportunity Area. Actual uses to be dependent on market conditions and leasing opportunities.



## Trenton Transit Center Priority Area #5



**Location:** 450-488 Greenwood Avenue

**Total Acreage:** 2.98 acres

**Number of Parcels:** 11 full, 1 partial (lawn of parking facility)

**Estimated Total Parking Spaces:** 90

<b>Interim Zoning:</b> Mixed-Use	<b>Redevelopment Zone:</b> Immediate Transit Center Zone (See "Trenton Transit Center Redevelopment Designation and Plan" Action Card)
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**Brownfield Site:** No

**Surrounding Land Uses:** Parking Structure; Commercial; Residential; Vacant Lots

**Block & Lot:** Block 13202/Lots 1, 5, 6, 7-15

**Trenton Transit Center Priority Area #5**

**MOD IV Listed Property Owner(s):** 476 Greenwood Realty LLC, C/O Khan, A; Ajax Holdings 4, LLC C/O Cap Real; Capital Real Estate Group; Campfield, Bettye; Chateua, Parc, LLC; Kazmi, Sibte & Perveen H?W; New Jersey Transit Corporation; Weiss, Barry J; Zingerman, Neil

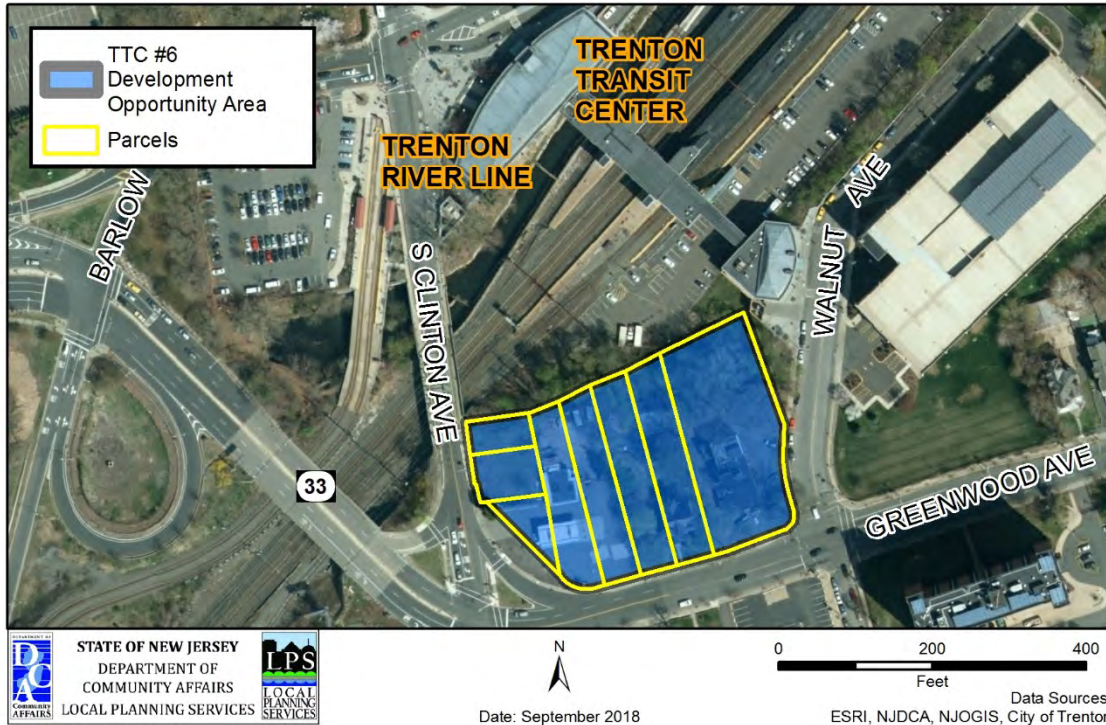
**Current Status:** Fenced-in grass field next to 6-story parking structure and adjacent occupied and abandoned single-family residences as well as adjacent vacant lot currently used by landscaping company for private parking

**Action Card:** “Trenton Transit Center Redevelopment Designation and Plan”

**Development Opportunity:** These properties behind the parking garage across from the southern end of the Trenton Transit Center are shown accommodating a total of 538,500 square feet of residential in two 15-story buildings in the Trenton Transit Center Concept Plan with surface parking.



## Trenton Transit Center Priority Area #6



**Location:** 410-434 Greenwood Ave; 112 S Clinton Ave

**Total Acreage:** 2.22 acres

**Number of Parcels:** 8

**Estimated Total Parking Spaces:** 30

**Interim Zoning:** Mixed-Use

**Redevelopment Zone:** Immediate Transit Center Zone (See “Trenton Transit Center Redevelopment Designation and Plan” Action Card)

**Brownfield Site:** No

**Surrounding Land Uses:** Vacant Land; Commercial; Residential (Apartments); Railroad; Public Property (Trenton Transit Center)

**Block & Lot:** Block 13301/Lots 11-18

**Trenton Transit Center Priority Area #6**

**MOD IV Listed Property Owner(s):** 434 Greenwood, LLC C/O Cap Real; Nicolai, Carolyn Case; City of Trenton; Sandhu, Satinger

**Current Status:** Valero gas station at corner of Clinton Avenue and Greenwood Ave, single-family homes and apartments in front of southeastern entrance to Trenton Transit Center

**Action Card:** “Trenton Transit Center Redevelopment Designation and Plan”

**Development Opportunity:** This property could accommodate a 325,600 square foot, 22-story building with a structured parking garage. The Trenton Transit Center Concept Plan shows this as an office use, but if there is limited office demand this could also be a mixed-use residential project. Development here could be designed to provide nearly direct access to the east entrance of the Trenton Transit Center. This will require the Greenwood-Hamilton Historic District boundaries to be revised, but the City is encouraged to preserve and promote the importance of this historic neighborhood after the boundary adjustment. Actual uses to be dependent on market conditions and leasing opportunities.

## Trenton Transit Center Priority Area #7



**Location:** 350 Greenwood Ave

**Total Acreage:** 0.65 acres

**Number of Parcels:** 2 full; also includes parts of Canal Street right of way

**Estimated Total Parking Spaces:** 0 (though used for on-street parking)

<b>Interim Zoning:</b> Mixed-Use; Residence B	<b>Redevelopment Zone:</b> Immediate Transit Center Zone (See “Trenton Transit Center Redevelopment Designation and Plan” Action Card)
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**Brownfield Site:** No

**Surrounding Land Uses:** Vacant Land; Residential; Commercial; Railroad

**Block & Lot:** Block 13401/Lots 5-6

**MOD IV Listed Property Owner(s):** Steen, Terry, & Anita; City of Trenton (right of way)

**Current Status:** Canal Street cul-de-sac and pedestrian pathway connecting to Greenwood Ave

**Action Card:** “Trenton Transit Center Redevelopment Designation and Plan”

**Development Opportunity:** The cul de sac should be vacated and this property added to the surrounding developable property. The Trenton Transit Center Concept Plan shows these parcels can accommodate an 81,900 square foot, 7-story building for residential uses with an adjacent surface parking lot. There is also potential to enhance the existing plaza amenities. While there is no need for the cul de sac, there should be provisions for trucks to turn around [k-turn].



## Trenton Transit Center Priority Area #8



**Location:** 421 E State St

**Total Acreage:** 2.05 acres

**Number of Parcels:** 1 partial; also includes parts of Barlow Street right of way

**Estimated Total Parking Spaces:** 217

**Interim Zoning:** Business A

**Redevelopment Zone:** Neighboring Transit Center Zone (See “Trenton Transit Center Redevelopment Designation and Plan” Action Card)

**Brownfield Site:** No

**Surrounding Land Uses:** Vacant Land; Commercial; Public Property (New Jersey Department of Environmental Protection; Trenton Light Rail Station); Cemeteries & Graveyards; NJDOT right of way

**Block & Lot:** Block 701/Lots 5, 6

**MOD IV Listed Property Owner(s):** New Jersey Building Authority; U.N.J.R.R & Canal Co C/O Cons Rail; State of New Jersey (right of way)

**Current Status:** New Jersey Department of Environmental Protection Parking Lot and adjacent natural area within right of way until Barlow Ave/US 1 northbound on-ramp sidewalk

**Action Card:** “Trenton Transit Center Redevelopment Designation and Plan”

**Development Opportunity:** This surface parking lot next to the current state DEP office would be a great place for a structured parking as demand for parking increases from proposed development around the Transit Center. The Trenton Transit Center Concept Plan shows this property with the potential to accommodate both structured parking and 190,400 square feet of a mixed residential, office and commercial uses in an 8-story structure. Actual uses to be dependent on market conditions and leasing opportunities.

## Trenton Transit Center Priority Area #9



**Location:** 81-105 S Clinton Ave

**Total Parcel Acreage:** 2.26 acres

**Total Development Opportunity Area Acreage:** 2.01 acres

**Number of Parcels:** 3 full; 10 partial; also includes parts of Market Street/Barlow Street right of way

**Estimated Total Parking Spaces:** 110

**Interim Zoning:** Business A

**Redevelopment Zone:** Neighboring Transit Center Zone (See “Trenton Transit Center Redevelopment Designation and Plan” Action Card)

**Brownfield Site:** No

**Surrounding Land Uses:** Vacant Land; Commercial; Public Property; Cemeteries & Graveyards; NJDOT right of way

**Block & Lot:** Block 702/Lots 1-12; Block 13402/Lot 1

**MOD IV Listed Property Owner(s):** New Jersey Transit Corporation; City of Trenton/State of New Jersey (right of way)

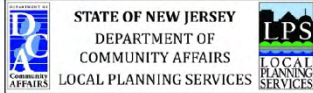
**Current Status:** Parking lot for NJ TRANSIT River Line Station and adjacent wooded area fronting Market St

**Action Card:** “Trenton Transit Center Redevelopment Designation and Plan”

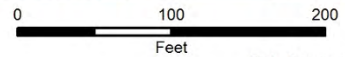
**Development Opportunity:** These parcels currently are surface parking owned by NJ Transit, this is a very underutilized parcel at the Trenton River Line station and the Trenton Transit Center. The Trenton Transit Center Concept Plan shows this property can accommodate a 15-story building with 210,000 square feet of residential/office or commercial uses. Actual uses to be dependent on market conditions and leasing opportunities.



## Trenton Transit Center Priority Area #10



N  
Date: September 2018



Data Sources:  
ESRI, NJDCA, NJOGIS, City of Trenton



**Location:** 441-445 E State St

**Total Acreage:** 0.44 acres

**Number of Parcels:** 4

**Estimated Total Parking Spaces:** 0

**Interim Zoning:** Business A

**Redevelopment Zone:** Neighboring Transit Center Zone  
(See “Trenton Transit Center Redevelopment Designation and Plan” Action Card)

**Brownfield Site:** No

**Surrounding Land Uses:** Commercial; Church & Charitable Property (New Holy Church of Christ); Cemeteries and Graveyards; Other Exempt (Planned Parenthood)

<b>Trenton Transit Center Priority Area #10</b>
<b>Block &amp; Lot:</b> Block 701/Lots 1, 2, 12, 13
<b>MOD IV Listed Property Owner(s):</b> Sanda Properties, LLC C/O Havco; Station Plaza Commercial Center
<b>Current Status:</b> Single-family residence converted into office/commercial with adjacent empty graveled lot on corner of State Street and Clinton Ave
<b>Action Card:</b> “Trenton Transit Center Redevelopment Designation and Plan”
<b>Development Opportunity:</b> This vacant lot can accommodate 142,500 square feet of mixed-use commercial, residential and office uses in 15 stories as shown on the Trenton Transit Center Concept Plan. Actual uses to be dependent on market conditions and leasing opportunities.

## Trenton Transit Center Priority Area #11



**Location:** 429-435 E State St

**Total Acreage:** 0.54 acres

**Number of Parcels:** 4

**Estimated Total Parking Spaces:** 80

**Interim Zoning:** Business A

**Redevelopment Zone:** Neighboring Transit Center Zone (See “Trenton Transit Center Redevelopment Designation and Plan” Action Card)

**Brownfield Site:** No

**Surrounding Land Uses:** Commercial; Public Property (New Jersey Department of Environmental Protection); Cemeteries and Graveyards; Other Exempt (Planned Parenthood)

**Block & Lot:** Block 701/Lots 7-10

**MOD IV Listed Property Owner(s):** New Jersey Building Authority; Planned Parenthood Association Mer Area; Sanda Properties, LLC C/O Havco

**Current Status:** Parking Lots for Planned Parenthood and New Jersey Department of Environmental Protection

**Action Card:** “Trenton Transit Center Redevelopment Designation and Plan”

**Development Opportunity:** This vacant lot can accommodate 192,000 square feet of mixed-use commercial, residential and office uses in 15 stories as shown on the Trenton Transit Center Concept Plan. Actual uses to be dependent on market conditions and leasing opportunities.



## Trenton Transit Center Priority Area #12



**Location:** 520-572 E State St; 40 N Clinton Ave

**Total Acreage:** 4.23 acres

**Number of Parcels:** 16

**Estimated Total Parking Spaces:** 270

**Interim Zoning:** Business B; Mixed-Use; Residence B

**Redevelopment Zone:** Predominantly Neighboring Transit Center Zone (See “Trenton Transit Center Redevelopment Designation and Plan” Action Card)

**Brownfield Site:** No

**Surrounding Land Uses:** Vacant Land; Residential; Commercial; Industrial; Church & Charitable Property (Pentecostal Church and Salvation Army)

**Block & Lot:** Block 1301/Lots 5-8, 8.01, 8.02, 9-12, 15-19, 23

**Trenton Transit Center Priority Area #12**

**MOD IV Listed Property Owner(s):** Better Community Housing of Trenton; Brakup Associates LP; City of Trenton; Clifton Commons Associates; Clockers Associates; Ivey, Jacqueline & Sterick; Pentecostal Church Assembly of God

**Current Status:** Parking lots and vacant land along E State Street and adjacent to Pentecostal Church and Kids "R" First

**Action Card:** "Trenton Transit Center Redevelopment Designation and Plan"

**Development Opportunity:** These mostly vacant properties are shown with surface parking and five new buildings on the Trenton Transit Center Concept Plan. Three of these buildings are in the proposed Neighboring Transit Center Zone and are proposed as 15-story, mixed-use buildings with a total of 700,500 square feet. The portion of the Development Opportunity Area within the proposed Residential Fringe Zone could accommodate two five-story buildings that accommodate 89,000 square feet of residential use. The development of this area will require land assembly, but the Trenton Transit Center Concept Plan provides a framework for maximum future development. Actual uses to be dependent on market conditions and leasing opportunities.



## Trenton Transit Center Priority Area #13



<b>Location:</b> 37-72 Wall St	
<b>Total Acreage:</b> 1.63	
<b>Number of Parcels:</b> 33	
<b>Estimated Total Parking Spaces:</b> 0	
<b>Interim Zoning:</b> Residence B	<b>Redevelopment Zone:</b> Predominantly Residential Fringe Zone (See “Trenton Transit Center Redevelopment Designation and Plan” Action Card)
<b>Brownfield Site:</b> No	
<b>Surrounding Land Uses:</b> Vacant Land; Residential; Commercial; Industrial	
<b>Block &amp; Lot:</b> Block 1301/Lots 25-38; Block 1403/Lots 6-11, 11.01, 12-22, 22.01	

**Trenton Transit Center Priority Area #13**

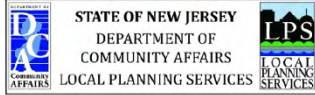
**MOD IV Listed Property Owner(s):** 48 Wall, LLC; Able Partners, LLC; AMQ Properties LLC; City of Trenton; Foust, Marie; Furqan, Linda; Goodwyn, Blanche & Wilson L J/T; Greene, Wendy, LLC; Lee O Associates; Little, Carolyn; Msibi, Myra Page; Pitts, Napoleon; Toczykowski, Jan & Barbara; Taylor, Daryl; Vincent, Augustus S; Warren, Howard; WVV Enterprises, LLC

**Current Status:** High concentration of vacant lots mixed in with occupied and abandoned single-family homes on both sides of Wall St

**Action Card:** "Trenton Transit Center Redevelopment Designation and Plan"

**Development Opportunity:** These parcels are in the proposed Residential Fringe Zone since they are closer to the existing residential area and are proposed for five stories and could contain five buildings which can accommodate a total of 221,000 square feet of residential use. The development of this area will require land assembly but the Trenton Transit Center Concept Plan provides a framework for maximum future development along this section of Wall Street.

## Trenton Transit Center Priority Area #14



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Date: September 2018

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Data Sources:  
ESRI, NJDCA, NJOGIS, City of Trenton



**Location:** 636 E State St

**Total Acreage:** 0.27

**Number of Parcels:** 1

**Estimated Total Parking Spaces:** 0

**Interim Zoning:** Industrial A

**Redevelopment Zone:** Neighboring Transit Center Zone (See "Trenton Transit Center Redevelopment Designation and Plan" Action Card)

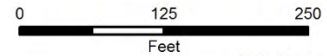
**Brownfield Site:** No

**Surrounding Land Uses:** Vacant Land; Commercial; Industrial; Railroad



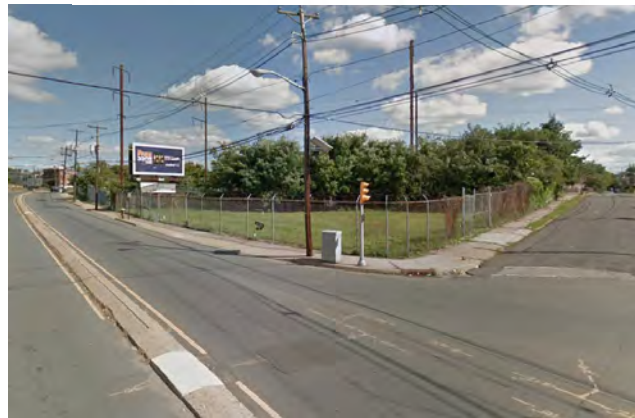
<b>Trenton Transit Center Priority Area #14</b>
<b>Block &amp; Lot:</b> Block 12701/Lot 8
<b>MOD IV Listed Property Owner(s):</b> Sherwood, Thomas
<b>Current Status:</b> Vacant 4-story former industrial building
<b>Action Card:</b> “Trenton Transit Center Redevelopment Designation and Plan”
<b>Development Opportunity:</b> This vacant four-story building has the potential to be a seven-story residential building with 55,300 square feet of space. If the existing building is rehabilitated, the rooftop could possibly accommodate a fifth floor or a roof top patio for the residents.

## Trenton Transit Center Priority Area #15



Date: September 2018

Data Sources:  
ESRI, NJDCA, NJGIS, City of Trenton



<b>Location:</b> 613 E State St	
<b>Total Acreage:</b> 0.82	
<b>Number of Parcels:</b> 3	
<b>Estimated Total Parking Spaces:</b> 0	
<b>Interim Zoning:</b> Industrial A	<b>Redevelopment Zone:</b> Immediate Transit Center Zone (See "Trenton Transit Center Redevelopment Designation and Plan" Action Card)
<b>Brownfield Site:</b> No	
<b>Surrounding Land Uses:</b> Vacant Land; Commercial, Industrial; Railroad	
<b>Block &amp; Lot:</b> Block 12801/Lot 1-3	
<b>MOD IV Listed Property Owner(s):</b> Amtrak F/K/A UNJRR & Co; Osbas, Hanin Nesime	
<b>Current Status:</b> Fenced off parking lot and undeveloped area adjacent to railroad tracks	

<b>Trenton Transit Center Priority Area #15</b>
<b>Action Card:</b> "Trenton Transit Center Redevelopment Designation and Plan"
<b>Development Opportunity:</b> This vacant lot and surface parking area are shown on the Trenton Transit Center Concept Plan as accommodating seven stories with 136,500 square feet of mixed-use space.

## Trenton Transit Center Priority Area #16



**Location:** 311-317 Monmouth St; Northwest side of Thompson Street

**Total Acreage:** 1.13

**Number of Parcels:** 1 full, 1 partial

**Estimated Total Parking Spaces:** 0

**Interim Zoning:** Industrial A; Residence B

**Redevelopment Zone:** Neighboring Transit Center Zone  
(See "Trenton Transit Center Redevelopment Designation and Plan" Action Card)

**Brownfield Site:** Yes

**Surrounding Land Uses:** Vacant Land; Residential; Commercial; Railroad

**Block & Lot:** Block 12801/Lot 5, 6

**MOD IV Listed Property Owner(s):** Crossley Machine Co C/O Russo, L; United NJ RR & Canal C/O Amtrak

**Current Status:** Fenced off area with natural overgrowth adjacent to railroad tracks partially used as Amtrak parking

<b>Trenton Transit Center Priority Area #16</b>
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<b>Action Card:</b> “Trenton Transit Center Redevelopment Designation and Plan”
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<b>Development Opportunity:</b> These vacant parcels with some surface parking can accommodate one building of seven stories with 109,200 square feet of residential uses as shown on the Trenton Transit Center Concept Plan.
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## Trenton Transit Center Priority Area #17



<b>Location:</b> Inside jughandle at SE corner of Barlow Street and NJ 33	
<b>Total Acreage:</b> 1.05	
<b>Number of Parcels:</b> 0 (Not currently a parcel - entirely within NJDOT right of way)	
<b>Estimated Total Parking Spaces:</b> 0	
<b>Interim Zoning:</b> Business A	<b>Redevelopment Zone:</b> Neighboring Transit Center Zone (See “Trenton Transit Center Redevelopment Designation and Plan” Action Card)
<b>Brownfield Site:</b> No	
<b>Surrounding Land Uses:</b> Vacant Land; Light Rail; NJDOT Right of way	
<b>Block &amp; Lot:</b> (no Block/Lot)	
<b>MOD IV Listed Property Owner(s):</b> New Jersey Department of Transportation (right of way)	

**Trenton Transit Center Priority Area #17**

**Current Status:** Undeveloped area within jughandle vehicle entrance to Barlow Street and US 1 Northbound from Market Street Eastbound

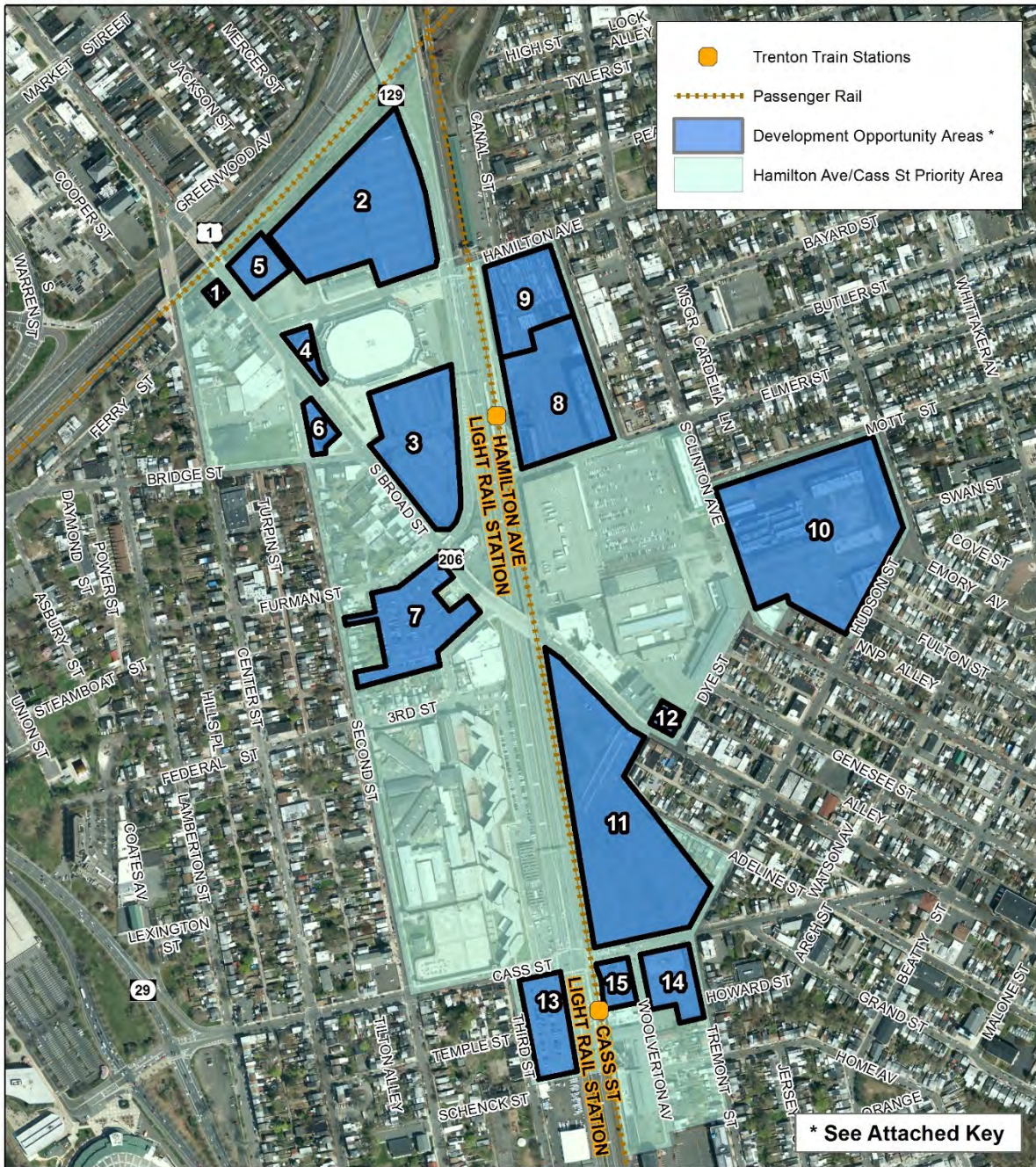
**Action Card:** "Trenton Transit Center Redevelopment Designation and Plan"

**Development Opportunity:** This property would be available for development if the proposed intersection realignment is completed for the Route 1 and Barlow Street Intersection as recommended in the action cards of this report. If the clover leaf is removed and the drainage basin is redesigned then the Trenton Transit Center Concept Plan recommends this parcel be used at a parking garage. The redesigned intersection will provide for safe and convenient access to this parking garage.


**APPENDIX II**  
**DEVELOPMENT OPPORTUNITY AREAS:**  
**HAMILTON AVENUE AND CASS**  
**STREET STATIONS PRIORITY AREA**



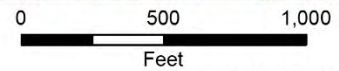
# Hamilton Ave and Cass St Priority Area Development Opportunity Areas




**STATE OF NEW JERSEY**  
 DEPARTMENT OF  
 COMMUNITY AFFAIRS  
 LOCAL PLANNING SERVICES


**LPS**  
 LOCAL  
 PLANNING  
 SERVICES

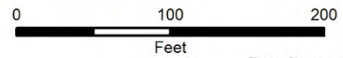
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 Date: September 2018



Data Sources:  
ESRI, NJDCA, NJGIS, City of Trenton



## Hamilton Avenue and Cass Street Priority Area #1



Date: September 2018

Data Sources: ESRI, NJDCA, NJGIS, City of Trenton



**Location:** 429-431 S Broad St

**Total Acreage:** 0.11

**Number of Parcels:** 1

**Estimated Total Parking Spaces:** 0

**Interim Zoning:** Business B

**Redevelopment Zone:** Neighboring Transit Center Zone (See "Arena Redevelopment Designation and Plan" Action Card)

**Brownfield Site:** No

**Surrounding Land Uses:** Residential; Commercial; Railroad



**Hamilton Avenue and Cass Street Priority Area #1**

**Block & Lot:** Block 9902/Lot 1

**MOD IV Listed Property Owner(s):** City of Trenton

**Current Status:** Vacant former Eagle Tavern building

**Action Card:** “Reactivate Old Eagle Tavern Restaurant”, “Arena Redevelopment Designation and Plan” and “SOBRO (South Broad) - Arena District Placemaking”

**Development Opportunity:** This vacant City-owned building is a top priority to put back into a restaurant use. The action card details how this property should have a commercial kitchen approved on the rear lot so it will be ready to attract a private sector investor or a restaurateur.

## Hamilton Avenue and Cass Street Priority Area #2



**Location:** 80 Hamilton Ave

**Total Acreage:** 6.11

**Number of Parcels:** 1 partial

**Estimated Total Parking Spaces:** 671

**Interim Zoning:** Industrial A

**Redevelopment Zone:** Neighboring Transit Center Zone (See “Arena Redevelopment Designation and Plan” Action Card)

**Brownfield Site:** Yes

**Surrounding Land Uses:** Residential; Commercial; Railroad; Public Property (CURE Insurance Arena)

**Block & Lot:** Block 10001/Lot 7

**MOD IV Listed Property Owner(s):** Mercer County Improvement Authority

**Current Status:** Large surface parking lot adjacent to renovated two-story former industrial building

**Action Card:** “Arena Redevelopment Designation and Plan”

**Development Opportunity:** This surface parking lot is used for the Arena and as is does not meet the parking needs for larger events. The Hamilton Avenue and Cass Street Area Concept Plan shows an 8-story parking garage and a mixed-use office/commercial space of up to 8 stories for this lot.

## Hamilton Avenue and Cass Street Priority Area #3



**Location:** 81 Hamilton Ave

**Total Acreage:** 3.68

**Number of Parcels:** 1 partial

**Estimated Total Parking Spaces:** 300

**Interim Zoning:** Industrial A

**Redevelopment Zone:** Neighboring Transit Center Zone (See “Arena Redevelopment Designation and Plan” Action Card)

**Brownfield Site:** No

**Surrounding Land Uses:** Residential; Commercial; Railroad (light rail); Public Property (Arena)

**Block & Lot:** Block 10101/Lot 6

**MOD IV Listed Property Owner(s):** Mercer County Improvement Authority

**Current Status:** Surface parking lot for CURE Insurance Arena

**Action Card:** “Arena Redevelopment Designation and Plan”

**Development Opportunity:** This surface parking lot serves the Arena. The Hamilton Avenue and Cass Street Concept Plan shows this space reimagines as an eight-story building with nearly 450,000 square feet of office and commercial space, as well as an attached eight-story parking garage to serve both the Arena and proposed building.



## Hamilton Avenue and Cass Street Priority Area #4



**Location:** 81 Hamilton Ave

**Total Acreage:** 0.34

**Number of Parcels:** 1 partial

**Estimated Total Parking Spaces:** 0

**Interim Zoning:** Industrial A

**Redevelopment Zone:** Neighboring Transit Center Zone (See “Arena Redevelopment Designation and Plan” Action Card)

**Brownfield Site:** Yes

**Surrounding Land Uses:** Residential; Commercial; Public Property (CURE Insurance Arena)

**Block & Lot:** Block 10101/Lot 6

**MOD IV Listed Property Owner(s):** Mercer County Improvement Authority

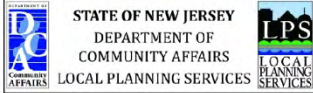
**Current Status:** Grass area in front of CURE Insurance Arena at corner of Broad Street and Hamilton Ave

**Action Card:** “Arena Redevelopment Designation and Plan” and “SOBRO (South Broad) - Arena District Placemaking”

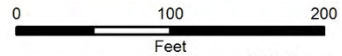
**Development Opportunity:** This small parcel next to the Arena on South Broad is shown on the Hamilton Avenue and Cass Street Concept Plan as a pedestrian gathering space and the action card recommends Busker/Performance Space with pedestrian gathering space amenities.



## Hamilton Avenue and Cass Street Priority Area #5



N  
Date: September 2018



Data Sources:  
ESRI, NJDCA, NJOGIS, City of Trenton

**Location:** 432-444 S Broad St

**Total Acreage:** 0.76

**Number of Parcels:** 8

**Estimated Total Parking Spaces:** 0

**Interim Zoning:** Business B

**Redevelopment Zone:** Neighboring Transit Center Zone (See “Arena Redevelopment Designation and Plan” Action Card)

**Brownfield Site:** Yes

**Surrounding Land Uses:** Commercial; Railroad; Public Property (surface parking lot)

**Block & Lot:** Block 10001/Lot 15-22

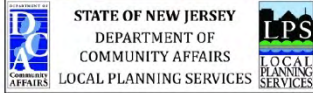
**MOD IV Listed Property Owner(s):** Mercer County Improvement Authority

**Current Status:** Surface parking lot for New Jersey Realtors building, adjacent to railroad tracks and across road from former Eagle Tavern

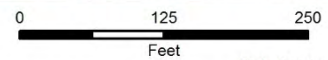
**Action Card:** “Arena Redevelopment Designation and Plan” and “SOBRO (South Broad) - Arena District Placemaking”

**Development Opportunity:** This part of the Arena Parking lot fronts on S Broad Street and should have a building located along the street creating and enforcing the streetscape on South Broad. The parcel could accommodate 67,500 square feet of mixed-use space. Commercial on the first floor will be important to activation of South Broad Street and a complement to the redevelopment of the Eagle Tavern.

## Hamilton Avenue and Cass Street Priority Area #6



N  
Date: September 2018



Data Sources:  
ESRI, NJDCA, NJGIS, City of Trenton



**Location:** 5 Second St

**Total Acreage:** 0.40

**Number of Parcels:** 5

**Estimated Total Parking Spaces:** 50

**Interim Zoning:** Business B

**Redevelopment Zone:** Neighboring Transit Center Zone (See "Arena Redevelopment Designation and Plan" Action Card)

**Brownfield Site:** No

**Surrounding Land Uses:** Residential; Commercial; Public Property (CURE Insurance Arena; former Trenton Police building); Church & Charitable Property

**Block & Lot:** Block 10202/Lots 2, 4-7

**MOD IV Listed Property Owner(s):** Griffith, Inc.; Johnston Court, Inc.

<b>Hamilton Avenue and Cass Street Priority Area #6</b>
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<b>Current Status:</b> Surface parking lot between the former Trenton Police building and the triangular Griffith Electric Supply building and across Broad Street from CURE Insurance Arena
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<b>Action Card:</b> “Arena Redevelopment Designation and Plan” and “SOBRO (South Broad) - Arena District Placemaking”
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<b>Development Opportunity:</b> The maximum buildout for this lot would be 47,145 square feet of mixed-use space utilizing commercial, social, or business uses which will match the density of the surrounding buildings and help to activate the streetscape. The iconic Griffith Electric Supply building should be rehabilitated as community space, galleries, lofts, or studio space.
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## Hamilton Avenue and Cass Street Priority Area #7



**Location:** 569-577 S Broad St; 213-237 Furman St

**Total Acreage:** 2.83

**Number of Parcels:** 15

**Estimated Total Parking Spaces:** 273

<b>Interim Zoning:</b> Business B; Industrial A; Residence B	<b>Redevelopment Zone:</b> Neighboring Transit Center Zone (See “Arena Redevelopment Designation and Plan” Action Card)
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**Brownfield Site:** Yes

**Surrounding Land Uses:** Residential; Commercial; Public Property (surface parking lot)

**Block & Lot:** Block 10402/Lot 1, 2, 12, 18-27, 29, 30

**MOD IV Listed Property Owner(s):** Haveson, Shirley Ann 50% C/O Havco; Mercer County Improvement Authority

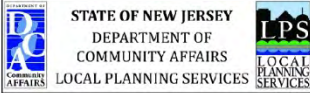
**Current Status:** Surface parking lot

**Action Card:** “Arena Redevelopment Designation and Plan” and “SOBRO (South Broad) - Arena District Placemaking”

**Development Opportunity:** These properties which are used for surface parking can accommodate both structured parking yielding 376,145 square feet as well as two mixed-use buildings yielding 20,299 square feet and 15,940 square feet, respectively.



## Hamilton Avenue and Cass Street Priority Area #8



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Date: September 2018

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Data Sources:  
ESRI, NJDCA, NJOGIS, City of Trenton



**Location:** 21-71 Clark Street (fronting Elmer St)

**Total Acreage:** 3.95

**Number of Parcels:** 1 partial

**Estimated Total Parking Spaces:** 360

<p><b>Interim Zoning:</b> Industrial A</p>	<p><b>Redevelopment Zone:</b> Neighboring Transit Center Zone (See “Roebing Center Redevelopment Designation and Plan” Action Card)</p>
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**Brownfield Site:** Yes

**Surrounding Land Uses:** Vacant Land; Residential; Commercial; Industrial; Railroad (light rail); Public Property (Arena); Church & Charitable Property (Roebing Market)

**Block & Lot:** Block 15901/Lot 1

**Hamilton Avenue and Cass Street Priority Area #8**

**MOD IV Listed Property Owner(s):** Mercer County Improvement Authority

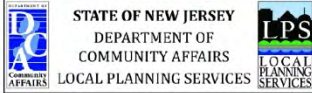
**Current Status:** Recently renovated Roebing Lofts, unimproved two/three-story brick former industrial building and surface parking lot in between

**Action Card:** “Roebing Center Redevelopment Designation and Plan”

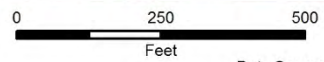
**Development Opportunity:** This property is currently being redeveloped and the Roebing Lofts have been completed. The redevelopment plan should follow the plan of the designated redeveloper. The total buildable yield for this redevelopment according to the Hamilton Avenue and Cass Street Priority Area Concept Plan is over 200,000 square feet of residential, commercial, and office uses spread over three buildings.



## Hamilton Avenue and Cass Street Priority Area #9



N  
Date: September 2018



Data Sources:  
ESRI, NJDCA, NJOGIS, City of Trenton

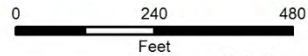
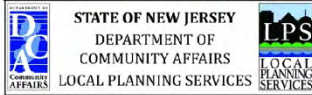


**Location:** 21-71 Clark Street (fronting Hamilton Ave)

<b>Hamilton Avenue and Cass Street Priority Area #9</b>	
<b>Total Acreage:</b> 2.25	
<b>Number of Parcels:</b> 1 partial	
<b>Estimated Total Parking Spaces:</b> 0	
<b>Interim Zoning:</b> Industrial A	<b>Redevelopment Zone:</b> Neighboring Transit Center Zone (See “Roebing Center Redevelopment Designation and Plan” Action Card)
<b>Brownfield Site:</b> Yes	
<b>Surrounding Land Uses:</b> Vacant Land; Residential; Commercial; Industrial; Railroad (light rail); Public Property (CURE Insurance Arena)	
<b>Block &amp; Lot:</b> Block 15901/Lot 1	
<b>MOD IV Listed Property Owner(s):</b> Mercer County Improvement Authority	
<b>Current Status:</b> Large one/two-story brick former Roebing factory currently planned for renovation	
<b>Action Card:</b> “Roebing Center Redevelopment Designation and Plan”	
<b>Development Opportunity:</b> The Hamilton Avenue and Cass Street Concept Plan calls for the redevelopment of the former Roebing factory, which offers over 80,000 square feet, as converted office space.	



## Hamilton Avenue and Cass Street Priority Area #10



Date: September 2018

Data Sources:  
ESRI, NJDCA, NJGIS, City of Trenton



**Location:** 670-676 S Clinton St; 621 Hudson St

**Total Acreage:** 8.51

**Number of Parcels:** 5

**Estimated Total Parking Spaces:** 150

**Interim Zoning:** Industrial B

**Redevelopment Zone:** Neighboring Transit Center Zone (See “Roebling Center Redevelopment Designation and Plan” Action Card)

**Brownfield Site:** Yes

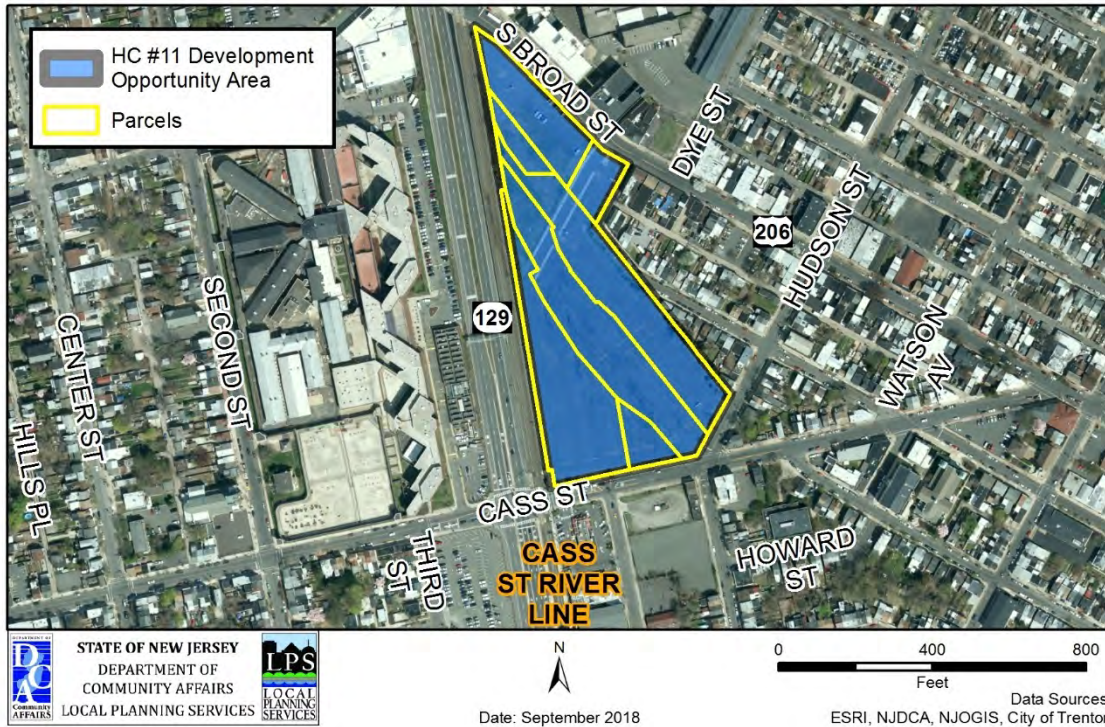
**Surrounding Land Uses:** Vacant Land; Residential; Commercial; Church & Charitable Property (Roebling Market); Public Property (Former Roebling Wire Works Factory)

**Block & Lot:** Block 5704/Lot 1, 1.03, 1.04, 1.08

<b>Hamilton Avenue and Cass Street Priority Area #10</b>
<b>MOD IV Listed Property Owner(s):</b> City of Trenton; New Jersey Schools Development Authority
<b>Current Status:</b> Former two-story unimproved brick Roebling factories
<b>Action Card:</b> “Roebling Center Redevelopment Designation and Plan”
<b>Development Opportunity:</b> This large former industrial complex is owned by the City which has been looking for a redeveloper. The buildout potential for this site is about 500,000 square feet, which includes the rehabilitation of seven former Roebling buildings as a combination of commercial, office, and residential uses, as well as the infill of a new three-story residential building and three-story structured parking. The City should shape the plan and uses with the redeveloper once one has been selected. Actual uses to be dependent on market conditions and leasing opportunities.



## Hamilton Avenue and Cass Street Priority Area #11



**Location:** 630-650 Cass St; 615-651 S Broad St

**Total Acreage:** 8.15

**Number of Parcels:** 7

**Estimated Total Parking Spaces:** 593

<b>Interim Zoning:</b> Industrial A; Business B	<b>Redevelopment Zone:</b> Neighboring Transit Center Zone (See “Cass Street Station Designation and Plan” Action Card)
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**Brownfield Site:** No

**Surrounding Land Uses:** Vacant Land; Residential; Commercial; Railroad (light rail); Public Property (New Jersey State Prison)

**Block & Lot:** Block 16901/Lot 1-3, 4,01, 7; Block 17001/Lot 1,2

**MOD IV Listed Property Owner(s):** Mercer County Improvement Authority

**Current Status:** Surface parking lot for New Jersey State Workers, public surface parking lot and grass area

**Action Card:** “Cass Street Station Redevelopment Designation and Plan”

**Development Opportunity:** These parcels owned by the Mercer County Improvement Authority are underutilized with surface parking. There is an opportunity to develop some structured parking and mixed-use buildings creating a streetscape along Route 129. The total buildout for this area according to the Hamilton Avenue and Cass Street Priority Area Concept Plan is over 850,000 square feet including five new four- or five-story buildings. The Concept Plan also envisions a new right of way within the area that extends Wolverton Avenue from Cass Street to Madison Street. Actual uses to be dependent on market conditions and leasing opportunities.

## Hamilton Avenue and Cass Street Priority Area #12



STATE OF NEW JERSEY  
DEPARTMENT OF  
COMMUNITY AFFAIRS  
LOCAL PLANNING SERVICES



N  
Date: September 2018

0 100 200  
Feet

Data Sources:  
ESRI, NJDCA, NJOGIS, City of Trenton

**Location:** 674-682 S Broad St

**Total Acreage:** 0.23

**Number of Parcels:** 5

**Estimated Total Parking Spaces:** 0

**Interim Zoning:** Industrial A

**Redevelopment Zone:** Neighboring Transit Center Zone (See “Roebing Center Redevelopment Designation and Plan” Action Card)

**Brownfield Site:** Yes

**Surrounding Land Uses:** Residential; Commercial; Public Property (State of New Jersey Offices; surface parking lots; Roebing Wire Works Factory); Church & Charitable Property (Roebing Urban Renewal Association, LLC)

**Block & Lot:** Block 16001/Lots 6, 6.01, 6.02, 6.03, 7

**MOD IV Listed Property Owner(s):** City of Trenton; Marlex Home Improvement Co

**Current Status:** Vacant lot on corner of S Broad Street and Dye Street

**Redevelopment Zone:** “Roebing Center Redevelopment Designation and Plan”

**Development Opportunity:** These properties should be part of the Roebing Center Redevelopment Plan and have a buildout of 20,964 square feet with a mixed-use building. The first floor should be some commercial or office use. Actual uses to be dependent on market conditions and leasing opportunities.



## Hamilton Avenue and Cass Street Priority Area #13



**Location:** 501 Cass St

**Total Acreage:** 1.50

**Number of Parcels:** 2

**Estimated Total Parking Spaces:** 277

**Interim Zoning:** Industrial A

**Redevelopment Zone:** Neighboring Transit Center Zone (See “Cass Street Station Designation and Plan” Action Card)

**Brownfield Site:** Yes

**Surrounding Land Uses:** Residential; Commercial; Industrial; Railroad (light rail); Public Property (New Jersey State Prison)

**Block & Lot:** Block 11601/Lot 11-12

**MOD IV Listed Property Owner(s):** State of New Jersey Department of Transportation; State of New Jersey Department of Treasury

**Current Status:** Surface parking lot for New Jersey State Prison

**Action Card:** “Cass Street Station Redevelopment Designation and Plan”

**Development Opportunity:** This property should be developed as an office building with structure parking that allows for a total buildout of over 325,000 square feet.

## Hamilton Avenue and Cass Street Priority Area #14



**Location:** 621-647 Cass St; 27 Hancock St

**Total Acreage:** 1.20

**Number of Parcels:** 3

**Estimated Total Parking Spaces:** 68

<b>Interim Zoning:</b> Industrial A; Residence B	<b>Redevelopment Zone:</b> Neighboring Transit Center Zone (See “Cass Street Station Designation and Plan” Action Card)
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**Brownfield Site:** Yes

**Surrounding Land Uses:** Residential; Commercial; Industrial; Public Property (surface parking lot)

**Block & Lot:** Block 17302/Lot 8-10

**MOD IV Listed Property Owner(s):** College Plz, LLC; Magnesium Elektron, Inc; State of New Jersey Department of Corrections

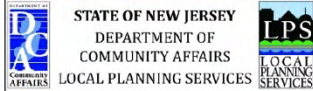
**Current Status:** Fenced off pumping station, vacant single-family residence and New Jersey State Prison surface parking lot

**Action Card:** “Cass Street Station Redevelopment Designation and Plan”

**Development Opportunity:** This parcel could accommodate a roughly 140,000 square foot, five-story residential building with an attached parking structure. Actual uses to be dependent on market conditions and leasing opportunities.



## Hamilton Avenue and Cass Street Priority Area #15



N  
Date: September 2018

0 100 200  
Feet

Data Sources:  
ESRI, NJDCA, NJGIS, City of Trenton

**Location:** 603-613 Cass St

**Total Acreage:** 0.54

**Number of Parcels:** 1

**Estimated Total Parking Spaces:** 34

**Interim Zoning:** Industrial A

**Redevelopment Zone:** Neighboring Transit Center Zone (See “Cass Street Station Designation and Plan” Action Card)

**Brownfield Site:** No

**Surrounding Land Uses:** Commercial; Industrial; Railroad (light rail); Public Property (New Jersey State Prison; surface parking lots)

**Block & Lot:** Block 17201/Lot 4

**MOD IV Listed Property Owner(s):** McDonald's Corp C/O T Smolar

**Current Status:** McDonald's drive-thru restaurant

**Action Card:** “Cass Street Station Redevelopment Designation and Plan”

**Development Opportunity:** This parcel could accommodate an 81,000 square foot mixed-use building which should have some commercial use on the first floor. Actual uses to be dependent on market conditions and leasing opportunities.

# APPENDIX III

## FOCUS GROUP MEETING SUMMARY

### Introduction

The City of Trenton recently adopted the Trenton250 Plan, which is a comprehensive plan to guide the City from now to the year 2042, the 250th Anniversary of the City's incorporation. One of the recommendations of the Trenton250 Plan was to prepare a Transit Oriented Development (TOZ) Plan to review, recommend, prioritize and develop a strategy for implementation of the 250 Plan around the Trenton Transit Center, the Hamilton Avenue Light Rail Station and the Cass Street Light Rail Station.

The City of Trenton requested the assistance of Local Planning Services (LPS) at the New Jersey Department of Community Affairs to prepare the TOZ Plan for the City. The LPS team prepared a project scope of work that the City Council approved. Subsequently, LPS partnered with New Jersey Future (NJF) to facilitate and organize the community and property owner engagement process for the Trenton Transit Center component of the TOZ Plan. In addition, NJF brought in a third-party design consultant to assist with the design component of the TOZ Plan from the stakeholder engagement process through to the final design deliverables.

### Stakeholder Input & Focus Group Sessions

As part of the public engagement process, the LPS team, NJF and the Trenton City Planning Division held three separate interviews with key developers that control property in the Trenton Transit Center priority area. The developers engaged for their input were: Woodrose Properties, Ajax Management and Nexus Properties. These meetings provided important insight into current market realities, obstacles to redevelopment, opportunities to improve redevelopment prospects and short- and long-term redevelopment plans that already exist for the area and specific properties.

Woodrose Properties LLC owns the surface parking lot across from the Trenton Transit Center at the intersection of S. Clinton Avenue and Raoul Wallenberg Avenue. Nexus Properties owns the adjacent surface lot that runs to the intersection of Raoul Wallenberg Avenue and Yard Avenue as well as the two large parking garages serving the train station and a few other sites. Ajax Management owns the vacant lot on the northeast corner of S. Clinton Avenue and Greenwood Avenue near the back entrance of the Transit Center and has control of other sites in the area.



In summary, the three meetings generated the following insights:

### **Current market realities**

High density, mixed-use, market rate development is in the best long-term interest of the train station area, however, the market for these uses is generally not strong enough to allow this type of development without some sort of government assistance. Lower cost, possibly lower density projects might be more feasible, but should be considered farther away from the station itself and redevelopment can work back toward the station as the market improves. There are some projects that are more ready to go than others and should be prioritized to start the momentum.

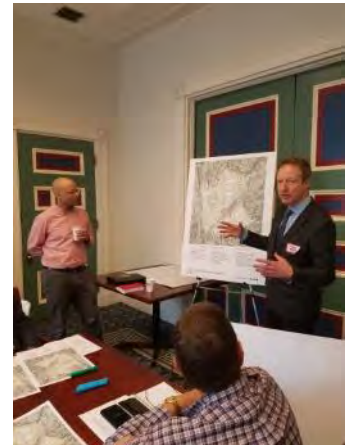
### **Obstacles to redevelopment**

Persistent vagrancy and panhandling in the area make it difficult to attract investors, owners and tenants, especially for residential and higher end uses. The perception of crime in the area persists. The transportation circulation for this area needs to be planned and coordinated if higher density and a larger volume of people will use the area. It is unclear who has jurisdiction for these quality of life, circulation and traffic enforcement issues, since there are overlapping government agencies serving the area and little progress being made. Underground infrastructure is also a significant concern. There are numerous old and large pipes that will need to be relocated, worked-around or creatively addressed. There is currently no coherent and visual plan for the area that would give developers and investors' confidence that redevelopment momentum will be created and carried forward. The visual, transit, pedestrian, bicycle and driving connections to downtown are not adequate and are a deterrent for redevelopment. This includes intersections, roads, sidewalks and wayfinding systems.

### **Opportunities to enhance redevelopment prospects**

Some of the top opportunities involve coordinating transportation agencies around a circulation plan for the area that would include developing stronger connections to the downtown. Specific opportunities would look at bus drop-off areas, bus routes, a downtown transit circulator bus, intersection re-designs and bicycle/pedestrian improvements. As the area redevelops, parking will be a growing concern. Parking will need to service the train station and the new office and residential uses. There is an opportunity to look more closely at shared parking solutions, including the development of "lay-off" spaces that will allow the maximization of shared parking by creating overflow capacity. With more attention being paid to downtown Trenton and New Jersey cities in general, the state may be able to play a more proactive role in coordinating its agencies around the train station and providing targeted incentives and subsidies. The continued use of economic development concessions or subsidies from the City, State and Federal governments will remain important to attracting successful transit-oriented development projects in the TOZ/station area. Coordination to move projects forward seems to be one of the most important opportunity areas, whether it is around infrastructure improvements, transportation circulation, redevelopment entitlement coordination or safety.

On May 25, 2017, LPS in collaboration with NJF, facilitated a stakeholder visioning session using focus groups to generate input to guide the TOZ Plan. The visioning session was held at the John S. Watson Institute for Public Policy at Thomas Edison State University. Developers, policy makers, residents and other stakeholders were invited via email, phone and through the City’s website to attend the session. Attendees were provided background materials both prior to and at the event in order to introduce the focus area topics and generate ideas for discussion. Participants were asked to contribute to one of the following three focus area groups:



1. **Trenton Transit Center Group I** with a focus on a strengths, weakness, opportunities and constraints (SWOC) analysis for development, infrastructure improvements, and economic development around the quarter mile radius of the Trenton Transit Center;
2. **Trenton Transit Center Group II** with a focus on a SWOC analysis for development, infrastructure improvements, and economic development around the adjacent priority area from the quarter mile to the half mile radius of the Trenton Transit Center; and
3. **Hamilton Ave & Cass St Stations Group** with a focus on a SWOC analysis for development, infrastructure improvements, and economic development around the quarter mile radius of the Hamilton Ave and Cass Street Stations and including adjacent areas within the half mile radius of those stations.

The day began with welcoming remarks by Jeffrey Wilkerson, Director of the Division of Planning for the City of Trenton, and a PowerPoint presentation by Robert J. Tessier from LPS. After a brief explanation of the day’s events, participants broke into the three focus groups led by facilitators from LPS. Each of the focus groups had the opportunity to discuss existing community conditions (strengths and weaknesses), goals for the focus areas, and proposed action steps to achieve a desired future. The results of these exercises can be found in Appendix II, arranged by focus group. The individual focus groups developed a list of recommended strategies and actions to be shared with the entire group. Afterwards, the participants reconvened and a spokesperson from each focus group was selected to present their recommendations. After the presentations, the recommendations were displayed on the walls of Prudence Hall at Thomas Edison State University and participants were given an opportunity to “cast their votes.” Results from the focus group voting are discussed in detail below.



## Focus Group Voting Results

After the presentations, participants were given six stickers to post next to the recommendations that they felt were most important to implement. Attendees had the choice to place the stickers on six different recommendations or place six stickers on the one recommendation they felt the

strongest about. After the meeting, LPS tallied the votes, which are summarized below. The results show that 139 votes were cast by approximately 31 participants.

## Recommendations and Voting Results by Focus Group

### Trenton Transit Center Group I

1. Build on actions from Trenton 250 (0 votes)
2. Improve Clinton to State Street corridor for pedestrians (5 votes)
3. Get data on the station area economic needs and interests through surveys from: (2 votes)
  - Residents (door to door, etc.)
  - Commuters (intercept survey)
  - License Plates (via Delaware Valley Regional Planning Commission (DVRPC))
4. Coordinate bus routes at the Transit Center area (8 votes)
5. Make an “ask” for next Governor/administration that should include State incentives for private development, money for public improvements, and policy buy-in (18 votes)
6. Meet with AMTRAK, SEPTA, N J Transit to obtain and coordinate: (6 votes)
  - Buy in
  - Data



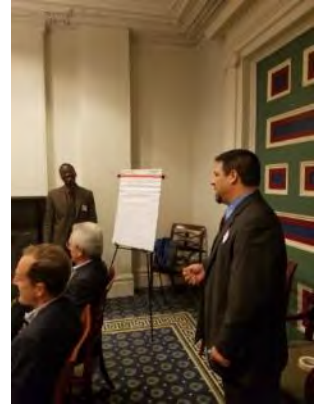
### Trenton Transit Center Group II

1. Wayfinding Plan; assign responsibilities (13 votes)
2. Zoning/Redevelopment Plan to encourage growth (2 votes)
3. Rt. 1/Railroad underpass improvements; pedestrian linkages, Arts/Lighting (14 votes)
4. Vacant and Abandoned Properties: use Trenton Transit Center (TTC) as a pilot implementation program (11 votes)
5. Handle vagrancy/homeless shacks; increase transit/city police presence (19 votes)
6. Assist developers who are ready (2 votes)



## Hamilton Ave & Cass St Stations

1. Pedestrian bridge over Route 129 at Hamilton Ave intersection for better connection (7 votes)
2. Restaurant row on S. Broad St near the Sun Bank Arena with entertainment and liquor licenses/promote “Wire Rope District” (11 votes)
3. Prioritize Complete Streets Policy (bike paths & pedestrian connections) and enforce building codes to improve safety (10 votes)
4. Improve RiverLine schedule, (i.e. later night time and weekend services) (2 votes)
5. Coordinate shared parking with extra capacity for new development (5 votes)
6. Develop vacant factories, underutilized parking lots and infill for live/work opportunities (4 votes)



## Recommendations and Voting Results by Highest Vote

Below are the ten recommendations that received the highest overall votes. It is important to note that although these specific recommendations received the most votes at the end of the meeting, other suggested recommendations have merit and will be explored.

1. Handle vagrancy/homeless shacks; increase transit/city police presence (**19 votes**)
2. Make an “ask” for next Governor/administration that should include State incentives for private development, money for public improvements, and policy buy-in (**18 votes**)
3. Route 1/Railroad underpass improvements; pedestrian linkages, Arts/Lighting (**14 votes**)
4. Wayfinding Plan; assign responsibilities (**13 votes**)
5. Restaurant row on S. Broad St near the Sun Bank Arena with entertainment and liquor licenses/promote “Wire Rope District” (**11 votes**)
6. Vacant and Abandoned Properties: use TTC as a pilot implementation program (**11 votes**)
7. Prioritize Complete Streets Policy (bike paths & pedestrian connections) and enforce building codes to improve safety (**10 votes**)
8. Coordinate bus routes at the Transit Center area (**8 votes**)
9. Pedestrian bridge over Route 129 at Hamilton Ave intersection for better connection (**7 votes**)
10. Meet with AMTRAK, SEPTA, NJ Transit to obtain and coordinate: (**6 votes**)
  - Buy in
  - Data





# APPENDIX IV

## DEVELOPER INTERVIEWS

### **Trenton Transit Area Information Gathering Meeting #1 – Woodrose Properties LLC**

May 15, 2017, 1:15 pm - 2:30 pm, City Hall, HED Conference room

**Attendees:** Jeff Wilkerson, Bob Tessier, Ramond Joseph, Peter Kasabach, John Hatch, Stephen Doyle, Bob Toricelli, Sean Jackson, George Sowa

**1. The following list spells out the macro concerns or area wide needs identified by the representatives of Woodrose Properties:**

- The City should seek prioritization of the Route 29 Boulevard project in the renewed Transportation Trust Fund (TTF) bill.
- The City should plan and design a Light Rail extension from the Trenton Transit Center to: State House, Loop through downtown or airport.
- NJ Transit should design and build a centralized Bus Station adjacent to the Transit Center.
- The City and its partners should prioritize solutions to address homelessness, vagrancy and crime problems in the TOZ/station area.

**2. The following list spells out specific concerns/needs for the Transit Center Area:**

- Unfavorable market conditions make large scale, ambitious projects very risky and challenging.
- Persistent vagrancy and panhandling problem make redevelopment difficult, especially residential /commercial and/or higher-end projects.
- Transit Police needs to be more proactive in enforcing law and order around the Transit Center.
- There is a lack of amenities within walking distance from the Transit Center, thereby making parking provision a necessity for any Transit Oriented Development (TOD) project.
- More effective coordination and management of traffic and quality of life enforcement issues is needed in station area.
- The City should review existing and lapsed redevelopment agreements in the station area to determine compliance and opportunities.
- The City should work with NJ Transit to build a dedicated bus station, which would be a major asset if located adjacent to the Transit Center.
- Redesigning the Transit Center drop-off and adjacent parking should be considered to improve access and flow. Need to consider handicapped and bike parking needs when redesigning.

- The City and its partners should advocate for new and targeted funds through the state Economic Redevelopment and Growth (ERG) program.
- The City should work to improve Transit Center site lines at Route 1 – i.e. Market Street Intersection and wayfinding need improvement.
- The Salvation Army site is important to resolve for future redevelopment.

**Trenton Transit Area Information Gathering Meeting #2 – Ajax Management**

May 16, 2017, 9:30 – 11:00, City Hall, HED Conference room

**Attendees:** Jeff Wilkerson, Bob Tessier, Jef Buehler, Peter Kasabach, Stephen Doyle, George Sowa, Daniel Brenna

**1. The following list spells out the macro concerns or area wide needs identified by the representatives of Ajax Management:**

- The City and its partners should prioritize solutions to address neighborhood crime, vagrancy and homelessness.
- NJ Transit should improve clean up and maintenance of the station area.
- A Trolley/Mini Bus extension instead of Light Rail extension is needed from the Trenton Transit Center to State House, in order to minimize lane reductions along East State Street. An additional shuttle to Airport and West Trenton Station is also needed.
- NJ Transit should design and build a centralized bus station adjacent to the Transit Center.
- Coordination between Trenton and NJ Transit is needed for large development opportunities to take place.

**2. The following list spells out specific concerns/needs for the Transit Center Area:**

- Unfavorable market conditions make large scale, ambitious projects very risky and challenging.
- Persistent vagrancy and panhandling problem make redevelopment difficult, especially residential /commercial and/or higher-end projects.
- Transit Police need to be more proactive in enforcing law and order around the Transit Center.
- There is a lack of amenities within walking distance of the Transit Center.
- There is a need for better linkage to Downtown from the Transit Center.
- Redesigning the Market Street and Route 1 intersection is critical to enhancing development opportunities and allowing more pedestrian connectivity.
- The station area needs better pedestrian connectivity.
- The station area needs better coordination of police patrol and enforcement from the City, NJ Transit and the State Police.
- On-site parking is needed but accommodating parking on the sites is challenging. The City should encourage/incentive shared parking.
- The Salvation Army site is important to resolve for future redevelopment.

**Trenton Transit Area Information Gathering Meeting #3 – Nexus Properties**

May 19, 2017, 9:00 am – 11:30pm, City Hall, HED Conference room

**Attendees:** Diana Rogers, Bob Tessier, Maria Connolly, Peter Kasabach, Stephen Doyle,  
George Sowa, Dante Germano

**1. The following list spells out the macro concerns or area wide needs identified by the representatives of Nexus Properties:**

- Relocate busses lining up in front of development site owned by Nexus to centralized bus station.
- People do not want to drive through neighborhoods surrounding station area because of perception of crime.
- Redevelopment needs to have Grow New Jersey credits and allotted to key developments to get the process started.
- Redevelopment should start around the core area first and then larger projects can be built and larger office, commercial tenants as well as the more robust residential market
- Cooperation and coordination needed to provide adequate parking for new developments
- The City and NJ Transit should prioritize solutions addressing neighborhood crime, vagrancy and homelessness.
- NJ Transit needs to improve clean up and maintenance around the station area.
- Trolley/Mini Bus extension is preferable to having a Light Rail extension to Downtown and Airport.
- The City should work with NJ Transit to locate and build a centralized bus station.
- Nexus will invest in developing its station area properties as soon as the area is stabilized and financial incentives are available.
- Nexus is willing to work with neighbors and contiguous property owners to provide leased parking spaces in their garages and lots.

**2. Transit Center Area Concerns**

- Unfavorable market conditions make large scale, ambitious projects very risky and challenging.
- Development should start on the outlying parcels and then move to the center as the market improves so that those key properties are maximized.
- Persistent vagrancy and panhandling problem make redevelopment difficult, especially residential /commercial and/or higher-end projects.
- Transit Police need to be more proactive in enforcing law and order around the Transit Center.
- There is a lack of amenities within walking distance of the Transit Center.
- There is a need for better linkage to Downtown from the Transit Center.
- The Salvation Army site is important to resolve for future redevelopment.
- Redesigning the Market Street and Route One intersection is critical to enhancing development opportunities and allowing more pedestrian connectivity.

- The station area needs better coordination of police patrol and enforcement from the City, NJ Transit and the State Police.  
The station area needs better connectivity to down town and State Capital buildings.



# APPENDIX V

## SWOC ANALYSIS

### Focus Group 1: Trenton Transit Center Group I

#### Strengths

- Train stations (Transit Center and RiverLine)
- A lot of public parking in the station area
- Transit time to destinations can be a plus to using station
- Connectivity from stations is regional and local: NYC, Philadelphia, Taxis, Buses
- Cemetery is green space
- Walkable to and from station
- “Open map” – many vacant spaces can allow for development potential
- Rush Crossing has 600 residents that can be part of the market for the area and is gradually increasing rents for non-subsidized units (65% of total)
- Greenwood Ave. Farmers Market

#### Weaknesses

- Lack of diversity in community and resident involvement
- Lack of direct access between Rush Crossing and Transit Center
- Crime and perception of crime
- Need for resident buy-in in the station area
- Negative image of Trenton surrounds the station area
- Public skepticism and doubt about City plans
- Station area does not look good from all sides
- Station area has a transient vibe and population
- Transit time to destinations can be a deterrent to using station
- Cemetery is a barrier to development and otherwise not available as an asset
- Lack of drop off parking at train station
- Drop off area is chaotic
- No safe place for bicycles to ride or be stored – poor bicycle access
- Lack of quality restaurants
- Lack of quality housing
- Terrible conditions of pedestrian connections (function and appearance) all around the station
- Not inviting
- Lack of coordinated planning in the station area
- “Big blocks” – large structures stand in the way of better development

#### Opportunities

- Incentives to get over the market hump
- Leverage historic roots and assets of Trenton
- Create awareness: More signage/wayfinding to assets and events, history and activities
- State workers, residents, and visitors are all part of the market
- Room for more density, but at varying styles, scales, and price points

- The area could become visually “inviting”
- Redefine and remarket Trenton: History, Arts, State Capital
- Plan for strategic change but implement things in the short term
- Use public art to animate the spaces and pedestrian connectivity
- Work with Greater Trenton to ensure that the plan survives State and City administrations
- Make sure the Trenton250 plan outlasts City administrations
- All sides of station should look nice
- There can be more and better commercial opportunity in the Transit Center station that currently exist
- Make the Transit Center station mobile-friendly for work, commerce, and visitor information
- Create a great urban green space/plaza for both lingering and programmed activities
- Publicize nearby events (e.g. Farmers Market) through signs or other materials in the Transit Center station
- Have information displayed about Trenton’s assets and how to get to them in the Transit Center station
- Ensure that retail in the station area will be supported by residents as well as station area users
- Don’t trade residents for tourists in development plans
- Make the area vibrant for residents/families as well as for commuters
- Focus on Trenton as the Capital (unique asset)
- Use the Assunpink Creek and Greenway more
- Find the balance using all of the area’s diversity
- Extend light rail line to the Capitol area
- Use regular jitneys and trollies to connect the Transit Center station area to the Capitol area
- Include workforce housing

#### Constraints

- Market forces and market reality
- Marketability issues
- Potential and current commercial rent structure vs. the regional competition
- Parking for future development
- Lots of surface parking taking up potentially useful land
- Lack of connection and affordable transit for student population
- Train schedules, timing, frequency
- Lack of street wall density around station; no active street wall around station
- Not walkable
- No buzz
- No straight line of sight to where you might want to go
- There are only complicated ways to get to Trenton’s assets
- Pedestrian barriers exist all around the station
- AMTRAK’s involvement is unclear
- Uber services are minimal compared to Hamilton Station
- City administration changes plans every 4 years, hindering progress
- City and developers are not considering involvement of longer-term legacy organizations in the process that have a stake in the community, e.g. Artworks and Conservatory

#### Actions/Strategies

- Build on actions from Trenton250

- Improve Clinton to State Street corridor for pedestrians
- Get data on the station area economic needs and interests through surveys from:
  - Residents (door to door, etc.)
  - Commuters (intercept survey)
  - License Plates (via DVRPC)
- Coordinate bus routes at the Transit Center area
- Make an “ask” for next Governor/administration that should include State incentives for private development, money for public improvements, and policy buy-in
- Meet with AMTRAK, SEPTA, NJ Transit to obtain and coordinate:
  - Buy in
  - Data
- Improve Clinton to Greenwood Ave. corridor for pedestrians
- Improve Wallenberg to Market Street/Mill Hill corridor for pedestrians
- Construct a pedestrian overpass/walkway between Trenton Transit Center station and RiverLine station
- Use a critical mass approach to whatever projects are done: Focus on a defined area and finish the job
- Create art walls/murals on both sides of the train tracks at the Trenton Transit Center station to improve the appearance and image of Trenton
- Have a regular shuttle service from both stations to downtown and the Capitol
- Catalogue and prioritize all development concepts in front of the City for this area

#### Prioritized Actions/Strategies

- Build on actions from Trenton250
- Improve Clinton to State Street corridor for pedestrians (5 votes)
- Get data on the station area economic needs and interests through surveys from: (2 votes)
  - Residents (door to door, etc.)
  - Commuters (intercept survey)
  - License Plates (via DVRPC)
- Coordinate bus routes at the Transit Center area (8 votes)
- Make an “ask” for next Governor/administration that should include State incentives for private development, money for public improvements, and policy buy-in (18 votes)
- Meet with AMTRAK, SEPTA, NJ Transit to obtain and coordinate: (6 votes)
  - Buy in
  - Data

## Focus Group 2: Trenton Transit Center Group II

### Strengths

- Transit
- Parking infrastructure
- Critical Mass
- Draw from major areas, labor force
- Buses, light rail – multimodal
- Fairly walkable, everything is in close distance
- Interstate access

- Many development sites
- Transit oriented bonus – Garden State Growth Area
- State Capital
- The Train Station building is nice
- Educational/Tourist Destination – Revolutionary War
- Colleges/Universities nearby; connectivity
- Affordability
- Regional trail network proximity
- Interesting historic housing stock – 3 historic districts
- Cemetery is open space resource
- Stable neighborhoods nearby-walkers
- Capable competent developers

#### Weaknesses

- Perception of lack of security
- Access to TTC: car & pedestrian
- Confusing street network: signage/wayfinding, one way streets
- No welcome signs: No signs telling you where you are. Not a destination station – pass through. No amenities in station or nearby
- No restaurants in immediate area
- Need infrastructure renewal: roads, bridges, drainage
- No landscaping around TTC; no beautification especially in entrance area
- Lack of vibrancy- nothing to do or see in station or around
- Vagrancy
- The surrounding area is not clean
- No enforcement or presence of policy in station
- No staff at parking garage at night- scary
- No walking paths to/from neighborhoods; dark tunnel, muddy path, poor lighting, trash
- Traffic Circle is hard to maneuver and dangerous for pedestrians; homeless housing
- Hard to get a cab; hard to find pick up location and it is in a bad area
- Stops are not labeled
- Overall perception of Trenton is bad. State should play more of a role; neglected
- Blighted residential neighborhoods
- Old businesses are obsolete
- Expensive to fix infrastructure
- Only a government center; no corporate sponsors
- Lot sizes/assembly consolidation
- Sense of arrival doesn't match; confusing, difficult, jaywalking

#### Opportunities

- Mixed Use area should work here
- A feel that you are in the city – connected to the city



- Better intersections; Rt 1/Market, Train Station/Market – can't get to Market St. directly right now
- Local roads are hard to travel on; potholes, bag signals, locations of sensors (cars parking on them)
- Places to shop nearby
- Create a sense of vibrancy around station; new branding
- Need significantly more residents-; more 24 hour presence
- Improved gateway entrances to Trenton; clean, enforcement of ordinances
- Height by station at least 12 stories but can go up to 20-22 stories
- Increase traffic flow
- Improve Rt. 1 to Rt 29 South; Market St/Barlow intersection (tunnel is closed to trucks/design issue)
- Floodway amenity; steep but could be attractive. Assupink Creek – culverts have to be kept clear, maintenance issue

#### Constraints

- Money/capital investment; state, county, local, private
- Perception of crime
- Housing quality not ready for increase in employees
- Not having a plan to make it a destination
- Signs/intersections are not logical, don't work. People get lost.
- No action on low hanging fruit
- Signs/arrows are confusing
- Lack of city resources and focus on vacant and abandoned properties
- Lack of coordination between nonprofits, city, county, state
- 1902 agreement: state highways are managed by the city: Market, Greenwood, State, Broad, Pennington, Warren
- Too many plans
- Lack of a Transportation Improvement District (TID)
- Get projects on TTF
- Changes in staff at city level; lack of capacity
- City is not certified
- Lack of partnership with PSEG
- No clear lines of responsibility of who takes care of things; maintenance safety
- No ongoing dialogue/engagement with Joint Bridge Commission

#### Priority Actions

- Wayfinding Plan; assign responsibilities (13)
- Zoning/Redevelopment Plan to encourage growth (2)
- Rt. 1/Railroad underpass improvements; pedestrian linkages, Arts/Lighting (14)
- Vacant and Abandoned Properties: use TTC as a pilot implementation program (11)
- Handle vagrancy/homeless shacks; increase transit/city police presence (19)
- Assist developers who are ready (2)

## Other Actions

- Set up coordination with Parking Authority, Trenton Development Authority (TDA), City Planning Dept., Public Works
- TID
- Register Vacant and Abandoned Properties list
- Expand TDA to TTC
- Expedite development approval process especially in Redevelopment Areas
- Partner with nonprofits for beautification grants
- Fix signal timing

## Focus Group 3: Hamilton Ave and Cass St Station

### Strengths

- Quality of Industrial Buildings
- Existing Infrastructure – Hamilton train station is one stop away from TCC (Main Station)/access to NE Corridor/Amtrak/SEPTA Regional Line
- Proximity to Trenton Thunder stadium and games
- Walkable neighborhoods/walkable retail shops
- Highway access/multi-modal transport
- Crime low in some areas
- Jobs-more than 1,000 jobs are located in the area
- Existing community of residents
- Ethnic diversity
- Vibrant Hispanic commercial district
- Millennial hotspot
- Trenton Social and Studio B
- Historic District Tax Credit Program (HUB) for immigrants
- Art and artisans around Roebling Building
- Roebling Machine Shop - Most significant/historic building in the State
- Roebling Machine Shop – multiple event venue/attracts 30k people daily
- Anthracite Fields Performance(s)
- Sun Arena Entertainment Venue – Regional Draw
- Interesting Fabric - Urban Vibrancy
- Hip Live/Work Area
- Walkable residential neighborhood districts with access to employment centers, i.e. NYC, New Brunswick, Newark, Philadelphia and points in between
- Opportunity for quality home ownership
- Lots of space available for commercial leasing
- County administration and social services buildings/services

### Weaknesses

- Route 129 and Hamilton Ave – speed/signalization/width/elevation/safety issues
- Route 129 cuts through community

- Route 129 built at grade
- The State Prison
- Walk from Greenwood Ave to Mott St has too many distressed properties
- Too many abandoned properties
- Public safety/crime
- Gang violence
- Drug trafficking/underground activity
- Drug houses/track houses
- Panhandling / Vagrancy at Hamilton and 129 & Hamilton and Lamberton
- Minor prostitution on S. Clinton Ave
- Lack of enforcement by authorities
- Investors are scared off by crime/perception of crime
- Perception of crime is worse than actual crime
- Lack of integration between communities and programs/opportunities in town
- Lack of a bicycle system
- No connection to waterfront general purpose space
- Depressed incomes and poor education
- Trash and littering

#### Opportunities

- Civics education, i.e. regarding littering and general beautification
- Wealth/income accumulation program(s)
- Pedestrian bridge at Hamilton Ave and Route 129
- Bicycle amenities
- Connect train station to the Sun Arena and waterfront
- Prioritize the Complete Streets Policy actions – Create a Complete Streets Implementation Plan
- Targeted enforcement against nuisance crimes
- Attract nationally known entertainment
- Multiple sports leagues using the Sun Arena
- Multiple musical performances/concerts programmed at the Sun Arena
- Multiple family shows programmed at the Sun Arena
- Restaurants and other amenities located within walking distance of the Sun Arena
- The State Prison is closed and relocated elsewhere
- Surface parking lots are redeveloped with compact mixed use buildings that capture parking demand through structured parking and shared parking
- Cass Street Station becomes a gateway to downtown Trenton
- Parking is shared and better managed
- A district management organization is created to manage and enforce parking, building code, building maintenance, marketing/promotion – A Special Improvement District
- Emergency Call boxes are installed throughout the district for safety
- Better lighting/pedestrian lighting is installed throughout the district for safety

- Retail uses exist near the Sun Arena that draw visitors
- RiverLine Light Rail should operate later or at least have late night service to Bordentown
- Route 129 is pedestrian and bicycle friendly/safe for all modes of transport
- Major employers relocate to the District (branded as “Wire Ropes District” with distinct signage and clear delineation)
- S. Broad Street/Hamilton Avenue becomes a restaurant/entertainment row
- Legible wayfinding signage leads visitors and residents to amenities, e.g. restaurant row on Broad St
- Concessionaires license attract more restaurants/micro-breweries
- Rehabilitation and homeowner assistance programs raises home ownership rates in the district
- Building next to Roebling Market is designated as a Nationally Historic Building
- Marketing and promotion of area is well coordinated – Special Improvement District
- Mercer County adopts a long-term facilities development plan for their properties in Trenton

#### Constraints

- Multiple agencies
- Maintenance costs for the Transit Area
- Ramps for bicycle and pedestrian crossings
- Perception of crime
- Shadow of Philadelphia and Atlantic City
- City not getting the support needed for the Transit Area
- Promoters have bad perception of Trenton
- The Sun Arena draws people, but there’s no restaurant/entertainment venues or attractions for them to visit
- Few developers have interest in the area
- No wayfinding signage to direct visitors around transit opportunities
- Housing Mortgage Finance Agency (HMFA) owns parking lots – hard to work with security issues in and around parking lots
- Liquor licenses not easily obtainable
- Cost of structured parking

#### Actions/Strategies

- Complete Streets Implementation Plan
- Bicycle/pedestrian facilities improvements
- Work with various agencies (City, County, State, Utility Authorities) for common goals
- Code enforcement and maintenance
- Global parking/shared parking agreements to allow maximum use of parking lots
- Address safety concerns – emergency call boxes, lighting, down wires after storms
- Infill development (retail/restaurant row on S. Broad)
- Joint marketing plan



- Create an identity/branding as “Wire Rope District”
- Take advantage of Grow New Jersey incentives

Priority Actions (numbers indicate how many participants prioritized these actions)

1. Pedestrian bridge over Route 129 at Hamilton Ave intersection for better connection (7)
2. Restaurant row on S. Broad St near the Sun Arena with entertainment and liquor licenses/promote “Wire Rope District” (11)
3. Prioritize Complete Streets Implementation (bike paths & pedestrian connections) and enforce building codes to improve safety (10)
4. Improve RiverLine schedule, i.e. later night time and weekend services (2)
5. Coordinate shared parking with extra capacity for new development (5)
6. Develop vacant factories, underutilized parking lots and infill for live/work opportunities (4)

# APPENDIX VI

## OPEN HOUSE RESULTS

The City of Trenton recently adopted the Trenton 250 Plan, a comprehensive plan to guide the City through 2042, the 250th anniversary of the City's incorporation. One of the recommendations of the Trenton 250 Plan was to prepare a Transit Oriented Development (TOZ) Plan to review, recommend, prioritize and develop a strategy for implementation of the 250 Plan around the Trenton Transit Center, the Hamilton Avenue Light Rail Station and the Cass Street Light Rail Station.

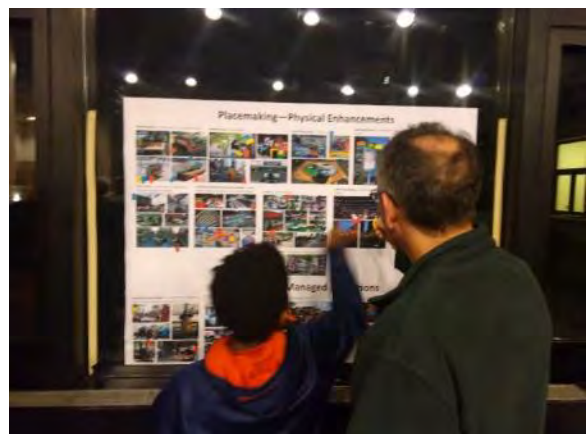


The City of Trenton requested the assistance of Local Planning Services (LPS) at the New Jersey Department of Community Affairs to prepare the TOZ Plan for the City. The LPS team prepared a project scope of work that the City Council approved. Subsequently, LPS partnered with New Jersey Future to facilitate and organize the community and property owner engagement process for the Trenton Transit Center component of the TOZ Plan. In addition, New Jersey Future brought in a third-party design consultant to assist with the design component of the TOZ Plan from the stakeholder engagement process through to the final design deliverables. LPS prepared a Stakeholders Input Report in July of 2017 that summarizes the results of the stakeholders and property owners meeting that took place the spring and summer of 2017.

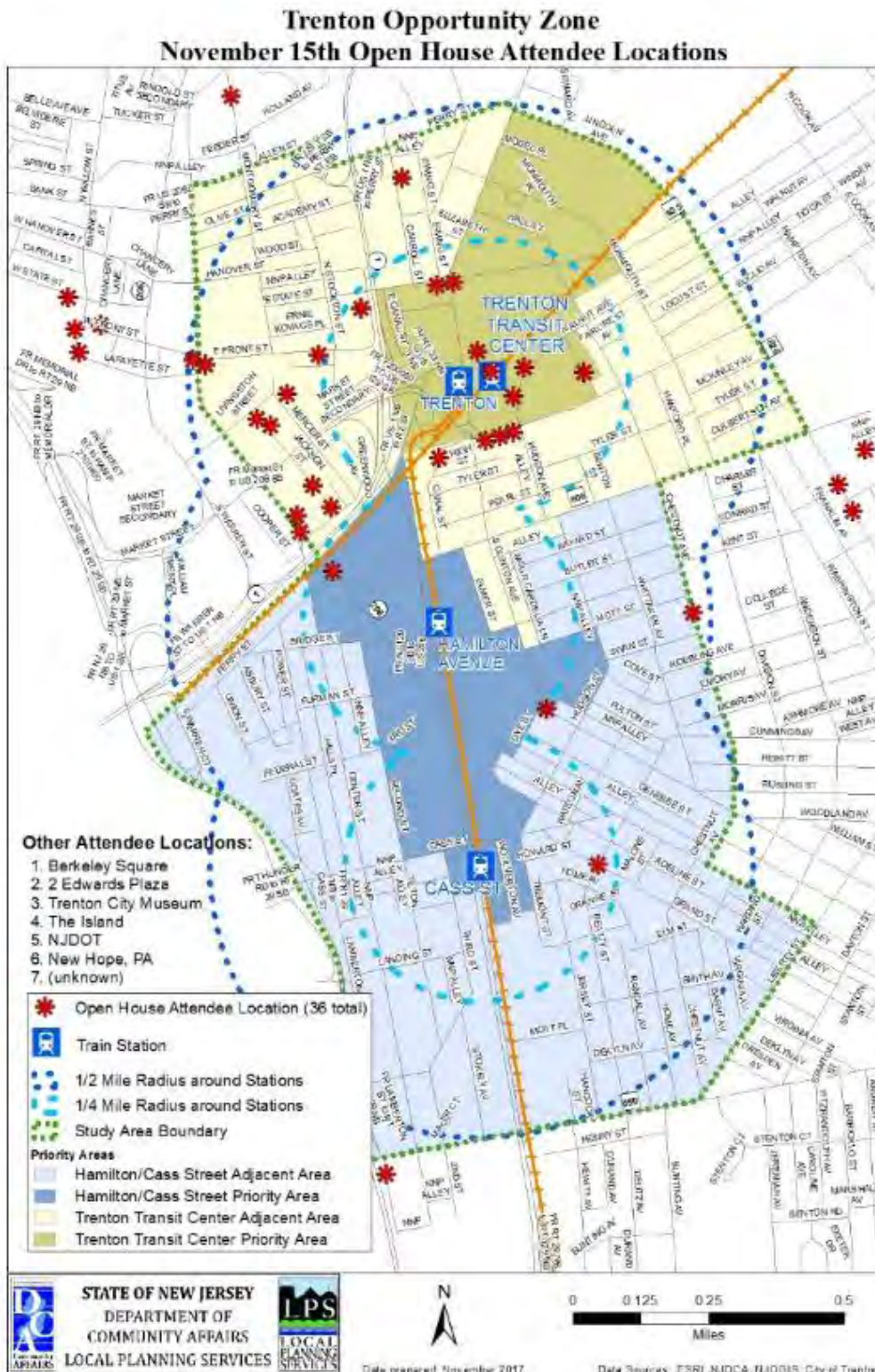
In a continuing effort to engage the public and stakeholders LPS, New Jersey Future and the City of Trenton with the help of Greater Trenton held an Open House on November 15<sup>th</sup> at the Trenton City Hall Atrium from 4:30 to 7:00 pm. The open house had a sign in table and four stations where participants could discuss issues and opportunities in the study area. Forty-four (44) people signed in and about 50 people attended the open house. The map below shows where the participants lived or worked in the study area.

The four stations set up for discussion were for the following subject areas:

- Place Making and Commercial Corridor Enhancement
- Land Use and Redevelopment Opportunities
- Vacant and Abandoned Properties/Safety
- Intermodal Transportation Improvements



There were opportunities for public input at each station and results were recorded by LPS staff. Summaries of each station's Open House results are summarized in this report with the raw results in the appendices.





# PUBLIC OPEN HOUSE FINDINGS

## Placemaking and Commercial Corridor Enhancement

Over two dozen Open House participants engaged in “voting” for photographically rendered placemaking elements that they would strongly like to see in the TOZ, and particularly in the four Placemaking and Activation Concepts presented for their viewing and review. Participants voted for physical enhancements such as murals, planter-benches, and enhanced crosswalks as priorities, while also choosing beer gardens and food trucks as their favorite managed activations.

Through a live online survey on a laptop, 19 Open House participants engaged in prioritizing where the City should invest its resources to enhance the six commercial corridors located in the TOZ (see Figure 1): Cass-Stadium Corridor, East State Arts District Corridor, S. Broad Corridor, Mill Hill Corridor, S. Clinton Corridor, and the South Broad Arena District Corridor. Based on survey responses, the East State Arts District Corridor and the South Broad Arena District Corridor were the first and second priorities, respectively, followed by the South Broad and Mill Hill Corridors.

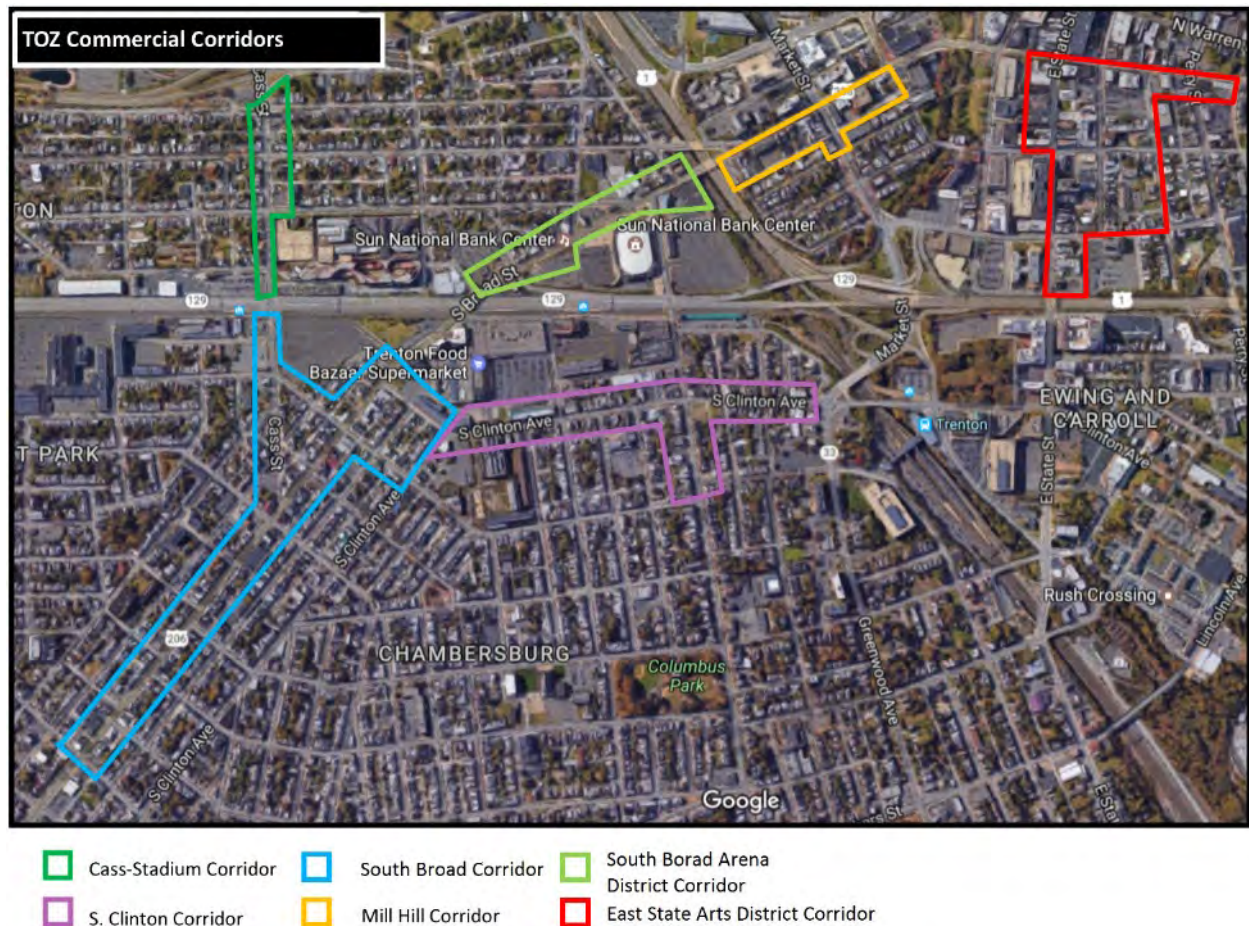
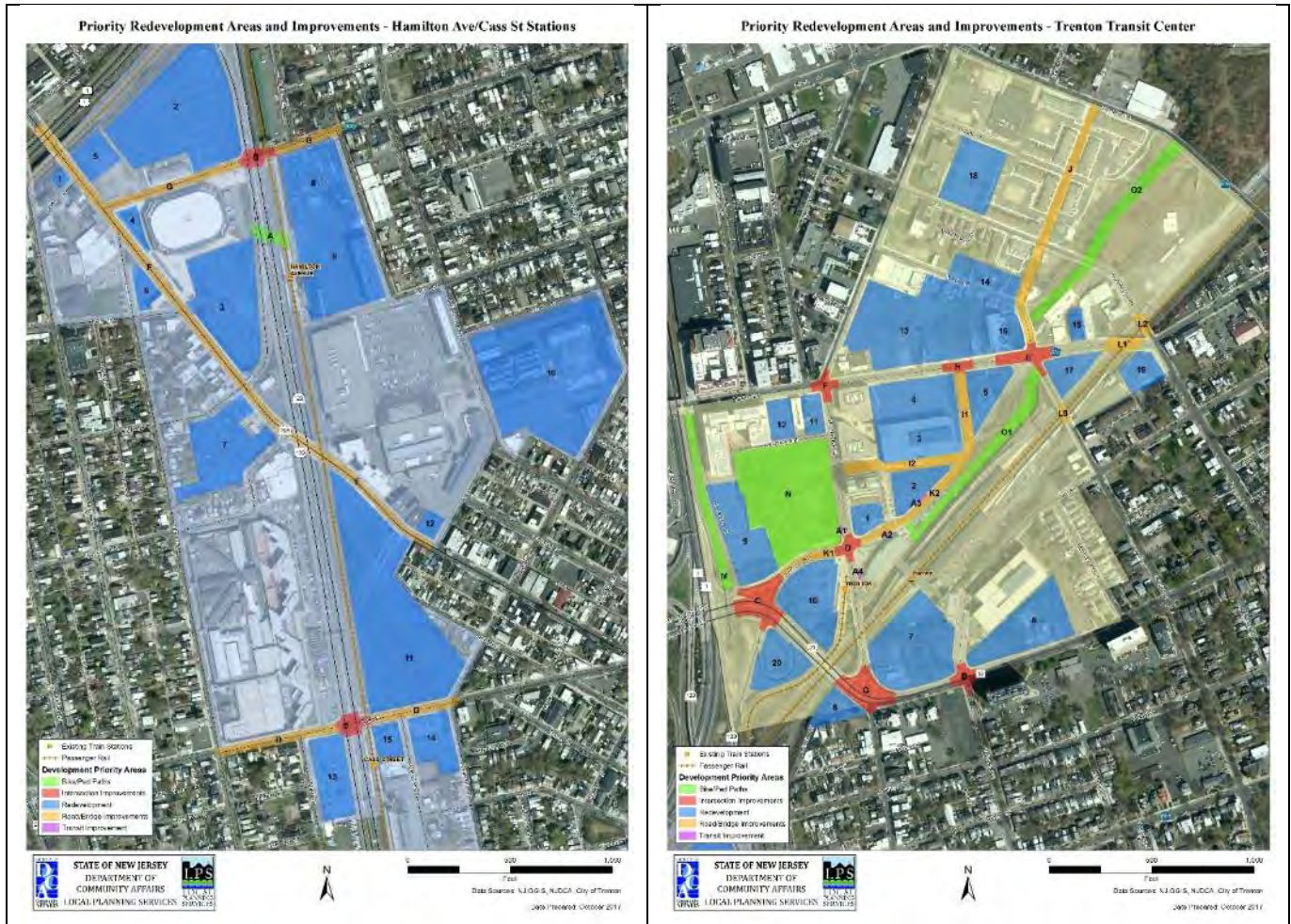


Figure 1. TOZ Commercial Corridors



## Land Use and Redevelopment Opportunities

Of the roughly 50 participants at the Open House most stopped by the Redevelopment Opportunities station and discussed what they would like to see developed around the Trenton Transit Center. Two large maps were displayed showing development opportunities in blue around the Trenton Transit Center and around the Cass St and Hamilton Ave Stations.



Sixteen participants filled out a survey and the results are included in Appendix II. The most prevalent concerns in both the Trenton Transit Center and Hamilton Ave/Cass St area were security and cleanliness. The most interest in future development was for restaurant/entertainment venues, quality housing, mixed use buildings and jobs. Participants commented about a lack of things to do in the area and the underutilized property in the area. There was a consensus in the participants at the open house that the area needed a transformation and impatience to see something finally happen.

## Vacant and Abandoned Properties/Safety

Participants engaged with maps illustrating vacant and abandoned properties within the two study areas. An additional map showed the spatial correlation between crime data and vacant and

abandoned properties. Abandoned and vacant property and crime data were provided by the City of Trenton. These visuals highlighted areas of potential concern as well as opportunities to find more active uses of currently underutilized areas. Twelve participants filled out a survey regarding their perception of safety in the area. The survey also asked participants to provide feedback on which vacant and abandoned properties they thought should be prioritized for improvement and what they would like to see these properties become.

**Safety.** Participants noted areas within both study areas where they do not feel safe, primarily the Route 1 overpass on Market St near the Trenton Transit Center and parts of S. Broad St near Cass St and Hamilton Ave stations. Participants also identified unsafe areas within the denser concentration of vacant and abandoned properties to the east of the Hamilton/Cass Study Area, particularly along Clinton Ave. Panhandling/homelessness and drug activity were the most cited reasons why these areas did not feel safe. When asked to provide a score for safety around train stations, participants gave a mean score of 6.9 out of 10, with most remarking that they felt relatively safe in these areas. The most common suggestion for ways to improve safety was to increase the police presence, followed by dealing with vagrancy and having more active uses in the area, particularly at night.

**Vacant & Abandoned Properties.** Participants noted seven specific locations where they would like to see vacant and abandoned properties turned into more active uses. These included the remaining abandoned Roebling Factory buildings, the former Eagle Tavern, and the underutilized grassy area within the right of way at the jug-handle turn on Market St near Route 1. Participants also noted three general types of vacant or abandoned properties that they would like the City to address: empty lots; buildings with historic significance; and vacant single-family buildings in stable neighborhoods to prevent decline. Participants suggested uses ranging from an entertainment district to attract middle class residents, a dog park in currently inaccessible grassy areas, and housing in former industrial buildings.

## **Intermodal Transportation Improvements**

The Intermodal Transportation Improvements display was visited by many of the attendees at the Public Open House. At the display, participants were asked to complete a brief survey regarding transit use and bicycle and pedestrian improvements. A total of nineteen respondents filled out the survey, which asked questions regarding origin and destination, mode choice, choice of public transportation service used, recommended station improvements, and streets/intersections that they would like to prioritize pedestrian- and bicycle-friendly improvements on. The majority of the participants were from Trenton and had this as their trip origin. Eight respondents indicated that they use the Transit Center to go to New York City and four respondents specified their destination as the City of Philadelphia. On the mode choice question, respondents indicated that they typically walk (10), drive (9) or take the train (7) to the Transit Center or River Line stations. Only two of the respondents travelled by taxicab, while one each travelled by bicycle or by bus. When it comes to the choice of public transportation service used, respondents selected NJ Transit train (11), AMTRAK Train (8) or the River Line as typical public transportation choice. When it

comes to recommended improvements for increasing public transportation at the Transit Center and River Line stations, respondents selected clearer/more directional signage (11), safer routes to and from the stations (10) and safer and more convenient stations as priorities for increasing their experience at those stations.

***Bicycle & Pedestrian Safety Improvements.*** Fourteen survey respondents provided a list of streets/intersections that they would like to see become more pedestrian-friendly, but only eight did the same for prioritized bicycle improvements. When it comes to walking, the Market St and Route 1 ramp/Barlow St, South Clinton and Greenwood Ave/Market St, and Hamilton Avenue and Route 129 intersections are seen as the most problematic by the respondents (three votes each). The Broad and Market St and Broad and State St intersections are also problematic with each getting two votes. Generally, street corridors around the Transit Center are considered problematic for pedestrians and need improvements, e.g. South Clinton Ave, Barlow St., Wahlenberg Ave, Market St, Greenwood Ave etc. When it comes to bicycling, respondents' preferences for bicycle boulevards indicates that they would like to see drastic reductions in speed and drastic increases in traffic calming in the following street corridors: Barlow St, South Clinton Ave, State St, Wahlenberg Ave, Walnut St, and Warren St. In addition, respondents would like to prioritize bicycle lanes on State St, Broad St, Hamilton Ave, Market St from Broad St to Greenwood Ave, and East Hanover St. Additional bicycle parking is recommended for outside the Transit Center and each of the River Line stations. Wayfinding signage is recommended on South Broad St, South Clinton Ave and along the D&R Canal Path through Trenton.

Additionally, participants had the opportunity to identify intersections within the two priority areas where they felt the least safe as a pedestrian. This exercise was done by asking members of the public to place pushpins on a map. Respondents generally felt the walk from the Transit Center to the State offices via Barlow St and Market St was particularly troublesome. Heavy truck traffic and confusing turning movements at the intersection of Market St and Barlow St was of high concern for pedestrians within this area. Participants also indicated that the Route 1 overpass over Market St needed more lighting and rehabilitation to be more attractive. Around the Hamilton Ave Station, many people indicated that crossing Route 129 from the light rail station to the arena is unsafe. The results of the "pushpin survey" are summarized below:





<u>Intersection</u>	<u>Number of Pushpins</u>
<b>Hamilton Avenue/Cass Street Map</b>	
• Hamilton Avenue and Route 129	3
• Cass Street and Route 129	3
• Hamilton Avenue and Clinton Avenue	2
• Proposed Pedestrian Bridge over Route 129	1
<b>Trenton Transit Center Map</b>	
• Barlow Street and Market Street	9
• Route 33 and Clinton Avenue	8
• Market Street and the Route 1 overpass	6
• East State Street and Clinton Avenue	2
• East State Street and Chestnut Street	2
• Magowan Street and Clinton Avenue	1
• Stevens Alley and Clinton Avenue	1
• Route 33 and Hudson Street	1
• Trenton Transit Center (Barlow Street and South Clinton Avenue	1

## **Placemaking & Commercial Corridor Enhancement**

### Placemaking Visual Preference Survey

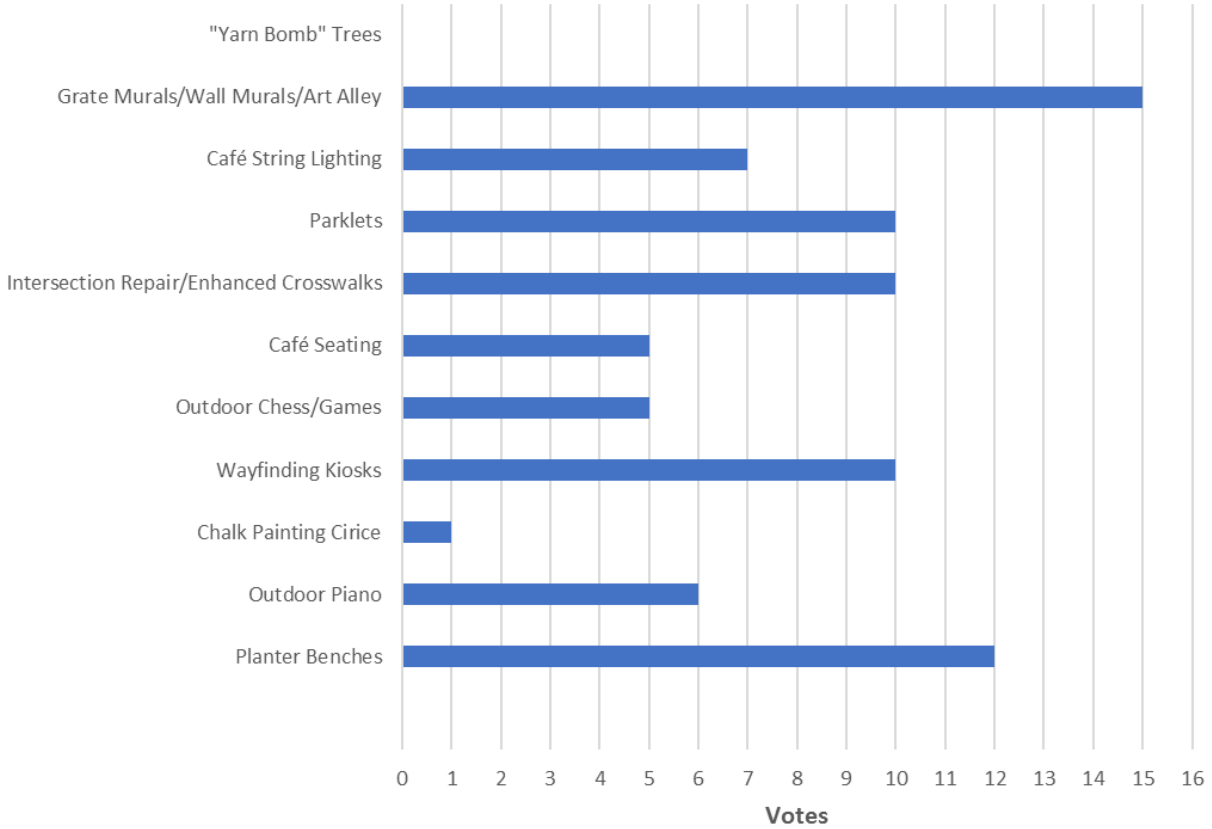
Over two dozen Open House participants engaged in “voting” for photographically rendered placemaking elements that they would strongly like to see in the TOZ, and particularly in the four Placemaking and Activation Concepts presented for their viewing and review. The various placemaking elements shown were represented by 64 color photos of real-world examples.

The placemaking projects in the priority TOZ areas are: Trenton Transit Center and the South Broad Arena District. The placemaking projects in the adjacent area of the TOZ for the Cass Street Corridor to the Stadium District. (See figure 1)

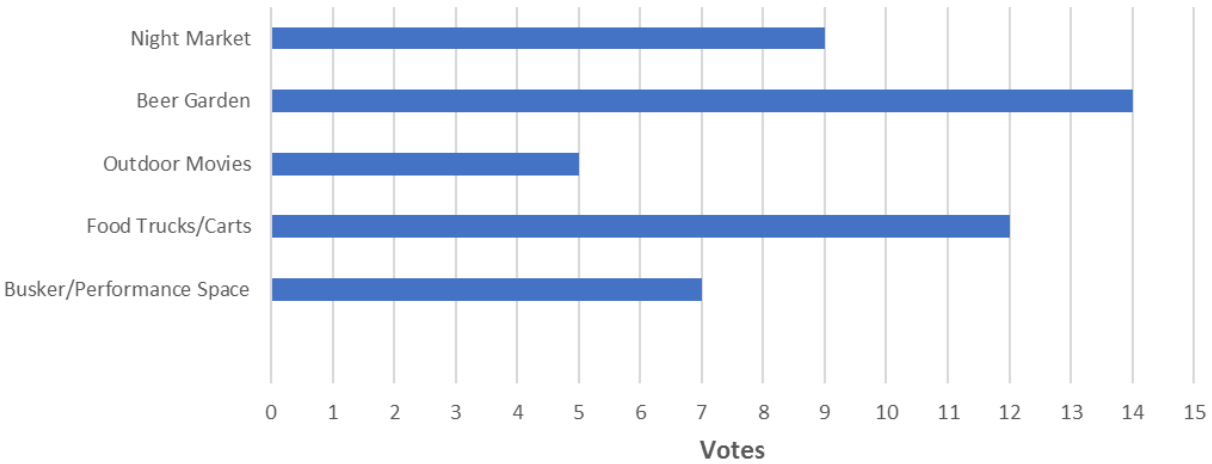
The Survey had two placemaking themes: Physical Enhancements and Managed Activations. The results of the voting follow:



### TOZ Placemaking Visual Preference Survey Placemaking - Physical Enhancements

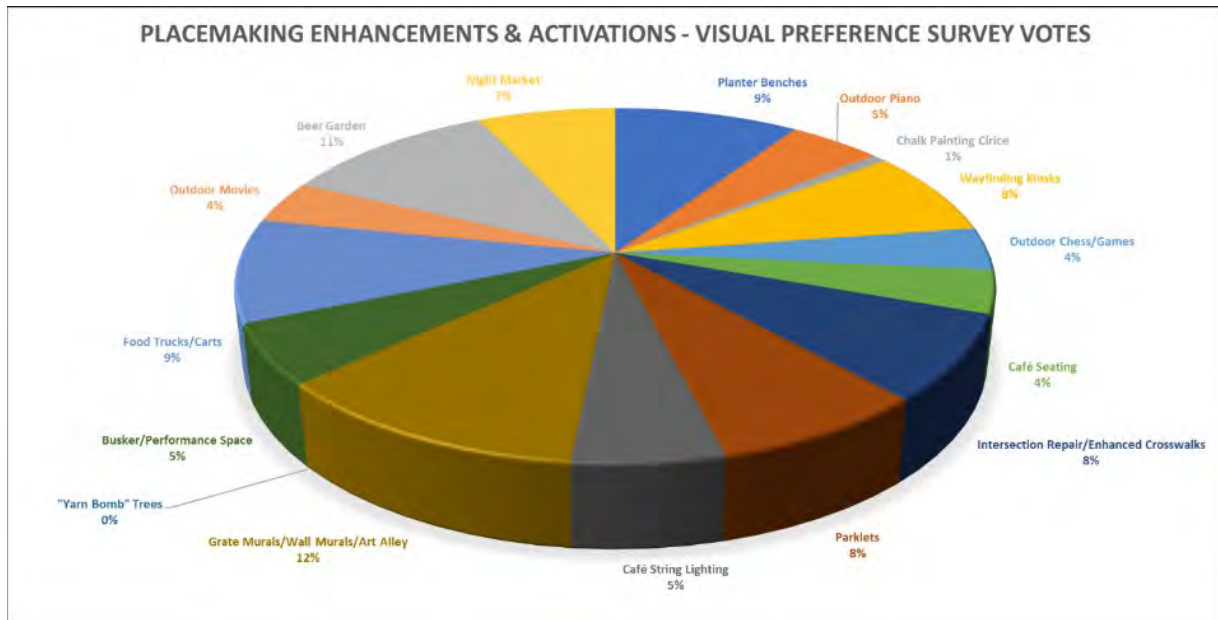


### TOZ Placemaking Visual Preference Survey Placemaking - Managed Activations

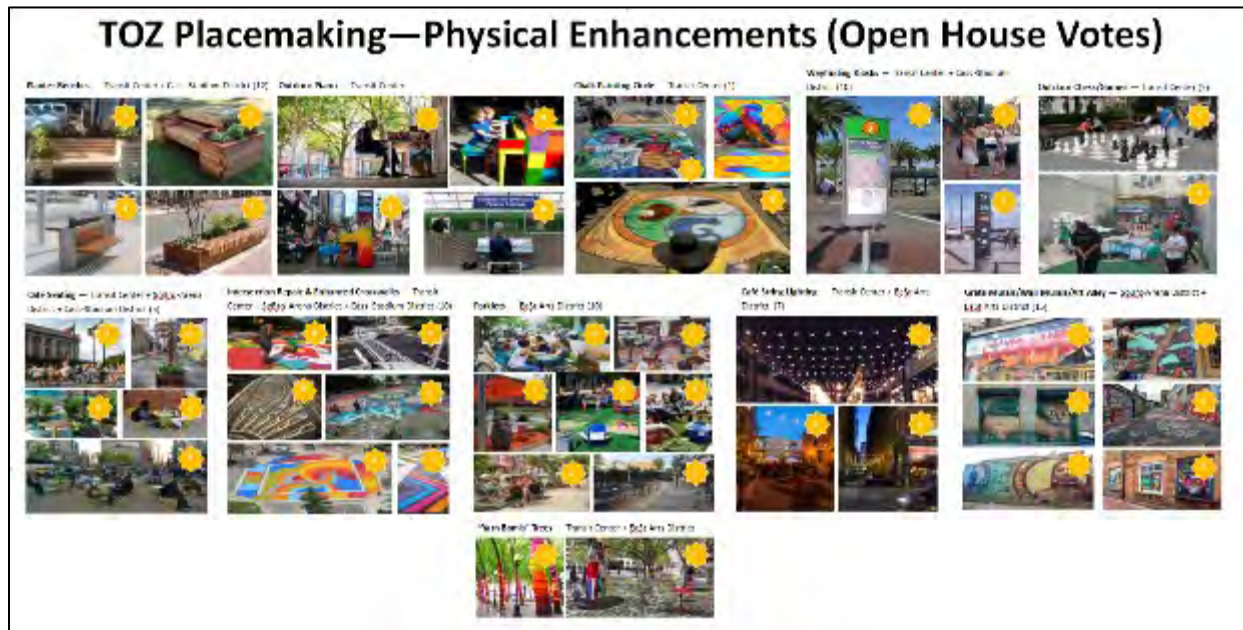


The vote breakdown was as follows:

<b>TOZ Placemaking Visual Preference Survey</b>	
<b>Placemaking - Managed Activations</b>	<b>Votes</b>
Planter Benches	12
Outdoor Piano	6
Chalk Painting Curbs	1
Wayfinding Kiosks	10
Outdoor Chess/Games	5
Café Seating	5
Intersection Repair/Enhanced Crosswalks	10
Parklets	10
Café String Lighting	7
Grate Murals/Wall Murals/Art Alley	15
"Yarn Bomb" Trees	0
<b>Placemaking - Managed Activations</b>	
Busker/Performance Space	7
Food Trucks/Carts	12
Outdoor Movies	5
Beer Garden	14
Night Market	9



The specific visual preference votes by individual photo are shown below as a resource and reference:

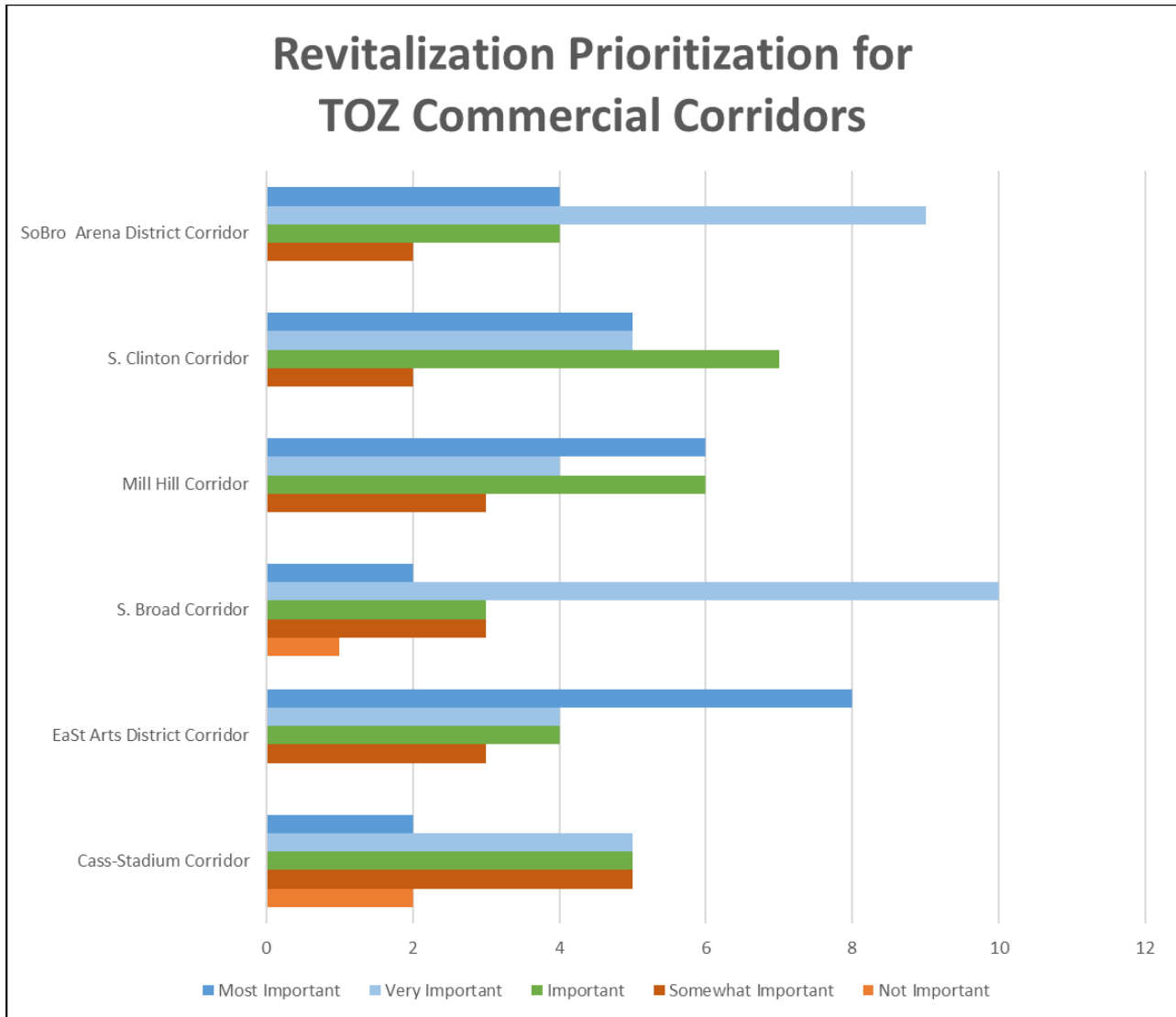


### TOZ Commercial Corridor Enhancement Prioritization

Through a live online survey on a laptop, nineteen Open House participants engaged in prioritizing where the City should invest its resources to enhance the six commercial corridors located in the TOZ: Cass-Stadium Corridor, East Street Arts District Corridor, S. Broad Corridor, Mill Hill Corridor, S. Clinton Corridor, and the South Broad Arena District Corridor. (See figure 1)

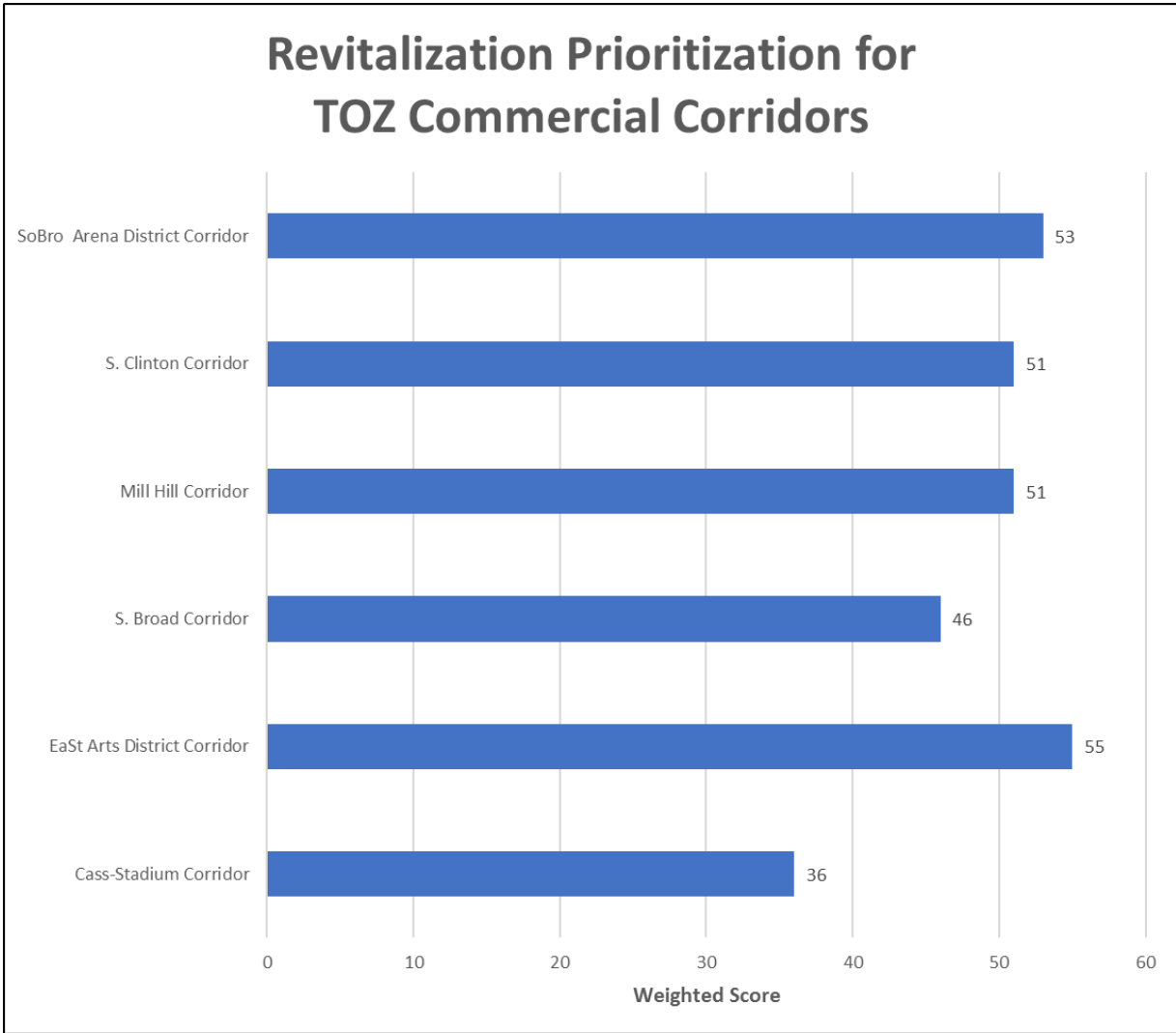
Survey participants were asked to rank the importance of enhancing all six commercial corridors in the TOZ. They could choose from the following descriptions: Most Important, Very Important, Important, Somewhat Important, Not Important.

The results of the voting follow:





We then assigned a point value from 0-4 for each level of importance expressed by the participants with “Not Important” equaling -1 point, “Somewhat Important” being 1 point, “Important” signifying 2 points, “Very Important” being 3 points, and “Most Important” equaling 4 points. The prioritization of the districts using that point scale looks as follows:



## Comments and Feedback:

Most participants in this element of the Open House were not shy about sharing their thoughts regarding the commercial corridors, placemaking projects, and Trenton in general. Several took photos of the provided visuals and noted that they wished more people from the community had come out to take part in the Open House. The summary of comments from participants at the Placemaking and Commercial Corridor Enhancement table follow:

<b><u>Comments:</u></b>	<b><u>Frequency</u></b>
Maintain what we already have	6
Provide safety in these areas (or else projects won't work)	6
Somebody has to be responsible to take care of these projects and operate them	4
Love food trucks	3
Clean up the trash and junk in all of these areas!	3
Thrilled that these projects are fairly inexpensive	3
Engage the neighborhoods to participate in the projects	3
Nobody understands or is aware of the bus station system next to the Train Station	3
Make sure that development in the Arena District is not just parking garages, but is mixed-use	3
Empty public trash cans	2
Address the homeless population at Train Station	2
Involve Trenton businesses in these projects and seek their feedback	2
Great ideas, but who will fund them?	2
No food trucks - they don't pay taxes or contribute to City	1
Put a bar/restaurant inside the Train Station	1
The name "SoBro" for the Arena District is awesome	1
Bring Higher Education to downtown Trenton	1
Reach out to immigrant communities in project areas	1
Use art to improve the connection between Mill Hill to Transit Center (esp. the underpass)	1
Tried outdoor piano on E. State St., but it was destroyed in six weeks (nobody maintained it)	1
Murals, murals, murals!	1
Attract restaurants to East State St.	1
Trenton needs more street trees!	1

## **Land Use and Redevelopment Opportunities**

### Survey Results

16 respondents

#### 1. Where do you live or work? (Please refer to neighborhood map)

East Trenton, Trenton Transit Center (5) , Chambersburg, Mill Hill, Cadwalader Park(2), Ewing, Downtown Core (2), New Hope (1), 441 E. State Street (1), Train Station – Greenwood and Hamilton (1), Waterfront (1)

Where do you live?

East Trenton, Hampton, Villa Park, Hanover Street, Hopewell Twp., New Hope, Bordentown, Chambersburg, Berkeley Square, Mine Hill, Lawrence

2. How long have you lived in Trenton? Each person responded as noted below;  
 2 years (2), 30 years, 32 years, 1 year 2 months, 20 years, 10 years, 40 years, 21 years, 3 years, 6 years (2), Forever, 40 years  
 How long have you worked in Trenton? Each person responded as noted below:  
 2 years, 18 years and 4 months, 11 years, 60 years, 38 years, 10 years, 40 years (2), 7 years, 40 years 2 month, 17 years, Forever, 64 years
3. How often are you in the Trenton Transit Station area? (see map)  
 More than three times a week (7)  
 More than once a week (3)  
 More than once a month (3)  
 Less than once per month (5)
4. How often do you visit the Hamilton/Cass Street light rail areas? (See map)  
 More than three times a week (2)  
 More than once a week (1)  
 More than once a month (5)  
 Less than once per month (9)
5. What are the major problems or concerns you have with the Trenton Transit Center neighborhood or your neighborhood/work place?
  - The Neighborhood is void of places of destination for travelers or visitors that could create jobs
  - People only go to the Train Station to leave Trenton or to come in then go straight to their destination
  - Need more restaurants and shops to bring life to the streets
  - Some DEP employees are very negative about presence of homeless people in the area, litter is a constant problem
  - Would like to see redevelopment in this area so it becomes a central hub for Commuters
  - Homeless population
  - Too many panhandlers and homeless people
  - Lots of litter
  - Vagrancy and homeless in station
  - Too many homeless looking for handouts
  - Underutilized area
  - Not inviting to walk in the area
  - Idling vehicles around station – can they be relocated
  - Need to connect TTC area to the downtown and make the area more vibrant
  - Homeless
  - Safety
  - Transit area build-out needed with housing and commercial development
  - Pedestrians cross erratically and unexpectedly for example from the River Line to the Train
  - Blight

- Traffic congestion
  - Safety
  - Walkability of streets around the train station
  - Bicycle infrastructure lacking
  - Parking at train station
  - Pedestrian friendly access from transit center to downtown
  - The route 1 underpass is very unattractive
  - Lots of panhandlers in the area and homeless sleeping in the bushes
  - Too many surface parking lots that need to be developed with mixed use heavy residential density
  - Need better Pedestrian paths and lighting and wayfinding
  - Need more businesses in the area
6. What are the major problems or concerns you have with the Hamilton/Cass Street area?
- Cross walks, bike lanes
  - Too many parking lots
  - Pan handlers
  - Very inefficient intersection causing traffic delays when light stops at Cass Street Station
  - Not pedestrian friendly
  - Need more restaurants
  - Safety has improved recently
  - Often as a drive there is a double or TRIPLE delay to turn onto Cass Street from Rte. 129 or onto Rte. 206 from Cass Street (by McDonalds) Delays back up traffic far into Cass Street, Howard and Broad
  - Traffic
  - Safety
  - Pedestrian/bicycle crossing at 129 need marked paths in intersection.
  - Too many surface parking lots
  - Need dense residential mixed-use redevelopment
  - Market analysis for Educational opportunities
  - Traffic light at Cass and 129 is a headache
  - Light rail disrupts traffic flow
7. What are solutions would you like to see implemented to improve the Trenton Transit Center area?
- With any redevelopment occurring it should include the option to raise current residents' affordability and create job opportunities for residents
  - Reuse of historic buildings and construction of new mixed-use properties appropriate in size and scale to surrounding buildings.
  - A coordinated effort to make safe passageway to Transit Center without being approached by a Panhandler
  - Create a public art "pathway" which welcomes people to Trenton and offers them a pleasant walk to town



- Improve commuter friendly commercial uses
  - Better display of bus information
  - Better circulation
  - Better bicycle parking and facilities
  - Residential development
  - Better pedestrian and bike access
  - Better Highway grid
  - Educational complex needed
  - Replace the great bars that were at the station area for 50 years
8. What are solutions would you like to see implemented to improve the Hamilton/Cass Street area?
- Continued redevelopment of Roebling complex and other reuse of historic properties. New development should be compatible in size and scale to surrounding neighborhood.
  - Safe access for pedestrians crossing Route 129 on Cass Street
  - A coordinated effort to make safe passageway to Transit Center without being approached by a panhandler
  - Solutions are very hard
  - Turn into Cass Street from route 129, cars often stop suddenly to enter McDonalds, backing up cars onto route 129
  - Add uses that do not add traffic
  - Better circulation
  - Better road markings and bike lanes
  - Improved safety features around train tracks
  - New residential development on Parking lots
  - Prepare an RFP market based with zoning to major educational institutions like those that bid on the NYC Roosevelt Island project.
  - Reline Cass Street and adjust traffic light timing at route 29
9. What types of uses would you like to see built around the Trenton Train Station? Circle 3

Higher Income Housing (5)	Moderate Income Housing (6)	Affordable Income Housing (2)
Commercial Retail Uses (4)	Restaurants and Food Venues (8)	Entertainment and Music (6)
Urban Parks and Play Grounds (3)	Government Offices (1)	Police sub-station (1)
Job Counseling and Training (1)	Exercise and Fitness Studios (1)	Vocational & Educational Schools (1)
Live Work Space (5)	Business Incubator Space (4)	Other: More Theater and Retail, Public Art, Public Storage, Commercial Offices, Parking

10. What types of uses would you like to see built around the Hamilton and Cass Street Stations?  
 Circle 3

Higher Income Housing (7)	Moderate Income Housing (8)	Affordable Income Housing (6)
Commercial Retail Uses (4)	Restaurants and Food Venues (5)	Entertainment and Music (5)
Urban Parks and Play Grounds (2)	Government Offices	Police sub-station (2)
Job Counseling and Training (1)	Exercise and Fitness Studios (2)	Vocational & Educational Schools (2)
Live Work Space (4)	Business Incubator Space (2)	Other: Uses that will not add to the Chaos

### Vacant and Abandoned Properties/Safety Survey Responses

12 Respondents

<b><i>1. Where are the areas on the maps where you do not feel safe? How can this be improved? (e.g. adding security cameras; reduce vagrancy/panhandling)</i></b>
a. 1. Market Street underpass going towards train station; 2. Train Station - too many panhandlers & homeless; 3. Furman and Bridge Streets - High weeds, drug dealing & prostitution; 4. S Broad St - Prostitution, etc. near Furman; 5. S Broad & Market - drug dealing, panhandling, illegal parking; 6. Lights needs to be replaced and/or repaired on Market St & other streets in Mill Hill
b. More cops after midnight!!!
c. Safety concerns come into play near S. Clinton and Hamilton Ave. Panhandlers are a concern.
d. Under the Route 1 bridge between Mill Hill and Train Station; Walnut Street area
e. I only spend a lot of time near train station & I feel safe most times; however, I know other (coworkers) who are concerned about vagrancy. More activity would improve the overall feel of the area
f. Market St exit off Route 1 North - homeless encampments and people asking for donations; improvements: cameras, reduce panhandling, redevelop the area with mixed use buildings of offices, commercial and residential - increase the density
g. Downtown Trenton has problems with homeless crime + drug use. The occupants of many buildings are unfortunately poor. Upwardly mobile middle-class families have no good entertainment + housing options to sustain them living there + improving tax base. We own a property on Hanover St and facade improvements + building vacancy are an issue. Also, drug use. Safety + mores (sic) of low income housing to appropriate areas is needed to improve downtown.
h. Improve safety around light rail route for cars. Too many accidents over the years.
i. South Clinton between Hamilton + Roebing Market area; some modest investment might ameliorate this along with increased enforcement by police and inspections; empty lot on corner of Hamilton + S. Clinton needs to be developed; enhance Walnut St to Chestnut

j. As a bike commuter who rides from Chambersburg to East Canal St (almost in sight of the Train Station) the areas I avoid vary on a day to day basis depending on news reports of shootings or violence on specific blocks. Tyler St, Walnut, and Division go through sporadic periods of increased shooting activity more often than other places. While there are regular panhandlers on Hamilton, Cass and 129 I'm not sure I have ever felt unsafe (in my car at least). Improvements would be better lighting, foot patrols by police and more are and parks in abandoned lots. The largest contributing factors are education and jobs but that might not be within the scope of this survey.

**2. How safe do you feel directly around the train and light rail stations?**  
*(Unsafe) 0*  
 1  
 2 I  
 3  
 4  
 5 I  
 6 I (night)  
 7 II  
 8 III  
 9 I (daytime)  
*(Safe) 10 I*

**3. How do you think this can be improved? (e.g. more police presence in the Transit Center; police substation; cleaning up walking paths; adding security cameras)**

- a. Better lighting on surrounding streets. FOOT PATROLS of transit cops in the surrounding areas. You would have to be blind not to see drug deals and prostitution within a few blocks of the train station. The city and state need to address the poverty and housing situation on Walnut, but they have known this for 30+ years.
- b. More obvious enforcement - not simply parked police vehicles
- c. More police, improve lighting, more after-hours activity
- d. Improve police presence. Also, less vagrancy in train station and around it.
- e. More police presence; moving Salvation Army farther from train station (acknowledging this presents other challenges); regular cleaning of area; more residents/eyes on the streets 24/7
- f. More active uses - restaurants, etc., housing; Relocate panhandlers
- g. Increase the lighting and activity in the area
- h. More cops and cameras!!!

**4. Which vacant and abandoned properties should the City address first and why? What would you like to see these properties become?**

- a. Empty lots; vacant properties need to be rehabilitated and upgraded with modern amenities to attract buyers.
- b. Cloverleaf area on Market St between Route 1 overpass and Route 1 south ramp; should be a dog park.

- c. Overgrown area behind DEP parking lot next to cemetery on Raoul Wallenberg; should be a building + sidewalk
- d. Vacant/abandoned properties with historic significance/in local or National Register historic districts should be priority for sensitive rehab & appropriate reuse. Areas with good quality housing stock should be rehabbed & put back into service. New development on vacant land should be sensitive to its context & compatible in size & scale to surroundings.
- e. Address the areas around State St, around City Hall, Hanover St, Front St etc. Create at least a 10-square block area with parking entertainment (movie theatre, higher end restaurants) to attract people to live in Trenton. Schools must perform better + good supermarkets for families to purchase food. SAFETY is key - address violence and crime.
- f. Hudson St large property (housing); Dye St (mixed use); housing/retail; night life
- g. Single family vacant buildings in stable neighborhoods to prevent decline
- h. The remaining abandoned Roebling Factory buildings off S Clinton have to be remediated and reactivated (like Roebling Lofts). It really is the heart of the City.
- i. Eagle Tavern - great location, very visible - a new tavern!

## Intermodal Circulation Survey Results

### 19 Total Respondents

When visiting the Trenton Transit Center or Hamilton Avenue/Cass Street light rail stations areas where are you coming from or going to? (Example: I am coming from the Trenton Transit Station to work at the NJDEP building)

17 survey participants responded to the origin and destination question above. Of the 17 respondents, eight indicated that they use the Transit Center to go to New York City, but only one specified the trip origin, i.e. New Hope. Four respondents specified their destination as the City of Philadelphia, but only one specified the trip origin, i.e. New Hope. The respondent originating from New Hope listed both Philadelphia and New York City as destinations when taking the train from the Transit Center. Three of the respondents had both New York City and Philadelphia as destinations. All three are included in the tally for each of the two destinations. One respondent from Bucks County listed the Mill Hill neighborhood as a destination. One respondent from the City of Trenton listed Newark as a destination for work. Four respondents noted Trenton as home but did not offer up specific destinations, i.e. “from there,” “I live there,” “home” or “visiting nearby cities or coming home.” The assumption is that all four of these respondents have their trip origin in Trenton and use the Transit Center or the River Line light rail stations to go to their destinations elsewhere. Two respondents listed Trenton as a work destination. One listed “suburbs” as their trip origin and the other did not specify a trip origin. A tally of the responses is provided in the table below.



- I am going to NYC for leisure.
- Take train to NYC.
- Coming from Buck County and going to Mill Hill neighborhood.
- Work, to signs on E. Canal St or Chambersburg area.
- Drop off/Pickup to NYC & Philadelphia.
- NYC.
- Newark to work & Trenton to home.
- I rarely take the train, but usually head from N.AU to Philadelphia.
- I am coming from my house to the train.
- New Hope, PA to NYC/Philadelphia.
- Going to Philadelphia or New York.
- From suburbs to train station.
- I live there.
- Home.
- Coming from Trenton Transit, going to NYC.
- Visiting nearby cities or coming home.
- From there.

Circle which mode(s) of transportation do you typically use when visiting the Trenton Transit Center or Hamilton Avenue/Cass Street light rail stations (select all as many as appropriate)

19 survey participants responded to this question about mode choice. Most respondents walk (10), drive (9) or took a train (7) to the Transit Center or River Line stations. Only two of the respondents travelled by taxicab, while one each travelled by bicycle or by bus. A tally of the responses is provided in the table below.

Walk	Bicycle	Bus	Train	Light Rail	Automobile	Taxi
IIII IIII	I	I	IIII II		IIII IIII	II

If using public transportation, circle which rail/bus line(s) do you typically use? (select all as many as appropriate)

19 survey respondents responded to this question about the public service line used. Most of the respondents used an NJ Transit train (11) or AMTRAK Train (8). This is consistent with respondents' choice of New York City as a destination in question #1. A total of 6 respondents listed the RiverLine as typical public transportation choice and only four listed SEPTA Train as their typical choice of travel by public transit. The NJ Transit Bus Line was the least preferable choice (3) of getting around by transit. A tally of the responses is provided in the table below.

NJ TRANSIT Train	RiverLine	AMTRAK Train	SEPTA Train	Capital Connection	NJ Transit Bus Line	
IIII IIII I	IIII I	IIII III	IIII	I	409	I
					418	I
					600	II
					601	I
					606	
					608	I
					609	II
					611	I
					619	I
					624	

Circle which type(s) of improvements would increase your experience using public transportation at Trenton Transit Center or the Hamilton Avenue/Cass Street light rail stations? (select all as many as appropriate)

19 survey respondents responded to this question about improvements that would increase public transportation at the Transit Center and RiverLine stations. Most respondents indicated that clearer/more directional signage (11) and safer routes to and from the stations (10) would increase their experience using public transit at the Transit Center and light rail stations. Six respondents indicated that if the stations are made safer and more convenient, it would improve their experience. Increased frequency/later service and routes to more destinations were not priorities of the respondents (Only garnered 3 and 2 votes respectively). Some respondents provided comments that were outside of the choices offered, e.g. "address loitering more so than the physical station," etc. A tally of the responses, including other comments, is provided in the table below.

Clearer/More Directional Signage	Safer Routes to and from Stations	Increased Frequency/ Later Service	Safer/More Convenient Stations	More variety of Bus Routes to more destinations	Other Comments
11	10	3	6	2	*Extend the [RiverLine] light rail to the State House *Address loitering more so than physical station

Clearer/More Directional Signage	Safer Routes to and from Stations	Increased Frequency/ Later Service	Safer/More Convenient Stations	More variety of Bus Routes to more destinations	Other Comments
					*Clearer directional signage to local businesses/attractions *Downtown Area consists of locally owned businesses that should be made known to the public & people in transition through the City. This includes having signs throughout the Greater Trenton area for all locally owned businesses.

Please describe up to five (5) streets and/or intersections that you would like to see become more PEDESTRIAN-friendly. Feel free to describe in detail your desired improvement at each location. For example, "a crosswalk is needed on Stockton St. between the Motor Vehicle Commission office and the parking lot across the street. "

14 survey respondents provided a list of streets/intersections that they would like to see become more PEDESTRIAN-friendly. The Market St and Route 1 ramp/Barlow St, South Clinton and Greenwood Ave/Market St, and Hamilton Avenue and Route 129 intersections are voted as the most problematic by the respondents (3 votes each). The Broad and Market Street and Broad and State Street intersections are also problematic with each getting 2 votes. Generally, street corridors around the Transit Center are considered problematic and in need of improvements, e.g. South Clinton Ave, Barlow St., Wahlenberg Ave, Market St, Greenwood Ave etc. A tally of the responses is provided in the table below.

- |  |
|--|
| <ul style="list-style-type: none"> <li>• Market St and Route 1</li> <li>• Market &amp; Broad St.</li> <li>• a crosswalk is needed on Stockton St. between the Motor Vehicle Commission office and the parking lot across the street.</li> <li>• Train Station to Market/Mill Hill – lighting and sidewalks.</li> <li>• South Clinton Ave</li> <li>• South Clinton and Barlow St.</li> <li>• Crossing on Market St across Route 1 ramp/South Clinton.</li> <li>• Corner of Broad and State.</li> <li>• State and Broad St – better flow.</li> <li>• Market Street/Greenwood Ave (crosswalk).</li> <li>• Hanover Street.</li> <li>• Market St to Broad St</li> <li>• S. Broad St near Arena.</li> <li>• Walhenberg Ave.</li> </ul> |
|--|

<ul style="list-style-type: none"> <li>• Market St and Greenwood crossing S Clinton – needs major redo!</li> <li>• South Clinton across Greenwood Ave.</li> <li>• Route 129 and Hamilton Ave.</li> </ul>
<ul style="list-style-type: none"> <li>• Barlow crossing on-ramp to Route 1 North heading towards Mill Hill</li> <li>• Greenwood Ave.</li> <li>• Route 129 and Cass St.</li> </ul>
<ul style="list-style-type: none"> <li>• Hamilton Ave and Route 129</li> </ul>
<ul style="list-style-type: none"> <li>• Morris Ave and Chambers St – very dangerous</li> </ul>

Please describe locations, streets and/or intersections where you would prioritize the following bicycle improvements. Feel free to describe in detail your desired improvement, e.g. signage, bike boxes, etc.

8 survey respondents provided a list of streets/intersections that they would like to see prioritized for bicycle improvements. Respondents preferences for Bicycle Boulevards indicates that they would like to see drastic reductions in speed and drastic increases in traffic calming in the following street corridors: Barlow St, South Clinton Ave, State Street, Wahlenberg Ave, Walnut Street, and Warren Street. In addition, respondents would like to prioritize bicycle lanes on State St, Broad St, Hamilton Ave, Market Street from Broad to Greenwood Ave, and East Hanover. A tally of the priorities by bicycle facility treatment is provided in the table below.

Bicycle Boulevards	<ul style="list-style-type: none"> <li>• We have to link the path from the Island that runs along Route 29 to paths Downtown. Right now, it just ends at the WaterWorks.</li> <li>• Walnut Street.</li> <li>• South Broad and South Clinton.</li> <li>• All streets around both rail stations.</li> <li>• South Clinton Ave – near Transit Center.</li> <li>• Warren Street.</li> <li>• State St to Parkside and Cadwalder Park.</li> <li>• State St.</li> </ul>
Signed/Marked Shared Lanes	<ul style="list-style-type: none"> <li>• Greenwood Ave – Stop it from being 2-car lane each way.</li> <li>• South Broad and South Clinton.</li> </ul>
Bicycle Lanes	<ul style="list-style-type: none"> <li>• Bike lanes would be nice on State St, Broad St, Hamilton Ave, and all major arteries into the City along with network of shared lanes that parallel these routes on side streets.</li> <li>• South Broad and South Clinton.</li> <li>• Market and Broad St to Greenwood Ave.</li> <li>• Broad St/State Street.</li> </ul>



	<ul style="list-style-type: none"> <li>• East Hanover.</li> <li>• Main Streets Broad/Olden to the D&amp;R canal path.</li> </ul>
Separated Bike Lanes/Cycle Tracks	<ul style="list-style-type: none"> <li>• North Olden needs some sort of protected/separated bicycle lanes as well. Do we really need to have cars parked on Olden? I don't think so.</li> </ul>
Shared-Use Paths/Sidepaths	<ul style="list-style-type: none"> <li>• East Hanover.</li> </ul>
Intersection Treatments	<ul style="list-style-type: none"> <li>• South Broad and South Clinton.</li> <li>• Greenwood Ave Circle.</li> <li>• Connections/enhancements to D&amp;R Canal.</li> </ul>
Bicycle Parking & Wayfinding	<ul style="list-style-type: none"> <li>• Outside Train Station itself.</li> <li>• Needs improvement at Train Station and along Canal Path (D&amp;R Park) through Trenton – Path is used by many, many travelers as it is a main connector from NYC to Philadelphia and poorly reflects on the State Capital.</li> <li>• South Broad and South Clinton.</li> </ul>

# APPENDIX VII

## STATE AND OTHER FUNDING SOURCES

### *NJ Economic Development Authority (NJ EDA)*

The New Jersey Economic Development Authority supports business growth in New Jersey for businesses of all sizes, but small business has been a core focus. EDA provides low-interest financing through bonds, loan participations, loan guarantees and direct loans with a choice of variable or fixed interest rates. The EDA can provide longer repayment schedules than those offered by traditional lenders. Programs include:

**Grow NJ** – The Grow New Jersey Assistance Program is the State’s main job creation and retention incentive program. Businesses that are creating or retaining jobs in New Jersey may be eligible for tax credits ranging from \$500 to \$5,000 per job, per year; with bonus credits ranging from \$250 to \$3,000 per job, per year (award amounts vary based on applicable criteria) provided the business is in a Qualified Incentive Area. [http://www.njeda.com/financing\\_incentives/Programs/grow\\_nj](http://www.njeda.com/financing_incentives/Programs/grow_nj)

**ERG** – The Economic Redevelopment Growth (ERG) Program is New Jersey’s key developer incentive program. The ERG program provides incentive grants of up to 75% of the annual incremental State tax and/or local tax revenue for development projects where a financing gap exists. The development project must be located in areas targeted for growth in the state, including State Planning Areas 1, 2 and designated State Development and Redevelopment Plan (SDRP) centers. [http://www.njeda.com/large\\_business/economic\\_redevelopment\\_growth](http://www.njeda.com/large_business/economic_redevelopment_growth)

**Bond Financing Program** - Creditworthy manufacturing companies, 501(c)(3) not-for-profit organizations, and exempt facilities in New Jersey may be eligible for long-term financing under the Bond Financing Program. Through a federally authorized program, the EDA issues conduit tax-exempt private activity bonds, the proceeds of which are used to provide financing. Borrowers must meet the eligibility requirements outlined in the Internal Revenue Code (IRC) to qualify for tax-exempt bond financing. [http://www.njeda.com/financing\\_incentives/programs/bond\\_financing](http://www.njeda.com/financing_incentives/programs/bond_financing)

**Brownfields and Contaminated Site Remediation Program** - Developers in New Jersey who need financial assistance to clean up and redevelop polluted sites and closed municipal landfills may enter into a redevelopment agreement with the EDA and be eligible to recover a portion of their remediation costs. [http://www.njeda.com/large\\_business/brownfields](http://www.njeda.com/large_business/brownfields)

### *NJ Department of Environmental Protection (NJ DEP)*

**Green Acres** - Green Acres provides low interest (2%) loans and grants to municipal and county governments to acquire open space and develop outdoor recreation facilities. Recreational facilities that may be funded include, but are not limited to, facilities that provide boating, fishing, swimming, outdoor games and sports, biking, picnicking, camping, or nature interpretation. Green Acres works with local governments from the time of application through project completion. Applications for Green Acres funding are subject to a competitive ranking system. The Planning Incentive Program provides grant and loan funding to local governments (municipalities and counties) that have enacted an open space tax and

have adopted an open space and recreation plan. Green Acres also administers the \$15 million in coastal blue acres funds. Designated municipalities and counties can receive grants and loans from Green Acres to acquire land for storm protection and recreation purposes in New Jersey coastal areas that have been damaged by storms, are prone to storm damage, or buffer or protect other lands from storm damage. <http://www.nj.gov/dep/greenacres/>

**New Jersey Historic Preservation Office (HPO)** - HPO provides information on potential historic sites. HPO identifies qualified consultants to conduct cultural resource surveys and provides technical assistance for treatment of historic resources. HPO identifies funding sources such as tax credits and NJ Historic Trust Grants. HPO reviews potential effects on historic properties under Land Use Review, Section 106 of the National Historic Preservation Act and the New Jersey Register Review. <http://www.nj.gov/dep/hpo/>

**Historic Preservation Certified Local Government Grants (CLG)** - The purposes of the CLG Program are: (1) to ensure the broadest possible participation of local governments in the national historic preservation program while maintaining standards consistent with the National Historic Preservation Act, and the Secretary of the Interior's "Standards and Guidelines for Archeology and Historic Preservation;" (2) to enrich, develop, and help maintain local historic preservation programs in cooperation and coordination with the NJ State Historic Preservation Office (SHPO); and (3) to provide financial and technical assistance to further these purposes.

**Hazardous Discharge Site Remediation Fund Loans & Grants (HDSRF)** – To provide grants to public entities (municipalities, counties, and redevelopment entities) for 100% of the costs of the investigation and a portion of the costs (25% to 75% depending on the end use) of the cleanup of contaminated sites identified as areas specifically in need of redevelopment. To provide grants to public entities for 75% of the costs to clean up contaminated sites specifically located in a designated Brownfield Development Area (BDA). Other grants and loans are available for brownfield sites not located within a designated DEP BDA. [http://www.nj.gov/dep/srp/finance/hdsrf/hdsrf\\_chart.htm](http://www.nj.gov/dep/srp/finance/hdsrf/hdsrf_chart.htm)

**New Jersey Clean Communities Grant** - To provide financial assistance for the implementation of litter abatement programs in eligible municipalities and counties within the State. The Clean Communities Grants are entitlement grants. Grant amounts are based on population, housing units, road mileage, etc. At present, only seven municipalities are NOT eligible to receive Clean Communities Funding. They are: Loch Arbour (Monmouth), Millstone Borough (Somerset), Pine Valley (Camden), Rockleigh (Bergen), Tavistock (Camden), Teterboro (Bergen) and Walpack (Sussex). [http://www.nj.gov/dep/grantandloanprograms/lga\\_ccpg.htm](http://www.nj.gov/dep/grantandloanprograms/lga_ccpg.htm)

**NJ Infrastructure Bank** - The New Jersey Infrastructure Bank consists of the NJ Environmental Infrastructure Trust and the NJ Transportation Infrastructure Bank. The NJ Environmental Infrastructure Trust provides low-cost financing for the construction of environmental infrastructure projects that enhance and protect ground and surface water resources, ensure the safety of drinking water supplies, and make possible responsible and sustainable economic development. The NJ Transportation Infrastructure Bank provides low-cost financing for the construction of quality transportation infrastructure projects.

The NJ Environmental Infrastructure Trust funds the following:

- Wastewater - Almost any project associated with sewage collection, treatment or disposal is eligible for financing, including correction of inflow/infiltration problems, sludge management and combined sewer overflow.
- Drinking Water - Eligibility applies to projects that address federal safe drinking water health standards. This includes replacement, source development and rehabilitation, treatment to comply with primary/secondary drinking water standards, storage to prevent contamination from entering the water system, and transmission lines/distribution systems to prevent contamination or to improve pressure to safe levels.
- Stormwater - Eligible projects include construction, expansion or replacement of stormwater management systems, construction or expansion of basins, replacement of storm drains, and rehabilitation of tide gates and extension of outfall points.
- Landfills - Aspects of sealing an old landfill or constructing a new cell in an active one relating to prevention, reduction or control of leachate, its storage and/or treatment are eligible for financing.
- Brownfields - The cleanup of abandoned and contaminated industrial sites is eligible for financing if a local or county government assumes the responsibility for the loan. The program will finance the removal of contaminated soil, capping and stormwater controls.
- Open Space Acquisition - Preserving open land that will contribute to maintaining or enhancing the quality of surface or ground water may be financed under the program.
- Other Projects - The trust funds other types of activities that relate to water quality and encourages borrowers to inquire about projects that do not fall under the above categories. Projects that provide a water quality benefit will be evaluated by the Trust and DEP who will determine financial eligibility.

<https://www.njib.gov/njeit>

The NJ Transportation Infrastructure Bank funds the following:

- Improve Pedestrian Safety - Eligible projects include engineering, design, and construction of critical local transportation projects to improve pedestrian safety.
- Fix Aging Infrastructure - Eligible projects include engineering, design, construction, operation, and maintenance of critical local transportation projects to fix structurally deficient roads, bridges, and transit infrastructure.
- Advance movement of passengers and goods - Eligible projects include engineering, design, construction, operation, and maintenance of critical local transportation projects for passenger and freight road, bridge, and transit infrastructure.

<https://www.njib.gov/njtib#>

### *NJ Department of Community Affairs (NJ DCA)*

The Department of Community Affairs provides various grants and resources to nonprofits and other eligible agencies. <http://www.state.nj.us/dca/grants/>

**Demolition Bond Fund Program** - The Urban and Rural Centers Unsafe Buildings Demolition Bond Act (P.L. 1997, Chapter 125) established a \$20,000,000 loan program for the purpose of providing financing for the demolition and disposal of unsafe buildings in eligible municipalities, urban and rural centers. Municipalities that are eligible to receive State Aid under Urban Aid, P.L. 1977, c.260 (C.52:27D-162 *et seq.*) or Rural Centers Aid, P.L. 1978, c. 14 (C.52:27D-178 *et seq.*) are eligible for Demolition Bond loans. Funding is made available through “rounds” of applications and the Department notifies eligible municipalities when funds are sufficient to allow for awards. Unsafe buildings in approved Redevelopment Areas receive priority funding above other categories. A second priority is assigned to buildings that are not unsafe but warrant demolition because of a viable redevelopment project. [http://www.state.nj.us/dca/divisions/codes/offices/demo\\_bonds.html](http://www.state.nj.us/dca/divisions/codes/offices/demo_bonds.html)

### *New Jersey Redevelopment Authority*

The New Jersey Redevelopment Authority is in but not of the Department of Community Affairs and provides direct investment and technical support to transform urban communities.

### **Redevelopment Investment Fund**

The purpose of this fund is to provide financing for business and real estate ventures.

### *NJ Board of Public Utilities (NJBPU)*

**New Jersey Clean Energy Program** - This statewide energy initiative administered by the NJ Board of Public Utilities provides information and financial incentives to help New Jersey residents and businesses and communities reduce their energy use. The program is designed to transform the energy marketplace in N.J. toward more energy efficient and renewable-energy technologies. <http://www.njcleanenergy.com/>

### *NJ Department of Transportation (NJDOT)*

### **Local Aid and Economic Development**

The State Aid Program is one method by which the New Jersey Department of Transportation (NJDOT) can work with county and municipal governments to improve the efficiency and effectiveness of the state’s transportation system. The Transportation Trust Fund (TTF) has provided the opportunity for State assistance to local governments for road, bridge, and other transportation projects.

<http://www.state.nj.us/transportation/business/localaid/stateaid.shtm>

Following are the State funded programs administered by the NJDOT Local Aid Division:

- **Municipal Aid** - Funds are allocated to the county based on a formula considering population and road mileage. Municipalities submit applications for funding within each county. Additional funding is allotted for Urban Aid municipalities.



- County Aid - Funds are allocated to the county based on a formula considering population and road mileage. Counties submit annual transportation plans to apply for funds.
- Local Aid Infrastructure Fund - Subject to funding for appropriation, the program is established to address emergencies or regional needs throughout the State. Any county or municipality may apply at any time.
- Bikeways - The program provides funds to counties and municipalities to promote bicycling as an alternative mode of transportation.
- Safe Streets to Transit - In 2006, the State of New Jersey announced a comprehensive Pedestrian Safety Initiative. One element of that initiative administered by NJDOT is the Safe Streets to Transit (SSTT) program. This program provides funding to counties and municipalities in improving access to transit facilities and all nodes of public transportation.
- Transit Village - The Division of Local Aid and Economic Development's Transit Village Grant program will award grants for non-traditional transportation-related projects to New Jersey municipalities designated as Transit Villages. These are municipalities that have made a commitment to grow in the area surrounding a transit facility.

**Federally Funded Programs** - The New Jersey Department of Transportation (NJDOT), Division of Local Aid and Economic Development, and/or the Metropolitan Planning Organizations currently administers these Federal Aid Programs:

- Local Lead
- Transportation Enhancements
- Safe Routes to School
- Emergency Relief
- Transportation Alternatives
- Local Safety/High Risk Rural Roads

<http://www.state.nj.us/transportation/business/localaid/fedaid.shtm>

### *New Jersey Department of State*

**Business Action Center** - New Jersey's Business Action Center Team will walk you through all the state's incentive and financing programs available to your business. They identify specific programs for which your business may be eligible and help locate the sources that best meet your needs. In addition, New Jersey's Business Action Center provides professional, coordinated services to help new and existing businesses navigate State regulatory processes. <http://nj.gov/state/bac/>

**Brownfields Redevelopment Task Force** - The Brownfields Redevelopment Task Force assists municipalities and counties in using brownfield redevelopment to help implement Smart Growth strategies in their plans with the support of the Brownfields Redevelopment Interagency Team. The Task Force also maintains an inventory of marketable brownfield sites for prospective developers.

<http://www.state.nj.us/state/planning/spc-redevelopment-brownfields-task-force.html>

**Brownfield Redevelopment Interagency Team (BRIT)** – A State partner of the Task Force, BRIT is a resource group comprised of representatives from various State agencies and programs that help by:

- Introducing projects to State agencies and departments
- Promoting communication between the State, municipality and developer
- Streamlining the redevelopment process—from identifying opportunities and obstacles to providing financial and technical assistance
- Supplying the Brownfields Redevelopment Resource Kit, a useful reference for State resources and support from initial planning stages through project design, cleanup, construction and reimbursement
- Offering outreach to brownfields stakeholders via seminars, workshops and meetings

<http://www.nj.gov/state/planning/spc-redevelopment.html>

**New Jersey Brownfields InterAgency Work Group (IAWG)** – The IAWG on Brownfields was established in July of 1996 as a forum for Federal agencies to exchange information on Brownfields-related activities and to develop a coordinated national agenda for addressing Brownfields. In 1998, the EPA, with the assistance of the NJ DEP, established its own regional IAWG. In New Jersey, the working group is made up of a diverse group of experienced State and Federal agencies. Each team member provides important technical expertise and together the team advises on how best to leverage a myriad of public/private capital resources and practical support that can help to ensure successful brownfields redevelopment. <http://www.nj.gov/state/planning/spc-redevelopment.html>

**Arts in Communities Grant Program, Community Cultural Planning** - Technical assistance and referral services provided by specialists in feasibility, design, financing and operations for government, educational and non-profit organizations only. [http://www.nj.gov/state/njsca/dos\\_njsca\\_grants-community-arts.html](http://www.nj.gov/state/njsca/dos_njsca_grants-community-arts.html)

**State Trade Expansion Program** - Through the U.S. Small Business Administration, the New Jersey Business Action Center received funding for the New Jersey State Trade Expansion Program (NJ STEP) to provide sub-grants to New Jersey eligible small business concerns that are new to exports, as well as those businesses who currently sell their goods and services to other countries.

<http://www.nj.gov/state/bac/njstep.html>

### *NJ Department of Labor and Workforce Development*

The Department of Labor's Division of Workforce Development provides a variety of services focused on developing current and future employees and helps to match job seekers with employers. These services include: Adult Basic Education, GED preparation, Employee Training Grants, Apprenticeship Training and a One Stop Career Center.

[https://www.nj.gov/labor/programs/workforce\\_programs\\_index.html](https://www.nj.gov/labor/programs/workforce_programs_index.html)