



CITY OF TRENTON

TOD REDEVELOPMENT AREAS

PLANNING BOARD UPDATE

FEBRUARY 23, 2023





Agenda

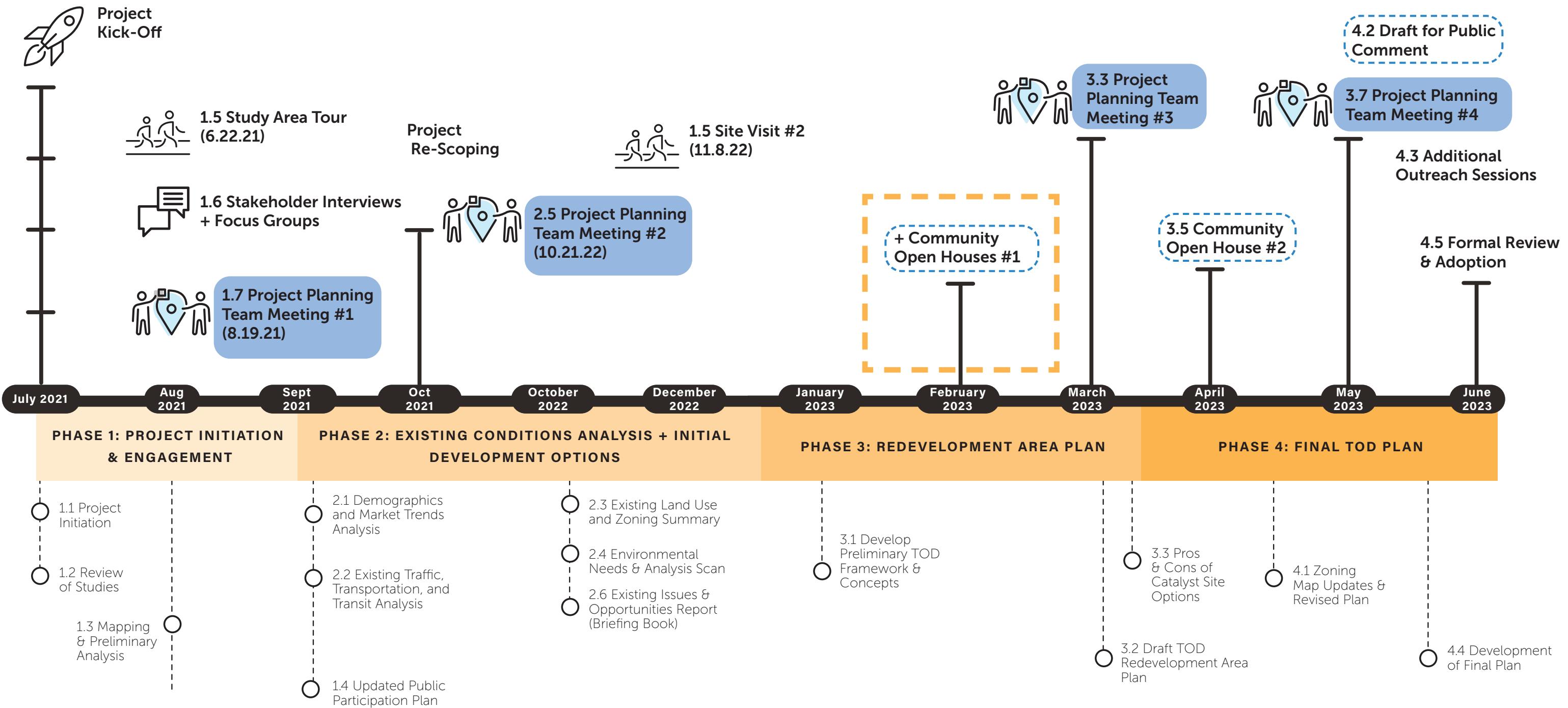
- 01. INTRODUCTION**
- 02. BRIEFING BOOK HIGHLIGHTS**
- 03. POTENTIAL DEVELOPMENT OPPORTUNITIES & COMMUNITY FEEDBACK**
- 04. QUESTIONS AND DISCUSSION**



01. **INTRO- DUCTION**

Restarting the process

Where we are now



Restarting the process

What is a Redevelopment Plan?

WHAT IS A REDEVELOPMENT PLAN?

- + Plan that guides the rebuilding or restoration an area in a measurable state of decline, disinvestment, or abandonment.
- + Help transform a distressed area into an economically viable and productive part of the community.

WHY UPDATE?

- + Implement the TOD Strategic Plan.
- + Pursue Transit Village Designation & Funding.
- + Open up potential for funding and implementation dollars.
- + Explore innovative approaches to economic development.
- + Include design guidelines and a land use plan for each opportunity site.
- + Improve multi-modal connections, community character and sense of place.

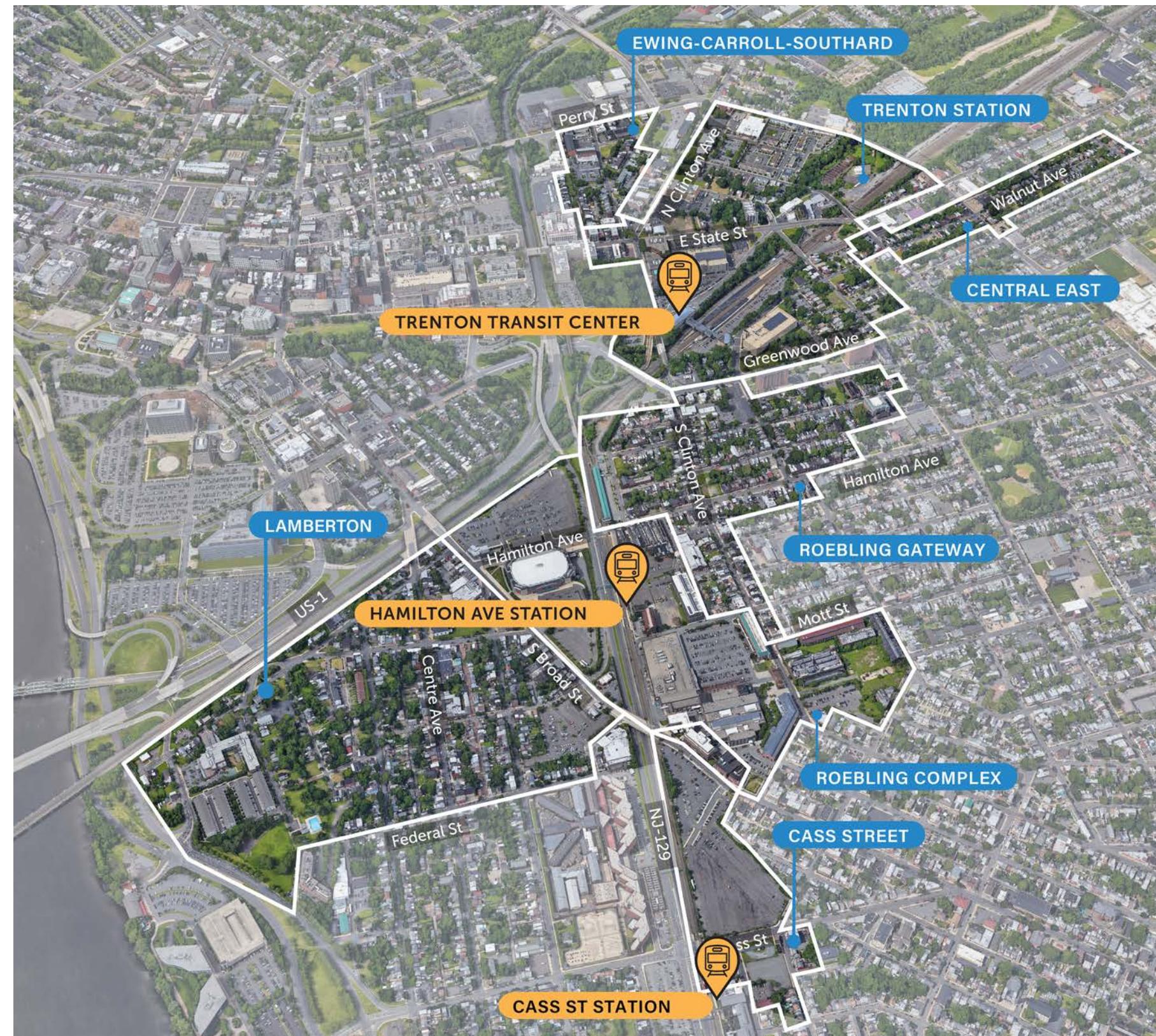
WHY NOW?

- + **Involve the community in conversation** about future use of properties that have long been neglected.
- + Bring **plans up to date with Trenton250** and the New Land Development Ordinance.
- + Understand **market potential** and constraints near Trenton's Transit Stations.
- + Identify **catalyst sites** and early action projects.
- + Better position sites for **funding opportunities and partnerships**.
- + **Build capacity for existing residents and business owners**.

Redevelopment Plans

Why update?

- + Part of the City's broader efforts to make Trenton a more sustainable, livable, and business-friendly community consistent with Trenton250.
- + Alignment with the previous 2019 TOD Strategic Plan
- + Plans are out of date; updates will follow the community's vision and specific land use, design, and catalyst projects.
- + Preparing for NJ Transit Village Designation requirements, benefits include: coordination with state agencies, potential for priority funding, and technical assistance and grant opportunities.



Trenton TOD Redevelopment areas

Benefits of TOD

Why Transit Oriented Development?



Promotes pedestrian mobility, and fosters environments that improve mental and physical health



Reinforces the sense of place by creating dense, walkable, mixed-use development near transit and adds to vibrant, connected communities



Enhances safety by creating a walkable streetscape environment and integrates walking and cycling networks with public transit



Reduces carbon footprint and vehicle miles traveled



Helps address socio-spatial inequity to better meet the needs to access opportunities



Stimulates local economy by activating the area and helps community revitalization efforts



Transit Village Designation

Why and what are the benefits?



Encourages development in the compact "Transit Village" districts, which provides economic benefits.



Improves bicycle and pedestrian facilities, such as sidewalks, crosswalks, and bicycle parking, while increasing opportunities for utilizing non-vehicular travel modes to and from the stations.



Improves bus and transit network connections



Improves the public realm through place-making activities with various elements of design and management.



Transit Village Designation

The process



Pre-application meeting

Before applying, municipality must have had a pre-application with NJDOT Transit Village Coordinator no more than six months prior to the submittal of application.



Demonstrate willingness to grow around a transit facility

For designation, municipality must demonstrate commitment to grow in jobs, housing, and population in the Transit Village District.

01

02

03

04

05

06

07



Identify existing transit

What modes of transit serve the community and the Transit Village District?

What steps has the municipality taken so these modes of transit are integrated and it is easy to transfer between them?



Adopt a TOD Redevelopment Plan and/or TOD Zoning Ordinance

What TOD Redevelopment Plans and / or TOD Zoning ordinances have been adopted?

Will these support compact, mixed-use, pedestrian-friendly, and transit-supportive development, with a residential component appropriate for the area in terms of density and scale?



Identify bicycle and pedestrian improvements

What municipal documents have been adopted that support the improvement of bicycle and pedestrian infrastructure and friendliness of the Transit Village District?



Identify sites where TOD real estate projects are anticipated

What TOD real estate projects are anticipated/envisioned for the Transit Village District?

What are the affordable housing efforts (existing and proposed) in the Transit Village District area?



Identify placemaking efforts

Are there any existing and/or planned public amenities at the transit facility initiated by the municipality?

What is the management organization/organized stewardship that exists in the municipality? Is it part of the boundaries?

Are there any regularly scheduled community events nearby the transit facility?

What steps have been taken to maintain and enhance the historic character of the Transit Village District?

Are there any existing and/or planned cultural amenities, programmable open spaces or cultural arts districts within the boundaries of the Transit Village District?

Is there any retail within the transit facilities that provide "eyes on the street" past 5 pm?

Best Practice

Transit Village Designation

RAHWAY CARRIAGE CITY PLAZA

- + Transformation of the NJ Transit Station on Milton Ave and the plaza on the entrance.
- + Restoration and preservation of the Union County Arts Center.
- + 15 large projects: some completed, other in early stages or development or planning stages.
- + Placemaking activities, including arts district, farmers market, art venues, etc.
- + Mobility improvements including pedestrian and bicycle.
- + Redevelopment aided by the designation of Rahway in 2002 as a Transit Village, making the city eligible for grants and assistance under New Jersey's Transit Village Initiative.



Lively Main St. at Rahway Transit Village



Historic / Adaptive Reuse



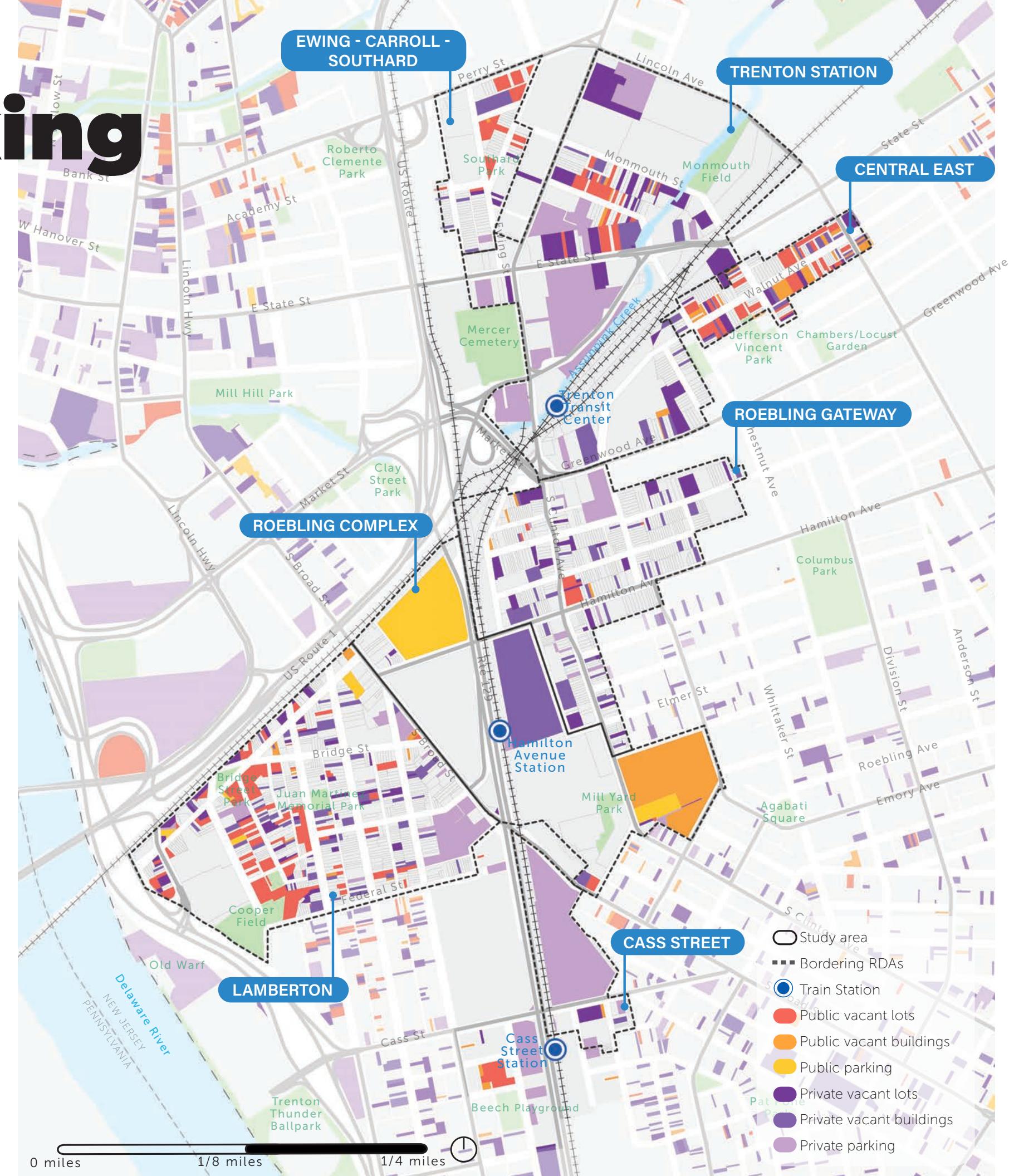
02.

BRIEFING BOOK HIGH- LIGHTS

Vacancy & Parking

Existing conditions

- + Abundant public and private vacant lots provide an opportunity for development.
 - + Public vacant lots are owned by the state, the county, or the city.
- + Potential for higher density development and reuse of surface parking lots.
- + Opportunity areas in each RDA have been identified
- + Placemaking nodes/areas and parking have been identified to improve character and experience in each area.



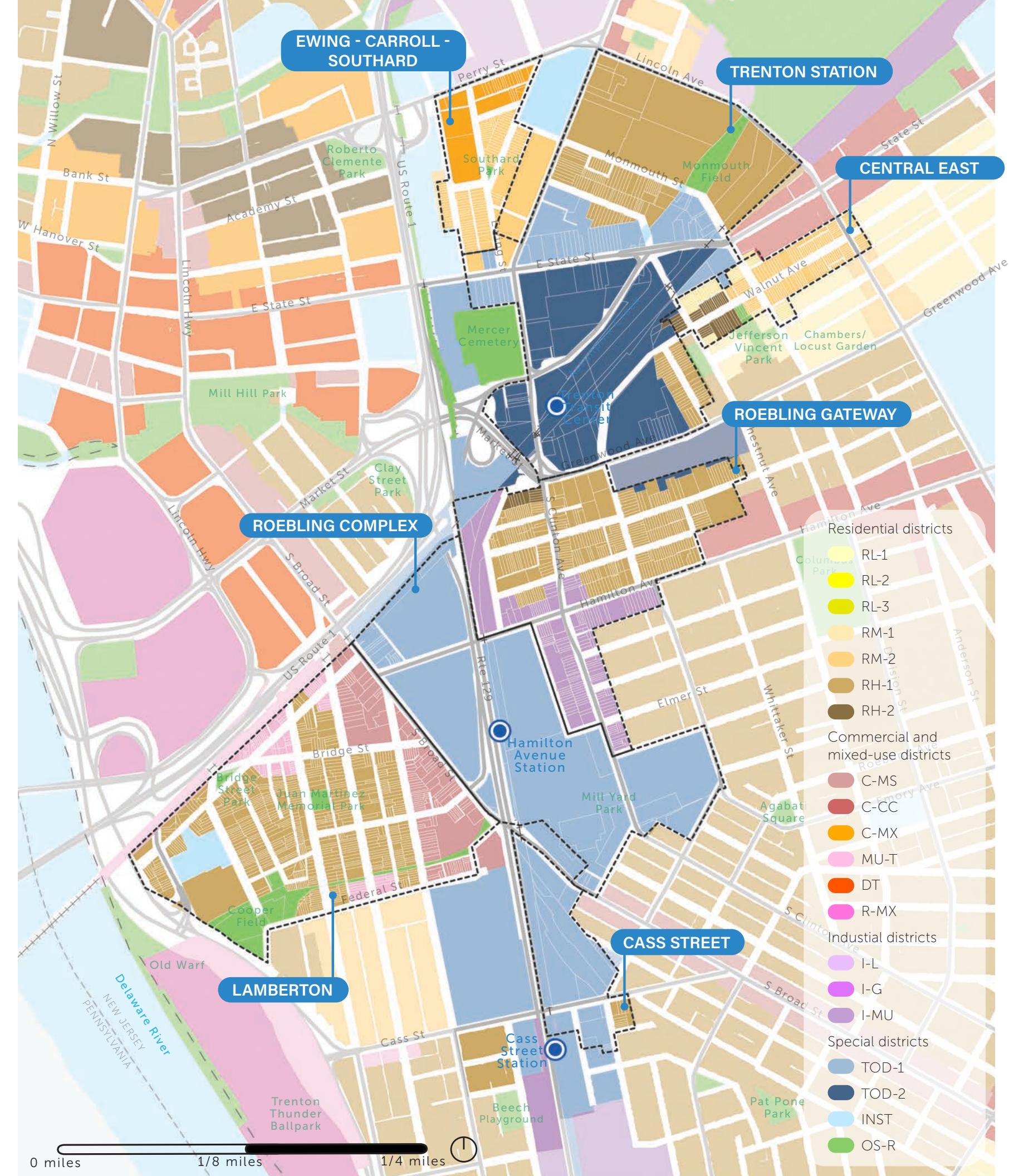
Zoning

Existing conditions

- + The City of Trenton is in the process of updating its Land Development Ordinance (LDO).
- + The proposed district structure better fits the character of the City and it is coordinated with the desired future land uses.

Changes include:

- + Mixed-use is encouraged.
- + **Two TOD districts proposed within the study area** include the highest density mixed-use areas of the City (other than the Downtown & Riverfront Mixed-Use designations).
 - + Facilitate walkable development between the City's transit assets and nearby commercial or entertainment designations.



Opportunity Areas

What We've Heard

- + Stakeholder interview themes and analysis of existing plans:
 - + Desire for enhanced pedestrian and bicycle connectivity from transit areas to all RDAs, emphasizing safety and preferred routes.
 - + Intersection improvements for safer / easier connectivity.
 - + Complete Street improvements to enhance the streetscape in alignment with areawide character (ped/bike/signage/art/landscape)
 - + Interest in higher density mixed-use development in the Transit Center area, with variable height & density.
 - + Significant opportunity for transit-oriented redevelopment on the central RDAs and adaptive reuse while preserving the traditional character and maintaining the neighborhood scale.
 - + Placemaking opportunities in central RDAs through cultural, recreational, and entertainment strategies.
 - + Southern RDAs as an entertainment destination through the new Arena RDA and the SOBRO district while being sensitive to the community needs.



Demographic Trends & Stakeholder Observations

OPPORTUNITIES

- + Too many plans, too little progress. This effort needs to be focused with achievable outcomes.
- + Opportunities for physical improvement and development exist (e.g., city owned vacant lots, parking, transit access)
- + Socio-economic trends are changing.
- + Overall population growth of 2.6% from 2010-2021 (Lamberton & Roebling Gateway have most of the population density).
- + Overall growing Latino population, especially in the southern RDAs.
- + Local pride and commitment prevail.





03. **POTENTIAL OPPORTU- NITIES**

Ewing-Carroll-Southard

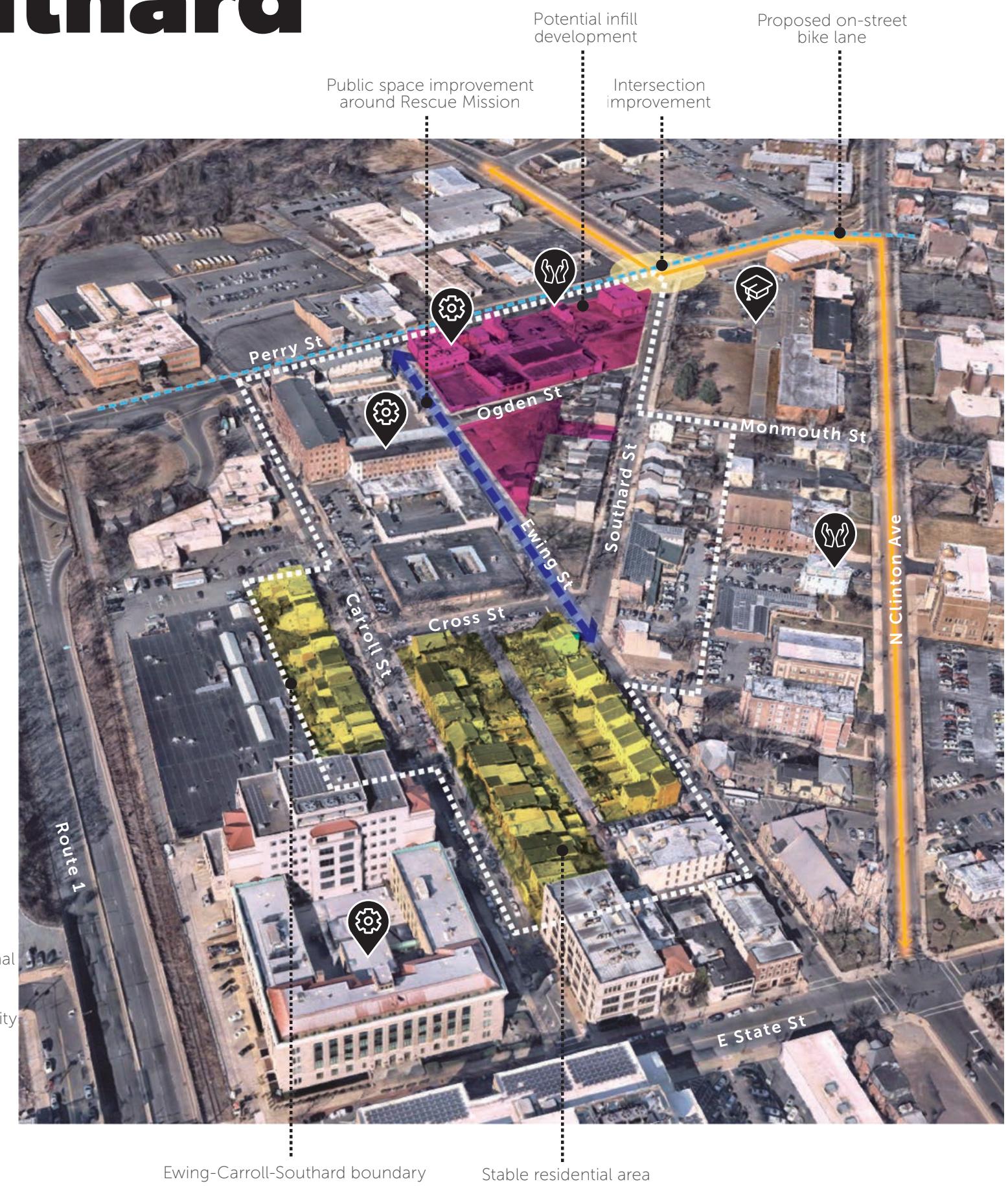
Northern Redevelopment Areas

Ewing-Carroll-Southard has potential for development facing Perry St and Ogden St

- + There are stable residential areas within the boundaries.
- + Consider acquiring full front on Perry St.
- + Zoning (C-MX) allows a mix of medium-intensity commercial and higher density residential uses (vertically and horizontally mixed-use environment); encourage compatibility with the existing historic fabric in these areas.
- + Possibility of 3-story building on Perry St to reinforce the edge. Live-work typology which gives the possibility of commercial front.

Ewing St development

- + Zoning (RM-2) allows moderately dense single-family, single-family attached, two-family, and rowhouse dwellings, as well as small-scale commercial uses that serve the neighborhoods. Maximum height of 40'.
- + On Ewing St across from Rescue Mission: twins or other typologies that match the ones on stabilized areas in the boundary.
- + Improvements on public realm: sidewalks, crossings, etc.



Perry St and Ewing St

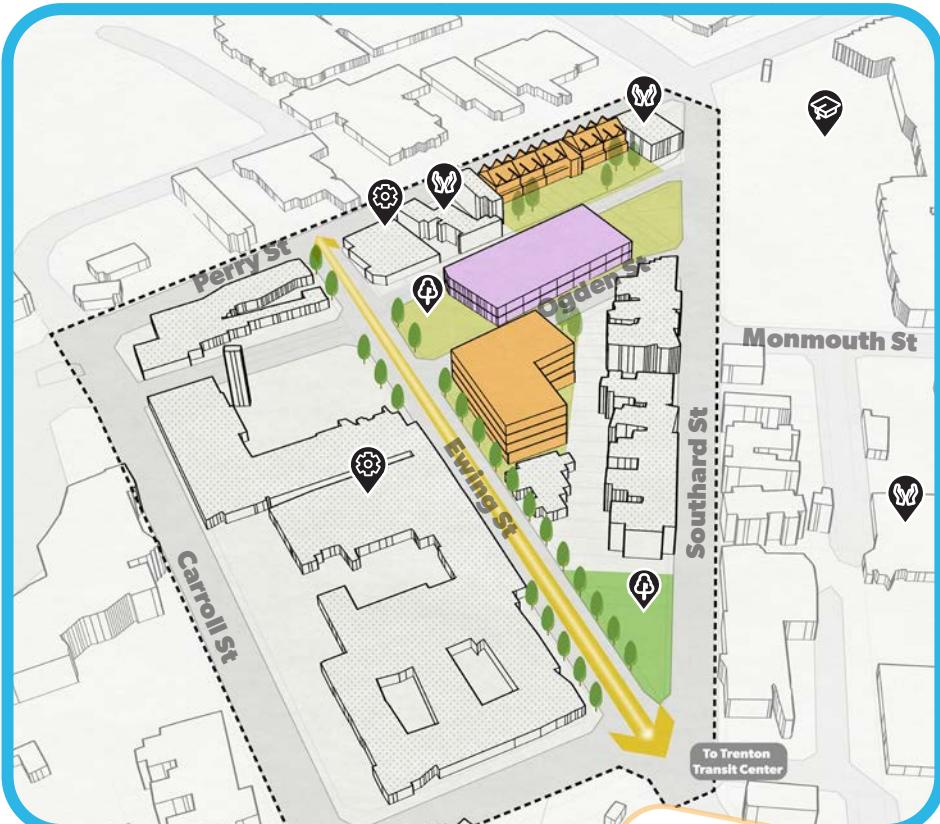
*Potential Development Opportunities -
shared at Community Open House*



Open House Engagement

Perry St and Ewing St

POTENTIAL DEVELOPMENT OPPORTUNITIES



PREFERRED DEVELOPMENT



Multi-family (apartments or condos)



Single-family with space for home business

What services are missing nearby?
(e.g., grocery store, retail, recreation)

Spaces for kids,
computer lab,
activities

Gym

Recreation areas &
community center

Daycare

Laundromat

Tire
recycling

Job training

What streetscape improvements would
you like to see? (trees, crosswalks, etc.)

Beautification,
greener

Better street
lighting

Also needs to
be maintained
and cut

Need more
street trees

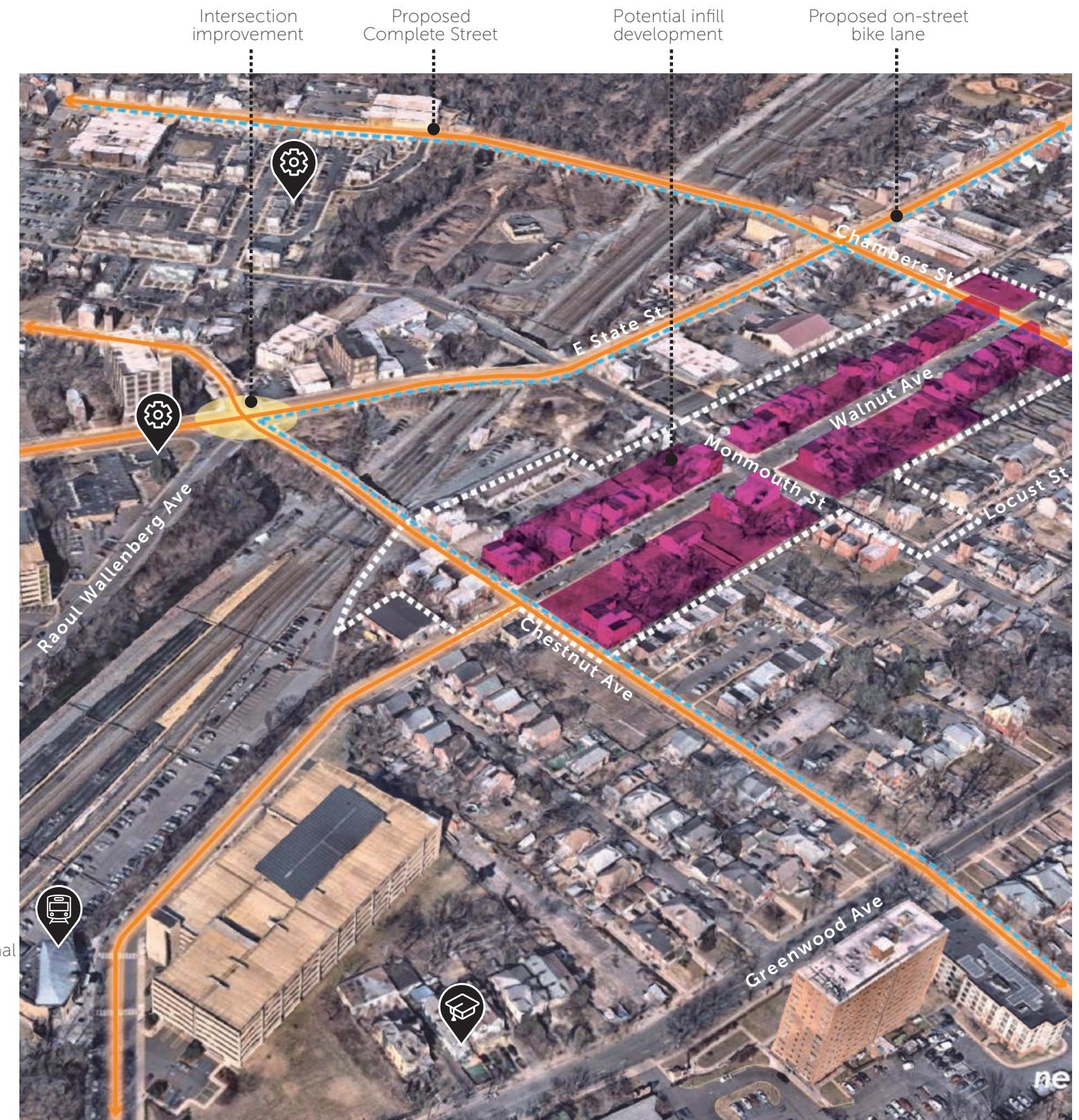
Maintain a
safer street

Central East

Northern Redevelopment Areas

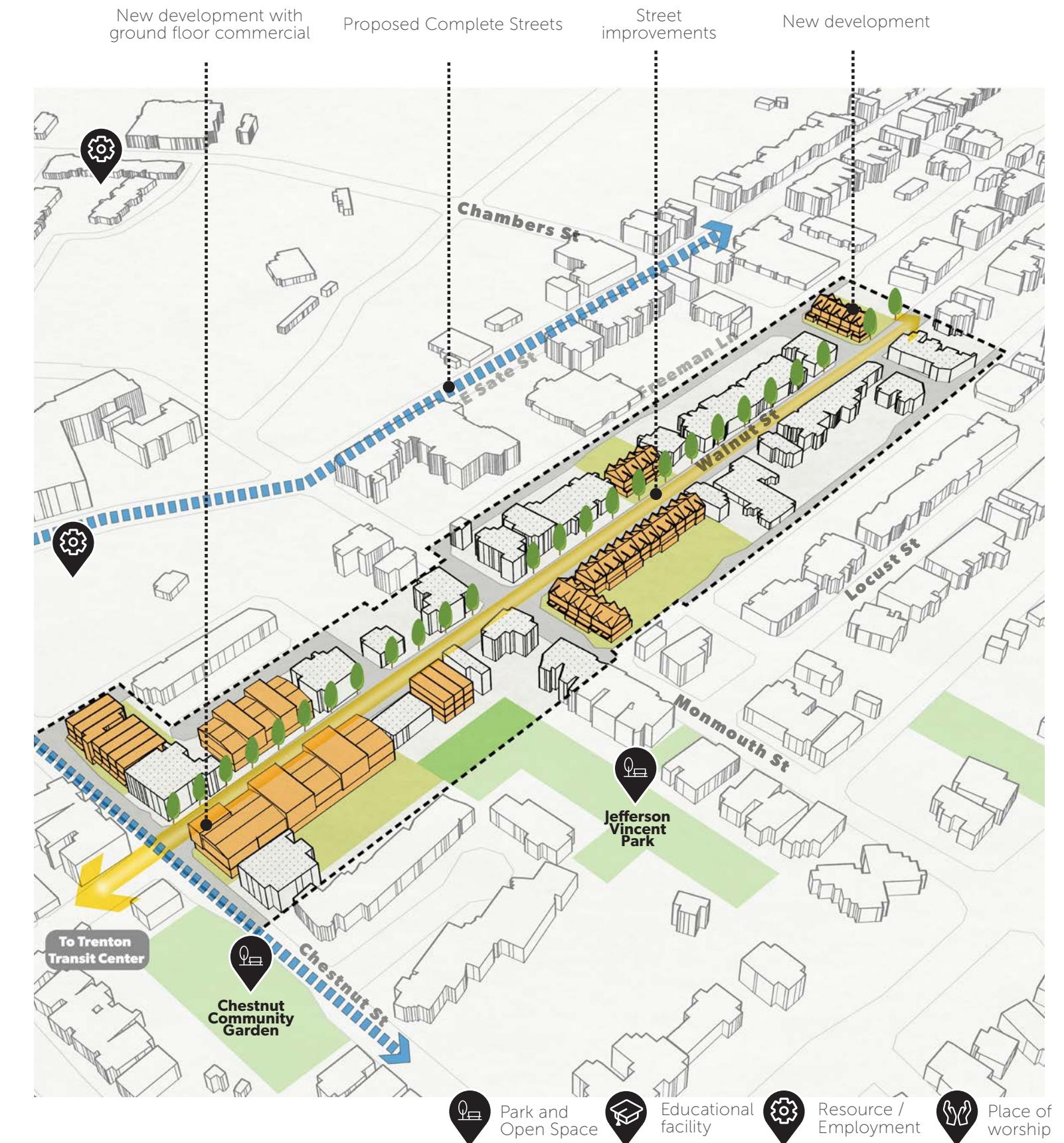
Walnut Ave has potential for development

- + Proximity to Trenton Station & walkable!
- + Zoning (RM-2) allows moderately dense single-family, single-family attached, two-family, and rowhouse dwellings, as well as small-scale commercial uses that serve the neighborhoods. Maximum height of 40' permitted.
- + Infill housing along Walnut Ave. Increase density as development is closer to Trenton Station.
- + Opportunities for a jumpstart program for small developers.



Walnut Ave

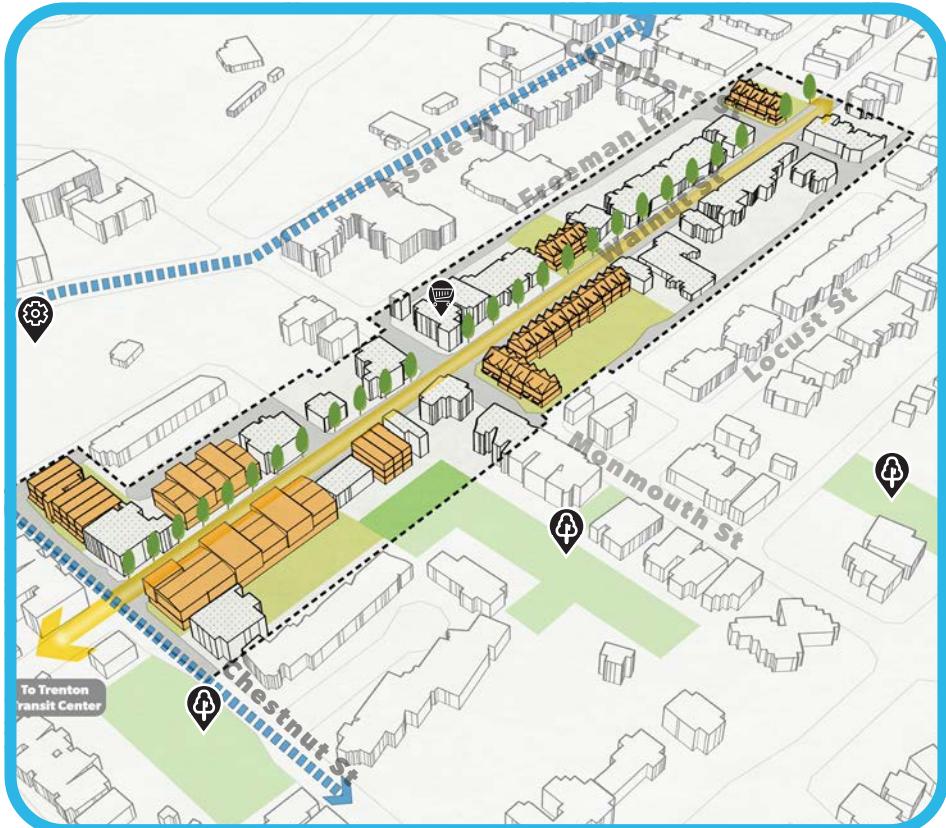
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Open House Engagement

Walnut Ave

POTENTIAL DEVELOPMENT OPPORTUNITIES



PREFERRED DEVELOPMENT



Triplex (three units)



Single-family with space
for home business



Townhomes

Grocery store,
pharmacy,
laundry service,
daycare

What improvements are needed?

**Small businesses/
services**

#1

**Vacant lot
clean-up**

#2

**Playground for
children**

#3

What streetscape improvements would
you like to see? (trees, crosswalks, etc.)

Renovation of
existing housing

Murals & plants

Bike lanes

Beautification

Also needs to
be maintained
and cut

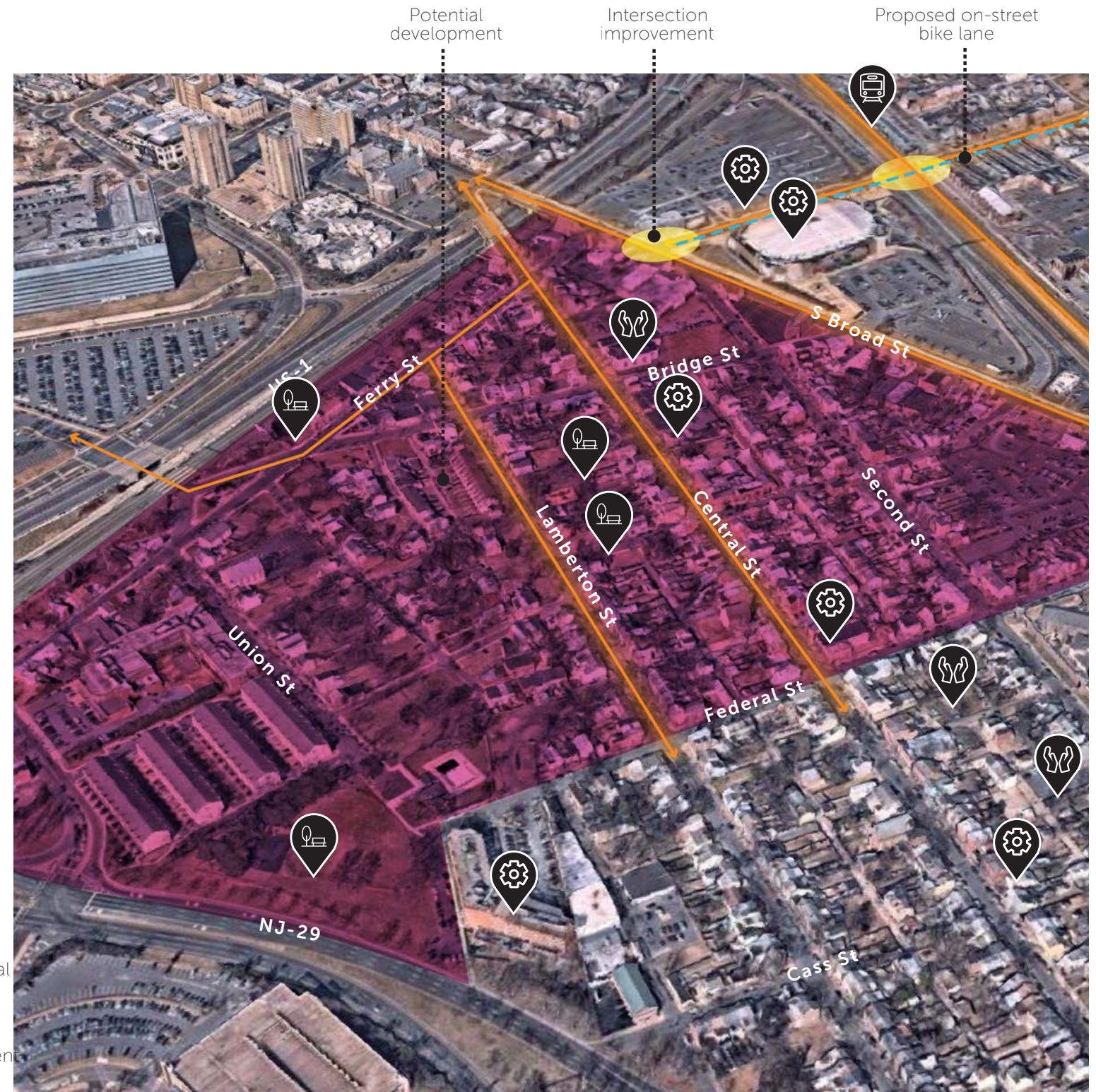
Need more
street trees

Maintain safer
sidewalks

Lamberton

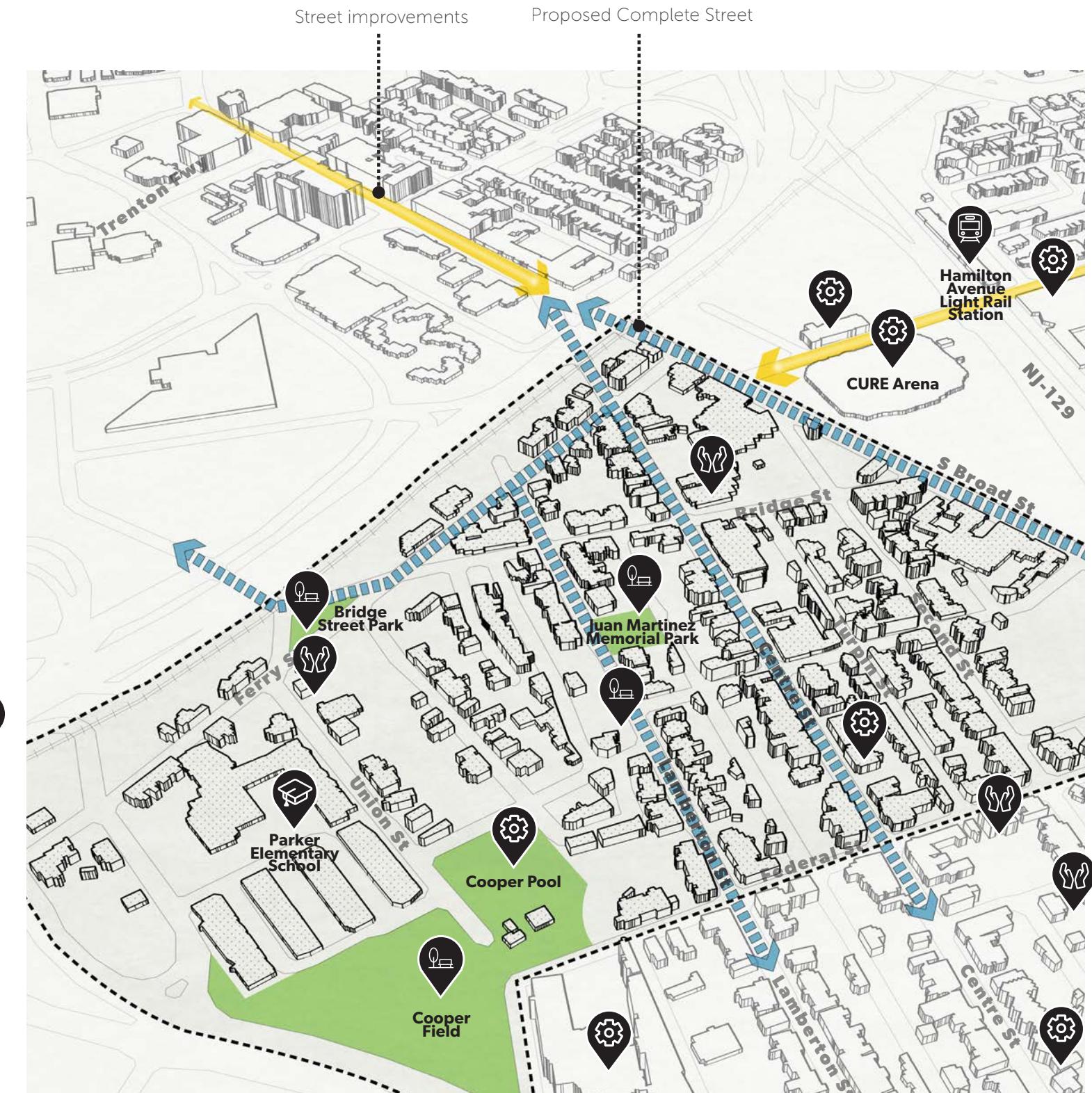
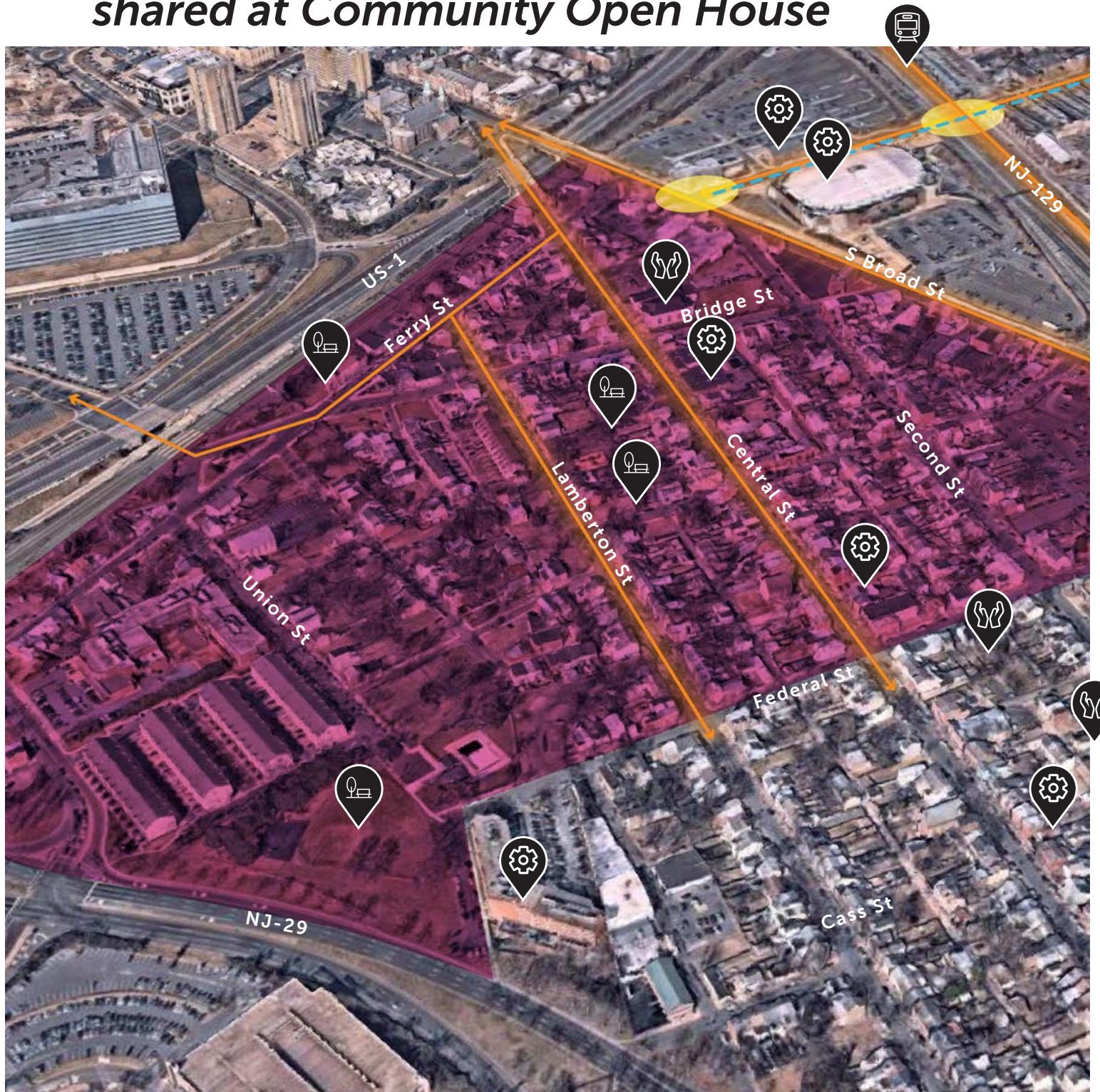
Central Redevelopment Areas

- + Area with ongoing new development.
- + Zoning RH-1, High Density Residential District, accommodates a diverse mixture of housing types at relatively high densities. A mix of all housing types is permitted as well as small-scale commercial uses.
- + C-MS, Main Street Corridor Commercial District, accommodates commercial and residential uses in a vertical and horizontal mixed-use environment.
- + MU-T, Mixed-Use Transition District, accommodates a moderately intense mix of commercial and residential uses serving as a transitional area between neighborhood residential and commercial areas.



Lamberton

Potential Development Opportunities - shared at Community Open House



Park and
Open Space



Educational
facility



Transit
Station



Resource
facility

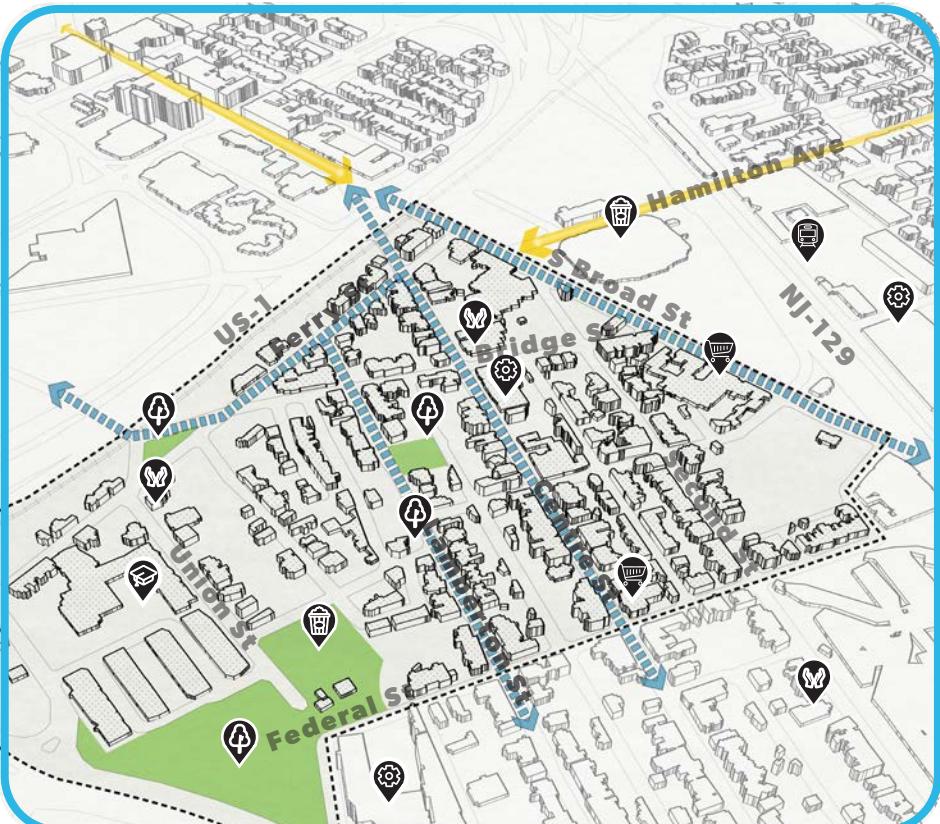


Place of
worship

Open House Engagement

Lamberton St

POTENTIAL DEVELOPMENT OPPORTUNITIES



What improvements are needed?

#1
Activation of
vacant lots

#2
Vacant lot
clean-up

#3
Playground for
children

Especially
closer to Ferry St
and Federal St

What is needed to improve access to
transit in Lamberton area?

Speed control

Safety at
intersections
is needed

Neigh. Orgs
& Pride

Neighborhood
atmosphere needed

Activity by CURE

Green space/
play space

Homeownership
program

Community
events!

Improvement on
waterfront

Heat relief
islands

What streetscape improvements are needed?

Especially on Ferry,
too many surface
parking areas

Historic lighting
and fixtures

Development that
creates a facade
to the street

Trees & more trees!

Local mural arts

underpasses
and vacant lots

Street clean-up

Bike path on the
Canal system

Other ideas

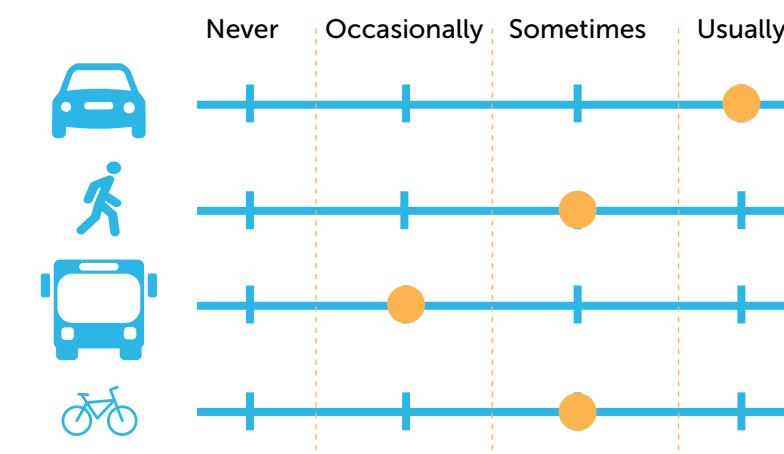
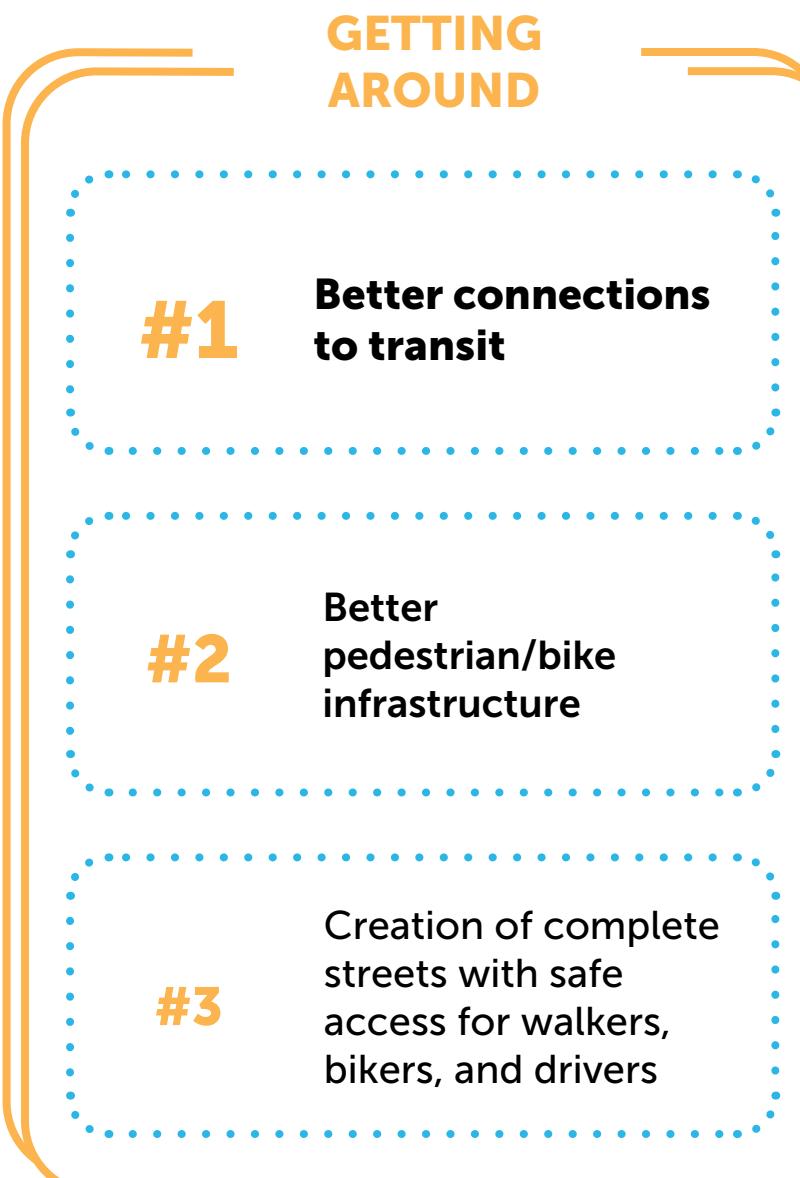
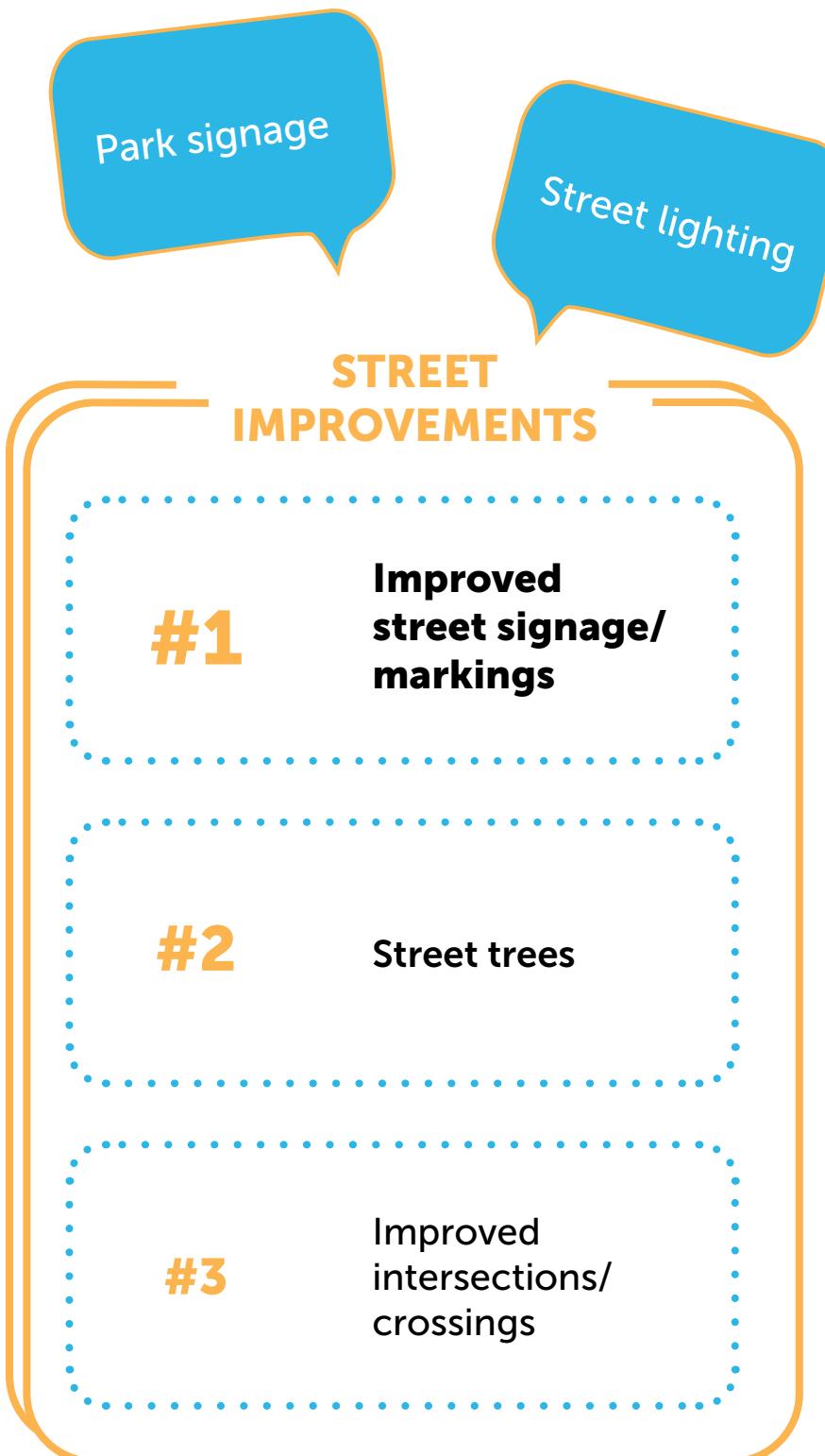
Existing housing
improvements

Affordable
Rent-to-own
Single family

New housing

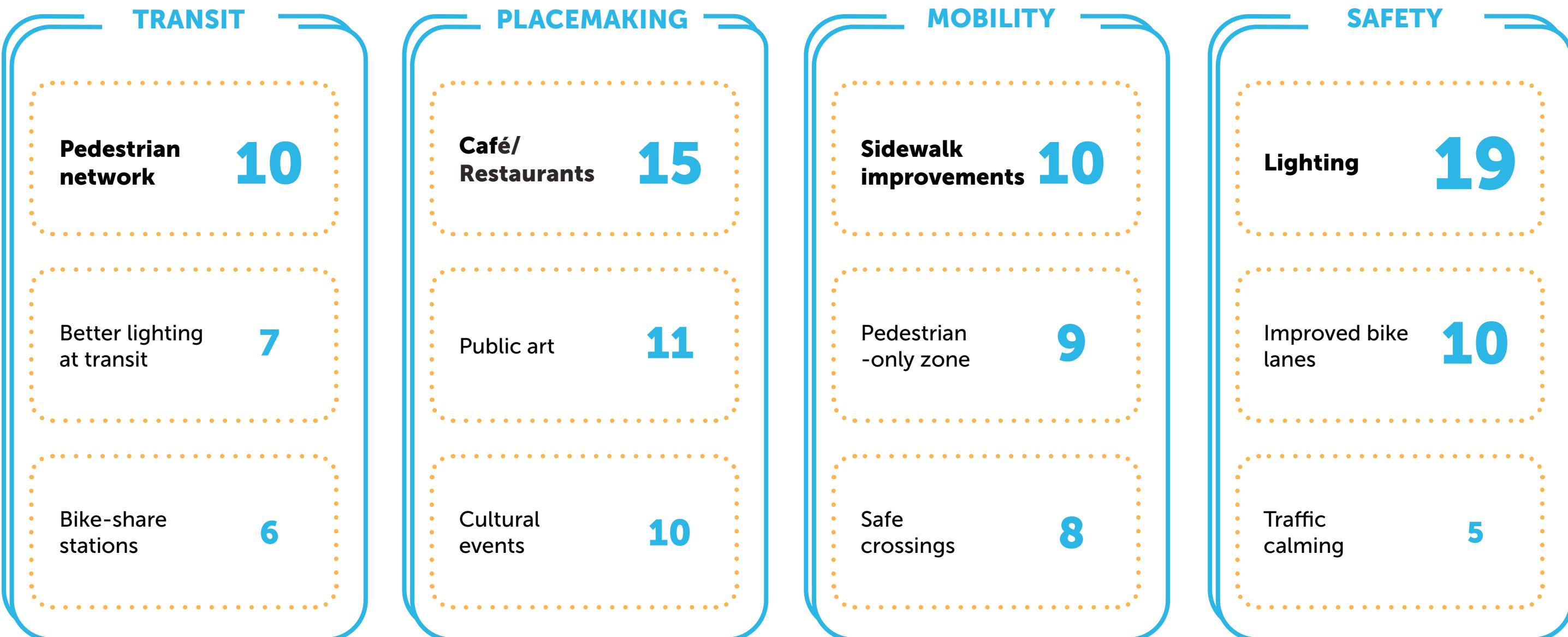
Other Community Ideas & Needs

What improvements are needed most in your area?



Other Community Ideas & Needs

What would you like to see added to the TOD area?



Other Ideas:

- Speed bumps
- Walk, bike, and feel safe
- Wider sidewalks, cleaner streets
- Historic Landmark status
- Light Rail/Tram
- Charging station for transit shelters & Electric Car Charging

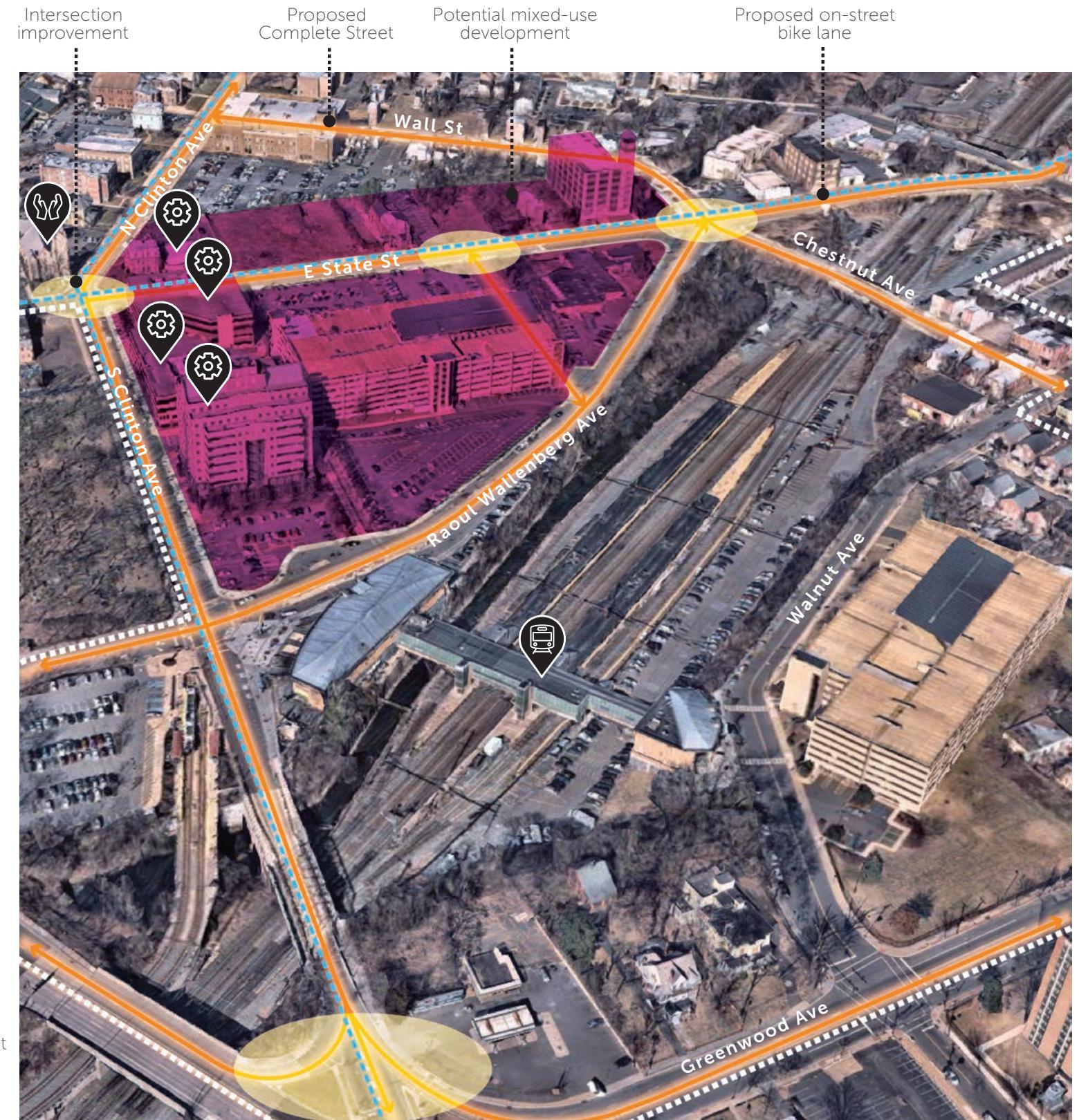
Trenton Station

Northern Redevelopment Areas

Potential for development on E State Street

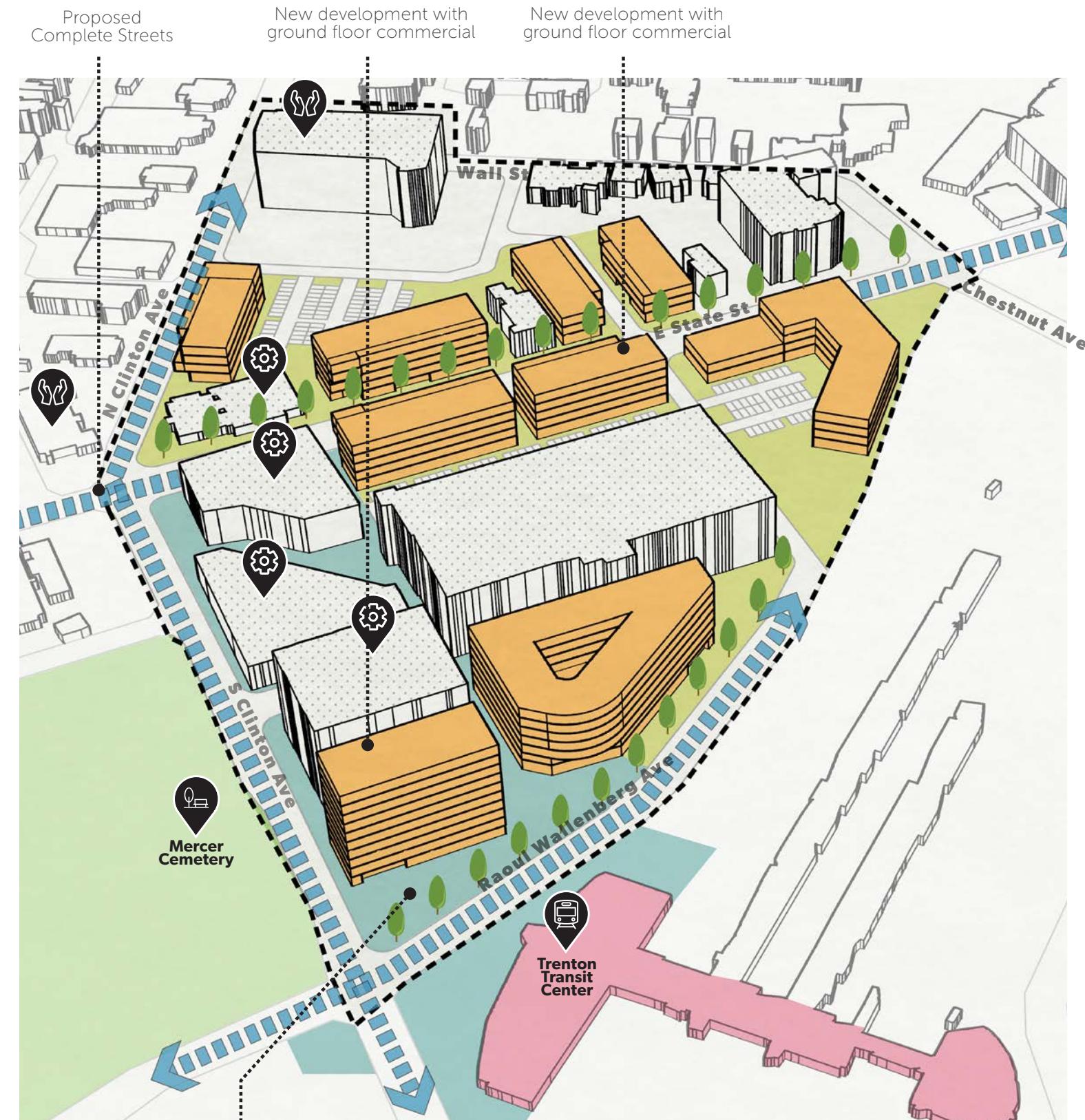
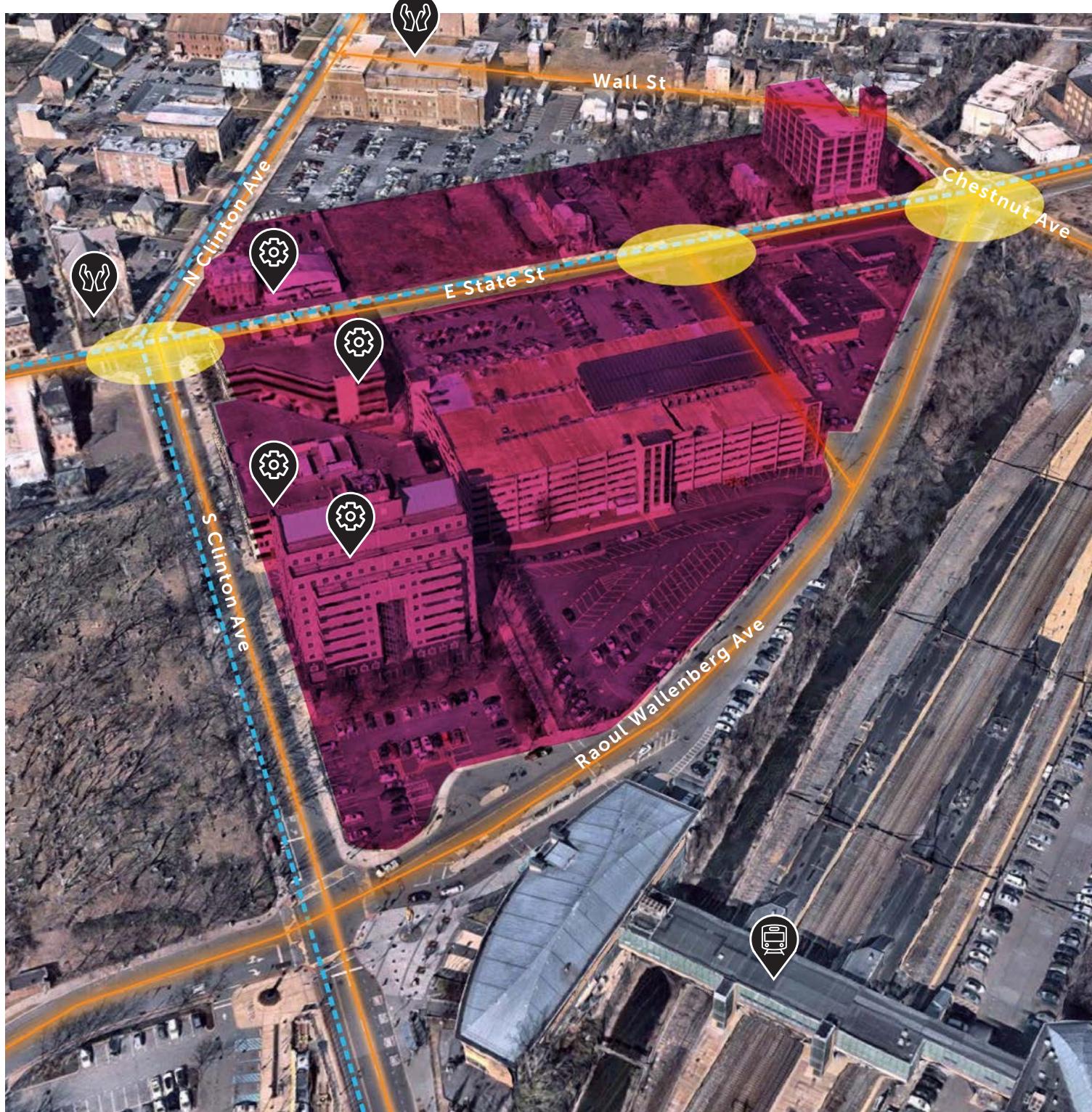
- + Review of proposals from the TOD Strategic Plan.
- + Zoning (TOD-2) encourages walkable mixed-use development with an intense mixture of commercial and residential.
- + Minimum height of 90' and a maximum height of 250'
- + Possibility of multi-family development with commercial/amenity front closer to Trenton Station to complement existing uses.
- + Place-making opportunities for central node on the redevelopment area.
- + Intersection and mobility infrastructure improvements.

-  Transit Station
-  Educational facility
-  Resource / Employment
-  Place of worship



E State St

What could it look like?



Open space for
placemaking activities

Park and
Open Space

Educational
facility

Resource /
Employment

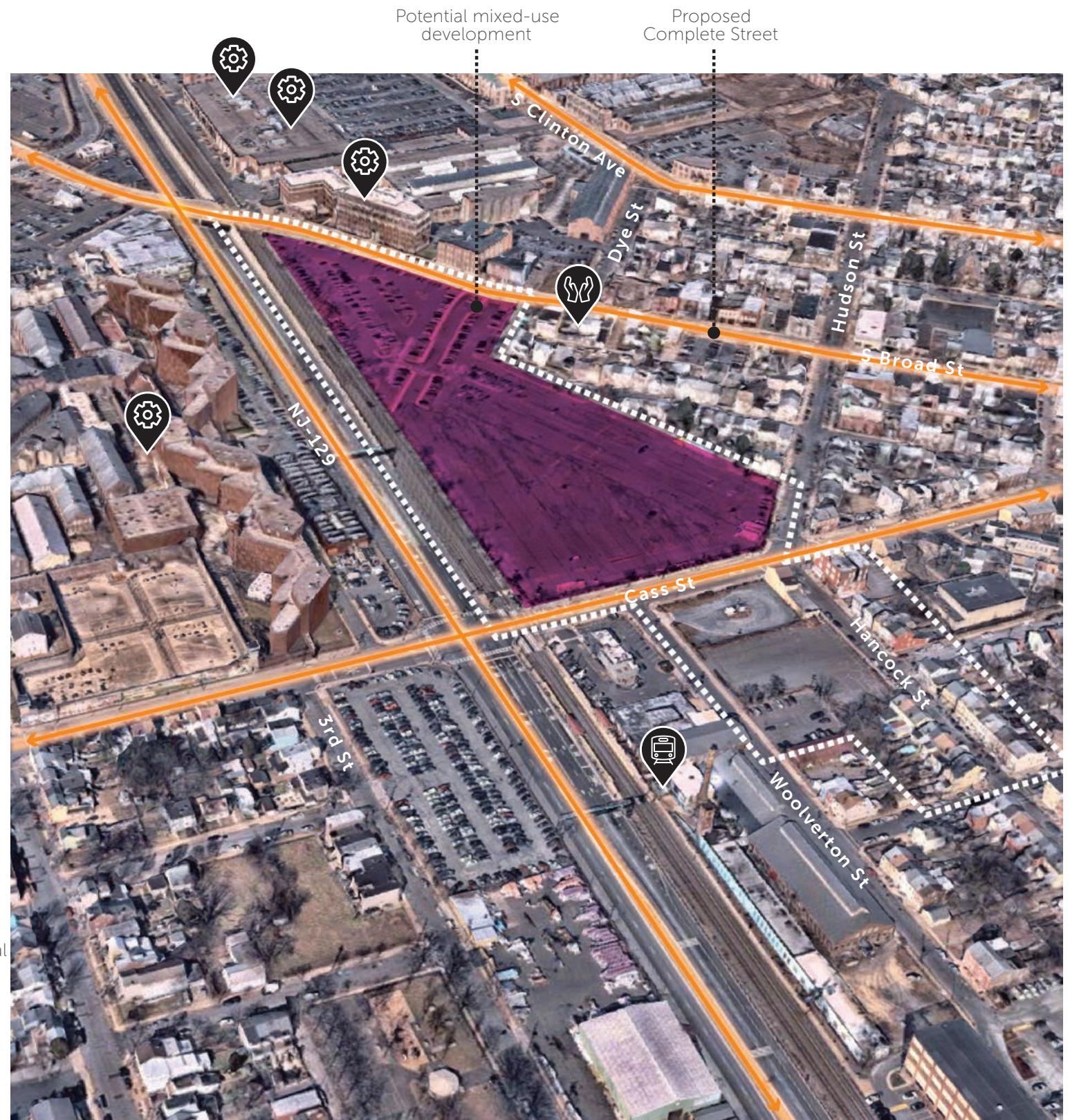
Place of
worship

Cass Street

Southern Redevelopment Areas

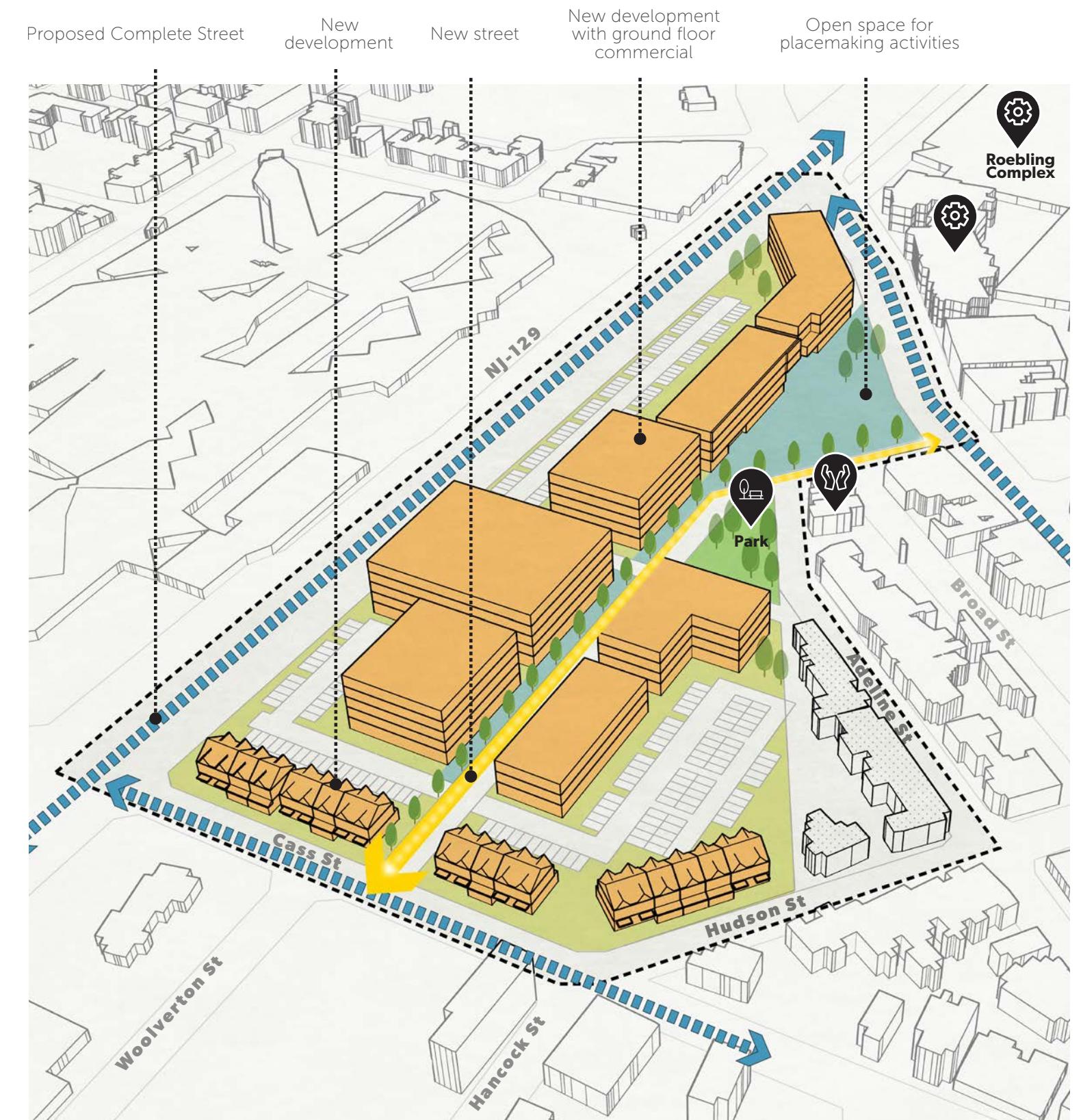
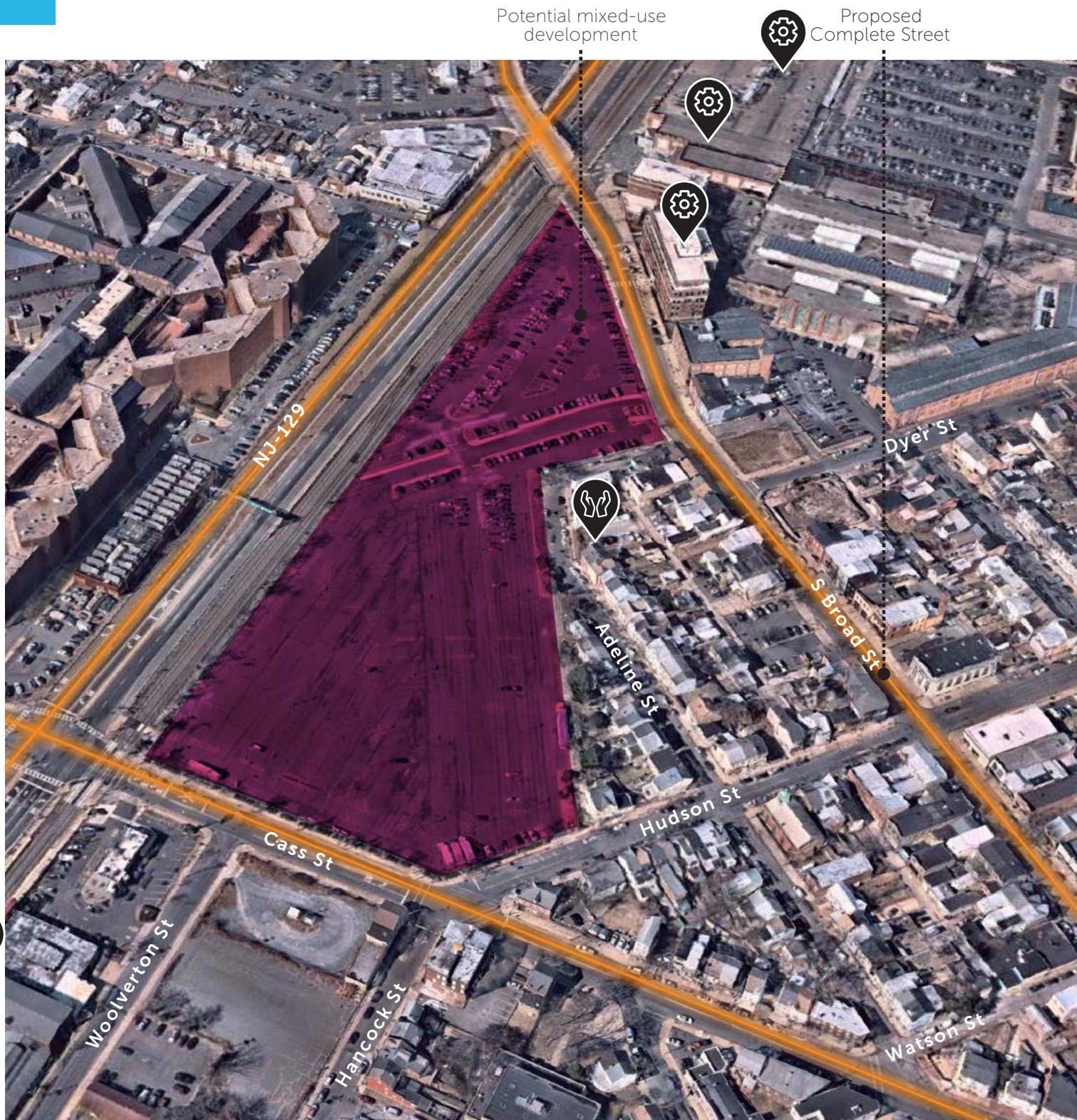
Extensive parking at Cass Street RDA presents an opportunity for development.

- + Stable residential areas within and around the boundaries.
- + Currently used for Mercer County and Cure Arena overflow parking - requires coordination with county.
- + Zoning (TOD-1) allows a walkable mixed-use development with an intense mixture of commercial and residential. Minimum height of 60' and a maximum height of 135'
- + Opportunity to match existing uses on S Broad St and Adeline St to reinforce the neighborhood edge. Potential for residential typologies that would bring density to the site.
- + Light industrial opportunities facing NJ-129 edge for light manufacturer use. Research on new technology uses and typologies that would work with residential areas and bring jobs to the site.



Cass St and S Broad St

What could it look like?



Park and Open Space

Educational facility

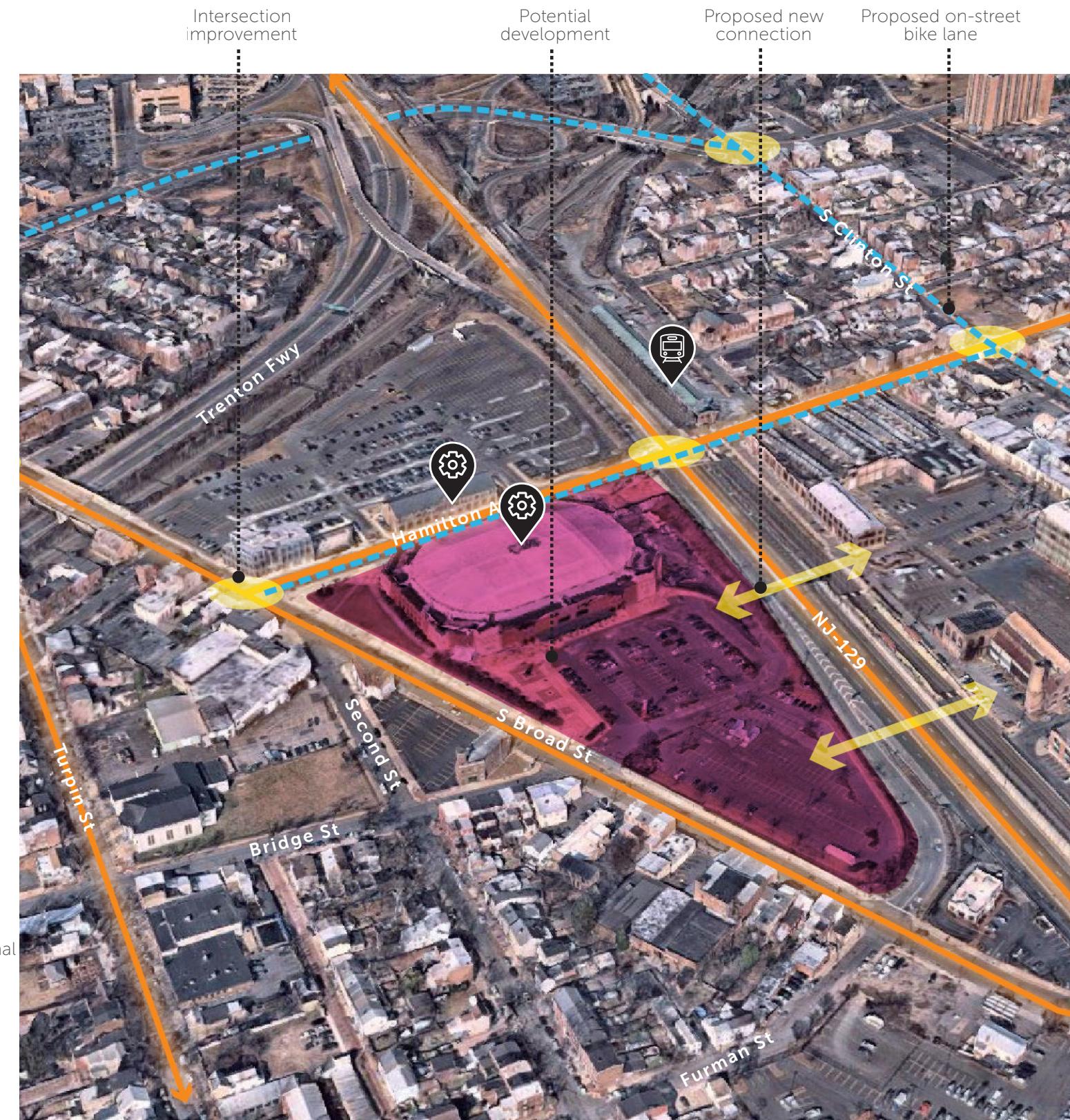
Resource / Employment

Place of worship

Roebling Complex

Central Redevelopment Areas

- + Area with ongoing new development.
- + Analysis of what it is on-site.
- + Zoning (TOD-1) allows a walkable mixed-use development with an intense mixture of commercial and residential. Minimum height of 60' and a maximum height of 135', guided for vertical development.
- + Opportunity to convert surface parking in structured parking with uses above to develop land.
- + Opportunities to improve connections to Roebling Complex through intersection strategies and crossing improvements.



CURE Arena

What could it look like?





04. QUESTIONS & DISCUSSION