

CNU XV

“New Urbanism and the Old City”

Session ID: 28

**“Mr. DOT Secretary, Tear Down This Wall” ...
Please, in the Capital District of Trenton, New
Jersey**

May 18, 2007

**Ingrid W. Reed, Chair, Capital City
Redevelopment Corporation**

Capital City Redevelopment Corporation (CCRC)





About CCRC

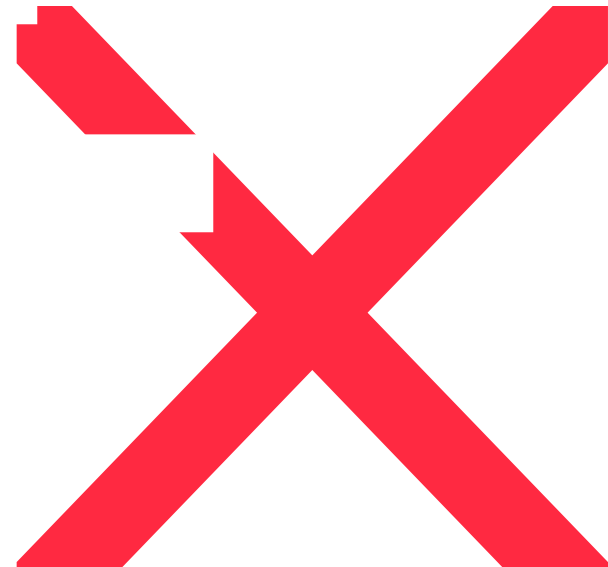
- **Initiated by State Treasurer**
- **Established 1987 by NJ State Legislature**
- **Capital City Renaissance Plan 1988**
- **MOU with City signed 1990**

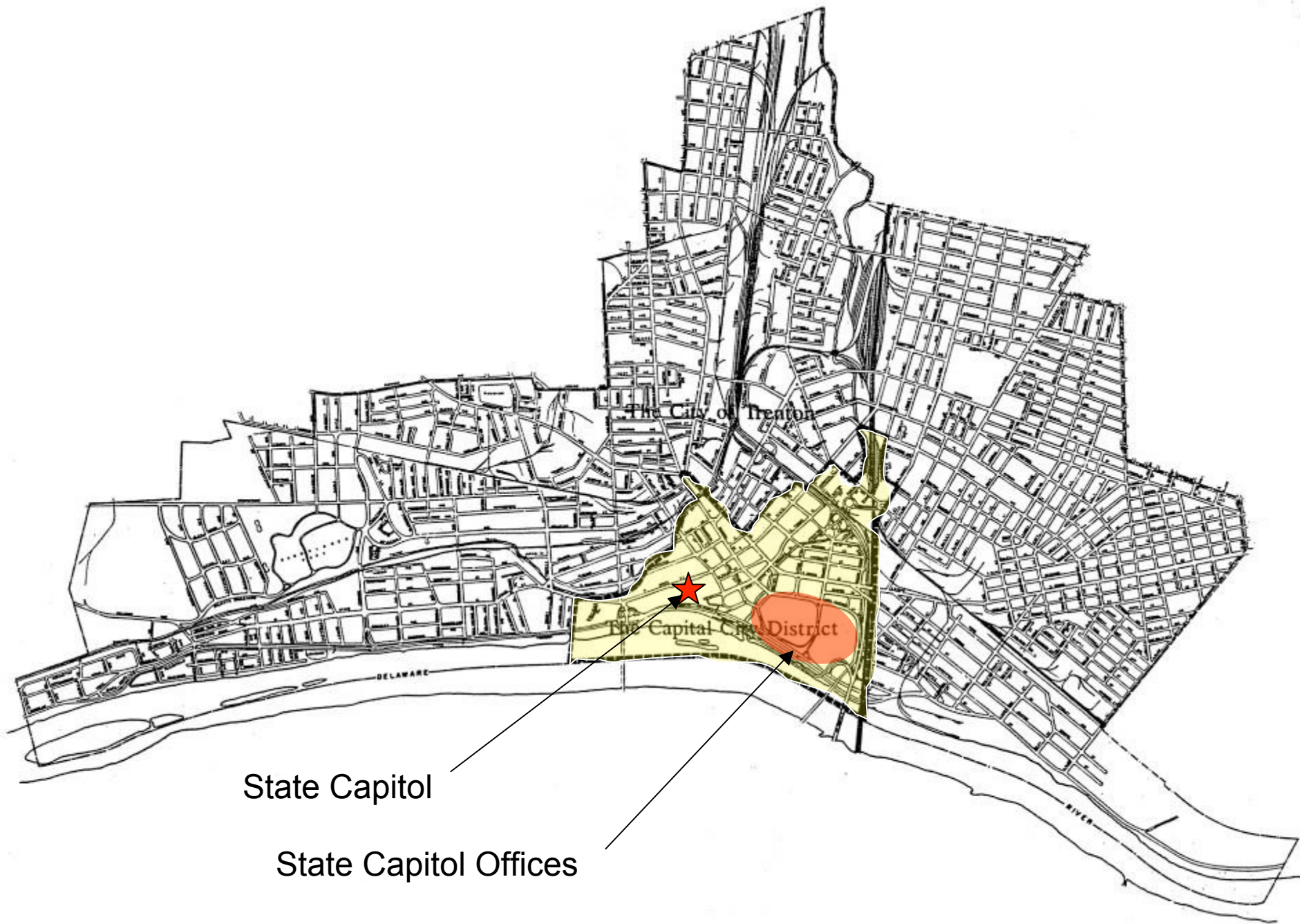
Role:

- Planning Consultant hired in 2001

Scope:

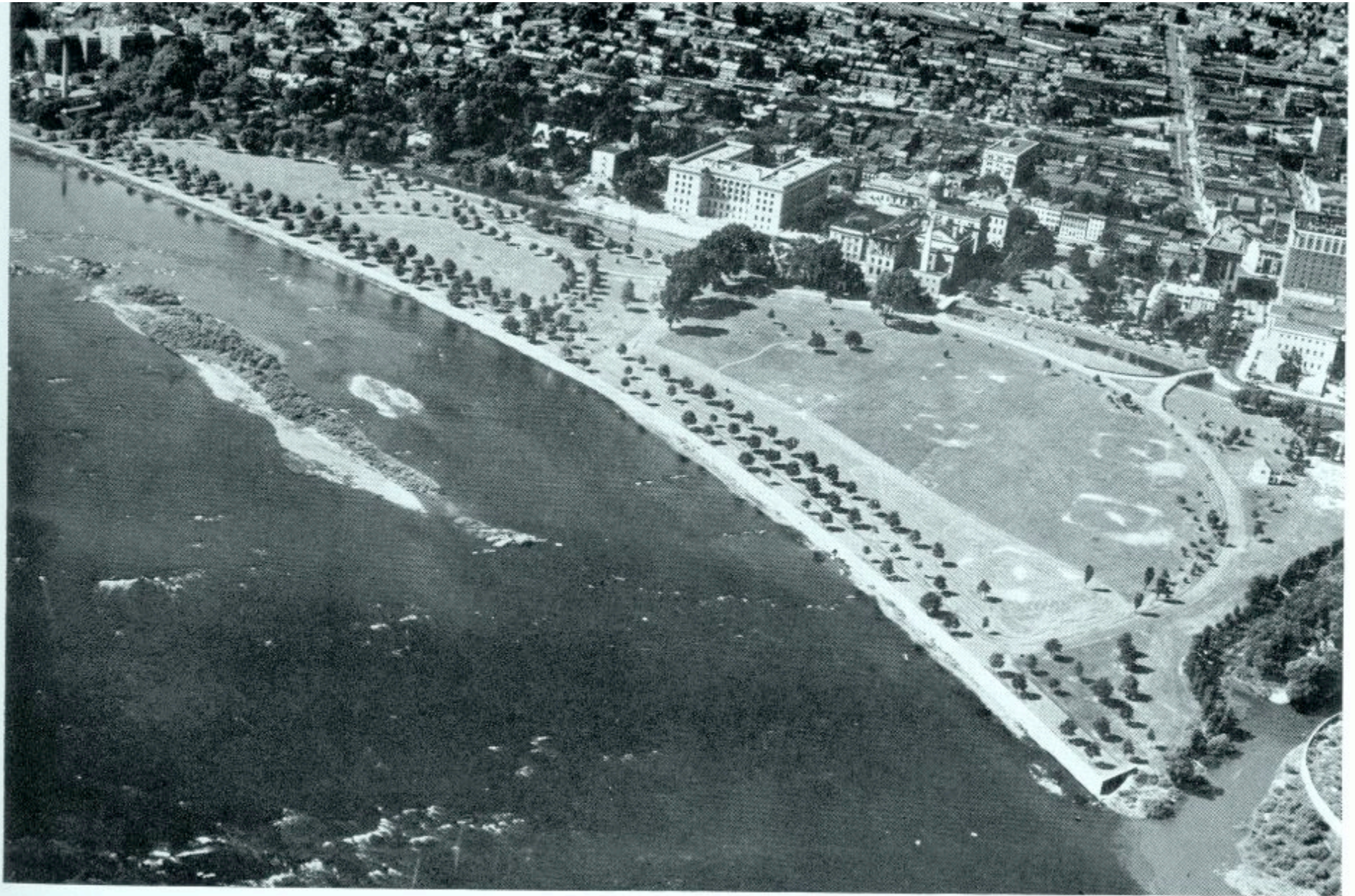
- Developed strategy for implementation of plan and guide private investment
- Reviewed proposed projects for consistency with CCRC design guidelines
- Recommended parcelization plan for State-owned parking lots and projected development yield
- Organized benefits of upgraded Route 29 to boulevard status and worked with DOT staff to achieve current implementation plans





State Capitol

State Capitol Offices



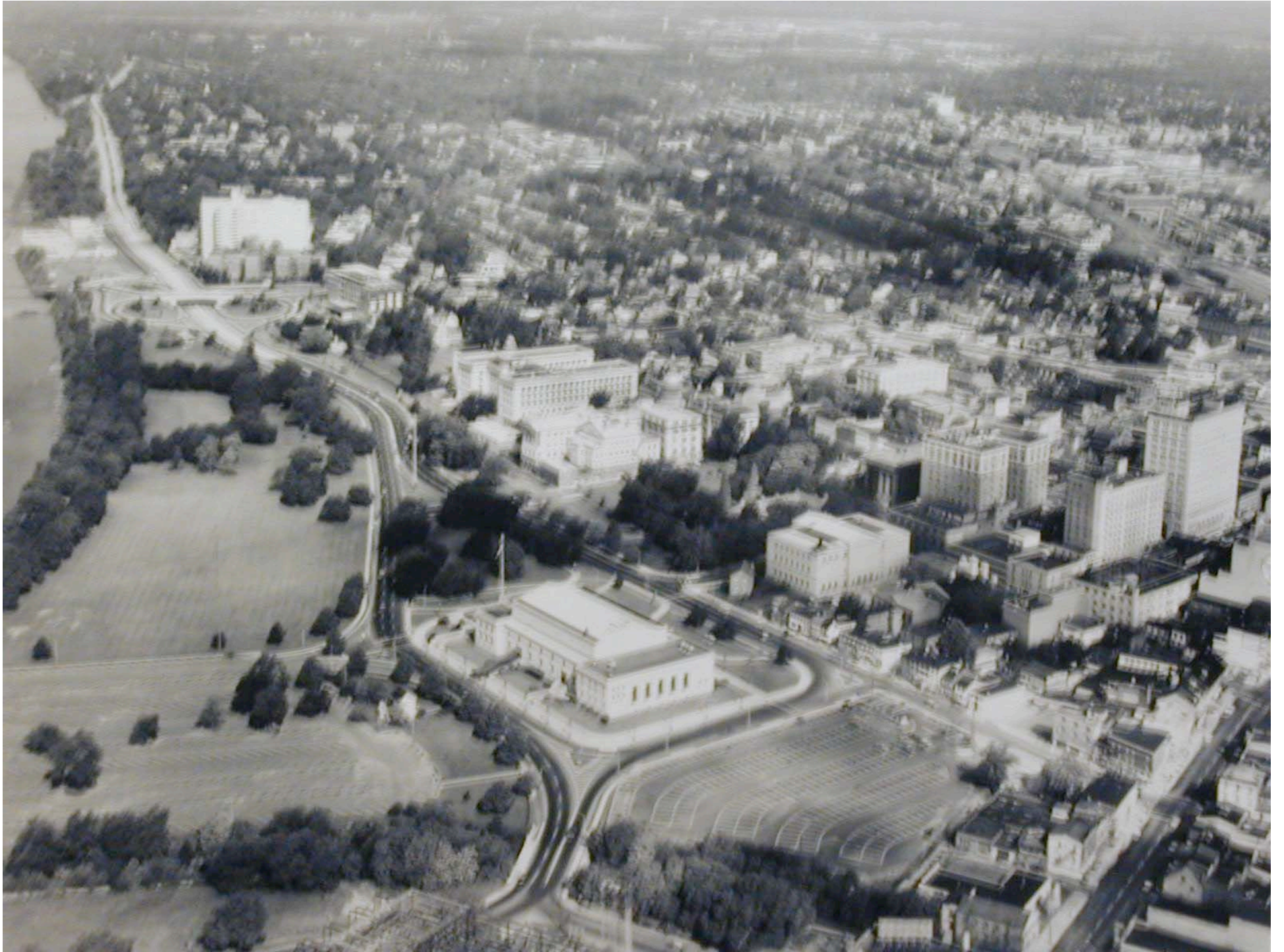
Aero Service Corporation

MAHLON STACY PARK, TRENTON

LOOKING out over Trenton Falls, this park provides a landscape setting for the New Jersey capital and a recreational area for the central part of Trenton. This example of the acquisition of riverfront lands, once the site of a dump, might be emulated to advantage elsewhere in the region by towns that now possess neglected stream frontages.



TRENTON SUR LA DELAWARE, CIRCA 1800









**THE
CAPITAL
CITY
REDEVELOPMENT
CORPORATION**
STATE OF NEW JERSEY
1 NORTH BRIDGE STREET, CO. 0143
TRENTON, NEW JERSEY 08602-0003
(609) 392-5004

**THE
LIEDMAN
MELTING
PARTNERSHIP**
ARCHITECTS AND PLANNERS
100 N. 10TH STREET
PHILADELPHIA, PA. 19107
412-526-1100
1987
**ANDRES DUANY
AND ELEANOR
PLATZ-SYBERG
ARCHITECTS**
ARCHITECTS AND CITY PLANNERS
1001 PENNSYLVANIA AVENUE
NEW YORK, NY 10019
212-677-1100
1987
**M.E. LEHR
AND
ASSOCIATES**
LANDSCAPE ARCHITECTS
100 N. BRIDGE STREET
TRENTON, NJ 08602
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CAPITAL CITY RENAISSANCE PLAN
TRENTON, NEW JERSEY
1987

REFERENCES

- A. State Capitol
- B. State Capitol Complex
- C. Cemetery
- D. War Memorial
- E. Justice Complex
- F. Municipal Center Court House
- G. City Hall
- H. State House Annex
- I. Post Office
- J. Government Museum
- K. Public Warehouse Park
- L. Public Station
- M. Courthouse
- N. Sports Arena
- O. Office
- P. Parking
- Q. Hotel
- R. Residential
- S. Dr. W. Conrad Museum
- T. Fire Station
- U. Public Storage
- V. Central City Plaza
- W. Government Buildings
- X. Community Center in Plaza
- Y. Public Market
- Z. Public Library

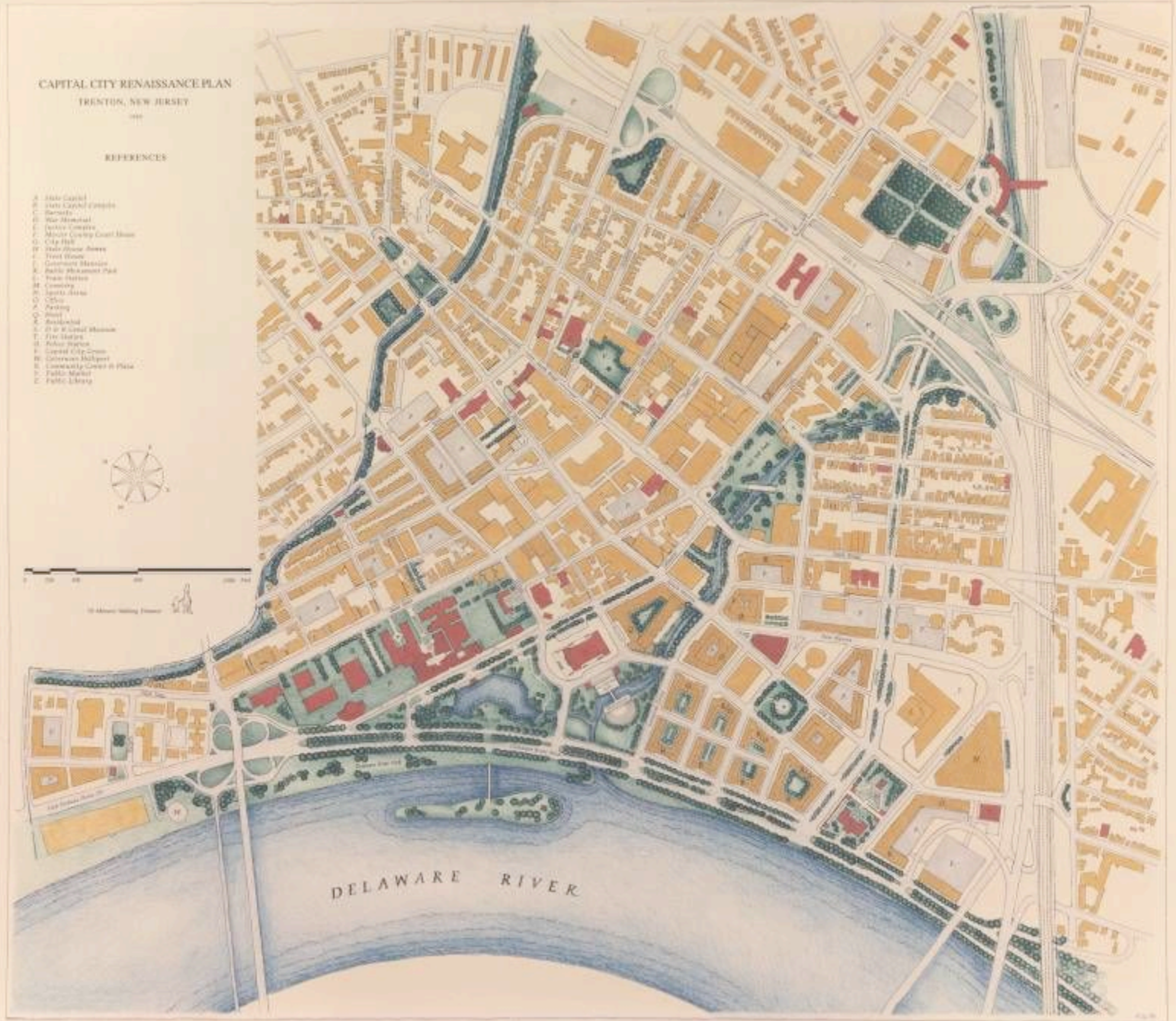
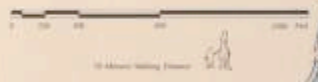


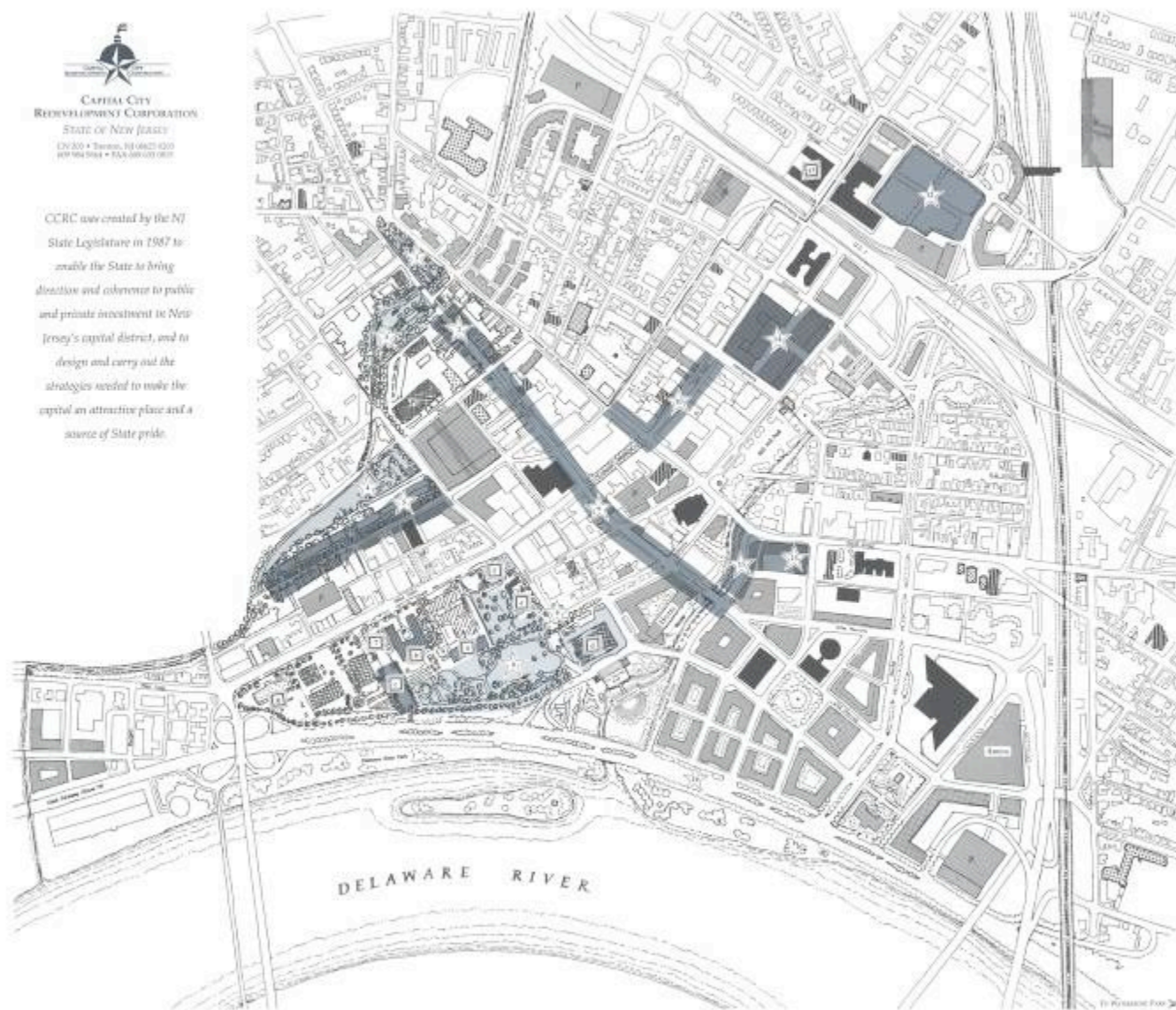


EXHIBIT B
THE CAPITAL CITY RENAISSANCE PLAN URBAN CODE

| | TYPE I | TYPE II | TYPE III | TYPE IV |
|--------------------------------|---|---|--|---|
| BUILDING HEIGHT | <p>10 Story Maximum Building height shall be a maximum of 10 stories. On Pedestrian Continuity Frontages, height of sidewalk level shall be no less than 12 ft. in height from finished floor to finished ceiling.</p> | <p>6 Story Maximum Building height shall be a maximum of 6 stories. On Pedestrian Continuity Frontages, height of sidewalk level shall be no less than 12 ft. in height from finished floor to finished ceiling.</p> | <p>4 1/2 Story Maximum Building height shall be a maximum of 4 1/2 stories, including a half basement.</p> | <p>3 1/2 Story Maximum Building height shall be a maximum of 3 1/2 stories including a half basement. On Pedestrian Continuity Frontages, height of sidewalk level shall be a minimum of 12 ft. in height from finished floor to finished ceiling.</p> |
| BUILDING PLACEMENT | <p>Fronts shall be back on the Frontage along 80% of their length without any setback to a minimum height of two stories.</p> | | <p>Fronts shall be back on the Frontage along 80% of their length without any setback. Alternatively, the Frontage may be back a minimum of 10 feet from the Frontage to provide a Front Yard.</p> | |
| BUILDING USE | <p>On Pedestrian Continuity Frontages, 100% of the Frontage at the sidewalk level shall be for Commercial Use to a minimum depth of not less than 15 ft. On other Frontages, Frontage may be used for Commercial, Residential, or Parking Use.</p> | <p>Commercial or Residential Uses are permitted to a maximum depth from a Primary Frontage of not less than 12 ft. The remaining depth may also be used for Parking Use only, parking spaces allowed as a Primary Frontage in an urban area or as a set back greater than 30 ft. or wider across the Frontage. Parking may be located on all Frontages designated as Non-Primary.</p> | <p>On Pedestrian Continuity Frontages, 100% of the Frontage at the sidewalk level shall be for Commercial Use to a minimum depth of not less than 15 ft. The other Frontages and Setbacks may be used for Commercial/Residential Use. Setbacks with Frontage on Non-Primary Frontage may be for Commercial, Residential, or Parking Use.</p> | |
| PARKING | <p>Parking is not required for independent buildings with less than 1,000 sq. ft. of Gross Floor Area.</p> | <p>Buildings with 1,000 sq. ft. or more of Gross Floor Area shall provide a minimum of one parking space for each 1,000 sq. ft. of Gross Floor Area. These parking spaces shall be calculated from the first space level. Unless the required Parking Spaces are provided within 1,000 ft. of the lot they serve, 1,000 sq. ft. of Gross Floor Area shall be provided.</p> | <p>Surface parking lots shall have a maximum of 40% coverage. Surface parking lots shall not be provided on corner lots or along Pedestrian Continuity Frontages.</p> | |
| ARCHITECTURAL STANDARDS | <p>The exterior finish materials on all Facades shall be finished in brick, stone, terra cotta, cast stone, and other masonry materials. On Type IV buildings, stone may be used on an exterior finish material in all Facades.</p> | <p>For Type IV buildings, window placements and/or window shapes may be added as an exterior finish material in all Facades. The ground area and all other openings of a Facade shall not exceed 50% of the total area of such Facade, with each Facade being considered independently. On Pedestrian Continuity Frontages, the Facade of the story at sidewalk level shall not be less than 75% glazed.</p> | <p>For ground signs and all other signage, in a Facade, height shall be equal to or greater than the width. External signs shall be located only on the inside of ground openings and be located on stone.</p> | |
| GENERAL NOTES | <p>No building shall be less than two stories in height or 16 ft. from the sidewalk to the top of the parapet. The height limit shall not apply to a church spire, radio mast, heliport, clock tower, chimney, flag, water tank, antenna, billboard, sign tower, antenna lift or similar structure.</p> | <p>For Type I and Type II, the building height limitation shall be suspended for two years from the date of adoption of the Capital City Renaissance Plan for any building for which final site plan approval has been obtained from the Trenton Planning Board prior to the adoption of the Renaissance Plan. Loading docks are not permitted on Pedestrian Continuity Frontages.</p> | <p>For Type I, a building may be built to the height of an existing building provided both buildings are integrated and all Facades are complete. In the event of pre-existing setbacks, special accommodations may be allowed. All buildings shall have the main entrance on a Frontage.</p> | <p>Lots without buildings shall have a Setback along 80% of their Frontage. The provisions of the New Jersey Building Code, which in certain, shall also govern when the provisions of this Code. The provisions of this Code, when inconsistent, shall take precedence over the Uniform Code and Local Development Ordinances.</p> |
| DEFINITIONS | <p>Commercial Use: Primarily used primarily for the conduct of retail trade and general business. Expression Line (EL): A horizontal line that marks the top of a window, door, or other architectural element. Frontage: The vertical surface of a building along a Frontage. Frontage: The property line or lines of a lot which coincide with a street right-of-way or a park boundary line.</p> | <p>Independent Building: A building having independent frontage to an adjacent building. Open Frontage: The unobstructed area of a building fronting adjacent portions of streets, sidewalks, and terraces. Non-Primary Frontage: Special Frontage designated in the Capital City Renaissance Plan, which are subject to the requirements of this Code. Pedestrian Continuity (PC) Frontage: Special Frontages designated in the Capital City Renaissance Plan, which are subject to the requirements of this Code.</p> | <p>Primary Frontage: All Frontages on designated Non-Primary Frontage, in the Capital City Renaissance Plan, which are subject to the requirements of this Code. Residential Use: Primarily used primarily for residential use. Room Line (RL): A horizontal line that marks the top of a room, which the parapet is not a minimum of 4 ft. from the Facade below. Setback: The minimum distance between a Frontage and a building facade.</p> | <p>Set: The minimum level of a building shall be no less than 12 ft. in height from finished floor to finished ceiling. Streetwall: A 30 ft. square wall 4 ft. high, 30 ft. of vertical metal plates with a base no higher than 1 ft. and plates made of brick or stone or a wall 4 ft. high made of brick, cast stone, stone, terra cotta, or stone. Wall: An area less than six feet in height, which are greater than 3 ft. in height, except for a wall.</p> |



CCRC was created by the NJ State Legislature in 1987 to create the State's living direction and coherence to public and private investment in New Jersey's capital district, and to design and carry out the strategies needed to make the capital an attractive place and a source of State pride.



The Renaissance Plan: The First Five Years (1989-1994)

PROGRESS TO DATE AND PLANS FOR THE FUTURE

Business Review Meetings Pilot Investigations

24 City of Trenton, CCRC
The Business Review Meetings are held to be coordinated and reported to an audit with the Capital City Redevelopment Plan. The project is to be completed in 1994.

Major Water Street Market & Scientific Redevelopment

74 City of Trenton, CCRC
CCRC will spend \$20,000 to lease and give location to the Market of St. James for the first phase of the Capital City Redevelopment Plan. The project is to be completed in 1994.

Pennsylvania State University City of Trenton, CCRC

Investment proposal for a new construction project to be located in the Market of St. James. The project is to be completed in 1994.

Paterson Plaza & River Entertainment Area

City of Trenton, CCRC
This plan and zoning for the entertainment area will be completed in 1994. The project is to be completed in 1994.

Major Hudson Street Market & Scientific Redevelopment

74 City of Trenton, CCRC
This plan and zoning for the entertainment area will be completed in 1994. The project is to be completed in 1994.

Market Street Market & Scientific Redevelopment

74 City of Trenton, CCRC
This plan and zoning for the entertainment area will be completed in 1994. The project is to be completed in 1994.

NJ Economic Activities Investment

1001 State House, 1989-1992
1011 State House Annex, 1989-1992
1012 State House Complex, 1989-1992
1013 State House, 1989-1992
1014 State House, 1989-1992
1015 State House, 1989-1992

Beauty Plans

74 City of Trenton, CCRC
This plan and zoning for the entertainment area will be completed in 1994. The project is to be completed in 1994.

Trenton Convention & Visitors Bureau, ICVIA

74 City of Trenton, CCRC
This plan and zoning for the entertainment area will be completed in 1994. The project is to be completed in 1994.

Stevens Institute of Technology Stevens & Broad Redevelopment

74 City of Trenton, CCRC
This plan and zoning for the entertainment area will be completed in 1994. The project is to be completed in 1994.

Antenna Tower Market & Scientific Redevelopment

74 City of Trenton, CCRC
This plan and zoning for the entertainment area will be completed in 1994. The project is to be completed in 1994.

Market Street Market & Scientific Redevelopment

74 City of Trenton, CCRC
This plan and zoning for the entertainment area will be completed in 1994. The project is to be completed in 1994.

US Federal Government Investment

74 City of Trenton, CCRC
This plan and zoning for the entertainment area will be completed in 1994. The project is to be completed in 1994.

Trenton Civic Center Redevelopment Plan

74 City of Trenton, CCRC
This plan and zoning for the entertainment area will be completed in 1994. The project is to be completed in 1994.

Market Street Market & Scientific Redevelopment

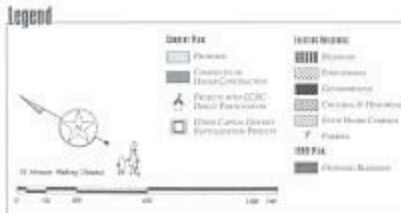
74 City of Trenton, CCRC
This plan and zoning for the entertainment area will be completed in 1994. The project is to be completed in 1994.

Convention of River 28 Market & Scientific Redevelopment

74 City of Trenton, CCRC
This plan and zoning for the entertainment area will be completed in 1994. The project is to be completed in 1994.

Great Renaissance Plan The CCRC Renaissance Plan

74 City of Trenton, CCRC
This plan and zoning for the entertainment area will be completed in 1994. The project is to be completed in 1994.








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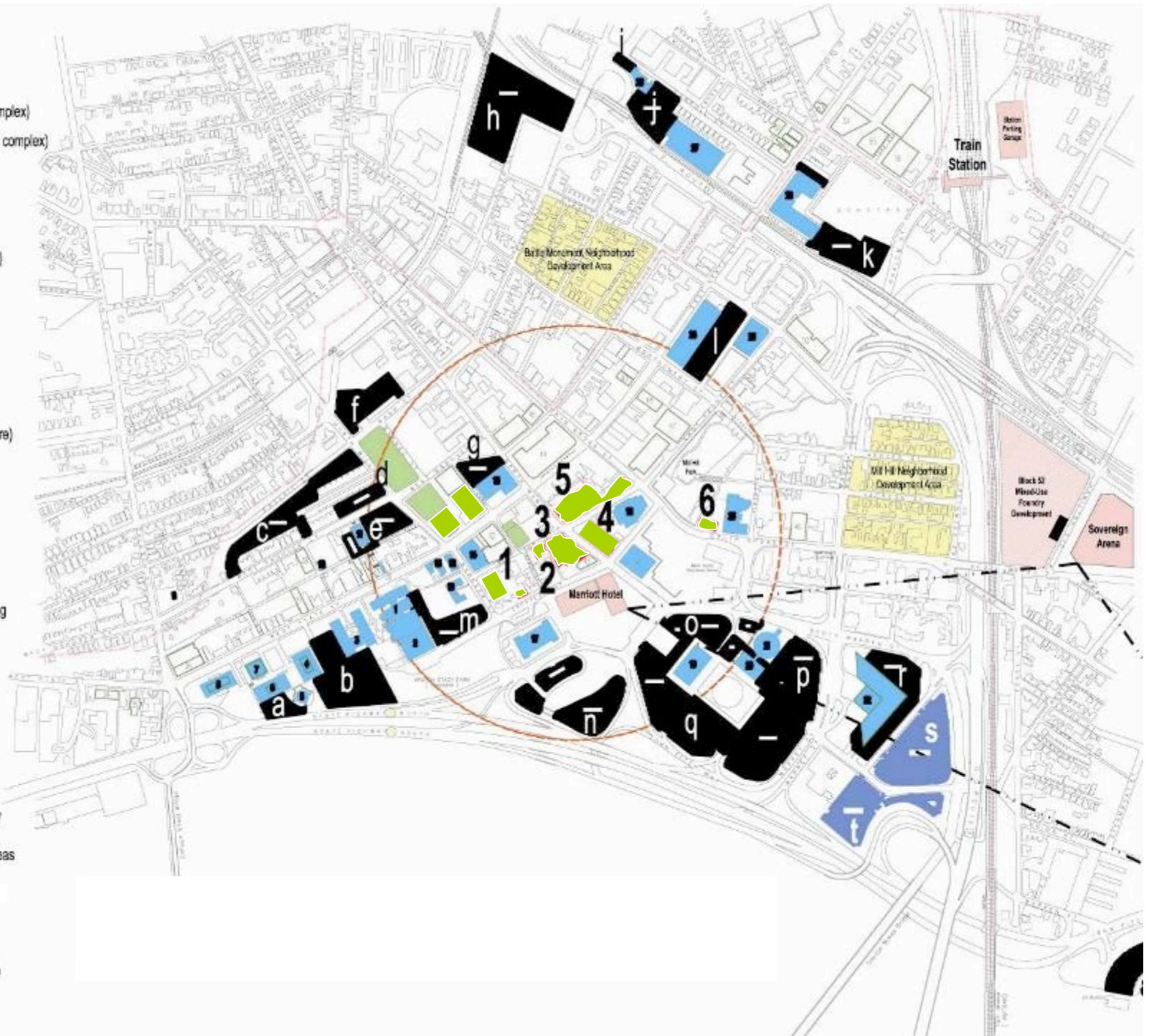
Plan Update



- a. 74 spaces (verify-capitol complex)
- b. 1,200 spaces (verify-capitol complex)
- c. 354 spaces (2.6 acres)
- d. 77 spaces (24,700 gsf)
- e. 132 spaces (42,200 gsf)
- f. 960 spaces (verify-structure)
- g. 88 spaces (28,000 gsf)
- h. 694 spaces (5.1 acres)
- i. 21 spaces (6,720 gsf)
- j. 222 spaces (71,100 gsf)
- k. 259 spaces (1.9 acres)
- l. 600 spaces (6 levels-structure)
- m. 80 spaces (verify)
- n. 336 spaces (verify)
- o. 245 spaces (1.8 acres)
- p. 354 spaces (2.6 acres)
- q. 1,593 spaces (11.7 acres)
- r. integrated structured parking
- s. 571 spaces (4.2 acres)
- t. 442 spaces (5.8 acres)
- 8,302** spaces (to be verified)

-  State Owned Parking
-  State Owned Buildings
-  State Leased Buildings
-  Significant City Owned Property
-  Key Privately Owned Parcels
-  Neighborhood Development Areas
-  Engines of Growth

-  Other Projects
-  CCRC Boundary
-  5 Minute Walking Radius



Vision Based Development Criteria:

What is the best use for each parcel? Which should be categorized as early action, near term, or long term?



Site ■

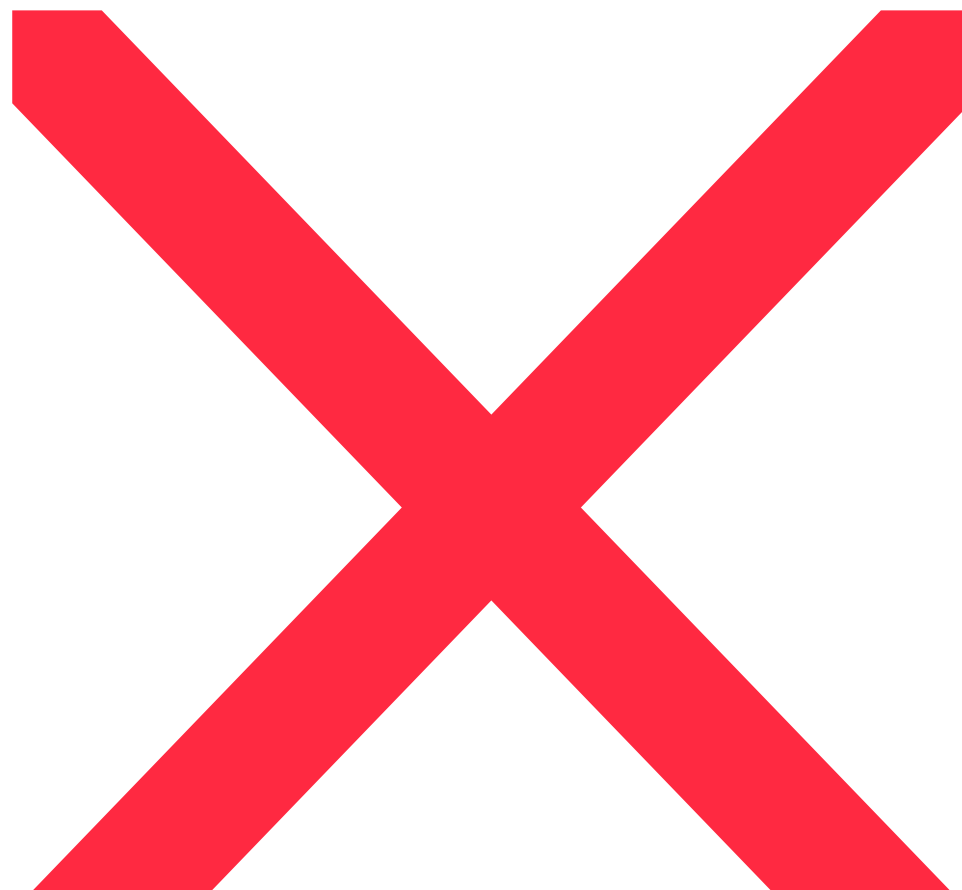
Infill ■

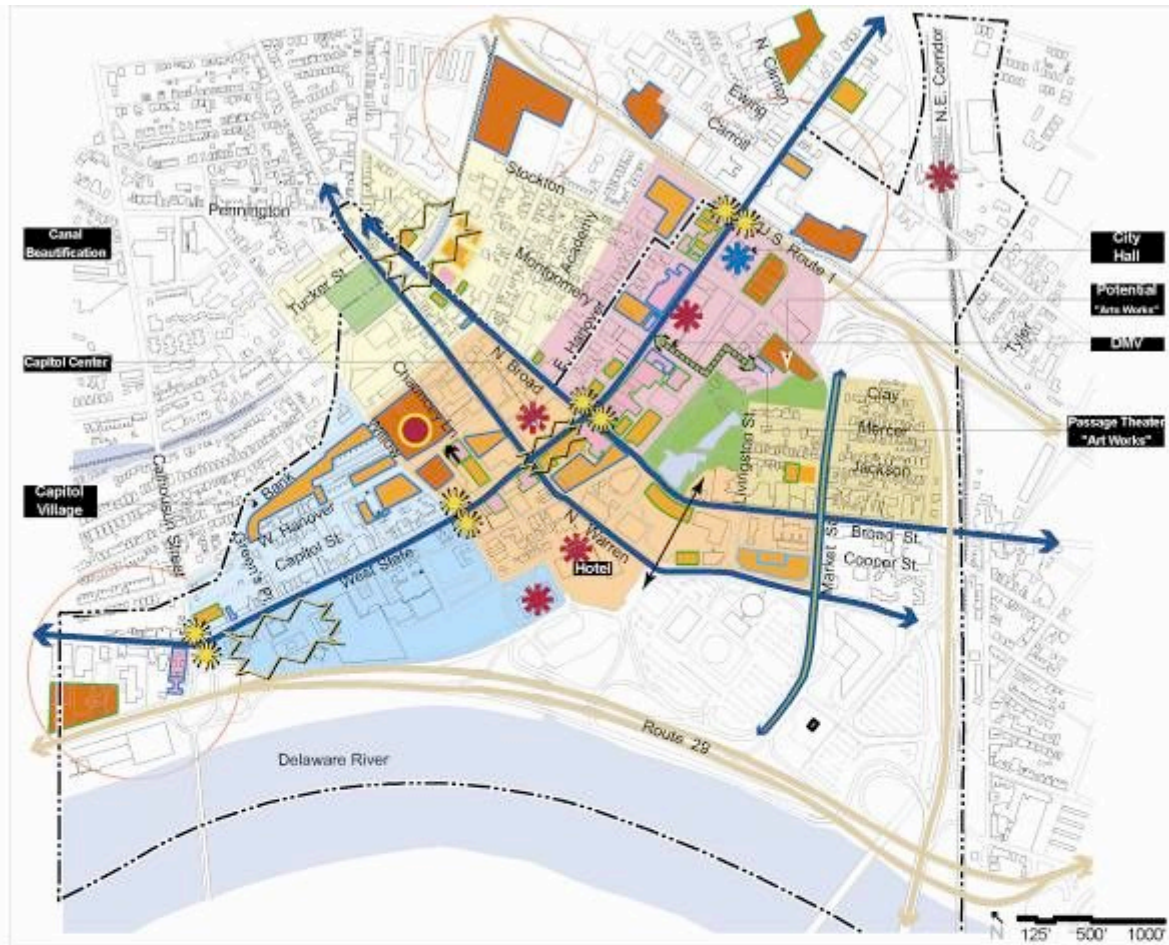
Reuse ■

- 1. Understand types of new development possible.**
 - Integration of Uses and Activities / Mixed-Use Development
 - Enhance Historic Assets
 - Connection to Neighborhoods
 - More Street Activity
 - Socio-Economic Diversity
- 2. Is development of a particular parcel supported by the Renaissance Plan and does it strengthen the activity corridors and/or the concept of sub-districts?**
- 3. Assemble as many large parcels for flexible future development opportunities as possible.**
 - Public Sector Assistance: Identifies Parcels and Guides Process
 - Public Sector acquisition: Land Provide for Development
- 4. Are new parking demands met and existing levels maintained through:**
 - Shared Parking
 - Remote Parking
 - Consolidated Surface or Structured Parking on Secondary Streets
 - Mixed-Use Structured Parking on Activity Corridors
 - Trolley / Jitney System and/or new Transit Emphasis
(including potential light rail extension)
- 5. Comprehensive Circulation Plan**
 - Pedestrian Friendly Linkages
 - Sensible Vehicle Arrival Sequences
 - Return Streets to their Traditional Urban Pattern
 - Pavement Management Plans
 - Eliminate Circulation Conflicts

Mission:

"Enable the State to bring direction and coherence to public and private investment in New Jersey's capital district, and to design and carry out the strategies needed to make the capital an attractive place and a source of State pride."



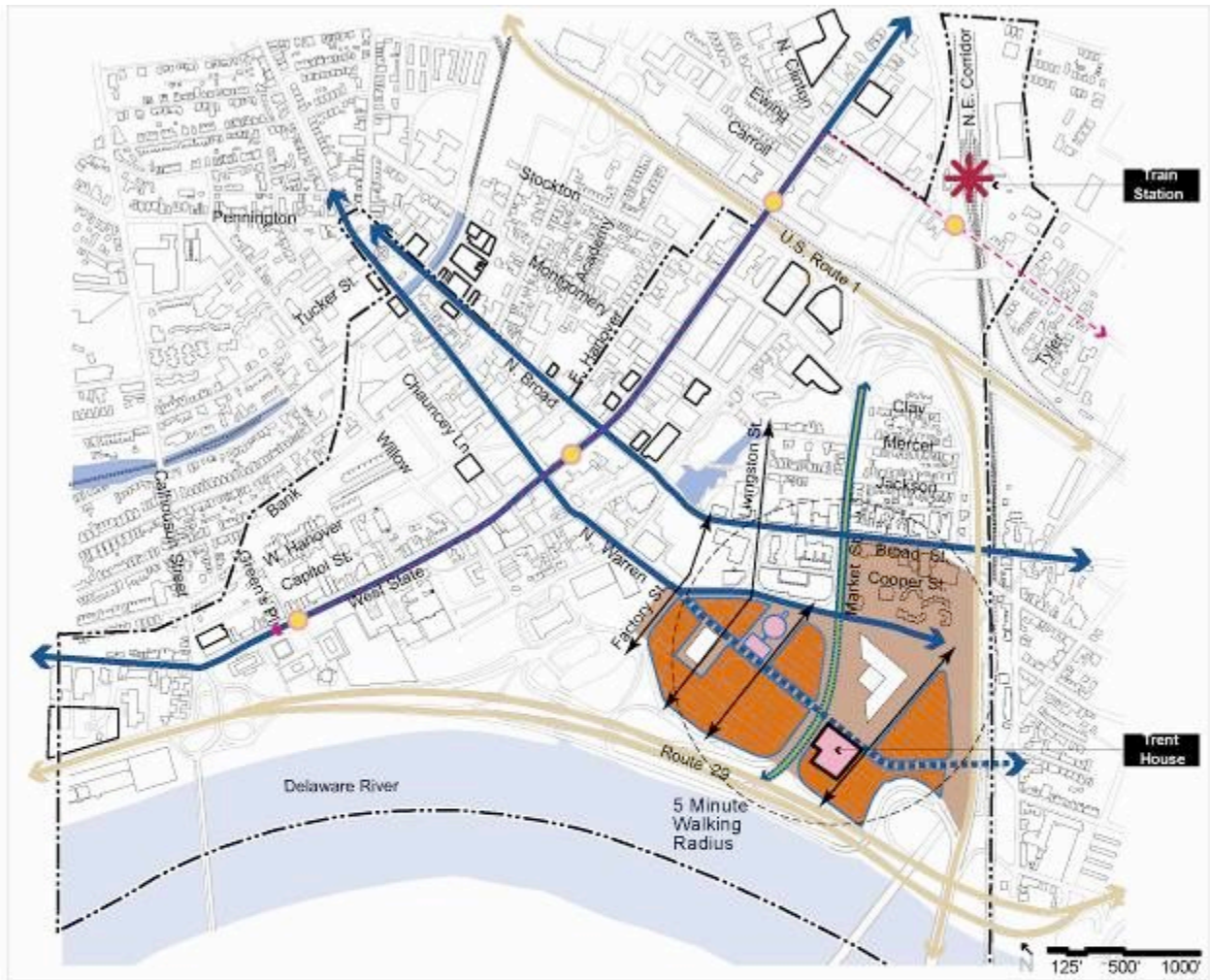


Sub Districts:

- State House:** Institutional and Museums.
- Downtown:** High Intensity CBD.
- Battle Monument:** Student Related, Neighborhood.
- Arts & Education:** Theaters, Arts Related Develop.
- Mill Hill:** Maintain and Keep Well Defined.
- Gateway:** Entry Commercial Buildings / Remote Parking.

Urban Design Elements:

- | | |
|--|---|
| <p>Infrastructure:</p> <ul style="list-style-type: none"> Arterial Roadway Boulevard Activity Corridors Proposed Activity Corridors Proposed or Pending Connectors <p>Transit:</p> <ul style="list-style-type: none"> Proposed Transit Proposed Transit Stations <p> Parcel / Project #.</p> | <p>Open Space & Nodes:</p> <ul style="list-style-type: none"> Existing Landmarks / Anchors Proposed Landmarks / Anchors Gateway Park / Plaza Landscaped Connector Enhancement Potential Expansion |
|--|---|



Sub Districts:

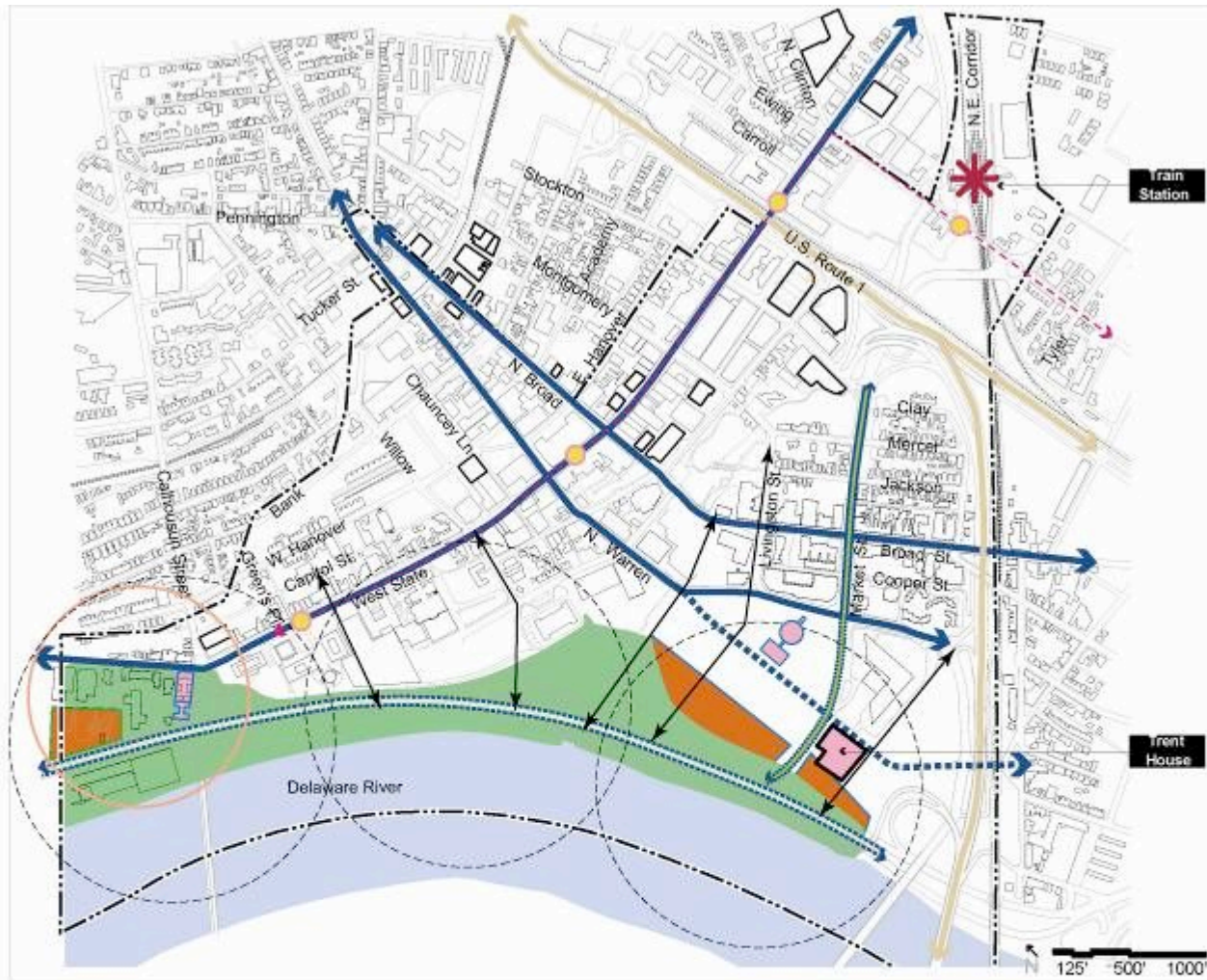
- Waterfront District: Mixed-Use Office and Residential

Urban Design Elements:

- Infrastructure:**
 - Arterial Roadway
 - Boulevard
 - Activity Corridors
 - Proposed Activity Corridors
 - Proposed or Pending Connectors

Transit:

- Proposed Transit
- Proposed Transit Stations



Sub Districts:

- Waterfront Park: Links the waterfront edge, the Waterfront District, and the Center City Sub Districts.

Urban Design Elements:

- Infrastructure:**
- Arterial Roadway
 - Boulevard
 - Activity Corridors
 - Proposed Activity Corridors
 - Proposed or Pending Connectors

Transit:

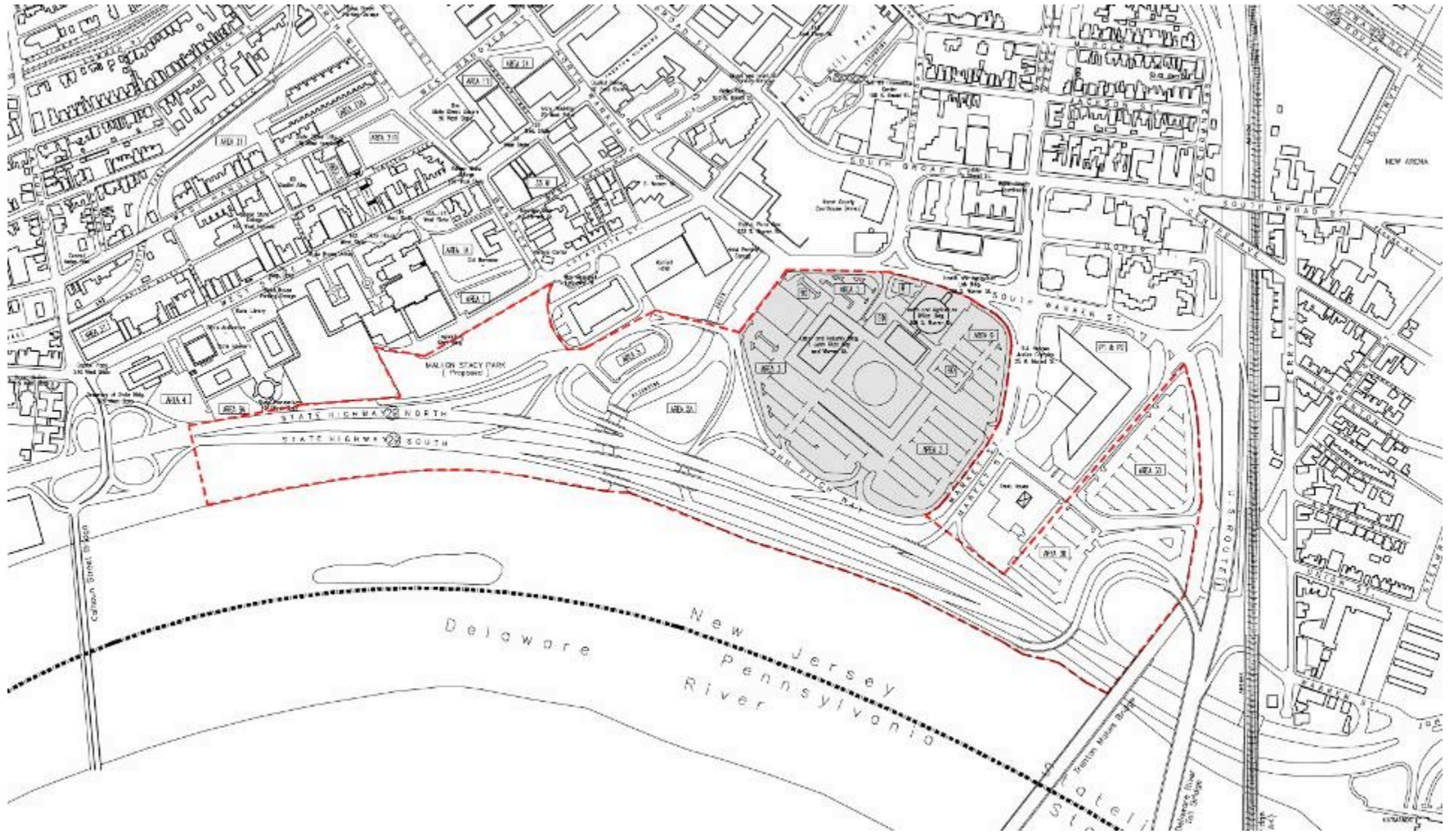
- Proposed Transit
- Proposed Transit Stations

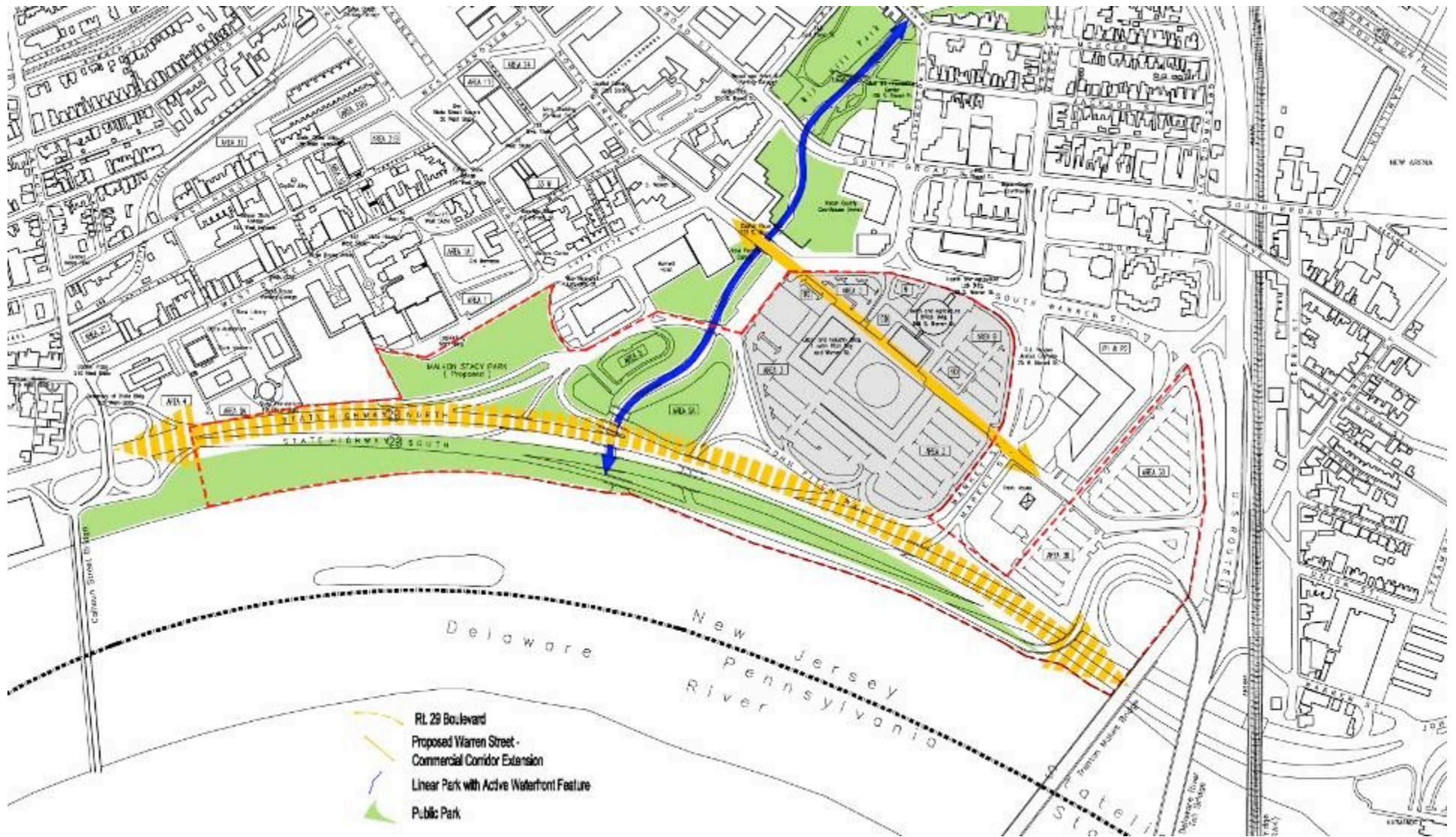


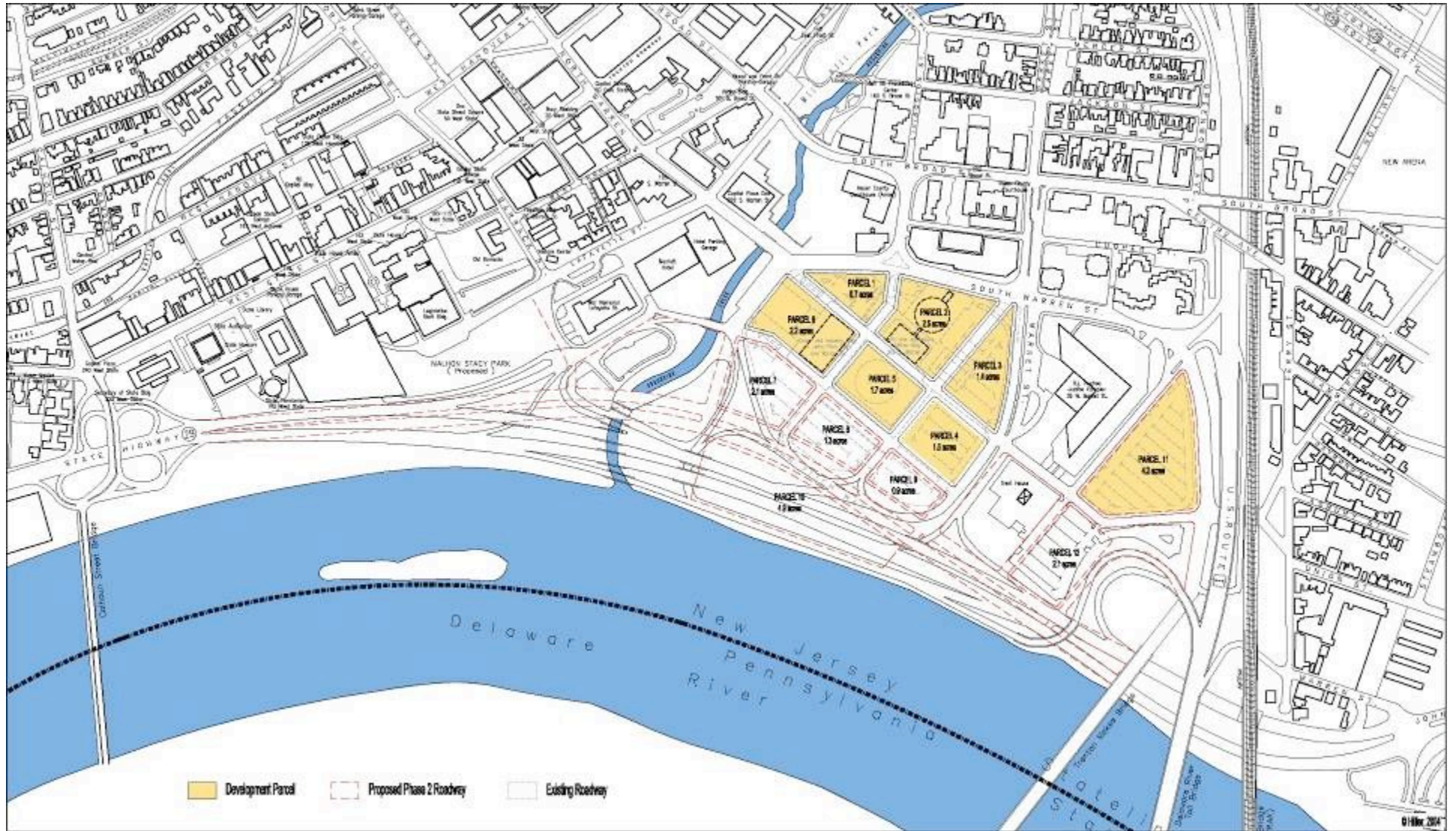
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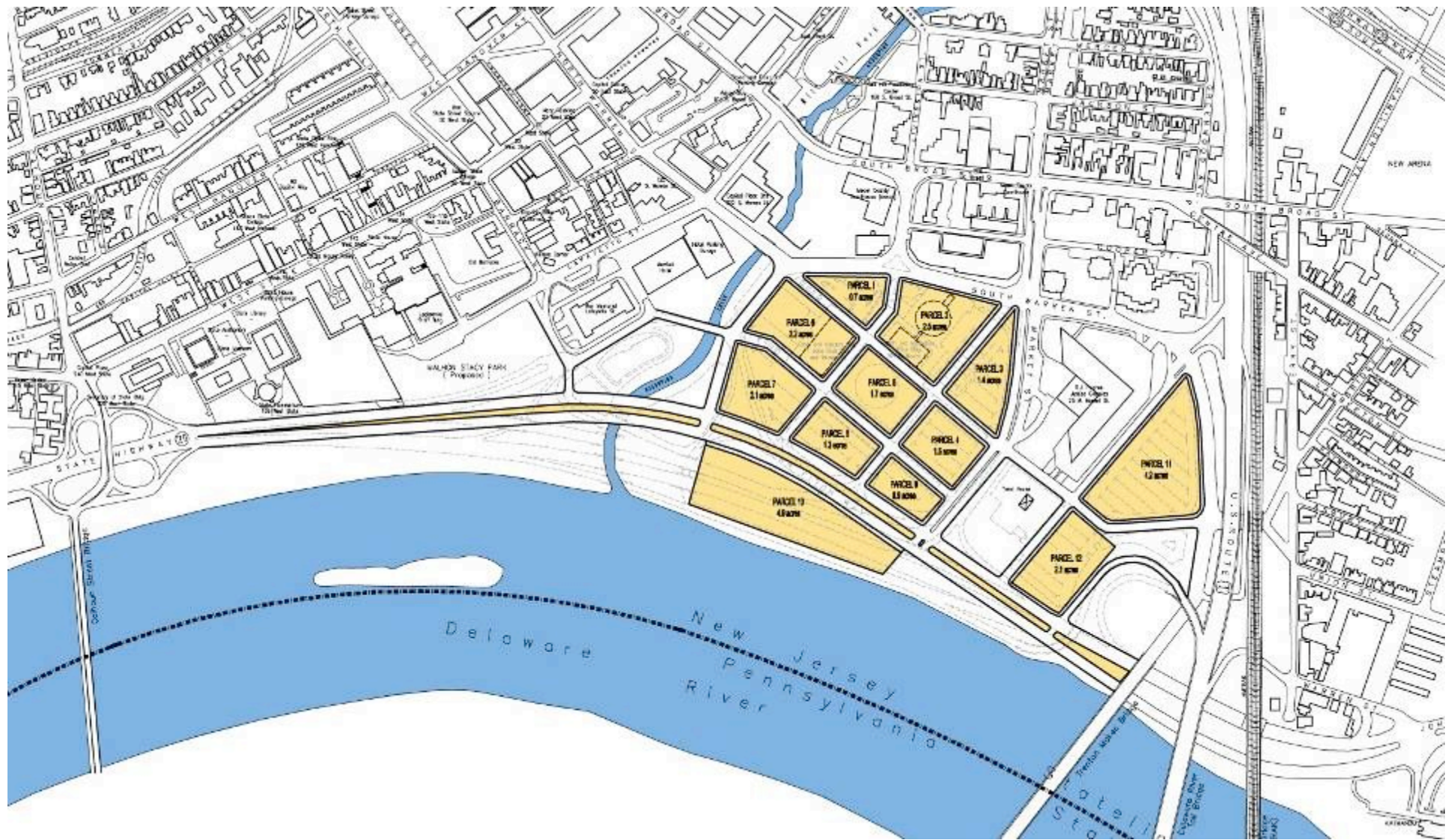
Development Framework Plan

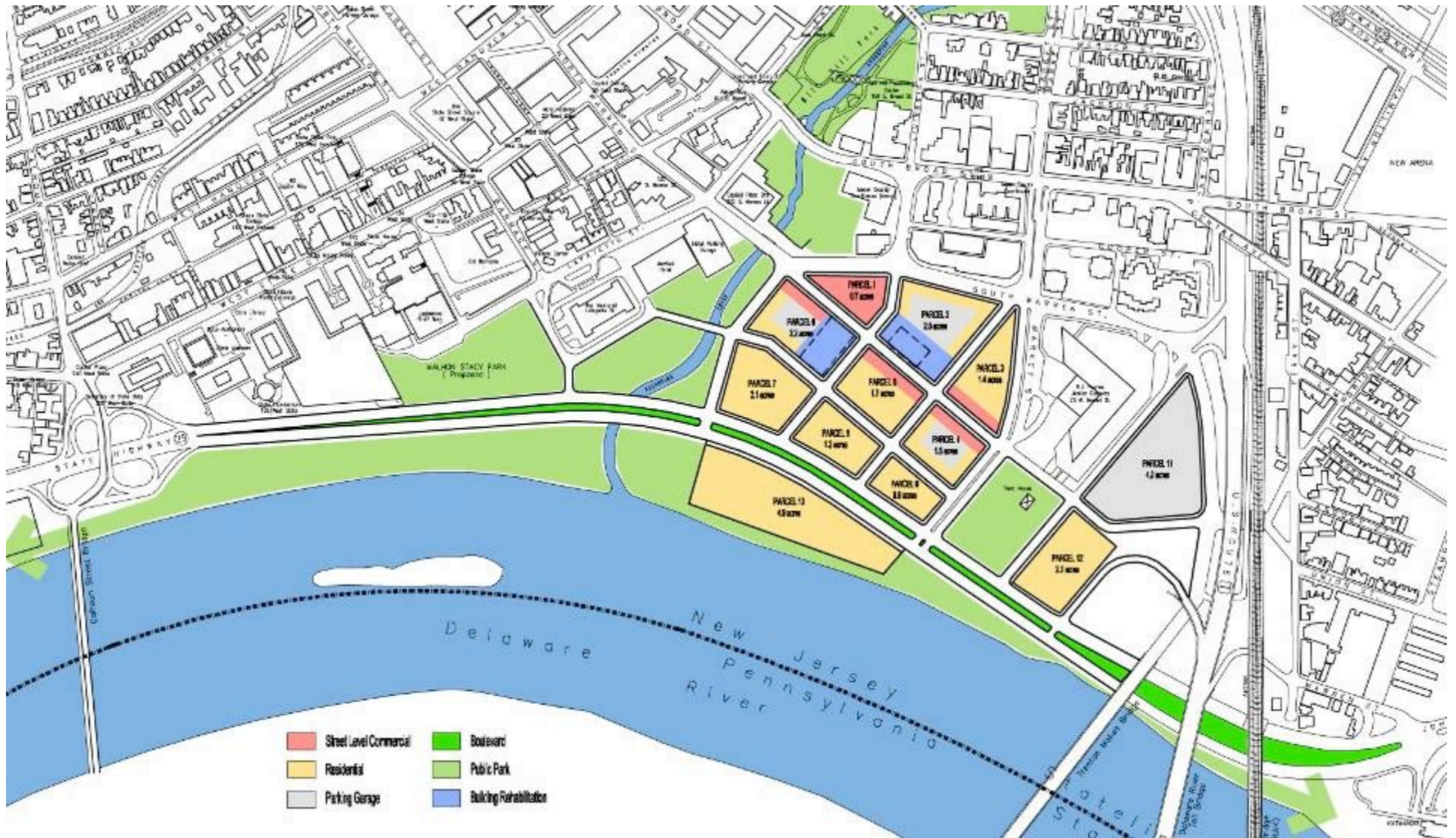




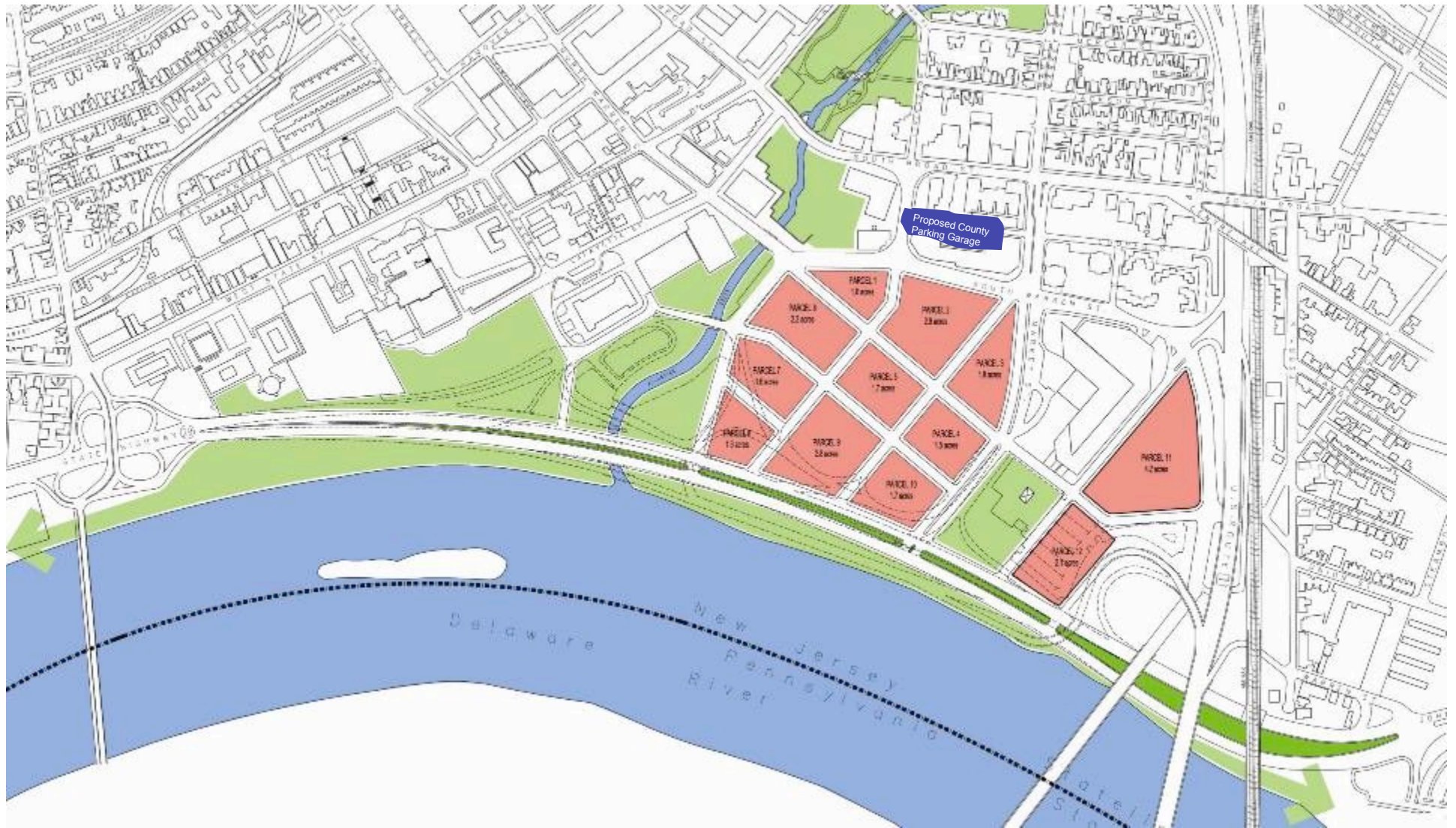








- | | |
|--|---|
| Street Level Commercial | Boulevard |
| Residential | Public Park |
| Parking Garage | Building Rehabilitation |



Site

| | |
|-----------------|------------|
| Parcels Created | 12 Blocks |
| Parcels Acreage | 25.2 Acres |

Development Program

| | |
|------------------|------------------------------|
| Existing Parking | 2,000 SPC <i>(Estimated)</i> |
| Existing Office | 330,000 GSF |

Development Yield

| | |
|--------------|--|
| Residential | 1,500,000 GSF <i>(Approx. 1,500 units)</i> |
| Office | 698,000 GSF |
| Retail | 347,000 GSF |
| Total | 2,545,000 GSF |

Off-street Parking

| | |
|----------|--------------------------------------|
| Provided | 5,950 SPC |
| Required | 5,765 SPC <i>(3,500 replacement)</i> |
| Surplus | 185 SPC |

Assumptions:

Height limit of 6 stories (per Renaissance Plan Urban Code)

Parking Requirement (per Renaissance Plan Urban Code)

Residential: 1 per unit

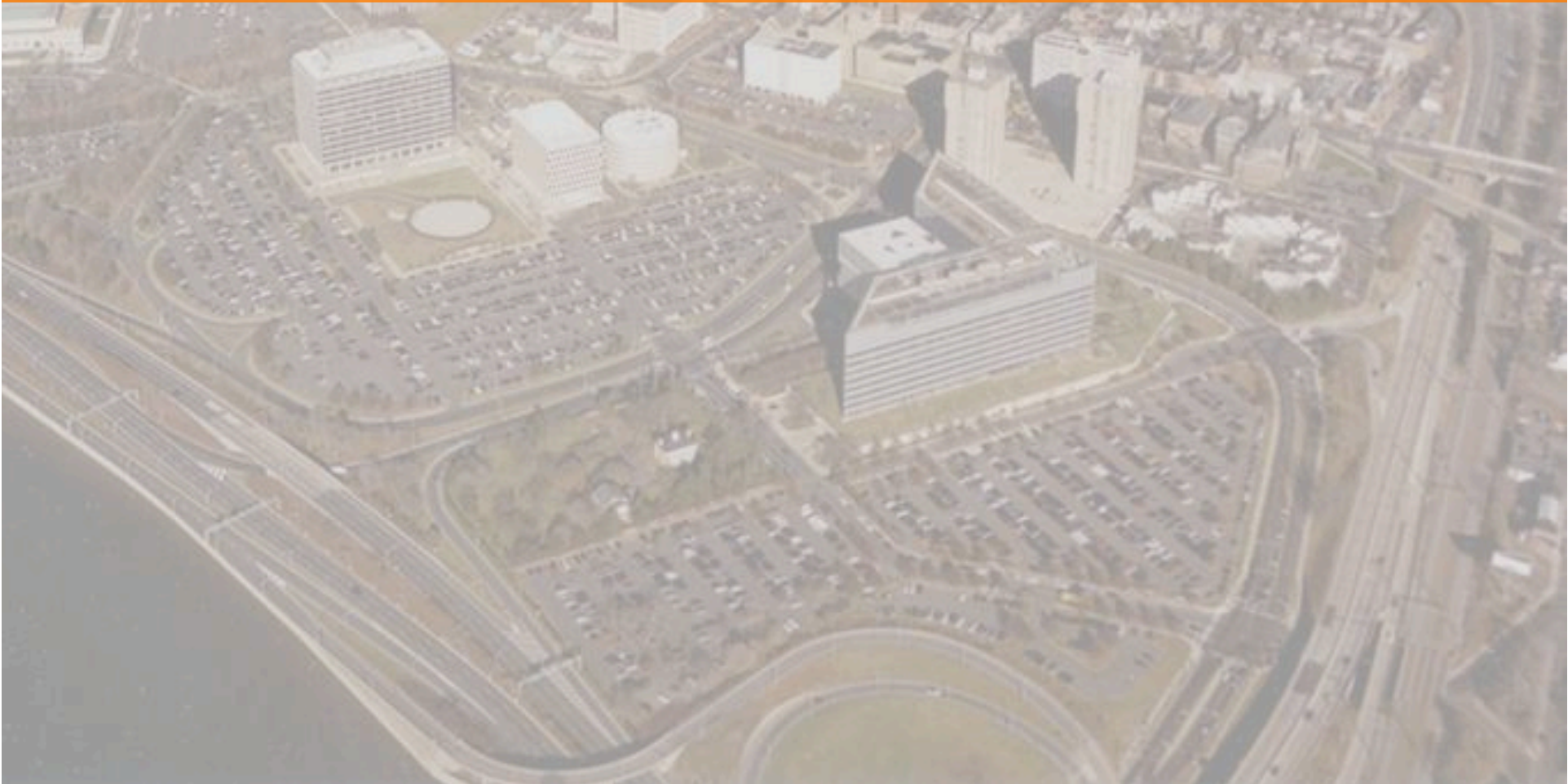
Office: 2 per 1,000 g.s.f.

Retail: 2 per 1,000 g.s.f

Residential Units @ 1,000 g.s.f per unit



3 Design Criteria for Route 29 Upgrade





1

Reclaim waterfront land for public open space.

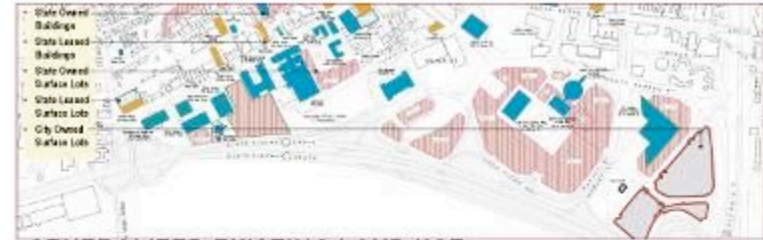
a. 41 downtown acres currently used by Route 29

b. Significant open space reclamation is possible if roadway is upgraded. (29 acres?)

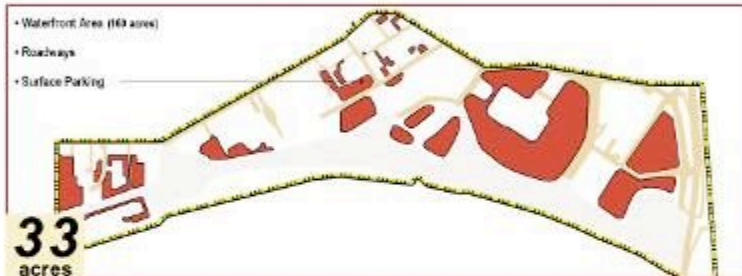
c. Current waterfront access proposals do not provide significant open space



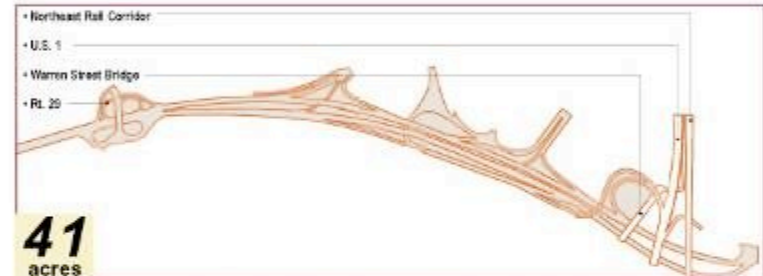
EXISTING WATERFRONT CONTEXT WITH ROUTE 29



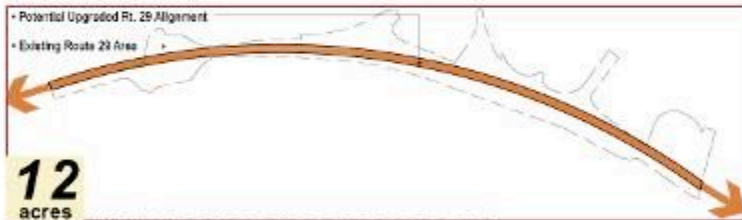
GENERALIZED EXISTING LAND USE



33 acres
PAVED SURFACE AREA: PARKING, ACCESS, & ROADWAY



41 acres
ROUTE 29: AND ACCOMPANYING INFRASTRUCTURE



12 acres
POTENTIAL AREA OF UPGRADED RT. 29



29 acres
UPGRADED ROUTE 29: COMBINED OPEN SPACES



Kelly Drive, Philadelphia



Michigan Ave, Chicago

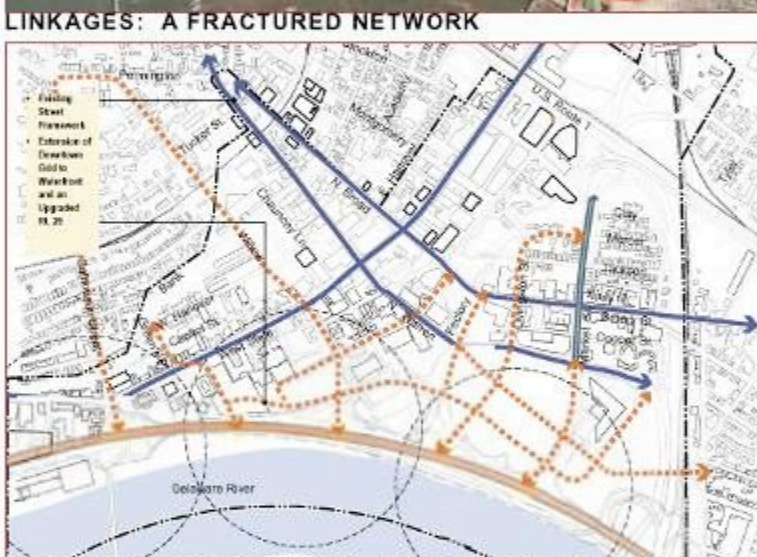
2

Link City sidewalk network to river with pedestrian-oriented development parcels fronting on route 29.

a. Existing linkages are designed to connect State surface parking lots with Rt. 29 and downtown streets.



b. Current waterfront access alternatives being considered provide constrained, limited, and mode separated connections across Rt. 29.



c. Extension of Downtown grid will provide access as well as developable waterfront parcels and continuous open space.

EXTENDING THE DOWNTOWN GRID TO THE WATERFRONT



FORT WASHINGTON, CINCINNATI



EXISTING CONDITIONS AND LINKAGES TO WATERFRONT



DELAWARE AVENUE / I-95, PHILADELPHIA

Capital City Redevelopment Corporation

3

Provide strong visual connection between downtown and the river.

a. Existing landscaped buffers, interchanges, overpasses, highway dividers, and large signs, prevent any visual or psychological links to the waterfront.



LINKAGES: A FRACTURED NETWORK

b. Potential visual connections if roadway is upgraded.



EXTENDING THE DOWNTOWN GRID TO THE WATERFRONT

c. Nashville's success in re-linking to their waterfront

d. Connected downtowns have dynamic waterfront uses.



CUMBERLAND RIVER: NASHVILLE, TENNESSEE



BATTERY PARK CITY, NEW YORK



EXISTING CONDITIONS AND VIEWS TO WATERFRONT

CANAL, OTTAWA

LAKE SHORE DRIVE, CHICAGO

Trenton Route 29 Transparency Upgrade Renaissance Plan Implementation

4

Create imageable gateway to Trenton.

- a. Existing entry experiences typically are a series of interchange ramps, circuitous routes, and surface parking lots.
- b. There will be opportunities for "civic gateways" into Trenton as the downtown and waterfront are joined at a pedestrian, street level.
- c. By combining circulation modes onto the street level, key intersections will form high intensity parcels with the opportunity for landmark buildings and open spaces.



EXISTING ENTRY WAYS



GATEWAYS, OPEN SPACES & DEVELOPMENT PARCELS



COSI: COLUMBUS, OHIO



CHARLES RIVER: CAMBRIDGE, MASSACHUSETTS



EXISTING ROUTE 29 SOUTH ARRIVAL SEQUENCE

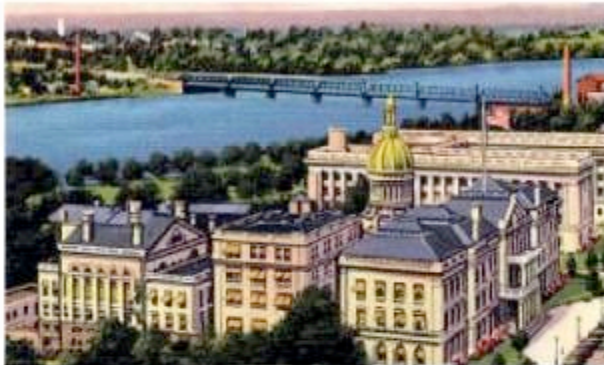


Trenton Route 29 Transparency Upgrade Renaissance Plan Implementation

5

Waterfront “connectivity” & roadway “transparency”.

a. Trenton Waterfront as park, parking lot, and - what's the future?



TRENTON BEFORE RT. 29 AND SURFACE LOTS

- b. Connected Waterfronts
- Delaware Avenue Philadelphia
 - Kelly Drive Philadelphia
 - Fort Washington Cincinnati
 - Cumberland River Nashville
 - West Side Highway New York
 - Lake Shore Drive and Michigan Avenue Chicago
 - Memorial Drive Cambridge
 - Storrow Drive Boston
 - Esplanade, Toronto
 - Bayou Place Houston
 - River District Portland



TRENTON AFTER RT. 29 AND SURFACE LOTS



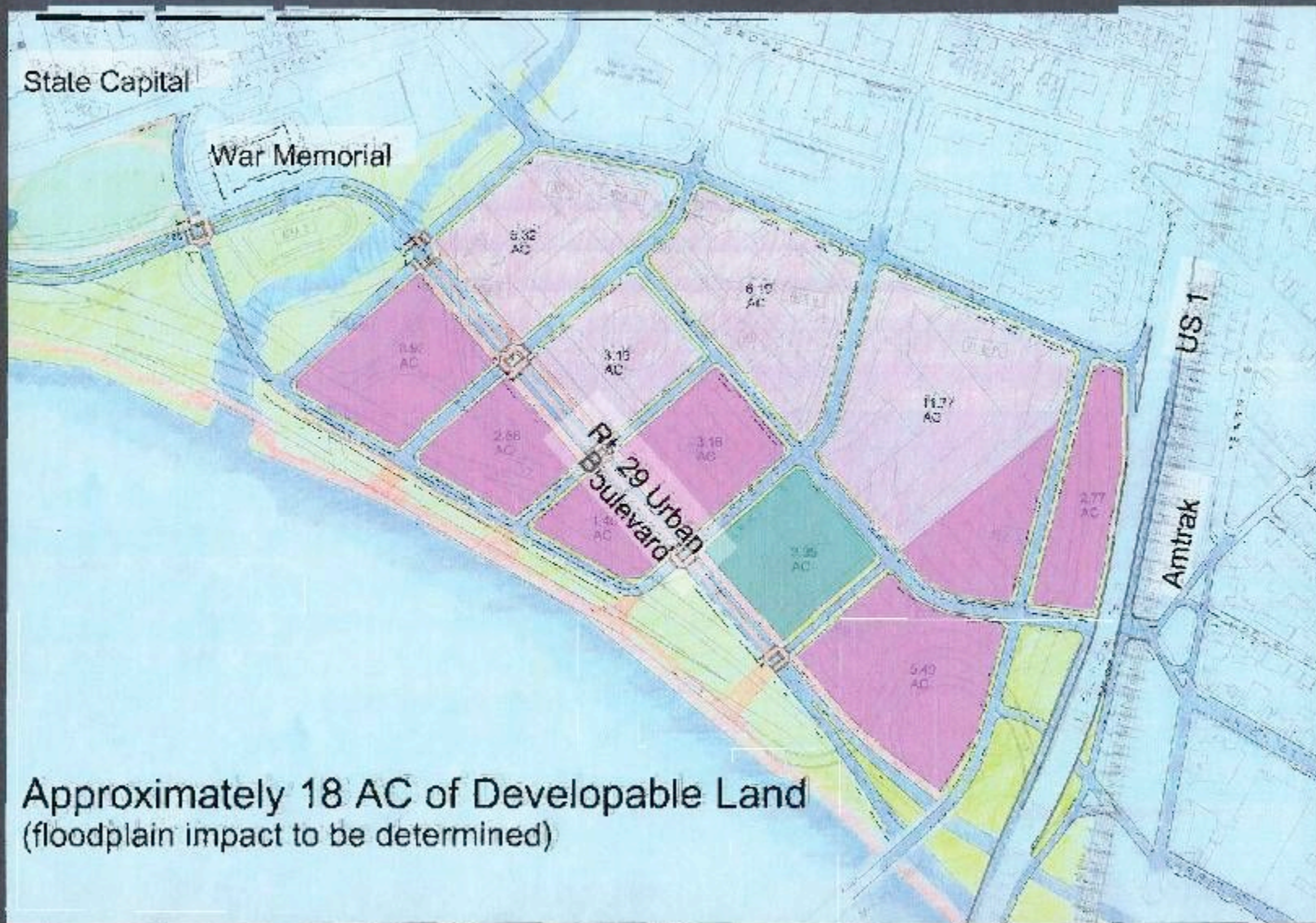
DELAWARE AVENUE: PHILADELPHIA

Capital City Redevelopment Corporation



Trenton Route 29 Transparency Upgrade
Renaissance Plan Implementation

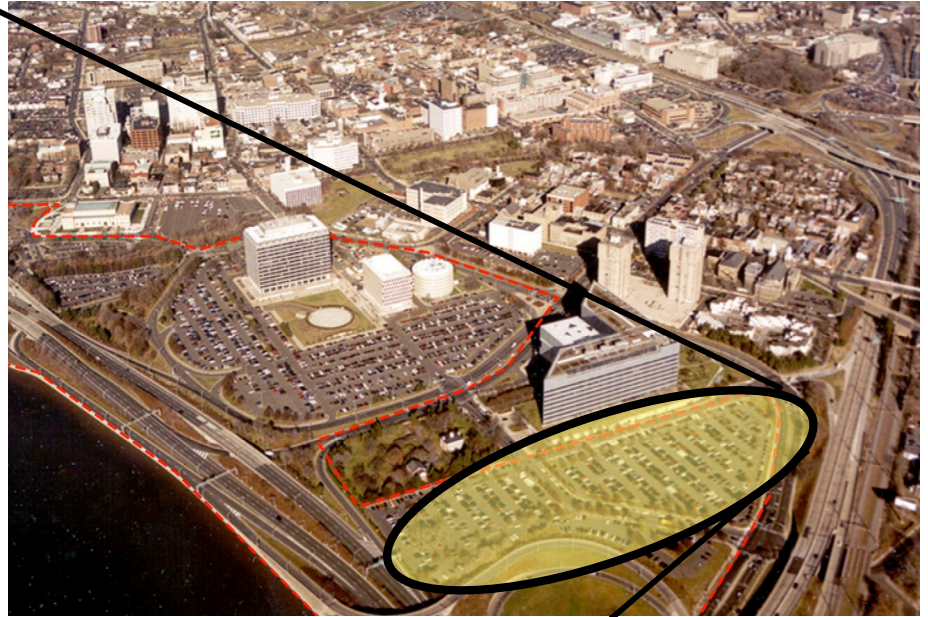
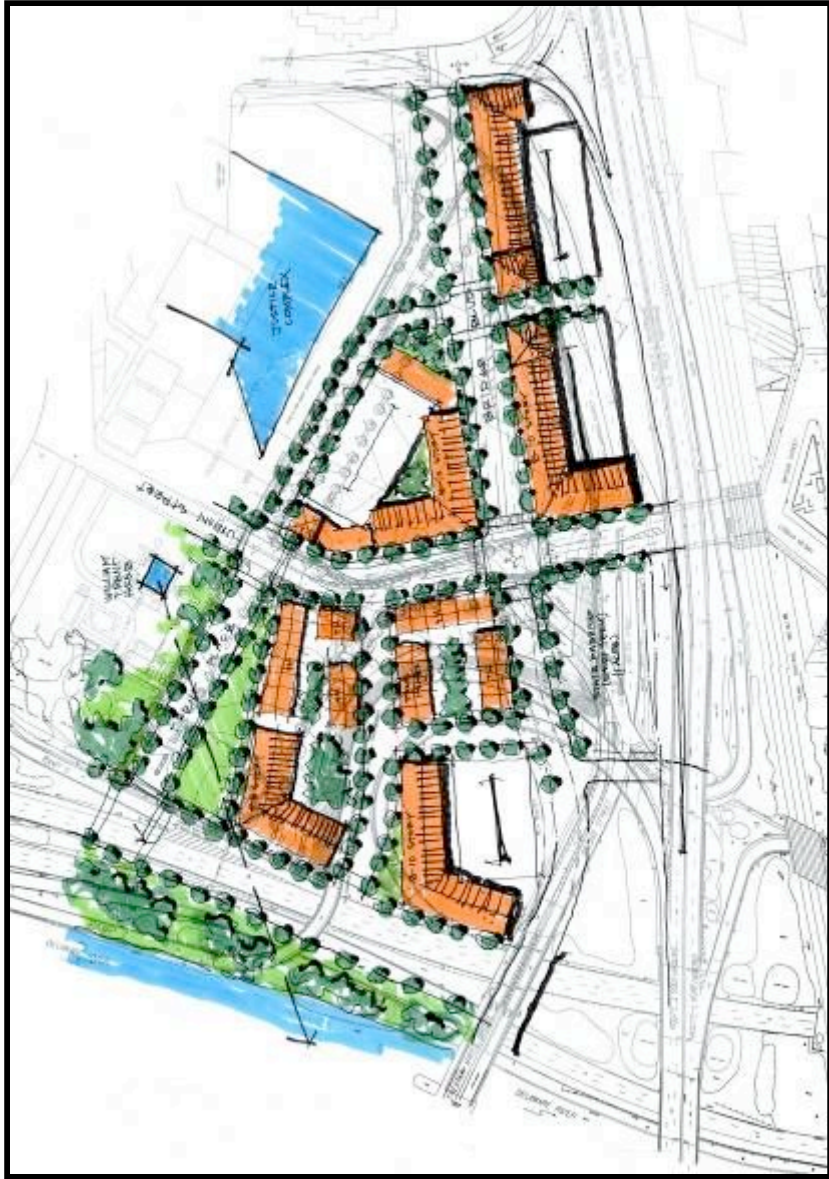
Urban Boulevard Alternative



Redevelopment in the Works

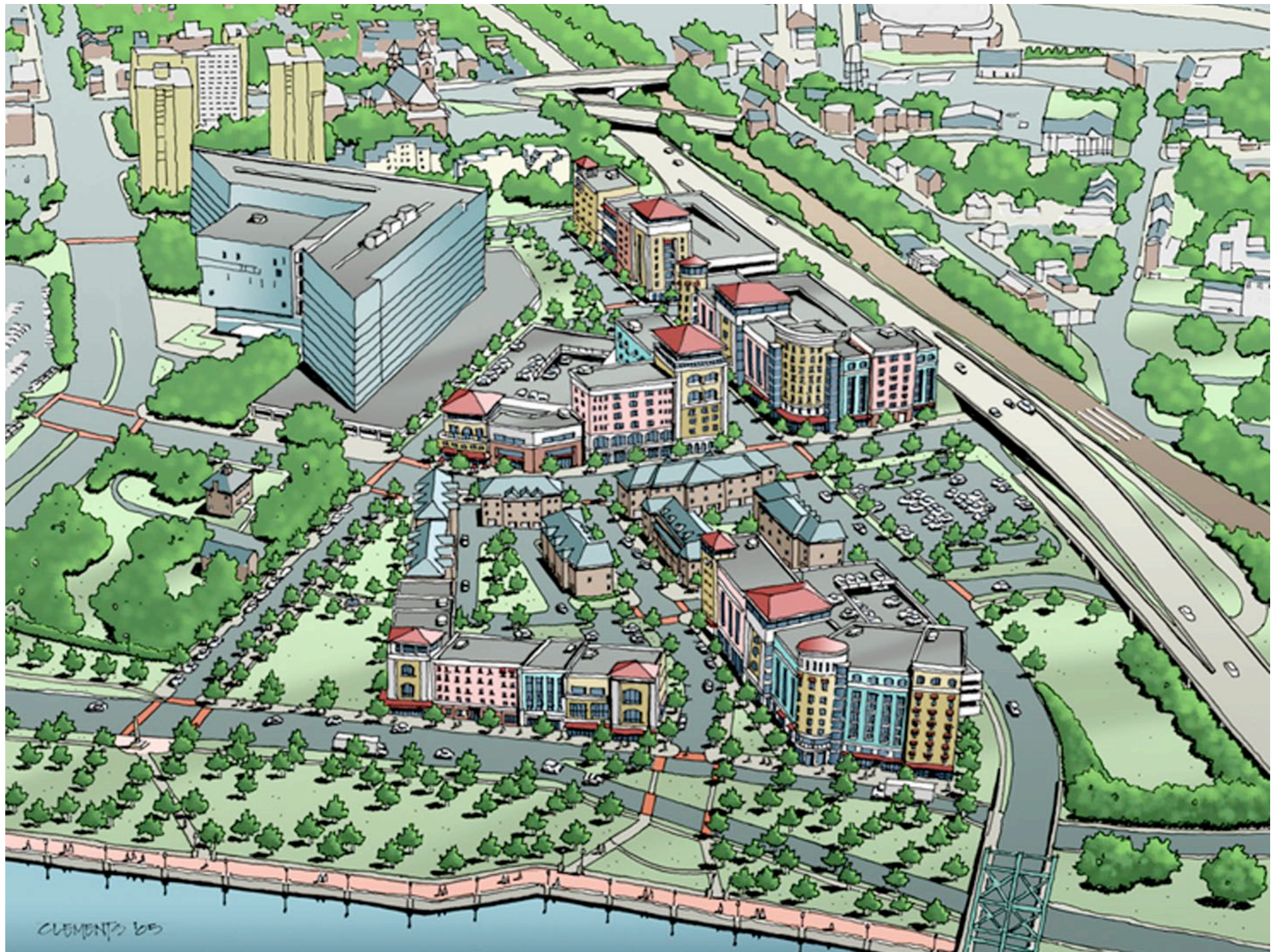








CLEMENTS 09

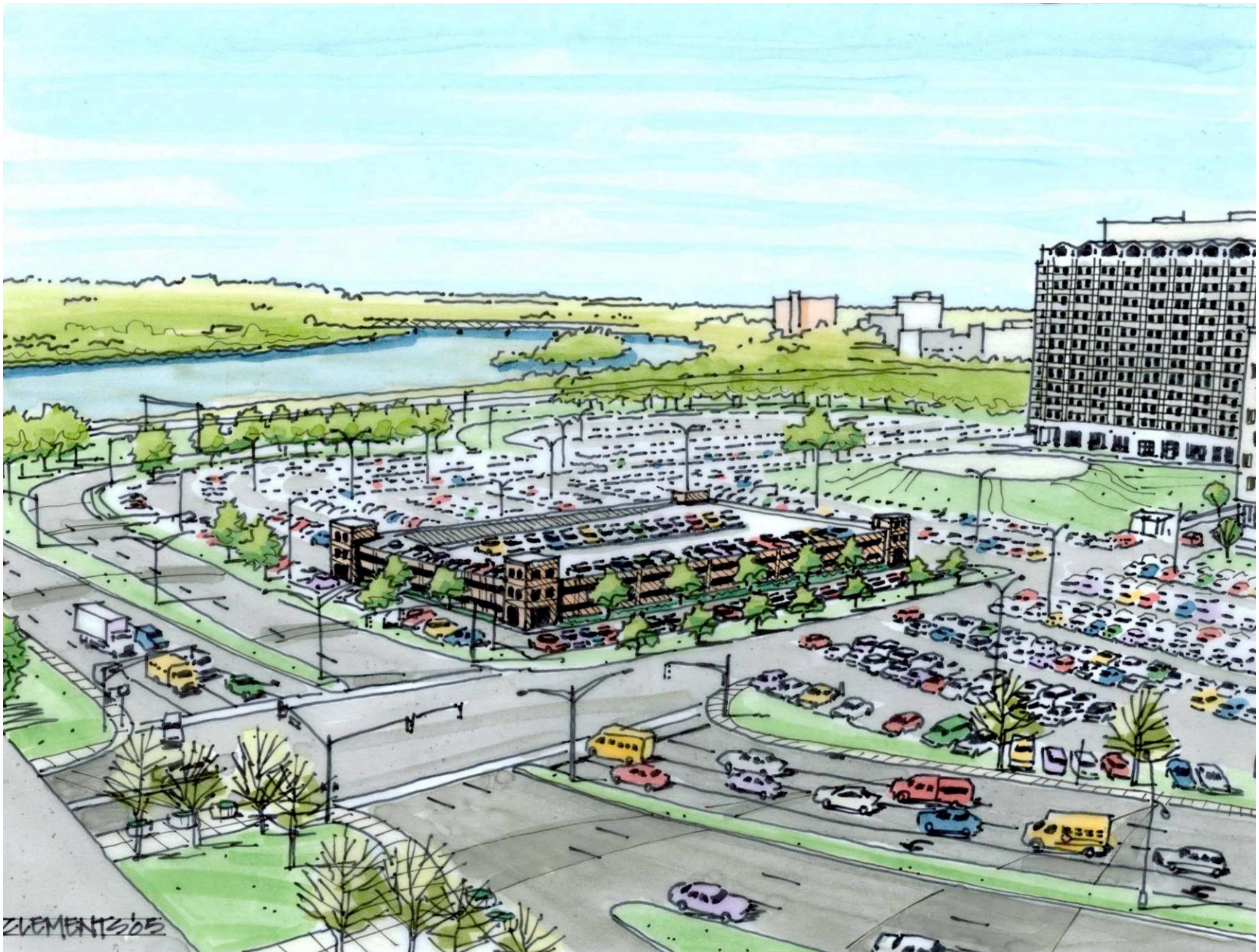


CLEMENTS 05

A View from the Justice Center



A View from the Justice Center Scheme A – Phase 1



ZLEMENTS/05

A View from the Justice Center Scheme A – Phase 2





