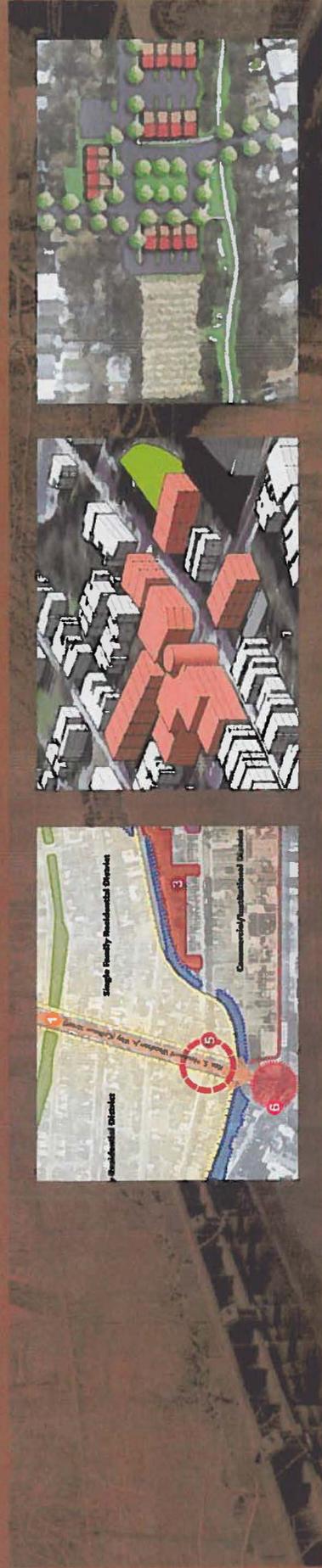


CALHOUN STREET / WEST HANOVER STREET REDEVELOPMENT STUDY:



Analysis and Recommendations

April 23rd, 2007: DRAFT



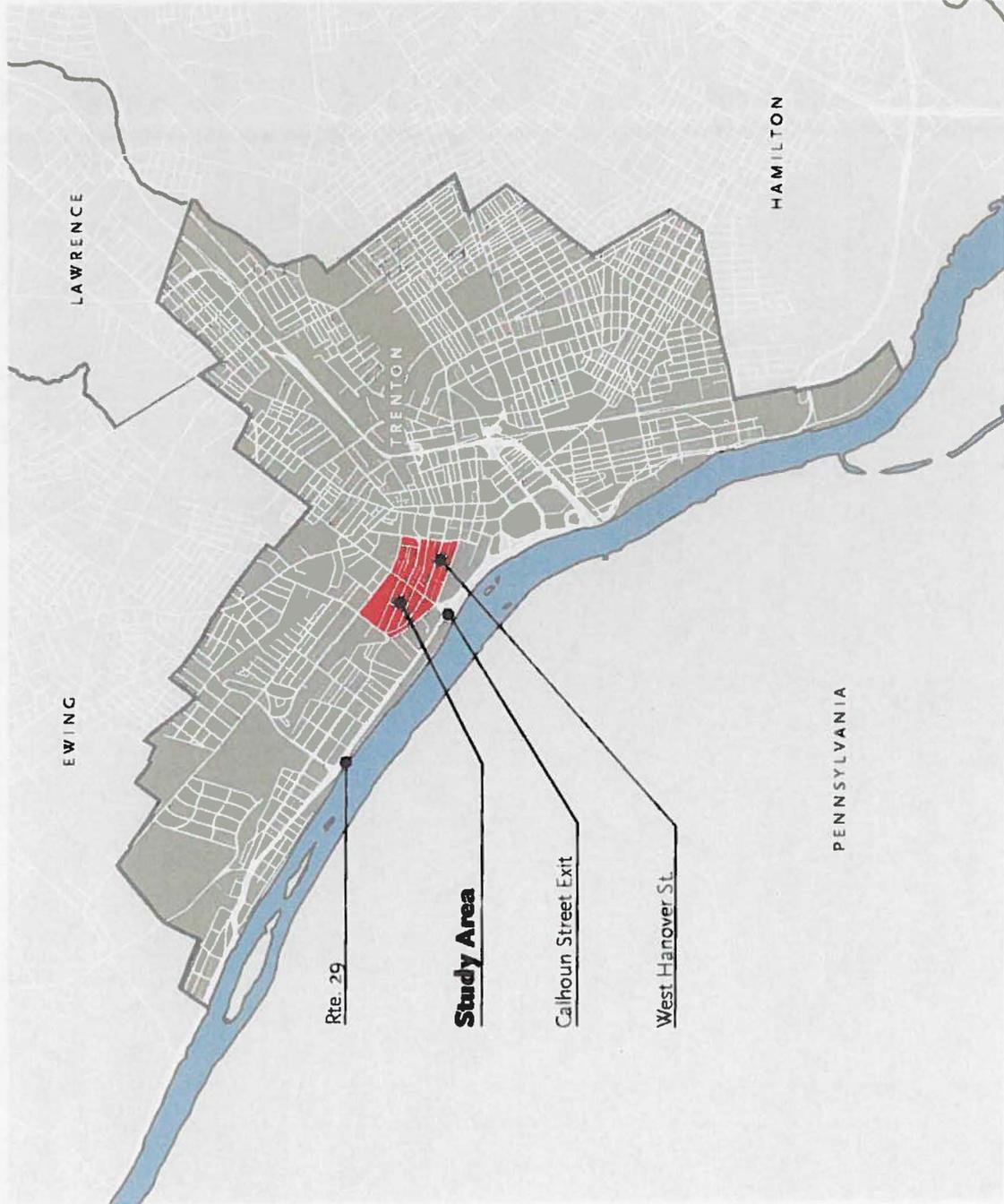
Introduction

A group of stakeholders located in and around West State Street has been meeting regularly over the past several years to discuss issues of mutual concern.

Informally called "The State Street Group", attendees have included representatives of Thomas Edison State College, Shiloh Baptist Church, the City of Trenton, numerous businesses along State Street, and Capital Health System.

Two of the major issues the group identified is how visitors perceive this area, and how workers and residents experience it. The group began to focus on one particular intersection that seemed to embody some of the perception, safety and "quality of life" issues that affect the neighborhood: the intersection of Calhoun and West Hanover Streets.

The State Street Group asked Clarke Caton Hintz to undertake a Planning Study of the area around this intersection of Calhoun and West Hanover Streets. This document summarizes our initial analysis of the neighborhood, as well as information gathered at a series of Focus Group Meetings which included study area residents, employees, business owners, government officials and other stakeholders. In addition, it includes the results of a design "Charrette", completed in August of 2006, which focused on 3 key sites in the study area. Finally, the report concludes with a summary and a series of recommendations.



CALHOUN STREET / WEST HANOVER STREET REDEVELOPMENT STUDY:



Part I: Neighborhood Analysis



Aerial Photograph

This photograph shows the limits of the study area. It is bounded by West State Street, Prospect Street, Bellevue Avenue and North Willow Street. Located close to downtown and the Statehouse area, it is a fascinating neighborhood with a wide variety of housing and building types, along with a number of potential amenities.



New building at Thomas Edison State College on West Hanover Street



Delaware and Raritan Canal



West Hanover Street Townhouses

Land Use

The predominant existing land use in the study area is single family residential. Most of the structures were originally used for this purpose, although a number have been converted to multi-family buildings over the years. West State Street consists primarily of commercial and institutional uses. There are a number of retail and mixed use properties, especially along Calhoun Street and Bank Street across from the Delaware and Raritan Canal.



New Development on Summer Street



The Corner of Calhoun and Passaic Street

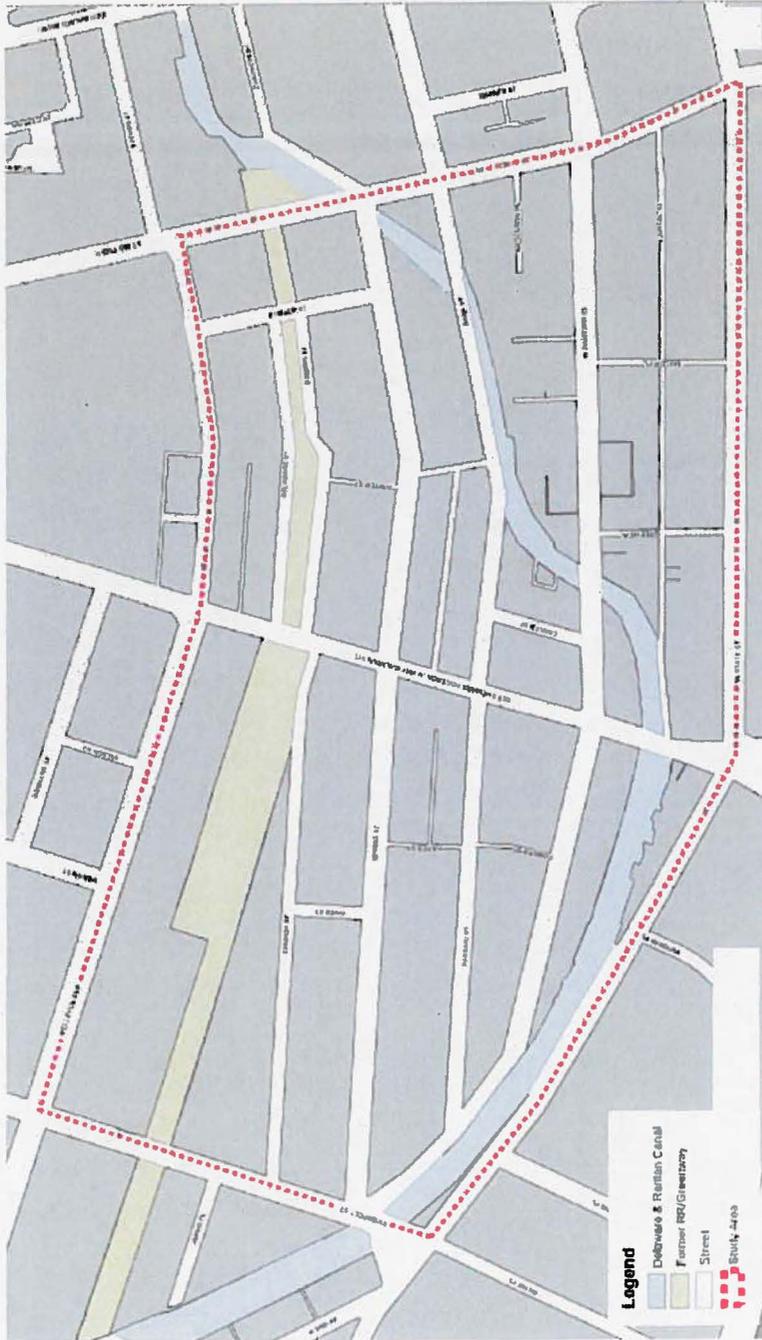


"The Residence" on Spring Street

Thoroughfares

The study area has a network of major streets dividing the neighborhood. The major north/ south streets are Prospect, Calhoun and North Willow. The major east/ west streets are State, Hanover, Pas-saic, Spring and Bellevue.

In addition to these major thoroughfares, there are a number of alleys that provide secondary access and connections. These provide additional vehicular and pedestrian connections, and create an interesting hierarchy of public thoroughfares.



Spring Street



West Hanover and Camden Streets



Calhoun and West Hanover Streets

Open Space

The study area benefits from a variety of open space resources. These include two major greenways that run east/ west through the neighborhood: The Delaware and Raritan Canal and the former Railroad Right of Way. In addition, there are a number of smaller parks, including Carlos Negron Park on Calhoun Street, Veterans Park on West State Street, and a small pocket park on Spring Street.

Although there are great open space resources here, each of these parks has major issues. The Greenway in the former Railroad Right of Way is overgrown, inaccessible and feels unsafe. Portions of the Canal are difficult to access; other areas are poorly maintained and unattractive. Veterans Park is relatively isolated along West State Street. The other two small parks are poorly maintained and have become neighborhood "hang-outs". Despite these issues, if properly addressed these green spaces could be extraordinary amenities.



Delaware and Raritan Canal at Passaic Street



Greenway at Summer Street



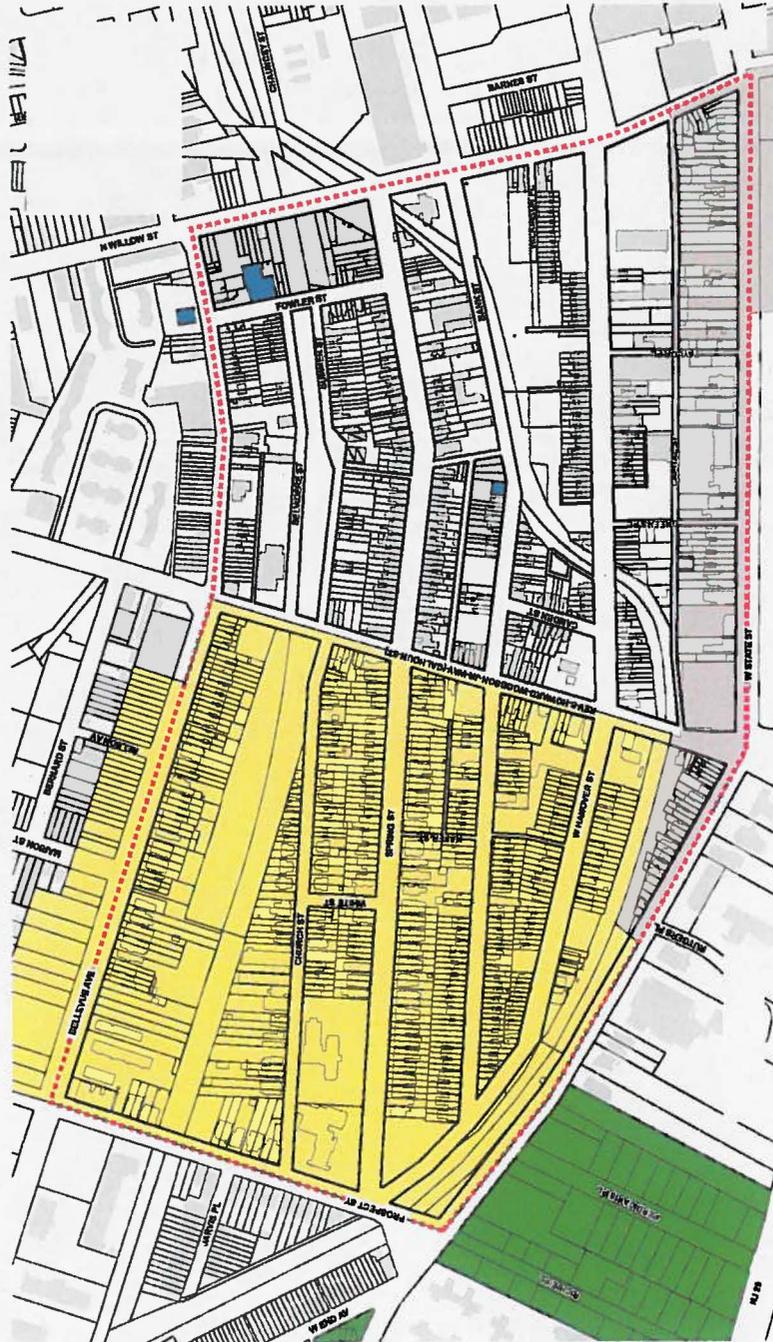
Pockets Park

Historic Districts

The Statehouse Historic District includes the 300 and 300 blocks of West State Street at the southern edge of the study area. This is a local, State and National Historic District. The Fisher/ Richey/ Perdicaris Historic District is located just outside the study area to the southwest. This is a locally designated historic district. A large portion of the study area to the west of Calhoun Street has been designated eligible to become a local and/or State and National Historic District by the city's Historic Preservation Master Plan. It would be called the Central West Historic District.

Exterior renovation work to buildings in locally designated historic districts must be reviewed by the Trenton Landmarks Commission. Renovation work on historic buildings in National Historic Districts is eligible for the Federal Historic Tax Credit, provided that the work meets historic standards.

In addition to the existing and potential historic districts in the area, there are several buildings in the neighborhood that have been identified as individually historic. These include an 18th century stone farm building on Passaic Street (now several apartments), the Carver Center on Fowler Street, the Canal Tender's House on West Hanover Street, and the Higbee Nixon School on Bellevue Avenue.



Canal tender's house on West Hanover Street



18th Century farm building on Passaic Street



The 300 block of West State Street

Off-Street Parking

The large shaded areas behind the offices along West State Street and North Willow Street underscore the daytime need for employee parking. A large number of buildings have been demolished over the years to make room for these surface parking lots. If a comprehensive parking solution were developed, which included new parking structures, many of these lots would become available for new development sites.

There are a number of other relatively large surface parking lots located in the study area. These tend to be associated with civic and religious institutions. For instance, the lot on Bellevue Avenue near Prospect Street is associated with Capital Health Systems; the lots on Bellevue and Belvidere near Calhoun Street are associated with Shiloh Baptist Church. In addition, there are high crime areas associated with some of the surface parking areas where there is the least positive night-time activity, and the fewest number of property owners interested in maintaining the streets.



Corner of Calhoun and Passic Streets



Parking on West Hanover Street near North Willow Street



Parking at North Willow Street

Crime Data

This information has been provided by the Trenton Police Department and shows all reported crimes for 2005 in the study area. Crimes have been put into two categories: Personal crimes, including homicide and assaults; and property crimes, including burglary and theft.

Not surprisingly, the fewest crimes occur in the areas that are in the best physical condition, and that are predominantly of- fice use or single family residences. West State Street has the lowest incidence; all crimes in this area are property crimes. The highest incidence of both property and personal crimes occurs toward the middle of the study area, coincidently where the buildings are in the worst condition and where there is the highest number of multi-family structures.

In addition there are high crime areas as- sociated with some of the surface parking lots, where there is the least night-time activity, and the fewest number of property owners committed to maintaining the streets.



Corner of Calhoun and Spring Streets



Corner of Calhoun and Passaic Streets



Corner of Calhoun and West Hanover Streets

Publicly Owned Properties

This map shows the extensive amount of publicly owned property in the study area. These properties range from public open space (the Greenway and the Canal) that cannot be developed, to state owned parking lots, to properties that the city now owns due to foreclosure. The amount of publicly owned property underscores how much impact public investment can have on the area, and how many buildings and lots are available to redevelopers without requiring relocation of residents.



Vacant lots on West Hanover Streets



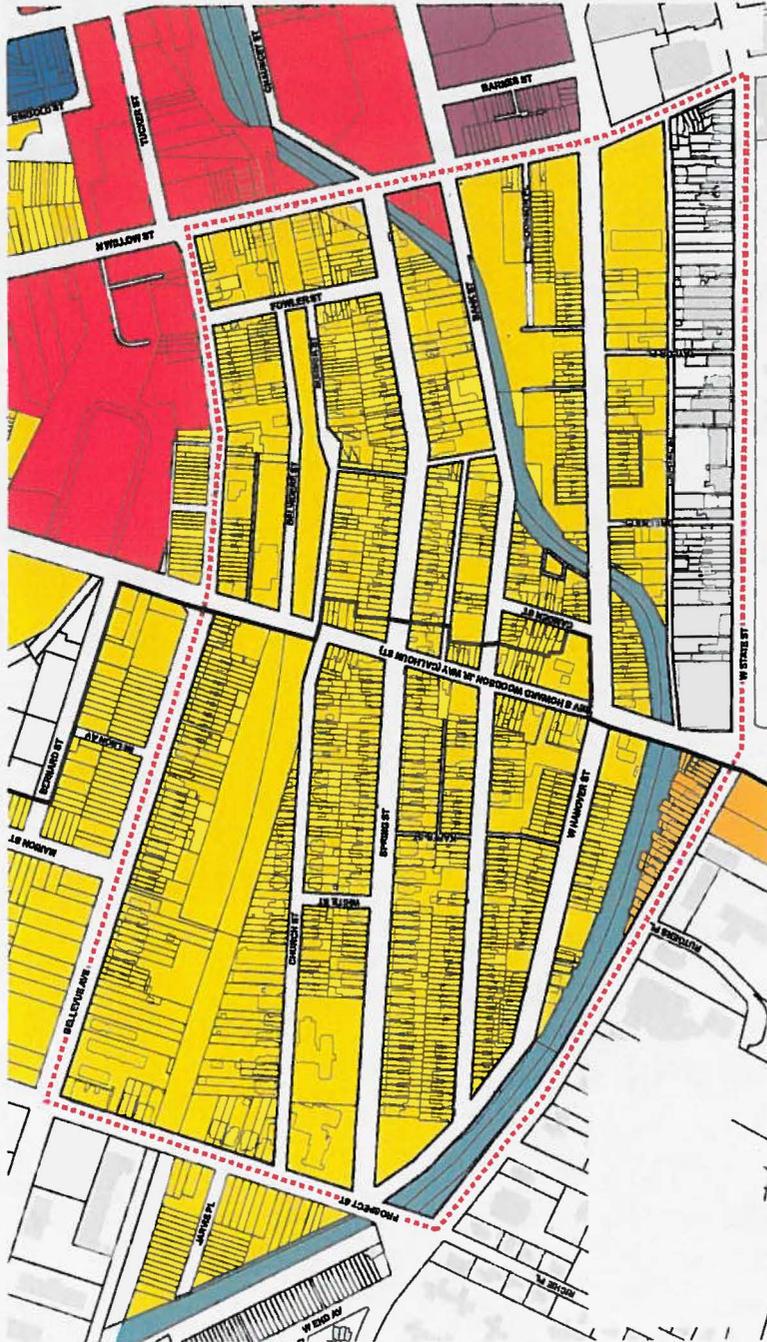
State owned garage at West Hanover and Calhoun Streets



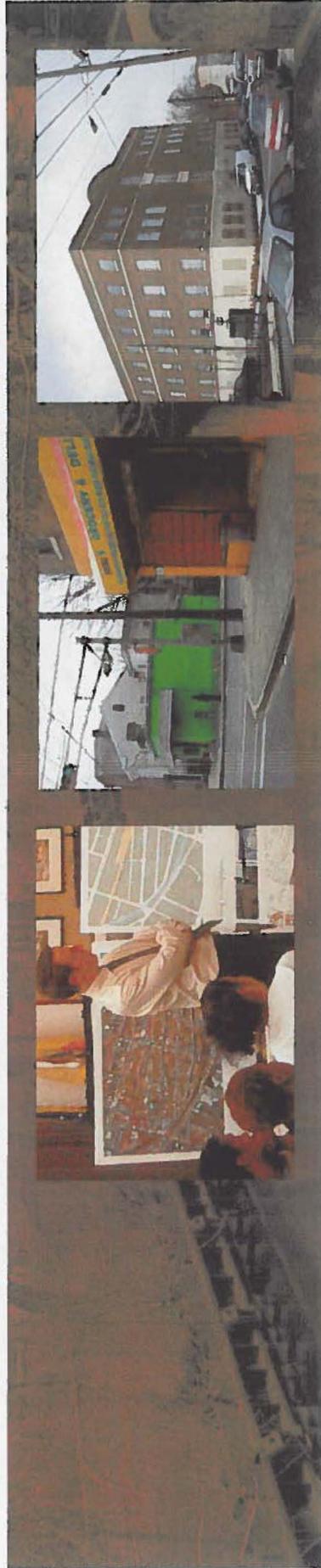
Access to the Delaware and Raritan Canal

Redevelopment Area Land Use Plans

The Canal Banks and Central West Redevelopment Areas propose land uses for all future development. For most of the study area, the only approved land use is single family housing. This is a departure from some existing uses. For instance, there are a number of educational buildings operated by Thomas Edison State College along West Hanover Street. In addition, there are several retail establishments along Calhoun Street and scattered along several other side streets. According to city planning staff, the purpose of the new land use requirements is to help eliminate undesirable retail uses, especially along Calhoun Street.

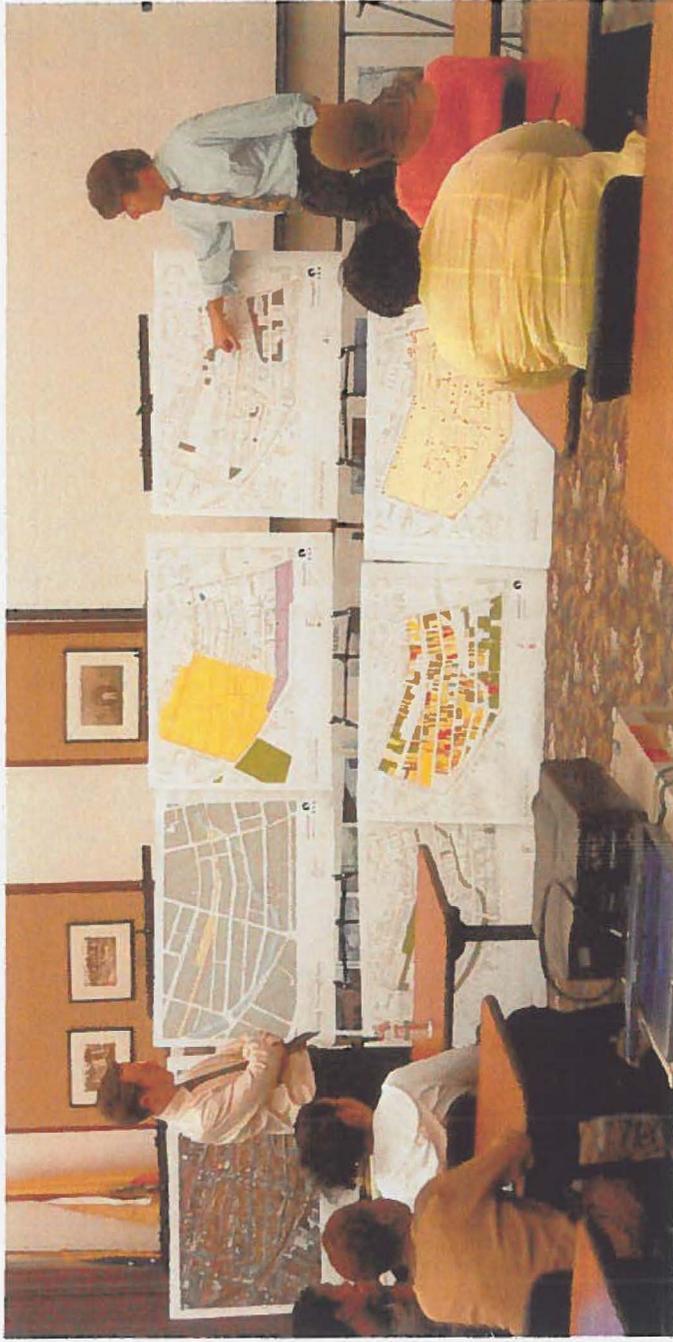


CALHOUN STREET / WEST HANOVER STREET REDEVELOPMENT STUDY:



Part 2: Focus Group Meetings

Part 2: Calhoun Street/ West Hanover Street Planning Study Focus Group Meetings



On Thursday April 13, 2006, Clarke Caton Hintz organized a series of Focus Group Meetings to discuss existing conditions in the Calhoun Street/ West Hanover Street area. People who live, work and own businesses in downtown Trenton, particularly in the study area, were invited to participate. Their views and comments are summarized in the following document. Each of the seven Focus Groups met for one hour each. Each Group was organized around a particular area of concern, with

participants representing local and state government, public safety, community groups and developers, residents, civic organizations, religious institutions, and local businesses.

At the end of the day, a public meeting was held at Thomas Edison State College. Flyers were handed out in the neighborhood inviting local residents to participate. In addition, Clarke Caton Hintz attended a meeting of the Canal Banks Advisory Group on May 8, 2006.

At each of these meetings, Clarke Caton Hintz presented an analysis of the current conditions in the neighborhood, which included photographs of typical conditions, and maps showing existing land use, the road and alley system, open space, historic districts and structures, building conditions, off-street parking, crime, publicly owned property, current redevelopment areas and proposed land-uses under the existing redevelopment plans. CCH then asked a series of questions to encourage discussion. The results of this process are summarized below:

Summary of Focus Group Issues

Government

- The neighborhood has great potential, given its housing stock and location
- Parking should be shared between day-time employees and nighttime residents
- Eliminate retail on Calhoun Street to help reduce crime
- Community groups should guide any redevelopment

TESC/ Public Safety

- Clean the D&R Canal
- Remove troublesome shops on Calhoun Street
- Need safer parking lots and streets
- Need more and better downtown shops
- Continue redevelopment on West Hanover Street

Community Development

- The housing stock, historic character, Greenway and Canal are underutilized assets
- Infill area with new residences (no displacement) and mixed-use development
- New development should include a supermarket and other amenities
- Radiate the work from a target improvement area
- Start a resident-run revitalization committee

Residents and Civic Associations

- Appearance of entrance to neighborhood needs to be improved
- The Greenway is not safe and should be reconfigured.
- The appearance of parks needs to be improved
- The existing shops are not safe
- Absentee landlords are a cause of building deterioration
- The Battle Monument area should be the starting place for any improvements
- Take advantage of the historic character of the area
- Reduce density and increase green space

Civic and Religious Organizations

- Change the type of retail activity to reduce problems
- Do not mix commercial and residential areas
- Clean up and maintain open spaces and parks

Businesses and Organizations I

- Reduce traffic during lunch and rush hour by making West State Street more pedestrian friendly
- Clean up the D&R Canal
- Keep all of the existing buildings and their facades, where possible
- Build a parking garage to address parking problems

Businesses and Organizations II

- City's current image hinders commercial development
- Recent police warning about safety has affected commercial activity
- Traffic is a problem on West State Street and Calhoun Street
- Traffic signage is insufficient and poorly maintained
- Safety in, availability of, and price of parking are concerns
- Communication between government and people regarding future plans is lacking

Public Meeting

- Improve safety through lighting, better access to the green spaces, increased patrols and better interaction with police
- Encourage small, neighborhood retail development
- Improve existing buildings through historic renovations; new housing should be bigger and have open space
- Redevelopment must address parking and street improvements

Canal Banks Advisory Group

- Take advantage of the character and history of the neighborhood
- Reconfigure the open spaces so that they become assets to the area
- Make sure that new housing is larger and less dense than what is being built now
- Start development, possibly with a museum, at the Battle Monument then expand to this study area
- Include some retail development.

Government Group

Participants: Margie Piliere from NJEDA; Taneshia Laird from the City of Trenton; Will Feliciano from NJEDA; Bill Valocchi from the City of Trenton; Jerry Harcar from the City of Trenton; Andrew Carten from the City of Trenton

The focus group discussed retail activity, redevelopment potential, and parking problems. They associated illegal activity with the neighborhood's retail stores. They discussed redevelopment strategies, and they listed the sources of and possible solutions to parking problems.

The group discussed the neighborhood's history. Prominent African Americans (Ed Palmer, etc.) have lived in the area since it was first developed. Single family homes were then transformed into multi-family housing and rental properties which changed the character of the neighborhood. The group asserted that it would be a good idea to try to create stability by encouraging more single family housing. The rationale was that house owners will put resources back into the neighborhood. In order to attract potential buyers, some believe that Trenton will need more work to develop a real estate market. Others in the group thought that the downtown area has already improved to the point where it can attract higher-income residents. The group noted that the area needs a strong community organization to progress, but there has not been a history of strong community groups. They were pleased that Shiloh Baptist Church and TESC are their

interest in the area. All members thought that downtown Trenton is primed for major growth.

Several areas were noted as having solid housing stock. The Bellevue Avenue redevelopment was a success. The houses are beautiful and sit back far from the street giving a spacious feel. Bellevue, Hanover, Spring Street, and Passaic Street have a high potential for redevelopment because of the beauty of the houses. These areas should be infilled with new residences. The housing stock is an asset to the neighborhood and can be utilized if developed.

The group recognized the link between retail and drug activity on Calhoun Street. They asserted that removing the "bodegas" would eliminate much of the drug activity. They would like the area to become residential only.

The group addressed parking needs in downtown Trenton. They noted that the Trenton Parking Authority has addressed specific issues as they arose, instead of trying to find an overall strategy and solution. The group felt that parking plans should be comprehensive beyond the legal requirements and should take into account the needs of the existing neighborhoods. Currently, one parking spot per employee is provided during the day and the parking spots are empty at night. These empty spots could be used by residents, but typically are not. This is true for the parking lots on North Willow and Bank Streets. The group agreed that there is a need for a holistic approach to parking that considers

both residential and commercial needs. They gave a second example of a parking problem area for residents on Bellevue Avenue. Some in the group thought that parking spots along Bellevue Avenue should be angled. Others thought that this would close the street off visually and give the area a commercial feel. No matter what the solution, the issue should be discussed and addressed.

The meeting closed with a discussion of the Canal Banks Advisory Group. This group is comprised of a core 6-8 people who have been meeting for the past 10 years. These people should be contacted for the CCH planning study.

The main concerns for the Government Focus Group were redevelopment potential, the link between drug and retail activity, and parking problems. The group preferred a holistic approach to parking problems, and they would like to remove all retail stores on Calhoun Street. They recognized the importance of community groups that can help improve life in the area.

Public Safety Group

Participants: Tracy Novak from TESC; Mary Haack from TESC

This group was concerned that TESC workers sometimes do not feel safe walking through the neighborhood. During the meeting, the best and worst areas in the neighborhood were contrasted, and

the group gave opinions on how the area should look. They also discussed the positive effects of past redevelopment in downtown Trenton.

Of particular concern was the safety in parking lots. Approximately 100 TESC employees park in lot 31 located at the corner of Bank Street and North Willow Street. Employees do not feel safe walking to the office. Although state police are present, the lot is large, and at night, the lot can feel abandoned. To cut down on walking time, some employees take short cuts, walking through alleyways between houses. State police have asked employees to use the main streets because they are safer. Some TESC employees avoid parking lots by parking on the street, taking limited spots away from residents. In turn, local residents complain loudly and occasionally curse at TESC employees. The group would like to have a safe place to park and to be able to walk from their cars to the office safely.

The focus group discussed security issues on West Hanover. TESC has asked employees to walk in pairs. Specifically, the corner of West Hanover Street and Calhoun Street does not feel safe because of a grocery store at 221 West Hanover, where there is perceived illegal activity. The group also noted that they feel safer walking along Capital Alley than they feel walking on West Hanover. There are private security guards on Capital Alley while West Hanover has loiterers. In addition, the group noted that redeveloped sections of West Hanover feel safer than the rest of

the street. They suggested that more building redevelopment would translate into improved safety conditions.

TESC employees are also out in the neighborhood during lunch. When asked about their lunch options, the group discussed what would make their neighborhood better. TESC employees go to a Deli on the corner of West State Street and Calhoun Street, and they go to City Deli on North Willow Street. Some bring their lunch because they do not feel safe leaving the office. Others walk across the Memorial Bridge for exercise. The D&R Canal was highlighted as a potential asset to the neighborhood. The group would like to use this area as a future bike/walking path. This would be a plus for both TESC employees and residents. The group suggested that several new stores could improve the neighborhood. These include a convenience store, downtown area shops, and a dry cleaner. Group members also supported the idea of local "mom and pop" grocery stores. The group sees a lot of potential for downtown Trenton, and would like to see the area grow.

The group discussed the experiences that TESC employees have, and how they would change the area. They would like to see the run-down areas on West Hanover developed, and they are concerned with the safety on the corner of West Hanover Street and Calhoun Street as well as safety in local parking lots. The group would also like more downtown shops. These opinions reflect the TESC employee experience.

Community Development Group

Participants: Tom Clark from CityWorks; Bill Carlucci from Roebling Development; Peter Kasabach from NJHMFA; Jill Harrity from Housing and Community Development Network; Michael Powell from Housing Community Development Network; Russ Like from NJ Office of Smart Growth

The group discussed what plans might work for the downtown area, and how to prioritize redevelopment. They listed assets and resource deficiencies.

The assets listed by Community Developers were the area's physical attributes. The canal and the greenway are tremendous draws for a residential community. The area also has good housing stock, especially in the East. That area is underutilized as a day-time only parking lot. In the past, infill on State Street has been good. However, abandoned properties continue to be a problem. Community developers would like to work with these assets to improve the neighborhood.

Community developers gave their opinions on land use. Some believed that encouraging single family residential development would not work, citing the vacant houses at Monument Square as an example. Some were opposed to removing "bodegas" as there are no other shopping options in the area. Others wanted to remove or replace existing shops. They agreed that the area should be infilled with higher income residents who could help to

support the community and that current residents should not be displaced. Instead, abandoned or empty buildings should be utilized in development. Also, infill should include critical needs amenities, like a supermarket. To keep in touch with the community needs, there should be a neighborhood revitalization committee, made up of local residents. This would also help build momentum for lasting improvements.

The group agreed that improvements should radiate outward from one or more target areas. Some said that work should start on West Hanover Street. Others said that work should extend from Bellevue Avenue, and several said that the Glen Cairn Arms needed to be redeveloped first. One private developer was particularly excited about the possibility of a mixed-use, entertainment oriented development along the canal near North Willow Street. The private developers said that land cost could be an obstacle to redevelopment. Government intervention may be necessary, in the form of tax credits or subsidies. Then, developers considered that different regulations may apply to city owned and state owned property.

Community Developers were optimistic about the potential for the neighborhood to be rebuilt. The potential comes from its physical assets, including the canal, greenway, and housing stock. They supported infill housing, as well as retail and office development to make a mixed-use neighborhood. To bring about change, they would start work in one target section

of the neighborhood, establishing a stable location before working outward to other sections. The group supported community involvement in the form of a revitalization committee. In this meeting, they listed assets, came up with a land use plan, and a strategy for implementation.

Residents and Civic Associations
Group Participants: Wilfredo Gutierrez a local resident; Michael Dundas from Shiloh Baptist Church; Gwendolyn Mitchell a local resident.

The group was concerned with the appearance of and safety in the neighborhood and public parks. There were several spots that this group would like to see improved. They recommended that any development should reflect the area's history.

The group worried about the condition of the entrance to the neighborhood, beyond the corner of Calhoun and West State Street. Calhoun is a gateway to Trenton from Pennsylvania. Entering the city via Calhoun over the bridge, the capital looks beautiful. However, the landscape deteriorates immediately as one drives up the hill. This is the first impression that people get of the city. This group would like to improve the public perception by improving the neighborhood entrance.

The group was concerned about the condition of the parks. Specifically, the use of the renovated Battle Monument needs to be maintained. The group also does not feel safe walking along the Greenway, especially under the overpass at Prospect

Street. They said that the Greenway was not easily accessible because there is no nearby parking and only a few walking entry points. Also, some people pitch tents on the Greenway adjacent to Belvidere Street, where they drink. The streets nearby are peppered with potholes and the litter everywhere is uninviting. The group agreed that the green space in the city is not properly maintained, and thus unusable.

The group had varying opinions on the future of Trenton's retail market. However, they agreed that the current shops in the study area are unsafe. Residents drive to other towns to avoid these shops. Stores on West State Street are inaccessible to residents because they cannot park nearby. Some in the group would like to put more convenience stores like 7-11 and WaWa along Calhoun Street. Others disagreed and thought that retail activity would take away from the area's historic character. They envision the area with residential buildings only. Despite these differing opinions, this group would like to see action taken to change the shops along Calhoun Street.

In residential areas, the group would like to see more green space. They suggested demolishing some abandoned buildings to create yards and driveways for adjacent houses, without displacing current residents. The group was concerned with absentee landlords, who do not maintain rental properties, and would like to see more single family residential housing.

These steps would eliminate abandoned buildings and create a sense of ownership and pride in the neighborhood.

The Residents and Civic Associations group focused on public spaces and public needs. They would like to improve the public perception of Trenton by improving the way the city's gateway, parks, and buildings look. They stressed the importance of the area's history, including the Battle Monument. However, they were divided on the future of retail activity. Some wanted more stores on Calhoun Street, while others wanted a purely residential area. The development of community pride and was important to this group.

Civic and Religious Organizations

Participant: Zachary Chester from Capital Health Systems

A representative from Capital Health Systems attended this focus group meeting. He gave opinions on safety, retail activity, and open space in the canal area. He would like to see the area improved by cleaning up pollution, adding businesses, and utilizing the canal.

Many of the community problems extend from the type of retail activity in the area. The corner stores and the gas stations are good examples. Loiterers intimidate property owners so that they can not pick up trash or paint houses. In addition, people litter when they leave these convenience

stores. The participant would like to see businesses that do not cater to and would not be intimidated by loiterers.

The businesses on Passaic Street along the canal also create a concentration of issues. Here, mechanics work on cars in the middle of the street, and have even fenced off a public way.

The participant had several suggestions. Calhoun Street should be a corridor of commercial development. This is made difficult because there is no parking on the street. To adapt the area, the streets should be widened and there should be bus routes. In future plans, commercial establishments should not be mixed with residential, as this does not work well on Spring Street or on Passaic Street. The businesses that are in the neighborhood now have a negative affect on the area. However, future retail growth can play a positive role.

Open spaces should be better utilized. Among others, Negron Park on Calhoun Street is an eyesore, and the park on North Warren Street and Hianover Street does not have enough green space. The Greenway needs to be improved, and the underpass is a safety issue. The dynamic of the community needs to be changed so the community can support and maintain a park with trees and benches. The canal also presents an opportunity. Lighting and better guard rails will improve its appearance. In turn, improving the canal will encourage residential growth.

This meeting focused on the quality of the area's public parks and shops. There are many examples of where retail activity is a magnet for problems. However, there are opportunities on Calhoun Street to develop a retail center that will positively impact the neighborhood. The quality of public parks should be raised to make the area more attractive to prospective residents.

Businesses and Organizations 1

Participants: Erin Pinelli a resident; Michael Darcy from NJ League of Municipalities; Clark Martin from Martin-Bontempo Inc.

The Business and Organization's group was concerned with future land use in the downtown Trenton area. They had observations about the area's assets and its potential for improvement.

Everyone in the group said that the City must deal with parking in the area. They noted that there are not enough employee parking spaces. Some companies have to rent parking spaces from lots at some distance from their office. The group addressed parking problems by suggesting a parking garage along North Willow Street.

Some in the group remembered that forty years ago the night-life and the restaurants in the area were great. By listing what they would like to see in this area, the group showed that the area is no longer

fully developed. They supported increased retail activity on Calhoun Street, including high-end restaurants. They would like to widen the streets to encourage pedestrian travel and to reduce traffic during the lunch and rush hours. Overall, the group would like a more vibrant, pedestrian friendly area with more retail.

The group would like to see the parks and open spaces better maintained. The D&R canal is not clean and the water is stagnant. The group said they stay out of certain areas to avoid gangs and crime. The canal and proximity to the capital make this area idea for growth.

The group had opinions on how the area should develop. They wanted to keep all of the buildings and their existing facades. They would like to encourage people to move back into this area. However, one member foresees crime spreading, keeping families with children out of the area. The group agreed that the buildings are beautiful but crime will impede growth.

This group would like the area to develop a more urban feel. This includes developing foot traffic, planning parking, and becoming a retail and commercial center. They recognize the deterioration and the gang presence, and think that growth will help improve the community's character.

Businesses and Organizations II

Participants: Pat Thompson from the League of Women Voters, Julia Stoller from the NJBIA

This focus group represented businesses in downtown Trenton. They discussed the future of retail activity, and the impediments to a good retail environment. They described several intersections with traffic issues. Safety was a concern that the group would like to have worked on. They were curious why certain development decisions were being made by the city, and wanted more communication.

When asked where they would locate stores, the group wanted stores located within two blocks of everyone. They were worried about the forces that worked against retail. The city's identity prevents commercial development. Police warnings affect businesses to a large extent. To avoid the city being vacant at night, this group would like to see more mixed-use buildings. The groups outlook on retail activity was a need for change among the city's many problems.

Traffic was a major topic of discussion. The group was worried that the corner of West State Street and Calhoun Street was difficult to navigate, which makes it difficult for commercial use. In addition, they were upset that the city's signs were not maintained. The heavy traffic in the area negatively affects this group.

The group experiences problems with parking. One business uses multiple parking lots, and therefore has high parking expenses. Another member says that her parking garage feels unsafe. Participants suggested changes that would make parking safer, such as widening sidewalks and adding security kiosks. Improved parking and increased security measures were important to both participants.

Safety was a concern throughout the neighborhood. The group commented that they feel uncomfortable just one block away from State Street. For this reason, they see difficulties in developing the neighborhood as a residential area. They wanted better greenways, more trees, better parks, and more lighting. The group linked the possibility of having a residential neighborhood with safety concerns.

The meeting ended with the group noting that they were under-informed about the city's master plan. They wanted more communication from local government. They suggested that the city designate more land for a library and for parks. They also wanted to see more historic renovation and less modern development. The group had an interest in the neighborhood, but did not agree with past government decisions.

Public Meeting

Participants: Lukirk Ibrahim, Deborah Harris, Sharon Scipio, Tyease Boyn, and Stephanie Kelly

This meeting was open to the general public. Local civic leaders were invited and flyers were handed out in the neighborhood. Discussion began regarding the Redevelopment Plans for the neighborhood. Some residents expressed concern that the only permitted use would be single family residences. Concerns were somewhat allayed when it was explained that this would be the case for future development, not for homes and businesses that are already in place. Residents also expressed concern that new houses being constructed in Trenton are too small and too close to one another. Several participants expressed the desire for more open space.

A number of unworkable conditions in the neighborhood were described. These included general security issues, including lack of street lighting, trees that blocked street lights, traffic during rush hour, lack of police response, racial bias on the part of the police against the neighborhood, and the lack of public access and patrols in the Rail Road Right of Way and the Canal. Aesthetic issues included poor maintenance of the canal and excessive noise from the hospital's emergency services. Several residents expressed concern about needing more parking, especially if the area is redeveloped. One resident expressed concern about the size

and location of the new TESC facility on West Hanover Street. Finally, there was a general desire for more neighborhood retail services.

Residents described a number of "trouble spots" in the area, including traffic on W. Hanover/Spring Street and other major streets, Canal floods basements in times of high water, local hangouts along Calhoun Street in particular, fully renovated homes next to decaying structures, etc.

There was some discussion about the possibility of the designation of a Central West Historic District. Some residents expressed concern about extra controls over their properties. Others expressed concern about residents who couldn't afford to rehabilitate their properties. The facilitators explained that homeowners are not forced to do work, that review only occurs when changes are being contemplated, and that there some funding and tax credits is available. Several residents expressed support for the idea of designating an Historic District since they thought it would improve the appearance and property values of the neighborhood.

There was extensive discussion about the pros and cons of retail in the neighborhood. Some residents don't have cars and therefore can't shop easily out of the area. There was general agreement that smaller, neighborhood oriented stores are desirable, while large chain stores would not work. There was some concern about increased traffic and an "influx" from West State Street and out of town if there is

too much new retail development. Some stated that a Laundromat would be a good retail space for the area; others didn't like the idea.

Several miscellaneous ideas were mentioned, including the need for traffic calming, a fair process for purchasing new houses so that residents can stay in the neighborhood, the need for trash receptacles and a mail drop off box, etc.

Canal Banks Advisory Group

Participants: Bill Valocchi, James Roll- ing, Willie C. Mitchell, Wilfredo Gutierrez, Doretta A. Wright-Simmons, Gwendolyn Mitchell, Algernon Ward

Clarke Caton Hintz presented the findings of their neighborhood analysis to a special meeting of the Canal Banks Advisory Group held on May 8, 2006 at City Hall. This group has met for the last twelve to thirteen years to assist the City as it put together a redevelopment plan for the Battle Monument area. This existing redevelopment area overlaps the current study area.

The participants spoke about the potential for great open space of the Rail Road Right of Way and the Canal. At this point, however, it feels dangerous and inaccessible. The parks should be reconfigured and renovated with better access and better patrols. One person suggested that some of the canal basins be recreated for fishing and recreation. Several people suggested that any development along

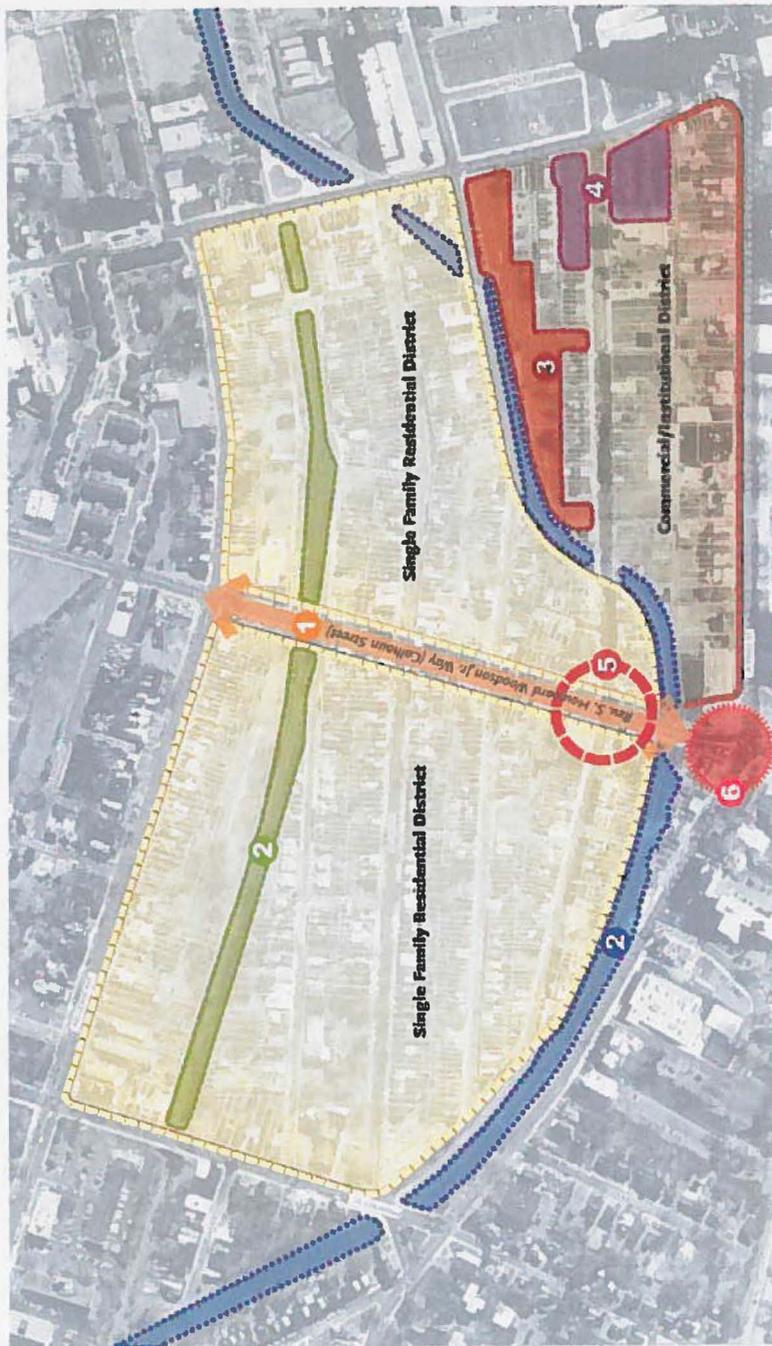
the canal should be "public" in nature so that expanded community access could be provided. One person said, "Anything but housing along the canal."

When talking about the character of the neighborhood, several participants spoke about the beautiful houses, especially on Spring Street. There was generally favorable reaction to creating an Historic District. One participant pointed out an historic Blacksmith Shop near the Candlelight Lounge. Several participants spoke against new housing with garages in the front. Others expressed concern about the density of new housing development and the need for open space.

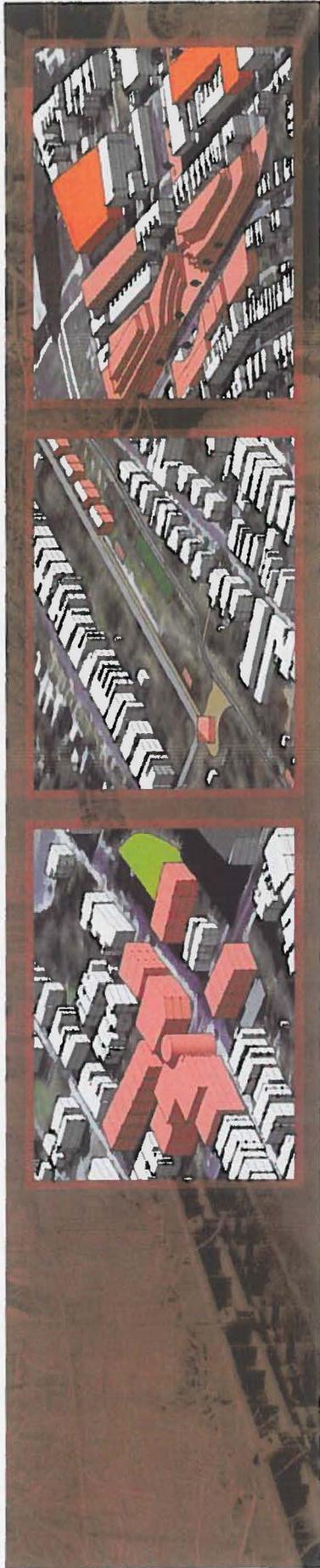
In general, the participants wanted to take advantage of the character and history of the neighborhood, reconfigure the open spaces so that they become assets to the area, make sure that new housing is larger and less dense than what is being built now, start development, possibly with a museum, at the Battle Monument then expand to this study area, and include some retail development.

Focus Group Meeting Summary

1. Revitalize Calhoun Street Corridor with retail shops and services and residential
2. Capitalize on the canal and open space corridor - make them safe and accessible
3. Redevelop existing surface parking to engage the canal with active uses
4. Recharacterize surface parking into a mixed use structure
5. Important development node at the intersection of Calhoun and West Hanover Streets
6. Improve first impression at intersection of West State and Calhoun Streets



CALHOUN STREET / WEST HANOVER STREET REDEVELOPMENT STUDY:



Design Charrette and Development Alternatives Summary



Charrette

On Thursday, July 27, 2006, Clarke Caton Hintz met with stockholders, residents and interested parties to develop design solutions for three key areas in the study area. The attendees were split into three smaller groups, each working with Clarke Caton Hintz staff to focus on a particular area. Group 1 focused on the intersection of Calhoun and Hanover Streets; Group 2 focused on the Railroad Right of Way stretching between Calhoun and Prospect Streets. And Group 3 focused on the Canal and Parking Areas near North Willow Street.

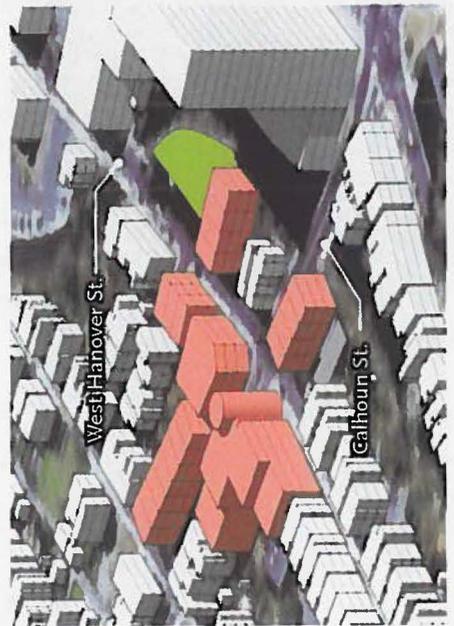
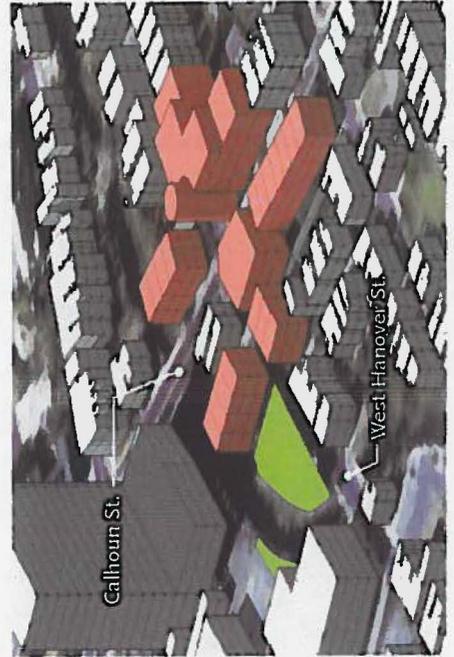
Design sketches and 3-D models were developed for each site at the Charrette. Clarke Caton Hintz then took these design ideas and further refined them to take into account other factors, including market conditions and possible developer requirements.



Charrette Summary - Group 1 Calhoun St./West Hanover Node

Analysis

- The character of Calhoun Street feels more closely associated with the residential neighborhood than the State House district.
- The character of Calhoun Street is perceived as auto-oriented, visually unattractive, unsafe and unfriendly
- The existing vacant lot, NJ State motor pool and gas station contribute largely to undesirable character of Calhoun Street; they do not contribute to a well-defined street edge
- Liquor stores contribute to undesirable character of Calhoun Street
- Hanover Street feels unsafe where homes are in disrepair and where the D&R canal exists
- Some homes on Hanover and Calhoun Street exhibit desirable historic styles; some do not or are in a significant state of disrepair
- Traffic at Hanover/ Calhoun is problematic due to influx to egress from the district; NJ State auto pool site also creates large amount of vehicle stacking and traffic delays
- Traffic moves very quickly along Calhoun, reinforcing pedestrian safety concerns



- Character of this focus area is not well coming
- Market was considered strong for single-family and two family houses
- Retail market is extremely soft
- Plantings and street furnishings are lacking
- The focus area lacks meaningful neighborhood open space, despite the presence of the D&R Canal park

Goals

- Redevelop the existing vacant lot, NJ State motor pool and gas station with active uses
- New structures should create a strong street edge
- Residential structures/uses should include attached, detached, and multi-family
- Permit limited neighborhood commercial provided it is integrated within a mixed use residential building
- Incorporate a library with community rooms in this area
- Institutional uses, such as those within the State House district should not be located where neighborhood uses would be more appropriate
- Limited opportunities for accessible

Proposals

- The NJ State Motor Pool site should be redeveloped with a library containing community meeting rooms.
- The gas station site should be redeveloped with attached homes that blend well with the adjacent neighborhood structures
- The northwest corner of Hanover/Calhoun Streets should be redeveloped with a multi-family residential structure that may contain a small amount (5,000 sf) of ground-floor retail/commercial use. Off-street parking should be provided within a ground-level or structured configuration, but shall not be visible from public rights of way.
- Homes along the south side of Hanover Street should be redeveloped to create a neighborhood park along the canal. This would create a proper setting for the newly renovated Canal tender's house adjacent to the new TESC building. It would also expose the canal to the public view, thereby enhancing safety within the canal park.

- A series of attached houses should be developed to face the newly created neighborhood park space
- Homes and businesses that are in significant disrepair along Calhoun Street and Hanover Street should be redeveloped with new residential structures in single-family attached configuration

consistent with historic styles of the neighborhood

- The canal towpath should be widened (10' minimum), paved with a smooth surface and lighting should be added
- Street tree plantings should be incorporated into Calhoun Street and Hanover Street
- Container plantings that exhibit color should be developed along Calhoun Street
- Traffic calming at the intersection of Hanover/Calhoun Street (as well as other intersections along Calhoun Street) is recommended. Curb extensions (bump-outs) should be incorporated to reduce perceived street widths, calm traffic, provide space for furnishings/plantings and to make pedestrian crossings more comfortable by reducing the distance necessary to cross. Crosswalks should also be delineated

Strategies

- City buy-in should be sought at all relevant agency levels. Including planning, administration, historic, economic development and engineering
- Canal Commission buy-in should be sought
- The Redevelopment plans for the study area should be amended to reflect the final plan

- senior housing should be considered
- Remove/redevelop sites with housing in poor condition
- Retain housing / structures in good condition that exhibit historic architectural design
- Single-family Residential building forms should follow precedents from the neighborhoods for 2-3 story attached. Off-street parking should be provided wherever possible, hidden from street in structure or block

- Multi-family Residential/ mixed use/ community use building forms should be larger structures with internal off-street parking that create a distinct sense of entry and anchors the corners appropriately. First floor should provide for flexibility for retail/community/residential
- The D&R Canal should be more accessible to the public.

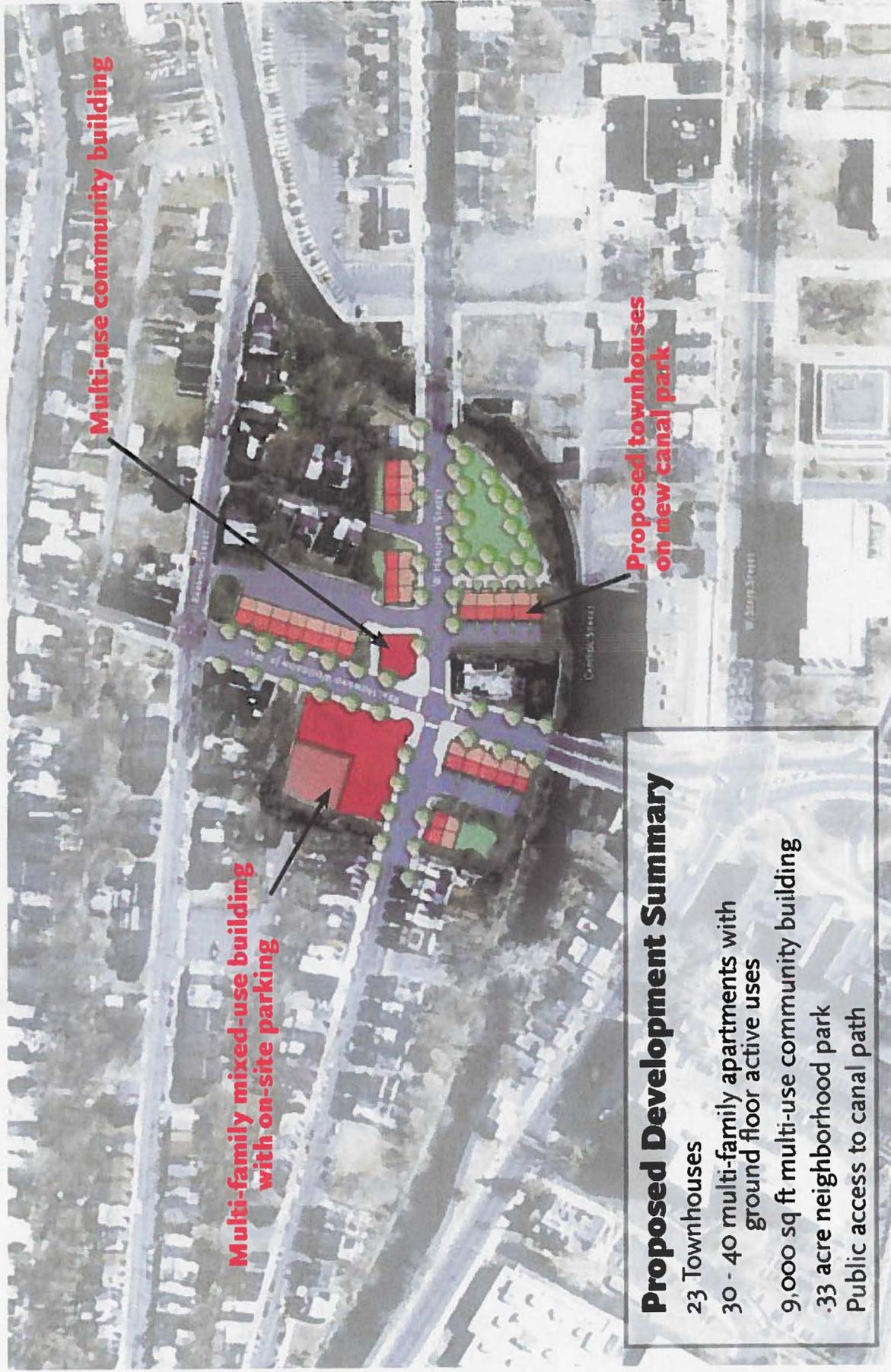
- The physical condition of the D&R Canal towpath should be improved to make it more functional (wider/smooth-er) and safer (lighting, access)
- Streets need to be cleaned up; new sidewalks, new trees, new lights are needed
- Plantings with color are recommended
- Traffic calming at intersections is recommended

- Discussions with non-profit housing/ non residential builders should proceed
 - NJDOT/ Intermodal funds should be sought for pedestrian/calming improvements/ canal path improvements
-

Phasing:

1. The first project should be the creation of the new open space at the canal and the creation of new residential structures around it. This is a relatively low cost project and would help to inject new stakeholders into the district quickly. There is also the potential for funding from various sources, such as Green Acres, NJDOT and housing funds
2. Housing along the east side of Calhoun Street
3. The motor pool site is a state-owned site. The redevelopment of this site requires strategic cooperation with the State to buy into this plan and to find a replacement site. Brownfield monies may help.
4. Multi-family and gas station site. The gas station site would be relatively expensive to acquire, yet its redevelopment potential for residential uses would be relatively low. Brownfield monies may help. Therefore, it appears that the redevelopment of the station site may need to be packaged with the adjacent Multi-family site in order to make it work economically.

Development Alternative Group 1: Calhoun St./West Hanover Node



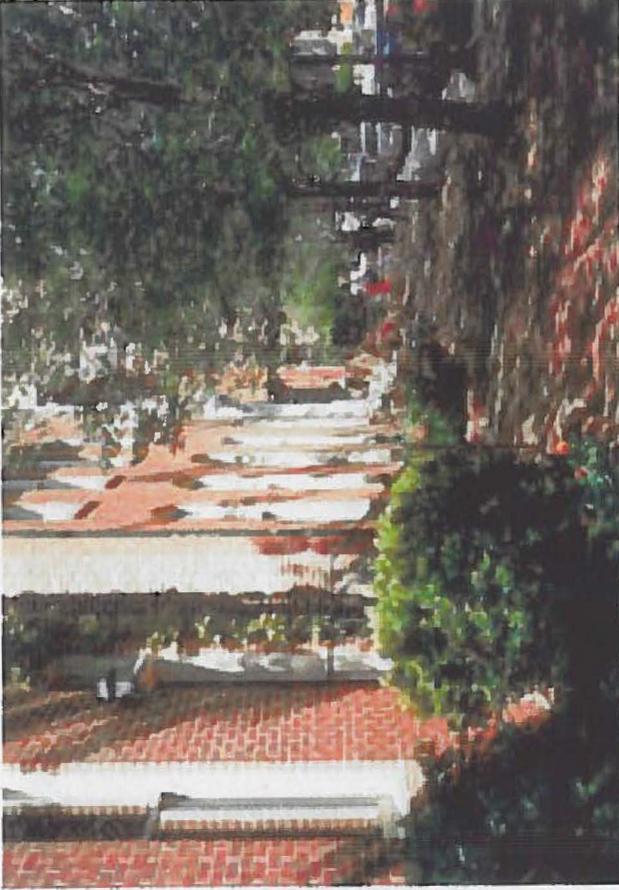
Proposed Development Summary

- 23 Townhouses
- 30 - 40 multi-family apartments with ground floor active uses
- 9,000 sq ft multi-use community building
- .33 acre neighborhood park
- Public access to canal path

Precedent Images | Group 1: Calhoun St./West Hanover Node



Mixed use building with corner entry



Streetscape



Canal park

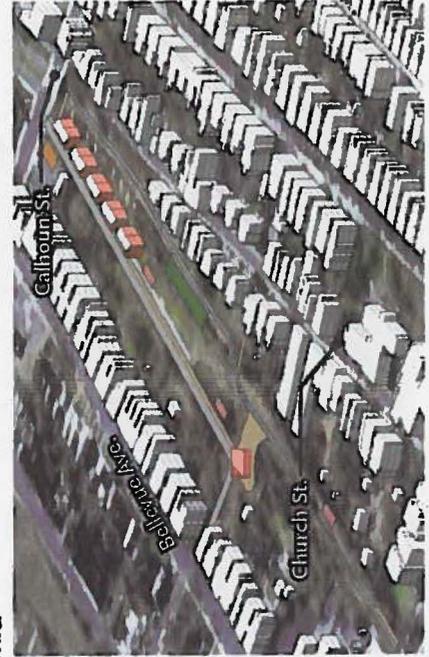
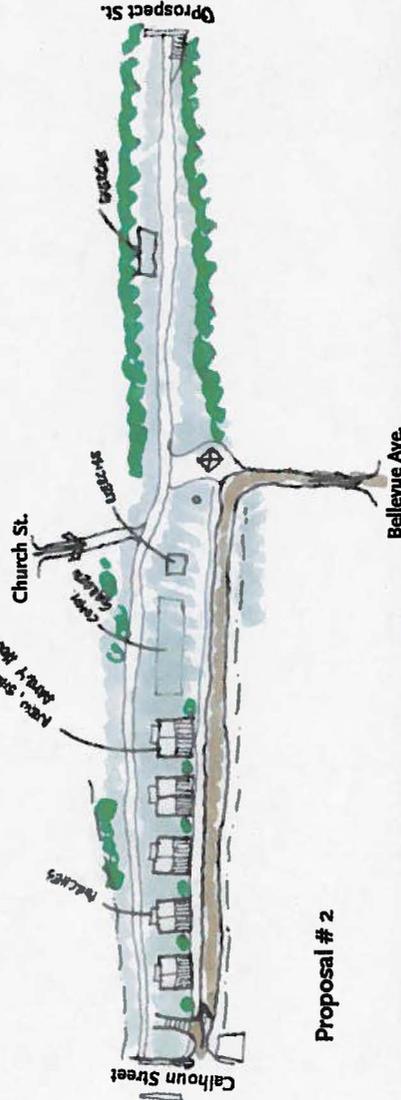
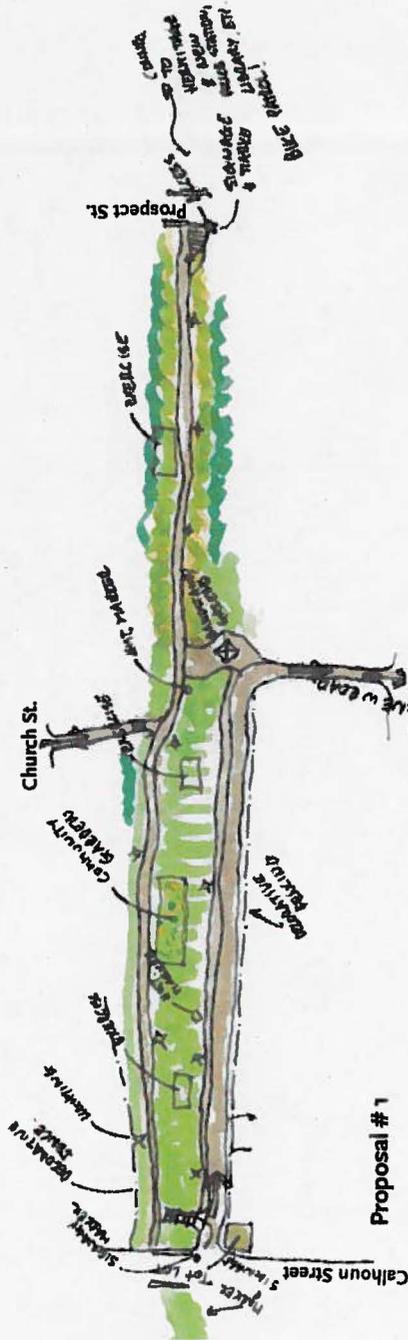


Mixed use building with corner entry

Charrette Summary - Group 2 Railroad R.O.W. between Calhoun and Prospect Streets

Character of Site:

1. The site is a large swath of open space along a former Railroad ROW, running from the Battle Monument and then connecting with the Delaware and Raritan Canal. The Charrette focused on the portion between Calhoun and Prospect Streets.
2. The site feels completely isolated from the surrounding area. Access is only possible at the two ends: It is difficult and not obvious at the Calhoun Street end; it is virtually impossible, due to grade issues, at the Prospect Street end.
3. The site is extremely overgrown; there is a drainage ditch along one of the paths filled with fetid water and litter; there is no site lighting.
4. The rear yards of houses along Bellevue Avenue and parts of Church Street back up onto the site, creating an edge of random fencing materials, types and conditions.
5. The ROW, in general, is lower than the surrounding areas. This is most pronounced at Prospect Street. At Calhoun Street, the portion of the site with the gravel walkway is well below street level. However, there is a driveway that allows pedestrian and auto access from the street. A locked gate prevents most cars from entering.



View of Proposal # 2 showing new housing in the park

6. Isles, Inc. manages a Community Garden on the site. It is quite large and appears to be underutilized.

Goals for Site

1. Improve access to the site at both ends by adding stairs and ramps. Add additional access points to improve safety and make the park more inviting.
2. Clear over-grown vegetation to improve visual connection to the site from the surrounding neighborhood and to create useful spaces.
3. Add lighting, benches, trash cans, improved walkways, exercise stations and other amenities to attract legitimate users.
4. Create an identity for the park by giving it a name and researching its history.
5. Add uses / functions which increase the number of "eyes on the park" to increase security.
6. Emphasize connection of park to the new location of the West Ward Police Station at Hermitage Avenue. This will improve long-term safety of the site.
7. Improve the edge conditions (including rear yard fences) so that the park looks better.
8. Provide car access for residents on Bellevue Avenue so that they can park at the rear of their properties.

9. Provide better connection between Rail/Trail to Canal Greenway.

Proposals

1. In addition to the installation of lighting, street furniture and exercise equipment, as well as the clearing of overgrown trees and brush, all agreed that enhanced access from Prospect and Calhoun Streets should be constructed. There should be signage, historic markers, stairs and ramps placed at both locations. In addition, two additional access points should be provided, approximately mid-site, from Church Street and Bellevue Avenue. There appear to be two good locations for this access already in existence. Signage, historic markers, stairs, and ramps should be placed at these two additional access points as well.
2. Keep the existing Community Garden, but make it smaller and encourage regular use by neighbors.
3. Construct a small, one way street at the driveway entrance from Calhoun Street along the rear of the properties along Bellevue Avenue. At about the mid-point of the site, this street could then turn between two houses along Bellevue Avenue. This will provide auto access for homeowners to the rear of their properties, as well as improved pedestrian access from Calhoun Street.
4. Construct a gazebo/ bandstand at the middle of the site to allow for enter-

tainment and to encourage periodic concerts. In addition, this could be used for educational programs.

5. Construct a "tot lot" at the park entrance at Calhoun Street to serve the day care and early childhood programs across the street. This would preferably be located in the parking lot.
6. There was considerable discussion about whether or not to add buildings to the park. Several members of the group wanted to keep as much open space as possible. Several others thought that it is important to change the character of the site in order to permanently change how it is used. This group suggested adding a number of new houses that could be accessed by the new street, and which would face the park. This would provide a number of new residents with direct interest in the condition and activities of the park. New houses should be single family, homeownership units with garages and porches facing the park. Twin houses, rather than townhouses, seem more appropriate for the neighborhood. Based on the input from the group, two site proposals were developed: the first included only open space; the second included the construction of a number of houses facing the park.
7. The group suggested that the site should be called "Reading Park" and that signage and historic markers be installed.

Strategies

1. City buy-in should be sought (planning, administration, historic, economic development and engineering)
2. Canal Commission buy-in should be sought. They should be encouraged/ pressured to do immediate clean up/ clear out of the site and to begin the design of additional access points.
3. The Redevelopment plans for the study area should be amended to reflect the final plan, and should accommodate the possibility of new housing.
4. If new housing is developed along the park, additional open space will need to be found somewhere in the city to "trade" for the lost open space in this park.
5. Contact the Bellevue Avenue Civic Association, local churches and other local groups to get buy-in and to encourage clean ups and to put pressure on the city and state to clean up the site and add lighting.
6. Work with the city to put together an RFP to get housing proposals from developers/ non-profits.
7. NJDOT/ Intermodal funds should be sought for pedestrian/ path improvements, including paving, access points, HC accessibility, exercise stations, plantings, trash cans, etc.

Development Alternative Group 2: Railroad R.O.W. between Calhoun and Prospect Streets



Proposed Development Summary

- 30 Townhouses with garages
- 4 Townhouses with adjacent parking
- Community garden
- New street access
- Restored path with exercise stations
- Access to Prospect and Calhoun Streets

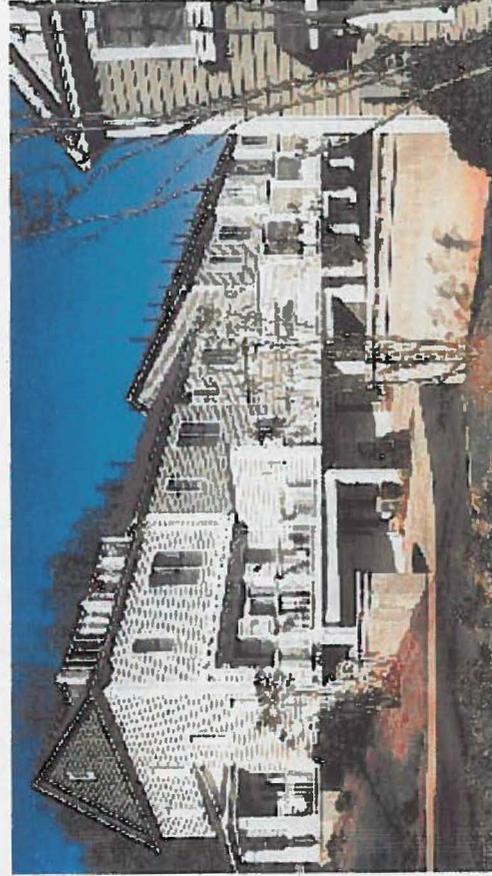
Precedent Images | Group 2: Railroad R.O.W. between Calhoun and Prospect Streets



Streetscape



Park path with active uses



Townhouses with rear garages

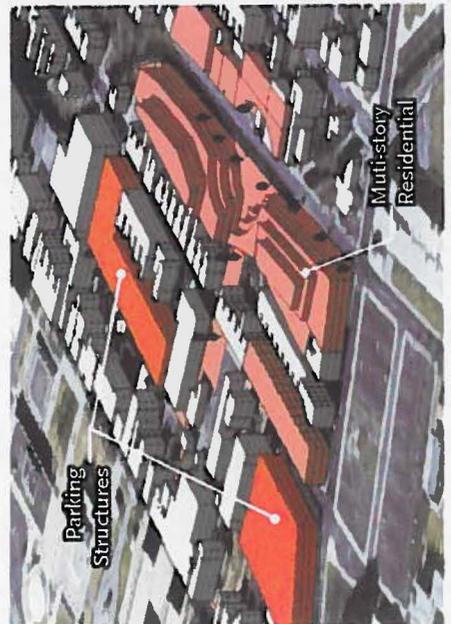
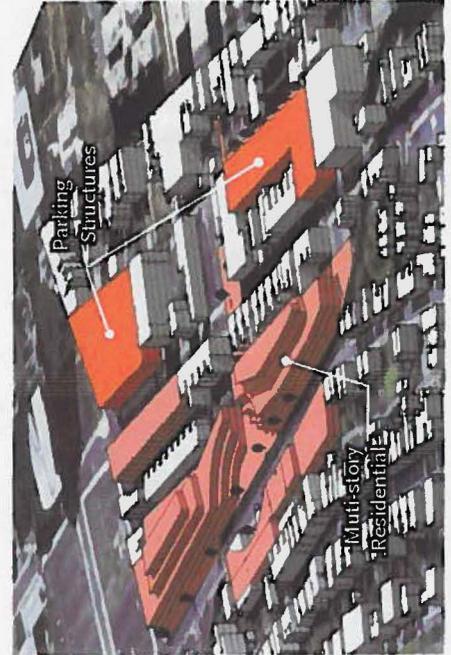
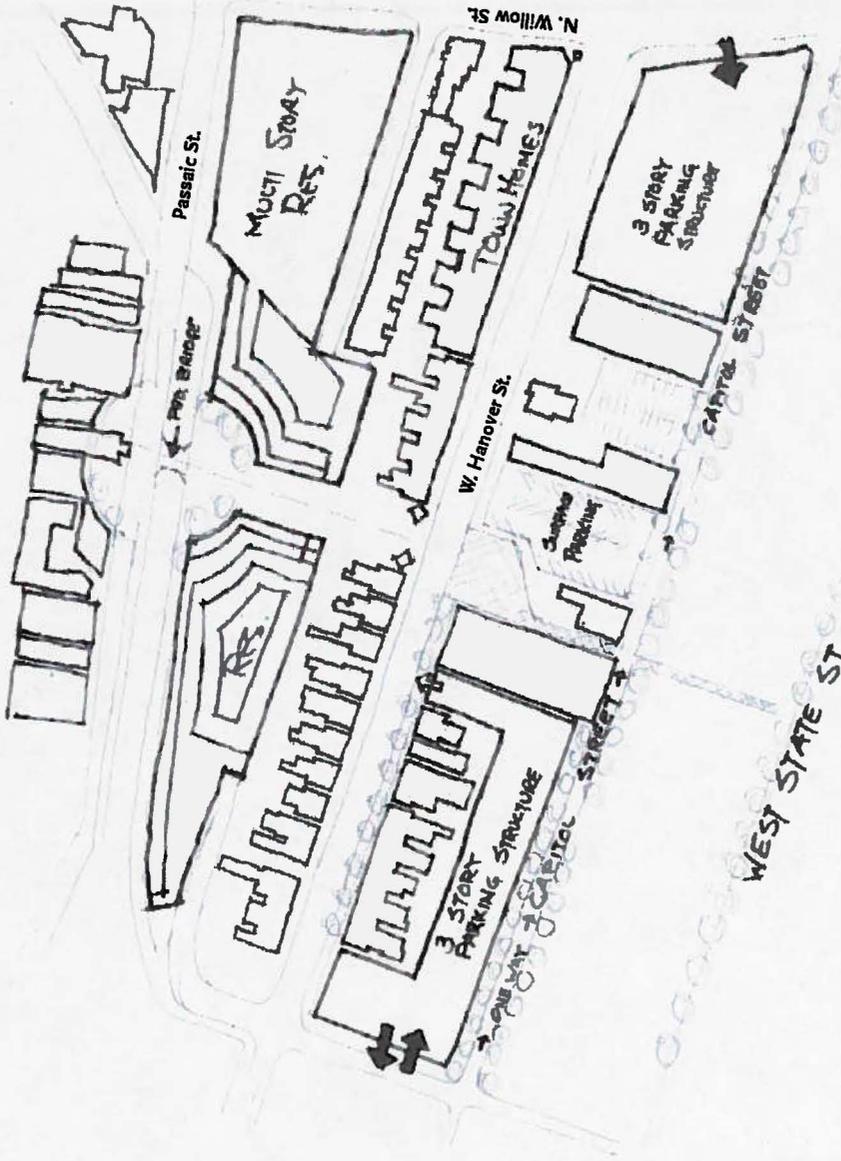


Townhouses

Charrette Summary - Group 3 the Canal and Parking Areas near North Willow Street

Analysis

1. The site is defined by the Raritan Canal and Bank Street to the North, N. Willow Street to the East, West State Street to the south and loosely defined by Greens Place and the Canal to the West.
2. The site is populated by uses primarily focused in government support and civic uses which vacate the area on weekday evenings and weekends.
3. Surface parking comprises a disproportionate amount of the streetscape.
4. Available surface parking is perceived to be remote and dangerous.
5. The canal currently functions as a barrier and a conduit for undesirable uses.
6. Portions of the site are inadequately illuminated.
7. Law enforcement is not perceived to be adequate in this area.
8. There are traffic-flow oriented pedestrian safety concerns on Capital Street.
9. West State Street is perceived to be undesirable with regard to pedestrian amenities.



Goals

1. Provide parking in ample quantity and close proximity to businesses and proposed development.
2. Provide for user and pedestrian safety to and from parking facilities.
3. Develop Capitol Alley into a welcoming, pedestrian friendly one-way Street.
4. Turn the canal into an asset rather than its currently perceived state as that of a liability by encouraging a mix of uses that will provide round-the-clock oversight.
5. Provide a mix of uses throughout the focus area in sufficient quantity and distribution to insure day and night activity and presence.
6. Encourage a variety of socio-economic groups to live and work in the focus area.
7. Develop a gradual change, south to north, from the all institutional government complex on West State Street to all residential uses at the canal and beyond.
8. Develop the street-scape along West State Street to make it more of a focal point in the city.

Proposals

1. Provide two separate three-level parking structures in the transition zone along the edges to provide quantity and proximity to the areas where parking is needed. These parking structures should not overwhelm the existing buildings along West Hanover Street.
2. Safety must be provided to and from parking. Provide a shuttle/loop service, increase lighting and police presence.
3. Improve the appearance of West State Street with lighting, sidewalk repair, hard and soft-scaping to make it the "golden mile" of Trenton.
4. Make Capital Street a one-way street with hard and soft-scaping.
5. Maintain as much of the existing "historic" structures as possible and build upon their character in the areas primarily along West Hanover Street.
6. Add new townhouses along West Hanover Street towards North Willow Street to extend the streetscape and further define the edge condition of the street.
7. Allow multi-use occupancies along West Hanover Street with ground floor commercial and residential above. Most of the buildings are not owner

occupied and higher rents for ground floor commercial could provide incentives for owners to fix/ maintain the properties.

8. Create Multi-story housing along the Canal (facing the canal) in quantities sufficient to support business in the area (hundreds of units, up to 500 potentially). This housing should be of a different character than "Mill Hill" or other townhouse neighborhoods, potentially achieved by flats in a multi-story elevator serviced building with integrated parking. Parking should be under the building and/or underground. This will encourage a variety of socio-economic groups to inhabit the zone and could be a significant catalyst for development in the area.
9. Limited commercial uses can be incorporated into the ground floor of the multi-story housing along the canal.
10. Provide open space/park along the canal with a centralized node.
11. Link both sides of the canal for pedestrians at the node.
12. Vitalize Bank Street by infilling empty spaces with support commercial and providing a pleasant bike/walk path along the canal.

Strategies

1. City buy-in should be sought at all levels.
2. Canal Commission buy-in should be sought.
3. Contact local businesses to encourage vitalization of West State Street and Capitol Alley and to pressure the city and state to do the same by way of increased lighting, greenery and sidewalk repair.
4. Contact city to develop strategies to implement shuttle-loop service between existing building uses and surface parking with a plan for future growth.
5. Contact local owners along Bank Street to generate potential buy-in and cleanup of existing vacant spaces.
6. Work with the city to put together an RFP for the multi-story residential development, townhouse development on West Hanover Street and for the structured parking.
7. Phasing
 - a. Begin with West State Street and Capitol Alley streetscape development to encourage security, perceived and real.
 - b. Build parking structures to support future development. Ground level

commercial space and landscaped areas should be considered at the building perimeter.

- c. Add Townhouses along West Hanover Street
- d. Build multi-story housing along the canal. The character of this housing can be a formal departure from the surrounding areas. Larger scale, elevator serviced buildings should be investigated to serve as a hub and catalyst for the surrounding neighborhood.
- e. Link both sides of the canal and revitalize Bank Street.
- f. Open space should be carefully sequenced to balance the development area. Open space should not be developed too early in the process before the planned uses (private owners, day & night occupancies) are able to oversee these areas.



Development Alternative Group 3: The canal and parking areas near North Willow Street



Proposed Development Summary

- 49 Townhouses with garages
- New parking structures
- New mixed use buildings with parking:
 - 55 - 75 multi-family apartments
 - 50,000 sq ft commercial space

Precedent Images: Group 3 The Canal and Parking Areas near North Willow Street



Canal park



Park at water's edge



Townhouses with parking



Housing at water's edge



Streetscape

Conclusion

Study area has several challenges:

- Crime and perception of crime, particularly away from State Street
- Run-down housing stock and high percentage of absentee landlords
- Undesirable businesses, particularly along Calhoun Street
- Poorly used open space that has become an "attractive nuisance"
- Prime development sites under-utilized as surface parking lots

Study area has many opportunities:

- Good location, close to downtown and the Statehouse
- High-quality building stock, ripe for rehabilitation; potential Historic District
- High percentage of land owned by public entities (easier to redevelop)
- Surface parking that could become sites for new development
- Open space that could become neighborhood amenities
- Strong public and private neighbors already in place (TESC, State Offices, State Street businesses, etc.)
- Interesting development sites with lots of potential

First steps:

1. Request increased police attention to the study area to support redevelopment
2. Develop streetscape improvement plan with the City, County and State
3. Move toward designation of Historic District
4. Create long-term parking solution with the State to free surface lots for development (City is completing a downtown parking study)
5. Package development sites and issue Requests for Proposals; designate developers