PHILIP D. MURPHY
GOVERNOR

State of New Jersey
CAPITAL CITY REDEVELOPMENT CORPORATION

SHEILA OLIVER
LT. GOVERNOR

CAPITAL CITY REDEVELOPMENT CORPORATION
BOARD OF DIRECTORS
ANNUAL MEETING
36 WEST STATE STREET
BOARD ROOM
February 21, 2018 @ 10AM

A. READING OF THE PUBLIC MEETING NOTICE
Robert Tighue, Secretary/Treasurer

B. ROLL CALL
Robert Tighue, Secretary/Treasurer

C. APPROVAL OF MINUTES FROM THE BOARD OF DIRECTORS MEETING OF December 20, 2017* (Chairman Inverso)

D. ANNUAL MEETING*
- **Calendar of Meetings**
- **Election of Officers**
- **Annual Report**
- **Review Check Signing Authority**

E. STAFF (EDA) UPDATE:
- **Redevelopment Sites Inventory Presentation (Jones Lang LaSalle)**
- **Trenton Downtown Retail Study Update Presentation (Jones Lang LaSalle)**
- **State Office Building Impact Statements**
  - **Design Overview of Health and Taxation (HDR and Ballinger)**
  - **Impact Statement Review (Bob Tessier, DCA)**

F. CITY OF TRENTON UPDATE
Diana Rodgers, Acting Director, Housing and Economic Development

G. PRESENTATION OF FINANCIAL REPORT
Jeffrey Koval, Department of Treasury

H. CHAIRMAN'S UPDATE
Chairman Inverso
- **Oath of Office**

I. OLD BUSINESS

J. PUBLIC COMMENT

K. ADJOURNMENT

Note: Items with an asterisk (*****) require action by the CCRC Board of Directors.

CAPITAL CITY REDEVELOPMENT CORPORATION
BOARD OF DIRECTORS MEETING

NJEDA OFFICES
36 WEST STATE STREET
BOARD ROOM

December 20, 2017 @ 10AM

MINUTES

Members of the Board Present:

Peter Inverso, Chair
Robert Tighue, Secretary/Treasurer
Andrew Swords, Designee for DOT Commissioner Hammer
Robert Prunetti
Christopher Brashier

Members of the Board Present via Conference Call:

Tim Cunningham, representing DCA Commissioner Richman

Members of the Board Not Present:

Mayor Eric Jackson
Councilman Manuel Segura

Staff Members Present:

Tim Lizura, President/COO; EDA
Maureen Hassett, SVP, EDA
Paul Ceppi, Director, EDA
Christina Fuentes, Assistant Secretary, CCRC; EDA
Patience Purdy, Assistant Secretary, CCRC; EDA
Steve Martorana, Real Estate Development, EDA

Others Present:

George Loeser, Counsel
Jeffrey Koval, Treasury
Diana Rogers, City of Trenton
George Sowa, Greater Trenton
Christopher Chianese, Division of Property Management and Construction
Peter Kasabach, NJ Future
Thomas Huth, Governor's Authorities Unit

Call to Order:

Chairman Peter Inverso called the meeting to order at 10am. Mr. Tighue read the Open Public Meetings announcement and performed the roll call of the Board.

Financial Report:

Jeffrey Koval from the Department of Treasury's Division of Administration stated that there were no significant changes to the bank statement.

Trenton Opportunity Zone

Maureen Hassett introduced Peter Kasabach to discuss updates to progress on the Trenton Opportunity Zone study. Peter stated that NJ Future is working in collaboration with the City and Greater Trenton to create a concept plan for development in the city and then an action plan for specific projects inclusive of cost. They are approximately three quarters of the way through the process. They have held stakeholder meetings to review concepts and designs. Mr. Kasabach stated the feedback has been positive. George Sowa, Greater Trenton, and Diana Rogers, City of Trenton, concurred that the feedback they have received has been positive. Ms. Rogers added that the meetings have inspired the Assembly of God Church on Clinton St. to look in to development possibilities.

Ms. Hassett asked if NJ Transit has provided input. Mr. Kasabach stated that yes, they have met with NJ Transit.

Mr. Sowa added that Jeff Sussman of Nexus has been engaged and that was a good sign as well.

EDA Staff Update:

State Office Building Projects:
Ms. Hassett noted that multiple approvals have been received to date for the State Office Building projects including, State House Commission, State Leasing and Space Utilization Committee, and EDA approvals on both bond financing and budget. She noted that a Notice of Complaint regarding the projects had been received and that the Attorney General's office was working on the response.

Ms. Hassett informed the group, as she had described at the last meeting, of the process put in place to file an Impact Statement for the projects with the CCRC. Because of EDA's involvement in the projects, it asked DCA to review for CCRC the projects' Impact Statement that will be drafted by EDA. The original plan was to have the Impact Statement prepared once designs were substantially complete. EDA has decided to accelerate the timeline for filing of the Impact Statement. Ms. Hassett confirmed with Mr. Steve Martorana, Project Manager for EDA, that the designs are approximately 65% complete to date. Ms. Hassett stated that EDA has a meeting with DCA Director of Local Planning Services Sean Thompson and staff on Friday, January 22, 2017 to acquaint them with the RFP. The design package will be delivered to DCA by January 12, 2017. The goal is to have the Impact Statement review to the CCRC Board for discussion at the January 31, 2017 meeting.

Chris Brashier noted that it was important to get the design information to CCRC also, so the Board can begin its due diligence.

Senator Inverso suggested that if necessary, the January meeting could be pushed back to provide the appropriate amount of time for both DCA and CCRC to review the information and asked that once the review is completed by DCA, the Impact Statement review be sent directly to the CCRC Board.

Andrew Swords questioned if traffic impacts had been addressed?

Executive Order 215:

In response to Mr. Swords inquiry, Steve Martorana summarized the work that is being done with respect to EO215. He advised that EDA has been pulling together information for the EO215 submission from multiple entities, including, Natural Resources, Cultural/Historic Resources, Land Use Permitting, Green Acres, Traffic Analysis and others.

Bob Tighue asked if this would overlap with the DCA Impact Statement review?
Senator Inverso asked if there would be an Executive Summary?

Mr. Martorana stated that a letter would be provided to act as a guidance tool for next steps.

Ms. Hassett asked Mr. Martorana to request that the design teams identify which parts of EO215 transfer to the Impact Statement.

Bob Prunetti entered the meeting at this time.

Mr. Kasabach asked if the CCRC guidelines could be made public. Ms. Rogers stated they were on the website (City of Trenton).

Bob Prunetti stated that he was happy to hear things were moving in the right direction.

Ms. Hassett stated that the EDA would like to task JLL with providing a focused study on retail in the City.

Mr. Kasabach said he thinks it should not just be a market study but should include information about similar cities that have added retail through design created to bridge the gap between creation and implementation.

George Sowa added that Greater Trenton was working with WRT on a similar study that considered how Pittsburgh, Buffalo, Allentown and Philadelphia addressed revitalization.

Meeting Minutes:

The Board was presented with minutes from the Board of Directors' October 18, 2017 meeting. **A motion to approve the October 18, 2017 minutes was made by Bob Tighue, seconded by Bob Prunetti, and approved by the members present for a vote of 6-0-0.**

Mr. Cunningham left the meeting at this time.

Tim Lizura asked Bob Tighue to look at the building lease, as it should be State owned before an RFP is issued.

Arts Inclusion:
Mr. Martorana noted that a committee had been established that included the NJ Arts Council, DPMC, Artworks, the architects and others. They are in the process of publicly commissioning art for both projects.

GSGZ Business Improvement Incentives/Business Lease Incentives:
Christina Fuentes described the grant program and noted that the approved areas had been expanded due to a lack of applications. Ms. Fuentes noted that there had been press releases as well as an information session (December 11, 2017) to advertise the program.

Tim Lizura asked if anything was being done in Spanish.

Ms. Fuentes stated that all material was available in Spanish.

Diana Rogers added that part of the reason for a lack of applications was a fear of government and the City had gone door to door in the designated areas to encourage people to apply.

Parking Study:
Ms. Hassett stated that as a result of conversations with the members of the Trenton Redevelopment MOU, a parking feasibility study was being done in conjunction with Greater Trenton and the Trenton Parking Authority. The study is being funded by $25,000 from the EDA and matching funds from PSE&G.

Mr. Sowa stated that Greater Trenton was working with WRT to ensure that both parking and panning needs were considered and that recommendations would also be made considering convertibility as parking needs may change for many reasons, including autonomous vehicles.

Mr. Prunetti asked if the sites under consideration included those vacated by the State office buildings.

Mr. Sowa affirmed that those sites were indeed included and that the study was scheduled to be completed in two months.

Mr. Swords commended the team for its forward thinking with regards to autonomous vehicles.

Ms. Hassett informed the group that DCA has issued an RFP for a set aside of $4.5 million to support market rate housing and mixed-use building in the City.

Chairman's Update:

Senator Inverso asked Diana Rogers to follow up with Mayor Jackson with regards to vacancies on the board.

Mr. Brashier asked that the board consider strategic outreach to the new administration to establish a good relationship. He also suggested a request for a second round of funding for CCRC.

Old Business:

There was no old business to discuss.

Public Comment:

There was no public comment.

There being no further business a motion to adjourn the meeting was approved by a unanimous vote.

Next Meeting Date:

The next meeting date for the Capital City Redevelopment Corporation is tentatively scheduled for January 31, 2017, at 10am. The meeting location will be 36 West State Street, Trenton, NJ 08625.

Certification:

The foregoing and attachments represent a true and complete summary of the actions taken by the Capital City Redevelopment Corporation Board of Directors at its meeting on December 20, 2017.



Robert Tighue
Secretary/Treasurer, CCRC

CAPITAL CITY REDEVELOPMENT CORPORATION
BOARD OF DIRECTORS

2018 BOARD MEETING DATES

NJEDA BOARDROOM
36 WEST STATE STREET
Trenton, New Jersey

Wednesday, February 21, 2018 (Annual Meeting)

Wednesday, April 18, 2018

Wednesday, June 20, 2018

Wednesday, August 15, 2018

Wednesday, October 17, 2018

Wednesday, December 19, 2018

MEETINGS ARE SCHEDULED BI-MONTHLY FOR 10AM ON THE THIRD WEDNESDAY OF THE MONTH UNLESS OTHERWISE NOTED.

SCHEDULE IS SUBJECT TO CHANGE.

State of New Jersey
DEPARTMENT OF COMMUNITY AFFAIRS
LOCAL PLANNING SERVICES
101 SOUTH BROAD STREET
PO BOX 813
TRENTON, NJ 08625-0813
(609) 292-3000 • FAX (609) 633-6056

PHILIP D. MURPHY
Governor

LT. GOVERNOR SHEILA Y. OLIVER
Commissioner

Date: **February 16, 2018**

To: **Capital City Redevelopment Corporation (CCRC)**

From: **Local Planning Services (LPS)**

Re: **LPS review of the January 10, 2010 New Jersey Economic Development Authority (NJEDA)'s Department of Health CCRC Impact Statement and the January 9, 2018 Ballinger Taxation Building CCRC Impact Statement.**

Background:

N.J.S.A. 52:9Q-18, Capital District Impact Statement states "any department, board, agency, division or commission of the State and any county or municipal government entity, or instrumentality thereof, which undertakes any construction, reconstruction or extension of any building, structure or facility or other improvement with the district shall , prior to undertaking such action, file with the corporation a Capital District Impact Statement which describes the ways in which the proposed construction, reconstruction or extension is consistent with the plan in its various elements."

This Consistency Review and Recommendations Memorandum ("Memorandum") has been prepared by the Staff of Local Planning Services ("LPS"). It provides review and recommendations for consideration by the Capital City Redevelopment Corporation ("CCRC") as to the consistency of the Taxation Building Impact Statement and Health Building Impact Statement dated January 9th and 10th, respectively as well as the Taxation Building appendix dated January 30th and the Health Building Section 7 addition with N.J.S.A. 52:9Q-18, Capital District Impact Statement requirements with the Capital City Renaissance Plan.

This review was requested by the New Jersey Economic Development Authority ("NJEDA") to subject the findings of their impact statements on the Capital City Renaissance Plan (the Plan) to LPS review. This memorandum thus provides an independent review.

Project Descriptions:

Health Building Proposal: The proposed project is for the construction of a new single use 6 story office building with 209,000 square feet of office space situated in the southwest corner of West Hanover and North Willow Street within the Capital City Redevelopment Corporation boundary. This proposal would also relocate employees and facilities form the existing Health

and Agriculture buildings to this new building necessitating and reuse or redevelopment of these properties. The new Health Building would be located on a existing surface parking lot. The proposed building is intended for Leadership in Energy and Environmental Design (LEED) V.4 Certification.

Taxation Building Proposal: The proposed project is for the construction of a new single use 8 story office building with approximately 200,000 square feet of office space situated in the southwest corner of John Fitch Way immediately in front of the existing Department of Labor building within the Capital City Redevelopment Corporation Boundary. This proposal would also relocate employees and facilities form the existing Taxation building buildings to this new building necessitating and reuse or redevelopment of the existing Taxation Building. The new Taxation building would be located on an open driveway and plaza area in front of the Labor building. The proposed building is intended for Leadership in energy and Environmental Design (LEED) V.4 Certification.

LPS Review Summary:

The proposed Treasury and Health buildings are located within the Capital District boundaries and as such represent a major commitment to locating State facilities and workers around the commercial and historic center of Trenton. The general massing and reuse of underutilized properties are significant positive features. As the projects have evolved they have become more responsive to the Plan.

LPS recommends additional changes be made to the Treasury and Health building plans that will further the intent and purpose of the Plan without significantly changing the building envelope or location through adding onsite and offsite improvements as well as modification to the treatment of the lower floors of the buildings, especially the inclusion of public and commercial uses of these floors. These proposed changes will make the buildings truly mixed use, gain additional LEED certification points and enhance the revitalization and interaction with surrounding communities. If the recommended changes are included in the project plan then this significant investment of public funds can be a catalyst to neighborhood redevelopment envisioned in the Plan. These modifications will require additional time to complete but will still allow the project to proceed without impacting the fiduciary responsibility to any existing bond holders.

General Design Criteria:

The November 21, 2006 memorandum from Hiller Architecture found on the CCRC web site as part of the modification of building Height Zones in the CCRC Plan Urban Codes summarized the general design criteria that all proposed development should follow as:

- Site planning should be responsive to the physical environment.

  The general building massing of the proposed Taxation and Health building is good. The locations although not ideal can be made to be consistent to the plan with changes to site plan and architectural features. The pedestrian facades need modification to be responsive to the physical environment. The site plans need onsite

and offsite improvements to respond to the surrounding physical environment. Incorporation of the recommendations in this report will address these concerns while allowing the projects to proceed as planned.

- The architectural expression of the building should respond to the neighborhood context reinforcing the urban form and architectural attributes of the immediate area.

  These facades need more articulation to respond to the Capital District context. Building access additions and improvements as well as first and second story exterior treatments should reflect the historic character of the neighborhood and district. Incorporation of the recommendations in this report will address these concerns while allowing the projects to proceed as planned.

- The building should be well-proportioned and create a transition in bulk and scale if necessary.

  The overall massing of the buildings are well-proportioned but the exterior treatments need modification to create a transition to the surrounding community and the streetscape. Incorporation of the recommendations in this report will address these concerns while allowing the projects to proceed as planned.

- The streetscape level should have an active façade to promote pedestrian interaction and activity.

  The single-use, monolithic office buildings proposed do not meet this general design criteria. The modification of design to allow mixed community and commercial uses on the first floors of both buildings as well as additional access points and site plan pedestrian amenities will result in the promotion of pedestrian interaction. Incorporation of the recommendations in this report will address these concerns while allowing the projects to proceed as planned.

- If provided, open space associated with new development should be usable for the public and incorporate landscaping, appropriate signage and adequate lighting.

  The plaza proposed between the new Taxation building and the Labor building is not usable by the public but further isolates the state workers from the surrounding community. The construction of a through street between the buildings as shown in the Capital City Renaissance Plan along with landscaping and green infrastructure is recommended. A proposed gathering and public space should be constructed at the corner of South Warren and Assunpink Drive and John Fitch Way. The street frontage, access points and linkage to the State Office building and Warren Street Plaza can make the Taxation building usable to the public. The addition of first floor commercial, public use and restaurant or cafe space open to the public in both buildings will also make these buildings more usable by the public. Incorporation of the recommendations in this report will address these concerns while allowing the projects to proceed as planned

- The number of curb cuts and the presence of service area in new developments should be minimized.

  The proposed accesses to both the Health building and the Taxation Building are well designed to limit curb cuts. The layout of the Taxation building will be modified when the through street is added between the two buildings for consistency with the Plan. The site plan should show how the new street that is planned to the north of the Taxation building and Labor building will interact with buildings and how it will intersect with Assunpink Drive. Incorporation of the recommendations in this report will address these concerns while allowing the projects to proceed as planned

- Parking facilities should be completely integrated into the building design.

  Neither proposed buildings have parking integrated into the buildings. This inconsistency with the Plan is recommended to be allowed due to the abundance of surface parking and structured parking available as well as the referenced plan from the impact statements for a new parking garage on the current Agriculture and Health building site. The new parking garage should be designed to complement the Labor and new Taxation building and conform with the CCRC urban code. Incorporation of the recommendations in this report will address these concerns while allowing the projects to proceed as planned

NJEDA Department of Health Building Impact Statement evaluation:

Plan Goals: The Capital City Renaissance Plan has 10 development goals. Below is a summarization of the response to each goal included in the Health Building Impact Statement, including supplemental documentation and the LPS' analysis:

1. <u>Make downtown Trenton more attractive, inviting and safe</u>.

   The Impact Statement: The proposed new Health Building will replace an existing parking lot transforming this site into a vibrant work location. As part of this transformation, the new Health Building will also be adding streetscape improvements including new sidewalks, new street trees, new street furniture, new pedestrian lighting, as well as commissioned public artwork by local artists – all to activate the streetscape for pedestrians. No cafeteria is located within the building in order to encourage building occupants to go outside and make use of local retail establishments – potentially encouraging the growth of local business.

   LPS review: The proposed Health Building can be made to be more attractive, inviting and safe by transforming is to a mixed us building through making the first floor into commercial and public space. This would allow for street windows and additional access points. Security to the upper floors of the building could be located to lock down the

upper floors. This would allow for doorways and openings along Willow and West Hanover Streets at street level. The following uses should be developed on the first floor.

- Gallery Space/Arts Studio space
- Innovation Center – Joint Venture with Higher Education Institution
- Maker Space
- New Jersey Health and Agriculture public education space
- Performance Space/Meeting Space

This first-floor use would extend the building hours beyond the office hours to evening and weekends which is an essential component of making the neighborhoods surrounding where the Health Building is to be located in more attractive, inviting and safe. Additional active space, such as roof gardens or balconies should be considered to add visible activity areas to the location.

2. Improve access in and around downtown

The Impact Statement: Access to the proposed new Health Building is provided by municipal streets and sidewalks. The site is located one block from the State Street corridor and the State House Complex. The site is located within no more than a 15-minute walk from the Trenton Train Station and no more than a 5-minute walk from the Downtown / Central Business District.

LPS review: The key to improving the access in and around the downtown is to have this project make simple off-site pedestrian improvements to North Willow Street establishing a pedestrian paver/green way to the State House Complex. Textured and brightly colored pedestrian crossing at the intersections of West Hanover Street and North Willow Street as well as Capital Ally, North Chancery Lane and West Hanover should improve pedestrian access in and around the downtown. On-site pedestrian improvements should include wide sidewalks, street furniture, trees and green infrastructure.

3. Restore traditional linkages to waterways.

The Impact Statement: The proposed location for the new Health Building "is not directly adjacent to any waterways. The Project will have no impact on this goal."

LPS review: The D&R Canal flows one block from the project site. Off-site improvements along North Willow and West Hanover Streets will improve access to this waterway. The only other indirect linkage would be the paver/greenway improvement along North Willow and East State Street which would provide linkage to the State House Complex and the waterway beyond.

4. Promote a diversity of uses.

   The Impact Statement: The proposed location for the new Health Building will be maintaining State offices within the district, creating critical mass for the local merchants, and reinforcing pedestrian movement through the infill of the existing parking lot that presently occupies the site.

   LPS review: The addition of the uses stated under objective 1 above would provide a diversity of uses in the building and promote the surrounding neighborhood.

5. Improve the transportation and parking network downtown.

   The Impact Statement: The State currently provides parking for their employees throughout Trenton while also encouraging carpooling and the use of mass transit – all of which is readily available. The Project will have no impact on this goal. The Impact Statement further states that Bank Street Garage and Surface Lot #31 which was servicing the to be moved taxation employees will be available to the Health Building employees

   LPS review: The proposed Health Building will reduce the surface parking by converting the lots into the building site. Since the Bank Street and Surface Lot #31 are available there will be no negative impact to parking downtown. The site plan should include accommodations for bicycles, including dedicated routes and parking out of the elements. In addition the improvements to pedestrian amenities discussed under goal number 2 above will improve transportation movement.

6. Exploit the historic value of Trenton.

   The Impact Statement: The proposed site for the Health Building will have no impact on this goal other than helping to infill a hole in the urban fabric, strengthening pedestrian linkages in this area.

   LPS review: Inclusion of the recommendations under goals 1 and 2 will further strengthen the urban fabric and pedestrian linkages.

7. Improve the public environment.

   The Impact Statement: The proposed new Health Building will replace as exiting parking lot, thereby transforming this site into a vibrant work location. As part of this transformation, the new Health Building will also be adding streetscape improvements including new sidewalks, new street trees, new furniture, new street lighting, as well as commissioned public artwork by local artists – all in an effort to activate the streetscape for pedestrians. No cafeteria is located within the building in order to encourage building occupants to go outside and make use of local retail establishments – potentially encouraging the growth of local business.

LPS review: Following the LPS recommendations under goals 1 and 2 will further improve the public environment by transforming the singe use work hours office building to a mixed-use building. Investing more in the façade materials and design will make this an attractive public asset that improves the public environment. The proposed public artwork can be expanded into a gallery setting open to the public.

8. Enhance the social environment.

   The Impact Statement: This is a goal overall Capital District and is not applicable to this specific Project. Therefore, this Project has no impact to this particular item.

   LPS review: The opening of multi-use space on the first floor and the programing of that space will help enhance the social environment in the district. The establishment of a Health and Agricultural information and display center on the first floor will also promote this objective as will the linkage to the Capital Complex.

9. Enhance and exploit the seat of government.

   The Impact Statement: The building is designed to accommodate the activities of the Department of Health on a regular basis as part of its daily operation, so the Project will have no impact on this goal.

   LPS review: Keeping these employees in the Capital District will help to enhance and exploit the seat of government as will the development of the information and display center for Health and Agriculture. Finally, the greenway/paver linkage to the State Capitol complex will develop and enhance the seat of government.

10. Strengthen the Fiscal situation in Trenton.

    The proposed Health Building will have no cafeteria or retail is located within the building in order to promote off-site usage of local retail establishments – potentially encouraging the growth of local business.

    LPS review: The incorporation of the uses suggested under goal 2 will improve the fiscal situation, add a portion of the building to the City's tax base and promote a vibrant local economy and tourism. Considering a public/private partnership for the development and ownership of this project would put the building on the City's tax role, whereby strengthening the fiscal situation in Trenton. Entering into a PILOT agreement with the City of Trenton could have a similar impact.

Plan Elements

Pursuant to N.J.S.A. 52:9Q-17, the Capital City Renaissance Plan (CCRP) includes a Design Plan Element, Cultural Plan Element, Transportation Plan Element and Land Use Plan Element. The Capital Impact Statements for the two proposed new construction developments must demonstrate consistency with the CCRP. Below is a summary of the Health Building Impact

Statement, including supplemental documentation, for consistency with the Capital City Renaissance Plan Element(s) and the LPS' analysis:

Design Plan Element

The Impact Statement Conclusion: The CCRP states that the Design Plan Element, includes and inventory of important buildings and features in the District and contains recommendations for improving the public landscape. With the exception of Historic Downtown, Design Context and Public Streets, this is a legislative requirement of CCRC specific to the overall Capital District and is not applicable to this specific Project. Therefore, this Project has no impact to this particular item. The impact statement compliance narrative for Historic Downtown (West State Street Historic District), Design Context and Improving the Public Landscape **(**Public Streets) indicates that the site proposed for the Health Building "is located adjacent to the West State Street Historic District. The Project consists of the construction of a new State office building, replacing an asphalt parking lot and thereby transforming this site into a vibrant work location. The architecture and site plan for this Project are consistent and compliant with the intent of the CCRC Capital City Renaissance Plan through a context sensitive design that will enhance this part of the District. As part of this transformation, the Project will also be adding streetscape improvements including new sidewalks, new street trees ,new furniture, new street lighting, as well as commissioned public artwork by local artists – all in an effort to activate the streetscape for pedestrians.

LPS review: By changing the first floor uses within the same building foot print this building can become a mixed-use building which is an essential part of the Plan recommendations. This will also allow for window, access points and surface treatments that will make the new building an inviting structure for the surrounding neighborhood. In addition the extension of the streetscape improvement to link with the State Capital Complex and Warren Street Plaza will further integrate the Health Building into the surrounding neighborhood and highlight its significant locational advantage being one block from the Capital Complex.

Cultural Plan Element

The CCRP states that the Cultural Plan Element, includes an inventory of the Districts cultural assets and contains recommendations for enhancing these assets.

The Impact Statement Conclusion: The Building Inventory, Cultural Attractions in the District and Maintenance and Enhancement of the Cultural Environment are legislative requirements of CCRC specific to the overall Capital District and is not applicable to this specific Project. Therefore, this Project has no impact to this particular item.

LPS review: Cultural elements are impacted by new building construction. The addition of commercial and public space on the first floor of the building, the creation of a public display/education center for New Jersey Health and Agricultural will further the intent and purpose of this element.

Transportation Plan Element

The CCRP states that the Transportation Plan Element, describes the local and regional transportation systems affecting the Capital District and contains recommendations for improving accessibility to and within the area.

The Impact Statement Conclusion: An Environmental Preliminary Site Assessment ("PSA"), a Traffic and Parking Study, and a Cultural/Historical Investigation and Evaluation has been completed by HDR for the proposed development in accordance with Executive Order 215 Environmental Assessment ("EO 215").

LPS review: The offsite improvements recommended to pedestrian crossings and linkages to the State Capital Complex and the Warren Street Plaza will support the pedestrian movement objective of this element to encourage walkability. Bicycle routes and sheltered parking will encourage alternative modes of travel, including to and from the train station. Signage and public transit coordination will also promote the objectives of this element.

Land Use Plan Element

The Land Use Plan Element, includes land use recommendations, proposals for conservation of existing buildings, strategies and proposals for improving the public environment and historic areas and contains design and planning principles that underlie the proposals contained in the Renaissance Plan.

The Impact Statement Conclusion: The Department of Health Building is proposed to be six (6) stories in height. The building massing is to be 2 stories tall along the West Hanover Street elevation in response to the residential scale of the adjoining neighborhood, and will step back to align with the facade of the State Office Building for the remaining vertical stories. The façade is to consist of brick with aluminum punched windows. At the northwest corner of the site, at West Hanover Street, the brick façade is carried all the way down to entrance area. To strengthen how the building engages the streetscape the façade at the base entrance area has a series of angled glass planes which immediately differentiate it from the rest of the building, as well as offering views into the interior lobby area. An architectural precast concrete panel base will wrap all sides. In addition, a cast stone band at the second story datum line will wrap around the North Willow Street elevation to align with the scale of the adjacent building context. Commissioned public artwork by local artists is to be integrated into the streetscape and building – to further engage the public community at the pedestrian level. In addition to the above mentioned public artwork, the proposed streetscape improvements for the Project include new sidewalks, new street trees, and new furniture along West Hanover Street and North Willow Street. Parking for the building occupants for the Project will be accommodated at two (2) locations adjacent to the Site which are owned by the State, including the Bank Street Garage and Surface Lot #31. As is described in detail in the Executive Summary under Section 1of this document, the relocation of the Department of Taxation Building occupants coupled with the occupants of the proposed Department of Health Building essentially results in a zero increase to the existing vehicular traffic associated with the Bank Street Garage and Surface Lot #31. In addition, Greater Trenton and the Trenton Parking Authority have partnered to investigate the feasibility of a parking

structure on property owned by the State of New Jersey in near to the new Taxation building. The parking garage feasibility study is expected to be completed in late February or early March 2018.

LPS review: The design principals in the Land Use Element stress connections for pedestrians, signage to clarify directions, street furniture, building design that should enhance the relationship to the historic character of the Capital District and enhance pedestrian activity at the street level. LPS recommends creating a mixed-use building by adding public, educational and commercial activity on the first floor which would add windows and entrances along the Willow Street and Bank Street building facades instead of block long solid barriers. In addition, adding the recommended off-site linkages and a detailed signage plan will pull the building into the Capital District.

Relocation Plan Element

Relocation Plan Element, includes an assessment of the displacement of households and businesses within the district that would result from the implementation of the plan, and a strategy for relocation of households to adequate and affordable housing units

The Impact Statement Conclusion: As defined by the CCRC, this Plan Element is not applicable to this facility since there are no existing structures on the Site. It is an existing parking lot. Nobody will be displaced as a result of this development. The Project will have no impact to this aspect of the Renaissance Plan.

LPS review: There will be no displacement of households and businesses within the district.

Ballinger Taxation Building CCRC Impact Statement evaluation:

The Capital City Renaissance Plan has 10 development goals. Below is a summarization of the response to each goal included in the Taxation Building Impact Statement, including supplemental documentation and the LPS' analysis:

Development Goals

1. Make downtown Trenton more attractive, inviting and safe.

   The impact statement conclusion: The supplemental indicates that that the proposed development of a portion of Block 10701, Lot 3 in the City of Trenton between the existing Department of Labor building and John Fitch Place will provide a connection to the existing districts, be a pleasant place to work, live, dine and enjoy vistas to the river. In addition, the proposed development of an eight-story office building with a 17,600 will include a new pedestrian plaza, reconfiguration and restriping of an existing parking lot. Also, the new Taxation Building will achieve LEED Silver Certification. This certification demonstrates that the building is implementing sustainable strategies that address energy, water, waste, transportation, and the human experience.

LPS Review: The location and massing of the existing proposed LEED Silver Taxation Building can be in compliance with the spirit and intent of the Plan if some significant modifications are made. As proposed, the Taxation Building site plan and elevations as shown will have an adverse impact on the Plan unless the façade has more articulation at the 2-story level that fronts on the creek. A tiered front façade with roof decks and plantings will complement the creek and park-like area across from John Fitch Place. In addition, the first floor of the building should be used for public/private space also opening up to John Fitch Place and the new street that runs semi-parallel to South Warren Street. Uses could include a restaurant/cafe, taxation information office, labor service center, public art and studio space, a Trenton and Assunpink Creek history and display area, sustainable building design information center space or other local business uses. Plaza space should be developed along the commercial space frontage facing John Fitch Place. In addition, the proposed plaza between the two buildings will have an adverse impact on the grid street pattern proposed for this property in the Plan as shown on Map 4 the Illustrative Site Plan. In addition, the new pedestrian plaza between the two building will further isolate state workers from the balance of the community. It will create a potential canyon-like dead space between two large buildings with limited daylight. A through street should be built between the two buildings in compliance with the Illustrative Site Plan and any additional space on either side be used for green infrastructure and open space.

2. Improve access in and around downtown.

The impact statement conclusion: The proposed development for the new Taxation building is designed to allow for the future realignment of Route 29. A new vehicular intersection is planned at John Fitch Way and Memorial Drive in the same location as the proposed re-located Route 29. This new intersection supports the potential development of the new urban street pattern and provides for new street-oriented arrival points for both the Labor and Taxation Buildings. Alignments of buildings and features on the eastern edge of the site are developed to allow an appropriate Right of Way for the future extension of S. Warren St. as proposed in the Riverfront District master plans.

LPS Review: The location of the building footprint to allow for the future improvement of surrounding intersections and the realignment of Route 29 conforms to the CCRC Plan. The Taxation Building plan should address the redesign of John Fitch Way, South Warren Street and Assunpink Drive. A preferred new design should be selected with the City and the site plan should be developed in a way that promotes the street alignments in the Plan as shown on Map 4 the Illustrative Site Plan. At a minimum new cross painted and textured cross walks should be added to offsite improvements to this intersection and site and access improvements aligned with the preferred design alternative. In addition, new textured pedestrian crossings at the intersection of Market Street, Memorial Drive and John Fitch Way should be installed. A signage plan should also be developed with onsite and offsite signage to improve access and movement for both vehicles and pedestrians around the site.

3. Restore traditional linkages to waterways.

   The impact statement conclusion: The location of the proposed site for development is near the Delaware River. The proposed site for development is across street from the Warren St. / Assunpink Creek bridge from the downtown commercial area and is the closest parcel in the Riverfront District to the downtown area.

   LPS: Review: The development of this site offers an opportunity to get direct pedestrian access to the Delaware River due to existing road alignments and the proximity of the project. A greenway/walkway should be built as an offsite improvement for this project along the John Fitch Way and under the Route 29 underpass providing direct access to the Delaware River. Additionally, the site is immediately across the street from the Assunpink Creek. Off-site improvements should include improving the public space adjacent to the creek and creating safe and attractive pedestrian crossings between the new building and this open space.

4. Promote a diversity of uses.

   The impact statement conclusion: The proposed site for development is located within the Business (BA) Zone. The proposal consists of the construction of a new taxation building for the State and is compatible with the current project site zoning.

   LPS Review: Proposed public and private commercial and community uses on the first floor of the Treasury Building will convert the structure from a monolithic singe use building into a mixed-use building providing linkages and vibrancy to the surrounding community.

5. Improve the transportation and parking network downtown.

   The impact statement conclusion: The proposed site for development is adjacent to South Warren Street and Market Street. State Highway Route 29 is located to the west of the project site. In addition, Some shared surface parking in the complex. Working with Greater Trenton on new Parking Garage. State provides shuttle service to the Perry Street lot. Demolition of Health and Agriculture Buildings will provide additional surface parking.

   LPS Review: Concept plan should be developed as part of this project locating the proposed parking garage, utilization of the former Health and Agriculture Buildings while preserving the development opportunities and grid layout on the Illustrative Map 4 of the Plan. The project site is adjacent to the City's new bicycle health loop. The site plan should indicate this connection and make appropriate accommodations for bikers and pedestrians.

6. Exploit the historic value of Trenton.

   The impact statement conclusion: The proposed site for development of the Taxation Building will contribute to the Riverfront District vision by maintaining the cohesiveness of the zone which is currently occupied by the Justice complex, Trent House, Health and Agriculture Buildings and the Labor Building.

   LPS Review: Modification of the façade on the bottom two floors should complement the Historic value of Trenton as found in the nearby War Memorial Building. The remaining façade materials and design should conform to the urban code guidelines, which the current design does not.

7. Improve the public environment.

   The impact statement conclusion: The materials of the proposed Taxation Building are designed to establish a scale, texture and *vis*ual interest appropriate to the pedestrian experience along the street frontages and the public plaza. In addition, there will be street furniture, artwork and landscape features to enhance the streetscape and the public environment.

   LPS Review: Changing this building to a mixed-use building, including pedestrian off site linkages, changing the façade on the bottom two floors, moving the proposed courtyard and implementing the grid street network proposed in the Illustrative Map of the Plan will ensure this project promotes the pubic environment. The new design should also include more pedestrian and bicycle-friendly on-site features. As stated earlier, the materials and design should create a complimentary but attractive public amenity.

8. Enhance the social environment.

   The impact statement conclusion The proposed site for development of the Taxation Building will establish a strong urban fabric as part of the Riverfront District Development Plan.

   LPS Review: The linkage to the river, the conversion of the building to a mixed-use building, proposed onsite and offsite improvements, change in plaza location and façade modification will ensure this building enhances the social environment.

9. Enhance and exploit the seat of government.

   The new Taxation Building will "will aid in bolstering the prominence of the City's image as the State Capital of New Jersey ".

   LPS Review: The location of this building in the Capital District with the changes recommended in this review and a conceptual development plan for the remainder of the site will enhance and exploit the seat of government.

10. Strengthen the Fiscal situation in Trenton.

    The relocation of Taxation building from several streets north of the proposed site for development will have no immediate impact.

    LPS Review: The establishment of the grid street pattern in the Illustrative Plan and the change of the building to a mixed-use building will provide for more private sector activity and investment in the Capital District. As stated with the Health Building, entering into a PILOT agreement with the City of Trenton or a public/private partnership to put the property on the tax role, would have a more significant fiscal impact.

Plan Elements

Pursuant to N.J.S.A. 52:9Q-17, the Capital City Renaissance Plan (CCRP) includes a Design Plan Element, Cultural Plan Element, Transportation Plan Element and Land Use Plan Element. The Capital Impact Statements for the two proposed new construction developments must demonstrate consistency with the CCRP, including its Plan Elements. Below is an summary of the Taxation Building Impact Statement, including supplemental documentation, for consistency with the Capital City Renaissance Plan Element(s) and the LPS' analysis:

Design Plan Element

The Impact Statement Conclusion The CCRP states that the Design Plan Element, includes and inventory of important buildings and features in the District and contains recommendations for improving the public landscape.

Taxation Building Impact Statement: In regard to the Design Context, the project will activate the surrounding area for pedestrians through streetscape improvements, ground floor public services and the addition of a shared plaza with the Department of Labor Building. The Building takes cues from the Department of Labor Building by aligning and closely matching the footprint of its neighbor, yet steps down in height to lower the urban scale towards the downtown.

LPS review: The inclusion of the LPS recommendations for the Taxation Building and site plan will ensure that the building follows the intent and purpose of the Design Plan Element.

Cultural Plan Element

The CCRP states that the Cultural Plan Element, includes an inventory of the Districts cultural assets and contains recommendations for enhancing these assets.

The Impact Statement Conclusion: The Building Inventory, Cultural Attractions in the District and Maintenance and Enhancement of the Cultural Environment are legislative requirements of CCRC specific to the overall Capital District and is not applicable to this specific Project. Therefore, this Project has no impact to this particular item. Although there is no impact, "an important aspect of the CCRC plan is to extend the urban fabric of the downtown commercial areas across Assunpink Creek, which will ultimately help knit together the rich

inventory of cultural attractions to further enhance economic development through increase tourist and activity and residential expansion. The Taxation Building is designed to support this vision by respecting future overlays of a traditional street grid, encouraging pedestrian engagement through improved connection to the commercial core, and offering public space and plazas to further enhance pedestrian opportunities to connect the cultural attraction within the district.

LPS review: The addition, of the first floor mixed-uses for the building and its integration into the frontage along South Warren Street and John Fitch Way will make this building part of the cultural landscape. In addition the addition of these cultural elements will support the diversity of the State Capital.

Transportation Plan Element

The CCRP states that the Transportation Plan Element, describes the local and regional transportation systems affecting the Capital District and contains recommendations for improving accessibility to and within the area.

The Impact Statement Conclusion: The Building Impact Statement
An Environmental Preliminary Site Assessment ("PSA"), a Traffic and Parking Study, and a Cultural/Historical Investigation and Evaluation has been completed by HDR for the proposed development in accordance with Executive Order 215 Environmental Assessment ("EO 215").

LPS review: Addressing surrounding intersections, pedestrian crossings, the proposed grid street pattern, pedestrian and bicycle linkages and providing signage for pedestrians and motorists will support the intent and purpose of the Transportation Plan Element.

Land Use Plan Element

The Land Use Plan Element, includes land use recommendations, proposals for conservation of existing buildings, strategies and proposals for improving the public environment and historic areas and contains design and planning principles that underlie the proposals contained in the Renaissance Plan.

The Impact Statement Conclusion: The Taxation Building Impact Statement indicates that one of the significant Land Use Plan Elements established by the Capital City Renaissance Plan (CCRP) was envisioning the area bounded by John Fitch Place, S. Warren Street, U. S. Route 1 and the Delaware River as a new urban neighborhood: The Riverfront District. This area is currently characterized by free standing buildings surrounded by vast areas of surface parking lots and bounded on the river side by Route 29, all of which serve to separate the city and the downtown district from the river. In contrast to its current character and use, the new neighborhood was seen as one framed by a traditional street grid with mixed-use development that would encompass residential, office, retail and structured parking uses." Furthermore, "[A]s opposed to the free standing buildings surrounded by surface parking lots that characterize the current district, the placement of the new Taxation Building establishes the first urban scaled block as envisioned by the CCRP. The building occupies its full frontage on John Fitch Place

with frontages also on the future Route 29 Boulevard and S. Warren St. extension. In addition to establishing street frontages, the placement of the Taxation Building allows for a new urban plaza to be developed between the two buildings. Landscape and hardscape elements, street furnishings and public art are planned for this plaza in order to make this space a significant amenity in the Riverfront District.

LPS review: The relocation of the urban plaza, off-site improvements adjacent to the Assunpink Creek and the redesign of the building and site plan as recommended will meet the intent and purpose of the Land Use Plan Element.

Relocation Plan Element

Relocation Plan Element, includes an assessment of the displacement of households and businesses within the district that would result from the implementation of the plan, and a strategy for relocation of households to adequate and affordable housing units

The Impact Statement Conclusion: As defined by the CCRC, this Plan Element is not applicable to this facility since there are no existing structures on the Site. It is an existing parking lot. Nobody will be displaced because of this development. The Project will have no impact to this aspect of the Renaissance Plan.

LPS review: : There will be no displacement of households and businesses within the district

LPS Recommendations for impact consistency with the Capital City Renaissance Plan:

- The CCRC should prepare a comprehensive update to the Capital City Renaissance Plan which was originally adopted in 1989.
- The CCRC should recommend that EDA make the following changes to the proposed Taxation Building Site Plan and Building Plan
    - The first floor of this building should be converted to public/private space opening up to South Warren Street and John Fitch Place. The uses included could be a restaurant/cafe, taxation information office, labor service center, public art and studio space, a Trenton and Assunpink Creek history and display area, sustainable building design information center space or other local business uses. All of these should open to the street.
    - The façade should have more articulation. A tiered front façade with roof decks and plantings.
    - The proposed pedestrian plaza should be moved to the John Fitch Way side of the building and a road with landscaping should be constructed between the two buildings as shown on Map 4 of the Illustrated Plan.
    - New pedestrian crossings should be constructed on both intersections with John Fitch Way
    - The redesign of S. Warren Assunpink Drive and John Fitch way should be finalized and the site plan fit into and contribute to this new intersection layout.
    - A pedestrian greenway connection to the Delaware River should be planned and constructed under route 29 as an offsite improvement.

- Open space improvements and strong pedestrian connections should be made to the public space across the street from the site and adjacent to the Assunpink Creek.
- A comprehensive signage plan should be prepared and implemented to provide wayfinding for pedestrians and motorists around the new building.
- The site plan should include accommodations for Bicycles including dedicated routes and parking out of the elements.
- Private/public partnerships should be explored for the development of this project

- The CCRC should recommend that the EDA make the following changes to the Health Building Site Plan and Building Plan
    - The proposed building should to be more attractive, inviting and safe by transforming is to a mixed-use building making the first floor into commercial and public space. This would allow for street windows and additional access points. Security to the upper floors of the building could be located so lock down the upper floors. This would allow for doorways and openings along West Hanover Street at street level. The following uses should be developed on the first floor.

        - Gallery Space/Arts Studio space
        - Innovation Center – Joint Venture with Higher Education Institution
        - Maker Space – agricultural production/commercial kitchen
        - New Jersey Health and Agriculture public education space
        - Performance Space/Meeting Space

        These first-floor uses would extend the building hours beyond the office hours to evening and weekends which is an essential component of making the areas that the building is to be located in more attractive, inviting and safe.

    - The project should include off site pedestrian improvements to the North Willow Street establishing a pedestrian paver/green way to the State House Complex
    - Th project should include textured and brightly colored pedestrian crossing at the intersections of West Hanover Street and North Willow Street as well as Capital Alley, North Chaneey Lane and West Hanover should improve pedestrian access in and around the downtown.
    - There should be a cafe or restaurant on the first floor so employees will mix into the public space.
    - The first two floors of the proposed building should have revised windows, access points and surface treatments to make the building conform to the historic nature of the Capital District.
    - A building and site signage plan should be developed to link the building to public transit opportunities and the Capital Complex.

- The site plan should include accommodations for Bicycles including dedicated routes and parking out of the elements.
- Private/public partnerships should be explored for the development of this project.

- The CCRC should recommend that the EDA take the following actions prior to starting construction of the Health and Taxation Buildings
  - Prepare a redevelopment plan and developers agreement with Educational Institution of Higher Education or experienced developer for the redevelopment of the existing Taxation Building prior to the moving offices out of the building.
  - Prepare a redevelopment plan for the Department of Agriculture Building and Department of Health Buildings and surrounding area showing any future parking garages, green space or sustainable site features.

Summary

The continued investment by the State of New Jersey in office buildings in the Trenton Capital City District is a positive force to support redevelopment efforts in the State Capital. The Taxation Building and Health Building projects assessments presented to the Capital City Renaissance Corporation will have an adverse impact on the The Capital City Renaissance Plan unless the LPS recommendations presented in this review memorandum are made to the plans. The Capital City Redevelopment Corporation is encouraged to review these recommendations and forward them to the EDA for inclusion in their development efforts. In addition, the Capital City Redevelopment Corporation is encouraged to prepare a comprehensive update to the 1989 Capital City Renaissance Plan to reflect changed conditions in the community as well as inclusion of the new Trenton 250 Plan.

NJEDA

Department of Health Building

Impact Statement

January 10, 2018

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1. EXECUTIVE SUMMARY

INTRODUCTION

The New Jersey Economic Development Authority ("NJEDA") is administering the design and construction of the proposed Department of Health Building ("Project") on behalf of the New Jersey Department of Treasury, Department of Property Management and Construction ("DPMC"). NJEDA has retained HDR Architects and Engineers, P.C. ("HDR") as the prime design consultant for the Project, and HDR has assembled a team of subconsultants to provide all required technical support in this effort.

The selection of the site ("Site") for this Project was the product of an extensive Feasibility Study that was performed during 2015. At that time the NJEDA administered the retention of a consultant team lead by KSS Architects and the preparation of the Feasibility Study on behalf of DPMC.

The Site for the proposed Department of Health Building is located in the City of Trenton on Tax Block 3503, Lots 7, 7.01, 7.02 and 7.03. The Site contains approximately 1.048 acres and is bounded by West Hanover Street to the north, North Willow Street to the east, Capital Street to the south and the NJ State Office building to the west. The Site slopes from west to east, with a high point of approximately 60 feet above sea level at the southwest corner of the Site and a low point of approximately 46 feet above sea level at the southeast corner of the Site. The Site currently consists of an asphalt parking lot which is owned by the State and used for New Jersey State employees. Access to the Site is provided by municipal streets and sidewalks. The site is located one block from the State Street corridor and the State House Complex. The site is located within no more than a 15 minute walk from the Trenton Train Station and no more than a 5 minute walk from the Downtown / Central Business District. There are no environmentally sensitive areas on the Site, nor is the Project expected to pose any environmental problems or negative impacts.

The consulting services performed to date by HDR for this Project also includes the preparation of an Executive Order 215 Environmental Assessment ("EO 215"), an Environmental Preliminary Site Assessment ("PSA"), a Traffic and Parking Study, and a Cultural/Historical Investigation and Evaluation. The EO 215 and PSA have been submitted to NJDEP as required. These documents can be provided separately as supplemental information upon request.

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The design phase for the Project commenced in March 2017 and is currently at a Design Development level of design. The Project entails the design and construction of a new office building as well as all associated site improvements. On June 14, 2017 NJEDA presented the Schematic Design level plans to the Trenton Stakeholders. Feedback from the presentation was received from the Trenton Stakeholders and was further considered by HDR and incorporated into the design. This Executive Summary is intended to summarize the findings of the investigations, analyses and design as contained in the reports referenced in this document.

ZONING / LAND USE CRITERIA

The neighborhood in Trenton where the Site is located was historically mixed-use containing residential, commercial, and educational uses. In the 1920's, State office buildings began replacing many of the residential/commercial buildings. Today, the neighborhood is dominated by State office buildings, residences, educational facilities and parking lots to accommodate State employees and students.

The State Development and Redevelopment Plan (SDRP) has designated the City of Trenton as being an Urban Center within a Metropolitan Planning Area (PA-1). The Site is in an existing developed area that is designated for growth. As such, this Project is consistent and compliant with the SDRP.

Per the City of Trenton Land Use Ordinance, the Site lies within the Business (BA) zoning district. The BA district is defined as being "primarily designed for the conduct of retail trade and general business. More than one use may be designed to occupy one building. Buildings and other structures and uses permitted therein are all those permitted in the Residence and Mixed Use Zone Districts, retail sales and services, professional and business offices, restaurants, hotels of 100 rooms or more, theaters and multistory parking garages and related uses". As such, this Project is consistent and compliant with the land use requirements dictated by the City of Trenton Land Use Ordinance, nor poses any unacceptable impact to land use in this district and neighborhood.

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The Site currently consists of an asphalt parking lot which is used for NJ State employees. According to the City of Trenton's 1999 Land Use Plan, Section II – Special Planning Areas document, these parking lots represent a serious underutilization of the downtown area and moreover represent gaping holes in the City's urban fabric. Instead of the densely built environment and vibrant community that once existed on these sites, the State office buildings were developed as islands unto themselves, surrounded by parking for automobiles. The planning vision for Trenton is to fill in these parking lot "holes" with new construction, creating an extension of appropriate downtown functions that restore the urban fabric. As such, this Project is consistent and compliant with the City of Trenton's 1999 Land Use Plan and the planning objectives for the downtown area outlined in this document.

This Site is located within the Capital City Redevelopment Corporation's ("CCRC"), Capital City Renaissance Plan Urban Code, and is classified as a Type III Building Height Zone. A maximum building height of 4-1/2 stories was originally recommended for this zone. It is noted that the CCRC Capital City Renaissance Plan Urban Code was amended in 2006 as relates to building heights within Type I through IV Zones to recognize that "recent changes in the development environment of the District require consideration of increased height for some buildings to support feasibility of new, high quality, high density and pedestrian oriented projects." As such, this Project is consistent and compliant with the CCRC Capital City Renaissance Plan Urban Code.

There are two other Master and Redevelopment Plans that are relevant to this Site. They are the Trenton250! Master Plan adopted in 2014, and the Canal Banks Redevelopment Area Plan adopted in 1994 and amended in 2005. These two plans have identified the Site and the existing State Office Building at 135 West Hanover Street (immediately adjacent to the Site) as residential land use which is not consistent with the City of Trenton Land Use Ordinance or the CCRC Capital City Renaissance Plan Urban Code. In both the Trenton250! Master Plan and the Canal Banks Redevelopment Area Plan the Site is situated directly against the boundary line that separates the residential land use zone from the business / commercial land use zone. It is important to note that the Trenton250! Master Plan advocates the concentration of State Offices as part of the Downtown Initiative as well as the maintenance of the State Street Corridor and State Complex – all of which are located adjacent to

1. EXECUTIVE SUMMARY

the Site. As such, the mission of this Project is to concentrate State Offices at this Site within the City of Trenton – which is consistent with Trenton250! Master Plan.

PROGRAM AND DESIGN

The Staff and Space Program for the building design includes a total staff count of approximately 879 Department of Health employees and a space requirement of 209,000+/-square feet respectively. The building will not have an on-site cafeteria in order to promote off-site usage of local retail establishments.

As part of the design process a Historic Architectural Survey was performed by Hunter Research to assess the architectural significance of the Project on the Site, immediately adjacent parcels, and select distant parcels where visual impacts on historical integrity of setting could be anticipated.

In the "Historic Architectural Survey End-Of-Fieldwork Report" dated November 2, 2017, which has been included as part of the EO215, Hunter Research identified the State Office Building at 135 West Hanover Street (immediately west of the Project) as potentially having historical and architectural merit as this structure was the first major 20th-Century office building constructed by the State of New Jersey outside of the State House area. The report recommends that an NJHPO intensive-level survey form be prepared to address the specifics of the State Office Building's eligibility to the New Jersey and National Registers of Historic Places, and to determine if the boundary of the State House Historic District should be expanded to include this structure. The report concludes that the proposed Department of Health Building "will not result in the destruction of any historic materials or features. Adverse effects to setting and environment will be avoided through a sensitive modern design and use of materials and finishes compatible with the adjacent historic districts. A context sensitive design has been developed that will meet

1. EXECUTIVE SUMMARY

the intent of the *Secretary of the Interior's Standards for the Treatment of Historic Properties*". In addition, there are no historic or culturally sensitive areas on the Site, nor is the Project expected to pose any problems or negative impacts to same.

The surrounding buildings in the historic districts adjacent to the Site hold the street edge. This is a critical aspect of the urban fabric that makes up this part of historic Trenton. The current zoning ordinance dictates a maximum lot coverage of 60% for this Site – which if followed would effectively force a significant disruption in the continuity of the street edge due to the associated setbacks needed to meet this limitation. For this reason the Project has sought to increase lot coverage from 60% to 80% in order to allow the street edge to be maintained for this urban context. HDR believes it is critical that the design for the Project be consistent with the fabric of the adjacent historic neighborhood, even if this results in a larger footprint for the building.

The Department of Health Building is proposed to be six (6) stories in height. The building massing is to be 2 stories tall along the West Hanover Street elevation in response to the residential scale of the adjoining neighborhood, and will step back to align with the facade of the State Office Building for the remaining vertical stories. The façade is to consist of brick with aluminum punched windows. At the northwest corner of the site, at West Hanover Street, the brick façade is carried all the way down to entrance area. To strengthen how the building engages the streetscape the façade at the base entrance area has a series of angled glass planes which immediately differentiate it from the rest of the building, as well as offering views into the interior lobby area. A 6" thick Architectural Precast Concrete panel base will wrap all sides. In addition a cast stone band at the second story datum line will wrap around the North Willow Street elevation to align with the scale of the adjacent building context. Commissioned artwork by local artists is to be integrated into the streetscape and building – to further engage the public community at the pedestrian level.

In addition to the above mentioned public artwork, the proposed streetscape improvements for the Project include new sidewalks, new street trees, and new furniture along West Hanover Street and North Willow Street.

1. EXECUTIVE SUMMARY

The proposed six (6) story Department of Health Building, although above the 4-1/2 story CCRC Type III Building Height, is intended to serve as a transition structure between the existing thirteen (13) story building (One State Street Square) and the existing 4-1/2 story State Office Building – both of which are located directly adjacent to the north and south boundaries of this Site.

Due to the sloping topographic conditions which exist on the Site, the height of the proposed Department of Health Building will vary relative to the street – appearing 6 stories tall along the southern boundary of the Site (i.e. along North Willow Street), and approximately 5 stories tall along the northern boundary of the Site (i.e. along West Hanover Street). This is illustrated in the "Site Topography Diagram" on page 16 and in the "Site Sections" on pages 17 and 18. It is to be Type 2A construction, and is not considered a high rise structure per the current building code covering construction of this Project. As such, this Project is consistent and compliant with the intent of the CCRC Capital City Renaissance Plan Urban Code Type III Zone as amended in 2006.

Parking for the building occupants will be accommodated at two (2) locations adjacent to the Site which are owned by the State, including the 1,273 space Bank Street Garage and 350 space Surface Lot #31, the locations of which are shown on the attached Site Location and Context Plans. The overall State Office Building Project includes the relocation of the Department of Taxation Building occupants to a new location on South Warren Street, and these Taxation Building occupants currently park in the Bank Street Garage and Surface Lot #31. These relocated occupants will be vacating the Bank Street Garage and Surface Lot #31, and reassigned to other parking lots located adjacent to the proposed Department of Taxation Building located on South Warren Street. This relocation of Department of Taxation Building occupants coupled with the occupants of the proposed Department of Health Building essentially results in a zero increase to the existing vehicular traffic associated with the Bank Street Garage and Surface Lot #31.

Given Trenton's excellent regional transportation infrastructure, transportation patterns to and from the proposed building are expected to offer employees a myriad of choices for their commute.

1. EXECUTIVE SUMMARY

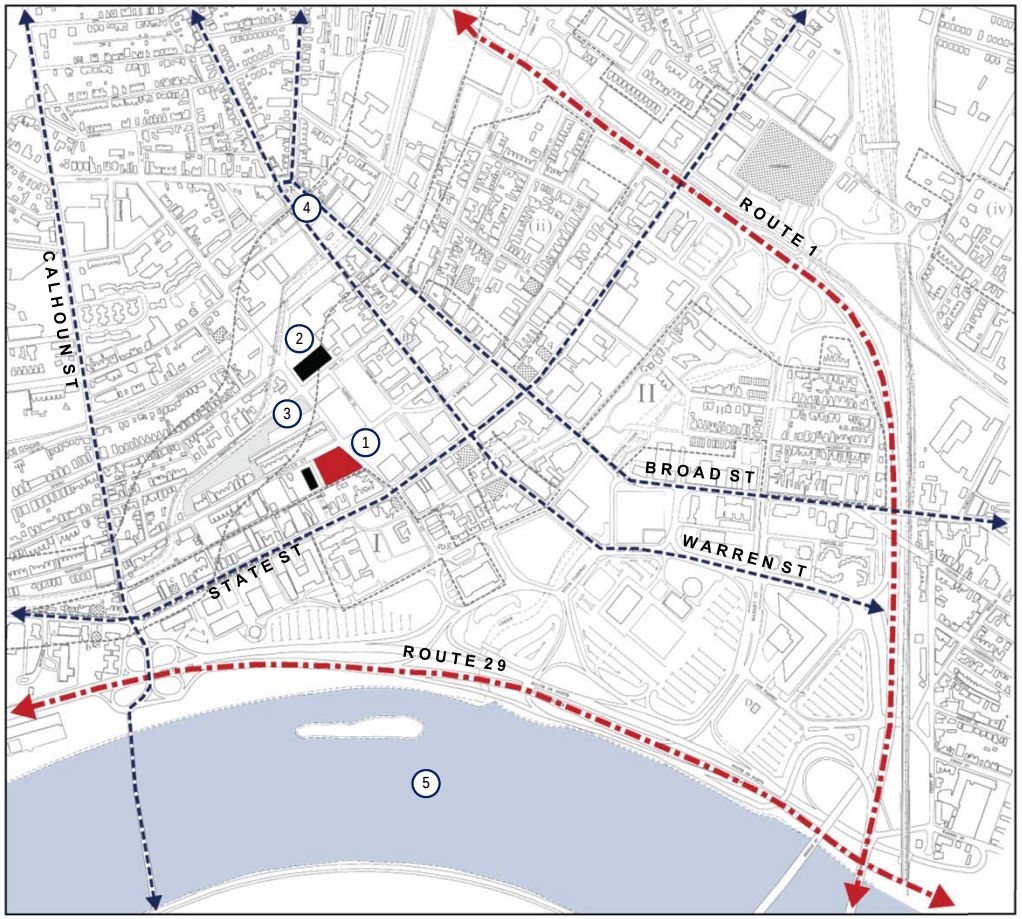
The overall State Office Building Project includes the demolition of the existing Health and Agriculture buildings located on South Warren Street upon completion of the construction and occupancy of the proposed Department of Health Building. As outlined in NJEDA's cover letter and supplemental information, there has been an extensive assessment that was performed on the existing Health and Agriculture buildings to reach the decision and determination to vacate and demolish these buildings. Following the demolition of the buildings it is NJEDA/DPMC's plan to construct a surface asphalt parking lot within the footprint of the former buildings and utilized as parking for State employees until such time that future development activities occur on this portion of the Site. NJEDA and DPMC have conducted several meetings with the New Jersey Historic Preservation Office ("NJHPO") with regard to the demolition of the existing Health and Agriculture buildings located on South Warren Street and associated site improvements, and NJEDA administered to the preparation of an Executive Order 215 Environmental Assessment ("EO 215") and a Cultural Resources Mitigation Plan specific to demolition, which have been submitted to NJDEP as required. This EO 215 and Mitigation Plan have been reviewed by NJDEP and comments have been received from NJHPO and Office of Permit Coordination and Environmental Review. There are no environmental, historic or cultural sensitive areas associated with the proposed demolition project, nor is the demolition project expected to pose any problems or negative impacts to same. These documents can be provided separately as supplemental information upon request.

CONCLUSION

As outlined above, the findings of the investigations, analyses and design effort performed for the proposed Department of Health Building Project conclude that the Project is consistent and compliant with the State Development and Redevelopment Plan, City of Trenton Land Use Ordinance, City of Trenton's 1999 Land Use Plan, the Trenton250! Master Plan, and CCRC Capital City Renaissance Plan Urban Code as amended in 2006. In addition, the findings of the investigations, analyses and design effort performed for the proposed Department of Health Building Project also conclude that there are no historic or cultural sensitive areas on the Site, nor is the Project expected to pose any problems or negative impacts to same.

2. SITE AND BUILDING

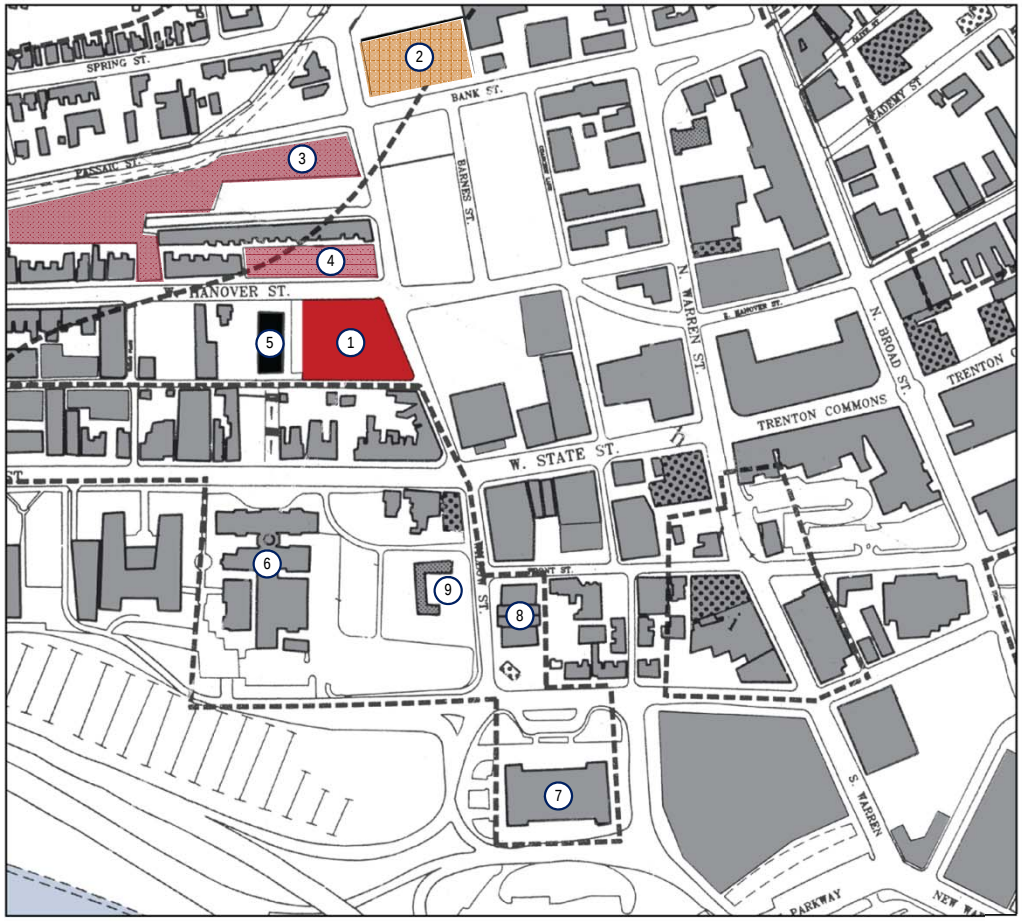
LOCATION PLAN



LEGEND

1. DEPARTMENT OF HEALTH BUILDING SITE
2. BANK ST STAFF PARKING GARAGE
3. STAFF SURFACE PARKING LOT #31
4. TRENTON BATTLE MONUMENT
5. DELAWARE RIVER

2. SITE AND BUILDING
CONTEXT PLAN



LEGEND

1. DEPARTMENT OF HEALTH BUILDING SITE
2. BANK ST STAFF PARKING GARAGE
3. STAFF SURFACE PARKING LOT #31
4. POTENTIAL STAFF SURFACE PARKING
5. STATE OFFICE BUILDING
6. STATE HOUSE
7. TRENTON WAR MEMORIAL
8. MASONIC TEMPLE
9. OLD BARRACKS

2. SITE AND BUILDING

CONTEXT PHOTOS



VIEW FROM NORTH WILLOW ST

2. SITE AND BUILDING

CONTEXT PHOTOS



VIEW FROM STATE ST SQUARE PARKING GARAGE



VIEW TOWARDS BANK ST STAFF PARKING GARAGE

2. SITE AND BUILDING

CONTEXT PHOTOS



VIEW FROM INTERSECTION OF NORTH WILLOW ST & WEST HANOVER ST

2. SITE AND BUILDING

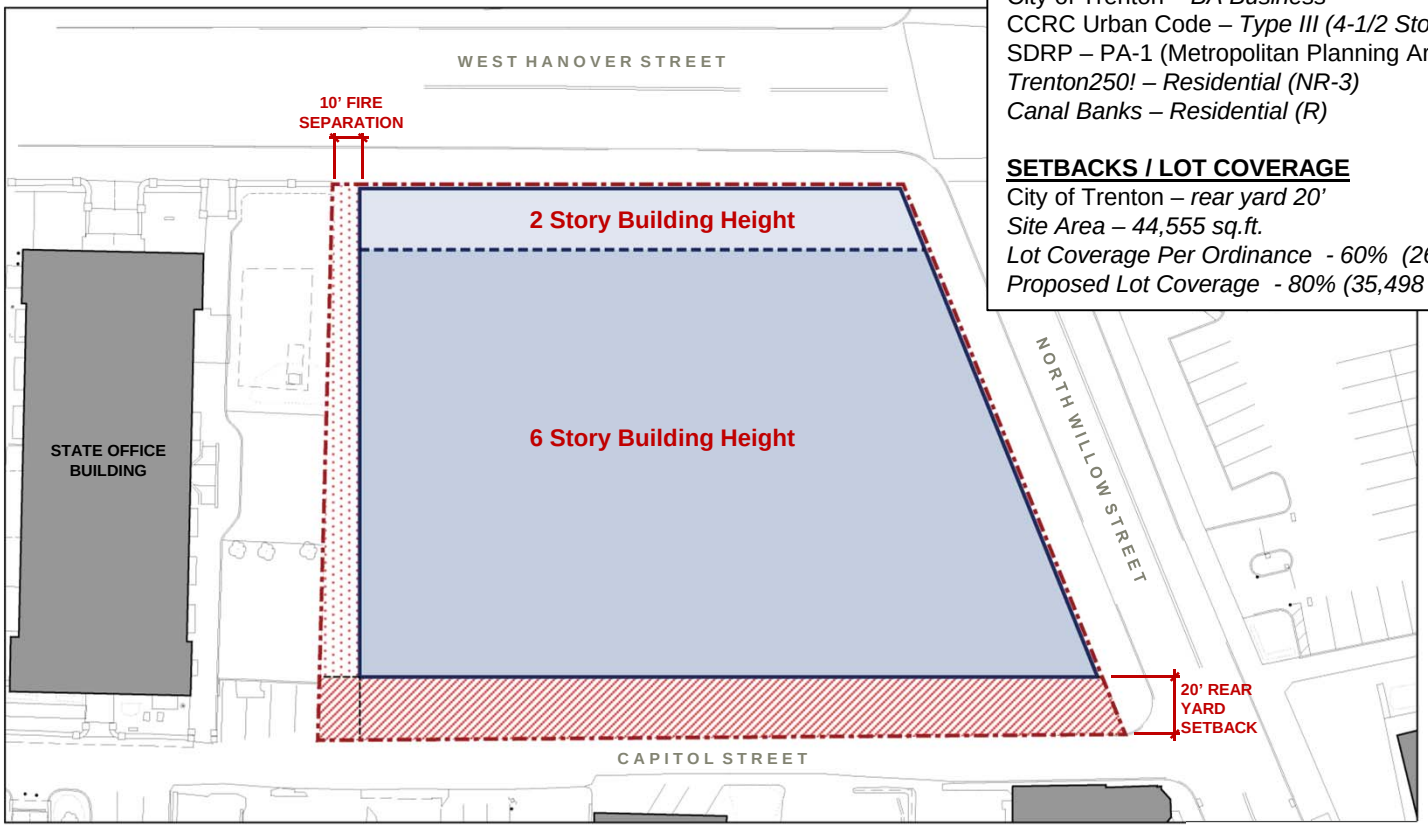
CONTEXT PHOTOS



VIEW DOWN WEST HANOVER ST

2. SITE AND BUILDING

ZONING DIAGRAM



ZONING AND LAND USE

City of Trenton – *BA Business*
CCRC Urban Code – *Type III (4-1/2 Stories Plus)*
SDRP – PA-1 (Metropolitan Planning Area)
Trenton250! – Residential (NR-3)
Canal Banks – Residential (R)

SETBACKS / LOT COVERAGE

City of Trenton – *rear yard 20'*
Site Area – 44,555 sq.ft.
Lot Coverage Per Ordinance - 60% (26,733 sq.ft.)
Proposed Lot Coverage - 80% (35,498 sq.ft.)

2. SITE AND BUILDING

CCRC CRITERIA

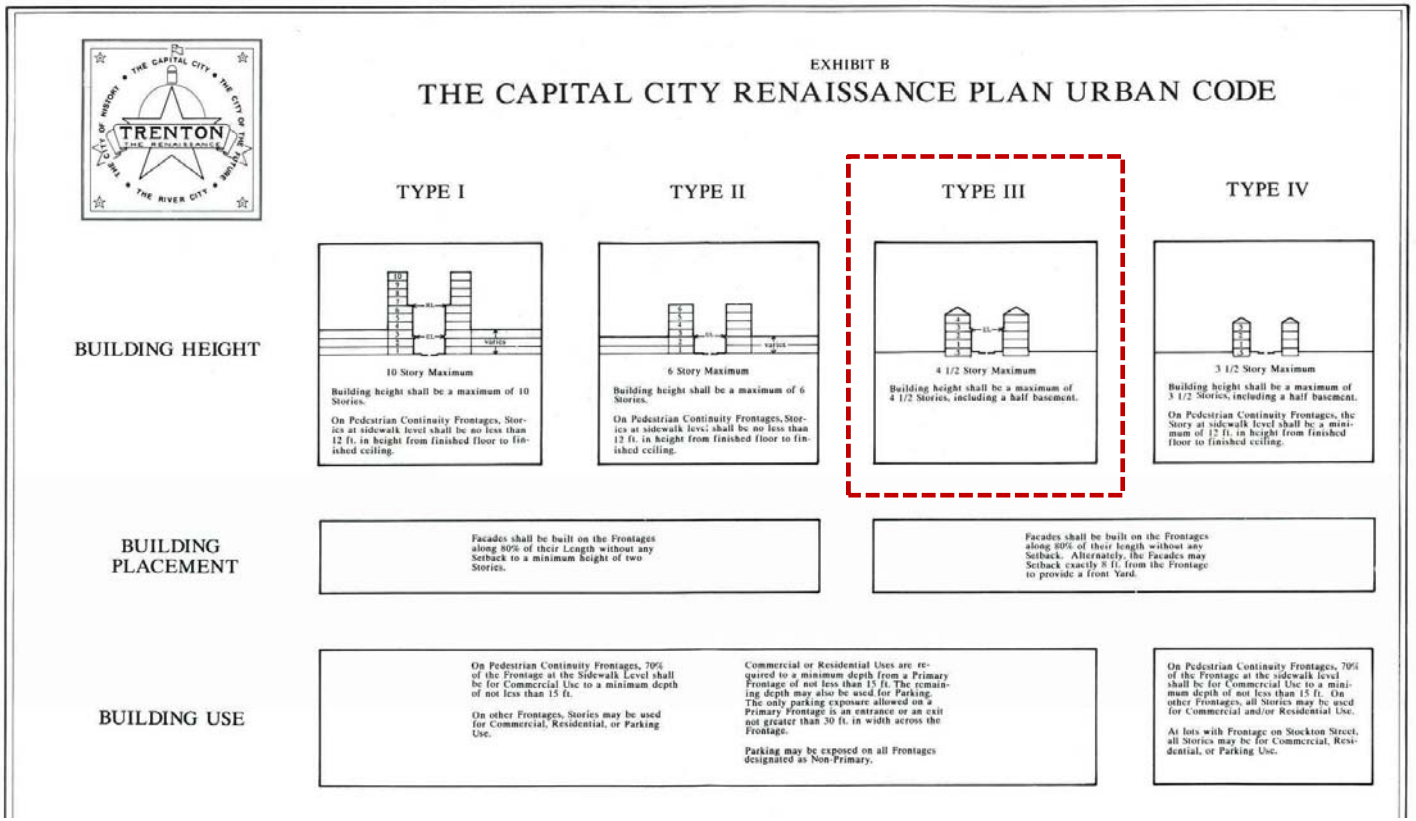


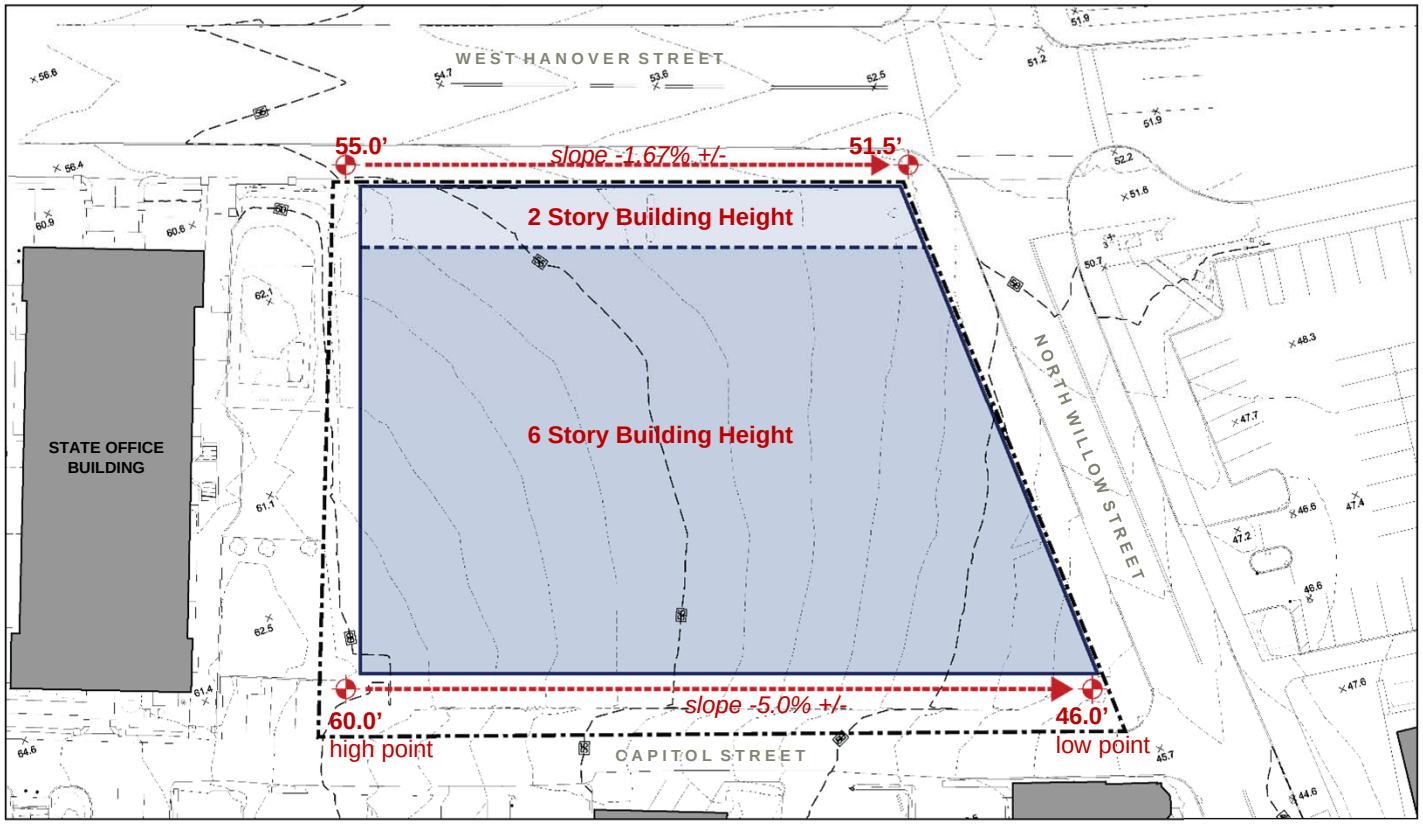
EXHIBIT B

THE CAPITAL CITY RENAISSANCE PLAN URBAN CODE

	TYPE I	TYPE II	TYPE III	TYPE IV
BUILDING HEIGHT	10 Story Maximum Building height shall be a maximum of 10 Stories. On Pedestrian Continuity Frontages, Stories at sidewalk level shall be no less than 12 ft. in height from finished floor to finished ceiling.	6 Story Maximum Building height shall be a maximum of 6 Stories. On Pedestrian Continuity Frontages, Stories at sidewalk level shall be no less than 12 ft. in height from finished floor to finished ceiling.	4 1/2 Story Maximum Building height shall be a maximum of 4 1/2 Stories, including a half basement.	3 1/2 Story Maximum Building height shall be a maximum of 3 1/2 Stories, including a half basement. On Pedestrian Continuity Frontages, the Story at sidewalk level shall be a minimum of 12 ft. in height from finished floor to finished ceiling.
BUILDING PLACEMENT	Facades shall be built on the Frontages along 80% of their Length without any Setback to a minimum height of two Stories.		Facades shall be built on the Frontages along 80% of their length without any Setback. Alternately, the Facades may Setback exactly 8 ft. from the Frontage to provide a front Yard.	
BUILDING USE	On Pedestrian Continuity Frontages, 70% 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, Stories may be used for Commercial, Residential, or Parking Use.	Commercial or Residential Uses are required to a minimum depth from a Primary Frontage of not less than 15 ft. The remaining depth may also be used for Parking. The only parking exposure allowed on a Primary Frontage is an entrance or an exit not greater than 30 ft. in width across the Frontage. Parking may be exposed on all Frontages designated as Non-Primary.		On Pedestrian Continuity Frontages, 70% 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, all Stories may be used for Commercial and/or Residential Use. At lots with Frontage on Stockton Street, all Stories may be for Commercial, Residential, or Parking Use.

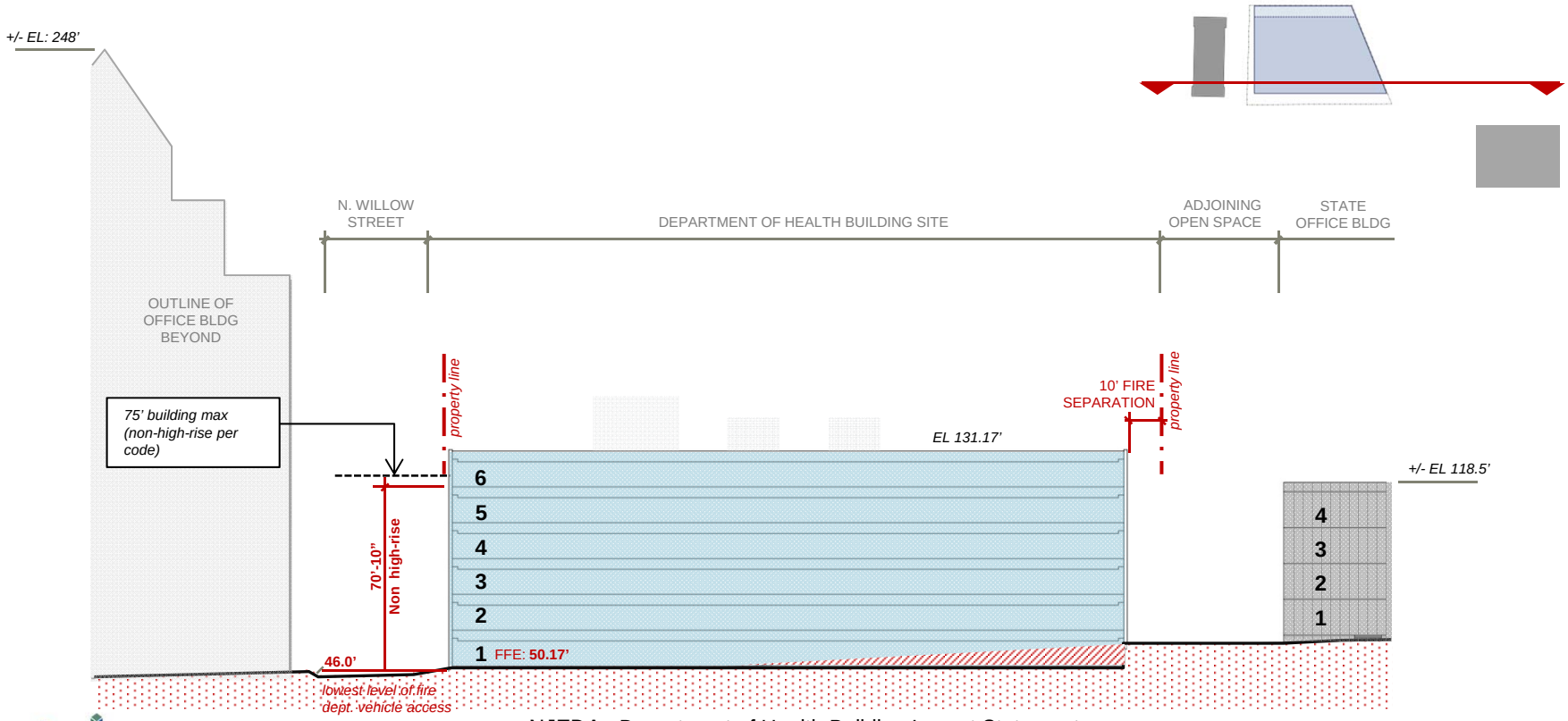
2. SITE AND BUILDING

TOPOGRAPHY DIAGRAM



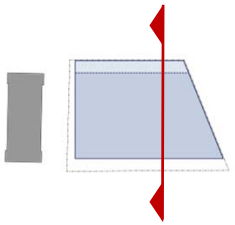
2. SITE AND BUILDING

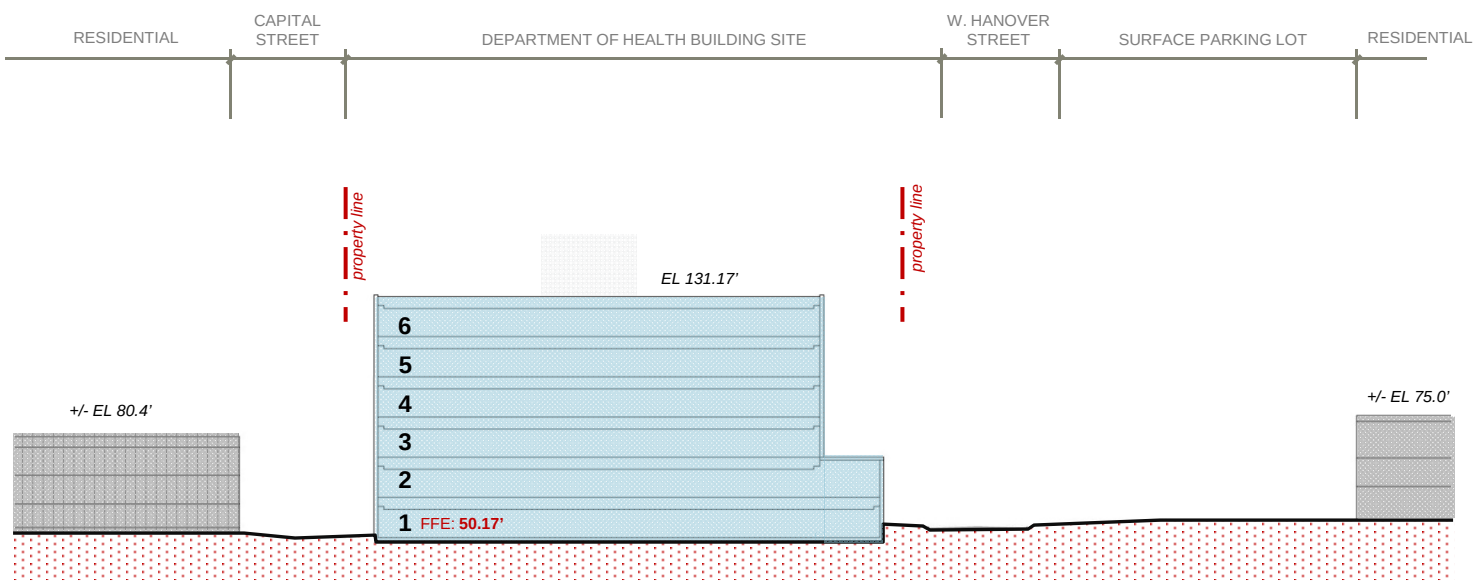
SECTIONS



2. SITE AND BUILDING

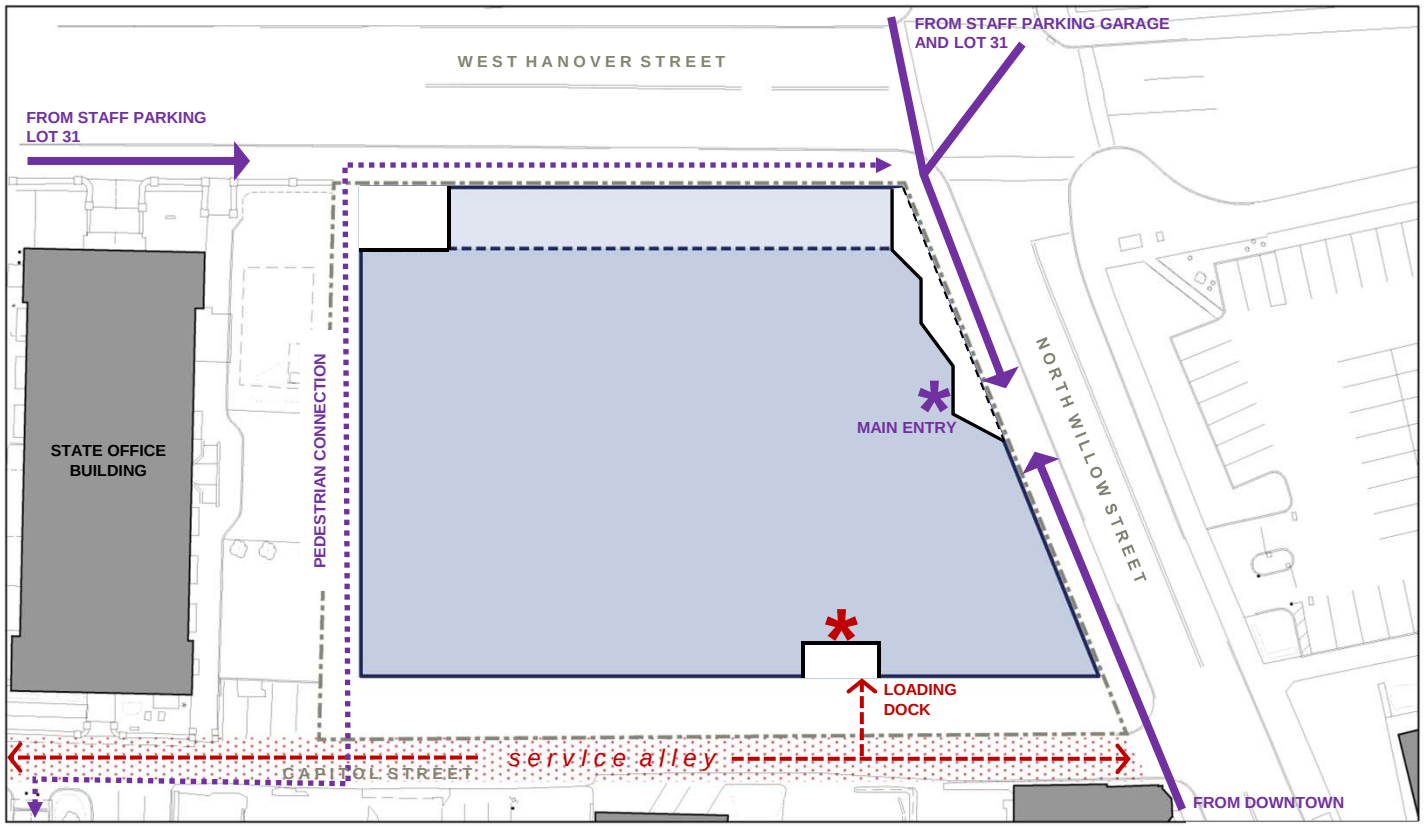
SECTIONS





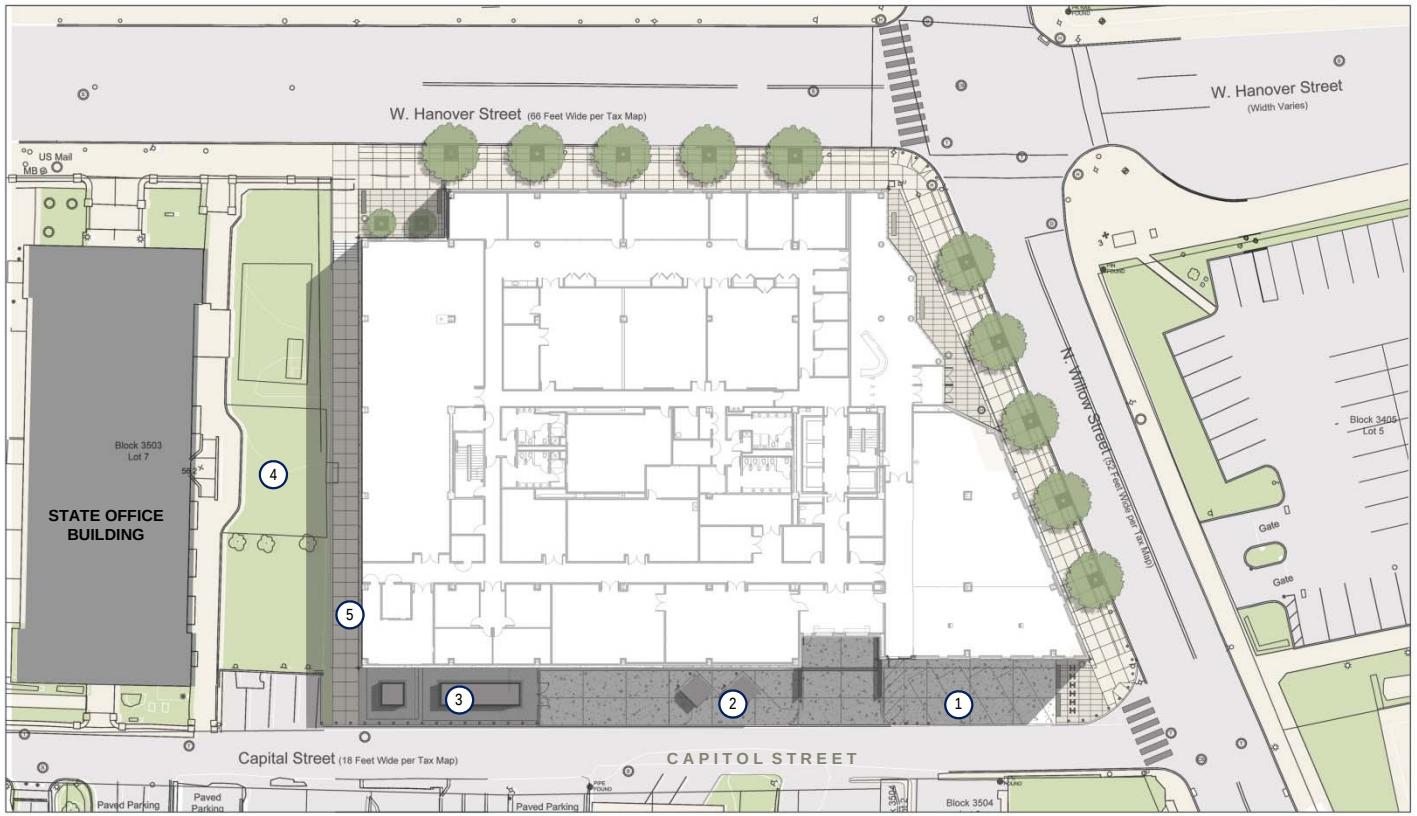
2. SITE AND BUILDING

CIRCULATION DIAGRAM



2. SITE AND BUILDING

SITE PLAN (SHOWING FIRST FLOOR PLAN)

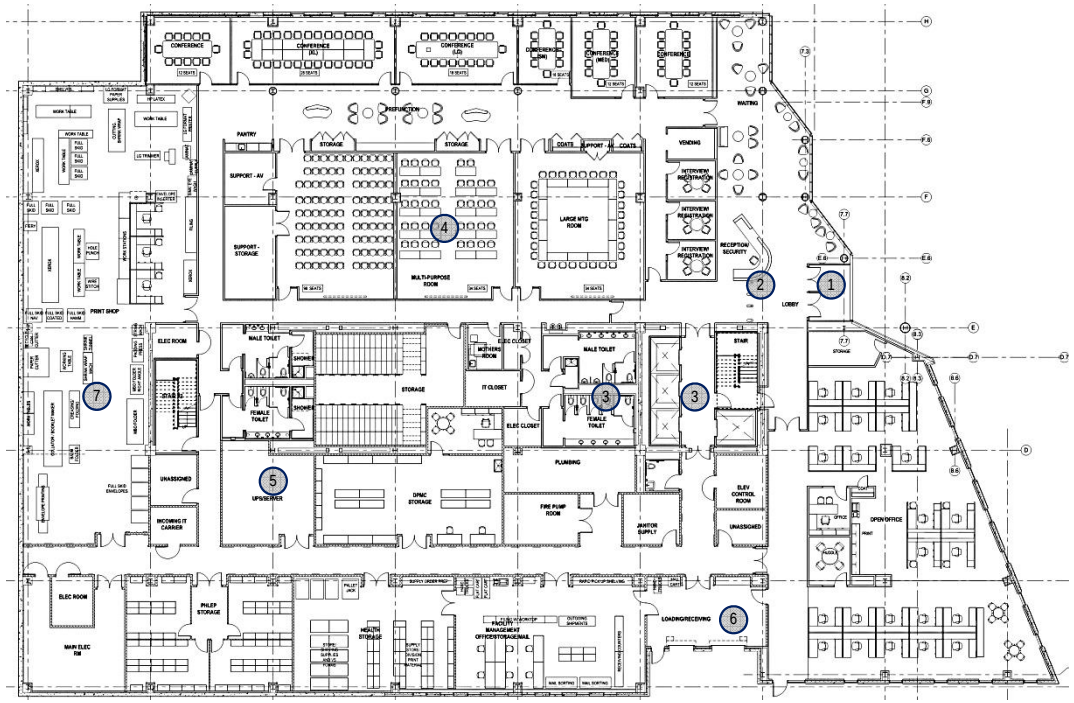


LEGEND

1. VIP PARKING SPACES
2. DUMPSTERS
3. TRANSFORMER / GENERATOR
4. ADJOINING GREEN SPACE
5. PUBLIC ACCESS WAY

3. FLOOR PLANS

FIRST FLOOR



LEGEND

1. MAIN ENTRY
2. LOBBY
3. BUILDING CORE
4. CONFERENCE SPACES
5. MECHANICAL
6. LOADING DOCK
7. PRINT SHOP

3. FLOOR PLANS

TYPICAL UPPER FLOOR



LEGEND

1. BUILDING CORE
2. OFFICE SPACE
3. BREAK AREA

4. ARTWORK LOCATIONS

FIRST FLOOR



A Patterned glass design on exterior curtain wall
B Mural at wall surface
C Terrazzo floor pattern
D Potential artwork location on wall in elevator lobbies
E Exterior streetscape artwork

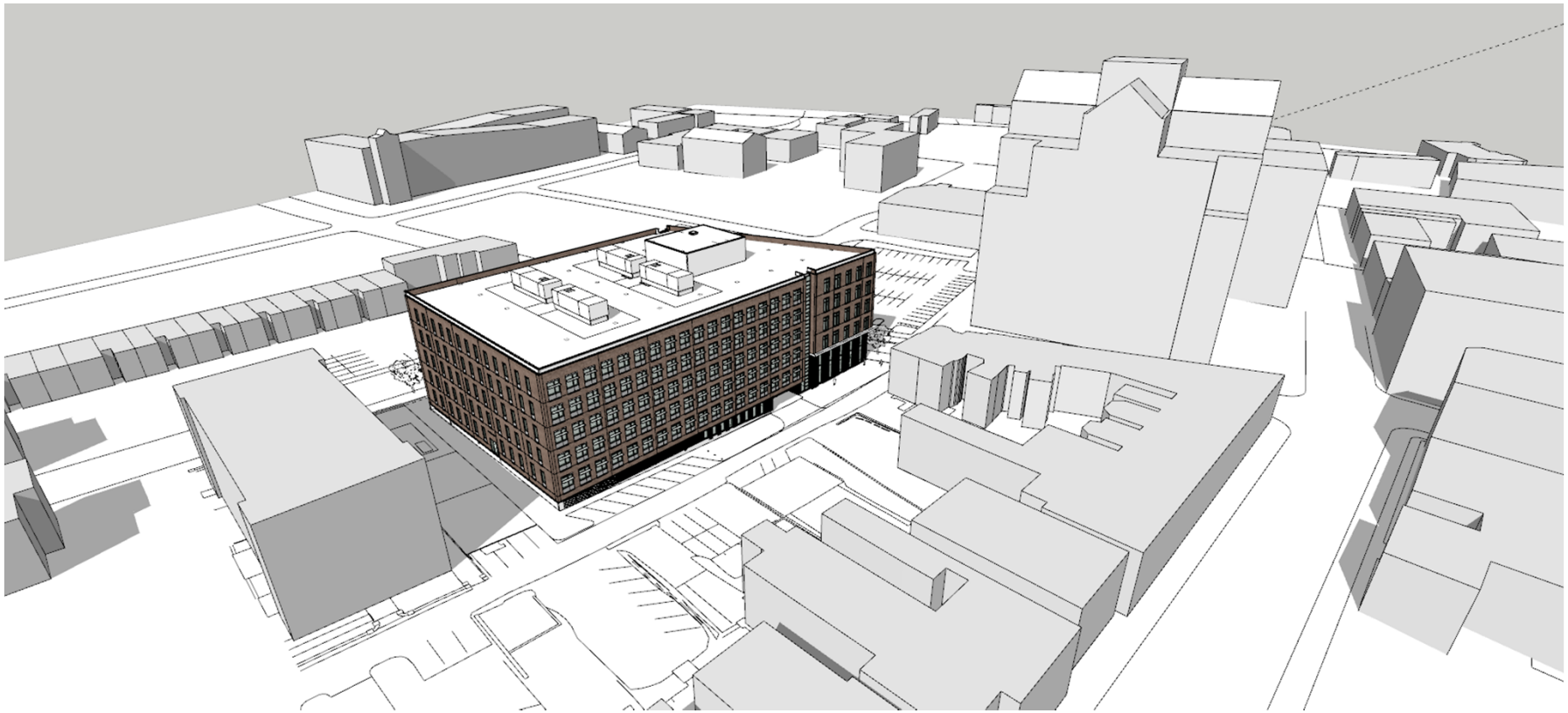
4. ARTWORK LOCATIONS

TYPICAL UPPER FLOOR



D Potential artwork location on wall in elevator lobbies

5. BUILDING RENDERINGS



5. BUILDING RENDERINGS



5. BUILDING RENDERINGS



5. BUILDING RENDERINGS



5. BUILDING RENDERINGS



5. BUILDING RENDERINGS



5. BUILDING RENDERINGS



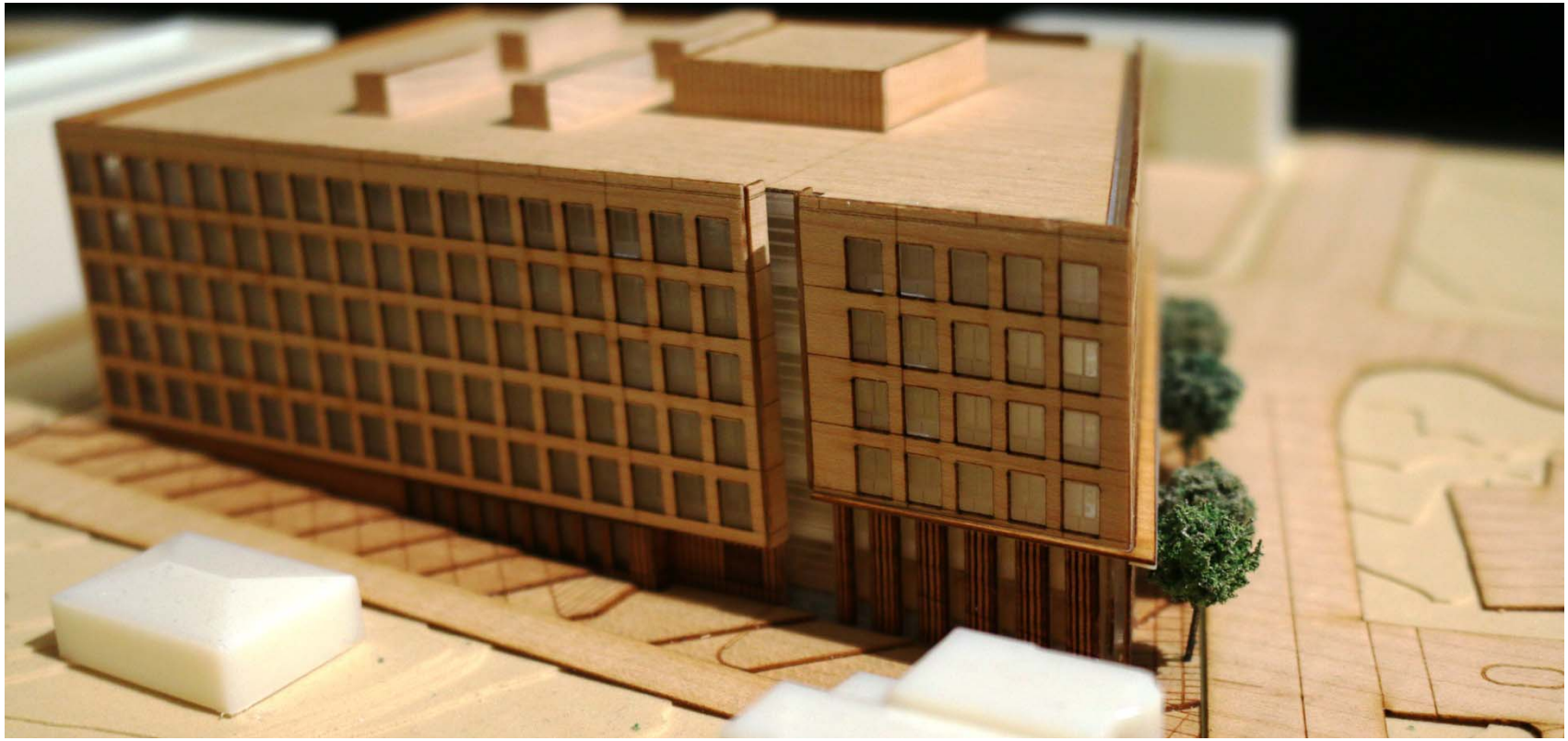
6. MODEL PHOTOS



6. MODEL PHOTOS



6. MODEL PHOTOS



6. MODEL PHOTOS





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SECTION 7: CCRC DEVELOPMENT GOALS AND PLAN ELEMENTS RESPONSE

The following are the 10 Development Goals and 5 Plan Elements of the CCRC Capital City Renaissance Plan and what the Project response is to each – as is applicable.

III. Development Goals

Goal 1: "Make downtown Trenton more attractive, inviting and safe."

PROJECT RESPONSE: The Project consists of the construction of a new State office building, replacing an asphalt parking lot and thereby transforming this site into a vibrant work location. The architecture and site plan for this Project are consistent and compliant with the intent of the CCRC Capital City Renaissance Plan through a context sensitive design that will enhance this part of the District. As part of this transformation, the Project will also be adding streetscape improvements including new sidewalks, new street trees, new furniture, new street lighting, as well as commissioned public artwork by local artists – all in an effort to activate the streetscape for pedestrians. No cafeteria is located within the building in order to encourage building occupants to go outside and make use of local retail establishments – potentially encouraging the growth of local business.

Goal 2: "Improve access in and around downtown."

PROJECT RESPONSE: Not applicable to this Project since the building is to be occupied by existing State employees. Although a new building is being constructed, this Project involves the replacement of the existing Department of Health Building which is at the end of its life cycle. As a result there will be no increase to the population of State employees that currently exist in the City of Trenton. As is clearly demonstrated in the Executive Summary under Section 1, this project essentially results in a zero increase to the existing vehicular traffic in this part of the District. The Project will have no impact on this goal.

Goal 3: "Restore traditional linkages to waterways."

PROJECT RESPONSE: Not applicable to this Project since the Project is not directly adjacent to any waterways. The Project will have no impact on this goal.

Goal 4: "Promote a diversity of uses."

PROJECT RESPONSE: The Project will be maintaining State offices within the district, creating critical mass for the local merchants, and reinforcing pedestrian movement through the infill of the existing parking lot that presently occupies the site.

Goal 5: "Improve the transportation and parking network downtown."

PROJECT RESPONSE: Not applicable to this Project. The State currently provides parking for their employees throughout Trenton while also encouraging carpooling and the use of mass transit – all of which is readily available. The Project will have no impact on this goal.

Goal 6: "Exploit the historic value of Trenton."

PROJECT RESPONSE: Not applicable to this Project since the Site is currently a parking lot with no historic significance. The Project will have no impact on this goal other than helping to infill a hole in the urban fabric, strengthening pedestrian linkages in this area.

Goal 7: "Improve the public environment."

PROJECT RESPONSE: The Project consists of the construction of a new State office building, replacing an asphalt parking lot and thereby transforming this site into a vibrant work location. The architecture and site plan for this Project are consistent and compliant with the intent of the CCRC Capital City Renaissance Plan through a context sensitive design that will enhance this part of the District. As part of this transformation, the Project will also be adding streetscape improvements including new sidewalks, new street trees, new furniture, new street lighting, as well as commissioned public artwork by local artists – all in an effort to activate the streetscape for pedestrians. No cafeteria is located within the building in order to encourage building occupants to go outside and make use of local retail establishments – potentially encouraging the growth of local business.

Goal 8: "Enhance the social environment."

PROJECT RESPONSE: This goal is an object requirement of CCRC specific to the overall Capital District and is not applicable to this specific Project. Therefore, this Project has no impact to this particular item.

Goal 9: "Enhance and exploit the seat of government."

PROJECT RESPONSE: Not applicable to this Project. The Department of Health engages various public sectors on a regular basis as part of its daily operation. The building is designed to accommodate these activities, so the Project will have no impact on this goal.

Goal 10: "Strengthen the fiscal situation in Trenton"

PROJECT RESPONSE: The Project will be maintaining State offices with the District, creating critical mass for the local merchants. No cafeteria or retail is located within the building in order to promote off-site usage of local retail establishments – potentially encouraging the growth of local business.

IV. DESIGN PLAN ELEMENT

A. Building Inventory

PROJECT RESPONSE: This is a legislative requirement of CCRC specific to the overall Capital District and is not applicable to this specific Project. Therefore, this Project has no impact to this particular item.

B. Historic Downtown

1. Mill Hill District

   PROJECT RESPONSE: This area is not applicable to this specific Project so there is no impact to this particular item.

2. West State Street Historic District

   PROJECT RESPONSE: The Site is located adjacent to the West State Street Historic District. The Project consists of the construction of a new State office building, replacing an asphalt parking lot and thereby transforming this site into a vibrant work location. The architecture and site plan for this Project are consistent and compliant with the intent of the CCRC Capital City Renaissance Plan through a context sensitive design that will enhance this part of the District. As part of this transformation, the Project will also be adding streetscape improvements including new sidewalks, new street trees, new furniture, new street lighting, as well as commissioned public artwork by local artists – all in an effort to activate the streetscape for pedestrians.

3. South Warren Street Historic District

   PROJECT RESPONSE: This area is not applicable to this specific Project so there is no impact to this particular item.

C. The Design Context

PROJECT RESPONSE: The Site is located adjacent to the West State Street Historic District. The Project consists of the construction of a new State office building, replacing an asphalt parking lot and thereby transforming this site into a vibrant work location. The architecture and site plan for this Project are consistent and compliant with the intent of the CCRC Capital City Renaissance Plan through a context sensitive design that will enhance this part of the District. As part of this transformation, the Project will also be adding streetscape improvements including new sidewalks, new street trees, new furniture, new street lighting, as well as

commissioned public artwork by local artists – all in an effort to activate the streetscape for pedestrians.

D. Improving the Public Landscape

1. Mill Hill Park

   PROJECT RESPONSE: This area is not applicable to this specific Project so there is no impact to this particular item.

2. Commons Block

   PROJECT RESPONSE: This area is not applicable to this specific Project so there is no impact to this particular item.

3. D&R Canal

   PROJECT RESPONSE: This area is not applicable to this specific Project so there is no impact to this particular item.

4. Assunpink Creek

   PROJECT RESPONSE: This area is not applicable to this specific Project so there is no impact to this particular item.

5. Battle Monument Park

   PROJECT RESPONSE: This area is not applicable to this specific Project so there is no impact to this particular item.

6. West Hanover/North Warren Streets

   PROJECT RESPONSE: This area is not applicable to this specific Project so there is no impact to this particular item.

7. Riverside Park

   PROJECT RESPONSE: This area is not applicable to this specific Project so there is no impact to this particular item.

8. Perry/Bank Street Square

   PROJECT RESPONSE: This area is not applicable to this specific Project so there is no impact to this particular item.

9. Public Streets

   PROJECT RESPONSE: The architecture and site plan for this Project are consistent and compliant with the intent of the CCRC Capital City Renaissance Plan through a context sensitive design that will enhance this part of the District. As part of this transformation, the Project will also be adding streetscape improvements including new sidewalks, new street trees, new furniture, new street lighting, as well as commissioned public artwork by local artists – all in an effort to activate the streetscape for pedestrians.

E. Recommendations for Adjacent Areas

PROJECT RESPONSE: This is a legislative requirement of CCRC specific to the overall Capital District and is not applicable to this specific Project. Therefore, this Project has no impact to this particular item.

V. CULTURAL PLAN ELEMENT

A. Building Inventory

PROJECT RESPONSE: This is a legislative requirement of CCRC specific to the overall Capital District and is not applicable to this specific Project. Therefore, this Project has no impact to this particular item.

B. Cultural Attractions in the District

PROJECT RESPONSE: This is a legislative requirement of CCRC specific to the overall Capital District and is not applicable to this specific Project. Therefore, this Project has no impact to this particular item.

C. Maintenance and Enhancement of the Cultural Environment

PROJECT RESPONSE: This is a legislative requirement of CCRC specific to the overall Capital District and is not applicable to this specific Project. Therefore, this Project has no impact to this particular item.

VI. TRANSPORTATION PLAN ELEMENT

A. The District's Transportation System

PROJECT RESPONSE: This is a legislative requirement of CCRC specific to the overall Capital District and is not applicable to this specific Project. Therefore, this Project has no impact to this particular item.

B. Regional Transportation System

PROJECT RESPONSE: This is a legislative requirement of CCRC specific to the overall Capital District and is not applicable to this specific Project. Therefore, this Project has no impact to this particular item.

C. Objective and Principles for Transportation in the Future

1. Automobile access

   PROJECT RESPONSE: Not applicable in this situation since the building is to be occupied by existing State employees. Although a new building is being constructed, this Project involves the replacement of the existing Department of Health Building which is at the end of its life cycle. As a result there will be no increase to the population of State employees that currently exist in the City of Trenton. As is clearly demonstrated in the Executive Summary under Section 1,

this project essentially results in a zero increase to the existing vehicular traffic in this part of the District. The Project will have no impact to this particular item. The consulting services performed to date by HDR for this Project also includes the preparation of an Executive Order 215 Environmental Assessment ("EO 215"), an Environmental Preliminary Site Assessment ("PSA"), a Traffic and Parking Study, and a Cultural/Historical Investigation and Evaluation. The EO 215 and PSA have been submitted to NJDEP as required. These documents can be provided separately as supplemental information upon request.

2. Transit access

   PROJECT RESPONSE: Access to the Site is provided by municipal streets and sidewalks. The site is located one block from the State Street corridor and the State House Complex. The site is located within no more than a 15 minute walk from the Trenton Train Station. As stated in the CCRC Capital City Renaissance Plan - "in addition to inter-city rail service, the Capital District is served by an extensive local bus network. NJ Transit operates multiple local bus routes, most of which operate on a 20 minute or 30 minute headway all day long". Transportation patterns to and from the proposed building are expected to offer employees a myriad of choices for their commute.

3. Pedestrian Movement

   PROJECT RESPONSE: Pedestrian access to the Site is provided by municipal streets and sidewalks. The site is located one block from the State Street corridor and the State House Complex. The site is located within no more than a 15 minute walk from the Trenton Train Station and no more than a 5 minute walk from the Downtown / Central Business District.

4. Truck access

   PROJECT RESPONSE: Truck access to the Site is provided by municipal streets.

5. Parking

   PROJECT RESPONSE: Parking for the building occupants for the Project will be accommodated at two (2) locations adjacent to the Site which are owned by the State, including the Bank Street Garage and Surface Lot #31. As is described in detail in the Executive Summary under Section 1of this document, the relocation of the Department of Taxation Building occupants coupled with the occupants of the proposed Department of Health Building essentially results in a zero increase to the existing vehicular traffic associated with the Bank Street Garage and Surface Lot #31. In addition, Greater Trenton and the Trenton Parking Authority have partnered to investigate the feasibility of a parking structure on property owned by the State of New Jersey in close proximity to the new Taxation building. The parking garage feasibility study is expected to be completed in late February or early March 2018.

6. Management of Transportation Demand

PROJECT RESPONSE: This is a legislative requirement of CCRC specific to the overall Capital District and is not applicable to this specific Project. Therefore, this Project has no impact to this particular item.

D. Recommended Access Improvements

1. Route 29

   PROJECT RESPONSE: This area is not applicable to this specific Project so there is no impact to this particular item.

2. Route 129

   PROJECT RESPONSE: This area is not applicable to this specific Project so there is no impact to this particular item.

3. Perry Street Corridor/Canal Drive

   PROJECT RESPONSE: This area is not applicable to this specific Project so there is no impact to this particular item.

4. Broad and Warren Street

   PROJECT RESPONSE: This area is not applicable to this specific Project so there is no impact to this particular item.

5. State Street Corridor

   PROJECT RESPONSE: This area is not applicable to this specific Project so there is no impact to this particular item.

6. South Trenton Redevelopment Area

   PROJECT RESPONSE: This area is not applicable to this specific Project so there is no impact to this particular item.

7. State House District

   PROJECT RESPONSE: This area is not applicable to this specific Project so there is no impact to this particular item.

8. Traffic Control System

   PROJECT RESPONSE: This item is not applicable to this specific Project so there is no impact to this particular item.

9. Upgraded Railroad Station

   PROJECT RESPONSE: This item is not applicable to this specific Project so there is no impact to this particular item.

E. Conclusion

PROJECT RESPONSE: Please see responses contained herein.

VII. LAND USE PLAN ELEMENT

A. Design Principles

1. Pedestrian Orientation and Streetscape

   PROJECT RESPONSE: The Project consists of the construction of a new State office building, replacing an asphalt parking lot and thereby transforming this site into a vibrant work location. The architecture and site plan for this Project are consistent and compliant with the intent of the CCRC Capital City Renaissance Plan through a context sensitive design that will enhance this part of the District. As part of this transformation, the Project will also be adding streetscape improvements including new sidewalks, new street trees, new furniture, new street lighting, as well as commissioned public artwork by local artists – all in an effort to activate the streetscape for pedestrians.

2. Signage

   PROJECT RESPONSE: This is a legislative requirement of CCRC specific to the overall Capital District and is not applicable to this specific Project. Therefore, this Project has no impact to this particular item.

3. Streets Lights and Furniture

   PROJECT RESPONSE: The architecture and site plan for this Project are consistent and compliant with the intent of the CCRC Capital City Renaissance Plan through a context sensitive design that will enhance this part of the District. As part of this transformation, the Project will also be adding streetscape improvements including new sidewalks, new street trees, new furniture, new street lighting, as well as commissioned public artwork by local artists – all in an effort to activate the streetscape for pedestrians.

4. Building Design

   PROJECT RESPONSE: The Department of Health Building is proposed to be six (6) stories in height. The building massing is to be 2 stories tall along the West Hanover Street elevation in response to the residential scale of the adjoining neighborhood, and will step back to align with the facade of the State Office Building for the remaining vertical stories. The façade is to consist of brick with aluminum punched windows. At the northwest corner of the site, at West Hanover Street, the brick façade is carried all the way down to entrance area. To strengthen how the building engages the streetscape the façade at the base entrance area has a series of angled glass planes which immediately differentiate it from the rest of the building, as well as offering views into the interior lobby area. An architectural precast concrete panel base will wrap all sides. In addition a cast stone band at the second story datum line will wrap around the North Willow Street elevation to align with the scale of the adjacent building context. Commissioned public artwork by local artists is to be integrated into the streetscape and building – to further engage the public community at the pedestrian level. In addition to the above mentioned public artwork, the proposed streetscape improvements for the

Project include new sidewalks, new street trees, and new furniture along West Hanover Street and North Willow Street.

5. Transportation and Parking

   PROJECT RESPONSE: Parking for the building occupants for the Project will be accommodated at two (2) locations adjacent to the Site which are owned by the State, including the Bank Street Garage and Surface Lot #31. As is described in detail in the Executive Summary under Section 1of this document, the relocation of the Department of Taxation Building occupants coupled with the occupants of the proposed Department of Health Building essentially results in a zero increase to the existing vehicular traffic associated with the Bank Street Garage and Surface Lot #31. In addition, Greater Trenton and the Trenton Parking Authority have partnered to investigate the feasibility of a parking structure on property owned by the State of New Jersey in close proximity to the new Taxation building. The parking garage feasibility study is expected to be completed in late February or early March 2018.

B. Future Governmental and Private Land Uses

1. West State Street Area

   PROJECT RESPONSE: This area is not applicable to this specific Project so there is no impact to this particular item.

2. Capitol Complex and the War Memorial

   PROJECT RESPONSE: This area is not applicable to this specific Project so there is no impact to this particular item.

3. State Street/Commons Area

   PROJECT RESPONSE: This area is not applicable to this specific Project so there is no impact to this particular item.

4. Riverfront District

   PROJECT RESPONSE: This area is not applicable to this specific Project so there is no impact to this particular item.

5. Mill Hill Neighborhood

   PROJECT RESPONSE: This area is not applicable to this specific Project so there is no impact to this particular item.

6. Train Station

   PROJECT RESPONSE: This area is not applicable to this specific Project so there is no impact to this particular item.

7. Old Trenton Neighborhood

   PROJECT RESPONSE: This area is not applicable to this specific Project so there is no impact to this particular item.

8. Battle Monument Area

   PROJECT RESPONSE: This area is not applicable to this specific Project so there is no impact to this particular item.

9. West Hanover Street/Canal Neighborhood

   PROJECT RESPONSE: The Site is located adjacent to the West Hanover Street / Canal Neighborhood. The Project consists of the construction of a new State office building, replacing an asphalt parking lot and thereby transforming this site into a vibrant work location. The architecture and site plan for this Project are consistent and compliant with the intent of the CCRC Capital City Renaissance Plan through a context sensitive design that will enhance this part of the District. As part of this transformation, the Project will also be adding streetscape improvements including new sidewalks, new street trees, new furniture, new street lighting, as well as commissioned public artwork by local artists – all in an effort to activate the streetscape for pedestrians.

10. Parking Facilities

    PROJECT RESPONSE: Parking for the building occupants for the Project will be accommodated at two (2) locations adjacent to the Site which are owned by the State, including the Bank Street Garage and Surface Lot #31. As is described in detail in the Executive Summary under Section 1of this document, the relocation of the Department of Taxation Building occupants coupled with the occupants of the proposed Department of Health Building essentially results in a zero increase to the existing vehicular traffic associated with the Bank Street Garage and Surface Lot #31. In addition, Greater Trenton and the Trenton Parking Authority have partnered to investigate the feasibility of a parking structure on property owned by the State of New Jersey in close proximity to the new Taxation building. The parking garage feasibility study is expected to be completed in late February or early March 2018.

11. Housing Opportunities

    PROJECT RESPONSE: This is a legislative requirement of CCRC specific to the overall Capital District and is not applicable to this specific Project. Therefore, this Project has no impact to this particular item.

C. Existing Buildings

PROJECT RESPONSE: This is a legislative requirement of CCRC specific to the overall Capital District and is not applicable to this specific Project. Therefore, this Project has no impact to this particular item.

D. Conserving the Public Environment

1. Streets

   PROJECT RESPONSE: The Project consists of the construction of a new State office building, replacing an asphalt parking lot and thereby

transforming this site into a vibrant work location. The architecture and site plan for this Project are consistent and compliant with the intent of the CCRC Capital City Renaissance Plan through a context sensitive design that will enhance this part of the District. As part of this transformation, the Project will also be adding streetscape improvements including new sidewalks, new street trees, new furniture, new street lighting, as well as commissioned public artwork by local artists – all in an effort to activate the streetscape for pedestrians.

2. Walkways

   PROJECT RESPONSE: The Project will be adding streetscape improvements including new sidewalks, new street trees, new furniture, new street lighting, as well as commissioned public artwork by local artists – all in an effort to activate the streetscape for pedestrians.

3. Parks and Other Public Spaces

   PROJECT RESPONSE: This is a legislative requirement of CCRC specific to the overall Capital District and is not applicable to this specific Project. Therefore, this Project has no impact to this particular item.

4. Maintenance

   PROJECT RESPONSE: The State of New Jersey will maintain the building and property associated with the Project.

E. Historic Areas

1. Design Controls

   PROJECT RESPONSE: This is a legislative requirement of CCRC specific to the overall Capital District and is not applicable to this specific Project. Therefore, this Project has no impact to this particular item.

2. Recommended Improvements

   a. Mill Hill Historic District

      PROJECT RESPONSE: This area is not applicable to this specific Project so there is no impact to this particular item.

   b. West State Street Historic District

      PROJECT RESPONSE: The Project consists of the construction of a new State office building, replacing an asphalt parking lot and thereby transforming this site into a vibrant work location. The architecture and site plan for this Project are consistent and compliant with the intent of the CCRC Capital City Renaissance Plan through a context sensitive design that will enhance this part of the District.

   c. South Warren Street

      PROJECT RESPONSE: This area is not applicable to this specific Project so there is no impact to this particular item.

d. Old Trenton Neighborhood

PROJECT RESPONSE: This area is not applicable to this specific Project so there is no impact to this particular item.

F. Summary of Development Opportunities

PROJECT RESPONSE: Please see responses contained herein.

VIII. RELOCATION PLAN ELEMENT

A. Residential Relocation

PROJECT RESPONSE: As defined by the CCRC, this Plan Element is not applicable to this facility since there are no existing structures on the Site. It is an existing parking lot. Nobody will be displaced as a result of this development. The Project will have no impact to this aspect of the Renaissance Plan.

B. Business Relocation

PROJECT RESPONSE: As defined by the CCRC, this Plan Element is not applicable to this facility since there are no existing structures on the Site. It is an existing parking lot. Nobody will be displaced as a result of this development. The Project will have no impact to this aspect of the Renaissance Plan.

BALLINGER

Taxation Building

New Jersey Economic Development Authority

Capital City Redevelopment Corporation

Impact Statement

01.09.18

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BALLINGER

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Project Description

Project Formation:

In partnership with the New Jersey Department of the Treasury, Division of Property Management and Construction (DPMC), the New Jersey EDA has proceeded with the site due diligence and design development for a new state office building in the City of Trenton to replace an existing obsolete Taxation Building. In 2014, Treasury requested the EDA prepare a Feasibility Study to build on assumptions that were included in a report DPMC had commissioned from Lammey & Giorgio and to recommend the most cost-effective solution for the relocation of the departments that currently occupy the Taxation building.

The Feasibility Study recommended the following: replace the existing Taxation Building with a new building and either demolish, rehabilitate, or sell, through a competitive bid process, the existing Taxation Building at Treasury's sole discretion.

EDA presented the Feasibility Study to DPMC and the City of Trenton Department of Economic Development, and DPMC & the City selected the new construction alternative which involved new construction of a ±7 story (±175,000 sf) building on an existing State parking lot at the southwest corner of John Fitch Way and North Warren Street.

In 2017, EDA engaged design and construction teams Ballinger and Torcon, Inc. for the Taxation Building. Upon commencing the design development, DPMC requested the following program changes: The Taxation Building increased from ±175,000 sf to ±200,000 sf and the proposed occupancy increased from 999 to 1,152 employees. The Taxation Building site was moved to immediately in front of the existing Labor building along John Fitch Way; and demolition of the existing Taxation Building was excluded from further consideration at the current time. Disposition of the property may be considered under a future public Request for Proposal.

Project Design:

A significant factor informing the design of the Taxation Building is its status as the first project to be planned within the proposed Riverfront District under the guidelines of the Capital City Renaissance Plan (CCRP) and the Downtown Capital District Masterplan. The project design therefore acknowledges the future roadway alignments proposed under the Masterplans and begins to create driveway entrances and driveway alignments that can support the future implementation of the Masterplan. The design of the building is also informed by the desire to establish a dialogue between the currently freestanding 1961 Labor Building and the new Taxation Building in order to create a new urbanistic ensemble that supports the CCRP Riverfront District vision. As such, the project is in compliance with the intention of the urban design guidelines originally established by the CCRP and further developed by subsequent Master Plans and studies undertaken by the city of Trenton and the state of New Jersey.

Site Context - Location



SITE LOCATION

NEW JERSEY DEPT. OF LABOR BLDG.

NEW JERSEY DEPARTMENTS OF AGRICULTURE AND HEALTH BUILDINGS

RICHARD HUGHES JUSTICE COMPLEX

Site Context - Existing Conditions

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District Master Plans - The Riverfront District

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One of the significant Land Use Plan Elements established by the Capital City Renaissance Plan (CCRP) was envisioning the area bounded by John Fitch Place, S. Warren Street, U. S. Route 1 and the Delaware River as a new urban neighborhood: The Riverfront District. This area is currently characterized by free standing buildings surrounded by vast areas of surface parking lots and bounded on the river side by Route 29, all of which serve to separate the city and the downtown district from the river. In contrast to its current character and use, the new neighborhood was seen as one framed by a traditional street grid with mixed-use development that would encompass residential, office, retail and structured parking uses.

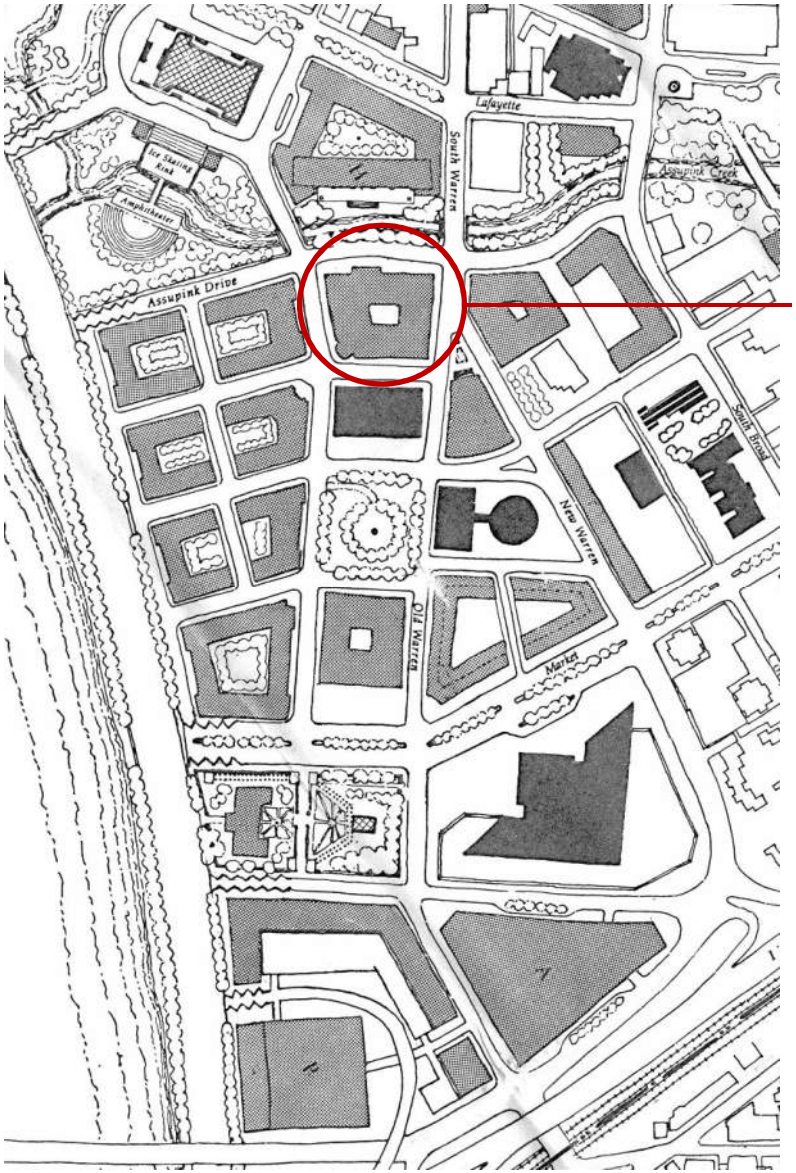
The area was proposed to be developed with a density sufficient to support cafes, restaurants, and the retail activities needed to enhance the area as a pleasant place to live, work, stroll, eat, and enjoy the vistas towards the river. This plan has been consistently supported in later master plan studies undertaken by the City of Trenton such as the Lower Assunpink Redevelopment Area Plan (2005), the Downtown Capital District Master Plan (2008) and the Trenton 2050 Master Plan (2016).

The Riverfront District vision has also been further advanced by the study undertaken by NJDOT that examined feasibility and proposed the redesign of Route 29 as a boulevard that will be relocated to an inland position, further away from the river. In this new configuration, the current Route 29 will be designed as an urban boulevard that will move traffic efficiently, but at slower, safer speeds. It will form the spine of the waterfront redevelopment area in the downtown and allow for the development of the currently missing physical and visual connections to the river.

The significance of the Taxation Building project relative to the CCRP's proposed Riverfront District is that it is the first project to be planned within the boundaries of the proposed Riverfront District. While the infrastructure to support the new urban neighborhood, such as new streets and the relocated Route 29 do not yet exist, the Taxation Building represents a significant first step in realizing the Riverfront District vision:

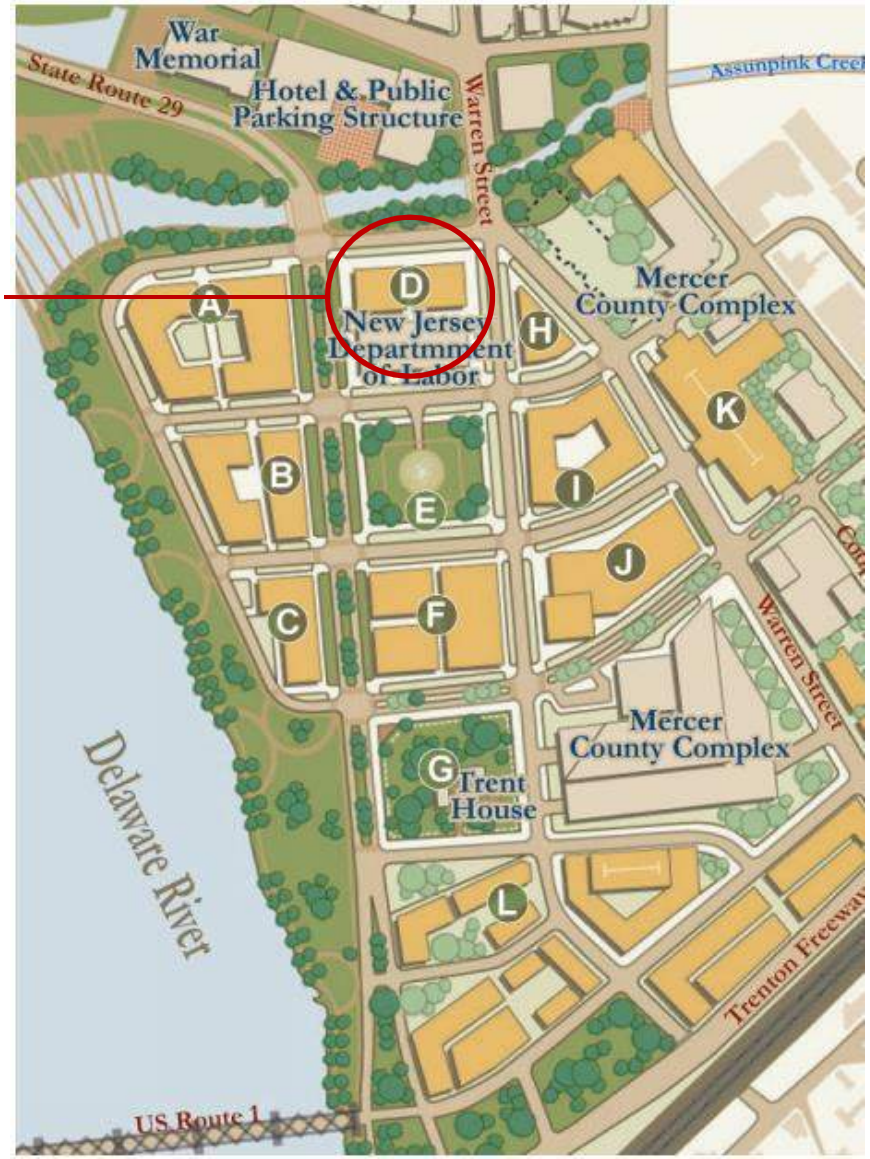
- The project is designed to allow for the future realignment of Route 29. A new vehicular intersection is planned at John Fitch Way and Memorial Drive in the same location as the proposed re-located Route 29. This new intersection supports the potential development of the new urban street pattern and provides for new street-oriented arrival points for both the Labor and Taxation Buildings.
- Alignments of buildings and features on the eastern edge of the site are developed to allow an appropriate Right of Way for the future extension of S. Warren St. as proposed in the Riverfront District master plans.
- As opposed to the free standing buildings surrounded by surface parking lots that characterize the current district, the placement of the new Taxation Building establishes the first urban scaled block as envisioned by the CCRP. The building occupies its full frontage on John Fitch Place with frontages also on the future Route 29 Boulevard and S. Warren St. extension.
- In addition to establishing street frontages, the placement of the Taxation Building allows for a new urban plaza to be developed between the two buildings. Landscape and hardscape elements, street furnishings and public art are planned for this plaza in order to make this space a significant amenity in the Riverfront District.

District Master Plans



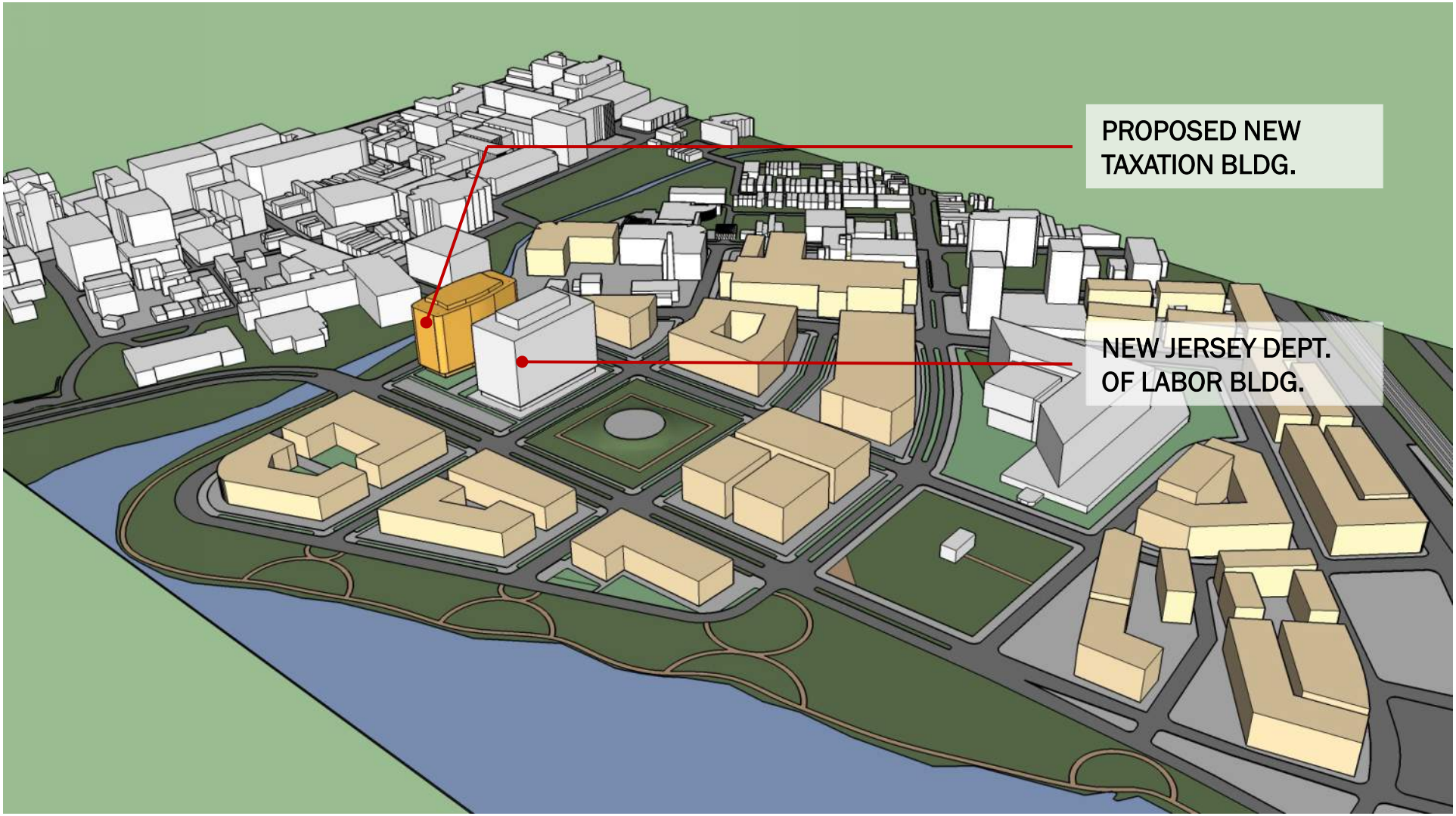
Capital City Renaissance Plan, 1989

SITE

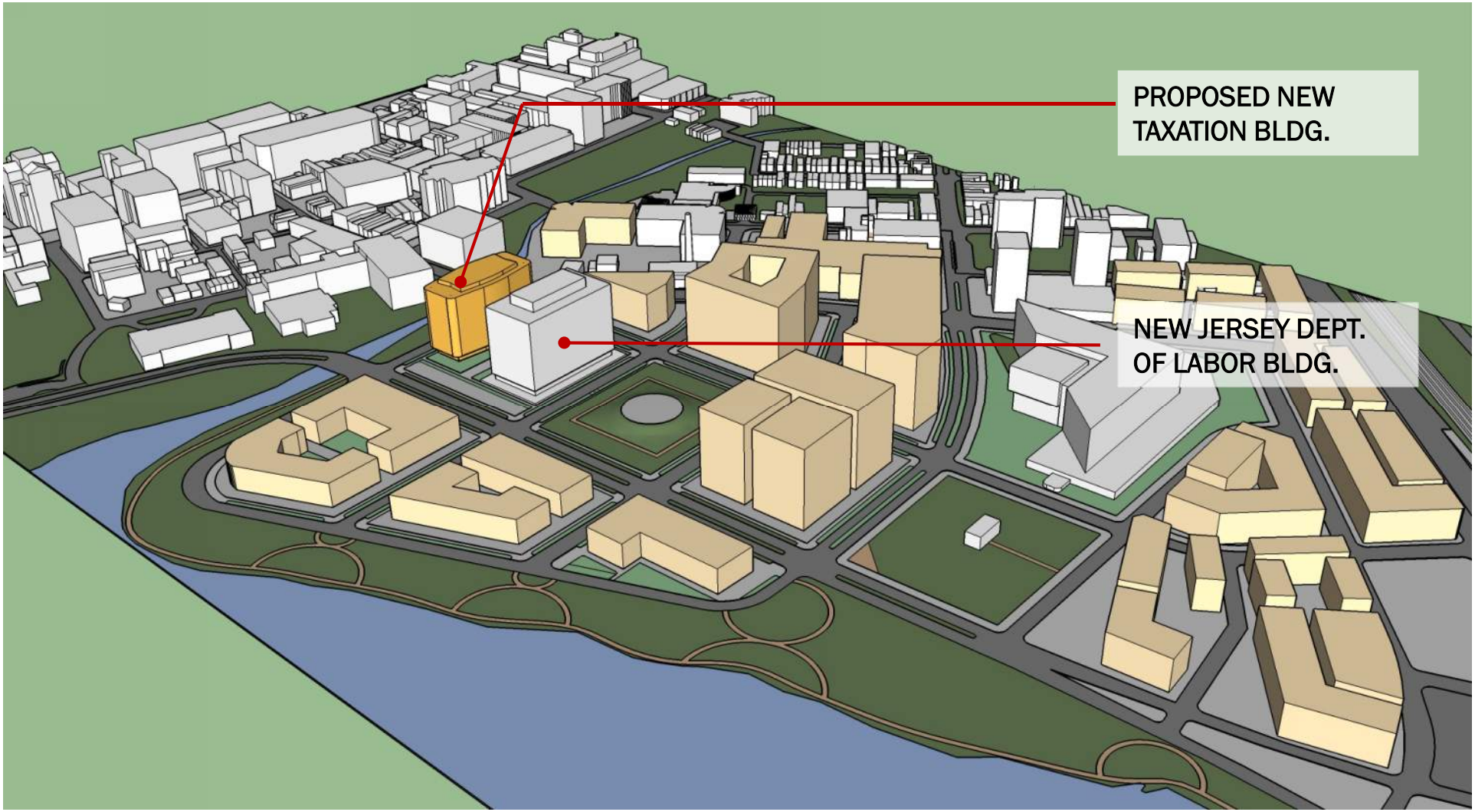


Downtown Capital District Master Plan, 2008

Proposed Taxation Building with Master Plan Context
(6 Story Adjacent Buildings per Capital City Renaissance Plan)

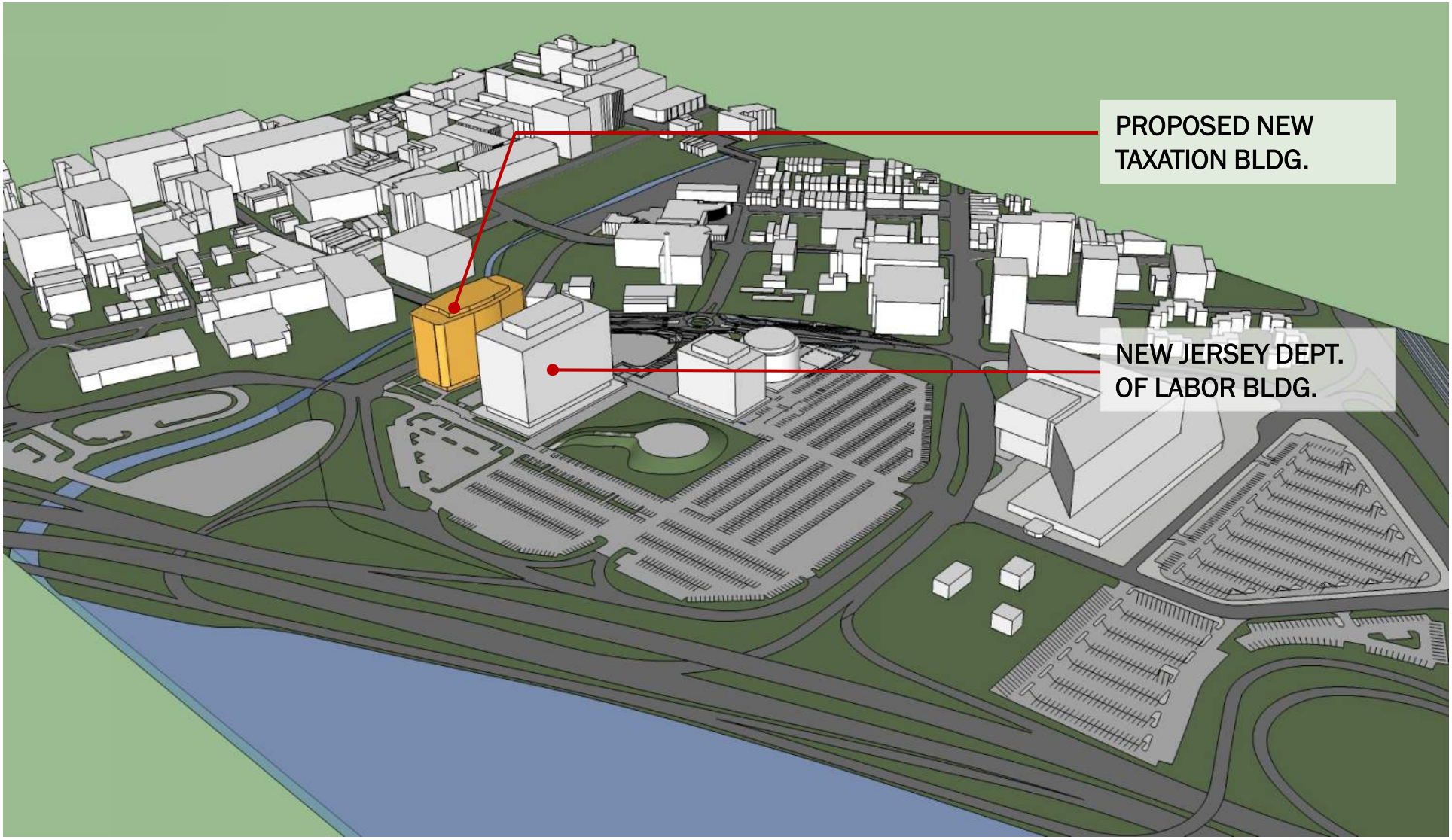


Proposed Taxation Building with Master Plan Context
(12 - 13 Story Adjacent Buildings per Lower Assunpink Redevelopment Plan and Capital District Master Plan)



Proposed Taxation Building with Current Context

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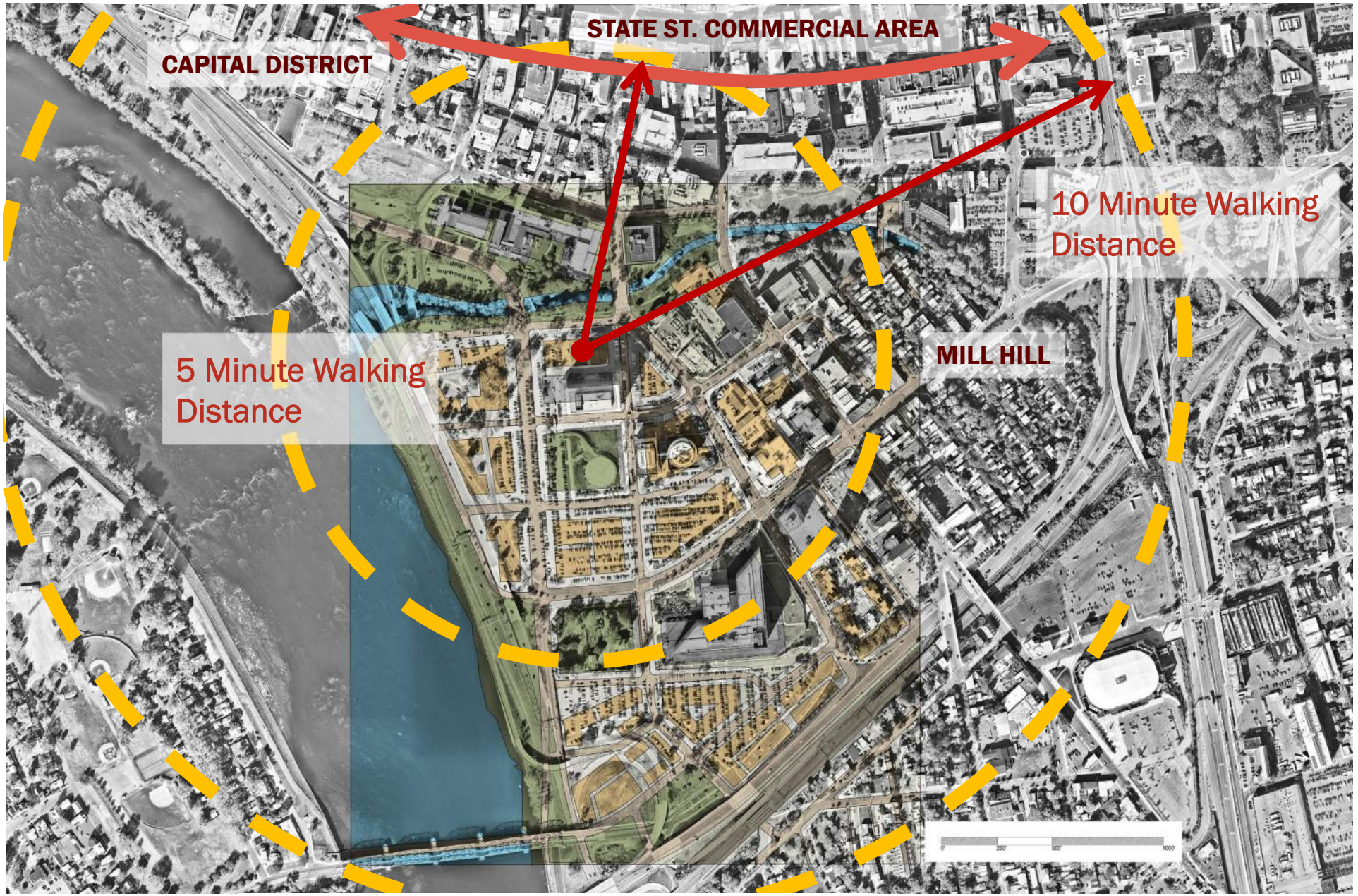
Connections to Downtown and Neighborhoods

In addition to re-establishing the city's connection to the river, a second important aspect of the Riverfront District vision is the plan to extend the urban fabric of the downtown commercial areas across Assunpink Creek into the current governmental zone. This aspect of the vision is meant to stimulate development and knit together the zones currently occupied by the Justice complex, Trent House, Health and Agriculture Buildings and the Labor Building into a cohesive mixed use area. This newly developed urban fabric can then be integrated into the overall Capital District. The particular site selected for development of the Taxation Building is significant in terms of its contribution to achieving this aspect of the Riverfront District vision.

The site selected for development is just across the Warren St. / Assunpink Creek bridge from the downtown commercial area and is the closest parcel in the Riverfront District to the downtown area. The diagram on the next page illustrates that the State Street commercial area is within a 5 minute walk of the Taxation Building site and that the Capital District and the Mill Hill Historic District are both within a 10 minute walk of the Taxation Building site. These relatively short walking distances suggest that development of the Taxation Building on the site selected can encourage pedestrian movement between these areas and that this development can be a good first step towards knitting together the Downtown, Capital and Mill Hill districts.

In terms of encouraging this pedestrian movement, a consideration of pedestrian-friendly environments and pedestrian-encouraging uses are both important. For example, in order to encourage employees to use the State Street commercial areas, the Taxation Building will not include an in-house cafeteria. The use and activation of outdoor areas in order to stimulate pedestrian traffic through and to the site however, will be encouraged.

Connections / Walkable Neighborhoods



Site Design

The existing Labor Building site is characterized by a large front lawn area, an automobile forecourt, and a significant setback of the Labor Building from the street. One important goal for the Taxation project was to transform this site with a more urban-centric design. This goal is achieved by placing the new Taxation Building parallel to the existing Labor Building and positioning it close to its frontage on John Fitch Way. This strategy allows the parcel to have a full site frontage on the existing street and to have frontages also on the future Route 29 relocation and the S. Warren Street extension. It also allows both buildings to be recognizable destination points with entrances on existing and future streets as well as the plaza. In addition, this positioning of the new building allows for the development of a major urban site amenity, a new public plaza positioned between the two buildings. Several other aspects of the site design also contribute to achieving the urban-centric design goals:

- **Street Frontage / Streetscape** – The proposed design begins to establish the Riverside District urbanistic streetscape of ample public sidewalks, street trees and street tree planting zones in a way that can be consistently applied to future development of a pedestrian-focused streetscape.
- **Urban Plaza** – The new plaza between the buildings provides an urban-scaled amenity to this site while allowing appropriate sunlight and views for both buildings. As a shared public space, the plaza provides major opportunities for public art installations and the potential for programmed activities. Use of the plaza as a destination point and by occupants of both buildings will be encouraged with seating provided both by benches and fixed tables and chairs.
- **Landscape Design** – The landscape design in the plaza will include indigenous species of plant materials that support a significant outdoor space that is both comfortable and inviting, but also urbanistic in its nature. Exterior site lighting will be provided to help make the space comfortable and secure.

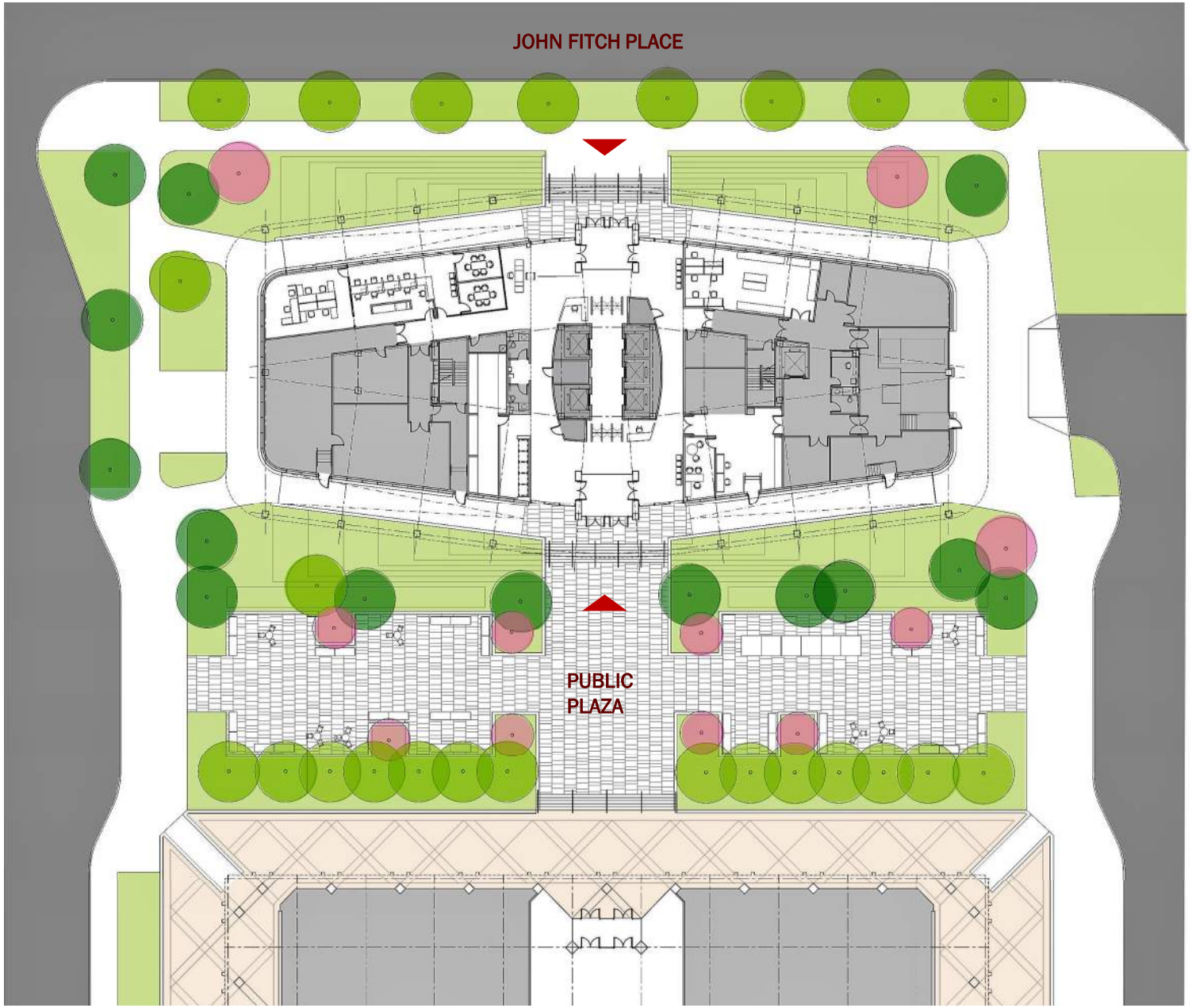
Another important factor influencing the site design is the fact that the parcel is located within the zone of a New Jersey Flood Hazard Area Design Flood. This flood hazard area location requires that the first floor of the building be raised 1' above the 100 year flood elevation and that flood waters be allowed to flow freely below the first floor. It also requires a balanced on-site approach to accommodate floodwater volume displaced by new construction.

- **Flood Accommodation** – The flood hazard requirements have been met by proposing an elevated structured slab for the first floor 3.5' to 4' above existing grade with flood vents located in discreet positions at the perimeter of the building. In order to make a smooth pedestrian transition from grade to the raised first floor, gently sloping sidewalks that are approached from each of the four corners of the building are accommodated within the covered ground floor loggias. The transition from existing grades to these sloping sidewalks and raised first floor is further softened by landscaped berms that follow the slope of these sidewalks and help blend the building into the landscape.
    - For future developments in the Riverfront District, it should be noted that the New Jersey Capital Park Masterplan (commissioned in 2006 by Governor Corzine and accepted by NJDEP-Parks and Forests in 2008) has recommended that the Route 29 relocation project, and the Riverfront Park, Assunpink Creek and Riverfront District redevelopments be considered as coordinated projects in order to provide for additional offsite floodwater storage volumes for the Riverfront District.
- **Environmental Issues** – In addition to flood water issues, the project has taken on a full environmental assessment and will submit this assessment to DEP per Executive Order 215. This Environmental Assessment includes an evaluation of natural resources, water, flood, historic and cultural issues, environmental issues and traffic impact.

Overall Site Plan



Site and First Floor Plan



Flood Hazard Investigation Plan



Site Location (Average Elevation, 25.5')

Approximate boundary of New Jersey Flood Hazard Area Design Flood (Average Elevation 27.5')

Building Design

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The design of the proposed Taxation Building is responsive to the context established by its site and the existing Labor Building and is also predicated on advancing the vision of a new urban-scaled community as proposed by the Capital City Renaissance Plan and by subsequent Master Plans. The response to context can be seen in the treatment of the first floor of the building. The building design has a first floor setback, very similar to the Labor Building, to create covered loggias and a pedestrian friendly arrival zone. These covered loggias also accommodate the sloping sidewalks that are needed to negotiate the raised first floor and provide weather protected accessible pedestrian paths to the main entries.

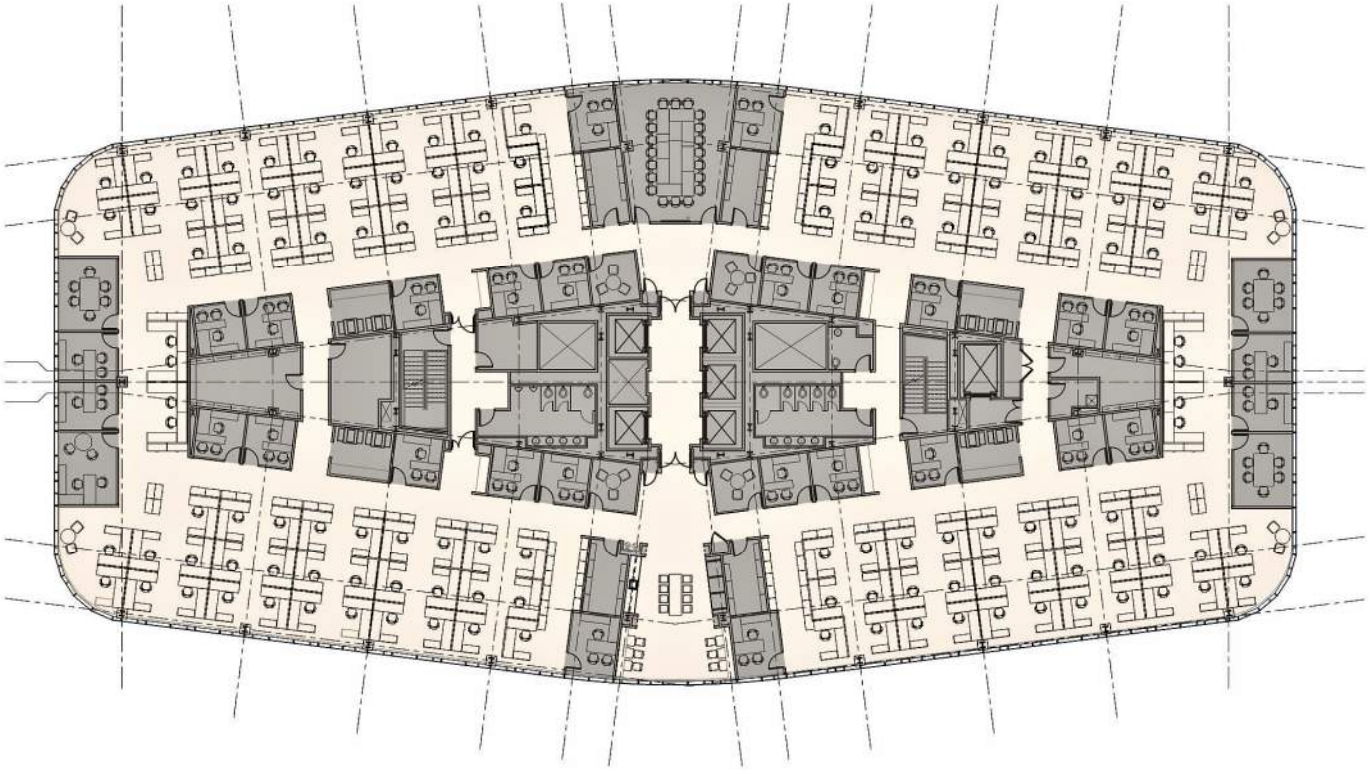
An additional response to context can be seen in the massing of the building. The building massing acknowledges its presence along the Assunpink Creek by stepping down in height from the 13 floors of the Labor Building to the 8 floors of the Taxation Building. While it is noted that the original CCRP recommended 6 story heights in the Riverfront District, later recommendations to the CCRC allowed for taller buildings. The Lower Assunpink Redevelopment Plan also allows for building heights up to 12 floors in this district.

The building is also shaped by site conditions by having the north and south faces slightly taper towards the east and west ends. These tapers not only acknowledge the views towards the river and downtown but also provide a more open and welcoming gesture to the pedestrian approach and view into the public plaza between the buildings. These gestures, along with the placement of the building along the northern edge of the site and alignment in width with the Labor Building, help create a new urbanistic ensemble. This ensemble helps ameliorate the current isolation of the Labor Building and begins to reclaim the site as an extension of the Downtown Capital District.

The exterior materials of the proposed Taxation Building are designed to respond to and complement the curtainwall context established by materials of the existing Labor Building. The exterior wall above the first floor of the Taxation Building consists of a unitized curtainwall system that is characterized by a variety of glazing types and sizes, with design criteria for high energy performance and minimum maintenance. Materials at the ground floor are a combination of horizontal aluminum fins, glazed curtainwall and metal panel. The combination of these materials establish a scale, texture and visual interest appropriate to the pedestrian experience along the street frontages and the public plaza. In addition to this exterior architectural treatment at the ground floor, the building provides several additional features to enhance the streetscape and the public environment:

- The building Lobby is designed as a flow-through lobby with entrances both on John Fitch Way and the new public plaza. This design connects spatially and physically the public realm along John Fitch Way and the new public plaza. Though limited by security concerns, this interior / exterior blending along with the potential for public art will enhance the public character of the ground floor.
- Public functions of the Taxation Department such as Taxpayer Services are placed on the ground floor immediately adjacent to the major public entrance. These spaces will be designed as spatial extensions of the Lobby with 15’ high interior ceilings and full height exterior glass walls.
- In order to enliven the façade and allow a view of activity within the building, all other non-mechanical spaces on the ground floor will also be designed with high ceilings and 15’ full height exterior glass walls.

Typical Floor Plan



Street View



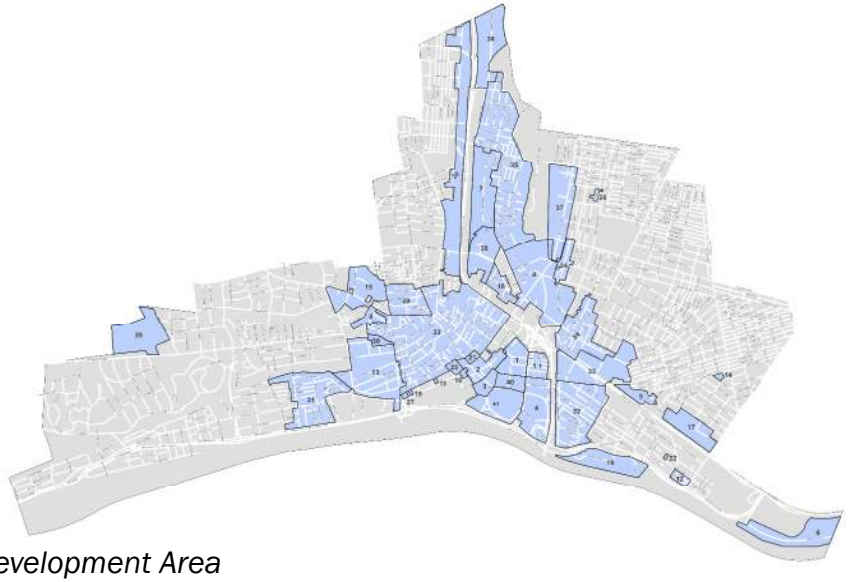
Plaza View



Planning and Zoning – Master Plan and Ordinance Summary

BALLINGER

While this report focuses on the impact of the Taxation Building project on the goals of the Capital City Renaissance Plan, it recognizes that other agencies, including city agencies have continued to develop the original goals as stated in the Renaissance Plan. The tables on the following pages outline and compare the recommendations of the CCRP to other Master Plan documents as outlined below:



Zoning and Site Planning References

- The Capital City Renaissance Plan
- Chapter 315 of the Trenton Code, City of Trenton
- Lower Assunpink Redevelopment Plan
- Downtown Capital District Master Plan
- Trenton 250 Master Plan

Zoning District(s)

- BA: Business - *City of Trenton Zoning Map*
- MUHD: Mixed Use High Density – *Area 41, Lower Assunpink Redevelopment Area*
- RPZ-5: Downtown Waterfront Redevelopment Plan Zone – *Trenton 250 Masterplan*

Note: The Taxation Building project will also be submitted for DCA building permit review.

Capital City Renaissance Plan / Taxation Building Impact

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Capital City Renaissance Plan, Urban Code
Site is Type II Classification per CCRP Map 3b

CCRP Urban Code, 1989 Type II Classification	Trenton Code, Chapter 315, 2010 Zoning Ordinance	Redevelopment Area – Lower Assunpink Redevelopment Area, May 2005	Downtown Capital District Master Plan – City of Trenton, May 2008	Master Plan – Trenton 250, 2016	PROPOSED
Building Height Building height shall be a maximum of 6 stories. 11/21/2006 Memorandum from Hillier to CCRC recommends adding the following language to the Urban Code: "Proposed buildings may be permitted, at the discretion of the CCRC Board, to exceed the height limit in any of the building height zones based on the results of a case by case evaluation of the proposed project's location, its public benefits and feasibility. On Pedestrian Continuity Frontages, Stories at sidewalk level shall be no less than 12 ft. in height from finished floor to finished ceiling. (Per CCRP Map 7, S. Warren Street is proposed to be extended to William Trent and classified as a Pedestrian Continuity Street.)	None listed for Business Use.	12 stories or 140 feet	Buildings' heights should step down toward the Creek. A maximum building height of six stories is recommended on Labor Building site but 13 story maximum is recommended on other Mid-Rise, Mixed-Use sites.		8 Stories, but lower than adjacent 13 story Labor Bldg. Building massing steps down from Labor Building towards Assunpink Creek as recommended by Capital District Master Plan Hillier memo from 11/21/2006 permits CCRC allow higher buildings. Lower Assunpink Creek Redevelopment Plan actually encourages high rise, more dense development at 12 stories or 140'. Proposed ceiling height of 15' at Loggia and first floor public and non-mechanical spaces. The Warren St. extension to Trent Place, along with the associated Pedestrian Continuity Frontage, does not exist. The project however, is designed to allow the Warren St. extension to occur in the future.
Building Placement Facades shall be built on the Frontages along 80% of their Length without any setback to a minimum height of Two Stories.	Maximum lot coverage – 60% Average or 0' front and side yard requirement. 20' minimum rear yard requirement				Building is generally on frontage with slight taper back towards the outside corners of the site. The building façade occupies 90% of the frontage on John Fitch Place.

Capital City Renaissance Plan / Taxation Building Impact

BALLINGER

CCRP Urban Code, 1989 Type II Classification	Trenton Code, Chapter 315, 2010 Zoning Ordinance	Redevelopment Area – Lower Assunpink Redevelopment Area, May 2005	Downtown Capital District Master Plan – City of Trenton, May 2008	Master Plan – Trenton 250, 2016	PROPOSED
Building Use Per CCRP Map 7, S. Warren Street is proposed to be extended to William Trent and classified as a Pedestrian Continuity Street. All other surrounding streets are Primary Frontages. On Pedestrian Continuity Frontages, 70% 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, Stories may be used for Commercial, Residential, or Parking Use. Commercial or Residential Uses are required to a minimum depth from a Primary Frontage of not less than 15 ft. The remaining depth may also be used for Parking. The only parking exposure allowed on a Primary Frontage is an entrance or an exit not greater than 30 ft. in width across the Frontage. Parking may be exposed on all Frontages designated as Non-Primary.	BA – Business A District Business Office use permitted	MUHD - Mixed Use High Density Allowed uses include: Office use; mid-rise development; must include a first floor use commensurate to a mixed use district such as retail or a restaurant use.	Chapter 7 – Riverfront District Parcel D, Assunpink Creek Office / Commercial - This block is approximately 3.2 acres in size and currently contains the thirteen story New Jersey Department of Labor building. Infill sites fronting Assunpink Creek are identified for mixed office and commercial development.	Proposed Zoning: RPZ-5 The Downtown Waterfront Redevelopment Plan Zone (RPZ-5) zone is designated as such to promote the redevelopment of the area as a vibrant, mixed-use community adjacent to the waterfront.	First Floor Use – Does not include retail, but does include Business / Commercial uses. Public functions of the Taxation Department are on first floor adjacent to main public entries. First floor lobby is designed as a flow through lobby connecting the public way at John Fitch Place and the new public plaza in order to enhance the public character of the first floor. Public functions of the Taxation Department such as Taxpayer Services are placed on the ground floor immediately adjacent to the major public entrance. General Building Use - All State Business / Office use.

Capital City Renaissance Plan / Taxation Building Impact

BALLINGER

CCRP Urban Code, 1989 Type II Classification	Trenton Code, Chapter 315, 2010 Zoning Ordinance	Redevelopment Area – Lower Assunpink Redevelopment Area, May 2005	Downtown Capital District Master Plan – City of Trenton, May 2008	Master Plan – Trenton 250, 2016	PROPOSED
Parking Parking is not required for Independent Buildings with less than 5000 sf of Gross Floor Area. Building with 5000 sf or more of Gross Floor Area shall provide a minimum of one parking space for each 500 sf of Commercial Use, and one parking space for each Residential Unit. These parking requirements shall be calculated from the … Unless the required Parking Spaces are provided within 1000 ft. of the lot they serve, adequate shuttle service must be available.	Downtown Parking District 5 – State Office Buildings (e) Parking District 5: State Offices. (1) Parking type. Applicant's off-street parking requirement must be addressed through structured parking. Parking requirements may not be addressed through creation of surface parking lots in District 5. (2)Location of parking. Minimum parking requirements may be met at off-site facilities within 1,200 feet of site. (3) Curb cut requirements for removal of on-street parking. A minimum of four off-street parking spaces on the site must be provided per each on-street parking space removed by the applicant. (4) Parking-in-lieu-of fee. Applicant may pay a per-space fee in lieu of providing the minimum parking requirement for the proposed development. The initial per-space fee for District 5 is $15,000 per space Parking requirement for BA District; 1 space per 500 sf of gross floor area in excess of 5,000 sf.	Nonresidential Development - 1 space per 500 square feet of gross floor area in excess of 5,000 square feet. In lieu of providing the required structured parking spaces, the applicant for preliminary site plan approval may request the Planning Board or the Zoning Board of Adjustment to waive the requirement for the parking spaces because of building design and site limitations. If, in the opinion of the Board, the parking cannot reasonably be implemented in conjunction with the site plan, the applicant shall be required to pay the City the sum of $10,000 per required parking space.	Surface parking lots are not recommended. Proposed is the replacement of surface parking lots with strategically located parking structures sized to accommodate parking demand.		Some shared surface parking in the complex. Working with Greater Trenton on new Parking Garage. State provides shuttle service to the Perry Street lot. Demolition of Health and Agriculture Buildings will provide additional surface parking.

Capital City Renaissance Plan / Taxation Building Impact

CCRP Urban Code, 1989 Type II Classification	Trenton Code, Chapter 315, 2010 Zoning Ordinance	Redevelopment Area – Lower Assunpink Redevelopment Area, May 2005	Downtown Capital District Master Plan – City of Trenton, May 2008	Master Plan – Trenton 250, 2016	PROPOSED
Architectural Standards The exterior finish materials on all Facades shall be limited to brick, stone, terra cotta, cast stone, and clear or lightly tinted glass. The glazed area and all other openings of a Façade shall not exceed 55% of the total area of such Façade, with each Façade being calculated Independently. On Pedestrian Continuity Frontages, the Façade of the Story at Sidewalk Level shall not be less than 70% glazed. For glazed areas and all other openings in a Façade, height must be equal to or greater than the width. External signs shall be front lit only. Signs on the inside of a glazed opening may be backlit or neon.					The exterior materials of the proposed Taxation Building are designed to respond to and complement the curtainwall context established by the existing Labor Building. The exterior wall above the first floor of the Taxation Building consists of a unitized curtainwall system. This system is characterized by a variety of glazing types and sizes, with design criteria for high energy performance and minimum maintenance. Materials at the ground floor are a combination of horizontal aluminum fins, glazed curtainwall and metal panel. The combination of these materials establish a scale, texture and visual interest appropriate to the pedestrian experience along street frontages and the public plaza. Public functions on the ground floor will be designed as spatial extensions of the Lobby with 15’ high ceilings and full height exterior glass walls. In order to enliven the façade and allow a view of activity within the building, all other non-mechanical spaces on the ground floor will also be designed with high ceilings and 15’ full height glass walls.

Capital City Renaissance Plan / Taxation Building Impact

BALLINGER

CCRP Urban Code, 1989	Trenton Code, Chapter 315, 2010 Zoning Ordinance	Redevelopment Area – Lower Assunpink Redevelopment Area, May 2005	Downtown Capital District Master Plan – City of Trenton, May 2008	Master Plan – Trenton 250, 2016	PROPOSED
General Notes 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, belfry, clock tower, chimney flue, water tank, elevator bulkhead, stage tower, scenery loft or similar structure. For Type II, the building height limitations shall be suspended for two years from the date of adoption of the CCRP 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. 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 adjustments may be allowed/required. All buildings shall have the main entrance on a Frontage.	For Office use, Minimum off Street Loading Requirement: 100,000 to 200,000 gsf – 2 berths required. Each loading space shall be no less than 12 feet in width, 40 feet in length and 14 feet in height, and no loading space may occupy any part of any required front, side or rear yard.	For Office use, off-street loading is required. Spaces to be a minimum of 12'wide x 40' long x 14' high. 2 spaces required for building size of 100,000 – 200,000 gsf If any applicant can clearly demonstrate to the Planning Board that, because of the nature of his/her operation or use, the parking or loading requirements of this article are unnecessary or excessive, the Planning Board shall have the power to approve a site plan showing less paved parking or loading area than is required by this article.			The Warren St. extension to Trent Place, along with the associated Pedestrian Continuity Frontage, does not exist. The Loading Dock is located on the east side of building, facing existing surface parking. 2 off street dock spaces are provided. The main entrance is on the primary frontage, facing John Fitch Place

Capital City Renaissance Plan / Taxation Building Impact

Renaissance Plan - Recommendations	Trenton Code, Chapter 315, 2010 Zoning Ordinance	Redevelopment Area – Lower Assunpink Redevelopment Area, May 2005	Downtown Capital District Master Plan – City of Trenton, May 2008	Master Plan – Trenton 250, 2016	PROPOSED
		Sustainable Design LEED Silver or better			The project is designed to achieve LEED Silver Certification.
Recommended Access Improvements Route 29 - The freeway which was constructed along the Delaware Riverfront in the 1960's does not respond to the present day needs and redevelopment goals of the Capital district... A redesign of Route 29 is appropriate and desirable to provide opportunities for pedestrians to reach the riverfront and to improve connections to the District's street network.		Redevelopment Objectives Support the redesign of Route 29 into an at grade level boulevard which will provide waterfront access from the downtown via new street extensions to the waterfront. Any new development proposed for this area should be oriented to complement and take advantage of the redesign of Route 29.	NJ Route 29 Urban Boulevard Study The recommendations contained in the Master Plan are based upon the preferred scenario identified in the NJDOT study. The proposed alignment would veer Route 29 inland away from the river between the State House and the U.S. route 1 Bridge in order to recapture developable land and restore opportunities for pedestrian access to the riverfront.	Reclaim and Redevelop the Waterfront Route 29 has been re-envisioned to be a very different facility – one that will fit into its context and better serve both the transportation needs and social and economic goals of the City. The current Route 29 will be re-designed as an urban boulevard that will move traffic efficiently, but at lower, safer speeds. It will form the spine of the waterfront redevelopment area in the downtown and will provide physical and visual connections to the river.	The project is designed to allow for the future realignment of Route 29 as recommended in the various Master Plans and the NJDOT study. A new vehicular intersection at Memorial and John Fitch Way is consistent with the Master Plan and integral to the design of the project. This intersection creates a new street arrival for both the Taxation and Labor buildings, as well the adjacent surface parking areas. The Taxation project has established an appropriate right-of way for the future S. Warren, Assunpink Drive and John Fitch Way intersection. This intersection is not part of the Taxation project scope and therefore will be designed and constructed by local authorities having jurisdiction when highway alignments may proceed.

Capital City Renaissance Plan / Taxation Building Impact

Renaissance Plan - Recommendations	Trenton Code, Chapter 315, 2010 Zoning Ordinance	Redevelopment Area – Lower Assunpink Redevelopment Area, May 2005	Downtown Capital District Master Plan – City of Trenton, May 2008	Master Plan – Trenton 250, 2016	PROPOSED
The Riverfront District A new neighborhood created in this area would be framed by a traditional grid street system oriented towards the River. Appropriate landscape treatment of the central chiller plan to create a plaza like park in front of the Department of Labor and Industry and the Department of Agriculture and Health buildings would serve to strengthen the character of this newly established neighborhood. The isolation of the Trent House would end with development of this area.		The primary objective of the redevelopment plan is to promote the redevelopment of this area as a high quality mixed use development embodying the principals of smart growth planning. The existing layout of expansive parking lots shall be redesigned to create appropriately scaled urban blocks. Mid-rise development in this area should be encouraged to include a mix of residential, office, retail, entertainment uses and new open spaces, and to encourage alternative modes of transportation 9pedestrian, bicycle, transit).	Reconnecting Downtown Trenton to the Delaware Riverfront is a high priority for the City. Redevelopment of the Riverfront District is envisioned to include the reconfiguration of Route 29 into an urban boulevard that facilitates vehicular and pedestrian mobility through the District. Also proposed is the replacement of surface parking lots with strategically located parking structures sized to accommodate parking demand, and the development of mixed-use office, commercial and residential buildings that step down in height and development density as they approach the River. Improved pedestrian access to the River and paths along the Riverfront are envisioned to provide a signature experience of being in Downtown Trenton.	Goal Language from the Lower Assunpink Redevelopment Plan should be used to guide new development, such as redesigning surface parking lots into appropriately scaled urban blocks with mid-rise development that includes a mix of residential, office, retail, entertainment uses and new open spaces. The redevelopment area may also encourage alternative modes of transportation (pedestrian, bicycle, transit).	The proposed site concept introduces urban design elements that have been absent from the original super-block site. By respecting the current Master Plan street grid, the project introduces direct vehicular and pedestrian access to both the Taxation Building and existing Labor Building. The Taxation building edges are placed along landscaped public sidewalks and a new public plaza. An active landscape design will encourage and accommodate pedestrian movement from the S. Warren St. corridor, as well visitor and employee arrival from the existing surface parking areas.

BALLINGER

Taxation Building

New Jersey Economic Development Authority

BALLINGER
833 CHESTNUT ST
SUITE 1400
PHILADELPHIA, PA 19107
T 215 446 0900
F 215 446 0901
BALLINGER.COM

NEW JERSEY ECONOMIC DEVELOPMENT AUTHORITY

Taxation Building

CAPITAL CITY REDEVELOPMENT CORPORATION – IMPACT STATEMENT

APPENDIX
JANUARY 30, 2018

The following list contains a detailed review of the Taxation Building against the Capital City Renaissance Plan.

3.0 DEVELOPMENT GOALS

3.1 MAKE DOWNTOWN TRENTON MORE ATTRACTIVE, INVITING AND SAFE

The Taxation Building is the first project to be planned within the boundaries of the CCRP's proposed Riverfront District. It begins to establish that plan's vision of creating a new and connected urban district that is a pleasant place to work, live dine and enjoy vistas to the river. To establish the connections to existing districts, the proposed building will not bring over a cafeteria from the existing facility, thus encouraging the approximately 1,150 employees to patronize the existing retail establishments in the adjacent downtown areas.

In addition, the ground floor will be open and inviting with floor to ceiling glass at the lobby and adjacent public spaces. Coupled with well-lit site amenities using the latest in LED technology, the Building will create a tangible sense of safety and security for the pedestrian atmosphere.

3.2 IMPROVE ACCESS IN AND AROUND DOWNTOWN

Access to the downtown will be enhanced with improvements to existing vehicular intersections, pedestrian sidewalks and new signage surrounding the site.

A new drop off area to the west on axis with a new courtyard will serve both the Taxation and the existing Labor Building, helping to establish a sense of arrival.

The view corridor in and out of downtown via Warren Street is preserved and reinforced with the Taxation Building's alignment of the west façade with the Labor Building and anticipates the Riverfront District Redevelopment plan use of this key thoroughfare.

3.3 RESTORE TRADITIONAL LINKAGES TO WATERWAYS

The tapered and curved shape of the upper floors of the Building serve as a subtle reminder of the Assunpink Creek to the north.

The Building pairs itself with the Labor Building to create a shared plaza that reinforces views through the site towards the river to the east and foresees the Riverfront District Redevelopment Plan's block structure, boulevards, streets and mixed use.

3.4 PROMOTE A DIVERSITY OF USES

The Building is planned as a Commercial Use and includes at the ground level, Taxpayer Services that serves and is open to the public.

A shared plaza with the Labor Building provides a public amenity to the surrounding area will include public artwork, seating and greenspace.

3.5 IMPROVE THE TRANSPORTATION AND PARKING NETWORK DOWNTOWN

The building is primarily a replacement for the existing Taxation building and will not bring any new significant numbers of staff into the downtown area. Therefore, the parking and transportation modes remain similar to the way they currently exist. As part of an effort between Greater Trenton and the Trenton Parking Authority, a new structured parking garage is currently being studied in the area. The State also provides shuttle service from their Perry Street lot.

3.6 EXPLOIT THE HISTORIC VALUE OF TRENTON

The adjacent Labor Building, built between 1961 and 1963, is one of three buildings constructed as part of a five building Governmental Complex Master Plan that was prepared in the 1950's. Only 3 buildings were completed and the central green space was repurposed as a governmental helipad with underground water storage tank. Because of its car-centric design and incompleteness the complex has never become integrated into the Trenton city fabric. This project, following the CCRP objectives, begins the process of reintegrating the historic Labor Building into the fabric of the city.

3.7 IMPROVE THE PUBLIC ENVIRONMENT

The project will activate the surrounding area for pedestrians through streetscape improvements, ground floor public services and the addition of a shared plaza with the Labor Building accommodating street furniture, artwork and landscape features.

3.8 ENHANCE THE SOCIAL ENVIRONMENT

The Building anchors and orients itself to the Labor Building assisting in establishing a strong urban fabric as part of the Riverfront District Redevelopment Plan.

3.9 ENHANCE AND EXPLOIT THE SEAT OF GOVERNMENT

As part of the State presence in downtown Trenton, the Building's character will aid in bolstering the prominence of the City's image as the State Capital of New Jersey.

3.10 STRENGTHEN THE FISCAL SITUATION IN TRENTON

By re-locating the existing Taxation department, no immediate impact will result.

4.0 DESIGN PLAN ELEMENT

4.1 BUILDING INVENTORY

The project is not in a historic district or near any historic buildings identified by the CCRC, therefore has no impact.

4.2 HISTORIC DOWNTOWN

4.2.1 Mill Hill District

The project is not located in this district, therefore has no impact.

4.2.2 West State Street Historic District

The project is not located in this district, therefore has no impact.

4.2.3 South Warren Street Historic District

The project is not located in this district, therefore has no impact. However, the project plan respects and maintains the ability for future Warren Street reconfiguration in accordance with Trenton 2050.

4.3 DESIGN CONTEXT

The project is not in a historic district identified by the CCRC.

The project will activate the surrounding area for pedestrians through streetscape improvements, ground floor public services and the addition of a shared plaza with the Labor Building.

The Building takes cues from Labor by aligning and closely matching the footprint of its neighbor, yet steps down in height to lower the urban scale towards the downtown.

4.4 IMPROVING THE PUBLIC LANDSCAPE

4.4.1 Mill Hill Park

The project is not located near this area, therefore has no impact.

4.4.2 Commons Block

The project is not located near this area, therefore has no impact.

4.4.3 D&R Canal

The project is not located near this area, therefore has no impact.

4.4.4 Assunpink Creek

The Creek runs parallel to the project site, north of John Fitch Way. Improvements to the streetscape with new trees, sidewalks, lighting and landscaping provide a harmonious setting for the future development of the area.

4.4.5 Battle Monument Park

The project is not located near this area, therefore has no impact.

4.4.6 West Hanover/North Warren Streets

The project is not located near this area, therefore has no impact.

4.4.7 Riverside Park

The project is not located near this area, therefore has no impact.

4.4.8 Perry/Bank Street Square

The project is not located near this area, therefore has no impact.

4.4.9 Public Streets

The project will activate the surrounding area for pedestrians through streetscape improvements, ground floor public services and the addition of a shared plaza with the Labor Building.

4.4.10 Recommendations for Adjacent Areas

The project is not located near these areas, therefore has no impact.

5.0 CULTURAL PLAN ELEMENT

5.1 BUILDING INVENTORY

As a legislative requirement of CCRC specific to the overall Capital District, this is not directly applicable to this specific Project.

5.2 CULTURAL ATTRACTIONS IN THE DISTRICT

As a legislative requirement of CCRC specific to the overall Capital District, this is not directly applicable to this specific Project. However, an important aspect of the CCRC plan is to extend the urban fabric of the downtown commercial areas across Assunpink Creek, which will ultimately help knit together the rich inventory of cultural attractions to further enhance economic development through increase tourist and activity and residential expansion. The Taxation Building is designed to support this vision by respecting future overlays of a traditional street grid, encouraging pedestrian engagement through improved connection to the commercial core, and offering public space and plazas to further enhance pedestrian opportunities to connect the cultural attraction within the district.

5.3 MAINTENANCE AND ENHANCEMENT OF THE CULTURAL ENVIRONMENT

As a legislative requirement of CCRC specific to the overall Capital District, this is not directly applicable to this specific Project. However, this Project has no impact to this particular item. By helping to extend the opportunities for pedestrian and urban connections to the south, and bringing increased staff and visitor traffic to the area, the Taxation building help support a future framework for strong connections to Trent house brings more staff and visitors into this area.

6.0 TRANSPORTATION PLAN ELEMENT

6.1 THE DISTRICT'S TRANSPORTATION SYSTEM

As a legislative requirement of CCRC specific to the overall Capital District, this is not directly applicable to this specific Project. However, the project supports the CCRC goals of extending the

urban street grid and making pedestrian and vehicular pathways less confusing. Pending future development of the Renaissance Plan, we do not expect the proposed Taxation building to significant alter overall traffic operation in the area during peak hours, with all site driveways operating at an acceptable level of service (LOS). The project site offers easy access from Route 29, and Route 1, and offers easy access to the extensive local bus network and the regional rail services at the Trenton Transit Center which is ¾ mile to the East.

6.2 REGIONAL TRANSPORTATION SYSTEM

This is a legislative requirement of CCRC specific to the overall Capital District and is not applicable to this specific Project.

6.3 OBJECTIVES AND PRINCIPLES FOR TRANSPORTATION IN THE FUTURE

6.3.1 Automobile access

Pending future development of the Renaissance Plan, we do not expect the proposed Taxation building to significant alter overall traffic operation in the area during peak hours, with all site driveways operating at an acceptable level of service (LOS).

6.3.2 Transit access

As noted, the project site offers easy access from Route 29, and Route 1, and offers easy access to the extensive local bus network and the regional rail services at the Trenton Transit Center which is ¾ mile to the East and a 15 minute walk which could be further improved with future Assunpink Creek improvements.

6.3.3 Pedestrian Movement

As noted in the body of the report, the site selected for development is just across the Warren St. / Assunpink Creek bridge from the downtown commercial area and is the closest parcel in the Riverfront District to the downtown area. The diagram in the body of the impact statement report illustrates that the State Street commercial area is within a 5 minute walk of the Taxation Building site and that the Capital District and the Mill Hill Historic District are both within a 10 minute walk of the Taxation Building site. These relatively short walking distances suggest that development of the Taxation Building on the site selected can encourage pedestrian movement between these areas and that this development can be a good first step towards knitting together the Downtown, Capital and Mill Hill districts. In terms of encouraging this pedestrian movement, a consideration of pedestrian-friendly environments and pedestrian-encouraging uses are both important. For example, in order to encourage employees to use the State Street commercial areas, the Taxation Building will not include an in-house cafeteria. The use and activation of outdoor areas in order to stimulate pedestrian traffic through and to the site however, will be encouraged.

6.3.4 Truck access

The Taxation project offers immediate highway access and loading dock approach for building in accordance with the Urban Code.

6.3.5 Parking

No new parking is required with the Taxation Project. State parking requirements for staff will be met within existing lot, and overflow visitor parking from nearby garages and the Perry Street shuttle. Surface parking lots are not recommended. Proposed is the replacement of surface parking lots with strategically located parking structures sized to accommodate parking demand; Greater Trenton and the Trenton Parking Authority have partnered to investigate the feasibility of a parking structure on property owned by the State of New Jersey in close proximity to the new Taxation building. The parking garage feasibility study is expected to be completed in late February or early March 2018.

6.3.6 Management of Transportation Demand

This is a legislative requirement of CCRC specific to the overall Capital District and is not applicable to this specific Project.

6.4 RECOMMENDED ACCESS IMPROVEMENTS

6.4.1 Route 29

The project establishes a new intersection at the same location as the intersection that would exist with the NJDOT proposed relocation of Route 29. The Route 29 relocation is outside of the Taxation Building project scope and therefore will be designed and constructed by local authorities having jurisdiction when highway alignments may proceed.

6.4.2 Route 129

This area is not applicable to this specific Project so there is no impact to this particular item.

6.4.3 Perry Street Corridor/Canal Drive

This area is not applicable to this specific Project so there is no impact to this particular item.

6.4.4 Broad and Warren Street

The project plan respects and maintains the ability for future Warren Street reconfiguration in accordance with the CCRP and Trenton 2050 Master Plan. The construction of the Warren St. extension is outside of the Taxation Building project scope and will be designed and constructed by local authorities having jurisdiction when highway alignments may proceed.

6.4.5 State Street Corridor

This area is not applicable to this specific Project so there is no impact to this particular item.

6.4.6 South Trenton Redevelopment Area

This area is not applicable to this specific project so there is no impact top this particular item.

6.4.7 State House District

This area is not applicable to this specific Project so there is no impact to this particular item.

6.4.8 Traffic Control System

This area is not applicable to this specific Project so there is no impact to this particular item.

6.4.9 Upgraded Railroad Station

While not directly applicable to current project, it has been noted that project is in close proximity to transit center which has seen improvements in regional and light rail services in the last ten years.

6.5 CONCLUSION

As the Renaissance plan notes, there are a limited number of transportation improvements that can be made within the Capital District. The Taxation project seeks to take advantage of existing and planned infrastructure improvements to increase accessibility and sustainable transportation options.

7.0 LAND USE PLAN ELEMENT

7.1 DESIGN PRINCIPLES

7.1.1 Pedestrian Orientation and Streetscape

The proposed design begins to establish the Riverside District urbanistic streetscape of ample public sidewalks, street trees and street tree planting zones in a way that can be consistently applied to future development of a pedestrian-focused streetscape.
A new urban plaza between the buildings provides an urban-scaled amenity to this site while allowing appropriate sunlight and views for both buildings. As a shared public space, the plaza provides major opportunities for public art installations and the potential for programmed activities. Use of the plaza as a destination point and by occupants of both buildings will be encouraged with seating provided both by benches and fixed tables and chairs.
The landscape design in the plaza will include indigenous species of plant materials that support a significant outdoor space that is both comfortable and inviting, but also urbanistic in its nature.

7.1.2 Signage

Signage associated with the project will be consistent with the goals of the Capital City Renaissance Plan and will be designed for clear communication while respecting the architecture and character of the district. Existing signage associated with the Labor Building will be relocated on site to support identification and wayfinding.

7.1.3 Streets Lights and Furniture

The architecture and site plan for this Project are consistent and compliant with the intent of the CCRC Capital City Renaissance Plan. Exterior site lighting will be provided to help make the space comfortable and secure. Robust street furnishing will be included at the plaza and sidewalks to encourage use of the public spaces by residents, employees, and visitors

7.1.4 Building Design

The design of the proposed Taxation Building is responsive to the context established by its site and the existing Labor Building and is also predicated on advancing the vision of a new urban-scaled community as proposed by the Capital City Renaissance Plan and by subsequent Master Plans. The response to context can be seen in the treatment of the first floor of the building. The building design has a first floor setback, very similar to the Labor Building, to create covered loggias and a pedestrian friendly arrival zone. These covered loggias also accommodate the sloping sidewalks that are needed to negotiate the raised first floor and provide weather protected accessible pedestrian paths to the main entries.
The building is also shaped by site conditions by having the north and south faces slightly taper towards the east and west ends. These tapers not only acknowledge the views towards the river, downtown, and Assunpink Creek, but also provide a more open and welcoming gesture to the pedestrian approach and view into the public plaza between the buildings. These gestures, along with the placement of the building along the northern edge of the site and alignment in width with the Labor Building, help create a new urbanistic ensemble. This ensemble helps ameliorate the current isolation of the Labor Building and begins to reclaim the site as an extension of the Downtown Capital District.
The exterior materials of the proposed Taxation Building are designed to respond to and complement the curtainwall context established by materials of the existing Labor Building. The exterior wall above the first floor of the Taxation Building consists of a unitized curtainwall system that is characterized by a variety of glazing types and sizes, with design criteria for high energy performance and minimum maintenance. Materials at the ground floor are a combination of horizontal aluminum fins, glazed curtainwall and metal panel. The combination of these materials establish a scale, texture and visual interest appropriate to the pedestrian experience along the street frontages and the public plaza.

7.1.5 Transportation and Parking

The improvements associated with the Taxation building project seek to improve and prioritize pedestrian opportunities for connections within the district and beyond. While improvements to vehicular circulation will enhance legibility of road systems and vehicular movement, the project fundamentally looks to increase pedestrian traffic and use of public transportation networks in place or planned.
As previously noted, we do not expect the proposed Taxation building to significant alter overall traffic operation in the area during peak hours, with all site driveways operating at an acceptable level of service (LOS).
No new parking is required with the Taxation Project. State parking requirements for staff will be met within existing lot, and overflow visitor parking from nearby garages and the Perry Street shuttle. Surface parking lots are not recommended. Proposed is the replacement of surface parking lots with strategically located parking structures sized to accommodate parking demand; Greater Trenton and the Trenton Parking Authority have partnered to investigate the feasibility of a parking structure on property owned by the State of New Jersey in close proximity to the new Taxation building. The parking garage feasibility study is expected to be completed in late February or early March 2018.

7.2 FUTURE GOVERNMENTAL AND PRIVATE LAND USES

7.2.1 West State Street Area

This area is not applicable to this specific Project so there is no impact to this particular item.

7.2.2 Capitol Complex and the War Memorial

This area is not applicable to this specific Project so there is no impact to this particular item.

7.2.3 State Street/Commons Area

This area is not applicable to this specific Project so there is no impact to this particular item.

7.2.4 Riverfront District

The proposed site concept introduces urban design elements that have been absent from the original super-block site. By respecting the current Master Plan street grid, the project introduces direct vehicular and pedestrian access to both the Taxation Building and existing Labor Building. The Taxation building edges are placed along landscaped public sidewalks and a new public plaza. An active landscape design will encourage and direct movement from the S. Warren St. corridor, as well visitor and employee arrival from the existing surface parking areas.

7.2.5 Mill Hill Neighborhood

This area is not applicable to this specific Project so there is no impact to this particular item.

7.2.6 Train Station

This area is not applicable to this specific Project so there is no impact to this particular item.

7.2.7 Old Trenton Neighborhood

This area is not applicable to this specific Project so there is no impact to this particular item.

7.2.8 Battle Monument Area

This area is not applicable to this specific Project so there is no impact to this particular item.

7.2.9 West Hanover Street/Canal Neighborhood

This area is not applicable to this specific Project so there is no impact to this particular item.

7.2.10 Parking Facilities

No new parking is required with the Taxation Project. State parking requirements for staff will be met within existing lot, and overflow visitor parking from nearby garages and the Perry Street shuttle. Surface parking lots are not recommended. Proposed is the replacement of surface parking lots with strategically located parking structures sized to accommodate parking demand; Greater Trenton and the Trenton Parking Authority have partnered to investigate the feasibility of a parking structure on property owned by the State of New Jersey in close proximity to the new Taxation building. The parking garage feasibility study is expected to be completed in late February or early March 2018.

7.2.11 Housing Opportunities

The Riverfront District is planned as a mixed-use development with residential interspersed with office and retail uses. The Taxation Building serves as an office use in the area.

7.3 EXISTING BUILDINGS

Demolition of the existing Taxation was excluded from further consideration at the current time and disposition of the property is being considered under a public request for proposal (RFP) process. By eliminating obsolete office space and reducing the square foot per State employee, the project paves the way for future development sites without removing parcels from the City's tax rolls and without using the valuable, potentially tax-incentivized private development parcels in the City closer to transit.

7.4 CONSERVING THE PUBLIC ENVIRONMENT

7.4.1 Streets

The existing Labor Building site is characterized by a large front lawn area, an automobile forecourt, and a significant setback of the Labor Building from the street. One important goal for the Taxation project was to transform this site with a more urban-centric design. This goal is achieved by placing the new Taxation Building parallel to the existing Labor Building and positioning it close to its frontage on John Fitch Way. This strategy allows the parcel to have a full site frontage on the existing street and to have frontages also on the future Route 29 relocation and the S. Warren Street extension. It also allows both buildings to be recognizable destination points with entrances on existing and future streets as well as the plaza. In addition, this positioning of the new building allows for the development of a major urban site amenity, a new public plaza positioned between the two buildings.

7.4.2 Walkways

The proposed design begins to establish the Riverside District urbanistic streetscape of ample public sidewalks, street trees and street tree planting zones in a way that can be consistently applied to future development of a pedestrian-focused streetscape.

7.4.3 Parks and Other Public Spaces

The new plaza between the buildings provides an urban-scaled amenity to this site while allowing appropriate sunlight and views for both buildings. As a shared public space, the plaza provides major opportunities for public art installations and the potential for programmed activities. Use of the plaza as a destination point and by occupants of both buildings will be encouraged with seating provided both by benches and fixed tables and chairs.

The landscape design in the plaza will include indigenous species of plant materials that support a significant outdoor space that is both comfortable and inviting, but also

urbanistic in its nature. Exterior site lighting will be provided to help make the space comfortable and secure

7.4.4 Maintenance

Design is predicated on timeless, robust and easily maintained materials. The State of New Jersey will maintain the building and property associated with the Project.

7.5 HISTORIC AREAS

7.5.1 Design Controls

The project site is in a Type II zone which was originally proposed with a maximum 6 story building height. A subsequent Hillier memo from 11/21/2006 permits CCRC to allow higher buildings. Lower Assunpink Creek Redevelopment Plan actually encourages high rise, more dense development at 12 stories or 140'. The building massing, as it is proposed, takes its cues from the Labor Building by aligning and closely matching the footprint of its neighbor, but steps down in height from the Labor Building and towards Assunpink Creek as recommended by the Capital District Master Plan.

7.5.2 Recommended Improvements

a. Mill Hill Historic District

The project is not located near this area, therefore has no impact.

b. West State Street Historic District

The project is not located near this area, therefore has no impact.

c. South Warren Street

The project plan respects and maintains the ability for future Warren Street extension in accordance with the CCRP and Trenton 2050 Master Plan. The construction of the Warren St. extension is outside of the Taxation Building project scope and will be designed and constructed by local authorities having jurisdiction when highway alignments may proceed.

d. Old Trenton Neighborhood

The project is not located near this area, therefore has no impact.

7.5.3 Summary of Development Opportunities

Please see responses above.

8.0 RELOCATION PLAN ELEMENT

8.1 RESIDENTIAL RELOCATION

As defined by the CCRC, this Plan Element is not applicable to this facility since there are no existing structures on the Site. It is an existing parking lot. Nobody will be displaced as a result of this development. The Project will have no impact to this aspect of the Renaissance Plan.

8.2 BUSINESS RELOCATION

As defined by the CCRC, this Plan Element is not applicable to this facility since there are no existing structures on the Site. It is an existing parking lot. Nobody will be displaced as a result of this development. The Project will have no impact to this aspect of the Renaissance Plan.

CAPITAL CITY REDEVELOPMENT CORPORATION
FY18 FINANCIAL STATEMENT, as of January 31, 2018
(Prepared by Treasury Administration)

ACCOUNT AND DESCRIPTION	FY17 COSTS	FY18 BUDGET	FY18 YTD EXPENDED	FY18 PROJECTED REMAINING EXPENSES
Account 12-Salaries				
Salaries	0	0	0	0
Fringes	0	0	0	0
Sub-Total	**0**	**0**	**0**	**0**
Account 21-Printing and Office				
Copier Rental and Supplies	0	0	0	0
Sub-Total	**0**	**0**	**0**	**0**
Account 33-Insurance				
Property & Casualty - Hartford Insurance Co	2,223	0	0	0
Officers & Directors - ACE Insurance Co	5,000	5,031	5,031	0
Sub-Total	**7,223**	**5,031**	**5,031**	**0**
Account 36-Professional Services				
Auditing Services	2,450	4,900	0	4,900
Sub-Total	**2,450**	**4,900**	**0**	**4,900**
Account 38-Other Services				
Other	0	1,000	0	1,000
Sub-Total	**0**	**1,000**	**0**	**1,000**
TOTAL	**9,673**	**10,931**	**5,031**	**5,900**

Resources:	
Balance in the State account	114,333
Balance in CCRC Bank Account	77,644
Total Resources	**191,977**