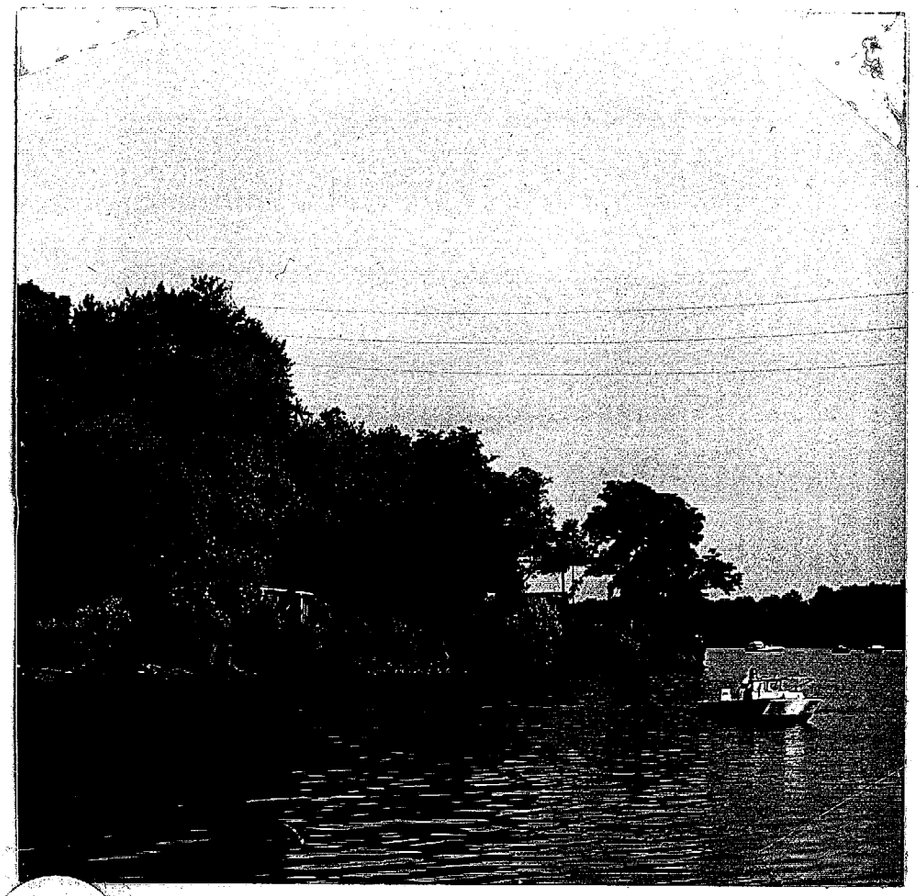

Delaware River

Waterfront Park & Marina

Trenton, New Jersey

HD
266
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1988

AUTHENTICATED
U.S. GOVERNMENT
INFORMATION
GPO

Delaware River
Waterfront Park & Marina

U.S. DEPARTMENT OF COMMERCE NOAA
COASTAL SERVICES CENTER
2234 SOUTH HOBSON AVENUE
CHARLESTON, SC 29405-2413

Property of CSC Library

HD266.N5 D45 1988
OCT 20 1997

Planning Study Prepared for the

City of Trenton
Department of Housing
and Development

Schlesinger Associates
Landscape Architects Land Planners

William Rogan, Architect

Aluzzo Engineering

September, 1988

This report was prepared under contract with the New Jersey Department of Enviromental Protection, Division of Coastal Resources, Bureau of Planning and Project Review with the financial assistance of the U.S. Department of Commerce, National Oceanic and Atmospheric Administration, Office of Ocean and Coastal Resource Management, under the provisions of the Federal Coastal Zone Management Act, P.L. 92-583, as amended.

Introduction

The purpose of this planning action is to study the feasibility of increasing public access to and enjoyment of the Delaware River waterfront in the southern portion of the City of Trenton.

This study looks specifically at the area between the existing Marine Terminal Park and the Trenton/Hamilton Township border to the South, investigating the practicality of expanding the existing boat launch, rehabilitating the marina, improving the existing bikeway/pedestrian walkway, and providing additional passive recreational opportunities along the riverfront.

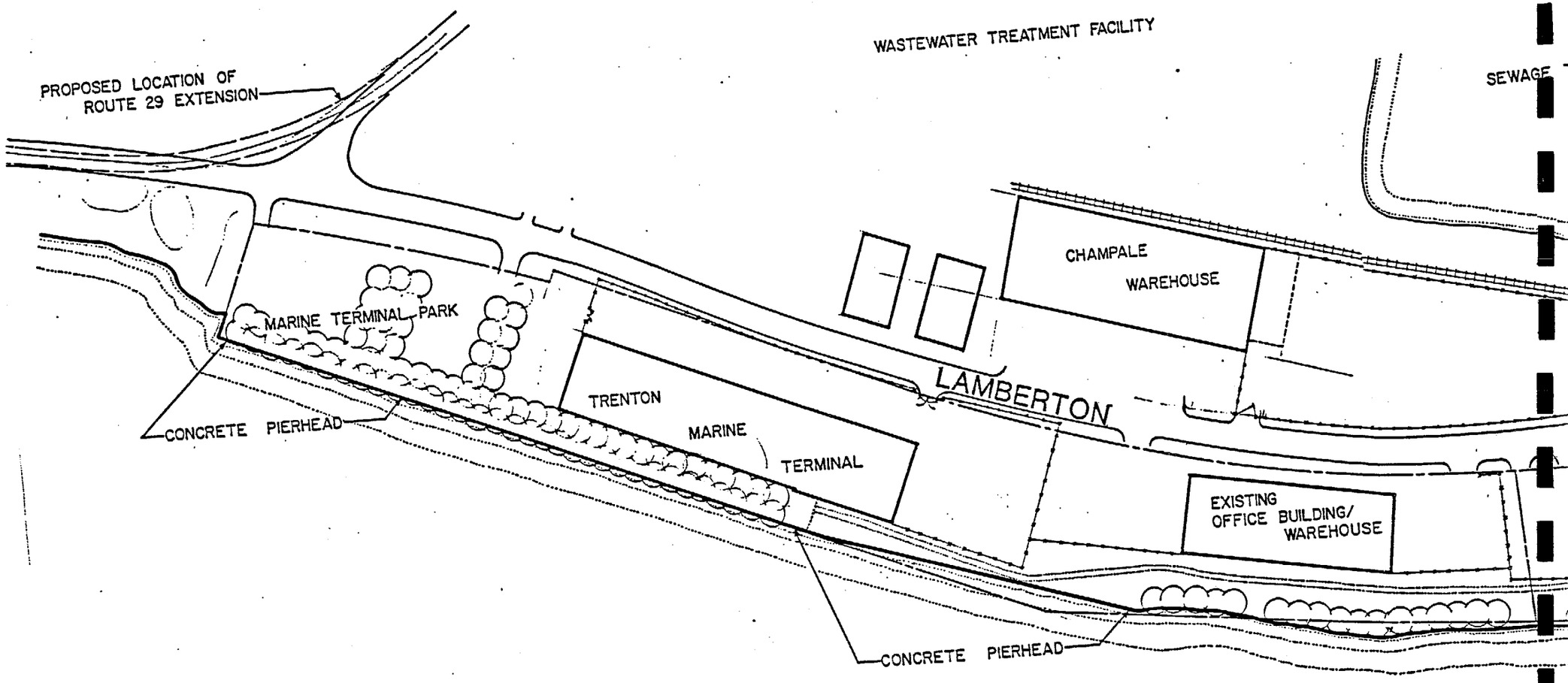
The relationship to the Rules for Coastal Resources and Development has been defined herein to insure that this study and the implementation of recommendations will further the goals of the Public Access to the Waterfront policy, enhancing both visual and physical access to the Delaware River. The project should also refocus attention to the special assets of this site, and meet some of the larger recreational needs of the City. It is anticipated that suggested improvements will stimulate private investment in the area, promoting the goals of the Special Urban Areas policy of the Division of Coastal Resources.

Significant Features

The Project Site consists of the land along the Delaware River, on both sides of Lamberton Street, in the southern portion of the City of Trenton. On the waterfront side, it extends from the Marine Terminal Park to the Trenton/Hamilton Township border. Landward, adjacent areas include a municipal waste-water treatment facility, several warehouses, a parking area and woodlands.

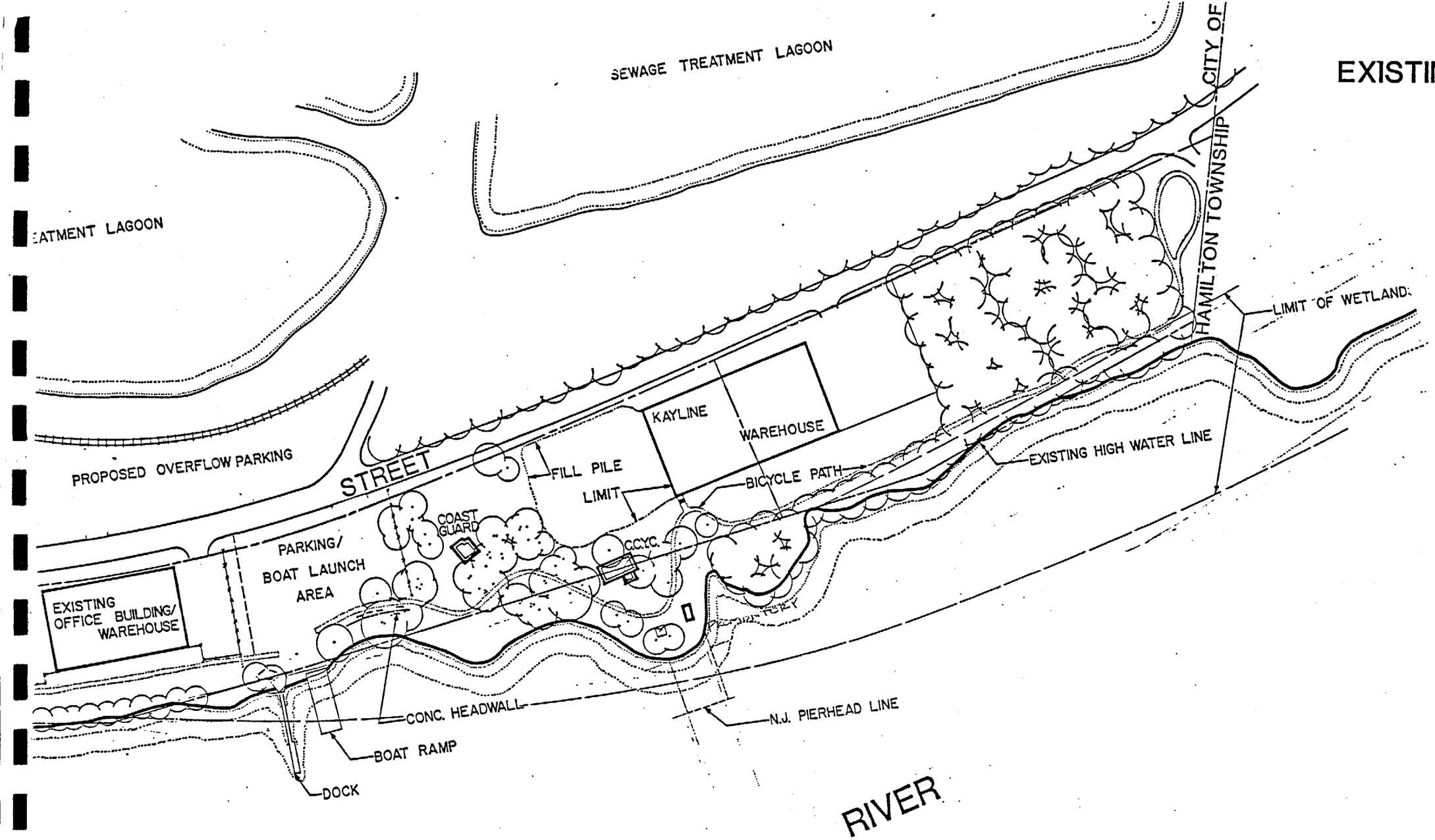
Existing man-made features along the waterfront, from the north, include:

1. The Marine Terminal Park, a developed public recreation site, in fair condition.
2. A marina facility, with boat docking, service and sales operation, a warehouse and outdoor boatyard.
3. Two relatively new structures for warehousing and office space, with accessory parking.
4. A public boat launching ramp with a floating dock, accessory parking and overlook seating, all in poor condition.
5. A small frame structure, housing the Coast Guard Auxiliary, in fair condition.
6. Two frame structures used by the Capital City Yacht Club; the smaller in very poor condition - the larger, good condition.
7. The Kayline Warehouse, with accessory parking area, and an expansion area presently covered with fill for compaction.
8. The riverfront bicycle path, an asphalt walkway parallel to the shore and terminating in a loop at the City/Township line, in fair condition.


PROPOSED LOCATION OF
ROUTE 29 EXTENSION
WASTEWATER TREATMENT FACILITY
SEWAGE
CHAMPALE
WAREHOUSE
MARINE TERMINAL PARK
TRENTON
MARINE
TERMINAL
LAMBERTON
CONCRETE PIERHEAD
EXISTING
OFFICE BUILDING/
WAREHOUSE
CONCRETE PIERHEAD

DELAWARE

EXISTING SITE



Proposals for man-made additions in the area include:

1. A highway interchange with the proposed Route 29 extension to the north of the site, west of Lamberton Street.
2. An expansion of the Kayline Warehouse to the north, with additional accessory parking north of the expansion.

Significant natural features along the waterfront, from the north, include:

1. Trees and underbrush between the bicycle path and shoreline.
2. Open grassed areas with mature locust and sycamore trees, south of the existing boat launch parking area. The existing bank is four to eight feet above the waterline in this location, depending on the tidal flow.
3. A higher knoll in the vicinity of the Yacht Club structures, eight to twelve feet above the waterline, per the tidal flow.
4. A wooded and overgrown bank between the bicycle path and shoreline, in the vicinity of the Kayline Warehouse.
5. Woodlands between Lamberton Street and the shoreline, portions of which are designated wetlands. Several areas of standing water occur in this area, with drainage ways from the street.
6. An overgrown area without trees at the terminus of the bicycle path, near the City/Township line.
7. The high-water line along the entire length of the Project Site has been impacted by filling and construction.

Proposed Waterfront Park

The proposed development is designed to improve the opportunities for boating and recreation at the waterfront of the Delaware River.

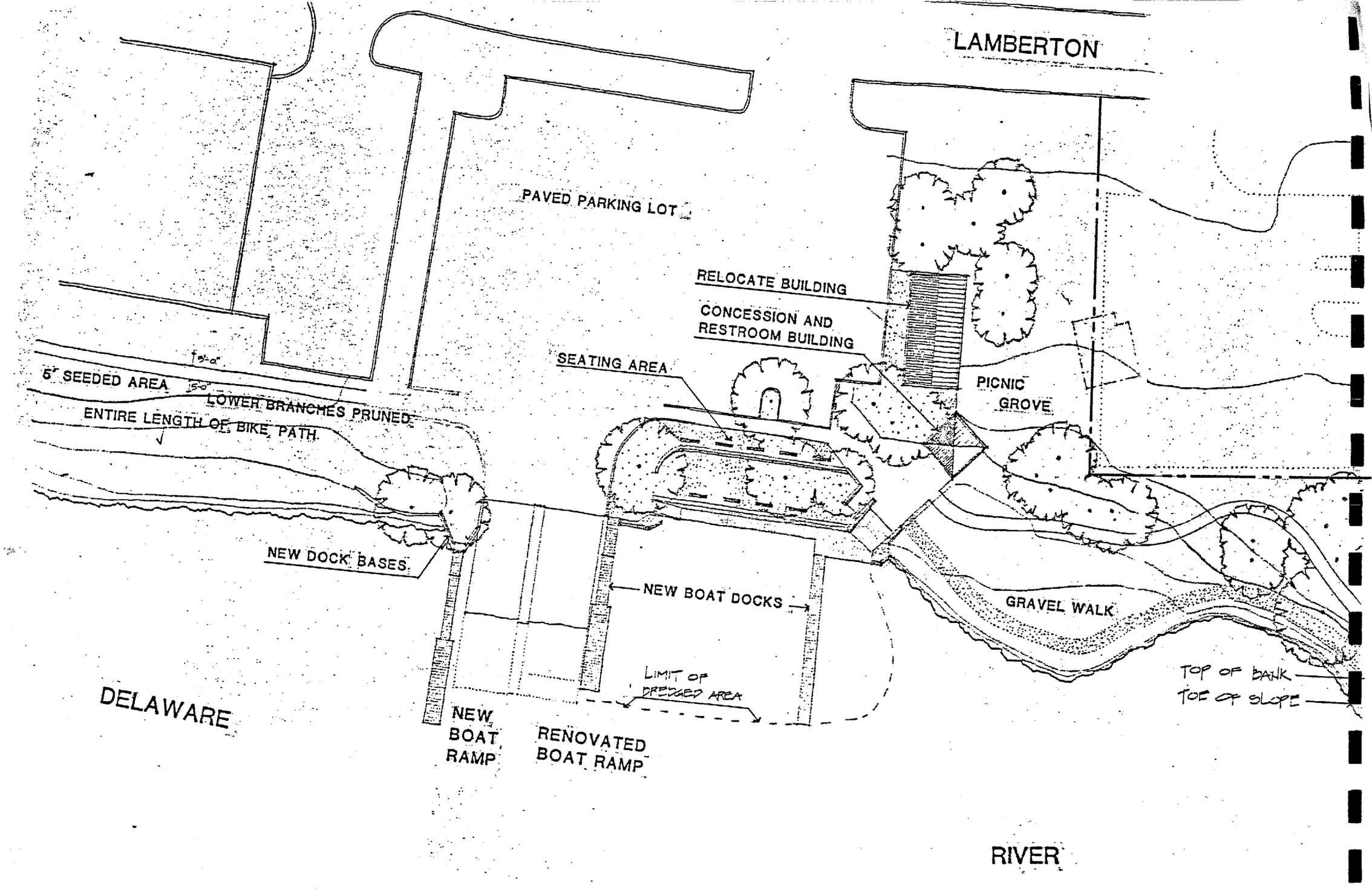
Access to the river will be increased by the rehabilitation of the existing boat ramp with the installation of a second boat ramp, two new docks, and improved parking. The park will also provide new seating and viewing areas at the water's edge. A concession/restroom building with paved seating area and picnic grove will serve boaters and residents of Trenton.

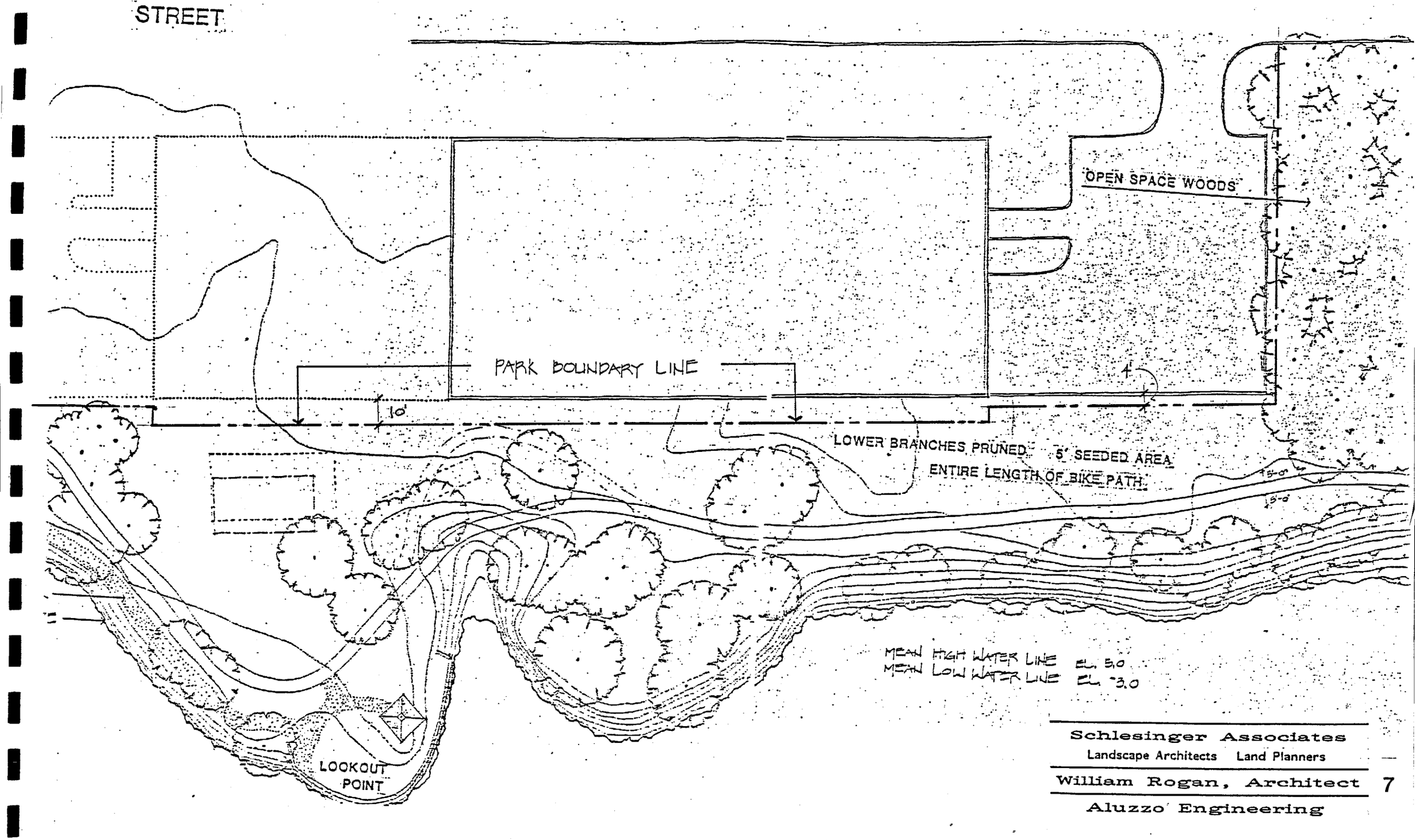
The relocated Yacht Club Building will be renovated as a base for the local Coast Guard Auxiliary, and as a meeting room for civic groups.

The bicycle path will be improved along its entire length by adding a five foot grass area on the water side to permit better maintenance, and by pruning the lower branchs of trees to allow for views of the river. A new gravel path is proposed at the water's edge in the development area.

The remainder of the riverfront is to be preserved in its natural state as a contrast to the walls and structures on the land-side of the park. The dense wooded area at the south end of the park is indicated as permanent open space.

The following plan illustrates the location of recreational facilities. The site of the park should be dedicated for open space and recreational use to with 10 feet of the existing and proposed structures. The Park and Open Space Inventory of City of Trenton should be amended to include the Waterfront Park from the Marine Terminal Park to the City limits.


LAMBERTON
PAVED PARKING LOT
RELOCATE BUILDING
CONCESSION AND
RESTROOM BUILDING
SEATING AREA
PICNIC
GROVE
5' SEEDED AREA
LOWER BRANCHES PRUNED
ENTIRE LENGTH OF BIKE PATH
NEW DOCK BASES
NEW BOAT DOCKS
GRAVEL WALK
LIMIT OF
DREDGED AREA
TOP OF BANK
TOE OF SLOPE
DELAWARE
NEW
BOAT
RAMP
RENOVATED
BOAT RAMP
RIVER


STREET
OPEN SPACE WOODS
PARK BOUNDARY LINE
10'
4'
LOWER BRANCHES PRUNED
5' SEEDED AREA
ENTIRE LENGTH OF BIKE PATH
15'-0"
15'-0"
MEAN HIGH WATER LINE EL. 5.0
MEAN LOW WATER LINE EL. -3.0
LOOKOUT POINT
Schlesinger Associates
Landscape Architects Land Planners
William Rogan, Architect
Aluzzo Engineering

Discussion of Actions & Alternatives

The plan has been prepared with consideration for the following elements:

A. Existing natural site conditions and environmental features.
B. Existing and proposed man-made facilities.
C. City, State, and citizen input and recommendations.

BICYCLE PATH

Proposed action:

1. Rehabilitate bicycle paths; provide views of river.
   A. Prune lower branches of trees on river side of bicycle path for vistas to river.
   B. Plant grass strip 5 feet wide on water side of path to provide ease of maintenance and increased security.
2. Clear underbrush at southern end of existing bicycle path terminus.
   A. Install bollards at edge of boating activities area.

The alternative to this action was:

1. No action. This was dismissed because of:
   A. City's objective of increased public use of the bicycle path.
   B. Need to provide more security, particularly behind the warehouse/office structures.
   C. Needs of the City and adjacent owners for additional maintenance.

BOAT LAUNCH AND DOCKING AREA

Proposed action:

1. Repair and extend existing boat ramp.
   A. Resurface and patch as required.
   B. Extend into water additional 5' as permitted to prevent drop off of trailers.
   C. Provide sloped sides to prevent tire drop off.
2. Build new boat ramp.
   A. Locate between existing ramp and dock to allow single person entry and exit.
   B. Provide sloped sides to depression between ramps.
3. Rebuild existing boat dock base on shore.
   A. Stabilize existing stone base.
   B. Provide handicap access to dock.
4. Build second dock base and provide second floating dock at existing boat ramp.
5. Construct limited marina facility.
   A. Provide docks for boats to access the improved waterfront area.

Alternatives included:

1. Construction of a marina with docking, storage and service facilities. This alternative was dismissed because of:
   A. Lack of land-side area necessary to support a marina.
   B. A marina would limit the use of the site to relatively few boat owners rather than public use by Trenton residents.
   C. Lack of city maintenance and security required for marina operation.
   D. Current proposal for marina facilities to be constructed in Hamilton township in connection with the planned Duck Island incinerator and recycling plant.
2. No action. This alternative was dismissed because of:
   A. Poor condition of the existing facilities.
   B. It did not meet the objective of increased access to the water by the public.
   C. Inability of the City to maintain the area without improvements.

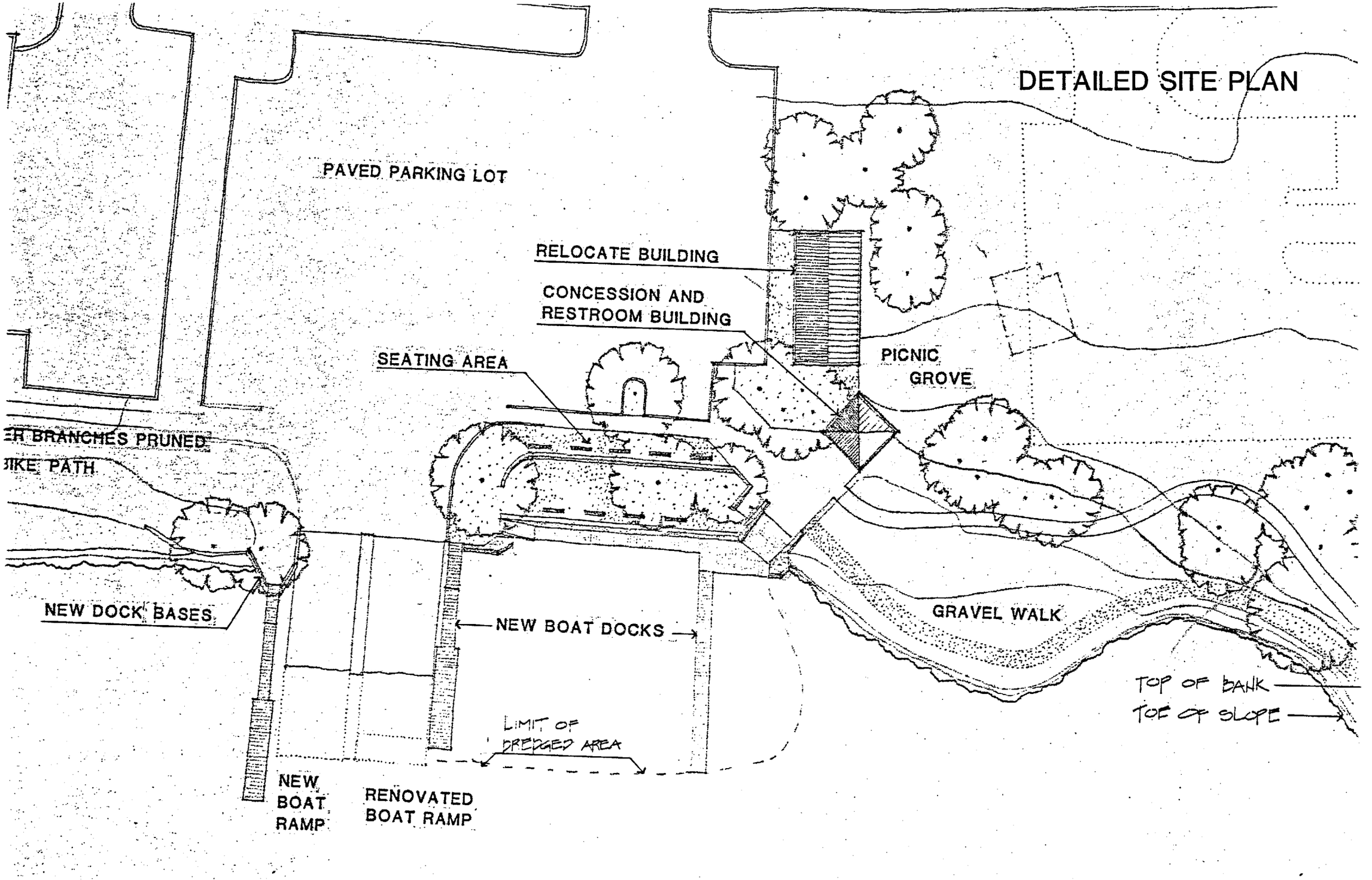
WATERFRONT ALONG THE DELAWARE RIVER

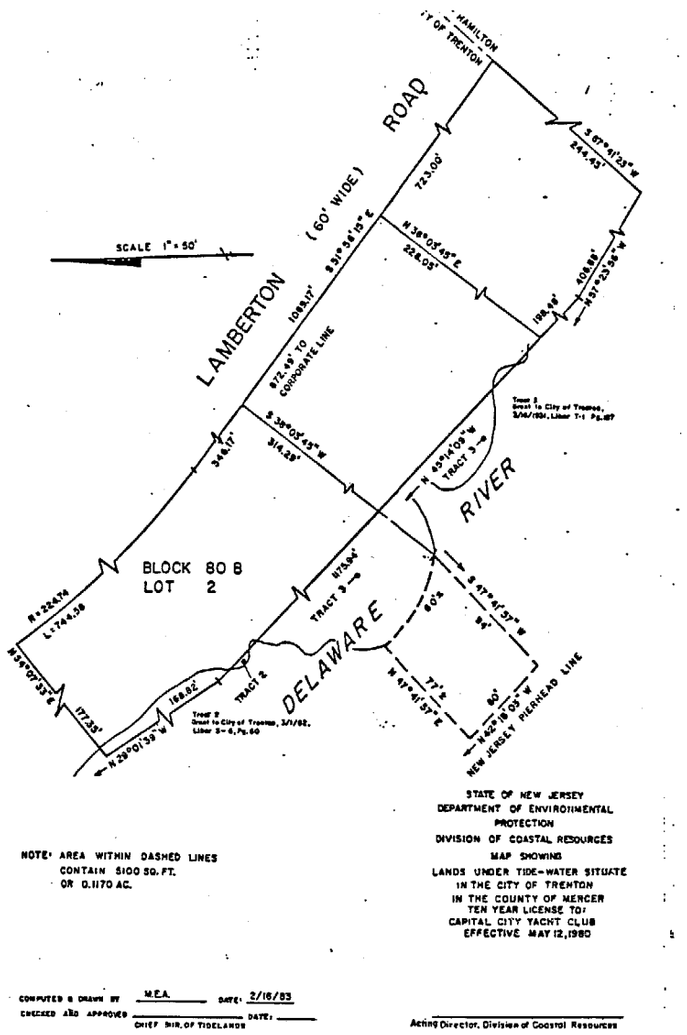
Proposed action:

1. Build overlook and walkway at water's edge.
2. Install seating and lighting.
3. Upgrade grass area and natural water's edge.

The alternatives considered for this action were:

1. Construct a promenade with hard surface paving at water's edge. This alternative was dismissed because of:
   A. Natural waterfront with limited construction was considered to be more consistent with passive activities.
   B. Natural features including large trees and grassed areas would be removed. This would be inconsistent the with objective of preserving remaining natural waterfront areas at the southern end of Trenton.
   C. More developed waterfront is planned in the Duck Island/Hamilton Township project.
2. No Action. This alternative was dismissed because of:
   A. A need for improvement of the Delaware River waterfront for public use.


DETAILED SITE PLAN
PAVED PARKING LOT
RELOCATE BUILDING
CONCESSION AND
RESTROOM BUILDING
SEATING AREA
PICNIC
GROVE
ER BRANCHES PRUNED
BIKE PATH
NEW DOCK BASES
NEW BOAT DOCKS
GRAVEL WALK
TOP OF BANK
TOE OF SLOPE
LIMIT OF
DREDGED AREA
NEW
BOAT
RAMP
RENOVATED
BOAT RAMP



FISHING PIER

Proposed action:

1. Relocate pierhead line to the south of existing permit area.
2. Provide floating removable dock for river fishing.
3. Clear underbrush and plant grass on land-side of fishing area.
4. Install limited number of picnic tables and trash receptacles.

The alternatives to this action were:

1. Install a fishing pier at the existing location. This was dismissed because of:
   - A. Steepness of the bank at this location. The area has been filled to provide an overlook at the water's edge. Extensive stair construction to the water would inhibit use by handicapped persons and complicate the removal of the fishing piers.
   - B. Conflict with the proposed use as a look-out point.
2. No action. This alternative was adopted because of:
   - A. Lack of vehicular access to fishing pier area for seasonal installation and removal of fishing pier and for the maintenance of the area.

PARKING LOTS

Proposed action:

1. Improve parking lots on both side of Lamberton Street.
2. Install railroad tie edging.
3. Pave lot at boat launch; paint vehicular and trailer spaces.
4. Plant landscape areas at street frontages.

The alternative to this action was:

1. No action. This alternative was dismissed because of:
   A. Need for improvements for more organized parking, security and maintenance.

NATURAL AREAS

Proposed action:

1. Establish wooded area as permanent open-space.
2. Clear dead wood and install path system.

The alternative to this action was:

1. No action. This alternative was dismissed because of:
   A. Need to preserve last remaining wooded area at southern end of Trenton.
   B. Designated wetlands area exists within portions of the wooded area.

PICNIC GROVE

Proposed actions:

1. Develop picnic grove adjacent to boat ramp area.
2. Close curb cut and access to Lamberton Street.
3. Plant screening at street frontage.
4. Install grills and picnic tables.
5 Provide limited recreation facilities, including:
   A. Flat grass area for volleyball
   B. Horseshoe pits
   C. Wooden play equipment

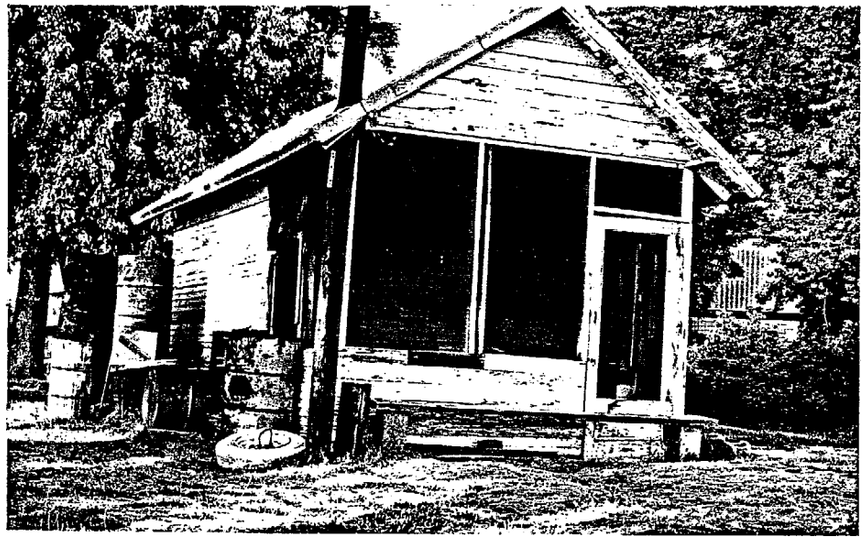
The alternatives to this action were:

1. Install picnic facilities along the bicycle path or wooded area. This action was dismissed because of:
   A. Need for easy access by public and maintenance crews.
   B. Remoteness from planned concession building and boat ramp activities.
2. No Action. This alternative was dismissed because of:
   A. Lack of picnic facilities for families and boaters.

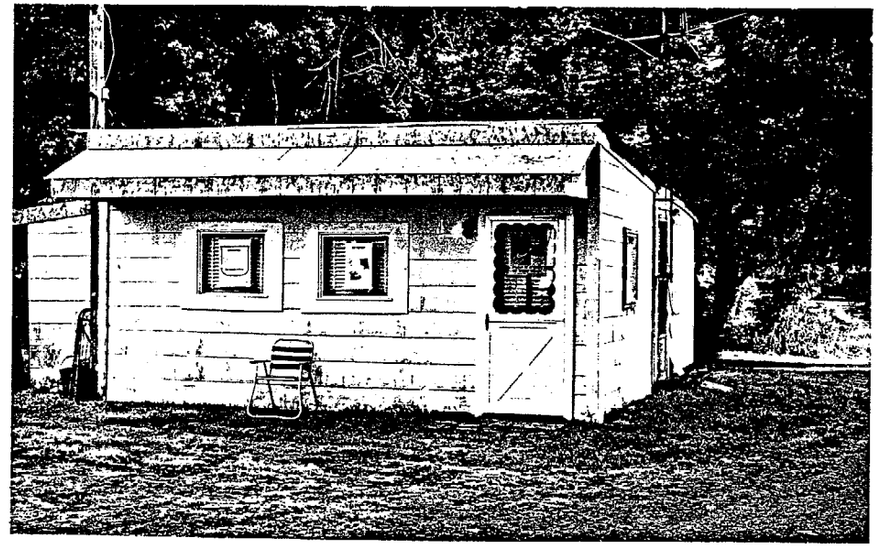
BUILDINGS

Proposed action:

1. Former Capital Yacht Club building to be relocated and renovated for use of the Yacht Club and civic groups, as a base for the Coast Guard Auxiliary to provide boat inspections, and as a control center for security forces.
2. Existing Coast Guard Auxiliary building to be removed after relocation and rehabilitation of larger structure.
3. Smaller structure in poor condition to be removed.

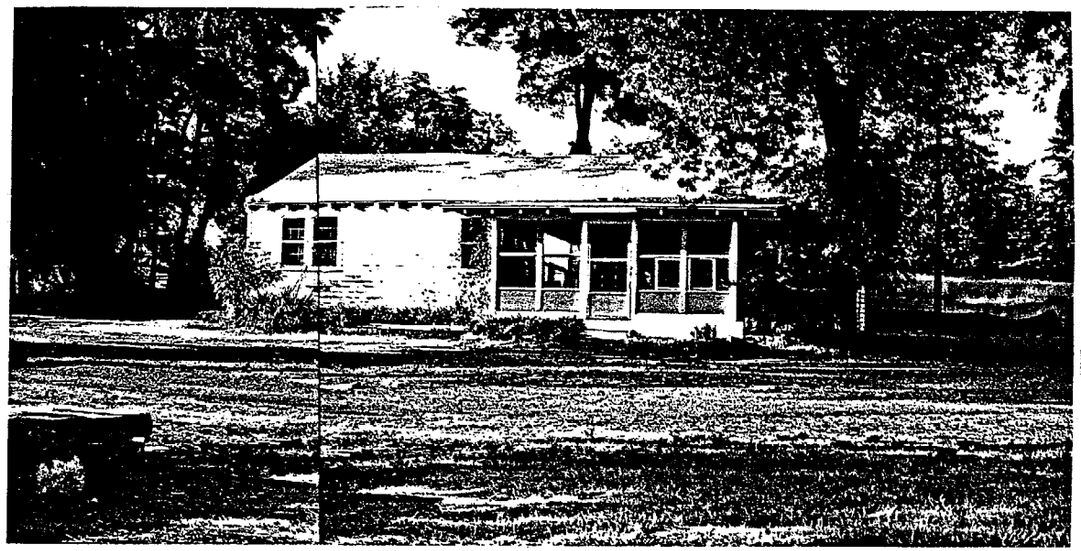


Yacht Club Outbuilding



Coast Guard Auxiliary

4. New structure to be constructed containing:
   A. Food concession
   B. Rest room facilities



Yacht Club

The alternatives to this action included:

1. Removal of all structures. This alternative was dismissed because of:
   A. Good quality and character of the Yacht Club building.
   B. Need for larger space for meeting and Coast Guard Auxiliary activities and security forces.
2. Reconstruction of existing Coast Guard Auxiliary structure. This alternative was dismissed because of:
   A. Limited space of smaller structure.
   B. Condition of the structure.
   C. Location of structure within area of planned Kayline parking lot.
3. Construction of new structure for all uses. This alternative was dismissed because of:
   A. Loss of character and space within existing structure in good condition.
   B. Excess cost for similar space.
4. No action. This alternative was dismissed because of:
   A. Poor and fair condition of existing structures.
   B. Location of two structures in areas remote from boat launching and parking lots.

MINUTES

PUBLIC HEARING-SEPTEMBER 7, 1988
DELAWARE RIVER WATERFRONT PARK & MARINA (BOAT RAMP)

Nelson Mayo of City's Division of Planning, opened the hearing by explaining the background and purpose of the Public Hearing, which was to study the feasibility of increasing the public access and improve the recreation opportunities of this area of the Delaware River Waterfront.

Jean Schlesinger, Planning Consultant for the Delaware River Waterfront Planning Study, presented to the citizens present preliminary recreational development concepts for the study area as follows:

.Repair and extend existing boat ramp

.Build additional boat ramp

.The proposed construction of a marina with docking/ storage facilities was determined not to be feasible for this site, due limited land area. In addition, a study funded by Mercer County Improvement Authority has recommended a marina in Hamilton Township along the Delaware River.

.Build seawall, steps, overlook to water and walkway at water's edge.

.Clear underbrush and upgrade grass area and natural water's edge.

.Relocate pierhead line (fishing pier) to south of existing area.

.Provide floating removable dock for river fishing.

.Clear underbrush and plant grass on land side of fishing area.

.Install picnic tables and trash cans.

.It is proposed that former Capital City Yacht Club building be relocated and renovated for use of the Yacht Club, civic groups and as a base for the Coast Guard Auxillary. Existing Coast Guard building to be removed after relocation and rehabilitation of Yacht Club building.

.It is proposed that a new structure be constructed containing food concession and restroom facilities.

.Develop picnic groves adjacent to boat ramp area and fishing area.

.Close curb-cut and access to Lamberton St.

.Install grills/picnic tables

.Provide low keyed recreational facilities including grass area, volley ball, horseshoe pits and wooden play equipment.

.Relocate bicycle path closer to river and clear eight feet on both sides of path with grass.

.Improve parking lots on both sides of Lamberton St.

.Plant landscape areas as street frontage.

.Retain existing wetlands.

The following points were made by citizens attending the Public Hearing:

.Concerns were raised about the maintenance and security if the proposed development were ever implemented. It was expressed by meeting participants that some type of maintenance and security plan should be part of the recreational development plan for this area.

.It was also recommended that a user fee be established for boaters using the boat ramp facilities.

.It was recommended that a landscaped buffer zone be developed between the Kayline property and the proposed picnic area.

.Signs should be installed directing location of bike-path and lights for concession area.

. Boat ramp area should be fenced with security gate.

Meeting adjourned at 9:15 P.M.

Statement of Compliance

The Master Plan for the Delaware River Waterfront Park and Marina is consistent with the Rules on Coastal Resources and Development as of February 3, 1986. The following rules apply:

Subchapter 3 SPECIAL AREAS

3.15 Intertidal and Subtidal Shallow

A. Improvements which involve subtidal and intertidal shallows are limited to the area from the existing dock boat ramp and boat ramp parking lot to the existing promontory at the present location of the Yacht Club structure. The improvements affecting shallows include:

1. Reconstruction of existing boat dock pierhead as more stable structure. No new fill will be required.
2. Construction of second boat dock pierhead for additional boat dock. New fill will be required to match existing pierhead.
3. Renovation and extension of existing boat ramp for approximately 5' to prevent sudden drop-off. New fill will be required - 5'.
4. Installation of second boat ramp to match existing facility to accomodate additional risers. New fill will be required - 5'.
5. Construction of new stock for use of boaters on the river to tie up and come ashore to new concessions and restrooms. Dredging will be required in the new boat dock area.

The proposed development, filling, and dredging may be permitted in accordance with the use Policy for the applicable water body type. The new dock facility will require dredging to the depth of approximately 5 feet over an area of 1000 square yards.

3.16 Filled Water's Edge

The existing filled water's edge consists of:

1. Boat dock pier.
2. Promontory built up from water's edge with wood supports and filled with soil. Soil cover is grass. Improvements are the construction of wall at sitting area above mean high water level, and steps from bank to mean high water level to access from boat dock at water's edge. No fill or dredging is required.

The waterfront portion of the site is developed as a water dependent use as overlook and waterfront park.

3.18 Natural Water's Edge - Floodplains

The natural water's edge will be preserved and undeveloped along the entire park with the exception of the improvements described in 3:15 A and B above.

The use within 100 feet of the navigable water body, the Delaware River, is water dependent as a boat launch and waterfront park. Recreational uses include boating, fishing, picnicing, sightseeing, walking and bicycling.

3.29 Coastal Bluffs

The land form along the river is predominantly natural water's edge sloping to the water with tree and underbrush cover along the bank. The improvements to be made to this area are described in 3:15 A above.

The presently developed area includes a sloped cut to the boat ramps and natural water's edge with intermittant groupings of trees or grass areas at the riverbank. The grass and trees are to remain. Other improvements are described in 3:15 B 1 - 7 above.

The promontory is described in 3:16 above. The improvement to the promontory is.the rebuilding of existing wood and debris retaining wall at existing location of promontory as permanent stone look-out and seating area. No fill or dredging is required.

The steep slope is to be stabilized to prevent erosion and used as an overlook of the river and boating activities.

3.38 Public Open Space

The area is owned by the City of Trenton, New Jersey and is dedicated to public recreation. The development will increase the capacity of the site to provide passive and active recreation at the waterfront. The improvements will enhance the appearance to the park area and allow for more effective maintenance. The park improvements will provide barrier free access.

3.41 Special Urban Areas

The City of Trenton is designated as a special urban area. The development of the park at the boat launch area and improvement along the bike path will provide expanded opportunities for urban residents to participate in active and passive recreation along the waterfront. These expanded uses include picnicing, fishing, sight seeing, vollyball, horseshoes, walking and jogging.

The natural water's edge will be a cool and relaxing environment during summer months. Increased maintenance and safety will encourage family use by local residents. Non-resident use, primarily of the boat ramp area, will be more orderly and subject to surveillance from the parking lot. All other drives and vehicular entries into the site will be closed off by curbing and planting.

Subchapter 4 GENERAL WATER AREAS

4.7 Large Rivers

The Delaware River is classified as a large river and is tidal from the Bridge Street bridge north of the site to its mouth at the Delaware Bay.

4.11 Acceptability Conditions for Use

The rehabilitation of the existing boat ramp and construction of new boat ramp is desirable because of heavy use of the facility by boaters of the region.

There is a scarcity of boat ramps in New Jersey in this area of the Delaware River. The additional parking space which the City has provided across Lamberton Street has increased the volume and capacity of usage of this site. There are delays and back-up to the street under the current limited conditions.

The shallows within the area of the location of the boat ramp are gradually sloping. There is no aquatic vegetation at the location.

b) Boat Ramp - conditionally acceptable, as it meets the following conditions: (a) there is a demonstrated need that cannot be met by existing facilities, and (b) they cause minimal practicable disturbance to intertidal shallows or subaqueous vegetation.

Public use ramps shall have priority over restricted use and private use ramps.

The boat ramps shall be constructed of concrete, and garbage cans shall be provided near the boat ramp to reduce litter on the site.

d) Dock and Piers (recreation) - conditionally acceptable, as it meets the following conditions: (i) there is a demonstrated need that cannot be satisfied by existing facilities, (ii) the construction minimizes adverse environmental impact to the maximum extent feasible, (iii) the docks and piers are located so as to not hinder navigation.

Floating docks will be installed. The length of two new docks will be the same as the existing facility. The height will be limited to a handrail of 3.5'. The dock width will be limited to 8 feet. No encroachment on navigation is anticipated.

The docks will be an aid to the recreational purpose of the launch area and public park. Maintenance will be required to remove and replace the docks each year.

f) Dredging - conditionally acceptable, as it meets the following conditions: 1) there is a demonstrated need that cannot be satisfied by existing facilities, 2) the facilities served by the new dredging satisfy the location requirements for Special Water's Edge Areas, 3) the adjacent water areas are currently used for recreational boating, commercial fishing or marine commerce, 4) the dredge area causes no significant disturbance to Special Water or Water's Edge Areas, 5) the adverse environmental impacts are minimized to the maximum extent feasible, 6) dredging will be accomplished consistent with all conditions described under Dredging - Maintenance (7:7E-4.11(e)2 (i) through (vi), as appropriate to the dredging method, 7) dredging will have no adverse impacts on groundwater resources, 8) an acceptable dredged material disposal site exists, 9) the dredged area is reduced to the minimum practical.

The dredging is required to allow sufficient water for shallow draft boats at the new docks and docking area. The anticipated area of dredging will be approximately 1000 sq. yds. to a depth of 5'. Specific information on the amount of dredge material will be determined at the time of construction design.

The City of Trenton has indicated it has dredge spoil disposal areas available. Permits for dredging and disposal of dredged material will require permitting by the Coastal Zone Division of DEP.

The description of the proposed action and existing shallow is contained in 3:15 B above. There will be impacts on existing aquatic vegetation at the south end of the dredge site and upon fish in the shallow during construction. These impacts will involve disturbance of habitat, increase in sedimentation and water turbidity. Time restrictions on construction should be observed to protect existing fisheries. The dock area will be an advantageous location for fish for spawning, growth and feeding after construction.

i) Filling - acceptable, as it meets the following conditions: (1) the use that requires the fill is water dependent, (2) there is a demonstrated need that cannot be satisfied by existing facilities, (3) there is no feasible or practical alternative site on an existing Water's Edge, (4) the minimum practical area is filled, (5) the adverse environmental impacts are minimized, (6) minimal feasible interference is caused to Special Areas.

Fill will be limited to new pierheads.

p) Outfalls and Intakes - Stormwater discharge pipe is existing on site of public recreation area. The parking lot will sheet flow into the river. All other areas have natural cover with no significant run-off.

Subchapter 5 GENERAL LAND AREAS

5.3 Coastal Growth Rating
The city of Trenton is an Urban Area Region and Development Region.

5.6 Acceptable Level of Intensity
The project is a Moderate Intensity Development:

Structures & Impervious Paving	Herb and Shrub Forest
23%	70%

Subchapter 7 USE POLICIES

7.3 Resort/Recreational Use Policies
The project includes boating, natural areas, open areas for active and passive recreation, linear path for bicycling.
(b) 1. Policy - The proposed project is a waterfront park on the Delaware River in the City of Trenton, NJ.

Subchapter 8 RESOURCE POLICIES

8.7 Stormwater Run-off
The existing outfall is transporting water from an adjacent city site. The run-off from the recreation area will be slight in grassed or forested areas; the parking lot for recreational use will sheet flow to the Delaware River.

The paving of the existing stone and gravel parking lot will increase the potential for more effective use of the boat launch area:
1. Parking stalls and directional lanes will be indicated on the paving.
2. Maintenance will be accomplished by machine sweeping.
3. Surface will remain level and free of erosion and potholes.
4. The concrete boat launch edges will have smooth transition to parking lot.

8.8 Vegetation
Vegetated areas will remain. New planting is proposed for disturbed areas.

Selective pruning of lower branches of trees and removal of debris and dead wood between the existing bike path and river to allow views of the water.

Removal of undergrowth immediately adjacent to bike path for a distance limited to 5' and reseeding with grass to allow for better maintenance and increased use of bike path.

8.11 Public Access to Waterfront
The project extends from the existing Marine Terminal Park at the north end of the site to the city boundary to the south.

The project site along the waterfront is accessible to the public.

8.13 Buffers and Compatibility of Uses
A ten foot buffer is to be maintained between the office/industrial use and receation areas.

The existing bike path is located approximately 20 feet from the rear of the buildings in the area. The proposed walkway at the development area has been located at the water's edge to avoid conflicts in use.

8.19 Flood-prone Use
The area is within the 100 year flood plan and is dedicated for purposes of public open space. A Stream Encroachment Permit will be required for this project.

RESOLUTION No. _____

Date of Adoption _____

Approved as to Form and Legality

_____ City Attorney

Factual contents certified to by

_____ Title

Councilman _____ presents the following Resolution:

RESOLUTION RECEIVING THE PLANNING GRANT STUDY FOR THE DELAWARE RIVER WATERFRONT PARK AND MARINA.

WHEREAS, the Division of Coastal Resources has provided the City of Trenton with a grant in the amount of $15,000 to study the feasibility of increasing public access and improve recreational apportunties along the Delaware River (Boat Ramp Area); and

WHEREAS, the City of Trenton entered into a contract with Schlesinger Associates of Princeton to do a recreational planning study for this area of the Delaware River; and

WHEREAS, Schlesinger Associates has adequately completed the planning study, which included recreational developments concepts; and

NOW, THEREFORE BE IT RESOLVED By The City Council of the City of Trenton that the Planning Study prepared by Schlesinger Associates for the Boat Ramp Area of the Delaware River is officially received by the City of Trenton and will be used as a guide for development.

RECORD OF COUNCIL VOTE ON PASSAGE

COUNCILMAN	AYE	NAY	N.V.	A.B.	COUNCILMAN	AYE	NAY	N.V.	A.B.	COUNCILMAN	AYE	NAY	N.V.	A.B.
CIPRIANO					STUBBLEFIELD					ARMENTI				
CONTI					WALDRON					President				
ROBINSON					YUHAS									

X—INDICATES VOTE A.B.—ABSENT N.V.—NOT VOTING

Adopted at a Meeting of the City Council of the City of Trenton, N. J. _____

_____ President of Council

_____ City Clerk

Prepared by

Schlesinger Associates
Landscape Architects Land Planners

William Rogan, Architect

Aluzzo Engineering

1 Academy Street Princeton, NJ