



BALANCE • DIVERSITY • VIABILITY • AFFORDABILITY

PRINCETON FUTURE

COMMUNITY INPUT OPEN MEETING #4, SEPTEMBER 17, 2022

NO ONE KNOWS THE COMMUNITY BETTER THAN THE PEOPLE WHO LIVE, WORK AND PLAY HERE! YOU CAN PROVIDE VALUABLE KNOWLEDGE. WE INVITE YOU TO HELP US TO SET THE AGENDAS OF OUR UPCOMING SERIES OF COMMUNITY LISTENING SESSIONS BY SHARING YOUR THOUGHTS TODAY.

What Areas of Princeton Are Most Susceptible to Change



7 Focused Areas

- The North Harrison Area
- The Westminster Choir and Harrison
- The Broadmead Butler Area
- The Witherspoon Corridor
- The Downtown Area 1
- The Downtown Area 2 and Jugtown
- The Lower Alexander Area



OVERLAY MAPPING

Susceptibility to Change

Using four markers, **red, orange, yellow and green**, notate on the tracing paper overlaid each of the seven maps your Susceptibility To Change Analysis reflecting a potential to change.

Each team will have a maximum of 10 to 12 minutes to review each map and notate your areas of susceptibility. Then the teams will rotate to another table and complete the same exercise.

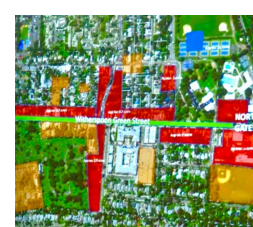


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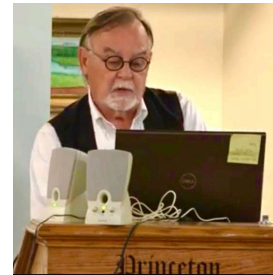


Katherine Kish, Princeton Future

My name is Katherine Kish and I'm happy to welcome you all after, after what I hope was a very good summer! I believe The light is changing in the morning and the area is changing. So, it's time to get back to school. To get back to work. You may have noticed that the library is doing a big book sale today so we're in a new place. And you know what, it is change. If we're being philosophical, we would say that life is based on nothing but change.

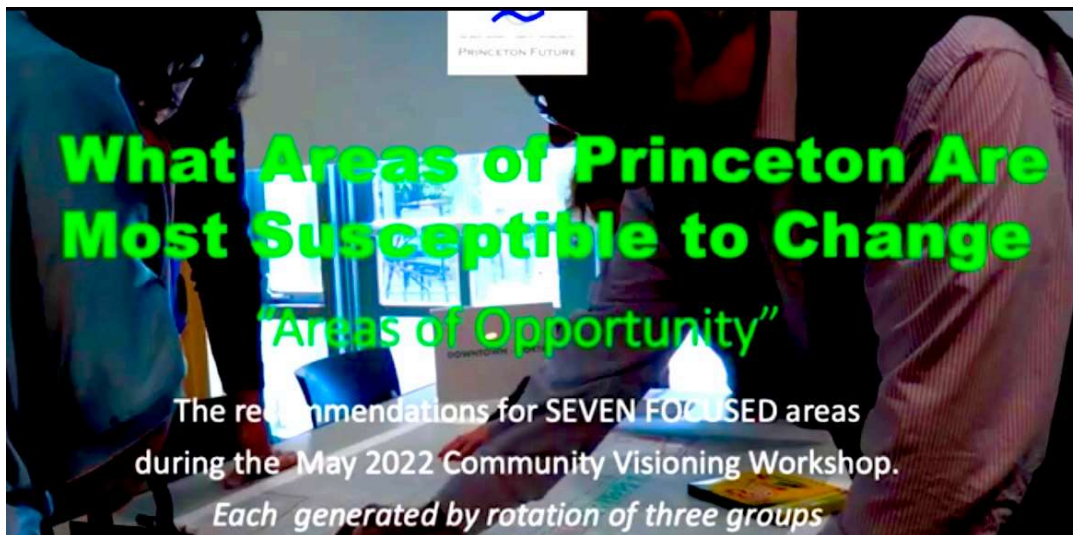
We also know that the earlier that people get involved in change, the more comfortable they are and the more ways they can help shape the process. With that in mind, we are excited to pick up where we left off at the meeting on April 30. How many of you were here for the April meeting where you marked up the maps? Okay, good. That's great. Many of you came together on that day to get a bird's eye view of Princeton on maps, moving along the tracing paper that was over the maps. You were able to identify and mark areas that you thought could be susceptible to change.

Over the summer, Tony Nelessen and his colleagues went to work on what you've identified together.. We are so lucky to have him as a resident of Princeton. I am very pleased to introduce Tony who will discuss seven areas of potential change.



Tony Nelessen, Princeton Future

Good morning, everybody. It was a really, really interesting experience for me to see the results of what was done, and, then, to synthesize those things. If you remember, we laid all these seven maps on a table, groups of people went around to each of the sets of maps. They had about 10-15 minutes on each map. Then, the next group came. After that, the next group came. We were able to go through three groups of people looking at the maps to determine what was the susceptibility to change.



Now the agenda for today is really big. And, by the way, we have a videographer today. There will be video videotape. I want to start basically with an introduction, and then a short, edited video summary of kind of a long 90-minute video of what we did for two and a half hours. And, then, I'm going to start with each of the areas. lanes in as part of it. We didn't get we got a couple of little notes on there, which I translated. So we thought we could have a dog park and other people thought it would be a good place for a Dicky stop. But that was it. That's all we got. Now. There were some general comments literally put on almost every now and those general comments were allowing us if you know that's accessory

We have 2 questions for our conversation today.

1. Did we get it right in the translation of that susceptibility to change?

And, then, the second thing is:

2. What do you think should happen in particular areas?

There are seven areas. One of the things that people had said to us 'Well, why didn't you include the rest of the town as a possibility?' That certainly can happen at some point in the future.

Here are some interesting statistics, which you probably all know, but this is pretty interesting.

INTERESTING STATISTICS

Population 2022:
31,872

Size:
18.1 Square Miles
11,584 acres

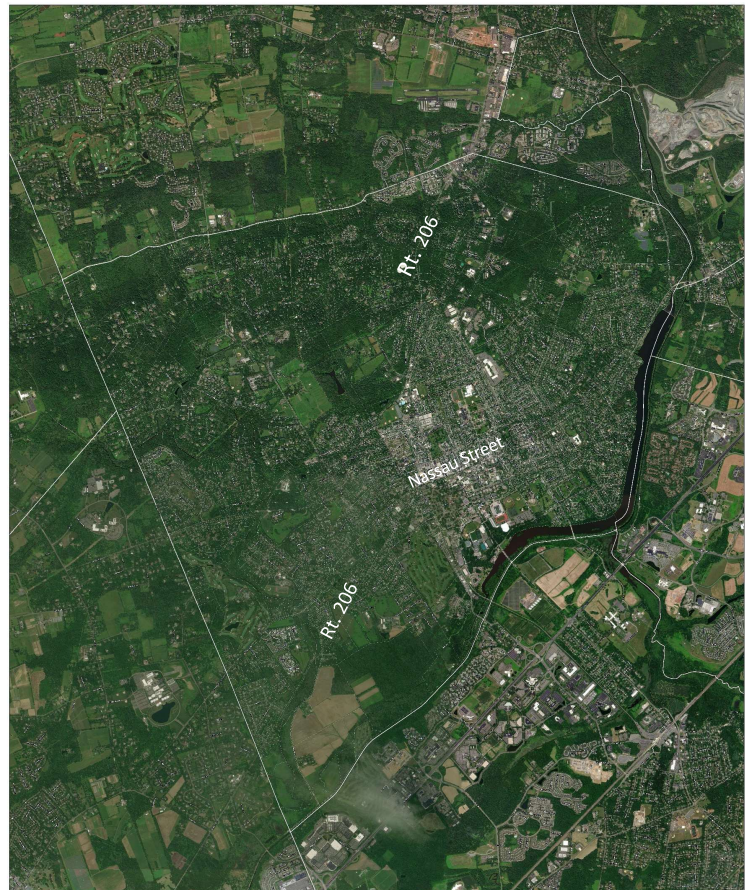
Median Household Income:
\$125,506 Ranked 83 across the
Garden state

16.8% of residents are
65 or older
7.8% of residents have
income below the
poverty line

40% of housing are
rented

Population of Princeton
is 0.3% smaller
than it was in 2020

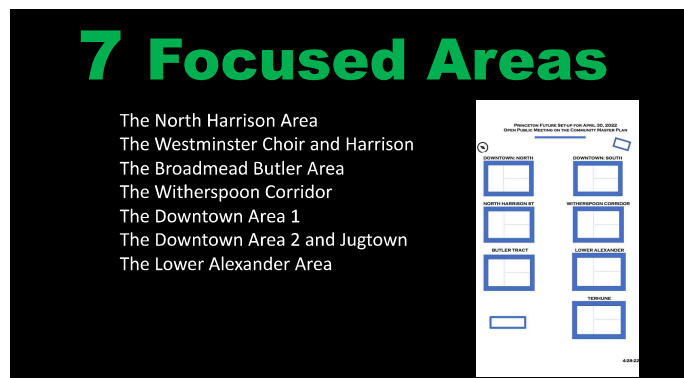
Princeton Aerial



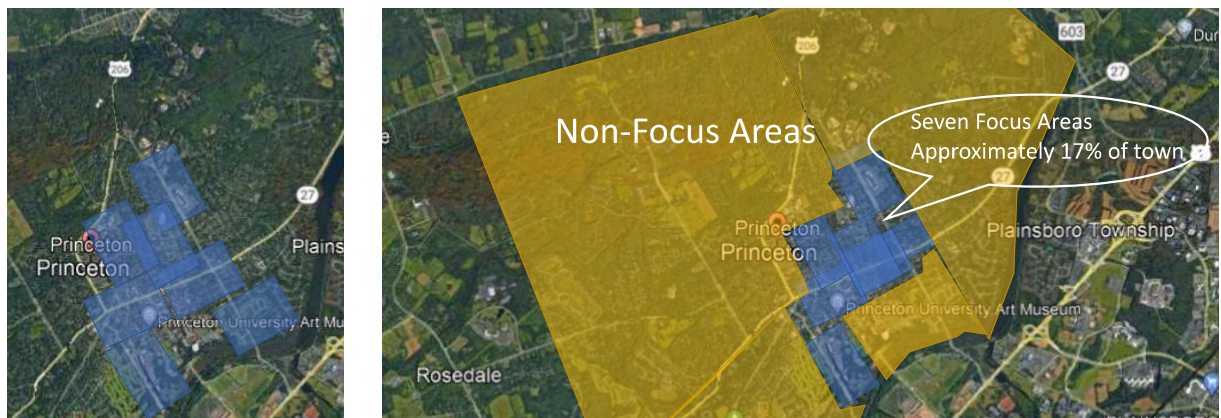
The population of Princeton has actually decreased. We have a population of not quite 32,000 on roughly 18.1 square miles, over 11,500 acres of land. Of which, by the way, the actual susceptibility to change maps included 17% of the town. Out of that about 5% is highly susceptible to change.

A median household income is \$125,000. It ranks 83rd across the Garden State. We are not the highest. We have a lot of residents, 17%, that are 65 and older. 7.8% of our population is under the poverty line. 40% of the houses in town are rented. And, 60% are owned.

The seven focus areas were laid out and here they are:



North Harrison first, then Westminster Choir College and sections of Harrison, Broadmead and Butler, the Witherspoon Corridor, Downtown Area One, Downtown Area Two, and, then, Lower Alexander. And what we did is we just laid out those areas. You can see the seven areas starting to appear in blue on the map here that were the focus areas that folks have spent their time looking at in great detail.



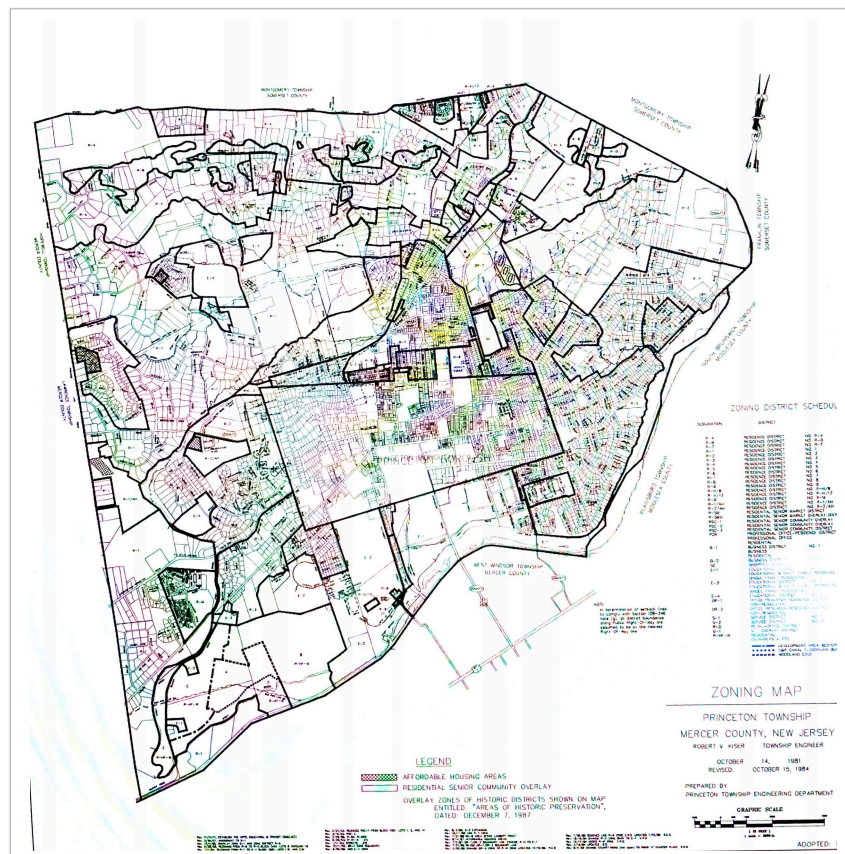
Now when you compare that to, you know, the whole town itself, the focus areas are only about 17% of the town. The general belief was in the design of this layout, that what we want to do is have enough time for people to look at certain areas more specifically. The non-focus areas are all the areas in yellow here. It was very interesting that one of the groups focused on all of those areas and came up with some general recommendations. But we'll focus primarily on those seven. Now the overlay mapping turned out to be to me really, really interesting.

We use four colors, and this, by the way, is something I have used in about 400 towns across the United States before I retired from my firm. There are the four-color markers: yellow, red, orange, and green. And, of course, each of the teams had a set of markers overlays: the color code **Green** means

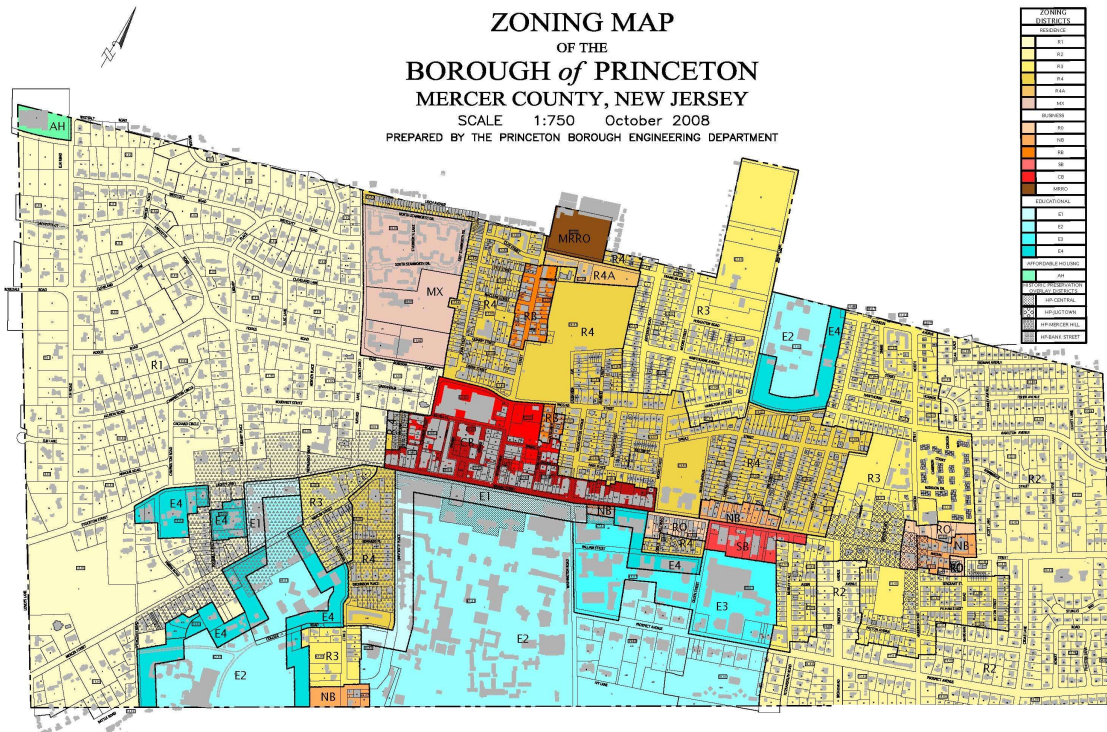
just leave it alone. **Yellow** means is a little work but not much. **Orange** means there's some signs of deterioration here and something should be looked at over time, and we should probably consider it and then you had the **Red**. Now, what I found was really interesting is that nobody, very few teams use the green or the or the yellow. They primarily focused on the red and the orange, which I thought was really good. It also saved a whole lot of time!

What we did: We took all the tracing papers and put one on top the other. We, then, carefully measured each of the pieces. Now again, we are looking for two responses from you today, if possible. One is we're going show you exactly how you can translate it. We cleaned it up. These maps are really messy. But beautifully messy! They are beautiful drawings. And, again, the question is: **Did we get it right?** And, the second question: **What should happen?** Every piece of property in town is controlled by Zoning. And the question is, if you designated an area as highly susceptible to change to what should the zoning be changed?

What is fascinating for me is that that second question was partially answered by some people. They just put a little note. But for most, it means that somehow or another, we need to change the existing zoning. And maybe in subtle ways or not so subtle ways: Land Use, in terms of what's allowed on it. And, of course the rules and regulations by which something gets built. Now, there are still two Princetons, which is really quite surprising to me. I was at the Town Council meeting last Monday when they talked about parking. They're still referring to the town as Boro and Township because they have never consolidated the zoning! Zoning still sits as two pieces. So you have the old Boro and the old Township. But there's a third one. The third one is all the E zones. The E zones are all the Princeton University pieces, all of the Westminster Choir College, the Theological Seminary. They're all in E zones, which is separately zoned. This is the Town's Zoning Map:



Now this is the Boro's zoning map, very complex, very difficult to read.



Still are Two Princeton's based on Zoning and many Regulations + additions and revisions

1. The Old Borough
2. The Old Township

+ SEVERAL "e" ZONES

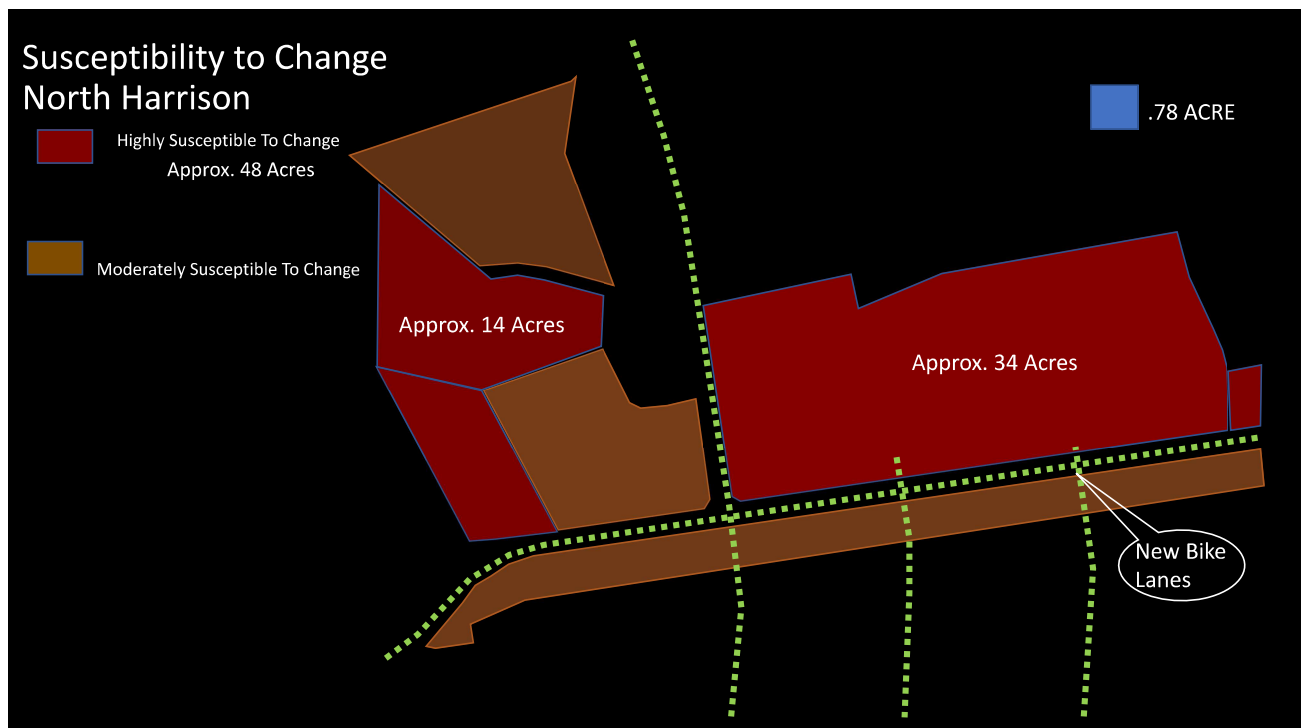
I've done the planning for the Witherspoon Jackson Neighborhood: **95% of the buildings in the Witherspoon Jackson area are non-conforming.** That means they do not meet the existing zoning code. They're just either too big, too small or what have you. It's pretty clear that when you start to think about what's going to happen in the future, the zoning needs to be changed in order to pull things either more into conformance.

North Harrison Street: Shopping Center/Terhune

So let me start first, with probably the easiest one, as you know, you know on North Harrison Street there's the shopping center and if you've been going by North Harrison, you can see that the that the drug store is coming out of the ground right now on a little pad on Harrison Street. And, in the back corner is where there's approval for a series of new housing units. And, then, Thanet Circle is also almost completely constructed at this point.



Now, here's what people showed to us. They said, "The entire area is an **area in need of redevelopment**, and I believe that the redevelopment plan has already been approved by the Township." So, you're very right on that. An interesting comment was, "Is it possible leave the center green?" I thought that was pretty interesting. But also look at Thanet Circle: It came up was highly susceptible to change... some of those big office buildings there. People also said, "Hey, there's a possibility that these should be up for grabs... something more should happen on that site." Now, one of the things that's pretty interesting about this is that the majority and I will not say all of it, but the vast majority of these areas are parking lots. And the opportunity is, for many of us, that **parking lots are like the land banks of the future**. What do we do with all of these parking lots that are out there? So, this is the Red and then, you add the second level, the Orange susceptibility area, the moderate susceptibility. Again, startling in some respects! The second level are the properties, the three properties you see here, but, also, the entire side of North Harrison Street came up as a possibility.



Now, then, the other things that people suggested were **Bike Paths** that came up as one of the changes. We're delighted to see you would like to see additional bike paths. So, that is pretty clear. Now just to give you some idea of how much land we're talking about here, on the one and these are just the red sites. That's all we could calculate this point: 34 acres for the for the shopping center site. Approximately 14 acres on the other side. Now remember, the town has got 19,000 acres. And although it looks like a really a big impact, those are relatively small areas. The little scale up above is a skill that we use to actually measure it. The scale is seven eighths of an acre. Now, listening to all of the things that people said, the second question was "Okay, we've got all this stuff. What do we do with it?"



And here's where I think I would really like to get some input from you guys, if possible. It was clear that we kept the new bike lanes...Some noted a need for a Dinky Stop...a Dog Park. There were general comments put on many of the maps: more affordable dwelling units, **allow ADUs** [accessory dwelling units] everywhere, **more bike paths, walkways and scooter lanes** and **more mixed-use affordable housing**. All have been themes that have gone through every area. And of course, that's sort of what is happening on the Shopping Center site now. My first question to you is, "What do you think? What should happen out here beyond the local corner which is going to have the Avalon Texas Donut in here in the southeast corner, and the site for the drugstore on the southwest corner? Any ideas in terms of what you think should happen here? Yes..."



Jill Weiner

I'm concerned about bike paths. I think it's great. We need them. But I don't understand what the zoning is about **What kinds of vehicles can be on the bike paths** because such **safety on sidewalks** is becoming an issue.

Tony Nelessen

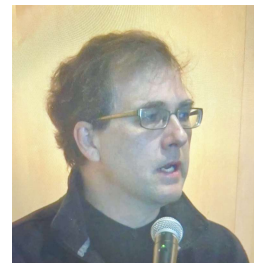
Indeed, it is. Inside the new zoning ordinances or in a form-based code, typically, there would be street sections. The new zoning codes have street sections inside of them for what they call A, B, C and D streets. That's how they tend to classify them. As a part of that section would be: How are we going to deal with bike paths? Bike lanes are an issue in town as we know. I mean, it's a big deal whether we have parking on it, you take the parking away, and that's not yet been resolved. I assume that before that, the Master Plan will come up with a new idea and, then, sooner or later, once the Master Plan is in place, I assume the Town will contract for the new Zoning. At that point, I think the street sections will include or not include the bike paths...

Jill Weiner

Will they include scooters and skateboards... or not.

Tony Nelessen

I would suspect that they would at this point. It would then be up to the Town Council who would have to approve the new zoning ordinances after the Master Plan is approved by the Planning Board. The Town would hire another consulting firm to rewrite the zoning and do the overlays on the zoning... and that has to be approved by Town Council. It's a double step process. Okay, any more thoughts?



Frans Coetzee

Sure. A couple of notes, so bike paths. I have kids and before they were 12, I wouldn't allow them to ride on the streets or the sidewalks. They were too narrow. What I find strange is to go to Amsterdam, bikes are not in the roads. Bikes have their own sidewalks. And, **sidewalks that are split in two**. What I don't understand, here on Valley Rd, they just went through this whole process of forcing the homeowners to put sidewalks on both sides of the street. We fight about that. I don't understand why, for example, one of those sidewalks couldn't be dedicated to bikes so you don't have to be removing trees to widen the street. Right? I think that part of what's going on is the need for dual use... I think yes, I understand that I am getting older and I don't want to kids riding skateboards on the sidewalk, but I can clearly see that you can split the sidewalks or make the sidewalk secure rather than taking parking away from the street. I think one of the problems that I see is people don't have dual use. The

other thing I've noticed is the call for a dog park. First of all, it's a very bizarre American thing [I am an American now! I have been here for 30 years, I don't understand you go for a walk with your dog, the dogs in Europe are off-leash and should be well-behaved. Now they want to put a dog park there. There are parks in Princeton that could for example, have between, say 9 AM and 12, dogs off leash. Kids are in school and the people don't have to drive to the dog park to a dedicated space. I feel like there's just not enough creative thinking. It's like okay, let's zone this. Now, let's force it on people over a comment made specifically about Harrison St. Those are actually some of the only affordable houses left in Princeton. I was at that point and at that table when the comment came up. People are saying yes, they see that things can be changed. But that doesn't necessarily mean quick changes. It simply means when you look at these things, people need to be very careful about what they say and how things should be changed for the better versus should it be up-zoned for greater density .

Tony Nelessen

Sure. Makes perfectly good sense. To the back, there. Yes.



Bill Moran

Basically, **when I've seen that many parking spaces, and when I've seen a one-story structure. I see room for lots of expansion and lots of ideas in terms of density housing, use of that space.**

Tony Nelessen

You know, it's a mantra that I've used in my entire professional career, that surface parking lots are the land banks of the future... and I think they chose this one, particularly though, going back to the to the original photograph. They chose the first phase of this in that back corner. Primarily just go here with bucks. I mean, shopping centers were designed at five parking spaces per 1000 square feet of retail, and, now, especially with things beginning to change... and at the next Princeton Future meeting we are going to talk about transit. We need to talk about transit. **If transit comes into place, then everything begins to change in terms of people's capability... of being able to move around the town without a car.** That's going to become critical. And, then, all of these parking spaces in some cases become irrelevant, and, then, they become even more available. But you're absolutely right.

Bill Moran

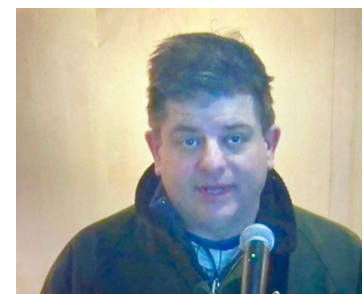
That was when that shopping center opened, there was a large department store and two full grocery stores. Right. So, talking about traffic.

Tony Nelessen

Oh, yeah. No, that would look on my question here. Sure. Yes, Josh.

Josh Zinder

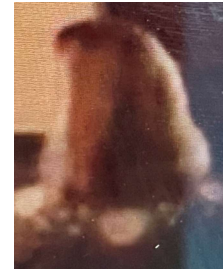
I was just gonna say that, if you go to your other diagram, where the last one you chose is susceptible to change with the bike paths. You know, I guess the question is really, when you talk about this, this is susceptible



to change or is the question that whether it should change because all the areas in red, except the one on the bottom left, you know, like you said they're under construction. I know that. That's part of the approval plan for the one that's on Terhune there. It has a dog park included in their plan you know. It has pathways cutting through it so that people could circulate through the project. You know, those projects have been approved. It'd be interesting to see sort of what this project is going to look like.

Tony Nelessen

Oh, absolutely. It would be great to be able to do that as a kind of a sketch idea. We are hoping to get the ideas here and then maybe start to do some complementary sketches and kind of incorporate the things which are there right now. But you're absolutely right. Yes.



A Mom

I don't know how many people here at school-age children, but **you cannot live in Princeton without a car and have your children play sports, or, do a sport or participate in activities.** That's not reality. So, I like the idea of bike lanes. But I live just on the north side of this map. I'm not biking to a McCaffreys to feed my family of five. I couldn't carry the milk. So, I like what you said about the transit concept because on that left side, we're going to have 200 families. And, seniors need to get around too. In the Shopping Center, if we had 200 homes, those are homes. I moved here from New York City. And you have two or three kids. You're going have two cars in that family... and when your kid turns 17, there's another car. **I have five cars.** I just think we need to think about how people live and **transit and transportation is a really big deal.**

Tony Nelessen

Oh, absolutely. I mean, I think the the next focus for Princeton Future is going to be on transit, and its transit, walking, bicycle cars, parking. Those are all together. It's clear. I mean, you're not going to go to McCaffrey's and walk back, maybe my wife would, but very few other people. We do.

Josh Zinder

My kids bike there. I mean, we've lived in Princeton 20 years, and more often than not, when my kids were going to the Shopping Center. They would walk or ride their bike. I mean, that was, honestly, that's why we live in Princeton, because of that having that kind of freedom for our family.

Tony Nelessen

Okay, we've got six more of these to go through. So let me thank you for the input we got on this one.

Westminster Choir & The North Harrison Street Area



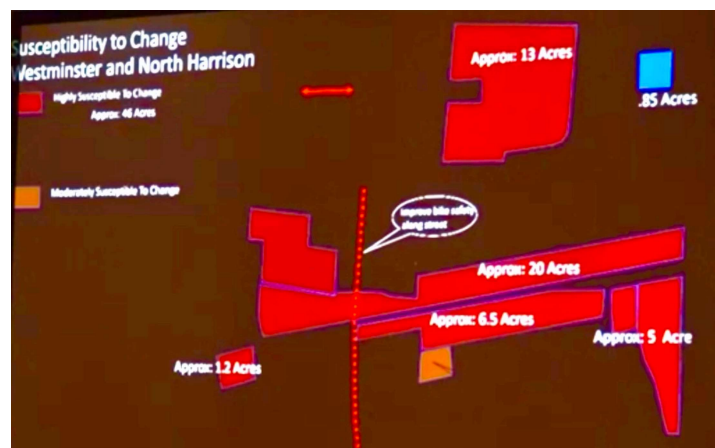
Now let me move on to the next one. The next one is the Westminster Choir College. Walnut... The High School is up above, Hamilton. You can see it's curved in the front. You have Franklin Avenue... More of Harrison Street and its link at the bottom right-hand side with the parking area of the Shopping Center. Then PFARS and the two houses that they own. That's also now highly susceptible to change. I don't know what the plans are for that one. Then, what was fairly interesting is that in the various groups, everybody thought this portion of the Westminster Choir College should be redeveloped one way or another.



That's where the town is now using it as a parking for overflow of employee parking. On some of the other maps, the entire site itself was included, but on this particular one, a half of it was included. Then it started to pick up interesting little pieces here, there and everywhere. But what was fascinating to me, is that certain portions of it in the previous map were orange and, on this map, North Harrison Street primarily went red.



There are many thoughts about what should happen on North Harrison Street from Nassau Street, all the way down to the Shopping Center. It was very interesting to see so much focus being put on Harrison Street. Again, people were very specific about looking at little lots and, again, included bicycle paths, but one person wrote: 'Can you actually make a connection to extend that street to Harrison Street?' Now, when we actually look at that map you can see that a lot of above is just about 13 acres...



and you can see the various acreages from the other pieces. So know what should happen? Let's start with the Choir College. It's clear, it is in litigation. There's a thought some people want to buy it. But the reality is at that you all told us that that site is one that is highly susceptible to change. What do you think should happen there or couldn't happen? The High School is right up above. Here is the front end where we come down Hamilton Street and there is that big, beautiful lawn. This is the cupola. And what is interesting is you carved it around and left the library. But all the rest of was marked as 'susceptible to change'. What do you think happens there, Josh?

Josh Zinder

Just a quick question: There wasn't a 'Do not alter' put on the campus lawn?

Tony Nelessen

No, there wasn't in this group. So this group is saying, focus on the back half of it, and primarily along North Harrison Street. So, what might be some of your thoughts on this one? Yes.

Bill Moran

It should not be turned over to Avalon Bay! [Laughter]

Tony Nelessen

Absolutely.

Frans Coetzee

Given that you have looked at the population. What are the projections for the second High School? My next thing is are we going to have to have one?

Tony Nelessen

I think that school is now going through a master planning process. No idea what they're going to do right now. Given the population is decreasing.

Frans Coetzee

Even with the affordable housing?

Tony Nelessen

All that has to be calculated as part of this overall new Community Master Plan. One thought is this might be a really good place for the extension of the High School...other thoughts? Sure,

Heidi Fichtenbaum AIA

I actually thought it'd be really cool to close Walnut Street because the Middle School is on the other side, and it would create a one large campus. At one time, they were going to take the Valley Road building down and make that a school. That was, you know, a couple of years ago, when the school board was looking at a big bond thing. But to me, it makes more sense to cluster if there is to be any other type of school built. It makes more sense to cluster it and make this sort of campus-like setting for schools. And, leave Valley Road, which I'm sure is also one of those susceptible sites.

Tony Nelessen

Okay. That's a thought.



Dan Chamby

I agree with concentrating much of the public school education in that area. **I also recognize the need for us to consider more dense housing.** This would appear to be an ideal spot given this central location. For the sort of **mixed-income housing + market rate + more affordable.** Yet, in all of this, I do wonder, to what extent are we aware of, or can we consider, or engage with the larger economic actors in the area. **I'm thinking primarily of the University, given its relative size to the rest of the of the town.** What do we know about its development? And what will be its student population in the future? How many more professors are going to be here? With them, come children, and so on. Is the right hand speaking to the left hand? **Are we aware of what the growth might be going forward due to large economic actors such as the University and others?** And, **how do we incorporate what we are talking about here without any input as to what might occur across the street?**

Tony Nelessen

To me, the answer to these questions is clearly a Master Plan issue. I mean, **the two questions that were asked are really a big deal... 1. About the expansion of the school system,..2. About the expansion of the University and what their future plans are.** Both are certainly a part of this whole equation. There's no doubt about that. A Master Plan's role is to do that! This session merely asked: Where do you think stuff might change? And, where should we have growth, if any? It's amazing to me that, you know, we have these beautiful areas now. And Heidi just suggested that we close the street and create a campus. Maybe we can incorporate both of those things. But, you're right, the Master Plan is going to have to develop **a population projection** over the next decade or so. That's the function of the Master Plan. I don't know about you, but, I haven't heard one peep about the Master Plan. I don't know. I have no idea what the status is. I know a big contract has been given out to a company. These are the areas where the folks who participated on April 30 thought we should have some kind of change or growth. You have asked a really good question.

Dan Chamby

Another quick comment on that. Just the previous point. I was not here at the April 30 meeting, and I agree with what was discussed.

Rich Rein

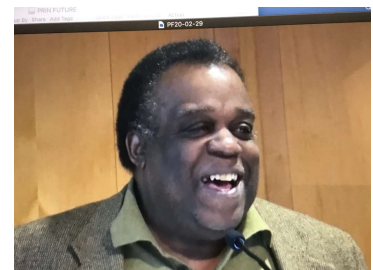
The Master Plan is underway and they do have a steering committee, a subcommittee of the Planning Board. Emma Brigaud of Princeton Future is a member of the Master Plan Steering Committee and she is here today. She serves along with a bunch of other people in town and people from the university. It's underway. The next Steering Committee meeting is...

Alvin McGowen

September 28.

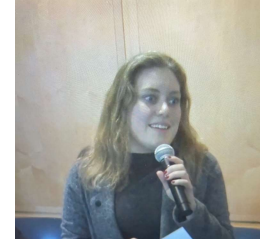
Rich Rein

And, Alvin is on the Steering Committee? Are you on the Steering Committee?



Alvin McGowen

Yes. Actually, I am on the Master Plan Subcommittee of the Steering Committee.



Emma Brigaud

In terms of community involvement right now, they had a survey that was run over the summer and there's a new one coming out this fall. That's kind of a consumer survey to really hear people's ideas about the town. So you know, it's an extension of these Princeton Future meetings. So, definitely look out. I think like through social media, there's a website as well for the Master Plan, where you can get links to these surveys and definitely, definitely fill them out, please.

Frans Coetzee

Sure, of course, since it's on one of the questions about high schools, you guys are having mega High School, which is not great, for a lot of kids. You can use the resources more effectively. But then you have this huge flow of traffic, or, even more than that, unfortunately. The other idea is to have a second high school, maybe over on Valley Road, as it is accessible from 206. There would be a lot of duplication, but the schools would be better. To your point is School Board really needs to decide what the mission is: Two High Schools or One Mega High School, One Campus.



Heidi Fichtenbaum

The funny thing was when they were looking at it, they weren't looking at a second High School. They were looking at a fifth and sixth grade school, and that's why I think it could be a campus. But that's also why I think you could close that street. There definitely needs to be some consideration of the idea. The other thing is that the Rec Department is constantly looking for playing fields. There's a lot of pressure in Princeton for more playing fields. And I know even with schools, I feel a lack that kind of open space. Playing fields that could be used by the community but also by the school system.

Tony Nelessen

Playing fields should become part of that recommendation. Good. By the way, Josh, here's that second map that came in: they did put the front lawn as moderately susceptible to change to answer your question.

Josh Zinder

I guess for me, **the Westminster School should not be set up as an 'education-only' site. I think, one of the issues we have in town is we set up properties as silos.** And I think that setting up a true campus, whether it has elements of the public school system in there or not, can be configured with **educational, but, also, with some retail, some office, and some truly, you know, mixed-income housing!** Mixed income. **50-50. 50% market - 50% non-market.** I live one-block away from here. I'm perfectly happy with that being near me. What that'll do is that'll take some of this property and funnel it back into the tax base at the same time, even if there are educational components. Those

things can be carved out, in, you know, in sustainable ways. I'm not sure that ball fields are necessarily a great way to use property. I also don't think silo-ing property for just for one use is good use.

Tony Nelessen

Great! Great comments.

Bill Moran

What is the status of the Westminster choir college right now?

Tony Nelessen

I understand that a family in town is thinking about buying signals or thinking about buying I mean, the rumors keep going round and round and round.

Josh Zinder

That is not quite accurate.

Rich Rein

It would make a wonderful Choir College! [Laughter]



Olivier Brigaud

I cannot see on this map or on the previous map that the zones that are red are green now. As we know, they are going to be redeveloped anyway. And, I see the area next to the Senior Center. I just am worried. Then also in the previous map, we have basically two groups, right? So, can you explain to us why you don't you think there is not the flaw in the process?

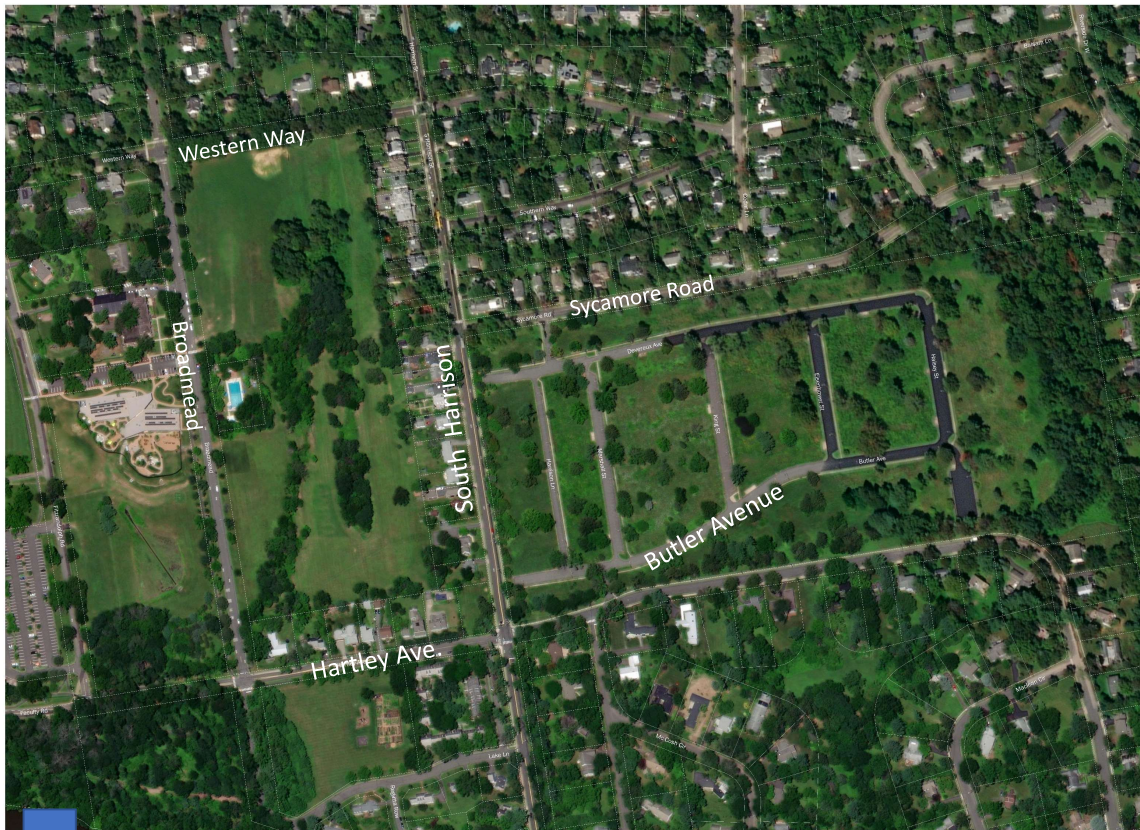
Tony Nelessen

So, what happens here is that you typically ask people... and, this, typically for me, is very, very early in the planning process. What are those areas that we should focus on that you think might change in the future? That's the question. Then, once you get those particular pieces, you can have a greater ability to focus when you actually come to writing the master plan. For us it was like, we didn't know. Honestly, we had no idea when we did this in May what would come out of it. We had no idea. We just asked people what do you think areas that should be changed or could be changed in the future? I was quite surprised at some of these areas. I mean, Westminster is private property, but it also is zoned which means at some point, it can be re-zoned. And, also, at a certain point, it means that if, let's say, one of these particular pieces that is now an office building that is one-story high with a big parking lot, those that become the owners might say to themselves. 'Listen, this has reached the end of its logical life cycle. We would love to go two stories, or more. We'd love to build a parking deck here, and we'd love to have a garden, a meditation garden or something.' So, this just gives people an opportunity to be able to say 'Hey, listen, this is one of the sites that was looked at by the people now, the planners in town or the engineering department might or might not ignore all this stuff. But here are the areas that,

in a participatory democracy setting, people told us 'Here looks like a place that might do well to change'. Here's some of the things that people notated on the back for me. One was for the orange area in the front to become 'a community center and a public performance space and farmers market'. I thought that was interesting. 'Improve the park'. Anytime there was a comment on those maps, simply translated, this is what I got so far. Now, obviously, if there are other things that we can add to this. All the better. This is the walkway, pedestrian walkway, needed as a connector... but you notice they didn't make any recommendations for what to do along North Harrison Street. But they cited it as "Hey, listen! We'd better look at this because I think, at some point, it actually may change".

The Broadmead - Butler Area

Broadmead and Butler



Now you move on to the next one. This is a really an interesting one as well. This is the Butler piece. It's owned by the university. I found it absolutely fascinating to find out what people really thought about this one. The entire tract came up as *highly susceptible to change*. The question is who's going to do it and university? Does it become housing? What does it ever become? Does it stay a park? Does it become a garden? Does the university build affordable housing on it? The next one was that entire green space park came up was red! Again, I'm just simply the bearer of what people actually told us. But look at how it begins to fill in. When this starts to be huge a huge, huge piece. When you start to look at this thing, what begins to approach 70 acres of land, of which a good percentage here is essentially empty. Now, again, secondary possibilities came up as well. But the Butler Tract is approximately 36 acres of land. The other pieces are 21 acres. You have a total of 70 acres here that people thought "Listen, these places are really highly susceptible to change in the future". Now, it was interesting that we did get some

comments on this one as to what to begin to do with these properties. And this one said "What we really need on here is **experimental eco housing**, 36 acres... **Housing, Park, Playground, Neighborhood Retail, Café and Transit stop**. Sounds like what Josh just said, and what are the other folks here have already said today.

Josh Zinder

That wasn't my comment.

Tony Nelessen

Whoever had the comment is referring to the fact that development needs to be a mix of multiple uses. I thought this was really a pretty interesting. Little details: **another Community Pool**.

Frans Coetzee

Can I just say about the use of green space: everywhere it seems to be targeted as possibly undertaking change.

Tony Nelessen

This is what they told us.

Josh Zinder

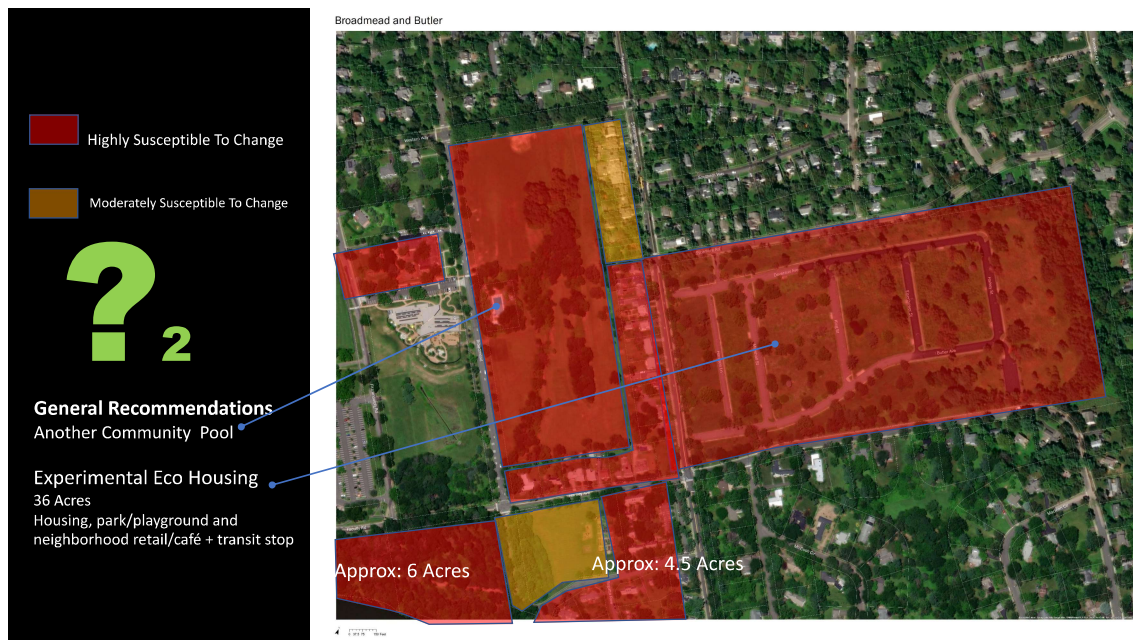
So, the question is "*Is it susceptible to change*", right? not "*Do you want it to change?*"

Tony Nelessen

It is susceptible to change. Susceptible to what?

Frans Coetzee

A lot of people would say this is susceptible to change. And, **we should protect it**. For example, that's basically green space. **That's where a lot of animals still live**. The university could change it into playing fields. It shouldn't necessarily change to development.



Tony Nelessen

No, no, no, no, no, no, absolutely not. I mean, I'm not saying anything. I just tell you what they tell us. And I'm asking you now: "What do you think is... and, you say it should be? Absolutely. "Should be green space. That's a perfectly legitimate recommendation for this piece". So, I mean, those recommendations are things that we have to have some kind of understanding for. I mean, because sooner or later we're going to proceed on ahead with what should this be changed to. So I think that's number one, that's a great idea. Anything else?

Heidi Fichtenbaum

Now, I was just going to say that if you look at New York City. Imagine New York City without Central Park. As we begin to think about areas that might become more dense, I think we have to be really intentional. Intentional about carving out green space. And, green space that we are planning to enhance. In many distributed places around our town. I will say that the Eco housing is I think sort of harkens to... in the last PF session on June 4. I don't know if other people saw the presentation that I worked on. But, one of the things, as we as we identify areas that are susceptible to change, and then areas in which we decide we want more density: I think that those should actually have an overlay...an **environmental overlay**. That would require projects to be **electrified projects, to be net zero**, and things like that. So that we are using our Master Planning and, the subsequent step, in which Zoning can really influence how those things get built.

Tony Nelessen

Remember, red is susceptibility to change. It's not susceptibility to development. Susceptibility to change. Change to what? That's a question. And, I think there seems to be some sympathy here for open space, for green space, and that's perfectly responsible. Carlos.

Carlos Rodrigues

Just want to point out the obvious. Central Park is surrounded by high-rise housing. The Butler track is surrounded by single family housing. A big difference!

Rich Rein

I have a thought on the Butler Tract. Is Matt Mlezcko in the room? Matt has an exhibit up in Dohm Alley right now talking about how the University, possibly, could **turn this into a Community Land Trust [CLT]**, a non-profit conservancy for housing. Seeking inclusion and affordable housing. It makes it really good argument. I read it and I thought "Boy, that is a good argument, in line with the previous comments, right? I looked at that and I thought you know, could be housing. But, on reflection, this is a now an open space of land, how many times do you get to play the open space land card close to the center of town? Just once. What if we went to the University and said, "**Hey, we'd like you to keep that open and work to make it either a wilderness preserve [which does not have playing fields in it] and turns it back to the animals and wildlife, bears, foxes and plants and trees.**" And, in return, we say to the university "**We will work with you to find places in and near the Downtown for those 200 units of housing that you want to stick in there. Some on Nassau Street behind Labyrinth Books, in close, where people can walk to your campus, as opposed to being on the other side of Harrison.**" I've had a total change of mind on this on this piece of property since our since our June 4 meeting. So, I just want to put in a word and the Central Park idea is a good analogy.

Carlos Rodrigues

Sorry, I can I point out the obvious. **I'm not familiar with many nature preserves that have public water and public sewer, which this tract has.** If you want to create a nature preserve, do it in the right place.

Woman Who Walks [WWW]



If you notice the tract right below, it happens to be owned also by the University. It's also University Housing and you see how there are wavy streets and there are houses on the perimeter? And, then, there's this green space in between. I have been there multiple times. And, **that green space in between is completely inaccessible.** It is green space and it is for the animals, but it has no way for people to access. So that's one way to learn that they have said a certain portion of the land and preservation but it has very minimal usefulness. So when the planning for the new site, trying to reverse it or trying to allow access because there's a good lesson right here. **There's a big portion already set as green space,** but it's not Central Park. It basically has everybody's backyard fences facing a green space that has no way of accessing it. So, if there's a way to take that, you know, there's housing on the perimeter and green space in the middle. It should be reversed in there, so the green space is actually accessible to other people. Maybe the houses are in the middle of green spaces on the outside for someone for pass through where you don't just sort of fence off the green space. That you know squirrels are enjoying and nobody else does.

Tony Nelessen

It reminds me of the water.

WWW

The water...there's still a way down to the water.

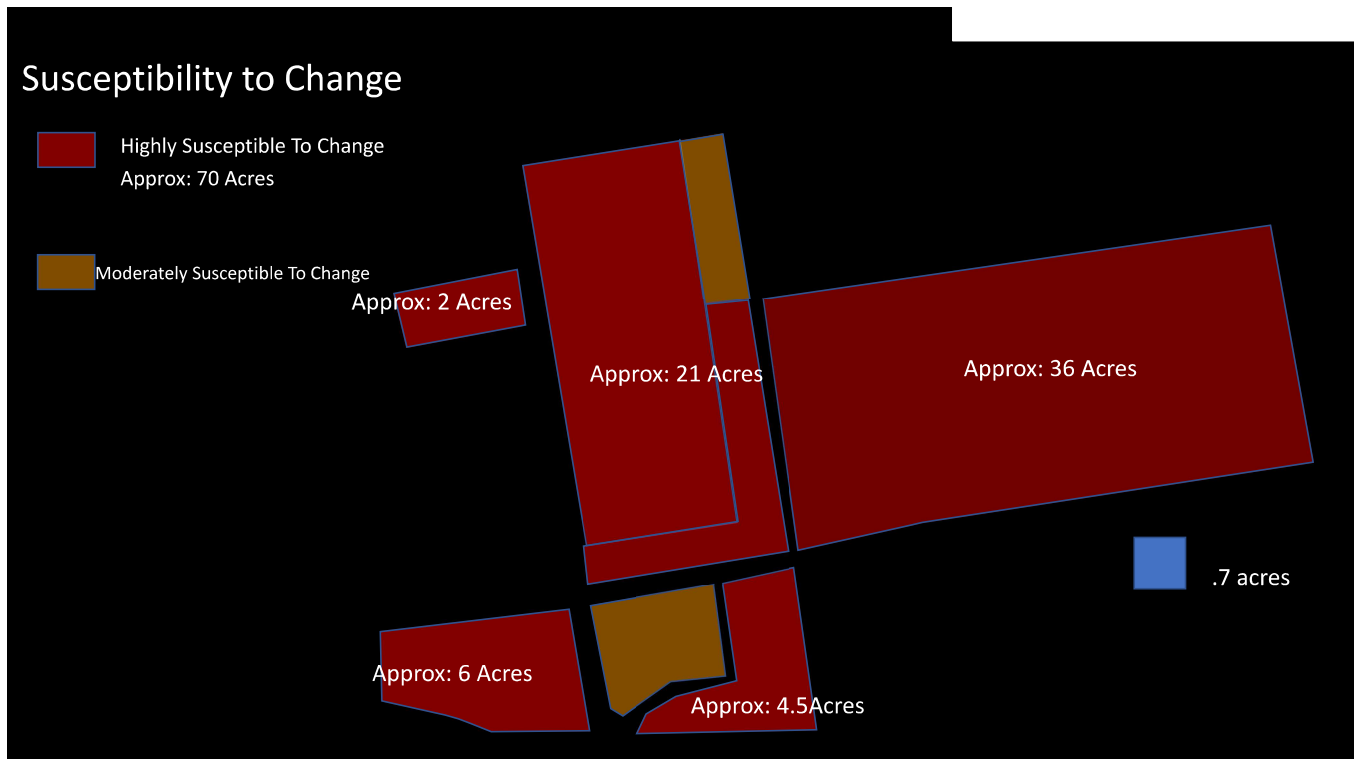
Tony Nelessen

By the way, it reminds me of a reference. I mean, you all know Red Bird. **Red Bird is the classic American Housing Development built in 1929,** where Clarence Stein and Henry Wright built 'The Town for the Motor Age', [specifying a separation of motor vehicles and pedestrians] on the model of Ebenezer Howard's 'Garden City', in Radburn, New Jersey. It has collective open space in the middle of which all houses have access to it. Kids can go to school without ever having to cross the road. You can walk to the downtown through a park and every house has access to the garden space in the middle. It's a classic American Planning concept.

Josh Zinder

Sort of like Governor's Lane, too, right?

Broadmead-Butler



Tony Nelessen

I mean, we'd be cutting edge and you're coming into an interesting concept. Yes.

Dan Chamby

I'll show you access to that. There is there's public access. I used to when I would walk better. I would come through there all the time. I'll show you. There's there's several there's several access points,

WWW

But do people actually use it?

Dan Chamby

I do see people occasionally walking to it. There's actually a bench for sitting back there, as well. This is my neighborhood, my neighborhood within our broader neighborhood. **I agree with Matt. I think that this is a prime area for development.** Referring back to the point that there is infrastructure that's right there. There's electric. There's sewer, and all that. I do think however **we can consider a**

greater density and I would like to see mixed-income as I have already mentioned. I don't want to create ghettos anywhere. No gated communities. **I like to think about economic integration.** But I think that there's scope for us to build, as opposed to the army barracks that were once there. Those one-story buildings. We can build something going up to three floors, and then you can still preserve all the open space. I think the problem [he talked about vertical cities] to preserve all this, we can take some aspects of that and just build a little with much more density. but something that is not in contrast to the rest of the community. It's all walking distance. I cut through it on my bike today. It's all walking distance to public schools, to the shopping center, to downtown, labyrinth books, all of that. I think it's a great place to develop housing.

Tony Nelessen

Okay, one more comment. Sure.

Bill Moran

In terms of experimental Eco housing, it is a blank slate. It's pretty likely housing is going to be there. I guess you could do things like **geothermal**. You could require **heat pumps**, and could **restrict the number of parking spaces**. And that would, that would be Eco.

Tony Nelessen

That's pretty much what Heidi was talking about. Net Zero. And, of course, we're not really sure about what's going to happen with climate change [Editor's note: read **SPEED & SCALE** by John Doerr!]. What's happening is really variable at this point. It appears that this is the direction the town seems to want to go...And, certainly, the University has gotten this: **Make it all walkable. Make it more transit friendly. Make it less car-centric. Let's be more green.** Those are kind of the things that I get. Okay, we got a couple more. Okay, Josh?

Josh Zinder

I'm not 100% sure on this. So, if I'm wrong, I apologize, but, I'm pretty sure the **Riverside area** is the only neighborhood in Princeton that hasn't been assigned an **affordable overlay zone**.

Woman

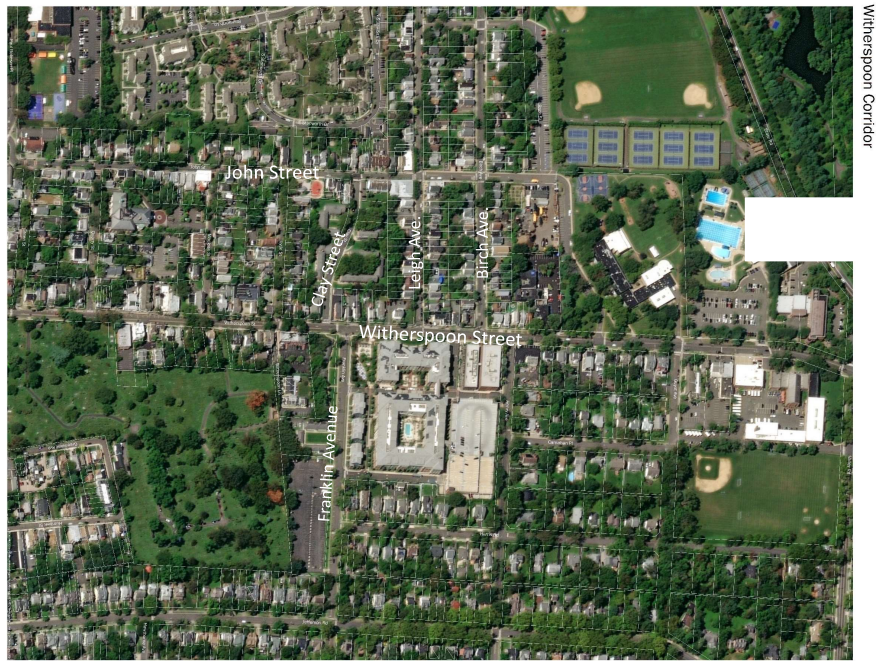
So, following up on the previous interesting comments regarding Riverside...I just spoke to Eve Niedergang yesterday. There is a developer interested in developing the Textile Research Institute [TRI] land. I forget their name. She said they were going to go forward but they will have to have more affordable housing. It is a big project. And, she said that the Town is required by the state to put up more affordable housing, so they have to find more open land. That's next. By 2025.

Tony Nelessen

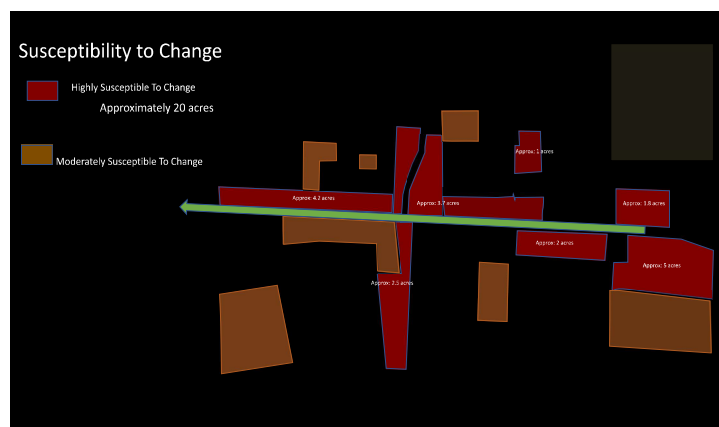
And, I believe that the Town hasn't met its first obligation and the second obligation is about to come down. Right? I mean, so also the town may be stuck again. According to some of the research that was done, the Town spent a million and a half dollars fighting its Mt Laurel obligation. It finally lost. I think this **whole combination of things: the land use; the transportation; the open space system; the schools; the expansion of the university.** All are part of the new, extraordinarily complex Master Plan that has to be explored in the future.

The North Witherspoon Corridor

Okay, let's move on to so and again, I took these in an order of what I thought to be from the simplest to the more complex. You can recognize this one. We're going to go down the Witherspoon Street, the Avalon apartments. The Community Pool, the Municipal Building is down way on the right-hand side, John Street. And this one too, turned out to be extremely interesting to me. So, here's where people tell us, again, Witherspoon Street is going through serious changes, needed and necessary. This is the Clay Street Apartments. Lots of feeling that those apartments need to change in some form or another.



And then you come down to the Franklin Avenue site, which we know has been in litigation. My gosh, there have been, heaven knows, how many plans are done for that. It's in the process, in some form or another. And then you get some of the other pieces including the *Parking Lot for the Municipal Building* back to the Pool area, which came up as part of it. This little piece up here is the *Municipal Salt Dome & Public Works* storage area, which, when we did the plan for the Witherspoon-Jackson Neighborhood, residents want to see definitely change. Some of the of the open spaces were marked moderately susceptible to change. The existing *Parking Deck by the Avalon Bay* apartments came up. Then some of the other little pockets came up moderately susceptible to change. **So you can see that literally almost all of Witherspoon Street, with the exception of the frontage along Avalon, has come up for some level of potential change in the future.**



What that is, again, we're not absolutely sure. So, this is what people have told us and then the other thing that came up fairly high was that there needs to be what they call the impacts the Valley Road School site in terms of what should happen. The street becomes a **Green Street, a kind of a main green spine**, that goes through the town. There's an unused plaza area there. Now the town is doing its first piece, right? I think it's from Nassau Street down to Green. And then the expectation next is from Green all the way down to Valley.



So, this is not a surprise at all to see so much red here. Are there any other pieces that you think should be here because when we actually looked at it, you know, you can see many areas but you have fairly large chunks of land that could actually be developed in some form or another. Now. It was interesting to see what people actually recommended for this particular reason. We didn't get a lot. Sure, of course, isn't that thing

Josh Zinder

They're supposed to have a commitment to develop the Franklin Avenue site, I think, according to the agreement, in January. 80 affordable units plus the Town wants to include another 80 market units.

Tony Nelessen

It has been sitting in limbo now for months and I understand that, from some people on the board, that the issue of financing is really the big issue here because the Town really would like it to go 50-50. That means 50% affordable 50% market. So, the market rate would pay for part of it. The typical rule out there is anywhere between 15 and 20% affordable. The big project that I'm working on now in Jersey City for 100-acre piece there, it's going to move up to 30%. Here, the Town wants 50%. It is a really touchy issue. But the wonderful thing about our hope is that it would mix market rate housing with low and moderate income housing in the same in the same 3+ acre tract.

Woman

Affordable units are very expensive. And we're going to have to pay a lot mean, they're already building a senior housing on Thanet, right? And that's 100% affordable that building.

Josh Zinder

Between 50 to 100% Mt Laurel, there are grants from the State that we'll cover that. The problem is that you're rolling the dice. You may or may not get those grants. So at least, if you include the market rate in the mix, you're basically allowing the developer to finance and balance off some of the costs.

Tony Nelessen

I mean that that seems to be the more logical thing. There is housing on that site right now that really, really not in great condition. And that needs to be redeveloped in some form or another. That little kind of a triangular piece at the top end of the Franklin Avenue Project. It's really interesting that Clay Street and this one. It's old, and it's worn out. But, what is interesting, I think you pointed out, is that the Town going is going to get another obligation in two years. That needs to be done. And you saw the statistics. I mean, you have a high percentage of people in town quite surprisingly, are below the poverty line. I mean, those are the people quite honestly that people are really worried about. On the other hand, firemen, schoolteachers, government workers can't afford to pay \$1,200,000 for a house. That's an issue. So, it's sticky. These sites have got to be looked at as a possibility of being able to meet these obligations. Yes.

Bill Moran

What does that lower left section?

Tony Nelessen

The orange one? That is the area that if you have to be able to go to the Cemetery. I was quite surprised that the Ball Field and the Parking Deck came up as orange. And the intersection of John and Lytle came up as orange. Okay, now we're going to get to the two I think is some of the observations that were made straight on the maps after that point. **A mixed use parking structure.** That seems pretty obvious. **A Community Center** came up as a possibility. Yes...

Frans Coetzee

One question. Why? **I know it's nice to have affordable housing in the core.** concerning these are, especially about areas also seems to be really developing. Why isn't there a push making this huge area out there for single family, affordable housing there and improve transit? I just seen

Josh Zinder

The Town is actually putting it into an overlay zone. I think it's going to come up in the next month or two. We're going to be putting an overlay down Witherspoon Street. I think it goes from Robeson Place and I'm not sure where it ends here. Somewhere. Just pass that along.

Tony Nelessen

From Green Street all the way down to Valley Road. Yes.

Heidi Fichtenbaum

One thing about the development of Witherspoon St., the real estate of the Public Way is limited, the width of it. And, you know, just having the word 'green' there. The first thing I think of is wow, wouldn't it be nice to have a pretty and wide street. **But with the power lines that run up and down Witherspoon, there's all this competition for the space**, right? It's the power lines, the trees, the parking the cars, you know, all of that. And, you know, I know we've been told over and over again that it's too expensive to get the power lines underground. **But I really wish we were, you know, really working harder** and to try and figure that out. Because if this is going to be this really important green spine with a Northern Gateway, I have to say those power lines are not the most attractive. [Applause]

Josh Zinder

I agree.

Heidi Fichtenbaum

The other thing I wanted to say about the overlay is that it's really complex. **At least, I read the first draft of that overlay zone. I don't think it was very thoughtfully developed to tell you the truth. And with the Witherspoon Neighborhood becoming a historic district, there's just a lot to think about there.**

Josh Zinder

It has been revised.

Heidi Fichtenbaum

Well, okay, that's not the way it sort of read to me and that zoning and I also have to say that for the portion that fronts the public school, I think that needs to be really well-thought out. And I don't think it is in that overlay zone, because you have a lot of kids walking there and a lot of traffic and **so there really needs to be thought about safety for the school kids** and whenever we put something up that's more dense, we need to think about what's adjacent to it, and I'll honestly put it out there, you know, my house backs right up to it. And if a five-story single mass element goes up along Witherspoon Street, it's gonna like power over my backyard. And so the important thing for me that I want to say about all of this, and I went through a whole model, **a series of models of what that what those words look like** and I know that town always says, 'Well, this is the maximum that can be built'. I'm going to tell you the word says the maximum. That's what's it's going to end up being. So, it's super important. **And this was another thing that I put into my presentation from last time is that for the areas that we are designating through the master planning process: We want them to become more dense.** I'm not opposed to the density and the mixed use or anything like that. I'm for it. **Those things need to be modeled in three dimensions, in SketchUp**, or something like that. So that the town understands **visually** not in words because the words are not enough to help us understand what it is we want there and how it integrates. into the town. Sort of more organically grown, don't get, you know, the spaceship of Avalon Bay landing along Witherspoon St.

Josh Zinder

I believe they took a lot of your changes and incorporated them.

Tony Nelessen

Well, just as an aside, most of you don't know that I live on Bank Street. Two houses. We are directly behind the hotel construction. There is going to be a six-storey building on our property line, and there's really nothing I can do about it. I also was very active in trying to get Bank Street to get historic lights and to put the wiring to do that. But, in order to do that, each of us each of us homeowners had to put up \$70,000. I would have put up \$140,000 bucks to have the wiring put underground for a 100-foot section of Bank Street. I mean it is just crazy. So, what happens? The wires are still up there.

Frans Coetzee

Of course, it's just the problem of the Northern Gateway. There's all this pressure, right? I mean. If it was easy to cross over 206 on a pedestrian bridge or something. It would be easy to put a 3-storey building there for affordable housing. I think we should stop thinking about these Avalon Bays and affordable housing over pressure coming from the Courts. Let's put it in areas within walking distance. We wanted to buy there but we didn't want our kids crossing 206. There is no bike path. But if that gateway connects to that open space, it takes a lot of pressure off.

Tony Nelessen

Interesting idea.

Heidi Fichtenbaum

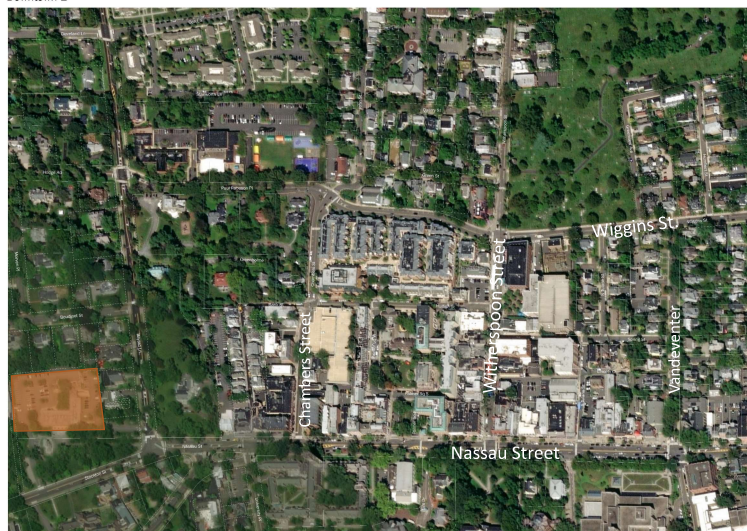
And then it would really be a gateway.

Downtown Princeton, Area 1

Tony Nelessen

Okay, now, we've got three areas left to go. This is Downtown. And you can see you can see Wiggins & Witherspoon with us one street so the university. This is Chambers Street. I live right there. This is the parking deck. This is Paul Robeson Place.

Downtown 1



This one also turned out to be I think extremely, extremely interesting. I'm going to break this down into little pieces. The best I can describe it. This little piece is on Chamber Street. It is Princeton's longest driveway. If you are walking down there, it's blocked off. You can't walk down that street on the west side because one home has a fenced-in driveway the length of the block. Then, all of the little areas: This is the area behind Dohm Alley, the small publicly-owned parking lot. That became highly susceptible to change. Then this one. I think Josh has got a wonderful design for this piece [Griggs Corner] right across from the library, a little parking lot. Along Wiggins is the PSE&G power station that can change. The housing alongside the site and on North Tulane came up fairly high. It was interesting that this was done so meticulously that they really chose individual, very clear individual pieces to be included. Park Place and all of the parking area behind CVS came up as high. This here is Bank Street and Nassau Street. And behind, this is a big open area that used to have a parking lot. This is the hotel site that's under construction now. That's the big driveway. Again, both sides. There are two corridors that came up really high in this one: one was the Harrison Street Corridor for one after the other. And the other one is Witherspoon St. These two seem to be the ones that people are really focusing on the most. Then: the Washington Monument, the old Boro Hall and the old PSRC/Miss Fine's Gym site came up as a possibility. And, the Y's big parking lot came up as a secondary possibility. The Chamber Street parking garage came up as a possibility. And, then we got some little one-story buildings along Spring Street. The next phase of the street improvement will go from Paul Robeson all the way to Valley Rd.

Heidi Fichtenbaum

Can I just ask if/when you might publish this? Well, I would just suggest that, if you do, you put the street names on it.

Tony Nelessen

A couple of things also came up. I thought your suggestion is really an interesting one about sidewalks being **dual use**, but here's something that also surfaced which I thought was really interesting: an **overlay across the entire downtown**. That moves it from a FAR of what you can build from 1.5 to a minimum of 3.0. Yes.

Josh Zinder

Our office did an analysis of the Central Business District [CBD] and the existing average of FAR in the central business district close to three. Right now, you can legally build a parking decks with an FAR of 3. But your maximum usage for a regular property is 1.5!

Tony Nelessen

Explain FAR.

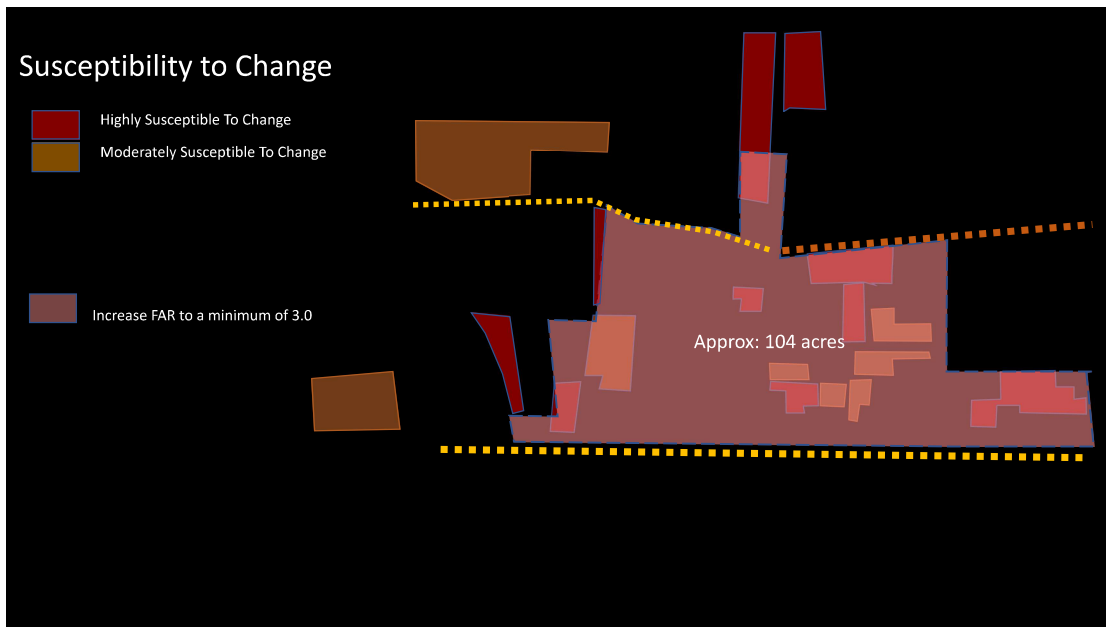
Josh Zinder

That's floor area ratio. It is the comparison of the size of a lot versus the size of the building. Actually because it was, historically, bigger and denser when they put the zoning in place. They underzoned it. And so instead of accepting the scale of what was there, they basically under zoned it.

Tony Nelessen

Anyway, I say it's all over. It's a new overlay zone. The recommendation is a minimum of 3.0. There's approximately 140 acres of land, but then you can see all the little pieces within it that people

suggested that change occur and other places where you know, they simply have said "Leave it alone". Now there were some little notes that were put on the drawings: **a public theater and performance space; more bike racks; increase interior pedestrian walkways; and... a cannabis dispensary!** That's as of April 30. Then, **safe bike routes.** They're also looking for some things, **traffic calming.** Some kind of traffic calming device. So just apply thoughts on this one. This is probably the single most important of all the areas: but notice, it's little bits and pieces across the entire downtown. It allows that 3.0 minimum and that might be a suggestion is that if that's the minimum, should there be a maximum?



Susceptibility to Change

- Highly Susceptible To Change (Red)
- Moderately Susceptible To Change (Brown)
- Increase FAR to a minimum of 3.0 (Grey)

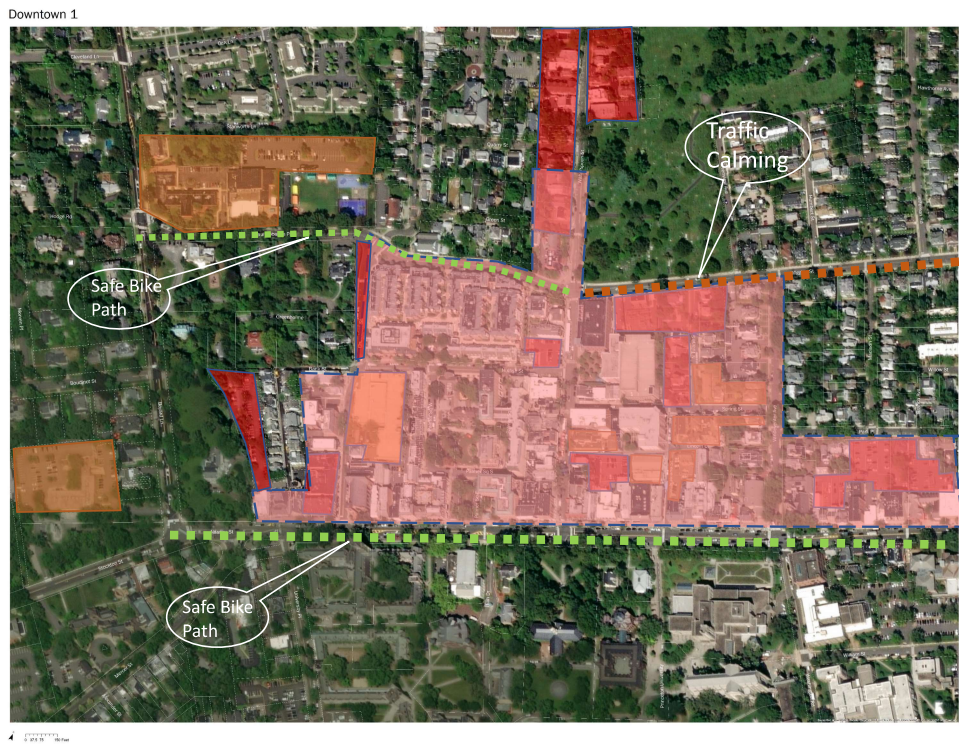
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General Recommendations

Needed:

- Public theatre and performance space
- More bike racks
- Increase interior pedestrian walkways
- Cannabis dispensary

Increase FAR to a minimum of 3.0



Frans Coetzee

That seems to be a very specific comment that somebody made. Seems like a developer.

Josh Zinder

That was my comment.

Frans Coetzee

And I think that's very technical. But the development was done subject to
What does that mean? Suddenly, you get twice as many stores, that will have a huge impact on traffic flow.

Josh Zinder

No, the intent, actually, is the exact opposite. **It would allow for a greater FAR and you geared it towards, mixed-income development. So, then, you would get affordable housing downtown and you'd get market rate housing downtown.** You'd get **people who wouldn't need the car**, because they'd be able to walk to everything they needed. I mean, that's the goal of this.

Frans Coetzee

I understand. That is something that needs to be done very carefully.

Josh Zinder

To be clear, yes, it needs a lot of work. Okay. And, we have a history of creating zoning, and not doing it right. I mean, just look at how everyone's talking about Avalon Bay. Right. The zoning that was created for that was for the previous developer. It said, the uses that are allowed are residential, retail, & office. But, it didn't say "It is the intent that people worked on all three". It was the intent that it become a mixed-use site. It was going to be required. But, nowhere, in that, did it say *all uses need to be used on this property*. And, as a result, we got a silo again, of housing on the property that doesn't use all those uses, right. So, the zoning is critical.

Frans Coetzee

Yes, but I'm saying when you say FAR, there has to be a lot more behind that.

Rich Rein

I live in the area of this map where we're sitting, in fact, in the church. You don't have the edge of that Park Place parking lot. Our neighborhood is in favor of the redevelopment of the parking lot and fronting it with dense housing. We would definitely want at least 3.0 FAR. We'd be very unhappy with one house on a large lot in that prime space. And, before, you know, we were just talking about having to push people across 206 to put housing up. And, then, a pedestrian bridge. Before you do that. Please join our Park Place Athletic Club Association and help us lobby to get Park Place parking lot put to better use before you do the pedestrian bridge crossing.

Tony Nelessen

To go back to the hotel. To get approval from the Zoning Board took 6 months. And it was in the process longer than that, for maybe a year before. God knows what it cost those folks in terms of legal fees. And, what it costs us in terms of time and energy! But a huge amount of stuff went on there. The fundamental argument there was floor area ratio... and height. I mean, you know, it was pretty clear that

they could not make that project go with the FAR of 1.5 and put the parking underground. There's a kind of a developer reality that has to apply here. But just looking at the pieces here, there's so many and I think people were really astute about this to say that if those pieces that are in red, and then in orange, developing with a FAR of three would make a feasible argument, especially if you include affordable housing. It just there's a developer reality here. I don't like to put my own thoughts in here: but, here goes: What we need is housing for those who do the dishes, serve the food, put out the fires and cut the grass. There are people who can't afford to live in town. Schoolteachers can't afford to live in town. I mean, it's getting to a point where somebody has said "This is a kind of a golden town". I mean to the point where we ought to begin to start to think about this responsibly. My kids can't afford it. So I mean, it's something we have to tackle. And key factors here are traffic and parking. I think a big part of this will be transportation. Movement. Pedestrian & Vehicular movement. And, then, the Dinky. All of that needs to be decided, and it can't continue to be delayed. That needs to happen now because things are moving extraordinarily fast with inflation, climate change. **We can't lollygag around.**

Bill Moran

I live on Wiggins Street. We might take a cue from New York City. How about when you get home after going 45 miles an hour down Wiggins St. you get emailed a \$150 ticket? That might calm you down next time you go down that street.

Tony Nelessen

Listen, I was touring Europe. A year ago, I was in Holland. I got four speeding tickets, but one of them was for one kilometer over the speed limit and it cost me \$120! One kilometer. I mean I thought "Cool". Now I go to Holland and I religiously follow the speed limit, which I think is a great thing.

Man

I am puzzled by something you said a moment ago about how, if people were living downtown, they wouldn't use cars because they can walk to everything. **I'm hard pressed to understand how you're going to get everything you need walking around downtown for instance.**

Unless you can afford to shop the fine delicatessens. The people that need affordable housing have to be able to get to a cheap supermarket.

Tony Nelessen

Exactly. But it's not cheap and not easy to go walking with a lot of shopping bags to walk all the way to the nearest supermarket. Transit systems, again. We need to look at this whole idea of transit as giving access. Certainly, the Shopping Center, even with the stuff that you've seen so far, from New Jersey Transit, terminates its transit system that goes all the way from the Junction to McCaffreys. The question is whether or not that's the correct route or not. That needs to be decided pretty soon. I'll just give one example. I used to live in Montgomery and a big house sold it and now I live downtown in a little house on Bank Street. And, literally, last week, I gave my second car away. I donated it. To Cars-for-Kids. We finally said, "Listen, it's time to give up the second car". And now force myself to walk or take a bicycle. Now, Françoise, my wife. We were out of something. I don't know what it was. She walked to McCaffrey was back before I got up this morning. I mean...

Heidi Fichtenbaum

That's a good 20-minute walk!!

Tony Nelessen

I agree. Not a problem. She actually tried to walk to Hopewell the other day!!

Josh Zinder

Three quick things.

1. First, you know people are doing it now. I basically drive on Franklin every day. That's my commute. [Okay, I shouldn't drive.] But, **I see people coming from McCaffrey's to the neighborhood with groceries on a daily basis... with laundry on a daily basis...** they are walking. Okay. It exists. It happens now. You know, the world we live in, but it is possible to live entirely in the town. That's first thing.
2. Second thing is, I think if you look at communities as far as traffic calming, like Syracuse. They **shrunk the size of their streets and added bike routes. They planted trees between the bike lane and the street.** They did it for the safety of the bicyclists. They noticed that the speed of the traffic dropped by about 10 miles/hour. The street got narrower.
3. And the last thing I just want to say is, you know, identifying areas that are susceptible to change: We live in the world that we live in, and **the places that you don't expect to change, will change.** So, on this map, you know, the Momos are submitting a very interesting development on the corner right there. And, it's not even identified yet.

Tony Nelessen

I mean, again, that overlay district is going to be important. And also, I'm really curious to find out what the Master Plan is going to actually say about it. Your comments are really right.

Heidi Fichtenbaum

One of the reasons we, my husband and I, moved to Princeton is because it is like **the biggest small town in the area**, and he came from Santiago, Chile, a city of millions of people. He was so freaked out about living in this area where everything's so small. But **we were intentional about where we bought our house because we wanted our kids to be able to walk to school.** We wanted them to be able **to get to the library** and all these things. We didn't want to get in a car for absolutely everything. Well, as it turns out that this was a really good move because my husband has had Parkinson's for over 20 years and he's now in a wheelchair. *He has a power wheelchair. And, thank God, we live where we do because he can drive himself into town, get bread, go to the library, get to the pharmacy and go to the shopping center. And if we didn't have that he would be trapped in our house while I go to work every day.* So the other thing that I just want us to think about is **universal design in everything we do and everything we plan... and accessibility.** It is there are many, many places in town are really difficult for him to navigate. And every time you have sidewalks that are too narrow, such as up and down Witherspoon Street, where for two people to walk abreast or have somebody pass you while you're coming up. It's really important for us to think about, if we're working on changes, that everything we do should really incorporate that.

Tony Nelessen

It seems to be that whatever the Master Plan is in the final zoning, the **street sections start to become really, really critical.** I sometimes I've told my students the reason why Nassau Street is so successful is that it is 18 feet wide. It has turned out to be the blessing for this town. Because that's where all the cafes are. That's where the people are. That's where you can walk three or four abreast of each other. I mean it really is an extraordinary thing that happens just by chance. In looking at the

historic photographs, it always was that way. And **the idea of wider sidewalks is really, really critical**. There's no doubt, especially, what we're really talking about **transportation for pedestrians** in the future.

Dan Chamby

Very quickly. **We create the change that we want**. We do not have supermarkets in the town center. Once upon a time, where the CVS is was a supermarket. There are super supermarkets. I recall as a kid, we talked about the phenomenon: "Oh, that people had one car. One-car families. And, in a generation it's now two cars, three cars, four cars, five cars. We now shop at Sam's Club and bring big bulk that needs storage space for it. You know, **we can buy in smaller increments**. We will drive that behavior by fostering a community that has more diversity in terms of the real estate and the retail. I just want to emphasize a point that has been made by this woman and by the gentleman over there...one I've made several times: the importance of **safe bike lanes**. What we see in other parts of the world and knowing the Netherlands or go to Copenhagen: **there is a marked difference in height between the street, the sidewalk and the bike path**. **They are narrow, but they work**. I think we need to consider something like that here. **A lot of automobiles just don't recognize our 'bike boulevards' and don't respect them**. And I think we have to think about a physical manifestation on how to separate for safety.

Frans Coetzee

One last thing I just heard that oversee cemeteries are not off limits. **Many cemeteries have very nice bike paths running through them**. I don't know. But it's actually a nice place to walk and bike and I have always thought that **a lot of pressure could be taken off the Witherspoon sidewalk**.

Tony Nelessen

That was thought about, you know, with a lot of seriousness when the Franklin Avenue project was being designed. Can we run paths through the cemetery? It's been talked about by so many people. It's interesting that when I worked on Witherspoon Jackson, you probably all know, that there's an entrance 'For the Colored' to the cemetery which is now locked. And, there is a locked gate across from Sylvia Beach Way. But, right now to get into the cemetery, you have to go all the way around. You can't get into it. It would be an absolutely lovely walking and bicycling path through it. Okay, we got to move on. Great comments by the way.

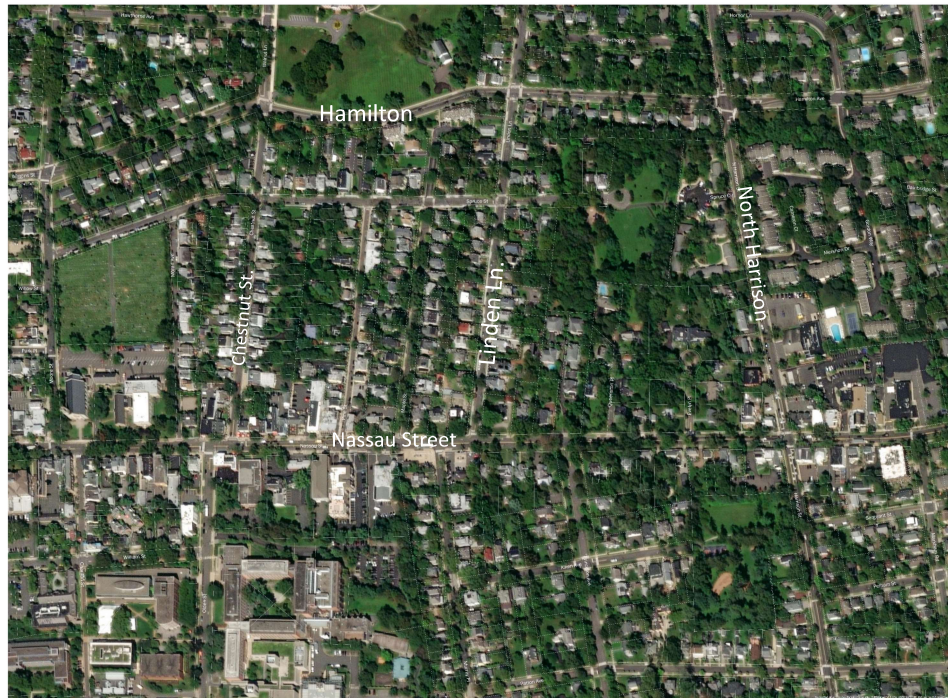
Downtown Area East & Jugtown

Okay, next piece of it is the Jugtown Area. And just to give you some names here. Nassau Street, Chestnut Street, and North Harrison Street. Above, Hamilton where you see the beginnings of the choir college again. Here is the cemetery in back of St. Paul's Church came up. Individual building blocks came up high on some of the areas along Nassau Street. As you can see, it's almost kind of marches down...then the whole area of the Jugtown area including the existing, unused Hook 'n Ladder Fire Station and Boro Garage, Whole Earth Center & Bank of America and their parking lots. That whole area back there, came up. Continuing across the street. It's curious there because

Susceptibility to Change

- Highly Susceptible To Change
- Moderately Susceptible To Change

Downtown 2 and Jugtown



Susceptibility to Change

- Highly Susceptible To Change
- Moderately Susceptible To Change

1

Downtown 2 and Jugtown



they've just been putting serious renovations into some of those sites. So, these are the areas that most people thought might be susceptible to change. You can see where it turns into a commercial area here at the bottom. It was interesting that there wasn't one recommendation that came out of any of this. But on this one I got no notes as to what should happen. So I want to ask you guys "What do you think should begin to happen here?" Starting with this one... we know that the fire station is there

that is abandoned or will be abandoned. And then we've got all of this complex here, with many of the shops. So, any thoughts on this one? Yes.

Man

When you say comes up "High"... what does that mean?

Tony Nelessen

You have "High susceptibility to change".

Michael Graves office and parking lot came up in orange. Again, this is not us doing it. It's not us recommending development. It just people saying what they think is where possible change could happen? Yes.



Bill Moran

I go back six generations in Jugtown. And I worked on that corner for 25 years. I have a little insight on whether it happened. There's only I believe the Municipality, Princeton Properties [Whole Earth & and Bank of America. There's no more than three or four property owners in that seven-acre section, I believe. The whole parcel should somehow be put together, unified and changed drastically.

Tony Nelessen

Okay. And, that map pretty much says it.

Bill Moran

The bank parking lot is large and always empty. There is a park it owns next to it. It's just totally under underutilized.

Frans Coetzee

I think it's just very bizarre. Poorly functioning. The parking lots are not contiguous. Getting in and out of the front room of a podiatrist.

Bill Moran

It's amazing that Whole Earth is able to function.



Lower Alexander Street

Okay, now, I'm going to move on to the last one. This one, again, surprised me. This one is the one down Alexander Street. Across from the train station. You see the Dinky Line. Lots of parking lots. Lots of office buildings...of various kinds of uses. But this one, this one really did surprise me. The recommendation is that we take 100-220 feet along the entire edge of a golf course and convert it to something. And, then, on the opposite side, it also came up as a high opportunity area, which I thought was also really interesting. The other area that came up was that entire big parking lot. As we have said many times, parking lots are the land banks for the future. And, then, you know, the other question is the future of the Dinky Line. There's lots of controversy about that one. and I think sooner or later the the residents, the Municipality, NJ DOT and the University will have to make a decision on that one. There was one very perceptive thought. People want a bike path along the Dinky Line. And when you look at the acreages...the border of the golf course is approximately 26 acres of land and the opposite side is approximately 18 acres of land. There were very few recommendations for this one as well. People just looked at it and said, "Hey, this is all highly susceptible to change". They only made a couple of recommendations. They want a pedestrian-friendly edge. Because you know, a lot of us come and go up and down that street. One side is probably okay, the other one is not.

Frans Coetzee

One comment. I commuted to New York. I waited 10 years for a parking spot at Alexander. seven years to get a parking spot. That parking lot is not visible here, but it's critical for commuters to New York. There is a very long line in West Windsor. And you have to drive across Rt One which is a nightmare. That parking lot is a lifeline for the Dinky.

Josh - Dan

The big lot is where the university mounted solar panels, isn't it?

Tony Nelessen

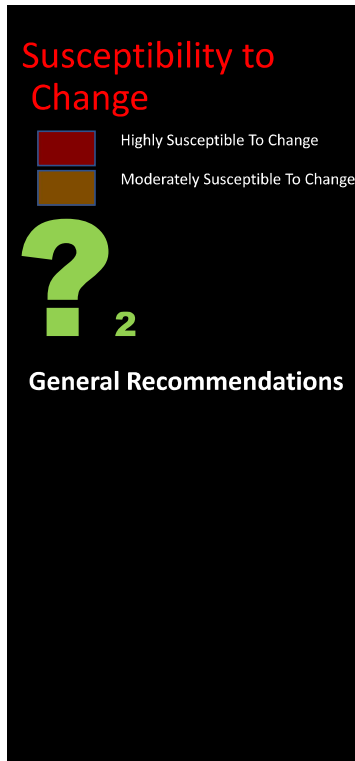
Yes, so far as we know. And, this is our service parking lot for the university. This whole thing is, again, 'What do you do with surface parking lots?'

Frans Coetzee

You could put a large structure over it.

Tony Nelessen

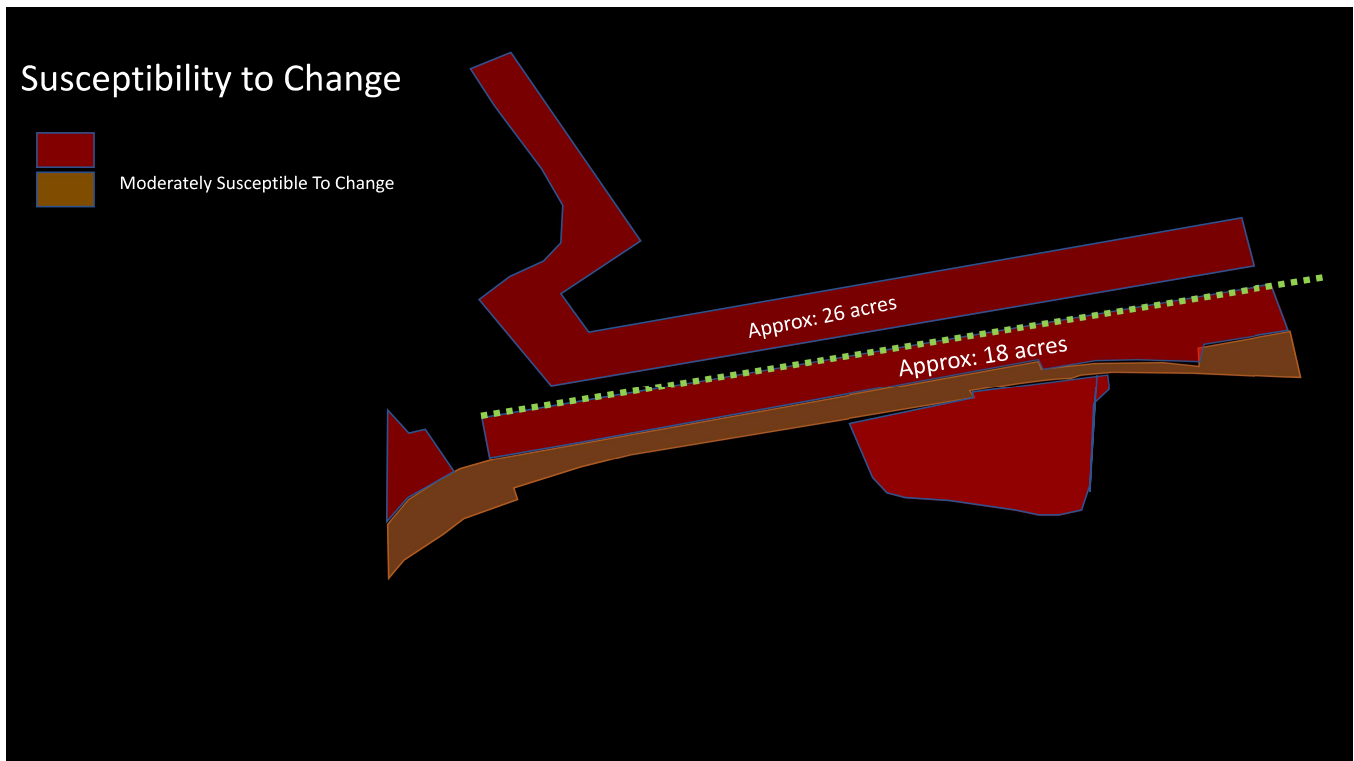
Oh, absolutely. I mean, anything that's a surface parking lot can be converted to mixed use.



Heidi Fichtenbaum

I mean, with the train station there, it's like a no brainer. This could be something like a Transit Center with mixed use. You could bring the arts in because there's already a bunch in that area. Or you could have you know, many people who are dying to come to Princeton to work, to live in a really cool area. You know, all kinds of performances and art shows...they could use the train and do their thing. And go

out to a restaurant. It would be super. Okay. One other question for you, Tony. In May is when this happened? Yes. Who are the people who did this? And how did they get invited to do it?



Tony Nelessen

It was a Princeton Future Open Meeting at the library. Like the last one we had at the library. It was well advertised. There was a lot of incredible discussion. The group rotated more than three times. They got so intensely involved. We saw in the video, I mean, People really got down to really nitty gritty... down to the little details. All of the maps are up there on the piano. But boy, it was a job because we had to lay it out, figure it out, and then translate it to a PowerPoint.. and be as honest and as accurate as we possibly could. This is what we found out. In the overall, there were some recommendations for the overall area. But, probably one of the biggest ones: We have to connect the zoning to eliminate non-conformance in many places. On Moore St, you have to go to the Zoning Board because the variances don't make any sense... 85% and 90% of Witherspoon Jackson is illegal! I mean it's just amazing how obsolete the zoning is.

Josh Zinder

But most of the Boro Zoning is that way. It's just crazy. So it needs to be redone.





This one also came up many times: **"Allow duplexes rather than have all single-family 'non-conforming' lots. Consider 2-family dwelling zones"**. I mean, you know I live in a house that's got two units in it. Beautiful. Two entrances. Two porches. There's no reason why that couldn't fit into the context of single-family residential areas. None whatsoever. I thought this was a pretty interesting one. **"Allow ADU use everywhere"**. **"Support zoning fixes for ADUs for front and rear yard setbacks"**. They're allowed. But there's still no regulations for them. So, what do you do now? You have to go to the Zoning Board. There's not a sufficient amount of regulations. **"Allow Neighborhood Stores within reasonable walking distance"**. **"Make areas bikable"**. **"More bike racks"**. **"Be able to safely to schools"**. **"More pocket parks"**. **"More pedestrian paths"**. These were the general, overall comments that appeared on many maps. Yes.

Josh Zinder

The one thing I've been encountering over and over again: **We have, I think, 22 historic areas right now within town. And I think we desperately need to put guidelines in place for those areas.** Because, if they are truly worth preserving, then, instead of being inconsistent and random with reviews of each and every one of them... if they are guidelines in place, then you'd be able to preserve those areas. And, at the same time, you know, develop areas that are not historic. Just as a side note, Vandeventer as a street has been talked about as historic in the last Master Plan. And, now, this developer is tearing down two structures. There are areas in town that should be preserved. I'm an architect. I develop projects. I think that history is an important thing to preserve. Without guidelines, it's really all too random.

Heidi Fichtenbaum

Can we create an overall guideline that says, when we're going to densify an area, **we're going to model it so that we understand what we're what we're producing visually.** I'm not talking about

every window and doorknob. I'm talking about sort of a **massing model that helps us understand what the words mean**. Just words are not enough for us to Master Plan and to Zone properly.

Josh Zinder

Even still people don't understand the 2 dimensional aspects of floor plans and site plans.

Heidi Fichtenbaum

For me, it's a democracy and transparency thing, because if you're an architect or you're a planner, maybe you get it. Lay people who are adept at visualizing space, maybe they get it. But **the vast majority of people who live in Princeton do not get it**. And when they do get it is when something is coming before planning or zoning. It's already designed. It's a done deal. And now they're freaked out because this is what's going on.

Woman

Nobody tells them what's going on.

Dan Chamby

You said it would cost you \$140,000 to put the wires underground on Bank St. This is a stunning, absolutely stunning, number. And I wonder, given the scope, the narrow scope of Bank Street, Is there some possibility and I don't know where we go. Look, if we were to take this to PSE&G and if you take it to the entire town. I would think that cost has to come down dramatically.

Bill Moran

The standard is: it's \$1 million dollars a mile all over.

Dan Chamby

Is that true?

Olivier Brigaud

[editor has difficulty understanding]

This will cost billions. It is very important to put the wires in the ground. It's not just eyesore. It is the storms. When the lines are down, the entire neighborhood is out of communication and electricity for sometimes 10 days. What is the cost of that?

Tony Nelessen

Witherspoon St would probably be the first one in my opinion.

Josh Zinder

The other thing is that, you know, we go around the town and open the roads. I think it's every seven years. And, so, they could schedule this well in advance. On Leigh Avenue, they cut the tops off of the of the trees on an entire block to avoid the conflict with the electric lines. The electric lines are ancient at that spot and they're drooping down. You can almost reach them with your hands on some points. Rather than fix the lines or bury the lines, they chop the trees.

Olivier Brigaud

They make a big V. Then they are dead. I mean this is ridiculous. I mean this isn't appealing. Democrats have been here for too long...[I am a Democrat].

Jill Weiner

Too many people weighing in. There should be one master planner or one organization that takes control of all these nonsense/noise organizations. And one organization that obviously has the background and knowledge. It just seems like so many people are weighing in but they don't even know what they're talking about and wasting everybody's time and money.

Josh Zinder

Well, the model is analysis-paralysis, paralysis by analysis.

Heidi Fichtenbaum

I just want to say with the master plan, there was a survey. **I took the survey. It was pathetic.** That's all I'm going to say about it. I hope the next survey is not as pathetic. But one of the things when I talked about legibility and transparency and democracy. I'm curious because I attended the first Master Plan meeting on Zoom. You cannot ask a question. You cannot comment. There is no interface that you can have. Even if you are in the room!

about community meetings, right. We can't talk or there is anyone out there community

Josh Zinder

Are there community meetings being planned?

Heidi Fichtenbaum

I think the community meetings are going to be a lot like the surveys That's what I'm worried about. The real decision-making and the real discussion at the heart of the matter happen in the subcommittee and in the steering committee. If you're not in on one of those, you're not in the room, and even if you're in the room, you're not in the room, because you can't say anything.

Katherine Kish

Sadly, the two representatives of the subcommittee have already left. Are there any comments other than criticisms of the town's master plan mechanism? Are there any that pertain to Tony slides?

Josh Zinder

You know, **it has been a great presentation, Tony.** I don't usually give compliments like that. I would hope that this is used as a valuable tool for the Master Plan.[applause] And I hope that that Princeton Future intends to share it with the subcommittee. And actually try to get subcommittee members to have Tony present it to them. It's an open forum that occurred so that maybe they can hear some of the issues and the concerns that are out there.

Tony Nelessen

Some good ideas got kicked around this morning, I think! Princeton Future will be more than happy to do that, of course. Absolutely.

Frans Coetzee

I think this was great. It kind of started to discuss the idea of susceptibility. **I think a lot of these areas are under pressure. Something's happening there. But 'susceptible' does not mean 'in favor of'.** It's something that should be very clear.

Tony Nelessen

Okay.

Frans Coetzee

For example, I think one of the most interesting is North Harrison Street. You said that you had no comments there. You are thinking single story, running down. But that's completely different from having businesses.

Rich Rein

On Harrison Street down...Frans and I were looking at that. Frans was saying **how nice Nassau Street is from roughly the gas stations down to Harrison Street**. You're talking about Nassau Street as an ideal place where you'd like to see it preserved. And then I looked and I thought "Gee, Nassau St is kind of nice... the trees... the traffic is fairly calm. But then you look on Harrison Street: I thought **"Why don't we make Harrison look more like Nassau Street!"** That would mean narrowing Harrison Street and/or putting in the bike lanes you describe.

Heidi Fichtenbaum

And widen the sidewalks!

Josh Zinder

And, additional traffic lights because people who live in the town are the people that use Harrison St. I use it to zip down to avoid Nassau St.

Tony Nelessen

Right. So now is two lanes to four lanes and then back to two lanes. Sooner or later you're going to have to deal with two lane street, anyway, so why not have a bike lane.

Bill Moran

I'm very curious as to the susceptibility [Orange] area in Humbert Street, which is my neighborhood. It's completely developed there.

Tony Nelessen

I have no idea. But I will say that we use this technique. Now roughly 300 towns all across United States, South Africa. I still use it all over the place and we still use the same thing, 'susceptibility to change'. It is not clear as to what those changes were. The next step of the process is to really to do that. We've got a general idea this morning of what some of the stuff is which is great. What really should happen next is to go back to those maps... with the tracing paper on top of it... and then investigate those susceptibilities to change. And then we'll follow through. Princeton Future has already done a fair amount of what we call 'doodling' on many of these sites. None of you has seen them. A few people on the School Board and a few on the Council have seen them. That's about it. To Heidi's point, she's absolutely 100% Correct. **We can't do zoning just in words, we need a form-based code** that really shows what this place is like in two dimensions now. Josh [and his firm] has done one of those major maps... of **every building in the Downtown, in three dimensions**. He's already got that done. I will bet you a dime to a donut that CCH is not even close to anything like that

and he has already got it. So it seems to me that if you're going to present to a planning board ...I completely agree with Heidi. Most people, including the students I have, cannot read a two-dimensional plan. They can't see a plan and imagine it in three dimensions. When you put an elevation in, they're completely confused. Where does this fit north-south, east-west? They can't imagine. All these new tools that allow you to pull this stuff up, at least in basic blocks, which Josh has done... and, then, the tools allow you to walk through it. Why aren't we using it? I mean, because at the top of the planning department, we believe the town doesn't even have basic GIS stuff.

Woman

But like she said they do it after the fact and it's already too late.

Tony Nelessen

But I guess what I'm saying is that the new master plan could require this form-based massing.

Katherine Kish

These are all very, very useful comments that need to be made to the leadership in the government. And that is one thing that many of us are guilty of. We gripe at home. We complain to our friends. But we don't take the comments to the people who actually use them. And that I think is a lesson from today. Tony, thank you so much. This was excellent. Videographer Lance Roman. And I guess the question for us all is "What kind of town do you want to live in?" **People seem to want to live in places that are affordable, vibrant, equitable, sustainable**, right? All those are good things. **So the question is, "Are we there yet?"** And the answer doesn't sound as if we are quite there yet. So, talk to your friends. Influence the politicians! Use your vote.

Josh Zinder

From my experience, Princeton is a very vocal community. We show up at the Town Council meetings. People are always expressing their concerns, their interest. And, whether or not you're talking in a public forum, you can counsel people individually. The thing is that how you convince them to make the change...this is the challenge. They look at it, and, well, they don't want to say this or that because they prefer to get reelected.

Katherine Kish

Thank you all for coming out today. We do know that politicians are 'susceptible to change'!
This has been a terrific, terrific.

NEXT:

MOBILITY

9 AM - 12

NOVEMBER 12, 2022

PRINCETON SEMINARY

THE COOPER CONFERENCE ROOM

THE ERDMAN CENTER

20 LIBRARY PLACE

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