



# PRINCETON FUTURE ANNUAL REPORT WORKING TOGETHER: 2011-12

THE MOST REMARKABLE THING HAPPENED THIS YEAR. THE TWO MUNICIPALITIES OF PRINCETON COMBINED INTO ONE. THE COMMON SENSE THAT EMERGES FROM CAREFULLY-PREPARED COMMUNITY CONVERSATION SERVED UP WITH ACCURATE FACTS FORGED CONSENSUS AND COMITY. PRINCETON FUTURE HELPED. THE TOWNSHIP AND THE BOROUGH WILL NOW *WORK TOGETHER!* WE HELD A CONSENSUS-BUILDING MEETING IN THE SPRING...



You are invited to come to the Princeton Public Library on Saturday, March 26, 2011 at 9 AM to participate in a conversation about the possible consolidation of the two Municipalities of Princeton

## CONSOLIDATION

YES

NO

Can we forge a community consensus?

Join the Conversation at One of 4 Workshop Tables

### #1. Governance and Administration.

What should the structure of the government be?  
[There are 7 structures available]  
What are the non-financial benefits of consolidation?

### #2. Shared Police Department.

How would a unified Police Department Work?  
What are our most urgent Public Safety Concerns?  
Can we increase service?

### #3. Shared Public Works.

How would a unified Public Works Department operate?  
Where could it be located?  
What services are essential?

### #4. Finance and Taxes.

Will our taxes go down if we consolidate?  
What kind of government can we afford?  
Is there a minimal level of savings you expect to see?

Your Assignment:

Please read the Baseline Report prepared for you by the Consolidation Commission's consultant, CGR: "Municipal Services and Financial Overview, Borough and Township of Princeton"! It is available at [www.cgr.org/princeton](http://www.cgr.org/princeton).

#### MEMBERS OF THE COUNCIL OF PRINCETON FUTURE

Miguel Centeno James Constantine Jeffrey Ordone Larry Higick Allan Kehret Katherine M. Kish Raoul Monro Sheldon B. Sturges  
Michael Fairwell Susan Hockaday Peter R. Kani James Kilgore Ryan Libenthal Shirley Satterfield Kirsten Thott

Princeton Future is a 501(c)3 nonprofit. Contributions are welcome and are tax deductible. \*Please send your support to PO Box 1172, Princeton, NJ 08542.

AND AN INFORMATION SESSION BEFORE THE ELECTION.

*You are invited by...*



# CONSOLIDATION

## HOW WILL YOU VOTE NOVEMBER 8?

You are invited to hear the recommendations of  
the Consolidation Commission...

AND

You are invited to listen to each other,  
to ask questions, to have your say.

**ON SATURDAY, 9–12 AM, OCTOBER 1**

In the Community Room of the Princeton Public Library

### The agenda

- 8:58 - Welcome & Introduction
- 9:00 - **COMMUNITY OUTREACH & ENGAGEMENT**  
Carol Golden, Princeton Township
- 9:05 - **THE FORM OF GOVERNANCE**  
Bernie Miller, Former Mayor, Princeton Township  
Mildred Trotman, Mayor, Princeton Borough
- 9:25 - Q&A
- 9:50 - **PUBLIC WORKS**  
Valerie Haynes, Princeton Township  
Alice Small, Princeton Borough
- 10:05 - Q&A
- 10:30 - **POLICE**  
William Metro, Princeton Township  
Ryan Lienthal, Former Borough Councilman
- 10:50 - Q&A
- 11:15 - **FINANCE & TAXES**  
Chad Goerner, Mayor, Princeton Township  
Pat Simon, Princeton Borough
- 11:35 - Q&A
- 12:00 - END

For complete information on this issue, please visit [www.CGR.org/princeton](http://www.CGR.org/princeton)

**HERE IS THE LETTER OF THANKS WE HAVE RECEIVED FROM THE CHAIR OF  
THE CONSOLIDATION COMMISSION:**

*Anton T. Lahnston, Chairman  
Princeton Consolidation/Shared Services Study Commission  
c/o Princeton Township Clerk  
400 Witherspoon Street  
Princeton, NJ 08540  
January 17, 2012*

Mr. Sheldon Sturges, Managing Director  
Princeton Future  
P.O. Box 1172  
Princeton, NJ 08542

Dear Sheldon:

I am writing as Chairman of the Princeton Consolidation/Shared Services Study Commission and on behalf of our community. As you know, when the Commission was established in the summer of 2010 it became clear that one of our biggest challenges was to communicate progress to the two Princetons and offer a level of transparency consistent with the expectations normally expressed by our residents. This task became a very high priority with the Commission and we therefore reached out to the community to seek every opportunity possible to discuss and gain input into the Commission's study of consolidation and shared services. These included many meetings with neighborhood groups, in-home gatherings, educational institutions and various organizations throughout the community.

In my opinion it is certain that the dialogue we had in collaboration with you and Princeton Future was invaluable in serving the community. The meeting conducted on March 26, 2011 was pivotal in furthering an open exchange of consolidation ideas on police, public works, finance and municipal governance. And then, on October 1, 2011 Princeton Future, along with the Public Library and The League of Women Voters sponsored a momentous meeting to discuss the Commission's "recommendations" for consolidation. Some members of the Commission speculate that the meeting on October 1, 2011 was the most important public/community meeting we had!

Please extend my thanks to Princeton Future for their partnership. I am pleased that we conducted rigorous planning and monitored our presentations to provide a fair and open dialogue. Your support – and the support and leadership of Princeton Future – was very important to the community and the Commission. Thank you!

Sincerely,

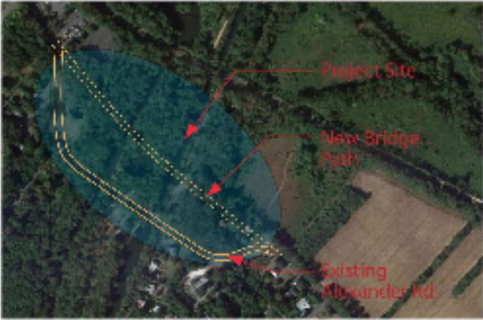


Anton T. Lahnston, Chairman  
Princeton Consolidation and Shared Services Study Commission


## A MAJOR ACCOMPLISHMENT

**WITHOUT FUNDS, PRINCETON FUTURE HAS BEEN ABLE TO DEVELOP RENDERINGS OF TWO MORE IMPORTANT AREAS WHERE THERE WILL BE CHANGE IN PRINCETON. THROUGH THE EXTREMELY ABLE AND COMMITTED VOLUNTEER CONTRIBUTIONS OF COUNCIL MEMBER JIM CONSTANTINE LP AND COMMUNITY RESIDENT, JOSH ZINDER AIA, PF HAS PROVIDED FODDER IN THE SPRING OF 2011 FOR TWO SEMESTER-LONG PLANNING WORKSHOPS FOR THE ANTON NELESSEN URBAN DESIGN STUDIO AT THE BLAUSTEIN SCHOOL OF URBAN PLANNING AT RUTGERS UNIVERSITY AND FOR THE URBAN DESIGN STUDIO OF THE NEW JERSEY INSTITUTE OF TECHNOLOGY.**


**NJIT Architecture School Spring 2011 Studio Presentation**



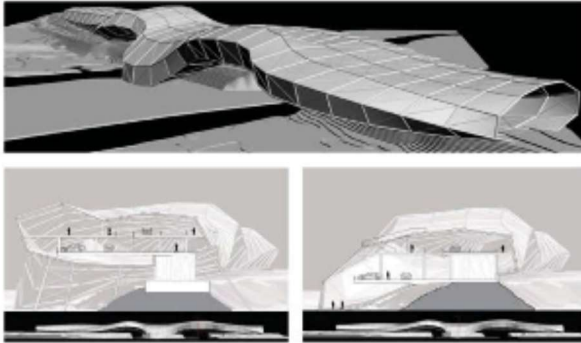
PRINCETON FUTURE



PRINCETON FUTURE




PRINCETON FUTURE



PRINCETON FUTURE

One student's rendering of a new bridge for cars over the existing Dinky Bridge



PRINCETON FUTURE

Another student's rendering of greenways and the "Tow Path" going over the roof of an environmental center.

**JIM CONSTANTINE LED THE RUTGERS STUDIO THROUGH AN INTENSE SERIES OF MEETINGS WITH PRINCETON MERCHANTS & PRINCETON ENVIRONMENTAL GROUPS. THE STUDIO PRESENTED THE RESULTS, FIRST AT A COMMUNITY-WIDE OPEN MEETING ON MAY 16, AND THEN TO BORO COUNCIL IN JULY.**

**Bloustein Urban Design Studio Presentation**



The Arts Neighborhood and the Forbes College Stop on the Dinky:  
One of several stops on the way to Nassau Street.

**RUTGERS**  
School of Planning and Public Policy

Spring 2011 Urban Design Studio:  
Alexander Street-University Place Corridor  
Princeton, NJ

**RUTGERS**

The Urban Design Studio

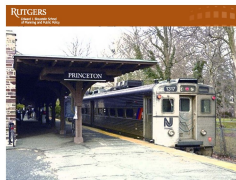
- Established in 1977 by Anton Nelissen
- Prepared plans in over 40 New Jersey communities
- Several communities still rely upon these plans to this day - Highland Park, West Orange, Atlantic City, Passaic, Netuchen, Middletown, New Brunswick, Meadowlands, Harrison and Princeton
- In 1992, the Alexander Street-University Place corridor was studied as part of a regional studio covering Princeton, West Windsor, Plainsboro and Lawrence

**RUTGERS**

This studio will focus on a mile-long transit corridor from regional, community and site-specific scales. Issues to be explored include expanding the existing Dinky rail shuttle as a streetcar, integrating a proposed Arts Neighborhood and testing a Form-Based Code with redevelopment designs. Studio members will gain hands-on experience facilitating stakeholder meetings and hosting a public charrette-style workshop.

**RUTGERS**

Discovery Outreach Concepts



**RUTGERS**

What is a streetcar?

- Electric-powered, fixed route vehicle that is light enough to operate at grade in traffic.



**RUTGERS**

Streetcars used for short-length local transit

City	Year of Service	Line Length (Miles)
Amesbury	2000	1.0
Little Rock	2004	2.5
Tampa	2003	2.4
Portland	2000	1.8
Portland (underway)	2009	1.2

**RUTGERS**

Streetcars fit well in smaller cities & towns

City	Pop.	Area (sq mi)	Density (Units/mi <sup>2</sup> )
Little Rock, AR	193,500	115	1,657
Kenosha, WI	90,000	24	4,111
Lowell, MA	103,200	15	7,000
Princeton Twp, NJ	27,454	16	978
Princeton Boro, NJ	12,907	2	6,477

**RUTGERS**

Community Master Plan findings:

- Transit, especially the Dinky is neglected
- No discussion of commerce and transit
- Sense of regional connectivity is absent

Campus Plan findings:

- Stresses sustainability but neglects densification
- Sustainable transit goals exclude existing rail infrastructure
- Emphasis is on bringing outsiders to the University, not Downtown

**RUTGERS**

Discovery Outreach Concepts



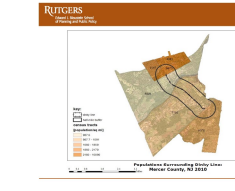
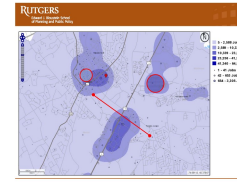
**RUTGERS**

Open Space  
Economic Development  
Public Spaces  
High Density Residential  
Infrastructure

**RUTGERS**

Princeton Employees

Concentration and location of positions filled by individuals commuting from outside of Princeton and staying less than 0.5 hours in 2008



**RUTGERS**

Economic Development

**RUTGERS**

Economic Development with Streetcars

- Positively impacts property values:
  - Permanence
  - Connectivity
  - Marketability
- Attractive to skilled, educated workforce
- Tourism attraction

**RUTGERS**

Parking Intercept

- "Park once" approach
  - More time & money spent
  - No worries about congestion
- Decreases cars on road
- Little impact to those who still drive

**RUTGERS**

Discovery Outreach Concepts

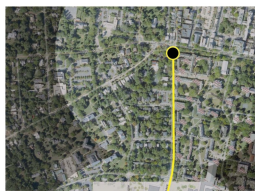
**RUTGERS**

Identified:

- Potential routings
- Potential stops
- Walking zones

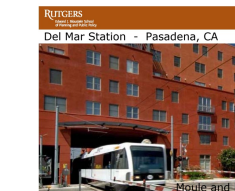
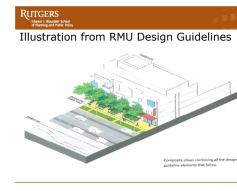
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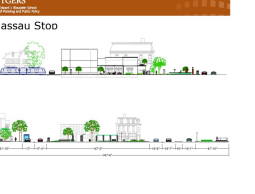
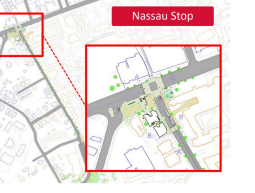
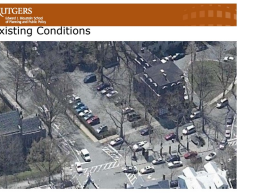
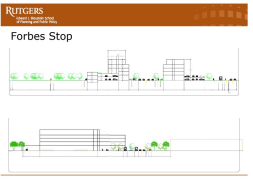
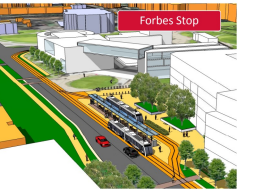
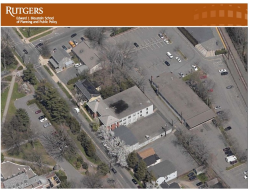
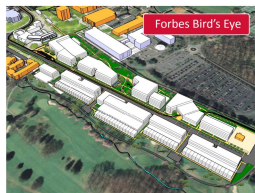
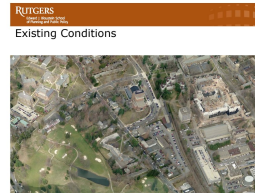
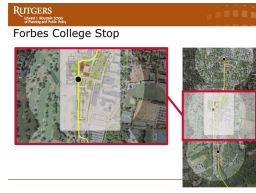
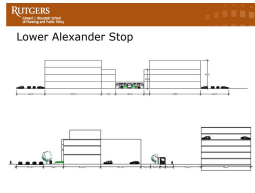
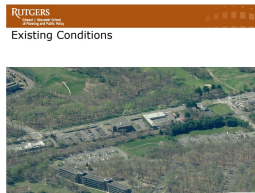
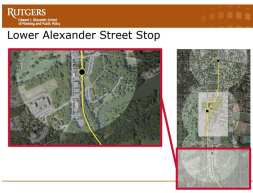
Final Routing Design



**RUTGERS**

Resulting new development?





# IN JULY PF ARRANGED FOR URS TO MAKE A PRESENTATION TO BORO COUNCIL ON THE ADVANTAGES OF BOTH CONVERTING THE DINKY LINE TO MULTIPLE-STOP LIGHT RAIL AND BRINGING IT UP TO NASSAU STREET.

## What is the difference between a Streetcar and Light Rail Transit?

- Streetcars are a form of Light Rail – the Technologies are merging, (also called Urban Rail or Hybrid Technology (e.g. Atlanta, Austin, Detroit, Houston))
- Generally:
  - Streetcars cover a shorter distance (typically 2-3 mile segments); shorter trips.
  - Light Rail runs at higher speeds and is generally designed to transport commuters longer distances, for example 10-20 miles between suburban locations and downtown.
  - Streetcars are lighter vehicles and can operate on local streets, in mixed traffic with automobiles and bicycles.
  - Light Rail typically requires a dedicated right-of-way and can be more complex and costly to construct.



## URS Qualifications and Experience



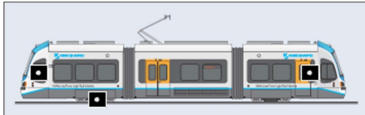
### Hudson Bergen Light Rail

- Project Value – \$1.8 billion
- Engineering, construction, systems integration, startup, operations, and maintenance
- Schedule – 1994 to 2006
- 18 miles with 23 stations servicing a daily ridership of more than 30,000 people



## Light Rail Vehicle

**Light Rail Vehicle (LRV)**  
 Light Rail is an electric rail transit system in an urban and suburban area that generally has capacity and speed between metro and streetcar systems. Light Rail is a versatile mode of rail transit suited for both dedicated right-of-way and mixed with traffic in city streets. LRVs are articulated units with low floor boarding areas for rapid loading and unloading of passengers at street level. LRVs are configured to operate as single units or up to four car trains.



- | Features   | Benefits  |
|--|---|
| <ul style="list-style-type: none"> <li>Highway Speed Capability</li> <li>DOT Lighting</li> <li>Low Floor Boarding</li> <li>Single or Multiple Units</li> </ul> | <ul style="list-style-type: none"> <li>Right-of-Way Versatility</li> <li>Safe Operation in Mixed Traffic</li> <li>Rapid Passenger Loading and Unloading</li> <li>Easily Adjustable Train Size for Peak Periods</li> </ul> |

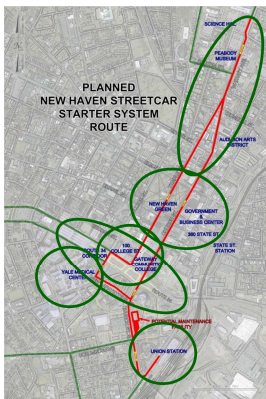


## National Streetcar Movement



## Planned Starter Route

New Haven



- Union Station
- Yale Medical Center
- Government and Business Center
- Route 34 Corridor
- Gateway Community College
- Audubon Arts District
- Yale University

## Alstom's Citadis: Hybrid Vehicle



Tram in Nice, France  
 Wireless through historic Place Massena  
 Photo by compostelle, Google Panoramio



AN IDEA OF FUTURE RAIL IN REGION

# THE FUTURE OF THE DINKY RAIL LINE



2013  
 LOAX/IAS  
 EINSTEIN'S ALLEY/CANAL  
 BLACKROCK/HYATT/CARNEGIE  
 HILLIERVILLE  
 WEST WINDSOR TOWN CENTER

2014  
 FRENCH MARKET, DOWNTOWN PRINCETON  
 McCARTER SQUARE  
 SARNOFF  
 PLAINSBORO TOWN CENTER

2015  
 MERRILL LYNCH DRIVE  
 UNIVERSITY MEDICAL CENTER AT PRINCETON & PLAINSBORO

2016

# PRINCETON FUTURE HELD A THIRD NASSAU EAST NEIGHBORHOOD MEETING IN THE CHESTNUT STREET FIREHOUSE ON AUGUST 10, 2011 [PF EMAIL BELOW]

Having trouble viewing this email? [Click here](#)

Hi, just a reminder that you're receiving this email because you have expressed an interest in Princeton Future. Don't forget to add pfcouncil@aol.com to your address book so we'll be sure to land in your inbox!

You may [unsubscribe](#) if you no longer wish to receive our emails.



**#1. Tonight at 7 PM, August 10, 2011**, please come to the Chestnut Street Firehouse.



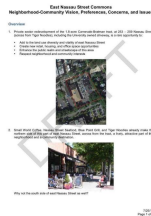
Neighbors at the Firehouse April 24, 2010



Neighbors listen to the PF polling results by PSRA on May 26, 2010

#### The Agenda

Presentation by David Kinsey and The PF Committee of Neighbors



A Vision: Nassau East Commons

Conversation

Presentation by Linda Fahmie, Representative of the Carnevale Family



The Carnevale's Plan from the South and from the North

Conversation

Presentation by Jim Constantine, Princeton Future

Conversation

**#2. On Saturday, October 1, 9AM-12 noon**, Princeton Future is joining with the League of Women's Voters and with the Princeton Public Library to co-sponsor an open meeting for the community on CONSOLIDATION. Please mark your calendar to come to the Community Room at the Library on October 1 so that you will be informed on all of the issues of most concern to you. The vote is on November 8.

You are invited by...

## CONSOLIDATION

### HOW WILL YOU VOTE NOVEMBER 8?

You are invited to hear the recommendations of our Consolidation Commission...

AND  
You are invited to listen to each other, to ask questions, to have your say  
ON SATURDAY, 9-12 AM, OCTOBER 1

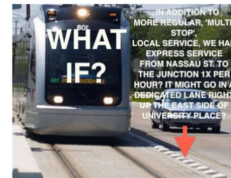
The agenda

- 8:58 - Welcome & Introduction
- 9:00 - COMMUNITY OUTREACH & ENGAGEMENT  
Carol Givens, Township
- 9:05 - THE FORM OF GOVERNANCE  
Linda Miller, Former Mayor, Princeton Township  
Michael Tostani, Mayor, Princeton Borough
- 9:20 - Q&A
- 9:45 - PUBLIC WORKS  
Suzanne Hayes, Township  
Alex Small, Borough
- 10:05 - Q&A
- 10:30 - POLICE  
William Merris, Township  
Ryan Libenthal, Former Borough Councilman
- 10:50 - Q&A
- 11:05 - FINANCE & TAXES  
Shay Gorman, Mayor, Princeton Township  
Pat Simon, Borough
- 11:25 - Q&A
- 12:00 - END

#### CONSOLIDATION MEETING, OCTOBER 1

**#3. The Dinky, the Memorandum of Understanding & the Community Master Plan**

*WHAT IF? "...there would be plenty of time to develop and implement plans for a light rail link to Nassau Street that would open at the same time that the Lewis Center opens...something like 4-5 years after site plan approval"* - Robert Durkee, Secretary, Princeton University, July 31, 2011



A Dedicated Lane on University Place?



A Stop at Nassau Street in the Downtown??

Princeton Future sponsored 2 presentations to Borough Council on July 26, 2011. You may watch!

Click here: [July 26 Borough Council Meeting](#) beginning at minute 11:06. [http://www.vimeo.com/27152963]

Princeton Future supports the transit-oriented development (TOD) guidelines published on the NJ Department of Transportation website. We believe the inclusion of language such as this in the Community Master Plan would help the Regional Planning Board as it works to respond to the requests of Princeton University. They read, in part:

#### Transit-Oriented Development

A transit-oriented development (TOD) is a residential, commercial or mixed-use development project, made up of one or more buildings, that has been designed to take advantage of nearby transit and includes features that encourage walking, biking and transit ridership. A TOD project is characterized by:

#### Compact, traditional building and site design

- Buildings are located close together and face wide sidewalks.
- Building entrances are oriented towards transit stops.
- Buildings are normally three stories or higher.
- No blank walls where pedestrians walk.
- At street level, walls are at least 75 percent windows and doorways.
- Short block lengths are preferred. Mid-block pedestrian cut-throughs are provided on long blocks. Parking lots are located to the rear and sides of buildings.

#### A high quality walking and biking environment

- Ease of walking or biking to the transit station is a top priority.
- Pathways are clear and direct with no barriers.
- Sidewalks are wide, crosswalks are well-marked and lighting and landscaping are ample.
- Covered bicycle parking is available.

#### A mix of transit-supportive uses

- The project includes a complementary mix of uses including housing, offices, shops, markets, hotels, restaurants, salons, services, coffee shops and boutiques.
- The mix can be in the same building or within the same neighborhood.
- A desirable combination consists of retail on the first floor and residential use of the upper

# THE VISION OF 152 NASSAU EAST NEIGHBORS

## East Nassau Street Commons Neighborhood-Community Vision, Preferences, Concerns, and Issues

### Overview

1. Private sector redevelopment of the 1.8-acre Carnevale-Bratman tract, at 253 – 259 Nassau Street (across from Tiger Noodles), including the University owned driveway, is a rare opportunity to:

- Add to the land use diversity and vitality of east Nassau Street
- Create new retail, housing, and office space opportunities
- Enhance the public realm and streetscape of this area
- Respect neighborhood and community interests



2. Small World Coffee, Nassau Street Seafood, Blue Point Grill, and Tiger Noodles already make the northern side of this part of east Nassau Street, across from the tract, a lively, attractive part of this neighborhood and a community destination.



Why not the south side of east Nassau Street as well?

- Mixed use buildings combining ground-floor restaurants-cafes with outdoor seating and numerous small retail spaces, including food shops<sup>3</sup>, with apartments and office space on the second and third floors
- Architecturally differentiated buildings, particularly on the Nassau Street frontage, with different architectural styles, facade widths and front yard setbacks (some respecting the 15' setback at the adjacent Prudential building), and building heights, contributing to the diverse, even funky character of east Nassau Street
- A substantial public commons<sup>4</sup> or green fronting on Nassau Street (perhaps extending up to 45'-50'± or more from the curb<sup>5</sup>), well-landscaped with green spaces, and framed by buildings with ground-floor restaurants, cafes, and retail spaces, with pedestrian connections with the University's adjacent Engineering Quadrangle
- Parking only to the rear, largely under buildings (as at adjacent 253 Nassau Street, the Prudential building), in part taking advantage of the change in elevation that slopes down to the rear, with access to and from Nassau Street only by the University driveway
- Preservation of mature deciduous trees along the tract eastern edge and the cope in the south east corner, to the maximum extent practicable, and the planting and ongoing maintenance of a rear line of mature newly planted coniferous trees that screens the E-Quad

11. The tract is in the SB Service Business zone on the Borough Zoning Map.
12. The current SB zoning allows and encourages much of this vision and protects the interests of adjoining residential neighbors.
13. For example, the SB zone allows a 66% FAR (Floor Area Ratio) increase for joint occupancy buildings, from 0.6 FAR for nonresidential uses to 1.0 FAR for joint occupancy (e.g., retail and apartments), with an increase in building height (but not floors) from 35' to 45'.<sup>6</sup>
14. The SB zoning also prohibits some elements of this vision, particularly upper floor offices.
15. The current SB zoning also permits some land uses neighborhood residents strongly oppose, particularly fast-food restaurants.
16. The current SB zoning does not permit some uses neighborhood residents strongly oppose, particularly banks.
17. The SB zone's minimum yard setbacks, as well as its required parking area perimeter minimum 4' wide planting strips, insure a measure of separation, buffer, and screening between the eastern edge of the tract and the adjacent residential properties on the west side of Murray Place.

<sup>3</sup> Small World Coffee and Nassau Street Seafood and Produce, Co., both across Nassau Street from the tract, each operate successfully with less than 1,000 square feet of floor area.

<sup>4</sup> "Commons" is sometimes defined as "land or resources belonging to or affecting the whole of a community."

<sup>5</sup> The former Davidson's-Wild Oats-Olive May building is mostly about 75' from the curb, while the former Wawa-Rite Aid-West Coast Video building is mostly about 65' from the curb.

<sup>6</sup> If the University-owned driveway is not moved elsewhere on the tract, the commons or green may be bisected by necessity by the University driveway. In that scenario, the tract could be redeveloped with the driveway as a "street" with frontage on both sides for ground-floor retail spaces, as well as lobbies and access for upper floor apartments and offices.

<sup>7</sup> Basement parking is not included in the FAR calculation.

### Neighborhood Expressed Preferences

3. A 2010 survey of 224 registered voters who reside in surrounding Borough neighborhoods reveals important preferences on the redevelopment of this tract:

4. Neighborhood residents have strong preferences, according to this recent survey, on desired land uses for this tract (in descending rank order):

- Reading Terminal-style food market (strongly supported or supported by 70%)
- Supermarket (strongly supported or supported by 59%)<sup>7</sup>
- Restaurant (strongly supported or supported by 47%)
- Mixed use (retail/office/residential)
- Retail space
- Residential
- Wawa-style market
- General office space
- Hotel/Inn
- Laundromat (strongly opposed or opposed by 65%)
- Bank (strongly opposed or opposed by 68%)
- Fast-food restaurant (strongly opposed by 74%)

5. Neighborhood residents also strongly oppose having a large surface parking lot visible from Nassau Street.

6. Neighborhood residents strongly support two- and three-story buildings, as well as a mix of buildings heights.

7. Neighborhood residents strongly favor providing wide sidewalks with seating, cafes, and shop fronts, as well as a public gathering space, such as a park or plaza.

### Tract Development

8. While ownership of the tract is split among three owners (two private and the University), redevelopment of the tract should be conceived and designed as a whole, to maximize property owner and community benefits.

9. The University owns a 25' wide lot that serves as the tract's driveway, connecting Nassau Street and the E-Quad, although the vehicular connection with the E-Quad is closed. This driveway provides important vehicular access for the privately owned parcels as well as access to their rear parking areas. The Bratman property has an easement allowing use of the University driveway; the Carnevale property does not. The University is probably willing to consider shifting the driveway location, while maintaining ownership, in the context of comprehensive redevelopment of the entire tract.

10. The ideal redevelopment of the tract, a vision of the future, would include the following elements:

<sup>7</sup> Princeton Survey Research Associates International conducted the survey for Princeton Future. For the full survey results and a summary of a public meeting concerning the tract convened by Princeton Future in 2010, see: <http://www.princetonfuture.org/jun10olivevay.pdf>.

<sup>8</sup> A supermarket may not now be economically feasible for two reasons: (1) supermarkets seek a larger minimum floor area than could be available, with associated parking, and (2) recent opening downtown of the P'Anselmo Italian Market, albeit not a full-fledged supermarket.

18. A prohibition against front yard parking is important to achieve the vision for the tract.
19. A reasonable FAR bonus and flexible front yard setbacks (distance from the property line to the front of the building) along a portion of the Nassau Street frontage may provide helpful encouragement to the property owners to achieve the critical public commons component of this vision. With flexible front yard setbacks, some buildings would be closer to Nassau Street, offset by others set further back, in order to shape and enclose the space of the critical public commons component of this vision. Encouraging greater bulk of buildings to be closer to Nassau Street should be reinforced by a deeper rear yard setback in proximity to existing residentially zoned neighboring properties.
20. Redevelopment of the tract is likely to include affordable housing, a welcome addition to the diversity of the neighborhood. Any joint occupancy building with five or more apartments is required, by the Borough Affordable Housing Overlay Zone, to set aside 20% of the housing units as affordable to low and moderate income households (e.g., annual household income for a three-person family of less than \$64,000).
21. Full redevelopment of the tract will increase on-site parking and vehicular movements to unprecedented levels. Traffic impact studies should be required as the development program is refined to project, analyze, and mitigate as necessary traffic and parking impacts. Vehicular movements at the University driveway and Nassau Street intersection may need to be restricted, i.e., right-out only, as at the Nassau Liquors Grape and Grain Co.-office building directly across Nassau Street.
22. Amendments to the SB zone in the short term may be desirable to protect neighborhood interests in this tract and promote its redevelopment consistent with the community vision, e.g., prohibiting front yard parking and fast-food restaurants.
23. Any renovated or newly constructed buildings on the tract should be carefully designed from inception to deflect all possible light, HVAC noise, loading, delivery, and other sounds away from the adjacent residential neighborhood.
24. Vehicular access to the University's E-Quad adjacent to the south of the tract should continue to be prohibited except in the case of emergencies.
25. Adequate trash receptacles should be provided and maintained on the northern and southern ends of the tract to discourage litter that would otherwise blow onto Nassau Street, sidewalks, and neighborhood backyards.
26. The tract should be landscaped and maintained with trees, shrubs, planters, other plantings, tables and chairs, benches, lighting and other street furniture to make this an attractive and inviting place.

Prepared in July 2011 by the following neighbors (in alphabetical order):

Alexi Assmus  
David Kinsey  
Martin Schneiderman  
Andrea Stine

## A SUMMARY OF 2002 PF 'ZONE 5' WORKSHOPS & BOB BROWN URBAN DESIGN



**Design Guidelines:  
Possibilities**

Small Buildings- sloped roofs

**Parking, Traffic & Pedestrians**

- "Linden & Hamilton is the worst intersection in town."
- "Hamilton St. between Harrison & Moore is a speedway."
- "If you try to cross Hamilton you won't make it."
- "We'll (neighbors) pay for the humps needed on Hamilton St.!"
- "The good thing about Pine being in terrible repair is that drivers go slowly."
- "Spruce St. is parked up by 7:30 AM."
- "Patton has parking from the University."

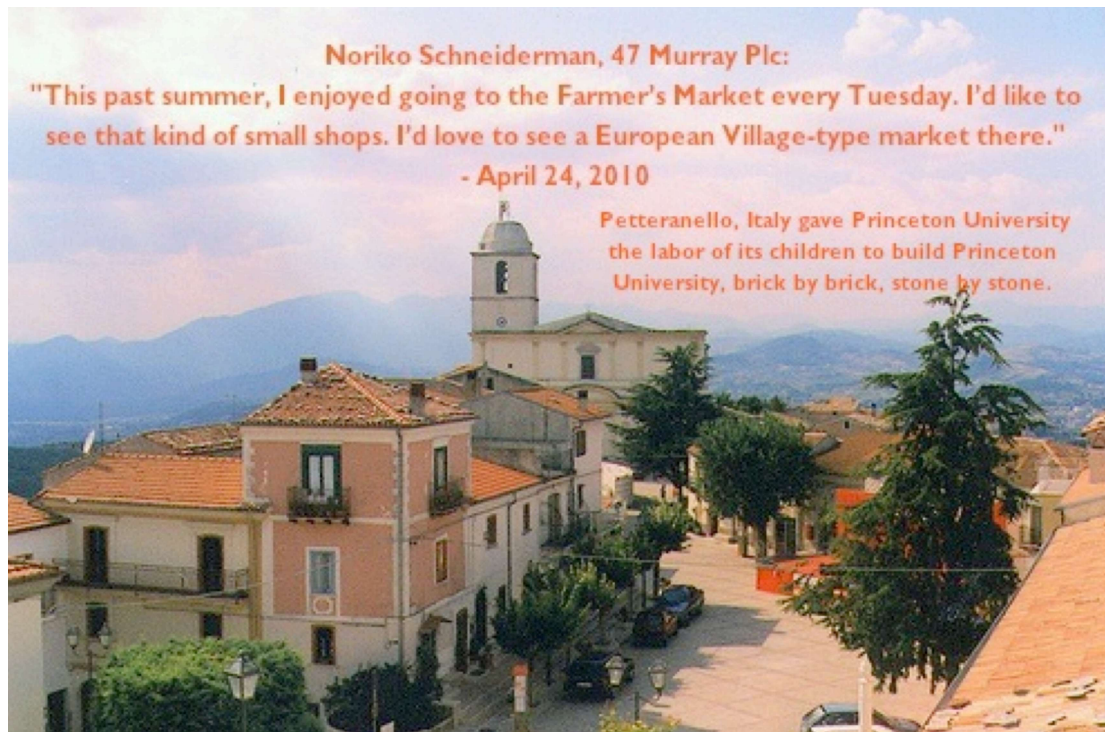
**Design & Character**

- "We have a picture of diversity...3 stories next to 2 stories."
- "I would hate to see the stately homes turned into shops."
- "I don't want to see a long roof line."
- "We need strong architectural criteria."
- "There should be some sort of profile (of the buildings)."
- "Nassau St. is such a treasure. Tools should get sharpened."
- "We need to have an influence over what private owners do"

If you were not able to attend any of the meetings and if you would like to add your voice, please write a letter expressing your points of view to:  
**PF Zone 5, PO Box 493, Princeton, NJ 08542**  
 A full transcript of the conversations is available at Boro Hall. Videos will be available at the Public Library courtesy of Amy Brummer.

**Township & Boro: Working Together to Make our Downtown Plan**

## MD's AUG 10, 2011 VISION



WOODROW  
WILSON  
SCHOOL  
PROFESSOR &  
NASSAU EAST  
NEIGHBOR,  
DAVID KINSEY,  
PRESENTS THE  
NEIGHBOR'S  
VISION ON AUG  
10



**From:** pfcouncil <pfcouncil@aol.com>

**Bcc:** sheld37141@aol.com

**Subject:** Nassau East Neighborhood Findings: Princeton Future to present tomorrow night at Boro Council

**Date:** Mon, Nov 21, 2011 10:49 am

To: The Neighbors of the Nassau East Community

Princeton Future [PF] will present a powerpoint to Borough Council on its vision for the East Nassau Neighborhood tomorrow evening at 7:30, Tuesday, November 22. This is the same presentation that was made at the Chestnut Street Firehouse on August 10, 2011.

If you wish, you may want to browse through the PF website, [[www.princetonfuture.org](http://www.princetonfuture.org)], to review the transcripts of the 'Zone 5' Workshops held in Boro Hall in 2002, as well as the polling results, videos and transcripts of the 3 PF meetings held in the Firehouse during the spring of 2010 and the summer of 2011, under the heading 'Olive May'.

Please come.

You may have things you wish to say!

REGIONAL  
PLANNING  
BOARD &  
MUNICIPAL  
ZONING  
OFFICER'S  
DRAFT NOV  
22, 2011

## Subdivision VI. Service Business (SB) Districts.

### Part 1. Use Regulations.

#### Sec. 17A-320. Generally.

In SB districts, land and buildings may be used only for the purposes set forth in this part.

#### Sec. 17A-321. Same - Uses permitted as of right - Generally.

The following uses are permitted as of right, subject to the bulk regulations, parking requirements and other regulations set forth or referred to below:

(a) Nonresidential uses.

(1) Office buildings.

(2) **Parks, playgrounds and Public buildings.**

(3) **Churches and other places of worship.**

(4) **Public schools and private schools not operated for profit.**

(5) **Office buildings.**

(6) **Banks on the first floor of any building subject to the following standards:**

- a. **The design of the bank shall include exterior public space between the building and the street that includes public seating, landscaping, and decorative pavement (i.e. pavers, concrete with an attractive scoring pattern, stamped concrete, etc.).**
- b. **The site plan shall include bicycle racks in the public space and in other locations if appropriate. The number of bank rack spaces shall equal shall equal one per teller.**
- c. **The public space shall include garbage containers throughout the space and at all entrances and exits.**
- d. **The vision glass portion of the front façade of the bank shall be a minimum of 35% of the unprotected, non-sprinklered amount allowed by the building code.**
- e. **The ATM shall not be located on the front façade unless sufficiently screened or the color scheme is consistent with the building aesthetics.**

(7) **Parking garages and other off-street parking spaces, open or enclosed, subject to the provisions of division 6, subdivision III of this article.**

(8) **Medical and dental offices.**

~~(3) Radio and television broadcasting.~~

~~(4) Blueprinting, photostating and similar business services.~~

(9)(5) Gasoline service stations, subject to the following conditions:

a. The minimum lot size shall be ten thousand square feet, and the minimum width along the street line shall be one hundred feet.

b. Automobile repair work shall be performed within a building, except for minor servicing, such as change of tires or sale of gasoline or oil. Auto body shops, paint shops, radiator repair, tire retreading and automobile laundries are not permitted.

c. No merchandise shall be sold or kept for sale, except petroleum products and automobile accessories reasonably necessary for the safe, lawful or convenient operation of motor vehicles.

d. All automobile parts shall be stored within a fully enclosed building.

e. No oil or oil drums shall be kept or displayed in tanks or other receptacles outside of the building and aboveground, except for immediate use in servicing cars; and such oil shall be kept in neatly racked or stacked containers of not more than five quarts.

f. Gasoline or flammable oils in bulk shall be stored fully underground, not nearer than twenty-five feet from any lot line.

g. No gasoline pumps shall be located within sixty feet of the centerline of any street. No more than one service island shall be permitted at any station. A maximum of three dispensing towers per service island shall be permitted. A maximum of six dispensing hoses with triggered nozzles shall be permitted on the service island.

h. A wall, fence or suitable evergreen hedge or screen planting at least six feet in height shall be constructed and maintained between the service facility and any abutting lot. The design of such wall, fence or planting strip shall be subject to the approval of the planning board, which may also require additional planting to screen gasoline service stations, which may detract from the view of adjoining lots or residential uses and to preserve property values in the neighborhood. Where the lot abuts another service facility or a parking yard, the planning board may modify or waive this requirement for such abutting portion of the lot.

i. Any lighting shall be arranged so as to avoid reflection and glare into any abutting R1, R2, R3 or R4 district or residential use. Each service island shall be illuminated by low glare lighting set at a height not lower than eight feet nor higher than fifteen feet. The source of any lighting located on a service island shall not be directly visible from any adjoining residential lot.

j. In addition to the usual accessory signs, as permitted in Division 6, Subdivision 1, Part 2 of this Article.

1. One freestanding sign advertising the name of the station or garage and the principal products sold on the premises, including any special company or branch name, insignia or emblem; provided, that such sign shall not exceed sixteen square feet in area on each side and shall be not less than ten feet or more than eighteen feet above the ground.

2. Directional signs or lettering displayed over individual entrance doors or bays, consisting only of the words "washing," "lubrication," "repairs," "mechanic on duty" or other words similar in import; provided, that there shall be not more than one such sign over each entrance or bay, that the letters thereof shall not exceed six inches in height and that the total area of each sign shall not exceed three square feet.

3. Customary lettering on, or other insignia which are a structural part of, a gasoline pump, consisting only of the brand name of gasoline sold, lead warning sign, a price indicator and any other sign required by law, and not exceeding a total of three square feet on each pump.

4. A non-illuminated credit card sign, displayed on or near the gasoline pumps, not exceeding two square feet in area.

5. Two temporary signs, specifically advertising special seasonal servicing of automobiles; provided, that each sign does not exceed seven square feet in area and is not displayed for more than sixty days twice per year.

(b) Residential uses.

(1) Attached dwellings.

(2) Multiple dwellings.

(c) Joint occupancy uses.

(1) The residential portion shall have an entrance upon a street, either directly or via an unobstructed passage/access drive, at least ten feet in width and ten feet in height and with a maximum depth of thirty-five feet.

(2) No floor may be used for both residential and business uses, unless a separate entrance, hallway and stairway provide direct access from the street to each use.

(3) Nonresidential uses are limited to the first floor level.

(d) Accessory uses.

(1) Accessory signs, as permitted in Division 6, Subdivision 1, Part 2 of this Article.

(2) Accessory parking spaces, accessory buildings and other accessory uses.

**(3) Accessory parking spaces and parking lots shall not be permitted to be located in the front yard or between the street line and the front of a building for any use except gasoline service stations. Parking lots located in side**

and rear yards shall be designed to allow interconnection with parking lots on adjoining properties by way of joint access easements.

**(4) Kiosks shall be permitted to be located within 25 feet of the Nassau Street right-of-way and shall be exempted from any bulk regulations and off-street parking and loading requirements. Kiosks shall be sited and designed in a manner that is integrated with the sidewalk and streetscape so as to engage, enliven and articulate the pedestrian experience for passersby and patrons. A kiosk shall be situated within an area of textured paving, landscaping, outdoor seating, pedestrian scale lighting and other high quality streetscape improvements as deemed appropriate by the Borough.**

Sec. 17A-322. Same - Subject to floor area limitation.

The following uses are permitted as of right; provided, that not more than five thousand square feet of floor area per establishment shall be devoted to such use. **Provided further that food service businesses shall be permitted as of right, subject to a maximum floor area limitation of 6,500 square feet.** Such uses shall be subject to the bulk regulations, parking requirements and other regulations set forth or referred to below:

**(a) Nonresidential uses.**

**(1) Retail stores and bakeries, excluding automotive sales or service establishments.**

**(2) Eating and drinking places.**

**(3) Barbershops, beauty parlors, tailors, dressmakers and millinery shops, photographic studios, shoe repair, shoeshine and hat cleaning shops and similar personal service stores dealing directly with consumers.**

**(4) Studios for dancing and music instruction.**

**(5) Private vocational and trade schools.**

**(6) Outlets and pick-up stations for laundries and cleaning establishments.**

**(7) Self-service automatic laundry and dry cleaning establishments, containing a total of not more than thirty machines for washing, cleaning and drying. The use of flammable solvent is prohibited, except for the incidental removal of spots.**

**(8) Radio and television repair, locksmith, watch, clock and jewelry repair, upholstery and furniture repair and other similar service establishments furnishing services other than of a personal nature, but not including gasoline filling stations and other automotive services.**

~~Any use permitted as of right, subject to floor area limitation in the NB districts, section 17A-292, is permitted as of right in SB districts; provided, that not more than five thousand square feet of floor area per establishment shall be devoted to such use. Such uses shall be subject to the bulk regulations, parking requirements and other regulations set forth or referred to below.~~

**Fast food restaurants shall not be permitted under the category of eating and drinking places.**

Sec. 17A-323. Conditional uses.

The following additional uses may be authorized as conditional uses, subject to the provisions of section 17A-208 and to the bulk regulations, parking requirements and other regulations set forth or referred to below:

~~(a) Funeral parlors.~~

(b) Theatres, assembly halls, bowling alleys and pool parlors, but excluding amusement parks and penny arcade galleries.

(c) Bus stations and taxi offices.

~~(d) Job and newspaper printing; provided, that no more than ten persons are directly engaged in such printing.~~



(e) Private vocational and trade schools with more than five thousand square feet of floor area.

(f) Assembling, converting, finishing, cleaning or any other processing of products within a fully enclosed building, where goods or services so produced or processed are to be sold or rendered at retail, primarily on the premises, subject to the following conditions:

(1) Not more than five thousand square feet of floor area shall be devoted to such use.

(2) The area so used shall be fully concealed from the street.

(3) There shall be created no dangerous, injurious, noxious or otherwise objectionable fire, explosive or other hazard; noise or vibration; dust, smoke or other form of air pollution; heat, cold or dampness; electromagnetic or other disturbance; glare; liquid or solid refuse or other wastes; or other objectionable substance, condition or element.

~~(g) Hospitals, nursing homes, clubhouses, private schools operated for profit and educational institutions.~~

~~(h) Railroad and public utility buildings, installations and rights-of-way needed to serve the general welfare of all or a significant part of the community.~~

(i) Personal wireless telecommunications facilities and personal wireless telecommunications equipment facilities, as defined in section 17A-201 shall be permitted as a conditional use, subject to the provisions of section 17A-208.

**(j) Mixed Use Public Space, subject to the following conditions:**

**(1) Minimum lot width of 75 feet.**

**(2) Minimum rear yard of 100 feet for building setbacks.**

**(3) A public space shall be framed by setting buildings or a portion of a building a minimum of five (5) feet further than the minimum required front yard facing Nassau Street. Such public space shall be framed by buildings and other streetscape elements and contain a minimum area of 1,000 square feet in area as measured in the front yard along Nassau Street. Public rights-of-way and driveway access easements crossing a public space shall not count toward the calculation of the minimum area. Portions of a building, not exceeding two stories in height, framing the side edges of a public space, may have a reduced front yard of 10 feet in order to increase the enclosure of the public space and compensate for the additional setback required to create such public space.**

**(4) Such public space shall be framed by joint occupancy buildings containing ground floor business uses that relate to and are oriented to activate the public space, such as restaurants with outdoor cafes and specialty food stores with sidewalk displays which may occupy the perimeter edges of a public space. Buildings or portions of buildings framing the public space shall be designed to contain a mix of architectural styles, façade widths, storefront designs, and frame the public space with well-articulated facades containing large pane display windows, projections such as awnings and balconies, recesses and other design treatments that create variety in the streetscape.**

**(5) The public space shall be dimensioned and designed to meet the needs for informal gathering and socializing by business patrons, residents, employees and visitors. The developer shall solicit input from neighboring businesses and residents regarding the design, function, seating, furnishing, materials, colors, landscaping and lighting of the public space in order to create a landmark focal point for East Nassau Street. The developer shall be responsible for extending the surface treatment and other design elements of the public space into adjacent portions of the public right-of-way in order to create a seamless integration of the public space with the adjacent sidewalk and streetscape resulting in a public space that appears and functions as larger than solely the portion of the lot area reserved for such public space.**

**(6) The developer shall provide a plan for ownership, maintenance and use of the public space to be approved by the Planning Board.**

**(7) Joint occupancy buildings that are part of a mixed use public space development are permitted to be three-stories and 45 feet in height, may contain office space on the upper floors and shall receive a FAR bonus of three (3) square feet of additional floor area (beyond the floor area ratio for joint occupancy buildings) for each one square foot of public space provided up to a maximum FAR of 1.2. There shall be no off-street parking requirements for that portion of a joint occupancy building subject to the FAR bonus, provided that the developer shall provide a shared parking management plan for the use of the site to be approved by the Planning Board.**

**(8) Access, parking, loading, and HVAC shall be designed and oriented to minimize disturbances from traffic flow, light, noise, exhaust, and other nuisances to adjacent or nearby residential properties.**

**(9) Existing mature vegetation that helps to act as a buffer from neighboring residential properties shall be preserved to the maximum extent feasible. Where mature buffering vegetation does not exist or is destroyed, the developer shall comply with the buffering requirements of Section 17A-390c.**

Sec. 17A-324. Other use regulations.

All uses permitted under the provisions of section 17A-322 and 17A-323 shall be subject to the additional use regulations set forth in sections 17A-364, 17A-365, 17A-366 and 17A-373.

Part 2. Bulk Regulations.

Sec. 17A-325. Generally.

The bulk regulations contained in this part apply to all buildings and land in SB districts.

Sec. 17A-326. All permitted nonresidential or conditional uses.

(a) Maximum permitted:

(1)	Floor area ratio	0.6
(2)	Building height	35 feet.
(3)	Number of stories	3
(4)	Coverage	40 percent.

(b) Minimum required:

(1)	Front yard	15 feet.
(2)	Side yards.	
a.	Side yard	*
b.	Side yard abutting R1, R2, R3 or R4 districts	15 feet.
(3)	Rear yards.	
a.	Rear yard	25 feet.
b.	Rear yard abutting R1, R2, R3 or R4 districts	50 feet.

\*No yard required. However, if a yard area is provided, it shall be not less than ten feet.

Sec. 17A-326.1. All permitted residential or joint occupancy uses.

(a) Residential uses.

(1) Maximum permitted:

a.	Floor area ratio	1.0
b.	Building height	45
c.	Number of stories	3
d.	Coverage	40%

(2) Minimum required:

a.	Front yard	15
b.	Side yard	10
c.	Side yard, abutting R1, R2, R3 or R4	15
d.	Rear yard	25
e.	Rear yard, abutting R1, R2, R3 or R4	50

(b) Joint occupancy buildings provided all floors above the first floor are residential.

(1) Maximum permitted:

a.	Floor area ratio	1.0
b.	Building height	45
c.	Number of stories	3
d.	Coverage	40%

(2) Minimum required:

a.	Front yard	15
b.	Side yard	10
c.	Side yard, abutting R1, R2, R3 or R4	15
d.	Rear yard	25
e.	Rear yard, abutting R1, R2, R3 or R4	50

Sec. 17A-327. Other bulk regulations.

The additional bulk regulations set forth in sections 17A-375, 17A-376, 17A-378, 17A-382 and 17A-403 shall also apply in SB districts.

Part 3. Off-Street Parking and Loading Requirements.

Sec. 17A-328. Generally.

The off-street parking and loading requirements in SB districts shall be the same as the parking and off-street loading requirements for nonresidential and residential uses in the NB district, section 17A-301 and 17A-303. In addition, theatres, other places of assembly and vocational and trade schools shall provide at least one parking space for each five seats

Subdivision VII. Summary Bulk Tables.

Sec. 17A-329. Residential buildings, joint occupancy buildings and rooming houses.

The bulk regulations for residential buildings, joint occupancy buildings and rooming houses in RO-1 districts, section 17A-274, are applicable to such buildings in all business districts. Moreover, in the CB district, some multiple dwellings and joint occupancy buildings are subject to different bulk regulations, as set forth in sections 17A-210 and 17A-310.

Sec. 17A-330. Nonresidential buildings.

Zoning district	For nonresidential uses		For offices only	For parking garages only		For other nonresidential uses		
	RO-1	NB	RO-1	CB	NB	CB**	SB	
<u>Maximum permitted:</u>								
Floor area ratio	0.6	0.6	3.0	3.0	0.6	1.5	0.6	
Height: Feet	35	35	35	50	35	65	35	
Stories	3	3	—	—	3	5	3	
Coverage (percent)	30	30	80	100	40	100	40	
<u>Minimum required:</u>								
Front yard	15	15	15	—	15	—	15	
Side yards								
Side yard	10	*	10	*	*	*	*	
Side yard abutting lot in R1, R2, R3, or R4 districts	15	15	15	10	15	10	15	
Side yard abutting lot in CB district	*	*	*	—	*	—	*	
			For offices only	For parking garages only		For other nonresidential uses		
<u>Minimum required: (con't)</u>								
Rear yards	20	20	20	*	20	*	25	
Rear yard abutting lot								

in CB district	*	*	*	—	*	—	*
Rear yard abutting lot in R1, R2, R3, or R4 districts	20	20	20	10	75	10	50

\*No yard required. However, if a yard is provided, it shall be not less than ten feet.

\*\*Special provision for reconstruction of buildings with floor area ratio of more than 1.5. See section 17A-312.

Dimensions are in feet, unless otherwise noted.

**Section 17A-201. Definitions.**

**Fast food restaurant.** An establishment whose principal business is the sale of prepared, preprepared, pre-packaged or rapidly prepared food directly to the customer in a ready-to-consume state for consumption within the restaurant building, consumption in vehicles either on or off the premises or to take away for consumption at another location, including restaurants with drivethru or drive-in service. For the purpose of this definition, a fast-food restaurant may include establishments where the majority of the food served is not made to order for the customer and where fast-service techniques designed for higher speed and volume of customer turnover with related higher levels of trip generation and parking demand. Fast-service techniques may include, but are not limited to, prepayment by the customer at the time of ordering and in advance of the serving of such food, multiple cashier lines, stationary seating arrangements, and numbered or preset menus. Fast food restaurants include any such use designed for higher speed and volume of customer turnover that requires parking in excess of that normally required for eating and drinking places by this ordinance. Fast food restaurants do not include bakeries, ice cream shops, kiosks or establishments whose primary business is preparing and selling individualized beverages or baked goods.

**Kiosk.** A freestanding structure not exceeding 500 square feet in floor area and one-story and twenty (20) feet in height containing retail stores, bakeries, and eating and drinking places and may contain not more than five (5) counter seats for patrons to eat or drink inside the premises.

Sec. 17A-366. Uses to be located in enclosed buildings; exceptions.

All uses shall be carried on in buildings fully enclosed on all sides, with the following exceptions:

- (a) Parking lots.
- (b) Gasoline sales.
- (c) Incidental sales of newspapers, books, magazines, fruits, vegetables, and flowers provided that such merchandise shall not exceed a total length of thirty feet along the principal frontage or facade of the area occupied by the business, and shall be placed so that a minimum of five feet of an unobstructed sidewalk shall be maintained.
- (d) Outdoor service of diners seated at tables placed on a porch, sidewalk or yard, accessory to a permitted eating place.
- (e) Drive-in bank **and pharmacy** windows.
- (f) Telephone booths.

## THE NASSAU EAST OWNERS POINT OF VIEW AS OF FEBRUARY 10, 2012

**From:** Robert Bratman [mailto:rbratman@stark-stark.com] **Sent:** Friday, February 10, 2012 4:15 PM **To:** mooreforprinceton@gmail.com; martindell@princetonboro.org; kwilkes@pdguild.net; kwilkes@princetonboro.org; jenny@crumiller.com; jbutler@princetonboro.org **Cc:** mbs@iaa.com; Isolow@princeton-township.nj.us; dbridger@princetonboro.org; jwest@princetonboro.org; mcannon@hillwallack.com; rosaling@westlake-law.com; assmus@post.harvard.edu; andreastine@mac.com; fowlegulf@aol.com; Cyndi Bratman; Dr, Michael Libertazzo; wendy mason; Richard Mason; Martin Bratman; Linda F; jalbert@princewood.com; jack@jmgroupprinceton.com; Jim Constantine

**Subject:** Zoning issues East Nassau Street

Dear Council Members

Thank you holding a public hearing on the important zoning issues that face Princeton Borough. In reaching your decision on whether to impose further restrictions on the uses permitted in the current SB zone of East Nassau Street, I respectfully ask that you take into consideration the economic realities of this location.

In this regard a bit of history is appropriate. The Bratman family has owned 259 Nassau Street since 1964. My parent's Marty and Mary Bratman, were the hard working, proprietors of Viking Furniture. When they closed Viking in 1983 they leased the building to Wawa and a coin operated laundry. Wawa closed its doors part way through its lease because the store did not have enough traffic to make it economically viable. Wawa was followed by an Eckerd Drugstore. Shortly after preparing the space for a drugstore, Rite Aid bought Eckerd and ultimately closed because it did not have sufficient sales to remain an ongoing concern. West Coast Video came and went with the demise of the video market. The coin operated laundry left eight years ago due to low sales.

The Carnevale family has owned 255 Nassau Street since the early 1980's. Two food stores have opened and closed as a result of poor sales. The 5000 square feet that comprises the front of 259 Nassau, has been on the rental market since West Coast Video closed. While Rite Aid continues to pay the rent for the front of the building they are actively trying to sublet. The 3200 square feet in the back of 259 Nassau, has been available for at least 8 years. Commerce bank, The Dime Savings and Staples have been the only businesses that have shown an interest in leasing the property.

The combined taxes of 255 and 259 Nassau are approximately \$127,000 annually! The Bratmans and Carnevales pay their taxes on time and keep their properties clean.

At the many meetings I have attended for Princeton Futures and Borough Council, I have heard residential neighbors who live around 255 and 259 Nassau speak out against banks and fast food and large restaurants. I have also spoken with residents who favor banks or larger restaurants as uses. In addition I have read many letters from neighbors who support these types of businesses.

**The Princeton Future organization has voiced its desire for a lively, pedestrian friendly, environment with small boutique stores. This group would like a grocer, a butcher, a print shop to name a few. They prefer not to see cars parked in front of the two buildings.**

***In this regard I urge Council to recall a recent E-mail from Jack Morrison:***

***"We have all been around long enough to remember the Barbara Sigmund/University plan to add a two story parking deck that was to be cut in to the hill behind the Bratman property and exit out along the engineering property to Olden, thus the reason for the traffic light at Olden and Nassau. The Murray Place residents vociferously opposed the lot and what we have seen over the past 10- 15 years is a slow decline of the viability of opening and operating a business in this neighborhood. Make no mistake, the vast majority of customers drive to our businesses and we have benefited by any and all the businesses that have come and gone in the Bratman and Carnevale properties."***

Currently both 255 and 259 Nassau street are empty, save for the cars that crowd the parking lots in the front and on the sides of the buildings. This past summer my sister and I conducted an informal study by sitting at the front of 259 Nassau for two separate time periods, to learn people's destinations after parking. We were not surprised to see the users of our parking lot visit Nassau Liquors, Tiger Noodles, The Blue Point Grill, Small World Coffee, George's Roasters and Hoagie Haven.

The Bratmans and the Carnevales have spent significant time meeting with neighbors and community groups over the last few years to learn what uses would best serve the community's interests. During this time, both families have been actively looking for tenants that will stabilize these properties so that they do not end up vacant again in the near future.

According to Linda Fahmie, who is working with the Carnevale family, her research demonstrates that apparel stores and boutiques want to be in Palmer Square, not on east Nassau Street. There is not sufficient vertical density to attract quality boutique grocers such as Dean and DeLuca or many other superior retailers such as Trader Joes, that require more parking and traffic. The density of the walking traffic on east Nassau Street is not sufficient to carry these businesses. It is vital for the survivability of any proposed retail tenant to conduct a business that brings in patrons from outside of the neighborhood. Moreover, obtaining financing for new construction development is difficult. Banks require AAA tenant leases in place. With a bank as an anchor tenant, a landlord may be able to consider a restaurant, which is a high risk business, as a co-tenant.

A bank or other financial institution is an excellent use for the empty spaces. Banks are great anchor tenants in that they typically prefer long leases. With a bank as a tenant a landlord might take a chance on a more risky lessee. Most banks close at 5 PM thereby freeing parking for the multiple restaurants in the area. Banks keep their properties tidy and well lighted.

While I encourage you to amend the zoning laws to definitively allow banks in the SB zone, I also respectfully remind you of the economic realities of the zone and implore you to vote for changes that allow greater uses not less.

Finally, I realize that the zoning process is time intensive. Please keep in mind that with each month that passes brings with it a significant expenditure of unreimbursed capital on the part of the property owners and a loss of vibrancy to the neighborhoods surrounding the unoccupied buildings.

On behalf of the Bratmans and the Carnevales, I appreciate your time and concern for these important issues.


Sincerely  
Robert Bratman

THE 'KEY TO THE LOCK' IN NASSAU EAST:  
A PARKING DECK ACCESSED OFF OF OLDEN,  
FINANCED BY THE PRINCETON PARTNERSHIP




*Olden st - Carnevale ~40' wide*

Broadside for November 9 and 16<sup>th</sup> Town Topics. Report on Open Mtg on 19<sup>th</sup>.



**PRINCETON  
FUTURE**



princeton

## HOSPITAL SITES OLD & NEW

**Update on the “New” Hospital:  
University Medical Center of Princeton at Plainsboro**  
*NB: Patients will move in on May 22, 2012.*

**Update on the Vision and Site Plan  
for the “Old” Hospital Site on Witherspoon Street:  
AvalonBay Communities**

**Panel Discussion and Conversation**

Please come to  
the Community Room of  
the Princeton Public Library  
9 AM – Noon on  
Saturday, November 19, 2011

MEMBERS OF THE COUNCIL OF PRINCETON FUTURE  
Miguel Cervino, James Castiglione, Michael Farnsworth, Jeffrey Grotzow, Susan Hockaday, Mark Kohn, Robert P. Kohn, Kathleen M. Kohn,  
Larry Magold, Ryan Liberman, James Kilgore, Rosal Marie, Shirley Satterfield, Sheldon B. Sturges, Kirsten Thatt  
Coffee and refreshments will be provided by the Witherspoon Bread Company.  
Princeton Future is a 501(c)(3) nonprofit.  
PO Box 1172, Princeton, NJ 08542.

## Visions of a Rental Community on Witherspoon

ALL PRINCETON ARTICLE | NOVEMBER 19, 2011 - 8:51PM | BY VIVIENNE CHEN



“It didn’t come across as ‘neighborhood,’” said one resident. “It came across as ‘Courtyard Marriott hotel.’” This was the sentiment Saturday morning among some of those attending Princeton Future’s meeting on plans to build a mid-rise residential community at the site of the old University Medical Center at Princeton on Witherspoon Street. Ron Ladell, senior vice president of the development firm, laid out the plan to demolish the old hospital and erect rental apartments, ranging in size from studios to 1 to 3 bedrooms. A parking garage will be preserved.



“My number one theme,” said Ladell in his presentation, “is to change as little as possible from the master plan.” That zoning plan, as explained at the meeting by borough council president Kevin Wilkes, offered opportunities for the land to be used for residential housing, of which 56 (20%) of 280 units must be affordable housing, as well as retail, open space, community facilities, and parking. Ladell’s AvalonBay plan creates a residential setting of 324 units, up from the suggested 280. In order to stay within the square-footage of property, Avalon Princeton’s apartments will be smaller than originally envisioned, with rents running from about

NEWS | LOCAL NEWS | FEB. 15, 2012

# Borough Council discusses UMCP zoning amendment

By LEKHA KANCHINADAM  
STAFF WRITER

Published: Wednesday, February 15th, 2012

With the impending departure of the University Medical Center at Princeton to its new Plainsboro campus on Route 1, the Borough is faced with redeveloping the former hospital property, which consists of 9.8 acres in the heart of the town. The Borough Council met last night to discuss a zoning amendment to the site on Witherspoon Street, which would increase the number of proposed residential units from 280 homes to 324.

**Mayor Yina Moore '79** prefaced the discussion of the amendment by reminding the council and public audience that the meeting would not end in any final decisions or a vote on the issues at hand. The meeting included a presentation from a representative of Avalon Bay, the main developer of the site, and from the Environmental Commission, both of whom spoke extensively on the planned amenities of the plan and discussed affordable housing issues.

The spokesperson for Avalon Bay offered a detailed description of the residential project as a whole, which would consist of two five-story buildings with a laundry list of green amenities including geothermal heating, solar panels, a community garden, green house and shaded open space and ice rink.

The council also spent considerable time discussing the topic of housing allotments within the residential units. The Borough requires affordable housing to consist of 20 percent of total units.

Also under consideration is housing with a specific "Princeton Preference," which the Council would reserve specifically for members of the Princeton community who would benefit from living in a central location in town. **Councilman Kevin Wilkes '83** suggested "Princeton Preference" housing would be especially useful as workforce housing for public volunteers, EMT squad members and firefighters.

Avalon Bay plans to submit a full site plan with the amendment in 10 to 15 days and address more zoning issues in the spring.

---

OF POSSIBLE INTEREST:

TWO FORMER LEADERS OF PRINCETON FUTURE ARE NOW HOLDING ELECTED OFFICE.



PF HAS BEEN WORKING TOWARDS FILLING IN THE FRAMEWORK ESTABLISHED BY THE VISION OF PF CO-FOUNDER, ROBERT GEDDES:

- A. INFORMATION
- B. POLICY & PLANNING
- C. REGULATION
- D. IMPLEMENTATION

THERE WAS SOME PROGRESS ON IMPLEMENTATION

**A Preliminary Draft of a Statement by Princeton Future in support of the formation of a special improvement district [SID] on December 20, 2011:**

*Princeton Future, a local group established in 2000 to encourage public participation in future planning for our community, strongly supports creation of the Transportation Corridor Special Improvement District that will be voted on at the Princeton Borough Council meeting scheduled for December 20.*

*Princeton Future has been a consistent supporter of exploring new transportation and transit options for the community. We believe the proposed Transportation Corridor SID in the Alexander Road/University Place corridor will advance this priority from the talking stage to actual implementation. We further believe it exemplifies two other priorities long supported by Princeton Future: collaborative planning for the community as a whole and public-private partnership for the common good. All of these priorities are even more important as we enter a new future as a consolidated Princeton.*

Yays	Nays	Abstention
------	------	------------

Jim Constantine	0	Jim Kilgore
Jeffery Gradone		
Susan Hockaday		
Larry Hugick		
Peter R. Kann		
Nicholas deB. Katzenbach		
Katherine Kish		
Ryan Lienthal		
Raoul Momo		
Sheldon B. Sturges		
Kirsten Thoft		

The motion passed.



MAP OF A PORTION OF THE  
BOROUGH OF PRINCETON  
MERCER COUNTY, NEW JERSEY  
Showing Block, Lot and House Numbers and a proposed SID area  
SCALE: 1" = 200' October 2011  
PREPARED BY THE PRINCETON BOROUGH ENGINEERING DEPARTMENT

Princeton University is preparing to submit plans to the Regional Planning Board of Princeton for its \$300 million arts and transit neighborhood by this spring. Those plans have been modified in recent weeks, according to University officials.

The University has selected Rick Joy, a leading American architect with experience designing train stations, as the architect to design the new Dinky station building and Wawa, and renovate the existing station buildings for use as a restaurant and café.

Princeton Borough and Princeton Township approved zoning changes for the University project to move forward late last year. The zoning changes have been challenged by residents in a lawsuit. Plans for construction of the new station and the renovation of the existing station buildings will be included in the University's submission to the Planning Board.

Princeton University Vice President and Secretary Robert Durkee sent a letter to the planning board today updating the board on recent project developments.

"In recent weeks we have made further adjustments to accommodate specific requirements in the new zoning ordinances and to reflect both suggestions from members of the community and the more detailed design that can be done now that zoning is in place to allow us to proceed with the project," Durkee wrote. "All of the basic elements of the plan remain: the roadway improvements, including the roundabout at Alexander and University Place; the new train station incorporating the Wawa and the associated transit plaza and parking; the driveway into the Lot 7 garage; the conversion of the existing station buildings into a restaurant and café; extensive landscaping; and, of course, the first phase arts buildings and public plaza designed by Stephen Holl."

Durkee said the location and orientation of the Stephen Holl buildings have both been shifted a bit to the south and the buildings themselves have been repositioned on the site.

"These modifications allow us to meet zoning requirements, but they also respond to some community concerns about whether the site will be sufficiently open and accessible to members of the community," he said. "The relocation and reorientation also respond to community interest in making sure that the site can accommodate possible future mass transit options by introducing greater flexibility in the area near the roundabout north of the first-phase academic buildings."

Durkee said the modified design also improves walking paths from Forbes College to the campus, increasing the likelihood that the paths will be utilized. The change will also provide a greater sense of connectedness between the first-phase arts buildings and the transit area by increasing the orientation of the buildings toward the transit plaza and the station building, he said. Durkee also said the changes "significantly improves traffic patterns and short-term parking options in the transit plaza" and reserves the possibility of a later-phase building at some point in the future on the site between the Stephen Holl buildings and University Place.

Joy, the Tucson, Ariz. based architect chosen to design the new train station, will collaborate with Steven Holl Architects regarding the design of the project's public plaza spaces.

"Rick was selected for his ability to understand the significance of a place and its landscape and for his focus on the way the public experiences architectural space. He has an international reputation for creating timeless architectural form and space with a beautiful sense of material and craft," said University Architect Ronald McCoy in a university news story about the selection of Joy. "We are confident he will be able to create a meaningful civic place, one that will have a rich interaction with the Steven Holl design for the Lewis Center for the Arts."

Joy, the recipient of the 2002 American Academy of Arts and Letters Award in Architecture and the 2004 National Design Award, has served as a visiting professor at the Harvard University Graduate School of Design, Rice University, the Massachusetts Institute of Technology and the University of Arizona.

The proposed Arts and Transit area on the western edge of the campus, the future home of the new Lewis Center for the Arts, will include teaching, rehearsal, performance and administrative spaces for drama, music and dance. Future phases could include an experimental media studio and a performance hall. Combined with other facilities on the University campus and in the community, University officials say the neighborhood is expected to become a vibrant cultural destination for the region.

The main sticking point of the project for some residents is the plan to move the Dinky train station about 460 feet south of its existing location. Some residents and the group Save the Dinky have filed a lawsuit challenging the proposed station move. – by Krystal Knapp, Planet Princeton



Princeton University  
Arts and Dance Neighborhood

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PF OPEN MEETING ON FEBRUARY 18, 2012



# EMERGENCY MANAGEMENT

*Every Second Counts!*

1. What emergency experiences have you had?
  - a. Storms and Hurricanes
  - b. Accidents and Injuries
  - c. Hazards and Threats
2. What are your concerns?
  - a. Transportation
  - b. Isolation and Power Outages
  - c. Delays
3. Emergency Management Process
  - a. Preparedness – Planning, Coordination, Interoperability
  - b. Response – 9-1-1, First Responders, Hospitals
  - c. Recovery – Debris Clean-Up, Power Restoration
4. Community Suggestions & Actions

**Please come to the Community Room of the  
Princeton Public Library  
9 AM – Noon on  
Saturday, February 18, 2012**

**I- 9:00 AM.** Introduction: You may fill out your statements and questions on 2x4 cards & we will post them on the wall.

**II- 9:05-10.** The Panel

Moderator: Bill Metro, Consolidation Commission, iXP Corporation

- Princeton University- Paul Ominsky, Director of Public Safety
- University Medical Center at Princeton & Plainsboro- Dann Dingle & Pam Hersh
- Regional Response- Dean Raymond, Mercer County & Jamie Chebra, Capital Health Systems
- The Municipality of Princeton- Mark Freda, Chair Transition Task Force & Robert Gregory, Emergency Services
- Princeton First Aid & Rescue- Frank Setnicky
- Princeton Borough Police Chief- David Dudeck

**III- 10-11:15.** Four Break-out Tables. What can we do together?

**IV- 11:15-12.** Report from the tables and general plenary discussion

**MEMBERS OF THE COUNCIL OF PRINCETON FUTURE**

*James Constantine Jeffery Gradone Susan Hockaday Allan Kehrt Peter R. Kann Katherine M. Kish  
Larry Hugick Ryan Lilienthal James Kilgore Raoul Momo Sheldon Sturges Kirsten Thoft*

Coffee and refreshments will be provided by the Witherspoon Bread Company. Princeton Future is a 501C3 non-profit.  
PO Box 1172, Princeton, NJ 08542.

# PRINCETON FUTURE IS USING CONSTANT CONTACT

From: Princeton Future <pfocouncil@aol.com>  
 To: sheild37141 <sheild37141@aol.com>  
 Subject: 9-12 AM February 18, 2012 at the Public Library  
 Date: Sat, Jan 21, 2012 2:40 pm

Having trouble viewing this email? [Click here](#)

Hi, just a reminder that you're receiving this email because you have expressed an interest in Princeton Future. Don't forget to add [pfocouncil@aol.com](mailto:pfocouncil@aol.com) to your address book so we'll be sure to land in your inbox!

You may [unsubscribe](#) if you no longer wish to receive our emails.



To: Princeton Future Participants

**1. January 24, 2012 at 8 AM in the Community Room of the Princeton Public Library, the Princeton Merchants Association is holding a meeting on the possible formation of a Special Improvement District in Princeton.**

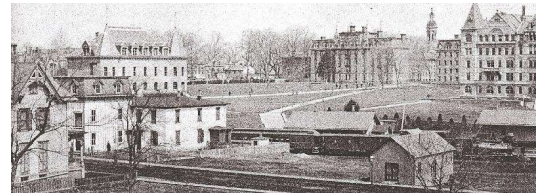
Princeton Future believes that this community can work and invest together to form a Princeton partnership:

**January 20, 2012 Statement by Princeton Future in support of the formation of a special improvement district [SID]:**

*Princeton Future, a local group established in 2000 to encourage public participation in future planning for our community, strongly supports creation of the Transportation Corridor Special Improvement District.*

*Princeton Future has been a consistent supporter of exploring new transportation and transit options for the community. We believe the proposed Transportation Corridor SID in the Alexander Road/University Place corridor will advance this priority from the talking stage to actual implementation. We further believe it exemplifies two other priorities long supported by Princeton Future: collaborative planning for the community as a whole and public-private partnership for the common good. All of these priorities are even more important as we enter a new future as a consolidated Princeton.*

In 1879, we worked together to bring public transit to the downtown:

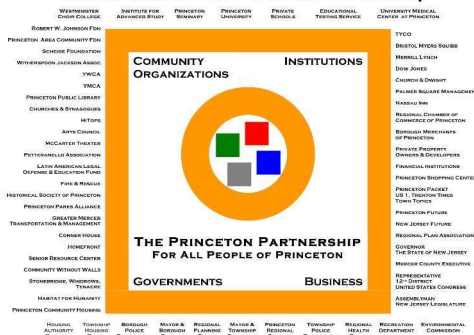


Working together, we can do it again. We can bring light rail to Nassau Street. It is the sustainable thing to do. It is best for the economy of Princeton's Downtown:



Princeton Future supports the formation of a partnership under public statute, a SID, whereby Princeton University, the nearby large employers, the NGOs, the Municipal Government(s), the Property Owners, the Merchants of Princeton all work together with the people of Princeton to plan and build the town we want. Together.

## Invited to Join The Princeton Partnership



**2. January 25, 2012 at 5 PM in Boro Hall The New Jersey Department of Transportation [DOT] is holding a hearing.** DOT seeks to close off access to Washington Street and Harrison Street for those traveling northbound on Route One. Please attend and support the efforts of our elected officials.

From *The Princeton Packet* on January 20:

*"The New Jersey Department of Transportation (NJDOT) will be hosting public information sessions to discuss the trial closing of Jughandles on Route 1 in Princeton and West Windsor, now scheduled to begin in March and last eight weeks. The sessions will be Jan. 24 at the West Windsor Municipal Complex and Jan. 25 at the Princeton Borough Hall from 5 p.m. to 8 p.m. on both days. NJDOT officials will make a presentation about the trial and take questions and comments from the public. NJDOT proposes to temporarily restrict Route 1 northbound and southbound left and U-turns at Washington Road and restrict northbound Route 1 left and U-turns at Harrison Street. Drivers will not be able to make a U-turn from Alexander Road until Scudders Mill Road in Plainsboro. Local officials are not happy with the idea and have been expressing opposition for more than a year. Princeton Township has been out in front of this proposal from the NJDOT and has significant concerns over the potential impact of closing down two of three Route 1 northbound turns to Princeton," said Township Mayor Chad Goerner, who authored a resolution against the measure last year. "Faculty Road and Alexander Road cannot become the recloser roads bearing the brunt of traffic for the community."*

**3. February 18, 2012, 9 AM -12 noon, Princeton Future is holding an Open Meeting on Emergency Management in the Community Room of the Princeton Public Library. Please participate in a community conversation about how can we can all work together to support those who serve us, especially during an emergency.**



# EMERGENCY MANAGEMENT

*Every Second Counts!*

1. What emergency experiences have you had?
  - a. Storms and Hurricanes
  - b. Accidents and Injuries
  - c. Hazards and Threats
2. What are your concerns?
  - a. Transportation
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  - c. Delays
3. Emergency Management Process
  - a. Preparedness – Planning, Coordination, Interoperability
  - b. Response – 9-1-1, First Responders, Hospitals
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4. Community Suggestions & Actions

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 9 AM – Noon on  
 Saturday, February 18, 2012**

1- 9:00am Introduction: You may fill out your statements and questions on 2x4 cards and we will post them on the wall.

11- 9:05-10: The Power

- Moderator: Bill Mann, Consolidation Commission, OXP Corporation
- Princeton University: Paul Ormsby, Director of Public Safety
  - University Medical Center at Princeton & Princeton: Dave Dingle
  - The Regional Response: James Chetani, Capital Health Systems, Dean Raymond, Mercer County
  - The Municipality of Princeton: Mark Frick
  - Princeton Fire & Rescue: Frank Sevelsky
  - Princeton Police Chiefs: David D'Amico & Robert Buchanan

11- 10 AM - 11:15: 4 Break-out Tables. What can we do together?

11- 11:15-12: Report from the tables and general plenary discussion

**MEMBERS OF THE COUNCIL OF PRINCETON FUTURE**

James Goetzville, Michael Fennell, Kelly Quacken, Sarah Hendley, Alan Klein, Peter A. Katz, Katherine M. Kish, Larry Nagel, Ryan Lichtenst, James Kigore, Reed Bone, Shoshana B. Berger, Kirsten Thiel

Coffee and refreshments will be provided by the Princeton Board of Councilors. Princeton Future is a 501(C)3 non-profit. PO Box 172, Princeton, NJ 08542.

Forward email

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## LAKESIDE [HIBBEN-MAGIE] ON FEBRUARY 8, 2012

PF MADE A GENERAL STATEMENT TO THE SITE PLAN ADVISORY BOARD REVIEW ON THE 'LAKESIDE' / HIBBEN-MAGIE SITE PLAN:

*“For the record, Princeton Future believes that a community-wide circulation and traffic study be conducted by the community before further approvals are given.”*

### B. OPEN SPACE - PEDESTRIAN CONNECTIONS & ENTRY COURTS

#### B1. PEDESTRIAN CONNECTIONS

To the extent made possible by site conditions, at grade east-west pedestrian connections between Alexander Street and Princeton University's campus should be located directly across from Lawrence Drive, immediately south of Block 11501, Lot 9, and at Faculty Road in the RMU district. An additional pedestrian connection is preferred between Faculty Road and the northern boundary of the RMU district.



PU PLAN'S ORIGINAL SUBMISSION TO THE TOWNSHIP HAD LAWRENCE DRIVE CONTINUE ACROSS ALEXANDER AND UNDER THE DINKY TRACK [DOUBLE-ENDED RED ARROW]. MARKED 'PEDESTRIAN & ROADWAY CONNECTION'.

## WHERE THESE BIG GARAGES GO MATTERS FOR A LONG TIME!

Save the Dinky Opposes NJ Transit Application to Abandon Public Rights in Historic Station

Written by: [Town Topics](#) February 15, 2012

The citizens' group, Save the Dinky, announced Tuesday that it opposes New Jersey Transit's request to State historic preservation officials for permission to remove the track and abandon the public rights in the station. New Jersey's Historic Sites Council will consider the application this Thursday, February 16, at 10 a.m., in the DEP Hearing Room at 401 East State Street in Trenton. Anita Garoniak, president of Save the Dinky, said that the application should be denied approval because it "will strip the Dinky station complex of its historic essence as a functioning passenger railway station." She said there is no justification for this. "The University can build the arts complex without it, and it is self-evident that moving a train to create a road to a parking garage does not make sense."

New Jersey's Transit's application to remove the track states that the project was "anticipated" and "permitted" by its agreement with the University in 1984 when it sold the station complex to the University. The transit agency kept ownership of the railroad infrastructure and reserved a public easement in the station complex and tracks. Save the Dinky contends that the contract only allowed a move of the terminus from the north end to the south end of the existing platform and that New Jersey Transit, at the University's request, has already made this move. The group and several individual plaintiffs, filed a lawsuit last year seeking a court ruling that the University did not receive a right to make yet another move of the terminus.

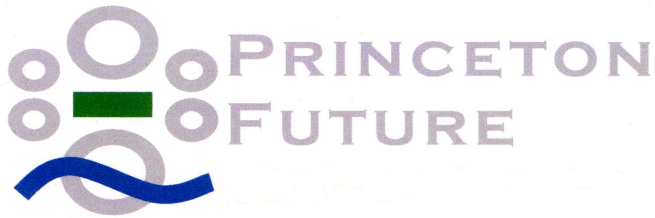
The Princeton railroad station, including the buildings, track, and infrastructure to operate the train service, was placed on the state Register of Historic Places in March 1984. State preservation officials found that the project constituted an "encroachment" on the historic site and referred the proposal to the state's Historic Preservation Council for review. The Council can approve an encroachment if the benefit to the public justifies it and if there are no feasible alternatives. Ms. Garoniak said that these factors weigh against approval because the project serves the private goals of Princeton University. "The Dinky tracks are in the way of a parking garage," said Ms. Garoniak, "This is not a reason to abandon the historic train station. It is a reason for the University to rethink its plans."

Save the Dinky, which originated as a Facebook group to oppose plans to replace the Dinky with a Bus Rapid Transit system, is now incorporated as a New Jersey non-profit to advocate for the preservation of the historic station. It is now actively raising funds to support its mission.

New Jersey Transit's application, the 1984 contract, and more background information can be found at the group's website [SavetheDinky.org](#).



THERE IS A 476 CAR GARAGE PLANNED FOR LAKESIDE WITH ACCESS ONLY TO FACULTY ROAD. THIS DOES NOT TAKE INTO ACCOUNT THE RMU PLAN OR THE PLAN FOR A LOAX LIGHT RAIL STATION...OR EVEN, MORE IMPORTANTLY FOR COMMON SENSE, NEAR-TERM TRAFFIC NEEDS OF THE ENTIRE COMMUNITY. PLEASE, LET'S NOT DO IT AGAIN. THE LOT 7 GARAGE HAS CAUSED TOO MUCH PAIN ALREADY. SEE THE ARTICLE TO THE LEFT ABOUT THE DINKY MOVE.



# PRINCETON IN TRANSITION

## WHAT IS THE FUTURE OF PRINCETON'S PUBLIC BUILDINGS?

WHAT IS THE BEST USE OF...

**BOROUGH HALL?**



**THE HARRISON  
STREET FIREHOUSE?**



**THE VALLEY ROAD  
SCHOOL BUILDINGS?**



**THE CHESTNUT ST  
FIREHOUSE?**



**THE TOWNSHIP  
SALT DOME?**



**WHAT WOULD WE LIKE  
TO SEE THE POST  
OFFICE BECOME?**



**WHERE CAN THE  
SCHOOL BUSES GO  
TO PARK?**



**THE TOWNSHIP  
PUBLIC WORKS  
BUILDING?**



**QUONSET HUT?**



**& TRAILER?**



## COME HAVE YOUR SAY!

Please come to the  
Community Room of the  
Princeton Public Library  
9 AM – Noon on  
Saturday, March 17, 2012

## APPENDIX TO REPORT

### More thoughts on Thursday morning January 26, 2012-sbs

[On the Eve of the Meeting of Our Mayors, Deputy Mayors with  
The Public Affairs Committee of the Board of Trustees of Princeton University]

#### SID Formation: creating a partnership

##### Goals:

1. **To Align Campus Planning & Investment with Community Planning and Investment, most especially on the edges.**
2. **To build an inclusionary town, not a town 'where luxury lives'. We want to keep a town for most of us. A town with jazz clubs and bookshops. A town where you can buy a needle and thread. A fascinating town filled with curiosity where the best faculty in the world want to live and work. A town where the best students and graduate students want to come and study.**
3. **To WORK TOGETHER IN PARTNERSHIP in the service of the people of Princeton: the residents, the institutions, the property owners, the merchants, the faculty, the students.**

##### The simple idea:

We need to develop a  
**COMMUNITY VISION**

How? Neighborhood District 'Firehouse' meetings leading to district Polling based on voter lists, leading to more district meetings, leading to district consensus, leading to professional, talented input, paid for by the community, leading to community-wide meetings, leading to **CONSENSUS**

Then, we

**PLAN**, then we

**ORDINANCE**, then we

**BUILD**

##### What is Missing:

- **The community can't keep up with the university. The millions spent with Beyer Blinder Belle and PU's staff produce a very lopsided situation.**
- **Our planning mechanisms can barely function in reaction**



- The neighbors are not being heard: If PU had agreed in the MOU to study the straight shot AND the big dipper, there would be no lawsuits. There are now three. Litigation is nuts. GO-NO-GO is nuts.
- Capital. We need to assemble capital for the common good.
- The community can then 'trade' \$ and permission in exchange for the design and social infill plans that are developed out of a community consensus-building process. Where private property is involved, the community's offer must result in a win-win for the private property owner. By investing and building out the COMMUNITY VISION, the property owners' ROI must improve over the status quo ante.

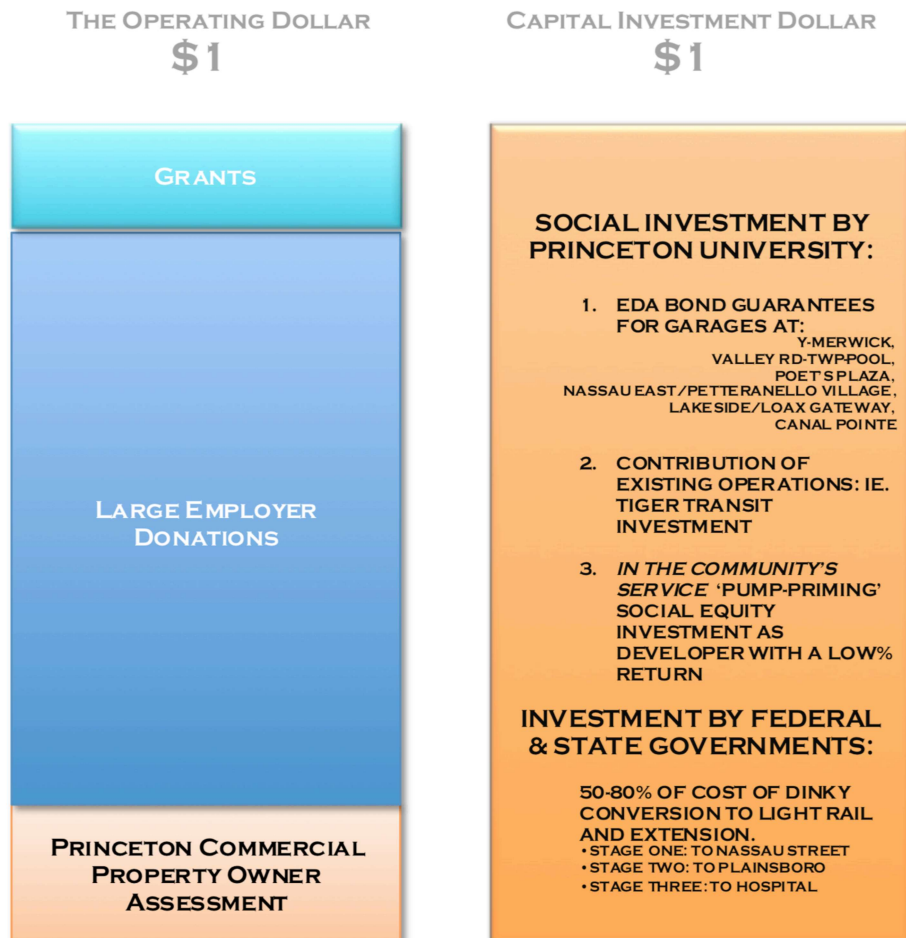
**THREE RULES FOR FORMING A PARTNERSHIP SID:**

**RULE #1.** it all has to come from the people... they are the controlling 'stakeholders'.

**RULE #2.** The community vision. We need to determine the 'community vision'. We achieved Hinds plaza because we started with the voter lists, confronted power with better ideas, were persuasive and won. The government mobilized the capital...private owners made money. The public benefitted.

**RULE #3.** We have to find a way to mobilize the capital to build out the community vision of public squares and public places. Creating The Princeton Partnership is the way.

**ASSEMBLING THE CAPITAL FOR THE COMMON GOOD:**



## THE \$30,000,000/year RE-SET of TOWN-GOWN RELATIONSHIP

- A. **Pilot:** \$1.7 for Boro + \$525 for Twp = \$2,225,000/yr
- B. **Taxes, Sewer fees:** = approximately \$10,000,000/yr
- C. **1x Gifts** in 2011-12, aka 'Tips': = \$1,750,000 [- Traffic Study \$500,000, - Transit Study \$500,000 - Firehse Bay \$300,000 - Crosswalks \$450,000]
- D. **PARTNERSHIP Investment** = \$18,000,000/yr by:
  - 1. assessment,
  - 2. donation,
  - 3. social investment via development office "In the Community's Service' fund,
  - 4. guarantee of NJ EDA Bonds [no cash out],
  - 5. contribute existing operation to partnership [Tiger Transit]

The Princeton Partnership's First Job:

**Develop the Community Vision, then  
Plan, then  
Ordinance, then  
Build**

Rich Goldman: "There is only one case in recent history that discusses the SID which is insightful whether a SID assessment is a "tax" or an "assessment" for purposes of constitutional interpretation. There are also a few cases from the late-1800's and early-1900's that discuss whether an assessment is governed by the general taxation rules.

In 1854, the New Jersey Supreme Court addressed the issue of whether the Borough of Princeton had the authority to tax certain properties of the trustees of the then College of New Jersey, lying within the territorial limitations of the Borough. The State v. Robertson, Collector of Princeton, 24 N.J.L. 504 (1854). In 1851, in a supplement to the act concerning taxes, the houses and lots of the College were contained within an exemption from Borough taxation. The court, in its initial determination, stated that if the assessments were made under the act concerning taxes, then the properties at issue were exempt; but if they were not assessed under that act, they are not exempt. Id. The court clarified that taxes assessed under the act concerning taxes were for the general purposes of the township and county. The court held that the assessment levied by the Borough in this matter was for the improvement of the city, and the convenience and comfort of its inhabitants, and that it was not a "tax" within the meaning of the exemption. In its final analysis, the court summarized:

***"It is not to be conceived that although the houses and lots of the trustees of the College, used for the objects of the corporation, are exempted from taxation for the general use and purposes of the township, county or state, they are also to be relieved from the charge of a fair proportion of the expenses of improving the city and increasing the value of the property, and promoting to the comfort and convenience of its occupants."***

## **SYMPTOMS OF SMALL TOWN PAIN:**

- If we let the market decide, we will end up with less diversity in this town. Less diversity produces less tolerance. As we have seen, the JRH building of 2 one million-dollar homes on one lot jacked up the comparables and therefore the assessments in the JW Neighborhood by 40 to 60%.
- The Lot 7 garage was built for \$11,000,000 without any community-wide input. We have all been dealing with the consequences ever since. (Why is the 470-car Hibben Magie garage on the edge being approved on this spring without community input? The Obal's curve, the ridiculous bridge, the LOAX/RMU, the opening of Springdale, the conversion to Light Rail...etc? Why is the Merwick Concept reviewed without successful negotiations with the Ys? Not to mention the impacts of the vast NeuroSciences complex, the chemistry building, housing for 326 graduate students at Merwick & Stanworth, AvalonPrinceton, 100 Residences at Palmer Square etc. Everytime M. Jacquemart comes he says: "There will be no new impact on traffic." It is a joke.
- The Chancellor Green unveiling of the Campus Plan resulted in massive amounts of community input. The community never got to read what it said about the plans.
- From 2000 to 2010, 40% of the African American population has moved out.
- The Italian American community, as represented by Petteranello and the Carnevales and the Annex needs help. When Frist opened, the Annex closed.
- Those who serve [teachers-fire volunteers-police-service workers-NGO staff (Corner Hse, YM, YW, HiTops, PSRC, PRS administrators etc)] don't choose to/can't afford to live here. Yuri Bronfenbrenner's statement of how to raise competent and compassionate human beings matters here.
- Traffic. Traffic. Traffic.
- Downtown economy must be supported. There is a flight of independent retail, selling things we need.

## **AREAS OF FOCUS**

- 1. PUBLIC TRANSIT**
- 2. HOUSING**
- 3. DOWNTOWN ECONOMY**

**Now, as negotiated in the MOU, we have a trust fund, a planning fund, a fund for new sidewalks.**

**We need a new legal mechanism under public statute that everyone comes to trust and respect to handle these funds in a professional and transparent, publicly accountable manner. The mechanism must be dedicated to developing the COMMUNITY VISION in a way that is accountable to the people and to the government.**

## THE LIKELY REBUTTAL

Letter to the Editor: January 16, 2012

By ROBERT K. DURKEE

GUEST CONTRIBUTOR

Published: Monday, January 16th, 2012

**The whole story** Regarding "[Goldfarb blasts University, Tilghman](#)," (Jan. 11, 2012):

As your Jan. 11 article correctly reported, the University's voluntary contribution of \$1.2 million to Princeton Borough last year was more than 10 percent of the total tax revenues (\$9.5 million) collected in Princeton Borough. In addition to its voluntary \$1.2 million contribution, the University is also the largest taxpayer in the Borough, and largely because of the University's contribution, the Borough has the lowest tax rate of any of the 13 municipalities in Mercer County. Next year, the University's voluntary contribution will be \$1.7 million. (By contrast, when President Tilghman took office, it was just over \$100,000). But this is only the beginning of the story. In recent years, the University has made significant capital contributions to Princeton public schools, Princeton Public Library, the Arts Council, the restoration and lighting of the memorial plaza in front of Borough Hall and the development of Hinds Plaza, and it has made significant investments to sustain the operation of the Garden Theatre and to keep an independent book store on Nassau Street. It has made separate contributions on behalf of affordable housing and open space. At the Borough's request, the University has helped subsidize the FreeB shuttle service. It has been contributing \$100,000 to support a position overseeing the Fire Department and created a program under which University employees serve as volunteer firefighters in the community. Many of our students help staff the First Aid and Rescue Squad. The University does much of its own policing and all of its own garbage collection, thereby relieving the Borough of significant expenditures. In addition to these contributions to the Borough, the University also makes significant voluntary financial contributions to the Township (\$775,000 this year) and is also its largest taxpayer.

*Robert K. Durkee*

*Vice President and Secretary*

**Original URL:** <http://www.dailyprincetonian.com/2012/01/16/29774/>

POSSIBLE THEME FOR PU RE-SET:

# ***“IN THE COMMUNITY’S SERVICE”***

THE LEGAL MECHANISM:

## **THE PRINCETON PARTNERSHIP:**

### **WORKING TOGETHER & INVESTING TOGETHER AROUND A ROUNDTABLE**

#### ELECTED OFFICIALS

BOROUGH OF PRINCETON  
1. MAYOR +

2. ONE MEMBER OF COUNCIL

TOWNSHIP OF PRINCETON  
3. MAYOR +

4. ONE MEMBER OF COMMITTEE

5. SCHOOL BOARD

6. PLANNING BOARD

#### INSTITUTIONS

7. PRINCETON UNIVERSITY

8. PRINCETON SEMINARY

9. INSTITUTE FOR ADVANCED STUDY

10. WESTMINSTER CHOIR COLLEGE

11. EDUCATIONAL TESTING SERVICE

12. HOSPITAL

#### BUSINESS

13. PALMER SQUARE MANAGEMENT

14. BOROUGH MERCHANTS OF PRINCETON

15. REGIONAL CHAMBER OF COMMERCE

16. BRISTOL MYERS

17. CHURCH & DWIGHT

#### RESIDENTS

18. PRINCETON FUTURE [PLAN]

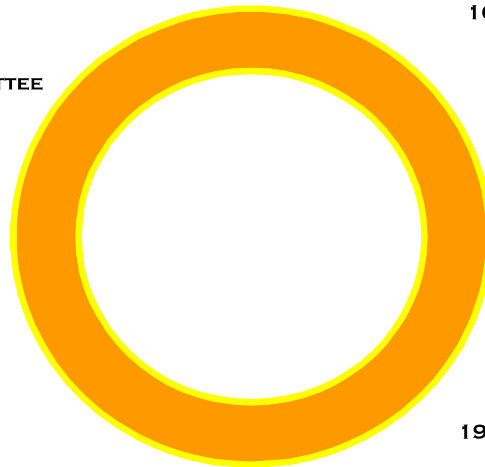
19. CITIZEN A

20. CITIZEN B

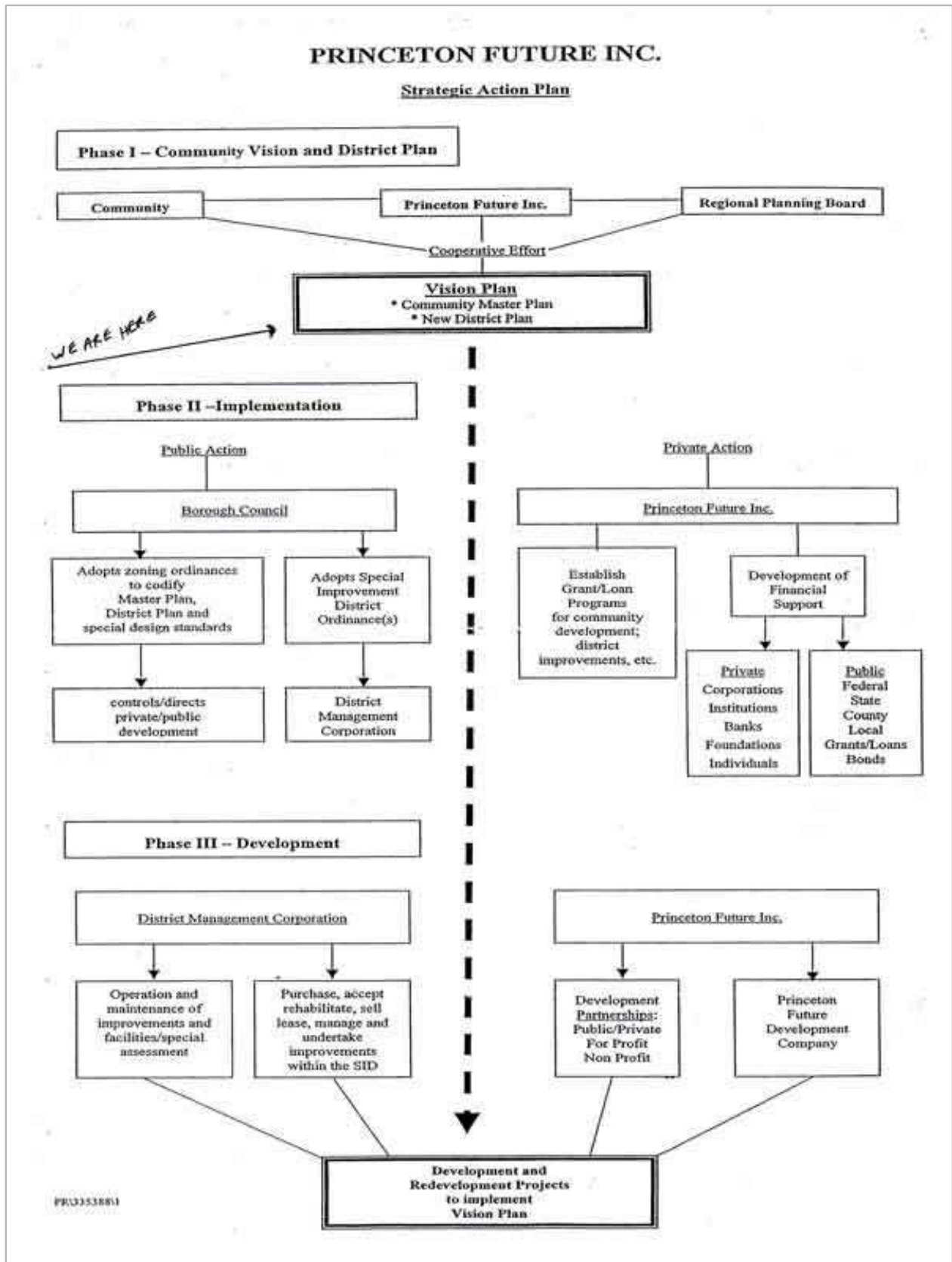
21. CITIZEN C

22. CITIZEN D

23. CITIZEN E



2003 PF Advocacy/not adopted.  
 Authored by Rich Goldman, Robert Geddes, Robert F. Goheen &  
 Sheldon Sturges



## THE ESTABLISHMENT OF THE PRINCETON PARTNERSHIP



### M E M O R A N D U M

**TO:** File

**FROM:** R.S. Goldsmith

**DATE:** January 15, 2010

**RE:** Potential Establishment of a Special Improvement District within the Borough of Princeton in the Central Business District in the area of Nassau Street and Witherspoon Street

Special Improvement Districts have been in existence in New Jersey for approximately 25 years. There are some particularly notable examples of the effectiveness of Special Improvement Districts. SIDs in Red Bank and Morristown, among others, have significantly improved both the perception and reality of the downtown business districts in those communities. Significantly, as with many things, the 80/20 rule applies. Typically 80% of the cost of a Special Improvement District is borne by the largest 20% of taxpayers and therefore the typical assessment on a property or business in these two Special Improvement Districts is in the range of \$300 to \$500 per year which is essentially a dollar to two dollars per day, per property.

Both the statute and the Supreme Court of New Jersey have established that residential properties may be excluded statutorily and constitutionally from Special Improvement Districts and this has the inherent effect of reducing political opposition.

Notably, the decision of the New Jersey Supreme Court in 2<sup>nd</sup> *Roc Jersey v. Town of Morristown*, 158 N.J. 581 (1999), has established that the payments made to a Special Improvement District are special assessments not taxes, and therefore exemption organizations can be subject to the special assessment. This has been particularly significant in Special Improvement Districts such as Morristown, New Brunswick and Red Bank. This statutory structure permits municipalities to negotiate with eleemosynary institutions to make generous contributions to the Special Improvement District, or face mandatory assessments.

A factor that should help to allay the concerns of both business and property owners is that the statute mandates that benefits provided by a Special Improvement District shall augment existing services provided by the municipality. Thus, the intent and application of the statute is that these are additional services to be provided to the Special Improvement District businesses and property owners rather than replacement services that in essence create a back door tax on businesses.

This is statutory protection that has been honored throughout Special Improvement Districts in New Jersey. Special Improvement Districts by statute and case law are flexible organizations. The governing bodies can be established based on local needs, preferences, concerns and control issues, but the most effective Special Improvement Districts are those where policy is determined by a Board that is representative of a majority of business and property owners. Citizens and residents can also be included on the Board, but in fairness to the assessment structure, and the policy decisions, the ultimate power should rest in those paying the assessments.

The powers of the Special Improvement District as established by statute are broad and flexible. (*N.J.S.A. 40:56-83*)

The most significant practical elements of the Special Improvement District is that it provides a constant, meaningful source of funding to provide services to a downtown that would otherwise not receive attention and management.

Shopping malls have by contract common area maintenance charges which create a pool of capital to address maintenance, advertising and other common issues for the benefit of the respective tenants in a shopping center, much like Palmer Square. There are inherent limitations on voluntary organizations, such as a Chamber of Commerce, because there is no stable funding source and there is a free rider problem where people can get the benefit of what a Chamber of Commerce does without participating with time, money or effort.

The most commonly known programs for Special Improvement Districts are both tangible and intangible. Thus, the Special Improvement District can focus on physical improvements, such as streetscapes, flowers, banners, and even parking facilities. Intangible programs are focused on sustainable community programs, business promotion, business retention, business recruitment, improving both the physical reality as well as the perception of the business district, promotional events, such as gift certificates usable throughout the Special Improvement Districts (which has been a very effective tool in Morristown and Red Bank).

A key issue is that the wheel does not need to be reinvented, there are many well-known, respected, and successful, Special Improvement District programs in and around New Jersey, as well as, throughout the United States and internationally, so it is easy to determine which of the respective tangible and intangible programs would be most effective to this specific business community.

Also significant, although the Special Improvement District does not have the power to implement guidelines, [which is vested in the design guidelines, which is vested in the governing body], Special Improvement Districts in many communities have often taken the lead in the creation of the design guidelines and have worked closely with the governing body of the municipality to implement design guidelines which balance aesthetic, historic and architectural concerns of the municipality with the economic needs of the business community. Another very significant program instituted by many Special Improvement Districts is façade enhancements. Many municipalities have worked with local



banks who are members of the Special Improvement District to get favorable interest rates on façade improvement loans and often provide a grant to leverage façade improvements.

Special Improvements Districts are often the catalyst for revitalization or redevelopment projects within a community. Often the business owners or the property owners working in tandem with the governing body or Planning Board officials recognize areas that could be benefited by some type of revitalization programs. For example, in Morristown, the Special Improvement District, founded in 1994, was the catalyst for significant rehabilitation and redevelopment projects in and around the central business district.

The Special Improvement District is established simply by a majority vote of the governing body to introduce and pass on second reading an ordinance that lists by lot and block and street address the respective properties to be included within the Special Improvement District and then sets forth other statutory mandated or optional provisions with respect to the nature of the Special Improvement District.

As a matter of comfort to the governing body of a municipality, there are some significant inherent safeguards that mandate both communication between the Special Improvement District governing body and the governing body of the municipality as well as some level of reasonable oversight. Thus, for example, statute mandates that a member of the governing body of the municipality must also be a member of the governing body of the Special Improvement District. The power to enact the assessment is vested in the governing body, typically with the advice and consent of the Special Improvement District Board. The statute mandates annual reports to the governing body on the programs implemented by the Special Improvement District.

**Municipal Oversight:** The Legislature has granted to municipalities the following authority:

- The right to create or eliminate Special Improvement Districts. See *N.J.S.A.* 40:56-68.
- One member of the governing body shall serve as a member of the Board of Trustees of the District Management Corporation. *N.J.S.A.* 40:56-68.
- The municipality shall review the assessments on the properties within the Special Improvement District annually. *N.J.S.A.* 40:56-80.
- The municipality shall approve the budget of the District Management Corporation annually. *N.J.S.A.* 40:56-84.
- The municipality shall review an audit of books of the District Management Corporation which shall be submitted annually. *N.J.S.A.* 40:56-88.
- The municipality shall review the annual report prepared for the municipality by the District Management Corporation. *N.J.S.A.* 40:56-89.

Based on the *Fanelli* and *Second Roc-Jersey* decisions, it is clear that a Special Improvement District or municipality acting pursuant to the Special Improvement District legislation will be given the maximum flexibility and deference in effectuating the powers granted pursuant to the Special Improvement District legislation. As a matter of comfort, it is probably worth noting that as stated the statute was established in 1984 to create and authorize Special Improvement Districts. There are probably some 80 Special Improvement Districts within the 566 municipalities in New Jersey. To my knowledge, one in Gloucester City (on the Delaware just south of Camden) was the only Special Improvement District that was created and eliminated due to political pressure.

The reality is that they have been a tool of enormous value to municipalities as well as the business communities that bear the assessment but also reap the benefits.

Special Improvement Districts, by statute, may also be involved in the creation and operation of parking facilities and they often are very effective tools for involvement in parking issues given the critical need for parking within downtown communities. Here again, there is a great deal of flexibility in the role that a Special Improvement District may play in parking matters.

Also, Special Improvement Districts could by statute function in part as Transportation Improvement Districts to facilitate transportation issues within a Special Improvement District. In certain

circumstances, to the extent that activities or operations of the Special Improvement District would be benefited by activities beyond the physical limitations of a Special Improvement District, it could also engage in such activities.



**CAPITAL COSTS**

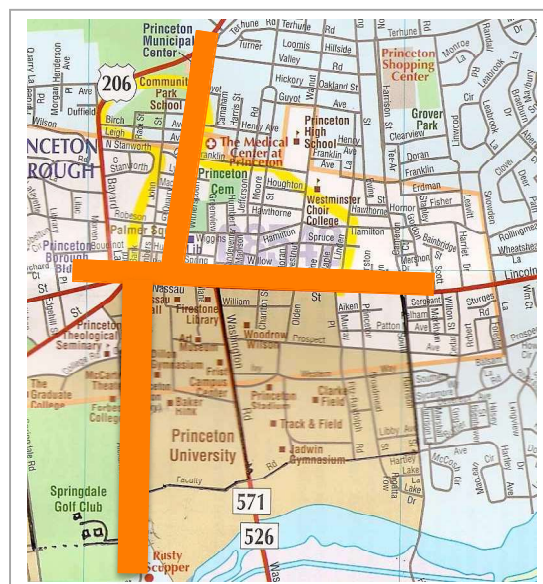
THE FULL FAITH & CREDIT OF THE AREA'S INSTITUTIONS JOIN WITH THE FULL FAITH & CREDIT OF THE MUNICIPALITIES [Y] TO FINANCE

1. MOBILITY: PARKING STRUCTURES, WAYFINDING AND TRANSPORTATION INFRASTRUCTURE. PIP + TIGER TRANSIT + FREEB!
2. HOUSING: NON-MARKET RESIDENTIAL HOUSING FOR THOSE WHO LIVE & WORK HERE TO INCREASE THE CHANCES OF PRINCETON REMAINING A DIVERSE, INCLUSIONARY COMMUNITY.

**OPERATING COSTS**

THE INSTITUTIONS AND CORPORATIONS OF THE AREA AGREE TO FINANCE 50% OF THE MUTUALLY-AGREED-UPON OPERATING COSTS OF A DOWNTOWN DISTRICT MANAGEMENT CORPORATION, EG. *THE PRINCETON PARTNERSHIP T.*

1. NEIGHBORHOOD-BASED PLAN FOR DOWNTOWN
2. DEVELOPMENT OF FORM-BASED CODE DESIGN GUIDELINES
3. GARBAGE COLLECTION IN THE "T"
4. SIDEWALK & PARK MAINTENANCE, SNOW REMOVAL, BEAUTIFICATION IN THE "T".
5. ONE COMMUNITY-WIDE PRINCETON CARD. STUDENTS & RESIDENTS CARRY ONE CARD FOR USE AS PUBLIC LIBRARY/FIRESTONE LIBRARY CARD, MUNICIPAL GARAGE CARD, PARKING METER CARD, UNIVERSITY GARAGE CARD, MCCARTER GARAGE CARD, BUY LOCAL MERCHANT CHARGE/POINTS CARD, TIGER TRANSIT CARD, NJ TRANSIT CARD, FREEB CARD. DISCOUNTS FOR SENIORS/STUDENTS ETC.
6. FAÇADE/PROPERTY IMPROVEMENT FUND
7. PRINCETON MARKETING FUND
8. MANAGEMENT OF TRANSPORTATION SYSTEM & GARAGES



= THE "T"

Citation/Title

NJSA 40:56-83, District management corporation; powers

\*88841 N.J.S.A. 40:56-83

**NEW JERSEY STATUTES ANNOTATED**  
**TITLE 40. MUNICIPALITIES AND COUNTIES**  
**SUBTITLE 3. MUNICIPALITIES GENERALLY**  
**CHAPTER 56. LOCAL AND OTHER IMPROVEMENTS; CONDEMNATION;**  
**ASSESSMENTS, DAMAGES AND APPEALS**  
**ARTICLE 5. PEDESTRIAN MALL**

*Current with laws effective through L.2009, c. 32 and J.R. No. 2.*

**40:56-83. District management corporation; powers**

a. In addition to the powers otherwise conferred pursuant to this amendatory and supplementary act, a district management corporation may exercise those of the powers listed herein as may be conferred upon it by ordinance. A district management corporation incorporated pursuant to Title 15A of the New Jersey Statutes shall exercise its powers in a manner consistent with that title.

b. The district management corporation shall have all powers necessary and requisite to effectuate its purposes, including, but not limited to, the power to:

(1) Adopt bylaws for the regulation of its affairs and the conduct of its business and to prescribe rules, regulations, and policies in connection with the performance of its functions and duties;

(2) Employ such persons as may be required, and fix and pay their compensation from funds available to the corporation;

(3) Apply for, accept, administer and comply with the requirements respecting an appropriation of funds or a gift, grant or donation of property or money;

(4) Make and execute agreements which may be necessary or convenient to the exercise of the powers and functions of the corporation, including contracts with any person, firm, corporation, governmental agency or other entity;

(5) Administer and manage its own funds and accounts and pay its own obligations;

(6) Borrow money from private lenders and from governmental entities ;

(7) Fund the improvement of the exterior appearance of properties in the district through grants or loans;

(8) Fund the rehabilitation of properties in the district;

(9) Accept, purchase, rehabilitate, sell, lease or manage property in the district;

\*88842 (10) Enforce the conditions of any loan, grant, sale or lease made by the corporation;

(11) Provide security, sanitation and other services to the district, supplemental to those provided normally by the municipality;

NJSA 40:56-83, District management corporation; powers

(12) Undertake improvements designed to increase the safety or attractiveness of the district to businesses which may wish to locate there or to visitors to the district, including, but not limited to, litter cleanup and control, landscaping, parking areas and facilities, recreational and rest areas and facilities, and those improvements generally permitted for pedestrian malls under section 2 of P.L.1972, c. 134 (C.40:56-66), pursuant to pertinent regulations of the governing body;

(13) Publicize the district and the businesses included within the district boundaries;

(14) Recruit new businesses to fill vacancies in, and to balance the business mix of, the district;

(15) Organize special events in the district;

(16) Provide special parking arrangements for the district;

(17) Provide temporary decorative lighting in the district.

#### CREDIT(S)

*L.1984, c. 151, § 17, eff. Sept. 10, 1984. Amended by L.2004, c. 180, § 1, eff. Dec. 22, 2004.*

<General Materials (GM) - References, Annotations, or Tables>

#### HISTORICAL NOTES

#### HISTORICAL AND STATUTORY NOTES

#### 1992 Main Volume

##### Title of Act:

An Act to amend the title of "An act authorizing municipalities to undertake, develop, construct, operate and finance, as local improvements, pedestrian malls, and supplementing chapter 56 of Title 40 of the Revised Statutes," approved August 17, 1972 (P.L.1972, c. 134), so that the same shall read "An act authorizing municipalities to undertake, develop, construct, operate and finance, as local improvements, pedestrian malls, and to create special improvement districts and district management corporations, and supplementing chapter 56 of Title 40 of the Revised Statutes," and to amend and supplement the body of said act. L.1984, c. 151.

#### REFERENCES

#### LIBRARY REFERENCES

#### 1992 Main Volume

\*88843 Power to make improvements or grant aid therefor; constitutional and statutory provisions, see *Municipal Corporations* ¶266.  
Power and duty to make public improvements; constitutional and statutory provisions, see *C.J.S. Municipal Corporations* § 1037.

#### ANNOTATIONS

#### NOTES OF DECISIONS

#### In general 1

##### 1. In general

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## NJSA 40:56-83, District management corporation; powers

Assessments on commercial properties in special improvement district (SID) were special assessments, rather than taxes, and were therefore not subject to Uniformity Clause, where assessments provided benefits to commercial properties in form of advertising campaigns, meter bagging, street sweeping, encouragement of tourists, hospitality guides, and business recruitment, as well as physical improvements. 2nd *Roc-Jersey Associates v. Town of Morristown*, 158 N.J. 581, 731 A.2d 1 (1999). Taxation ⇨2122

Assessments on commercial properties in special improvement district (SID) were special assessments, and did not create invalid exemption for residential properties under exemption provision of the tax clauses of constitution, where exemption was based on zoning classification rather than on status of owner, exemption was not directed at benefitting particular industry, and exemption rested on reasonable basis that SIDs were not designed to enhance residential properties, but rather to promote economic growth in local business districts, through cooperation among local businesses. 2nd *Roc-Jersey Associates v. Town of Morristown*, 158 N.J. 581, 731 A.2d 1 (1999). Taxation ⇨2089

# INCLUSION, DIVERSITY & INVESTMENT IN HOUSING

A simple way to look at social infill...

The community liquors site...

[also: Hinkson's/Callaway Garage/Siegel-Verbeyst/Howard-Sassman/Griggs Corner, LaJolie etc etc

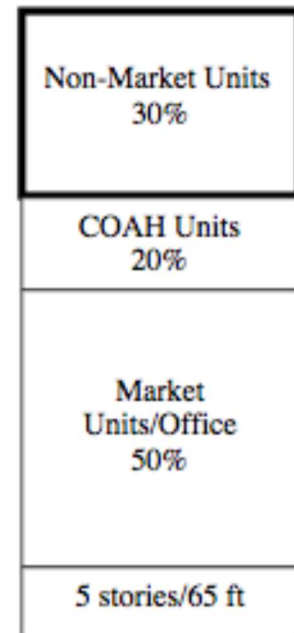
**Now**

1 story

Partnership grants:

1. 65 ft & FAR required
2. Parking [under Y playing field, for example]
3. Up to \$150k per non-market unit IF needed, after negotiation with developer

**In 10 years**



- We need to make a public plan.
- We need to agree on policies and principles.
- We need to determine the impacts of parking & traffic.
- We need to determine the impacts on our schools.
- We need to determine the impacts on our local economy.

**BUILDING  
THE KIND OF TOWN  
WE WANT:**

For example at NASSAU EAST

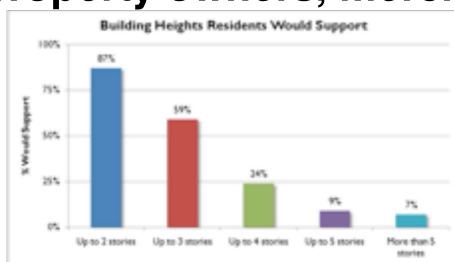
**Q: Who decides?**

**A: The People of Princeton**

**Determining the  
Community Vision  
by Neighborhood:  
an Open Process  
involving the whole community**

**WORKING TOGETHER IN PARTNERSHIP**

**A. Polling: of residents of the neighborhood,  
property owners, merchants**



**B. “Firehouse meetings” of all of the above:**



**Princeton Future at the Chestnut Street Firehouse on April 26, 2010 Transcript of the Tree Streets/Murray Place Meeting of the Neighbors**

**Present:** Ryan Lilienthal, 34 Maple Street; Ray Wadsworth, 32 Chestnut St; Jeff Gradone, 41 Pine St; Wendy Bond & Paul Bond, 20 Pine St; Phyllis Teitelbaum & Anthony Lunn, 47 Hawthorne Av; Winifred Hall, 243 Nassau St; Hannah Kahn, 202 Linden Ln; Peter & Barbara Westergaard, 40 Pine St; Marvin Reed, 6 Cameron Ct; Alexi Assmus, 32 Maple St; Frank Calaprice, 25 Murray Place; Cathy Smith, 12 Chestnut St; Kevin Wilkes, Patton Ave; Mike Littwin; Larry Hugick; Sheldon Sturges, 42 Cameron Ct; Andrea Stine, 23 Murray Pl; Mimi Landau, 10 Patton Av; Ann Yasuhara, 66 Pine St; Noriko Schneiderman, 47 Murray Pl; Patricia DiMaio, 46 Spruce St; Jim Constantine, 47 Spruce St; Katherine Benesch, 114 Fitzrandolph; Lisa Marcus Levine, 34 Linden Ln; Rebecca Moss, 283 Nassau St; Sam Wang, 283 Nassau St; Kerry Kay, 283 Nassau St; Paul & Jackie Edgcomb, 23 Linden Ln; Bill Strong, 41 Maple St; Liz Chang, 11 Murray Pl; Betty & Pat Curtiss, 24 Chestnut St; Betsy Bennett, 43 Spruce St; Mike Senchyna, 54 Pine St; Stephen Griffies, 43 Maple St; Penelope Rowlands, 39 Chestnut St; Shaun Andolina, 4 Chestnut St; Maria DeNoda, 35 Moran Av; Betty Chen, 68 Pine St; Gail Ullman, 12 Maple St; Judy & Michael Laffan, 37 Murray Pl; Nancy Strong, 41 Maple St; David Bellos, 24 Maple St; Pascale Voilley, 24 Maple St; Mark Alexandrides, 45 Princeton Ave; Daniel Brox, 23 Chestnut St; Meghan Hedin, 26 Linden Ln; Otto Lazareth, 19 Moran Av; Harini Subrahmanyam, 76 Murray; James Frederickson, 76 Murray Pl; Harlan Tenenbaum, 55 Spruce; Laurie Harman, 70 Spruce St; John Procaccino, 8 Chestnut St; William Shields, 13 Chestnut St; Michael Landau, 10 Patton Av; Wendy Kaczerski, 35 Chestnut St

**C. Presentations of findings, ‘what ifs’ and recommendations to  
Broader Community**



**& to Government: Mayor & Council; SPRAB; RPB**



# Neighborhoods where there might be change

## 1. Arts & Transit Stop at Nassau Street



## 2. Lower Alexander Stop, Gateway & Hibben Magie



Princeton Gateway and Environmental Center

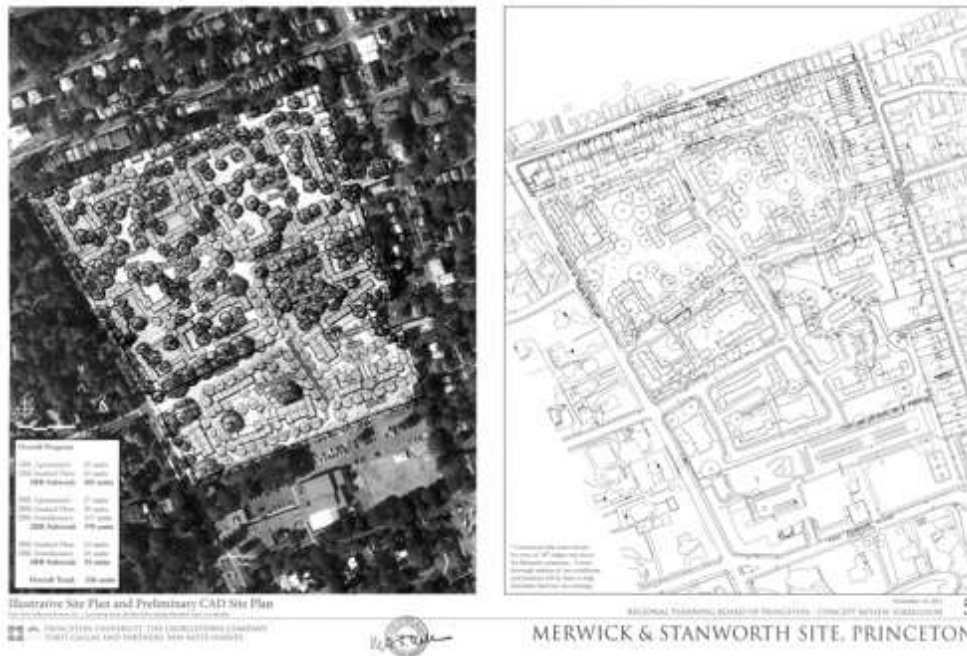
PRINCETON FUTURE

NJLT

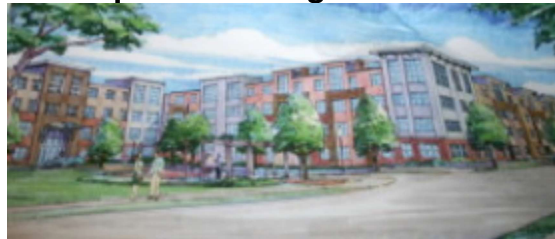


### 3. Green Hill: Merwick, Stanworth, YMCA & YWCA

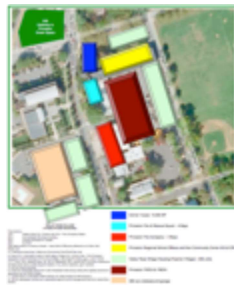
On April 17, 2002, Robert Durkee said during the PF Workshop on Green Hill, aka Merwick, Stanworth and the Ys: "I don't think that the challenge is not so much facilitating the 3 institutions to talk together as it is **to make sure that, as we get together, we have as clear an understanding as we can of what the folks who are neighbors on this side and what the neighbors on that side are interested in. Part of what we need to be sure of is that we have an iterative process. Make sure these conversations happen that bring the neighbors together...Left to our own devices, I'm sure we won't get it right. The answer is somewhere in between. To make sure that we continue to talk to the neighbors.**"



### 4. Hospital Site Neighborhood



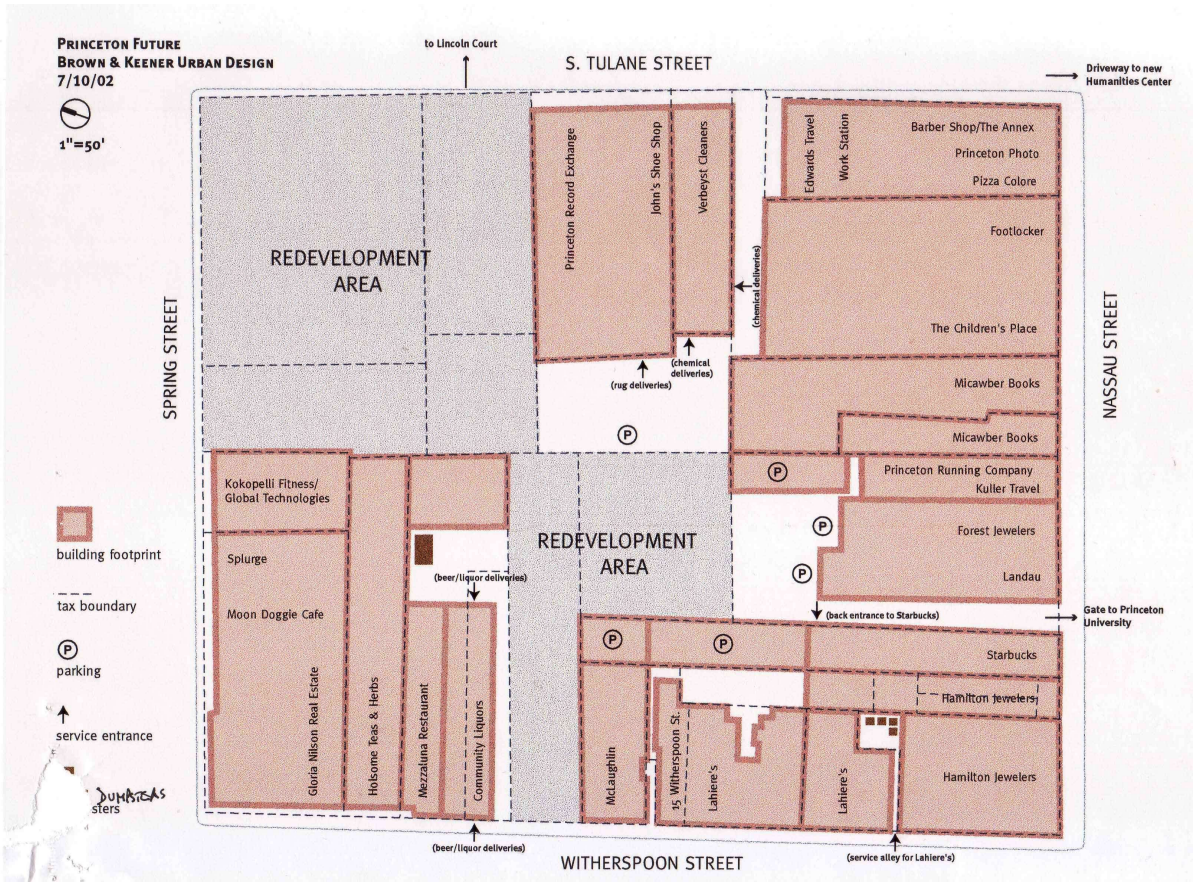
### 5. Valley Road Neighborhood



### 6. Nassau East Village Green







### 9. The Shopping Center



**PRINCETON FUTURE**

**What If?**  
 DESIGNING OUR TOWN TOGETHER

**THE SHOPPING CENTER**

If there is going to be further development of the Shopping Center, what form should it take? What should be done to benefit the community & the merchants?

Table leader:  
 Allan Kohrt FAIA



**HERE IS WHAT YOU SAID:**

The first thing I wanted to say "it is wonderful to see this kind of stuff up here!" Having been an architect for many, many years, usually when you are in front of this many people, the drawings are a lot further along and look better! There is a certain innocence to this that says there is thinking going on. The kind of drawings you see here, we see in the office all of the time when people have crazy ideas. You don't draw with anything sharper than your idea. Our group was talking about the Shopping Center. It was very interesting early on to realize the passion people feel about their shopping center and how good it is. I made a comment at the start of the session: "The Shopping Center is sort of an anomaly." I thought I was going to get my head bitten off because people really like what it contributes to the community. I want to talk about some development there and about some ideas about how it could take place. But first I want to go through some of the conclusions we came to about it.

Whatever we do there, the Shopping Center should continue to serve a purpose as a main urban focus. Something that really supports the surrounding community. It has to contribute more to the neighborhood and to the community more than it detracts from it. There was question as to whether we should change the nature of the retail there. The answer was a resounding "no!" There is a very serious desire to make certain that when development takes place, it supports the retail there and the community. We think that there needs to be more pedestrian links to the Shopping Center. And perhaps more vehicular links. There are currently only 2 access points, both along Harrison St. If you think about developing this in any way, what we would be doing is creating a more dense cul-de-sac.

The portion of the site by Terhune was re-zoned recently for **medium housing**. There have been some development proposals for in there that have been shot down by the neighbors because they were way too dense. There is currently a bus stop here. There was agreement that whatever happens this site should continue to be developed as a **major transportation center**. It should all be **green development**. **Sustainable and neighborhood friendly** in terms of noise, pollution and light. We want to make certain that whatever happens here is good for the neighborhood.

This area is used for parking by the Hospital. That will be a need that isn't going to continue. Everytime I go to the Shopping Center, I can usually find about 180 open parking spaces just for me. I am there quite a bit. The zoning requirements for parking are excessive.

There is the ability to add density to this site. To what purpose? It seems as if everyone who has stood up here has mentioned the need for **middle-income housing**. I think that is what we would advocate as well. George Comfort and his son, Dan, own the Shopping Center. We, at the table, think that this can be done well and will be acceptable to those who own homes on Chewyack and back up to that. It will be better than the cars they have in their backyard right now. The biggest thing is: How do you do this? How can we really get a development we like, like this, on a site like this that will be acceptable to the neighbors? I will throw out an idea...the idea of a **form-based code**. I will explain it very basically. There is a movement now against traditional zoning. Form-based code provides a way for a community of neighbors to decide before a developer shows up to decide what it wants. It is a community-based planning process. The surrounding community gets involved in the planning process. There are no proposals from developers for any of this at the time this planning process occurs. You get together and you decide what density is acceptable, at least from the point of view of the members of the community, and its engineers and planners, what is it you can really build there? What is viable economically? What is viable visually? What can we deal with? You basically put together a tangible vision of what can be there. What the town thinks should be there. What you'd like to see there. Then you adopt that as the zoning code so that you'd have a picture of what goes here and what goes here. That becomes the code. You won't have a developer show up afterwards and say I want to put 300 units here. Because you have already told the world what it is you want to build there. The idea is a good idea. Decide what it is you want to be. Design it at least on a preliminary level. Incorporate it into law into a code change. Thank you.

