



BALANCE • DIVERSITY • VIABILITY • AFFORDABILITY

PRINCETON FUTURE

COMMUNITY INPUT OPEN MEETING #9, September 23, 2023

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

Planning Ahead

The Visualization of Findings:

What Did the People of Princeton Say Over the Last 2 Years?

When Asked: What Kind of a Town Do They Want Princeton to Become in 2038?

"A Transformative Master Plan will come out in mid-October and will be voted on in Mid-November. You will see a lot of your thoughts here today that will then be allowed. Next: we go from Recommendation to Ordinance to Development!"- Princeton Planner, Justin Lesko

"The end of the beginning!"- Planning Board Chair Louise Wilson



Planning Policy Four
Public Sessions **3-4 /6**

ADOPT MULTIPLE PARKING AND MOBILITY OPTIONS

Make the town more walkable, healthy, less car centric.

Traffic calming, pedestrian, transit and bike priority

Priority Planning Policies

THE EMERALD NECKLACE
THE GOLDEN CIRCLE
SILVER LINING

Market rate and affordable housing

LEAFY SUBURBIA
Retaining most of the town as is.



THE 8 BOOKS OF VERBATIMS OF 9 OPEN MEETINGS CAN BE READ ONLINE AT PRINCETONFUTURE.NET



View the books @princetonfuture.net

Participants

Harry Levine, Ellen Levine, Newlin Drive; Alice Small, Hawthorne Ave; Felicia Spitz, Haslet Ave; Shirley Chan, Harris Rd; Jim Arthur, Biscayne Ct; Evan Anderson, John St.; Mic Huse, Cuyler Rd; Tony Nelessen, Françoise Nelessen, Bank St.; Valerie Haynes, Mt. Lucas; Kirk Gastinger, Joan Gastinger, Guyot; Kim Dorman, PPL; Richard Rein, Park Place; Sheldon Sturges, Birdie Way; Trisha Wilson, Redding Circle; Ian Henderson, Dutch Neck Rd; Marty Lyons, Montadale Drive; Nicky Katz, Leabrook; Katherine Kish, George Davidson; Ben Poulin, Park Place; Jim Constantine, Spruce St.; Linda Oppenheimer; South Harrison St.; Dosier Hammond, Leigh Ave.; Justin Lesko, Witherspoon St; Yael Niv, Franklin Ave.; Connie Witter, William Livingston Ct; Catherine Knight, Nassau St.; Donn Mitchell, John St.; T Pitra; Michelle Pirone Lambros, Armour Rd.; Fern Spruill, Larry Spruill, Oak Lane; Chitra Narendra; Irene Zurakowski, Caldwell Dr; Sam Bunting, Dempsey Ave.; Dan Rappaport, Bunn Dr; Charles Alden, Craven Lane; Kathleen Cassidy, PCH; Peter Lindenfeld, Harris Rd; Louise Wilson, Lytle St; Danny Tenenbaum, Hibben - Magie; Andrew Thornton, Princeton Ave.; Dorothy Plohn, Library Place; Mia Sacks, Terhune Rd.; Lisa Levine, Linden Lane; Seth Mellman, Adams Dr.; Galina Peterson, Jim Peterson, Nassau St.; Clifford Zink, Aiken St. Tom Pinneo, Ev Pinneo, Vandeventer Ave.

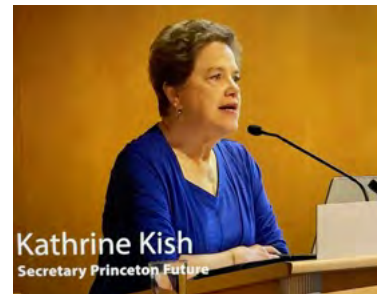
Table of Contents

PRINCETON FUTURE and the Princeton Public Library
Present

PLANNING FOR THE FUTURE

*A Summary of Two Years of Open Meetings & Conversations
with the Residents of Princeton, New Jersey*

- Moderated By Katherine Kish, Einstein's Alley & Princeton Future
- Presentation by Anton Nelessen, Professor of Urban Policy & Design Emeritus, Rutgers University & Princeton Future
 - *Circulation & Mobility: A Loop with 12 Stops*
 - *What If? "Doodles" of Where
Beauty, Sustainability and Inclusion
Might Be Enabled by the New Master Plan of November, 2023*



KATHERINE KISH, Princeton Future

I'm Katherine Kish, and I'm a longtime member of the Princeton Future team. And, I'm also Executive Director of Einstein's Alley. You may have seen our signs around about. Einstein's Alley is all about attracting and keeping entrepreneurs in New Jersey who will build wonderful businesses here. And one of the important things that we work on is the fact that people who are in the field of technology tend to like to have **wonderful places to live and educate their children, so livable communities and sustainable development is the work that we're doing here today.**

I really do want to thank our partners, the Princeton Public Library and Kim Dorman. The library has been a wonderful host to our meetings over these many years. And, now, it helps us to plan our meetings. I also want to thank all the people who have contributed their input. So many of you have been at previous meetings, where we've had drawing paper on maps out...people have marked up their ideas about where the town could grow. That's the most important part of Princeton Future. It's really the basis of all of the work that Tony Nelessen has done...the work he is going to show us today.

There will be 3-4 moments during the program where we will stop and you will participate, I hope! We have lots of 'stopping places' for a response. We want you to talk about **Whether you like the ideas...and When you don't like the ideas...And...What are the new ideas that should be considered?**

Princeton Future is about listening to what people care about. It's about conversations. It's about creating a real understanding of what things might be in the future. You have a choice, and you have input.

And, just so you know, in order for us to get as wide a distribution as possible of your thoughts about these programs, we publish 'a book' of the words spoken at this meeting. They are now 9 'books' online at www.PrincetonFuture.net. These comprehensive books are on file at the library. You can take them out of the library. You can look at them online. You can order one for your very own copy. I would now like to introduce Tony Nelessen, an amazing professional who has

and is giving prodigious amounts of time and his talent as a volunteer to Princeton Future and to the Princeton community. He has been teaching urban design at Harvard & Rutgers for the past 39 years. He's one of the nation's most respected urban visionaries. With more than 40 years of professional experience as a professor and author and a practitioner in the fields of visioning, planning and urban design throughout the world.

We are so lucky to have his perspective on PLANNING THE FUTURE of PRINCETON, NEW JERSEY.

TONY NELESSEN, Princeton Future

Good morning, everybody. Katherine has just through gone through the extended thanks! So, I'm just going to just jump right into it.



This particular production you're going to see this morning is the result a maybe 2000 to 3000 hours of volunteer time. What we have done is hold a series of 21 workshops across the board. The results have been condensed down to about two hours. I'm not going to be able to cover certainly everything that was done. I will skim to the most important ideas. We want to get your responses back.

Now, what came out of all of this work are, essentially, four planning policies.

- The first one came out of the last workshop we did. It is called The Emerald Necklace.
- The second one is called the Golden Circle.
- The third one is called the Silver Lining. And,
- The fourth one is called Leafy Suburbia.

Priority Planning Policies

THE EMERALD NECKLACE
THE GOLDEN CIRCLE
SILVER LINING
Market rate and affordable housing
LEAFY SUBURBIA
Retaining most of the town as is.

These four policies were generated by you, the people who participated: Your thoughts as to what should happen.

Why is Princeton Future doing this?

Why are we doing this when the town is spending \$2-300,000 to create a new master plan? Well, Princeton Future has been around for a while. It's really because I think the people who are involved with this including the hundreds and hundreds of people who participate, really love and care about the town. You live here. We really believe in ongoing public interaction. The interaction in this town is just wonderful. **We call this participatory democracy.** Princeton Future provides supplementary input to the representative democracy [with no lawyers around!]. What you're going to see today is not our recommendation. it's a synthesis of all your recommendations. We believe that we are complementing the work of the Princeton Planning Board in providing your perspectives. We hope that your ideas will inform the new master plan.



Because.....

We love and care for this remarkable town.

We believe in on-going public interactions, listening sessions and **participatory democracy.**

We believe that we are complementing the work of the Princeton Planning Board as it prepares the new Master Plan. (unfortunately little or no interaction)

We believe that mobility planning, land use, open space, and housing affordability can be developed through community conversations determining **“What Citizens Want”.**

Planning must be more than policy. There must be a Vision in 3-dimensions, using tested **Transect based designations** for all areas focusing on **areas recommended as susceptible to change**, (17% of the town) can help to inform the path forward towards appropriate **form-based zoning code.**

The thing that's really important is that you believe in the holistic notion that **we must tie mobility, land use, open space, housing and affordability all together**. These topics have been developed and will be refined through our conversations with you. You're going to see it... it's just quite remarkable what has happened over these 2 years! Every one of the workshops that we held had some component of affordability in it and some component of mobility... whether for walkability for pedestrians... safety for bicyclists & scooters...a loop of small buses. And, of course, I firmly believe that planning must be more than policy. I taught planning now for both at Harvard, Rutgers and God knows how many other universities for 54 years. I really believe **a PLAN has to be three dimensional**.

The problem with most zoning is that its *words*. I think words need to be translated into actual vision. And one of the things that has become very important is that the basis of town planning must be to determine...

...WHAT AREAS ARE SUSCEPTIBLE TO CHANGE?

The University Town of Princeton is unique and requires a specifically tailored approach to planning for the future.

**WANTED:
YOUR OPINION**

To transform Princeton into an even better place to live, to visit, to educate your children, and to respond to environmental challenges.

Susceptibility to Change MAPPING

Determine the Susceptibility to Change on sites throughout the maps of Princeton with an indicated color on each building and lot. The potential for change of each parcel and building based on its condition and susceptibility for change.

Color Code:

NO SUSCEPTIBILITY TO CHANGE
Using a **GREEN** marker, trace the lot areas or buildings in excellent condition or that are new or have historical value. No change.

LOW SUSCEPTIBILITY TO CHANGE
Using a **YELLOW** marker, trace the lot areas or buildings that are in good condition. could have historical value. Minimum maintenance required.

MODERATE SUSCEPTIBILITY TO CHANGE
Using an **ORANGE** marker, trace deteriorated building(s) and lots that need improvement. Could be candidates for rehabilitation, enhancements, expansion or replacement.

HIGH SUSCEPTIBILITY TO CHANGE
Using a **RED** marker, trace the building(s) and lots that demonstrate are any of the following:
Reached the end of their most useful life. 1 story in a multi-story zone, deteriorated, vacant, unkempt, surface parking lots, and/or land uses that have potential and are likely for revitalization, rehabilitation or redevelopment over time.

So, we asked you at one of the very first workshops we held: we asked you to take colored markers and trace over the maps of different neighborhood.



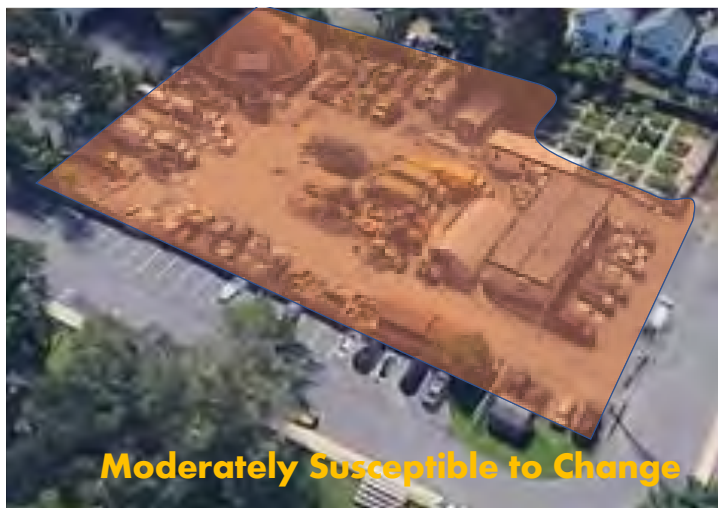
land, and then you take the time to try to translate their visions into some sort of preliminary sketch, I call "doodles".

**What you are about to see are
planners/urban designers
"doodles"
on various sites.**

**They are meant to provoke ideas for future
zoning, mobility and architectural design.**

Most planners, engineers and lawyers are not trained to previsualize, thereby most zoning are words and tables not drawings or diagrams.

You, then **have a visualization** and a much clearer idea of what it is that the people actually want, as opposed to using just words, such as "We want this principle: *We want a nice downtown!*"



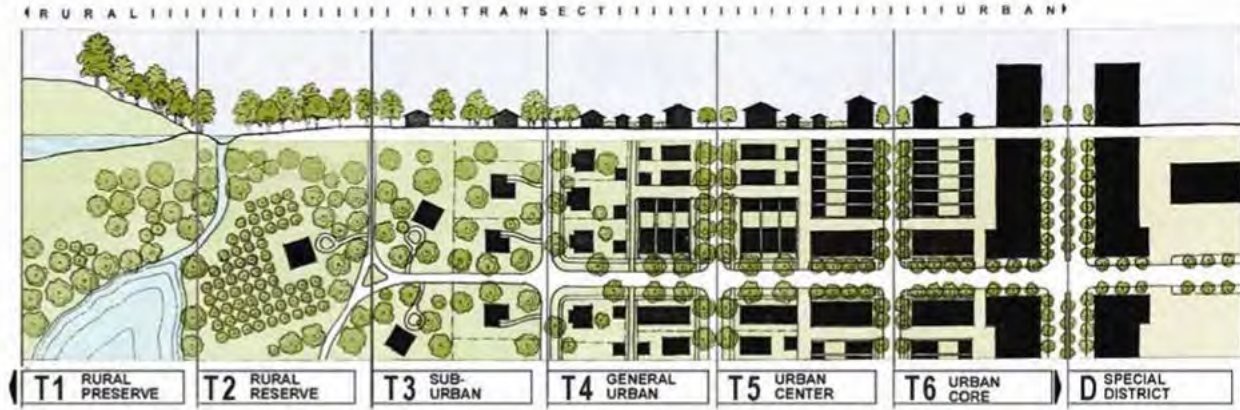
ESTIMATED PROGRAM

Housing Units	+85
Affordable	40
Retail	+ 5,000
Services	+-
Parking	80 without transit
	60 with transit

The 'Salt Dome' lot and a 'doodle' of what might it become on Witherspoon Street

Now, I am going to focus on a bit of planning, which has been universally, I think, at this point accepted worldwide. And what it is it's come out of the Congress of New Urbanism so much. I think there are probably several members of CNU who are here today. They believe in what we call the transect which means that you divide land into essentially seven zones or seven pieces.

ILLUSTRATION 1: VARIOUS PHYSICAL CHARACTERISTICS OF THE TRANSECT



And they go from T1 [tier one] which is the Emerald Necklace...that is you never build on this land...

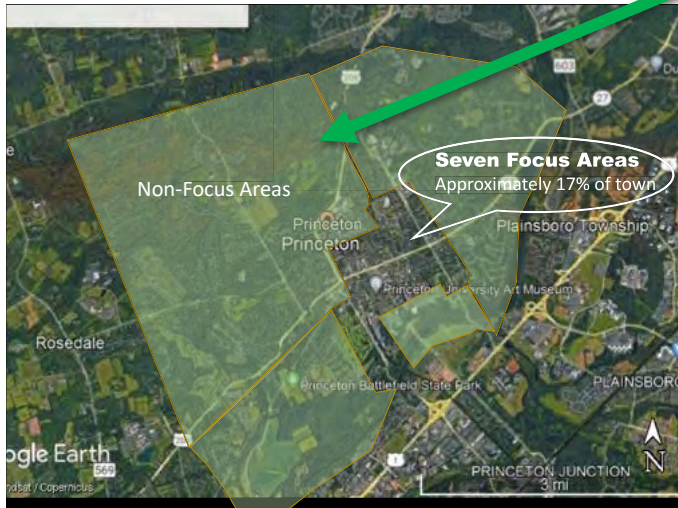


T2 is Rural Reserve...

Planning Policy Two
Maintain and enhance suburban areas of the town

The majority of this area, not designated T-1 or T-2 Preservation or Reservation, would be designed as T-3 and T-4, Suburban or General Urban maintaining most of its existing zoning standards - add ADU's

T3, which is the majority of Princeton, is 'Leafy Suburbia'...



7 Focused Areas

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

As things become more dense as you get closer to the center, which is T4, T5 & T6... and then you have this special district, the University. All of these T designations apply to Princeton and could all be done with GIS systems.

Now. We wanted your opinion... That is the key factor in all Princeton Future has ever done. Making democracy work...Listening...Forging consensus... Sketches... Plans...Public-Private Collaboration...Development: a better future.

DESIGN FACTS

(1) PARKING REQUIRED:
 REPLACE EXISTING LOTS: 269 SPACES
 ADDITIONAL LIBRARY PARKING: 45
 REPLACE ON-STREET SPACES: 20
 NEW PARKING FOR EXISTING RETAIL: 50
 PARKING FOR NEW RETAIL & APARTMENTS: 28
 TOTAL: 450 SPACES

(2) ROCK IS 1'-2'-25" BELOW EXISTING GRADES; WATER IS ABOUT 10" BELOW EXISTING GRADES

(3) APPROPRIATE FRONT-TO-BACK DIMENSION OF SHOPS IN PRINCETON IS ABOUT 50'

(4) BRIDGE-OVER SPRING ST. MUST HAVE A CLEARANCE OF 14' ABOVE THE STREET

(5) SOME SERVICE MUST BE ACCOMMODATED BEHIND BOTH NASSAU AND SPRING ST. SHOPS

(6) MAXIMUM HEIGHT ALLOWED BY ZONING IS 65'
 LIBRARY IS 45' (CORNICHE) AND 57' (ROOFTOP SCREEN) ABOVE SIDEWALK

HINDS PLAZA + MIXED USE HOUSING: The results of 2001 Princeton Future meetings: Parking lots *can* have a 'higher use'!

Conversations begin and ideas are formed. They grow. They optimize. They deteriorate. They redevelop. They grow. They optimize. They optimize based on technology. They are based on social structure. They are based on media. They are based on financing. But it's never quite that simple. Looking back on the 400 cities on which I have worked, I can say: "Towns and cities continue to grow and evolve and change over time".

I spent six months abroad. Françoise and I have a home in France and I had an opportunity to read this book by David Wright. It blew me away. I mean, I had no idea of how humans have gone through such an extraordinary evolution over time.

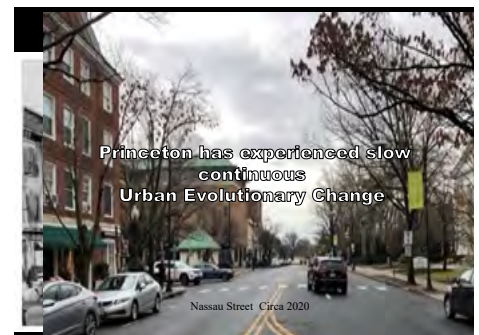


We now have the ability to be able to look at DNA. Nothing ever remains the same. Everything is evolving at some rate all the time... Now let me give an example. This is a glorious photograph of Princeton in its heyday in 1910 and I have always found it to be really fascinating to look at. There's so much urban design to be learned from these particular photographs.



There's a great deal of historic evolution here. Whereas, here, we had trucks that backed up to sell produce on wide sidewalks and we had parking that is diagonal to the street.

Interestingly enough, the ones on the right-hand side have stayed pretty much the same. The University has kept the edge. What I find really fascinating, and one of the areas that we're going to focus on is going the Princeton Shopping Center. I used to work for Victor Drouin, its architect. I was hired right out of college. We have an early 'type one' shopping center with the courtyard in the middle. It was constructed in 1954 as a regional shopping center. It had a Bamberger's Department Store and two supermarkets.



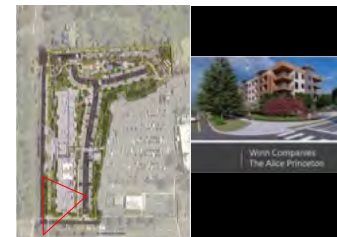
As we know everything changes and certainly this is continuing to change at a rapid rate right now.



1954 - 2020



Avalon 3 - 2024



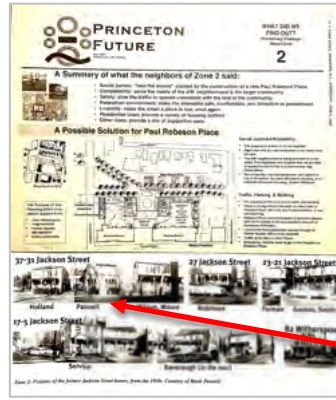
The Alice - 2024

And, there are moral and ethical considerations as we plan for the future of the town:

Look at Palmer Square in 1922.

In 1939.

In 1963.



Princeton Future designed a plan to bring back Jackson St. and create 150 residences on both sides of the

Alternate Possibility A Possible Unit Mix	
Low Cost Homes	80 @ \$40,000
Medium Cost	80 @ \$50,000
High Cost	80 @ \$60,000
Market Rate	80 @ \$70,000
Market Rate	80 @ \$80,000
Market Rate	80 @ \$90,000
Market Rate	80 @ \$100,000
Market Rate	80 @ \$110,000
Market Rate	80 @ \$120,000
Market Rate	80 @ \$130,000
Market Rate	80 @ \$140,000
Market Rate	80 @ \$150,000

Hank pulled the pictures he had taken in 1963 out of the drawer of his workshop table so that Princeton Future could publish them in the Princeton Packet

Hank Pannell's home was not 'blighted'

Baker St. went north from Nassau Street...to be replaced by Palmer Square...and the houses on Jackson St. were torn down to create Robeson Place.

Urban 'Removal' of African Americans

became

Urban 'Renewal'

A sidebar note: Princeton Future [PF] interviewed Albert Hinds in 2000. The flyer below was distributed at the founding meeting of PF in Prospect House. Robert F. Goheen, President Emeritus of the University, the last resident of Prospect, a co-founder of PF, arranged for a special pass for 98 yr old Mr. Hinds to drive onto the campus in his Mercury and park by the front door. PF Board Member Shirley Satterfield saw to the naming of Hinds Plaza. See the **NYT** article to the right.

THE VOICE OF PRINCETON FUTURE

My name is: Albert Hinds

I grew up at 136 Quarry Street. My church and my school were on the same block. My Grandfather, Robert Hall, was born a slave on a plantation in North Carolina in 1850. He moved North to work on the Brooklyn Bridge. He was the first African-American to vote for President of the United States in the State of New Jersey. That meant he was what was called a Black Republican. He voted for Ulysses S. Grant in 1872! As a result, I still vote Republican. He worked as an assistant to President McCosh. He was proud of planting the first magnolia tree in Princeton in front of the University Library.

African-Americans have lived free here since 1687. We lived on Harrison Street, Edgehill, Charlton, Williams and Chestnut Streets. Later, we moved to be near the 3 churches. But, I have to say that there is a general feeling that the intention has always been to move us out so that the town can be filly white. Conditions now aren't a whole lot better than they used to be. There are so many things against us, that we notice every little thing. By the way, Race Street is probably named for the race track for trotters that used to be at the end of Bayard. And in the winters they had horse races down Nassau Street to Bill Thompson's flour mill. By the way I worked with the Hastings Pavement Company when they paved Nassau Street for the first time in about 1920, I think. I'm 98.

QUESTION: "WHAT KIND OF FUTURE DO YOU SEE FOR PRINCETON?"

ANSWER: "I DON'T SEE THE POSITIVE."

We haven't had anything to keep the youngsters here. We can't afford the Y. There's no place to go. The question is always going to be 'what do we do with the black people?'. We don't have enough money to pay the down payment on the 6 new affordable homes being built on MacClean Street. There are 100's on the waiting list. Noise, littering and overcrowding are the big things right now. I have been told that in one basement there are 15 children living on mattresses.



A Princeton Man Who Embodied History By Kevin Coyne Dec. 17, 2006

Princeton - EVERY corner Shirley Satterfield turns in her neighborhood -- home, as she likes to say, to "the people who kept the people of Princeton going," and to six generations of her family -- she bumps into him again. "That's Mr. Hinds's house," she said, pointing out the yellow duplex on John Street where Albert Hinds lived until his death in June at 104, and then pointing again on the next block. "That's his church, and that's where he went to school."

Albert Hinds was almost everywhere in Princeton, for almost a third of the town's history. He lived so long and so well and remembered so much that in his final years he was revered as a kind of living monument of the town's deep-rooted black community, even if local drivers knew to give a wide berth to the beige 1988 Mercury Sable with the duct-taped fenders that he drove until he was 103.

He remembered so much about Princeton, in fact, that Shirley Satterfield thinks Princeton should remember him. She has already named the walking tours she gives of the Witherspoon-Jackson neighborhood in his honor, but she has her eye on something else, too -- the plaza outside the public library on Witherspoon Street, in the middle of the long block that stretches between the main gate of Princeton University and the tightly packed web of narrow streets that was Mr. Hinds's home for a century.

Princeton is one town that will never have a shortage of worthy people to name things after. Since the new library opened in 2004, there have been proposals to name its broad, inviting, brick-paved public plaza in honor of a certain member of the university's class of 1771 (James Madison) or the onetime resident of 112 Mercer Street (Albert Einstein).

Neither of them, though, was the grandson of a former slave, or the son of a waiter at one of the university's eating clubs, as Mr. Hinds was. Neither of them helped pave Nassau Street when it was still a dirt road, or drove a horse-drawn carriage to Princeton Junction to pick up train passengers, or shined the shoes of the town's swells, or pumped the pipe organ at Mount Pisgah A.M.E. Church, or exterminated the carpenter ants in the lumber that Palmer Square was built from, or attended the same segregated grammar school as Paul Robeson, or played end for the Princeton High football team, or graduated from Talladega College in Alabama, or ran recreation programs at local playgrounds and the old Colored Y.M.C.A., or served on the zoning board for 20 years, or, well into his 90s, led calisthenics classes for the elderly members of his church.

"Any part of Princeton, Mr. Hinds had something to do with it," said Ms. Satterfield, a retired guidance counselor whose grandmother taught Mr. Robeson and who lives across the street from her old grammar school. She first floated the idea of naming something for Mr. Hinds at his 100th birthday celebration. "And then at his memorial service, I said it again," she said. When she did, she recalled, the sanctuary at Mount Pisgah -- where his old shoeshine box sat in a place of honor that day -- rang with applause.

She plans to make her case to the Borough Council in January. Princeton Future -- a nonprofit community group whose board she serves on -- endorsed the idea at a recent meeting.

"He is certainly so deserving to be remembered publicly in some kind of way," said Mildred Trotman, a 20-year council veteran who was selected as the borough's first African-American mayor in 2005. "But I have no idea how the council will react to such a request."

Ms. Satterfield said she would like to see a plaque on the plaza that remembers Mr. Hinds, and, by extension, a community that is often forgotten. "I have to say that there is a general feeling that the intention has been to move us out, so that the town can be lily-white," Mr. Hinds said several years ago in an interview with Sheldon Sturges, a co-founder of Princeton Future.

And that was why whenever Ms. Satterfield called -- whenever she had a tour to lead, a talk to give, a slide show to present -- he came along, even after he needed a walker.

ADVERTISEMENT

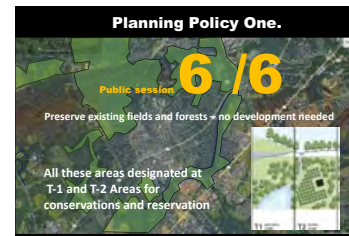
"It used to be that the only time white people came into our neighborhood was to come to the hospital or to pick up the people who worked for them," she said. "It's like there's no other history in Princeton other than Einstein or Drumthwacket or whatever."

She was turning another corner now, after pointing out the barber, the old grocery, the Masonic temple, the house where the Robesons lived, the segregated cemetery and then a defunct men's club. "It was 'Colored Men' spelled backwards," Ms. Satterfield said and then tried, unsuccessfully, to pronounce it correctly.

"I'm not sure. Mr. Hinds knows it," she said, slipping and referring to him in the present tense, which is where she wants him to stay.

It is inevitable that things are going to continue to change and, hopefully, to improve and, now, as I said earlier, we did 21 public sessions. And again, I can only focus on the last six.

Sheldon Sturges has just been extraordinary in terms of getting public input on it. So let's focus on the last six. Now, this one, which I thought was fascinating, is the last one we did. This is the area that we want to see preserved now and forever with no development on them in the conceivable future. **Policy #1** clearly says



preserve the existing fields and forest, *no development needed*. What is graphically fantastic about it is that this necklace it does actually form a necklace around the town. And it seems to me that by forming this Green Necklace around the town, it provides not only a sense of enclosure for the town, but also provides the ability to move out from the town into the green space and back. And, then, of course **connecting those green spaces together**, is obviously we want to do.

Now **Policy #2** is you can see the big green area here that also contains the necklace just looking at it. It becomes policy number two that people have told us and that is maintained enhances suburban areas of the town. There's very little needs to be done out there other than perhaps tweaking of the existing zoning in some form or another to allow what people have told us over and over again: "If you've got a big lot and you've got a 40ft by 40 ft piece of land in your backyard, you should be allowed to build an accessory dwelling unit [ADU] where your kids, or your grandparents, or your father, or your mother who want to live with you should be able to, next door and close by. That becomes a little more intense, so it should be zoned what we call the T3 and T4 areas...a plan maintain the existing suburban area zone.

Now, what's interesting about it is that **Policy #3** came out of the first set of the six meetings first two, and I will probably probably in addition to the green space around town. This one probably became the most important because it became



the fundamental basis on which everything else that was recommended is based and it determined the land lots of buildings that are susceptible to change between 1 and 15 years from now. We did it with a wonderful set of people who participated and we call this those areas in principle most

susceptible to change are not something to be frightened of, but **they are areas of opportunity...opportunity for beauty, inclusion and sustainability.** We focused only on seven areas, just seven areas of town. And I think Lance, our videographer, has the meeting, a complete video of those meetings up on the Princeton Future on YouTube.

12 Criteria

Susceptible to Change and Possible Infill

1. Surface Parking Lots
2. One story buildings
3. High land to Improvement ratio
4. Under utilization
5. Lack of Maintenance - Deterioration apparent - Overcrowding
6. Absentee Landlords
7. Availability to, or potential for adjacent public parking
8. Currently not at maximum allowed height
9. Potential for public – private joint development (more than one lot)
10. Owner agreement and desire
11. Areas or infrastructure more than 50 years old
12. Within a five to ten minute walk of a focus of activity or transit stop

It was an intense set of meetings where people went from table to table to table telling us where they thought. So, what we said: "Okay, let's just have each of the seven areas be a separate map".



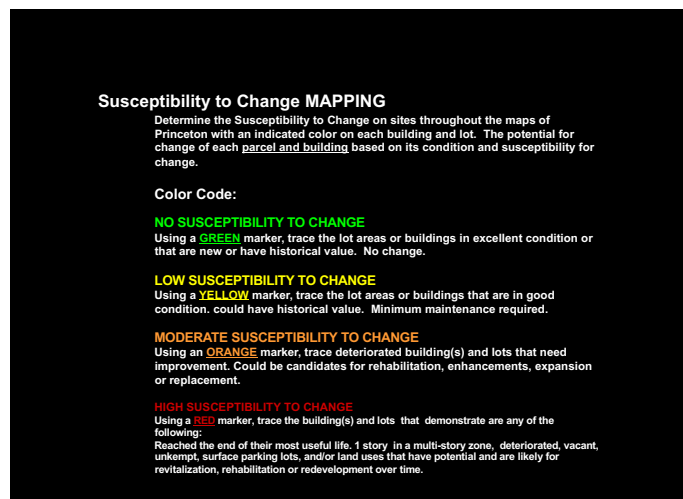
These are all laid on 7 tables, seven different tables, and people went around from table to table until we had all that done... and then we spent three weeks synthesizing all that data into one series of seven maps. Now, what are those criteria?

1. Any surface parking lot. **Surface parking lots are the land banks of the future.** Every surface parking lot will be eliminated in urban areas.
2. The second is **one-story buildings.**
3. The third one is a high 'land-improvement' ratio. That one may be a little difficult. **What I mean is the land is more valuable than the buildings that are on it** by a huge factor in some cases.

The land here is just extraordinarily valuable due to the billions the University is spending on itself and, in certain areas, due to: underutilization; lack of maintenance; lack of the availability of absentee landlords; due to the potential of lots adjacent to parking; due to lots currently not at the allowable height; due to potential for public/private joint ventures; due to areas of infrastructure more than 50 years old; areas of rehabilitation; areas within a 5 to 10 minute walk to a transit stop etc. We're really want to focus development into very specific areas.

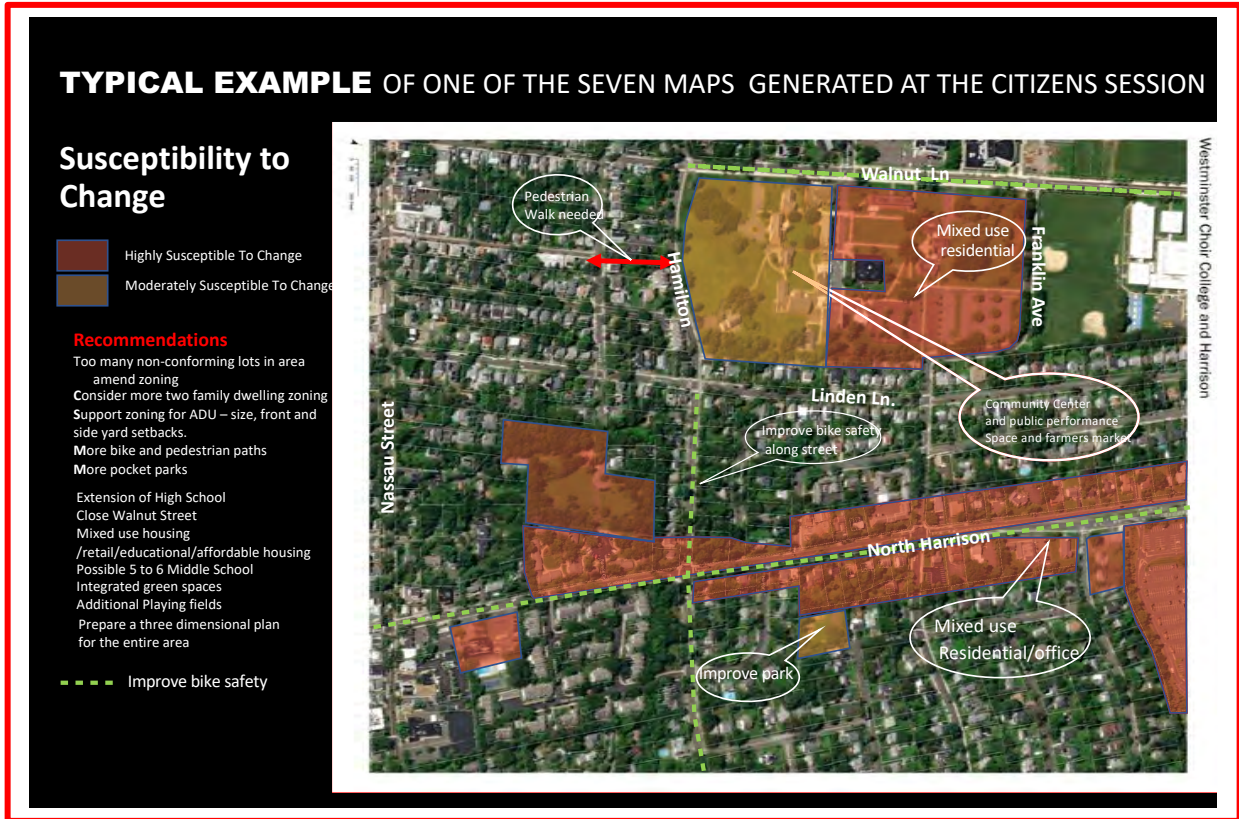
We had no idea what we would actually find until the workshops were done.

Here's what we heard when people had the choice of putting four colors on these



maps. The first one is **green**, colored green on the map if you don't think anything should change whatsoever. Color it **yellow** if you think maybe a little detail painting or what have you. Interestingly enough, no one used the green or the yellow. What they focused on, and the only two colors that were actually used were **orange** for modern susceptibility to change and **red** for high susceptibility to change. So, what you're going to see on the maps of the seven areas are those two colors because *everything else is going to remain as is*. Here's a typical

example of just one of those seven maps. Now, we asked people in the first workshop to just suggest to us where those areas of susceptibility occur. You can see North Harrison is at the bottom and the Choir College on the top. But



notice what they did on the Choir College is that they left the front of it as 'moderate susceptibility to change' but the back part which is all of the parking lots are deemed 'highly susceptible to change'. Now again, this is not something that Princeton Future did. This is something that was synthesized from all of the work that was done by every one of the groups. That was the first meeting in April. The second meeting in September 2022, then asked: *What do you think should happen here?* And, they came up with all of these suggestions as to what should actually happen in those areas which are either moderate or heavily susceptible to change. And this was done for each seven areas.

The planning policy that came out of the third and fourth meeting is probably to me one of the more important because it's one that's nearest and dearest to everybody's fired. And that is about multiple parking and mobility options.

There is a traffic problem and there is a parking problem. There has been a parking problem in the downtown forever and ever and ever... and that will continue to be the case unless we do something about it.

Planning Policy Four
Public Sessions 3-4 /6
ADOPT MULTIPLE PARKING AND MOBILITY OPTIONS
Make the town more walkable, healthy, less car centric.
Traffic calming, pedestrian, transit and bike priority

But the key factors and people wanting to make the town more walkable.



We have the Emerald Necklace that kind of confines the options to a more centered area. How, then, inside that particular area do you make it more walkable and less concentric? What came out of our conversations was traffic calming. You'll see a heavy duty emphasis on more pedestrian, more transit and bike priority. Every one of these in fact is just fantastic.

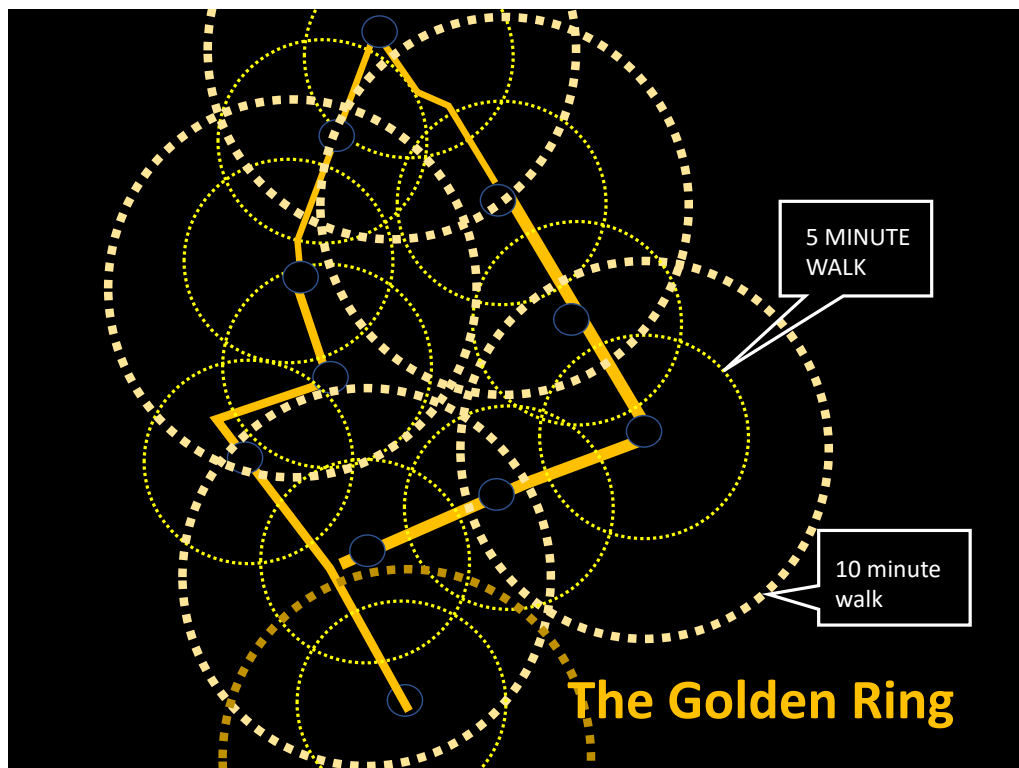
• Where do you think there are the **dangerous intersections**? You can see, here, the heavy duty Xs are where people thought there was a bigger problem. There were two types: a primary and a secondary. The big Xs, as you can see, are at Bayard/Nassau/Mercer and Nassau/Witherspoon. But Nassau/Harrison is a big problem, as well. And, then, there was one that was by the Shopping Center. Now what did they want for those particular areas? They came along and said they recommended that at many of the Xs **we institute traffic circles**.

We just came from France. There's a gazillion traffic. Every every third mile seems to have a roundabout . They work really well. There are no traffic lights anymore! And the traffic flows. I thought that was interesting.

The other thought: just **improve the pedestrian crossings** and see how that works.

Another map that was done in that workshop was: **Where do you think future parking should go?** Now we're not talking about surface parking. We're talking about mixed-use parking. That means in one building, you have retail at ground floor, below grade, you have parking, and, above, residential housing. The biggest places suggested for significant new parking were at the Princeton Shopping Center and at the Civic Center, at 400 Witherspoon. Park Place was noted.

This is the **Golden Ring**.



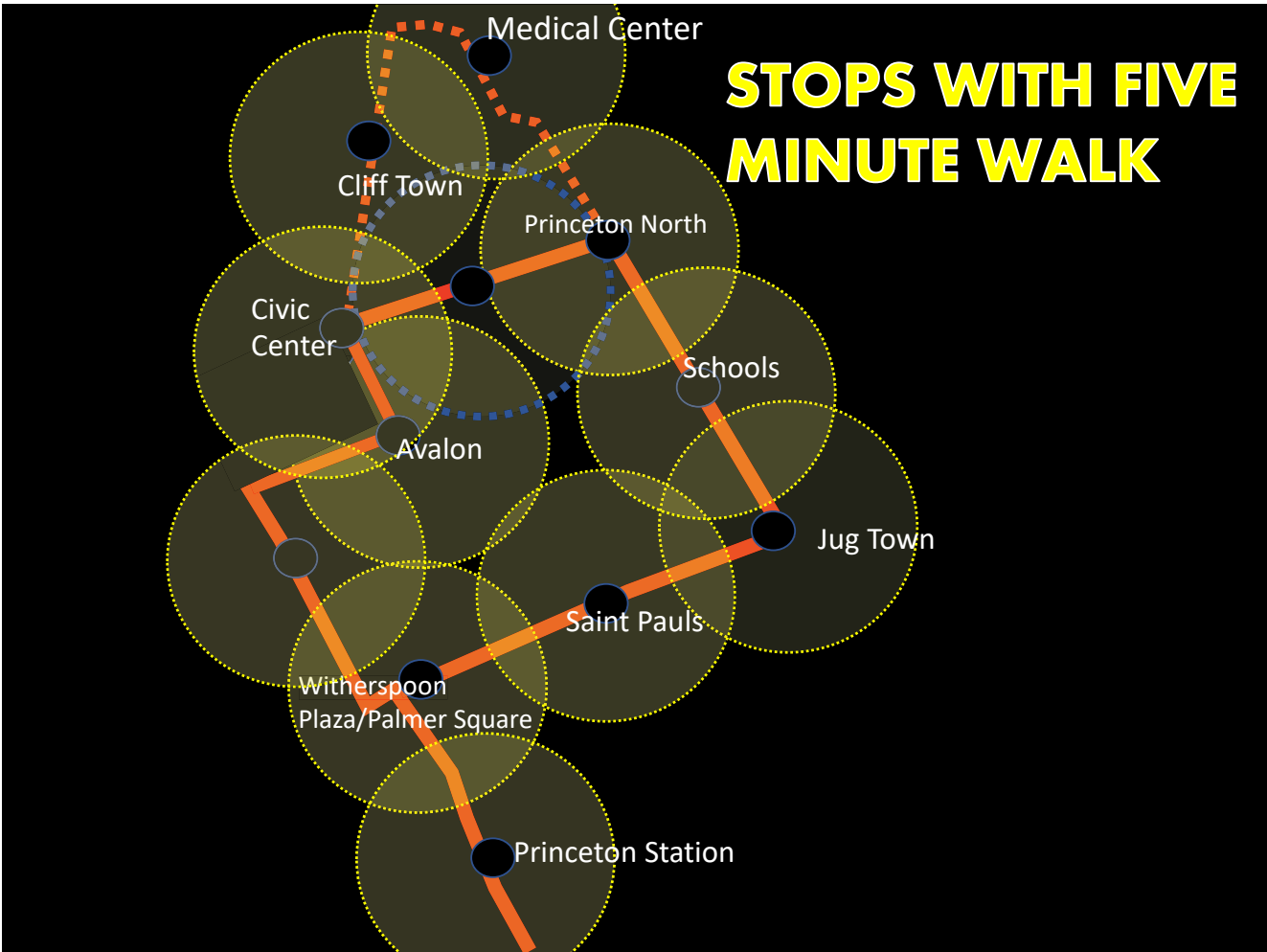
The 5 to 10 minute walk
 THE "DNA" OF PHYSICAL PLANNING

PEOPLE WILL WALK 5 TO A MAX OF 10 MINUTES TO TRANSIT IF WALKING IS SAFE AND PLEASANT. ESPECIALLY,

IF #1. THE DESTINATION IS A "PLACE", AND NOT JUST A "STOP."

IF #2. THERE IS LITTLE OR NO WAIT!

And I to me this just was amazing to me that when you ask and listen, TigerTransit and/or NJ Transit is thinking about extending a transit line from the station into town. We asked: "Where do you think that line should actually go?"

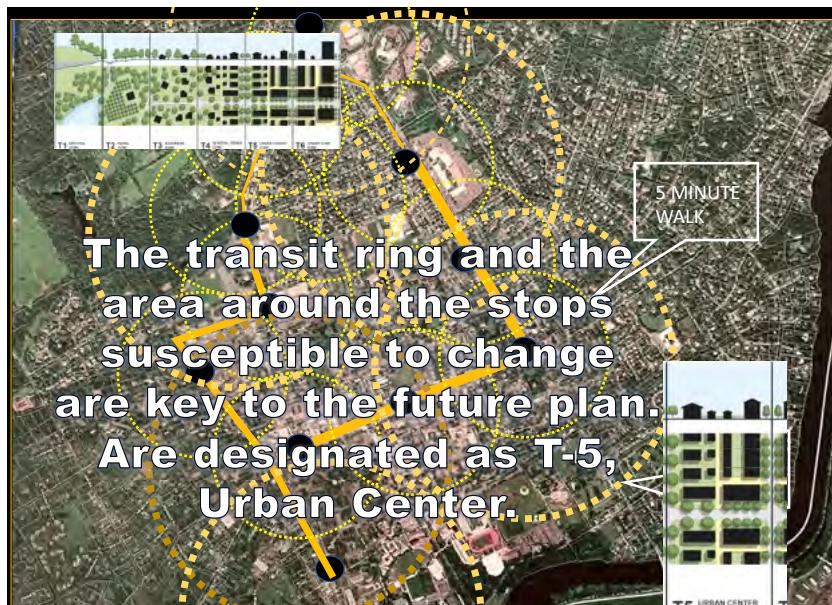


The results from listening to residents is that it should come up University Place to Nassau Street go west to Harrison Street/Jugtown/Butler and, then, a stop for the schools... and on to the Shopping Center/The Alice/Thanet...then, north, possibly, to PCV...and then come back to Princeton Station via Clifftown, to Community Park/400 Witherspoon to Bayard. They also said they want...what

they were really looking for in terms of having a choice of several different bus types. This very small one is the one that came up. This one absolutely came up the highest... easy to get on easy to get off...side-loaded and electric.



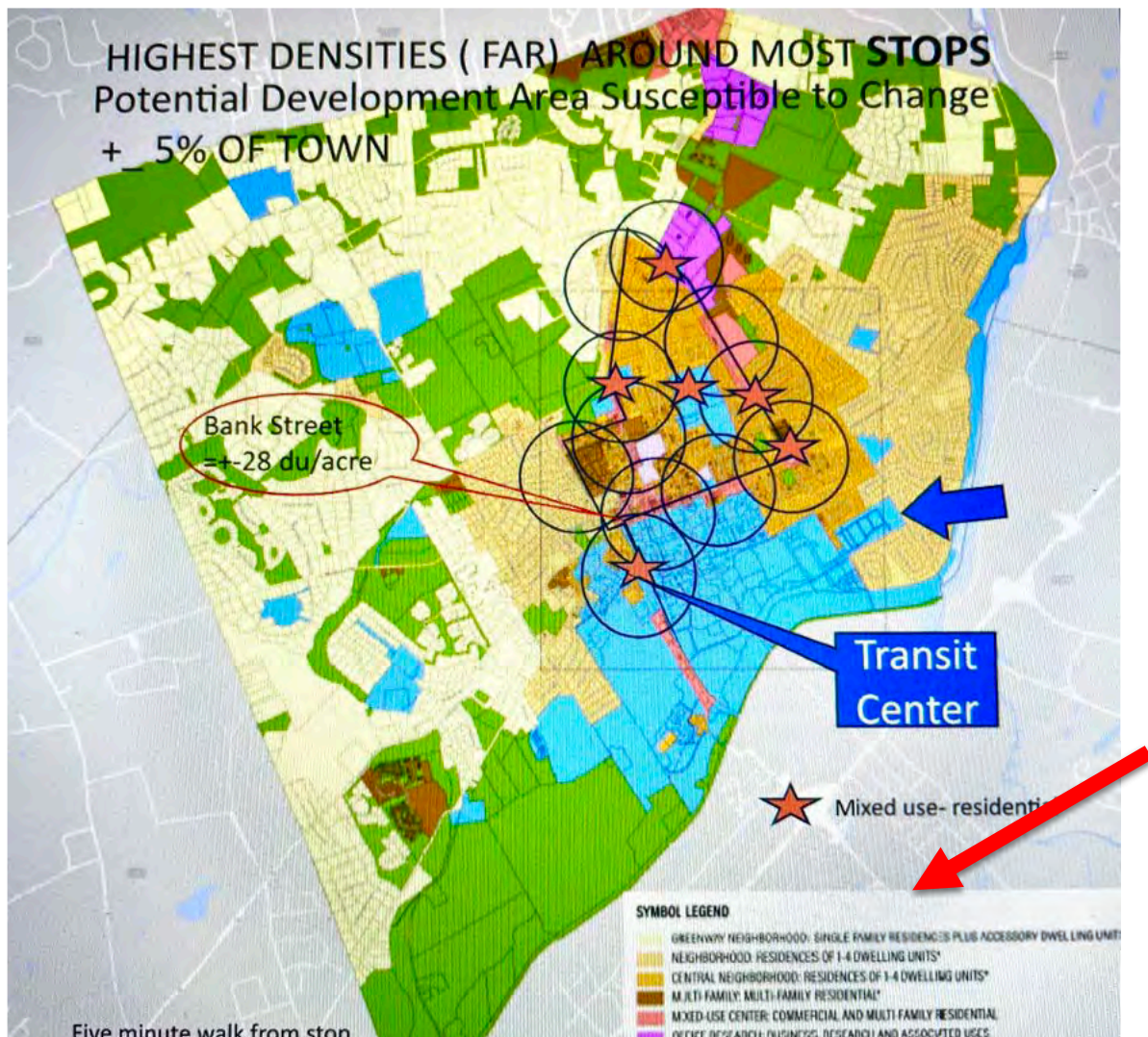
They're all over Europe at this point. The University is doing everything correctly. It got rid of all those big EMA buses in favor of smaller electric buses. And so, you know, there certainly has been movement on that. Q: Can we get the transponders on the Muni, the Dinky, the 605 & 606, and Tiger Transit The question is: **"Now that the University is operating correctly, in coordination, can the town get its movement system going?"** The two factors that are really important: **the 5-minute walk/10-minute walk.**



Could you imagine if this system was in place? So that people could actually walk to transit! Kids could take the transit bus to all the schools? You can take it to recreational facilities? And, just maybe this thing would run every 10 minutes in both directions so that you just had to go and then it be there!

And the five-minute walk is really the key for where people have recommended that we concentrate as much mixed-use, 'missing-middle' housing development as is conceivably possible.

Note: The newest research has indicated that people are willing to walk more if you've got a cool place to walk to + a nice, safe sidewalk, flowers, benches...and what have you. People will actually walk more. They'll walk up to 10 minutes. Five minutes is about 1500 feet. 10 minutes is about 3000 feet. Of course, the more we walk, the healthier we feel, the longer we live, et cetera, et cetera, et cetera, et cetera. And, then, of course, there is the bicycle issue. While this is primarily focused on walking. So the key factor here is if we have the big GOLDEN RING so you will have **the golden ring of the transit system**, and **within that you isolate a series of the stops and you zone it**. We zone it to



be able to allow this type of residential housing that allows and encourages mixed-use retail & open space to occur. You can have the best of all possible plans. Now, this is going to be the deal. How in the world? Our PF Participants looked at this. Princeton has a Downtown with maximum # of cars with one person: massive cars, one person. **The fact is we are an auto-centric town.** The question is always: **"Where do you park?"** And, how do we begin to deal with that? And, perhaps, in the 'Leafy suburbia' areas they will remain auto-centric, that's okay... with the three car garages or two car garages. But, towards the center of town, **it could be that Princeton, NJ can become this absolutely incredible, sustainable, walkable, beautiful, lovable community with a transit facility that can change everything.** And, by-the-way, then, the parking spaces we have become sufficient without allowing it to overrun the downtown area itself. [The way garages did in New Haven].

Now what I find in terms of the policies, and this is the one that probably most of you have heard about. This is a presentation that provides for market rate and affordable housing.

Planning Policy Five
MEETINGS **5/6**
**Provide for Market rate and
Affordable Housing**
Make it **LIVABLE AND LOVABLE**
Focus at transit stops
Prioritize the downtown T-6
"Population mix is central to human history"
WHO WE ARE AND HOW WE GOT HERE. by David Reich

The PF meeting we had here on January 21, focused on what was called **Make it Livable and Lovable** that can provide the missing-middle housing we need. In Europe, houses there are at the most, the most expensive are maybe \$250 - \$300,000. And I walked up to the top of Nassau Street because and looked at what was in the window and the price of the house average that were for sale in the window were \$1,000,000 to \$2,000,00 to \$2.5 million to \$3 million. And I'm going like "Oh, my god, I'm a teacher. I'm somebody making \$67,000 - \$89,000 a year. Hello!" So, the question is: Can we make it more level, which by the way, most PF participants thought we could do that. We think we must focused on transit and mobility, as we think of open space and density. But let's let the

Downtown become a place that should be able to absorb fairness. Here's some of the reality of the next FairShare obligation. Now, I was told from

FAIR SHARE OBLIGATION

Provide the **“realistic opportunity”** to meet future affordable housing need.

Princeton’s Previous need- 933
753 units have been built up to 5/23

- Current unfulfilled need 5/23 180 units
- **Potential 2025 need-estimate** 500 units ????
- TOTAL Estimated NEED 2035 **680 UNITS**

our research, that after Round 3 of the last Fair Share analysis, the Municipality said "No! We're not accepting this!" and it spent, the rumor has it, between \$1.5 to \$2 million in legal fees to stop it. Well, it lost.

The law:

Princeton must have zoning in place that creates a realistic opportunity for the assigned units to be built.

Zoning for multi-family housing at a density such that the market rate units can subsidize the affordable units.

The town is not going to beat the next Court-ordered Round 4 which begins in 2025. So, Princeton still had a 'need' from Round 3, as of last May, of providing for a total of 933 units, of which, we have plans for, or have ready, 753 units. This leaves an unfulfilled need of 180 units. **Q: What will the Round 4 obligation be in 2025?** We have estimated low at 500. If we received a number of 500, how could we accommodate that? [It may be, I suspect, it's going to be higher]. So, **what we need to plan for is 680 units someplace.**

You can see the beginnings of the idea is to focus it as much as we can into that 17% of the town. The law says **Princeton must have zoning in place** that creates a realistic opportunity for the assigned units to be built...for a chance to build them, you'd have to have the zoning in place to have the real estate opportunity for them to be built. Now, certainly there is some zoning out there for

certain areas right now. Q: Is that appropriate? And, remember...**you must have enough market rate [80%] to be able to subsidize the multifamily housing at roughly 20%**. Although, we might note that Princeton Future enlisted the volunteered professional wisdom and the 5-months of workshops & hard work of 9-12 local architects to assure the Municipality that the Franklin Avenue 3+-acre site is actually going to provide 160 residential units that will be **50% market + 50% non-market**. Here's the simple diagram:



We started out these are all the workshops separately: Hopes & Dreams; STC [Areas Susceptible to Change]; Mobility, the Housing Crisis, Reserving Open Space. Then this is the **First Planning Meeting** and I'm going to begin showing you what I call "**DOODLES**". These are sketches of what we thought people told us they wanted in these areas that are susceptible to change. Today's meeting is really about getting your input on these doodles. And, then you know, we have the Master Plan, which is in the process of being created today. The Chair of the Master Plan, Louise Wilson, and the Planner of Princeton, Justin Lesko, are here today. My personal view is that I really think that in order to make the Master Plan work, it has to go into some level of **understandable schematic design**. And, then, can be needs to be what I call **re-zoning overlays**. Then, the overlays would simply be **adopted**. I have a personal bias that I think we should have a **form-based code** in Princeton. Not just words. We really need to have **diagrams and sketches to make it understandable to most** people because quite honestly 95% of the people cannot understand design with words. I mean,

that's why the lawyers have you by the short hairs, because only they can read and interpret it. And, in many cases, they're the people who actually do the writing of it! They're untrained in design and in how humans adapt to design.

**What you are about to see are
planners/urban designers
"doodles"
on various sites.**

**They are meant to provoke ideas for future
zoning, mobility and architectural design.**

Most planners, engineers and lawyers are not trained
to previsualize, thereby most zoning are words and
tables not drawings or diagrams.

Now, I've been teaching for 56 years at Harvard and Rutgers. And, I will tell you... just to give you one simple example. The University typically takes in top-grade students a year for the Masters of City Planning. Of those 80 students, maybe six to 10 can **draw**. The rest of them are all words, policies, guidance and legal battles. **They can't draw**. Now you can understand why so much of the stuff out there is so terrible. It's because they never really figured out what it actually would look like before they wrote the zoning codes. So, that has really been a thing of mine. I saw Jim Constantine here today who is one of the preeminent planners in America, and a former board member of Princeton Future. Jim went through all my courses. He has all of that ability, and, he certainly has shown it across the board in the work that he's done.

**What you are about to see are
planners/urban designers
"doodles"
on various sites.**

**They are meant to provoke ideas for future
zoning, mobility and architectural design.**

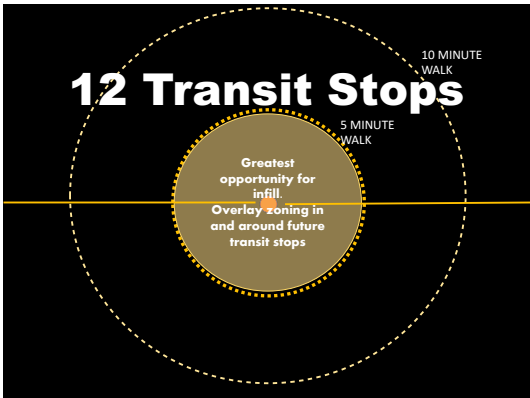
Most planners, engineers and lawyers are not trained
to previsualize, thereby most zoning are words and
tables not drawings or diagrams.

Because of the intensity and complexity of the information, generated over thousands of hours of volunteer work, and because we have limited time to present and give citizens time to respond, today we are only able to present a few of the recommendations generated by citizen participants.

As to the doodles, we tried people told us and tried to series of sketches. **Housing units [ADUs], with mixed- and shared workspace**

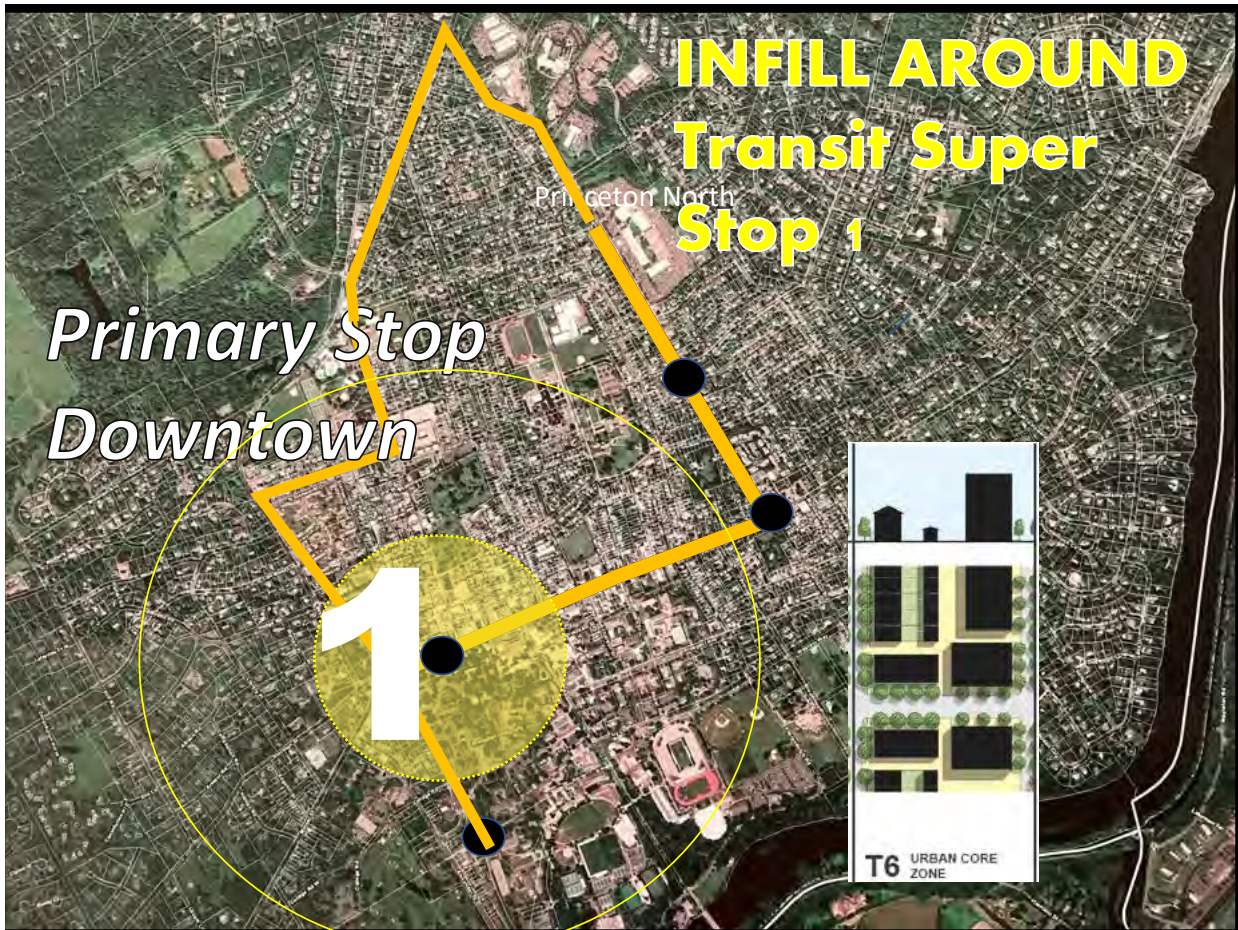
to take everything that synthesize that into a **with accessory dwelling use/retail/ commercial close-by** seems to be the

big thing that people want. **How do you get: shared workspace around these stops; green spaces; public plazas; streetscape signage & safety improvements...** and, even, **green roofs** came up as really high. Then there were things mentioned like **child and elderly care**. I mean, look at the gray hair in this room and you know, I'm 81! We love the transit stuff. It's easier for somebody to take care of us years from now. You know, why can't we have pedestrian-accommodating sidewalks, bikes, benches and trash containers, and, perhaps, lighting by a neighborhood information board?

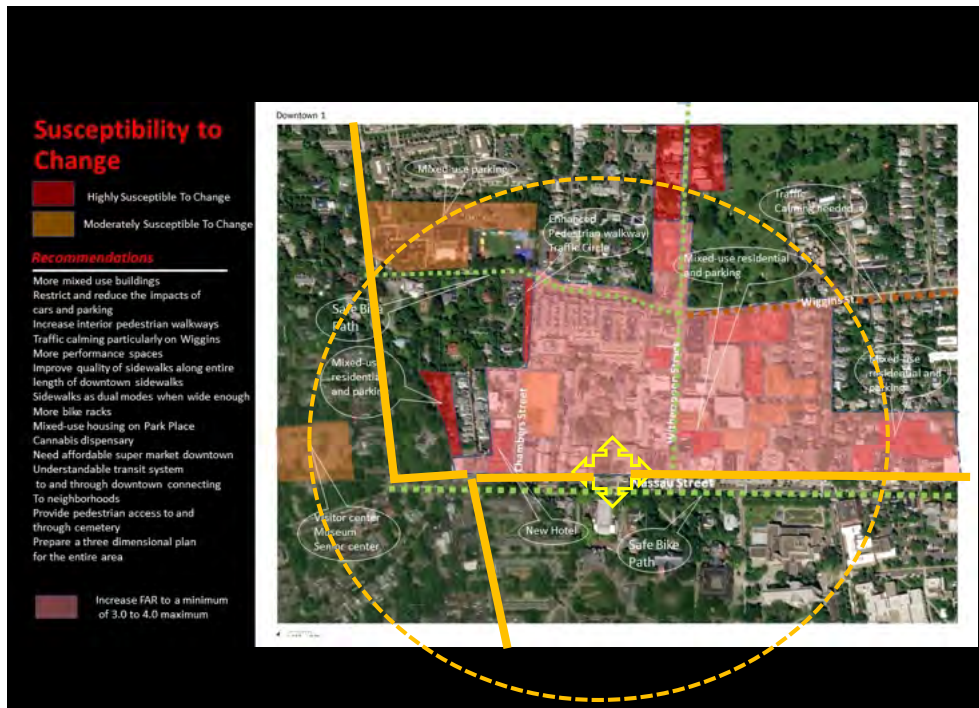


The key factor to most of this stuff as you can probably surmise, is that we focus primarily on **the five-minute walking distance around those 12 station stops**. That's where we're going to focus. We're not going to touch the Emerald Necklace, we're going to focus on these 12 areas. The biggest one is the **Number One Stop**.

Now what's fascinating about it is that there is a **duality** going on in this town. As you know, it's been going on for a number of years. On the one hand, you have the Downtown and on the other, you have the Shopping Center. How in the world a regional shopping center ever got built in Princeton is completely beyond me! But, nobody cared in 1954. They just thought that Downtown was deteriorating. Competing with the Downtown seemed to be a good idea. And it's happening again right now. The connection between Downtown and the Shopping Center is going to be critical. Let's focus first on the Downtown for the time being. This is going to be the highest intensity area in Princeton. We looked at it very carefully.



Here's is the susceptibility to change map prepared by PF Participants.

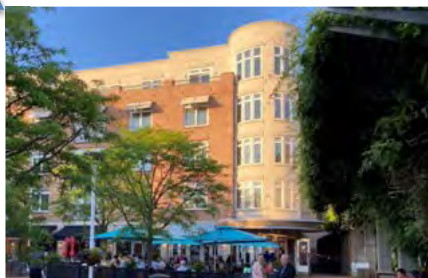


Everything is on here. As you can see there's lots of little spots of red. I mean people were really nitpicky: this piece... that piece... a piece out of that piece!

One of the things that is most interesting, is that 2 STC meeting participants suggested an overlay over the entire town that moved it to a **Floor Area Ratio of 4**. Up from 1.5. Now, let me give you an example of that. When the hotel was proposed, which is now, in my backyard, four feet from my backyard. We spent a lot of time with the Zoning Board. The zoning is so obsolete. Because the tower had a 1.5 FAR... [This means that if you've got a floor a ratio of two, which means you can build two times the load area on top of that land]...They needed a variance. That's simply kind of what it means. Now, my thanks to Josh Zinder. I just took this from the testimony he gave for the hotel...



The hotel is mostly in the blue area on the left hand side. You can see all of the areas in white, which are essentially one-story buildings. They are all crying out for redoing or what have you. There are real opportunities there. You can see the tallest building in town is the building right outside of this room: Witherspoon House.



That has an FAR of 4. We can bring it up to somewhat lower to keep kind of the scale kind of an intimate scale.

Now. I want to start my first doodle for Stop #1 in the Downtown.

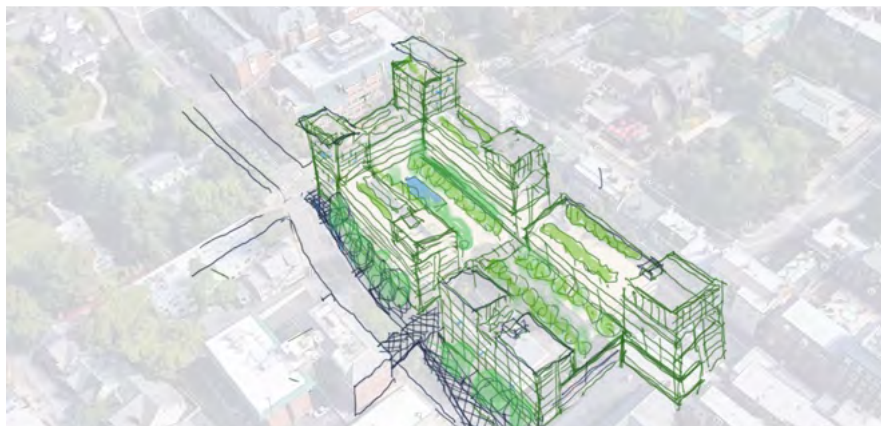
CHAMBERS STREET GARAGE SITE
Parking, Housing, Commercial,
Green Roofs
and Streetscape Improvements

Now this is the yellow thing here is a Chamber Street parking deck now. Quite honestly, when I first moved here 40 years

ago, it cost me \$25 a month to park in the parking deck. The Municipality owns the land. The Parking Deck lease with Palmer Square is coming up. It's an area that people thought was could be re-done in some form or another.



So, here's the first thought. These are the standard 60-foot wide buildings... double-loaded corridor being built all over the world. But, then there are optional buildings there: One building used to be a bank and it's been empty for years. It could



or could not be included in this plan. But, what if you cut a section through it: a bridge... This is what it could look like. On the side are what's called liner buildings. You'd never see the parking deck. This has been a policy across the board because people have found surface parking lots are the most negative use of space. asleep. But then let's add the green roofs and the landscaping to it.

Wow, you mean you can have a parking deck and on top of the parking deck could be a swimming pool and a park. You can look down on an interior park and you look down on the outside to the hotel and to an improved Chamber Street . This is just a sketch, AI. If I put this into AI, to do right now, I could on this thing in a matter for every one of these the total number of units. only achieve the future cases we could exceed it.

CHAMBERS STREET GARAGE
ESTIMATED PROGRAM

- Total homes = +/- 240
- 48 TO 72 affordable
- Retail/commercial on corner 5,000 sf
- 400 to 450 parking places
- New roof top park
- Street Scape and pedestrian improvements

or doodle. This is not which I don't have time show you 20 variations of five minutes. Now, projects. I determine This is how we not need, but in some

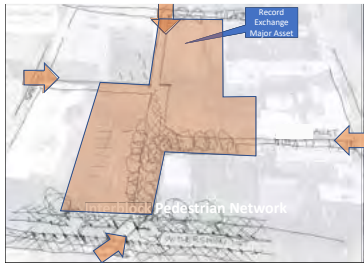
THE WITHERSPOON/TULANE PARKING LOT AND ADJACENT BUILDINGS

This next STC area in the Downtown came out supe **Red**. As you know, there's a small ugly surface parking lot in the back. We have to do something about this. Now this is what it looks like.

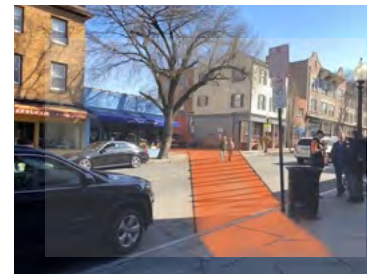


NASSAU STREET

I mean it's got problems because you know people have been urinating. Back there, it's falling apart. And it's just a few parking spots.



Now, one of the early thoughts this came from Sheldon:
 A stripe. We said we have to get people used to walking
 in the back of the Nassau St. buildings, right? Let's us paint.
 Why don't we, like Boston, just put, instead of the Yellow
 Brick Road. Let's put an orange path, it's a University color.
 Let's just paint it up and start getting people psychologically conditioned to the
 fact that you could actually walk back there.



THE WITHERSPOON/TULANE Mixed-use Mews

ESTIMATED PROGRAM

- Total homes = +- 60 12 TO 18 affordable
- Retail/commercial +- 50,000 sq ft
- 150 parking places
- New roof top park
- Street Scape and pedestrian improvements
 30% of site

Tulane/Nassau Street Site

The Charles Schwab & Panera buildings.

What would that actually start to look like?
 The first thing I did is okay, we've got to keep
 the façade. We got to keep it because my
 office used to be there. What happens if
 actually blocked in a new building on top of



**Tulane Nassau Street
Property**
ESTIMATED PROGRAM

- Total homes = +- 120 24 TO 36 affordable
- Retail/commercial +- 50,000 sq ft
- 150 parking places?
- New roof top park

that and set it back? What would it look like? Again, we have a program of total number of affordable units.



UPS - Christian Science

This is where the Christian Science folks are interested in developing here. So I thought well, what would what would actually happen if you build, maybe, one becomes a four-story. One becomes a three-story building.



You block those in, and you have to keep the alley. You got to keep the alley in between it. So that might be a doodle that might happen.

Park Place



The Princeton Mews Walk could continue across the green roof of a 2-story parking deck



A Row of Townhomes along the south side of Park Place



The backside it's more interesting because you have this very large set of not-connected parking lots, some public, some private. Now what would happen, just imagine, what would happen if indeed you left the houses that are there, but you infill everything with a series of really beautiful, almost Dutch-inspired townhouses. And, in the back of the Nassau St. buildings, we built a parking structure, partially underground... the site is quite sloped, so you could have a big green roof on the top of the deck at a level that would continue our new pedestrian Mews Walk. And of course, this one also has its own program.

Park Place
ESTIMATED PROGRAM

- Total home = +- 40
- 8 to 12 affordable
- Retail/commercial 5 to 10,000 sf
- 200 to 250 parking places
- New roof top park

We have just completed Stop #1: The Downtown. We have 12 steps to go. Katherine, if you want to take over here for a little bit just to get a response to what you've all seen.

KATHERINE KISH

What an amazing montage! You see all this and you just have to have some responses to it. So, let's hear from let's hear from you. What do you have to say about what you have seen so far? Is intriguing? Scary? Heaven knows what. Yes, sir.

ANDREW THORNTON

Hi, my name is Andrew Thornton. I have worked on the Emerald Necklace for many years now, building a number of nature trails around town, trying to connect existing trails. I currently work on Herrontown Woods as a groundskeeper and trail keeper up there. I'm trying to figure out how we can design the continuation of this necklace. I feel one big question is: how do we get



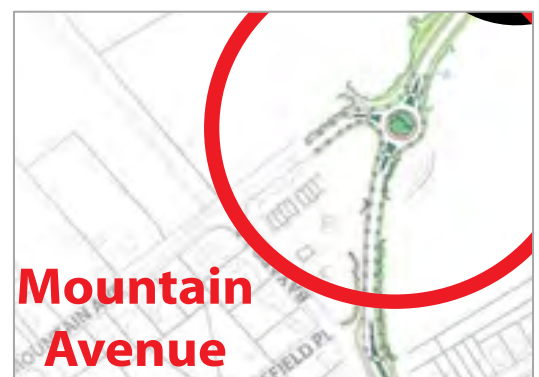
across route 206? And do you have any plans or thoughts on how that would happen? An underpass or a pedestrian bridge?

TONY NELESSEN

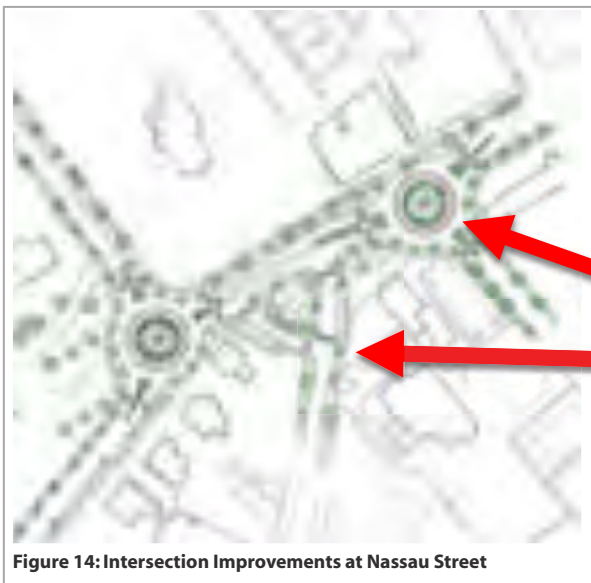
For me, for me typically we do this in phases. Phase one, phase two, phase three. The overpass thing has never really worked. You have to go up. You have to go over. You have to come down. Most people don't do it. They want to go with their bicycles. So, it doesn't really work. What really starts to work is allowing you to cross on a crosswalk, but with activated stop signals. You have to have a stop that says to cars "You have to stop in both directions". The problem is that we are such an auto-centric nation that people will say: "Oh my god, you're going to make us stop one more time! Traffic is going to be backed up. It's going to be terrible." And, you're going to hear that over and over again. Well, my notion is: *"Listen, this is our town. This is our connection"*. If you're on 206, and you have to stop one more time, so be it. But it's has to be a beautiful crosswalk, probably if it was me, I would paint it green. I would paint it green. You know the Europeans also have this great notion of the kind of a stop in the middle of the road with a with a black and white tube, on top of which is a light that flashes when activated. It works every time. That would be my recommendation.

TRAFFIC CIRCLES

Our participants have recommended traffic circles, which I think are a really critical tool for 206. It's going to allow the traffic to flow rather than stopping. it's probably easier for 206 to absorb one stop for pedestrians and bicycles to connect and enjoy the Emerald Necklace.

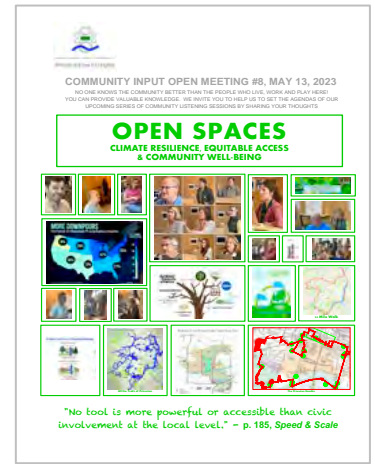


Drawings
from a NJ DOT
Study for
Princeton in
10-02-2006



Where Nassau St. intersects with Bayard/206 and with Stockton St...and with University Place!

I would also point you to one of our booklets. We had a meeting a while back, a few months ago, where all the open space people came and talked about what they were doing. We saw some very, very exciting projects. So, if you would go to our website, www.princetonfuture.net, or go to the library and look for the booklet of that meeting, you'll hear lots of lots of ideas. Other comments other questions? Yes, Kathleen

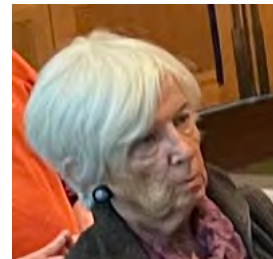


KATHLEEN CASSIDY

I just wanted to make the comment that I think these designs show that density is beautiful.

KATHERINE KISH

Wonderful. Yes, a woman in the back.



DOROTHY PLOHN

I am Dorothy Plohn and I live across route 206, Which sometimes is like swimming across the Rio Grande. I appreciate all the plans that would be to restore some kind of traffic calming in that area. But, I do believe there's something for **us** to be aware of. One of the houses that is on 206...I believe is owned by the university...It seems to be falling into neglect. Many years ago, I was on the Traffic Committee, and there was a plan to eliminate that house. This is one of two or three other houses that the university owns along 206 and Alexander. So, I've been watching this forever.



TONY NELESSEN

I don't know if anybody has researched that. We'll definitely put it on the list.

KATHERINE KISH

University, pay attention!

DOROTHY PLOHN

Just one other thing. I want to congratulate you, so much, for your idea for Witherspoon Street. It was a shame that they didn't create a street that can be closed often for functions for Halloween... for everything. Thank you so much!

PARTICIPANT

I live in an adjacent town and I'm interested in the intersection of urbanization and health and the needs of the elderly within your constructs. But I'm just curious, how do you lift a building in order to place arcing under it? Or do you have to raise that old building?



TONY NELESSEN

You can do either. I've seen it all lifted up...Or, dig it out and then build it up. Or remove the building and put it someplace else. The Hotel is probably the most recent example in town where they went down 30 feet into the ground, levels of parking underneath, and then built a building on top of it. There's all sorts of ways to do that. It's typically more expensive to go underground and certainly surface parking lots are the cheapest... that's why we have them. But the reality is that in the Downtown area, the parking should be in parking decks.



DOSIER HAMMOND

I just want to Princeton Future is a wonderful nonprofit. A couple of comments number one, I think we already have on the on the board a complete response to our Round 3 obligations. They're already happening. So I think we're fine with the obligations through 2025. In fact, I think that we may actually have already okayed projects for the next round. My strong feeling is that **we still need a lot more affordable housing**. And we need affordable housing that not only satisfies the state rules that **allow some Princeton preference** because we have people who have been forced out at the bottom of the scale... a lot more than we're building at this point. The main thing we've done is: **We have forced out the working class from Princeton**. We need to do everything we can to keep those people and let them come back.

KATHERINE KISH

Okay, thank you. We're going to have lots of time for questions at the very end. So, let's hold future questions and resume.

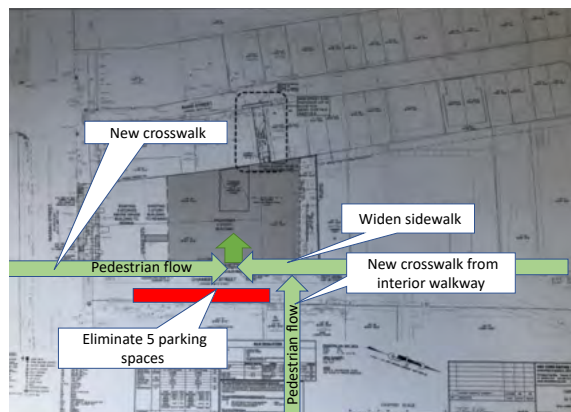
TONY NELESSEN

Let me let me propose what I call the *Big Test*. This will test whether the Municipality has the guts, to make some serious decisions relative to

Transportation and Traffic. Most you, now, know, I live on Bank Street. For 40 some years, we've always parked one of our cars in the Chambers St parking deck. I have walked from Bank Street to the parking deck a lot. Now, one of the things that I find incredible is that that the town allowed the Hotel lobby entrance to be on Chambers St. I have to go down Chambers Street.



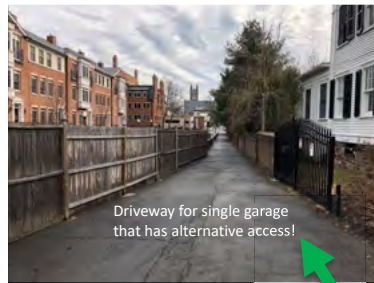
Here are pictures of Chambers Street in the wintertime. You have a little three-foot path. Now the main entrance to this hotel is unsafe. How in the world do you get from the Hotel to the University which is probably the source of most of its clients. And how do you get to entrance of the hotel from either direction? And, there is a third direction through the parking deck. Now this is important, because this is a continuation of that Mews walkway in the other direction.



I think a nice new crosswalk across Nassau is needed. We'll just wait and see. And we need wider sidewalks. In order to get wider sidewalks, the town has to eliminate five parking spaces. Will it do it? This is the big test.



We'll have the guts to **eliminate the five parking spaces** and widen the sidewalk. You may know all the work of Jan Gehl. Why Copenhagen is the town that it is, is because every year for 20 years, Gehl took five or six parking spaces out of the downtown and nobody ever missed them! Now Copenhagen is considered to be the most walkable city in the world. And, he's the number two planner in the world.



I find this absolutely extraordinary. This is a driveway for one car. One home, one car and he has access off of 206 to his garages. It is the ugliest thing, particularly if you walk from my house down to Y for exercise. You cannot walk on west side of the street. We should have a double row of trees and a walkway that connected the Ys to the hotel and to the university!



Stops 2 and 3: Jugtown

Jugtown has the 5 and 10 minute walk. The Hook n' Ladder Firehouse/Old Boro Garage. BoA. The vacant, University-owned 30+ acre Butler Tract is within the 10-minute walk.



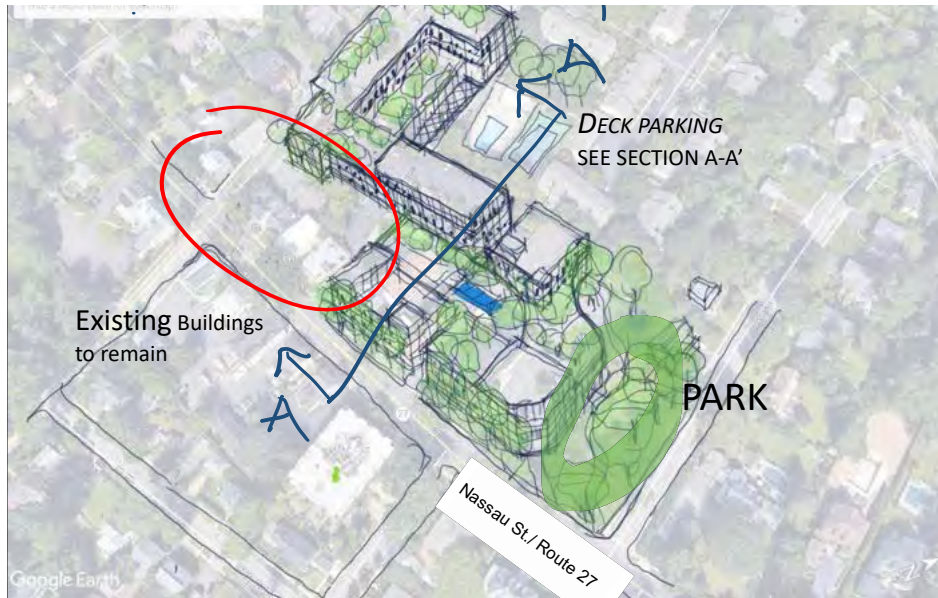
What it is now: a big open empty, ugly parking lot. Here's the doodle. →



Fire Station Site on Harrison St.
Estimated Program
Total homes = +/- 60
12-18 affordable
40 parking places

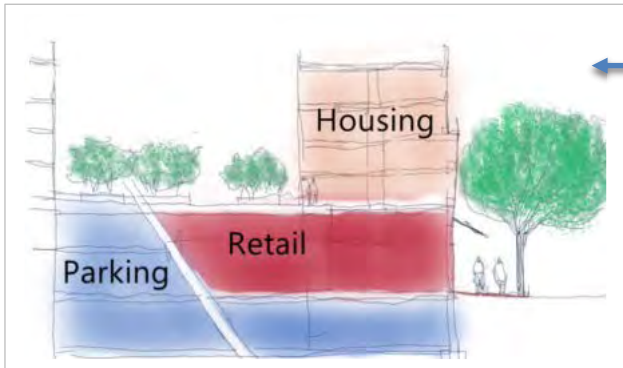
And this is what it could be. I mean it's just super. You can have a certain percentage of this with low and moderate...a certain percentage could be elderly. because you have a drop-off directly in front and you have access to all these interesting shops and stores. It is a very interesting but very complex little corner.

Considering the entire Stop 3 Area



Now, if we consider all of **Stop #3**...it is much more complicated, and, say, "Hey, listen, what happens if we would actually develop the whole red piece including the Whole Earth parking lot all the way up to the Bank of America building?" Two things became important one, keep the existing buildings at the corner... to really

maintain the corner... and don't do anything across the street. Just let that all alone. And leave the park on the corner.



The other question is, could you actually do a street section which looked like this point, you have the full retail up to the front of the street, you have housing evolving, you have parking in back and all of that will have green roofs? If we could all get together in a PUBLIC-PRIVATE PARTNERSHIP and do the whole project at one crack, it could be spectacular!

Then, you create internal pedestrian walkways inside of this, again, that whole idea of making smaller, beautiful spaces:



JUGTOWN
ESTIMATED PROGRAM

- Total homes = +- 220 44 TO 66 affordable
- Retail/commercial +- 65,000 sq ft
- 250 parking places? *Variable based on transit
- New roof top park
- Major pedestrian paths
- Street scape improvements

And again, there's the program for the whole. A 10-minute walk down South Harrison is the Butler Tract, the former polo field for the University. 30+ acres. When we were doing the workshops,



people really got into this area big time. It's a big piece of land owned by the University. There will be some approvals required. There needs to be some improvement to be able to get Butler connected to the overall the Golden Ring.



Going back to a drawing where you saw earlier where the problem intersections are now. Here's a thought: Okay, it's a tough intersection. No doubt about that. But, what would happen if we said: "We're going to

make this a cross/crosswalk. Let's just pick this apart and wall-

Okay, but then, of course, you've got this issue again: We're all car-oriented. We're all going to complain because we may have to stop some more. We are now in the downtown,



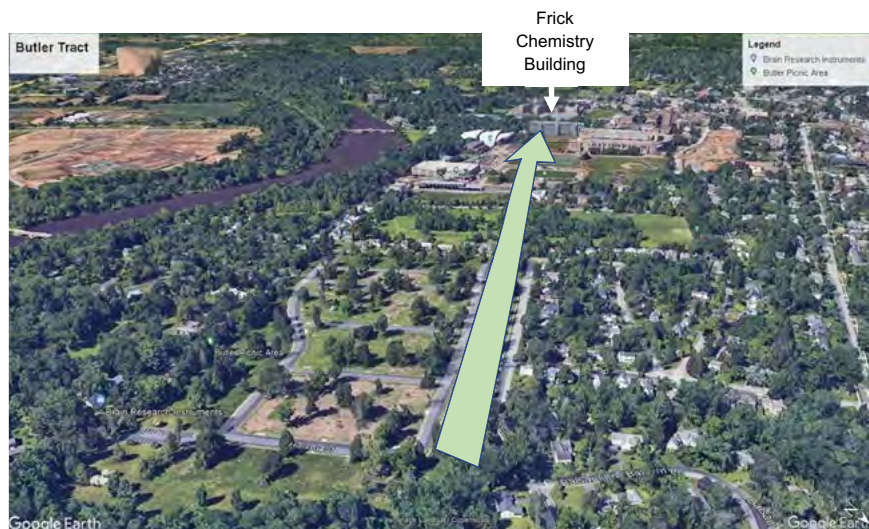
you're going to have to make these trade-offs. Is it *Car, car, car* or is it going to be more *pedestrian, pedestrian pedestrian, car!* We have to make the beginning of that decision. Now. Here is an area that is Susceptible to Change.

THE BUTLER TRACT

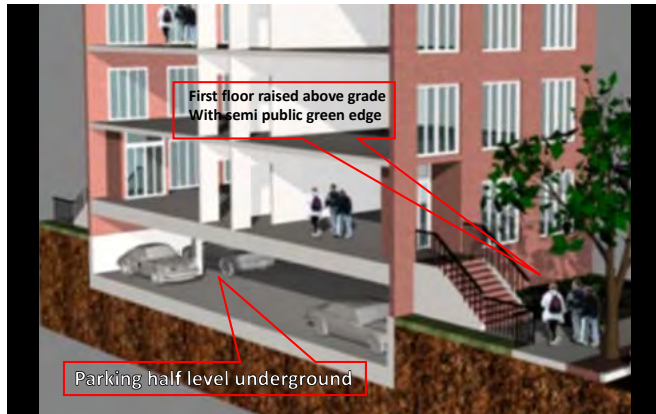
36 acres. People had some fabulous ideas like ECO housing, solar panels, green roofs or church gardens. How do we translate that into something?



First of all, you can see before that green arrow, you can actually see the site there's the Butler track there.



A cool thing: It has a grid system in place... it has these two linear borders on both sides of the plan. A hypothetical, it could connect directly through to the university! [There is a house in the way... well, we know that... but, to do that, it would be amazing... It's just right!]. The site has got on-street parking. I find, in most cases, people have told us to



eliminate that nasty on-street parking as much as possible. Here is that little cross-section I was talking about early on and again it's going to it's a little more expensive when you go partially underground. You have to go underground anyway for frost reasons. The first level above

ground is stoops and stairs in the front. It not only makes a unit safer, but, what happens is: people are more content! It space. So that should be in the codes. Now this is a T5 transect again... I met with an old friend a couple of weeks ago in France. He is producing a new book on codes, which are probably something that could happen here. It's not a problem to translate this into a form-based code. It can give you several alternatives that might be done. This is the one



that most people seem to prefer. You see the little red lines on here. These are internal connections with each of these little red dots in the middle being a kind of a neighborhood center. So create like four or five little neighborhoods, but make the site really

green. which means on the right-hand side, keep that as a garden and on the other side, make it an orchard that continues on so that the neighbors on both sides of it are completely buffered by green. The other question is: What will these buildings start to look like? Well, here's a little axiometric. All green roofs. All solar panels on the roof. So the whole thing becomes an eco-based set of neighborhoods with a big public green in the middle and a garden on one side and the orchard on the other side. But notice on Harrison Street, you can see a couple of little red dots. They wanted some retail...a little bit of community something.



So, here's the little doodle of that one is that Harrison Street with neat new street lights to be able to give it a connection and then is there a possibility of cutting into the hill with putting a little bus stop right there with a little bit of retail and you see the colored lines, which are on the top of that filter to this massive wall of existing trees. And that's the program that's a big program.



BUTLER TRACT

ESTIMATED PROGRAM Double loaded buildings

- Total homes +- 920 to 1,300 homes
- 185 to 261 to affordable
- Retail/commercial/civic +- 8,000 sq ft
- 700 to 1,000 parking places?* *depends on transit*
- 25% reduction if CA transit is provided (convenient and affordable)
- 3,4 and 5 stories with solar roofs
- New orchard and garden and interior green community spaces
- Major pedestrian paths
- Street scape improvements
- Transit stop

So that's the program for 36 acres of the Butler Tract.

We do have a whole plan **Stop #4**: The High School, Middle School & the Choir College.



But, we're not going to run to that. It's just it's too much. But **Stop #5** is something we have to talk to you guys about.



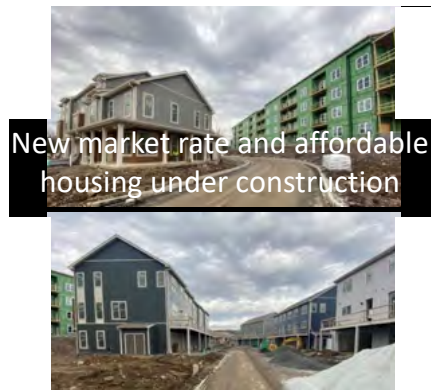
THE PRINCETON SHOPPING CENTER

People really focused a lot on the Shopping Center. And, and a lot of work has been done on the Shopping Center. I mean, Joe's here and he's worked on it. Carlos Rodrigues has worked on it. This is the duality in the town. We obviously have two cores: the shopping center and the downtown. It is the relationship

between those two where the whole area around the shopping center became highly susceptible to change: the 1954 site, The Alice and Thanet Drive. It is almost done. I was there yesterday. It's looking pretty amazing.



Market rate and affordable housing is under construction.



It's fairly interesting and dense. The town is not about a plan. I think we all know, clearly, an engineer did a study of Harrison Street. And, it does bother me that an engineering firm, as opposed to a landscape architecture firm, did the work. This area is going through a tremendous change. What may surprise you, it is still the largest area of potential change.

Now here are some concept diagrams and again, you know, one can't help but doing it. All of our participants said the whole thing has development potential. One of the things that people said to us that they wanted to keep is the big center green park. Okay, it's a 1954 concept. Let's keep it. And as you know, there's a kind of the beginning of a cross axis...but they're not complete. There's are no cross axis that could actually get you from the Harrison Street bus stops to your apartment...or to the parks in the back. Can we create a pedestrian promenade through the middle? It'll become a more of a neighborhood. So, here's the phasing. It's great fun thinking about this. How do we actually do this? It's a 123 proposal as you can see. It's just moving from right to left, leaving McCaffery alone.

Now, the thing that I find fascinating is that there are multiple places around the country that have done this. It could become a really a quite incredible urban neighborhood if it was done correctly. The estimated program is housing, retail, parking, putting in cafes and keep it at three and four or five stories...with great streetscape improvements. But, my question on this one is that it is not close to downtown. That's a serious question. It must not eclipse the Downtown because the Downtown has to remain the core. I think that's an important covenant.

THE OLD FIRE AND RESCUE BUILDINGS

You've got the old rescue center, sitting there with two houses. What could happen to that place?



But also what would happen if the center island disappeared? We looked at several variations on that came out of our workshops and said Listen, again, this is kind of the standard three-story housing. It's not modern.

- **OLD RESCUE SQUAD**
- **ESTIMATED PROGRAM**
 - Housing Units +50 homes
 - 10 to 15 affordable
 - Retail 0
 - Services +500 sf
 - 25 to 50 Parking spaces • Depends on Transit

There's the program for the Rescue Squad building.



PARKING AT THE CIVIC CENTER AT 400 WITHERSPOON ST.

It's over at the Civic Center to areas that could be intercept parking. Can you imagine coming in if you really needed to come in to **intercept parking**, you parked your car, and two minutes later, there's a bus that takes you anywhere around downtown you want to go it would be incredible.



PETER LINDENFELD

What happens at Princeton Future meetings, I think it's good for all of us. You hear the most interesting discussions, the most forward-looking ideas! And it's a great experience to be here and to participate.



The relation between Princeton Future and the town and its government has been, I think, somewhere between being ignored, and, occasionally hostile. But we've seen that it's wonderful... and, as good as plans can possibly be. What is a process?...Where we might see a way of getting anywhere close to what you're talking about?



TONY NELESSEN

That's a very, very, very interesting question. I think we've all been really saddened. I mean, quite honestly, you said by all the work that's been done and all the info we have given them.



That, for all practical purposes, has been ignored by the Planning Board. The few people who have attended, but their lawyers, who I really dislike intensely, have not allowed anyone to participate from the Planning Board or from the Steering Committee. In fact, they're barred from even listening to any of this stuff, as far as I know. My own professional colleague cannot come. So, there's this, in this town about... "we know you know, they know, but you have to keep the secret because if you put this out, people are going to be upset, because the people who are anti-development are going to be there etc... So, everybody seems to be scared of everything. And, we finally said, "Listen, we're just listening to what the people have to tell us." And let's just put it out there. If nothing else, perhaps we can impact the Master Plan through the psychology of the people who are here and the people who are seeing this. Nobody has seen a draft of the Master Plan. And, so here we are. They're doing a meeting at noon again today to get some

more public input on it, which I find a strange thing to be doing at the end of the process. What we believe is what the residents of the town have told us. That is what you see on the screen.

SHELDON STURGES

Justin Lesko is our Town Planner, and, here is Louise Wilson, Chair of the Planning Board. They are here and I think we might do well to listen to Justin!

JUSTIN LESKO

Appreciate it. My name is Justin Lesko.

I'm the Planning Director of the Municipality. So, as has been stated, we're pretty far along in our Master Plan process. Just want to clear some things up. I know in the past, there have been instructions from attorneys for the Planning Board members *not* to attend these meetings. I think that was, more particularly, if they were seeing an application that was being discussed here. It's just kind of illegal, you know, something not to do. That's not the case for the Master Plan process. The reason I've been here. We were here, at least for the kick-off meeting. We're here, now. I've attended some of the things when they're on Zoom on Saturday mornings. It's just, so you know, it isn't always easy to get to these. But, many members of our Steering Committee that are overseeing the Master Plan, and others have attended these meetings, as well... whether it's Princeton Council President Mia Sachs, Council Member Michelle Lambros, Christine Symington from Sustainable Princeton. It has worked both ways, too. So, I've seen many of the folks here, as well as the Board Members of Princeton Future at our events: Open Houses are attended... surveys are filled out ...even, these listening sessions that are occurring, here, now, to seek additional input that we haven't seen so far. We have a member of Princeton Future's board on our Master Plan Steering Committee. So, she's certainly representing some of the thoughts here, as well. And, I think just generally speaking, what we're, what we're starting to see, and the document hasn't been released, we're still going through drafts, is a *transformative plan* that provides the basis for a lot of the things, including many of the things that were mentioned here. So, I think ultimately, when that plan does come out in mid-October, and, then, is voted on by the Planning Board in mid-November, you will see a lot of your thoughts. Here are the things that would potentially allow them. You know, please attend those Planning Board meetings when the document is up for adoption. And, we have an open house this upcoming Wednesday, at the



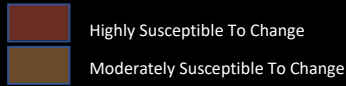
municipal building. It's from four to seven. It's similar to the one that was in this room where there's no formal presentation. You can drop in, and really it's the first time that we're showing the big themes that we've collected... back to everyone rather than gaining input. So, we're getting to the eighth or ninth inning, and really beginning to wrap this up. And to use Louise's phrase, our Planning Board chair, "That will be the end of the beginning..." because, next, we get into the work to actually go from **recommendation to ordinance to development**, or, to further study and things like that. So, now's really the time that, you know, things can begin to happen.

And, just one last thing. I do have a meeting at noon at Monument Hall. I don't want to steal people from this meeting. I'll try to delay. I was under the impression this was going to be 9 to 11. So, I've scheduled that for 12. You know we might be here. So, that's where there's been some confusion. Thank you, Tony.

Stop #8 - THE CIVIC CENTER



Susceptibility to Change



Witherspoon Green Street



TONY NELESSEN

Thank you. You're right. I do remember seeing Louise here. I do remember seeing several Council people who attended the transportation workshop. That's clear. Let us go on

Stop #6. It's interesting that some felt the transit ought to extend up to include the medical facilities on Bunn Drive, because a whole series of doctor's offices are up there.

Stop #7 at Valley, we didn't do anything on seven. I can't show you anything on seven right now but eight is an interesting one right?

Stop #8. You will easily recognize this one. This is Witherspoon Street and the Northern Gateway & City Hall. The Board of Education facility on Valley, and, in the middle, the lots on Franklin Avenue. Here is the Salt Dome. There is Clay Street housing... You will notice it, literally, has been marked red all the way

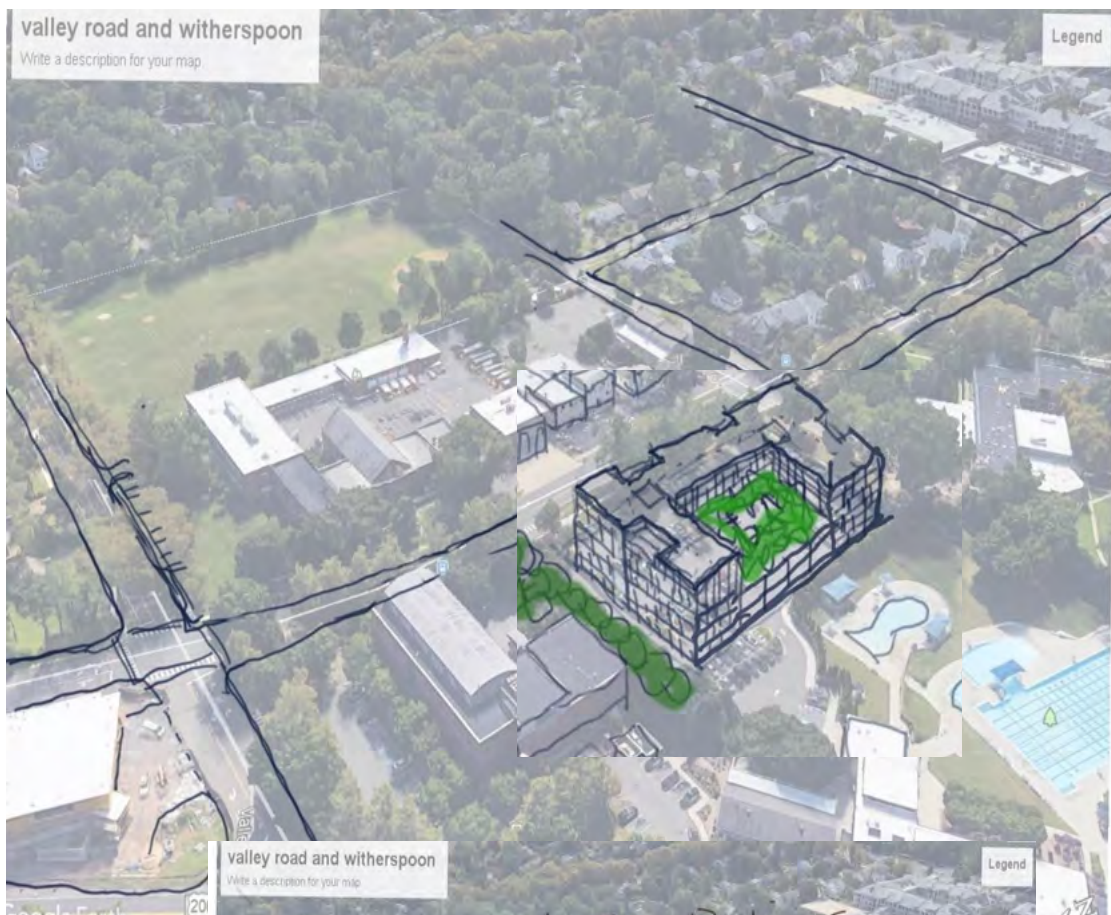
down. It needs improvement. The workshop wanted it to be a Green Street. That has not happened, at least, not as of yet.

The big one here is focused on the **Municipal/Pool parking lot** where they just installed electric charging stations. We all use it a lot. Here's the potential



section through that one, which means it could have some non-residents from the bottom it could be civic housing up above... and parking underneath that

would not only for the new housing and for the pool, but would also accommodate parking for those coming into town from the north on 206 they could hop on to the Golden Ring transit bus and continue on into their workplace in the Downtown. There's the site as you can see it in the in the base plan. This is what it's a simple U-shaped building 60-feet wide stepped green roof, double- loaded corridor parking below two levels of parking at the bottom level.



So, that's that one and that's the program for it.

**Municipal Parking Lot
mixed use -Intercept Parking**
ESTIMATED PROGRAM

- Total homes = +/- 100 20 affordable
- Retail/commercial +/- 5,000 sq ft
- 250 to 300 parking places? With transit stop
- New roof top park

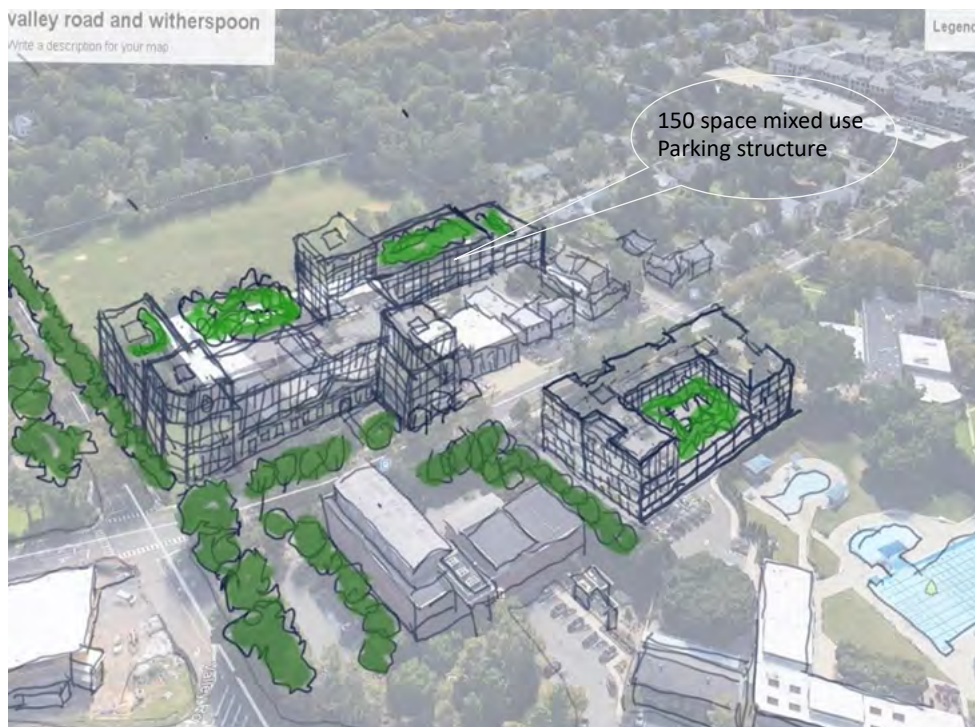
But, then, it gets even more interesting as you move across the street. This is the **Valley Road School Building** that's been sitting there for a long, long time. There has been lots of controversy. I love it. the School Bus Parking Lot, Conte's Pizza and The Fire Station...All of which were designed around the Valley Road School building. I find that building absolutely fascinating. And, so here is the footprint if you will.

The standard kind of that could or could not be a part of it. But what's fascinating is more or less the building across the street focal point buildings.

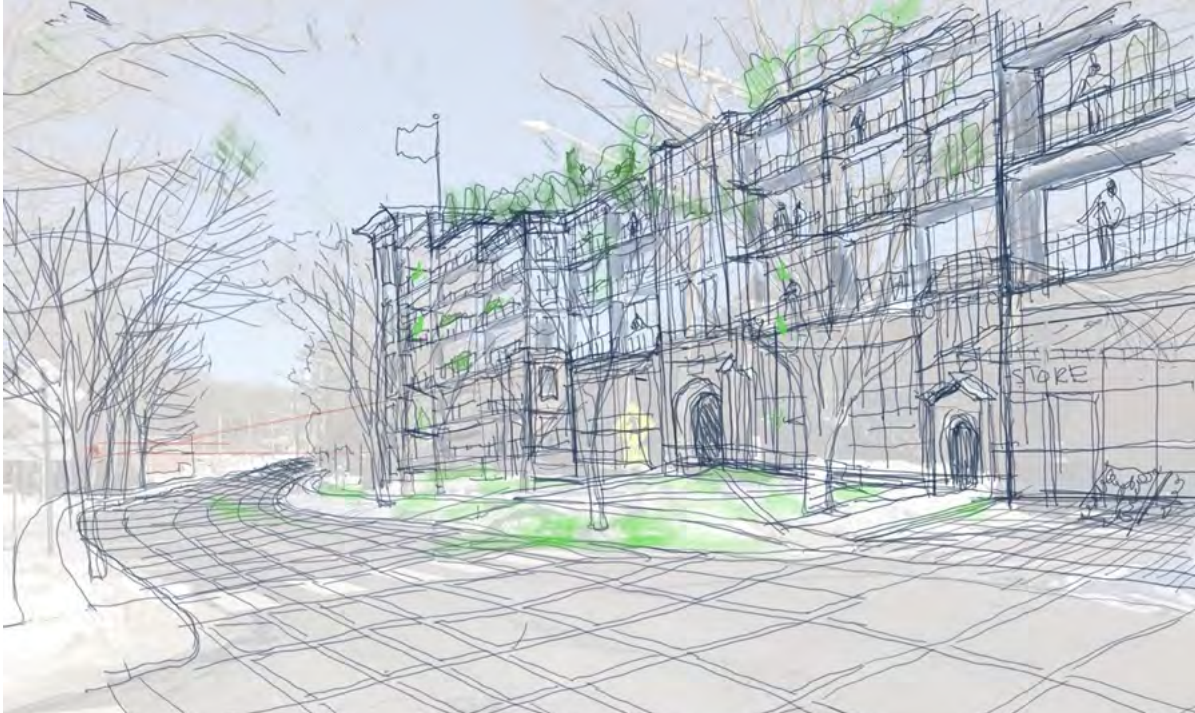


60-foot wrap-around not be a part of it. But

same class as the maybe seven-story



But you can see what happens here is that not only would you have parking across the street, but you have parking on the back corner where the buses are... and, maybe Conte's parking lot if that were to be developed. One of the things that came up really strong on this one is people really liked the School building.



So the doodles start out with what happens if we just save that whole front facade. And, 'they' say "Oh, no, no, it can't be done. It's too expensive!" Blah, blah... I have heard that over and over again. Well, that's ridiculous. In Europe, they save damn near everything, and they build around it. There's no reason why it couldn't be done here. And then you simply build on top of it around it. And, then, you could do something: you actually paint the street to make it look like a plaza and you connect both sides of the street together with a plaza that's painted. People coming up the street, would ask: "What are we looking at? I'm going to slow down because I'm not sure whether this is a street or a plaza. We believe that that can be possible. Here is the program for that one.

Valley Road – B of E site *ESTIMATED PROGRAM*

- Total homes = +- 150 affordable 28 to 42
- Educational +- 60,000 sq ft
- 150 to 200 parking places 150 with transit stop
- New roof top park

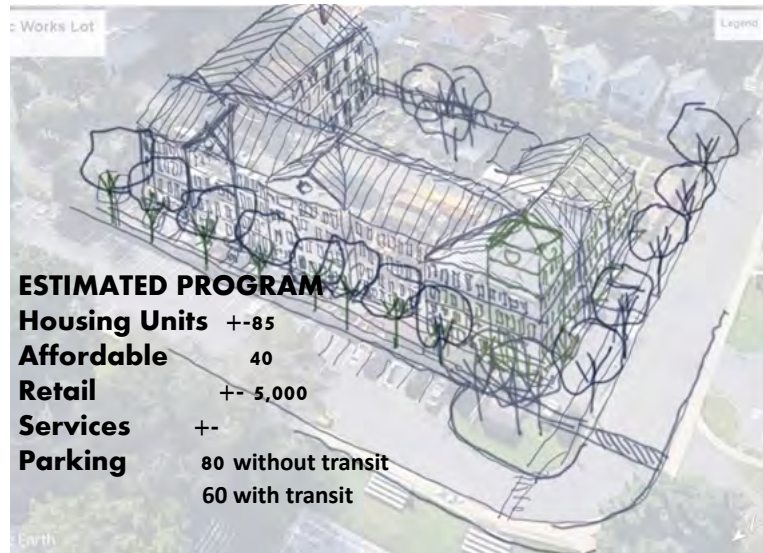


Stop #9. Now the 'Salt Dome' site has come forward in two ways. One, it came out of the Witherspoon-Jackson visioning process where it became the number two ugliest place in town.



The number one ugly place is the fence that the Municipality owns along the north side of Robeson Place. The town owns that fence. It refuses or neglects to do anything about it. So, we have an ugly fence that separates the town from the WJ Neighborhood. And that is something that should be done. But the next one is this one: the Public Works site with a Salt Dome that stores the salt we need on our streets when it snows... and 'temporary' trailers that have been there for years... Here it is from an aerial perspective. And it's kind of interesting and you want to leave the school parking, you don't want to take that away. So you just focus on that particular one. But one of the key factors that's what it looks like in the front so there's no continuity there even to get if kids are walking from the neighborhood, they have to walk on the street to get to school, and it's not even the sidewalk there. So again, the same notion of what works best is semi-public

Let's plant a beautiful row of trees. Let's raise their half level of grade and add steps and stairs and balconies in the front. And, then, for those people that



need to have a ground level access for ADA to be able to get to the other set of apartments. So, that's the sketch against it is a variation on a more traditional use with a tower on the corner, which occupies the corner and gives the corner some some variation, and a little kind of Plaza green space garden in the middle so that everybody's got access to a small amount of green space in the middle.



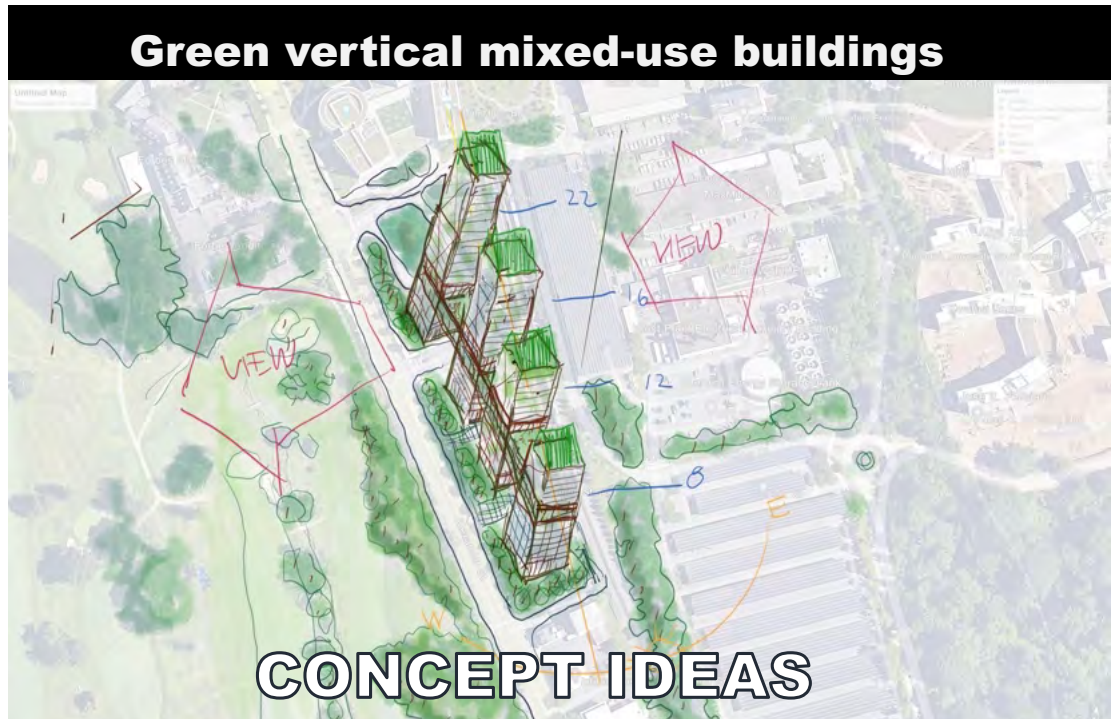
Now, it's **Stop 10**, right at the corner of Stockton/Bayard Lane/206 & Nassau St. It's the old Borough Hall lot which could become a Community Center, Visitors Center & the Einstein Museum. **Stop 11**. There is also an array of sketches for the PU parking lot behind Bank Street. And of course, the Seminary site which I don't want to touch. We did sketches for it.

But this one, **Stop 12** turned out to be the most interesting.



I think of all the Stops, I think the one at the Shopping Center and this one, maybe, turned out to be the most unexpected. When we did the susceptibility to change mapping, you can notice, above, the whole parking lot area around the train station all became red, and, also, the other side, about 100 feet into the golf course became red. And, the first thought was, well, what would happen if we would develop along the whole golf course and, then, I talked to some of the

people from Princeton who are friends and they were flabbergasted. "Don't touch the golf course!" Okay. We'll stay away from the golf course. Right? But what about the other side? "Oh, that's fine." That's fine. We'll just deal with the other side. So, here is... because not only do you have a train station that really has nothing around it, for all practical purposes. Here is what people want! It was a wonderful transit center. Residential with a view of the golf course! And there's no doubt that in a moment of "transit-oriented development", this can happen.



There's the Wawa zone. It's on a hill. So, here was the first step. What happens if you develop a series of mid-rise buildings overlooking the parking lot across that green space right next to the train station? It would be incredible and put all sorts of parking both below grade and what have you to accommodate the existing and intercept parking coming into town?

Well, that was pretty good idea and then well what about this one? If you look at Deborah Berke's new PU

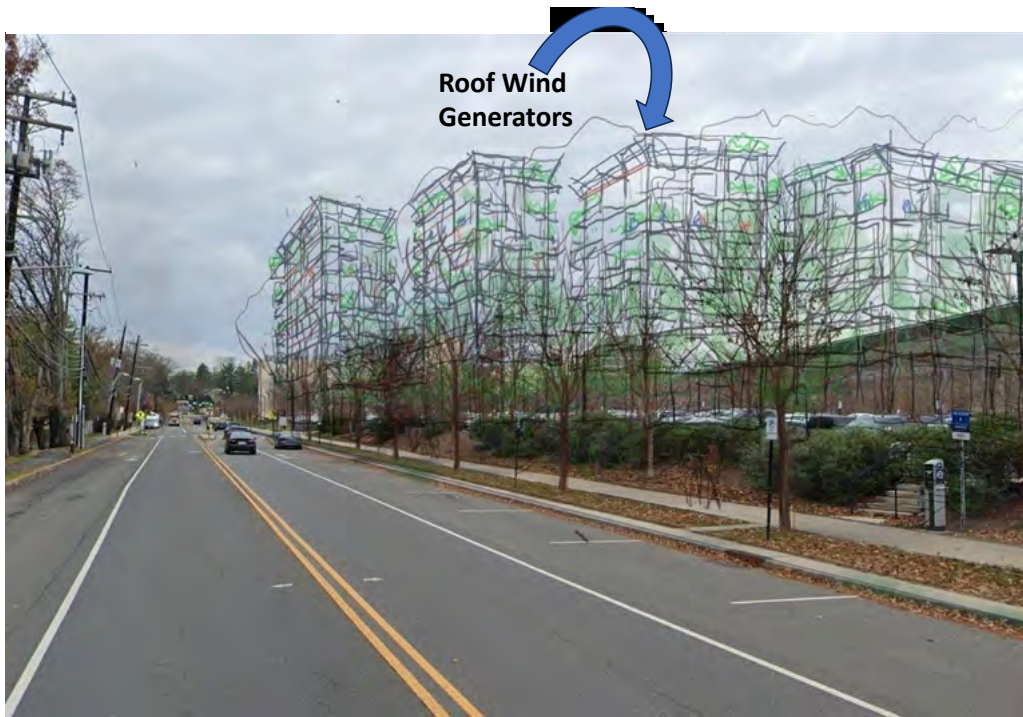


campus that just got highlighted in several national magazines... but you don't have to do the kind of twisty thing that she did...but on the other hand...What happens if you build these buildings, and, then, tie them all together to make a coherent, urban neighborhood? With killer views over the golf course on one side and killer views of the University on the other side. I mean, it would be right at the train station! Bingo! It would be *numero uno*. Fantastical, right? So, this

when you look at it... So, remember, it's up on the hill. So that's one of the great things about it already. And it's got a big question: What are these four buildings going to look like?

What happens if you made them completely green? Wind generators & Solar Panels...Let's really create something is quite extraordinary. And, all the parking is below now. You know, maybe it's just this wasn't done well before. Françoise and I spent our last six months in Europe, in every city that we have gone to in Europe, you park underground. Period. Under the plaza where you park underground. They tell you where to go... How many parking spaces are going to be there. You get the red and green lights. It tells you where the spaces are empty. The walls are painted bright colors...and, they have classical music. It really works and it is pleasing.

Now, let's take it one step further. Why did we then need parallel parking on Alexander Street? What happens if we took the parallel parking off of Alexander Street? And, simply did a double row of trees to create a fantastic allée along that street with a bicycle path.



Is that something that could happen?? And, of course here's a big program for that one.



STATION AREA
ESTIMATED PROGRAM

PARKING EXISTING 168 spaces

Housing Units	+ - 480
Affordable	96
Retail	+ - 10,000
Services	+ - 10,000
Parking	370
Total parking	538

The planning priorities here that you've seen today are:

- **The Emerald Necklace**, which I think is really fantastic.
- **Leafy Suburbia** auto-dependent land-use and focus
- **Areas that are Susceptible to Change**, primarily in and near the Downtown.
- **The Golden Circle** focusing development around proposed transit stops.
- **The Silver Lining** will provide all of our affordable housing needs in a very reasonable and I think, beautiful way.

Now the goal of the Emerald Necklace: No future developments are necessary.

Priority Planning Policies and Land Use based on public input.

THE EMERALD NECKLACE Zone for T-1 and T-2

Maintain suburban auto dependent land use for majority of town's land use, outside focus areas deemed STC.

Zone for T-3

THE GOLDEN CIRCLE

Focus new development at proposed transit stops

Zone for T-4 and T-5

SILVER LINING

Mixed-use, Market rate and affordable housing at select locations. Focus most development on the downtown, train station and transit stops.

Zone for T-5 and T-6

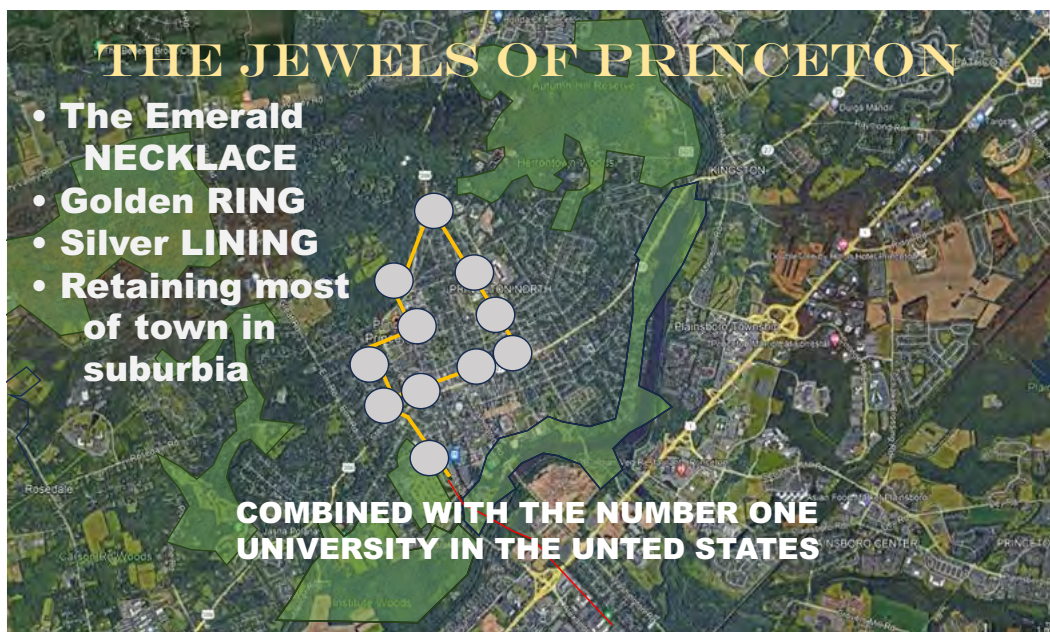
If you focus around the STATION STOPS, which I think is perfectly possible to begin to do. The Master Plan is the one step.. and the next one is to develop the Zoning Code to be able to do this.

Implementing development on any of the **transit stops** requires that **overlay zones (form-based code)** be illustrated, written and approved for each.

Developers will be required to provide the off-site improvements in order to receive approval.

If not acceptable the existing underlay zoning applies

We think that this is possible. And, then, of course, the Silver Lining is, however, we want to do this with the forecasted 'need' beginning in 2025. The plans that you saw this morning, not including the ones that we didn't show you, have a total estimated 'need' of 600 units. If it's low and moderate, we will need to provide 3400 new units in the town. To get to our fair share obligation, now: what happens is, if you actually look at everything that was presented today, there are 3800 units in just what we saw today. That's not including the ones that



we're not showing. This means that not only can the town accommodate its low and moderate income housing court-ordered obligation, it could also provide, literally, 220-500 additional market-rate units that could be made available to 'the missing middle', ie. housing for our teachers, fire & rescue people, municipal staff, NGO staff, poets, playwrights, jazz musicians, journalists and others that serve us. We need diversity to complete us and to become, once again, a functioning and thriving town.

And, so what it does, it says that putting all of this together could provide what the town needs. Now, a lot of you are going to say: "*Well, these are just a bunch of pie in the sky dreams. How in the world are we going to get a transit system with 12 stops?*" Well, one of the thoughts is: the University is running empty buses. Why not have the University take on the Golden Ring route as an extension of Tiger Transit? I have great respect for Princeton University. I mean, not only are they the number one university in the United States... I just read in the New York Times that for each person enrolled, there is almost \$8 million in endowment. They're doing everything right: Parking facilities are going green...all is going towards sustainability.

The exception is this: they're building their own kingdom.

It is time for this truly great university to adjust its policy towards the community.

And I think that could be done to the point, where rather than having those buses run empty, PU can have them populate the Golden Ring right away. Do it right away.

Now, the other thing that's really interesting is that, in order to implement the inclusionary housing along the transit loop, we require overlay zoning. That's what Justin is referring to. I'm recommending that you do not hire some hack. firm. And, I'll be perfectly honest with you, that means we do not end up with a Euclidean zoning code... or, one that tries to amend the existing zoning code! Our zoning code is awful. It's hard to work with. I just I just think it just needs to be thrown out, or, perhaps, used as the base underneath. What it needs is an overlay zone and it should be, in my opinion, **form-based** which is **illustrated and written**, and not just written.

And, I think the **developers must be required to provide offsite improvements**. I mean, they can't just say "I'm sorry, oh, we can't do that because I can just do my site. I'll put two trees on my site, but I won't give you any more money for any more trees because I can't afford it". I think there needs

to be a series of **offsite permits**. And, if they do not accept those, then you go back to the existing zoning. Leave the existing zoning in place you will have to go to the zoning board. Do that and you spend a gazillion dollars on the lawyers etc. But doing overlay zoning really starts to make some sense... and use it based on the transit system. It's being done all over the country. There's no reason why it can't be done. Absolutely no reason. So this is obviously number one and hopefully, CCH has the capability of defining exactly where it should go. The Golden Ring is easy... with stops that will be focused on design. I think then you put it together, you've got something! An absolutely extraordinary town. Just taking it one step further, we could really create something which would be world class. Are we better together with the University? Of course, we're better together. But, are we together? The university already said it's developing its own mini-city. And, she came on and said that. I call it "the kingdom". But now is the opportunity for the town, somehow or another, to match what the university has put together.

And it seems to me that what people have said to us and have looked at the goals, and this is, I think, what Justin has directly copied. All of our Master Plan is the possibility. We can meet or exceed every one of the goals set forth today.

We can meet, and even exceed, every one of these goals
basis for overlay zoning, overlay zoning for each of the transit stops.

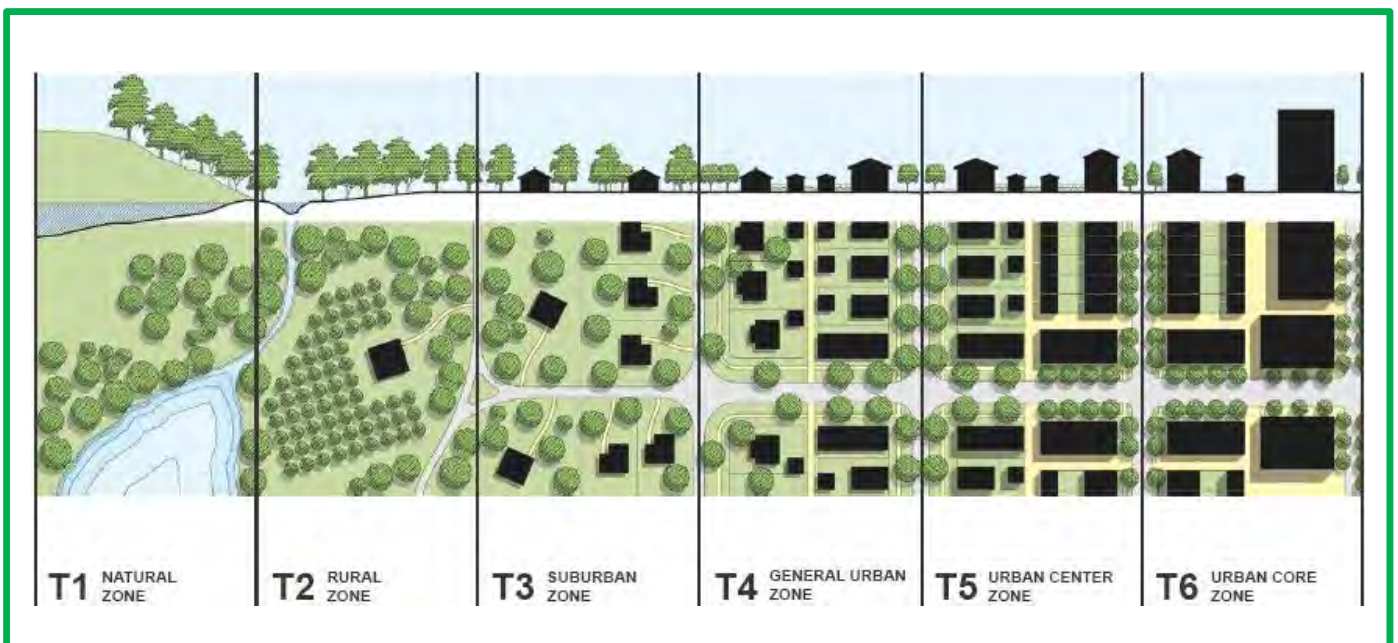
MEETS OR EXCEEDS THESE GOALS

- Enhance walkability
- Improve community health
- Improve community interactions
- Provide a greater balance and diversity of housing types.
- Provides the “**realistic opportunity**” to meet future affordable housing need, providing 680 affordable units @ 20%
- Preserve existing fields and forests – no development needed.
- Focus new development in areas susceptible to change adjacent to transit stops.
- Respects Historic patrimony.
- Improve the overall environmental quality.
- Basis for new overlay zoning (form-based code) for each of the transit stops.
- Provides latent opportunity in multiple sites not illustrated in this presentation

And, of course, as of today, what we don't know, of course, how much the new Master Plan has dealt with change. We know what people want and where people would like to see something occur. I have not seen the new draft of the Master Plan. I will soon, because I'll attend the upcoming meetings.



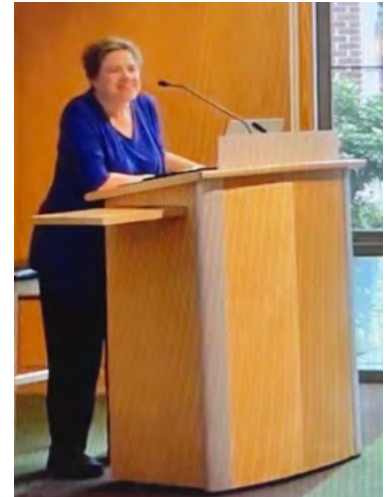
Princeton Future wanted your opinion. We have reached out over the last two years to our town. That is what Princeton Future is all about. We wanted your opinion. We really value your opinion. Your opinion has turned out to be a really valuable input. So, Katherine, I'll turn it over to you. [Applause]



KATHERINE KISH

Thank you, Tony! We'll make a commitment to get you out on time. But we'd like to have you comment on this. Tony has just given us an excellent presentation.

We will have another session on November 18 where we will deal with more content and more questions, but for today. What do you think? A comment back here?



BILL MORAN

I am a resident of the Golden Ring since 1980. I was born here...Just a word of encouragement. I can't remember how many years ago and 15-20 years ago when Princeton Future had a Charette. I think, in this room. And the square and the mixed-use we see outside was first proposed. It happened... It wasn't a sure thing at the time, but it happened.



KATHERINE KISH

Bill made a very good point. We talked about it for a long time. Years and years ago, when Marvin Reed was Mayor of the Boro. He listened to our ideas. He implemented them. [He understood that voters attended our meetings!] And, he served on the Board of Princeton Future for many years at the end of his life. The plaza is here...the walkways...the garage...the grocery & stationery stores...and the apartments with 20% COAH apartments...and, we are all enjoying this wonderful square. Other points? How about this remember to talk into the mic. Then.

TOM PINNEO

Thanks, Tony. That was great. There are a couple of bookends that I'd love to posit. One is kind of a question, the other is a request. The question and answer are kind of rhetorical. One is: "Are we growing into a large town or a small city? This is to your question about psyche. I've thought of it as identity. And does that matter?" I don't need an answer. But, how does that impact everything that you have just spoken about for an hour and a



half? Number two is: "At the other end of it, is that as critical as all of that imagining, as the rubber really hits the road when we start to get specific about plans. I'm thinking about Jugtown where I think there was a kerfuffle, and it was an unnecessary one, had those kinds of specific locations been stress tested much better. So, we've got we've got two we've got an overlay in the affordable housing overlay and we've got a historic district that are coming right up against each other. And, how that could have been laid out a little bit differently would have made a huge impact. So, on the one hand, a very kind of basic question about our psyche and IR and our identity. And, then, at the other end of it is stress testing these things because that's really where we everything grinds to a halt.

KATHERINE KISH

I'd like to start with a little bit of an answer to your first question. By the year 2080, the world will have 10 billion people. We now have about 8 billion, that's a lot more people. Now by 2035 will have a significant number more. And, Tony made the point brilliantly at the beginning that change happens. It happens. I mean, one problem is we actually aren't having enough babies. We're kind of worried about the demographic problem of not being able to keep our society and our economy humming along with new people, but new people are coming. So, to your point, change will happen and to Tony's point, it's a question of how will we direct it? Now to your second question, which was again, stress testing the Jugtown example, which I recognize is not part of this particular conversation, but just again, the book ends to the vision... Tony? Do you have any comments?

TONY NELESSEN

Yes. I mean, both of your questions are really excellent. But, the thing that I think is important is that both planners and architects need to develop concept ideas, in so-called doodles, so and, now in AI, to do much of this stuff. We can now move really easily into AI to be able to do stress-testing. And, then, you know, they have the programs that say "How many square feet of this"... "How many sheetrock nails you need"... that's all out there. Things can be stress-tested, but they've got to be stress tested, in my opinion, first, with a vision of what the area wants to be. Then, developing what I call a fairly simple three-dimensional models of what it could be. And, now we can do several variations of what three-dimensional things



could actually be. And, I think that's really needed and necessary. Jim Constantine is sitting in the back and, certainly, he can testify that there's so many planners who just have no capability of three-dimensionality. They just don't. They just don't have that in their head. I think it is very important that the zoning code require this process *before* you submit any application. You don't come in with a completed application. You come in with a three-dimensional/four-dimensional plan to get preliminary approval before you begin to move through the process. So, you need staff to learn to do that. And, you know, I don't know if Justin can handle all of that, but it definitely needs to be done.

But, the more important question is: What are we becoming? I think Princeton is becoming one of the more unique hybrids in the United States. Number one, because it's got the number one university. Clearly, number two, it's has people who really want to preserve the edges of the green. Extraordinary. But, number three, the key is: in order to make a place really sustainable, it's got to be walkable. To be walkable, you have to have places to walk to! You have to have things you want to buy. You have to be able to get around. Your kids need to go to school. So, the little microcosm in the middle will become something special. Now, maybe I'm a little bit prejudiced on this, because I just spent six months living in a 1000-year old medieval town, which hasn't changed in 800 years. It just keeps growing and people keep adapting and keep adapting and keep adapting and keep adapting. But what's really cool about it is the pedestrianism! What's cool about it is the fact that there's a market! What's cool about is that people know each other!

Now, I don't know if this is a town or a city. I don't know what this is, but it's a place where really interesting people live. There are really smart people here. It's really, really, really interactive. So, I would tend to think that it is a small suburban town with a very big university that is in the process of growing. I think it is not going to grow negatively. If this if this is implemented...or only half of this was implemented, it'd be one of the most unique college towns in the United States, in my opinion. So, I don't know what the name is. I think it's really a super hybrid. Cool. Interesting.

KATHERINE KISH

If we take Tony's point: visualize, visualize first and then think about it, plan about it and then make it happen. Okay, another microphone is coming.



DAN RAPPOPORT

I am on the Bicycle and Pedestrian Advisory Committee. I have two questions for either Andrew or Tony. For your proposal about the Emerald Necklace. Would there be linkage to the Delaware Raritan Canal Towpath in Kingston and Emerald Necklace in Lawrence and Hopewell along the Hopewell Trail? The second question is: a few years ago I heard a proposal from Tim Quinn, about making that part of Province Line Road that you can't use for anything now into a hiking and biking trail in honor of the 250th anniversary of the United States. Is anyone supporting his efforts to try to do anything with that because I haven't heard anything since I've heard about it initially.



KATHERINE KISH

That's that's new to me.

ANDREW THORNTON

I can answer part of that for you. One of the nature trails that I've been building recently in the past actually was a connection down Stony Brook that connects directly up with the Hopewell side of things and it comes down to Stony Brook behind the Ettl Farm community. And, then eventually, there is a walk path. We can connect with the rest of the Stony Brook trail that goes all the way over the 206 behind one school. Those are trails that I built maybe a decade or more ago. And, that will connect very easily. It's quite possible that we have a connection there.



KATHERINE KISH

At an earlier PF meeting, we had a father and daughter who talked about doing the complete walk. They're a few little glitches in the complete walk at the moment, but it is almost there. So, to your point, thank you for building those trails.

TONY NELESSEN

We have thought that, after the sixth meeting, there should be a very specific green map of this town. Now, Françoise, my wife is the biggest walker that I know of. I mean, she's doing



the 10 miles a day kind of walk. So, she probably knows it certainly better than I do. We have said what we'd like to do is prepare a map that has all green spaces in town... but, also, including sidewalks. Can we create a kind of a lace drawing that would include all the sidewalks because I think that the area between the sidewalk and a curb... I call it the parkway... and but there are trees on it. So, what does the tree plan look like for the town? If we connected all the sidewalks together with all of the green spaces in town? What would that map look like? And how would people begin to use that map? So that's one of the things that has been on our list. Maybe that is something that I kind of hope that the town would do. I think connecting all the green together would be just a fantastic thing because it would make the town healthier. It would make it more sustainable. We would plant more trees, and people have been telling me that we also need more bicycle paths just mentioned.

CATHERINE KNIGHT

I am a Jugtown resident. I want to thank you so much for this presentation. I really drunk the Kool Aid. All of these proposed developments are just absolutely awesome. I just wanted to point out, though, that I was surprised that one of your goals doesn't include preserving some of the historical aspects of



neighborhoods of Princeton. In general, this is because, mostly, you have used underutilized areas such as back parking lots. I was so into it!

But, I think it's really important to consider that when we do a lot of development, we make sure we preserve our historic districts. I just think that should be included as one of the one of the goals in my opinion. It's so great, and, I agree with what Tom Pinneo said about the Jugtown area. If you notice the Harrison Street/Nassau is one of the transit center areas and right now with the new overlay, the new construction can all be zero setbacks. That is just won't work with that intersection. It's just a real problem. I just wanted to bring that up because it's come up many times. It's just that's kind of a glitch in how development is going to work in that area. I wanted to follow it up with just a quick question. I was just curious what the thought was for the percentage of affordable that 20%-80%. I was just curious. I know that Franklin Avenue development, okay. 50%-50%. I'm just wondering if the Princeton Future people

have thought about it, if they support 20-80 as an inclusive development ratio or not.

TONY NELESSEN

The 20%-80% is normal. It is Mt. Laurel. That has become a number that can work from a development perspective. Franklin Avenue works because the town owns the land. If the land has to be acquired, it's a very different thing. So, at the Salt Dome, or other public land, it could be 50% market - 50% non-market. The formula has been for years 20%. There's low and moderate and an 80% market rate. That seems to work now. It's a very tough thing. If there was some way to subsidize it, perhaps, a big donor could subsidize it. Is it possible to have a greater amount of affordable housing but in most cases, for instance, when we're thinking about underground parking, it's going to be expensive. And, of course, the great test is going to be what emerges from the Franklin Avenue site. That's going to be the big test. I mean, the two tests. I could see coming up: "What's that going to look like?" The parking is good to go.

The other big test is the Chambers Street Garage when the lease is up. I think it's really difficult to think about doing 50-50 unless, A. the land is owned by the town or, B. that it is subsidized in some form or another in order to be able to make that happen.

SHELDON STURGES

Thank you for that last point. It is very important. Particularly in the Jugtown site, where the town does own a lot of the contiguous land [Firehouse/Boro Garage]. And could become a site where we can closer to a 50-50 ratio.



TONY NELESSEN

If we didn't have to put in as much parking... The thing that's interesting about the transit system and if we build the transit system, we could reduce the parking on every site by half! Hey, listen, if an underground parking space costs \$30,000 in fees, and you only have to build half of it, what do you do with the other \$30,000? Well, you can help subsidize the transit system, and/or else, God bless us, if the University would run the transit system. Imagine what that could do! You could immediately reduce the total amount of parking in every one of these sites we have studied. And, that would be a godsend to the community because,

you know, it keeps the traffic off the streets. People would just hop on the bus. That is a very important point.

KATHERINE KISH

The gentleman here against the wall and the white shirt.

DANIEL TENENBAUM

Hi, my name is Danny Tenenbaum. I just recently moved here for a graduate program at the University. I'm originally from Montana where I served in the state legislature. I wrote a bunch of land use legislation with my colleagues there. And it's really interesting to see the state of affairs here in Princeton. I like being here in Princeton. We've only been here for a few months... my wife and my kids. But, it does feel very much like a wealthy enclave and I'm seeing evidence all around town just how the people who basically run the city tend to migrate in from Trenton, New Brunswick and other more affordable areas, and then they go back home at night. To me, that just seems extremely unsustainable! A black mark on the town that it functions that way. I think one of the slides showed the number of units that Princeton has to provide under its FairShare requirement, which I think was a result of litigation and they're continuing to fight... or, they have fought it in the past. I think the vacancy rate here in Princeton is 1% or 2%. And, to me, we can talk about design, and where housing should go... and where housing probably shouldn't go. But, unless there's a plan to produce enough housing to really increase the vacancy rate to something healthier, more sustainable, like 5%, ideally, something like 8%...it's going to continue to be in a wealthy enclave. That's not a place where young families can move to and it is not a place where middle class people can live and contribute to the city. There were a few slides that said "We're going to focus on downtown. We're going to leave large swathes of the city for Suburbia. To me, I don't think that can be sustained. I think you have to do more than just allow land use in some of these neighborhoods that are very currently very suburban. And the way we did it at the state level in Montana was that we just saw these conversations happening in the wealthy cities and towns of Montana: Whitefish, Bozeman, Missoula...and they were just never getting anywhere. People were debating things... people were proposing things... A lot of fancy graphs and masterplans are being proposed. But nothing was actually happening on the ground in terms of updated zoning. And so, we just said that the state legislature bipartisan, it was almost unanimous, every single lot in a city



where you can currently build a single-family house, you have to also allow for basically two more units of housing either a triplex or a duplex with an ADU...make it just legal by right. And we got a ton of blowback, but basically only from cities. Everyone else was like "This makes perfect sense". So, we went beyond the legalized excuse throughout all commercial areas. We did a whole bunch of other stuff. My sense is, watching this presentation. If I were in the New Jersey State Legislature [and there's a guy in my program who is], I would just begin thinking about starting **the conversation about state preemption** because it seems like the conversation is just going way too slowly... and going development by development. All these battles happening, this is how many parking spaces are needed. I know that's not popular thing among certain groups, but there's a whole bunch of people who would love to live in Princeton, but we're not in this room. They can't provide input, and there's just no room for them in this community. To me, that's a huge failure. [Applause]

KATHERINE KISH

Number one, we really need to hear your voice! and please come to our meetings. And let's talk about this because many of us, you know, when we think about Montana, we think about *Yellowstone*, and the fact that Kevin Costner doesn't want any development anywhere near his property. But as you say, you have a hopefully a more enlightened legislature that is working on it. Rich, I'm remembering when you did a program a couple of programs ago you talked about the Affordable Housing number was something like \$800,000 in Princeton, am I remembering that correctly?

RICH REIN

I think the average household income was \$160,000. For a very, very dedicated buyer, a person who could stretch their budget. Ultimately, that person could afford maybe a \$900,000 house... and there are none on the market. To the point that Mr. Tenenbaum made. Absolutely.

We've been sitting here thinking, "Oh, are we going too fast and going too fast. All this housing?" Well, the answer is "Oh, no, we're not going fast enough!"

ANDREW THORNTON

I would step into thinking into one quick point. I'm living here in Princeton, making less than \$20,000 a year, and I'm currently building for you, probably, the nicest park over in Herrontown Woods. I encourage you



all to check it out...and the nature trails for the Emerald Necklace. I have worked with a lot of the various environmental groups here in town. I thought I was going to be homeless. My landlady raised my rent a couple of months ago. And yeah, I was like, "Well, yes, I'm going to a different state or moving somewhere". I couldn't find anything here. So, the important thing I really want to say here is: "If you like the idea of having people around to build your Emerald Necklace ...people who will take care of your green spaces. That's people like me. And, you know, nobody pays us very much money. Yeah, perhaps, just enough. But I know *90% of my income goes to rent*. That doesn't leave a whole lot else. That's why I go out and spend all my time in the woods. It doesn't cost anything out there! Housing a real factor and I think Princeton...I think to your point, affordable housing is and access to it is just so important. If you guys want to continue to have the kind of town you have here that will require some people like me. [Applause]



VALERIE HAYNES

For years I've been a volunteer with Princeton Community Housing [PCH], a nonprofit that builds affordable housing. And, it's been doing it for over 50 years. It's really hard. Everything everybody has said is correct. I'll just put in a couple things. One, we do have a 50% affordable 50% market-rate development in Princeton. It is called Griggs Farm. It was developed by Princeton Community Housing with assistance from the Municipality which was repaid over time. And it's thriving today. There are half of the affordable units that are for-sale units that the town manages, and half are rental units that we own & manage. So that does exist. But you know, we haven't done another one like that. We just added 25 units at Princeton Community Village [PCV], again, with some assistance from the town, of course, we own the land already. That made it more possible. We could refinance our mortgage and do other things, so we could raise the funds to do it, and that's up & running right now.



But it's very slow. It's very incremental, and it could be so much better. In addition, **I take issue with the 20% number because we really need a lot more than 20%**. Moderate Income people who are eligible for subsidized housing as moderate income are people who make 40% of the median. Right? So that's what's the number? I couldn't possibly tell you the numbers because

they vary so much depending on the size of the household and they change periodically...But, you know, that's more than 20%. So, and we don't have that now we don't have 20%. We have about 10% of our population in income-restricted units in Princeton, which is good for a suburb, but it's not good enough. So, exactly, Andrew, to your point. I live near some of those undeveloped preserved lands, and I would love to see trails that I could actually walk to, but that's not happening. We just keep acquiring more lands. I guess those are the main points I want to make at this moment. But, you know, there's work to be done... a lot of work to be done. Thank you.

KATHERINE KISH

Any other any other points?

SHELDON STURGES

Welcome. What are you studying?

DANIEL TENENBAUM

I'm in the public policy school.

SHELDON STURGES

Okay. Well, we need your help. I'm a believer in 50-50 housing. We did it once. It is a bad thing to concentrate poverty. We persuaded people that on the 3+ acres along Franklin Avenue that 50-50 was feasible because the land was free. The largest reason that the land is so expensive in the town of Princeton is that Princeton University is growing and is investing billions of dollars on itself. Across the street, in our town, we feel the impact. In the year 2,000, 60% of the teachers in our public schools lived in the borough or the township. Now that number is zero. All of a sudden, we're talking about 'human ecology'...How does a town raise competent and compassionate children? It used to be that your child's 2nd grade teacher lived down the street. The teacher knew the child from a very young age...knew the parents...and taught the child with more kindness and more understanding. And, the policeman who found your 13-year old with some sort of dangerous substance would bring the youngster home to the parents, instead of booking him into a juvenile judicial proceeding. For the first time in a long time, we have a town planner who actually lives here. His job is all-day-long, not 9-5. And, we need Andrew to live here and care for our trails. This town needs to remain a town that cares for and



nurtures itself. That's the pressure. I think we could do much better with 50-50 housing. It's going to take knocking down the land costs in this town, and it's going to take a lot of money. I think we have a neighbor that could help us with that if we presented the case in a united way with a town-wide proposal to be considered by the Board of our neighbor.

KATHERINE KISH

In case you don't know, Sheldon Sturges, who just spoke, is the founder of Princeton Future.



LINDA OPPENHEIMER

To follow up on that, I'm Linda Oppenheimer and I'm also a member of NOT-IN-OUR-TOWN Princeton, which is an anti-racism organization. And it's important to point out that the 36-acre Butler Tract is owned by the University. They're some of the ones who are going to be doing the job. And a someone who just left the school. Matt Mleczko has proposed that the University turn that tract into a land bank so that the land itself would not increase in cost and would allow affordable housing to be continued in perpetuity.



KATHERINE KISH

Thank you. Good work. A comment here.

ALICE SMALL

I just have one quick question to follow up. Basically, I'm, also, affiliated with Princeton Community Housing. Has any consideration been given in the plans prepared for this wonderful presentation to the Municipally-owned land?

TONY NELESSEN

Basically, Yes. There are Municipally-owned sites [Like the Public Works/Salt Dome] and there are also partially-owned sites.

STOP #1:

- a. The Chamber St Garage land is owned by the Municipality and the 50-year lease with PSM is about to expire.
- b. Some of the parking lots in the STC area on Park Place/Mews Walk/Christian Science.
- c. Phase 3 of the original ANR site. ie. The Municipal Lot behind Labyrinth & Starbucks

STOP #2-3:

a. The Boro Garage and the Hook n' Ladder Fire Station site are part of the Jugtown STC area.

STOP #4:

a. Westminster Parking Lots/ the Middle School playing fields [not shown today]

STOP #5:

a. The Old Fire & Rescue Lots

STOP #8

a. The Valley Rd & Pool Lot STC area is publicly-owned.

b. The Salt Dome

STOP #9-10-11

a. Monument Hall [not shown]

ALICE SMALL

Thank you very much for the presentation.

DOSIER HAMMOND

Just to follow up on some of the earlier comments and some of the later comments. I do think we need to do what Minneapolis has done. Like a lot of other towns, they are allowing development on all the parcels reserved for single family in our lifetime, to go to duplexes & triplexes. We need that. We really do need to try to develop, as Sheldon has said, 50-50. This 50-50 built to the extent possible on Municipal lands. I backtrack, slightly, in terms of the Emerald Necklace. It's a great idea. I use all those parks. I think if you can get them connected, you have to preserve them. But, I'm not sure that we should protect all green space in Princeton right now, as long as we may need some of it for affordable housing if it's municipally-owned for not only working class that I mentioned, but middle class. There's shrinking in the market for housing in the \$100-\$200-\$300,000 range. and somebody said the minimum is now \$800,000. And, the average home selling for \$1.2 million or something. Anyway, it's ridiculous. And so, our duty is to try to do this. I guess it will grow the size of Princeton but 50-50, and maybe even more 100%. I'd like to see 50-50%!



KATHERINE KISH

One of the things I'd like to remind you of is what Princeton Future talks about is participatory democracy. It's hard to say. It's hard to do. You have to show up. It means that you go to meetings. It means you talk to the people who have the power to make change. It means you vote! And that's how change really happens. And one of the things that we're hoping to do with sessions like this, is to give you the background. Then, you need to ask good questions, to make recommendations, as you have today... and you need to show up again.

SAM BUNTING

I apologize. I came in late. I had to provide taxis service to ballet and things like... and swimming classes this morning. I don't know exactly what you've said. But we do have a master plan rewrite going on right now. And very importantly, there is major public open house on Wednesday of this week from 4-7pm at the Town Hall at 400 Witherspoon Street and you know if you like some of the great ideas we've heard from Tony, you all need to come and stress to our planners and the consultants that these ideas need to go in the master plan. So just to follow up on your point about participatory democracy, the planners need to hear that you are excited about these ideas because there is a point of view that nobody in Princeton wants any more apartment buildings. That point of view has been expressed. There is a point of view, coming back to your point about single-family housing, that we need to preserve single-family housing to the greatest extent in Princeton. These are the points of view that are informing the current master plan rewrite. And if you have some alternative ideas, such as those which Tony is talking about, please come and make sure that the planners and consultants are aware that you support those kinds of ideas. I'm bringing this up because I've been I've been involved on the Advisory Committee for this master plan rewrite process. I don't know, to what extent a full-range of perspectives have been heard. I would hope that some of the people in this room would come out on Wednesday and make sure that those points are reinforced.



KATHERINE KISH

I think we've come to the end of our time. Tony, we can't thank you enough for this wonderful work that you've done and the wonderful presentation. [Applause]

Our next meeting will be on November 18. And you may want to take what you learned today to the Municipal master plan meeting that's taking place over at Monument Hall at noon. You've got a 25 minutes to walk over. Again, thank you so much for coming out and have a wonderful but probably wet weekend. Thank you.

THE COUNCIL OF PRINCETON FUTURE

**EVAN ANDERSON EMMA L. BRIGAUD PATRICIA FERNANDEZ-KELLY KATHERINE M. KISH
ANTON NELESSEN RICHARD K. REIN CARLOS RODRIGUES MARINA RUBINA**

FOUNDERS

ROBERT F. GOHEEN ROBERT GEDDES FAIA SHELDON B. STURGES

HONORARY LEGAL CHAIR

**NICHOLAS DEB. KATZENBACH
2000-2012**

PRINCETON FUTURE

PO Box 1172

Princeton, NJ 08542

Donations are very welcome.

Please note:

*Princeton Future Inc is a tax-exempt 501(c)(3)
corporation, (EIN # 22-3756013),
as approved by the IRS. Thank you again.*