



BALANCE • DIVERSITY • VIABILITY • AFFORDABILITY

PRINCETON FUTURE

COMMUNITY INPUT OPEN MEETING #10, November 18, 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.

A Community Conversation About the New Master Plan

Is Princeton Experiencing a Housing Crisis



Do We Have Examples of these Densities in Princeton?



Defining "Missing Middle" Housing



Some assumptions:

Our buyers can pay 20% down. They are willing to spend up to 40% of their income on housing. And they can get a 30-year fixed rate mortgage at 5%. Most buyers aren't so lucky.

Annual Income: \$165,000

Housing Budget: \$66,000

Price of house/condo: \$900,000

Downpayment: 180,000

Balance: \$720,000

Principal and interest: \$46,380

Taxes (@2.432%): \$21,880

Total: \$68,260



Parking and Traffic



Next Steps:

What are your favorite goals of the Master Plan?
Would you like to help with the implementation?





What Has to Happen to Get Housing Built?

COMMUNITY VISION, RECENT & UPCOMING EVENTS

Community Input Open Meeting #10

November 18, 2023

9 a.m. to noon.

Building on the September 23 meeting with urban planner & Princeton resident Tony Nelessen, the Princeton Public Library and Princeton Future plan a follow-up meeting on Saturday, November 18, from 9 a.m. until noon at the library's community room.

Details to be determined. If you have suggestions, please use the comment form below to let us know.



Please come to the Community Room in the Princeton Public Library at 9 AM, Saturday, November 18, 2023

Open Community Conversation About the New Master Plan

During a public hearing, each resident gets to speak for three minutes -- making it impossible to have a real conversation. Princeton Future invites all to have a **community conversation** to review and discuss ideas proposed in the Master Plan. Residents, builders, real estate professionals, planners, architects alike gather at

The Public Library's Community Room Saturday, November 18, from 9 to Noon.

All agree that Princeton is experiencing a **Housing Crisis** and that we need missing middle and affordable housing. What are the best ways to solve this crisis?

- What housing types do we have and love? What do we want to see more/less of?
- Who should be building housing: government or developers?
- Will there be teardowns and what should be built when something is torn down?

All agree that Princeton has **traffic and parking** problems. What are the best ways to address these?

- Is this a new problem? Does traffic congestion/parking difficulty rise in proportion to population growth?
- Will adding more housing in the center of town help or make it worse?
- What about other ways to get around town? Walking, biking, transit?

All agree that Princeton has excellent **cultural and educational institutions**. What are the best ways to preserve and enhance these?

- How do we maintain the high caliber of our schools?
- What is better for the environment: new or in-fill development?
- How do we protect green spaces?



The Princeton Future Statement below was written before the Princeton Master Plan was published on November 9, 2023. It was read to the Planning Board during the Public Comment period after the new Master Plan was presented by

Evan Anderson – resident of 302 John St and a volunteer board member of Princeton Future.

On behalf of Princeton Future, I am pleased to present the views of the organization, which have been informed by residents speaking up at multiple well attended, informal public engagement sessions we conducted and documented in the past year and a half.

We believe this master plan aligns with the broad consensus of those who participated in our listening sessions in welcoming new growth; increasing the supply and diversity of housing; and maintaining a well-defined walkable town center with world class cultural and educational institutions, and incredible historic and natural places.

Princeton is an attractive place to live, work, and visit, which presents a unique set of challenges to these priorities. We also recognize that the Township is limited by law, including those surrounding affordable housing.

But we can choose how we deal with these facts. We can try to exclude, prevent, and restrict. Or we can welcome, celebrate, plan to smartly accommodate, and find a creative “fit.”

We believe this Master Plan leans in the smart and sustainable growth direction. This is based on the consensus the municipality heard in its own public outreach effort and it matches what we heard at our events.

Of course, there are areas in this plan where more details could be added. How exactly are we going to turn the plan’s suggestions into public policy? What are some key performance indicators? How exactly can we provide housing options that match our contemporary lifestyles and demographics? Can we provide transit and mobility options, along with parking and traffic management, that serve the needs of residents and the business community?

We could go on, but the critical point now is that this document is a strong starting point for implementation.

Princeton Future is ready to help engage the public in these implementation efforts. We believe that exactly through public engagement we can maintain Princeton’s attractiveness and essence while growing as a smart, sustainable, and welcoming community.



BALANCE • DIVERSITY • VIABILITY • AFFORDABILITY

PRINCETON FUTURE

PARTICIPANTS

Ronald Berlin AIA, Jefferson Road; Meg Michaels, Constitution Hill; Nicholas Garrison AIA, Ober Road; Linda Twining, Mountain Avenue; Margaret Depenbrock, Nassau Street; Joe Mulrooney, Birch Avenue; Eileen Long, Hartley Avenue; Jeffery Bisk, Lassen Court; Michele Baxter, Evergeen Circle; Jerry Foster, Princeton Junction; Martha Friedman, Jefferson Road; Tom Chapman, Alexander Street; Trisha Welson, Redding Circle; David Ludlum, South Harrison Street; Nicole & Jeffrey Bergman, Dodds Lane; Liz & Paolo Barbosa, Dodds Lane; Lollia Mikic, Wheatsheaf Lane; Jody Erdman, Mountain Avenue; Karen Blu, Newlin Road; Rob Tangen, Shady Brook Road; Shalabh Singh & Shivani Srivastava, Drakes Corner Road; Lisa Levine, Linden Lane; Kathy Ales, Mason Drive; Areta Pawlynsky AIA, Jefferson Road; Corinne & Joel Schwartz AIA, Campbelton Road, Landmark Companies; Bee Laud; Nicole Katz, 1128 Leabrook; Eve Coulson, Russell Road, Sustainable Princeton; Christine Symington, Nassau Street, Sustainable Princeton; Chris Myers, Princeton-Kingston Road, Pinneo Construction; Nicole & Kirk Gastinger AIA, Guyot Avenue; James Constantine, Spruce Lane, LRK; ; Clifford Nicholas Long; Libby Schwartz, Elm Court, Princeton Muni Transit; Marina Rubina, Quarry St, Princeton Future, Rubina Architects; James Firestone & Tina Clement, Vandeventer Street; Dosier Hammond, Leigh Avenue; Affordable Housing Board; Katherine Kish, Princeton Future; Matthew Mleczko, Princeton Affordable Housing, Eviction Lab, Princeton University; Ian Bowers, Snowden Lane; Fern Spruill, Oak Lane; Richard Rein, Park Place, Princeton Future; Tony Nelessen, HGSD, Bank Street, Princeton Future; Evan Anderson, John Street, Princeton Future; Scott Sillars, Patton Avenue; Brad Bailey, Bank Street; Sheldon Sturges, Birdie Way, Princeton Future; Cathy Knight AIA & Don Denny, Nassau Street; Jamie Herring, Castle Howard Court; Barbara Prince, Princeton Senior Resource Center; Joseph Small & Alice Small, Hawthorne Avenue, Princeton Community Housing; Valerie Haynes, Mt. Lucas, Princeton Community Housing; Lea Kahn, Princeton Packet; Michael Floyd, Harris Road, Zoning Board; Samuel Bunting, Dempsey Avenue; Land Use Subcommittee, Steering Committee of the 2023 Princeton Master Plan; Bill Moran, Wiggins Street.

TABLE OF CONTENTS

The Community Conversation	p. 4
Housing	p. 6
Traffic & Parking	p. 24
A Vision for Mobility	p. 29
Impacts on Our Schools	p. 36

KIM DORMAN, Princeton Public Library

Good Morning everyone! Thanks so much for coming. My name is Kim Dorman. I serve as the Community Engagement Coordinator for the Princeton Public Library. We welcome you all here this morning for Princeton Future's discussion...an **open community conversation**. Before we get started, I wanted to make sure that everyone recognizes that this room is T-coil enabled. So, if you have a T-coil enabled device, you can turn that on at this time. We also have headsets on the piano that you can use if you'd like to try out the system. It's important, that everybody who is speaking, to speak into the mic so that the system works. This program is being recorded. So please note that you may be on camera... and, also that Princeton Future likes to create books, PDFs of the event. There's a transcription of everything that is said within this room. So, please take that into consideration as you make your comments, or not. I, also, would like to note that Princeton Future is a nonprofit, not associated with the municipality. What you're seeing here is for the benefit of Princeton Future, and, for however they wish to share that information. And, with that, it's my delight to introduce Rich Rein, Board Member of Princeton Future and, also, Founder and Director of **TAPinto Princeton**. Thank you!



RICHARD REIN, Princeton Future, Journalist

Thank you very much. Thanks, everybody, for being here. I hope I'm heard. Okay. Kim pointed out very aptly that we are not associated with the government. We are not the Princeton Planning Board, in particular. We hope we can get together today so that we can educate ourselves... so, that we can ask better questions of the Planning Board, if anyone happens to go back to the Planning Board for their November 30th continuation of the Master Plan discussion. We've going to have this as a conversation. We've got some people from Princeton Future who have some information that they can pipe up with now and then. We've got also got some people in the room who have special interests and special knowledge and we're hoping that they can add the information that they have. I also have a couple of statements from some people that I have communicated with via email who couldn't make it today... but have some information they would like to contribute which I will provide at the appropriate time. With us from Princeton Future are: Marina Rubina, who will help moderate; Katherine Kish, whom you've often seen running this show and doing a great job always; Tony Nelessen...he has a video that will be shared, later on; Evan Anderson...he spoke up at the Planning Board meeting on November 9; Sheldon Sturges, our executive director, is right over there. Sheldon will be putting together a wonderful book of this meeting and it will be on our website soon. So, if we have your email address, we'll try to send you a link to that. To repeat: we're not the Planning Board and we know that the Planning Board may or may not listen to us! They may or may not listen to you, if you speak up! They may listen but they may ignore it. It's their show. It's their job to produce the Master Plan. But, I just want to say that whether the Master Plan is approved or not... whether it's approved with tweaks based on what some of us feel and believe and express...or, whether it just gets approved just the way it is now... It begins with a phrase: *Princeton Welcomes Growth*. We may not all welcome growth with open arms and I can sense that in the room today. But growth is coming, I would say! I think the point we should keep in mind is that, the Master Plan or not: the new NJ State COAH housing requirements are going to be with us in 2025; Princeton University, which has grown like topsy in the last 20-30 years. They're going to stay with us. That new world class Princeton Art Museum that's going up in the center of campus is going to draw people whether we like it or not. We can't stop it. And, also, I think the desirability and the attraction of Princeton as one of the few walkable, charming, residential, slash business and combined mixed use town centers. That's not going to change... and, we don't want it to change. That's also going to remain as an attraction. People are going to line up in cars to come here on a beautiful Saturday afternoon. And, they're going to drive right through West Windsor... and, they're not going to think about stopping in West Windsor. [I don't know why not. It's a great town.] But, *one way or another, growth is coming*.



If it is implemented, we have to help. I think, today, we're trying to inform ourselves so that we can help better! The meeting is going to be broken down into four broad subject areas. These mirror the concerns that a lot of people brought up at the various public meetings, and in the letters to the editor column of the various local media. We're going to start out with the **Housing Crisis**...and, *whether or not solving it will come at the expense of our existing neighborhoods*. And there's an **Affordability Crisis**, which is related to that. We'll try, once and for all, to define the *difference between affordable housing and missing-middle housing*. We'll have a short break at around 10:25, and then, come back and talk about two of the Horses of the Apocalypse of urban planning: **Parking and Traffic Congestion**. They go hand in glove. Then, there's a discussion of **what all this means for our Public Schools**. So that's it. That's the simple outline. We hope people in the audience will ask good questions and other people will ask and offer good answers...and, perhaps, just maybe, change their views, as they go along. That's why we're following this format. We can begin with Marina who will add on a postscript.

MARINA RUBINA, Princeton Future, Architect

Hi, good morning. Thank you so much for coming. I would like to clarify the format a little bit. This is a little different than a presentation even though there are slides will come up. They're literally just five slides. The hope is that **we're here to talk to each other**. This is not what is allowed to happen in Planning Board hearings. We're not the Planning Board. We're not a government body, as Rich has said. We are here to have a conversation. We're not here to lecture anybody. What we really hope is for people to listen to each other and listen in a very active way. And, try to think of any comment or any conversation or any response to each other that people provide. Start thinking "*Yes, I hear you and here's my opinion*". Try not to think "*No, you're wrong!*" By placing somebody in the Wrong Category, you're not listening to them. Right? So, whenever everybody starts a conversation, and, if it gets out of hand, I'll remind you again: "With every response, try to think... start, literally, just say it: "*Yes, I hear you! Yes, I hear you. And, here's my opinion.*" You're not agreeing. But, we're here to talk to each other and learn from each other. Can we agree to that? Thank you. Okay. All right, Rich.



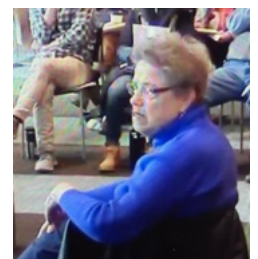
HOUSING

RICHARD REIN

Well, I think we're ready to listen. *Do we have a housing crisis or don't we* and what, if anything, should we do with it? Does anybody have any opinions? Or, does everyone say "Everything's great just the way it is"? Kim has the mic or you come forward and speak on this mic.

KATHERINE KISH, Princeton Future

Lest we forget. We are in a circle.

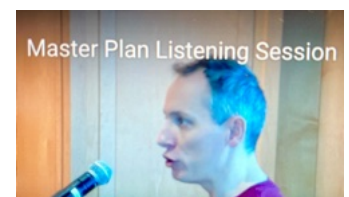


SHELDON STURGES, Princeton Future

No opinions in Princeton, New Jersey?

SAM BUNTING, Dempsey Avenue, Walkable Princeton

Yes. I want to step in this morning for a while... before I have to pick my daughter from ballet. So, I can't stay til the end. But I want to just step in because I was actually on the Land Use Subcommittee of the Master Plan Steering Committee during the process of writing this new master plan draft. So, I wanted to just provide a little insight into the



process of what happened and why the land use chapter came up the way it did. And you know, I'm going to start off by saying that I'm not happy with the land use chapter because I don't think it goes far enough. But, you know, in listening to the feedback at the previous planning board session, I could sense that there are a lot of people who thought that the land use chapter goes too far. And, it's true that there were different opinions which were heard by the planners. The planners, actually, did a pretty good job with outreach. I think the survey reached a lot of people or 1000s of responses to the survey. And, what the planners, the consultants and Justin Lesko, the town planner heard was that there is a substantial sense in the town, that housing has gotten very expensive... expensive to the extent that people are being excluded from the town, to the extent that renters who would like to take their first step onto the property ladder are not finding anywhere for them to go. Because single family homes in Princeton, now cost... are now selling on average for \$1.5 million. It's just, it's just crazy. And that's what the planners heard from the public. The public said we want smaller homes to be available so that people have new and different choices about the kinds of housing that they can move into to broaden the range of possibilities of people who can own in Princeton. Now, the planners also heard in the listening sessions, that people do not want substantial disruption to their neighborhoods. They do not want large apartment buildings being built. And, that's why the Master Plan does not call for large apartment buildings. So basically, there's no new zoning, no intention of large apartment buildings being built. That is what it is.

I tend to think that, in general, in places like this, people who don't have a lot of money usually live in apartment buildings. So, if we don't build apartment buildings, then you know, those people might not find a place in town. But the planners tried to balance the views which came from people that there was a desire for more, *more* affordable homes. I'm going to draw a distinction between more affordable and affordable homes...these last are below market rate homes... and, in time, to try to strike that balance. And I think that what came out probably does reflect a balance between those two points of view. What the Master Plan envisions is that there would be some incremental change in neighborhoods to allow smaller homes to be built, which the planners, and I think most people, will recognize that smaller homes usually cost less than larger homes. That point is being disputed. I understand that. But in general, people recognize that smaller homes cost less than larger homes. So, the idea is to legalize smaller homes to extend the opportunity of living in Princeton to a broader range of people. And that's basically where it came from. And, you know, like I say, I was in a lot of these committee meetings. I listened to what was going on. I heard the planners say, you know, "The people say that they don't want their neighborhoods to change". They were really heard. They were heard. The planners said "There's no appetite for large apartment buildings". It's why they didn't go into the Master Plan. There really was a process of listening and responsiveness to what people were saying. So, I just wanted to put that perspective out there. I'll be around for an hour. I'm happy to provide any insight that I can into the process. That was what happened in terms of how that chapter was written.

SHELDON STURGES

Could you please identify yourself and where you work?

SAMUEL BUNTING

Well, so, my name is Sam Bunting. Where I work: I'm an Associate Professor at Rutgers University in the Department of Biochemistry, for what for what that's worth, and I was a volunteer member of the Steering Committee for the Master Plan. With specific focus on the land use subcommittee and the transportation subcommittee. I'm happy to talk about transportation, as well. I also think that well, it is what it is.

PARTICIPANT

Sorry. Just generally for those of us that have not seen the details of the plan. Is there. A graphic that you could show and kind of explain where they are referring to as to not changing neighborhoods but increasing and that there are not to be large apartment buildings when there are the ones that are underway already.

KIM DORMAN

There is a copy of the Master Plan in the Library that you can borrow to, like go for it also if people could just identify themselves and maybe get the street they live on. We invite you to identify yourselves but you don't have to. You don't have to, but we'd appreciate it if you would. Thank you.

DOSIER HAMMOND

My name is Dosier Hammond. I live on Leigh Avenue. I'm on the Affordable Housing Board... but I'm not representing them today. I'd actually like to sound to thank Sam for giving me a really interesting overview about what their thinking was on the Planning Board. And, I think that they really made an effort to try to both, you know, kind of chart a middle path, as perhaps you might say it about development here in Princeton. My concern is that...as with all of this new housing, I thought that two and three bedroom houses would be cheaper. So, the question is how much cheaper will it be? If instead of \$1.5 million there will be \$1,000,000, or, even, \$800,000 homes. They're still unaffordable for the Missing Middle. I know other people will address this. But, there are two types of Missing Middle: one is housing size and type; and, the other one is income. And, to me, you've got to address both of these. I do think that more housing will eventually bring down prices... or, tamp them down in Princeton. But a large part... and I don't know how to solve it because it's probably going to take a lot of money.... but we have "horses-out-of-the-barn", and we need to create a situation where we keep housing that's affordable... that people bought at affordable prices... affordable here. This will mean some sort of subsidy because then, they wouldn't be able to sell it at market...or, to build more affordable housing and missing middle housing. I do think that, you know, we're just talking about a market that is so strong, and, it is a market that has been fostered over the years by lack of housing in Princeton. It's so strong. It's going to be very, very hard to overcome. And, to me, I think what that Master Plan tries to do within its limits is pretty good. And, I'm reassured to a certain extent. I need to look more at the details as to what Sam is saying about the amount of density is going to be in certain areas. And, I do think we do need more housing in general here in Princeton and throughout New Jersey throughout the United States, because housing has been held back for the last... well... 10 years.... 20 years...30 years, whatever. But, I don't think you've addressed the fact that all these people moving in to Avalon Bay are paying \$2,500, \$2,900 a month for a one-bedroom and \$3,200 for a two bedroom. I can't remember now. It's something incredible. And so, the people who are moving into the apartment buildings are wealthier people...wealthier than most of the other folks. And I don't know if people have seen the article about Avalon Bay, and three other major developers, who've been gouging rents. And, if I remember from the Master Plan, and I can be corrected on this, the average price of a rental in Princeton went from \$1,750 to \$2,400 for, I assume, a two-bedroom in the last two years. People are moving in. They're not Missing Middle. They're above that. Anyway, thank you.



CAROLYN JONES, Western Way

Hi, my name is Carolyn Jones. I live on Western Way which is a lovely one-way leafy road. It's a lovely place to live. I'm pro-growth. I think we do need more houses. But, I also want my street to stay exactly the same! So, I completely understand all the pressures... and the goals of the Master Plan and all of the concern because I want it all! And, I want both.. and, I don't want my life to change. So, I just wondered, Sam, thank you so much for putting into context how this Land Use part came together. I would love to know: Did you have any specific cities or towns in mind that have already gone ahead of us and have tried out our ideas because this is an experiment? And, because we don't know how it's going to work out...and all our worst fears are coming true. Do you have any models that we can look at so that we can really imagine the best possible outcome for our master plan? Thank you.



SAM BUNTING

You want me to respond? I mean, I think that the planners did not have any particular model in mind and what they wrote was really trying to capture the input that they heard from the public. So, I don't think there was any particular intention to model Princeton on anything else, but only to make Princeton, the Princeton that people in the town want it to be. So, I think that that's really where it came from. I mean, I guess you could ask the question of, you know, where does the concept of Missing Middle housing come from? And I mean, I think that's just what the planners considered to be the state of the art, in terms of trying to extend affordability. But, also I think that they also took inspiration from existing homes in Princeton. I think if we look at the Master Plan, there are examples of buildings and homes in Princeton, often in the former Borough, which are smaller in scale than some of the McMansions... and things which are being built in certain neighborhoods in town. I think good planners would look to those kinds of homes, as you know, as an example of the kinds of things that we might want more of in Princeton. To that extent, that would really be the concept...to make that kind of model lawful: a mixture of housing types like the ones we see in the former Princeton Borough in a broader range of the town.

MICHAEL FLOYD, Harris Road, Princeton Zoning Board

My name is Michael Floyd. Harris Road. To your question. I don't think Princeton has a housing problem. Princeton is filled on the physical side with a lot of starter homes sized houses. They're everywhere. It is economics that takes it up to such high levels, as many people have said. So, again, I say it's not a housing problem. It's economics. It's capitalism. It's an attractive place. It's employers hiring so many people that make so much money. There's inherited wealth. There's all those things. Income differences. And, this is an attractive place. Building a few more duplexes... building a few more whatever... breaking up some bigger houses into smaller... It's not going to solve the problem because it's not a housing problem, in my opinion.



MATT MLECZKO, PU Graduate Student, Eviction Lab

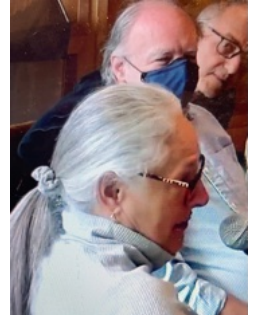
Hi, I'm Matt Mleczo. I'm a doctoral candidate at Princeton University. I've been studying housing policy, particularly zoning and land use for the last six years. I can bring some of the empirical evidence to bear on the conversation and I want to respond to the point: What have other places tried? To provide some context. A lot of the zoning and land use reforms we're seeing across the country are fairly recent. So, the problem is we're still waiting to see results from them. But, the two most common ones that we've seen as enough time has past to be able to assess the effects of it, and again, the theory is, you know, to Michael's point, housing demand is really high in a lot of places, Princeton being one of them. And, so when you have high housing demand for a somewhat constant housing stock, if you're not adding supply to that, that housing stock, the price of those homes, because housing is a commodity and we have a system in which the price is going to get bid up. So, the idea is, well, if you can add to that housing supply, especially over time, the prices will come down. So that's the general theory. The two most common approaches that have been used have been relaxing single-family zoning restrictions, mostly in the form of allowing ADU construction... and duplex/triplex construction. Accessory Dwelling Units can be attached or detached. And, we've done some of those these reforms in Princeton. The issue is: there's usually many cascading land use restrictions that can, if you change them, make a use legal. Well, there are a whole other set of regulations, parking restrictions, height restrictions, the size of the unit that also hold back reforms. So, the state of California has gone the farthest in terms of really trying to figure out reducing all those restrictions to get ADU construction up and running. And, the state has actually seen quite a bit more ADU construction. Those units are far more affordable than say a single-family home. And, they're starting to see progress on that. The Turner Center for Housing Innovation, that's associated with UC Berkeley, has a lot of reports on this that that I'd recommend. The other reform that's been tried a lot recently is parking reform: Reducing or even eliminating parking minimums. And cities all across the country have been doing this, ranging from Seattle to Buffalo... to even Flemington, NJ. In New Jersey, there are



small towns that have done this. The results are showing that we're not doing away with parking. It's just saying developers are no longer required to provide a parking place, or even multiple parking places for every residential unit. The results are showing that, indeed, developers are still generally providing some parking... but less and they're saving money on the building costs which allow them to build more units. It provides more land to provide more housing. So those are just two there's a ton of other reforms going on. And I'd be happy to provide some context on that throughout the meeting today, but hopefully that helps a little bit in terms of like, yeah, there are other places trying and seeing positive results.

KATHY ALES, Mason Drive

Hi, Kathy Ales, Mason Drive. Another one of those leafy, sort of hidden, roads in the Riverside section. I was doing a little bit of a walk about Princeton yesterday with a friend and happened by the Shopping Center...and I happened by the different construction sites there and on Thanet Drive. Just for the heck of it, my friend and I went into the leasing office of the Avalon Bay to try to see what is going on what is available with the pricing is. I think everybody has spoken already about the realities of the rentals. I asked "Okay, well, how many affordable units do you have among your supposed 220 dwellings?" ...and the leasing agent said "I cannot tell you that. I'm not allowed to say that." I found that very interesting. Then, I went and googled it, and found that 11 of 221 units were categorized as affordable units. I found myself feeling a little bit shocked that the developer was getting away with 5%. And the background being also that they don't have to retain them. I don't know the facts. So, this is really a request for information. But, my understanding is that the affordable unit requirement expires after X number of years. And, so that really puts additional screws on affordable housing in Princeton and I'm hoping that somebody can speak to what the reality and truth is of what I'm putting out here. Thanks.



DOSIER HAMMOND

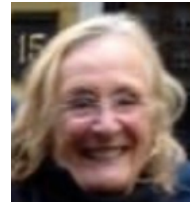
It's an interesting situation...Avalon Bay on Thanet. They do only have 11 units. Some of those are for people with disabilities, so that, actually, gets them more credit, but they donated the land where the development next to it is. It was originally owned by Perle, and is now owned by Conifer for 80 senior residential units. So, if you take those two properties together, it actually works out to be 33% affordable. If you add the 11 to the 80... 91, altogether, units are affordable. Now, some people pointed out that, of course, seniors... it's great for seniors, and we need senior housing here. A lot of us want to stay in place. But it is not so good if you want to start a family here or something like that. But it did provide 33 units. The 30-year cap on this is a very interesting one. But, Princeton... originally, AvalonBay on Witherspoon wanted to say "Oh, yep, in 30 years, we can change it. Well, they've got to come back to the Municipality and the Municipality has to agree to it. And if we don't agree to it, it is my understanding, and I can be corrected on this... We just keep it. Or, if we let some go, we get some sort of concession from them, monetary or otherwise. Hopefully, in my mind, we'll just keep them. Actually, they thought they'd gotten a deal where they would normally keep it affordable for 30 years. They do not have that. No development in Princeton just has 30 years. So it will always it come up for renegotiation. As I understand it, the Municipality can stand firm and say "no", we're not going to give it back to you. You know, we're not going to let you get away from affordable. I hope that helps. I'll just add one other point, though, that I do think the 20% Mt. Laurel units which is the required % for every development in Princeton, and, where there's an overlay: We must try to work on improving that to 25% or 30%, or more. Hopefully the one on Franklin will be 50%. There have been some 100% ones and, you know, the thing is that as you increase the 20% to 25 or 30 or more percent, you have to pay more money basically, or give more variances to do that, because of right, we can only say 20%, but to me, we should definitely make those numbers higher. And it turns out at that particular development, we've got over 30%

RICHARD REIN

And I just did some reporting. And everything Dozier said totally is consistent with what I heard in my reporting. I haven't written it up yet, but Dossier has it right.

TINA CLEMENT, Vandeventer Avenue

Hi, my name is Tina Clement. I actually live smack dab in the middle of the Borough on Vandeventer Avenue. I've seen a lot of change. One issue I have is with the in-filling and with ADUs. If we fill up all the land on the houses in the Borough, where's our open space? No where have I read anything about the open space in the borough? The former township, in the donut part of Princeton, it appears they don't want in-filling. So, we're now saying: "Let's put all the new housing in the Borough", which is our downtown. But where is the open space? The other question I have is with in-filling, "What about the issue of AirBnBs?" ... "What about the issue of student rentals?" Since COVID, Princeton University students have come across Nassau Street and they are infilling the rentals and it has changed the complexion of the Borough. Drastically changed it. And I don't know that's been resolved or talked about or anything. I guess I have a few issues... but, I'd really like to know about open space versus in-filling in the Borough, and I think the Township should bear some responsibility for a little in-filling, too!



SCOTT SILLARS, Patton Avenue

Hi, I'm Scott Sillars. I live on Patton Avenue in Princeton Borough which is now the entire former Township, now that the Borough and the old Township merged 10 years ago. There are no longer these imaginary boundaries between the Borough and the old Borough. It had an open space problem before because it was concentrated. But, between the two communities there's ample open space around the edges, where it belongs. And, most of it accessible to the entire community through trails, buses, bicycles...and walking! There are parking lots out there. It's very, very robust and developed as open space and it's protected as open space. It can't be infilled or developed. Hopefully, unless our legislature fiddles with the rules, which brings it brings me to the second point that I want to make.



Princeton cannot satisfy the housing problem itself. This is a nationwide problem. And we are fooling ourselves if we think that a Master Plan will satisfy an affordable housing problem, which is, in my mind, **a capital A-capital H affordable housing problem**, which is court-mandated, COAH-related. A very, very ugly bureaucracy that we overlay on communities and on individuals, particularly lower-income individuals who have to play this game in accessing affordable housing. The term that we ought to be using is **attainable housing**, which is, you know, housing that is accessible to people who need it without having to go through some bureaucracy. Our police force, our library employees, our teachers et cetera. The people who work in this town. People that work in the restaurants, they all need housing here. We are not going to be able to ever supply enough housing in this town to satisfy that need in and of ourselves without doing something on the income side. And that problem is something that Princeton cannot solve. It is probably something that New Jersey cannot solve. That's something at a national level where we've got to do something to really address the income disparities... in low wages... and in the ability for people, for employers to pay such low wages. Now, I leave it there.

MICHELE BAXTER, Prospect Avenue

Hi, I'm Michele Baxter. I live on Prospect Avenue, right in the heart of the area that's affected. First of all, I'm pro-growth. I love our children. I have small children in the schools. I'm probably in the minority in this room. In that I'm looking at how this growth impacts our schools. I moved here because it was a lot like the town where I grew up in Connecticut. My parents were able to move from an urban environment to a town where there was open space and really great schools. And having been involved in the schools here. I've two concerns. One is that... to answer the question...your question is a really good one. "Do we have a housing crisis?" We've heard a lot of opinions but why isn't there a vote on this...because whenever we do anything to help enhance our schools here, there's a referendum, and it hits all of us



because it hits our taxes? And, I was amazed that this last referendum was overwhelmingly voted in support. Why wouldn't this Master Plan have a town vote? Why isn't there a vote? If anybody knows, I'd be really curious to understand that because I think **it impacts the schools** very much! Our schools aren't even on the top of Central Jersey anymore. I mean, Princeton, that's pathetic... because that's what you would think. And the second thing is the traffic. The towns in the surrounding area have much wider roads and bigger infrastructure, West Windsor, Montgomery... these are areas where you could add a lot of housing. Why would Princeton need more housing where I sit in traffic and I can't park in town. This is going to be infinitely worse when the developments on Harrison are done. And, this plan... there's absolutely no way we would have the roads to support this kind of traffic. So, that's my question: Why isn't this Master Plan going for a vote?

JAMES FIRESTONE, Vandeventer Avenue

My name is John Firestone. A long time ago, we tried to put [editor's note: the issue of building a garage, 2 mixed-use buildings and the square] to a vote when Princeton Future first appeared here. We brought the signatures, 900 each time, and the Council wouldn't listen. That was the Borough at that time. Now, I've seen the same out of Princeton Future in the past, which is they are pro-growth. And, quite frankly, I'm a local resident, for 80 years now. Born in the hospital. I'm getting sick of progress. I was a philosophy major and, in philosophy, they taught us to check the assumptions that you're basing what you're doing on. What you're doing right now... in the in the planning stage, here. And if you're planning is based upon 'a pandemic'. I was a real estate broker also for 40 years here in Princeton... head of the Real Estate Group, which was the local board. I actually retired from real estate, and you know why? I couldn't stand what was happening price-wise. You could no longer advise a person correctly on the way values would go ...and, then values went out of sight. This planning board is trying to plan during a pandemic. How? Why is this the question? A pandemic like this that has driven prices upwards all over the country like Scott Sillar has just said, in other communities also. I'm not anti-growth. I believe our community should grow in a balanced way like the lady from Nassau Street said in the Town Topics this week. The last letter to the editor. But that's not what we're doing. We're basing it upon a pandemic. That is not a way to plan. The solution to that is to possibly think about declaring a moratorium on it for a while until the pandemic straightens itself out. Not the disease, but the price spiral that has occurred since then. You can't plan based upon that.



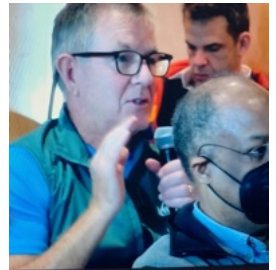
MAGGIE DEPENBROCK, Nassau Street

I actually wrote that letter to the editor. So, thanks. And this is my friend, who actually has not read that letter. But in that letter, I asked the same question around a referendum. It is helpful to hear some of the history, I guess. First of all, I just want to say "I love the fact that apartment buildings and that type of development are not included in the Master Plan. And I appreciate that. I am concerned that when I drive by the Shopping Center and wonder what the impact to hit our schools will be and traffic and infrastructure, let alone cars on the road. Sewage, and all the things that come with all of that development, are concerning to me... Our emergency service organizations that have to respond... and so forth. There was some discussion of open space. When I look at my backyard, I consider that open space. I love the fact that when I open my screen door and hear my children play in the backyard and enjoy their trees and their tree house and the like. And I guess what's really concerning to me in the land use school section are the recommendations that call for removing a minimum yard requirement. Potentially, you know, removing the parking requirements. When I look in my neighborhood, there is no available...there literally is no street where you're allowed to park except for one very small lane across from where I live. So, if there's no parking requirement for this type of development, I'm at a loss as to where these cars are parking. I do not believe that the folks that are going to live in these residences are not going to have a car. So, anyway, I have said my feelings on the matter, both at the Planning Board and also in the Town Topics. But you know, my concerns are with the schools. I want to retain the backyard and the small community feel that we have when we walk through our neighborhoods. Thanks.



DONALD DENNY, Nassau Street

Good morning, Don Denny on Nassau Street. And thank you to Princeton Future for organizing this. Thank you to all of my neighbors who came out to participate... and... Yes, Marina. I will promise I will listen to people's opinions which have been fascinating to listen to this morning. I just I think it's an appropriate time to raise a slightly different perspective: What's the rush right now?? I think that's what Jim Firestone was addressing as well. I want to be very complimentary to the Planning Board Subcommittee. It went through an extensive process to gain input. I've been through the Master Plan Survey several times. A lot of people expressed their opinion. And with the help of the consultants, a plan was put forth in which there's a tremendous amount of positive stuff including traffic, utilities, and some basic stuff from which the town would benefit. I think our concentration this morning has been around land use and its effect on open space and I agree with all those points. One of the main problems I feel is that after all was said and done, the Draft Master Plan is proposed there is either 9 or 10 days for everybody to actually read the Master Plan before it is to be considered for a vote by the Planning Board. And I want to emphasize that in New Jersey, the Planning Board has the ultimate say. It doesn't go to our town council. It stops with the Planning Board. When the Planning Board passes it, that is that. It is our Master Plan. I was very disturbed at the end of the Planning Board meeting, when the Chair of the Planning Board, in my interpretation at least, essentially said "We will accept corrections particularly around historic preservation, but we're not changing direction at this at this point." And, that to me is wrong because it's one thing to listen to everybody, and, then, say "Okay, we listened to everybody and we brought everybody's opinion into this". It's another thing to say "Okay, this is what we came up with based on what you said, but, in fact, it's not what a lot of people said in the focus groups at the end or have said in the discussion since then". Another thing about a master plan is that most people in Princeton, I'm sorry, most people unless they have a dog in the fight aren't going to be paying attention to this process and have not realized it until now, just what the significance of this is. And, that leads me to my final comment, which is we have been... I'm going to be gentle here. We have been told by Justin Lesko and others on the Planning Board..."Don't worry, this isn't an ordinance. This is meant to be a guide to the ordinance." But, in fact, it's a very strong guide. In fact, I think my understanding of it is, and I can be corrected, is that town council more or less has to implement the Master Plan, or say why they disagree with certain...provide justifications for certain elements of it that they don't agree with. So, I think this has to be discussed and worked out now. And I think one of the big things we need is more time for the Planning Board to listen in this process and to consider revisions. Thanks.



KIM DORMAN

Rich, can somebody speak to how these work... like my understanding is that a Master Plan has to come like there's some sort of legislation that has to come every 20 years or 10. I don't know and then it like there's a process through which it goes.

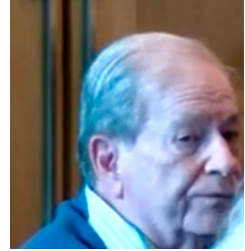
RICHARD REIN

I don't know if I think the time is required to do a Master Plan is every 10 years, technically, or a reexamination of the plan every so many years. It certainly has to have a plan. There's no question about that. And, to the point of just how much teeth this Master Plan has...I've heard everybody say it's going to have a lot of teeth. I think there's some good things in it that I hope it does have teeth, but I've got to say, I have been before the zoning board six different times regarding three separate little houses that I bought. Each time preceded, beginning in 1984, with the old Master Plan from 1976. I quoted the language in the Master Plan. When I appeared before the zoning board, Mike was on it then. Fortunately, I quoted the Master Plan. It encouraged infill and re-use of existing buildings. And, I said this is what I'm doing. Now, I did get approved, but there were at least 15 variances that I needed. And, the fact that I kept saying "But, of course, I'm doing what the Master Plan says!". Well, fortunately, I got some of the variances. There is still an enormous amount of zoning restriction. The 1996 plan had eloquent language about incentivizing and driving

affordable housing in Princeton. "We're becoming a community in 1996 of the very rich and the very poor. And, we've got to do something about it." That was in 1996. I think we could count on a couple of hands, the number of affordable housing units that got built in the next 20 years. So, I think we are given a lot of credit but maybe we should be wary, maybe this Master Plan will be the exception. I don't know. But, definitely, Council has to put in the ordinance to make anything effective.

JOSEPH SMALL, Hawthorne Avenue

I'm Joe Small from Hawthorne Avenue. I want to make three points. One, is to underline the point that was made here. What's the rush? The only time for really meaningful input is when something is put before the people when you're just taking surveys. You don't know how it's going to come out. And, you need to have a **fair opportunity to analyze the report**. We have recent examples, here in Princeton, of rushing too fast, to appoint the superintendent of the schools. If the citizens had been alerted...because we no longer have, with all due respect to Mr. Rein, a vigorous, active investigative press... So, we have to rely on the citizens to see the errors. The board, itself, lacks the experience that people like Jim Firestone... who have lived here for 80 years... and others in the room... who've lived a lot longer than eight years in the town to lead these efforts. That's point number one.



Point number two is what Marina said in the beginning. **We have to listen. And, the people who should be listening, the Council and the Planning Board are not here. They don't want to listen.** They'll sit up and they'll say "We'll listen to you for three minutes each". But, they need to come to something like this. **Why aren't they here?** Are their ears closed?

The third point is the assurances that we have had that go beyond 30 years. We've had examples in this town of developers going back on promises they made. I'll cite just two: Copperwood was built with incentives and benefits from the town to be a senior citizens' residence only. The developer couldn't fill it with senior citizens. Lo and behold, he went back to the town. None of the incentives were taken back, but he was allowed to fill with it with non-senior citizens. #2. The Waxwood. People were given the advantage, or given the privilege they thought, to buy in at good prices. When the end of the period came, the developer came in and said "no, I see too much profit here for myself. I want to change" and, sure enough, the town changed in favor of the developer, not in favor of the citizens. So, there's reason to be cautious. Cautious. We are closing the barn door after the horse has left. Because we saw in the New York Times, the example of the building of an ADU, the first one, really cheap housing at \$800,000. Those have to be thought about carefully... very exhaustively. There has yet to be an explanation as to why this has to be done so quickly. Particularly, since it's been allowed to lapse for so long. So: Caution! Listen! Take your time! You're going to have to live with it for quite a while. [Applause]

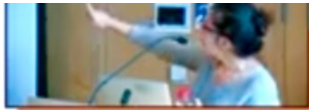
KIM DORMAN

I just want to note that this is a multi-platform event. So, there are people also attending on Zoom. Visual, I think you can use the podium so

MARINA RUBINA

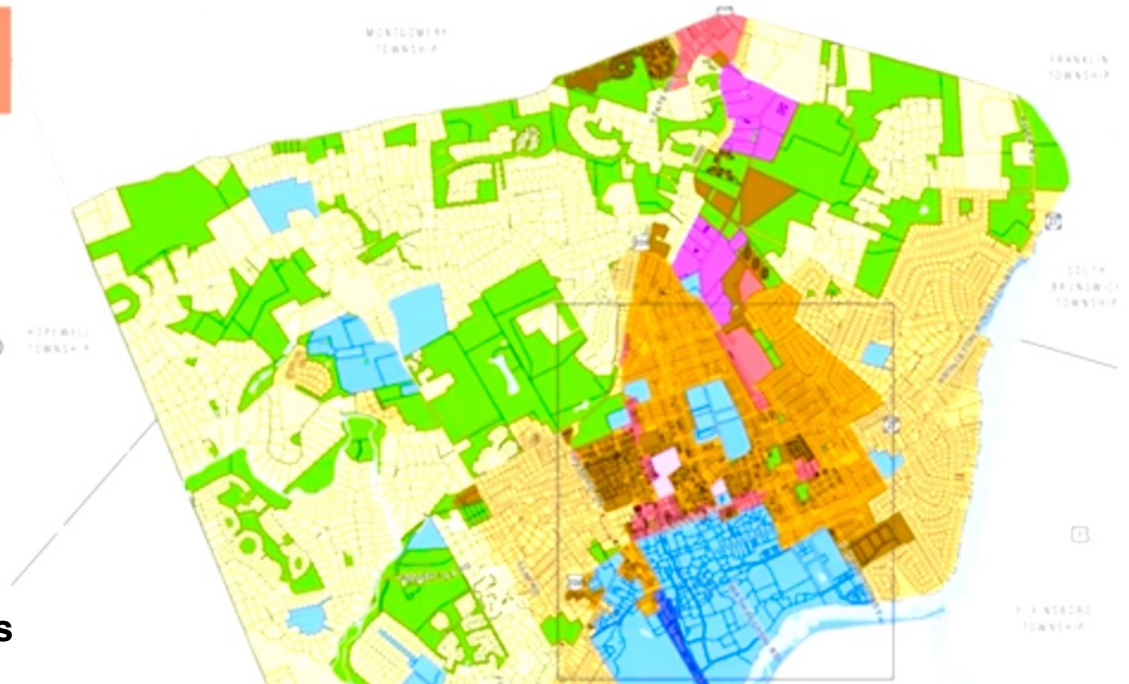
We are not the Planning Board. We don't have control over them coming to our meetings. They were invited. Two things: we do have press here. Not only are we listening to each other, but this, I'm sure, will end up being published and heard. It is also being recorded, so that even if the people on the Planning Board are not here, they may have an opportunity to listen, should they choose to do that. Now, we want to go back and give a little more context, especially to what Carolyn was saying. And that is speaking of examples of densities that are included in the Master Plan that we do have in our town already. Why our job here is to facilitate the conversation and do the best we can to illustrate what we already have.

So over here and Richard is going to point out on the left-hand side, you can see there, specified densities that are associated with the colors.



- GREENWAY NEIGHBORHOOD (1-2 UNITS/ACRE)
- NEIGHBORHOOD (2-8 UNITS/ACRE)
- CENTRAL NEIGHBORHOOD (4-20 UNITS/ACRE)
- MULTI-FAMILY NEIGHBORHOOD
- MIXED-USE (RESIDENTIAL/NON-RESIDENTIAL)
- MIXED-USE (RESIDENTIAL/NON-RESIDENTIAL/EDUCATION)
- OFFICE-RESEARCH
- EDUCATION
- CONSERVATION AND RECREATION
- CEMETERIES AND GRAVEYARDS

28 Bank St Duplex
33 units/acre



Master Plan Densities

There is on the outer perimeter it is **one to two units per acre**, right? Rich. Then, the darker medium yellow orange is **two to eight** and then central neighborhoods are the darker orange. This is Tree Streets, Witherspoon-Jackson, by above/near Community Park. That's dark orange, that's **four to twenty units per acre**, right? We went and documented what we think is existing in our town at these densities, downloaded and analyzed. Here's some examples...we have these right here in our town.

Guernsey Hall
68 Lovers Ln, **2 units/acre**



128 Jefferson Duplex
10 units/acre



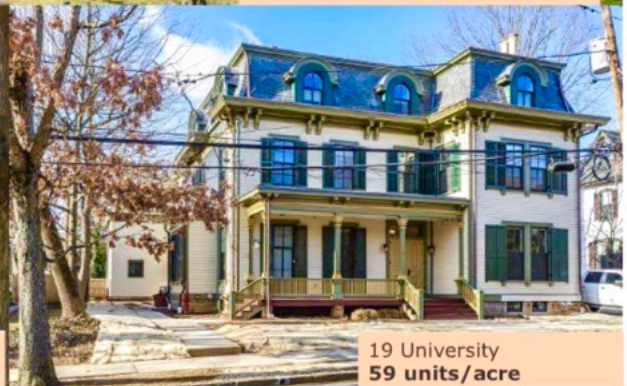
335 Nassau (w/ ADU)
11 units/acre



28 Bank St Duplex
33 units/acre



120 Prospect
55 units/acre



19 University
59 units/acre

Do we have examples of these densities in Princeton today?

To give ourselves a visual, the owners of some of these homes here! So, be nice. Don't criticize other people's homes. We have the one on the upper left. Does anybody know what that is? Yes. Guernsey Hall. It's a five-unit condominium. So that when we think is two units per acre, it doesn't necessarily need to be one acre and a big house. For example, that's an historic house that has been converted to five condominiums. The one next to it, anybody know where that is? It's on Jefferson St. Jefferson is zoned 10 units per acre. To give everybody a sense of what was the other one? Let's go back to where we're saying 2 to 8 units per acre, right? That is less dense than Jefferson. Our job here is to establish scale. Hold on one second. The next one here is a single-family house with an approved accessory dwelling unit that has not been built yet. But, if and when that does get built, that will be 11 units per acre.

RICHARD REIN

What you're saying is there'll be two units on that lot. When you extrapolate that lot to a full acre.

MARINA RUBINA

The ADU will not be visible from the street. The picture won't change. 28 Bank Street in the left-hand corner. Bank Street is one of our densest streets. Everybody is familiar with Bank Street. We have a resident of Bank Street here. If we extrapolate that particular... it is not his house, but it's very similar...that would be 33 units per acre. As we saw in that dark orange 33 units/acre is not being proposed anywhere. And then these two outlying examples. This is not being proposed. These are both Princeton University Housing. This is 19 University Place at 59 units per acre. And then the one next to it 120 Prospect Avenue is 55 units per acre, right. So, just to give everybody a scale, an example of what we already have. When you're visualizing what is 4 to 20 units per acre, it's somewhere in the Jefferson-Moore vicinity. That's kind of what we're visualizing. Is that helpful?

RICHARD REIN

And, I think, also, we can make the point that if the Prospect Avenue apartment building came before the zoning board now, and let's just presume that the Master Plan is approved. They put these density requirements in there, with no other requirements: that building could not be built. Princeton zoning is still going to be Princeton, with all sorts of rules. That would be an illegal building. It's right on the corner of Prospect and Murray. It's a beautiful building. People walk by and like it a lot. It will be illegal under the new guidelines.

MARINA RUBINA

Correct. And, also, 60 units per acre is completely above and beyond anything anybody dreams of in Princeton. However, we have it, right here, on University Place. We walk by it every day. Hopefully we have answered questions about the pictures. Our hope is to give everybody a sense of scale so we can continue our conversation...To thank you for listening to each other and to hear ourselves talk about it. Again, we don't have any control over the process or the timeline. We understand that the Master Plan is to be approved in a certain legal way. All we can do is post a conversation and give each other room to talk to each other.

MICHELE BAXTER, Prospect Avenue

Hi, I think these homes are beautiful. They're very traditional and in keeping with the Princeton style. They're lovely. Some of the ADUs I've seen have been really boxy and urban looking. They don't fit at all in the neighborhoods. So, thank you for showing these. These are great examples. However, there are no cars in these photographs. I think for traffic purposes alone, this Master Plan should be slowed down. Each of these homes would come with how many cars and where would they go?



RICHARD REIN

Prospect Avenue has parking for 30 cars behind it. And that's part of the acreage it consumes.

MARINA RUBINA

For parking and traffic, we have a whole section. We plan to talk about the parking and traffic conversation. We can transition into that now... or, if you feel like holding off a little bit... then we'll have a whole separate parking traffic section. Is that okay?

MICHELE BAXTER

Can you share where the cars go?

MARINA RUBINA

Yes. At 19 University Place, there are no parking spaces for all of these people because they walk everywhere. I think the issue is that housing that has density doesn't necessarily have to come with cars. And, what Matt Mlezcko is saying, having done the research as a person who is studying housing policy: by actively not providing parking on site, it brings down the cost of housing. It eliminates certain people who would say, "Oh, well, there's no parking. I'm not going to live there". It narrows down the market of people who would look at those apartments. For example, the Jefferson home on the right, you can see their garages peeking behind in the back. Very interestingly, Jefferson and Moore, in that neighborhood, there are alleys in the middle of the block. So, that's the reason when we go trick or treating, we walk and we don't see a lot of garages and a lot of cars. It's actually a very interesting land use form that maybe we could start using because the streets have houses and there's an alley in the middle and people have garages on the alleys. It's actually very creative.

MICHELE BAXTER

In your examples, these are all homes that are within less than a half a mile. The Master Plan is proposing that the Littlebrook and Riverside areas which are too far from town to walk, so the cars are going to be here.

KIM DORMAN

I just want to make a point. It's really important that everyone speaks in the mic for the people who are on the hearing coil. We also have people who are waiting to speak.

MARINA RUBINA

Let's go back to the map. So Littlebrook...am I looking at this correctly? 2 to 8 units per acre in Littlebrook, right?

MICHELE BAXTER

How many cars are you forecasting would be added in those neighborhoods that are not walking?

MARINA RUBINA

Well, I'm not forecasting. We're here to show the information and have a conversation. What we are projecting here on the screen are examples of... for example, two-units-per-acre is our example on the left. There seems to be plenty of parking and they figured it out. And, that's approximately between that and Jefferson is what's being proposed in Littlebrook. Correct. So that seems to have worked out both on Jefferson and next to Marquand Park.

RICHARD REIN

I think we should I think we should point out that the Master Plan is not going to dictate how anybody can develop their property. If you have a house and Littlebrook. You owned it. If you had a financial stake in it, I think you'd be pretty crazy to put up a building like this with no parking. I don't think you'd get many customers. I think you'd have a hard time selling it.

NICK GARRISON, Ober Road

I'm Nick Garrison. I'm a longtime resident of this town. I went here twice to school and... actually built this building!! And, thanks to Sheldon, and other people around Princeton Future, we're not having this meeting at the Princeton Shopping Center today!

[Editor's note: Because the Township residents wanted the new library in the Shopping Center where there would be easy parking, for free. The compromise came about after a decade or more of negotiation, when the Boro agreed

to build a parking garage in its Downtown and give Township residents free parking for an hour in the garage]. So, I care deeply about this town. I care deeply about the quality of life in this town. I care deeply about the amenities that this town offers all of us when we're here. I love this square. This place that no one in this town could have imagined other than Bob Geddes, [the former Dean of the School of Architecture and Co-Founder of Princeton Future] who's no longer with us. But, to that point, I fear the unintended consequences of a Master Plan that's kind of wrapped in a policy that is a gift to economic forces that we cannot know. We don't know what a developer will do. She is not going to build a Renaissance, Tudor or Victorian building on these new lots. I worry about the quality of the town. Not so much about any individual case. Because this is a good example. You can't dictate good taste. You can't dictate the fineness of detail and shadow... and of the quality of our life. Zoning doesn't do that. But, I can tell you that I've been in a lot of zoning board meetings [where it's a Bloodsport]. It is people saying "I'm, as of right! Get out of my face!". There's no architecture review board here. There's no ability to have a quality discussion, it is only a quantity discussion. The master plan is all about quantity. And, I worry about the unintended consequences of this Master Plan. That is my fear. I say that because I recently sold a house in the Riverside area. I was besieged by developers to take that house... and, I sold it at a loss to someone who said they weren't going to tear it down. Why? Because the house was embedded in a set of trees that I have loved. Those trees made that house magical. I couldn't imagine someone tearing them all down and building a bigger house. On that same street, right now, there is a real estate agent who's building a quasi ADU and marketing it at almost a million dollars for about 1200 square feet of buildable area. That's the market right now. It's four or five feet from his house because it's developed as a condo. That's current. That's been allowed. What I worry about... **I worry that the question of density and affordability are confused.** I would love it to be more affordable, but it's not going to be more affordable. It's just going to be more expensive. That's my view. All of our land is going to be worth four times as much if you can put four units on it. So that's going to drive prices even higher. That's my opinion. That's my fear. [Applause]



MARTHA FRIEDMAN, Jefferson Road

Hi, my name is Martha Friedman. I have lived on Jefferson Road for 30 years. I'm right behind the Franklin lot that is about to be developed. When I moved to my property, and it was the parking lot for the hospital. I knew, at some point, it would be developed and that's okay. But, they want to put 160 units on that Franklin lot. That will be three storeys, maybe four storeys which will tower over the homes that are on Jefferson Road and Harris Road. It's an unfortunate situation because that's going to change the complexion of that area which is already the densest in the area, in the city, town, borough [whatever we are] and it makes it even more dense than Avalon. We in the community have been going to every single meeting since the time that the hospital was to be torn down. We have been asking for certain accommodations and a decrease in density. It hasn't happened. It's very, very frustrating to us. I feel we're not heard. in 160 units on that small lot. It's a lot of increased density.



MAGGIE DEPENBROCK

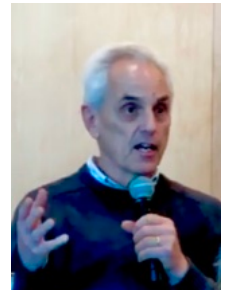
Hi, Maggie again. Thank you, Marina, for these beautiful examples of what density in existing historic charming buildings can look like. One of these is my nextdoor neighbor. And I'm excited to see the ADU go up behind their home and because I know it'll be done tastefully. That individual happens to be an architect. I have no qualms about it whatsoever. What I'm saddened about is that the density that's proposed in those maps will allow developers, just as Mr. Garrison mentioned, to knock down charming split levels in Riverside. The charming ranches in Littlebrook and, depending on the acreage, put up to eight units on those lots. Now, most of those lots probably aren't a full acre but for missing-middle-structured homes...if you read the land use plan, they give examples of what a 4-plex could look like... garden apartments. There will be no yards left in those lots. They will simply be buildings, there will be no parking spaces for the cars that go with them. So, these are charming examples. But this is not the reality of what the master plan will actually drive.

MARINA RUBINA

Maggie, can I do a little summary and then we're going to move to the next section. And, we're going to let Clifford speak! Go fast.

CLIFFORD ZINK, Aiken Avenue, Princeton Landmark Publications

Okay, but nobody else had to go fast...so you must be the Planning Board 'police person'.. three minutes. The new Mayor of Philadelphia, Chelle Parker was just elected on Tuesday. The first woman mayor of Philadelphia and the African American. She said "I do not like to see folks engaging in what I call '*I know what's best for you people policymaking*'. Change is not supposed to happen to a community. Change happens in partnership with a community". She said, which goes to what Don Denny said, which is "Why is this being pushed through so quickly?" When, after all the deliberation and community feedback that the Master Plan Committee and the Planning Board collected? Now, they actually give us what's proposed and now it's being pushed through... Where is the opportunity for us to have the meaningful dialogue which I think we're hearing here... people are listening to each other. Thank you, Marina. But, the reason it's being pushed through, I believe, is because the current makeup of the Planning Board is changing as of January 1, which is only what six weeks away. I was told..but I don't have this factually. I was told that five of the current members on the Planning Board are going to be leaving. [They all happen to be males by the way]. And, there's an under-representation of, guess-what, women on the Planning Board. A new planning board is coming in that has not been involved in this entire process. Are they going to completely endorse the current Master Plan? And vote for it? Or, how does that change things? So, for some reason, we have gotten down to the wire where we're only six weeks away from the end of the year, and this has to be forced through. **Change should not happen to the community. It should be done in partnership with the community.** So, my second three-minutes: I love the fact that every one of the buildings that you put up there is historic. And has as Maggie points out, at least everyone, except the one on Jefferson, is in an Historic District, or, is a designated historic individual site. And, to Jim Firestone's point about open space...Guernsey Hall on the left, of course, is dense and it's wonderful. It's surrounded by open space. So the problem that I see that is really egregious in the planning...in the Master Plan is the almost [I shouldn't say] total absence of an adequate addressing of historic preservation in the plan. What I think most people would say in town is "Yes, let's have more housing opportunities." "Yes, let's open up zoning, but let's not ruin our historic character." "Let's have the zoning and extra opportunities"... "Let us divide buildings into units"... etc. "Let's have that done in a way that respects the historic character." We don't have to design colonial buildings to match everything that's here. They can be new buildings... and, we've seen examples around town of good design. But if you look at this, the building that's not protected on here is the one on Jefferson Road. And, that says '10 units an acre'. I can tell you that a developer is going to look at that building and is going to say "Get rid of it!" And he's going to rip it down and he's



going to put up a building to maximize the 10 units on air unless that's an historic district. So, one of the things that I have recommended to the Planning Board is to prioritize the areas in town that have not yet been designated as historic. And, so, for example, Vandeventer, Wiggins and Madison: None of these streets are protected and they're some of the most cherished streets in town. The ones on Wiggins and Vandeventer have very big lots. Imagine a developer buying two or three of those houses on the west side of Vandeventer...and think of the apartment building that you could put up there. What the Master Plan needs to do is identify the areas that should be designated as historic districts. The Master Plan, shockingly, did not recommend that Princeton needs to adopt **design guidelines**. Princeton has a preservation commission that has no design guidelines that towns all over New Jersey have. Josh Zinder, who I don't think is here... he pointed it out. There is a national standard for design guidelines. It's a national standard. The Secretary of the Interior standards for the Treatment of Historic Properties. It does not say that you have to freeze buildings... and that you can't change them, and that you can't build additions. It says "When you do it, *because this building has been designated as an important part of the community...* You do it in a way that's respectful. And, so, the Master Plan needs to adopt those guidelines so that people know what is appropriate for a district. So, I thank you for showing these wonderful historic buildings... and, let's hope the Master Plan is adjusted in a way that assures that our town will continue to look like this... because, I for one, live here for a big reason: because of the historic character of Princeton. Thank you.

KIM DORMAN

I just want to say one thing, before Marina goes on. I was born here I grew up in the house my father was born in. I went through the schools. My kids have gone to the schools. And, I work in the library. So this is definitely like 'my town'. I just want to make it clear to everybody that the Planning Board, the Princeton Council... all these positions are volunteer positions. And, I think it's really important to have an engaged community. One of the best ways you can be engaged is to apply to be a part of the solution, is to apply to all of these volunteer job positions... to try and to help shape the future of this town. The applications are online and I encourage everybody to apply.

MARINA RUBINA

I would like to... and, Clifford almost stole all my ideas. I would like to kind of give a little conclusion to this section before we move to a break and then the next section. What I'm hearing is that we're not opposed to density. We are not so much, given the examples of what we have seen. It's not the numbers. It's the how-it's-done. Am I concluding? Am I hearing? No?

PARTICIPANT

At least, I am proposed to the increments to the extent that is proposed.

MARINA RUBINA

Gotcha. So, we have groups of people who are opposed to the way that density has been proposed. And there's another group of people who feels that growth is needed...that increased densities are ok, but it needs to be done really well. Did I did I summarize that correctly? OK... Maggie

MAGGIE DEPENBROCK

I need to clarify, Marina, because you've just changed what I said. I'm not in support of the incremental density that's included in the Master Plan. That does not mean I can't be for growth.

MARINA RUBINA

Okay, gotcha. Okay, so Maggie is joining everybody. Excellent. Thank you. So, we do believe that some densification

is needed. Right? But not at this speed and not necessarily exactly what is being proposed. Correct? Maybe? So what Princeton Future hopes to do... and, you guys all have handouts, right? Does everybody have a handout? So, after today's meeting, we're all here listening to each other. We, again, as Kim has pointed out, we're volunteers. People on the planning board are volunteers. One way to move forward is to apply for a position at the Planning Board. Another option is that, we, as Princeton Future, hope to organize in future smaller groups. I don't know what we're going to call them... 'meetings', right? Where we hope to get people together, for example, like Clifford, and like other people who are interested in coming up with proposals on the "How". And, we can, you know, it's our library, right? We can meet here on weekends... or, on Zoom...to get together... and think of how we would like to see this density being proposed... or, should we change it? It shouldn't be this density, it should be lower density... but, what we, as an organization, hope to do is to facilitate further conversations... where we can get together and actually think about, well, how do we think this should be done? Right? How can we organize ourselves?... and, How can we propose? What can we bring to the Planning Board or to the Council in the form of a proposal?...I really hope that everybody looks at his or her handout, and see if, hopefully, this will be part of this conversation today, at the end. But, if you have to leave early, please give your handout to somebody and say, "I'm really interested in working on or talking more about a particular section". And, what we're going to try to do is to bring people together... to find a place to meet and find people to continue these conversations ...and maybe informed the future discussion in the community. So, if anybody wants to talk about **Housing** and the particulars of you know exactly how this done, that's great. We'll just put you guys together and help you to organize... If somebody wants to work on **Traffic...** or **Historic Preservation...** or any of the other ones. If you have to leave early, but you want to participate, mark it on your handout, and give it to one of Princeton Future guys. We really hope that this is something that we could take on because we're all here...because we really deeply care. Right? The bottom line is, we all care about the town. So let's work on the **how**, and if we need to modify the **what**, then let's work on that. So, that's our proposal right now. So do we want to keep going or do we want to take a quick break?

RICHARD REIN

Just want to show the definition of missing-middle housing and affordable housing. Just a little chart. Is \$800,000 an outrageous price for home these days? Then, we have parking and traffic... and then we have schools.

MARINA RUBINA

Okay, so Kim saying we're having a break right now. Okay, so everybody will be back with more chairs.

KIM DORMAN

Everybody... so just as you're as we're coming back into the room, I mean, ask everybody to sit down. and I did the And, then, we said to people who are online that they would have the opportunity to view...And, I did say that if possible. I would read some of their comments which I'm going to do now.

- "Once the Master Plan is approved on 11-30-23, which, absent legal action, it surely will be...Getting together to discuss housing, zoning, parking, school construction, historic preservation, etc, will be almost moot.
- "Another point : my understanding having attended the November 9 meeting of the Planning Board is that missing-middle housing refers only to architectural styles not to affordability... and, also, the proposed Master Plan will not address the issue of the epidemic of tear-downs or the issue of affordability. My understanding is also that the proposed up-zoning provisions of the Master Plan will permit a developer, for example, to buy a one-acre property on Ober Road where I have lived for 20 years, tear down the existing structure and build eight more structures or residences that are much higher & closer to the property line... and, otherwise, are very different from anything currently on that little street. Once the first large property on Ober sold to and over built by developers, it will either or both lead to a plunge in the value of the other single-family homes/properties on that street. It will lead to a rush to sell the beautiful one-family homes in the same street to other developers to recover what value can be realized before it's too late."

- The next person says: "I'd appreciate it if you could please ask the following question. Several individuals proposed a supervision of the advancement of the Master Plan for various reasons, including the potential undue influence of temporary or temporary factors presented by the pandemic..."
- Should we also consider a suspension until Princeton can leverage the near-term advances in AI and the utilization of AI on critical aspects of urban planning. For example, AI is likely, or soon will be able, to help create better predictive analytics concurring concerning growth patterns, traffic congestion, the impact of density on the environment. AI will presumably help to optimize traffic flows and to reduce congestion. It will harvest and analyze incredible amounts of data, including wind patterns, sunlight, pedestrian flow, water tables, flooding, energy consumption, and more data. This will result in more informed decision making.
- And, the final one, "I would like to add that we all care about the housing crisis and affordable housing, which I may add, was always an issue... and, our environment which includes a significant decline in mature trees in town. Unfortunately, all these issues are in direct conflict with each other, especially with developers that are here to make inordinate amounts of money with the support of residents who don't understand the expenses of a town's budgetary constraints and its effects on higher property taxes. The question we should address immediately which is tightly under-represented is: if we truly are a capitalistic country, which we are, we are now going to experience the high price of the little, very improbable pockets we are trying to create with affordable housing and denser towns... in addition to all the problems we are experiencing in a capitalistic country? The Master Plan should protect all the residents of this town, not just the ones who want to join our community. It should be worked on and Justin Lesko should be present."

RICHARD REIN

Okay, thank you. Welcome back, everybody. Somebody asked just who are we at Princeton Future? What kind of expertise do we bring to the table? I'm a journalist. I happen to have written a biography of an urbanist, William H White, So, I have a little journalistic interest in urbanism. Tony Nelessen is a certified planner with a Harvard Graduate School of Design degree, with 40 years as a professor of Urban Planning at Rutgers. He has done a lot of planning around the world, and in 400 cities in this country. Certainly, Sheldon Sturges is a just a 'good trouble' maker, former publisher with Scholastic and a couple other things...he's just a community-minded guy trying to make the democracy work better. Katherine Kish has done advocacy and public relations for a variety of groups including Einsteins Alley. She served as President of the Princeton Chamber of Commerce, and, she has an initiative where she encourages immigrants to be honored for their work and to be recognized. Evan Anderson works for a environmental health firm and is concerned with big issues of big health issues. So, this is kind of a micro for him to be thinking about his neighborhood on John Street. He was before the Historic Preservation Commission himself recently for a minor addition I think he is doing on his house. And, Marina is a local architect. We should point out that she has been the spearhead, really, here in town, of the Accessory Dwelling Unit ordinance. She had a house on the Guyot Avenue that was featured in the NY Times. For a project that she worked on, she went to court to get a clarification of a ruling and the Court ruled that the two units could be sold separately.

MICHAEL FLOYD

Incorrect. That decision did not go back to the court. Council capitulated.

RICHARD REIN

I'm doing this off the top of my head Michael. I'm sorry. But, for whatever reason, I think Marina advocated for people to be able to sell the units separately. And that has now become a fact I believe, but correct me if I'm wrong.

MARINA RUBINA

I'm happy to discuss this in more detail. Is anybody curious or should we move on with the program that is at hand?

KIM DORMAN

Thank you. We appreciate Michael's clarification. Let's talk about this some other time.

RICHARD REIN

The room is open, I think until 1pm. We're going to end at noon but there will be further discussion. So in any case, I would like to clarify this missing middle housing thing and talk about what people in Princeton can buy. This was all brought out at a meeting that we had on January 21 in this very room. The book of the meeting is available on the Princeton Future website, which is now called **PRINCETONFUTURE.NET**. If you go to PrincetonFuture.org, you'll find a website that doesn't belong to us that we have no ability to update. A long story, but PrincetonFuture.net has the book from January 21. And, what we presented then, and things haven't changed much since then. We said "Well, what could a person who makes the median amount of household income in Princeton afford another quarter in the 2020 census? That's \$165,000 a year. you're not a rich person in Princeton. take a person with \$165k. And let's buyer. They want to buy a house more the guidelines, to do it. They happen they got that from, we don't know...sold move into Princeton', they're willing to housing, and they can get a sweetheart 5%. Now, this is not your typical buyer, determined. Can we find houses for said '40%'. All right. They're willing to spend \$66,000 a year for housing, but the price of a house at \$900,000 would, with \$180k down payment, would leave a balance of \$720,000. And they just about eke it out there. They would end up spending a little bit more than their 66,000. But, they could get a house at \$900,000.

<i>Annual Income: \$165,000</i>
<i>Housing Budget: \$66,000</i>
<i>Price of house/condo: \$900,000</i>
<i>Downpayment: 180,000</i>
<i>Balance: \$720,000</i>
<i>Principal and interest: \$46,380</i>
<i>Taxes (@2.432%): \$21,880</i>
<i>Total: \$68,260</i>

So, if you're sitting at \$165,000 a year, You're pretty middle class. So, we said let's assume that they're going to be a power than anything else. So, break all the rules... to have 20% down hypothetically, where a house in West Windsor, and 'we want to spend up to 40% of their income on mortgage deal... 30-year fixed mortgage at but this is somebody who's really that person @ \$165,000. So, we sort of

So, where do they go? If you go to the market today? I think there are nine houses on the market in Princeton, as of a couple of weeks ago, anyhow, that were under \$900,000. Just nine, not all real attractive. Also, they are not all single-family houses. Three of them were semi-detached...they were twins. You had to buy one half. So, this is part of the problem. Meanwhile, though, what if they say "Well, it's a terrible time to buy a house." Sam Bunting, earlier, it said the average price of a house now is \$1.5 million. So, they say, "Well, let's not buy a house at all. **Let's rent**". Now, this is why people have come to me often and said "All these apartments going up, is anybody going to want to rent them? Do you think there's a market for that?" Well, if these people are willing to spend, let's say \$60,000 on housing, that would be \$5,000 a month. And indeed, these new apartments that are going up are in that price range. They would look at a two or three-bedroom apartment at Avalon Bay or at or near the Shopping Center... Which incidentally are we all think of it as 'car-centric'... That's becoming a walkable neighborhood. I walked over there from my house on Park Place... and, then, walked from the Shopping Center up to the new developments on Thanet Road and Thanet Circle. It was just a five-minute walk away. It's right there. So, these people... we talked about the traffic coming out of there... There might be a lot less than we think. Those units would be attractive to them. On the market, there's very little and in apartments, three bedrooms, apartments now had a spike during COVID. They went up to the average was \$7,000 a month. Now, it's now it's come back down in so far this year. The average rentals are about \$4,100 a month. So, that's within that \$5,000 budget. While there's nothing in the way of housing for these people to buy, there could be something in terms of these apartments. We could put a lid on the apartments if we choose to do so. It's those people in that \$165,000 price range.

One other fact point, the average income for a school teacher and Princeton school district today is \$90,000. So, if you happen to have a school teacher *couple*, they'd make that... they could probably easily make that \$165k. And, they could also afford to buy, for example, the ADU that's been mentioned by several people in the room. This is the

ADU on Linden/Guyot. Marina can talk about it later. She designed it and that ADU was sold for \$815,000, I think. That would have been a great starter house for a couple in this category. So, we look at it and everybody thought "Oh, ADUs are going to be inexpensive housing." No, there's nothing cheap in Princeton. But, indeed, \$800,000 turns out to be economical.

JOSEPH SMALL

These people came in with as hypothetical buyers had a huge down payment of \$180,000. A lot of people don't have that.

RICHARD REIN

And, that just makes the point. Even more dramatic. that there is not a lot for an average homebuyer in Princeton. This is not the place for somebody to enter the housing market. This is a place for people with a lot of wealth. And people who are retired and selling their house in Bethesda, Maryland or whatever for a couple of million dollars can come here and make a cash offer on a house. It's a hypermarket and it's a fact of life. So, that was my spiel. On affordable housing: There is COAH. But, even then, we are not renting to poor people. A family of four making up to about \$100,000 under the Trenton area guidelines which we go by: They can qualify for affordable, technically legally-qualified, affordable housing. And, that's why there are just huge waiting list for these units as they become available. So, big demand... with big demand come higher prices, I'm afraid. So on to traffic and parking.

PARKING & TRAFFIC

MARINA RUBINA

Yes. Is that okay that we are going to move to the parking and traffic section? Yes.. So should I briefly describe the images...

Random Wednesday. Traffic backed up on Mercer from Nassau St. Past Library. 8 AM.



© Jo Butler:
October 8, Saturday afternoon

We give credit to Joe Butler, who does a really good job of documenting traffic as she goes around town and takes pictures of traffic around the center of town. I think we can all agree that there's traffic around town. Does anybody think there's no traffic? No... everybody agrees there's traffic around town.

We can also talk about the fact that we have parking around town. Do we think parking is solved and everything's great? Does anybody think our parking situation is absolutely perfect? No. So we have lots of people who all agree that we do have traffic. And, we also agree that parking is difficult. It doesn't mean that we don't exactly have enough parking. Right? We're going to talk exactly about that. What does it mean to have enough parking? What it means is "Parking is difficult". Can we all agree? Parking is difficult. Yes. We have so much consensus today. So, I think Rich is going to give us a little bit of an historical perspective. Having lived in this town and having recently wrote multiple articles about this, right. So and then, do you want to show Tony's Video after you talk a little bit?

RICHARD REIN

I'll just try to explain this and then comes the video. Jim Firestone has been here for 80 years. So, Jim, you know that I'm a newcomer. I've been here 50. So I know that. The joke when I moved in 50 years ago was, you know, if you'd even lived here 20 years, the old-line guys would still think you were a 'newcomer'. So, I'd say let's stretch it out to 50. I don't mind being a newcomer. But when I came into town, there was always **there was always a parking problem back in 1972 and 1973**. There was always a traffic problem. There was always a queue of cars coming up Mercer Street to get to that corner of Mercer and Nassau Street. It was tough. It was very tough getting out of town at night going across Alexander Road because there was no overpass over Rt One at that time. They put in the overpass and it got easier to go over Route One... but the traffic in Princeton didn't change. As cars move more quickly. More cars follow cars follow the path of least resistance... Drivers now, even aided by WAYS, and the similar navigation apps on their phones...there's no shortage of traffic. And, sometimes there's a shortage of parking.

The Hulfish lot was full this last Saturday, the smallest of the three garages that are in the heart of downtown. The one Spring Street had almost 100 empty spaces, even when you included the spaces that are under reconstruction. The one on Chambers Street, the biggest of the three. That one was also very full. It was a busy day last Saturday. Yale Game... the Arts

Council had its road closed off and I think somebody said the one-way Chamber Street had to be closed that day. Maybe they had some temporary construction going on with the hotel. So: a tough day for traffic. Tough day for parking. But, at the time I've did my little survey of walking through the three garages at 3:30pm, there were about 100 empty spaces. Now. Would anybody know that? The little sign on Hulfish St says LOT FULL and points an arrow to the west. If you're from out of town, how far down is Chambers Street? Are there spaces there? What's the Chamber Street situation going be like? Well, I drive all the way down there and find nothing. So modern, sophisticated, advanced cutting-edge technology that dates back about 30 years has occupancy signs like this,



a lot of towns have them. You come up to the garage, or, you just come up to Spring Street and you'd see a sign outside the garage that says what's available on each level. So, if it's full, you don't bother. No waste your time. When you get into the garage, it says spaces are available this way and that way. If one of those aisles were to get closed off, it would say 'full'. So this is just simple management of parking. I think we could do a ton more. There is a 50- page report for which the town paid \$100,000. The 2017 Nelson Nygaard people to do a very thorough study of parking, and parking meters. The meters are about to be replaced. It's now six years old, and we're still waiting for most of the recommendations. The report makes a lot of sense. They did *not* recommend building another parking garage,

incidentally, and the Master Plan does not recommend building another parking garage. And, people who are worried about cars and where they're going to park, and all that, should be heartened by that. You know the question with these 3-plexes or 4-plexes: "Where are you going to park all the cars?" Well, it may not be quite so easy on car owners, in that people with cars may have to pay a little bit more of a premium to be able to store their personal vehicle in a parking garage on the street. Just as they now pay more for a house with parking that costs more than a house without parking. So, the other point about traffic is: the traffic was bad 50 years ago. It remains bad. I personally think that the Master Plan is being overly optimistic in talking about how it can improve traffic. I think we can set up living situations so people aren't subjected to automobile traffic as much as they are... Those the people who in the new apartment house on Thanet Circle are going to be surprised how seldom they need to use their car. If there was a restaurant with a bar at the Shopping Center, they'd be able to use it a lot less. But the bars and restaurants may be coming. The whole point of whatever development we do, I think, should be to encourage walkable nodes where the development is concentrated around some walkable Town Center...and Sub Centers 'where you can walk to get the milk'... That may minimize the traffic for our residents. And for people coming into town to visit, they're coming into a small town with historic charm. Maggie made the point about West Windsor and the big wide roads and so on. We don't want those big wide roads, I don't think, in Princeton. We agree on that. We've got little roads... some of them date back to the colonial times. We don't want to change that. And we want people to pay the price to park.

KIM DORMAN

I just want to add that we have a joke for you. We found a June 4, 1936 article in the *Princeton Packet* that's complaining about the new parking regulations!

RICHARD REIN

I did some research for an article I ran a couple of days ago on *Tap into* that went back to the 1950s and just looked at all the stories about parking in the 1950s. They had hired a New York consultant to come down to give advice on parking... and they found they had problems with office workers parking on certain streets. I think Sargent Street was one, Leigh Avenue was another. A couple other streets that were hammered by people coming in the morning to park all day long. That meant the residents of the street couldn't park their car in front of their house. If they needed to for some reason. Many of the homes in JW don't have driveways. So, Princeton has revisited the permit parking program. Nothing substantial has come from that yet. Michael Floyd was on the committee studying that program. They did a lot of work and took an inventory of every street parking space in the downtown and near downtown, for instance. It still needs to be pushed ahead. Some discussion on parking... traffic ...What are we missing here?

MICHELE BAXTER

I know I've already spoken about traffic, but since nobody else raised a hand, **I've given up on using the businesses in Downtown Princeton.** I would come in and try to find a parking spot... and have to go to the garage. That takes me a lot longer than going down to Route One. So, I've given up. But, if you live on the side of town where we're proposing to have up to eight times more residents, and, therefore cars, you're not necessarily coming into Princeton. You've got to get out to Route One. You have to get to the train station. You've got to get up the arteries that are currently so backed up today: Down Harrison... Up into Kingston. Those lights are really backed up today. So, if we add eight ...up to, let's just call it 2x the amount of cars at rush hour and at school drop-off, pick-up times and after-school times, you will have an unprecedented gridlock. So that's what I would say... from an emergency perspective... and ,just getting out of town.

MARINA RUBINA

I think what would be really good...we've been doing a lot of talking. I think it's good to open the conversation and

have people speak a little bit and discuss... I think you're making a really interesting point that if we add twice as many cars right, we're going to be having a big problem. You're bringing up an interesting point. What I'm thinking, at least the way I read the Master Plan, "Is there a way to do this so we do not add twice as many cars?" "How do we allow people to be here without adding traffic?" "Do we think that there's a possibility that one could do this?" Because you're absolutely right. If you try to fit twice as many cars here, we're in complete agreement. The question is: "Is there any way to think about this without adding twice as many cars?" As somebody said, "Check your assumptions? Is it at all possible that *maybe* we could do something without adding twice as many cars.

TINA CLEMENT

One of the issues: if you add more apartments, you cannot assume that people living in these apartments are not going to have cars. We know, so since we live downtown. We know a lot of people that do live in the existing apartments. They simply rent space at the garages. Palmer Square people. The big complex over here. They take up parking spaces. They don't give up their cars. They might have only one car instead of two cars. But don't fool yourself into thinking that somebody that lives downtown will not have a car.



MICHELE BAXTER

I'm not talking about where you are. You're downtown. You're local.



CAROLYN JONES

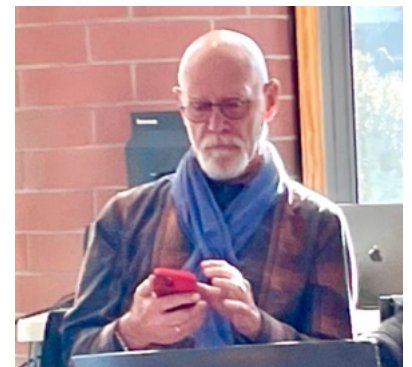
Thank you. I would love to see more commitment to mass transit in this town. And, one of the reasons I'm pro-growth is because I was under the belief that the more density we have, the more we can justify a more comprehensive mass transit system. Right now, I would love to put my kids on a bus to get downtown or go to their friend's house. But, there isn't one anywhere near me. I have to drive them with a bike when the weather's good. They bike to school, but not as soon as it's raining or snowing. I and every other parent in my neighborhood has to get in their car and drive them. What if we just had buses going all the time? All around? Right now, the network is not comprehensive. So that's what I'm hoping for.

MARINA RUBINA

Thank you. I think we do have a video exactly about that. I think I would love to see if anybody else has any thoughts and ideas. Were because you are absolutely right and making a point that in order to support public transportation, they need to be kind of a critical mass of people to use it. Right? So, any other thoughts and ideas? So, one way to get rid of twice-as-many cars would be to provide public transportation. Any other thoughts and ideas? Yes, please.

KIRK GASTINGER

Are we live on Guyot Avenue and we're new to the town... perhaps, the newest... nine months. And, so my comments might be a little jejeune. All apologies. But I do feel like this missing component in transportation as just outlined. I agree so wholeheartedly is that we need to have a full array of ways to get around the town. And, in moving from a city where everybody drove everywhere. I now can walk... which we walked from the meeting today. I could get on my bicycle. I can have to... if I have to get in a car, but the middle is missing...and that is also in housing as well. So I think they I think the whole it's a big holistic issue related to parking. And Rich's examples are telling... that and his research. I mean, he actually did that!! Thanks.



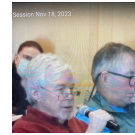
CATE CARROLL

Cate Carroll from John Street. I am all for public transit and other things that have been mentioned. But, I do think we have to recognize that the center of Princeton was built in the 16 or 1700s. And you know, it's never going to accommodate a lot more even public transit. I mean, the buses look like *lumbering elephants* when they go by.. and they're very slow. And yeah, and empty. And you know, you have to walk so far to get to the bus stop. I might as well just walk to where I'm going, or, you know, drive my car. I also think people need to recognize that I only use my car a couple of times a week because I do live close to Downtown. You all know that driving downtown would be insane! But I live in New Jersey, and there are other places I want to go besides Downtown Princeton. I do need a car. Okay, so people are not getting rid of their cars, so



SCOTT SILLARS

Scott Sillars, again, Patton Avenue. And, I have to agree with what Rein was observing, which is: There really isn't a parking problem in this town. I drive into town. It's only a mile to my house. But if I want to be lazy, I can drive into town... and *I can always find a parking place*. You just cannot park in right in front of Labyrinth Books. If you want to go into Labyrinth Books. You can't do that anywhere except in a shopping mall. And, I don't think we're trying to create a shopping mall. I think we have to get a little real here on the parking situation. Where Rich lives on Park Place, there are rows of three-hour meters back there... and they're never full except for maybe one hour in the middle of the day.



JIM FIRESTONE

Jim Firestone again from Vandeventer. I wanted to share with you all and with the Planning Board people: I'm the one who has sat on my porch and has watched steadily, all through this for years, the traffic that came to Vandeventer from not only the parking garage, and the construction on Witherspoon Street. We got the worst of it. It was all blocked up and down our street, all the time. Half the time up to Mather's Funeral Home. That's a long way to go from top of Nassau all the way to up there. Well, now, I did observe something, finally, after watching all this... and, detesting it, I said "God! They really got back at me!" Instead, I noticed that when it changed, and when the Washington Road Bridge just recently opened... Guess what? Vandeventer was still empty during the time that they had to go out of town on Alexander and Harrison. So, guess what might have happened? *Maybe people's GPS has told them to go to Vandeventer before as the main road out of town to West Windsor*. And the GPS has more effect than we think, over time, because I watch these people in their cars. They're doing nothing but looking at their GPS and other things while they're sitting there blocking traffic. So, watch out for the GPS as part of your considerations. *You could re-channel traffic in different ways because people are paying different attention than they used to make their own decisions*. Now, the second point is: Hans Sanders, who used to be on the Planning Board for a long time ago and contributed a lot to our town, helped to set up a *loop road* around Princeton that has never been opened. That Loop Road is Terhune Road. It goes all the way through Shady Brook, and it's unused. I own properties along it that... eventually, one went open space. And, that's the only thing blocking it from being opened up and continuing through the town and solving the traffic problem. You know what that's called? That's called a belt road. How come nobody ever thinks about opening that up again? I mean, as simple for that's for traffic. It would solve so much of our traffic and we already paid for it. The only thing he didn't pay for was a little section of it, as long as from here to Witherspoon Street...just that long. It runs through the open space. Look at it on the map some time. I think it should be part of the deliberations of Princeton Future.



NICK GARRISON

I just have one comment. 40 years ago, there was an Urkens Hardware Store, a Davidson's Grocery Store, and a Woolworths and a Rosedale Lumber Yard. I'm not suggesting that the old days are the 'good old days', but *one could walk and get almost everything you needed* without having to go to the Shopping Center. Right? I mean, I'm talking about eggs, milk, diapers, right? So, it would be great if the Master Plan could encourage better, affordable, more, more variety of things that working people need day to day so they don't have to get in their car or on a bus. I mean, carrying diapers from the shopping center is no fun, right? So even if you're on a bus, so it would be great if you could actually encourage walking by having the kinds of things people want to walk to instead of I don't know if another scarf boutique effects.

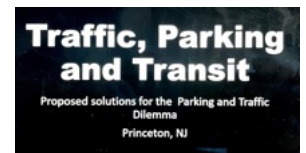


MARINA RUBINA

Right. So, thank you. I think everybody's comments fit so well into the video that Tony Nelessen has put together. Thinking that traffic and parking are a problem whose solution may not necessarily lie in just the roads themselves... or the cars themselves. So, let's see the video.

TONY NELESSEN narrating a video

"This is Tony Nelessen. This video is going to be talking about traffic, parking and transit and Proposed Solutions for the parking and traffic dilemma in Princeton, New Jersey, but it may apply to other communities of similar size. As most of you know, the average car in United States carries only 1.1 persons. And each of these vehicles has to be parked. Because most of the people who work in Princeton cannot afford to live in Princeton because of cost and availability. This really has become a major dilemma. **What do we do about the traffic congestion and what do we do about parking?** And this is something that has to be seriously considered, starting first with dangerous and crowded intersections. These are broken down into primary and secondary with the two biggest ones being on 206 & Cherry Hill/Mt. Lucas and the other one at 206, Stockton and Bayard Lane. The recommendation of the Princeton Future Working Group is that these be ameliorated with **traffic circles** and the smaller ones be improved with pedestrian crossings, and signalization. And, this would indeed alleviate some of the traffic flow issues. Now there are multiple parking and mobility options as we know to make the town more walkable, healthy and certainly less car-centric. **#1** is to provide additional **mixed use reusable parking buildings**. **#2** is to implement an **understandable community bus network**, therefore allowing people to commute in and around the town. **#3** build **housing with limited need for a car**. Again, if it's close to transit and, **#4**. Institute **on demand transit for the remainder of the town**, these four things we'll be talking about as this video progresses. Here is the map for the locations potential locations for mixed use parking structures that was given to us by you, the Princeton Future participants including the Train Station, Park Place, Princeton Shopping Center, the Civic Center and, as you can see, they are distributed fairly evenly around the town and can act as intercept facilities in some cases...and, downtown: the existing parking structures between Paul Robeson and Hulfish... on Chamber Street, and... on Spring Street, but the recommendations are for new mixed use parking structures on Park Place, and possibly on either side of Tulane Street.



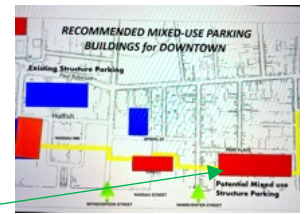
Perhaps the expansion of the Chamber Street lot... and, perhaps, a Y lot and the William Street lots... have all, also, been recommended as possible locations to serve specifically the Downtown. Now, **here's Park Place**, as just one example there are several surface parking lots...and, the thought is we could put a two-story parking structure with a green roof there connected in the back by a continuous walkway [A continuation of the 'Princeton Mews Walk' and, then, also, connected, North-South, directly to Nassau Street. It would be embedded in the front by a row of townhouses that would take the classic configuration of stoops and stairs and have the forms that you see in the images which are below, and these would only occupy the existing parking spots. Of course, also a green roof on the top of the parking so the value here is a new green space. Now Park Place as we have it as well has would have some retail but primarily 200-250 parking spaces, a new rooftop Park and, of course, the walkway along the back connecting the back of the stores. Now the **Chamber Street garage site** the expansion of that because it is it's leased it's owned by the town and the understanding the lease is coming due but parking structures like housing are broken down into 60-foot modules. And you see these modules overlaid on the parking structure as well as some of the adjacent buildings which may or may not be included in the overall design plan. The liner buildings would be on the edges of the parking so the parking would be completely enclosed on the inside and perhaps another level that would go below again the green roof on the top of here is the actual metric. The SketchUp geometric of what it would actually look like with its green roof and pull on the roof and then clearly the connection with the interior walkway connecting both to Downtown and to the new graduate Hotel. Now here is the sketch the first sketch of the building superimposed upon the parking structure, filling in the facade a bit and then adding landscaping and a green roof and then some you know internal kind of landscape and you can see the scale of it relative to the newly completed graduate hotel in the background on Chamber Street. Now this particular garage would have or would have 240 residential units, but 450 to 500 parking spaces with the other major amenities that were talked about previously.

Now, how do we reduce traffic congestion?

- #1. Enhance **parking availability**. And I believe primarily through transit options, walking and bicycling.
- #2. Institute **Parking Intercepts** called the '*park once concept*' to connect transit to all the parking or many of the parking facilities.
- #3. **Connect future housing to bus transit** with a positive a walking experience to transit and
- #4. Consider **on demand transit for the remainder** of the town.

These four would again deal with these issues. Here is the first recommendation for parking intercept: 500 to 600 cars at Route One, 400 to 500 cars at the Train Station, and then, the rest of them distributed along the actual bus route in and around a town itself. Now here is a more specific and blow up version of that connecting the parking to bus transit and you can see here, the purple again are near the various bus stops and they are distributed fairly evenly around the actual bus loop itself. Most people want a small bus, an

electric bus that runs frequently on a fixed and understandable route. And then of course, the University has just purchased these electric buses that are primarily running empty and it was thought it would be great if they could become the first phase of this particular loop. **Now if you take the 5 and 10-minute walk, future housing built in and around the stations could provide the majority of new housing as well as**



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



CHAMBERS STREET GARAGE ESTIMATED PROGRAM

- Total homes = +/- 240
- 48 TO 72 affordable
- Retail/commercial on corner 5,000 sf
- 450 to 550 parking places
- New roof top park
- Street Scope and pedestrian improvements



HOW DO WE REDUCE TRAFFIC CONGESTION ENHANCE PARKING AVAILABILITY? THROUGH TRANSIT OPTIONS WALKING and BICYCLES?

1. Institute Parking Intercept, park once concept
2. Connect Transit To Parking Facilities
3. Connect Future housing to bus Transit with a positive walking experience to transit.
4. Consider On-demand Transit for remainder of town

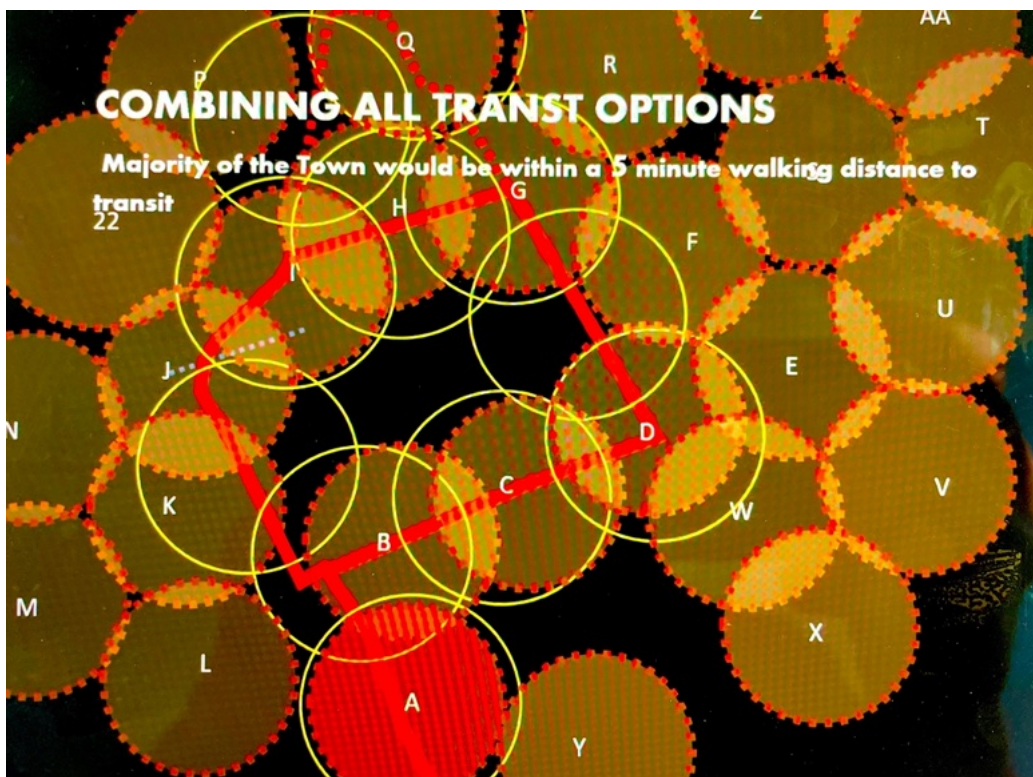
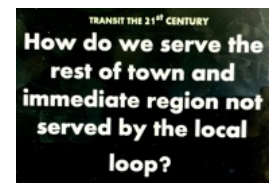


affordable housing. But then the question is is how do you serve the rest of the town? And that's really what we call on demand transit and this has been something that has been around for a while. I personally published it, a paper on that back in 1992 and it has been obviously implemented early later on in 2009 by a thing called UrbiCabs, which later became Uber. But clearly this could be one solution...It really is a series of points. And you



← simply go point-to-point. You call the system, it's at the point in three minutes and it can be either a small vehicle or something larger, but there's no fixed route, it just goes point to point when it is called and of course. We have done that before. Princeton Future has proposed this back in 2019, and, of course now with AI, this even becomes more reasonable and logical as potential transportation. Now, when we actually did this at one of the PF workshop sessions: **36 On Demand community STOPS** were recommended

by the community itself. And, it's clear that if the combination of the loop and this on demand system were actually implemented, the majority of people in and around Princeton will easily be within a walking distance to transit. And that would be a major improvement and a major move forward for the city. Now, in summary, your neighbors provided several community-generated locations for parking. These will moderate and fulfill the demand for parking. This provides **a transit option for every home in Princeton...**And provides the focus to locate infill housing. It will induce more walking and bicycling and it will provide greater affordability, inclusion and sustainability.



Princeton has the opportunity to solve its congestion and parking dilemma. It really could become a model for any other small town. The question is: "Will we plan for it?" That we will have to find out in the future." [Applause]

RICHARD REIN

As a resident of park pi so my house was just out of the picture that the aerial shot this is a tunnel. In any case, that plan that park points parking lot was talked about a lot back in 1954. I think it was a lot of thought they should acquire the lots consolidate them in some way and it never happened. So the idea has been out there for a long time. And it's

actually being looked at again and people, surveyors, have been around for the last couple of last years, trying to figure out who owns what behind CVS pharmacy and so on. So a little bit complicated. The Methodist Church is involved, but they're working it out. Tony..

TONY NELESSEN

Listening to this conversation today. Clearly, it appears that if we have a housing problem: we have a transportation problem as well. The idea of implementing a bus loop system around town makes perfectly good sense. We've done sketches for every one of those bus stops and, primarily, they are on land owned by the town.



If we just take land owned by the town, in close proximity to this bus loop system, we can solve all our affordable housing issues without going into any of these neighborhoods at all. Now, the key factor there is: if developers contribute to the bus loop system, we can, in turn, eliminate or reduce the parking requirement. And, every time we reduce the parking requirement, which in most cases would be either underground or structured in some form or another, we save the developer \$25,000 to \$45,000 per space. If part of the contribution can help to pay for the bus loop system. Right now, quite honestly, when I look at the Princeton University bus systems running empty, I ask "What happens if some of those buses were on that loop now.?" They must run every five minutes around the town. It is important. It's critically important. Having studied bus systems for a long time, there must be a definable route. You can't have a random route as we have now. Nobody knows when it's coming, where it's going, or when it's going to end up. It's got to be on something which is a loop very similar to cities that were organized around the trolley systems years ago. So I am a strong advocate for that because I think it's a win for the entire town, a town that includes the University.

Now, you may not agree that we need more parking, but it appears from listening to the responses from, particularly, the merchants who are screaming "*There's not enough parking! Not enough parking!*" now. I know the Nygaard Study said we don't need any more parking. The reality is we do need it because the spaces that people want are too far away to make it convenient. So, there's going to have to be some additional parking added somewhere in the Downtown. Now I live on Bank Street, and I live in what is 35-40 dwelling units per acre. I have a car. We can park on Bank Street sometimes. But, when we cannot, we parked our car in the Chamber Street parking deck. When I first came to Princeton, I paid \$35 a month. Now I pay \$260 a month. Parking is a cash cow. So, if the Municipality would begin to move ahead with either expanding the Chamber Street garage with the housing around it, similar, by the way to what's going on in the Avalon Bay building in the southwest corner of the Shopping Center. You won't see the parking. The parking is embedded, with housing around the outside. It's a standard building module. We can get a significant amount of housing, right here, in our Downtown on land that is owned by the Town or by the University.

Now, I just must make a couple of other comments.

I love when Scott Sillars said make it **attainable housing**. It is really a very good, wonderful new word. When we actually look at that Loop Plan, please realize that the concentration of housing would happen in roughly about **5% of the town**. Not all over the town. You may get ADUs...that's that's fine. But also it really also appears that I live on Bank Street, right? I live in a historic district. We have an Historical Commission that is an hysterical commission... with no standards. It's completely arbitrary. For instance, on my house, they required me to rebuild all the old windows, other people on the road street have been allowed to put into normal windows. There's no standard. But on the other hand, somebody mentioned open space...Just outside, our wonderful square. The hotel is going to build a little mini-park. There is a possibility of squeezing open space into many, many, different possible places. But the Town has to ask for it. If the Town doesn't ask for it, you're not going to get it. It needs to actually ask for it.

One last thing. It's "slo-mo". I don't know how long it's going to take to get this Master Plan approved. I personally said "Just approve it, *but make some modifications for people.*" Here on the Land Use map, changed the densities where we think it should be changed. Change the map, not the words. My criticism of the Master Plan is: **There's no vision in this plan**. It's a *policy* document, which I think is probably okay. But by the time, it gets approved, and the zoning is done, given the fact that the town is still using old zoning from 30 years ago...by the time it actually impacts

you... Literally..at my age, I'm dead! And, I would guess, the majority of people in this room are dead. So the real question is "How do you begin to move forward with a policy that indeed is going to take a very, very long time to implement?" And the reason why it's going to take a long time to implement is that *people are scared of change*. The key is, I think, we need to be able to form a vision of the future and build a new consensus around it. This is the purpose of the little 'doodles' that Princeton Future has done. tries to soften the fear. What Marina and these guys did today is to show you that we can soften the density characteristics and impacts and we can plan for them. I firmly believe, if you think that more density is wrong for your part of town, you can write as many letters as you want, it's not going to do any good. Change the map. Modify the map. Modify the Land Use map. Zoning is important. Change is coming, certainly. Anyway, I'll shut up. Thanks.

BARBARA PRINCE, Magnolia Lane, Senior Resource Center

We do have transportation systems. It was the 'Freebie', now, it is 'The Muni'. Nobody uses it because, Tony, it does not take five minutes to get around town. It takes over an hour. The Muni has very limited stops, as you said, it does not have a reliable schedule. In addition, we really need to think about *what is affordable* because the houses that are being built in the Littlebrook section that are tear-downs, and now are new buildings, don't have a one-car garage like the 1950's house that it's replacing. It has a three or four-car garage. And, let us be realistic, people who move to the suburbs expect to use their cars. You'd really need a very extensive transit mass transportation system. We have been working hard at the Princeton Senior Resource Center to establish better transit. We can't even get the 605 or a 606 bus to go past Princeton Community Housing to come and stop where we are. But let me remind people that Princeton is supposedly an *Age-Friendly Community*, a designation given by the World Health Organization. It's not an insignificant designation. It really took a lot of time and effort and cooperation between different agencies to get that. **90% of the seniors who live in this community wish to age in their own home** so they would like a transportation system that works significantly better than the transportation systems we have. Having been on the School Board... and being in a community where, when I moved in, I was the young person... and, now I am the 'old person'! I can tell you that *our schools are now inadequate*. The parking around our schools is sort of inadequate. I have people parking basically on my lawn every day, which is fine. I chose to live there. I'm happy to live there. But, if our sidewalks are only four feet wide, [and not the standard six feet wide], it does not encourage either **children walking** to school, children *biking* to school...or, **seniors** using *walkers or canes*. We really need to think and act! I mean, I can't tell you how disappointed I was to walk down Witherspoon Street the other day and see that the new sidewalk is built at four feet and not six feet. I mean, this is stupidity after stupidity. So if you're going to work on a Master Plan, if you solve many little problems, you will, in fact, solve a lot of other problems! Thank you.



LIBBY SCHWARTZ, Elm Road, Muni Bus Advocate

Can you hear me with the mask on? Okay, I have a couple of questions here. I have a couple of questions: One. How many people here know the Muni bus? It does a loop around. How many of you know it exists? I'm sure there's a reason. I worked very, very hard with the Town Council to get that bus. Because I am on Elm Road. There has been zero transportation here. I worked for a year and a half to get that Muni here. It has a good schedule. It goes down Nassau St. and stops it anywhere you want. And, it goes up into up to the Senior Resource Center on Poor Farm Road...and other buildings up there. It comes back down and does the loop. I'm not asking you to go on it. You may not be happy with it. But I'm grateful that there is transportation here! Number two: when this other idea came up about On Demand transportation. I was there that day. And, I asked the people who are involved, how much does this cost? Because at that time, they were talking about an Uber coming to your house and picking you up at the cost of an Uber. Well, lot of people don't want to pay that much. So that's one thing.





DOSIER HAMMOND

I was also on the Transportation Committee for a while. I know that the Municipality really does want to expand the transport system here in Princeton. And, as Tony said, *it's got to be more buses more often*. It has to be better promoted. When we had the Freebie, it was actually running at capacity...and it was slow. But, if you could get around town in *10 or 15 or 20 minutes* [I'm not sure about every five minutes]. We're not quite New York City. But if every 10 or 15 minutes a bus comes by, I think that would be great!! As well as having a lot more routes.. We should have more than one bus. We should have several buses. We *should* coordinate with the University. The only problem with the current university buses is they're all very big ones. That may work in some routes...but not on many others. Now, I believe, they're trying to find some small ones for themselves. I think Tony has brought forward as an example the smaller ones from Europe that we should look into. Yes, we need multiple buses in Princeton. We need to integrate them with the University. They need to be on fixed routes that are quick. They need to come around on a very regular schedule, 10 or 15 minutes each. I do think the Town is working towards that. But ,you know, we are still aways to go to get to that and a lot of it will also mean dealing with the University.

MICHAEL FLOYD, Zoning Board

Quick comment. I like Tony's presentation. That was good in my opinion. In his closing, he did make a remark about how we don't have to worry about the Master Plan being passed because of zoning changes will occur a long time from now. My problem with that line of thinking is: As soon as the Master Plan is passed, developers will come in and apply for the variances they want. But, now we'll have to be consistent with the recently-adopted Master Plan when it's adopted. And they will argue that even though the zoning doesn't allow you to do this, the Master Plan does.

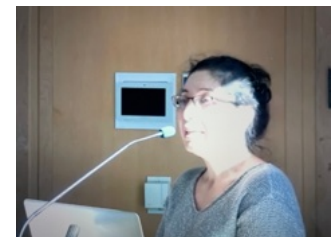


TONY NELESSEN

You know, I applied for a zoning change on my little house on Bank Street. The zoning is so obsolete. For example, I have two houses on Bank Street. I own 11 and 13. I was repairing, upgrading 13. I had to get a variance for a side yard. I said "Wait a second. I have a side-yard on one side, but I'm attached to the other unit. They said it doesn't make any difference. You have to have a side-yard. So, if I had a side-yard [and the house is 16-foot wide] my house would be two feet wide. I mean the floor area ratio stuff... I have to really admire the Zoning Board because *everything* goes to the Zoning Board. I mean literally everything goes to the Zoning Board. In the same way that the Historic Commission has no standards, neither does the Zoning Board. It always comes down to a request for variances. The question is: "**If we did form-based zoning, it would put standards in place**". And, that question is really, really, really, serious one. Right now, Michael is right. The developers are going to go to the Zoning Board and the Zoning Board is going to be overloaded with these possibilities. They are going to use this Master Plan as the basis. Therefore, change the Master Plan. What's really important for me in the draft Master Plan, at this point, is the Land Use Map. Change the Master Plan Land Use Map, if you need to get a change. On the other hand, Michael is completely right. The Zoning Board is going to be overloaded until the Municipality decides how in the world its going to create new zoning ordinances...I suspect that, in order to do re-zoning properly, it'll cost between \$500,000 and a million dollars to do it. Seriously.

MARINA RUBINA

I think thank you, Tony... Thank you, everybody for talking about this here today. I think we what we've learned: we were very much in agreement on what the problems are. And, we also have examples of people who have worked really



hard... and, have, actually, achieved something. You created. You participated. Yes, it took a year and a half. Tony is saying this is 'slow-mo'. What we at Princeton Future hope is to foster future conversations... People who would like to participate again: let me repeat, if you have the copy of the draft of the Master Plan, please find the topics that are interesting to you, and bring your interest to our attention ...Saying "I would like to keep talking and working on this". Unfortunately, it's almost noon. So, we would like to introduce Matt Mlezcko who is going to briefly talk about another organization in Town that is starting to work on some of the issues we discussed today. We do have the room until one o'clock. If anybody wants to hang out and continue talking about the schools. We will absolutely be here and happy to continue the conversation but, technically, our meeting goes until noon. And that will be the official 12 o'clock conclusion of the meeting.

MATT MLEZCKO

I'll make this quick and easy. Just, you know, I'll put my cards on the table and say I think this is a good Master Plan. And, hopefully, I can inject some other perspectives that might be worth thinking about. I can't be certain but looking around, I'm fairly sure that I'm the youngest person in the room. And, I've been pretty fortunate in my life to not struggle with any housing insecurity. One common measure of that is paying more than 30% of your monthly income on rent. And I have experienced that one time in my life. That's the time, that's the moment I moved to Princeton. It's been very hard to live here. My wife and I struggled to afford housing and find housing. The first year we lived here, we were rent-burdened and, then, we were able to find housing that we could afford thanks to University housing. It is one of the few places in the town that actually does develop housing, particularly for graduate students and staff. And so that has been a major help for us in the time we have lived here. And, you know, I mentioned before, I study, housing, and housing policy and zoning and land use. I know that for certain, the evidence is clear, that a lot of the housing issues we face are tied to housing policy and *ours are particularly bad here*. I've compiled data on zoning and land use across the country and have found a way of ranking how exclusionary zoning and land use policies are across the country. *New Jersey is one of the worst in terms of exclusionary zoning and particularly Mercer County. We are one of the most exclusionary metro areas in the whole country. We are the most income-segregated metro area in the whole country. And, we're in the top 10 in terms of racial and ethnic segregation.* All of those things are tied together. And, so, I think that's important context to keep in mind. These minor and modest changes we can make to our housing policies will make a difference in terms of fixing those issues that have been long-running. We also haven't been doing much to develop housing and to add to our housing supply... to help you know, promote housing opportunities for a while. We have to be realistic about what a Master Plan can do in the course of a few years... when we've been, for decades, not doing enough about it.

I've listened to all the concerns today, and, I know there are more. I'm very, very certain that in the research I've done... the research I know... all of them can totally be satisfied by reforms that are part of this Master Plan. I know that. I welcome anyone who wants to talk to me about how that might be done because I know for certain we can provide more housing, both middle-income/missing middle and truly affordable/publicly supported housing... and, we can satisfy our traffic problems, and problems about the schools. To that end, I'm working with a group of folks in town to put forth an organization that's going to help us do this. The name of that organization is called Princeton Grows. You can look it up online, we have a website, it's Princetongrows.com. And, we have three simple things that we want to advocate for: First is zoning and land use reform that's going to help us finally get to the bottom of our housing and affordability problem and do it in an environmentally sustainable way. The second is housing stability, making sure that renters are supported and don't face displacement pressures that are forcing a lot of people to move out of Princeton or prevent them from moving to Princeton in the first place. And, then, the third is social housing. So de-commodified housing, whether that's public housing, publicly-supported housing and/or community land trusts, we need to do all of these things together. Some of that is part of the Master Plan, some of it's not. But if we really bring

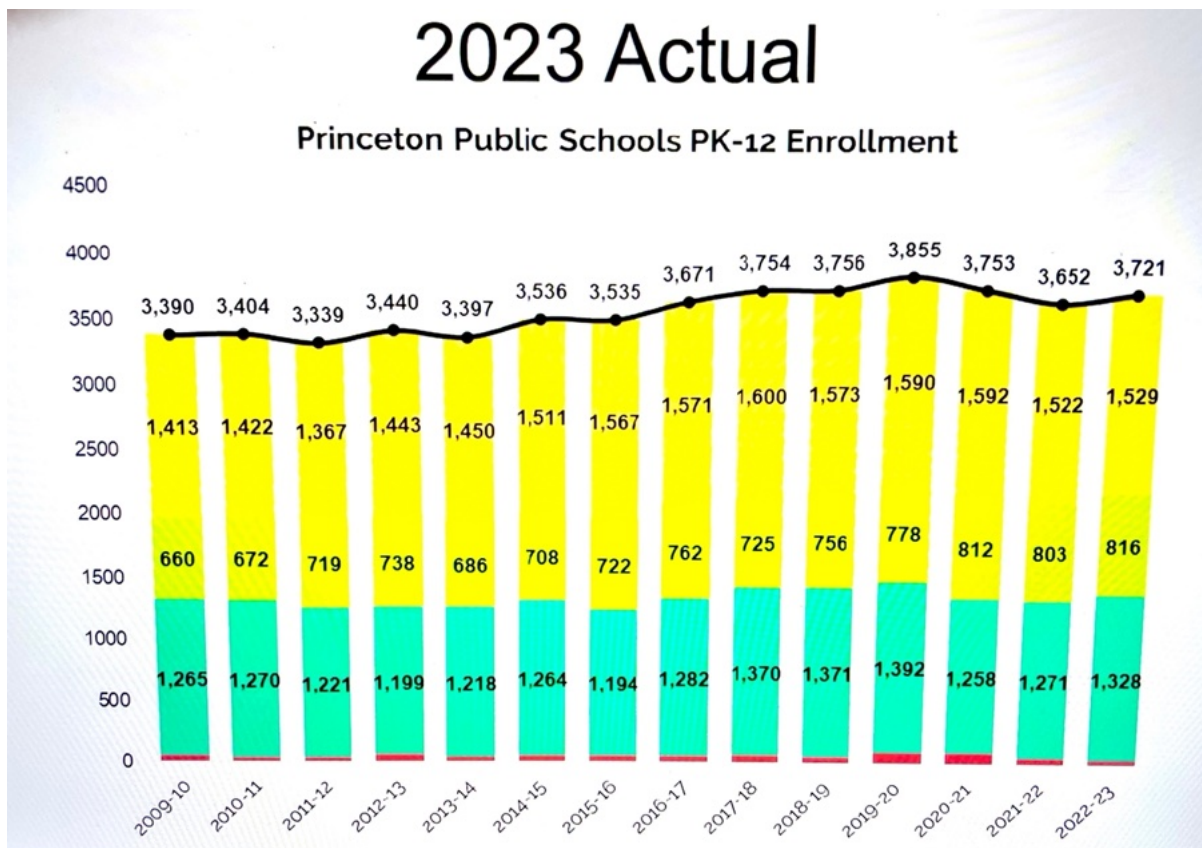


our minds together on this and work together, I firmly believe that we can get to the bottom of these issues. This is what this organization is about. I invite you to check us out. I'll stick around a little bit after and I'm happy to talk about that or any of the concerns that have been raised today. I've been at this for about six years, and I know a fair amount about everything of that's been talked about. I'd be happy to share what does the research says. And, what has has been tried, both in the State of New Jersey, in the US and around the world to try to deal with some of these issues. So, that's my piece, but hopefully that perspective is useful for the for the group. Thanks.

SCHOOLS

RICHARD REIN

Let's talk about schools... "*More people equals more kids in the schools*". That's the common assumption. People, single-family homes, generate a lot of kids... a lot of more homes means a lot more kids. There's a 2017 projection shows schools in Princeton going up to about 4,500 kids in the schools. So, this is what the way we think about it when we look at schools and think of all the consequences of this housing that's coming that we have no choice for, no choice about. "What are our thoughts about that?" "What can be done about them?" Before we jump to a conclusion, we'll also show you the actual...



This is what actually happened. The 2017 projection was way off. It was way too high. It's not that many kids didn't come. But, there are now projections based on the housing that's in the pipeline for a certain number of kids to come and it's... Evan Anderson, did you get a chance to read the Rutgers Report? Thank you. The schools are now responding to this challenge by sending a report done in 2018, in which Rutgers' researchers looked at multi-family apartments in different towns similar to Princeton, and then extrapolated what would happen here in Princeton. Evan has read the report.

EVAN ANDERSON, Princeton Future

Yes. So, as Rich said, it's cited in the Master Plan. The first thing I'd like to say is, if we grow this town, we will have more children in the town.

It's undeniable. But, what this study looked at was taking, in New Jersey, information from the Census Bureau, a survey that they do up until 2016. And, they looked at types of housing including, multi-dwelling, and, on average, how many children in school do they typically generate? The take-home is, essentially, that it's not that multi-dwelling units don't produce the same amount of school children as a detached single family. If you have one detached single-family home on a property, if you broke the property down into four homes, let's say two bedroom units, on average the data suggests that you'd have about the same amount of children going to school projected in the future. So, because you have four times as many units, you would not expect that there will be four times as many children in school.



PARTICIPANT

You're saying that a multi-family apartment and a four-bedroom home generate the same number of school children.

EVAN ANDERSON

Yes. It's based on data up to 2016. It's about that if you break it down into stratifications. Based on the statistics, it's variable, but the take-home is that it's not one-to-one if you expand on one property to 4x dwellings that you would get four times more school children.

NICOLE BERGMAN, Dodds Lane, PIRS

You said that you used comparable towns to extrapolate this information. I don't think there's anything comparable to Princeton.



EVAN ANDERSON

Thank you. For that point. I will say one note, this is not my data. This is a Bloustein School report...a prominent urban planning school at Rutgers. They did look at other studies and there was one from West Windsor. West Windsor is not Princeton, but it is regional to this area. And those results bear out the general, same principle. But yes, each region, each town is going to be different.

JOSEPH SMALL

Just briefly. Princeton is different. People will beg borrow and steal. They'll cram into an apartment that's not big enough. To extrapolate from any other place is not good science. I because we know what people do... people lie about where they live.

EVAN ANDERSON

I appreciate what you're saying. And I agree with it. But, there's a misconception that lower middle-income families have vastly more children. So, that there isn't any basis from what I understand, that if you allow more lower income people in to the community that you would end up getting a lot more children just based on children-per-family.

MAGGIE DEPENBROCK

Hi, thanks, Evan. I appreciate the data. Because I'm a finance professional by trade. So, I love data. And, I do want to clarify, at least from my perspective, that my concern about incremental density on the school system has nothing to do with the affordable housing that would be available and coming into the



community. It's just the overall density. So, you know, I, also, have three children in the public school system. And while I may not be an expert in that study, I'm an expert in their lives and I can tell you that there is not one available classroom, or space, in Riverside School today. When I sat in a listening session for the Master Plan at the Jewish Center, actually, I saw a woman speak, almost in tears, about the overcrowding situation at Littlebrook today, and I can tell you that almost every week, one of my children says they have a new person joining their class. It's a consistent theme through this year. I fully expect it to extend throughout the rest of the school year. We haven't even seen the housing Shopping Center come on board yet. So, it's a real concern for me. And, it's a concern for me as a parent because of the learning experience, and as a taxpayer. What this would mean to my taxes? I've owned my home for 20 years on Nassau Street. My taxes have doubled in 20 years. And, so I am going to have to prepare for the fact that my taxes will increase even more once we build more schools. I also concerned about the fact that many of these developments in the Shopping Center. I don't know all the specifics. I'll let somebody else speak to that. But I know they had sweet tax deals that allowed them to not fund the public school system, which is unbelievable to me.

MARINA RUBINA

Can I jump in here for a second and say that the only thing people get emotional about and care more than real estate is children! So, let's all just be very patient with each other. We all really, really deeply care about these things. So, remember the yes/and, right? This is deeply, deeply important. I'm saying that Maggie is right. And we are hearing... and we're going to try to help work through these issues.. So, Rich has done a lot of research and investigation.

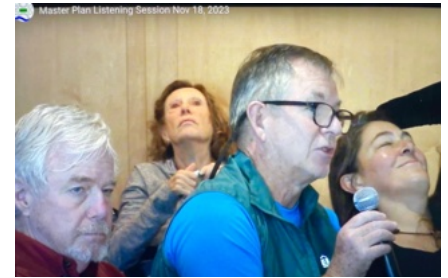
RICHARD REIN

It's just a factual point that I want to bring up. The way it works. You've heard about developers getting a sweetheart deal and the schools don't get one cent...a phrase that's often used. In fact, the school gets all of its money. It gets everything... Referendums are for building a new school, for example. For its normal operating budget, it gets its money from the tax base. And, when a PILOT [PAYMENT IN LIEU OF TAXES] comes in, if that property had been an empty lot, some money finally starts coming in the form of a PILOT... and, that money and that money all goes to the Municipality. Most of it. Some goes to the County. The Schools, however, have a budget. And the budget, let's say it was \$100 million last year. They can only increase their budget... not because of anything in Princeton...but because of the State government. So, we've got to fight the State on this. Schools are capped at a 2% increase each year. So, the Schools can raise it up to \$102 million. They are restricted. They'll be able to raise it to the full amount and they will... but that tax burden will be spread out over the rest of the community the way it is now, but not over that property that has the PILOT. Okay, so in that sense, you know, the rest of us are bearing the burden of the schools still getting all of its money. Now that the PILOT is a payment in lieu of taxes, it's not a voluntary payment. This is a deal that is... [it's not like the University, they don't have pilots, they have voluntary payments], the payment in lieu of taxes is a deal that the developer strikes with the Township. The Township gives them this break on taxes, [possibly, believe it or not, some PILOTs have no tax breaks. That's another issue]. Given this 30-year agreement, it will be audited. they'll be monitored. The developer pays a price that's tied to their revenues, to their gross, to their gross revenues. And, when their money starts coming in, then, the Town receives the PILOT money. And, this becomes an issue that we've all got to figure out. The money hasn't started coming in yet on these PILOTs. But what it does, is this: Is the Municipality going to start taking some of that money and allocating it to the schools...or, in this room, are we going to allocate it to better sidewalks? Today we were millions of dollars' worth of items "Wouldn't-it-be nice-to-have" things? So, where's that money going to go? Frankly, I think, we have a bunch of old geezers in this room whose kids have grown up. In this town, we're getting older and older. And we're probably shortchanging the schools. We have wonderful Senior Center out there. You know, so we're finding ways to build all these nice, new things. [unintelligible comment] So let's not count on the Senior Center to help the Schools they're at the edge of their budget. And, I appreciate that. So, it's a conundrum. Lea Kahn of the *Princeton Packet* and I had a very informal

chat with a bunch of School Board members, Monday night after their meeting, and we talked about what would it take to build a new school? About \$1,000 extra on your property tax by referendum if your house is appraised at \$800,000. You're just probably a little more than that. They think it would get turned down. They don't think the community will buy another school. That's one of the reasons why we're in the bind we're in. The other point to make is if this wave of students is going to pull the schools down and just ruin them, I think we'd hear a lot more squawking from the School Board. Unfortunately, they're not here. But, they've got a bunch of people who have been and who are looking at this every year. I don't think they're stupid. And I don't think they're uncaring. I think they're actually pretty smart people... and they care deeply about the town. They've got kids in the Schools themselves. And they're trying to do the best they can with a whole lot of constraints. So, in summary, but the pilots aren't hurting the schools, the tax breaks for the developers are not hurting the school. They've got other things to be hurt by.

DONALD DENNY, Chief Medical Officer Emeritus, Princeton Hospital

Don Denny on Nassau Street. I'd like to change the thrust of what I was going to say based on the back and forth on PILOTs. And, also what Marina said before... how this is a deeply emotional issue for all of us. I don't think we're doing justice, right now, to this discussion. I personally think Princeton Future should have a session that starts at 9 am next Saturday, on the subject of the Schools and the Master Plan, because we're going to there's no way we can hash out the issues in this added time this morning. This deserved, frankly, a higher priority and I'm sorry, we didn't get to it sooner.



MICHAEL FLOYD

On the Rutgers' study... First, I did speak a little bit at the Planning Board meeting and I questioned whether basically the Board of Education agrees with the Rutgers Study's ratios. My understanding that they don't. That they have, I don't know if that's true. Somebody else may know. They have a demographic person who gave low, medium and high projections...and the low was higher than the Rutgers Study. If that's true, I don't I don't know. I do know from my reading. I read the Rutgers Study a couple of years ago, when the Municipality first put it out there as the possible Bible. I read most of it and I mentioned that to the Planning Board. I thought there was a fault in it [I don't have any letters after my name, PhD, Masters or anything]. But to me, I read that they looked at multi-family developments, apartment buildings basically, around the State. Both family apartments and senior apartments... and, *they left the senior apartments in the study base*. To me, senior apartments don't generate any kids, but it does dilute the ratio that they ended up with. [Authors of study: Alexandru Voicu and [David Listokin](#)] I know somebody that confirmed that with David a couple of days ago that senior buildings are in the base. He says it's so small compared to the other.

NICOLE BERGMAN

Hi. Nicole Bergman. I just have a question about, again, "How they came with calculations of how many students would be going to the schools?" I spoke with a member of the Town Council. She said, for instance, with the new developments at the Shopping Center. I think there's over 1000 units with all three together. Anyhow, it's a lot. I think she said 25% have to go to low-income housing, the rest are market rate apartments. Only 3%, they estimate of those apartments will have children that go into the schools. How is that possible? I don't know if anyone can validate that. But, why would they move to Princeton to pay our taxes if they have no kids?

RICHARD REIN

I think there's a lot of people living in Princeton without kids and choosing to live here and pay the high taxes and be unhappy and... frankly, some of us are happy to pay them for the kids. Some people are less happy. But I don't have kids here but I'm still here and paying \$22,000 a year, you know, for a small house on Park Place.

ROB TANGEN, Shady Brook Lane

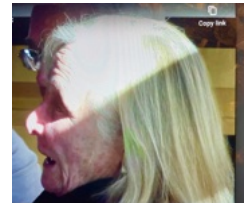
Yes, Rob Tangen. I have two kids in the school district. They are in the High School so they'll be out soon. I guess I don't know if this is off topic for this. But I think arguing about whether it's a few kids or a lot of kids or whatever, it's kind of it's going to be more... and, eventually, you're going to have another school if we go with all the basic assumptions. I think the fatal assumption is that we have had to have the affordable housing 80-20 thing. In order to get 800 affordable units, we need to add 8000 units to this town. I think that was the wrong assumption. I think we should have added 800 affordable using units... and, that would be it. Then that would change the dynamic on the school issue.

KIM DORMAN

I just want to note that we don't necessarily, for whatever reason, have representatives here to be able to speak accurately on different numbers. So, please don't take all of these numbers as absolute since we don't have absolute numbers.

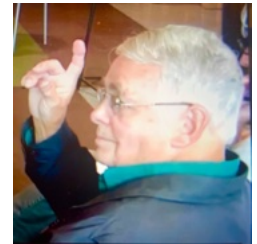
TINA CLEMENT

I also have a question. The University is, I don't know how many more graduate students that they're building for, but we've all seen the buildings on Washington Road...and you have to assume that they do have children, probably elementary children, but they do have children. So, don't forget that a developer is the university. It has a lot of children. Oh, that that one part is in West Windsor. Okay, but they still have children. You have the Stanworth area. I don't know if anybody's done a separate survey on how many school children come from there. Well, they did way back in 2000. But anyhow, it's not just the new units. And what about Cranberry? Just a question.



JIM FIRESTONE

One thing that we don't seem to have mentioned at all this morning is the elephant in the room. Sheldon would know who that is. And, that's Princeton University, which was behind the founding of Princeton Future. Princeton University is pro-growth. You know, now, Princeton University has also helped us become a 'destination city'. They don't call it a 'town' anymore. In their official publications, they changed them. After Tina and I ran a campaign, they changed it to always using the word 'city' instead of 'town'. When you get down to it, if we become a 'destination city' for the sake of Princeton University, I want to know what are they going to do about a garage on the Williams Street lots, instead of behind me, on Park Place? That garage would impact no one in the town severely. And, they could build it up several levels easily. In town and it's Downtown. And, they could go down possibly. But, also, here's another example of what I'm talking about, which is our 'destination town' with regard to schools. This also screws up the study for the schools. I interviewed a lady who moved to Avalon Bay. She said she came here from New Hope...and she had three children...and, if she could get her three kids into Princeton Schools, her rent would be like paying private school tuition for a private-like public school just for living in the town. This will become a target in a sense. So, the figures, if you get them from other towns, they'll say "Well, here's, in general, what happens." That's interesting, but it's not really relevant to Princeton because Princeton is an exceptional 'destination town'. And the people who brought it to you across the street here should be participating in helping the town, as well rather than us just helping us, taking care of ourselves.



RICHARD REIN

And, hopefully, we'll get some actual numbers from Avalon on Witherspoon Street. We need to do some more research. Somebody said "There used to be a robust



media presence in Princeton". They're absolutely right. So, we're trying to do our best.

MARINA RUBINA

All right. So this, as I said, is probably even more emotional than the real estate discussion, but the time is getting past lunchtime. So, I think what I'm hearing is that clearly, we all care really, really deeply about this town is But thank you for coming. And please don't leave without signing up for something to do.

SHELDON STURGES

You can sign up at the Princeton Future website: **www.PrincetonFuture.net**. [At the end, there's a contact form and you can write in what you want to do]. And, Katherine ha set-up a sign-up on the front table.

PRINCETON FUTURE

PO BOX 1172

PRINCETON, NJ 08542

www.princetonfuture.net

princeton.future.2035@gmail.com

PS: Tax-deductible donations are welcome.

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