

III. LAND USE ELEMENT

INTRODUCTION

In 1989, the Master Plan's Land Use Element could still speak of "a substantial amount of vacant land [that] remains available for development." What was once a substantial amount is now severely reduced. Today approximately 90 percent of the 11,800 acres that make up the Princeton Community are either developed or have been approved for development. The vacant lands that remain are, for the most part, either environmentally sensitive or difficult to develop.

In its land use policy Princeton has moved from the luxury of "both" to the constraints of "either-or." As the Princeton Community approaches build-out, difficult choices among competing uses for the remaining land will have to be made. The legal obligations of affordable housing, a growing school-age population, and the needs of the aging Baby Boom generation are placing difficult demands on the rapidly dwindling resource of vacant land inside the boundaries of Princeton. The Land Use Element will attempt to describe the community priorities that underlie the Master Plan's approach to these competing claims.

Another major concern of the Land Use Element is the effect of increasing traffic generated by new residential, commercial and other development, both in Princeton and surrounding communities. These developments especially along the Route 1 Corridor, require that improvements be made to existing road systems so that the resultant traffic can be accommodated in a safe and efficient manner. At the same time, such improvements, if not properly planned, can threaten the basic scale and quality of life in the Princeton Community.

The Land Use Element reflects the Board's priorities for the development of vacant land as well as the re-development of those areas in need of it. We have addressed our legal obligation to provide affordable housing, to designate a new school site and to consider other community facilities. It is important that the governing bodies implement these planning recommendations through proper zoning and ordinances.

1996 POLICY STATEMENT

The policy of the Land Use Element is to retain and enhance the distinct character and boundaries, diversity of land uses, natural and historic resources, small town image and human scale of the Princeton Community. This policy is founded upon three central premises.

1. That the historic mix and balance of different land uses which have characterized the Princeton Community be maintained and enhanced.
2. That the Land Use Element be consistent with the Circulation and Utility Service Elements.

3. That the Land Use Element take into consideration the impact of surrounding communities plans so that we can adjust our plans in light of our neighbor's land use decisions.

1996 - 2001 GOALS

The Land Use Element recommends future land uses that will achieve a balanced land use pattern consistent with the primary goals of the Master Plan and to accommodate present and future needs. In order to retain and enhance the distinct character that is Princeton the following goals have been adopted.

- I. Maintain a balanced community that offers a mix of land uses while providing appropriately scaled community infrastructure and services.**
- II. Preserve the existing character and mix, of commercial, residential, and other land uses in the Princeton Community.**
- III. Encourage the use of sound urban design and energy saving principles in new construction and redevelopment projects to enhance the character and appearance of the Downtown Business Districts and other developed areas.**
- IV. Preserve, protect and enhance natural, cultural and recreational resources including open space linkages, steep slopes, floodplains, historic & cultural resources and recreational & open space areas.**
- V. Preserve the scenic quality of Princeton's principle gateways, and where possible take steps to enhance and protect those gateways.**
- VI. Guide future development with due regard to its impact upon future taxes, as well as other costs that might adversely affect residents and diminish the opportunity for low and moderate income persons to continue to reside within the community.**
- VII. Use economic and employment growth to preserve the community's quality of life and services.**
- VIII. Continue to provide the community's fair share of affordable housing.**
- IX. Encourage historic preservation through land use policies which support the preservation of historic buildings and sites.**
- X. Preserve and protect the character of established neighborhoods.**

1989 - 1996 CHANGES

From the middle of the 1980's to the early 1990's, approximately 1,623 acres in Princeton were approved for new residential development. These approvals may result in 1,410 additional units being constructed. Many of these residential developments were proposed under the Township's cluster ordinance and over 250 of the 1,623 acres are permanently preserved as private open space. An additional 212 acres of land have been preserved from residential development with the approval of an 18 hole golf course now known as the TPC at Jasna Polana.

**RESIDENTIAL DEVELOPMENT
1989 - 1996**

	Approved Units	Units Constructed	Units Not Yet Constructed
Single Family	583	200	383
Townhouse	655	377	278
Condominium	172	158	14
	1,410	735	675

Of the 1,410 new or potential residential units, approximately 735 have already been constructed. The Community's settlement of a lawsuit against the Township and Planning Board by the Institute for Advanced Study to permit 276 units on approximately 105 acres of land would make up approximately 40 percent of the approved but not yet constructed residential units. However, the Institute site has been identified as one of the most important sites in Princeton for preservation due to its historic significance, natural beauty, environmental sensitivity and prominence as a gateway into Princeton and active community groups are working with the Institute to preserve these lands. It is the community's hope that the Institute lands are preserved and the 276 units approved under the Institute settlement will not be constructed thus reducing the potential for new home construction to 424 residential units. By the year 2002, it is estimated that 300 units of the remaining 675 approved but not yet built units may be constructed.

Approximately 100,000 square feet of nonresidential construction has been approved in the community since 1989 with 45,000 square feet already built. In addition Princeton University has constructed over 520,000 square feet of new buildings or additions to existing facilities. These include new academic buildings such as the computer science building, major infill projects such as the engineering quad expansion, recreational facilities including the DeNunzio pool and support facilities such as the parking garage and the cogeneration plant currently under construction. Despite these new facilities the University maintains that employment and student population over the last six years has remained fairly constant.

In addition to the new residential and commercial development, Princeton Township has preserved 52 acres of land as permanent open space with the acquisition of the Poe Tract and is currently under contract to purchase 38 acres of land for active recreation located near Snowden Lane and Herrontown Road. The Planning Board protected 212 acres from development by

permitting construction of a golf course and worked closely with Friends of Institute Woods to preserve the approximately 500 acres of land owned by the Institute for Advanced Study.

Approximately 1,200 acres in the Princeton community are currently assessed as vacant or farmland. Some of these parcels have existing houses on them so that the actual developable acreage is somewhat less. These lands, for the most part, make up the remaining undeveloped land in Princeton. Much of it is environmentally sensitive and it is estimated that less than 300 additional homes could be constructed on this 1,200 acres of land. These 300 homes added to the already approved 424 homes (not including the Institute approval) result in a residential development potential of 724 additional homes at build-out.

1996 - 2001 STRATEGIES

The plan for future land use was based upon an analysis of the natural resources and physical characteristics of the community, coupled with a consideration of existing development, proximity to community facilities and services, and the opportunities and constraints posed by the existing road network. Princeton's land use priorities are preserving the existing character of the community, to provide opportunities for senior housing, to meet the communities' affordable housing obligation and to provide for necessary community facilities. The proposed pattern of future land use is shown on the land use map.

In those sections of the community where land is already developed, this plan affirms the policy of prior master plans to maintain boundaries between different uses. For example, the CBD boundaries are a recognized edge of the business community, the growth of educational institutions will be maintained within educational districts, and the hospital zone will similarly retain hospital uses and prevent the spread of such uses to adjoining residential areas. At the same time, the Regional Planning Board recommends that the mix of commercial and/or residential buildings and neighborhoods in the downtown area be retained.

A discussion of key policy considerations and recommended strategies is presented below for each of the identified land use types. Major concerns center on development controls that will help balance land use with traffic generation. Traffic studies must be updated to present accurate traffic projections.

RESIDENTIAL USES

The 1996 land use plan endeavors to maintain and enhance the diversity of residential options available in Princeton. To meet the needs of a broad spectrum of residents of different ages and income groups it provides for a variety of housing areas, sizes and types. The scale and integrity of existing neighborhoods should be protected from incursions by incompatible land uses or changes in density. The balance of mixed residential-business buildings and neighborhoods should be similarly retained. The locations and types of new residential development should be carefully planned to reinforce the goals and policies of the Housing Element while at the same time minimizing adverse effects on natural, cultural and historic resources.

New residential development should respect and enhance the existing natural and man-made environment by clustering, where appropriate, to preserve identified sensitive areas. It should foster good architecture and design and incorporate quality landscaping. Green buffers should be used to mark changes of uses, to screen major roadways and to demarcate abutting residential neighborhoods. New developments should also be designed to create a sense of community and blend into the surrounding neighborhoods. Phasing of new development may be necessary to avoid overburdening the community's infrastructure, facilities, and services.

Over the last few years the Planning Board has identified a need for new types of housing for our growing elderly population. Housing for the elderly includes independent living, continuing care retirement communities, assisted living and nursing homes. The Princeton Community supports the development of innovative approaches that will result in housing affordable to a wide range of income groups.

Both governing bodies have recently adopted zoning ordinances to permit senior housing. The Borough has adopted flexible zoning regulations which will permit the location of a continuing care retirement community in the downtown. In 1994 the Township enacted a zoning ordinance to permit Continuing Care Retirement Communities. The Township recently adopted an ordinance permitting independent senior housing on three sites in the Township and permitting assisted living and nursing facilities in the OR-1, OR-2, R-T and S-2 zones. Senior housing recommendations are discussed later in this element.

Residential uses have been divided into four overall categories and densities. The various categories and proposed locations are further described below.

Very Low Density Residential - 10 acre or greater lot size

Areas assigned these designations are critical environmental areas and are severely constrained by features such as historic resources, 100-year floodplain, stream corridors, hydric soils, and wetlands on which residential development is inappropriate. In view of environmental constraints that virtually preclude residential development, a large minimum lot size should be considered.

Recommendations for Very Low Density Residential

We recommend that two areas be zoned at 10 acre minimum lot size. These areas are found in the southwestern and northeastern corners of the Township, adjacent to Stony Brook and the Millstone River, respectively.

Low Density Residential - 3 acre to 4 acre lot size

Low density development may be permitted in larger areas characterized by sensitive natural and cultural resources. Except for environmentally critical areas noted above, these areas have the

most severe constraints for residential development. Much of the remaining undeveloped land in Princeton falls within the Low Density residential category. These lands are generally less suitable than the Moderate Density and High Density areas due to such factors as steep slopes, wetlands, soil conditions, stream corridors, and access to roads and utilities. This category has been applied to the R-A zone (4 acre minimum lot size) and the R-B zone (3 acre minimum lot size) of the Ridge. The R-A zone is the portion of the Ridge most environmentally sensitive due to a concurrence of steep slopes and soils with severe development constraints.

Recommendations for Low Density Residential Development

The Planning Board recommends that the residential cluster option be used where appropriate to provide protection of environmental and historic resources. Other areas may be suitable for more traditional land use patterns. No other changes are recommended.

Moderate Density Residential - ½ acre lot to 2 acre lot size

Moderate density areas make up the bulk of Princeton's residential land area. For the most part, these are established neighborhoods whose moderate density has historically been divided into two categories: medium low density with homes on 1½ to 2 acre lots and medium high density with homes on ½ to 1 acre lots. In general, the medium low density areas are characterized by moderate environmental constraints for future development and the medium high density areas typically have few if any constraints to development.

Recommendations for Moderate Density Residential Development

Steps should be taken to preserve and enhance the existing character and scale of these neighborhoods and to protect them from incompatible land uses and inappropriate road widening. Vacant land adjacent to existing developed area should reflect surrounding densities based upon available information including existing patterns of development, environmental considerations and the relative availability of utilities and services. Redevelopment should also be consistent with the surrounding neighborhood.

High Density Residential - lot sizes less than ½ acre

High Density housing includes single-family dwellings on small lots, two-family houses, townhouses and multi-family housing. For the most part these areas include established neighborhoods. These areas are characterized by the relative absence of environmental constraints and the availability of utilities and services. Higher-density housing and multi-family units should be permitted only in environmentally appropriate locations of limited extent and where amenities such as playgrounds and community facilities can be made available.

Recommendations for High Density Residential

The Board has identified the Arcaro tract located on Cherry Valley Road as particularly suitable for smaller homes at medium densities likely to provide residential options for middle income households. The location of the Arcaro property as a future transitional residential area between the Princeton Ridge development with low densities due to environmental constraints and the high-density Griggs Farm affordable housing development lends itself to this use. The Board continues to endorse the affordable housing recommendations found in the Housing Element of this Master Plan.

SENIOR HOUSING

Providing opportunities for senior housing has been identified as a community priority. As a first step, zoning changes have been adopted to permit age restricted housing at the southeast corner of Terhune Road and Harrison Street, along Cherry Valley Road next to the Griggs Farm Development and on Great Road behind Elm Court. Density in these ordinances ranges between 8 and 12 dwelling units per acre in the Township. Zoning ordinances permit assisted living facilities and nursing homes in the R-T, OR-1, OR-2, and S-2 zones. The Planned Commercial Development District has been amended to provide flexible zoning permitting Continuing Care Retirement Communities in the downtown.

A unique opportunity exists to expand Elm Court to 157 units. Originally, Elm Court was to contain 101 dwelling units but due to funding constraints only 89 units were constructed. The purchase of approximately seven acres located behind Elm Court by Princeton Community Housing makes it possible to complete this development and provide modest expansion of the development. Density will be 35 dwelling units per acre in the Borough and up to 12 dwelling units per acre in the Township. This project will straddle municipal boundary lines and utilize existing infrastructure. Development will be clustered behind existing Elm Court and in the eastern portion of the approximately 7.5 acre lot behind Elm Court. The rear of this lot, with the exception of the easements for sewer lines, will be subject to a conservation easement.

Recommendations for Senior Housing

The community's zoning provides for a range of senior housing throughout Princeton. Additional senior housing sites will be identified after a careful review of environmental constraints and neighborhood compatibility. The Board intends to identify additional sites which are appropriate for senior housing, prepare overlay zones which respect individual site conditions, and make recommendations to the governing bodies for zoning these sites. A site by site review is necessary to determine the most suitable areas. In the Township, these sites will be capable of supporting up to 75 residential units. In the Borough, smaller developments will be considered.

The expansion of Elm Court to a maximum of 157 dwelling units should be encouraged. This expansion will further the goals both in the Land Use Element and in the Housing Element of the Princeton Community Master Plan, as well as achieve the goals of the Township's R-SMO zone. The R-SMO overlay zone district in the area behind Elm Court should be expanded to include

the lands that make up Elm Court in the Township, as well as all the lands currently zoned R-SMO. A similar overlay zone district should be created in the Borough for the lands that make up Elm Court in the Borough. Density will be 35 dwelling units per acre in the Borough and up to 12 dwelling units per acre in the Township. This project will straddle municipal boundary lines and utilize existing infrastructure. Development will be clustered behind existing Elm Court and in the eastern portion of the approximately 7.5 acre lot behind Elm Court. The rear of this lot with the exception of the easements for sewer lines will be subject to a conservation easement.

Consideration of this expansion should recognize the importance of preserving the single-family neighborhood adjacent to this development, including the Hunt - Winfield neighborhood established by restrictive covenant. In order to ensure that the character of the neighborhood adjacent to Elm Court I and proposed Elm Court II is not changed, no additional senior housing shall be constructed in this neighborhood or on the adjacent Borough-owned property commonly referred to as the Smyth Tract.

The intent of these amendments is to allow for the contemplated expansion of Elm Court and make the existing development a permitted use.

INSTITUTIONAL/EDUCATIONAL

Introduction

The Princeton Community is enriched by the presence of renowned academic institutions within its boundaries, as well as high quality public and private schools. In addition to educational institutions, Princeton is also home to both philanthropic institutions and nonprofit organizations and regional community facilities such as the YM/YWCA, McCarter Theater, Corner House, Arts Council of Princeton, and the Princeton Ballet. While some of these institutions occupy large tracts of land within the community, not all portions are used directly for their institutional purposes. The functional and growth requirements of the institutions must be balanced with the residential character of the community.

The institutions and the Princeton community share a unique relationship and it is important for there to be an open and on-going dialogue between these institutions and municipal government. The goal of this dialogue is to address major impacts in the community such as traffic, transportation, housing, development and environmental concerns before these issues impact Princeton's daily life. Of particular concern to the community has been the growth of these institutions and effectively providing a smooth, orderly transition at the edges between the community and institution.

Many of the educational and institutional uses in town have either undergone or have plans for major facility improvements. It should be noted that most of these improvements have generally complied with existing zoning. An area of focus should be how well the

community's zoning provides for an appropriate transition between established neighborhoods and educational and institutional uses. Frequently the scale and mass of proposed structures presents a concern for the surrounding neighborhood along with the amount of traffic generated or new traffic patterns created by this development.

Listed below are a set of principles that should be considered by and implemented by the governing bodies in new zoning for institution and educational uses and considered by these institutions as they develop their building plans.

General Principles

1. A diversity of commercial offices, retail establishments, and residential units, especially in or near the Borough's downtown business district, is important to the economy and vitality of the community and its downtown. Institutional uses in or near the downtown business district should enhance the economy and vitality of the downtown.
2. A balance should be struck between an institution's need for new facilities and its impact upon a neighborhood and the entire Princeton Community. Zoning regulations should take into account the impact from the scale, bulk and mass of educational or institutional buildings and insure that these buildings do not overwhelm neighborhoods. Consideration needs to be given to applying zoning standards or developing transitional zones that provide for a smooth and orderly transition between the institutional campus and other uses in the community. When there is expansion proposed into established neighborhoods it may be approved if it is done in a manner that benefits both the community and the institution and in compliance with the existing zoning.
3. As land is purchased by tax-exempt institutions, the implications of this trend must be studied and responded to with great care. An eroding tax base undermines the ability of the municipalities to provide services. When properties are removed from the tax rolls, offsetting economic benefits, additional tax revenues, or payments in-lieu of taxes should be considered.
4. A review of the current zoning regulations is needed to better define permitted uses, ensure adequate buffering, provide appropriate parking facilities, assure that agreed upon traffic reductions have occurred, and delineate the limits of expansion in all E zones. If necessary, zoning amendments should be enacted to meet these needs. New buildings should be oriented to lessen traffic impacts on already congested roadways and be respectful of the surrounding residential communities.
5. A review of conditional uses and standards is needed to determine whether changes or revisions to the conditional uses and standards in the zoning ordinances are needed to better regulate nonprofit institutions' use of commercial and residential buildings for office and other non-residential purposes.

6. Interaction between the community and students and staff of these institutions in retail outlets, eating establishments, and entertainment venues both on-campus and off-campus can be highly desirable, as are services provided to the community by these institutions and by their students and staff. The town has a unique relationship with these institutions and each contributes to the well being of the other. Zoning should reflect this relationship and provide a mechanism to further this desirable interaction.

7. Institutions should be encouraged to protect and preserve the architectural and landscape heritage and design qualities of their buildings, even when not specifically designated within established historic preservation districts.

8. While automobiles remain the predominant means of access to academic campuses by faculty, staff, and the public, increasing priority should be placed on alternatives that reduce reliance on single-occupancy vehicles and increase utilization of car pools, van pools, public transit, shuttles, jitneys, bicycles, walking and other innovative transportation strategies.

9. Significant institutional or educational development in Princeton that impacts regional roads and intersections also impact local traffic flow or result in back-ups at key local intersections. These regional impacts should be considered when applications are made to the Board for significant developments.

10. Academic institutions and the community should work cooperatively to assure a balance of residential housing for a broad range of income levels, especially housing that is in close walking and biking proximity to the campuses or transit system.

11. Restoration and protection of the natural environment are important to maintain open space with its inherent ecological and recreational value for the entire community. Wild life management along newly “day-lighted” stream corridors should be considered to avoid the spread of deer, raccoons and other animals into the center of Princeton.

12. Cooperative efforts should be undertaken by institutions and the community to develop comprehensive storm water management policies to reduce flooding and improve water quality in our lakes and streams. Particular attention should be paid to not increase storm water runoff into areas of known propensity for flooding such as the Harry’s Brook stream corridor and feeder streams.

13. The challenge of global warming and conversion to non-fossil fuel alternatives requires a shared response of sustainability initiatives by the community, municipal and state government, academic institutions and local business.

14. While an open and accessible campus is an important feature, at many educational and institutional campuses, safety for students, employees, visitors and the public should also be considered.

The Regional Planning Board looks forward to working with the Community's institutions based upon the above principles and will develop specific recommendations as the institutions begin their planning for future development.

Princeton University

In 2006 Princeton University announced that it was embarking on a 10-year master plan. The University's plan calls for maintaining a pedestrian-oriented campus, preserving the park-like character of the campus, maintaining campus neighborhoods while promoting a sense of community, building in an environmentally responsible manner and sustaining strong community relations. Many of the goals and principles in the University's plan can be endorsed and supported by the community. The University will be focusing future growth on the Princeton side of Lake Carnegie and this changes the community's past planning assumptions for long-term growth at the University which assumed a mirror campus across Lake Carnegie in West Windsor. The University's long-term plan still assumes eventual development of University lands in West Windsor, but well beyond the current 10-year plan; nonetheless, the University is already taking near-term steps to locate some University administrative offices in West Windsor. The consequences of this shift in philosophy must be clearly understood and reviewed in terms of the community's long-term goals regarding parking, circulation, green space, neighborhood impact and building scale.

Given the University's significant place in the Princeton community's economic and geographic structure, it seems timely to include in the Community Master Plan a new section that addresses both the University's master plan and the community's interest and possible concerns regarding it.

The following guidelines pertain specifically to Princeton University

1. In general, the University should be encouraged to site its nonresidential development away from Nassau Street and avoid development north of Nassau Street.
2. Edges or transition areas between the University and the community are critical. Zoning standards should be applied and or developed to insure a smooth transition between the University and the community.
3. New vehicular access to the campus should be away from Nassau Street, utilizing Faculty Road, and maintain a balance in the traffic distribution among Alexander Street, Washington Road, and Harrison Street. Both the University and the municipalities should continue to work together on improving traffic flow. The exceptional visual and historic value of these three roadways as gateways to the Princeton community should be protected.
4. The University and the community should cooperatively develop a well thought out and managed Transportation Demand Management strategy. Increasing priority should be

placed on alternatives that reduce reliance on single-occupancy vehicles and increase utilization of car pools, van pools, public transit, shuttles, jitneys, bicycles and walking.

5. The University is urged to continue its efforts regarding sustainability and the community supports its goals to reduce green house gases and conserve resources. The community endorses the University's commitment in taking a leadership role and urges it to utilize its research and education resources to engage the community on sustainability. This will result in providing opportunities to share facilities, concepts and programs.

Basic Background

[The Board recognizes that the statistics discussed in this section represent a snapshot in time as of January 1, 2009 and are likely to evolve. The data will be used as a benchmark as the University presents its future development projects.]

The new campus plan defers for the immediate future an earlier University plan to expand the existing campus across Lake Carnegie into West Windsor; the University's new plan will concentrate future academic expansion on its existing Princeton campus. The basic principles of the plan are to maintain an auto-free pedestrian-oriented campus, to preserve a park-like campus, to maintain existing campus neighborhoods, to develop in a sustainable manner, and to sustain strong community relations. To that end, the University has engaged in discussions with the public, the Planning Board, and the municipal bodies to explore the consequences of its decisions in view of long-standing goals of the community regarding parking, circulation, green space, and building scale.

The Regional Planning Board anticipated these changes in its most recent Reexamination Report (October 18, 2007) when it said:

“Princeton University is undertaking a new master plan effort and will be focusing future growth on the Princeton side of Lake Carnegie. This changes past planning assumptions for long-term growth at the University which included plans for a mirror campus across Lake Carnegie in West Windsor.”

This makes reference to a major recommendation in the Princeton Community Master Plan (December 12, 1996) which said:

“... The University should be encouraged to site future development further south of the main campus so that erosion of existing neighborhoods can be reduced. Consideration should be given by the University to locating some future facilities on the West Windsor side of Lake Carnegie.”

Princeton University's main campus is situated in Princeton Borough and Township and consists of approximately 8.5-million square feet of space in 180 buildings on almost 1,000 acres of land.

During the 2008-2009 academic year, there are approximately 4,900 undergraduate students, 2,087 resident graduate students and 5,268 faculty and staff members on Princeton's main campus. The University expects these numbers to grow between now and 2016 with undergraduate enrollment reaching approximately 5,200 students, graduate students reaching approximately 2,400 students and the faculty and staff expanding to approximately 5,400 persons. The building program outlined in the University's master plan calls for approximately 1.5 million square feet of additional space to be constructed, with some offsetting demolition of existing space.

Working with the University, the Regional Planning Board has determined that in 2008 the University generated 1,945 vehicle trips (in/out) during the a.m. peak hour and 1,786 vehicular trips (in/out) during the p.m. peak hour. The number of vehicles arriving and exiting the University is expected to increase in 2016, assuming completion of their campus master plan to 2,018 vehicles in the am peak and 1,853 in the pm peak. These vehicles arrive to the campus from the following directions:

- ± 30% via Mercer Street;
- ± 5% via Stockton Street;
- ± 10% via Bayard Lane;
- ± 20% via Alexander Road;
- ± 25% via Washington Road;
- ± 5% via Harrison and
- ± 5% via Nassau Street (from the north)

The campus master plan also calls for the estimated 2016 increase in peak-hour vehicle traffic to be reduced to 2008 levels with the utilization of a an aggressive transportation demand management program of carpooling, van pooling and transit as well as relocation off campus of certain university functions.

In addition to faculty, staff and students coming and going to campus activities the University estimates that they have 730,000 visitors a year. The top visitor destinations are:

- ± athletic events 250,000
- ± McCarter Theatre Center 180,000
- ± University Art Museum 104,000
- ± other concerts and performances 75,000
- ± summer events 33,000
- ± Orange Key tours 25,000
- ± Firestone Library 23,000
- ± alumni related events 22,000
- ± Commencement 10,000
- ± Costen children's library 6,100
- ± Princeton Plasma Physics Lab 5,000

Princeton University's faculty, staff, students and visitors are served by approximately 5,094 parking spaces scattered throughout the campus in parking garages, large surface lots, and small surface lots. The campus master plan calls for a net increase of 317 additional parking spaces for a total of 5,411. The largest parking lots and garages are accessed via Faculty Road.

The new campus plan calls for distributing parking fairly evenly between areas to the west and to the east of Washington Road with 2,841 parking spaces west of Washington Road and 2570 parking spaces east of Washington Road. By 2016, 48% of the University jobs will be located east of Washington Road, with 48% of the parking spaces (2,570 spaces) and 52% of the jobs will be located west of Washington Road with 52% of the parking spaces (2,841 spaces).

The University no longer issues parking permits to freshmen and beginning in the fall of 2009 will not issue permits to sophomores and resident graduate students may now receive parking permits only at their campus residences. To reduce the need for on-campus parking, the University has instituted a bus jitney service that serves the campus. This Tiger Transit service will be expanded and will include a route along Nassau Street as well as special routes to area shopping centers.

New Development

The University's 10-year master plan anticipates 1.5 million square feet of new space including a number of new academic buildings, a pedestrian bridge over Washington Road, a new Arts and Transit neighborhood on the west side of the campus, a new parking facility on the east side of the campus adjacent to FitzRandolph Road, and a new child care facility, also on the east. Also included is a new Chemistry building (under construction) on the east side of Washington Road, a Neuroscience/Psychology building on the west side of Washington Road, additional buildings in the E-quad area such as a new building to support teaching and research in Energy and the Environment as well as future redevelopment of some of the University's residential properties.

The plan further envisions extensive new landscaping and implementing a campus-wide stormwater management program. The University has developed a master plan for landscaping in the E3 zone (E3 Landscape Master Plan Extension Planting and Pavement Recommendations, June 13, 2008) which has been approved by the Board's Landscape Subcommittee. The plan provides general guidelines for exterior design including landscaping principles, circulation and pavement details, planting concepts, lighting, sustainability and signage. While these concepts were developed specifically for the development in the E3 zone, much of what is in this document can be applied to the campus as a whole. The storm-water plan seeks to reduce or minimize impervious cover, preserve open space, reduce or minimize peak rate and volume of storm water and provide water quality treatments to remove total suspended solids using landscape based solutions.

Deferring expansion of the University facilities to the other side of the Lake at this point also recognizes the following:

- Long-anticipated Penns Neck highway improvements, building overpasses and underpasses at Route One and its major Princeton intersections, have been delayed because of inadequate State and Federal funding.
- A mirror campus without extensive transit connections across the lake would invite excessive automobile traffic as faculty, students, staff and the public would attempt to travel between main campus departments and other across-the-lake facilities.
- Future academic and campus life development at the University should be concentrated on the main campus in a compact form to encourage people to walk and bike, conserve land and make more of the campus accessible by transit and the University's jitney service. Creating a compact, walkable and park-like campus furthers the goal of creating a sustainable community.

The Reexamination Report (October 18, 2007) also said:

“ The University's planning principles of maintaining an auto-free pedestrian-oriented campus, preserving a park-like campus, maintaining existing campus neighborhoods, developing in a sustainable manner and sustaining strong community relations are all principles the community endorses. The consequence of these decisions must be clearly understood and reviewed in terms of long-standing goals and objectives of the community regarding parking, circulation, green space and building scale.”

Relocation

The RBPB endorses the University's decision to relocate some University facilities that do not require proximity to the main campus to nearby sites in West Windsor and Plainsboro. These relocations will alleviate traffic congestion in town and provide additional space for academic and campus life activities on the main campus. Examples include:

1. Relocating administrative and IT staff to 701 Carnegie Center, off Canal Pointe Boulevard,
2. Relocating administrative staff to 693 Alexander Road, and
3. Relocating the Data Center to the Forrestal Campus in Plainsboro.

A total of 328 current employees will be involved in relocation from the main campus to 701 Carnegie Center and other relocations will increase this number.

Parking Management

Of the current 5,700 faculty and staff, approximately 3,700 commute to work by automobile and park on the main campus, although not every faculty and staff member commutes every day. In addition, 735 students park on campus, and an estimated 250 visitors arrive by automobile daily to meet with faculty and attend conferences. Allowing for some additional overflow, the total number parking spaces on campus in 2008 totaled 5,094.

As noted, recent policy changes will not allow freshman and sophomore undergraduates to apply for parking permits. Resident graduate students will be allowed to apply for parking permits only at their residences. Further monitoring of undergraduates and graduate students should discourage them from keeping an automobile at other locations in the community.

To reduce the need for on-campus parking, the University has instituted a jitney service. Expansion of these jitney routes should be encouraged as an automobile alternative.

With the relocation of existing staff off the main campus, the reduction of student permits, and the application of Traffic Demand Management strategies (see below), the University should be able to accommodate the additional growth in faculty, staff, and visitors without significantly increasing the number of parking spaces and with only a minimal increase in automobile traffic on local streets. Because of the community's concern about the impact from additional auto traffic – especially at peak-hour employee commuting times – the number of on-campus parking spaces should be limited. The University projects that 5,411 (an increase of 317) parking spaces should be adequate to meet their demand. The TDM strategies being implemented by the University should help limit the need for additional parking spaces.

Eastern Campus Garage

It is recognized, that expansion in the Engineering campus, the new Neuroscience and Psychology complex, and the proposed Arts and Transit Neighborhood will be replacing existing parking lots with buildings. In order to better balance parking and circulation between the eastern part and western part of the campus the University has proposed the construction of a new parking garage between the Stadium and FitzRandolph Road. Athletic practice fields are to be located on the roof of this garage which, set into the hillside and combined with additional landscaping, hide the parking when viewed from the neighborhood. Some surface parking will remain between the Garage and Faculty Road. The total number of parking spaces in this Eastern Campus parking complex is estimated to be 1,364.

Access to the garage will be provided from Faculty Road and Ivy Lane. Traffic impacts on the residential neighborhoods to the north and east of the garage will need to be identified

and strategies put in place to eliminate cut through traffic. A detailed traffic study on the garage should be provided and any necessary actions to limit any impacts on the surrounding neighborhoods implemented as part of the garage project. New vehicular access drives to the garage shall be from Faculty Road and Ivy Lane.

Some faculty and staff that now park in the Lot 7 Garage and its adjacent parking lots will be reassigned with permits to park in the new Eastern Campus parking complex. This will put many of them closer to their departmental offices so that they are more likely to walk than have to rely on the campus jitneys. Other staff that now park in the Lot 7 garage and its adjacent parking lots will be among staff members relocated to West Windsor.

Child Care Facilities

Further study should be made of proposals to expand child care facilities east of FitzRandolph Road and south of Western Way.

U-League and U-Now operate programs at 171 Broadmead for approximately 192 children. A new facility might expand this number by approximately 160 more children on lands near this site.

Further estimates are needed on existing and projected drop-off and pick-up traffic at the morning and afternoon peak commuting hours. Additional uses that might develop in this sector of the campus should be clarified.

Roadway Improvements

Improvements to expedite the flow of additional traffic should be made at the intersections at:

- Stockton, Mercer, Nassau and University Place and Alexander Street. Attention should be given to College Road as more automobiles use this route to access Mercer Street at Springdale Road to avoid existing peak-period back-ups at Alexander and Mercer Streets.
- University Place and Alexander Street. Desirable reconfiguration should be determined as part of further discussions with the community with respect to the proposed Arts/Transit Neighborhood.
- Alexander Street and Faculty Road. Lane widening and retiming of control lights should be considered for left and right turns off Faculty Road.
- Faculty Road and Washington Road. Lane widening, lengthening, and retiming of control lights should be considered for left and right turns.

- Ivy Lane and Washington Road. Southbound left turns onto Ivy Lane should be prohibited between 8 a.m. and 12:00 noon.
- FitzRandolph Road and the entry drive to the new Eastern Campus Garage will require careful study as sight distances are constrained.
- FitzRandolph Road and Faculty Road. Consideration should be given to improving visibility for southbound drivers making left turns from FitzRandolph onto Faculty Road. To have sufficient sight distance to see cars coming up from the dip in the road down to Broadmead, it may be necessary to relocate the intersection farther west.

Transportation Demand Management Strategies

Successful implementation of TDM strategies will both reduce peak hour commuter vehicles and reduce the need for parking spaces. Keeping parking limited to 5,411 on-campus spaces puts a priority on implementing the Transportation Demand Management (TDM) program. Some of the TDM strategies which have been discussed include:

- Carpools by faculty and staff living in close proximity to each other.
- Guaranteed Ride Home Service available in emergencies to those who arrive to work via alternative transportation.
- Vanpools, for groups traveling from a common origination point.
- Mass Transit, including reimbursement of expenses for those who commute to campus via train or bus.
- Jitneys, including additional shuttle routes and other improvements.
- Walking, including improved sidewalks and trails connecting to nearby residential neighborhoods.
- Biking, including a loaner program, purchase subsidies, secure on-campus storage, and improved bicycle connecting routes in the community.

It is agreed that initially a benchmark can be established to reduce by 2012 the number of Single Occupancy Vehicles commuting to campus by 420 vehicles. It is assumed that two-thirds of this 420-vehicle TDM reduction will occur during peak am and pm commuting hours.

In addition to the annual review of on-campus jitneys reported to the Planning Board, the University and the Planning Board should review progress toward meeting specific TDM

benchmarks. An expanded timetable with further targets for parking demand reduction should be established through 2016 and beyond.

Among the benchmarks to be measured in this annual review will be such measurements as the number of carpools, vanpools, faculty/staff parking permits, undergraduate/graduate student parking passes, permit give backs, gas cards issued, transit pass subsidies total traffic impacts and shuttle ridership.

Bicycling

The University should encourage the use of bicycles by cooperating with the community to designate specific bicycle routes on strategic access streets adjacent to the campus by:

- Striping specific bicycle lanes (at least five feet wide) separate from parking lanes on local streets, or
- Adding shoulders (at least four feet wide) as effective bicycle lanes, or
- Designating certain strategic streets as “shared bicycle routes,” where bicyclists would circulate in low-speed mixed traffic.
- Installing bicycle-safe catch basin grates where needed.
- Providing new off-street paths for the easterly part of the campus.
- When possible extend and widen the Alexander Street off-street shared path to all satellite locations via shared paths.
- Providing secure bicycle storage and bicycle rental opportunities at the Dinky Station, possibly with repair capabilities, changing rooms and personal lockers.
- Adding bicycle locker facilities in current and future parking garages.
- Setting maximum parking durations (approximately two weeks) for the various storage facilities to minimize the abandonment of bicycles and encourage a bicycle recycling and reclamation program.

Wayfinding

The University, the Planning Board, and Municipal staff should work cooperatively to develop an improved Wayfinding Program to provide directional, informational, and identification signage for the campus. This effort should concentrate on effective graphics that are clearly visible during both daytime and nighttime to motorists, as well as bike riders and pedestrians.

Concurrently the Borough and Township Municipal Engineers should institute a review and removal program to reduce the redundancy and lack of clarity of local, County, and State signage on all roadways in the community.

Sustainability Initiatives

The University has developed an aggressive plan to create a more sustainable campus. The RPBP encourages the University efforts regarding sustainability and endorses their goals to reduce green house gases, conserve resources and encourage research, education and civic engagement. Specific strategies include the following.

Green House Gas Reduction

- Decreasing the campus carbon dioxide emissions to 1990 levels by 2020.
- Reducing by 10% the number of cars commuting to campus by 2020.
- Reducing emissions related to the campus fleet.
- Utilizing alternative energy technologies and green building techniques.
- Implementing transportation demand management strategies.
- Providing commuter alternatives.

Resource Conservation

- Applying an integrated landscaping approach to the campus.
- Minimizing the use of potable water for irrigation.
- Decreasing personal water use by 25% below 2007 levels per student by 2020.
- Reducing water use for infrastructure.
- Increasing household recycling from the 2007 rate of 38% to 50% by 2012.
- Recycling at least 95% of all eligible materials from demolition and construction waste.
- Converting to 100% Green Seal or equivalent cleaning products.
- Completing the transition to 100% recycled disposable paper products.
- Reducing the use of disposable paper products.
- Maximizing the number of purchasing contracts for “green” goods and services.
- Increasing the percentage of sustainably purchased food items from the current base of 20%.
- Enhancing efforts to interest the campus community in sustainably produced food products.

Research, Education and Civic Engagement

- Broaden interdisciplinary participation.

- Facilitate and advance connections between faculty and graduate students research on sustainability.
- Increase research opportunities.
- Develop leaders in sustainability
- Expand the discourse about sustainability on campus, in the community and across the nation.

Campus Housing

In addition to the undergraduate student housing that has recently been completed or is under construction, the University proposes a number of improvements to the graduate-student, faculty and staff housing that already exists in the community.

The Hibben and Magie apartment complex located off Faculty Road consist of two, eight-story buildings overlooking Lake Carnegie. The complex provides two, three and four bedroom units. These units will be reconstructed, rehabilitated, or replaced. Hibben and Magie apartments are adjacent mid-rise buildings that currently house graduate students, faculty and staff. These units were constructed in the 1960's and have outmoded building systems and interior layouts.

Stanworth apartments located along Bayard Lane were constructed in the late 1940's and consist of 154 rental units in low-rise buildings. These units are currently designated as faculty and staff housing and may become graduate-student housing. This site is adjacent to Merwick Rehabilitation Hospital which has recently been rezoned to permit high-density housing. A comprehensive plan on developing these properties should be developed. This plan should take into account future development of the YM/YWCA property as well as insure compatibility with the surrounding neighborhood.

The Butler tract located along Harrison Street was constructed as temporary, barracks-style housing more than 60 years ago. There are 302 two-bedroom units in this development. This site will be redeveloped with buildings compatible in character and scale with the surrounding neighborhood. The units will be made available to faculty and staff. Prior to developing plans for this area the University should meet with the community and discuss future compatible development.

The vacant land behind Dean Mathey Court along Faculty Road will be developed as faculty and staff housing. The units will be configured to reflect the character, proportions and outdoor space that gave the original Dean Mathey Court its character. This development may be outside the 10 to 12 year campus plan horizon but should be considered within the confines of the community master plan.

The Arts/Transit Neighborhood

More study is required of University proposals to develop a new Arts/Transit Neighborhood between the Dinky Railroad tracks and Alexander Street south of College Road.

The recent Reexamination Report (October 18, 2007) said:

“While most of what Princeton University proposes is permitted under existing zoning, the area proposed to house the University’s new ‘arts corridor’ will require zoning changes along University Place and Alexander Road. The impact from any proposed land-use change in this area must include an evaluation of the impacts to our circulation system. Similarly, the University’s request to relocate the Dinky Station approximately 400 feet south of its existing location will need to be evaluated.”

In addition to any rezoning issues specific questions remain including:

- Whether it is desirable or necessary to move the Dinky Station from its current location?
- How desired direct access from University Place and Alexander St. into the Lot #7 Garage and its associated parking lots might best be achieved?
- How to provide parking for railroad riders as close as possible to the Station?
- How to manage parking to differentiate and accommodate regular monthly permit commuters, all-day occasional parkers, and partial-day parkers who want to use the train later in the day?
- How station parking now managed by the Borough might be handled if it is relocated into Princeton Township?
- How to provide parking for daytime visitors to the performing and museum spaces expected to be part of the new Arts Center?
- How to provide space for short-term pick-up and drop-off at the station and the nearby WaWa fast-food grocery store?
- How to accommodate taxis, jitneys, buses, and the potential BRT (Bus Rapid Transit) vehicles that would pick up and drop off passengers at the Station.
- How to retain or relocate the attractive older residential-type buildings along Alexander Street that are proposed to be replaced by the Arts Center?
- How to re-develop for mixed use, including housing, the service district along Alexander Road in Princeton Township.

Beyond 2016

Campus planning by the University currently extends only through 2016. But, the impact of campus infill and expansion beyond that requires careful consideration over the next several years.

Aggressive implementation of the Transportation Demand Management Strategy needs to be carefully monitored by both the University and the community. Comparable strategies and reductions of auto use in the community should be considered to avoid traffic gridlock that would inhibit any further development on the campus beyond 2016.

Caution may be necessary before contemplating such future planning for:

- Growth along College Road with additional dormitories, academic buildings, or housing that connects the main campus with the Graduate College on Springdale Road.
- Conversion to other uses of the current parking lots 4,25 and 26 and residential buildings and parking lots along Ivy Lane and Western Way.

It may still be possible to relocate more support uses outside the Princeton campus. However, without significant improvement and removal of the traffic lights at the three Route One intersections for Alexander Street, Washington Road, and Harrison Street, any further development of academic, residential, or service uses on the West Windsor properties immediately South of Lake Carnegie may produce serious traffic impacts within the Princeton community. For further development beyond 2016, it may be necessary to reconsider connecting West Drive to Springdale Road so that traffic can bypass the congested downtown intersections along Nassau Street

Merwick – Stanworth - YM/YWCA Properties

Princeton Community Master Plans have called for a study of the Merwick, Stanworth and YM/YWCA properties in recognition of the evolving pattern of institutional uses. The master plans also call for protecting the underlying residential nature of the area and encourages these institutional owners to work together. The open space plan calls for preservation through easements or deed restrictions of the wooded portions and historic gardens of Merwick by concentrating future development on this site. These recommendations were based upon the assumption that the Merwick Rehabilitation Facility would remain and would be renovated. The announcement by the University Medical Center of Princeton that it will be relocating both the hospital and the rehabilitation facility to a new site, outside of Princeton, presents the community with a unique opportunity to revisit prior recommendations and develop a new plan for this 32 acre area.

Merwick Rehabilitation Facility, owned by the University Medical Center at Princeton, is on approximately 9 acres of land with frontage on Bayard Lane. The existing facility consists of a multi-story building, paved and gravel parking areas, landscape gardens and a wooded area in the northern rear portion of the site.

Stanworth, owned by Princeton University, consists of 154 units of Princeton University graduate student and faculty housing in attached one and two story buildings. The Stanworth site contains approximately 17 acres of land.

The YM/YWCA properties consist of three tax lots totaling just over six acres of land. The YWCA owns Bramwell house and the other properties are jointly owned by the YW/YMCA. The properties contain the playfields fronting on Paul Robeson Place, the athletic facility including the gymnasium, pool, health club and other spaces, the single story brick building housing administrative offices, meeting rooms and other programming space, and Bramwell House fronting on Bayard Lane.

Existing zoning of the Merwick property would permit approximately 16 dwellings on half acre lots to be constructed. The Y properties would permit 10 to 12 homes under existing zoning. Stanworth would permit a total of approximately 238 units which would be an 84 unit increase over the existing development. The zoning of Stanworth and properties to the east of Merwick and the Y permit development at densities ranging from approximately seven to 14 dwelling units an acre. The zoning to the west of these properties, across Bayard Lane, permits dwelling at two dwelling units per acre which is the permitted density for the Merwick and Y properties.

The three sites are centrally located in the Borough and new development will be within walking distance of schools, jobs and shops. The three sites are relatively free of any environmental restrictions such as wetlands, steep slopes or other critical areas. They are within Princeton's Designated Regional Center under the State's Development and Redevelopment Plan. While the existing zoning for Merwick and the Y properties is not incompatible with surrounding uses the Board finds that higher density development would be more in keeping with the adjacent properties and will permit greater flexibility in planning for future use of these two sites.

The Board further finds that Merwick, Stanworth and the YM/YWCA properties should be planned together so that a combination of residential, institutional and community uses can take advantage of their configuration and location. Zoning should be developed that would allow for a reconfiguration of the Y properties with a redeveloped Merwick property.

Listed below are parameters for the future development of these properties.

1. LAND USE

Consideration should be given to combining Merwick, Stanworth, and the YM/YWCA parcels into one new zone that would allow for primarily residential use at Stanworth and Merwick and also institutional, community and eleemosynary uses; and allow the Y to expand to meet community needs. At a minimum, the Merwick property should be rezoned to permit residential development similar to the density permitted at Stanworth.

This zone should allow for some residential use of the Y property and some institutional use of the Merwick property. The intent of this master plan proposal is to permit the Y to expand and remain in Princeton, not to encourage the development of the Y properties as a residential development. Overall the permitted densities should be compatible with the adjacent John Witherspoon neighborhood.

Any new zoning should include a provision to permit cluster type development and a transfer of density and uses among the three properties. If a new zone is developed, FAR requirements should be established to allow the Y adequate expansion opportunities. Zoning options such as clustering, density bonuses and density transfers should be considered to preserve and make publicly accessible a good portion of the wooded area located in the northern rear portion of Merwick. .

2. HOUSING

Any rezoning should require a 20% set aside for affordable housing that complies with the Council on Affordable Housing Requirements. All developments should provide for any affordable housing obligation it creates under Borough ordinances and the COAH regulations.

A blend of housing types should be encouraged and could include - single family, two-family, attached and multi-family housing which reflect the present fabric and texture of the surrounding neighborhoods.

3. SITE CIRCULATION

New neighborhood streets should be encouraged but should be planned so as to not negatively impact upon the surrounding residential neighborhoods. The location of a connection to Paul Robeson Place and Bayard Lane should be left flexible. New streets should be designed so as to discourage their use as a short-cut from the light at Bayard Lane and Paul Robeson Place.

Any redevelopment of these parcels should take into account the potential need for public transit and or private jitney services.

Pedestrian and bicycle circulation should be designed in a manner to reduce actual boundaries between the three internal properties and the adjacent residential neighborhoods with consideration given to maintaining direct pedestrian and bicycle connections to John

Street, Paul Robeson Place and Bayard Lane. Pedestrian and bicycle paths should be designed to encourage a walk-to-work community.

4. OPEN SPACE & RECREATION

There are significant opportunities for open space preservation on all three sites. Special consideration should be given to preserving a portion of the existing woodlands and the Y playfield, which may be relocated. A density bonus, clustering, density transfer or other zoning techniques should be considered as a strategy to encourage the retention of some of the site for publicly accessible open space.

5. HISTORIC PRESERVATION

Additional research into the historical significance of the Merwick mansion and gardens should be undertaken prior to a development application being filed.

MUNICIPAL NEEDS

The shortage of vacant, easily developable and accessible land increases the competition for future land uses. Princeton must address its future community facility needs. This document reflects the Board's recommendations on addressing remaining land uses. It is recommended that land be set aside for a Community Center which meets the needs of all age groups. Recommendations are also made to provide for land for other community facility needs, such as a new Public Works garage, additional recreation fields for soccer, baseball, softball, etc.

GATEWAYS

The primary entrances or "gateways" into the Princeton Community are an important focus of this Master Plan. These gateways make it evident to visitors and residents that they have crossed into a community with a sense of place which is different from surrounding areas. There are three general types of gateways leading into Princeton. Undeveloped or natural gateways characterized by open fields, wooded areas or streams and lakes that are found along Quaker Road, Cherry Hill Road, River Road, Washington Road and Alexander Road at the Canal. Residential/historic gateways characterized by distinctive residential development or historically significant structures and places are found along Province Line Road, The Great Road, Princeton-Kingston Highway, Harrison Street, Rosedale Road, Mercer Street and Route 206 south. Mixed commercial and historic gateways of Mount Lucas Road, Route 206 north and Alexander Street are characterized by a variety of building types as well as a variety of uses.

Recommendations for Gateways

Gateways with exceptional visual and historic significance, such as those found on Quaker Road, Washington Road, Harrison Street, Mercer Road, Cherry Valley Road, Route 206 south,

The Great Road and Princeton-Kingston Road, merit preservation in their present state. With the exception of the Washington Road gateway, these entrances are primarily residential in character and should not be converted into commercial entrances. Vigorous efforts to preserve both the residential character and historical significance of these entrances should be considered.

The Washington Road gateway may be threatened by the NJDOT proposal to construct the “Millstone By-pass”. The most recent plan would close Washington Road between Route 1 and the new by-pass. Steps should be taken to preserve the Washington Road gateway and to ensure that the design of the new entrance treats the gateway as an important entrance into Princeton as well as protecting Harrison Street from being a major regional traffic terminus or pass-through to Route 206 north.

Other gateways, such as the service zones on Alexander Street and Route 206 North are more commercial in nature and should be improved to create an appearance appropriate to their role as entrances to Princeton. The application of the urban design principles listed at the end of this element should be encouraged to upgrade the streetscape of those gateways which are candidates for enhancement.

Principle gateways are located near or distinguished by the views they provide of the University buildings or natural features such as Lake Carnegie or the D & R Canal. Views of these natural and man-made gateways should not be obstructed or negatively impacted by new roads or bridges.

COMMERCIAL

A primary objective of the Land Use Element is to stimulate the economic well-being of the established commercial centers in Princeton. It is important to balance the intensive land uses embodied in the Commercial and Office-Research zones with efforts to moderate traffic generation. In general, commercial development can be categorized into five districts: Downtown Business, Mixed Use Residence-Office-Business, Service Business, Office-Research and Shopping Center. Many of these districts overlap, most notably in the downtown district with the mixed use and service business areas.

Downtown Business District

The Downtown Business Districts include the Central Business District (CBD) as well as several Neighborhood Business, Residence-Office and Service Business districts. The combinations of different retail, residential and office uses that characterize these districts are fundamental to the economic vitality of Princeton’s Downtown. Princeton’s downtown was shaped, over time, for the person on foot and everything about the town’s layout reflects this. While the automobile must be sensibly accommodated however the pedestrian takes precedence over the automobile in the downtown.

These districts, particularly the CBD, have been the focus of significant growth. In the heart of the CBD, Palmer Square is the site of a major redevelopment project incorporating retail, residential and office components. The eastern end of Nassau Street has experienced changes with many existing buildings receiving facelifts and redevelopment occurring where existing buildings have become obsolete or structurally unsound.

The enormous growth of residential developments in communities that surround Princeton has transformed Princeton's downtown into a regional center for shopping, dining and cultural events. The downtown has traditionally been a diverse and multi-faceted area where residents can reside, work, learn and shop. This historic balance must be maintained as a retail shopping area requires a diversity and critical density of stores contiguous to each other in order to remain attractive to shoppers. The existing residential units on the upper floors of mixed office/residential buildings also contributes to the vitality of the downtown and should be preserved when new office development occurs. The residential component of these buildings and neighborhoods is an integral part of the balanced mix of downtown land uses which should be preserved. Without a residential component, the Downtown would lose much of its evening and night time vitality. Residential use also contributes to physical safety once business hours end. The trend of institutions buying up properties and converting them to institutional use is of particular concern in the Downtown. This trend should be carefully monitored and appropriate steps taken when the goals of maintaining the balance of land uses of preserving residential neighborhoods in the downtown are threatened.

Recommendations for Downtown Business Districts

Nonprofit institutions should be discouraged from occupying commercial buildings in the Central Business District and turning them into nontaxable office buildings. These conversions diminishes the "critical mass" of retail and service uses that is essential to the vitality of the Downtown and erodes the community's tax base.

Demolition of smaller buildings, consolidation of lots and creation of large-scale development of inappropriate height and bulk should be discouraged through zoning changes. The application of the urban design principles, listed at the end of this element, should be used to guide the scale, bulk, height, massing, and architectural detailing of new development.

New banking, office, financial institutions and insurance businesses have been eliminated as permitted uses on the first floor in the CBD. The Planning Board recommends continued examination of the Borough Land Use Code and other methods to preserve the existing character and mix of uses in the downtown.

Retail service enterprises such as shoe repair, barbers, tailors, cleaners, etc., should be encouraged to remain and locate in first-floor business spaces. Ordinances should be passed which uphold these policies.

Parking strategies that meet the need of shoppers for short term parking and the need of residents and office workers for long term parking should be developed. Parking structures in the downtown should be designed and cited to be internal to the block insofar as possible. Loading areas and loading zones should be examined to determine how these areas could be more efficiently utilized.

Zoning and building standards should be reviewed to ensure adequate provisions are included to preserve housing in the downtown area.

Additional studies are recommended to determine the number of new offices and office employees that can be absorbed within the Downtown Business Districts without negatively affecting traffic, parking, and the historic balance of commercial and residential land uses. A town center master plan is needed to provide a concise picture of the mix of retail business and residential uses for a viable and dynamic center. Included in this study should be a review of existing standards to protect the character of the town center. A pedestrian friendly environment should be created which includes amenities such as benches, public art and pocket parks. A review of building facades and solids and voids along storefronts should also be undertaken to ensure that the character of the downtown is maintained.

Any such Downtown master plan must address the complex question of parking in Downtown. Among the issues that need to be carefully considered are: number of parking spaces needed and best location; what are the preferences of the public, in terms of convenience of location and willingness to pay; and where lots or garages should be located to provide easy access to arterial or collector streets and without substantial detrimental effect on residential neighborhoods. Traffic studies must accompany any proposed major changes in the downtown to ensure adequate traffic flow.

Shopping Center District

The Princeton Shopping Center consists of 215,000± square feet and is located in the Township on 32 acres of land and offers a variety of stores and shops. Recent approvals granted approximately 6,000 additional square feet to the center for future expansion, generated a major facelift to the eastern building facade, improved circulation, landscaping and lighting throughout the center.

Shopping Center Recommendations

If the Shopping Center expands, careful planning will be necessary to ensure against adverse effects on parking, traffic and adjacent land uses. No change in floor area ratio is anticipated at this time. The Board encourages the Center to upgrade the property by continuing the facelift of existing buildings, and improving parking and circulation. Parking design and setback requirements should be reviewed.

Approximately 4.5 acres of residentially zoned property located to the north of the main center are owned by the shopping center but are currently vacant. This site has been identified as an affordable senior housing site under the Township's Affordable Housing Program. It is particularly suitable for this use due to its excellent access to public transportation, schools, shopping, medical offices, and open space.

Mixed Use Residence-Office-Business Districts

These mixed-use districts are located in developed parts of the Borough and Township, not far from the downtown business districts such as lower Witherspoon Street, East Nassau Street and North Harrison Street near the Shopping Center. They are intended to provide areas for small-scale retail and office needs of the community while preserving their essentially residential character and existing residential units. These districts permit office and retail activity on condition that some residential use is maintained. Many of these areas have traditionally provided moderate cost housing and it is important that the residential component not be displaced by office uses.

Recommendations for Mixed Use Districts

In general the existing boundaries for Mixed Use Districts should not be increased and every effort made to protect adjacent residential neighborhoods.

Redevelopment proposals in these districts should be required to retain a residential component as an integral part of the project. Careful attention must be paid to the location and design of signs, lighting and parking.

Design standard regulating parking, access, lighting, signage and landscaping should be developed to ensure that the residential character of these areas is preserved.

The zoning on Witherspoon Street from the Borough line to Guyot Street in the Township should be changed from commercial to mixed-use. Specific zoning provisions should be included that continue the existing balance between residential and non-residential uses should be developed. Furthermore, it is recommended that the FAR and building size be set at a level consistent with the scale of the existing residential buildings. The purpose of this change is to protect adjacent residential neighborhoods, preserve the scale and character of the street, and retain modest cost housing along the street.

Service Business Districts

The service districts are located along Route 206, on lower Alexander Street in the Township, and on Nassau Street in the Borough. Service business districts in both municipalities were intended to provide locations for such uses as gasoline stations, repair shops and food stores needed by the Princeton Community. Increasingly, these service businesses are being replaced by office buildings or other non-service uses. It should be noted that the service districts are

characterized by relatively small lots with limited area for parking and present unique challenges.

Recommendations for Service Business Districts

Uses in Service Business zones should be restricted to service-related businesses in order to preserve the limited available land area for such uses. At the same time, the zones in the Township have special significance because they are important “gateways” to Princeton. Urban design guidelines should be applied wherever possible to existing development to improve the streetscape. Landscaped areas of trees and green should line the roads.

Permitted FAR, setback, landscaping and lighting requirements in the service districts should be reevaluated. The FAR should be set at levels which are most compatible with existing development patterns and with the goal of promoting good design and landscaping. Most importantly, FAR should be reevaluated in terms of balancing permitted land use intensities with road traffic capacities especially at peak periods.

The Planning Board recommends that the Service Business Districts be studied to improve traffic circulation, parking, and pedestrian safety in this congested area. Some of the gas stations that once were present in this area have gradually disappeared over time and have been replaced by more intensively used food service and other convenience stores.

Office-Research Districts

Two Office-Research zones (OR-1 and OR-2) are located in the northeast section of the Township. These zones are intended to offer a range of uses, from pure research to combinations of office and research depending upon the intensity of development allowed in the zone. Recently, a variance was granted to permit additional residential uses in this area. The Planning Board has also recommended that assisted living facilities and nursing homes be permitted in this area.

The intensity of development in the office-research zones is limited because of environmental constraints, potential effects on adjacent residential neighborhoods, and traffic/circulation considerations. All of the current OR-1 zone and the northern portion of the OR-2 zone are located within the environmentally sensitive Ridge which requires low-density zoning to protect natural resources. The OR-2 zone is mostly located outside of The Ridge. Overall development potential in the office-research zones should be limited to the capacity of the planned road system in the area to handle projected traffic, especially at peak periods.

Recommendations for Office Research Areas

No change in the existing FAR in either office zone is recommended.

If the extension of Bunn Drive to an interchange with proposed State Route 92 occurs, the area northeast of Herrontown Road and southeast of Mount Lucas Road (Nassau Builders Tract)

could be designated as Office-Research. Any future office development in this area should be serviced from Bunn Drive only and a buffer maintained to protect residences along Mount Lucas Road. Environmentally sensitive portions of the property should be protected from development. Detailed traffic studies regarding the alignment of Bunn Drive and its connection to Route 92 will be needed prior to any change in use.

Other Land Use Recommendations

The appearance and pedestrian environment of Witherspoon Street should be improved. It links Nassau Street with the planned improvements to the Library and Spring Street Parking lot, Arts Council Building and the new Township Municipal Complex. Urban design principles should be utilized to create a unified streetscape incorporating such features as tree planting, sidewalk improvements, street furniture and public art. The development of the new Township municipal complex should take advantage of the opportunity to create a focal point that provides an attractive terminus to Witherspoon Street.

Improving the urban landscape and retaining the rural and scenic character of the community are important elements of the Princeton Community land use process. The preservation and integration of the natural environment into the plans and designs of all improvements and changes in land use are an integral part of what makes Princeton a special community. Existing trees should be retained or replaced with all development or changes in land use. Trees in parking lots, mixed evergreen and deciduous buffers between uses, street trees along roadways and evergreen screens around utility systems and refuse collection areas are examples of landscape techniques routinely incorporated into site plan.

The Borough Public Works garage located near Queenston Commons and the Township Public Works area on John Street should be relocated away from residential areas.

A detailed review of the impact from the acquisition and use of commercial properties by nonprofit institutions should be undertaken.

Urban Design Guidelines for Nonresidential Development

A study entitled Princeton Urban Design Study, commissioned by Princeton Borough and prepared by Venturi, Rauch and Scott Brown in 1980, enumerated a series of urban design principles recommended to foster retention of Princeton's traditional character in downtown redevelopment projects. The special quality of the Downtown Business Districts, reflected in the image of Princeton as a small town clustered against the distinctive architecture and generous open spaces of a college campus, is embodied in the consistency of scale, texture, materials and detailing of buildings and open spaces which have developed over a period of more than 200 years. The Planning Board continues to recommend that the urban design principles identified in the Venturi study continue to be utilized as a basis for encouraging appropriate designs of public and private projects which enhance rather than detract from the character of the Downtown and all nonresidential development. These principles are described below:

A. Promote the preservation of existing buildings through proper maintenance, improvement, and where necessary rehabilitation or adaptive reuse.

The physical character of existing buildings, ranging from the English Collegiate Gothic style of the Princeton campus to the Colonial revival style surrounding Palmer Square on Nassau Street, are a key to the historic ambiance of the Downtown. Buildings of distinctive style should be preserved and their traditional uses retained wherever possible. On the other hand, existing buildings with little historic value which currently are or potentially could be in deteriorating condition should be replaced with new structures compatible in style and scale with historic buildings.

B. In the design of new buildings, foster appropriate qualities that respect the bulk, scale, character, materials and colors of existing buildings.

Vacant or underutilized spaces or deteriorating buildings in the Downtown provide opportunities for renovation and new construction compatible with the architecture of the Historic District. The Downtown area has traditionally been characterized by a pleasant variety of heights and scales of existing buildings which relate to their uses and locations. The contrast between larger-scaled buildings on Nassau Street and Palmer Square and the more intimate scale of buildings north of Nassau Street and on alleyways should be maintained. New buildings should be integrated in a nondisruptive fashion into the complex balance of bulks, heights and scales that now exist. Design elements such as colors, textures and materials should be harmonious with the architectural detailing of existing buildings.

C. Maintain existing views and vistas and take advantage of opportunities to create new ones where appropriate.

The juxtaposition of the Central Business District and Princeton University on Nassau Street provides a number of inviting views of the campus, up streets and alleys and across Tiger Park towards the Nassau Inn. These existing views and vistas should be acknowledged and protected in improvement projects in the CBD. Existing views such as those up streets and pedestrian pathways north of Nassau Street should be enhanced and new ones created in certain locations.

D. Improve existing open spaces and pedestrian ways and provide new ones to create pleasant pedestrian environments linking parking facilities and diverse commercial and cultural activities.

The Downtown area is marked by a variety of streets, sidewalks and public open spaces differing in character, scale and use. Nassau Street, for example, has an entirely different scale and feeling from the pedestrian pathways that extend to the north. An enhanced system of public open systems and pathways should be developed which

supports this variety and provides linkages between different elements of the Downtown. Attention should be paid to the relationship between building activities and entrances and the streetscape as well as to the creation of places for sitting and other outdoor activities.

E. Encourage generous treatment of design elements and detailing in the layout of outdoor environments in the Downtown.

An area of particular importance in the Downtown is the corner of Hulfish and Witherspoon Streets. This highly visible location is a focal point of activity. It is strategic in that it links the Witherspoon Street and Palmer Square Shopping areas. The development or redevelopment of this area must be done with care with an appropriate land use that will not cause undue traffic congestion and pedestrian conflicts and with an appropriate design compatible to the scale and character of both Palmer Square and Witherspoon Street. A small vest pocket park should be considered.

Design elements should be carefully addressed. Tree plantings should be used to frame scenic vistas and define pedestrian ways and open spaces; provide shade and climatic relief; and shield views of parking facilities. Paving types and patterns should relate to the intended character of the street or open space. Lighting is necessary to ensure usage of pedestrian ways and open spaces during the night time. This is particularly important to promote evening shopping if such a use is found necessary to maintain the economic viability of the CBD. Street furniture (benches, trash baskets, lamp standards, etc.) should be provided to enhance the character and facilitate the use of pedestrian areas. Sculpture should be encouraged in new public open spaces. A system of signs of appropriate scale and design should be utilized to demarcate private businesses, identify public parking facilities, and inform visitors of what is available in the CBD.

A set of detailed urban design guidelines should be formulated and made available to developers as a means of encouraging appropriate design of Downtown development and redevelopment projects. The design of public projects should be used to set an example for physical improvement that enhance the character of the Downtown. In general, public and private urban design decisions should be coordinated so that they work together to preserve Princeton's distinctive appearance.

Other Land Use Recommendations

The appearance and pedestrian environment of Witherspoon Street should be improved. It links Nassau Street with the planned improvements to the Library and Spring Street Parking lot, Arts Council Building and the new Township Municipal Complex. Urban design principles should be utilized to create a unified streetscape incorporating such features as tree planting, sidewalk improvements, street furniture and public art. The development of the new Township municipal complex should take advantage of the opportunity to create a focal point that provides an attractive terminus to Witherspoon Street.

Improving the urban landscape and retaining the rural and scenic character of the community are important elements of the Princeton Community land use process. The preservation and integration of the natural environment into the plans and designs of all improvements and changes in land use are an integral part of what makes Princeton a special community. Existing trees should be retained or replaced with all development or changes in land use. Trees in parking lots, mixed evergreen and deciduous buffers between uses, street trees along roadways and evergreen screens around utility systems and refuse collection areas are examples of landscape techniques routinely incorporated into site plan.

The Borough Public Works garage located near Queenston Commons and the Township Public Works area on John Street should be relocated away from residential areas.

A detailed review of the impact from the acquisition and use of commercial properties by nonprofit institutions should be undertaken.

Reuse of the Witherspoon Street Medical Center Campus

Currently, the Princeton Medical Center's Witherspoon Street campus is zoned HMC in the Borough and H-2 in the Township. These zones only permit medical uses and accessory uses associated with the hospital. The medical buildings in these zones occupy approximately 510,000 square feet. The Franklin Avenue parking lot and two properties on Harris Road are located in the Borough's R-4 zone which permits a variety of residential uses. The remainder of the properties on Harris Road and a substantial portion of the parking garage are in the Township's R-8 zone which in this block permits single-family homes.

The University Medical Center of Princeton's (UMCP) announcement that it is vacating these properties, representing approximately 12 acres of land in both the Borough and Township, presents a unique opportunity to the community to define how alternate development could take place in this area. High density uses have existed on this site for many years and any reuse of the site would be a lower intensity use. Due to the current high density infrastructure serving the site, the property lends itself to a continuation of a greater density than that which is found in the surrounding residential area.

The Planning Board has reached a consensus that:

- the Witherspoon Street Campus should be redeveloped with primarily residential uses;
- an affordable housing component should be included;
- an age restricted component should be included;
- the houses along Harris Road should remain as residences;
- the Franklin Avenue parking lot should be in a zone similar to the Borough's R-4 zone;
- buildings in the H-2 zone could permit medical offices, medical services, general offices and/or residential uses;
- all or part of the parking garage may remain to service the redeveloped area, and;
- the existing zoning permitting a general purpose hospital should remain in place until the Medical Center relocates its facilities.

The following development parameters are applicable to a rezoning with either a major re-use of the existing buildings or the removal of all or some of the existing buildings on the Witherspoon Street Campus. Structures which are to be retained would be “grandfathered” with regard to new bulk, area and design parameters.

New construction should meet a revised set of criteria that require lower buildings to be constructed along the perimeter of the site and taller buildings to be located in the center of the site. New construction should be limited to five stories in height with a requirement that building height be variable and that portions of any new construction be three and four stories. New construction should be compatible with surrounding buildings and uses.

1. Uses –

Permitted uses in the HMC zone should be primarily residential. Other permitted uses should include non-residential uses compatible with the residential uses including medical offices, general offices, neighborhood service retail, and a restaurant. Permitted uses in the H-2 zone include medical offices, medical services, general offices and residential uses. Medical services that serve the Princeton Community are encouraged to locate in this zone. The parking garage should serve development in the area. Only residential uses should be permitted for the parking lot along Franklin Avenue and for the houses along Harris Road. Listed below are additional considerations.

- a. Zoning standards for residential uses in the HMC zone should be broad enough to include one or a combination of age-restricted housing, non-age restricted housing, and components of a Continuing Care Retirement Community (CCRC) provided that the nursing care units or assisted living units may be made available at the CCRC or by contract at another location. A combination of all types of residential uses is permissible. A variety of buildings or residential unit types should be provided. Up to 50% of the units may be age-restricted.
- b. Nonresidential development in the HMC zone should be limited to the first floor. Any nonresidential development proposed should not extend for more than 180 feet along Witherspoon Street in the HMC zone and may extend along interior façades. Nonresidential development may not front on Franklin Avenue. Except for a restaurant nonresidential development should be limited to 3,000 square feet per user. The maximum amount of nonresidential space should be in the range of four and six percent of the total development in the HMC zone excluding the parking garage. Nonresidential development should be compatible with surrounding uses and may include a restaurant, medical services, personal services, professional offices and neighborhood service retail.

- c. Permitted accessory uses that serve the residential component may include meeting rooms, congregate dining areas, doctors or nurses station, exercise area and a pool.
- d. The H-2 zone should be rezoned to include general office, medical office, medical services and residential uses.
- e. The underlying zones permitting hospital use should remain until the hospital relocates.
- f. The existing residences used by the hospital for non-residential use along Harris Road should be converted back to residential use and no zone change should be considered.
- g. The surface parking lot south of Franklin Avenue should be rezoned to a zone similar to the Borough's R-4 zoning district in density and permitted uses and include a 20% set aside for affordable housing that complies with COAH's new requirements.
- h. The land under the parking garage should be rezoned to include the garage as a permitted use and link the garage to the development that may occur in the HMC or H-2 zones.

2. Total Floor Area/Density –

- a. Currently, the Township H-2 zone has a maximum floor area ratio of 1.35, which permits approximately 67,000 square feet. The surgi-center office building is approximately 44,000 square feet and the building adjacent to it is approximately 23,000 square feet. Any development or reuse of this site should not exceed the existing floor area ratio.
- b. Currently, the Borough HMC zone has a maximum floor area ratio of 1.8, which permits 441,123 square feet. The current and anticipated medical and hospital buildings in this zone amount to 440,864 square feet. Any development or reuse of this site should not exceed the existing floor area ratio.
- c. Up to an additional 10,000 square feet should be permitted temporarily to accommodate necessary hospital, medical or accessory uses that may be required until such time as UMCP completes its relocation. This temporary authorization should expire by July 1, 2011 (if the medical center vacates the property), at which time sufficient demolition should occur to keep all buildings within the 1.8 floor area ratio.
- d. The garage, parking yard, and existing houses along Harris Road are subject to different standards in their Township or Borough zones.
- e. Up to 280 residential units should be permitted in the Borough's HMC zone. A density bonus increase of up to 320 units should be considered if one-bedroom age restricted units are provided. No increase in FAR is anticipated if this bonus is utilized.
- f. Residential uses should provide a range of housing types including family housing. To assure this range, any development or redevelopment of the site should include studio apartments as well as one, two and three or more bedroom units.

- g. To the extent possible, especially if mostly new construction is contemplated, residential uses should provide a range of styles. New buildings should be integrated in a non-disruptive fashion into the complex balance of bulk, height and scale that now exists with the goal being to have new buildings with a lower height and bulk. Design elements such as colors, textures and materials should be carefully reviewed. New buildings should be designed to avoid a monolithic appearance. New construction should be limited to five stories in height with a requirement that building height be variable and that portions of any new construction be three and four stories.
- h. The surface parking lot on Franklin Avenue should be rezoned to permit residential development similar in density and uses to the Borough's R-4 zone and require a 20 percent set aside for affordable housing. Development on this site may be up to 26 dwelling units.

3. Reuse and Recycling -

The new section of the Princeton Master Plan on "Sustainable Buildings" (see Conservation Element) sets this goal for new and remodeled buildings, stating they should be: "models of environmental, economic and social stewardship, contributing to our goals of protecting, conserving and enhancing Princeton's environment." It urges builders to the extent practical to comply with the U.S. Green Building Council's Leadership in Energy and Environmental Design (LEED) rating system.

The LEED system gives special attention to the reuse of existing buildings, awarding additional credit when 100% of a building structure (steel, foundations, slabs, and basement walls) and exterior shell are preserved along with 50% of the walls, floors, and ceilings.

Even if existing buildings are not reused, the LEED system gives some credit if demolition waste is diverted by recycling or reusing. Steel is the material most often recycled. The goal of recycling as much waste as possible should be encouraged. The use of durable materials is encouraged so that the waste stream is decreased over the life of the structures.

4. Affordable Housing –

Any reuse or rezoning of the Medical Center properties should require a twenty percent set aside for affordable housing that complies with all COAH requirements.

Discussions with the Borough's Housing Authority should take place to determine if there are opportunities to improve the Franklin Terrace and Maple Terrace housing and provide additional affordable housing units.

5. Development Location –

Currently, only the buildings in the Southwest section of the Borough HMC zone, commonly know as the “J” and “B” wings, are allowed to exceed by two stories the current maximum height limit of five stories (not to exceed 67.5 feet). Elevator housings are exempted from this requirement.

New construction should be limited to five stories in height with a requirement that building height be variable and that portions of any new construction be three and four stories. Any new construction in the Witherspoon Street Campus should be concentrated in the central portion of the site. Building setback should increase as building height increases

6. Streetscape Configuration –

New building facades along public streets should relate well in composition and scale to development in the area which is characteristically two and three stories in height. Both existing and new building facades should be designed with variable openings that are pedestrian friendly and break up the building face. Careful consideration should be given to the mass and bulk of any new buildings to insure they are harmonious with their surroundings and improve the present conditions.

Retail uses should front on a street or public plaza area. Nonresidential uses in the HMC zone should not extend for more than 150 feet along any facade. Reuse of existing structures must include a streetscape plan to convert the site into a pedestrian friendly area.

Open spaces and plazas should be inviting to the public and serve as a connection between the surrounding neighborhood and any new development. Trees and plantings should be used to define and frame pedestrian ways and open spaces as well as to provide shade. Paving types and patterns should relate to the intended character of the street or open space area. Street furniture (benches, trash baskets, lamp standards) should be provided to enhance the character and encourage the use of pedestrian and open space areas.

7. Open Space –

Open space (area not occupied by buildings or parking) for both public and private use should be integrated into and throughout any development scheme. The development should provide adequate buffers using sufficient widths and appropriate landscape treatments. The minimum amount of open space for the Witherspoon Street Campus should be 50,000 square feet.

This open space should be adequately connected to the public walkway system surrounding and crossing the site and directly accessible from public streets. A variety of spaces for different activities should be provided. The open spaces should be designed to encourage the interaction of people living within the new development and the neighborhood. Any development or redevelopment of the Witherspoon Street campus should have an enhanced

system of public open spaces and pathways that provide linkages between and through the development as well as the surrounding neighborhood. Attention should be paid to the relationship between building activities, entrances and the streetscape as well as to the creation of places for sitting. Consideration should be given to incorporating a water feature or other outdoor activities within the open space. Sculpture should be encouraged in new public open spaces.

Buffer areas, plazas and other hardscape areas, not including roof decks or balconies, may be considered part of the site's open space. Additional landscaping should be provided for retained buildings. The location and types of open space will be subject to site plan review approval.

8. Parking –

Permitted uses should be supported exclusively by the on-site parking garage except for a very limited amount of internal surface parking. On-street parking should not be counted in meeting the designated parking requirement. Excess spaces in the parking garage may be used by others, such as the residents in Franklin and Maple Terrace, subject to Planning Board approval. Parking spaces in the garage may not be used to meet the on-site parking requirements for development outside the Witherspoon Street campus. If additional parking spaces are required, they should be concentrated in the interior of the development site. Retail uses with access from Witherspoon Street should be permitted to utilize on-street parking along Witherspoon Street.

9. Circulation -

Safe and efficient traffic circulation should be provided. Traffic safety studies (indicating peak hour, weekend traffic generation rates, and an analysis of the surrounding intersection) should be provided as part of site plan review for any development on the site.

A new neighborhood street is envisioned through the site. Access points should be open and accessible by the public. At least two points of vehicular ingress and egress should be provided. Sidewalks should be provided along any street or drive and the design shall be such that it has the appearance of a public street.

Any development should demonstrate how the public and residents will circulate in and through the site. A private gated community is not allowed for the site.

Consideration should be given in the design of any site plan to providing transit or jitney services.

1996 PRINCETON COMMUNITY MASTER PLAN

LAND USE ELEMENT

Adopted: December 12, 1996, amended June 20, 2002, amended January 19, 2006,
amended September 14, 2006, amended December 3, 2009

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LAND USE MAP

Revised map to provide "NOT TO SCALE" will be distributed at meeting on 12/12/96.