

Final Report

The Municipality of Princeton, New Jersey

THE MAYOR'S TASK FORCE ON AFFORDABLE HOUSING

June 17, 2015

TABLE OF CONTENTS

	<u>page</u>
PREFACE	i
I. INTRODUCTION	1
II. PUBLIC PARTICIPATION	3
III. EXISTING & UNDER CONSTRUCTION AFFORDABLE HOUSING UNITS	4
IV. PUBLICALLY OWNED PROPERTIES	5
V. FINAL SITE SELECTION	6
SITE DESCRIPTIONS	8
11 Chestnut Street	8
27 N Harrison Street	10
Maclean Street Lot	12
Birch & Race Street Parking Lots	14
303 John Street	16
400 Witherspoon Street	18
Herrontown & River Roads	20
237 Harrison Street	22
Franklin Avenue Parking Lot	24
Franklin & Maple Terrace	26
Valley Road School	28
Princeton Community Village	30
Grover Avenue	32
VI. Conclusions & Recommendations	34

PREFACE

This report is submitted to the Mayor and Council of Princeton by the Mayor's Task Force on Affordable Housing. The Chair of the Task Force was the principal author and editor of this report, and assumes full responsibility for any errors of omission or commission. The Chair thanks the members of the Task Force and the municipal professional staff who did the analysis that identified the potential sites for future affordable housing and provided the framework for evaluation of the suitability of these sites. The Chair also thanks the many members of the public who attended the meetings of the Task Force and made constructive suggestions that helped guide the work of the Task Force.

Bernie Miller, Chair
Mayor's Task Force on Affordable Housing

Affordable Housing Task Force Members

Council appointees:

Jenny Crumiller
Lance Liverman
Bernie Miller, Chair

Resident appointees:

William Hare
Bernadine Hines
Tobin Levy
David Schrayner

Agency appointees:

Rev. Deborah Brooks, Housing Authority of Princeton
Ed Truscelli, Chair/Executive Director; Princeton Community Housing
Alvin McGowen, Chair; Princeton Housing Board

Municipal Staff:

Christy Peacock, Affordable Housing Coordinator
Neal Snyder, Municipal Assessor
Lee Solow, PP/AICP; Director of Planning

I. INTRODUCTION

The Mayor's Task Force on Affordable Housing was created on September 8, 2014 by Princeton Council by Resolution number 14-266.

The Task Force was charged by Council with preparing an inventory of all publically owned sites that might at some future date be candidate sites for affordable housing. The Task Force was further directed by Council to evaluate the development potential of those sites that it considered to be suitable for affordable housing.

The Mayor, with the consent of Council appointed the following Council members to the Task Force:

Council President Bernie Miller
Councilman Lance Liverman
Councilwoman Jenny Crumiller

At a subsequent date, the Mayor, with the consent of Council, appointed the following citizen volunteer members of the Task Force:

William Hare
Bernardine Hines
Tobin Levy
David Schrayner

The following agencies and organization involved with affordable housing in Princeton were invited to participate in the Task Force and were represented as follows:

Housing Authority of Princeton, Reverend Deborah Brooks
Princeton Community Housing, Ed Truscelli, Executive Director
Princeton Housing Board, Alvin McGowen, Chair

The Task Force was ably assisted in its work by the professional staff of the municipality:

Christy Peacock, Affordable Housing Coordinator
Neal Snyder, Tax Assessor
Lee Solow, Municipal Planner

At its initial meetings the Task Force interpreted "... publically owned sites", to include sites currently owned by the municipality of Princeton as well as sites that may be owned by the municipality at a future date. Publically owned was further interpreted to include sites owned by the Princeton School Board, and sites that are owned by the previously named agencies and organizations engaged in the development of affordable housing in Princeton.

The Task Force also decided that while it would assess the suitability of the sites for affordable housing, it would not recommend whether a site was best suited for a mix of market rate and affordable housing, or solely for affordable housing, nor would it go beyond estimating a range of the number of units that might be accommodated on a site.

The Task Force elected Bernie Miller as Chair and David Schroyer as Vice Chair. Meeting notes were taken on an ad hoc basis by various members of the Task Force.

The Task Force agreed that all meetings, except those where the Task Force was analyzing data or preparing reports, would be noticed and open to the public. It was agreed to allocate time at the beginning and close of each public meeting for comments by members of the public.

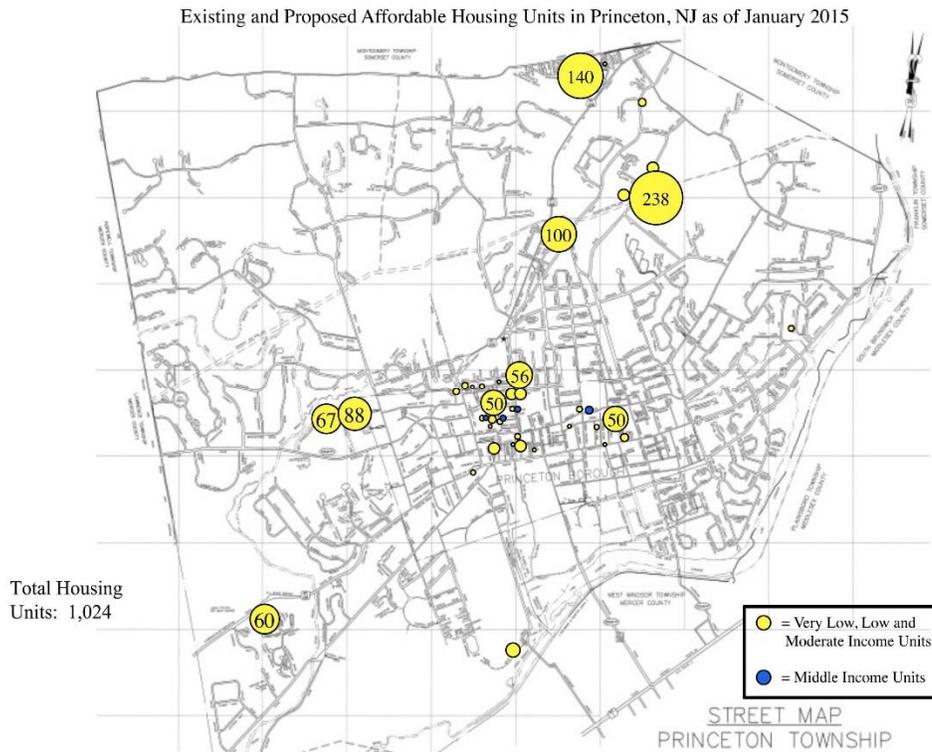
II. PUBLIC PARTICIPATION

Meetings of the Task Force were publically noticed and the meetings were scheduled at times suggested by members of the public as most convenient for their schedules. The open public meetings were well attended. Members of the public were given an opportunity to comment and express their views on the work of the Task Force. The public expressed concerns about the amount and location of affordable housing, its impact on taxes, school capacity, infrastructure capacity traffic and parking. The desire to set aside Princeton's affordable housing for former and present residents and their immediate families (a Princeton preference) was raised, as was a desire to see a geographic and holistic balance of affordable housing throughout the community. Some members of the public suggested that the Task Force consider the possibility of building affordable housing on top of structured parking facilities on municipal parking lots. This concept was not pursued as the professional staff counseled that not only would the structured parking need to replace the surface parking, but would also need to provide parking for the residences that would be built above parking garage. The Task Force concluded that the foregoing were outside of the scope of determining site suitability and were not considered.

III. EXISTING & UNDER CONSTRUCTION AFFORDABLE HOUSING UNITS

In order to place its work in context, the Task Force obtained data on the number of residential units, and the number and geographical distribution of existing and under construction affordable housing units in the municipality of Princeton. As of the date of this report, Princeton has approximately 10,136 existing residential units and 959 affordable housing units. At the time of preparation of this report there are an additional 96 affordable units planned or under construction. The affordable housing stock consists of inclusionary units in larger scale developments built after the mid-1980s, and solely affordable housing in older developments.

Figure 1 shows the geographical distribution and number of affordable units at each location as of January 2015.



IV. PUBLICALLY OWNED PROPERTIES

With the assistance of the municipal Tax Assessor, the Task Force identified 280 publically owned properties. Using the broad definition of “publically owned” properties owned by:

- the municipality of Princeton
- the Princeton Board of Education
- Princeton Community Housing
- the Housing Authority of Princeton
- Princeton University (Franklin Street lot)
- Princeton First Aid and Rescue Squad
- Non-profit organizations

This extensive list of 280 properties was then reduced to a list of 44 properties using criteria that would preclude the development of the property for reasons such as, the site is:

- Green Acres
- Wetlands
- Right-of-way (provides access to other properties)
- In a flood plain
- Already developed
- Owned by the State of New Jersey or Mercer County
- Consists of parking lots in the Central Business District off of Nassau St.

V. FINAL SITE SELECTION

By applying additional screens, the list of 44 properties was further reduced to 13 sites consisting of 23 tax lots. These screens considered the size of the site and if the site was currently being used for a municipal purpose. For example, certain properties that are currently used for municipal purposes such as the Public Works Department facilities on Harrison Street and John Street were kept on the list, as the Public Works Department may be consolidated to a single site at some future date. However, the active fire station on Witherspoon Street was removed from the list. The remaining properties range in size from approximately 0.15 acres to 46 acres.

To help in assessing the suitability of the 13 sites, the Task Force used a set of criteria similar to those developed by New Jersey Future (Smart Growth Scorecard – Proposed Development) to qualitatively evaluate the strengths and weakness of each site.

The criteria employed are:

- I. Near existing development and infrastructure
- II. Range of housing options
- III. Protects open space
- IV. Choices for getting around
- V. Respectful of community character and design

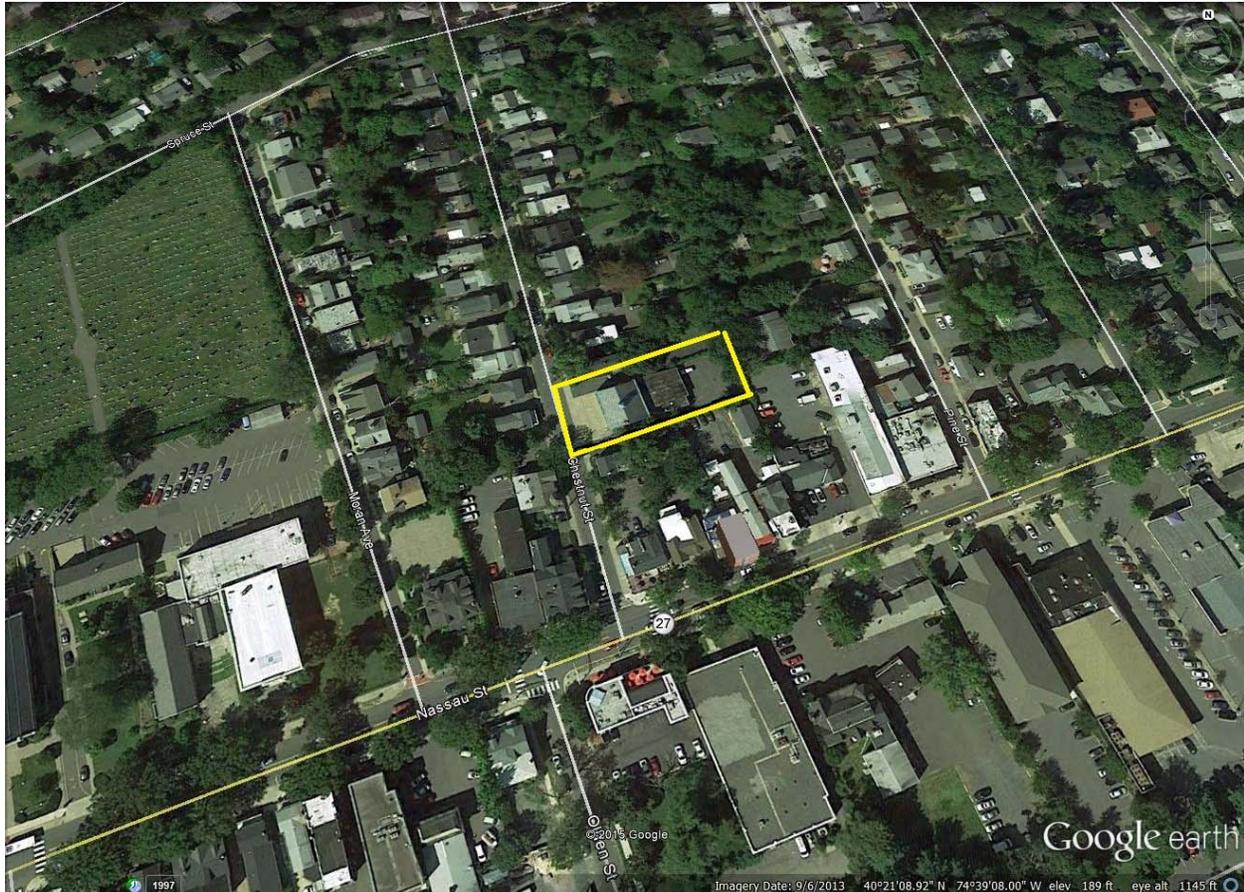
As each of the 13 sites was deemed to be suitable for either a mix of market and affordable housing, or for solely affordable housing, the Task Force concluded that ranking or prioritizing the 13 sites, and whether the site should be used for a mix of market rate and affordable housing, or solely for affordable housing, involves many factors that are outside of the scope of the Task Force. These factors should be considered in any future planning analysis conducted by the municipality, or in a feasibility study prepared by a potential developer. The Task Force also did not attempt to estimate the number of units that could be accommodated on each site, recognizing

that the number of units will be a function of the zoning, and the size and type of units to be constructed. But, instead, the Task Force provided an estimate of the range of the number of units that might be accommodated on each site.

In the following pages, the reader will find an assessment of the 13 sites against the five criteria listed above. For each of the 13 sites there is a photograph that places the site in its neighborhood context, a written description of the site and its potential possibilities for development for affordable housing and a qualitative evaluation of the site against the selected criteria.

SITE DESCRIPTIONS

Figure 2
11 Chestnut Street Princeton Firehouse



Land Use Suitability and Neighborhood Characteristics

The Princeton Firehouse is located at 11 Chestnut Street and designated as Block 20.02, lots 39.01 and 39.02. The property contains approximately 0.11 acres and houses the fire house and some limited parking. The Fire Station is not being used to its full capacity as a fire station. Surrounding uses are varied with properties to the south fronting on Nassau Street being retail, offices and apartments above retail or offices, to the east is a parking lot serving the business on Nassau Street, to the north and west are residential properties. The site is a transition area between the higher intensity commercial area along Nassau Street and the residential area north of the site.

The underlying zoning is R-4 which permits single family, two family, townhouses and multifamily housing at densities ranging from 6 to 14 dwelling units an acre. Most of the residential area has been developed at a density of between 6 and 8 units an acre. There are no unique or critical environmental features or habitat in this area. The fire house poses some concern in terms of its structural integrity and potential clean-up. Adaptive reuse of the existing structure may have the least impact on the surrounding neighborhood.

Within 500 feet of the site are a number of affordable housing units along Nassau Street.

11 Chestnut Street Princeton Firehouse

- I. **Near existing development and infrastructure** – Makes the most of limited public resources and builds on public investments already made. Upgrading existing infrastructure and services is more efficient than building new in previously undeveloped areas.

Measurement	Yes	No
Property is located adjacent or connected to existing infrastructure: roads, water and sewer	X	
Property is in State Plan Planning Area 1 or 2, a designated center (according to the State Plan) and/or a designated Area in Need of Redevelopment	X	
Potential development does not require new/additional community infrastructure, services and/or facilities (fire, police, school, utilities, etc.)	X	

- II. **Range of housing options** – Offers a range of housing types and sizes. Increases the choices available to households of all income levels.

Measurement	Yes	No
Property offers the potential for a mix of housing types (rental, sale) and sizes (apartments, condos, townhouses, single-family, studios, 1BR, 2BR, 3BR, etc.)	X	
Property offers the potential to contribute to community's fair share of affordable housing (COAH number), with at least 20% qualified as affordable housing	X	

- III. **Protects open space, farmland and critical environmental areas** – Benefits the general public as it spares watersheds, scenic vistas and agricultural areas needed for drinking water, farm and tourism revenues and strong quality of life.

Measurement	Yes	No
Potential property development has ability to avoid critical environmental areas (State Plan Planning Area 5, prime watersheds, unbroken forest and grassland areas, critical wildlife areas / wildlife habitat)	X	
Property is physically suitable for development, and avoids steep slopes greater than 15 percent, floodplains, stream (avoids corridors, aquifers and aquifer recharge areas)	X	

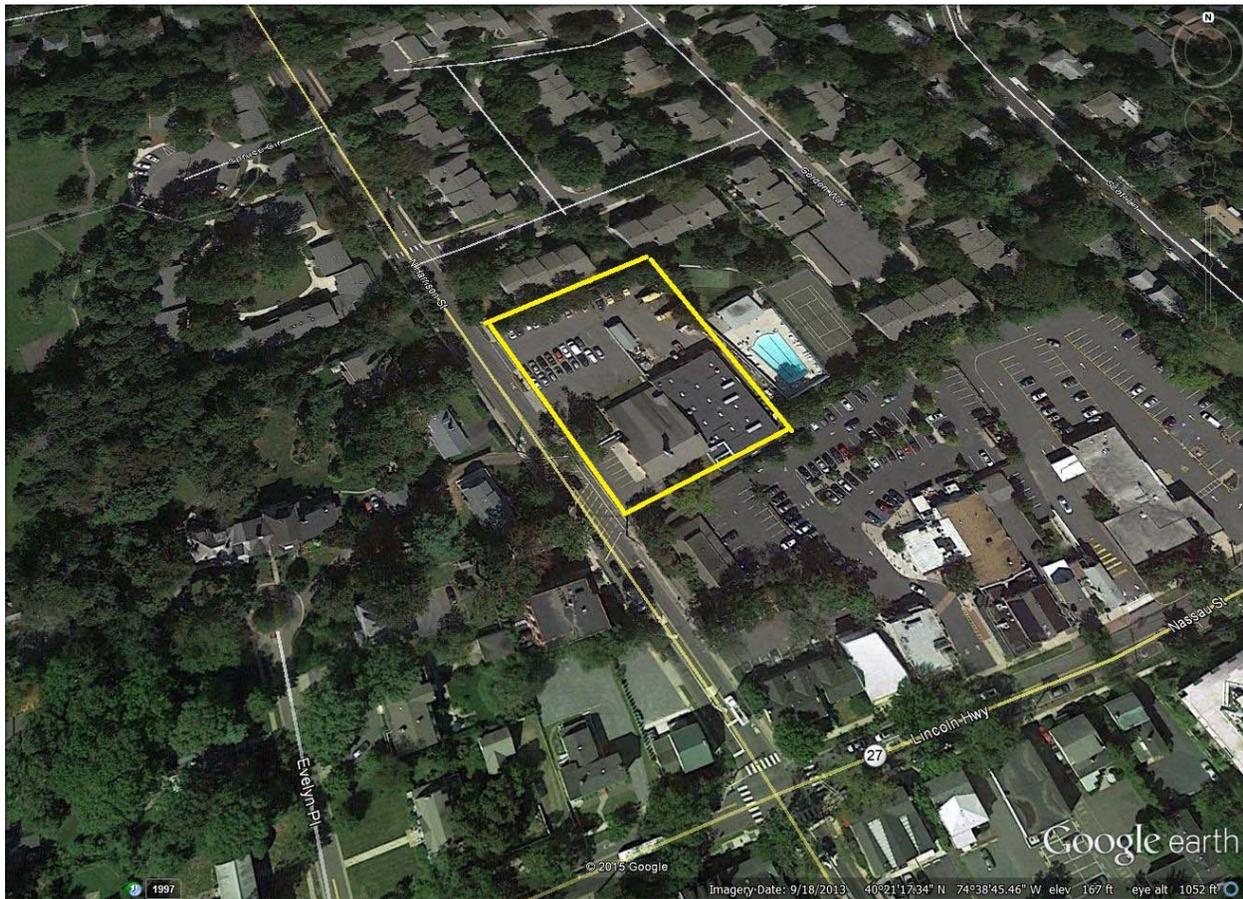
- IV. **Choices for getting around** – Sited near existing transit service to decrease dependency on the automobile, thereby reducing traffic and encouraging walkability (see V. below).

Measurement	Yes	No
Property is accessible by multiple modes of transportation (auto, bus, rail, walking, biking)	X	
Property is in walking distance to public transit (bus, rail, jitney)	X	
Property has an interconnected road system without cul-de-sacs OR the Property is located on an existing street network that is interconnected	X	
Property is within walking distance of at least three of the following – housing, restaurants, retail/convenience/services, schools, recreation facilities, offices, library	X	

- V. **Respectful of community character and design** – Enhances the community's desirability as a place to live, work and recreate. Designed at the human scale and is respectful of surrounding neighborhood.

Measurement	Yes	No
Potential development provides an average number of dwelling units/acre similar to surrounding character	X	
Potential scale of property development is compatible with immediate neighborhood	X	
Does project present an opportunity to adaptively reuse a structure?	X	
Furtheres the community's goal of distributing affordable housing throughout the community	X	

Figure 3
27 N. Harrison Street Princeton Public Works and Fire House



Land Use Suitability and Neighborhood Characteristics

The Princeton Fire House and Public Works facility are designated as Block 32.01, lot 167. The property contains 1.14 acres of land and is currently actively used by both the Princeton Fire Department and Public Works Department. Surrounding uses are varied with commercial property to the north, east and west and to the north is a residential development known as Queenston Commons. The property is approximately 200 feet south of Nassau Street. The site is a transition area between the commercial area along Nassau Street and the residential area north of the site. This area is characterized by a variety of residential units and higher density than the zoning permits may be acceptable.

The underlying zoning is R-3 which permits one and two family homes at a density of 4 to 6 dwelling units an acre. Residential development in the area is varied consisting of townhomes (Queenston Commons approximately 7.5 dwelling units per acre) attached dwellings (Spruce Circle approximately 20 dwelling units an acre) and single family homes located on the streets off of Hamilton and Nassau Street (approximately 2 to 4 dwelling units an acre).

There are no unique or critical environmental features or habitat in the area. Both the Fire House and Public Works Facility pose concerns in terms environmental issues associated with the prior uses. The site is fairly level but does slope down to the north. Within 500 feet of the site are the affordable housing units in Spruce Circle.

27 N. Harrison Street Princeton Public Works and Fire House

- I. **Near existing development and infrastructure** – Makes the most of limited public resources and builds on public investments already made. Upgrading existing infrastructure and services is more efficient than building new in previously undeveloped areas.

Measurement	Yes	No
Property is located adjacent or connected to existing infrastructure: roads, water and sewer	X	
Property is in State Plan Planning Area 1 or 2, a designated center (according to the State Plan) and/or a designated Area in Need of Redevelopment	X	
Potential development does not require new/additional community infrastructure, services and/or facilities (fire, police, school, utilities, etc.)	X	

- II. **Range of housing options** – Offers a range of housing types and sizes. Increases the choices available to households of all income levels.

Measurement	Yes	No
Property offers the potential for a mix of housing types (rental, sale) and sizes (apartments, condos, townhouses, single-family, studios, 1BR, 2BR, 3BR, etc.)	X	
Property offers the potential to contribute to community's fair share of affordable housing (COAH number), with at least 20% qualified as affordable housing	X	

- III. **Protects open space, farmland and critical environmental areas** – Benefits the general public as it spares watersheds, scenic vistas and agricultural areas needed for drinking water, farm and tourism revenues and strong quality of life.

Measurement	Yes	No
Potential property development has ability to avoid critical environmental areas (State Plan Planning Area 5, prime watersheds, unbroken forest and grassland areas, critical wildlife areas / wildlife habitat)	X	
Property is physically suitable for development, and avoids steep slopes greater than 15 percent, floodplains, stream (avoids corridors, aquifers and aquifer recharge areas)	X	

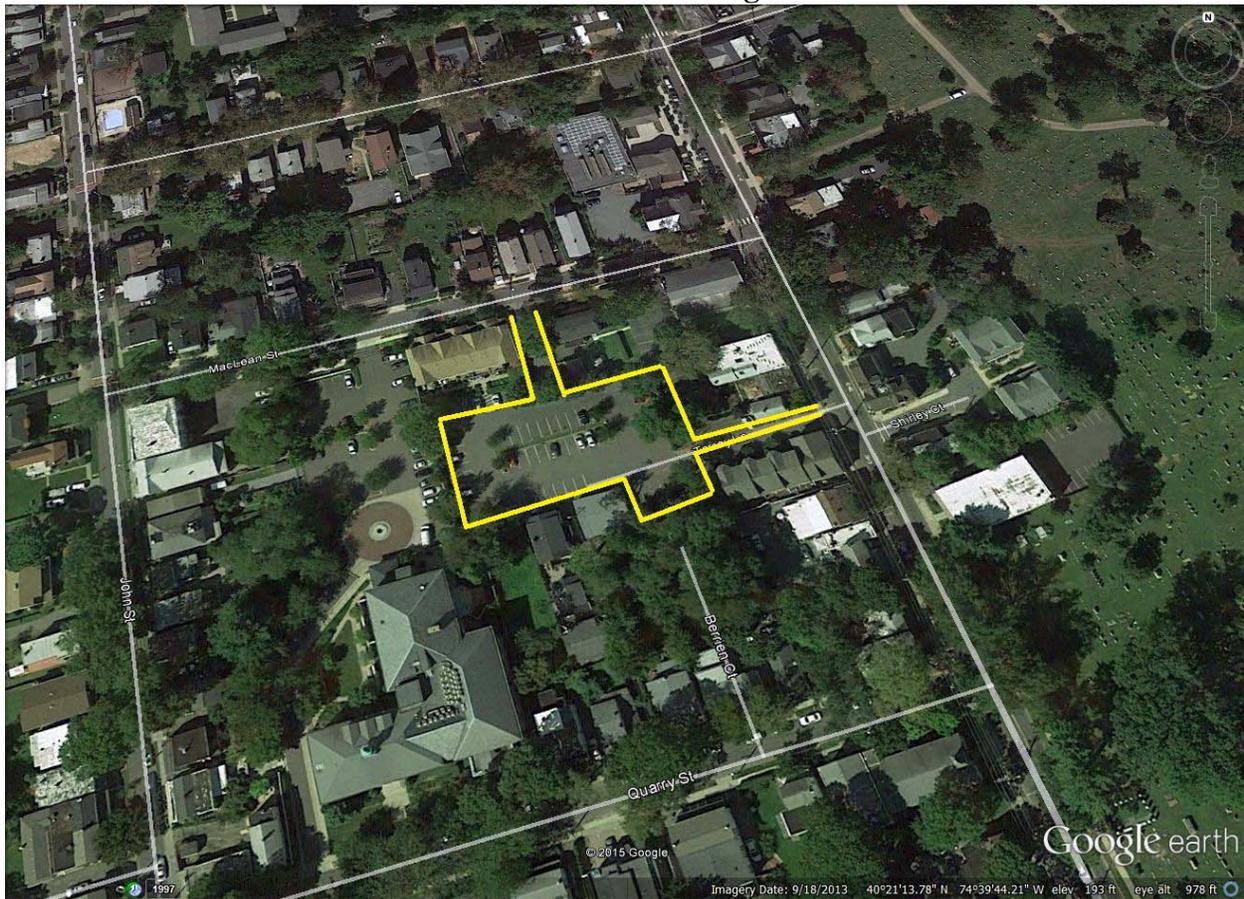
- IV. **Choices for getting around** – Sited near existing transit service to decrease dependency on the automobile, thereby reducing traffic and encouraging walkability (see V. below).

Measurement	Yes	No
Property is accessible by multiple modes of transportation (auto, bus, rail, walking, biking)	X	
Property is in walking distance to public transit (bus, rail, jitney)	X	
Property has an interconnected road system without cul-de-sacs OR the Property is located on an existing street network that is interconnected	X	
Property is within walking distance of at least three of the following – housing, restaurants, retail/convenience/services, schools, recreation facilities, offices, library	X	

- V. **Respectful of community character and design** – Enhances the community's desirability as a place to live, work and recreate. Designed at the human scale and is respectful of surrounding neighborhood.

Measurement	Yes	No
Potential development provides an average number of dwelling units/acre similar to surrounding character	X	
Potential scale of property development is compatible with immediate neighborhood	X	
Does project present an opportunity to adaptively reuse a structure?	X	
Furtheres the community's goal of distributing affordable housing throughout the community	X	

Figure 4
Maclean Street Parking Lot



Land Use Suitability and Neighborhood Characteristics

The Maclean Street parking lot is designated as Block 17.03, lot 116. The property contains 0.58 acres of land and currently provides 52 parking spaces which are utilized by area residents and businesses in the downtown. Access to the parking lot is provided via a twelve foot wide easement out to Witherspoon Street and a twenty-five foot wide drive out to Maclean Street. The Princeton Clerk's office reports there is a two year waiting list for parking permits. The underlying zoning is R-4 which permits single and two family units, townhomes and multifamily units. The density of development in this areas varies ranging from over 26 dwelling units an acre down to 7 dwelling units an acre.

Surrounding uses are primarily residential. To the north are one and two family homes on Maclean Street, to the east are a variety of uses along Witherspoon Street including apartments, offices and retail uses, to the west is the Waxwood an apartment development of 34 units and to the south are one and two family units. Within 500 feet of the site are a number of affordable housing developments including Maclean Street, Shirley Court, Witherspoon, Stanworth/Merwick, Clay Street, and John Street.

There are no unique or critical environmental features or habitat in the area. As with all parking lots there is some concern in terms environmental issues associated with the prior uses. The site is fairly level.

Maclean Street Parking Lot

- I. **Near existing development and infrastructure** – Makes the most of limited public resources and builds on public investments already made. Upgrading existing infrastructure and services is more efficient than building new in previously undeveloped areas.

Measurement	Yes	No
Property is located adjacent or connected to existing infrastructure: roads, water and sewer	X	
Property is in State Plan Planning Area 1 or 2, a designated center (according to the State Plan) and/or a designated Area in Need of Redevelopment	X	
Potential development does not require new/additional community infrastructure, services and/or facilities (fire, police, school, utilities, etc.)	X	

- II. **Range of housing options** – Offers a range of housing types and sizes. Increases the choices available to households of all income levels.

Measurement	Yes	No
Property offers the potential for a mix of housing types (rental, sale) and sizes (apartments, condos, townhouses, single-family, studios, 1BR, 2BR, 3BR, etc.)	X	
Property offers the potential to contribute to community's fair share of affordable housing (COAH number), with at least 20% qualified as affordable housing	X	

- III. **Protects open space, farmland and critical environmental areas** – Benefits the general public as it spares watersheds, scenic vistas and agricultural areas needed for drinking water, farm and tourism revenues and strong quality of life.

Measurement	Yes	No
Potential property development has ability to avoid critical environmental areas (State Plan Planning Area 5, prime watersheds, unbroken forest and grassland areas, critical wildlife areas / wildlife habitat)	X	
Property is physically suitable for development, and avoids steep slopes greater than 15 percent, floodplains, stream (avoids corridors, aquifers and aquifer recharge areas)	X	

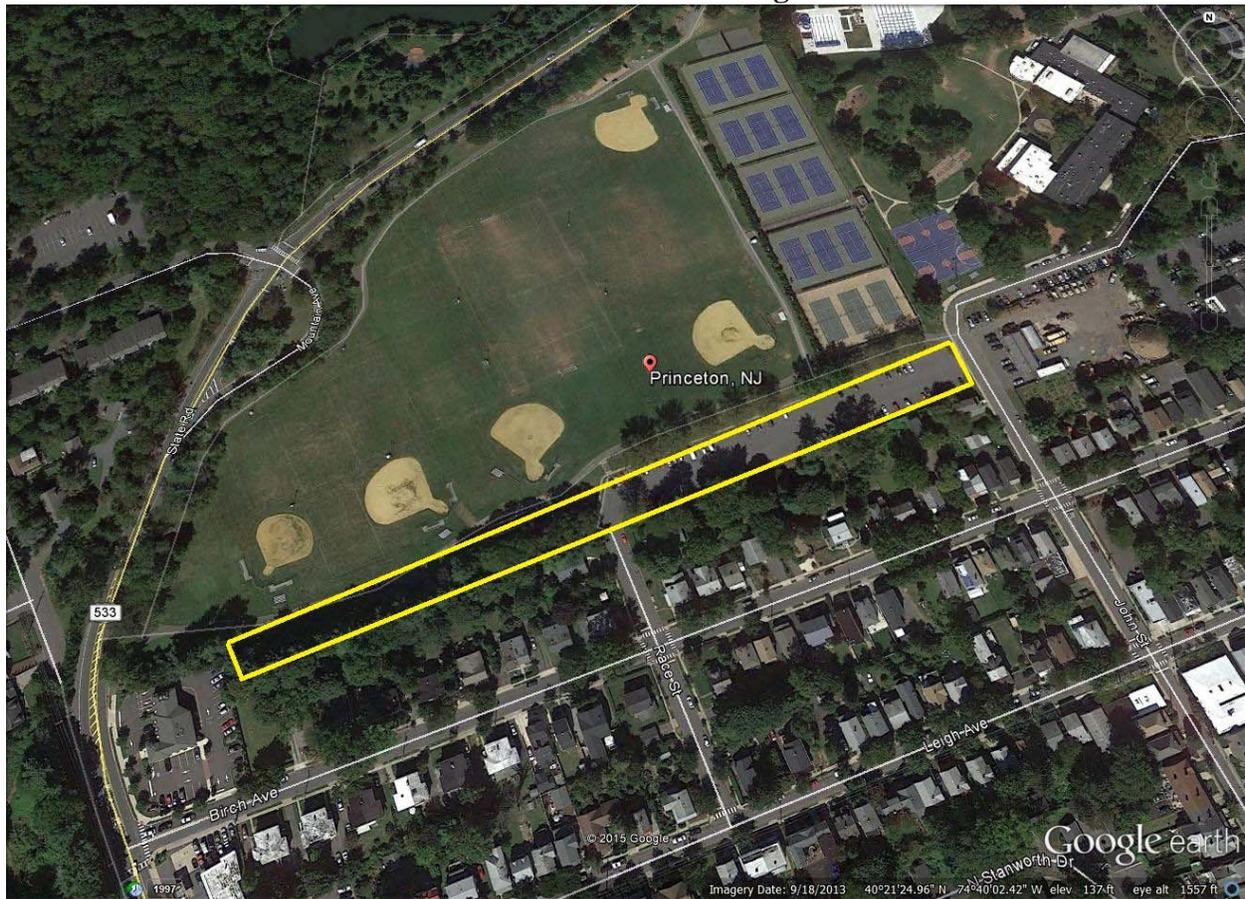
- IV. **Choices for getting around** – Sited near existing transit service to decrease dependency on the automobile, thereby reducing traffic and encouraging walkability (see V. below).

Measurement	Yes	No
Property is accessible by multiple modes of transportation (auto, bus, rail, walking, biking)	X	
Property is in walking distance to public transit (bus, rail, jitney)	X	
Property has an interconnected road system without cul-de-sacs OR the Property is located on an existing street network that is interconnected	X	
Property is within walking distance of at least three of the following – housing, restaurants, retail/convenience/services, schools, recreation facilities, offices, library	X	

- V. **Respectful of community character and design** – Enhances the community's desirability as a place to live, work and recreate. Designed at the human scale and is respectful of surrounding neighborhood.

Measurement	Yes	No
Potential development provides an average number of dwelling units/acre similar to surrounding character	X	
Potential scale of property development is compatible with immediate neighborhood	X	
Does project present an opportunity to adaptively reuse a structure?		X
Furtheres the community's goal of distributing affordable housing throughout the community	X	

Figure 5
Birch & Race Street Parking Lots



Land Use Suitability and Neighborhood Characteristics

This site includes four lots designated as Block 6902, lots 30, 42, 53 and 54. The property contains a surface parking lot accessed via John and Race Streets as well as vacant land abutting Community Park. The property is approximately 50 feet wide and runs from John Street to just east of Bayard Lane a distance of 1,127 feet. The undeveloped portion of the lot is utilized as part of Community Park. The exceptional narrowness of the lot may present challenges to future development.

The lots contain approximately 1.7 acres and is located in the R-9 zone which permits single family homes at a density of 6.7 units an acre. Surrounding uses include residences to the south, a bank to the west, Community Park to the north and the municipality's public work facility to the east. Development density varies and ranges between 6 and 14 dwelling units to the acre.

There are no unique or critical environmental features or habitat in the area. As with all parking lots there is some concern in terms environmental contamination and cleanup.

Within 500 feet of the property are affordable units on Leigh, Bayard and the Merwick/ Stanworth development.

Birch & Race Street Parking Lots

- I. **Near existing development and infrastructure** – Makes the most of limited public resources and builds on public investments already made. Upgrading existing infrastructure and services is more efficient than building new in previously undeveloped areas.

Measurement	Yes	No
Property is located adjacent or connected to existing infrastructure: roads, water and sewer	X	
Property is in State Plan Planning Area 1 or 2, a designated center (according to the State Plan) and/or a designated Area in Need of Redevelopment	X	
Potential development does not require new/additional community infrastructure, services and/or facilities (fire, police, school, utilities, etc.)		X

- II. **Range of housing options** – Offers a range of housing types and sizes. Increases the choices available to households of all income levels.

Measurement	Yes	No
Property offers the potential for a mix of housing types (rental, sale) and sizes (apartments, condos, townhouses, single-family, studios, 1BR, 2BR, 3BR, etc.)	X	
Property offers the potential to contribute to community's fair share of affordable housing (COAH number), with at least 20% qualified as affordable housing	X	

- III. **Protects open space, farmland and critical environmental areas** – Benefits the general public as it spares watersheds, scenic vistas and agricultural areas needed for drinking water, farm and tourism revenues and strong quality of life.

Measurement	Yes	No
Potential property development has ability to avoid critical environmental areas (State Plan Planning Area 5, prime watersheds, unbroken forest and grassland areas, critical wildlife areas / wildlife habitat)	X	
Property is physically suitable for development, and avoids steep slopes greater than 15 percent, floodplains, stream (avoids corridors, aquifers and aquifer recharge areas)	X	

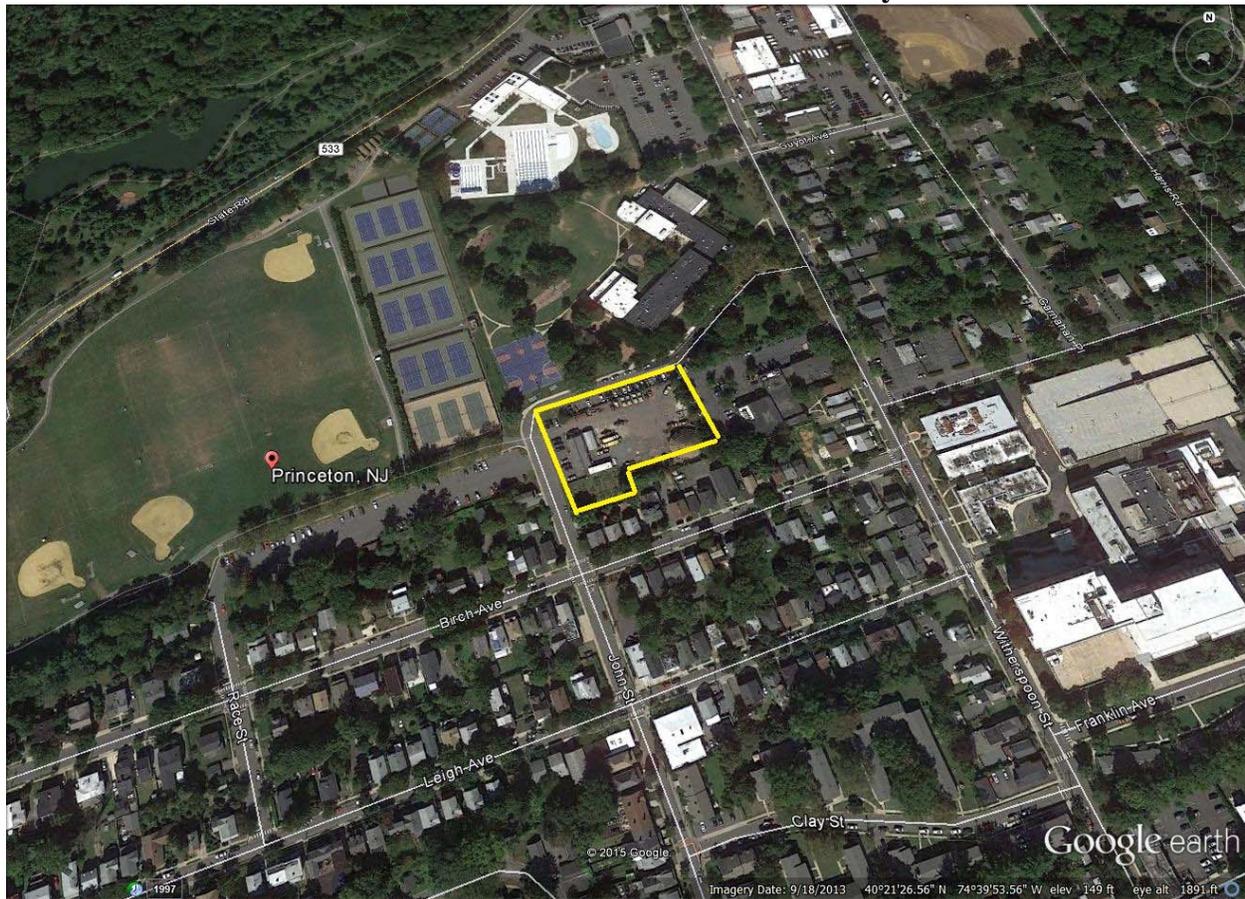
- IV. **Choices for getting around** – Sited near existing transit service to decrease dependency on the automobile, thereby reducing traffic and encouraging walkability (see V. below).

Measurement	Yes	No
Property is accessible by multiple modes of transportation (auto, bus, rail, walking, biking)	X	
Property is in walking distance to public transit (bus, rail, jitney)	X	
Property has an interconnected road system without cul-de-sacs OR the Property is located on an existing street network that is interconnected	X	
Property is within walking distance of at least three of the following – housing, restaurants, retail/convenience/services, schools, recreation facilities, offices, library	X	

- V. **Respectful of community character and design** – Enhances the community's desirability as a place to live, work and recreate. Designed at the human scale and is respectful of surrounding neighborhood.

Measurement	Yes	No
Potential development provides an average number of dwelling units/acre similar to surrounding character	X	
Potential scale of property development is compatible with immediate neighborhood	X	
Does project present an opportunity to adaptively reuse a structure?		X
Furtheres the community's goal of distributing affordable housing throughout the community	X	

Figure 6
303 John Street – Public Works Facility



Land Use Suitability and Neighborhood Characteristics

This site is designated as Block 6902, lots 28 and 29 and contains 1.3 acres of land. The property contains a surface parking lot, the municipality's public works facility and a small plot of land used for neighborhood gardens. Relocation of the public works garage would be required prior to any housing construction and would require a lead time of at least five years. Parking for any redevelopment of the site could be provided in the Race Street parking lot which may facilitate its redevelopment.

Access to the property is from John Street. The property is located in the R-9 zone which permits single family homes at a density of 6.7 units an acre. Surrounding uses include residences to the south, the Packet Publication parking lot to the east, residences and a parking lot to the west and the parking area for Community Park School to the north. Residential development density ranges from 10 to 17 dwelling units an acre. Within 500 feet of the property area affordable units on Leigh and a portion of AvalonBay development.

There are no unique or critical environmental features or habitat in the area. As with all parking lots there is some concern in terms environmental issues associated with the prior uses.

303 John Street - Public Works Facility

- I. **Near existing development and infrastructure** – Makes the most of limited public resources and builds on public investments already made. Upgrading existing infrastructure and services is more efficient than building new in previously undeveloped areas.

Measurement	Yes	No
Property is located adjacent or connected to existing infrastructure: roads, water and sewer	X	
Property is in State Plan Planning Area 1 or 2, a designated center (according to the State Plan) and/or a designated Area in Need of Redevelopment	X	
Potential development does not require new/additional community infrastructure, services and/or facilities (fire, police, school, utilities, etc.)	X	

- II. **Range of housing options** – Offers a range of housing types and sizes. Increases the choices available to households of all income levels.

Measurement	Yes	No
Property offers the potential for a mix of housing types (rental, sale) and sizes (apartments, condos, townhouses, single-family, studios, 1BR, 2BR, 3BR, etc.)	X	
Property offers the potential to contribute to community's fair share of affordable housing (COAH number), with at least 20% qualified as affordable housing	X	

- III. **Protects open space, farmland and critical environmental areas** – Benefits the general public as it spares watersheds, scenic vistas and agricultural areas needed for drinking water, farm and tourism revenues and strong quality of life.

Measurement	Yes	No
Potential property development has ability to avoid critical environmental areas (State Plan Planning Area 5, prime watersheds, unbroken forest and grassland areas, critical wildlife areas / wildlife habitat)	X	
Property is physically suitable for development, and avoids steep slopes greater than 15 percent, floodplains, stream (avoids corridors, aquifers and aquifer recharge areas)	X	

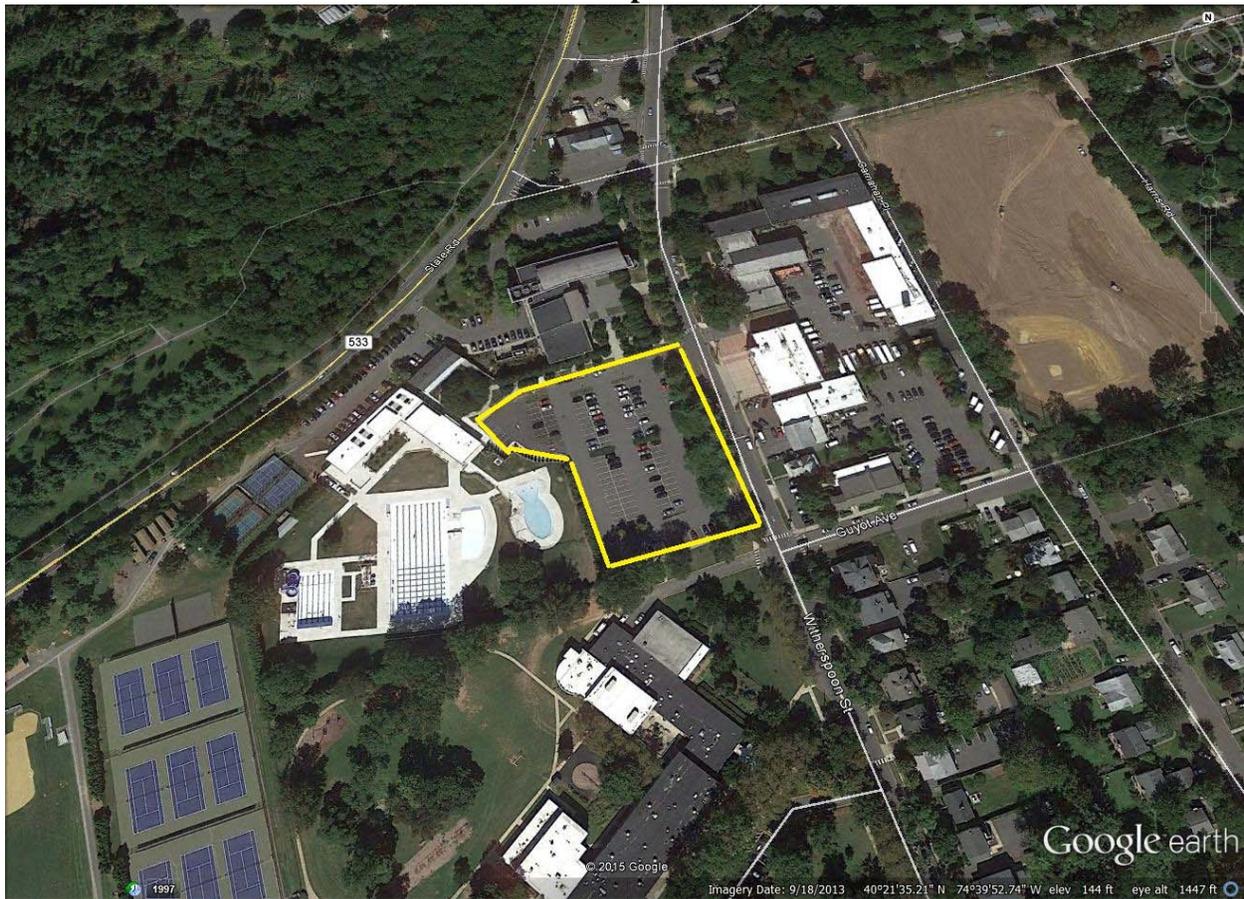
- IV. **Choices for getting around** – Sited near existing transit service to decrease dependency on the automobile, thereby reducing traffic and encouraging walkability (see V. below).

Measurement	Yes	No
Property is accessible by multiple modes of transportation (auto, bus, rail, walking, biking)	X	
Property is in walking distance to public transit (bus, rail, jitney)	X	
Property has an interconnected road system without cul-de-sacs OR the Property is located on an existing street network that is interconnected	X	
Property is within walking distance of at least three of the following – housing, restaurants, retail/convenience/services, schools, recreation facilities, offices, library	X	

- V. **Respectful of community character and design** – Enhances the community's desirability as a place to live, work and recreate. Designed at the human scale and is respectful of surrounding neighborhood.

Measurement	Yes	No
Potential development provides an average number of dwelling units/acre similar to surrounding character	X	
Potential scale of property development is compatible with immediate neighborhood	X	
Does project present an opportunity to adaptively reuse a structure?		X
Furtheres the community's goal of distributing affordable housing throughout the community	X	

Figure 7
400 Witherspoon Street



Land Use Suitability and Neighborhood Characteristics

This site is designated as Block 6902, lot 2 and contains approximately 1.7 acres of land. The property contains a surface parking lot accessed via Witherspoon Street and provides parking for the municipal building, Community Park Pool, Community Park School and some of the local businesses on Witherspoon Street.

The underlying zone is R-6 which permits single family homes on $\frac{1}{4}$ acre lots. There are no adjacent residential units. Surrounding uses include the municipal building to the north, Community Park Pool to the west, Community Park School to the south and various businesses to the east. Utilization of the property for affordable housing would require that a parking deck or underground parking be provided to maintain the existing number of parking spaces.

There are no unique or critical environmental features or habitat in the area. As with all parking lots there is some concern in terms environmental issues associated with the prior uses.

400 Witherspoon Street

- I. **Near existing development and infrastructure** – Makes the most of limited public resources and builds on public investments already made. Upgrading existing infrastructure and services is more efficient than building new in previously undeveloped areas.

Measurement	Yes	No
Property is located adjacent or connected to existing infrastructure: roads, water and sewer	X	
Property is in State Plan Planning Area 1 or 2, a designated center (according to the State Plan) and/or a designated Area in Need of Redevelopment	X	
Potential development does not require new/additional community infrastructure, services and/or facilities (fire, police, school, utilities, etc.)	X	

- II. **Range of housing options** – Offers a range of housing types and sizes. Increases the choices available to households of all income levels.

Measurement	Yes	No
Property offers the potential for a mix of housing types (rental, sale) and sizes (apartments, condos, townhouses, single-family, studios, 1BR, 2BR, 3BR, etc.)	X	
Property offers the potential to contribute to community's fair share of affordable housing (COAH number), with at least 20% qualified as affordable housing	X	

- III. **Protects open space, farmland and critical environmental areas** – Benefits the general public as it spares watersheds, scenic vistas and agricultural areas needed for drinking water, farm and tourism revenues and strong quality of life.

Measurement	Yes	No
Potential property development has ability to avoid critical environmental areas (State Plan Planning Area 5, prime watersheds, unbroken forest and grassland areas, critical wildlife areas / wildlife habitat)	X	
Property is physically suitable for development, and avoids steep slopes greater than 15 percent, floodplains, stream (avoids corridors, aquifers and aquifer recharge areas)	X	

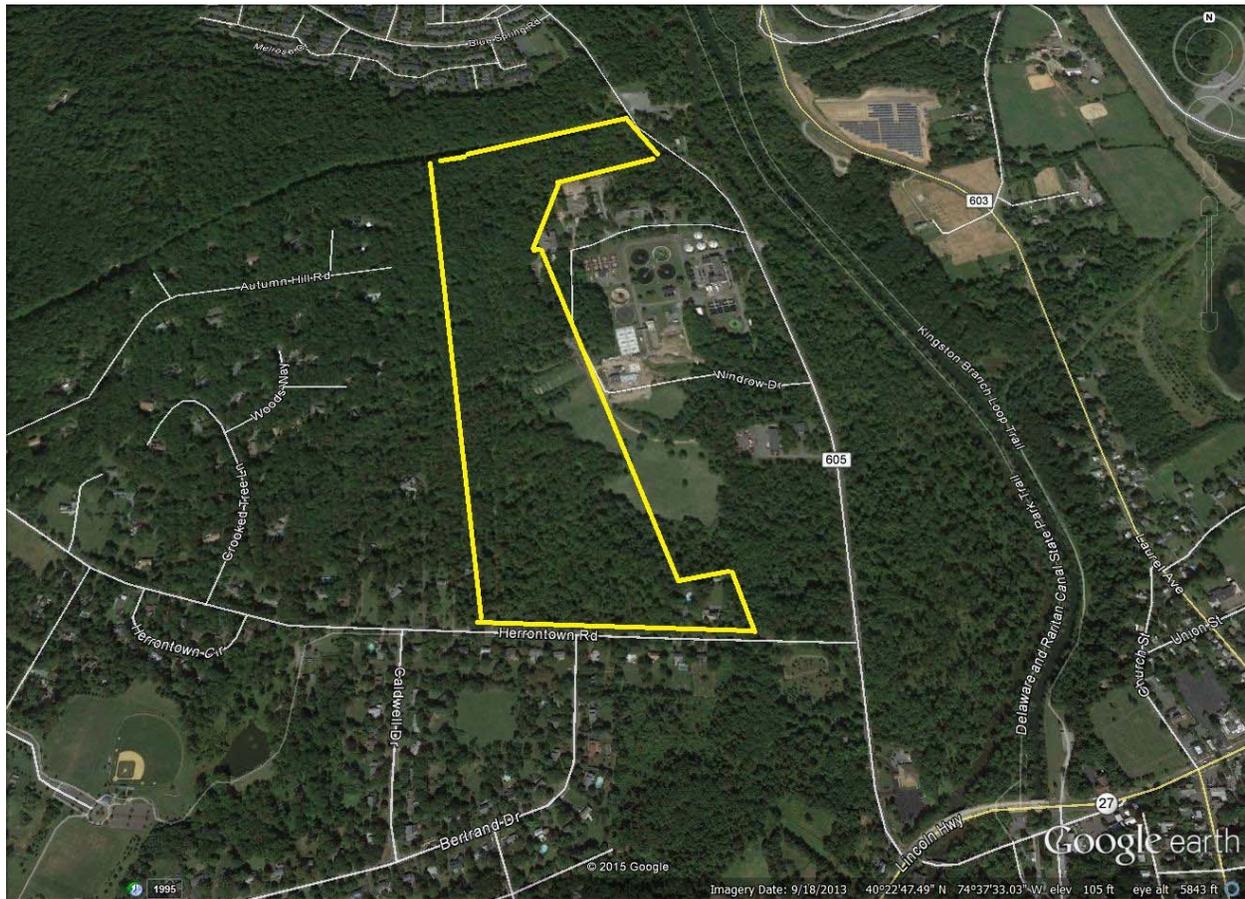
- IV. **Choices for getting around** – Sited near existing transit service to decrease dependency on the automobile, thereby reducing traffic and encouraging walkability (see V. below).

Measurement	Yes	No
Property is accessible by multiple modes of transportation (auto, bus, rail, walking, biking)	X	
Property is in walking distance to public transit (bus, rail, jitney)	X	
Property has an interconnected road system without cul-de-sacs OR the Property is located on an existing street network that is interconnected	X	
Property is within walking distance of at least three of the following – housing, restaurants, retail/convenience/services, schools, recreation facilities, offices, library	X	

- V. **Respectful of community character and design** – Enhances the community's desirability as a place to live, work and recreate. Designed at the human scale and is respectful of surrounding neighborhood.

Measurement	Yes	No
Potential development provides an average number of dwelling units/acre similar to surrounding character	X	
Potential scale of property development is compatible with immediate neighborhood	X	
Does project present an opportunity to adaptively reuse a structure?		X
Furtheres the community's goal of distributing affordable housing throughout the community	X	

Figure 8
Herrontown and River Roads



Land Use Suitability and Neighborhood Characteristics

This site is designated as Block 1503, lots 2, 4 and 5 and is located on River Road and Herrontown Road. The site contains approximately 90 acres of land and is heavily wooded. A portion of the site contains a closed municipal landfill. It is proposed that a solar array be built on part of the closed landfill. The remainder of the site is heavily wooded with some areas of wetlands. Portions of the site have steep slopes.

The underlying zoning is R-2 which permits single family homes on 1½ acre lots. Surrounding uses include the Stony Brook Regional Sewer Authority to the east as well as green acres restricted property, single family homes to the south along Herrontown Road, single family homes and vacant green acres restricted land to the west and the Princeton Montgomery township boundary line to the north (Townhomes in Montgomery). Residential development in Princeton is fairly low with most homes located on lots of at least 1½ acres. Development in Montgomery is higher ranging to 6 dwelling units an acre.

As indicated above the site has environmental features such as steep slopes, wetlands and a heavy tree canopy which may affect development.

The Site is part of the Sewer Operating Committee lands. Not shown on the map is an adjacent 7± acre parcel owned by Princeton which is located in Montgomery Township. These seven acres may be suitable for affordable housing.

Herrontown and River Road

- I. **Near existing development and infrastructure** – Makes the most of limited public resources and builds on public investments already made. Upgrading existing infrastructure and services is more efficient than building new in previously undeveloped areas.

Measurement	Yes	No
Property is located adjacent or connected to existing infrastructure: roads, water and sewer	X	
Property is in State Plan Planning Area 1 or 2, a designated center (according to the State Plan) and/or a designated Area in Need of Redevelopment		X
Potential development does not require new/additional community infrastructure, services and/or facilities (fire, police, school, utilities, etc.)		X

- II. **Range of housing options** – Offers a range of housing types and sizes. Increases the choices available to households of all income levels.

Measurement	Yes	No
Property offers the potential for a mix of housing types (rental, sale) and sizes (apartments, condos, townhouses, single-family, studios, 1BR, 2BR, 3BR, etc.)	X	
Property offers the potential to contribute to community's fair share of affordable housing (COAH number), with at least 20% qualified as affordable housing	X	

- III. **Protects open space, farmland and critical environmental areas** – Benefits the general public as it spares watersheds, scenic vistas and agricultural areas needed for drinking water, farm and tourism revenues and strong quality of life.

Measurement	Yes	No
Potential property development has ability to avoid critical environmental areas (State Plan Planning Area 5, prime watersheds, unbroken forest and grassland areas, critical wildlife areas / wildlife habitat)		X
Property is physically suitable for development, and avoids steep slopes greater than 15 percent, floodplains, stream (avoids corridors, aquifers and aquifer recharge areas)		X

- IV. **Choices for getting around** – Sited near existing transit service to decrease dependency on the automobile, thereby reducing traffic and encouraging walkability (see V. below).

Measurement	Yes	No
Property is accessible by multiple modes of transportation (auto, bus, rail, walking, biking)		X
Property is in walking distance to public transit (bus, rail, jitney)		X
Property has an interconnected road system without cul-de-sacs OR the Property is located on an existing street network that is interconnected		X
Property is within walking distance of at least three of the following – housing, restaurants, retail/convenience/services, schools, recreation facilities, offices, library		X

- V. **Respectful of community character and design** – Enhances the community's desirability as a place to live, work and recreate. Designed at the human scale and is respectful of surrounding neighborhood.

Measurement	Yes	No
Potential development provides an average number of dwelling units/acre similar to surrounding character		X
Potential scale of property development is compatible with immediate neighborhood		X
Does project present an opportunity to adaptively reuse a structure?		X
Furtheres the community's goal of distributing affordable housing throughout the community		X

Figure 9
237 Harrison Street – Princeton First Aid Squad



This site is designated as Block 7301, lots 1, 2, & 3 and is located at 237 Harrison and 8-14 Clearview Avenue. The site contains approximately 0.75 acres of land. The Princeton First Aid and Rescue Squad (PFARS) building fronts on Harrison Street and two single family homes recently purchased by PFARS front on Clearview. If PFARS relocates to other municipal land all three lots will become available. There are no unique or critical environmental features or habitat in the area.

The underlying zone is R-7 which permits single family homes on $\frac{1}{4}$ acre lots. Surrounding uses include the single family residences to the east and south along Clearview, Nonresidential uses to the south, north and west. Density for residential development on Clearview, Doran and Franklin ranges from 3 to 5 dwelling units an acre. Development along Harrison Street provides for a range of residential and nonresidential uses and densities. The site is a transition area with the Princeton Shopping Center to the north, nonresidential uses along North Harrison Street and residential areas to the east. Given the sites transitional characteristics a higher density than the zoning permits may be acceptable.

237 Harrison Street – Princeton First Aid Squad

- I. **Near existing development and infrastructure** – Makes the most of limited public resources and builds on public investments already made. Upgrading existing infrastructure and services is more efficient than building new in previously undeveloped areas.

Measurement	Yes	No
Property is located adjacent or connected to existing infrastructure: roads, water and sewer	X	
Property is in State Plan Planning Area 1 or 2, a designated center (according to the State Plan) and/or a designated Area in Need of Redevelopment	X	
Potential development does not require new/additional community infrastructure, services and/or facilities (fire, police, school, utilities, etc.)	X	

- II. **Range of housing options** – Offers a range of housing types and sizes. Increases the choices available to households of all income levels.

Measurement	Yes	No
Property offers the potential for a mix of housing types (rental, sale) and sizes (apartments, condos, townhouses, single-family, studios, 1BR, 2BR, 3BR, etc.)	X	
Property offers the potential to contribute to community’s fair share of affordable housing (COAH number), with at least 20% qualified as affordable housing	X	

- III. **Protects open space, farmland and critical environmental areas** – Benefits the general public as it spares watersheds, scenic vistas and agricultural areas needed for drinking water, farm and tourism revenues and strong quality of life.

Measurement	Yes	No
Potential property development has ability to avoid critical environmental areas (State Plan Planning Area 5, prime watersheds, unbroken forest and grassland areas, critical wildlife areas / wildlife habitat)	X	
Property is physically suitable for development, and avoids steep slopes greater than 15 percent, floodplains, stream (avoids corridors, aquifers and aquifer recharge areas)	X	

- IV. **Choices for getting around** – Sited near existing transit service to decrease dependency on the automobile, thereby reducing traffic and encouraging walkability (see V. below).

Measurement	Yes	No
Property is accessible by multiple modes of transportation (auto, bus, rail, walking, biking)	X	
Property is in walking distance to public transit (bus, rail, jitney)	X	
Property has an interconnected road system without cul-de-sacs OR the Property is located on an existing street network that is interconnected	X	
Property is within walking distance of at least three of the following – housing, restaurants, retail/convenience/services, schools, recreation facilities, offices, library	X	

- V. **Respectful of community character and design** – Enhances the community’s desirability as a place to live, work and recreate. Designed at the human scale and is respectful of surrounding neighborhood.

Measurement	Yes	No
Potential development provides an average number of dwelling units/acre similar to surrounding character	X	
Potential scale of property development is compatible with immediate neighborhood	X	
Does project present an opportunity to adaptively reuse a structure?	X	
Furtheres the community’s goal of distributing affordable housing throughout the community	X	

Figure 10
Franklin Avenue Parking Lot



Land Use Suitability and Neighborhood Characteristics

This site is designated as Block 21.04, lot 27 and contains approximately 1.77 acres of land. The property is currently owned by Princeton University but will be deeded over to the municipality in the near future. Surrounding uses include the proposed AvalonBay development and residences to the north, residences to the east, the Princeton Cemetery to the south and Franklin and Maple Terrace to the west. There are no unique or critical environmental features or habitat in the area. As with all parking lots there is some concern in terms environmental contamination and cleanup.

The site is located in the R-4A zone which permits residential development at a density of 7 to 14 dwelling units an acre with a 20% set aside for affordable housing. Avalon Bay will contain 280 residential units on approximately 7.5 acres of land. Fifty-six of the Avalon units will be affordable. Franklin and Maple Terrace provide 20 units of affordable housing.

Surrounding residential areas range in density from five to 19 dwelling units an acre. The cemetery is located direct to the south of the property. The site can be considered a transition area given the variety of uses and range of residential density. Higher density than the zoning permits may or may not be acceptable.

Franklin Avenue Parking Lot

- I. **Near existing development and infrastructure** – Makes the most of limited public resources and builds on public investments already made. Upgrading existing infrastructure and services is more efficient than building new in previously undeveloped areas.

Measurement	Yes	No
Property is located adjacent or connected to existing infrastructure: roads, water and sewer	X	
Property is in State Plan Planning Area 1 or 2, a designated center (according to the State Plan) and/or a designated Area in Need of Redevelopment	X	
Potential development does not require new/additional community infrastructure, services and/or facilities (fire, police, school, utilities, etc.)	X	

- II. **Range of housing options** – Offers a range of housing types and sizes. Increases the choices available to households of all income levels.

Measurement	Yes	No
Property offers the potential for a mix of housing types (rental, sale) and sizes (apartments, condos, townhouses, single-family, studios, 1BR, 2BR, 3BR, etc.)	X	
Property offers the potential to contribute to community's fair share of affordable housing (COAH number), with at least 20% qualified as affordable housing	X	

- III. **Protects open space, farmland and critical environmental areas** – Benefits the general public as it spares watersheds, scenic vistas and agricultural areas needed for drinking water, farm and tourism revenues and strong quality of life.

Measurement	Yes	No
Potential property development has ability to avoid critical environmental areas (State Plan Planning Area 5, prime watersheds, unbroken forest and grassland areas, critical wildlife areas / wildlife habitat)	X	
Property is physically suitable for development, and avoids steep slopes greater than 15 percent, floodplains, stream (avoids corridors, aquifers and aquifer recharge areas)	X	

- IV. **Choices for getting around** – Sited near existing transit service to decrease dependency on the automobile, thereby reducing traffic and encouraging walkability (see V. below).

Measurement	Yes	No
Property is accessible by multiple modes of transportation (auto, bus, rail, walking, biking)	X	
Property is in walking distance to public transit (bus, rail, jitney)	X	
Property has an interconnected road system without cul-de-sacs OR the Property is located on an existing street network that is interconnected	X	
Property is within walking distance of at least three of the following – housing, restaurants, retail/convenience/services, schools, recreation facilities, offices, library	X	

- V. **Respectful of community character and design** – Enhances the community's desirability as a place to live, work and recreate. Designed at the human scale and is respectful of surrounding neighborhood.

Measurement	Yes	No
Potential development provides an average number of dwelling units/acre similar to surrounding character		
Potential scale of property development is compatible with immediate neighborhood		
Does project present an opportunity to adaptively reuse a structure?		X
Furtheres the community's goal of distributing affordable housing throughout the community	X	

Figure 11
Franklin and Maple Terrace



Land Use Suitability and Neighborhood Characteristics

This site is designated as Block 21.04, lot 2 & 26, and contains approximately 1.4 acres of land. The tax map indicates that lot 2 is owned by the Princeton Housing Authority and lot 26 by the municipality. Maple and Franklin Terrace (20 low income housing units) occupy the site. Surrounding uses include the proposed AvalonBay development to the north, the Franklin Avenue parking lot to the east, the Princeton Cemetery, multifamily housing and offices to the south and residential and nonresidential uses to the west. There are no unique or critical environmental features or habitat in the area. Any redevelopment would require demolition of the existing units and the relocation of the residents. Given the age of the units and the existing parking areas there is some concern in terms environmental cleanup.

The property is located in the R-4A zone which permits residential development at a density of 7 to 14 dwelling units an acre with a 20% set aside for affordable housing. Avalon Bay will contain 280 residential units on approximately 7.5 acres of land. Fifty-six of the Avalon units will be affordable. Franklin and Maple Terrace provide 20 units of affordable housing at an approximate density of 14 dwelling units an acre.

Surrounding residential areas range in density from five to 19 dwelling units an acre. The cemetery is located direct to the south of the property. The site can be considered a transition area given the variety of uses and range of residential density. Higher density than the zoning permits may or may not be acceptable.

Franklin and Maple Terrace

- I. **Near existing development and infrastructure** – Makes the most of limited public resources and builds on public investments already made. Upgrading existing infrastructure and services is more efficient than building new in previously undeveloped areas.

Measurement	Yes	No
Property is located adjacent or connected to existing infrastructure: roads, water and sewer	X	
Property is in State Plan Planning Area 1 or 2, a designated center (according to the State Plan) and/or a designated Area in Need of Redevelopment	X	
Potential development does not require new/additional community infrastructure, services and/or facilities (fire, police, school, utilities, etc.)	X	

- II. **Range of housing options** – Offers a range of housing types and sizes. Increases the choices available to households of all income levels.

Measurement	Yes	No
Property offers the potential for a mix of housing types (rental, sale) and sizes (apartments, condos, townhouses, single-family, studios, 1BR, 2BR, 3BR, etc.)	X	
Property offers the potential to contribute to community's fair share of affordable housing (COAH number), with at least 20% qualified as affordable housing	X	

- III. **Protects open space, farmland and critical environmental areas** – Benefits the general public as it spares watersheds, scenic vistas and agricultural areas needed for drinking water, farm and tourism revenues and strong quality of life.

Measurement	Yes	No
Potential property development has ability to avoid critical environmental areas (State Plan Planning Area 5, prime watersheds, unbroken forest and grassland areas, critical wildlife areas / wildlife habitat)	X	
Property is physically suitable for development, and avoids steep slopes greater than 15 percent, floodplains, stream (avoids corridors, aquifers and aquifer recharge areas)	X	

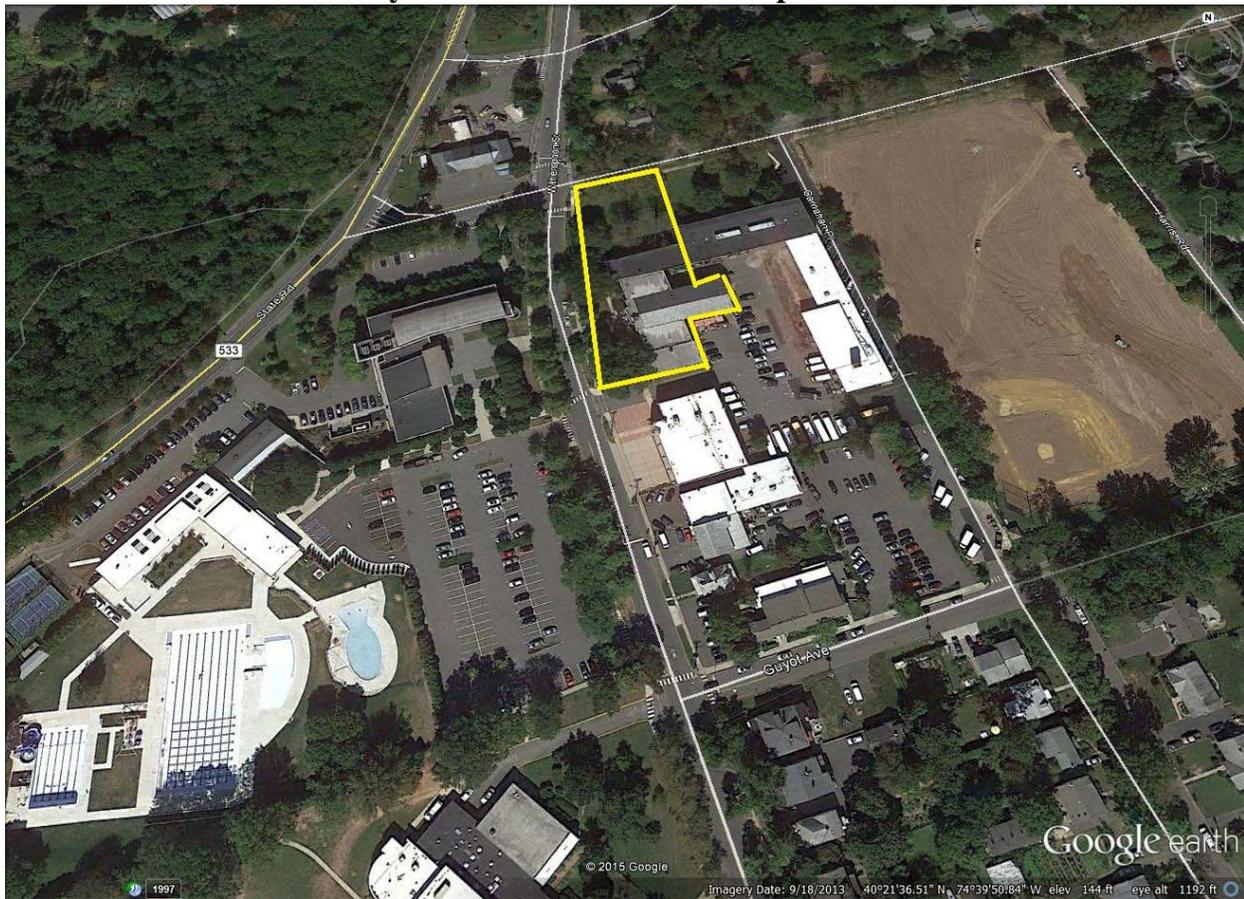
- IV. **Choices for getting around** – Sited near existing transit service to decrease dependency on the automobile, thereby reducing traffic and encouraging walkability (see V. below).

Measurement	Yes	No
Property is accessible by multiple modes of transportation (auto, bus, rail, walking, biking)	X	
Property is in walking distance to public transit (bus, rail, jitney)	X	
Property has an interconnected road system without cul-de-sacs OR the Property is located on an existing street network that is interconnected	X	
Property is within walking distance of at least three of the following – housing, restaurants, retail/convenience/services, schools, recreation facilities, offices, library	X	

- V. **Respectful of community character and design** – Enhances the community's desirability as a place to live, work and recreate. Designed at the human scale and is respectful of surrounding neighborhood.

Measurement	Yes	No
Potential development provides an average number of dwelling units/acre similar to surrounding character	X	
Potential scale of property development is compatible with immediate neighborhood		
Does project present an opportunity to adaptively reuse a structure?		X
Furtheres the community's goal of distributing affordable housing throughout the community	X	

Figure 12
Valley Road School - 369 Witherspoon Street



Land Use Suitability and Neighborhood Characteristics

This site is designated as Block 7104, lot 6 on the municipal tax map and contains approximately nine acres. Most of the site is used for school purposes and only the front portion of the site along Valley Road (the old school) or approximately 1.1 acres are being considered. The tax map indicates that the lot is owned by the Princeton School Board. The portion being considered represents the old school building and the lawn and parking area surrounding it. Redevelopment of the existing building will require a “gut” rehabilitation.

The property is located in the R-6 zone which permits single family homes on $\frac{1}{4}$ acre lots. Surrounding uses include single family residences to the north, school uses to the east, the Witherspoon Street Firehouse to the south and municipal office complex to the west. There are no unique or critical environmental features or habitat in the area. Any redevelopment would require demolition or reuse of the existing building. Given the age of the building there is some concern in terms environmental cleanup.

The only residential uses near the site are located along Valley Road which has been developed at approximately three dwelling units an acre.

Valley Road School

- I. **Near existing development and infrastructure** – Makes the most of limited public resources and builds on public investments already made. Upgrading existing infrastructure and services is more efficient than building new in previously undeveloped areas.

Measurement	Yes	No
Property is located adjacent or connected to existing infrastructure: roads, water and sewer	X	
Property is in State Plan Planning Area 1 or 2, a designated center (according to the State Plan) and/or a designated Area in Need of Redevelopment	X	
Potential development does not require new/additional community infrastructure, services and/or facilities (fire, police, school, utilities, etc.)	X	

- II. **Range of housing options** – Offers a range of housing types and sizes. Increases the choices available to households of all income levels.

Measurement	Yes	No
Property offers the potential for a mix of housing types (rental, sale) and sizes (apartments, condos, townhouses, single-family, studios, 1BR, 2BR, 3BR, etc.)	X	
Property offers the potential to contribute to community's fair share of affordable housing (COAH number), with at least 20% qualified as affordable housing	X	

- III. **Protects open space, farmland and critical environmental areas** – Benefits the general public as it spares watersheds, scenic vistas and agricultural areas needed for drinking water, farm and tourism revenues and strong quality of life.

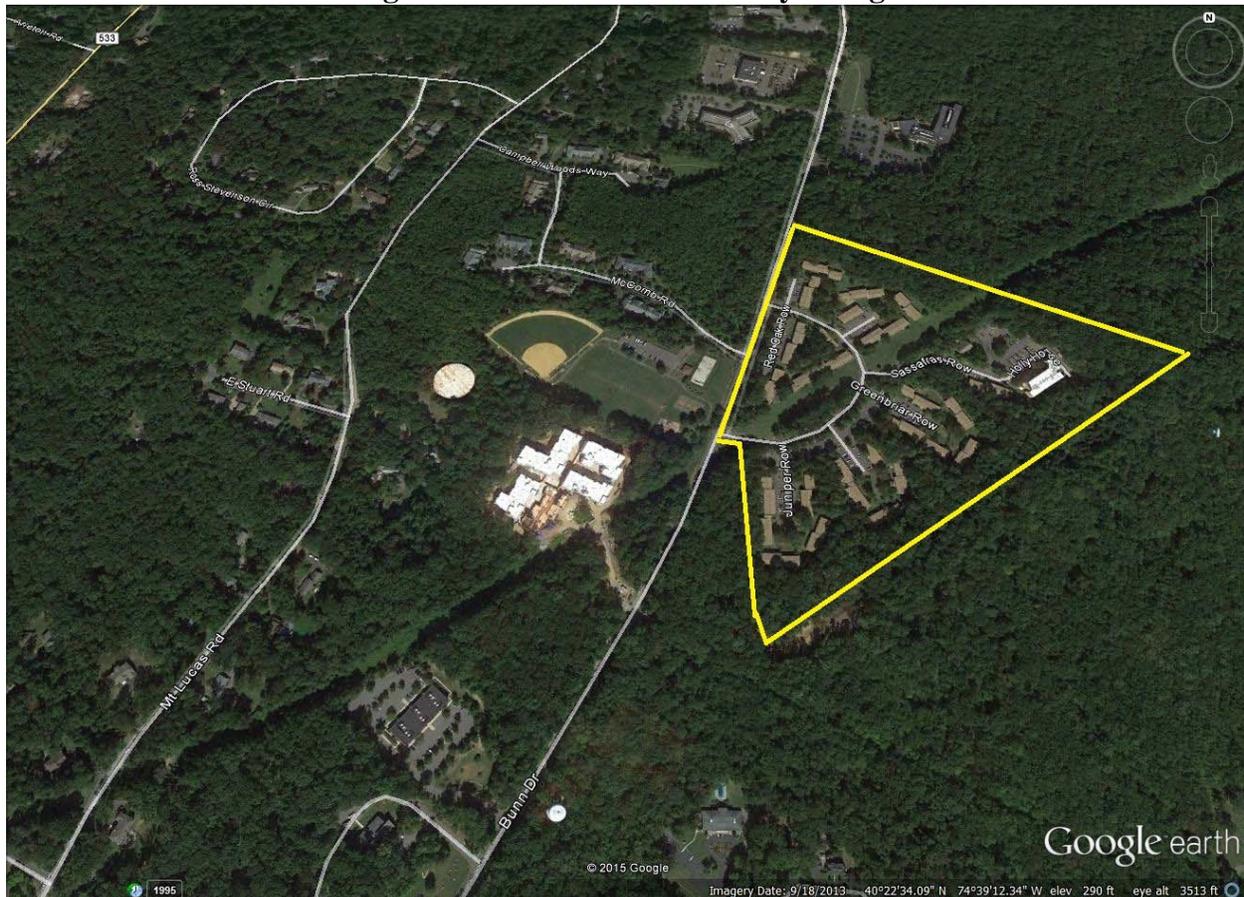
Measurement	Yes	No
Potential property development has ability to avoid critical environmental areas (State Plan Planning Area 5, prime watersheds, unbroken forest and grassland areas, critical wildlife areas / wildlife habitat)	X	
Property is physically suitable for development, and avoids steep slopes greater than 15 percent, floodplains, stream (avoids corridors, aquifers and aquifer recharge areas)	X	

- IV. **Choices for getting around** – Sited near existing transit service to decrease dependency on the automobile, thereby reducing traffic and encouraging walkability (see V. below).

Measurement	Yes	No
Property is accessible by multiple modes of transportation (auto, bus, rail, walking, biking)	X	
Property is in walking distance to public transit (bus, rail, jitney)	X	
Property has an interconnected road system without cul-de-sacs OR the Property is located on an existing street network that is interconnected	X	
Property is within walking distance of at least three of the following – housing, restaurants, retail/convenience/services, schools, recreation facilities, offices, library	X	

- V. **Respectful of community character and design** – Enhances the community's desirability as a place to live, work and recreate. Designed at the human scale and is respectful of surrounding neighborhood.

Measurement	Yes	No
Potential development provides an average number of dwelling units/acre similar to surrounding character	X	
Potential scale of property development is compatible with immediate neighborhood	X	
Does project present an opportunity to adaptively reuse a structure?	X	
Furtheres the community's goal of distributing affordable housing throughout the community	X	

Figure 13 Princeton Community Village

Land Use Suitability and Neighborhood Characteristics

This site is designated as Block 4401, lot 2 on the municipal tax map and contains approximately 35.7 acres. Most of the site is occupied by Princeton Community Village, a 238 low income housing development. The tax map indicates that the lot is owned by the Princeton Community Village Association. Conceptual plans have been developed which indicate that additional units can be added to the site without disturbing the heavily wooded areas along the sites perimeter; however, some tree removal will be required. The detention basin which serves this site was recently expanded to accommodate storm water run-off from a nearby site as well as the expansion of the Princeton Community Village.

The property is located in the OR-1 zone which permits office buildings on five acre lots. Surrounding uses include Mercer County's Herrontown woods to the north and east, vacant and preserved land to the south, and multifamily residences and Hill Top Park to the west.

The perimeter of the site is heavily wooded and there are a number of rock outcroppings interspersed among the units and parking areas. The perimeter of the site where it abuts park land may have critical environmental features or habitat. Any expansion of the number of units will have to take into account the environmental features of the site.

Princeton Community Village has been developed at a density of seven dwelling units an acre, Campbell Woods at a density of three dwelling units an acre and Copperwood at a density of approximately seven dwelling units an acre. The remainder of the area has been developed with office uses except for a municipal park located to the west of the site.

Princeton Community Village

- I. **Near existing development and infrastructure** – Makes the most of limited public resources and builds on public investments already made. Upgrading existing infrastructure and services is more efficient than building new in previously undeveloped areas.

Measurement	Yes	No
Property is located adjacent or connected to existing infrastructure: roads, water and sewer	X	
Property is in State Plan Planning Area 1 or 2, a designated center (according to the State Plan) and/or a designated Area in Need of Redevelopment	X	
Potential development does not require new/additional community infrastructure, services and/or facilities (fire, police, school, utilities, etc.)	X	

- II. **Range of housing options** – Offers a range of housing types and sizes. Increases the choices available to households of all income levels.

Measurement	Yes	No
Property offers the potential for a mix of housing types (rental, sale) and sizes (apartments, condos, townhouses, single-family, studios, 1BR, 2BR, 3BR, etc.)	X	
Property offers the potential to contribute to community's fair share of affordable housing (COAH number), with at least 20% qualified as affordable housing	X	

- III. **Protects open space, farmland and critical environmental areas** – Benefits the general public as it spares watersheds, scenic vistas and agricultural areas needed for drinking water, farm and tourism revenues and strong quality of life.

Measurement	Yes	No
Potential property development has ability to avoid critical environmental areas (State Plan Planning Area 5, prime watersheds, unbroken forest and grassland areas, critical wildlife areas / wildlife habitat)	X	
Property is physically suitable for development, and avoids steep slopes greater than 15 percent, floodplains, stream (avoids corridors, aquifers and aquifer recharge areas)	X	

- IV. **Choices for getting around** – Sited near existing transit service to decrease dependency on the automobile, thereby reducing traffic and encouraging walkability (see V. below).

Measurement	Yes	No
Property is accessible by multiple modes of transportation (auto, bus, rail, walking, biking)	X	
Property is in walking distance to public transit (bus, rail, jitney)	X	
Property has an interconnected road system without cul-de-sacs OR the Property is located on an existing street network that is interconnected	X	
Property is within walking distance of at least three of the following – housing, restaurants, retail/convenience/services, schools, recreation facilities, offices, library		X

- V. **Respectful of community character and design** – Enhances the community's desirability as a place to live, work and recreate. Designed at the human scale and is respectful of surrounding neighborhood.

Measurement	Yes	No
Potential development provides an average number of dwelling units/acre similar to surrounding character	X	
Potential scale of property development is compatible with immediate neighborhood	X	
Does project present an opportunity to adaptively reuse a structure?		X
Furtheres the community's goal of distributing affordable housing throughout the community		

Figure 14
Grover Avenue



Land Use Suitability and Neighborhood Characteristics

This site is designated as Block 7401, lot 12 on the municipal tax map and contains approximately 0.5 acres. The site is vacant except for an asphalt path leading to Grover Park. A small stream and sanitary sewer easement also traverse the property. Surrounding uses include single family homes to the south, east and north with Grover Park to the west. West of Grover Park is the Princeton Shopping Center. The site is wooded and development will be constrained by the stream, sanitary sewer easement and park access requirements.

The property is located in the R-5 zone which permits single family homes on ½ acre lots. Homes along Grover, Randall and Monroe have been developed at a density of two to three units an acre.

Grover Avenue

- I. **Near existing development and infrastructure** – Makes the most of limited public resources and builds on public investments already made. Upgrading existing infrastructure and services is more efficient than building new in previously undeveloped areas.

Measurement	Yes	No
Property is located adjacent or connected to existing infrastructure: roads, water and sewer	X	
Property is in State Plan Planning Area 1 or 2, a designated center (according to the State Plan) and/or a designated Area in Need of Redevelopment	X	
Potential development does not require new/additional community infrastructure, services and/or facilities (fire, police, school, utilities, etc.)	X	

- II. **Range of housing options** – Offers a range of housing types and sizes. Increases the choices available to households of all income levels.

Measurement	Yes	No
Property offers the potential for a mix of housing types (rental, sale) and sizes (apartments, condos, townhouses, single-family, studios, 1BR, 2BR, 3BR, etc.)	X	
Property offers the potential to contribute to community's fair share of affordable housing (COAH number), with at least 20% qualified as affordable housing	X	

- III. **Protects open space, farmland and critical environmental areas** – Benefits the general public as it spares watersheds, scenic vistas and agricultural areas needed for drinking water, farm and tourism revenues and strong quality of life.

Measurement	Yes	No
Potential property development has ability to avoid critical environmental areas (State Plan Planning Area 5, prime watersheds, unbroken forest and grassland areas, critical wildlife areas / wildlife habitat)	X	
Property is physically suitable for development, and avoids steep slopes greater than 15 percent, floodplains, stream (avoids corridors, aquifers and aquifer recharge areas)	X	

- IV. **Choices for getting around** – Sited near existing transit service to decrease dependency on the automobile, thereby reducing traffic and encouraging walkability (see V. below).

Measurement	Yes	No
Property is accessible by multiple modes of transportation (auto, bus, rail, walking, biking)	X	
Property is in walking distance to public transit (bus, rail, jitney)	X	
Property has an interconnected road system without cul-de-sacs OR the Property is located on an existing street network that is interconnected	X	
Property is within walking distance of at least three of the following – housing, restaurants, retail/convenience/services, schools, recreation facilities, offices, library	X	

- V. **Respectful of community character and design** – Enhances the community's desirability as a place to live, work and recreate. Designed at the human scale and is respectful of surrounding neighborhood.

Measurement	Yes	No
Potential development provides an average number of dwelling units/acre similar to surrounding character	X	
Potential scale of property development is compatible with immediate neighborhood	X	
Does project present an opportunity to adaptively reuse a structure?		X
Furtheres the community's goal of distributing affordable housing throughout the community	X	

VI. CONCLUSIONS & RECOMMENDATIONS

Several of the sites that have been identified as candidates for affordable housing, either solely affordable or a mix of market rate and affordable housing, are presently in use by other municipal or public functions. These include the Princeton First Aid and Rescue site at 237 North Harrison Street, the fire station at 11 Chestnut Street and the fire station at 27 North Harrison Street. Others are sites that are now used for parking. In each of these cases the Mayor and Council will have to decide to relocate the functions that are performed at these sites before the site can be developed for affordable housing.

Recommendation: *It is recommended that the Mayor and Council should consider the relocation of the Princeton Fire Department and other municipal functions now using the fire stations at 11 Chestnut Street and 237 North Harrison Street to other locations to make these properties available for the development of affordable housing. Similarly, it is recommended that that Mayor and Council move ahead with the plans to relocate the Princeton First Aid and Rescue Squad from its present home on North Harrison Street to the site of the former Township Public Works Garage north of Witherspoon Hall.*

It was generally agreed by the members of the Task Force that the affordable housing on the site on the southeast corner of Franklin Avenue and Witherspoon Street, called Franklin and Maple Terrace, is outdated and in need of improvement. It was also generally agreed that the one-story units now on the site do not take maximum advantage of the site. However, the Franklin and Maple Terrace units are not owned by the municipality, but by Housing Authority of Princeton. One complicating factor that was mentioned in the discussions about this site is the need to relocate the current tenants while the site is redeveloped.

- ***Recommendation:*** *It is recommended that the Mayor and Council work with the Housing Authority of Princeton to consider plans that evaluate the potential for the redevelopment of the Franklin and Maple Terrace site including rezoning of the site, the provision of off-street parking for residents, and the temporary*

relocation of the current tenants while the new Franklin and Maple terrace units are constructed.

The Task Force did not consider the full range of financial issues and impacts associated with providing affordable housing.

- **Recommendation:** *The Task Force recommends that the Mayor and Council consider the many alternative means for financing affordable housing on publically owned property. For example, some of the sites considered are large enough that they may be attractive to a developer. In this case, the governing body may have to consider rezoning the site to permit a higher density than is permitted by current zoning in order to require a 20% inclusionary provision for affordable units. The Mayor and Council should be cognizant of the fact that the sale of one or more sites to a developer to build a development consisting of market rate housing and inclusionary affordable housing may generate sufficient funds to enable the municipality to build housing that is solely affordable on another site.*