

WEST WINDSOR TOWNSHIP PLANNING BOARD  
REGULAR MEETING  
JANUARY 2, 2019

The regular meeting of the Planning Board was called to order at 7:05 pm on Wednesday, January 2, 2019 by Counsel Muller in Meeting Room A of the Municipal Building.

Mr. Baig took the Oath of Office of Planning Board member Alt II.

**STATEMENT OF ADEQUATE NOTICE**

Pursuant to the Sunshine Law, a notice of this meeting's date, time, location and agenda was mailed to the news media, posted on the Township bulletin board and filed with the municipal clerk on December 21, 2018 as required by law.

**ROLL CALL AND DECLARATION OF QUORUM**

Present: Sue Appelget  
Curtis Hoberman  
Andrea Mandel  
Hemant Marathe  
Anis Baig-Alt II  
Gene O'Brien

**REORGANIZATION:**

Election of Chair: Ms. Mandel nominated Gene O'Brien as Chair. Seconded by Mr. Hoberman. Roll call vote; 6-0 in favor.

Election of Vice Chair will be done at the next official meeting, because the meeting was down quite a few members.

Selection of Administrative Secretary and Recording Secretary: Ms. Appelget made a motion to approve Lisa Komjati as Administration Secretary and Terri Jany as Recording Secretary. Seconded by Mr. Hoberman. Voice vote; motion approved.

Appointment of Planning Board member as liaison to Affordable Housing Committee will be deferred until the next official meeting.

**RESOLUTION ADOPTING PLANNING BOARD PROCEDURAL GUIDELINES FOR 2019:**

Chair O'Brien talked about a seminar he attended at the League of Municipalities. There is a section in the MLUL requiring that the Planning Board have procedures when holding a hearing. He thought it would be useful if there were more thorough procedural guidelines for other items as well. The "Planning Board Procedural Guidelines" was created by Chair O'Brien and reviewed by Mr. Surtees and Counsel Muller.

Mr. Hoberman made a motion to adopt Resolution 2019 R-01, "Planning Board Procedural Guidelines". Seconded by Ms. Mandel. Voice vote, motion approved.

Chair O'Brien said that this document will renew each year and will be adjusted as issues come up during the year.

**CONSENT AGENDA:**

Resolutions to identify the official newspapers to receive meeting notices (2019 R-02), setting forth regular meetings (2019 R-03) and authorization for the Chair or Vice Chair to approve bills and vouchers.

Appointments of the following positions:

- Sergeant Francis Bal, Traffic Safety Officer;
- Jim Yates, Fire Marshall;
- Dan Dobromilsky, LLA, Landscape Architect;
- Fran Guzik, PE, Planning Board Engineer;
- Gerald Muller, Miller, Porter & Muller, Planning Board Attorney;
- Chris Jepson, PE, Van Cleef Engineering Associates, Environmental Engineer;
- James Kochenour, PE, Arora & Associates, Traffic Engineer;
- Joe Burgis, PP, Burgis & Associates, Planner

Minutes of July 26, 2017, October 3, 2018 and October 17, 2018.

Mr. Hoberman requested to pull the October 17, 2018 minutes. Ms. Mandel requested to pull the October 3, 2018 minutes.

Ms. Appelget made a motion to adopt the items on the consent agenda minus the meeting minutes. Seconded by Mr. Baig. Voice vote, motion approved.

Minutes of October 3, 2018:

- Page 3, paragraph seven; change "We" to "The applicant" and "take" to "takes".
- Page 3, paragraph eight; add a period after improvements.
- Page 3, paragraph nine; add the word "provide" to the second sentence.
- Page 5, paragraph two; replace "on" with "and" in the last sentence.

Motion made by Mr. Hoberman to approve the October 3, 2018 minutes with corrections. Seconded by Mr. Baig. Voice vote, motion approved.

Minutes of October 17, 2018:

- Page 1, last paragraph under Affordable Housing Committee report, Mr. Hoberman suggested the sentence should be changed to read "The Township is planning a requalification program for affordable housing as it pertains to residents in affordable housing".
- Page 1, second paragraph under Environmental Commission report, Ms. Mandel said the sentence should be changed to "Mercer County Sustainability NJ Rating Requalification is due in June 2019".
- Page 2, paragraph five, last sentence under Master Plan Draft, the number should be 653-acre site.

Motion by Ms. Appelget to approve the October 17, 2018 minutes with changes. Seconded by Ms. Mandel. Voice vote, motion approved.

**CHAIRMAN'S COMMENTS AND CORRESPONDENCE: Public Comments**

Ms. Geever reported that the Township Council will re-organize on Monday January 7, 2019.

The Affordable Housing Committee met on December 6, 2018. The “alleged” mold issue in some rental units at Princeton Mews is being looked into by the West Windsor Health Department. Some of the residents who are in affordable housing units have been relocated to market rate units. It has been difficult in trying to get information on what is being done to correct problems.

The Committee was told that there are no residential state standards for mold remediation. This is something Mr. Muller has or will be talking to the West Windsor Building Department in an attempt to come up with a solution.

The Committee recommends that there be a resolution for council to consider that urges the state legislature to set guidelines for mold remediation.

As for the “Parc” development on old Bear Brook Road, the six affordable housing rental units are going to be advertised. This is part of the new Toll Brothers Development.

#### **APPLICATION PB17-07 Douglas and Rose Massias**

This is a request for an extension of approval of a minor subdivision for Block 27, Lots 19.01 and 19.02 in zoning district R 1-C. There was a resolution approved November 1, 2017 confirming action that was taken by the Planning Board in August 2017.

Christopher K. Costa, of Kenny, Chase and Costa, is the attorney for the applicant. Exhibit A1 shows the location of two houses. The Massias’ live at one of the houses, located at 1744 Old Trenton Road and own the property next door at 1742 Old Trenton Road. Previously the lot line between the properties went up and cut across in front of the pond located behind the house where they reside. The applicant wants to move the lot line so it goes straight, leaving one property with a smaller lot, and include the pond on the lot they live on.

A great deal of the property is wetlands or wetland transition areas. One of the objectives is to take a portion of wetlands that is adjacent to their house and swap it over to the house located at 1742 Old Trenton Road. This requires NJDEP approval. This was an added request on the application that was addressed in the resolution of approval.

After the approval, the applicant reached out to the wetlands consultant, Kyle Patterson, of P&W Land Consultants. They wanted to file the deeds and wetlands swap in one filing. However, the wetlands approval process got delayed; so they are requesting to go forward with the recording of the deeds. At a later date, they will address the wetland issue. They are seeking an extension to file the subdivision deeds because the 190-day period has expired.

Mr. Costa said the applicant did diligently pursue the adjustment to the conservation easement to try and get both filings done at the same time.

Chair O’Brien asked for copies of the correspondence between the applicant and NJDEP asking for this relief.

Mr. Costa said that the first step is to the wetlands consultant. He has confirmed with NJDEP and the consultant that they did communicate early in 2018, but the investigation that was needed in order to

make a submission to NJDEP did not get done. At this point, they are just trying to perfect the subdivision and get that portion completed.

Counsel Muller said that the way the approval is granted, the applicant can go ahead and file the deeds if the board grants the extension. They can deal with the conservation easement later.

Mr. Costa said that the activity of the wetlands consultant is not critical to filing the deeds.

Mr. Guzik was sworn in. He asked Mr. Costa to clarify that what the owners want to do with the wetlands is something to benefit themselves and not a condition of one of the township ordinances.

Mr. Costa confirmed that it is for the owner's benefit so that they can put more grass on the side of their property.

Counsel Muller said that the main issue is the riparian buffer is up against the driveway.

Mr. Guzik said that some of the resolution compliance issues are issues that are better dealt with once they move forward. If the extension is granted, there will be a review of the subdivision plan and the deed description for the two lots that will be filed, along with the typical conditions that Counsel Muller includes as part of the normal review. If the environmental issue is going to be dealt with later, once that is resolved with the NJDEP, the township will receive a revised description of the two lots, including the conservation area.

Mr. Costa said they are looking for a 60-day extension. Mr. Guzik agreed that, if the extension is only for the subdivision, 60 days should be sufficient. Counsel Muller said this is 60 days from today's date.

There were no public comments on the application to extend the previously approved subdivision.

Motion made by Mayor Marathe to close the public hearing. Seconded by Mr. Baig. Voice vote, motion approved.

Ms. Mandel made a motion to give a 60-day extension starting today. Seconded by Mr. Baig. Roll call, 6-0, motion approved.

### **PRESENTATIONS: Trustees of Princeton University, Campus Vision Plan Update**

Kyu Whang, Vice President for Facilities, Princeton University, said that they are here to provide an update on the vision for the Lake Campus that has emerged through the planning process.

In 1922, several Princeton alumni donated a farm to the University that extended south from Lake Carnegie along Washington Road and Route 1. In the same year, the trustees purchased an adjoining farm to the west. With these acquisitions, the University took ownership of 216 acres with the idea that this land would not be used for University purposes for at least 50 years.

In 1945 and 1948, the trustees purchased two farms located between the lake and Route 1 to the east of Washington Road. With this acquisition, the University owned almost 400 acres between the lake and Route 1.

In 2001, the University added to the West Windsor land by purchasing approximately 90 acres from the Sarnoff Corporation along the northbound side of Route 1.

With the 2026 campus planning process, a decision was made that it was time to begin developing some of the West Windsor land.

During the next ten years, the plans for the campus include innovation and academic partnership spaces, graduate student housing, retail amenities, indoor and outdoor gathering venues, select varsity athletic facilities, recreational fitness facilities, walking trails, administrative offices, and parking and transportation.

The Master Plan will propose bikeways and bike paths to and through the Lake Campus connecting the flyover crossing the lake and the D&R Canal. It will provide a safe and scenic way to cross the lake and canal without having to use vehicular roadways.

Ronald McCoy, University Architect, explained the three key elements in the major initiatives of the 2026 Campus Plan.

1. Support the expansion of the undergraduate student body on the existing campus.
2. New facilities on the existing campus that enable the expansion of capacity of programs in environmental studies and engineering and applied science.
3. Begin the Lake Campus for graduate students.

Mr. McCoy presented the Princeton University Lake Campus Vision and made the following points:

- The first facility on the Lake Campus is planned to open in 2022.
- The Lake Campus will be built over the next 250 years.
- The tradition that has characterized the Princeton campus since its creation will be continued.
- The woodland conditions adjacent to the lake and canal and the woodland fingers, similar to the Princeton Campus, will be maintained.
- Page 10, first diagram, the vibrant green area represents fields and meadows. These are attributes that contribute to the character and quality of the campus.
- Page 10, middle diagram, the gray area illustrates the intention to begin the Lake Campus with an easily accessible center of activity off of Washington Road.
- Page 10, last diagram shows potential connections and extensions to enable the development of the campus over time.
- Page 11 diagram shows the four primary elements, "Graduate Housing", "Athletics", "Innovation Space" and "Commuter and Visitor Parking". These elements will be organized around shared open space and be supported by retail, etc.  
Washington Road is the north-south road on the left side of the diagram and the canal is on the right hand corner. Graduate housing will hold 550-600 beds. A center of facilities for select varsity athletics will include softball, indoor/outdoor tennis, and a racquet center. Innovation space will measure 138,000 square feet.
- Page 12 shows the Near-term Planning Strategy, illustrating a 10-year development.

- Page 13 shows the Mid-term Planning Strategy, which shows an expansion of the graduate housing, Innovation area, and the athletic facilities, including relocating Baker's Basin Ice Hockey Rink.

Chair O'Brien asked about access to the campus parking. Mr. McCoy said that all users of the Lake Campus will have access to parking. It will be open evenings and weekends. Part of the overall parking strategy is for some of the commuter population to use the Tiger Transit and bicycle share program or bicycle lockers and facilities to get into Princeton.

Ms. Mandel asking if the footbridge would allow smaller type vehicles. Mr. McCoy said that only golf cart type vehicles, bicycles and pedestrians would be permitted on the footbridge.

- Page 14, the Long-range Planning Strategy, identifies opportunity spots where the campus can continue to grow.
- Page 15 covers five key planning principles:
  1. "**Activating the Campus**" is one of the most important objectives in creating a vibrant place.
  2. "**Circulation and Connectivity**" makes it a priority to connect the campus to a bicycle and pedestrian network that connects to West Windsor and the community. It also addresses traffic circulation. Examples of circulation pathways that exist on campus are Woodland Trails, D& R Canal State Park, Washington Road Allée, and Community Connections as shown on page 20.

Page 21, diagram on the left, shows potential roadways that the university feels would be a sensible way of meeting the objective of the Circulation Master Plan. The Master Plan calls for a Lake Campus connecting road between Washington Road and Harrison Street.

Mr. Hoberman asked if Princeton University envisions a Lake Campus connector connecting to Canal Pointe Boulevard. Mr. McCoy said that in the big picture, yes, but the Dinky Line is an obstacle.

Page 21, diagram on the right side, shows dash lines to represent proposed pathways for pedestrians and bicycles. It also shows a connection through the site that could cross Route 1 at Fisher Place. There has been some conversation with NJDOT to adjust the intersection and timing of traffic lights to allow bicycle connections from the Lake Campus to Princeton Junction.

Page 22 shows existing Transportation Demand Management (TDM) Strategies to drive down the number of single occupancy vehicles as much as possible and to encourage a range of travel modes. TDM Programs allow the university to develop and manage parking inventory on campus. Parking is tracked and the University is able to provide parking at ratios much lower than code because of other transportation strategies.

3. "**Storm Water Management**" will be designed on campus to meet or exceed regulatory requirements and reduce the rate of flow of water. Page 24 shows Storm Water Management Strategies in terms of Campus-scale and Project Specific-scale strategies.

4. **"Campus Open Spaces"** will support a vibrant campus that will be accessible to the public and recognize the greenbelt area along the D&R Canal State Park. The variety of open spaces will evolve as the campus evolves. Central green space will be the anchor of the campus around which all the key activities will be located. The open meadows and fields add to the inventory of open space to foster particular types of events.

A retail consultant is part of the team and has been analyzing the market place for capacity to support retail. Retail will be accessory to the campus and support student life, conference centers and community life.

5. **"A Distinctive Sense of Place"** refers to the importance of recognizing the unique conditions of the land and creating architecture that is open, transparent, accessible, and connected to the place. Landscape needs to be more than just a passive setting; it needs to promote activity. The University team has expertise in supporting and designing spaces that generate this type of activity. One vision is for large covered spaces for outdoor activities such as farm markets and yoga.

The vision is for Innovation Partnership Spaces to be scattered around campus to create the innovation ecosystem that the university promotes.

The University recently adopted aggressive sustainability goals that will be published in a Sustainability Action Plan. There is a commitment to achieving carbon neutrality for campus, enhancing storm water goals, and reducing water usage, automobile traffic, and waste.

Chair O'Brien asked if the solar fields at the bottom of the near-term strategy diagram on page 38 serve the Lake Campus or a broader portion of the university. Mr. McCoy said that currently they are in the process of solar throughout the campus, on top of buildings and on ground located sites. The solar fields ultimately get linked to existing solar field transmission lines on the campus and is off line from the service provider.

Chair O'Brien asked about interaction between the Lake Campus and Forrestral Campus as far as providing Innovative Centers. Mr. McCoy said there are centers used between these two campuses.

Mr. Richard Goldman, Drinker Biddle & Reath, Partner, said that once feedback and concerns are heard from the board, they will refine the conceptual plan and come back in March 2019 with a more formal plan. The goal then is to submit the General Development Application in late spring of 2019. While this is happening, the University will work with the board during the Master Plan review process.

Mr. Goldman reviewed the following discussion items on page 42.

The Municipal Land Use Ordinance provides for vesting of the protection of the General Development Plan approval for 20 years. Township ordinance provides for 12 years of vesting. The University will be seeking a 20-year vesting.

The Master Plan Circulation Element anticipated a connection from Harrison Street to Washington Road. The location of the connection (shown as a dotted line) would run the road right through the middle of

the campus. The alternative is a connection from Harrison Street to Washington Street in a more direct route that does not terminate at the bridge on Washington Road over Lake Carnegie (illustration on page 43). Mr. Goldman asked that this be an item of discussion when the township does the Master Plan Circulation Element.

Chair O'Brien suggested moving the Lake Campus connector more northerly. Mr. Goldman said that the connection to Harrison Street is on the existing Eden Way right of way, which could be problematic to move this North, because of environmental constraints.

Chair O'Brien is concerned with the proximity of the intersection of the connector and Washington Road with Route 1. Mr. Goldman said they will look at this. One of the questions is if that connection can continue to Alexander Road. This is not in the current plan but is possible in future plans.

Mr. Goldman advised that the University regularly participates in NJDOT discussions.

Another item of discussion is the consideration of a different parking standard for campus, different from the spaces per square foot measure traditionally used. Princeton has adopted ordinances that provide for a methodology for counting parking need and demand integrated into a transportation system. The University presents a report annually to Princeton Township documenting exactly how many parking spaces are needed. Mr. Goldman mentioned that Tiger Transit carries 500,000 people a year, and this is free to the community.

Ms. Mandel asked if any new technologies, beyond expecting people to walk, are being looked at. Mr. Goldman said they have a parking and transportation consultant as part of the team. One of the goals is to design the campus to adapt to parking technologies such as autonomous vehicles. Regulatory requirements in NJ currently do not allow autonomous vehicles on the street.

He also added that the majority of graduate students are in Science and Engineering; and the graduate housing on campus is closer than any other housing to where the students will be walking.

In terms of academic partners, the University imagines the Lake Campus having ten times the space of Google in Princeton. Google has more than 10,000 square feet of space on Nassau Street.

Ms. Mandel asked if there are any plans for academic buildings. She was told no plans at this time but will be building for the next 250 years.

Athletes all come to Caldwell Field House on the north side of the lake, just on the other side of the flyover. The plan shows a two-part model for varsity athletes that will easily work to bring all the communities together.

Chair O'Brien asked if instruction space is being considered in the near term plan for the Lake Campus. Mr. Goldman said there will be research activity but no classroom instruction.

The last slide of the presentation on page 44 is about Eden Way. The University has had preliminary discussion with the community and township about vacating Eden Way. The lots on Eden Way are owned by Princeton University. The plan is to consolidate these lots into a larger E-Zone lot. As the



township goes through its Master Plan discussion, the university would like to have conversation about the potential re-zoning of the lots from R-Zone to E-Zone.

Chair O'Brien asked how the grade separated interchange to Route 1 (diagram on page 43), which is NJDOT responsibility, plays into vacating Eden Way.

Mr. Goldman said the anticipated alignment of the Master Plan Road, the interchanges and moving around to the Lake Campus basically provide the same connection point. It will improve Eden Way and realign Harrison Street. The University has had discussions with NJDOT about the alignment. The NJDOT alignment at Route 1 is not changing. Instead of curving all the way through the Lake Campus there will be a direct connection to the Harrison Street Bridge and a connection out to Washington Road.

Mr. Goldman advised Chair O'Brien that he does not know how close NJDOT is to considering a grade separated interchange in the area discussed.

Mayor Marathe asked why the connector road is so close to Route 1. Mr. Goldman said that this will be reviewed by the traffic consultant.

There were questions about the number of beds for the graduate housing. The initial phase of the Lake Campus will have approximately 550 apartment style beds. Currently there are 1,200 non-dormitory style beds and an additional several hundred dorm-style beds in Princeton. Mr. Goldman added that there are only nine children between the ages of four and eighteen in the 1,200 non-dormitory style beds. The lakeside graduate housing that was done a couple of years ago has 715 beds. There is a specialized market and design strategy used around the country for designing graduate student housing. Typically a "bed" includes a bed, ranging from singles to quads, private bathroom, and shared kitchen.

Mr. Hoberman asked if there are any elements of the 2026 plan on the main campus side of the lake that displaces parking on the main campus. Mr. Goldman said the School of Engineering and Environmental Studies will displace parking. Those spaces will be captured in the new parking structure of that building.

Mr. Hoberman asked about the extent, quantity and impact that the Princeton University parking strategy will have within the Lake Campus. Mr. Goldman advised that they are developing a Traffic Impact Study that will be part of their Concept Plan submission.

Chair O'Brien said that in a meeting with Dr. Alain Kornhauser, the possibility of autonomous vehicles serving some part of West Windsor was discussed. He wanted to know how the university is preparing for this likelihood. Mr. Goldman said the actual design of the facility will come into play and how much space is needed for drop off. There is a traffic consultant and parking garage consultant on the team to address this.

Chair O'Brien asked if some provisions for a separate pathway for autonomous vehicles will be considered at some point. Mr. Goldman said at this time, they do not want to dedicate roads to technologies that do not exist yet.

Mr. Hoberman asked about the height difference of the flyover from the starting point at DeNunzio pool to the connection at the Lake Campus. Mr. Goldman said it is a two percent slope and the height of the bridge is approximately 59 feet above water.

Council member Allison Miller, of 41 Windsor Drive, wanted to mention that when analyzing parking use by visitors, think of those who never visit, because parking is so inconvenient, as well as older visitors who are limited physically.

She also commented on the redesign of Route 1 to the Harrison Street part of the bypass. The curve around to Washington Road was insisted upon because people from Princeton did not want a redistribution of the amount of traffic going into Princeton through Harrison Street, Washington Road and Alexander Road. It was thought that a low parallel street, such as what the university is proposing, would not serve the purpose of making sure that the Washington Road people go into Princeton on Washington Road.

Ms. Miller asked for the percentage of the 550 beds that will be inhabited by graduate students rather than family members. That information was not available but will be obtained.

Finally, Ms. Miller said that West Windsor has a very popular and successful farmer's market and they do not want competition.

Council member Linda Geevers, of 20 Hawthorne Drive, said that if parking is going to be open to the general public and West Windsor will be taking some of the parking burden, she would like some metered parking to be considered.

Ms. Geevers also asked about the Economic Development Plan and ratables to West Windsor. She asked for the University to share these numbers if available.

Finally, how much taxes will West Windsor lose by vacating Eden Way.

Bruce Ellsworth, resident of 7 Glenview Drive, said he is excited about the development but has three issues.

Mr. Ellsworth said that just this month, the community was excluded from the Princeton University sports facilities, specifically the pool. He is asking the University to double their efforts concerning community integration.

He would like to know more about the bicycle and pedestrian crossing on Route 1 at Fisher Road. He feels that Washington Road is the best location for this crossing, although it is congested, the traffic moves slowly through that intersection.

Finally, he is asking for further improvement of the crossing for D&R Canal at Washington Road and Harrison Street. It is still hazardous.

Mr. Hoberman said that in January when the University came before the board, the concept of small gathering spaces and small commercial spaces referred to as "nodes" was presented. Mr. Goldman said that the concept has not changed, however, they dropped the language. There was a perception that it was a single thing, rather than a number of different centers and activities.

Mr. Hoberman also asked about a "Welcome Center". Mr. Goldman said that they will provide welcoming information, but there is not a dedicated space for a "Welcome Center".

With no other business to come before the Board, the meeting was adjourned by Chair O'Brien at 9:32 pm.

Respectfully submitted,

Terri Jany  
Recording Secretary