



PRINCETON
MAYOR AND COUNCIL OF PRINCETON
MINUTES • MARCH 20, 2017

Extra Meeting

Main Council Room

6:00 PM

400 Witherspoon Street, Princeton, NJ 08540

I. STATEMENT CONCERNING NOTICE OF MEETING

The following is an accurate statement concerning the providing of notice of this meeting and said statement shall be entered in the minutes of this meeting. Notice of this meeting as required by Sections 4a, 3d, 13 and 14 of the Open Public Meetings Act has been provided to the public in the form of a written notice. On January 10, 2017 at 11:00 a.m., said schedule was posted on the official bulletin board in the Municipal Building, transmitted to the Princeton Packet, the Trenton Times, the Town Topics and filed with the Municipal Clerk.

II. ROLL CALL

The Deputy Clerk then called the roll.

PRESENT: Councilwoman Howard (arrived 6:02 pm), Council President Crumiller, Councilman Miller, Councilman Liverman, Councilwoman Butler, Councilman Quinn, and Mayor Lempert

ABSENT: None

Also Present: Marc Dashield, Administrator, Jeff Grosser, Assistant Administrator, Trishka W. Cecil, Municipal Attorney, Jon Bucchere, Police Lieutenant, and Deanna Stockton, Municipal Engineer

III. 6:00 P.M. CLOSED SESSION

1. 17-104 Closed Session Resolution

RESULT:	APPROVED AS AMENDED [UNANIMOUS]
MOVER:	Jenny Crumiller, Council President
SECONDER:	Lance Liverman, Councilman
AYES:	Howard, Crumiller, Miller, Liverman, Butler, Quinn

2. Litigation - Affordable Housing Declaratory Judgement Action Update

3. Negotiations - Land Acquisition, Affordable Housing

IV. 7:00 P.M. OPEN SESSION

V. PLEDGE OF ALLEGIANCE

The audience participated in the pledge of allegiance.

VI. COMMENTS FROM THE PUBLIC FOR ITEMS NOT ON THE AGENDA

Hendrick Davis, 232 John Street, stated for the lack of vision the people perish, for the lack of sound planning the tax payers are further burdened and for the lack of will a great

opportunity may be missed. Mr. Davis stated that he has come before Council asking for the reconsideration of the decision that was taken to use public funds to build the playground on the properties at the corner of Lytle Street and John Street. He stated that at the first meeting held about the future of those properties, then the Mary Moss playground, the town had before it a great opportunity to do something truly impactful that would bring great benefit to the town. Mr. Davis stated that the best and highly use of that land would be the development of housing for sale to low income people and the maximum use would be the development of several units of housing for sale to people representative of the entire Princeton market. That opportunity still exists and actually has increased. The Mary Moss playground has been obliterated, demolished and any and all historic references cast in the landfill. There is no historic reference that now demands or requires the playground to be reconstructed there. He stated that what the town should do now is respond to the demand for affordable housing that can be built using public, private and private non-profit development funding. The town should partner with qualified entities to build 8 to 12 units of housing for sale to the broad market of people who wants to live in the most desirable part of town; with two units of market rate, four units of moderately priced, that is \$300,000 to \$500,000, and six units of low income for working families with all units for sale and low income units for sale to current Princeton residents. Further the town should seek a partnership with Princeton University to develop a play space perhaps a new Mary Moss playground on the University's property across the street that provides a connection from Witherspoon-Jackson to the Stanworth-Merwick properties. Rather than spending millions of dollars of public funds to build a pocket playground build housing that is needed, affordable, that is for sale and that will increase the roster of ratable properties in Princeton is the best use of that land. Mr. Davis asked Council to stop all activities to develop that valuable land as a playground and point your effort to affordable housing and build affordable housing at the corner of Lytle and John Street.

Mayor Lempert thanked Mr. Davis for his comments and stated that the issue was discussed by Council at great lengths and the playground construction is almost under way. She stated that there is an agreement that there needs to be a balance of pocket parks, open space and housing and Council is working on both.

VII. WORK SESSION

1. A Recommendation by the Municipality of Princeton to Adjust Loading Zone Hours of Service to Monday through Friday 7:00 am to 5:00 pm and Establish Metered Parking After Hours on Specific Streets

Deanna Stockton, Municipal Engineer, discussed the harmonizing of loading zones of the former Township and Borough codes. She stated that currently the Borough code provides for loading zones to be in use between 8 a.m. to 6 p.m., Monday through Friday, except for the loading zone on South Tulane which is 8 a.m. to 11 p.m., Monday through Saturday. Ms. Stockton stated that to use the loading zones it required that the vehicles be commercial except for the loading zone on Bank Street. The Township has three loading zones which are specifically 7a.m to 5 p.m., Monday through Friday, except for the loading zone on John Street. Ms. Stockton

stated that from Council what is needed is to harmonize the loading zones. The third loading zone that is not mentioned is on Nassau Street and is regulated by the State because it is a state highway and those loading zones do not have a time restriction. Ms. Stockton stated that the Engineering Department has met with the Police Department and the Parking Committee and the recommendation is for 7a.m. to 5 p.m., Monday to Friday code harmonization of all loading zones on the municipally controlled streets.

Joanne Farrugia, Jazams, stated that on Saturdays during the fourth quarter of the year her business loads and there may be several other businesses that load and unload on Saturdays and Sundays during the holiday season, so she recommended having loading zones available seven days a week.

Mayor Lempert stated that if there is a need for Saturdays and Sundays then it is worth adding it as part of the proposed code. The other item that came up was to put parking meters at the loading zone so it is clear that you can park after 5:00 p.m. Ms. Stockton replied that it would be a future consideration in certain loading zones. Ms. Stockton stated that if we wanted to maximize available parking outside the loading zone times, one option would be to put in distinctive parking meters and appropriate signage indicating that the space is available for public parking outside of the loading zone hours. Possible area locations would be the one on Witherspoon Street and the one on Spring Street.

Council President Crumiller stated that the Parking Committee (consisting of herself, Jo Butler, Bernie Miller, Deanna Stockton, Jack West and Delores Williams) has discussed the loading zones and parking. Ms. Crumiller stated that after hearing one business uses a loading zone on Saturdays, and that technically on the outside of the loading zone hours there are no regulations and people can park, maybe consideration should be made to extend it to the weekends.

Councilwoman Butler stated that there was not support from the Parking Committee for putting meters at loading zones because people that live in town know that they can pull in quickly to a loading zone and run in to a business. Ms. Butler believes that the loading zone on Witherspoon Street is vital to the business, to the wool and woof of life, and getting things done in town on the weekends. The committee thought adding meters would merely confuse people and run the risk that more people seeing meters would think they can park there in spite of what the signs might say. The meters would be a latter signal to people that it was potential public parking and so even at the risk of perhaps giving up a little revenue we felt that it was more important to the businesses for people to be able to pull in and out. In terms of trying to accommodate Saturdays and Sundays, we have not heard of that many businesses that need loading and unloading on Saturdays and Sundays but perhaps there is some way to market it during a limited time rather than create a town wide rule for something we do not have.

Councilman Liverman asked if there were problems with the loading zones currently. Mr. Liverman stated it seems to work for a few of the establishments in town and he wanted to know if this is something we were definitely considering changing or if it could work better a different way. Ms. Stockton stated that there was some issues and that she would have Lt. Bucchere speak on them but one of the goals is to have consistency. Lt. Bucchere added that it is a benefit to pull into one of the loading zones when it is not enforceable but one of the pitfalls would be the smart employee from Princeton that uses the loading zone during the hours where it is not enforceable to park their car. The police department is not able to enforce during those times and they have responded to occasional complaints of cars being parked in the loading zone all day and left with not much to do because the loading zones are not enforceable outside of the hours.

Mayor Lempert questioned that if it is a loading zone why not make it a permanent loading zone from 7am to 8pm. Mayor Lempert stated that she has heard from several merchants that could not attend the meeting that UPS, FedEx and other businesses are delivering after 5pm.

The consensus from Council for the loading zones is Monday through Friday 7am to 5pm. Mayor Lempert stated that this is only a work session on the loading zones, not law. This will come back to Council as an introduction ordinance and a formal public hearing and vote before it become an official ordinance.

RESULT: CONSENSUS TO APPROVE - NO VOTE

2. A Recommendation by the Municipality of Princeton to Offer Permit Parking in the Princeton Branch (Dinky) Station Parking Lot for Up to Seven (7) Days

Ms. Stockton stated a recommendation was made to offer extended parking up to 7 days at the Dinky Station Parking Lot, down on Alexander Road. Currently the code allows for up to a 3 day stay. In order to entice more people away from the Princeton Junction parking lot we would like to offer up to a 7 day stay at a \$4 per day rate. Princeton Junction currently has a \$5 per day rate and allows up to 14 days. The recommendation is for the 7 days and to see how much it is in demand and to evaluate if there is an issue with the daily parking at the Dinky Station Parking Lot.

Councilman Miller stated that it was his understanding that in the past you could obtain up to 6 days of parking at the old Dinky Station through the use of repeatedly purchasing 3 day parking permits. Ms. Stockton stated that it was correct that people could purchase at the Clerk's Office 3 day blocks and use it successfully.

The consensus from Council is to extend parking up to 7 days at the Dinky Station Parking Lot.

RESULT: CONSENSUS TO APPROVE - NO VOTE

3. A Recommendation by the Municipality of Princeton to Establish Two-Hour Metered Parking on College Road Between University Place and Alexander Street

Ms. Stockton stated there is a recommendation to establish 2 hour metered parking on College Road between University Place and Alexander Street. The map shows in a schematic way what the available parking situation is on University Place, Alexander Street and the whole Arts and Transit area. To note College Road is the only road without metered parking in that area. Ms. Stockton stated that it is a University owned roadway and we would need to work with the University in order to establish metered parking on that street. If meters were established in that area it would speak to consistency and allow people to turn over their parking.

The consensus from Council is to establish 2 hour metered parking on College Road between University Place and Alexander Street.

RESULT: CONSENSUS TO APPROVE - NO VOTE

4. A Recommendation by the Municipality of Princeton to Establish Two-Hour Metered Parking on University Place

Ms. Stockton stated that in the same area the town is looking for a location on University Place to establish 2 hour parking meters. The current proposal is to have them on the east side of University Place, south of College Road. Ms. Stockton stated that the 26 spaces that are currently 14 hour meters, we would look into switching those over to 2 hour metered spaces. That will facilitate more turn over that could benefit the new uses of the cafe and restaurants in the area.

Council President Crumiller thought the decision was that 2 hour meters would be diagonal on the north side. Ms. Stockton stated that it is the diagonal spaces north of those on the east side.

Peter Madison, Snowden Lane, representing 20 Nassau Street, stated it is difficult to work downtown and to find long time parking. Second it is understandable that the restaurants would like to have turn overs but you can't have a leisure dining experience in 2 hours. The proposal for a 2 hour limit is totally inappropriate for both dining experience and for providing relief for people who work downtown.

Councilwoman Butler stated that the town does not feel strongly about the 2 hours but it is one of the timeframes that has been used more often in other places. The town has tried to monitor the use of the space because some of the spaces are used for long term parking by people that come in to town. There are other options and they are trying to identify other spaces that might be used and they have identified a few spaces where the meters may be changed between University Place and the town.

Jim Nawn, owner, Dinky Bar and Kitchen, soon to be Cargo Restaurants is opening in the neighborhood, stated last June there was a parking subcommittee working session at which the University presented some data on the parking usage on this side of town. It was clear there was an abundance of long term parking that was available in the Dinky lot and on Alexander Street that currently not being used. The neighborhood has converted into a mixed use neighborhood now with the addition of the two restaurants, the continued WaWa restaurant, when the construction fences come down and the Lewis Arts and Transit center opens you'll find that the whole area blends together. Mr. Nawn stated that continuing with exclusively long term parking does impact his business with eight months of the Dinky Bar being opened. Mr. Nawn stated that he has watched it pretty closely and was told last year in June that Council needed more information and it would reconsidered in September, and now it is March, and it has become part of a larger parking study. Mr. Nawn understands that turn over in those spaces is necessary for his business and agrees that 2 hours is minimum but suggested perhaps a different short term amount. Those spaces are occupied by various uses and since his business location is in that neighborhood feels that his business should be considered in the timing of the parking.

Councilwoman Butler responded that it was discussed that looking at the spots on the curve and making it a 2 hour parking, but felt that backing in and out from the curve was more difficult and dangerous. The pilot program gives 26 spots on the side of the sidewalk so people are not crossing the streets. The accommodation is for your restaurant and the Council has heard from others that people do park there to walk in town and need long term parking. Council did not want to sacrifice all the long term parking and thought this was a reasonable compromise.

Mindy Richardson, General Manager, McCarter Theater, agreed with Mr. Nawn in that from the prospective of the patrons to have multiple kinds of parking would be complicated and patrons would not know where they are parking. Ms. Richardson stated that McCarter's performance starts at 7:30 p.m. on week nights but the Saturday performances are the ones that would be difficult with the short term parking of 2 hour parking. Ms. Richardson stated that anyone attending a Saturday performance would not be able to utilize those spaces.

Chip Crider, Bank Street, stated that the proposal for 2 hour meters on College Road between University Place and Alexander Street would affect the people that live in the Faculty apartments across from McCarter. He asked where would they park and would they have to pay the meters or if the long term meter would be put there. Council President Crumiller answered that on College Road currently its 2 hours but there are no meters there.

Kristen Appelget - Princeton University, thanked Council President Crumiller for pointing out that there is 2 hour non-metered parking on College Road. Ms. Appelget stated that the residents of College Road apartments have assigned parking spaces within the University's parking system. Following up primarily on the first

item of meters on College Road, Kim Jackson could not attend the meeting but the University is certainly willing to talk about putting meters on College Road that have 2 hour parking. As for right now, she wants to take the conversation back to the University's senior administration to discuss the decision to install monitors that will be maintained and enforced by the University. They are definitely open to the conversation in starting on that process but she can't confirm at this moment to move forward inter-locally. Ms. Appelget reminded people that there is a free, and open to the public, 750 plus parking garage on evenings and weekends at the west garage and the permit spaces in the commuter lot, after 5pm and on weekends, are also free.

John Marshall, President, Princeton Merchant Association, encouraged Council to think about having 1000 meter heads scattered throughout Princeton with different times, needs and zones and to continue to think on replacing heads with multi-meters that would have different durations to meet different needs at different times that would simplify and facilitate payments making payments easier for parking. Councilwoman Butler stated that this has been considered and when the results of the parking study are returned demand pricing will be one of the items to move forward on.

The consensus from Council is to put short term meters of 3 hours on the east side of University Place.

RESULT: CONSENSUS TO APPROVE - NO VOTE

5. A Recommendation by the Municipality of Princeton to Establish Metered Parking on Witherspoon Street (Franklin Avenue to Henry Avenue) and Henry Avenue (Witherspoon Street to Harris Road)

Ms. Stockton stated the recommendation to establish metered parking on Witherspoon Street and Henry Avenue. The current parking ordinance allows individuals to park on Witherspoon Street for 2 hours, as well as, on Henry Avenue for 2 hours and Franklin Avenue has 10 to 12 hour meters. We are looking ahead again to another addition of a mixed use neighborhood development in the area with a restaurant going in, a deli that is expanding, and Avalon Bay is moving towards full leasing. The recommendation is to put metered parking on Witherspoon Street and Henry Avenue and modify the metered times on Franklin Avenue. On Witherspoon Street put 2 hour meters and that will allow for the turn over that will benefit the restaurants and put long term metered parking on both Henry Avenue and Franklin Avenue.

The consensus from Council is to establish metered parking on Witherspoon Street and Henry Avenue.

RESULT: CONSENSUS TO APPROVE - NO VOTE

6. A Work Session by the Municipality of Princeton Regarding the Harmonization of Overnight Parking Permits in the Witherspoon Jackson Neighborhood

Ms. Stockton gave an overview of the overnight parking permit that the Borough currently allows: one parking permit per property if you do not have a driveway that is in residential zone R1 to R4, \$30 fee per quarter required and must register with the Clerk's Office. The Township code for the residential parking permit is: specific to the 4 streets within the Township of the Witherspoon-Jackson neighborhood, there is no fee required, 1 permit if you have a driveway and 2 permits if you do not have a driveway, no registration was required and permits were automatically sent out June of every year to the properties within that area. It had the further stipulation allowing for exemption from the 2 hour parking limit on those streets in that area. Ms. Stockton stated that trying to find a solution on harmonizing the parking permits has been to Council for the last two years. The recommendation is to establish the quarterly fee for all permits (both former Township and former Borough), the former Township would be allowed to keep the current number of permits until such time as the property changes hands and at that point they would come under the Borough's criteria if there is a driveway, you would not be eligible for a permit. In the future after the property sells, we are seeking to have the property owners come in and register with the Clerk so the permit ties to a car rather than to the property and keep the daytime exemption for the former Township unless Council gives direction on how to proceed with that. Ms. Stockton stated that the Witherspoon-Jackson district will be part of the parking study that will start in the next week with the daytime piece to be looked at.

Councilman Liverman stated that he understands that something needs to be done with parking and the problem is when consolidation took place he walked the streets of Birch Avenue and Leigh Avenue and some questions came up several times; if parking would be different, would they be billed more and would expenses increase and he stated no. Mr. Liverman stated that Council would try to keep things similar as we won't put any more expenses on anyone and this is the complete opposite of what he stated. He stated you are hitting people that had no fee with a fee now of \$120 and he does not feel that this is what people bargained for.

Councilman Quinn stated that the problem that he has is 1 permit for properties without a driveway. Basically you are telling people with families where both people work and they don't work at the same place that you can only have one car and you are pushing them to buy parking someplace else. It penalizes people who have 2 people working and also as a family grows sometimes teenagers would want or need a car for work or they have older college graduates moving back home. The one permit per property is unfair and he feels that the Township way is better.

Mayor Lempert questioned the numbers of former Borough permits for homes that do not have a driveway on Lytle, Green, Clay Street and John and she wonders if there are people who are parking that don't have a permit that is more people have cars living on the street and if they don't have a driveway are permits cheaper to park overnight than buying a space in the garage. She asked if the Borough system is working and the Deputy Clerk responded that residents would rather have a 24

hour permit in the Maclean lot than to park on the street from 6pm to 9am where they would have to move their car if they did not go to work.

Council President Crumiller addressed Councilman Liverman and Councilman Quinn that it is the Borough system of the 1 car per property and part of the rationale is that the town does not provide private parking spots on the street, the streets are for public use and not for permanent resident parking. The second part is if Council decides to expand parking to allow 2 cars we are exactly incentivizing car ownership. One of the things people are becoming more aware of in the last decade is the effect of the correlation between increased parking and increased traffic. From the environmental point of view it makes sense that parking is part of the cost of car ownership and also provides a house without or with less parking often at a lower price. Keeping a house on the market that does not provide parking you are encouraging someone to move in whom might only want one car or uses public transportation or car sharing.

Councilwoman Butler stated that this area would be included in the parking study and feels confident that they will uphold Council President Crumiller's portrayal of the current thinking about parking spots not being the obligation of the municipality to provide free parking.

Councilwoman Howard stated that her general sense on parking is first do no harm is always a concern when generally always looking at harmonizing which is the right impulse but there may be instances in which harmonizing is harmful and actually does do harm. Her fear is that we know how difficult parking is as an issue and have scars and we have seen a family plan their lives around where they live, what they are going to do with their car, and how they are going to structure their lives. It seems a fairly dramatic reworking of parking for some people in a way they could not anticipate. Ms. Howard stated she would go back to doing no harm because it changes the rules on people relying on rules.

Councilwoman Butler responded that is not fair for people that live a block away to be paying for parking and since we are one community the concession is trying to grandfather the rules. Residents will continue to get the two permits until the property is sold, at which point, the expectation is having the two spots until the property is sold which is a compromise.

Mayor Lempert stated that another way to think about this is when Council did fee harmonization when we first consolidated we stated we would be revenue neutral.

Mia Sacks, Terhune Road, asked if any thought was given to the parking proposal on how it will interact with Parson Brinckerhoff's bike master plan and to Councilwoman Howard's point on how families organize their lives around parking. We are also looking as a town to provide opportunities for families to organize their life around biking. Some of the changes proposed on roads might conflict with

some of the proposals in Parson Brinckerhoff's bike master plan. Mayor Lempert stated that this is for overnight parking and existing permit holders.

Andrew Goodrich, Lytle Street, asked if Council was going to talk about meters on Lytle Street and asked if it will be part of the parking study. He stated that there are people parking there all day and all night, race down the street, trash the street and use the street for anything they want. Mr. Goodrich stated parking on Lytle is a big issue because of people that work in town and the residents that live there can't find parking or get their car in and out of the street without having some issues all the time. Council President Crumiller stated it is part of the study and Council is highly aware and concerned about the issues on Lytle Street. Council will need to hash out a policy that will work for other streets that are struggling with the same issues and will have the consultant help with that. Councilwoman Butler stated that over on Maple Street, the tree streets, suffer the same problem on the other end of town and Council would like to come up with a policy and just be able to apply it uniformly to residential streets that are neighboring the Central Business District. Mr. Goodrich asked about the overnight in terms of guest parking for anyone coming in to town for a night or for a parent to stay and watch a kid. It is impossible with the number of spaces that are available at night. The Deputy Clerk answered that there are guest parking permits available in the Clerk's office and they are allowed 4 weeks in a year for each property. Lieutenant Bucchere responded that the police department will continue to enforce all night parking and violations on all applicable streets.

Patty Yates, 32 Clay Street, representing the Clay Street Resident Council, stated that they are family units with small children and that they have approached Council previously about cars that speed through on the streets. Because of the close knit parking and children going between cars, this has been an issue for a long time. Parkers on Clay Street asked why they have to pay and Leigh and Birch are getting free parking. She stated that cars are lined up on Clay Street and residents can't park and they feel that they should not have to pay or get reduced parking.

Susan Smiley, 83 Clay Street, on behalf of the Clay Street Resident Council, asked Council to revise the street cleaning on Clay Street since one side of the street gets clean and to get on the same schedule as Leigh Avenue. Council President Crumiller is looking in to and moving the parking from the current side to the other side that will provide more parking spots. Ms. Smiley also stated that the other issue is that people are continuing to park in front of the fire hydrant.

Chip Crider, Bank Street, explained Bank Street has four times more units than parking spaces and the downtown people park and move their cars every two hours and he thinks that \$120 year is not unreasonable. Mr. Crider also mentioned the abuse of handicapped parking on Bank Street.

Consensus is to harmonize the general parking rule in the former Borough and Township so that we have a single system. Agreement with the recommendation

under the new ordinance to grandfather the same permit numbers for former Township numbers but if the property in the former Township sells and the property does not have a driveway than you are eligible for 1 permit and if there is a driveway you would not be eligible for a permit. Councilman Liverman stated that 1 parking permit would not be adequate especially with children returning home or a family with two vehicles. Mayor Lempert stated that the ordinance would not take effect after thirty days of ordinance passage but would take effect in January 2018 and recommended that the Clerk's office return in six months to report on how many permits were issued and the Police department will report to Council on the parking on the streets. Council President Crumiller reported that residents can park overnight in the Community Park Lot. Consensus for the parking fee of \$30 per quarter, registering with the Municipal Clerk's Office, hours of permit 6 p.m. to 9 a.m. and with the former Township exemption of the 2 hour daytime rule remains until the completion of the parking study.

Joanne Farrugia stated that 1 permit was not enough and if a driveway only fits 1 car and you are a 2 car family why not have more permits since the town will be charging. Mayor Lempert stated that is a challenge with limited parking on some streets.

RESULT: CONSENSUS TO APPROVE - NO VOTE

7. A Recommendation by the Municipality of Princeton to Establish a Parking Permit Fee Reduction Program for Qualifying Residents

Ms. Stockton reviewed a recommendation to consider establishing a criteria to provide fee reductions, which a few was listed and was reviewed by the Human Services Department, but wanted to get a feeling from Council if to move ahead with identifying specific criteria that could be used for qualifying individuals for reduced parking fees.

Councilman Liverman thinks that this is a beautiful way of trying to help people that need help and a great idea from the Parking Committee to bring this forward.

Councilwoman Howard stated that this is a clever way to think about different public programs for which people are eligible that have income criteria's because someone else will determine the qualifying and recommend to remove Charity Care because it requires an asset test and you do not want the town to inquire into the value of anyone's asset.

Consensus is to explore the parking permit fee reduction for those income qualified and for the town to not be in the business of doing the income qualifying.

RESULT: CONSENSUS TO APPROVE - NO VOTE

(Presentation appended to this set of minutes)

Mayor Lempert asked Ms. Stockton to update Council and the public on the parking study. Ms. Stockton stated that Council has entered into a contract with the Nelson/Nygaard Consulting firm from Boston. The firm will be working with the Municipality to complete a parking study entitled "Inventory Analysis and Recommendations to Support Economic Growth" the study has been funded by a grant from the DVRPC specifically related to promoting economic growth and development in communities. The scope of the services will be to gather information about existing parking, performing different parking survey studies, inventory all existing parking, and analyzing what the utilization of parking is. The final report will include a review of parking requirements downtown, to see if there is support to change any of those to allow increased development, increased economic activities downtown, it will look at fair parking, if there is opportunities for shared parking, cross agreements with private lots, looking at potential in creating payment in lieu of providing on-site parking to allow a fund that could be used for additional parking, looking at employee parking downtown and provide recommendations to make it better for everyone. To conduct the study is anticipated to take 6 to 8 months with the kickoff in April and May and to complete in September.

Rich Stiglic, 41 Maple Street, and Lisa Levine, 34 Linden Lane, reported to Council that they would be reporting from tree street residents that live in the area and commercial businesses that surrounds Maple Street. Ms. Levine stated that a petition was forwarded to the Municipal Engineer of issues that they are concerned about, with one being speed and with a concentration mostly on parking with convenience and safety. The consensus from the residents is that they would like 2 hour limits but feel that would be restrictive for the residents that live there. A suggestion would be to exempt residents and their visitors with Municipal hang tags. They would like to have advanced notice to include the time line of meetings and an opportunity to discuss with the consultants issues of the tree streets. Councilwoman Butler inquired if the majority of people parking on the street were from the University. Mr. Stiglic stated it was a 50/50 split with the University parkers plus people that park all day conducting business.

Peter Madison, 20 Nassau Street, stated that he would like a little more information on the study and feels that merchants and landlords of commercial properties should have representation on the town parking committee or the engineer's committee to address not only parking but the current zoning issues on whether it is relevant to the current market conditions driven by the internet. Mayor Lempert stated that the parking study potentially addresses the parking requirements of the impacted zoning in the Central Business District. Mayor Lempert thanked Mr. Madison for his suggestion of representation and suggested a steering committee for the parking

study for more voices to be useful with having representation from the Planning Board, in addition Council President Crumiller, merchants, and from the neighborhood groups that surround the Central Business District.

A motion to return to Closed Session at 9:05 p.m. was made by Councilwoman Butler, seconded by Councilman Miller and carried unanimously by those present.

VIII. ADJOURNMENT

A motion to adjourn at 9:25 p.m. was made Council President Crumiller, seconded by Councilman Quinn and carried unanimously by those present.

Respectfully Submitted

Delores A. Williams
Deputy Municipal Clerk

WORK SESSION ON PARKING



March 20, 2017

Harmonization of Parking Ordinances

Overview

Topics

- Loading Zones
- Metered Parking
- Overnight Parking Permits

Borough

Township

Princeton



A Recommendation by the Municipality
of Princeton to Adjust Loading Zone
Hours of Service to Monday through
Friday 7:00 am to 5:00 pm

Loading Zones

Borough Current Code	Township Current Code	Proposed Code
<ul style="list-style-type: none">• 8:00 am – 6:00 pm M-F<ul style="list-style-type: none">• Except 8:00 am – 11:00 am M-SA for S. Tulane St LZ• Commercial Vehicles Only<ul style="list-style-type: none">• Except Bank St LZ	<ul style="list-style-type: none">• 7:00 am – 5:00 pm M-F<ul style="list-style-type: none">• Except Mondays only for John St LZ	<ul style="list-style-type: none">• 7:00 am – 5:00 pm M-F• Commercial Vehicles Only<ul style="list-style-type: none">• Except Bank St LZ

Note: Physical loading zone locations are not completely current in the codes. The harmonized code will correct loading zone locations.

A Recommendation by the Municipality of Princeton to Offer Permit Parking in the Princeton Branch (Dinky) Station Parking Lot for Up to Seven (7) Days

Current Code

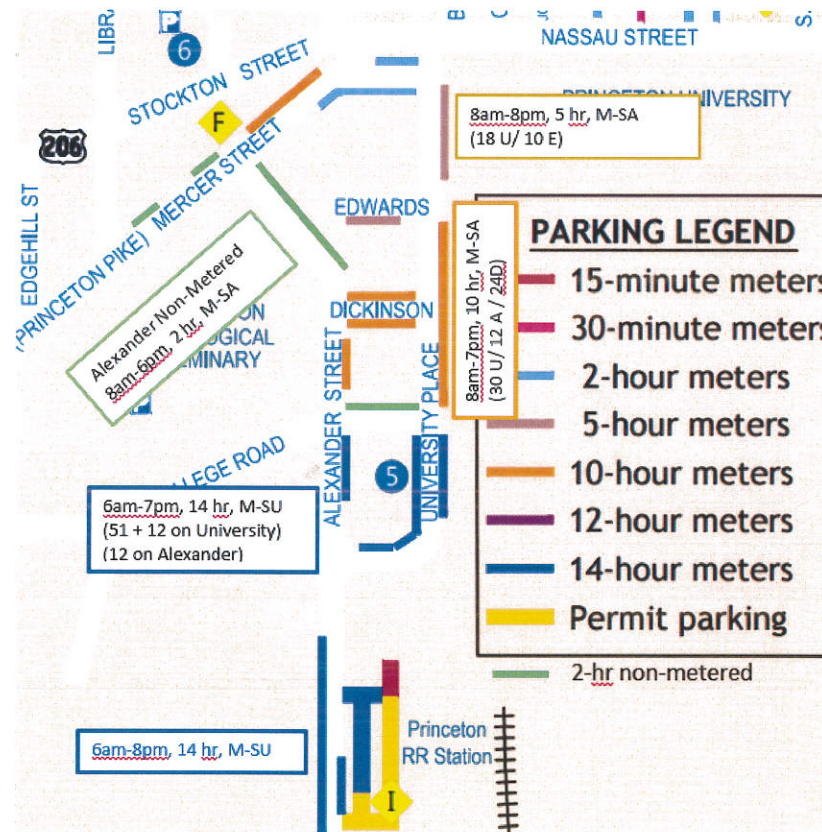
- 1 Day = \$4
- 2 Day = \$7
- 3 Day = \$10.50

Proposed Code

- 1 – 7 Day = \$4/Day

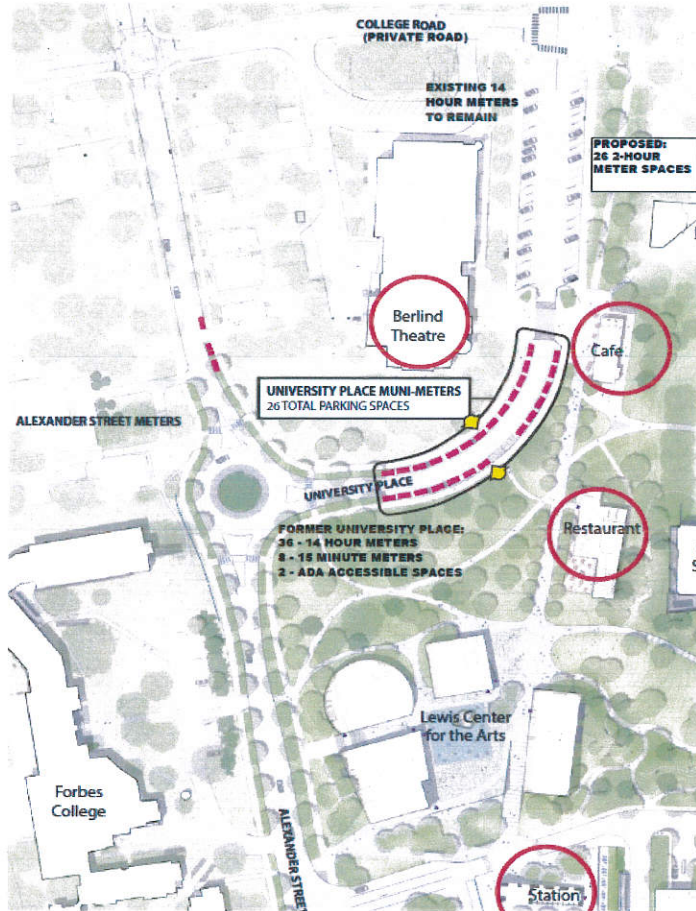
A Recommendation by the Municipality
of Princeton to Establish Two-Hour
Metered Parking on College Road
Between University Place and Alexander
Street

Arts & Transit Zone Existing Parking



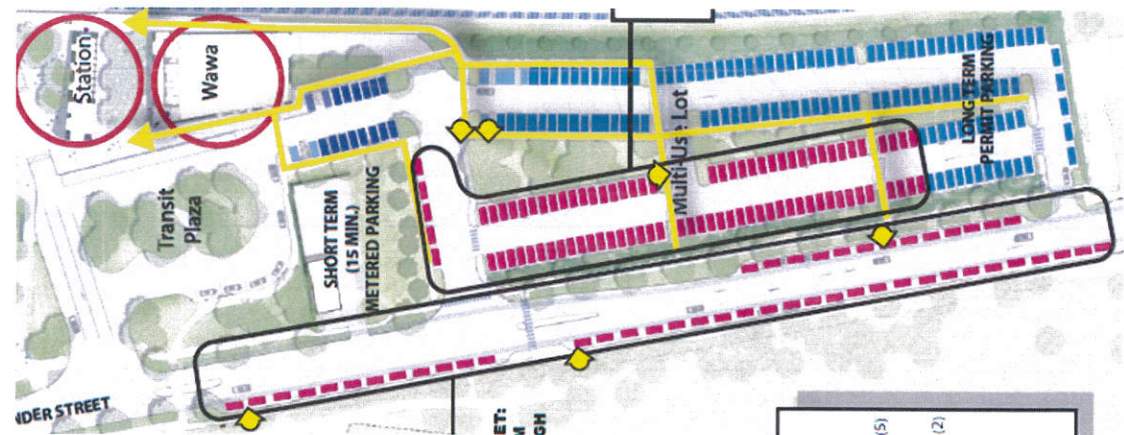
A Recommendation by the Municipality
of Princeton to Establish Two-Hour
Metered Parking on the East Side of
University Place Between the Berlind
Crosswalk and College Road

Arts & Transit Zone Metered Parking



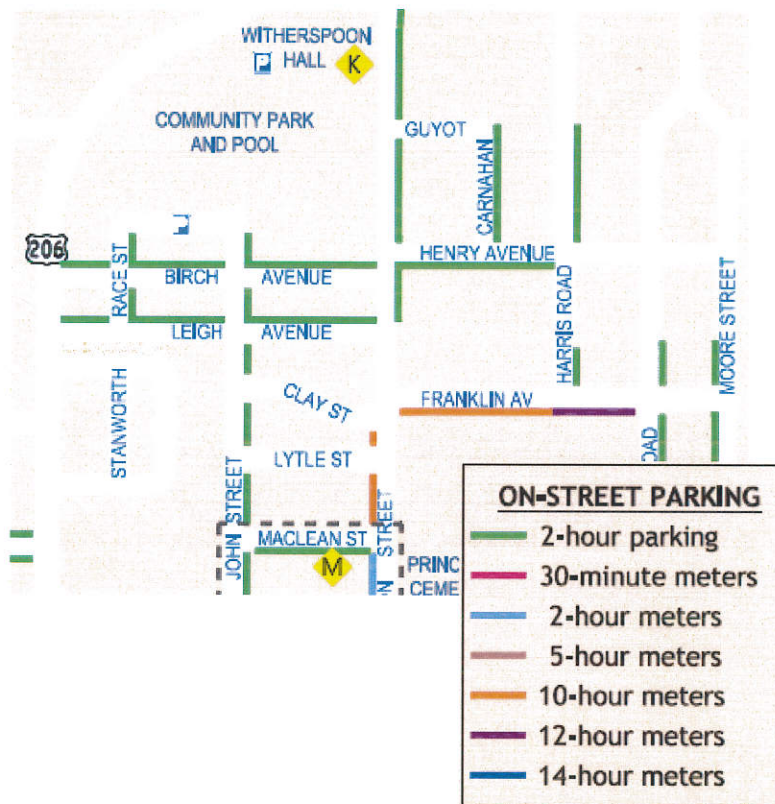
Recommendations

- Establish 2-hour Metered Parking Limit for a Portion of University Place
- Explore 2-hour Metered Parking on College Rd (University Pl – Alexander St)
- Allow up to 7-day Permits at Princeton Station Lot



A Recommendation by the Municipality
of Princeton to Establish Metered Parking
on Witherspoon Street (Franklin Avenue
to Henry Avenue) and Henry Avenue
(Witherspoon Street to Harris Road)

Metered Parking – Witherspoon Street and Henry Avenue



Recommendations

- Add 2- hour Parking Meters to Witherspoon Street (East Side) Between Franklin Ave and Henry Ave
- Add 5 – hour Parking Meters to Henry Ave (South Side) between Witherspoon St and Harris Rd
- Modify Franklin Avenue Parking Meters to a 5-hour Limit

A Work Session by the Municipality of Princeton Regarding the Harmonization of Overnight Parking Permits

Overnight Parking Permits

Borough Current Code

- Residential zones R1-R4
- 1 Permit / Property without a Driveway
- \$30 / Qtr Fee
- Registration Req'd with Clerk
- 6 pm – 9 am

Township Current Code

- Birch, Leigh, Race, John
- 2 Permits / Property without a Driveway
- 1 Permit / Property with a Driveway
- No Fee
- No Registration Req'd
- 11 pm – 8 am
- Daytime Exemption from Parking Time Limits



• Borough Street Permits (Due to Lack of Driveway)

- Bank Street - 6
- Lytle Street – 1
- Green Street – 1
- Clay Street – 11
- John Street (former Borough) – 3
- Maple Street – 4
- Moran Avenue – 7
- Park Place – 2
- Pine Street – 2

• Township Permits

- 125 w/o driveways
- 93 with driveways

Overnight Parking Permit Recommendations

- Keep Permit Numbers the Same in Former Borough and Township Until Township Property Sells; Then Qualify Them Under the Borough Criteria
- \$30 / Qtr Fee
- Registration Req'd with Clerk
- 6 pm – 9 am
- Keep Daytime Exemption for Former Township Until Further Action by Council

Potential Parking Permit Fee Reduction

- Criteria for consideration:
 - Pharmaceutical Assistance to the Aged and Disabled (PAAD)
 - Disabled Military Veteran
 - General Assistance, TANF, Medicaid, Charity Care
 - Residents of HUD housing
- If Qualifying Under this Criteria, Reduce Fee to \$15 / Qtr

Recommended Immediate Ordinance Changes

Loading Zones

- 7:00 am – 5:00 pm M-F
- Commercial Vehicles Only
 - Except Bank St LZ
- Correct Locations in Code to Match Physical Signage

Arts & Transit

- Establish 2-hour Metered Parking Limit for University Place
- Allow 7 day Permits at Princeton Station Lot at a rate of \$4/day

Witherspoon / Henry / Franklin

- Establish 2-hour Metered Parking on Witherspoon St (east side) between Franklin Ave and Henry Ave
- Establish 5-hour Metered Parking on Henry Ave (south side) between Witherspoon St and Harris Rd
- Adjust Franklin Ave Metered Parking to 5-hour

Overnight Parking Permits

- Keep Permit Numbers the Same in Former Borough and Township Until Township Property Sells
- \$30 / Qtr Fee
- Registration Req'd with Clerk
- 6 pm – 9 am
- Keep Daytime Exemption for Former Township
- Establish Criteria for Reduced Permit Fee of \$15/Qtr

Future Steps

- **Negotiate a License Agreement with Princeton University for College Road Metered Parking**
- **Undertake the Princeton Parking Study– April through November 2017**
- **Consider Setting Consistent Days / Times for Metered Parking**
- **Consider Setting Parking Time Limits for Streets Currently Unregulated (such as Clay, Lytle, Maple, Linden) in Conjunction with Consideration of Daytime Permits**