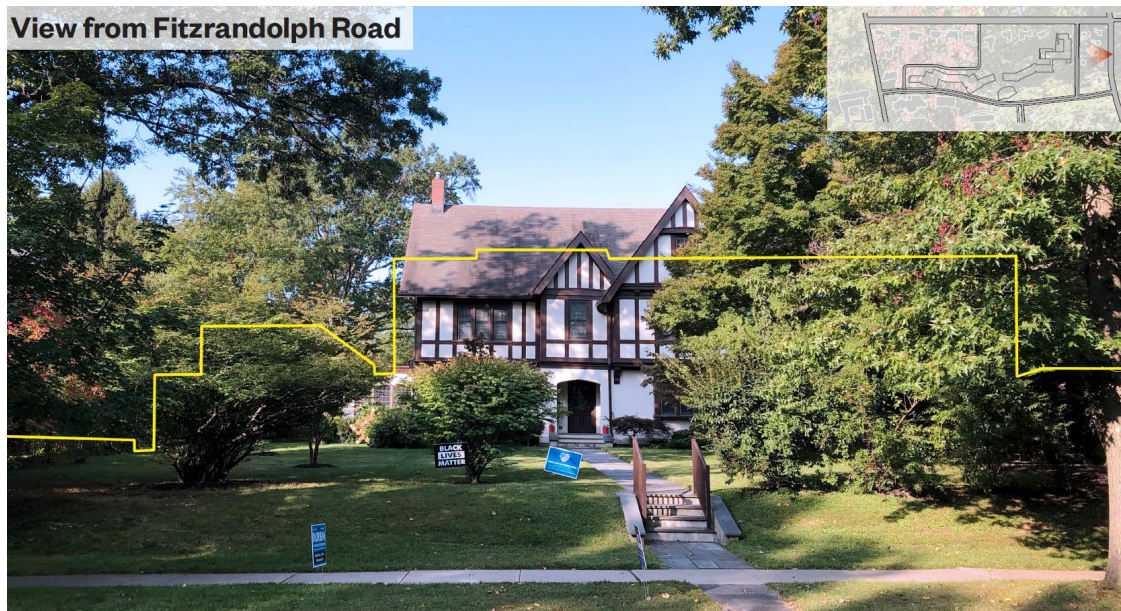


September 1 2020
ES/SEAS Campus Neighbor Meeting
Questions and Answers

- 1. Do you have a view from mid-block on FitzRandolph, between Prospect & Western Way? To get a sense of height of buildings as seen from that perspective.**

A view from Fitzrandolph was not prepared for this meeting but has been prepared in response to this question. We have included this image here:



The design has aimed at locating the new buildings as far away as possible from the rear property lines of the residential buildings. Three rows of trees are planned to be placed between the houses and the new buildings, and the new North South Connector will provide additional distance between the buildings and the rear yards of the adjacent residential properties.

- 2. Just a comment, not a question: thanks for your thoughtful attention to pedestrian and biking pathways. Wonderful!**

- 3. How many students and faculty will be using the buildings?**

When the building is occupied, the population will be 770 faculty/staff/graduate students, 600 of which will come from other buildings on campus. Over the next 20 years, this population is expected to grow to 1,270.

The near-term net increase to parking is 18 spots. The long-term increase is 94 spaces,

all of which have been taken into consideration in the traffic study that was done for the East Campus Garage.

4. How many square feet of space is the total development? What's the square footage of the proposed buildings?

The total building area is approximately 666,000 sf. The approximate breakdown is shown below:

SEAS (BioE & CBE Buildings):	301,000 sf
Commons Building:	52,000 sf
Environmental Studies:	313,000 sf

5. What is the fate of the E-Quad when all this is done?

When this project is completed, most of the E-Quad will still be occupied by its current population and the amount of vacated space will be modest. Mechanical and Aerospace Engineering and Civil and Environmental Engineering will remain in E-Quad after the ES-SEAS project is completed. There are no plans at this time for renovating or demolishing all or part of the existing E-Quad. While building is outdated for state-of-the-art research, but may still be a good fit for other uses. New initiatives may emerge in the next 20 years which may result in significant renovation or possibly rebuilding parts of it. Bowen and Andlinger buildings will remain occupied.

6. Are you designing the buildings to reduce noise?

The buildings are being designed to comply with state and local noise regulations. The noise level at the property line of each neighbor will not exceed these regulated limits.

7. The building massing and detail appear undistinguished compared to other campus architecture. Is it only conceptual at this stage? When will we have an opportunity to see the proposed building designs?

The University believes that the buildings are distinguished and very thoughtfully designed. Final decisions have not yet been made about the details of the exterior materials such as bricks, stone, cladding, sunshades, etc.

8. Is there a traffic volume projection for the N-S Connector? and for handling turns at intersection of N-SC and Prospect?

The main purpose of the N-S connector between Western Way and Prospect Avenue is to build an additional street link providing access to the new SEAS buildings and keeping traffic volumes out of the neighborhood. Future traffic volumes are projected to be approximately 50 vehicles during the peak commute hours. The intersections of the new connector with Prospect Avenue and with Western Way will be controlled by one-way STOP signs.

9. **Two Questions: What will happen to the existing EQuad when this is done. What is the fate of the rear lots behind Cloister Inn and Charter Club? And I see the Weaver Tigers are shown in the plan. Will they remain?**

Please see the response to Question 5 regarding the E-Quad.

The fate of the Weaver Tigers next to Princeton Stadium has not yet been determined.

10. **What departments will relocate to the ES building?**

Princeton Environmental Institute (PEI), Department of Ecology and Evolutionary Biology (EEB) and Department of Geosciences will relocate to the ES Building. These departments currently are located in Guyot Hall. Once they move to the new ES Building, the vacated Guyot Hall will be renovated to house the Computer Science Department and other affiliated centers.

11. **What route will large supply trucks, such as those carrying chemicals and gases, use?**

Deliveries to the main loading dock will arrive to the site from Washington Road, turning east onto Ivy Lane/ Western Way, and then will then turn left onto the new North-South Connector road (all large trucks will use the main loading dock). Deliveries to the small dock on the east side of the building will also come from Washington Road, via Ivy Lane directly to the loading dock. This will be the route for all construction traffic as well. Trucks will leave the main loading dock via Prospect Avenue to Washington Road or Ivy Lane to Washington Road. Trucks from the small dock will leave via Ivy Lane to Washington Road.

12. **When will construction begin, and what is the projected finishing date?**

When will construction actually begin?

Can you say more about the *detailed* schedule of the various activities, especially the site prep and demolition that precedes actual construction. Thanks.

Depending upon receipt of all required approvals and permits, construction activity is anticipated to begin on the site early 2021. Some of the work that will start in early 2021 will be inside the buildings. Any work outside the buildings, including demolition, will not start before June 2021. At that time the University plans to start the demolition of 5 Ivy Lane and Ferris Thompson Buildings, the relocation of 91 Prospect, and the work for site utilities, with the intent of accomplishing as much as possible in the summer months.

The initial phases of construction will include excavation and blasting. This will begin in mid-2021 and stop after a period of time. It will start again in fall of 2021 and will end in the first half of 2022.

During the construction there will be limited periods of closure at the east and west ends of Ivy Lan / Western Way.

The ES and Commons Buildings will open at the end of August 2024, and SEAS (BioE and CBE Buildings) will open at the end of November 2024.

13. Will there still be pedestrian and bike access into campus from the east side through Western Way during construction?

There will be times when pedestrian and bike access along Ivy Lane/Western Way in the vicinity of the project site will need to be relocated. As the University does with all projects, any changes to pedestrian/bike/vehicular access will be announced in advance and there will be on-site signage leading individuals to safe alternate routes.

14. What is the fate of the rear lots behind Cloister Inn and Charter Club? And I see the Weaver Tigers are shown in the plan. Will they remain?

The parking lots at the rear of Cloister Inn and the Charter Club will be removed, as they will be replaced by the new buildings. All of this parking supply (449 spaces) will be moved to the new East Campus Garage.

Please see the response to Question 9 regarding the Weaver Tigers next to Princeton Stadium.

15. The Site Plan shows the former Key and Seal Clubhouse retained, while another slide shows it removed. Can you develop a strategy to retain it, as it is an important part of the Eating Clubs landscape?

Bobst will remain. The slide will be updated.

The building east of Bobst (91 Prospect) which houses Office of the Dean for Research will be moved to the other side of Prospect Avenue.

16. What will happen to the existing residential structures on the north side of Prospect Avenue when the club building of concern to Clifford is moved?

The buildings across Prospect are historic houses and 110 Prospect is the former Key and Seal Club that was moved there. The two other buildings may also have been moved there. Can you develop a strategy to preserve those?

The buildings at 110-116 Prospect will be demolished to make place for the relocated 91 Prospect. The University will investigate further about the historic aspects of 110-116 Prospect.

17. The Eating Clubs on the south side of Prospect were erected there in part to enjoy the broad south view or prospect. While the view is no longer fully open, the proposed design looks like it will form a tall wall completely blocking the view from the rear of

Canon Club across the rear of six additional clubs. Can you consider a design that allows some relief with periodic open views through the new buildings?

The University realizes that this changes the character of the back of the clubs. The views at the back of the clubs are already limited due to the landscape. As the campus has grown southward, there has been an evolution of southward vistas: every generation of buildings has enjoyed some southward vistas until a next generation of buildings occupy or change these vistas. The change in this part of the campus will be similar to this pattern. Since nearly all of the clubs have used landscape to create privacy in their back yards, there are very few existing sightlines to be preserved. It would be functionally impractical to allow sight lines through the buildings. However, the design has very thoughtfully provided appropriate massing, variety of forms, courtyards, passages, plazas and landscape features, to blend in nicely with its setting/context.

18. Will slides be available on the University website?

Yes. The project information, including the link to the slides, is available here:

<https://facilities.princeton.edu/projects/es-seas>

Post Meeting Inquiry:

19. If there are going to be liquified gas storage tanks to service the new buildings have provisions been made to mitigate the noise of the trucks making such deliveries? I remember issues in the past when tank filling was taking place very early in the morning, and required a significant time for the gas transfer into the tanks with associated noises.

More generally, is the loading dock backing up to Fitzrandolph designed to minimize the noise of trucks backing in with their required backup alarms sounding from being heard in the nearby homes? Obviously those sounders are required for the safety of people in the loading dock area, but there is potential for the hard surfaces of the below grade loading dock from reflecting those sounds back into the surrounding residential area.



The design will ensure that the noise level at the property line of each neighbor will not exceed the limits identified by local and state regulations.

20. Regarding the fronting of the new development on Prospect, the proposed "orchard" of trees is an interesting design but it is out of keeping with the residential streetscape on the south side of Prospect and on the north side east of the garage. A preferable design would be more open and compatible with the streetscape of front yards, some with walls or shrubs, of the residential-type buildings along Prospect. The facade of the proposed building facing prospect should also be compatible with the historic streetscape. Have you considered retaining the historic portions of the former Court Club (now the Office of the Dean of Research) as a Prospect entrance to the Ivy Lane facilities? Preserving the three historic frame houses on the north side, including the former Key and Seal Clubhouse that was moved to 110 Prospect, seems important to maintain the historic streetscape and as a transition from East Campus institutional buildings to the residential neighborhood along Fitzrandolph, Murray, and Prospect.

The design seeks to find a balance that fits the character of the street while creating a setting that serves a very different function from the eating clubs. The program and massing of the building are carefully designed to create a two story "theorist pavilion" that respects the size, massing and setback of the eating clubs. The eating clubs are private and well served by walls and shrubs that serve and protect their privacy and exclusivity. In contrast, on this site we want to express a public, open, accessible and inviting gateway to the SEAS and ES neighborhood. The orchard provides a setting that welcomes the community into the campus while respecting the scale of the street.

This is also the last site in the row of eating clubs on the south side of Prospect Avenue. To the east of the site, the tradition of privacy walls is discontinued. Being at the end of this pattern of private yards allows a transformation that is not disruptive.

Similar to the diversity of architectural styles found on the Princeton campus, the architecture of the eating clubs is eclectic, with examples of Tudor, Tudor Gothic, collegiate Gothic, classical, and Georgian architecture. Within this diversity there is a fairly consistent language of window design that employs an articulated limestone frame. The design adopts this consistent motif to create the formal vocabulary of the theorist pavilion. In this way, the architecture combines functionality for the academic needs with respect for the architecture of the eating clubs.

We have chosen to relocate the former Court Club to the north side of the street. This allows us to retain and re-use the building that is most similar to the neighborhood of eating clubs. The relocation will result in the demolition of three existing homes on the north side of the street.