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# TOWNSHIP OF WEST WINDSOR REDEVELOPMENT PLAN

for PRINCETON JUNCTION

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# 1. Introduction

## Project Overview

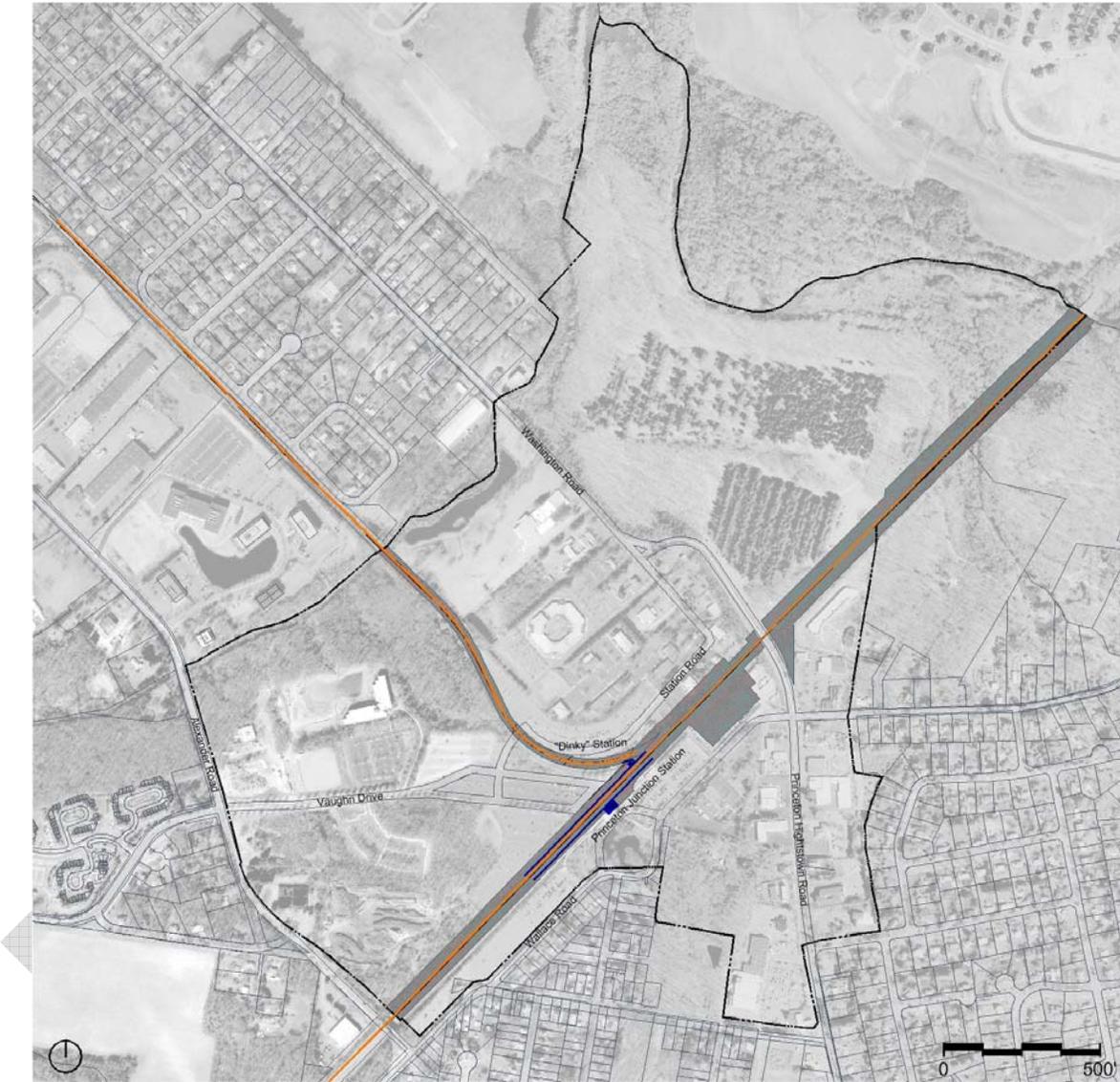
Neighborhoods undergo cycles of birth, growth, stabilization, decline and rejuvenation. Redevelopment is a mechanism that can reduce the time an area is in decline and spur the process of revitalization. Redevelopment can provide incentives for a developer to build in a community that will benefit greatly from the improvements.

The Princeton Junction Study Area encompasses a 350-acre area surrounding the Princeton Junction Train Station and is bounded by Little Bear Brook to the north, the Township Boundary and the Millstone River to the east, Alexander Road to the west, and the rail line and all lots in the P, ROM4, and B2 zones south of the rail line form the southern boundary.

The study area has historically been used for a mixture of commuter parking lots, offices, retail stores, and railroad tracks and appurtenances associated with the Northeast Corridor Line and the “Dinky” rail service connection to downtown Princeton. The Princeton Junction train station is a major passenger rail stop in central New Jersey and was the original impetus of persons and businesses locating in the area. Although growth has occurred outward from the train station Princeton Junction is still regarded as the town center.

The overall character of the study area is marked by poor circulation and traffic congestion, insufficient and disconnected parking, contaminated properties, and underutilized properties. Currently the study area is not bicycle or pedestrian friendly.

**TOWNSHIP OF WEST WINDSOR REDEVELOPMENT PLAN**  
for PRINCETON JUNCTION



**STUDY AREA**

**Purpose**

Based upon a careful field survey of land use and building conditions, the Princeton Junction Redevelopment Plan follows a determination by the governing body of the Township of West Windsor that the Princeton Junction Study Area is an “area in need of redevelopment” according to the standards established in the “Local Redevelopment and Housing Law” of the State of New Jersey (NJSA 40A-12A et seq.). This determination is based upon a recent study of land use, zoning, and property conditions. Given the proliferation of surface parking lots and the lack of new investment or improvements to the existing retail and commercial businesses, the Princeton Junction Study Area is ripe for redevelopment.

Neighborhood residents and the planning team identified the Princeton Junction Study Area as an important place in West Windsor, a place that could become the center of activity for the Township while still meeting the parking requirements of an active commuter rail station after redevelopment. The Princeton Junction Redevelopment Plan was prepared by RMJM Hillier to assist the Planning Board and the Town Council of the Township of West Windsor in their efforts to remedy blighting conditions in the area and create a vibrant town center.

## **Study Area Description**

### Environmental Constraints / Developable Area

The environmental constraints located in the study area consist of freshwater wetlands, their associated buffers, open waters, the 100 year floodplain, the DRCC buffer and contaminated sites as illustrated by the map titled Environmental Constraints.

The bulk of the wetlands are located along the northern and western boundaries of the study area. The 100 year floodplain, the DRCC buffer and these wetlands are associated with Little Bear Brook and the Millstone River along these boundaries. Other wetland areas occur to the south of Vaughn drive and between Wallace Road and Washington Hightstown Road.

There are five contaminated areas within the study area with the majority of it occurring in the southwest of the study area in the vicinity of the train station. This area is in need of remediation.

### Existing Land Use

Existing land use within the study area consists primarily of vacant or undeveloped space, public and railroad related uses, and commercial and industrial uses.

The northern portion of the study area is dominated by a large area of undeveloped space on the Sarnoff property and a strip of land area designated as open space adjacent to the railroad tracks. Both industrial and commercial uses occur on the north and south of Princeton Hightstown road west of the tracks and commercial land use dominates on the east side of the tracks. The southern portion of the site is dominated by railroad and public space with a mixture of open space, office, and industrial along Alexander Road. See map entitled 'Existing Land Use' for specific parcel designations.

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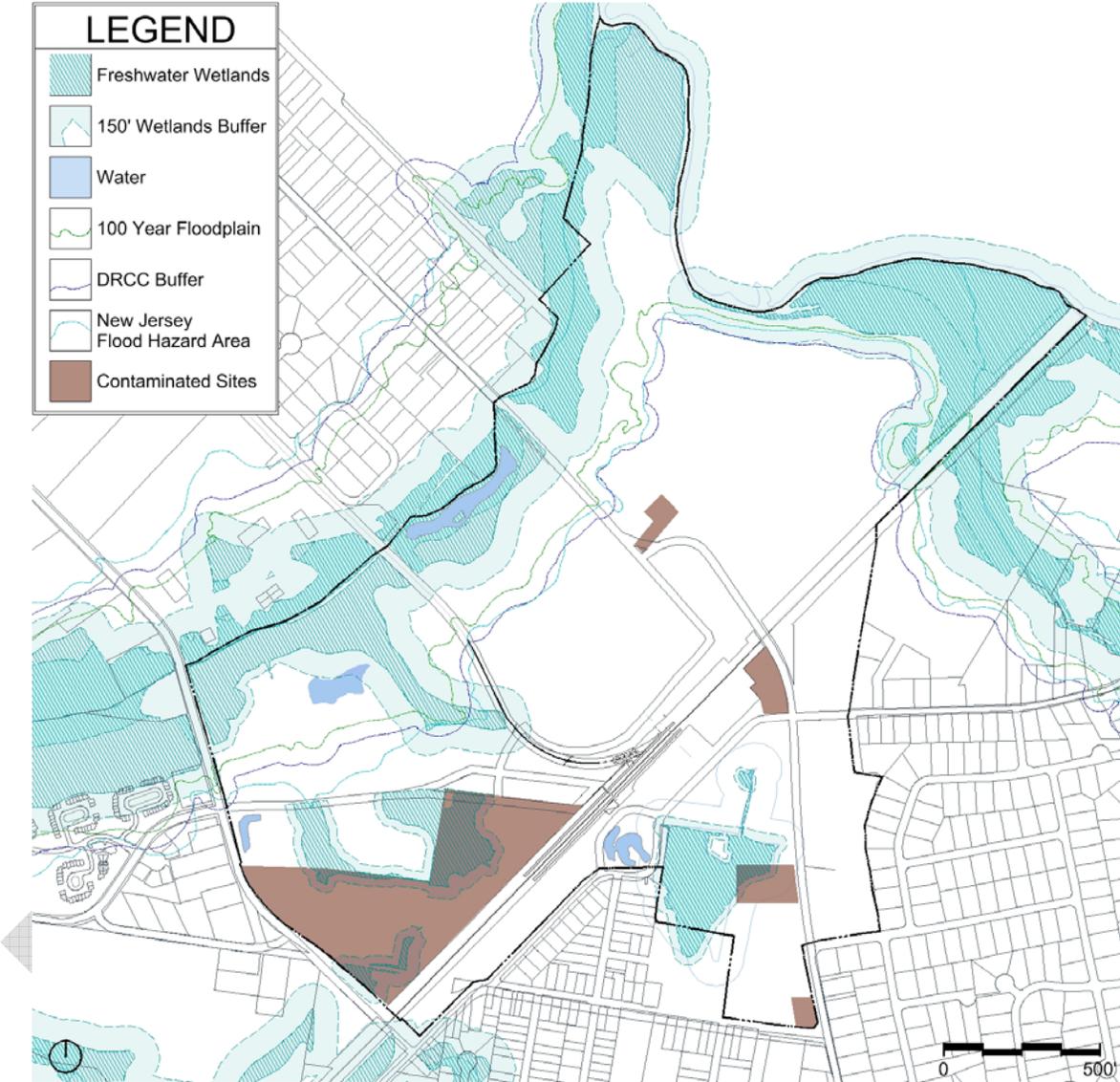
### Ownership

The 'Ownership Map' shows that the majority of land ownership within the study area is private. This area is approximately 240 acres. Municipal, public ownership, or railroad ownership consist of 110 acres.

### Existing Parking and Circulation

The train station is the largest traffic generator in the study area, and patterns around the arriving and departing trains heavily influence traffic volumes. Vehicular circulation to and from the train station occurs on Alexander Road to Vaughn Drive, Washington Hightstown

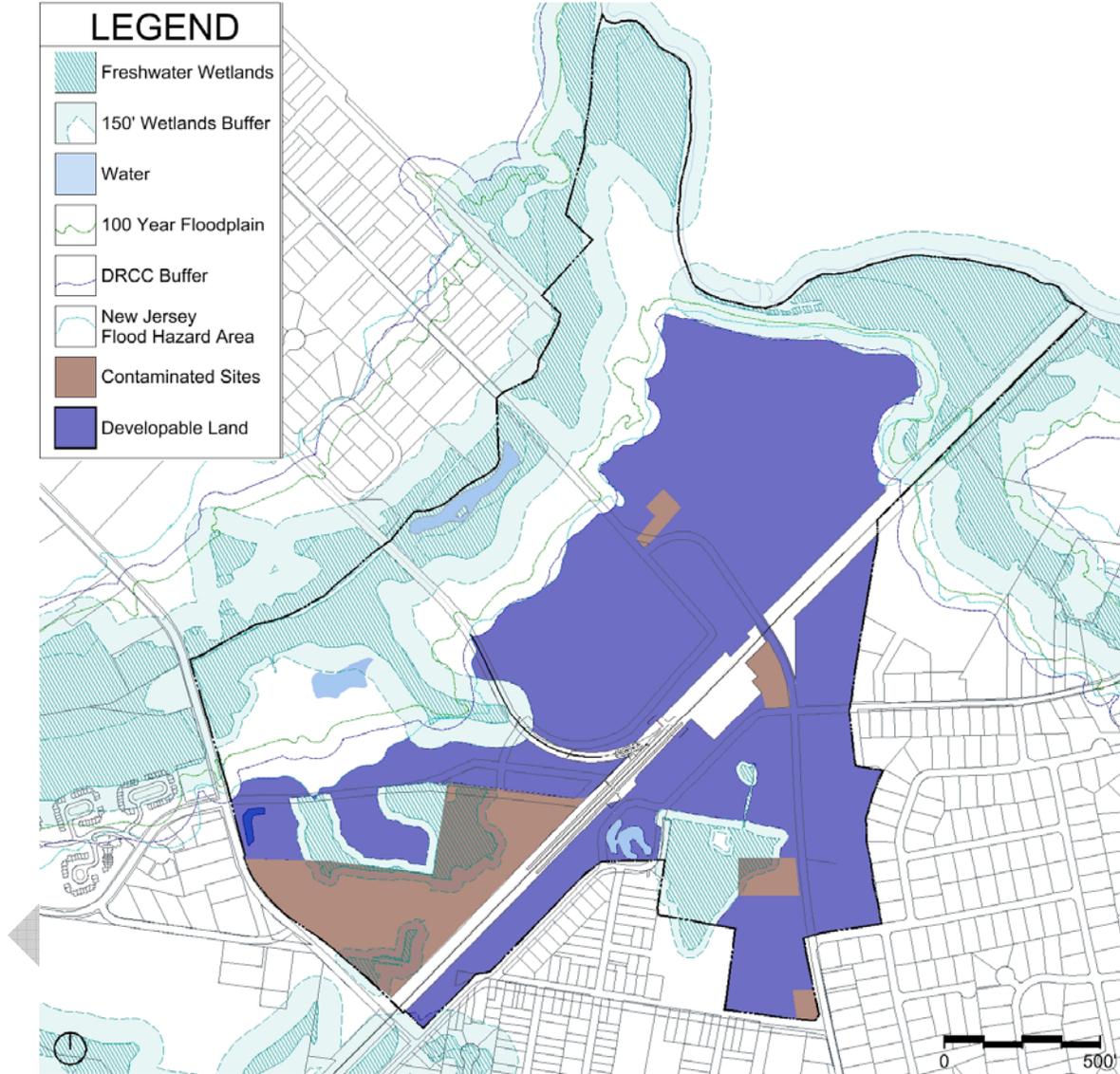
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**ENVIRONMENTAL CONSTRAINTS**



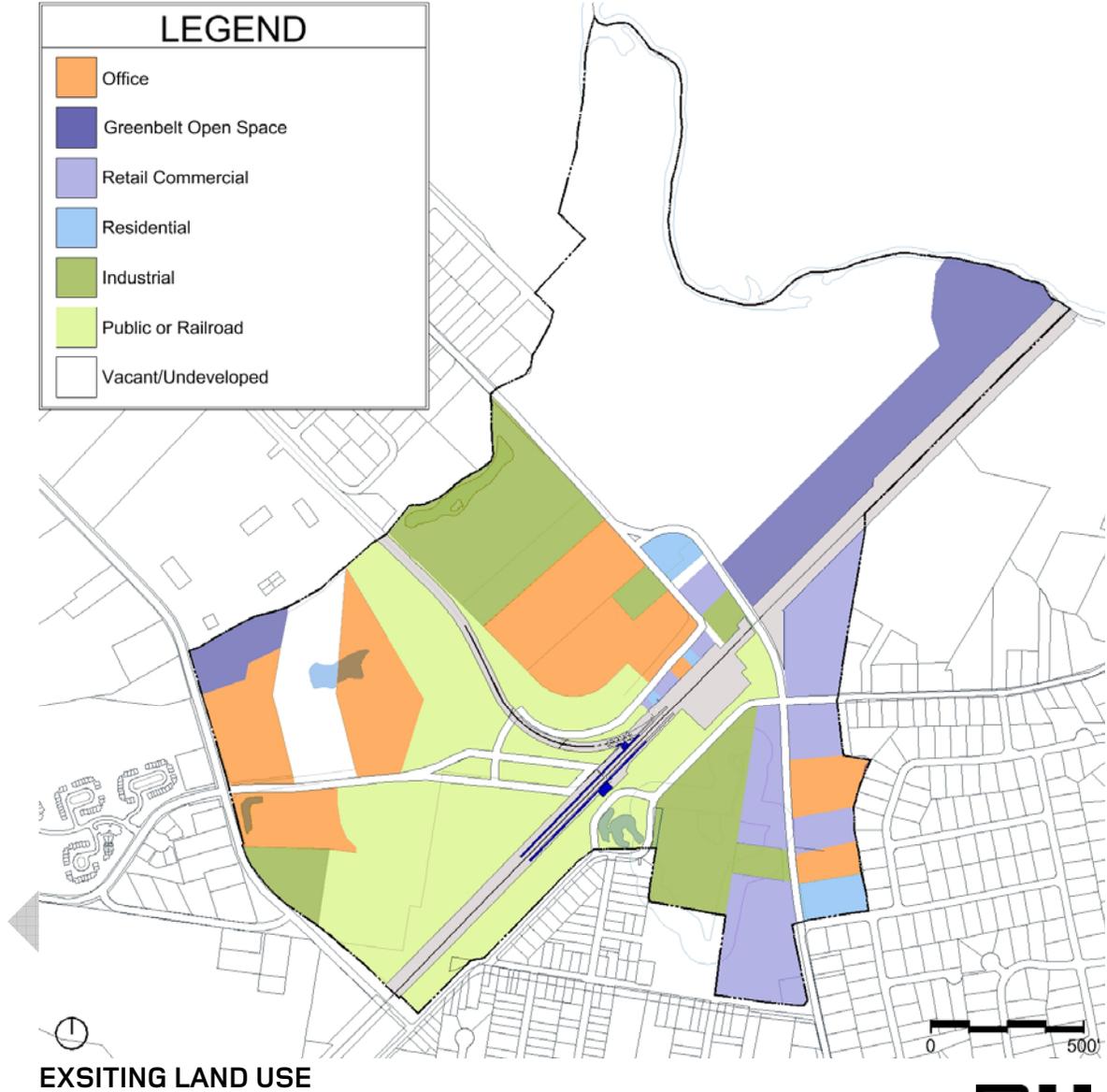
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**DEVELOPABLE LAND**



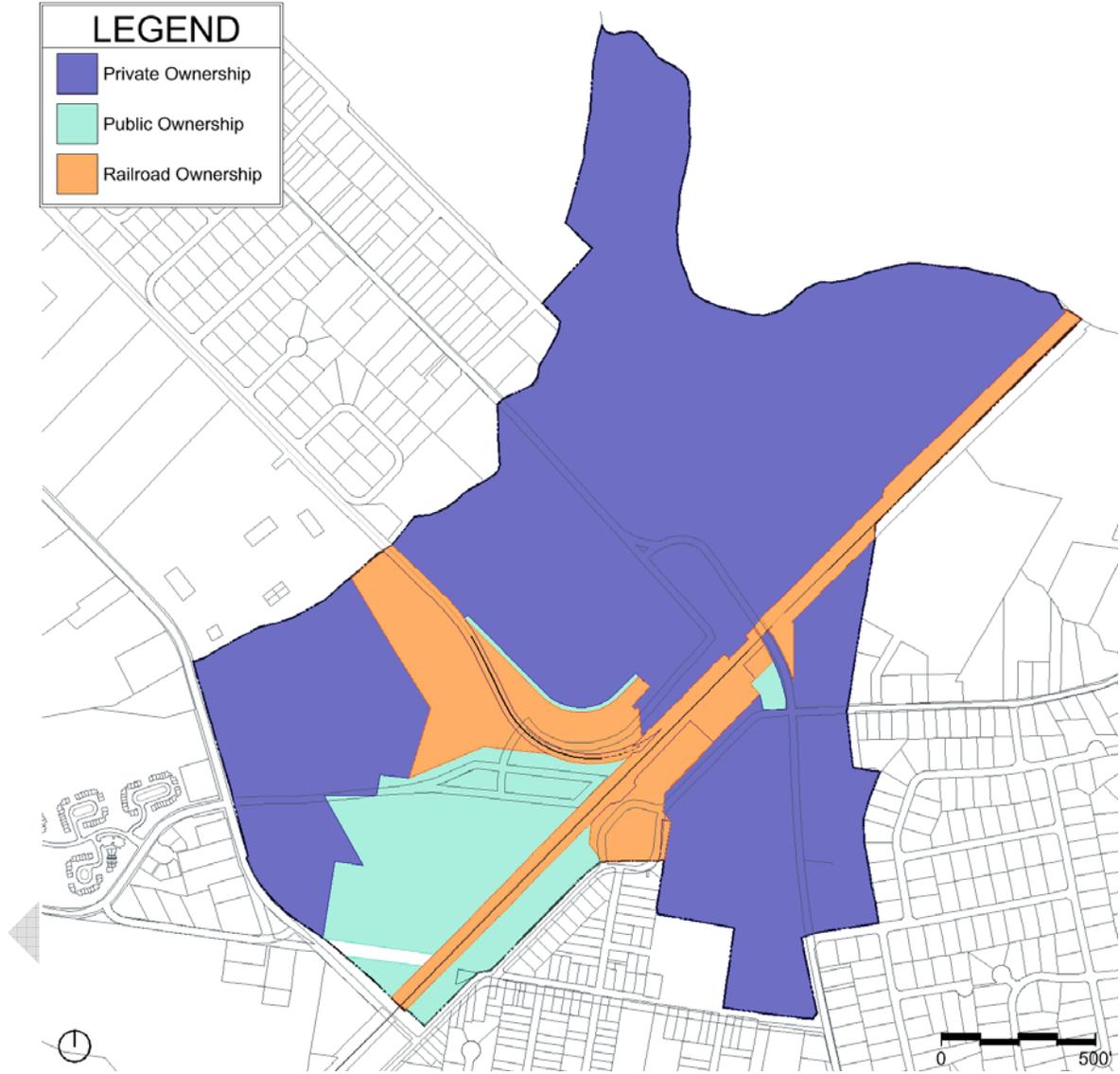
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**EXISTING LAND USE**



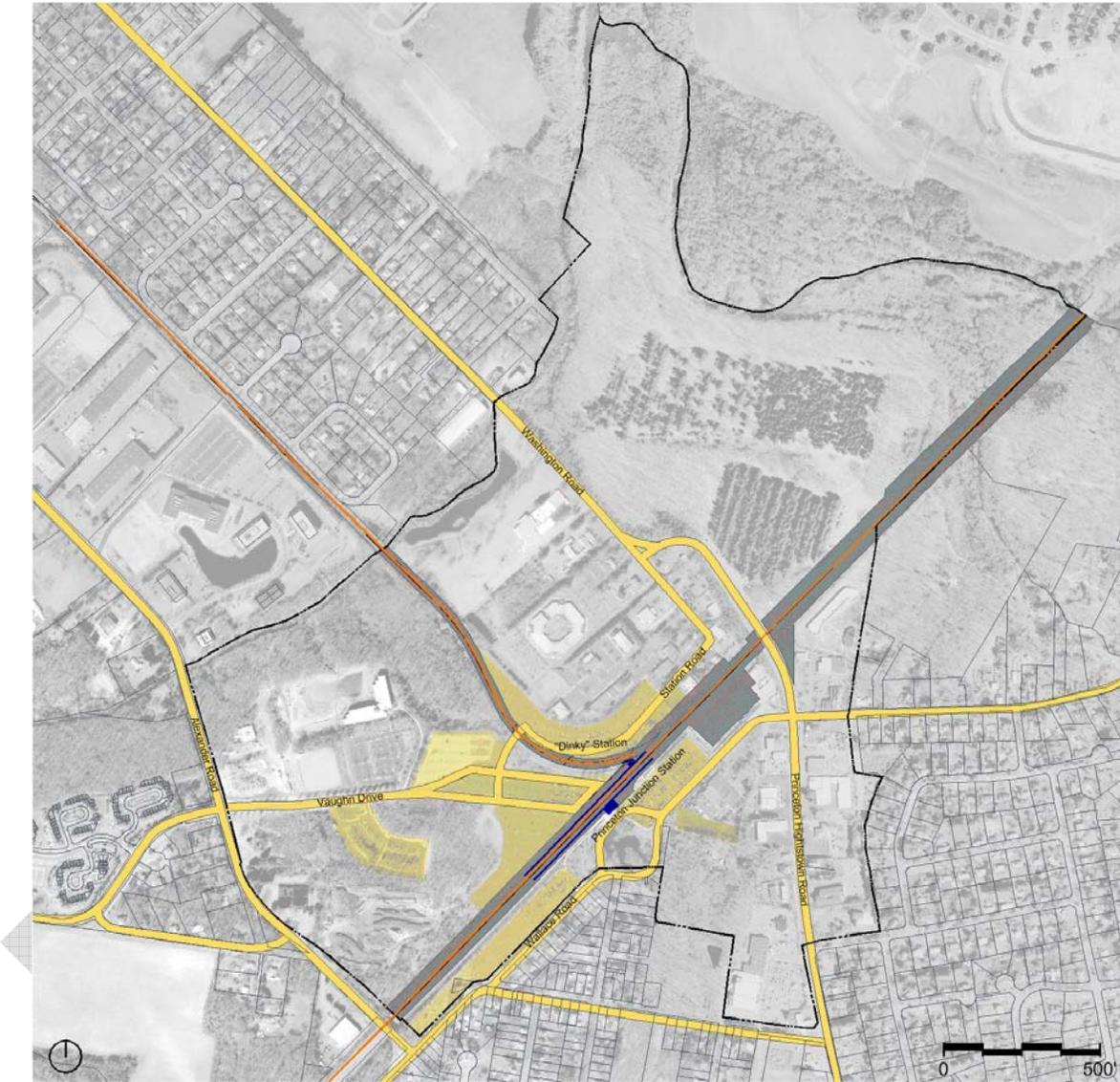
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**PROPERTY OWNERSHIP MAP**



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**EXISTING PARKING AND CIRCULATION**



### **Current Study Area Projects**

#### Alexander Road Bridge Replacement (#9 on plan)

This proposal, currently in the construction stage, will replace the existing aging two-lane bridge which has no pedestrian or bicycle access. This bridge was a significant traffic choking point as it is one of the few places to cross the railroad tracks. The bridge is being enlarged to include two vehicular travel lanes, sidewalks and a bike lane, and additional road improvements will take place south of the bridge.

#### Sarnoff Drive

Alignment currently included as part of the GDP approved for Sarnoff tract. This future circulation improvement will be a two lane vehicular road. It will connect Route 1 with Vaughn Drive. Funding for the improvements will be from private sources during development of the Sarnoff tract.

#### Vaughn Drive Extension

Vaughn Drive is currently a local road serving as access to the Princeton Junction Train Station. The road begins as two lanes at its intersection with Alexander Road but becomes parking area access drives before connecting to Station Drive. The proposal would realign and extend Vaughn Drive as a Township owned through road and would provide another connection between Alexander Road, Washington Road, and the future Sarnoff Drive.

Route 571 Road, Bicycle and Pedestrian Improvements

Route 571 through Princeton Junction is a two lane road in need of improvements for circulation and aesthetic reasons. It serves as the gateway to Princeton Junction and is one of the principal roadways used to access the Train Station. In addition, due primarily to its proximity to the Train Station, the road is often used by pedestrians and bicyclists, despite that it has unsatisfactory conditions for these transportation modes. The Township is working closely with Mercer County, has an improved plan to improve vehicular, pedestrian and bicycle conditions on Route 571 through Princeton Junction which will influence the final land use character on the east side of the Train Station

Bus Rapid Transit

Bus Rapid Transit has been proposed by New Jersey Transit to alleviate vehicular traffic in the Township and surrounding area. This proposal, which is supported by the Township, is a form of mass transportation involving dedicated right-of-ways for bus use, with ability for conversion to light rail, if feasible. The Bus Rapid Transit line is proposed to serve the Route 1 employment centers in West Windsor, Princeton Junction Train Station, downtown Princeton, and the greater surrounding area consisting of Mercer County and portions of Middlesex County and Bucks County, Pennsylvania.

PNC Bank (#1 on plan)

A recent private redevelopment project, located on the corner of Rt. 571 and Wallace Road. Its built features include a corner park with clock tower which serves as gateway.

## **TOWNSHIP OF WEST WINDSOR REDEVELOPMENT PLAN**

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### Rite Aid with Retail Stores (#2 on plan)

Another private retail redevelopment project proposed for the corner of Rt. 571 and Cranbury Road has been approved by the Zoning Board. It will feature a raised outdoor seating area, the building wall close to sidewalk, with parking in rear.

### Ellsworth Shopping Center (#3 on plan)

Private redevelopment of a partially built shopping area has been approved by Planning Board.

### CDNJ (#4 on plan)

The 2 story office building of 15,000 square feet is built and will be occupied by Chase Bank and its offices. Located on the corner of Sherbrook Road and Rt. 571.; it features building wall close to sidewalk, and architecture which is a modern version of the Arts and Crafts style.

### Schlumberger (#5 on plan)

This existing office building on Wallace Road has been recently approved by the Planning Board for a second floor office expansion of 11,500 square feet. It will provide an improved landscape sidewalk treatment on Rt. 571 and Wallace Road sidewalk connection to the PNC sidewalk.

### Polychrome (#8 on plan)

There is no land swap contemplated for this existing site however there will be a need for a R.O.W. across the corner of the lot.

**TOWNSHIP OF WEST WINDSOR REDEVELOPMENT PLAN**

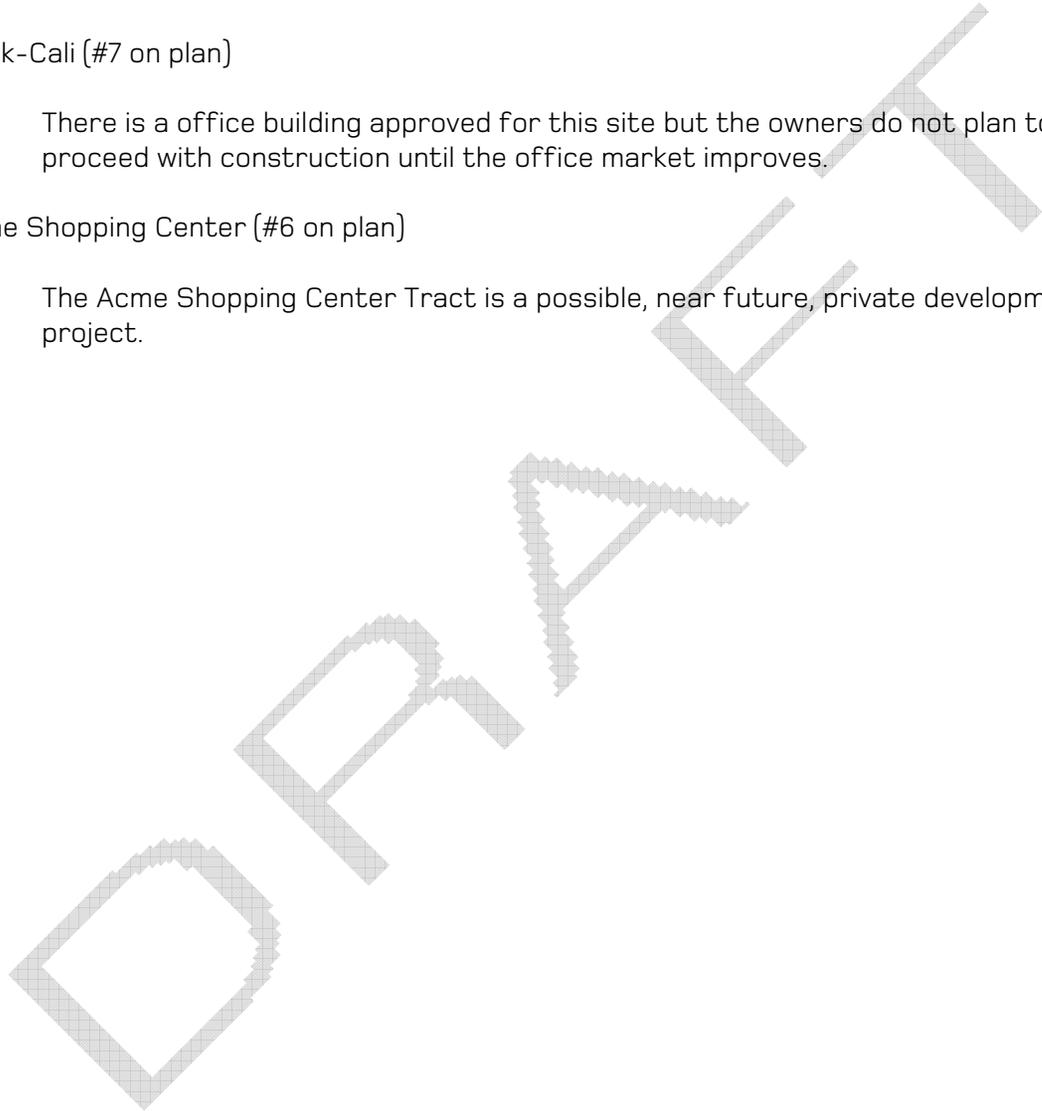
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Mack-Cali (#7 on plan)

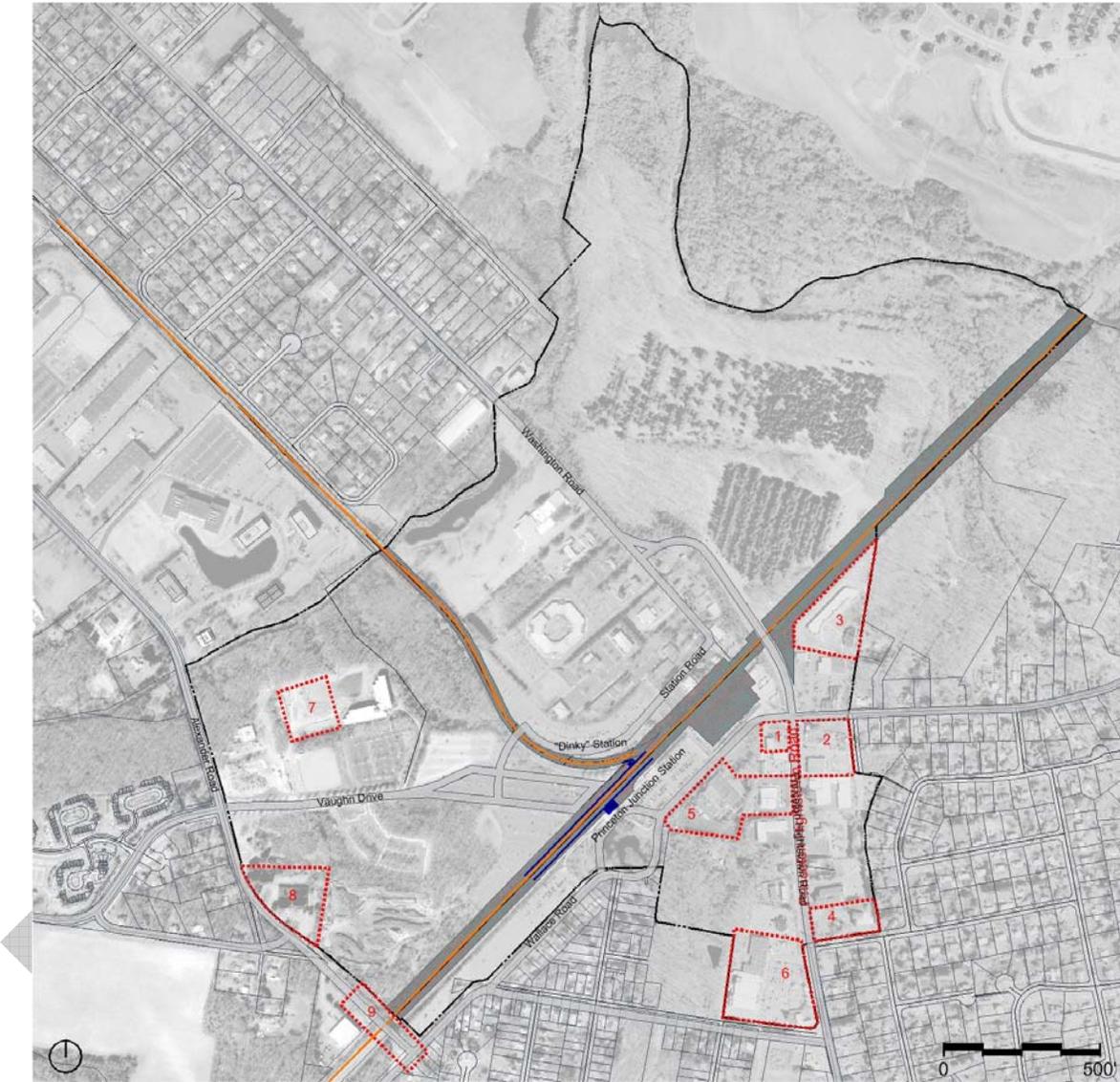
There is a office building approved for this site but the owners do not plan to proceed with construction until the office market improves.

Acme Shopping Center (#6 on plan)

The Acme Shopping Center Tract is a possible, near future, private development project.



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**CURRENT PROJECTS**



### **Previous Study Area Plans and Studies**

To learn the project background, the RMJM Hillier team reviewed previous studies and plans. Following is a list of those reports with the key points of each.

#### 1992 Princeton Junction Town Center Plan

This plan created seven planning goals for the future of the Princeton Junction Area:

1. Link land use with transit to create a town center focal point around the Princeton Junction train station.
2. Provide for the integration of both sides of the Princeton Junction train station area through the strategic location of new commercial, office, and residential areas.
3. Encourage a mix of residential and commercial, open space and public uses to locate within reasonable walking distances of one another in order to increase the convenience for residents and employees to travel by bicycle, foot, as well as by car.
4. Ensure the creation of a pedestrian-oriented town center with direct pedestrian connections to the train station.
5. Ensure the preservation of important natural resources, such as the Acme Woods, the pond at Wallace Circle, and the greenbelt.
6. Preserve established residential neighborhoods that are adjacent to the town center core area, allowing for compatible infill residential development, as appropriate.
7. Provide for road and bridge improvements to support rather than discourage pedestrian movements. Included is a recommendation for a new vehicular bridge over the railroad tracks, connecting Alexander Road with North Post Road in the vicinity of the Library.

Development strategies and design guidelines were developed for land use, parking, a pedestrian network, and a circulation plan to further the planning goals.

1998 Princeton Junction Village Center Plan

This plan incorporated much of the information presented in the 1992 Town Center Plan, but updated the goals to reflect the planning environment in 1998.

It presented recommendations for policies and public actions in support of the following goals:

1. Enhance the importance of the Princeton Junction area as a Village Center by capitalizing on the unique resources associated with the train station, existing mix of retail, office, public and residential development and the ability to access various areas via pedestrian movement.
2. Provide a development framework in which future development and/or redevelopment efforts can be focused over the next twenty years in order to create a sense of place and to enhance the economic vitality of the Junction core area.
3. Develop guidelines to influence the design, layout, and mix of uses and emphasizing a pedestrian-oriented environment.
4. Encourage a mix of retail and office uses at a community scale, integrating open space, public and residential uses within or linked to the commercial village. All uses are to be within reasonable walking distances of one another, thereby increasing the convenience for residents and employees traveling by bicycle or foot, as well as by car, to frequent Princeton Junction.
5. Preserve established residential neighborhoods that are within and adjacent to the proposed "Village Center" core area and avoiding overintensive uses in the core which would have a substantial detrimental impact on these areas.
6. Promote an implementation strategy which combines both public and private initiatives to forward revitalization of the Princeton Junction area.

Despite the common goals of the 1992 and 1998 plans, the Princeton Junction area remains unfriendly to pedestrians, has large tracts of vacant or undeveloped land, and does not function as a town center.

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### 2001 Township of West Windsor Master Plan

The Princeton Junction area of West Windsor Township (in which RMJM Hillier's Study Area is located) is recognized as a unique district within the Master Plan. The following goals were set for the district.

1. Develop a center to enhance the community identity and pride and to serve as a commercial, civic, and cultural focal point that can integrate the diverse needs of various residential neighborhoods, local commuters, and employees.
2. Protect and enhance the quality of life of the existing residential neighborhoods.
3. Develop multi-modal transportation solutions to deal with peak hour traffic congestions.
4. Improve the circulation connections of all modes of travel within the center and from the center area to key community points.

The primary impact of the Master Plan on the Princeton Junction station area can be seen in the form of circulation improvements such as the upgrade underway to the existing Alexander Road bridge and the planned extension of Vaughn Drive to Route 571.

2003 Penns Neck Area EIS (A review of this plan is contained in Appendix D: Traffic Inventory, Parking, and Analysis of Existing Circulation Conditions.)

2004 Columbia University Study

Columbia's Urban Planning Regional Studio studied the area surrounding the Princeton Junction train station and determined that, despite Township policies and plans to the contrary, traffic congestion, a lack of connectivity (pedestrian and otherwise), a lack of housing choices, and lack of identity plague the area. They recommend five types of strategic interventions to improve conditions in the area.

1. Infill and retrofitting of some of the existing suburban fabric to reinforce neighborhood centers and create small "Main Street" environments.
2. Large scale redevelopment of certain, already developed, areas to create places of greater character, bring housing closer to employment and services and more accessible by transit, bicycle, and on foot.
3. New development, such that each new building helps redress existing land use imbalances.
4. Strategic preservation and conservation measures that create networks rather than isolated parcels of undeveloped land.
5. Reinforcing community identity through a comprehensive program of both physical interventions and cultural initiatives that emphasize the area's unique history and features.

2004 West Windsor Township Bicycle / Pedestrian Plan (A review of this plan is contained in Appendix D: Traffic Inventory, Parking, and Analysis of Existing Circulation Conditions.)

2005 West Windsor Township Route 571 Streetscape Study for the Village of Princeton Junction

This study makes recommendations designed to promote walking and bicycling throughout the Princeton Junction area, to improve safety for motorists, pedestrians, and bicyclists, to accommodate existing and future traffic flows, and to improve the appearance of the Princeton Junction area. It identifies obstacles to creating a sense of place and recommends a context sensitive design approach based on the NJDOT publication "Flexible Design of New Jersey's Main Streets." Transportation improvements and upgrades to streetscape elements and gateways are central to this plan.

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### 2005 Station Area Vision Plan

As stated in the Plan, “The vision for the Princeton Junction Station Area is of a vibrant, mixed-use, pedestrian-oriented village centered around the station. It is conceived of as an integral part of the existing Township, rather than a project or exclusive enclave.” The key principles of the plan are:

1. New intermodal transit plaza and new “Main Street” for existing and new residents.
2. Creation of new open space.
3. Accommodation of the present curved Dinky alignment for future flexibility.
4. New pedestrian linkages to northwest portion of the site.
5. Vaughn Drive Connector as an addressing street.
6. Three Districts: a mixed use Village Core, Washington Road Neighborhood/residential, and Alexander Road – Office.
7. Density tapers away from station area.
8. Flexibility on height and density limits.
9. Incremental development.
10. Increased pedestrian and bicycle connections to, around, and through the station area.

This plan established a vision that will take years to realize. One of the implementation actions in this plan recommended undertaking a “Determination of Need Study” for the Princeton Junction train station area. This was completed and RMJM Hillier’s current work is on a Redevelopment Plan for the area.

2005 Route 571 Corridor Planning Study (A review of this plan is contained in Appendix D: Traffic Inventory, Parking, and Analysis of Existing Circulation Conditions.)

2006 Central New Jersey Route 1 BRT Alternatives Analysis Study (A review of this plan is contained in Appendix D: Traffic Inventory, Parking, and Analysis of Existing Circulation Conditions.)

## 2. Need Determination

### Determination of Need Conclusions

The 2005 *Princeton Junction Redevelopment Study Area Determination of Need* report established the boundary of the Redevelopment Area and the legal framework for issuing a determination of need for the area. Existing land uses, zoning characteristics, and relevant planning studies were examined and all the parcels within the area were analyzed to determine conformity with the required redevelopment criteria. The study found that parcels within the area met Criteria C, D, E, and H, only one of which other than Criteria H is necessary for a determination of need. A summary of the redevelopment criteria met by the study area is below.

- **Criteria C:**  
Land that is owned by the municipality, the county, a local housing authority, redevelopment agency or redevelopment entity, or unimproved vacant land that has remained so for a period of ten years prior to adoption of the resolution, and that by reason of its location, remoteness, lack of means of access to developed sections or portions of the municipality, or topography, or nature of the soil, is not likely to be developed through the instrumentality of private capital.
- **Criteria D:**  
Areas with buildings or improvements which, by reason of dilapidation, obsolescence, overcrowding, faulty arrangement or design, lack of ventilation, light and sanitary facilities, excessive land coverage, deleterious land use or obsolete layout, or any combination of these or other factors, are detrimental to the safety, health, morals, or welfare of the community.

- **Criteria E:**  
A growing lack or total lack of proper utilization of areas caused by the condition of the title, diverse ownership of the real property therein or other conditions, resulting in a stagnant or not fully productive condition of land potentially useful and valuable for contributing to and serving the public health, safety and welfare.
- **Criteria H:**  
The designation of the delineated area is consistent with smart growth planning principles adopted pursuant to law or regulation.

The Township of West Windsor, after public notice and hearings, adopted this document in 2005 giving the Township the authority, after New Jersey Department of Community Affairs endorsement, to redevelop the Princeton Junction Study Area pursuant to New Jersey's Local Redevelopment and Housing Law.

### **Opportunities and Constraints**

#### Opportunities

##### Premier central New Jersey location

The Township of West Windsor's position half-way between the major cities of Newark and New York to the north and Trenton and Philadelphia to the south make it an ideal location for a mixed use development serving local and regional needs.

##### Existing transportation infrastructure

The existing Northeast Corridor Train line, Princeton Junction station and the future addition of bus rapid transit service provide the unparalleled opportunity for the development of a vibrant, mixed-use, pedestrian friendly development consistent with New Jersey Smart Growth policies.

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### Centralized location of town core

The centralized location of the existing train-station within West Windsor could anchor a mix of retail, office civic and transit oriented residential development which can be designed to become the heart of the community.

### Constraints

#### Surface Parking

The predominance of scattered and ad-hoc surface parking and a dysfunctional road system within the study area creates a disjointed and random pattern of development.

#### Wetlands

Small pockets of wetlands are located within critical development areas where Smart Growth policies would encourage compact development. These areas have lead to circuitous circulation patterns and spotty development.

#### Northeast Corridor Line (NEC)

While it is the life-line of the regions transportation system and an asset to West Windsor, the NEC poses physical constraints to development within the study area and inhibits access to both sides of the rail line. Limited east/west crossings of the NEC have placed a concentration of regional traffic patterns through the study area which complicates local traffic congestion solutions

#### Brownfields

Existing contaminated sites require remediation to allow redevelopment.

## 3. The Plan

### Plan Concepts and Strategy

This *Redevelopment Plan for Princeton Junction* synthesizes physical, social and economic goals for the study area and incorporates them into the existing fabric of West Windsor Township and the region at large.

The focus of this plan is to bring together the disparate development patterns which have occurred in part from rapid growth over the past thirty years. The physical improvements are directly tied and are a result of the goals set forth by Township resolution.

Major redevelopment concepts and themes are:

Traffic/Transportation Improvements

Creation of Civic oriented area

Incremental Housing growth

Economic Development

## **REDEVELOPMENT GOALS AND POLICIES**

The first phase of redevelopment planning occurred during the beginning of 2007 during which three public workshops were conducted. The following goals for redevelopment are the result of the public process. These goals were subsequently endorsed by the Township Council. Policies are set forth with the intent of implementing these goals.

### **Goal**

The redevelopment plan will be tax positive or tax neutral consistent with the desires of the residents of West Windsor

### ***Policies***

- 1. The Redevelopment Plan proposes a balance of uses that can pay for desired traffic and public improvements.*
- 2. The implementation of the Redevelopment Plan will proceed in phases to assure that the development in the Redevelopment Area will generate sufficient tax revenues to pay for the municipal and school services it requires and also pay for the public improvements required to implement redevelopment plan policies. It is assumed that State and Federal financial assistance will be provided for public improvements such as roads necessary to serve regional and state needs.*

**Goal**

The redevelopment plan will be scaled to be consistent with the desires of the residents of West Windsor, including the number and diversity of housing units.

***Policies***

1. *The Redevelopment Plan proposes residential development proceed in two phases in appropriate sections of the Redevelopment Area. This would permit West Windsor officials to monitor the impacts generated by residential development and allow for program adjustments to mitigate any perceived or actual adverse impacts and to*

*encourage beneficial redevelopment project activities. Phase One in a district permitting residential development would be the base development phase specifying the maximum number of residential units permitted by right. Phase Two would be the conditional development phase specifying a maximum number of additional dwelling units that could be built in the district. The number of dwelling units which would be permitted would be conditioned on an evaluation of dwelling unit characteristics found in the first phase. This evaluation could include community fiscal impact, traffic impact, public contributions and project benefits such as the donation of land for public parking or road right-of-way, the creation of publically accessible civic space or additional affordable housing to provide for the non-residential growth share obligation, architectural design quality and Redevelopment Area financial requirements for infrastructure and amenity implementation.*

*An example of how this phased approval system would work is illustrated below using District One's proposed redevelopment program. District One is proposed in Phase One to allow base development of 72,000 Sq. Ft. of retail with seven affordable units related to retail's growth share obligation, and 625 dwelling units consisting of 500 market units and 125 affordable units.*

*Phase Two would involve permission to conditionally add another 200 market units and 50 affordable units. The actual number and market character dwelling units*

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*allowed for Phase Two would be dependent on the performance of residential development in Phase One and the overall quality of development. For example in assessing fiscal impact, Township officials would review redevelopment housing's impact on the public school system. The measurement for evaluating the impact of market housing's impact on the public school system is whether an average multiplier of .28 public school children or less per dwelling unit is experienced by redevelopment area housing. The .28 multiplier was agreed by the West Windsor-Plainsboro school demographer to be a realistic public school multiplier for residential units in mixed use buildings in a transit setting. If the market priced units within the first 200 units generate .28 or fewer public school age children for redevelopment area market units, than more market rate units could be built within the district cap. If the market units overall exceeds the .28 school age multiplier, than additional market units must be age-restricted units. Affordable age-restricted could be used to accommodate the growth share obligation of both non-residential and residential units in the Redevelopment Area as a means of reducing public school impacts.*

2. *Residential development should be sited in the Redevelopment Area in accordance with the following guidelines:*
  - a. *Dwelling units should be buffered from the railroad and traffic generated by rail commuters to the greatest extent possible.*
  - b. *Context sensitive road design and traffic calming techniques should be employed to soften the impact of regional through traffic in residential areas of the Redevelopment Area.*
  - c. *Residential units should be placed in close proximity to retail services, civic uses and open space amenities.*
  - d. *The majority of residential development in the Redevelopment area should occur in mixed use structures.*
3. *An average of two (2) bedrooms will be required for residential market units. The bedroom mix for non age-restricted affordable housing units will be twenty (20) percent one bedroom, sixty (60) percent two bedroom and twenty (20) percent three bedroom.*

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4. *The Redevelopment Plan may be modified to allow the substitution of residential units for proposed office floor area if it is determined by Township officials that a substantial reduction in peak hour traffic can be achieved and that community fiscal forecasts and project benefits would be favorable.*

DRAFT

**Goal**

Affordable housing units are to be visually and geographically integrated with all market rate housing.

***Policies***

- 1. Development within the Redevelopment Area will accommodate all of its affordable housing obligations on-site, dispersed throughout market rate housing and architecturally indistinguishable from market rate housing.*
- 2. The adopted Third Round COAH regulations will be the basis for deciding on the affordable housing obligations in the Redevelopment Area.*
- 3. The Redevelopment Area should accommodate its own affordable housing growth share based on COAH regulations for the period 2004 through 2018.*
- 4. The affordable housing obligation generated by redevelopment in each district may be provided in that district or, alternatively, agreements can be made to provide for affordable housing to be built elsewhere in the Redevelopment Area.*
- 5. The affordable housing obligation generated by non-residential uses will be accommodated in areas adjacent to market residential units. It will be implemented through non-residential affordable housing fees, subsidies from the State Affordable Housing Trust funds for all development involving State-owned properties and funds generated by redevelopment area financial activities.*
- 6. The demolition of existing non-residential uses in the Redevelopment Area will reduce West Windsor's total projected non-residential growth share and should be a credit to the affordable housing obligation of the overall redevelopment area.*
- 7. All affordable residential units regardless of market type would be calculated as generating the bonus credits permitted by COAH for affordable housing built within*

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*one-half mile of a train station and applied to either the Third Round or subsequent COAH rounds. The Redevelopment area should provide for sufficient affordable housing for family households to qualify for the bonus credits permitted transit oriented development.*

### **Goal**

The redevelopment plan will remediate the traffic congestion within, around and through the redevelopment area, will incorporate Vaughn Drive as a through-traffic artery, will utilize traffic calming on roadways where appropriate, will include sidewalks and bicycle lanes, and will encourage public transit.

### **Policies**

- 1. Traffic improvements planned for the Redevelopment Area will provide traffic benefits compared to existing traffic conditions and traffic projected for development permitted by right under current zoning and background traffic conditions in the absence of redevelopment infrastructure proposals. Traffic improvements planned for the Redevelopment Area will provide an improved level of service for non-peak hour and weekend traffic but projected background traffic growth from regional sources will cause failing peak hour level of service at certain intersections. Planned traffic improvements will however improve traffic distribution and relieve current congestion in the Station Core Area. Assessment of the Redevelopment Plan traffic impacts should focus on improvement in traffic circulation over existing conditions and the potential full build-out of development achievable under current zoning.*
- 2. Redevelopment-related traffic congestion can be mitigated by innovative congestion management strategies such as a township-wide van or shuttle service subsidized by Redevelopment Area funding.*

## TOWNSHIP OF WEST WINDSOR REDEVELOPMENT PLAN

for PRINCETON JUNCTION

3. *Continuous sidewalk/path and bicycle connections should be provided throughout the Redevelopment Area. A non-automobile connection between east and west sides of the railroad is essential to creating a sense of place in Princeton Junction.*
4. *The Redevelopment Area should be planned to serve as a major Central Jersey transportation hub incorporating all modes of travel: commuter rail, Dinky, Bus Rapid Transit, local bus and shuttles, taxis, kiss and ride, and short term parking. Additional tunnels under the railroad are needed to facilitate station access for rail commuters from planned commuter parking areas. State and Federal financial assistance and cooperation is essential to fulfill Princeton Junction's public transit hub requirements. The Princeton Junction train station, especially with future Bus Rapid Transit service, is expected to be an important element in New Jersey's mass transit network whose ridership is expected to substantially increase with the implementation of the future Trans Hudson tunnel and World Trade Center area terminal improvements. State and Federal financial assistance will be essential for creating better station access including an additional east-west tunnel under the tracks and increased capacity platform. Sufficient area should be devoted to multi-modal Station Core Area activities such as right-of-way for the BRT and area for convenient drop off and pick up and short-term waiting areas for taxis, buses, shuttles and automobiles.*

### **Goal**

The redevelopment plan will at least preserve, if not strengthen, the neighborhoods in and around the redevelopment area.

### **Policies**

1. *Keep commuter parking directly across from Berrien City neighborhood as surface parking.*

## **TOWNSHIP OF WEST WINDSOR REDEVELOPMENT PLAN**

for PRINCETON JUNCTION

- 2. Keep the scale of development on the east side of the railroad to two and a half stories. Three stories may be permitted where there is a sufficient dense buffer.*

### **Goal**

The redevelopment plan will provide more parking for West Windsor residents.

### **Policies**

- 1. Provide 1000 additional commuter parking spaces for West Windsor residents.*
- 2. Provide for more convenient short term parking and kiss & ride parking on both the east and west sides of the Station.*

### **Goal**

The redevelopment plan will maximize preservation of open space, protect environmentally sensitive land, and minimize impervious cover.

### **Policies**

- 1. Preserve the Millstone River Corridor and the Bear Brook Corridor*
- 2. Isolated wetlands required for parking or circulation should be mitigated at a rate of 2 acres for every one acre filled within the Redevelopment Area, if feasible.*
- 3. All or the majority of Block 6, Lot 48 should be acquired for open space, public parkland, stormwater management and restore wetlands.*
- 4. The amount of preserved open space would vary in each section of the Redevelopment Area but the goal should be that overall approximately one-half of the Redevelopment Area should be maintained as open space.*

## **TOWNSHIP OF WEST WINDSOR REDEVELOPMENT PLAN**

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5. *Open space acquisition should be accomplished by a combination of Redevelopment Area financing, State Green Acre grants and open space tax funds.*

### **Goal**

The redevelopment plan will strive to remediate contaminated sites within the designated area through the use of private capital, and or state or federal government funding.

### **Policies**

*Remediate contaminated sites through the use of private capital, State and Federal funds.*

### **Goal**

The size, scale and aesthetic design of the redevelopment area will be consonant with the nature of West Windsor Township.

### **Policies**

1. *The height of buildings in the Redevelopment Area should be limited to five stories on the west side and two and a half stories on the east side. If necessary to achieve redevelopment plan goal, eight story buildings could be sited toward the center of the west side of the Redevelopment Area. Decisions on building height would be guided by ROM-2 height requirements, the predominant current zoning in the redevelopment area, which permits a building height of 45 feet plus one additional foot for every 4 feet from residential zones.*
2. *Parking structures would be limited to five stories or six levels.*
3. *Commuter parking on Wallace Road directly across from Berrien City residences would remain as surface parking.*

## **TOWNSHIP OF WEST WINDSOR REDEVELOPMENT PLAN**

for PRINCETON JUNCTION

4. *Structured parking would feature liner buildings or aesthetic treatment where structures front on public streets.*

### **Goal**

The redevelopment plan will create iconic and active public spaces for the West Windsor community.

### **Policies**

1. *The Redevelopment Area should provide for a central public gathering space which feature public art, gardens and structures for public events.*
2. *The Redevelopment Area should provide accommodations for the farmer's market.*
3. *Provide unobstructed access from sidewalks to buildings used by the general public. Public access to commercial and governmental buildings shall be provided at sidewalk grade. The primary floor of and access to residential structures may be elevated.*
4. *Provide safe and easy passage from the public realm into individual buildings. The front doors of all buildings shall be visible from the street. If located more than 10 feet from the front building line, their location must be reinforced with additional graphics, lighting, marquees or canopies.*
5. *Provide interest for the pedestrian at the ground level of buildings by limiting unembellished solid walls. Blank walls in excess of 25% of 10 continuous feet of the frontage of the property shall not be used at the street level. Blank walls must contain architectural relief such as expressive details, blind windows, murals, etc.*
6. *Provide interest for the pedestrian at the ground level of buildings through detailing at close view. All buildings shall provide scale-defining architectural elements or details at the first two floor levels minimum, such as windows, spandrels, awnings, porticos, pediments, cornices, pilasters, columns and balconies.*

## **TOWNSHIP OF WEST WINDSOR REDEVELOPMENT PLAN**

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7. *Allow sufficient room for pedestrian passage and additional use of sidewalk such as café tables. Width of sidewalks shall be maximized within the available right-of-way. A minimum of 48" of the sidewalk must be clear of any obstruction for the entire length of the property.*
8. *Create shaded sidewalks and vertical landscape throughout the redevelopment area. Street trees must be provided to the extent that the sidewalk width permits.*
9. *Streets and sidewalks must be lined with buildings rather than parking lots or structures.*
10. *Parking must be located behind buildings. Surface parking cannot be between the building and the front property line. Parking between the building and the side lot line must be screened from the street by a solid fence or wall at a minimum height of 48". At least 15% of the ground area of parking lots (including driveways) shall be devoted to landscaping along the street right-of-way.*
11. *Parking garages must contribute to pedestrian life through ground level use, scale and detail. Parking garages must have a minimum of 30% of the ground floor sidewalk frontage along the street (excluding the ingress and egress) designed as retail, commercial or office space. The first floor, floor to ceiling height, shall be designed to accommodate future retail, commercial or office uses. There is no minimum depth required for retail, commercial or office uses. Interim uses could include news stands, flower shops, ATM's, display windows, telephone booths, payment boxes, etc.*
12. *Use a traditional town center grid of streets and alleys for maximum pedestrian choice and activity. If the traditional street grid is broken because of development requirements, pedestrian connections shall be established. These connections shall be a continuation of the existing grid and allow for service access.*
13. *Visually extend the pedestrian's realm and provide interest along the sidewalk, as well as allowing people inside opportunity to observe the passing street scene. A*

## **TOWNSHIP OF WEST WINDSOR REDEVELOPMENT PLAN**

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*minimum of 75% of commercial building frontage on the first floor level shall be transparent.*

- 14. Create a continuous street wall without significant breaks that defines the public space of the street. The street façade of buildings may be setback a maximum of 12 to 15 feet from the front lot line. In general, it is preferred to keep the street façade built to the property line, in alignment with adjacent buildings.*
- 15. Establish a continuous street wall, with variety provided in building width and height. A minimum of one façade element shall align horizontally with adjacent buildings. Façade elements include, but are not limited to, roof tops, cornices, signs, storefront windows, windows above the first floor and awnings. Awnings are encouraged. There should be a balance between variety and harmony of building facades. Maintain the similarity in the building width. New or larger buildings on parcels shall incorporate architectural elements which reflects the width of adjacent buildings. Successful methods for achieving this include, but are not limited to, window pattern and detail placement.*
- 16. Corner buildings shall relate to the activities of the intersection and encourage activity through their design. Appropriate design of the corner shall include one of the following patterns:
  - a. Operating the space at ground level for people to walk around the corner with the building mass above redefining the corner.*
  - b. A recessed entry at the corner such as the familiar angled wall with an entry door.*
  - c. A corner window with an important view into the building.**
- 17. Provide a safe and appealing nighttime environment for the Redevelopment Area. The design for a proposed façade must consider the appearance of the building in the evening and develop an exterior lighting plan that includes display window lighting, building lighting, and pedestrian-scaled lighting for both buildings and pedestrian*

## **TOWNSHIP OF WEST WINDSOR REDEVELOPMENT PLAN**

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*areas within the site. Lighting shall be warm in color, with control of glare for the pedestrian.*

- 18. Create pedestrian interest by using public art, sidewalk patterns, signs, lighting fixtures and street furniture that create a distinctive appearance for the Redevelopment Area.*

### **Goal**

The Township will strive to incorporate input from all key stakeholders during the redevelopment process.

### **Policies**

*Key stakeholders such as property owners and the public should be allowed to contribute ideas and amendments to the Redevelopment Plan and its subsequent implementation phases at public meetings.*

### **Goal**

The Township will strive to mitigate the effects of the Redevelopment Plan on the West Windsor-Plainsboro Regional School.

### **Policies**

- 1. Housing types will be selected and phased to reduce school enrollment impacts.*
- 2. Family market housing units will be limited to 2 bedrooms.*
- 3. Market housing within the redevelopment area is to maintain an overall average of .28 public school age children.*

***Goal***

The redevelopment plan will strive to incorporate economic, environmental, and social sustainability urban planning principles as outlined in the LEED-ND (Leadership in Environmental and Energy Design – Neighborhood Design) standards for conservation of West Windsor’s natural resources.

***Policies***

*The LEED for Neighborhood Development Rating System integrates the principles of smart growth, urbanism and green building into the first national system for neighborhood design.*

*Policy benefits of LEED-ND are:*

*1. Reduce Urban Sprawl.*

*In order to reduce the impacts of urban sprawl, or unplanned, uncontrolled spreading of urban development into areas outside of the metropolitan region, and create more livable communities, LEED for Neighborhood Development communities are:*

- locations that are closer to existing town and city centers*
- areas with good transit access*
- infill sites*
- previously developed sites*
- sites adjacent to existing development*

*Typical sprawl development, low-density housing and commercial uses located in automobile-dependent outlying area, can harm the natural environment in a number of ways. It can consume and fragment farmland, forests and wildlife habitat; degrade water quality through destruction of wetlands and increased stormwater runoff; and pollute the air with increased automobile travel.*

*2. Encourage healthy living.*

## **TOWNSHIP OF WEST WINDSOR REDEVELOPMENT PLAN**

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- a. *LEED for Neighborhood Development emphasizes the creation of compact, walkable, vibrant, mixed-use neighborhoods with good connections to nearby communities. Research has shown that living in a mixed-use environment within walking distance of shops and services results in increased walking and biking, which improve human cardiovascular and respiratory health and reduce the risk of hypertension and obesity.*
3. *Protect threatened species.*
  - a. *Fragmentation and loss of habitat are major threats to many imperiled species. LEED encourages compact development patterns and the selection of sites that are within or adjacent to existing development to minimize habitat fragmentation and also help preserve areas for recreation.*
4. *Increase transportation choice and decrease automobile dependence.*
  - a. *These two things go hand-in-hand; convenient transportation choices such as buses, trains, car pools, bicycle lanes and sidewalks, for example, are typically more available near downtowns, neighborhood centers and town centers, which are also the locations that produce shorter automobile trips.*

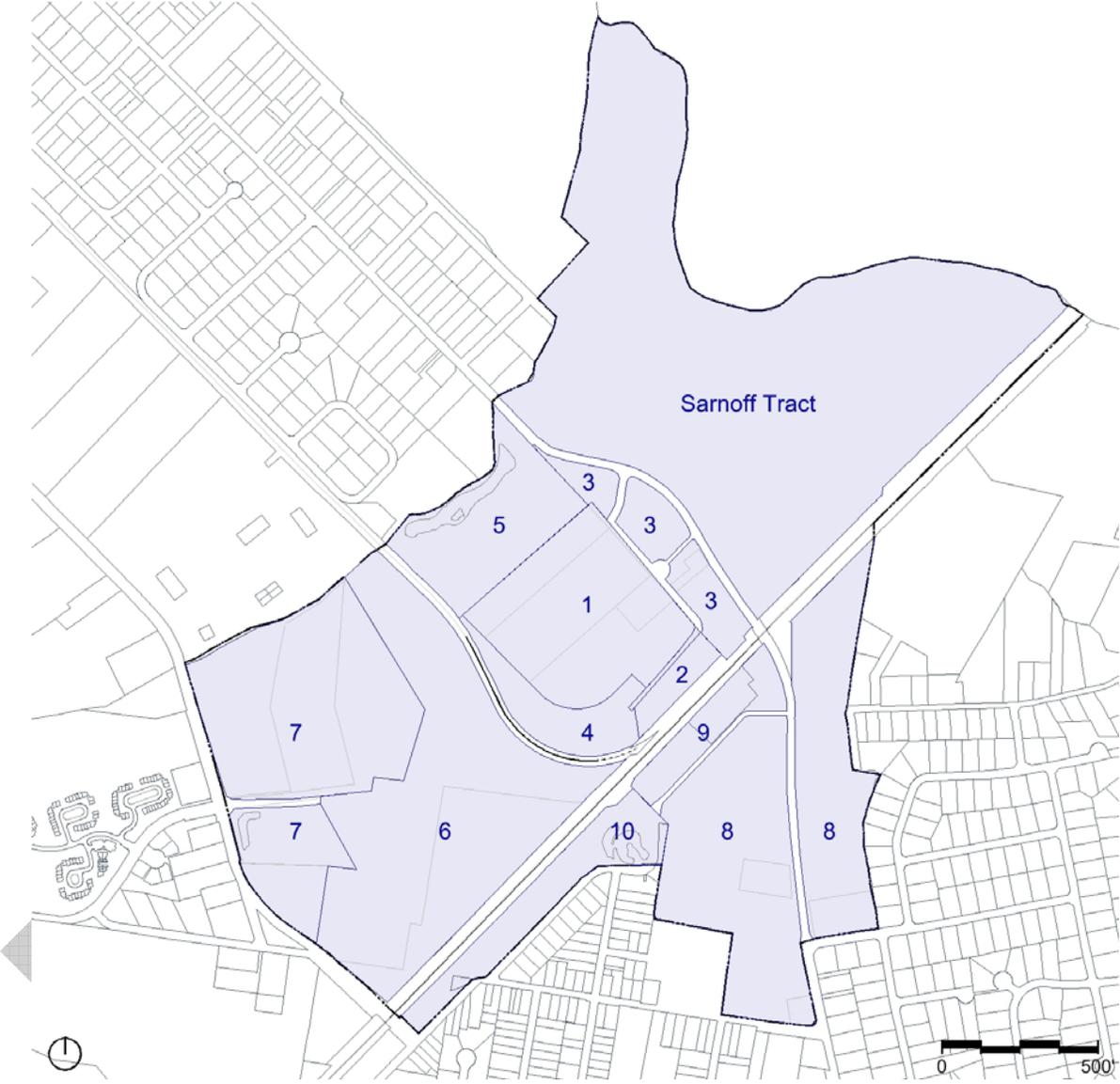
### **Goal**

The Township pledges to conduct an open and transparent redevelopment process that will consider the concerns of the residents, taxpayers, and businesses in the West Windsor community.

### **Policy**

All proposed developments within the Redevelopment Zone will be subject to the due process of the Council and Planning Board of the Township of West Windsor.

**TOWNSHIP OF WEST WINDSOR REDEVELOPMENT PLAN**  
for PRINCETON JUNCTION



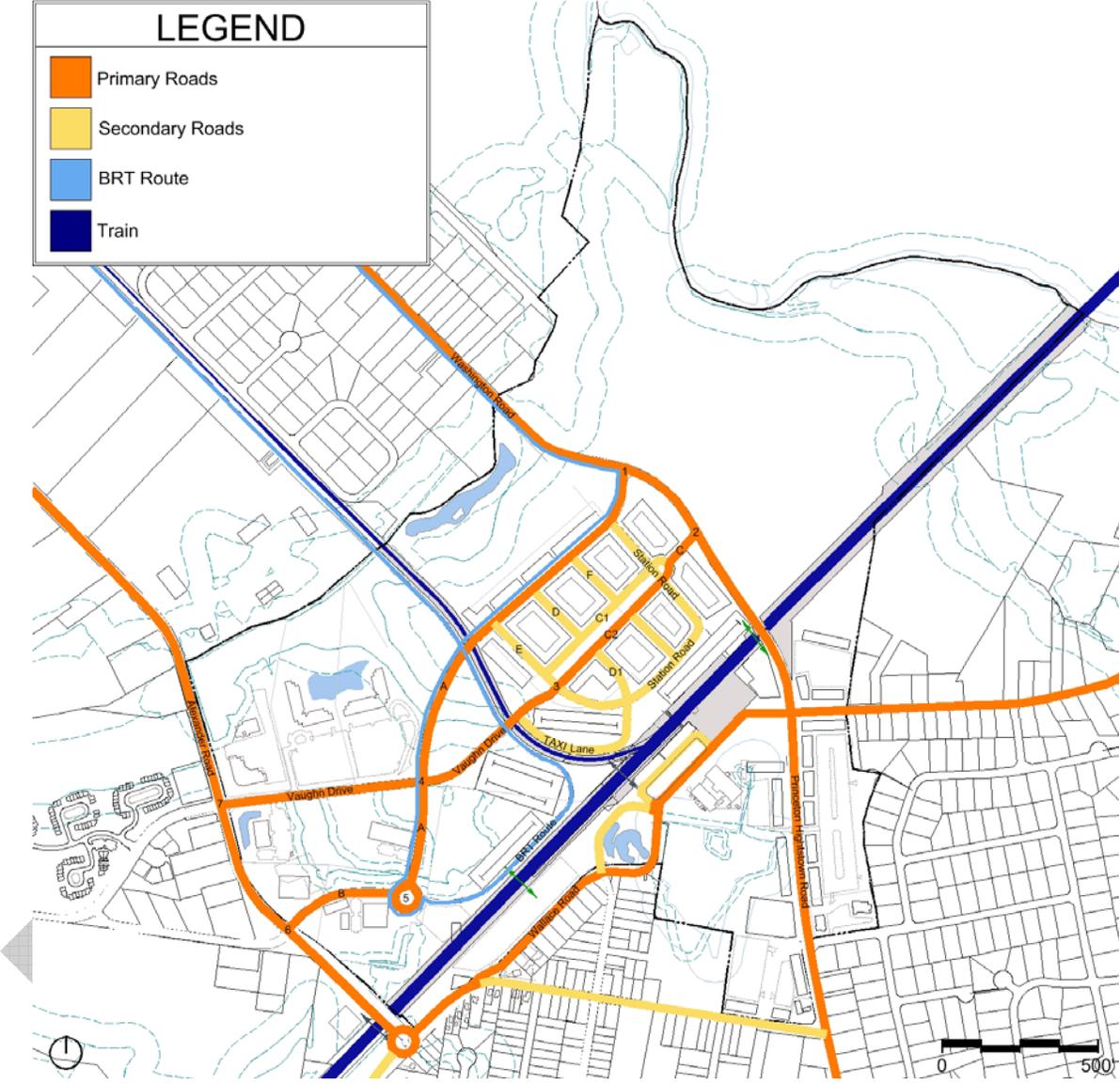
**STUDY AREA DISTRICT MAP**



**TOWNSHIP OF WEST WINDSOR REDEVELOPMENT PLAN**  
for PRINCETON JUNCTION

**LEGEND**

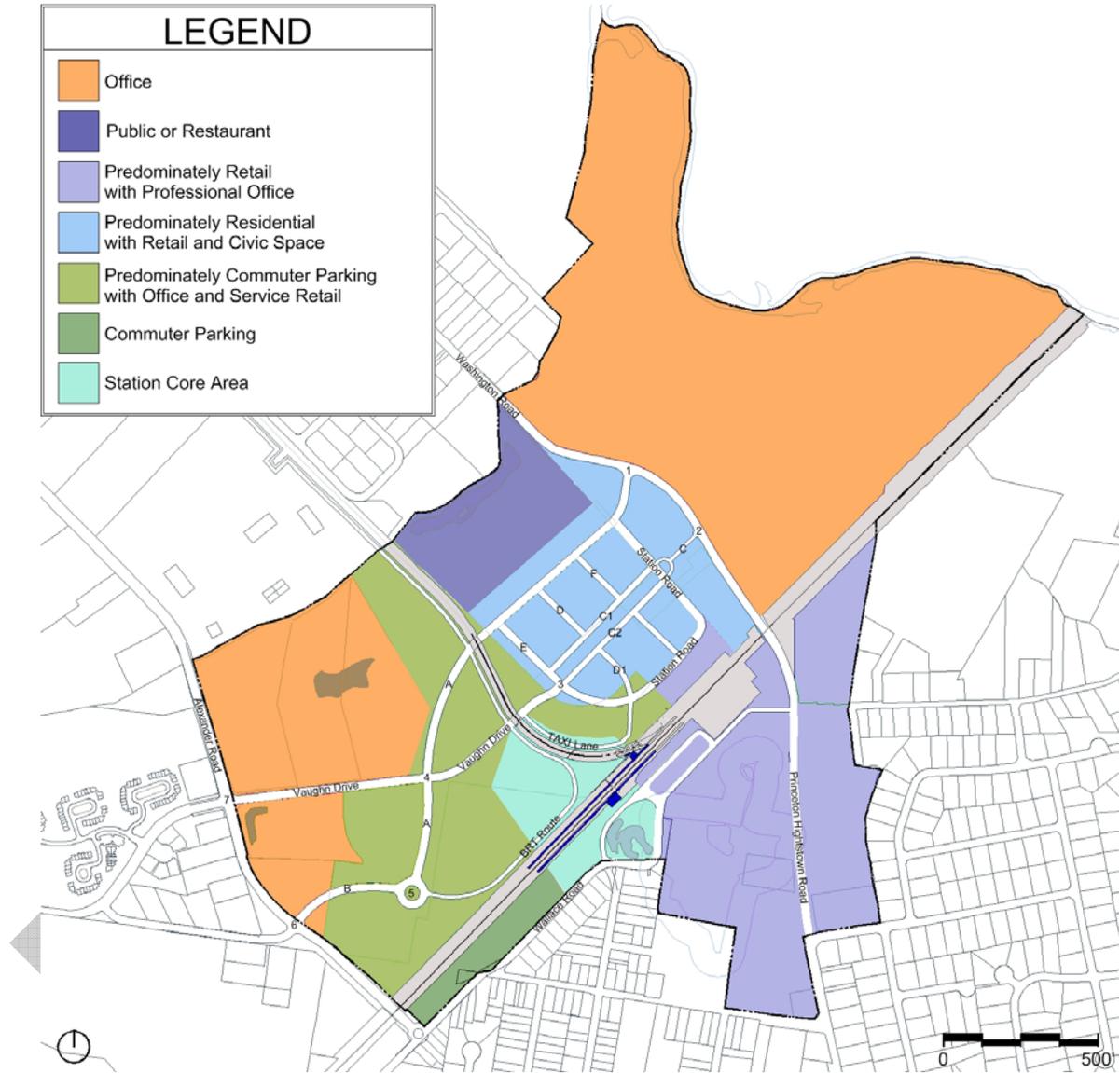
- Primary Roads
- Secondary Roads
- BRT Route
- Train



**ROADS AND CIRCULATION**



**TOWNSHIP OF WEST WINDSOR REDEVELOPMENT PLAN**  
for PRINCETON JUNCTION



LEGEND	
	Office
	Public or Restaurant
	Predominately Retail with Professional Office
	Predominately Residential with Retail and Civic Space
	Predominately Commuter Parking with Office and Service Retail
	Commuter Parking
	Station Core Area

⌚  
**LAND USE MAP**



**TOWNSHIP OF WEST WINDSOR REDEVELOPMENT PLAN**  
for PRINCETON JUNCTION



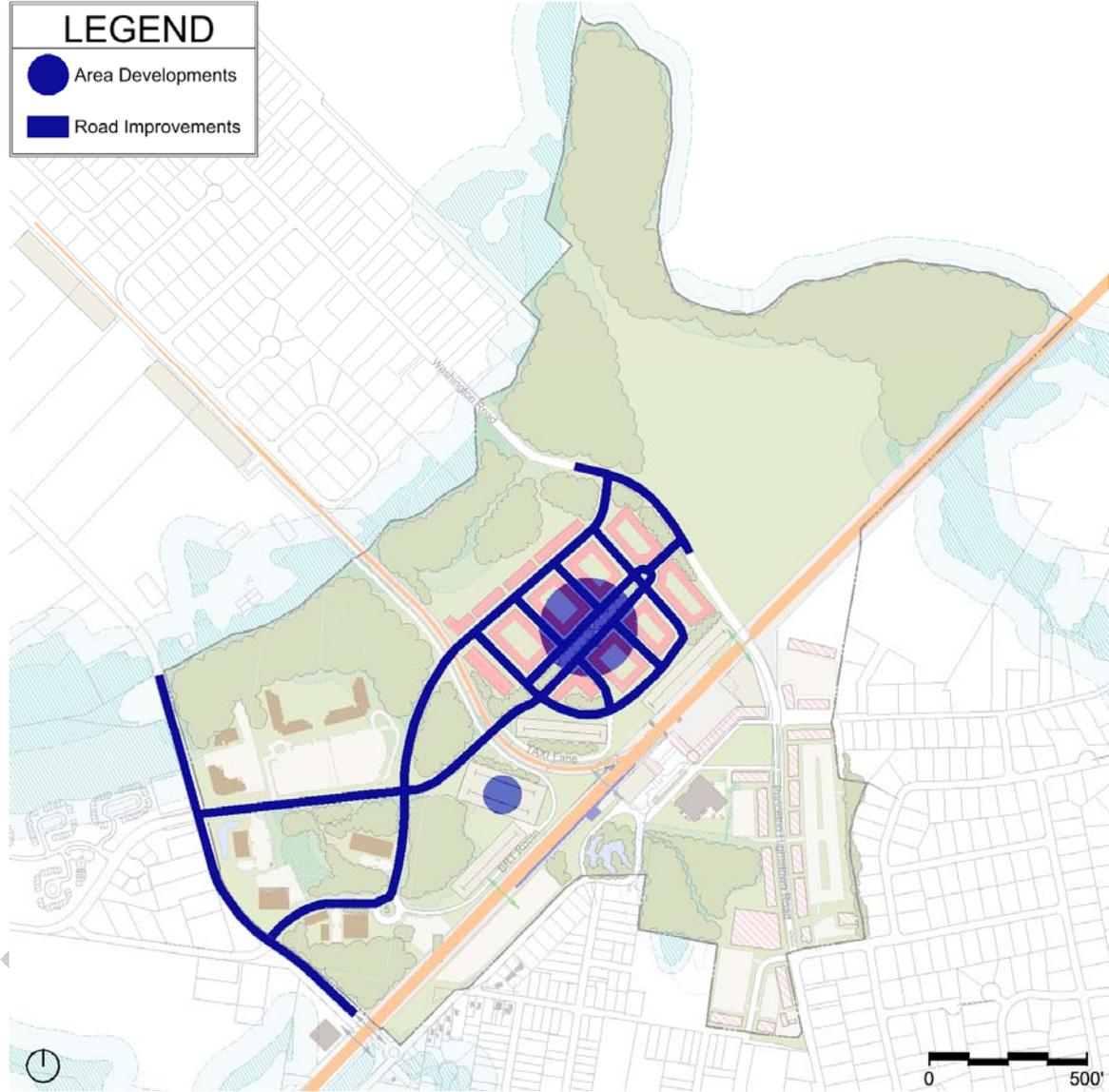
**CONCEPTUAL PLAN**



**TOWNSHIP OF WEST WINDSOR REDEVELOPMENT PLAN**  
for PRINCETON JUNCTION

**LEGEND**

- Area Developments
- Road Improvements



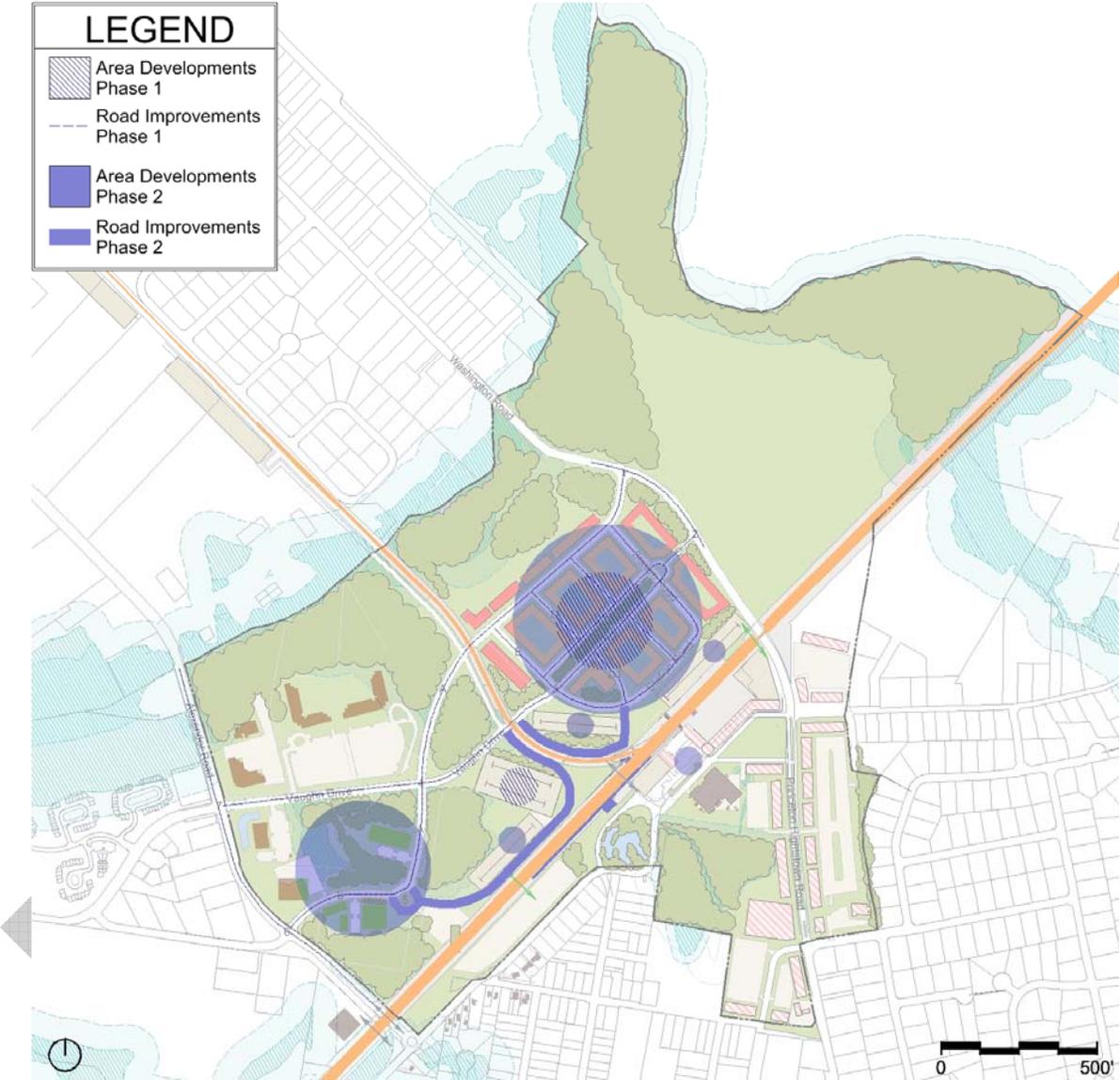
**REDEVELOPMENT PLAN - PHASE 1**



**TOWNSHIP OF WEST WINDSOR REDEVELOPMENT PLAN**  
for PRINCETON JUNCTION

**LEGEND**

- Area Developments Phase 1
- Road Improvements Phase 1
- Area Developments Phase 2
- Road Improvements Phase 2



**REDEVELOPMENT PLAN - PHASE 2**



### Targeted Activities

The following describes permitted uses, housing obligations and Development regulations by Redevelopment Plan Districts. Refer to the *Study Area District Map* for locations

#### **DISTRICT 1: MIXED RESIDENTIAL, RETAIL, COMMERCIAL AND CIVIC SPACE**

As the largest contiguous privately held property, except for the Sarnoff tract, with no environmental constraints to development, it is the only property capable through redevelopment of creating a critical mass of a residential neighborhood to support retail businesses and civic uses. District 1 is envisioned as the core of the Redevelopment Area on the west side of the rail line and where a mix of residential, retail and civic space can be designed as a distinctive walkable center with a sense of place for Princeton Junction.

#### **Block 6, Lots 8, 76, 54, 55, 55.01 (24.83 acres)**

#### **PHASE ONE (BASE DEVELOPMENT)**

##### **1. Permitted Uses**

- a. 500 market residential dwellings

*The first 200 market units shall consist of a mix of 65 percent non-age restricted and 35 age restricted units. Assessment of the first 200 units will be used to determine the age restricted unit makeup of the market residential development program.*

- b. 72,500 square feet of retail goods and services
- c. Office and civic uses including public gathering place

##### **2. Affordable Housing Obligation by Use type**

- a. 125 dwellings (residential)
- b. 7 dwelling units (retail)

*The number of required affordable housing can be reduced through the use of demolition credits.*

##### **3. Development Regulations**

## **TOWNSHIP OF WEST WINDSOR REDEVELOPMENT PLAN**

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- a. Density: 35 dwelling units/acre
  - b. Building Height 4 stories over Retail or Parking (5 stories max)
  - c. Floor Area Ratio: .07 (retail)
  - d. Maximum Impervious Coverage: 95 percent
  - e. 1.5 off-street parking spaces per condominium dwelling unit, 2 off-street parking spaces per townhouse unit
- Retail uses can rely on on-street parking and shared parking using commuter parking spaces in off-hours and weekends.*

### **PHASE TWO (CONDITIONAL DEVELOPMENT)**

#### **1. Permitted Uses**

- a. 200 market residential dwellings

#### **2. Affordable Housing Obligation by use type**

- a. 50 dwellings (residential)

#### **3. Development Regulations**

- a. Density: 35 dwelling units/acre (Phase 1 & 2)
- b. Floor Area Ratio: .07 (retail)
- c. Maximum Impervious Coverage: 95 percent
- d. 1.5 off-street parking per condominium dwelling unit, 2 off-street parking spaces per townhouse unit
- e. Building Height 4 stories over Retail or Parking (5 stories max)
- f. Phase two development will also provide on-site all of the affordable housing obligation generated by retail or other non-residential uses.

### **DISTRICT 2: RETAIL/OFFICE/PARKING**

The area of privately owned land between Station Drive and the Railroad is envisioned as a place for public or private structured parking with retail and professional office services on the first floor.

#### **Block 6, Lots 9, 10, 11, 12, 41, 44, 57 (1.59 acres) Station Drive**

##### **1. Permitted Uses**

- a. 13,850 square feet of retail goods and services or professional offices

- b. commuter parking

**2. Affordable Housing Obligation by use type**

- a. 2 dwelling units (retail)

**3. Development Regulations**

- a. Density: 1.25 dwelling units per acre
- b. Floor Area Ratio: .20 (retail)  
5.0 (commuter parking)
- c. Maximum Impervious Coverage: .80 (retail)  
100 percent (commuter parking)
- d. Building Height: 5 stories
- e. 1 off-street parking space / 750 square feet of retail floor area

**DISTRICT 3: AFFORDABLE HOUSING**

District 3 is proposed to accommodate the affordable housing obligation primarily generated by non-residential development constructed south of the Dinky primarily on New Jersey Transit and Township-owned lands. The District 3 is appropriate for affordable housing because it would allow it to be integrated with the residential, retail, recreational and civic core activities proposed in District 1. It is assumed that with the 1.33 bonus credits permitted transit oriented redevelopment projects the amount of affordable housing that would have to be built would be substantially reduced because of this setting. It is anticipated that affordable housing obligation proposed for District 3 could be implemented by using a combination of the 2.5 percent nonresidential Mount Laurel housing fee, State Affordable Housing Trust fund monies and redevelopment project generated funds. This affordable housing could also be supported by market rate housing depending on an evaluation of the community service and fiscal impacts of additional residential development.

**1. Permitted Uses**

- a. Affordable housing generated by the growth share obligation of non-residential uses in the Redevelopment Area west of the railroad.

**2. Affordable Housing Obligation by use type**

- a. Estimated 60 dwelling units

**3. Development Regulations**

- a. Density: 15 dwelling units/acre

## **TOWNSHIP OF WEST WINDSOR REDEVELOPMENT PLAN**

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- b. Maximum Impervious Coverage: .50
- c. Building Height: 4 stories
- d. 1.5 off-street parking space per unit

### **DISTRICT 4: COMMUTER PARKING WITH OFFICE/RETAIL**

#### **BLOCK 6, LOT 66 (5.67 acres) NJ Transit**

##### **1. Permitted Uses**

- a. Commuter parking and Station Core activities
- b. 12,000 Sq. Ft. of retail goods and services
- c. 3 affordable housing units

##### **2. Affordable Housing Obligation by use type**

- a. 3 dwelling units (retail)

##### **3. Development Regulations**

- a. Density: 2 units per acre
- b. Floor Area Ratio: .10
- c. Building Height: 6 stories
- d. Maximum Impervious Coverage: 90 percent
- e. On-street parking, shared parking with commuter parking spaces
- f. 1 off-street parking space 750 square feet of retail floor area
- g. All of the affordable housing obligation generated by retail uses will be provided on-site using non-residential Mount Laurel fee and State Affordable Housing Trust funds.

### **DISTRICT 5: PUBLIC PARK AND RETAIL**

#### **BLOCK 6, LOT 48 (15.74 acres) "The Pond"**

##### **1. Permitted Uses**

- a. Wetlands mitigation area
- b. Stormwater management
- c. Public parkland

**2. Alternative Permitted Uses if existing building and parking area in the flood plain is permitted to be redeveloped within the exact same area of existing coverage**

- a. 100+ room hotel
- b. Restaurant
- c. Retail uses
- d. Associated affordable housing
- e. Off-street parking

**3. Development Regulations**

- a. Maximum impervious coverage: 90 percent in area without environmental constraints
- b. Floor Area Ratio: .30
- c. Building Height: 4 stories

**DISTRICT 6: COMMUTER PARKING WITH OFFICE AND SERVICE RETAIL**

Commuter parking is the primary function of District 6. Ready access to the Dinky, the future BRT and the train station makes this District highly appealing to the corporate office market. Retail uses primarily to serve commuters and office employees should be designed to line the public streets to create an attractive streetscape. Development Regulations for this District will require negotiation with New Jersey Transit and the West Windsor Parking Authority to determine commuter parking and office/retail requirements.

**DISTRICT 7: OFFICE**

Continue corporate and professional office uses in this district using ROM-2 development regulations.

**DISTRICT 8: RETAIL AND PROFESSIONAL OFFICE**

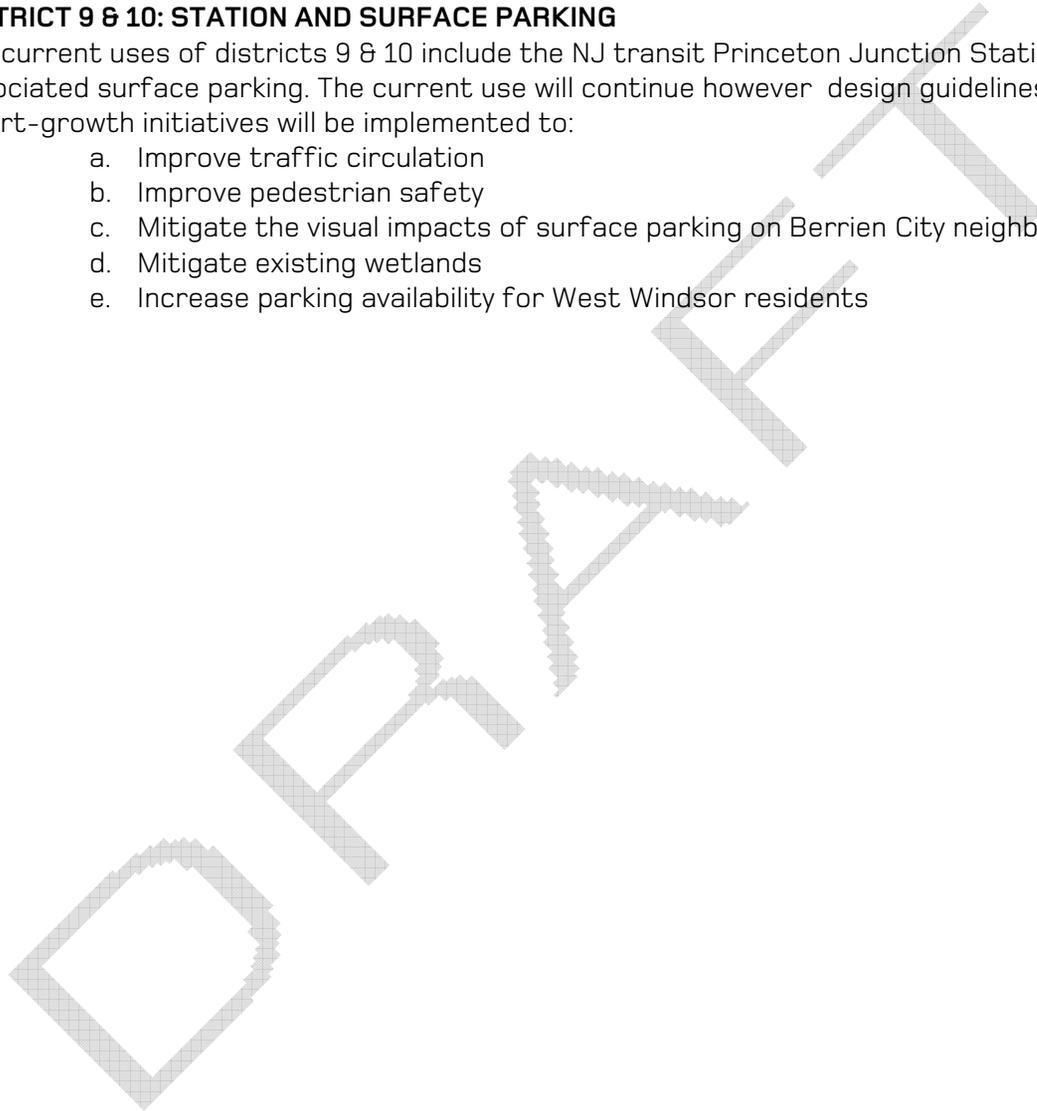
“Main Street” where small scale, lot-by-lot incremental development will be the process to transform this predominately retail and professional office district. Amend Princeton Junction Overlay ordinance as follows:

- permit second story apartments
- permit retail goods and services in entire overlay area
- increase permitted floor area ratio to .25
- increase permitted maximum improvement coverage to .80

**DISTRICT 9 & 10: STATION AND SURFACE PARKING**

The current uses of districts 9 & 10 include the NJ transit Princeton Junction Station and associated surface parking. The current use will continue however design guidelines and smart-growth initiatives will be implemented to:

- a. Improve traffic circulation
- b. Improve pedestrian safety
- c. Mitigate the visual impacts of surface parking on Berrien City neighborhood.
- d. Mitigate existing wetlands
- e. Increase parking availability for West Windsor residents



**Potential Funding Sources**

Funding could be secured from Local, State and Federal agencies including:

West Windsor Parking Authority

New Jersey Department of Community Affairs

New Jersey Department of Transportation

New Jersey Economic Development Authority

New Jersey State Affordable Housing Trust Fund

New Jersey Department of Environmental Protection

New Jersey Housing and Mortgage Finance Agency

New Jersey Redevelopment Authority

New Jersey Transit

US Department of Housing and Urban Development

US Department of Transportation

**Property Acquisitions**

The current plan for the Redevelopment Area envisions the potential need for property acquisitions for road right-of-way area to accommodate the affordable housing growth share obligation of non-residential development, and area for wetland mitigation. The redevelopment plan also envisions that land swaps between New Jersey Transit, West Windsor Township, and its Parking Authority may be necessary to implement plan proposals.

## **4. Regulatory Controls**

### **Statutory Requirements**

As described below, the Princeton Junction Redevelopment Plan fully complies with state statutes.

1. Relationship to Definite Local Objectives: This Redevelopment Plan is comprehensive and sufficiently complete to indicate redevelopment, improvements, conservation or rehabilitation, zoning and planning changes, building requirements, and the Plan's relationship to local objectives in respect to appropriate land use, population densities, traffic, public transportation, utilities, recreation, community facilities, and other public improvements.
2. Proposed Land Uses and Building Requirements: The Redevelopment Plan includes maps and text sufficient to describe proposed land uses and building requirements in the project area.
3. Relocation Provision: The Township of West Windsor will provide displaced families, businesses and individuals with the opportunity of being relocated into decent, safe, and sanitary facilities within their financial means, in the Redevelopment Area, where feasible. Families, businesses and individuals being displaced will be interviewed to determine their relocation requirements. The Township of West Windsor will comply with the "Relocation Assistance Law of 1967," P.L. 1967, C. 79 and the Relocation Assistance Act, P.L. 1971, C. 362.

## **TOWNSHIP OF WEST WINDSOR REDEVELOPMENT PLAN**

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4. Identification of Property to be Acquired: The Redevelopment Plan is sufficient to identify any properties within the Redevelopment Area which are proposed to be acquired.
5. Relationship to Other Plans: As this Redevelopment Plan is substantially similar to existing zoning regulations, and since site plan review will require the approval of all state and federal environmental review entities, uses in the Redevelopment Area shall be complementary to the economic development, job creating and environmental protection concerns of West Windsor, its contiguous municipalities and the County. The proposed Plan also conforms with the State Department and Redevelopment Plan adopted pursuant to the "State Planning Act" P.S. 1985. That plan's goal to revitalize urban centers and its policy of providing appropriate densities to make efficient use of existing infrastructure, while maintaining the character of the area is exactly what this Redevelopment Plan hopes to achieve.
6. Relationship to Municipal Land Use Law: This Redevelopment Plan describes its relationship to Municipal Land Use Law and creates no conflict with development regulations.
7. Local Master Plan: Proposals of this Plan conform with intents of the general plan for the municipality, and are consistent with the 2001 Township of West Windsor Master Plan.
8. Civil Rights and Affirmative Action: The Township of West Windsor agrees to assert leadership within the community, to ensure compliance with Title VI of the Civil Rights Act of 1964, and Title VII as amended in March 1972, and with all the affirmative action requirements of the state of New Jersey, including those requirements by P.L. 1975 and the regulations issued by the State of New Jersey and the Township of West Windsor.

**Compliance with Development Regulations**

The Princeton Junction Redevelopment Plan is substantially consistent with the 2001 Township of West Windsor Master Plan and is designed to effectuate it.

1. Development and subdivision within the Redevelopment Area shall be governed by the requirements of Codes of the Township of West Windsor governing Land Use Procedures, Subdivisions and Development, and Zoning.
2. The Township of West Windsor and/or its consultants shall promulgate detailed design and improvements standards for development which shall be adopted as an amendment to this Plan by the City Council through ordinance. These regulations may vary from existing ones, based upon the unique nature of the parcels and Redevelopment Plan, while being consistent with the objectives of appropriate local, state and federal regulations.

**Redeveloper Entity and Redeveloper**

1. Designation of Redevelopment Entity:

The governing body of the Township of West Windsor may designate an entity to implement redevelopment plans and carry out redevelopment projects in the area designated by this plan as the Princeton Junction Redevelopment Area. (C. 40A: 12A-4)

2. Designation of Redeveloper:

When necessary for the implementation of this plan, the redevelopment entity authorized by the governing body of the Township of West Windsor shall enter into a contract with a redeveloper(s) for any construction or other work called for by this redevelopment plan. (N.J.S.A. 40A:12A-4(c))

3. Redeveloper to Retain Interest:

The redeveloper shall agree to retain interest in the project until the completion of construction and development of the specific project. The redeveloper shall agree not to lease, sell, or transfer interest or any part thereof without prior written approval of the redevelopment entity.

**General Provisions of the Plan**

Land use provisions and building requirements for the Princeton Junction Redevelopment Area are deemed necessary as minimum requirements in the interest of public health, safety, convenience, and general welfare. They are intended to provide a frame of reference for physical development of the project area. Developers will be given flexibility in project planning and design, so long as buildings and improvements reflect quality, permanence and physical integration through design elements. The Township of West Windsor has not attempted in these controls to anticipate every possible design or land use solution. Rather, proposals will be evaluated as to how they achieve the objectives of this plan.

1. The Township of West Windsor specifically reserves the right to review and approve the redeveloper's plan and specifications with respect to their conformance to the redevelopment plan. Such a review shall be based on submissions to both agencies of a site context plan locating the proposed project in the redevelopment area; a site plan illustrating all site features; and building elevations for facades facing primary and secondary streets. If design changes are made after submissions, no construction related to the changed project features can take place until a site plan and other pertinent drawings reflecting such changes have been submitted and approved by both agencies. This pertains to revisions and additions prior to, during, and after completion of such improvements.
2. As part of the final site plan approval process, the Planning Board may require a developer to furnish performance guarantees pursuant to N.J. S.A. 40:D-53. Such performance guarantees shall be approved by either the Township's Attorney, or Attorney of the West Windsor Planning Board. The amount of such performance guarantees shall be determined by the Township and shall be sufficient to assure completion or improvements within two years of final site plan approval.

## **TOWNSHIP OF WEST WINDSOR REDEVELOPMENT PLAN**

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3. Interim uses may be established, subject to finding by the Township Planning Board that such use will not have an adverse effect upon existing or contemplated development during the interim use. The Planning Board will determine a time period during which the interim use will be permitted. No interim use approval shall be granted for more than two years; extensions may be granted at the Board's discretion for a maximum of two (2) additional one-year periods.
4. Subdivisions of lots and parcels of land within the redevelopment area shall be in accordance with requirements of this plan, Land Subdivision Ordinance of West Windsor, and the Zoning Code. If parcels are combined that include the use or taking of public right-of-ways, thus interfering with existing circulation patterns, and in creating a new block, the developer shall also be required to comply with the Municipal Zoning Code, as if the developer were proposing a subdivision or portion thereof.
5. The redeveloper shall also comply with the requirements of the Local Redevelopment and Housing Law, P.L. 1992, Chapter 79.
6. No building shall be constructed over an easement in the project area without prior written approval of the Township of West Windsor and its Department of Utilities.
7. Utility easements, when necessary, shall be provided by developers and approved by the appropriate Township departments. Such easements shall be provided within 7 working days after completion of project construction.
8. Any designated (re)developer providing new construction of any type of use, or building rehabilitation in excess of \$100,000 (exclude land cost & affordable units), will set aside an amount equal to .5% of project construction costs for the provision of public art or streetscape amenity on the block(s) where such project construction shall occur. Review and approval of proposed artwork or amenities will be conducted by the Township of West Windsor, or other designated agency, or by the developer or

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any of his/her successors or assignees, whereby land within the project area is restricted upon the basis of race,

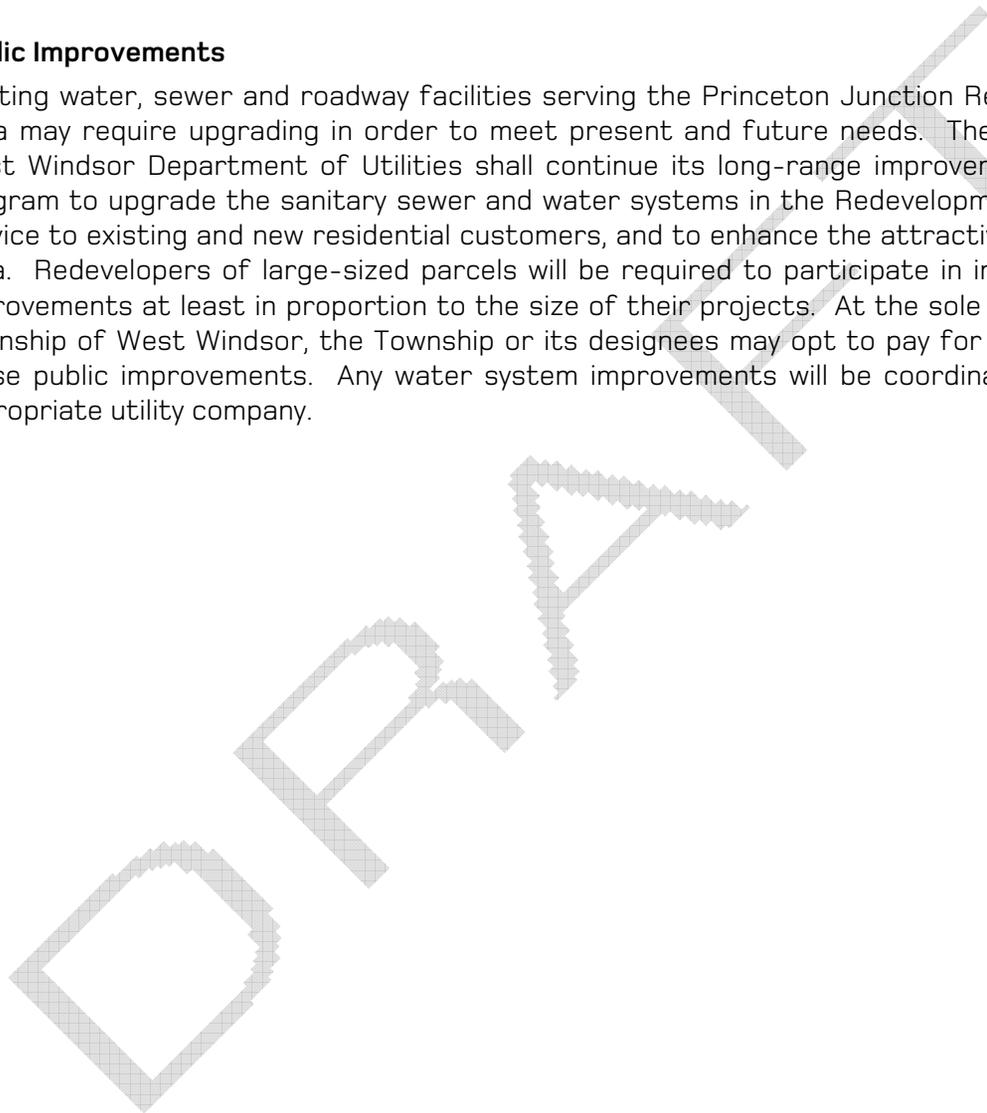
creed, color, marital status, gender, age, handicap, familiar status, or national origin in the sale, lease, use, or occupancy thereof. Appropriate covenants, running with the land forever, will prohibit such restrictions, and shall be included in the disposition agreements.

9. Any plans or plats approved by the Township of West Windsor, or its agencies and subsidiaries, prior to the adoption of this Redevelopment Plan shall not be subject to the requirements of this Redevelopment Plan.



**Public Improvements**

Existing water, sewer and roadway facilities serving the Princeton Junction Redevelopment Area may require upgrading in order to meet present and future needs. The Township of West Windsor Department of Utilities shall continue its long-range improvement planning program to upgrade the sanitary sewer and water systems in the Redevelopment Area, for service to existing and new residential customers, and to enhance the attractiveness of the area. Redevelopers of large-sized parcels will be required to participate in infrastructure improvements at least in proportion to the size of their projects. At the sole option of the Township of West Windsor, the Township or its designees may opt to pay for all or part of these public improvements. Any water system improvements will be coordinated with the appropriate utility company.



**Types of Proposed Redevelopment Actions**

Upon adoption of a Redevelopment Plan pursuant to section 7 of P.L. 1992, the municipality or Redevelopment Entity designated by the governing body may proceed with the clearance, replanning, development and redevelopment of the area designated in that plan. In order to carry out and effect the purposes of this act and the terms of this Princeton Junction Redevelopment Plan, the municipality or designated Redevelopment Entity may:

1. Undertake redevelopment projects, and for this purpose issue bonds in accordance with provisions of section 29 of P.S. 1992, C-79.
2. Acquire privately held parcels and property that are vacant, or under-utilized, scattered or under varied ownership, and assemble them into parcels of sufficient size to support commercial and residential development.
3. Form a public-private partnership for development of this Redevelopment Project Area.
4. Provide public improvements necessary to support redevelopment.
5. The Township of West Windsor will select (a) redeveloper(s) to implement all or part of the projects for this redevelopment area, in conformance with this redevelopment plan and all applicable local, state and federal requirements.
6. Enter upon any buildings or property in the redevelopment area, to conduct investigations or make surveys, soundings or test bores necessary to carry out the purposes of this plan.
7. Acquire by condemnation any land or building which are necessary for the redevelopment project, pursuant to the provisions of the "Eminent Domain Act of 1971."

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8. Clear any area owned or acquired, and install, construct or reconstruct streets, facilities, utilities and site improvements essential to the preparation of sites for use in accordance with the redevelopment plan.
9. Prepare or arrange by contract for the provision of professional services and the preparation of plans by registered architects, licensed professional engineers or planners, or other consultants, to carry out redevelopment projects.
10. Arrange or contract with public agencies or redevelopers for (re)planning, construction, or undertaking of any project or redevelopment work, or any part thereof.
11. Negotiate and collect revenue from a redeveloper, to defray the costs of the redevelopment entity, including where applicable the costs incurred in conjunction with bonds, notes, or other obligations issued by the redevelopment entity, and to secure payment of such revenue as part of any such arrangement or contract.
12. Provide for extension of credit, or making of loans, to redevelopers, to finance any project or redevelopment work; or upon a finding that the project or redevelopment work would not be undertaken but for the provision of financial assistance, provide as part of an arrangement or contract for capital grants to redevelopers.
13. Arrange or contract with public agencies or redevelopers for the opening, grading or closing of streets, roads, roadways, alleys, or other place, or for the furnishing of facilities or for the acquisition by such agency of property options or property rights, or for furnishing of property or services in connection with this redevelopment plan.
14. Lease or convey property or improvements to any other party, without public bidding, and at such prices and upon such terms as it deems reasonable, provided that the lease or conveyance is made in conjunction with a redevelopment plan, notwithstanding the provisions of any law, rule, or regulation to the contrary.

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15. Arrange or contract with a public agency for relocation of residents or commerce displaced from or within a Redevelopment Area, pursuant to the "Relocation Assistance Law of 1967" and the "Relocation Assistance Act," P.L. 1971.
16. Make, consistent with this plan, plans for carrying out a program of voluntary repair and rehabilitation of buildings and improvements; and plans for enforcement of laws, codes and regulations relating to the use and occupancy of buildings and improvements, and the compulsory repair, rehabilitation, demolition, or removal of buildings and improvements.
17. Publish and disseminate information concerning any redevelopment area, plan, or project.
18. Improve vehicular circulation in the redevelopment area through roadway (re)design, improved signal timing, signage, and paving.
19. Improve the infrastructure and streetscape on adjacent streets as new residential development or renovations take place.
20. Demolish acquired vacant housing that cannot be cost effectively rehabilitated.
21. Rehabilitate vacant housing for residential use.
22. Develop and adopt design guidelines and a design review process that will govern all new development in the redevelopment area.

**Time Limits**

1. Reasonable Time for Development:

The redeveloper of a specific project within the Princeton Junction Redevelopment Area shall begin the development of land and construction of improvements within a reasonable period of time to be determined in a contract between the duly authorized redevelopment entity and the duly designated redeveloper. (N.J.S.A. 40A:12A-8(f))

2. Expiration of Redevelopment Plan:

The provisions and regulations specified in this plan shall continue in effect for a period of 25 years from the date of the adoption of this plan by the governing body of the Township of West Windsor.

**Procedures for Amending This Plan**

This Princeton Junction Redevelopment Plan may be amended from time to time upon compliance with requirements of all applicable laws, provided that for any change in use as in designated in the redevelopment plan, the Township of West Windsor first receives written consent of the current owner or contract purchaser of property, whose interest are materially affected by this Plan or its proposed amendment(s). Whether an amendment to the Plan materially affects an owner with an interest in the Redevelopment Area will be decided solely by the Township of West Windsor. Procedures for amending the plan shall be regulated in the "Local Redevelopment and Housing Law" (N.J.S.A. 40A: 12A-7).

**Supersedece, Repeal and Severability**

1. All ordinances or parts of ordinances inconsistent with this Princeton Junction Redevelopment Plan are repealed to the extent of such inconsistency only.
2. If any standards, controls, objectives, land uses, permitted uses, and other restrictions and requirements called for in this Redevelopment Plan differ in content from provisions set forth in the zoning law, provisions of this plan – unless otherwise specified – shall prevail.
3. If any provision or regulation of this Redevelopment Plan shall be judged invalid by court of competent jurisdictions, such order or judgment shall not affect or invalidate the remainder of any article, section, subsection, paragraph, subdivision or clause of this Redevelopment section, subsection, paragraph, subdivision or clause of this redevelopment ordinance are hereby declared severable.

## **Appendix A**

### **Local Redevelopment and Housing Law**

Adoption of redevelopment plan (N.J.S.A. 40A: 12A-7)

7. a. No redevelopment project shall be undertaken or carried out except in accordance with a redevelopment plan adopted by ordinance of the municipal governing body, upon its finding that the specifically delineated project area is located in an area in need of redevelopment or in an area in need of rehabilitation, or in both, according to criteria set forth in section 5 or section 14 of P.L.1992, c.79 (C.40A:12A-5 or 40A:12A-14), as appropriate.

The redevelopment plan shall include an outline for the planning, development, redevelopment, or rehabilitation of the project area sufficient to indicate:

- (1) Its relationship to definite local objectives as to appropriate land uses, density of population, and improved traffic and public transportation, public utilities, recreational and community facilities and other public improvements.
- (2) Proposed land uses and building requirements in the project area.
- (3) Adequate provision for the temporary and permanent relocation, as necessary, of residents in the project area, including an estimate of the extent to which decent, safe and sanitary dwelling units affordable to displaced residents will be available to them in the existing local housing market.
- (4) An identification of any property within the redevelopment area which is proposed to be acquired in accordance with the redevelopment plan.

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(5) Any significant relationship of the redevelopment plan to (a) the master plans of contiguous municipalities, (b) the master plan of the county in which the municipality is located, and (c) the State Development and Redevelopment Plan adopted pursuant to the "State Planning Act," P.L.1985, c.398 (C.52:18A-196 et al.).

b. A redevelopment plan may include the provision of affordable housing in accordance with the "Fair Housing Act," P.L.1985, c.222 (C.52:27D-301 et al.) and the housing element of the municipal master plan.

c. The redevelopment plan shall describe its relationship to pertinent municipal development regulations as defined in the "Municipal Land Use Law," P.L.1975, c.291 (C.40:55D-1 et seq.). The redevelopment plan shall supersede applicable provisions of the development regulations of the municipality or constitute an overlay zoning district within the redevelopment area. When the redevelopment plan supersedes any provision of the development regulations, the ordinance adopting the redevelopment plan shall contain an explicit amendment to the zoning district map included in the zoning ordinance. The zoning district map as amended shall indicate the redevelopment area to which the redevelopment plan applies. Notwithstanding the provisions of the "Municipal Land Use Law," P.L.1975, c.291 (C.40:55D-1 et seq.) or of other law, no notice beyond that required for adoption of ordinances by the municipality shall be required for the hearing on or adoption of the redevelopment plan or subsequent amendments thereof.

d. All provisions of the redevelopment plan shall be either substantially consistent with the municipal master plan or designed to effectuate the master plan; but the municipal governing body may adopt a redevelopment plan which is inconsistent with or not designed to effectuate the master plan by affirmative vote of a majority of its full authorized membership with the reasons for so acting set forth in the redevelopment plan.

e. Prior to the adoption of a redevelopment plan, or revision or amendment thereto, the planning board shall transmit to the governing body, within 45 days after referral, a report containing its recommendation concerning the redevelopment plan. This report shall include an identification of any provisions in the proposed redevelopment plan which are

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inconsistent with the master plan and recommendations concerning these inconsistencies and any other matters as the board deems appropriate. The governing body, when considering the adoption of a redevelopment plan or revision or amendment thereof, shall review the report of the planning board and may approve or disapprove or change any recommendation by a vote of a majority of its full authorized membership and shall record in its minutes the reasons for not following the recommendations. Failure of the planning board to transmit its report within the required 45 days shall relieve the governing body from the requirements of this subsection with regard to the pertinent proposed redevelopment plan or revision or amendment thereof. Nothing in this subsection shall diminish the applicability of the provisions of subsection B-4 of this section with respect to any redevelopment plan or revision or amendment thereof.

f. The governing body of a municipality may direct the planning board to prepare a redevelopment plan or an amendment or revision to a redevelopment plan for a designated redevelopment area. After completing the redevelopment plan, the planning board shall transmit the proposed plan to the governing body for its adoption. The governing body, when considering the proposed plan, may amend or revise any portion of the proposed redevelopment plan by an affirmative vote of the majority of its full authorized membership and shall record in its minutes the reasons for each amendment or revision. When a redevelopment plan or amendment to a redevelopment plan is referred to the governing body by the planning board under this subsection, the governing body shall be relieved of the referral requirements of subsection B-5 of this section.

## **Appendix B**

### **Site Design Controls**

The following requirements are proposed as minimum standards for site design, and should in all cases be referred to similar requirements established by the existing zoning codes for the Township of West Windsor.

#### **A. Traffic Circulation**

1. Parking and service access will be separated from, i.e. not into, main traffic streets. These access areas shall be designed to avoid the backing in and out of vehicles onto street right of ways.
2. Sidewalk widths shall measure between 10 and 15 feet, and be durably paved and smoothly surfaced to provide for the free movement of pedestrians.
3. All sidewalks and pathways must be designed to provide access for the physically disabled. Access ramps shall be conveniently placed and sloped to provide easy connection to streets and sidewalks, in conformance with zoning and Americans with Disabilities Act.

#### **B. Off Street Parking Minimum Requirements**

1. Retail: 1 parking space for every 500 sf. of gross sales floor area
2. Office: 1 parking space for every 1,000 sf. of professional space
3. Restaurants: 1 parking space for each 8 seats, plus one space for each three employees

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4. Theater: 1 parking space for each 8 seats
5. Institutions: 1 parking space for every 1,000 square feet of institutional use, or 1 parking space for each 10 seats of public assembly, including auditoriums, convention halls, churches or similar uses, whichever yields the maximum number of parking spaces
6. Housing: 1 parking space for every new residential unit
7. All off-street parking for residences shall be provided on the same or adjacent lot as the dwelling.
8. Handicap Parking: not less than the state mandated requirement of parking spaces provided on a site shall be reserved for vehicles displaying handicap parking plates, placards or other permits issued by the department of Motor Vehicles
9. All public and/or commercial off-street parking areas shall be buffered from the sidewalk by an approved masonry wall and a landscaped planting bed.
10. Open parking areas, entrances and exists shall be adequately illuminated during night hours to aid in providing a safe environment for vehicular and pedestrian movement. Lighting shall be arranged to limit spill light and glare to adjacent private and public properties. Luminaries shall be spaced to minimize shadows and avoid dark pockets.
11. Parking areas, including all access ways and driveways, shall be smoothly paved with materials that do not produce dust or debris; are durable and all weather; uniform in application and appearance; and does not permit the growth of vegetation. The choice of surfacing material is left to the property owner's discretion and Planning Board's approval, provided the above standards are met.

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Choices can include but are not limited to: bituminous asphalt, concrete, crushed stone, etc.

12. Parking areas shall be graded to ensure proper drainage.

### **C. Landscape Treatments and Guidelines**

1. To reduce air and sound pollution; regulate solar radiation and wind control; influence the type and speed of pedestrian and automobile traffic flow; screen out glare and reflection; and produce an aesthetically pleasing environment, all streets within the redevelopment area shall be planted with Street trees.
2. Street trees shall be located at a minimum distance of 40 feet on center, allowing plus or minus for driveways, walks or other obstructions.
3. Street trees are required to be greater than 30 feet in height when fully grown.
4. When street trees are to be planted in paved areas, the soil in the tree pit shall be protected from compaction through the use of tree grates or cobbles.
5. Trees adjacent to public walkways or streets shall be pruned from the trunk to a minimum height of 7' - 0".
6. All plants, trees and shrubs shall be installed in accordance with a landscape plan and schedule provided by the developer, subject to the approval of the Planning Board.
7. All plant material must be able to withstand an urban environment. All screen planting must be a minimum of 4 feet high and shall be planted, balled and burlapped as established by the American Association of Nurserymen.
8. Any landscaping which is not resistant to the environment, or that dies within 2 years of planting, shall be replaced by the developer.

9. All landscaped areas shall be kept clean; all litter and refuse of any type shall be removed daily.
10. All open areas, plazas and parking areas shall be attractively and appropriately landscaped.
11. A minimum of five percent (5%) of any surface parking facility shall be landscaped area.

**D. Architectural Guidelines**

Important to this redevelopment plan is the creation of a cohesive built environment where existing and proposed commercial and residential development are integrated. The Township shall exercise its aesthetic controls through site plan review, in accordance with the procedure established by ordinance. The following are recommended architectural guidelines for all new construction and major renovations within the redevelopment area.

1. Every reasonable effort shall be made to provide a compatible use for structures that require minimum alteration to the building.
2. New buildings within the project area should be considered as integral parts of the overall site design and developed with appropriate consideration for both proposed and existing buildings with respect to height, mass, siting, location, materials, orientation, signs, lighting and use. New buildings in the project area should be of materials, scale and colors to blend and harmonize with those of the existing buildings to remain.

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3. Parking and other automobile facilities should be designed as an integral part of site development with careful regard to safety, topography, landscaping, sight-lines and access.
4. Rehabilitation shall not destroy distinguished qualities or character of the structure. Removal or alteration of historic material or architectural features should be held to a minimum.
5. The predominant material of all street walls on primary and secondary streets shall be brick, pre-cast, stucco and finished masonry block, or curtain wall.
6. Large areas of glass curtain walls or strip windows of more than 15 feet in length are discouraged, as are tinted and highly reflective glass. Window openings shall have sills and heads of masonry or stone. These may be of pre-cast concrete, limestone, granite, brick soldier courses, or slabs exposed only for the length of the window.
7. Mechanical equipment located on building roofs shall be screened so as not to be visible from the ground level or from adjacent developments.
8. Awnings, which add visual richness to the commercial corridor while enhancing the quality of public walkways, are encouraged for all storefronts. Awnings shall have fixed or retractable metal framework, with vinyl laminated polyester base scrim awning fabric to blend with storefront paint colors.
9. Canopies, unlike awnings, are non-retractable. They shall be constructed of wood or metal framing, standing seam metal roof, plywood and molded millwork trim. Canopies shall incorporate signage, down lighting and security grille housing.
10. All awnings and canopies shall be securely attached to the building so that the lowest part of the awning or canopy is mounted a minimum of 8'- 0" and a maximum of 12'- 0" above the sidewalk at the storefront.

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11. Lighting levels along paved portions of public walks shall be an average of no less than 1-foot candle for commercial areas and .5-foot candles for residential areas.
12. Fixtures serving to light streets shall be at a height of no greater than 20'- 0" above the adjacent roadway surface. The light center of a fixture for a pedestrian walkway shall be mounted at a height of 12'- 0" to 14'- 0" above the adjacent surface of the walkway.
13. Luminaries shall have high-pressure sodium lamps.
14. Trash receptacles shall be employed in all commercial/retail areas. One receptacle shall be provided for every 100 feet of retail frontage.

### **E. Signage**

1. All signs are subject to the approval of the Township of West Windsor.
2. Billboards and off premise signs are expressly prohibited within this redevelopment area.
3. No signs that use flashing, blinking, twinkling, rotating, animation, moving, or present the illusion of movement, are permitted.
4. The temporary display of signs, banners, flags, pennants and similar devices, in connection with special events or activities of a public or nonprofit nature, or upon the occasion of the opening of a new business use, shall be permitted – provided such display shall not exceed 14 days and shall not occur more than 4 times per calendar year.
5. No sign shall be painted directly on the surface of the building, other than window glass.

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6. No sign shall be placed in such a position that it is likely to cause danger to or otherwise interfere with the free flow of pedestrian traffic on the sidewalk.
7. A sign shall not project above the roof of a structure to which it is affixed, or project more than two feet from the facade of a building.
8. A sign for a single shop, store or other use shall be limited in size or to a total area to a ratio of one square foot of sign area for every two lineal feet of building Street frontage with an uppermost limit of 40 square feet for any individual store.
9. No sign shall be more than 5 feet in height.
10. Signs shall indicate only the principal name of the establishment, proprietor or owner, and may include a brief description of the principal goods or service or use thereof, and a logo or trademark by which the business or owner is identified.
11. Where total proposed signage exceeds 40 square feet in area, a signage plan shall be submitted to the Township of West Windsor. Signage erected without proper approval of the Planning Board shall be removed.
12. Floodlighting illuminating signs shall be shielded so that the light source shall not be visible from any point off the lot on which the sign is erected.
13. Existing non-conforming signs shall be removed from these districts within a period of 12 months after plan approval.
14. All signs within the project area shall be part of the overall total design scheme and in keeping with the architectural character of the Project Area.

**F. Design Review**

The importance of the Princeton Junction Redevelopment Area's potential positive economic and residential impacts makes necessary efforts to ensure an attractive and cohesive development. All developers undertaking new developments and major renovations in the Redevelopment Area shall submit necessary site plans, building plans, sections, building elevations and perspectives to comprehensively convey architectural and landscape proposals. Such plans should be reviewed in the concept stage as well as the construction documentation phase. The development shall be reviewed and approved by the Township of West Windsor, and shall receive all other necessary approvals and permits before construction shall commence.