

TOWNSHIP OF WEST WINDSOR REDEVELOPMENT PLAN

for PRINCETON JUNCTION

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Land-use, development criteria, transportation analysis, infrastructure development and statutory provisions included in this report were provided by the West Windsor Township Council, their professional staff, consultants, the County of Mercer and specific state agencies within New Jersey.	

Contributors to this report include:
West Windsor Township Council
West Windsor Township Staff
West Windsor Township Residents and Agencies
RMJM [Hillier](#)
Maser Consulting P.A.
AECOM Transportation
New Jersey State Agencies
Mercer County Agencies

Executive Summary

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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 but also can provide risks of undesirable impact on that community unless the community maintains rigorous control over that redevelopment.

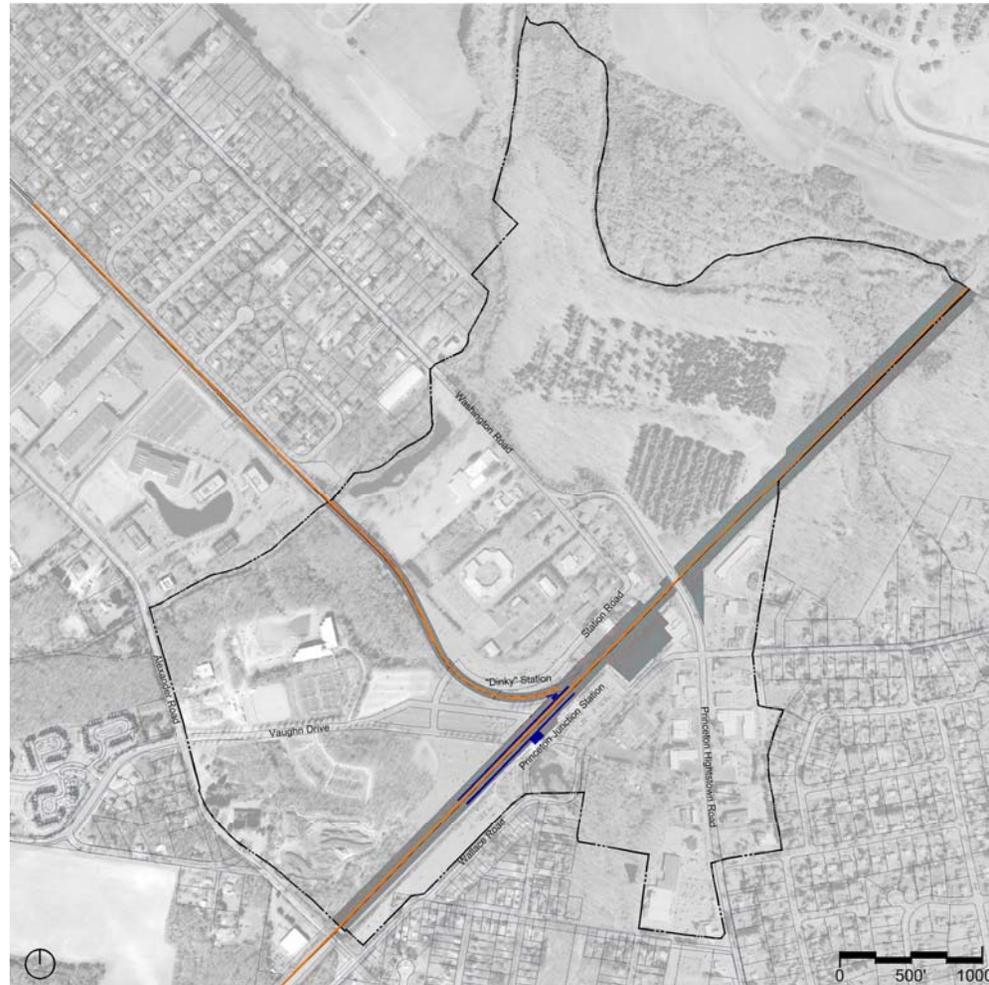
The Princeton Junction Study Area encompasses a 350-acre area surrounding the Princeton Junction Train Station and is bounded by Little Bear Brook to the north, the Township Boundary and the Millstone River to the east, Alexander Road to the west, and the rail line and all lots in the P, ROM4, and B2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

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A. STUDY AREA

January 9, 2009

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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 conditions in the area and create a vibrant town center.

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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 Road and Princeton-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. There are two apartments above existing structures with retail on the first floor.

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 Property 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.

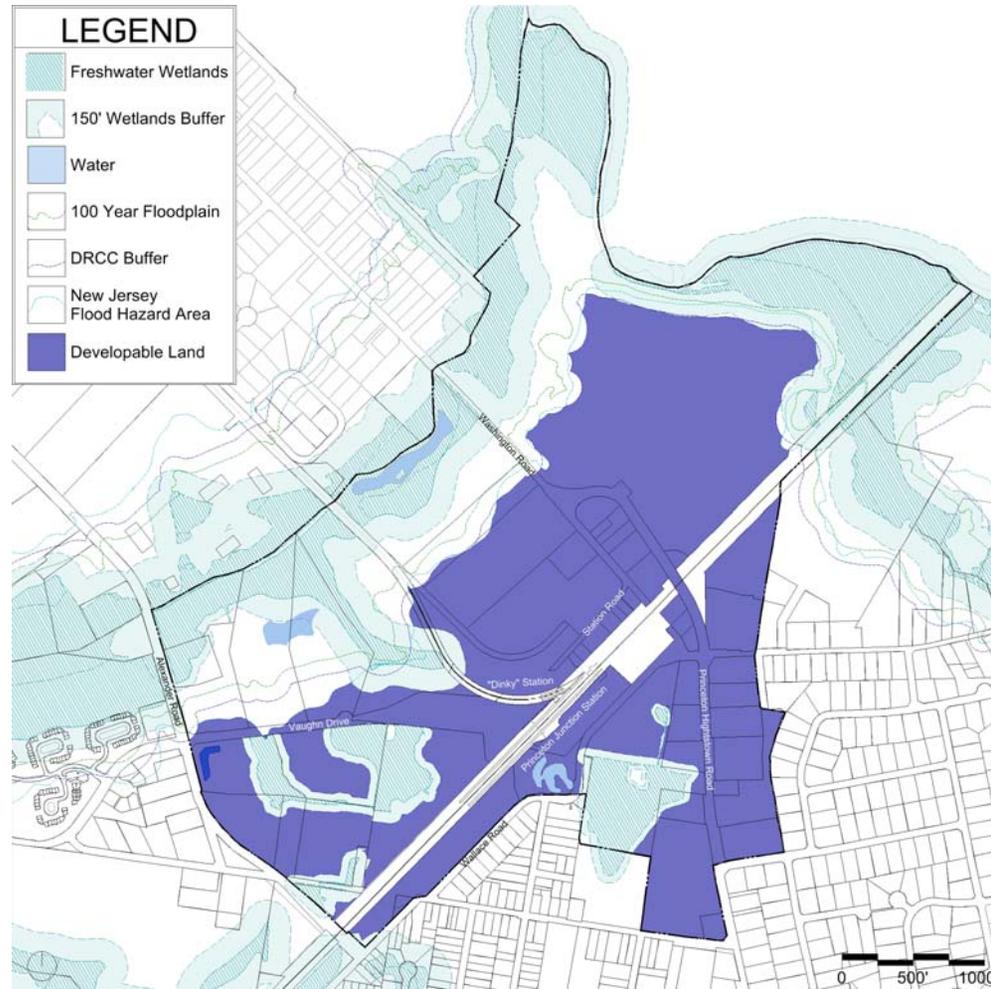
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Existing Parking and Circulation

As is indicated by numerous traffic studies by New Jersey Transit, Eng-Wong Taub, and Urbitran, the train station is the largest existing 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, Vaughn Drive, Washington Road, and Princeton-Hightstown Road

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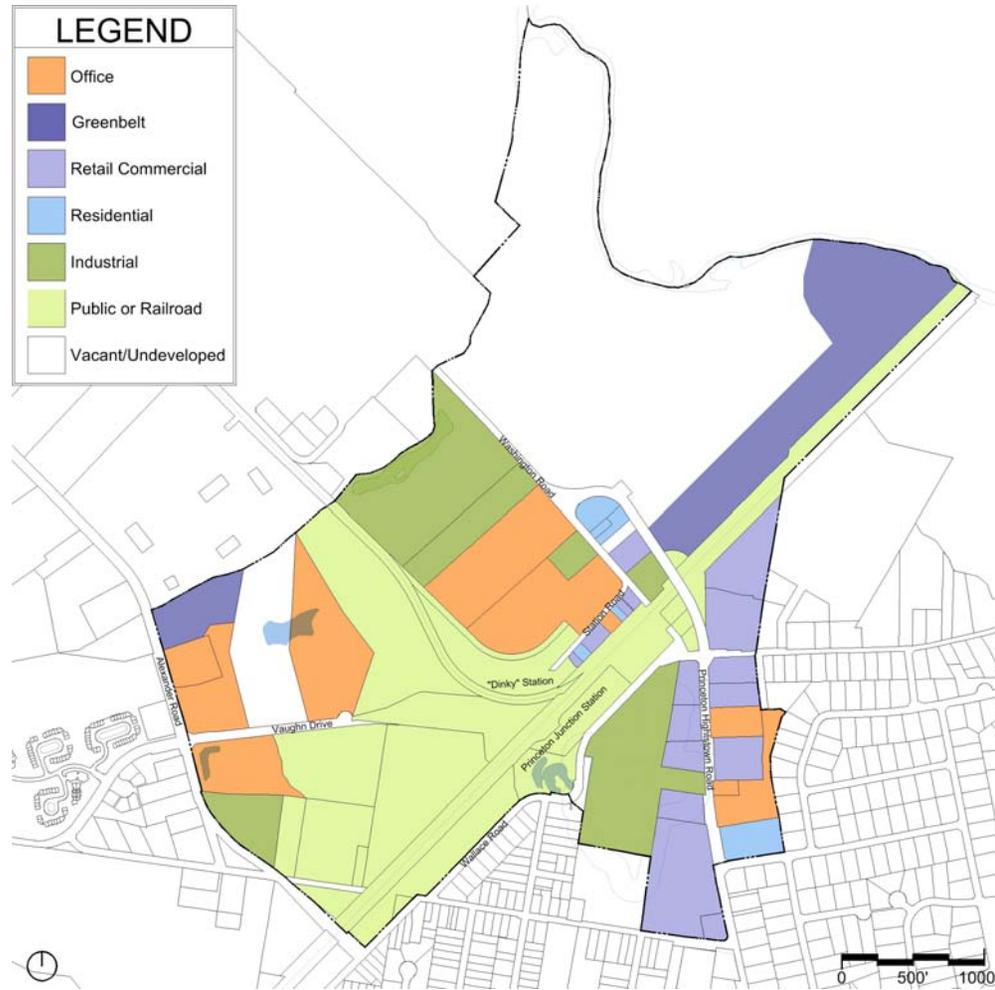
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C. DEVELOPABLE LAND

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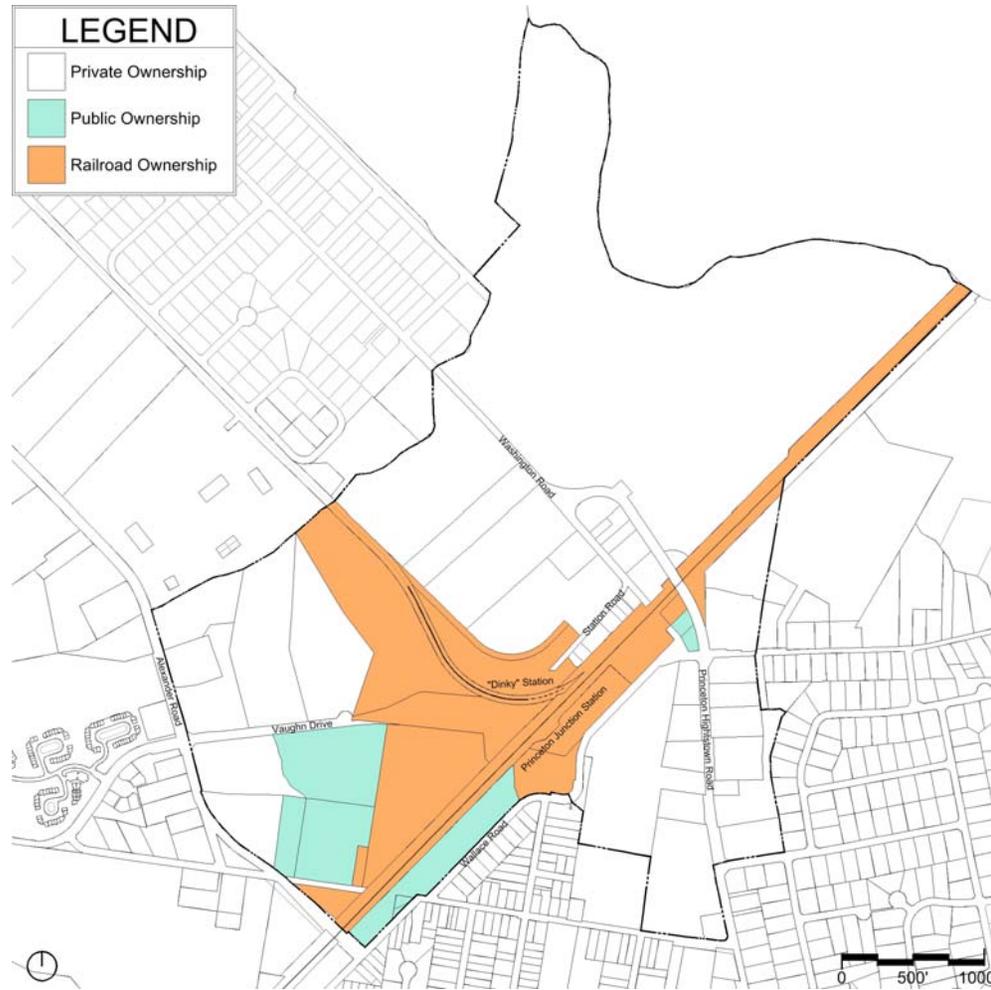
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D. EXISTING LAND USE

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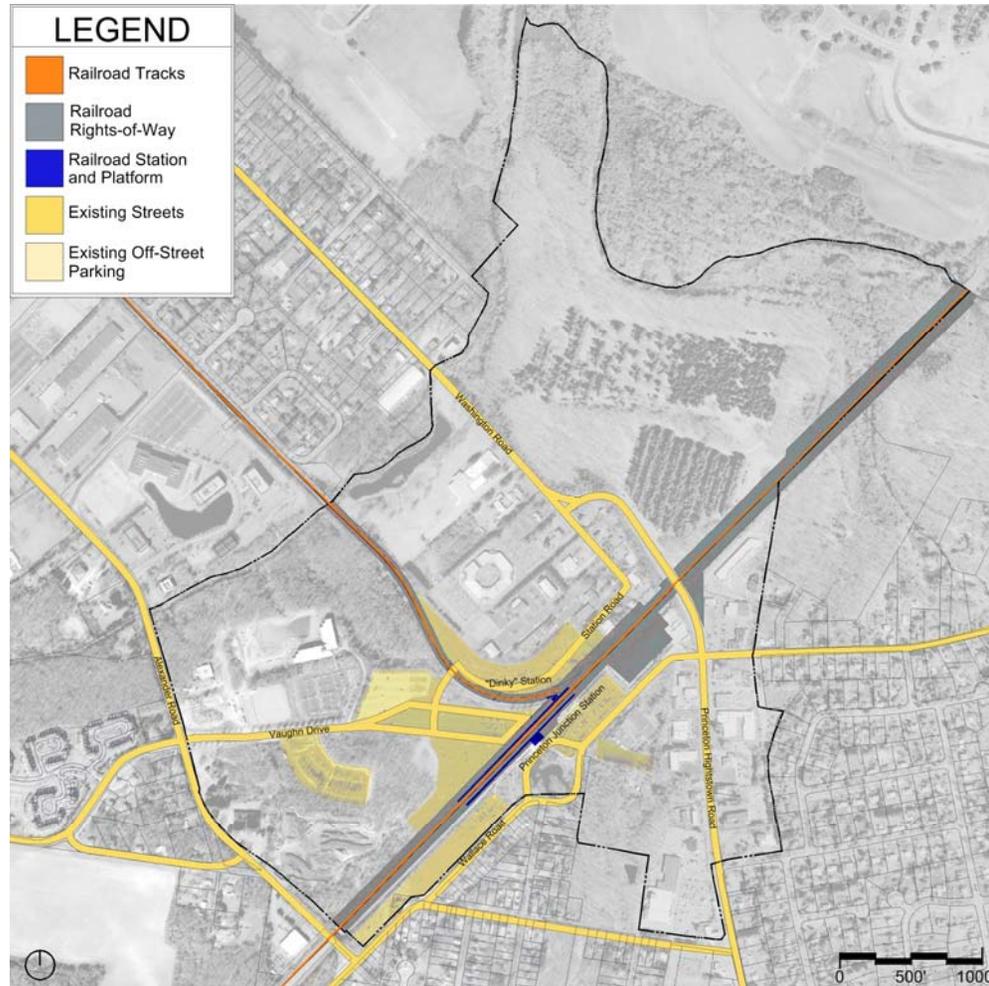
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E. PROPERTY OWNERSHIP MAP

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F. EXISTING PARKING AND CIRCULATION

January 9, 2009

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Current Study Area Projects, Plans and Approvals

Alexander Road Bridge Replacement (#9 on Current Projects Map)

The new Alexander Road bridge opened in December 2008. The bridge includes two vehicular travel lanes, sidewalks and a bike lane. Additional road improvements will take place south of the bridge and new lighting will be put in place once the remainder of the old bridge is removed.

Sarnoff Drive

Alignment currently included as part of the GDP approved for Sarnoff tract. The 116 acres of the Sarnoff site in the Redevelopment Area has been approved for an office and hotel complex totaling 600,000 square feet located partially in the Sarnoff Woods. 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 through road, would provide a connection between Alexander Road, Washington Road and the future Sarnoff Drive and would address bicycle- and pedestrian-friendly features.

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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 as well as bicycle and pedestrian safety 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, 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 approved by the Planning Board is a form of mass transportation involving dedicated rights-of-way 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 Current Projects Map)

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

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Rite Aid with Retail Stores (#2 on Current Projects Map)

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 and corner tower close to the sidewalk, with parking in rear.

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Ellsworth Shopping Center (#3 on Current Projects Map)

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

CDNJ (#4 on Current Projects Map)

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 a building wall close to sidewalk, and architecture which is a modern version of the Arts and Crafts style.

Schlumberger (#5 on Current Projects Map)

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.

Compost Site (#6 on Current Projects Map)

The compost station will officially closed on December 31, 2008. It will be cleared and ready for future remediation.

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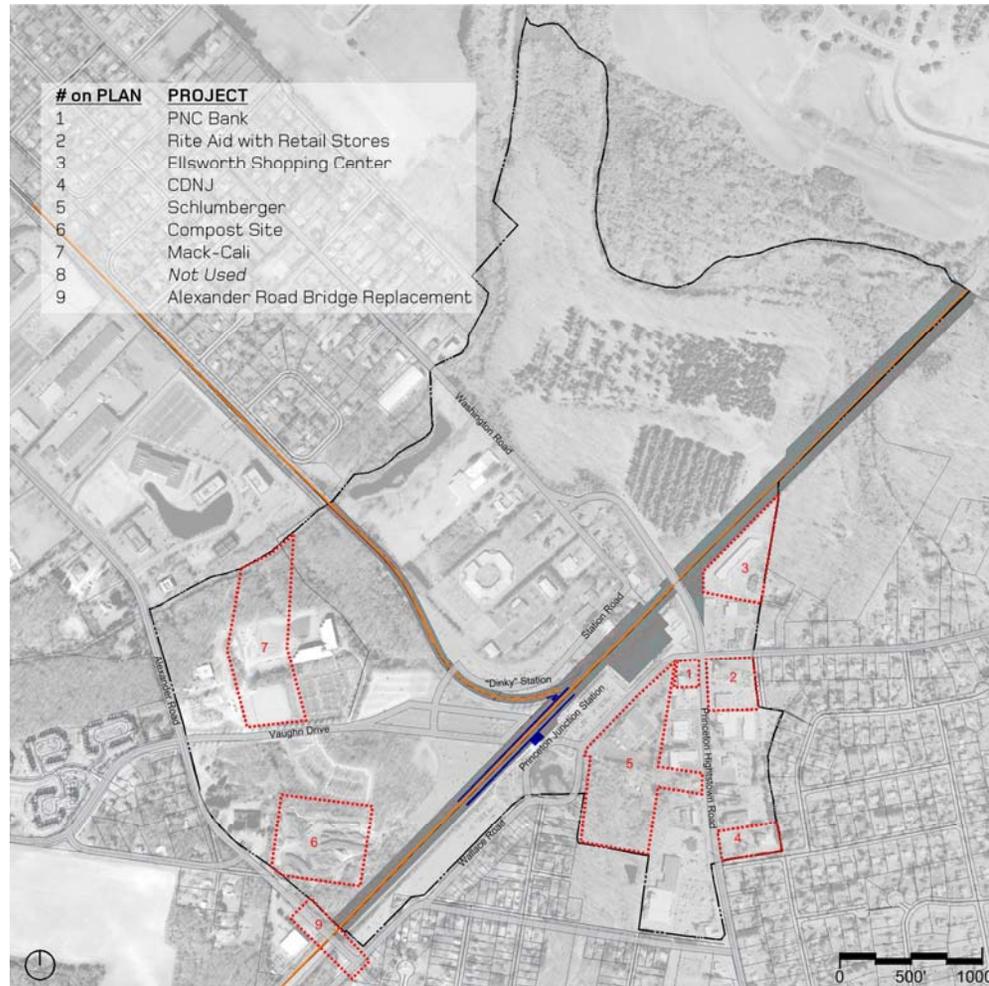
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Mack-Cali (#7 on Current Projects Map)

There is a 97,024 square foot office building approved for this site. The owners have indicated that they do not plan to proceed with construction until the office market improves.

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G. CURRENT PROJECTS

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Previous Study Area Plans and Studies

To understand 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.

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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 over intensive 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.

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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.
3. 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 B: 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 re-dress existing land use imbalances.
4. Strategic preservation and conservation measures that create networks rather than isolated parcels of undeveloped land.

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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 B: 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

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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 a street where the buildings face the road.
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.

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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 B: 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 B: Traffic Inventory, Parking, and Analysis of Existing Circulation Conditions.)

Sustainable West Windsor Plan

As part of the Sustainable West Windsor Plan, the Township Environmental Commission worked with a graduate level studio at Rutgers University, Bloustein School to analyze and propose sustainability initiatives to be considered with redevelopment of the Princeton Junction area.

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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 Criterion H is necessary for a determination of need. A summary of the redevelopment criteria met by the study area is below.

- **Criterion 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.

- **Criterion 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.

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- Criterion 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.

- Criterion H:
The designation of the delineated area is consistent with smart growth planning principles adopted pursuant to law or regulation.

After conducting public meetings and a public hearing, the Township Council unanimously approved this document on December 19, 2005. In the following year, the Redevelopment Area designation was approved by the New Jersey Department of Community Affairs, allowing the Township to redevelop the designated 350 acre redevelopment area pursuant to New Jersey's Local Redevelopment and Housing Law.

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Opportunities and Constraints

Premier central New Jersey railroad station location

The Township of West Windsor's position half-way between the major cities of New York to the north and Philadelphia to the south make the Princeton Junction railroad station an ideal location for a mixed use development serving local and regional needs. A consequence of the station's location, however, is that it is heavily utilized, making it a heavy regional traffic generator and presenting the Township with the challenge of congestion problems caused by it.

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Existing and potential 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. The existing rail line and station, and commuter parking associated with it, at the same time, create significant development challenges in terms of providing the necessary parking while at the same time freeing up sufficient land to create a vibrant mixed use development.

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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. Since this centralized location is a focal point of regional traffic, and the railroad constrains traffic distribution, any redevelopment of the train station area necessitates substantial focus on circulation improvements that addresses the issues of both project and regional traffic.

Dinky line

The line running between the train station and downtown Princeton permits both access to the station by public transportation without traffic congestion and the need for parking and at the same time permits enhanced access to Princeton from the station area and a future mixed use area. The line, however, represents a physical constraint on the development of the property, running as it does on the surface through the center of core area on the western side.

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. Replacement could also be viewed as an opportunity because no relocation is involved. Its replacement in a coordinated fashion as surface parking is removed presents phasing and financial difficulties. At the same time, the surface parking represents an enormous land use resource that can be put to better effect.

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Wetlands

Pockets of wetlands are located within critical development areas where Smart Growth policies would encourage compact development. These areas are one of the factors that led to circuitous circulation patterns and spotty development.

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Northeast Corridor Line (NEC)

While it is the lifeline of the region's 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.

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Brownfields

Existing contaminated sites require remediation to allow redevelopment. Like the surface parking, the brownfields represent another land resource that can be put to more productive use.

3. The Plan

Introduction

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

The physical improvements are directly tied and are a result of the goals set forth by Township resolution.

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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.

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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 1

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 be evaluated 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 provide or pay for the public improvements required to implement redevelopment plan policies. State and Federal financial assistance will be sought for public improvements such as roads necessary to serve regional and state needs, but no development in the Redevelopment Area may proceed unless infrastructure sufficient to service it is installed. Where infrastructure constructed by a developer has greater capacity than is needed to service the development, the developer will be entitled to subsequent fair share payments from other developers inside or outside the district utilizing that capacity. Such payments can be made at the Township's option through its off-tract fund.*

3. *A Fiscal Impact Report is required to articulate future demand on municipal services generated by redevelopment, including school costs, and any other financial impacts on the*

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municipality. The Fiscal Report must show details on the projection of property tax revenues that will accrue to the municipality, county and school district according to an agreed upon redevelopment Phasing Plan. The Report must show that at all times there will not be a negative economic impact on the municipality due to the proposed redevelopment.

4. The Township and Planning Board will work closely with the West Windsor-Plainsboro Regional School District in assessing the impact of increased student enrollment from the redevelopment area.

5. A Financing Report will be provided to define, review and analyze the financing mechanisms for achieving the economic goals of the redevelopment plan.

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Goal 2

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. 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. Except as provided for in Policy 1e, all residential development in the Redevelopment area should occur in mixed use structures.

e. Market rate housing units and affordable housing units are to be integrated together in any housing areas. The only exceptions to this policy would be for municipally sponsored projects such as Project Freedom, mixed use developments where the number of affordable units is de minimis, and small all-affordable developments in District 10.

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Goal 3

As a general matter, the growth share generated by development within the Redevelopment Area should be satisfied within the Redevelopment Area, and affordable housing units are to be visually and geographically integrated with all market rate housing consistent with long-standing Township policy.

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Policies

1. Development within the Redevelopment Area will accommodate all of its affordable housing obligations within the Redevelopment Area, dispersed throughout market rate housing and architecturally indistinguishable from market rate housing. The only exceptions to this are that the growth share generated in District 2 and on the privately owned lands in District 6 will be provided outside of the Redevelopment Area through the Township's Fair Share Plan previously submitted to the Council on Affordable Housing and that all-affordable projects may be provided consistent with Goal 2, Policy 1e.

2. The applicable COAH regulations will be the basis for determining the affordable housing obligations in the Redevelopment Area.

3. Except as provided in Policy 1, the Redevelopment Area should accommodate its own affordable housing growth share calculated based on COAH regulations.

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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 provided that no such agreement will be inconsistent with the policy that on-site affordable housing shall be dispersed throughout market rate housing and architecturally indistinguishable from market rate housing and provided that such agreement is acceptable to the Planning Board.

5. The affordable housing obligation generated by nonresidential uses will be integrated with market residential units when market units are otherwise permitted in the district.

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6. The demolition of existing nonresidential uses in the Redevelopment Area will reduce West Windsor's total projected nonresidential growth share and should be a credit to the affordable housing obligation of the sites on which demolition occurs.

7. All affordable residential units will be calculated as generating the bonus credits permitted by COAH for affordable housing built within the Redevelopment Area and applied to either the Third Round or subsequent COAH rounds.

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8. Public entities proposing development on their lands as a means of funding public improvements such as parking garages should take whatever steps are necessary to assure that no growth share will be imposed by the Council on Affordable Housing on such development. If they cannot reach an agreement with COAH as to this, they should take alternate steps to fund the public improvements without utilizing their lands for office or other development.

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Goal 4

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. *Street and roadway infrastructure will be planned and constructed in an orderly sequence that is tied to both the staging of land development within the Redevelopment Area and the availability of funding as discussed in Policy 6. The table entitled Required Roadway Infrastructure for Redevelopment Area Districts and seven maps entitled Required Roadway Infrastructure illustrate the roadway segments and intersection improvements that will be required in conjunction with development in each of the Redevelopment Districts.*

a. Reconstruction and extension of Vaughn Drive to Washington Road will be required to support development within Districts 1, 4 and 6.

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- b. Realignment and reconstruction of Washington Road west of the railroad will be required to support development within Districts 1, 2, 3, and 10. The realignment is consistent with that proposed by New Jersey Department of Transportation for the Penns Neck EIS and Vaughn Drive improvements and provides additional developable acreage for the District 3 properties.
- c. Local streets within District 1 are required primarily to support development of that district. Selected street segments are also needed if construction proceeds in Districts 2, 3, 4, and/or the northern portion of District 6.
- d. Extension of the Promenade (street segment M) and construction of drop-off and pick-up facilities in the core station area are required in conjunction with development of District 4.
- e. Streets within District 6 include the completion of the Promenade from the Dinky southward to meet Vaughn Drive; construction of a new roadway roughly paralleling the railroad tracks and intersecting Alexander Road in the vicinity of Old Bear Brook Road (it is an objective to close Old Bear Brook to traffic on the south side of Alexander Road); the connection (segment G) linking Old Bear Brook Extension to Vaughn Drive; and various NJ TRANSIT station core facilities including the Bus Rapid Transit (BRT) platforms and loop, pick-up and drop-off areas, and station / parking access drives. These facilities are needed in conjunction with development in Districts 4 and 6.
- f. Improvements to Route 571 between the railroad and Clarksville Road are being planned and designed by Mercer County with funding by the Delaware Valley Regional Planning Commission. These improvements are needed in conjunction with redevelopment of the "Main Street" properties along this section of Route 571.
- g. The Sarnoff Connector and driveway to Sarnoff are required in conjunction with development of the Sarnoff property, as designated in the General Development Plan for Sarnoff.

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The above description and table and maps provide a general framework for provision of roadway infrastructure. The sequence by which specific properties will be developed will emerge as redevelopment proceeds, and therefore there will of necessity be flexibility in the sequencing of

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roadway construction. Sub-elements of each district will require less than the full implementation of roadways for that district as described herein, and the Township will work with the respective property developers to achieve the optimal timing and sequencing of improvements. The Township will periodically reevaluate the location, design and timing of street and roadway infrastructure to insure consistency with the pattern of development that is actually occurring.

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3. 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. The yearly cost of subsidizing van or shuttle service should be evaluated for its financial feasibility.

4. Continuous sidewalk/path and bicycle connections should be provided throughout the Redevelopment Area. Bicycle lanes as part of the street structure should be installed to the extent practicable. The Conceptual Bicycle/Pedestrian Plan is an illustration of an approach to pedestrian and bicycle issues. A non-automobile connection between east and west sides of the railroad is essential to creating a sense of place in Princeton Junction. In addition, continuous and wide sidewalks and pedestrian ways should be provided along the major streets of the Redevelopment Area, including Route 571, to ensure that pedestrian circulation and mobility are enhanced throughout the area. Additional provisions should be made for an ample supply of bicycle lockers and bike racks in both the station area and the retail area of the Redevelopment Area to facilitate and encourage bicycle use by West Windsor residents.

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5. As site plans are developed for the Redevelopment Area, specific consideration should be given to the provision of safe and efficient crossing of streets for both pedestrians and bicycles, accounting for the presence of sidewalks and trails and bike lanes and recognizing the need for access for the physically disabled.

6. 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 & ride, and

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short term parking, provided, however, that any plans to serve as a major Central Jersey Transportation hub shall not be implemented without the prior commitment of State and/or Federal resources to pay for the improvements needed to accomplish this objective. West Windsor encourages New Jersey Transit to provide platform improvements and other station amenities consistent with its status as a major transportation hub.

State and Federal financial assistance and cooperation are 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. Additional tunnels under the railroad are needed to facilitate station access for rail commuters from planned commuter parking areas. 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.

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7. Funding of new roadways and roadway improvements will be from a variety of sources, including State and Federal funding through New Jersey Department of Transportation (NJDOT), NJ TRANSIT, Mercer County, and Delaware Valley Regional Planning Commission (DVRPC), the Township's off-tract roadway assessment program, and on-site improvements required of Redevelopment Area developers. A framework of responsibilities for funding roadway improvements is illustrated in the map entitled Funding of Roadway Infrastructure.

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- a. NJDOT has identified Vaughn Drive and Washington Road west of the rail line as a major project through its Penns Neck EIS and has in the past allocated funding to the project. The Redevelopment Plan continues to indicate Vaughn Drive as a State-funded project, although the original proposal has been modified to produce an alignment that is more compatible with the land-development plan, and to eliminate the costly grade separations

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- proposed at Washington Road. Further adjustments may be needed to respond to traffic service, design, and environmental factors.
- b. Mercer County and DVRPC are planning and designing improvements to Route 571 between the railroad and Clarksville Road.
 - c. Improvements to the station core area (pick-up and drop-off areas and related station facilities), and implementation of the BRT and related platforms and routes, could be funded and implemented by NJ TRANSIT, the developers of properties owned by NJ TRANSIT, and/or other State and Federal sources.
 - d. On-site improvements will be required to be implemented by Redevelopment Area developers. These will include the system of streets needed to serve the respective project areas, as well as related streets and intersections needed to access the regional road system. Within the Redevelopment Area, bicycle and pedestrian facilities, including sidewalks and crosswalks, should be considered part of the standard street infrastructure for funding and implementation purposes. Outside the Redevelopment Area, the Township's Circulation Plan and Capital Improvement Program should be evaluated to ensure that appropriate connectivity to existing neighborhoods is provided.
 - e. Sarnoff will be required to construct the Sarnoff Connector as a provision of the General Development Plan (GDP) for that property.
 - f. West Windsor Township's Off-Tract Roadway Assessment Program is an established mechanism for collecting developers' pro rata share of costs for off-tract roadway improvements. Funds have already been collected from prior developments in the Township for improvements within the Redevelopment Area, and the future developers of properties within the Redevelopment Area will be subject to the requirements of the program as well.

Consistent with Goal 1, the variety of available funding sources will insure that traffic improvements will be paid for without imposing a financial burden on Township residents.

8. Mayors in neighboring municipalities and other appropriate public officials should be encouraged to work to provide more shuttle service to

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the train station, including service in conjunction with satellite parking areas.

Goal 5

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

Policies

1. Retain the West Windsor Wallace Road commuter parking lot directly across from the Berrien City neighborhood as surface parking.

2. The size, scale and aesthetic design of development on the east side of the railroad shall be consonant with the surrounding neighborhoods and shall be kept to two and a half stories. Three stories may be permitted where there is a sufficient dense buffer.

3. A smooth transition should be created between the existing neighborhoods and new development.

4. Preservation of green spaces and park lands and the Greenbelt corridors will be emphasized to mitigate the negative effects of traffic, density, noise and air pollution. Traffic will be minimized to the extent feasible through better distribution using higher order roads.

5. To protect the Old Bear Brook Road neighborhood south of Alexander Road and the future Maneely development, close Old Bear Brook Road to through traffic by constructing a cul-de-sac at the north end of the roadway adjacent to Alexander Road. Also, provide mountable curbing and appropriate raised pavement to permit emergency vehicle access from Alexander Road to Old Bear Brook Road.

6. In order to provide more efficient and timely emergency services on the west side of the rail line, add an emergency services substation at an appropriate location in the Redevelopment Area.

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Goal 6

The Redevelopment Plan will provide more parking for West Windsor residents. Adequate replacement parking shall be provided during construction to ensure that the parking demands are being fully and continuously served.

Policies

- 1. Provide additional commuter parking spaces for West Windsor residents as determined in consultation with the Parking Authority and New Jersey Transit.*
- 2. Provide for more convenient short term parking and kiss & ride parking on both the east and west sides of the Station.*

Goal 7

The Redevelopment Plan should facilitate the location of parking garages serviced by the Dinky and the BRT.

Policies

- 1. As a first priority and to the extent feasible, parking structures will be located along the Dinky line in order to provide parking for commuters displaced by construction in the Redevelopment Area and facilitate development of BRT and use of the Dinky.*
- 2. Parking structures will be constructed only after consultation with the West Windsor Parking Authority.*

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Goal 8

The Redevelopment Plan will maximize preservation of open space, protect environmentally sensitive land, and minimize impervious cover consistent with compact town center development and smart growth principles.

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, storm water 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.
5. To the extent practicable, adopt innovative and progressive storm water best management practices that embrace ecosystem based, natural and sustainable principles versus artificial and high maintenance means of treating storm water quality at the conceptual design phase (e.g., rain gardens and bioretention swales and basins).
6. Adopt landscape and storm water maintenance specifications that employ integrated pest management practices.
7. Specify only indigenous plant species within the Redevelopment Area. Completely avoid exotic invasive plant species.

Deleted: 3,000 feet of the Township Greenbelt

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Deleted: 8. Implement L.E.D. lighting fixtures for site lighting fixtures. Consider solar electric generation for pedestrian scale lighting systems and/or project signs.

9. Implement green roof planting on flat roofing of multi-story buildings or light color for roof surfaces.

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8. Open space acquisition should be accomplished by a combination of Redevelopment Area financing, State Green Acre grants, County grants and matching funds, Federal grants, private donations of land, private donations of cash, open space tax funds and other resources.

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9. The impact of road and parking construction on the Greenbelt should be limited to the maximum extent practicable. Greenbelt impacts should be mitigated by preservation of District 5 and a continuous open space corridor through District 10 and along the Millstone River.

10. Preserve the Sarnoff Woods through implementation of a program transferring development rights from the area to District 6.

Goal 9

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. Those brownfield sites are located in Districts 3, 6, 7, and 9. If District 9 is used for open space, State funding covering up to 75% of the cost of the final cleanup action is available.

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Goal 10

The size, scale and aesthetic design of the redevelopment area will be sensitive to adjacent neighborhoods.

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Policies

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1. The height of buildings in the Redevelopment Area should be limited to four stories in District 1, with retail on the first floor; four stories in District 2 and 4; four stories in District 3 as part of a density transfer program to eliminate existing development in District 5; three stories on the east side of District 7; and three stories in District 10.

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2. Parking structures would be limited to four stories and five levels. Increases in capacity beyond what is shown on the Conceptual Land Use Plan should be accomplished by increasing the structures' footprints. Rooftop elements shall be exempt from height restrictions.

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3. Commuter parking on Wallace Road directly across from Berrien City residences would remain as surface parking.

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

5. All parking structures shall be designed with documented attention to both passive (sight lines, open and defensible space, open stairways, avoiding interior wing walls and corners, etc.) and active (code blue type call boxes, video systems, etc.) security measures.

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Goal 11

The redevelopment plan will create iconic and active public spaces for the West Windsor community and a pedestrian-oriented street life.

Policies

1. The Redevelopment Area will provide for a central public gathering space a promenade which features public art, gardens and structures for public events. The central public gathering space, the specific features and structures, as well as responsibility for financing and constructing those features and structures, shall be fully defined with particularity prior to the issuance of any permits for construction (other than permits for parking garages) in the Redevelopment Area.

2. Provide for the farmers' market, including utilities, storage, a plaza with a porous surface, provided that such surface meets the needs of the farmers' market, public restrooms, and a building to accommodate the sale of produce, to be constructed by the redeveloper. The specific accommodations for the farmer's market, as well as the timing of constructing those accommodations, shall be fully defined in a redeveloper's agreement.

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3. Provide a layout of buildings, open spaces and parking lot edges that encourage pedestrian and bicycle circulation with sidewalk and pathway interconnections.

4. Provide for focal points such as small parks or squares and other open spaces, as appropriate, such that a sense of place is enhanced and strengthened.

5. Encourage a mix of residences, stores and shops, personal service establishments, offices, workplaces and civic uses that are interwoven within a traditional mixed-use village neighborhood, all in close proximity.

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6. Encourage a mix of uses that provide for predominately retail stores, restaurants and personal service uses on the first floor or street level with office and residential uses located on upper floors.

7. Prohibit the development of new single story, single use structures except for liner buildings used to continue the street wall.

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8. Promote the design and arrangement of buildings in a manner that advances "green building" concepts to achieve sustainability.

9. Provide unobstructed access from sidewalks to buildings used by the general public.

10. Provide safe and easy passage from the public realm into individual buildings.

11. Provide interest for the pedestrian at the ground level of buildings by limiting unembellished solid walls.

12. Provide interest for the pedestrian at the ground level of buildings through detailing at close view.

13. Allow sufficient room for pedestrian passage and additional use of sidewalk such as café tables.

14. Create shaded sidewalks and vertical landscape throughout the redevelopment area. Street trees and well integrated landscape improvements shall be provided throughout the Redevelopment Area.

15. Streets and sidewalks must be lined with buildings rather than parking lots or parking structures.

16. Parking must be located behind buildings.

17. Parking garages must contribute to pedestrian life through ground level use, scale and detail.

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18. 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.

19. 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.

20. Establish a continuous street wall defining the public space of the street, with variety provided in building width and height.

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21. Corner buildings shall relate to the activities of the intersection and encourage activity through their design.

¶
21. Establish a continuous street wall, with variety provided in building width and height.

22. Provide a safe and appealing nighttime environment for the Redevelopment Area.

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

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24. Stand-alone structures intended as public amenities in iconic and active public spaces will be contracted individually and separately with public or private entities unless a detailed financial analysis demonstrates that tax increment financing will be more advantageous to West Windsor taxpayers than other private or public sector options for constructing such structures.

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25. In addition, for the village area along Route 571 all development should reflect traditional village planning and design principles and should:

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(a) Promote the creation of a district with architectural facade design and building scale typical for a mixed-use village neighborhood.

(b) Promote the transition of existing development into a new district that exhibits the design features of a traditional mixed-use

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village neighborhood promoting pedestrian circulation, social gathering and interaction amongst commercial establishments supporting and servicing the residents of the community.

(c) *Limit automotive service and financial institution uses to those presently existing.*

(d) *Create an improvement district to facilitate circulation, road, streetscape and open space improvements.*

(e) *Promote cross access and shared access to reduce the number of driveways along Route 571.*

26. The Acme center with a grocery store may be retained. If the owner wishes to retain the current building, linkage to the current Route 571 sidewalk should be enhanced. The sidewalk in front of the Acme should be widened to facilitate better pedestrian movement. Liner buildings should be constructed to create a more active street life. The liner buildings should not go across the entire frontage so as to minimize or obstruct views of buildings in the rear from Route 571.

Goal 12 [to be combined with Goal 15]

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

Policies

1. *The general public, especially key stakeholders such as residents and property owners, are encouraged to contribute ideas and amendments to the Redevelopment Plan and its subsequent implementation phases at public meetings and through written correspondence to the governing body and Planning Board.*

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2. Council and Planning Board redevelopment meetings should be taped and rebroadcast on cable television in order to inform residents on related issues.

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Goal 13

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

Policies

1. Residential market units will be no more than two bedroom, with no other available space within a unit to be used as sleeping quarters. Bedrooms include any room above the main living or kitchen area whether they have a closet or a door or not. Square footage that can be used as a bedroom will be treated as a bedroom and subject to the two bedroom limitation. The bedroom mix for affordable units will be as per the COAH rules.

2. The Township will meet regularly with school district officials to review the on-going impact of redevelopment on school capacity and related issues as well as provide advice with respect to the assumptions used to assess the impact of redevelopment on the school system.

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Deleted: 2. Market housing within the redevelopment area will be planned with the objective of maintaining an overall average of .28 public school age children per unit.¶

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Goal 14

The Redevelopment Plan will incorporate economic, environmental, and social sustainability urban planning principles as outlined in the LEED-ND (Leadership in Environmental and Energy Design - Neighborhood Design) standards, or such future standards as are adopted in their stead, 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 storm water runoff; and pollute the air with increased automobile travel.

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2. Encourage healthy living.

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.

5. Implement L.E.D. lighting fixtures for site lighting fixtures. Consider solar electric generation for pedestrian scale lighting systems and/or project signs.

6. Implement green roof planting on flat roofing of multi-story buildings or light color for roof surfaces.

Goal 15 [to be combined with Goal 12]

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.

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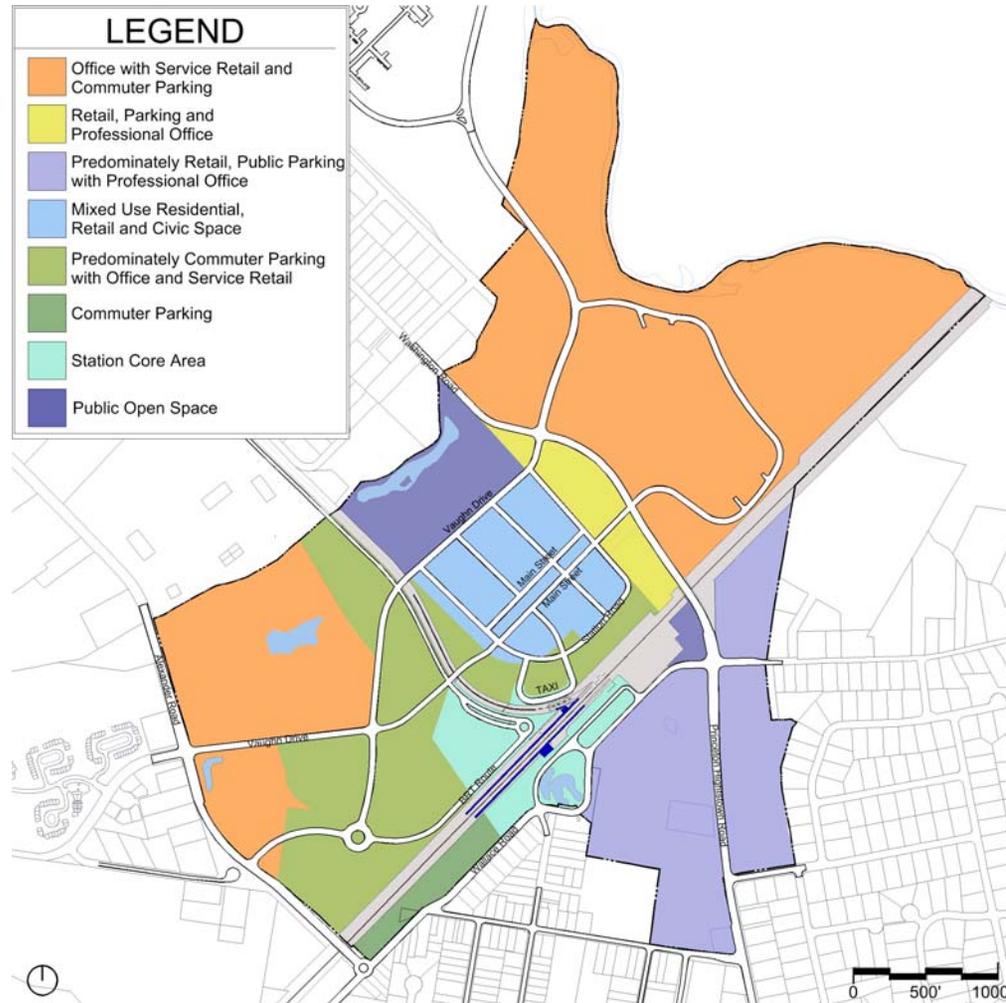
for PRINCETON JUNCTION

Policy

All concept, preliminary, final, and amended plans will be posted on the developer's website with a link from the Township's.

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H. LAND USE MAP

TOWNSHIP OF WEST WINDSOR REDEVELOPMENT PLAN

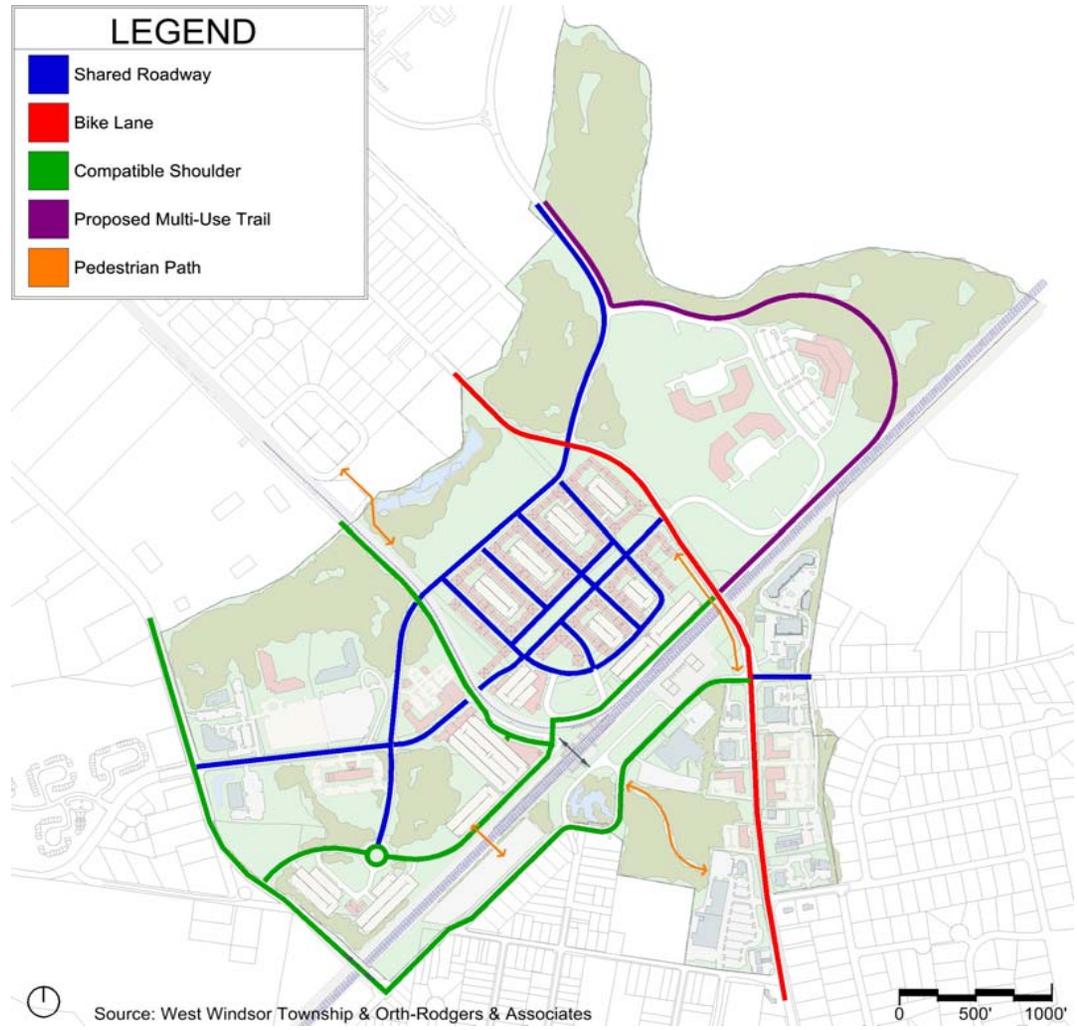
for PRINCETON JUNCTION



I. CONCEPTUAL PLAN

TOWNSHIP OF WEST WINDSOR REDEVELOPMENT PLAN

for PRINCETON JUNCTION



J. PEDESTRIAN/BICYCLE ACCESS

January 9, 2009

TOWNSHIP OF WEST WINDSOR REDEVELOPMENT PLAN

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LAND USE CONTROLS

The following describes permitted uses, housing obligations and development regulations, including intensity, bulk and design standards, by Redevelopment Plan district. Refer to the Study Area District Map for locations.

The districts must be developed in accordance therewith, and all development must be substantially consistent with the Primary Roads configuration shown on the Roads and Circulation Plan and the promenade shown on the Conceptual Plan.

Standards Applicable to All Districts

All standards set forth in the Township Land Use Code other than district regulations shall continue to apply except when inconsistent with the design standards set forth below and with the goals and policies set forth in this Redevelopment Plan. In addition, all developers and redevelopers in the Redevelopment Area shall satisfy such goals and policies and shall comply with the following standards.

A. Traffic Circulation and Parking

1. On-site parking and service access 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 in the core retail and town center area in District 1 and shall be a minimum of five feet wide in all other areas. With respect to the latter, the need for wider sidewalks should be reviewed at site plan. All sidewalks should be durably paved and smoothly surfaced to provide for the free movement of pedestrians. A minimum width of off-road bike lanes should be eight feet.

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3. All sidewalks and pathways must be designed to provide access for the physically disabled. Access ramps shall be conveniently placed and sloped to

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provide easy connection to streets and sidewalks, in conformance with the Americans with Disabilities Act.

4. The applicable parking requirement may be reduced where it can be demonstrated to the satisfaction of the Planning Board that such reductions are justified by reason of proximity to public transportation and/or documented arrangements for shared parking supported by analyses consistent with the Urban Land Institute's Shared Parking Analysis or such other generally accepted standards applicable to shared parking.

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B. Landscape Treatments and Guidelines

1. 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.

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2. Provide aesthetic treatments considering decorative materials and/or patterns for all non-vehicular or shared paved surfaces. Pavements should be specifically designed to emphasize the creation of spaces and transition between spaces or zones and to provide visual clues to pedestrians and motorists to reinforce the use or function of the area. More refined pavements should be utilized to emphasize and enhance areas designed for larger volumes of pedestrian activity such as building entrances, plazas and terraces, nodes, drop-off and pick up zones and crosswalks. A palette of compatible decorative pavements and/or pavement patterns should be developed for the entire redevelopment zone.

Deleted: 2. 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. ¶
3. Trees adjacent to public walkways or streets shall be pruned from the trunk to a minimum height of 7' - 0". ¶
4. 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. ¶

3. Landscape shall be provided throughout the redevelopment area to create spatial definition or separation, shade, visual interest, seasonal color, visual buffering, micro-climatic enhancement, and habitat and to improve safety.

4. Any landscaping which is not resistant to the environment, or that dies within 5 years of planting, shall be replaced by the developer.

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5. In public spaces, use passive systems such as cisterns and water gardens that collect rainwater for irrigation to the extent feasible.

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C. Architectural and Landscape Architectural Guidelines

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The creation of a cohesive built environment where existing and proposed commercial and residential development are integrated is essential to this Redevelopment Plan. The following are architectural and streetscape standards for all new construction and renovations within the Redevelopment Area.

1. New buildings within the Redevelopment Area should be considered an integral part of the overall site design and developed with appropriate consideration for both proposed and existing buildings with respect to height, mass, sitting, location, materials, orientation, signs, lighting and use. New buildings in the should be of materials, scale and colors to harmonize with the general look and feel desired for the particular location in the redevelopment area.

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2. Buildings shall be oriented toward and close to and front on public streets to provide form and function to the streetscape. The streetscape should be continuous and varied through the use of street furniture, landscaping, building articulation, building frontage setbacks and changes in sidewalk types and textures. Long buildings should be divided at a scale comparable to that of other buildings on the rest of the block. Driveway intersections with the public street should be minimized to avoid excessive interruptions in the streetwall.

3. Buildings shall be designed so as to be attractive from all vantage points.

4. Unless the redeveloper proposes a specific use that requires a unique building, buildings should be designed utilized base, middle and top forms as the primary method relating buildings to each other.

5. The base shall be considered the first story of the façade facing a public street, depending on the overall heights of the building. The design of the base, as well as the quality and durability of its materials, should be emphasized to create visual interest and support pedestrian activity.

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The building's base should be presented to the Planning Board at a larger scale of drawing and greater detail than the remainder of the façade to ensure it meets the building design objectives.

6. In addition to the base, the exterior design shall include a middle field section and a cap on the top. The middle of the building shall be differentiated from the base by a horizontal transition line. The transition line's specific location shall be determined primarily by the overall height of the building and that of any adjacent buildings. If adjacent buildings are lower than the proposed building, then the transition line should relate to such adjacent building. A horizontal transition line should also be established separating the middle field from the cap or top of the buildings.

7. The base transition line should range from one-fifth to one-quarter of the overall height. The upper transition line, articulating the cap, should be placed approximately one-eighth of the overall height from the top. Transition lines may consist of a continuous, shallow balcony; a shallow recess, an articulated trim course cornice, a water table, fenestration or other appropriate means. The transition should be supported by a change of window rhythm or size and a change in material, color or texture.

8. All materials and colors shall be approved by the Planning Board.

9. The predominant material of all street walls on primary and secondary streets shall be brick, pre-cast, wood and finished masonry block, or curtain wall. Stucco may be used as an accent.

10. Shop fronts should have kick plate that ranges in height from 18 and 42 inches running continuously beneath the required fenestration.

11. Masonry units may be turned at the wall opening to visually create a thick wall and should be used in the design of balconies, loggias and larger openings.

12. Awnings, which add visual richness to the commercial corridor while enhancing the quality of public walkways, are encouraged for all

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storefronts. Awnings shall have fixed or retractable metal framework, with vinyl laminated polyester base scrim awning fabric to blend with storefront paint colors.

13. 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 and down lighting. Security shall be implemented so that it cannot be seen, and security grille housing is specifically prohibited.

14. Continuous covered walk ways shall be provided to the extent feasible. 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.

15. 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.

16. 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. Solar and LED lighting shall be used whenever feasible.

17. 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. The fixtures shall include attachments to accommodate such amenities as banners and flower pots.

18. 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.

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19. Mechanical equipment located on building roofs shall be screened so as not to be visible from the ground level from adjacent developments and from public streets and spaces. Mechanical equipment at ground level shall be screened and in the rear.

20. Luminaries shall provide adequate lighting in as energy efficient manner as possible (e.g., solar powered L.E.D. to coordinate the lighting with the time of day). Implement L.E.D. lighting fixtures for site lighting fixtures. Implement solar electric generation for pedestrian scale lighting systems and/or project signs.

21. Provide street furnishings that serve the anticipated occupants or users of all exterior spaces, including but not limited to: benches, gazebos, trash and recycling receptacles, bicycle racks, bird houses, drinking fountains, kiosks, sculptural elements, children's play elements, decorative fountains, bollards, decorative fences, seat walls, and pedestrian scale lighting. A palette of compatible site furnishings should be developed for the entire redevelopment zone.

Deleted: Site furnishings, including benches, planters and trash receptacles shall be employed in all retail and office areas. One receptacle shall be provided at distances that are convenient for the public along retail frontage.

22. Community bulletin boards, such as kiosks, shall be provided at strategic locations.

23. Green roof planting on flat roofing of multi-story buildings or provide light color for roof surface shall be implemented.

24. Excepting the antenna itself, all parts and components of personal communications antennas, satellite dishes, and television and radio antennas shall be screened from view regardless of elevation, or shall be disguised within an enclosed structure. The screening shall be designed as part of the overall design theme of the building to which it is associated.

25. Dish antenna may not exceed 12 feet in diameter.

26. Outdoor cafes, where permitted by the land use regulations, may extend onto the public right-of-way upon issuance a license by the Township. Such encroachment shall convey no rights to the licensee beyond those enumerated in the license. Outdoor cafes shall be delineated from the public way by

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planters and metal fencing with no more than two entrances to the café seating area. A clear width of at least 4 feet shall be maintained between any outward portion of the café and the closest street furniture and equipment.

27. 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.

28. 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.

29. Blank walls in excess of 25% or 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.

30. 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.

31. 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.

32. Surface parking cannot be between the building and the front property line. When a continuous street wall is not practicable, 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.

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33. 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

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uses. Interim uses could include news stands, flower shops, ATM's, display windows, telephone booths, payment boxes, etc.

34. Ground floor retail, services, and restaurant uses shall have large transparent windows, preferably divided-light. Such windows shall be framed by the surrounding wall and shall be a minimum of 75% of the total ground level facade area adjoining the sidewalk. The window wall facade area may be reduced if, due to a particular use or settings, the provision of windows will present concerns for aesthetic design or security. However, the facade design should employ an arrangement of materials that reflects the required window area and/or lines to be compatible with the intent of these guidelines.

35. 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.

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36. 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 reflect the width of adjacent buildings. Successful methods for achieving this include, but are not limited to, window pattern and detail placement.

37. 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.

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

39. Building exteriors shall have vertical and/or horizontal offsets to create visual breaks on the exterior. Long, monotonous, uninterrupted walls or roof planes shall be avoided. Building wall offsets, including projections such as balconies, canopies, awnings, and signs, recesses, and changes in floor level, shall be used in order to add architectural interest and variety and to relieve the visual effect of a simple, long wall. Similarly, roofline offsets, dormers, or gables shall be provided in order to provide architectural interest and variety to the massing of a building and to relieve the effect of a single, long roof.

40. The architectural treatment of the front facade shall be continued in its major features around all visibly exposed sides of a building. All sides of a building shall be architecturally designed to be consistent with regard to style, materials, colors and details. Blank wall or service area treatment of side and/or rear elevations visible from public view shall be avoided.

41. The exteriors of all buildings in the development, including any permitted accessory buildings, shall be architecturally compatible and be constructed of complementary materials. Design guidelines for proposed and future modification of the building design shall be prepared by the applicant for developments that include multiple (three or more) buildings or tracts greater than three acres in size.

42. All entrances to a building, except service and emergency egress doors, shall be defined and articulated by architectural elements such as lintels, pediments, pilasters, columns, porticoes, porches, overhangs, railings, balustrades and other elements, where appropriate. Any such element utilized shall be architecturally compatible with the style, materials, colors and details of the building as a whole, as shall the doors. The main entrance shall face the street on which the property fronts.

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43. Corner buildings shall be designed to appear as landmark buildings, since they have at least two front facades visibly exposed to the street. One possible treatment to achieve this goal would have buildings designed with additional height or architectural embellishments, such as corner towers, to emphasize their location.

44. The developer shall demonstrate that the project conforms to the Environmental Sustainability Element of the Master Plan.

Deleted: the extent to which the project conforms to sustainability standards including LEED standards.

~~45. Freestanding newspaper and advertising dispensers shall not be permitted in the right of way of primary streets and shall be incorporated into approved buildings or pavilions.~~

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Deleted: 45. Pedestrian walks and spaces and other streetscape elements shall include decorative pavements, pavers, and street furniture as per the Township standards. ¶

~~46. All retail and office space shall be located in mixed use buildings.~~

47. All energy-related green technology such as wind turbines shall be exempt from height restrictions in the Redevelopment Area.

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Signage

1. 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.

2. Existing non-conforming signs shall be removed from these districts within a period of 12 months after plan approval.

3. All signs within the project area shall be part of the overall total design scheme and in keeping with the architectural character of the district in which the sign is located.

4. Each type of signage shall be permitted on the same site, provided that the standards set forth below are satisfied.

a. Wall signage

(1) The following types of wall signs shall be permitted:

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- (a) internally-lit raised letters
- (b) back-lit raised letters
- (c) signage board with gooseneck lighting
- (d) individual cut letters with gooseneck lighting
- (2) The maximum sign area shall be 80% of the linear tenant frontage, with a maximum of 50 square feet
- (3) The letter height shall be:
 - (a) 10 inches for a linear tenant frontage of 0-25 feet
 - (b) 12 inches for a linear tenant frontage of 26-50 feet
 - (c) 14 inches for a linear tenant frontage of 51-75 feet
 - (d) 18 inches for a linear tenant frontage of 76+ feet

b. Hanging signs

- (1) One hanging sign shall be permitted per business.
- (2) The maximum sign area shall be 10 square feet
- (3) The letter and logo height shall be a maximum of 6 inches

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c. Street address signage

- (1) Street address signage shall be provided on each building or for each individual tenant
- (2) Street address numbers shall have a maximum height of 8 inches

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d. Monument signage

- (1) One monument sign shall be permitted for building, but only for buildings set back more than 50 feet from the right-of-way
- (2) The maximum monument sign area shall be 30 square feet
- (3) The maximum monument sign height shall be 6 feet above existing grade
- (4) The base of the monument sign shall be landscaped with plants that extend a minimum of two feet in all directions.

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e. Awning/canopies

- (1) Awnings and canopies shall be architecturally compatible with the building
- (2) Awnings and canopies shall be kept in good order
- (3) One sign on an awning or canopy shall be permitted provided that:
 - (a) The letter logo height does not exceed 50% of the awning or canopy height.
 - (b) The letter and logo height is located on the vertical flap does not exceed 8 inches.
 - (c) The letter and logo area does not exceed 50% of the area of the diagonal portion of the awning or canopy.

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f. Window lettering and signs

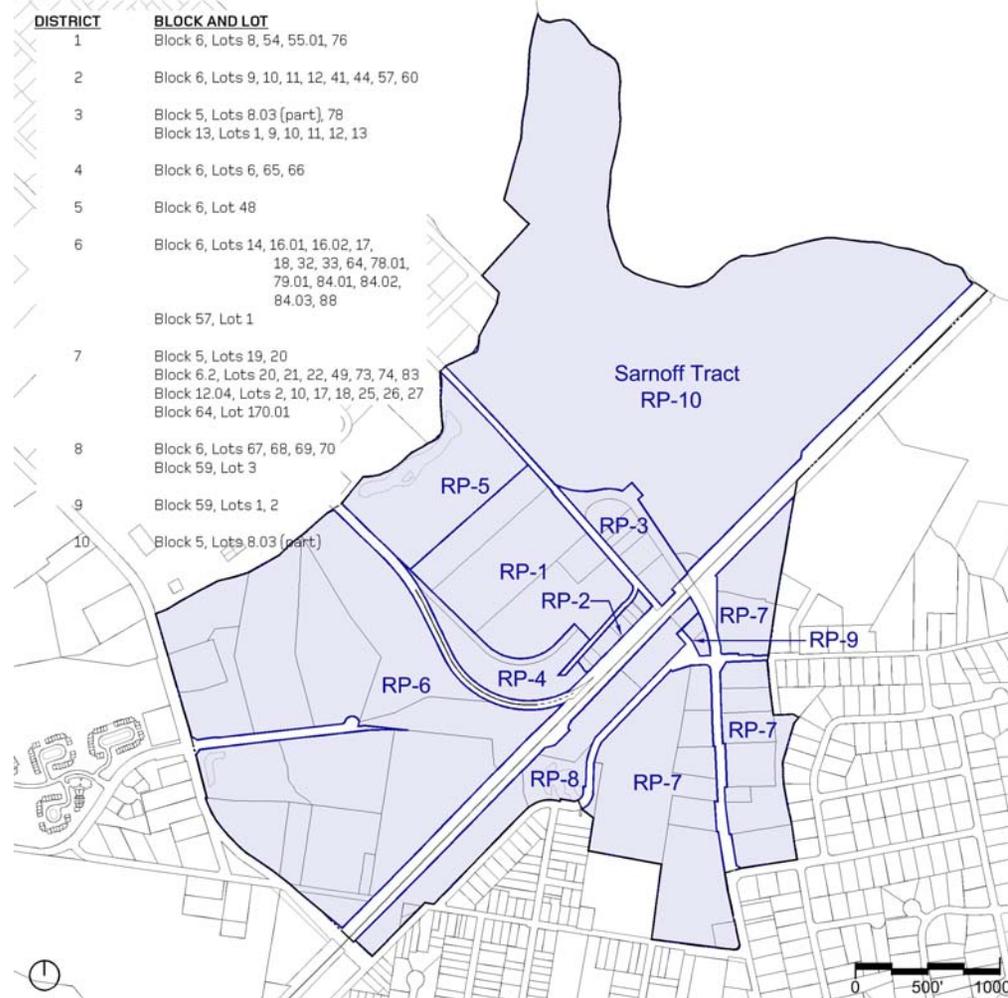
Window lettering and signs shall be permitted, provided that they are:

- (1) inside the window
- (2) do not exceed 15% of the window area
- (3) pertain only to the establishment of occupying the premises where the window is located

5. Variable message boards and other devices outside of parking facilities and in association with kiss & ride areas are permitted when the public authority having jurisdiction over same determines that they are appropriate for managing, directing, and controlling traffic flow.

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K. STUDY AREA DISTRICT MAP

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District Regulations

The following district regulations shall apply to the district for which they are set forth and shall supersede the underlying district regulations of the zoning district in place prior to the adoption of this Plan.

DISTRICT RP-1

RP-1 District use regulations

A. Purpose. The RP-1 District is envisioned as the core of the Redevelopment Area on the west side of the rail line where a mix of residential, retail, office and civic space can be designed as a distinctive walkable center with a sense of place for Princeton Junction.

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B. Principal permitted uses. In an RP-1 District, no building or premises shall be used and no building shall be erected or altered on a lot which is arranged, intended or designed to be used, except for one or more of the following uses:

(1) Multi-family dwellings and townhouses, including affordable housing meeting all COAH standards.

(2) Civic spaces and uses, including a farmer's market.

(3) Stores and shops for the conduct of any retail business, including specialty and gift shops and boutiques, excluding drive through facilities.

(4) Personal service establishments (e.g., tailor, barbershop, or beauty salon).

(5) Offices for professional services (e.g., physicians, lawyers, financial advisors or architects); small commercial offices (e.g., realtors or travel agencies); small governmental offices (e.g., post office branch); and offices incidental to uses permitted in this section.

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(6) Restaurants, cafes, luncheonettes and delicatessens, excluding curb service establishments and drive-through facilities but not excluding walk up services and outdoor dining.

(7) Indoor recreation facilities, including instructional studios and fitness centers.

(8) Banks and similar financial institutions existing, including walk-up automated teller machines (ATM), provided that such are compatible with the design of the building and are appropriately located at the side or rear of a building. Drive-through facilities serving such uses are not permitted.

(9) Attended laundry and retail dry-cleaning services, not including bulk processing and, in the case of dry-cleaning establishments, not providing for the storage of more than five gallons of flammable or toxic cleaning fluid on the premises.

(10) Book, newspaper, periodical and stationery stores and copy centers.

(11) Parcel package shipping store or mailing center.

(12) Museums, art galleries and other cultural and civic facilities of a similar nature.

(13) Parks and plazas.

(14) Buildings and uses for municipal purposes owned or operated by West Windsor Township or not-for-profits designated by the Township.

C. Permitted accessory uses.

(1) Recreational and/or open space facilities, including, but not limited to, walkways, courtyards and plazas.

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(2) Off-street parking and loading, including parking structures attached to buildings with principal permitted uses, located to the rear of principal buildings or appropriately screened from public view

(3) Signs.

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(4) Street furnishings, planters, street lights, and exterior, garden type, shade structures (gazebos).

(5) Sidewalk cafes associated with permitted restaurants.

(6) Fences and walls, which shall complement the architectural style, type and design of the building and the overall project design.

(7) Decks, patios and terraces, which shall complement the architectural style, type and design of the building and the overall project design.

(8) Community bulletin or message boards, including electronic signs with changeable type only for the purpose of conveying information about community events. However, animated type shall not be permitted.

(9) Public service facilities.

(10) Accessory uses customarily incidental to permitted principal uses, including structured parking for residential dwelling units.

D. Conditional uses. In an RP-1 District, the following uses may be permitted as conditional uses: Child care centers meeting the standards set forth in Section 200-241, except that they shall not be permitted in freestanding buildings.

RP-1 District intensity, bulk and other regulations

The following shall be the standards for the RP-1 District:

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A. Minimum tract area: The entirety of the District, which shall be planned and developed in a comprehensive manner as a single integrated entity with one development application showing the proposed development for the entire district.

B. Number of dwelling units: The redeveloper may construct up to 350 dwelling units as of right. It may construct such additional number of dwelling units as the Township agrees to in a redeveloper's agreement after consideration of such factors as the economic feasibility of the project in light of the provision of amenities, infrastructure, and affordable housing and the community fiscal impact. The dwelling units constructed shall include affordable units sufficient to satisfy the growth share, residential and nonresidential, attributable to the District. Such growth share requirement may be reduced by the number of demolition credits generated by the demolition of existing structures within the District.

C. Amount of retail and office square footage: At least 70,000, but no more than 72,500, square feet of retail and professional offices shall be constructed, except that up to an additional 75,000 square feet may be constructed if a redeveloper's agreement so provides. At least 10 percent of the retail space shall be for stores of no more than 1,000 square feet and space for the arts. The professional offices shall be no greater than 10 percent of the total retail and office square footage. Only retail space shall be located on the first floor of multi-use buildings shown on the Conceptual Plan.

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D. Required civic space and uses: Civic uses shall include at least 50,000 square feet of public gathering space and shall be provided by the developer at its cost at such time in the development of the project as is set forth in the redeveloper's agreement. It must be usable for farmer's market and other public events. The farmer's market shall include a pad and building, office, plaza, utilities such as an electric and water, and restrooms. It shall be located on the promenade at a place where the streets could be closed for vehicular traffic at appropriate locations.

E. Maximum FAR: .07 for retail and office

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F. Maximum improvement coverage: 95%

G. Maximum building height: Four stories, except that architectural enhancements such as corner towers are not subject to this limitation. Parking garages attached to buildings with principal permitted uses may be up to four stories and five levels.

H. Parking requirements: 1.5 off-street parking spaces per unit, to be provided within the District. Retail and professional office uses may rely on on-street parking and shared parking using commuter parking spaces in-off hours and weekends.

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I. Other standards:

(1) No development shall proceed in the District without a redeveloper's agreement with the Township or redevelopment entity.

(2) There shall be no FAR or MIC requirements for individual lots, such requirements applying only district-wide. Setback and building distance standards are not applied in order to maximize flexibility of the design and to achieve the goals of the District as a compact, walkable center with an active public space and street life.

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DISTRICT RP-2

RP-2 District use regulations

A. Purpose. The RP-2 District, an area of privately owned land between Station Drive and the rail line, is envisioned as a place for public or private structured parking with retail and professional office service on the first floor.

B. Principal permitted uses. In an RP-2 District, no building or premises shall be used and no building shall be erected or altered on a lot which is arranged, intended or designed to be used, except for one or more of the following uses:

- (1) Public parking.

Deleted: Overlay District use, bulk, and other regulations¶
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As an alternative to the RP-1 District standards set forth above, the developer may continue to utilize the ROM-2 standards, but may not use a combination of the ROM-2 standards and the regulations set forth above.¶
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(2) Stores and shops for the conduct of any retail business, including specialty and gift shops and boutiques, excluding drive through facilities.

(3) Personal service establishments (e.g., tailor, barbershop or beauty salon).

(4) Offices for professional services (e.g., physicians, lawyers, financial advisors or architects); small commercial offices (e.g., realtors or travel agencies); small governmental offices (e.g., post office branch); and offices incidental to uses permitted in this section.

(5) Restaurants, cafes, luncheonettes and delicatessens, excluding curb service establishments and drive-through facilities but not excluding walk up services and outdoor dining.

(6) Indoor recreation facilities, including instructional studios and fitness centers.

(7) Banks and similar financial institutions existing, including walk-up automated teller machines (ATM), provided that such are compatible with the design of the building and are appropriately located at the side or rear of a building. Drive-through facilities serving such uses are not permitted.

(8) Attended laundry and retail dry-cleaning services, not including bulk processing and, in the case of dry-cleaning establishments, not providing for the storage of more than five gallons of flammable or toxic cleaning fluid on the premises.

(9) Book, newspaper, periodical and stationery stores and copy centers.

(10) Parcel package shipping store or mailing center.

(11) Parks and plazas.

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(12) Buildings and uses for municipal purposes owned or operated by West Windsor Township or not-for-profits designated by the Township.

C. Permitted accessory uses.

(1) Recreational and/or open space facilities, including, but not limited to, walkways, courtyards and plazas.

(2) Off-street parking and loading located to the rear of principal buildings or appropriately screened from public view.

(3) Signs.

(4) Street furnishings, planters, street lights, and exterior, garden type, shade structures (gazebos).

(5) Sidewalk cafes associated with permitted restaurants.

(6) Fences and walls, which shall complement the architectural style, type and design of the building and the overall project design.

(7) Decks, patios and terraces, which shall complement the architectural style, type and design of the building and the overall project design.

(8) Community bulletin or message boards, including electronic signs with changeable type only for the purpose of conveying information about community events. However, animated type shall not be permitted.

(9) Public service facilities.

(10) Accessory uses customarily incidental to permitted principal uses, including structured parking for residential dwelling units.

RP-2 District intensity, bulk and other regulations

The following shall be the standards for the RP-2 District:

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A. Minimum tract area: The entirety of the District, which shall be planned and developed in a comprehensive manner as a single integrated entity with one development application showing the proposed development for the entire district.

B. Maximum FAR: .14 for retail and office uses and 5.0 for structured parking.

C. Maximum improvement coverage: .80 for retail and office uses and .95 for parking.

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D. Minimum and maximum building height: The minimum building height shall be two stories, and the maximum building height shall be four stories, with five levels for parking structures.

E. Off-street parking: one space for every 750 square feet of retail and office floor area.

F. Principal permitted uses (2)-(10) and (12) shall be permitted only on the first floor of structured parking.

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DISTRICT RP-3

RP-3 District use regulations

A. Purpose. District RP-3 is intended to be a retail and office development serving as a visual connection and facilitating pedestrian and bicycle linkage between the retail developments in Districts 7 and 1. It will accommodate on site the growth share obligation its retail and office development generates and will serve as a receiving area for development rights shifted from District 5 in order to facilitate the demolition of the existing building in that district and that district's conversion to a public park.

B. Principal permitted uses. In an RP-3 District, no building or premises shall be used and no building shall be erected or altered on a lot which is arranged, intended or designed to be used, except for one or more of the following uses:

(1) Stores and shops for the conduct of any retail business, including specialty and gift shops and boutiques, excluding drive through facilities.

(2) Personal service establishments (e.g., tailor, barbershop or beauty salon).

(3) Offices for professional services (e.g., physicians, lawyers, financial advisors or architects); small offices (e.g., realtors or travel agencies); small governmental offices (e.g., post office branch); and offices incidental to uses permitted in this section.

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(4) Restaurants, cafes, luncheonettes and delicatessens, excluding curb service establishments and drive-through facilities but not excluding walk up services and outdoor dining.

(5) Indoor recreation facilities, including instructional studios and fitness centers.

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(6) Banks and similar financial institutions existing, including walk-up automated teller machines (ATM), provided that such are compatible with the design of the building and are appropriately located at the side or rear of a building. Drive-through facilities serving such uses are not permitted.

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(7) Attended laundry and retail dry-cleaning services, not including bulk processing and, in the case of dry-cleaning establishments, not providing for the storage of more than five gallons of flammable or toxic cleaning fluid on the premises.

(8) Book, newspaper, periodical and stationery stores and copy centers.

(9) Parcel package shipping store or mailing center.

(10) Museums, art galleries and other cultural and civic facilities of a similar nature.

(11) Parks and plazas.

(12) Buildings and uses for municipal purposes owned or operated by West Windsor Township or not-for-profits designated by the Township.

(13) Affordable housing meeting all COAH standards, provided that it be located on the upper floor of mixed-use buildings.

C. Permitted accessory uses.

(1) Recreational and/or open space facilities, including, but not limited to, walkways, courtyards and plazas.

(2) Off-street parking and loading located to the rear of principal buildings, including attached parking structures, or appropriately screened from public view.

(3) Signs.

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(4) Street furnishings, planters, street lights, and exterior, garden type, shade structures (gazebos).

(5) Sidewalk cafes associated with permitted restaurants.

(6) Fences and walls, which shall complement the architectural style, type and design of the building and the overall project design.

(7) Decks, patios and terraces, which shall complement the architectural style, type and design of the building and the overall project design.

(8) Community bulletin or message boards, including electronic signs with changeable type only for the purpose of conveying information about community events. However, animated type shall not be permitted.

(9) Public service facilities.

(10) Accessory uses customarily incidental to permitted principal uses, including structured parking for residential dwelling units.

RP-3 District intensity, bulk and other regulations

The following shall be the standards for the RP-3 District:

A. Yards

- (1) Rear yard: 10 feet
- (2) Front yard: 15 feet
- (3) Side yard: 0 feet

The front yard shall be treated as the yard fronting on the promenade and the minor street along the border with District 1.

B. Maximum FAR: .15 for individual lots and .40 if the entire District is assembled and all development rights from District 5 that can be accommodated in District 3, including by the use of structured parking, are secured.

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C. Maximum improvement coverage: 60% for buildings up to three stories and 90% for four story buildings.

D. Minimum and maximum building height: The minimum building height shall be three stories, with a fourth permitted using development rights from District 5. Parking garages attached to buildings with principal permitted uses may be up to four stories and five levels.

E. Off-street parking: One space for every 700 square feet of retail and office floor area.

F. Other standards:

(1) The promenade in District 1 shall be extended to Washington Road, although the roads framing it need not be.

(2) The growth share generated by nonresidential development shall be satisfied on-site with affordable units on the top floor of mixed-use buildings in lieu of payment of the nonresidential development fee.

(3) An area at least 8 feet 9 inches wide gradually graded for a bicycle and pedestrian path over the rail line shall be provided.

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DISTRICT RP-4

RP-4 District use regulations

A. Purpose. The RP-4 District, which is owned entirely by New Jersey Transit, is intended as a location for commuter parking, with supplementary retail uses to maintain an active street life.

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B. Principal permitted uses. In an RP-4 District, no building or premises shall be used and no building shall be erected or altered on a lot which is arranged, intended or designed to be used, except for one or more of the following uses:

(1) Commuter parking and station transportation facilities.

(2) Stores and shops for the conduct of any retail business, including specialty and gift shops and boutiques, excluding drive through facilities.

(3) Personal service establishments (e.g., tailor, barbershop or beauty salon).

(4) Restaurants, cafes, luncheonettes and delicatessens, excluding curb service establishments and drive-through facilities but not excluding walk up services and outdoor dining.

(5) Indoor recreation facilities, including instructional studios and fitness centers.

(6) Banks and similar financial institutions existing, including walk-up automated teller machines (ATM), provided that such are compatible with the design of the building and are appropriately located at the side or rear of a building. Drive-through facilities serving such uses are not permitted.

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(7) Attended laundry and retail dry-cleaning services, not including bulk processing and, in the case of dry-cleaning establishments, not providing for the storage of more than five gallons of flammable or toxic cleaning fluid on the premises.

(8) Book, newspaper, periodical and stationery stores and copy centers.

(9) Parcel package shipping store or mailing center.

(10) Museums, art galleries and other cultural and civic facilities of a similar nature.

(11) Parks and plazas.

(12) Buildings and uses for municipal purposes owned or operated by West Windsor Township or not-for-profits designated by the Township.

C. Permitted accessory uses.

(1) Recreational and/or open space facilities, including, but not limited to, walkways, courtyards and plazas.

(2) Off-street parking and loading located to the rear of principal buildings or appropriately screened from public view.

(3) Signs.

(4) Street furnishings, planters, street lights, and exterior, garden type, shade structures (gazebos).

(5) Sidewalk cafes associated with permitted restaurants.

(6) Fences and walls, which shall complement the architectural style, type and design of the building and the overall project design.

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(7) Decks, patios and terraces, which shall complement the architectural style, type and design of the building and the overall project design.

(8) Community bulletin or message boards, including electronic signs with changeable type only for the purpose of conveying information about community events. However, animated type shall not be permitted.

(9) Public service facilities.

(10) Accessory uses customarily incidental to permitted principal uses, including structured parking for residential dwelling units.

D. Conditional uses. In an RP-1 District, the following uses may be permitted as conditional uses. Child care centers meeting the standards set forth in Section 200-241, except that they shall not be permitted in free-standing buildings.

RP-4 District intensity, bulk and other regulations

The following shall be the standards for the RP-4 District:

A. Minimum tract area: The entirety of the District, which shall be planned and developed in a comprehensive manner as a simple integrated entity with one development application showing the proposed development for the entire district.

B. Floor area ratio: .10 for retail uses and 5.0 for parking garages.

C. Maximum retail square footage: 24,000 square feet.

D. Minimum improvement coverage: 90%

E. Minimum and maximum building height: The minimum building height shall be two stories and the maximum building height shall be three stories, except that parking garages may be three stories with four levels if the

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retail building is two stories and four stories with five levels if the retail building is three stories.

~~F. On street parking and shared parking with commuter parking spaces shall be treated as satisfying the parking requirement in this District.~~

G. Other standards:

(1) There shall be no FAR or MIC requirements for individual lots, such requirements applying only district-wide. Setback and building distance standards are not applied in order to maximize flexibility of the design and to achieve the goals of the District as part of a compact, walkable center with an active public space and street life.

(2) No development other than public parking shall be permitted unless the public entity that currently owns the land within the District reaches an agreement with COAH exempting such other nonresidential development, which is permitted in order to finance the public parking, from growth share and any other affordable housing requirements.

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DISTRICT RP-5

RP-5 District use regulations

A. Purpose. District RP-5, which has substantial environmental constraints, is intended to serve as an area of public park land, wetlands mitigation, and storm water management, with the goal of the eventual demolition of the existing light industrial building.

B. Permitted uses. In an RP-5 District, no building or premises shall be used and no building shall be erected or altered on a lot which is arranged, intended or designed to be used, except for one or more of the following uses:

- (1) Public park uses.
- (2) Wetlands mitigations.
- (3) Storm water management facilities serving a broader area.

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RP-5 District intensity, bulk and other regulations

The following shall be the standards for the RP-5 District:

A. The owner may transfer development rights equivalent to the square footage of its existing building to a developer in the RP-3 District with a 100% bonus for such transfer so that, for every one square foot of development rights represented by the existing 52,163 square footage in District 5, a developer may build two square feet in District 3, provided that the RP-5 district owner, the owner of the land to which the development rights are being transferred, and the Township enter into a redeveloper's agreement with respect thereto. When such development rights are transferred, the existing building, or the portion thereof represented by the amount of square footage transferred, shall be demolished, the pavement, including parking, associated with it shall be removed and the land shall be converted to a principal permitted use. Required civic space and uses shall be negotiated with the developer responsible for the demolition of existing structures as part of the redeveloper's agreement and shall be installed at such time as the land is converted to a principal permitted use.

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DISTRICT RP-6

RP-6 District Use Regulations

A. Purpose. The intent of District RP-6 is to accommodate existing office development in the Vaughn Drive and Alexander Road area, to provide for office development to be used as a means of facilitating the development of public parking structures for commuters, to provide for retail and restaurant uses along Main Street and Vaughn Drive in order to create a more active street life, to accommodate a future BRT, to serve as the location for a hotel conference center and to serve as a receiving area for transfer of development rights from the Sarnoff Woods portion of District RP-10.

B. Permitted uses. In an RP-6 District, no building or premises shall be used and no building shall be erected or altered on a lot which is arranged, intended or designed to be used, except for one or more of the following uses:

(1) All uses permitted in the ROM-2 District, except that limited manufacture, conversion of existing residential structures, and home occupations shall not be permitted.

(2) Commercial and public commuter parking.

(3) Transportation facilities, including a BRT station and attendant improvements.

(4) A hotel conference center with at least 100 rooms.

(5) Stores and shops for the conduct of any retail business, including specialty and gift shops and boutiques, excluding drive through facilities.

(6) Personal service establishments (e.g., tailor, barbershop or beauty salon).

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(7) Offices for professional services (e.g., physicians, lawyers, financial advisors or architects); small commercial offices (e.g., realtors or travel agencies); small governmental offices (e.g., post office branch); and offices incidental to uses permitted in this section.

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(8) Restaurants, cafes, luncheonettes and delicatessens, excluding curb service establishments and drive-through facilities but not excluding walk up services and outdoor dining.

(9) Indoor recreation facilities, including instructional studios and fitness centers.

(10) Banks and similar financial institutions existing, including walk-up automated teller machines (ATM), provided that such are compatible with the design of the building and are appropriately located at the side or rear of a building. Drive-through facilities serving such uses are not permitted.

(11) Attended laundry and retail dry-cleaning services, not including bulk processing and, in the case of dry-cleaning establishments, not providing for the storage of more than five gallons of flammable or toxic cleaning fluid on the premises.

(12) Book, newspaper, periodical and stationery stores and copy centers.

(13) Parcel package shipping store or mailing center.

(14) Museums, art galleries and other cultural and civic facilities of a similar nature.

(15) Parks and plazas.

(16) Buildings and uses owned or operated by West Windsor Township or not-for-profits designated by the Township for municipal purposes.

(17) Township public safety facilities.

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C. Permitted accessory uses.

(1) Recreational and/or open space facilities, including, but not limited to, walkways, courtyards and plazas.

(2) Off-street parking and loading located to the rear of principal buildings or appropriately screened from public view.

(3) Signs.

(4) Street furnishings, planters, street lights, and exterior, garden type, shade structures (gazebos).

(5) Sidewalk cafes associated with permitted restaurants.

(6) Fences and walls, which shall complement the architectural style, type and design of the building and the overall project design.

(7) Decks, patios and terraces, which shall complement the architectural style, type and design of the building and the overall project design.

(8) Community bulletin or message boards, including electronic signs with changeable type only for the purpose of conveying information about community events. However, animated type shall not be permitted.

(9) Public service facilities.

(10) Accessory uses customarily incidental to permitted principal uses, including structured parking for residential dwelling units.

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RP-6 District intensity, bulk and other regulations

The following shall be the standards for the RP-6 District:

A. Minimum tract area: The ROM-2 bulk standards shall continue to apply to all privately owned properties fronting on Alexander Road and Vaughn Drive. The requirement that buildings be oriented to and front along the street set forth in Architectural and Streetscape Guideline 2 of the Standards Applicable to all Districts shall not apply to such area.

B. For all other areas within the RP-6 district, the following standards shall apply:

(1) All land under common ownership shall be planned and developed in a comprehensive manner as a single integrated entity with one development application showing the proposed development for the entire district.

C. Maximum FAR: .21, except that the FAR may be increased up to .35 to accommodate 130,000 square feet of office space approved for development in the Sarnoff Woods portion of District 10. The FAR can be further increased an additional .05 to accommodate 200,000 square feet of hotel/ conference space approved for such area. The total FAR of .40 shall be calculated on the basis of all the publicly owned land in RP-6.

D. Maximum improvement coverage: .90, except that areas with environmental constraints shall be excluded from the MIC calculation.

E. Maximum building height: Up to three stories, with up to two additional stories using approved development rights transferred from District 10. Parking garages may be up to four stories and five levels.

F. Off-street parking: As per Section 200-29.

G. Other standards:

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(1) A cul-de-sac shall be located at the current connection of Old Bear Brook Road with Alexander Road with mountable curbing and appropriate raised pavement so as to permit emergency access from Alexander Road to Old Bear Brook Road.

(2) Buildings shall be oriented toward and close to and front on Vaughn Drive and Main Street. Office buildings shall not be located in other areas of this portion of the District.

(3) No development on publicly-owned land other than public parking shall be permitted unless the public entity that currently owns the land within the District reaches an agreement with COAH exempting such other nonresidential development, which is permitted in order to finance the public parking, from growth share and any other affordable housing requirements.

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DISTRICT RP-7

RP-7 District Use Regulations

A. Purpose. The RP-7 District is intended to create a "Main Street" on the eastern side of the rail line through small scale, lot by lot incremental development so as to transform the existing more strip commercial form of development into a village form with buildings close to the street and bicycle access. The object is to achieve a desirable mix of commercial, office, civic and residential land uses within a vibrant, pedestrian-friendly, village environment with an emphasis on uses that service local needs. The village is intended to encourage pedestrian flow throughout the area by generally permitting stores and shops and personal service establishments on the ground floor of buildings and promoting the use of upper floors for offices and residential dwelling units. The mechanisms to do this include sharing off-street parking and stormwater detention opportunities; having well-landscaped and appropriate building setbacks from surrounding roads; providing off-street parking that is well screened from public view; controlling means of vehicular access and coordinating internal pedestrian and vehicular traffic flows relating to existing and proposed development patterns; and ensuring design compatibility with existing development that considers building height, materials, colors, landscaping and signage.

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B. Permitted principal uses. In the RP-7 District, no building or premises shall be used and no building shall be erected or altered on a lot which is arranged, intended or designed to be used, except for one or more of the following areas:

(1) Stores and shops for the conduct of any retail business, including specialty and gift shops and boutiques, excluding drive through facilities.

(2) Personal service establishments (e.g., tailor, barbershop or beauty salon).

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(3) Offices for professional services (e.g., physicians, lawyers, financial advisors or architects); small commercial offices (e.g., realtors or travel agencies); small governmental offices (e.g., post office branch); and offices incidental to uses permitted in this section.

(4) Restaurants, cafes, luncheonettes and delicatessens, excluding curb service establishments and drive-through facilities but not excluding walk up services and outdoor dining.

(5) Indoor recreation facilities, including instructional studios and fitness centers.

(6) Repair and servicing, indoors only, of any article for sale which is permitted in this district, except that automotive service stations in existence as of the date of adoption of this ordinance shall be permitted.

(7) Banks and similar financial institutions existing in the district or for which development applications have been approved as of the date of adoption of this ordinance, either on their sites at the time of adoption of this ordinance or on other sites in the District. Banks may include walk-up automated teller machines (ATM), provided that such are compatible with the design of the building and are appropriately located at the side or rear of a building. Drive-through facilities serving such uses shall be permitted provided that the scale of the drive through windows and lanes is compatible with the design of the building and site design. A maximum of three drive through lanes shall be permitted (inclusive of lanes for ATM's).

(8) Attended laundry and retail dry-cleaning services, not including bulk processing and, in the case of dry-cleaning establishments, not providing for the storage of more than five gallons of flammable or toxic cleaning fluid on the premises.

(9) Book, newspaper, periodical and stationery stores and copy centers.

(10) Parcel package shipping store or mailing center.

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(11) Museums, art galleries and other cultural and civic facilities of a similar nature.

(12) Parks and plazas.

(13) Buildings and uses for municipal purposes owned or operated by West Windsor Township or not-for-profits designated by the Township.

(14) Apartments over retail and live-work dwelling units, including affordable housing meeting all COAH standards.

C. Permitted accessory uses.

(1) Recreational and/or open space facilities, including, but not limited to, walkways, courtyards and plazas.

(2) Off-street parking and loading located to the rear of principal buildings or appropriately screened from public view.

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(3) Signs.

(4) Street furnishings, planters, street lights, and exterior, garden type, shade structures (gazebos).

(5) Sidewalk cafes associated with permitted restaurants.

(6) Fences and walls, which shall complement the architectural style, type and design of the building and the overall project design.

(7) Decks, patios and terraces, which shall complement the architectural style, type and design of the building and the overall project design.

(8) Community bulletin or message boards, including electronic signs with changeable type only for the purpose of conveying information about community events. However, animated type shall not be permitted.

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(9) Public service facilities.

(10) Accessory uses customarily incidental to permitted principal uses, including structured parking for residential dwelling units.

RP-7 District intensity, bulk and other regulations

A. Maximum FAR: .25

B. Maximum improvement coverage: 80 percent.

C. Yards

(1) Build-to line: 15 feet from curb.

(2) Side yard (each side): minimum of zero feet, if attached to an adjacent building, or a minimum of five feet if not attached to an adjacent building; maximum of 20 feet.

D. The majority of the building must be at the build-to line, but at least 15 percent of the facade shall be set back a minimum of ten feet therefrom to create one or more alcoves enclosed on three sides. Outdoor dining and arcades are permitted within such alcove areas.

E. Building overhangs, including canopies and balconies, can project up to five feet over the build-to line.

F. Minimum and maximum building height: The minimum building height shall be 2 1/2 stories, and the maximum building height shall be 3 stories, provided that dense buffer is installed.

G. First Floor Use. Retail or personal service uses or small commercial offices are required on the first floor. Office or apartments are permitted only on the second or third floors.

H. Parking Standards.

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(1) In lieu of the standards set forth in Section 200-27B, the following off-street parking standards shall apply: one space for every 350 square feet of nonresidential use and one space per apartment or the residential part of the live-work unit.

(2) Off street parking lots shall be accessed by means of common driveways to the extent practicable. Cross-access easements for adjacent lots with interconnected parking lots shall be required. Shared parking facilities are encouraged where possible.

I. Affordable Housing. The growth share generated by nonresidential development shall be satisfied on-site with affordable units on the top floor of mixed-use buildings in lieu of payment of the nonresidential development fee.

J. Pedestrian paths through the Crawford/Acme Woods shall be constructed by any developer owning a portion of such woods as part of a development approval in order to facilitate access to Berrien City and Circle Drive from Sherbrook Estates and The Gables.

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K. Architectural and Site Design Standards. In addition to the Standards Applicable to all Districts and the Goals and Policies, the following shall apply:

(1) The front facade of principal structures constructed on vacant lots or on lots on which the existing structures have been or will be demolished shall be 15 feet from the right-of-way, except that this provision shall not apply to the extent front yard space is used for a gateway feature or outdoor restaurant seating or to accommodate sight distance at intersection. There shall be setbacks and indents in the facade to the extent necessary to satisfy the Architectural and Streetscape Guidelines.

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(2) For buildings constructed on vacant lots or on lots on which the existing structures have been or will be demolished, the side yard setbacks for each side shall be as follows: minimum of zero feet, if attached to an

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adjacent building, or a minimum of five feet if not attached to an adjacent building; maximum of 20 feet.

(3) Architectural detail, style, color, proportion and massing shall reflect the features of a traditional village center. Buildings shall reflect a continuity of treatment through the district, obtained by maintaining the building scale or by subtly graduating changes; by maintaining base courses; by maintaining cornice lines in buildings of the same height; by extending horizontal lines of fenestration (windows); and by reflecting architectural styles and details, design themes, building materials and colors used in surrounding buildings. To the extent possible, upper story windows shall be vertically aligned with the location of windows and doors on the ground level. However, a variety of building setbacks, roof lines, color schemes, elevations and heights shall be developed, relative to adjacent structures, to avoid a repetitious and monotonous streetscape.

(4) Signage and lighting shall be designed in a manner complementary to the building's architecture and in keeping with the goal of achieving a traditional village center.

(5) Pitched roofs (6/12 to 12/12) are recommended. Both gable and hipped roofs shall provide overhanging eaves on all sides that extend a minimum of one foot beyond the building wall. Generally, flat and mansard-type roofs should be avoided; however, such roof treatments may be allowed if the architectural detail, style, proportion and massing is complementary of adjacent structures and consistent with a small-scale village character. Buildings may have flat roofs, provided that all visibly exposed walls have an articulated cornice that projects horizontally from the vertical building wall plane and presents a two-story facade.

(6) The building facade shall be along a minimum of 2/3 of the length of street frontage to create a defining wall along the streetscape. Covered archways (minimum eight feet wide and maximum 50 feet wide) connecting buildings, enabling pedestrian circulation, shall be permitted to achieve the defining wall. The building facade length may be reduced if,

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due to particular site constraints, compliance with the requirements set forth herein is impracticable.

(7) There shall be shared parking and cross-easements to the maximum extent practicable. Shared driveways shall be provided for access to Princeton-Hightstown Road unless the applicant demonstrates that such is not practicable.

(8) Connections and appropriate improvements, as determined by Township officials, shall be made to Carlton Place to provide safe and efficient access.

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DISTRICT RP-8

RP-8 District use regulations

A. Purpose. The intent of District 8 is to recognize and continue the existing uses, including the rail station, associated surface parking, kiss & ride and power station, but to improve traffic circulation, including at the kiss & ride, improve pedestrian and bicycle circulation and safety by the installation of sidewalks and crossings along Wallace Road between Princeton-Hightstown Road and Circle Drive, and mitigate the visual impacts of surface parking and the power station.

B. Permitted uses. In an RP-8 District, no building or premises shall be used and no building shall be erected or altered on a lot which is arranged, intended or designed to be used, except for one or more of the following uses.

(1) Transportation related facilities.

(2) Public and commercial parking, including both structured and surface parking, except that no structured parking shall be permitted south of Circle Drive.

(3) Mechanisms intended to screen or enhance the visual attraction of the power station.

RP-8 District intensity, bulk and other regulations

The following shall be the standards for the RP-8 District:

(1) No standards shall apply. The design of the kiss & ride facility shall be determined cooperatively with the Township, the West Windsor Parking Authority, and New Jersey Transit.

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DISTRICT RP-9

RP-9 District use regulations

A. Purpose. The intent of District 9 is to convert the existing Regional School Board bus depot into an area that will better serve the public, consisting of a public park mirroring the PNC corner park, with land set aside for Wallace Road improvements and pedestrian and bicycle access to a crossing of the rail line at the Princeton-Hightstown Road bridge.

B. Permitted uses. In an RP-9 District, no building or premises shall be used and no building shall be erected or altered on a lot which is arranged, intended or designed to be used, except for one or more of the following uses:

(1) Public park uses.

(2) Mechanisms intended to screen or enhance the visual attraction of the power station.

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DISTRICT RP-10

RP-10 District use regulations

A. Purpose. RP-10 District is intended to both recognize the existing R&D zoning and the general development plan that was approved as part of the broader R&D District while at the same time encouraging a transfer of development potential from District 10 to District 6 in order to preserve the Sarnoff Woods.

B. Permitted uses. In an RP-10 District, no building or premises shall be used and no building shall be erected or altered on a lot which is arranged, intended or designed to be used, except for one or more of the following uses:

- (1) All uses permitted in the R&D District.
- (2) Affordable housing meeting all COAH standards.

C. Conditional uses. In an RP-10 District, the following uses may be permitted as conditional uses.

- (1) All conditional uses permitted in the R&D District.

RP-10 District intensity, bulk and other regulations

The following shall be the standards for the RP-10 District:

A. The bulk and area regulations set forth for the R&D District shall apply.

B. Other standards:

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(1) Square footage from approved but unbuilt development within the RP-10 district may be transferred to any property in District 6, provided that a redeveloper's agreement is entered into between the RP-10 District owner, the owner of land to which the development rights are being transferred, and the Township with respect thereto.

(2) The growth share generated by nonresidential development, including square footage transferred into District 6, shall be satisfied on-site with affordable units meeting all COAH requirements in lieu of payment of the nonresidential development fee.

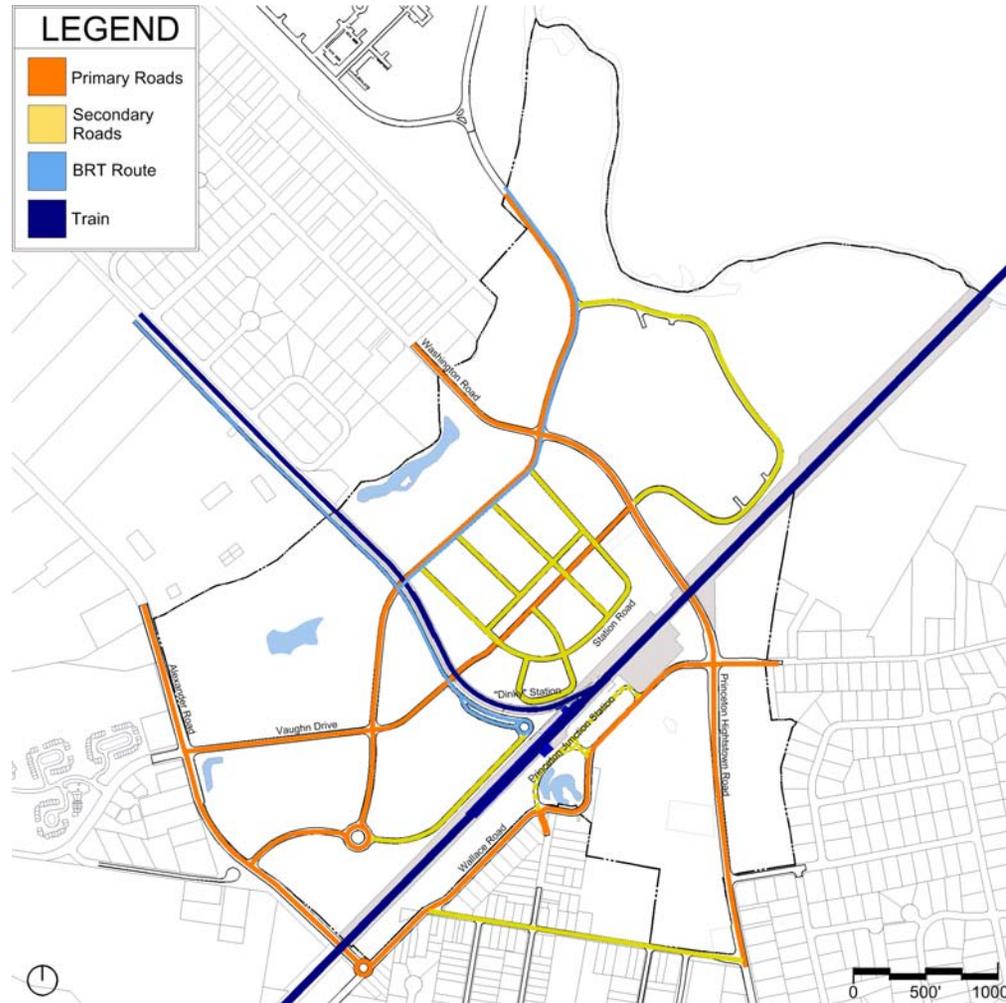
Deleted: , including square footage transferred into District 6.

(3) Any all-affordable development in the District shall be no greater than 25 units.

[text to be added explaining the following table and maps]

TOWNSHIP OF WEST WINDSOR REDEVELOPMENT PLAN

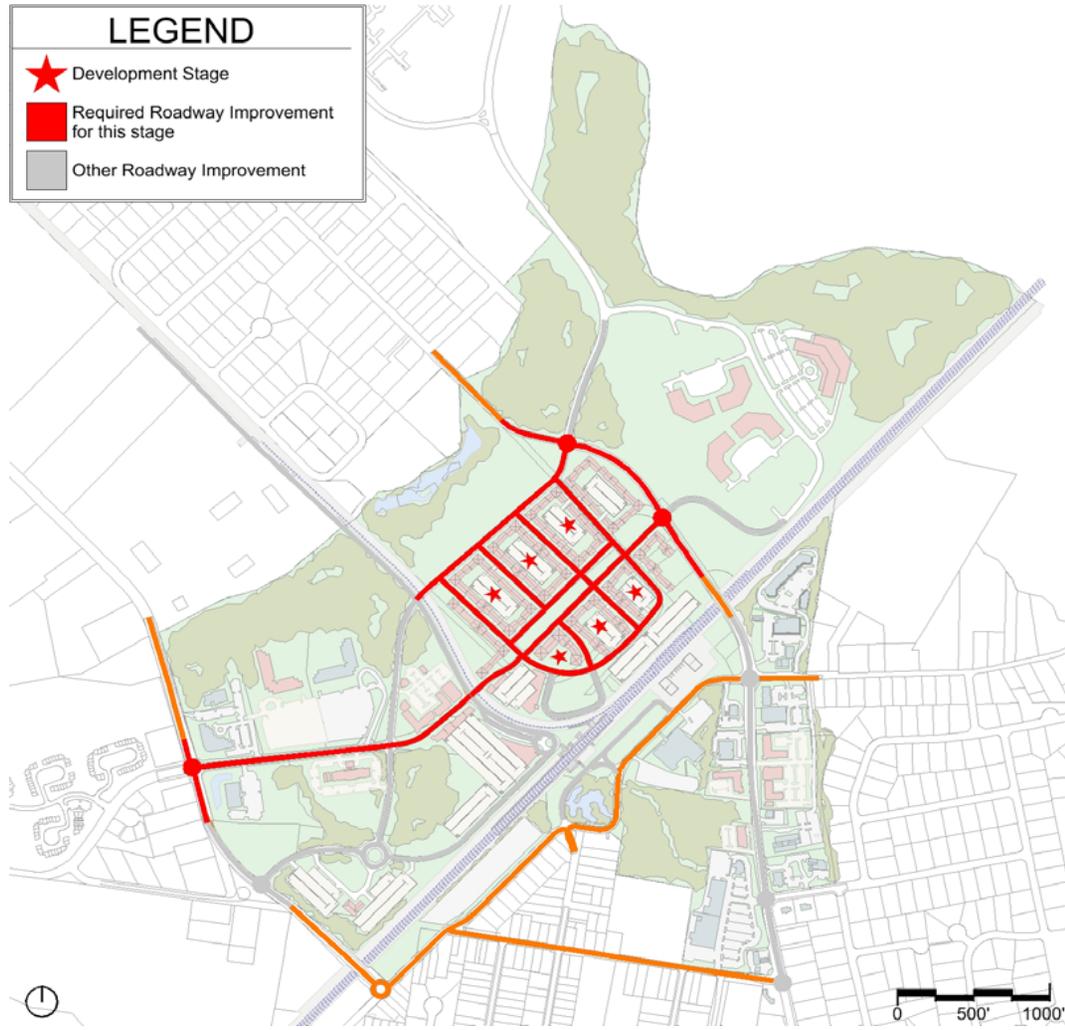
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L. ROADS AND CIRCULATION

TOWNSHIP OF WEST WINDSOR REDEVELOPMENT PLAN

for PRINCETON JUNCTION

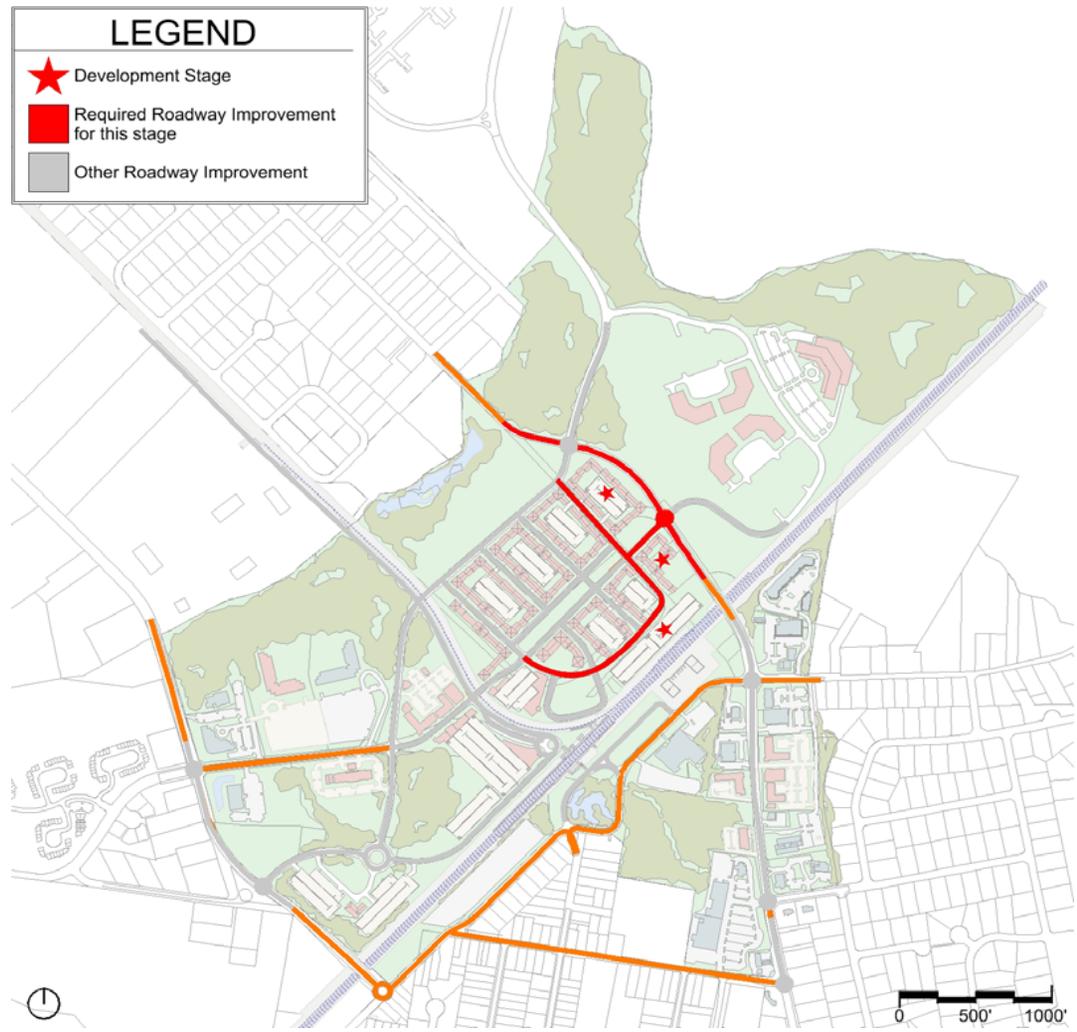


M. DISTRICT 1, 3, 5 (InterCap)

January 9, 2009

TOWNSHIP OF WEST WINDSOR REDEVELOPMENT PLAN

for PRINCETON JUNCTION



N. DISTRICT 2, 3 (ASSEMBLAGE of STATION DR. PROPERTIES)

January 9, 2009

TOWNSHIP OF WEST WINDSOR REDEVELOPMENT PLAN

for PRINCETON JUNCTION



O. DISTRICT 10 (SARNOFF EAST CAMPUS)

January 9, 2009

TOWNSHIP OF WEST WINDSOR REDEVELOPMENT PLAN

for PRINCETON JUNCTION



P. DISTRICT 4, 6N (NJ TRANSIT WEST SIDE CORE DEVELOPMENT)

January 9, 2009

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Q. DISTRICT 6S (NJ TRANSIT & WEST WINDSOR SOUTHWEST DEVELOPMENT)

January 9, 2009

TOWNSHIP OF WEST WINDSOR REDEVELOPMENT PLAN

for PRINCETON JUNCTION

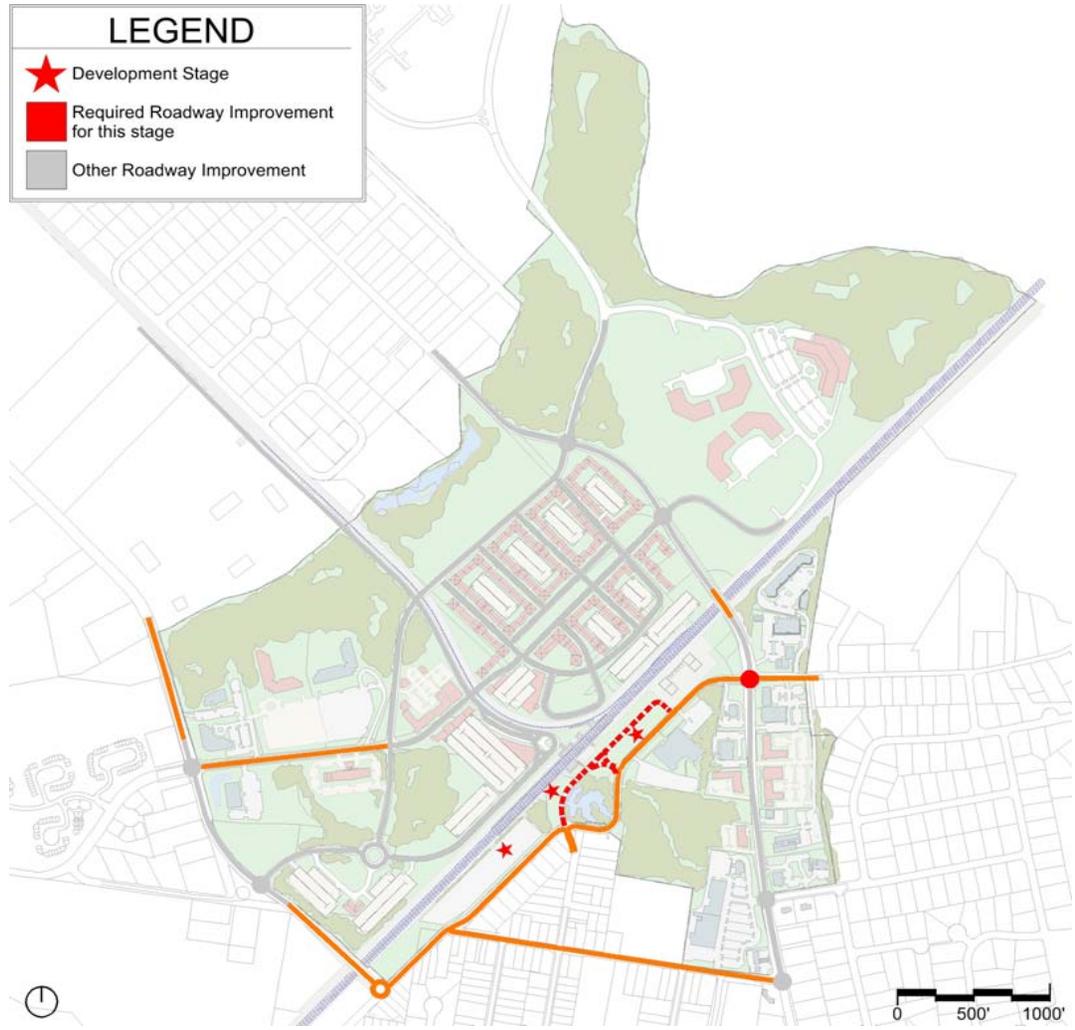


R. DISTRICT 7 (ROUTE 571/MAIN STREET)

January 9, 2009

TOWNSHIP OF WEST WINDSOR REDEVELOPMENT PLAN

for PRINCETON JUNCTION

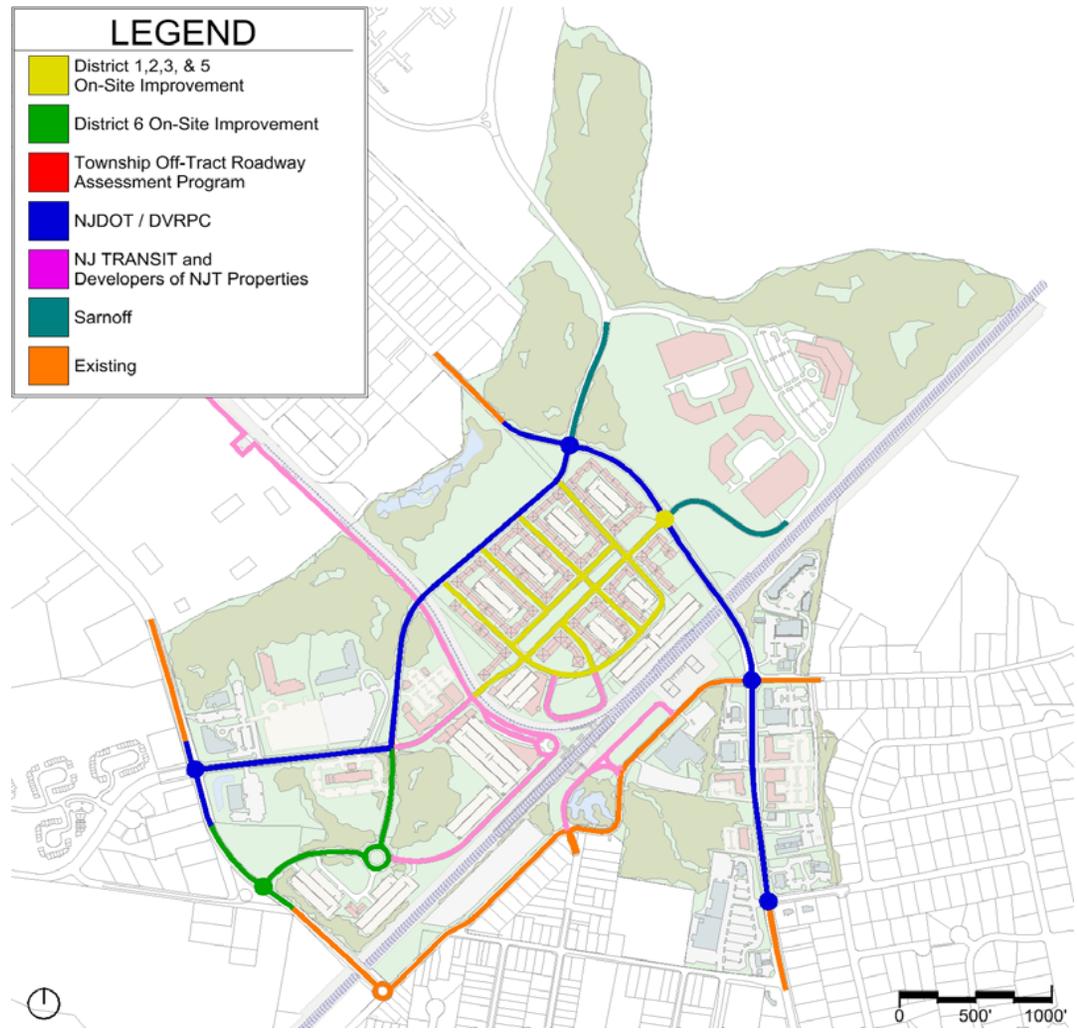


S. DISTRICT 8 (NJ TRANSIT STATION EAST SIDE)

January 9, 2009

TOWNSHIP OF WEST WINDSOR REDEVELOPMENT PLAN

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T. FUNDING OF ROADWAY INFRASTRUCTURE

January 9, 2009

TOWNSHIP OF WEST WINDSOR REDEVELOPMENT PLAN

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Required Roadway Infrastructure for Area Districts

	Township Master Plan Functional Class	Project Facility Type	Lanes (sum of 2 directions)	Shoulder / Bikeway Width (feet)	Parking (sides)	Pavement Width (incl shoulder) (feet)	Right of Way (feet)	District 1 (InterCap)	Districts 2,3 (Station Drive)	District 4,6N (NJ TRANSIT Core)	District 6S (NJ TRANSIT & West Windsor)	District 7 (Rte 571 / Main Street)	District 8 NJ TRANSIT East Side Station	District 10 Samoff Campus
Vaughn Drive														
A) Washington to Dinky	Principal Collector	Primary	2	0	2	42	70	Reqd		Reqd				
F) Dinky to Existing	Principal Collector	Primary	2	0	2	42	70			Reqd	Reqd			
F/G to Alexander	Principal Collector	Primary	2	0	2	42	70	Reqd						
1) Washington / Vaughn Intersection								Reqd		Reqd				Reqd
3) Alexander / Vaughn Intersection								Reqd		Reqd	Reqd			
Washington Road Realignment / Reconstruction														
S) West of Vaughn	Secondary Arterial	Primary	2	10	0	44	80		Reqd					Reqd
T) Vaughn to Promenade	Secondary Arterial	Primary	2	10	0	44	80							Reqd
U) Promenade to Railroad	Secondary Arterial	Primary	2	10	0	44	80							Reqd
2) Washington / Promenade Intersection								Reqd	Reqd					Reqd
District 1,2,3 Streets														
B) Promenade at Washington Road	Minor Collector	Primary	3	0	0	40	70	Reqd	Reqd					
B1 & B2) Promenade	Minor Collector	Primary	2	0	2	36	66	Reqd						
C) Local Street	Local	Secondary	2	0	2	34	60	Reqd						
D) Local Street	Local	Secondary	2	0	2	34	60	Reqd						
E) Local Street	Local	Secondary	2	0	2	34	60	Reqd		Reqd				
Station Drive	Local	Secondary	2	0	2	34	60	Reqd	Reqd					
District 4 Streets														
M) Promenade South to Dinky	Minor Collector	Primary	2	0	2	36	66	Reqd		Reqd				
K) Drop-off / Pick-up area	Local	Secondary	2	0	2	40	70			Reqd				
District 6 Streets														
N) Promenade South, Dinky to Vaughn	Minor Collector	Primary	2	0	2	36	66	Reqd		Reqd				
L) BRT platform and loop	NA	BRT				40	NA			Reqd				
J) Station Access	Local	Secondary	2	0	2	34	60			Reqd				
G) Vaughn to Roundabout	Principal Collector	Primary	2	0	2	42	70			Reqd	Reqd			
H) Old Bear Brook, Roundabout to Alexander	Principal Collector	Primary	2	0	2	42	70			Reqd	Reqd			
6) Roundabout										Reqd	Reqd			
4) Alexander / Old Bear Brook Intersection										Reqd	Reqd			
Route 571 / Main Street														
O) Railroad to Wallace / Cranbury	Secondary Arterial	Primary	3	12	0	60	90					Reqd		Reqd
P) Wallace / Cranbury to Sherbrooke / Acme	Secondary Arterial	Primary	3	12	0	60	90					Reqd		Reqd
Q) Sherbrooke / Acme to Alexander	Secondary Arterial	Primary	3	12	0	60	90					Reqd		Reqd
R) Alexander to Clarksville	Secondary Arterial	Primary	3	12	0	60	90					Reqd		Reqd
5) Rte 571 / Wallace / Cranbury Intersection												Reqd		Reqd
6) Rte 571 / Sherbrooke / Acme Intersection												Reqd		Reqd
7) Rte 571 / Alexander Intersection												Reqd		Reqd
District 8 East-Side Station Area Improvements														
													Reqd	
District 10 Samoff														
V) Samoff Connector	Secondary Arterial	Primary	2	6	0	36	60							Reqd
W) Samoff Driveway	Local	Secondary	2	0	0	24	50							Reqd

Note: Indicated width is nominal width between intersections. Number of lanes, shoulder and parking width and right-of-way width may be modified in the vicinity of intersections to provide turn lanes and related intersection features

TOWNSHIP OF WEST WINDSOR REDEVELOPMENT PLAN

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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 and areas 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. Statutory and Other Provisions and Compliance Therewith

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," ch. 127 of P.L. 1967, C. 79 and the Relocation Assistance Act, P.L. 1971, C. 362.

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. No properties within the

TOWNSHIP OF WEST WINDSOR REDEVELOPMENT PLAN

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Redevelopment Area are proposed to be acquired as of the adoption of this Plan.

5. Relationship to Other Plans: Uses in the Redevelopment Area will 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: This Plan conforms to the principles in the 2002 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 chapter 127 of P.L. 1975 and the regulations issued by the State of New Jersey and the Township of West Windsor.

TOWNSHIP OF WEST WINDSOR REDEVELOPMENT PLAN

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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, either the governing body or the redevelopment entity authorized by the governing body of the Township of West Windsor, as the case may be, 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.

TOWNSHIP OF WEST WINDSOR REDEVELOPMENT PLAN

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Procedural and Other Provisions

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 guide the physical development of the project area. Developers will be given flexibility in project planning and design, so long as their plans are consistent with the roadway and public space configurations, goals and policies, and land use controls set forth herein and their 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 whether and how they achieve the objectives of this plan.

1. All developers undertaking new developments and major renovations in the Redevelopment Area shall submit necessary site plans, building plans, sections, building elevations and perspectives, and architectural, streetscape, and landscape proposals, as well as such other information as is required by ordinances to comprehensively convey site design and architectural, streetscape, and landscape designs. The plans shall also show civic features and public art, public amenities, and street furniture and shall include a local services plan, fiscal report, and phasing plan. Such plans should be reviewed in the concept stage as well as the preliminary and final site plan phase. The development shall be reviewed and approved by the Planning Board.

2. Any developer providing new construction or rehabilitation shall set aside an amount equal to one percent of project construction costs, excluding land costs and affordable units, for the provision of public art or streetscape amenities on the block(s) where such project construction shall occur. Review and approval of proposed artwork or amenities will be conducted by the Planning Board.

TOWNSHIP OF WEST WINDSOR REDEVELOPMENT PLAN

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3. Any plans or plats approved by the West Windsor Township Planning Board and Zoning Board of Adjustment prior to the adoption of this Redevelopment Plan shall not be subject to the requirements of this Plan. The Planning Board and Zoning Board of Adjustment shall

take into consideration the contents of this Redevelopment Plan when considering a request for an extension.

Powers of Redevelopment Entity

Upon adoption of a Redevelopment Plan pursuant to section 7 of P.L. 1992, as amended and any other applicable law, the Township or Redevelopment Entity designated by the governing body may proceed with the clearance, replanning, development and redevelopment of the area designated in that plan. All actions taken by a Redevelopment Entity shall be subject to all West Windsor standards (such as signage standards) which are to be applied in the redevelopment area unless those standards are unambiguously inconsistent with an explicit standard in this redevelopment plan. In order to carry out and effect the purposes and the terms of this Princeton Junction Redevelopment Plan, the Township or designated Redevelopment Entity may:

1. Undertake redevelopment projects, and for this purpose issue bonds in accordance with provisions of section 29 of P.L. 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.

TOWNSHIP OF WEST WINDSOR REDEVELOPMENT PLAN

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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 after appropriate notice is given to the owner and any inconvenience to the owner is addressed and minimized.
7. Acquire by condemnation any land or building which is necessary for the redevelopment project.
8. Clear any area owned or acquired, and install, construct or reconstruct streets, facilities, utilities and such other site improvements as are essential to the preparation of sites for use in accordance with the redevelopment plan.
9. 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. Contract with public agencies or redevelopers for planning, replanning, construction, or undertaking of any project or redevelopment work, or any part thereof.
11. Negotiate and collect revenue from a redeveloper, to defray and reimburse 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. Any such negotiation by the redevelopment entity rather than the municipality will be subject to review and approval of the municipality.

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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, or upon a finding that the project or redevelopment work would not be undertaken in its intended scope without 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. Except with regard to property subject to the requirements of P.L. 2008, c.65 (NJSA §40A:5-14.2 et al.), and subject to the requirements of section 26. below, 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. Any such lease or conveyance negotiated by the redevelopment entity rather than the Township will be subject to review and approval of the Township. A lease to a redeveloper may provide that all improvements shall become the property of the Township or redevelopment entity. The execution of a lease with that provision shall not impose upon the municipality or redevelopment entity any liability for the financing, construction, management or operation of any redevelopment project, or any part thereof.

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," *N.J.S.A.* 52:31B-1, et seq. and 20:4-1 et

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seq., as amended. Any such lease or conveyance negotiated by the redevelopment entity rather than the Township will be subject to review and approval of the Township.

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 the redevelopment area, plan, or project.

18. Improve vehicular circulation in the redevelopment area through roadway design, redesign, 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 subject to the prior approval by the Township of any such demolition proposed by the redevelopment entity.

21. Rehabilitate vacant housing for residential use or other appropriate use.

22. Develop and adopt design guidelines and a design review process that will govern all new development in the redevelopment area subject to the prior approval by the Township of any such guidelines prior to adoption when developed by the redevelopment entity.

23. Request that the planning board recommend and governing body designate particular areas as being in need of redevelopment or

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rehabilitation and make recommendations for the redevelopment or rehabilitation of such areas.

24. Study the recommendations of the planning board or governing body for redevelopment of the area and comply with those recommendations when made jointly by the planning board and the governing body.

25. Do all things necessary or convenient to carry out its powers.

26. All agreements, leases, deeds and other instruments from or between the Township or redevelopment entity and to or with a redeveloper shall contain a covenant running with the land requiring that the owner shall construct only the uses established in the current redevelopment plan; a provision requiring the redeveloper to begin the building of the improvements for those uses within a period of time which the municipality or redevelopment entity fixes as reasonable; a provision that the redeveloper shall be without power to sell, lease or otherwise transfer the redevelopment area or project, or any part thereof, without the written consent of the Township or redevelopment entity; a provision that upon completion of the required improvements, the conditions determined to exist at the time the area was determined to be in need of redevelopment shall be deemed to no longer exist, and the land and improvements thereon shall no longer be subject to eminent domain as a result of those determinations; and any other covenants, provisions and continuing controls as may be deemed necessary to effectuate the purposes of this act. The aforesaid covenants, provisions and controls shall be deemed satisfied upon termination of the agreements and covenants entered into by the redeveloper to construct the improvements and to perform the redevelopment. The rights of any third party acquired prior to termination of the agreements, including, but not limited to, any tax exemption or abatement granted pursuant to law, shall not be negatively affected by termination and satisfaction of the covenants.

27. Whenever a redevelopment entity which has acquired by purchase or condemnation real property for any project or for the widening of

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existing roads, streets, parkways, avenues or highways or for construction of new roads, streets, parkways, avenues or highways to any project or partly for such purposes and partly for other municipal or county purposes, shall determine that it is necessary that any tracks, pipes, mains, conduits, cables, wires, towers, poles and other equipment and appliances (herein called "public utility facilities") of any public utility as defined in R.S.27:7-1 in, on, along, over or under the project or real property, should be relocated in, or removed from, that project or real property, the public utility owning or operating the public utility facilities shall relocate or remove the same in accordance with the order of the redevelopment entity; provided, however, that the cost and expenses of relocation or removal, including the cost of installing the public utility facilities in a new location, or new locations, and the cost of any lands, or any rights or interest in lands, or any other rights acquired to accomplish the relocation or removal, less the cost of any lands or any rights or interest in lands or any other rights of the public utility paid to the public utility in connection with the relocation or removal, shall be ascertained and paid by the redevelopment entity making such order. In case of any such relocation or removal of public utility facilities, the public utility, its successors or assigns, may maintain and operate such facilities, with the necessary appurtenances, in the new location or new locations, for as long a period, and upon the same terms and conditions, as it had the right to maintain and operate the public utility facilities in their former location or locations.

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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

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 or subsequent amendment 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.

Supersedence, Repeal and Severability

1. This Princeton Junction Redevelopment Plan may be implemented pursuant to agreements negotiated with redevelopers consistent with the terms of this plan.

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 shall prevail.

3. If any provision or regulation of this Redevelopment Plan shall be judged invalid by a court of competent jurisdiction, such order or

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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, and such section, subsection, paragraph, subdivision or clause 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.

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(4) An identification of any property within the redevelopment area which is proposed to be acquired in accordance with the redevelopment plan.

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

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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 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

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this subsection, the governing body shall be relieved of the referral requirements of subsection B-5 of this section.

Appendix B

Refer to the Phase 1 report for *Traffic Inventory, Parking and Analysis of Existing Circulation Conditions* [\[The report is to be added here\]](#)

Appendix C

Refer to the Phase 1 report for the *Market Opportunity Analysis*
report [\[The report is to be added here\]](#)

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Appendix D

[\[to become part of Executive Summary\]](#)

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Redevelopment Plan Development Summary

DISTRICT	RESIDENTIAL (Total Units)	MARKET RESIDENTIAL UNITS	AFFORDABLE RESIDENTIAL ASSOCIATED WITH MARKET RESIDENTIAL	RETAIL FLOOR AREA (Square Feet)	AFFORDABLE RESIDENTIAL ASSOCIATED WITH RETAIL	OFFICE FLOOR AREA (Square Feet)	AFFORDABLE RESIDENTIAL ASSOCIATED WITH OFFICE	OTHER USES	AFFORDABLE RESIDENTIAL ASSOCIATED WITH OTHER USES
1	359	280	70	65,250*	7*	7,250*	2	civic uses	N/A
2	0 (1)	N/A	N/A	9,696	1 (1)	N/A	N/A	public parking	N/A
3	1	N/A	N/A	14,701	0 after deducting 2 demolition credits From District 5 TDR (2)	44,105	1 after deducting 7 demolition credits from District 5 TDR (2)	N/A	N/A
4	0	N/A	N/A	24,000	0 (3)	N/A	N/A	public parking	N/A
5	0	N/A	N/A	N/A	N/A	N/A	N/A (2)	open space	N/A
6	0 (1) (4)	N/A	N/A	40,000	0 (3)	400,000 sf with transfer of 137,000 sf from District 10 (5) 97,024 Mack Cali 43,635 Poly Chrome Total office floor area 570,659 square feet	0 (3) 24 (4) 0 the 25 affordable units generated by Mack Cali & Poly Chrome are provided for in Housing Plan (1)	public parking Hotel/ Conference 200,000 sf (5)	21 (4)
7	39	27	6	53,964 (6)	6 (7)	N/A	N/A	N/A	N/A
8	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	public parking
9	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	public parking/ped/bike access
10	91 (9)	N/A	N/A	N/A	N/A	263,000 (8)	46 du (9)	N/A	0
Total all Districts	490 (12)	307	76 du	207,611 sf sf	13 du (10)	855,014 sf	73 du (11)	200,000 sf	21

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Footnotes to the Redevelopment Plan Development Summary

1. It is assumed the one affordable housing unit generated in District 2 and the 25 units of affordable housing generated by Mack Cali (97,024 sf) and the Polychrome site (43,635 sf) are part of West Windsor's Third Round Growth Share and are accommodated by the Township's Third Round Fair Share Plan.
2. The ten affordable housing generated by retail and office floor area in District 3 is offset by nine demolition credits from District 5. District 3 can accommodate 58,806 square feet of retail and office floor area of which 14,701 square feet would be additional floor area that could result from the transfer of 7,350 square feet from District 5 and an equivalent amount of bonus floor area. The remaining 44,913 square feet of the 52,263 square foot office building in District 5 would be acquired with open space funds from various sources.
3. The Redevelopment Plan policy is that the affordable housing generated by development on State property to subsidize parking must be waived by COAH. The growth share requirement for three (3) affordable housing units in District 3 and in District 6, the forty seven (47) affordable units associated with office development and three affordable units associated with retail resulting from private development on New Jersey Transit properties are assumed would be waived under the Redevelopment Plan.
4. It is assumed that Sarnoff will be responsible for accommodating on its site the affordable housing required by non-residential development transferred to District 6.

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5. District 6 assumes that 266,000 square feet of office and retail floor area can be developed on the 29.06 acres controlled by New Jersey Transit at a FAR of .21 (the same FAR permitted on the Sarnoff tract). An increase to a .35 FAR would allow the transfer of 137,000 square feet of floor area from the Sarnoff tract. This would permit the transfer of 34 percent of the office floor area planned for the East Campus. This would bring the total potential amount of retail and office floor area on NJ Transit properties in District 6 to 400,000 square feet. Adding in Mack-Cali's 97,024 square feet and the Polychrome site's potential 43,635, District 6 could have 540,659 square feet of new office space. In the interests of avoiding an undue concentration of office development around the Station Core Area, the amount of transferable floor area may be reduced while still accomplishing the redevelopment plan goal of preserving the Sarnoff Woods. With an FAR of .35, the 14.83 acres under the control of the Township or its Parking Authority could accommodate the transfer of the hotel/conference center proposed on the Sarnoff General Development Plan for the East Campus.
6. This is an estimate of the new retail floor area likely to occur along Route 571. It includes 20,673 square feet with the Rite Aid development and a total of 33,291 square feet on Lots 19, 26, 27.
7. This is an estimate of the number of affordable housing units that will be generated by new retail and market housing units in District 7 after deducting credits for the demolition of existing non-residential floor area.
8. This is an estimate of the amount of office floor area that would remain on the Sarnoff tract if 137,000 square feet of office space were transferred to District 6.

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9. This is the total amount of affordable housing units generated by either the approved office space or hotel/conference center on the Sarnoff tract East Campus portion of District 10. It is assumed all of the required affordable housing associated with development transferred off site to District 6 or built on the Sarnoff tract will be accommodated on the Sarnoff tract.

10. The affordable housing generated by retail floor area amounts to 21 units. Only 13 affordable housing units would be accommodated within the Redevelopment Area. Seven (7) on NJ Transit properties would be waived by COAH and the one (1) unit in District 2 is assumed to be accommodated by the Third Round Fair Share Plan.

11. 145 affordable housing units would be required by total buildout of new office floor area in the redevelopment area and 21 affordable housing units would be generated by the hotel/conference center. Of these 166 total non-residentially generated affordable housing units, 91 would be accommodated on the Sarnoff tract, 47 units related to office development on NJ Transit properties would be waived by COAH and 25 units associated with the Mack-Cali and Polychrome sites are already accommodated by the adopted Fair Share Plan. The remaining 3 are to be accommodated on site within the redevelopment area.

12. The residential total of 490 dwelling units consists of 307 market-rate units and 183 affordable units. The 183 affordable housing units proposed for accommodation in the Redevelopment Plan consists of 79 in District 1, 1 from District 3, 12 from District 7 and 91 on (Sarnoff) District 10. It does not include the 50 affordable units generated by development on State property which must be waived by COAH.

*The Redevelopment Plan provides the opportunity to expand by an additional 75,000 square feet with the inclusion of 7500

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square feet of floor area devoted to individual stores of 1000 square feet or less and space for the arts. The addition of 75,000 square feet consisting of 67,500 square feet of retail space and 7500 square feet of office space would add a requirement for nine (9) more affordable housing units in District 1.