



# RP-9 Redevelopment Plan Amendment

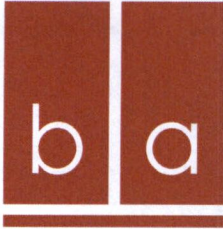
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## Summary

The following redevelopment plan amendment was prepared in accordance with NJSA 40A:12A-1 et seq of the Local Redevelopment and Housing Law (LRHL) for property identified by municipal tax records as Block 59 Lots 1, 2, and 3

Township of West Windsor  
Mercer County, New Jersey

DRAFT



Community Planning  
Land Development and Design  
Landscape Architecture

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RP-9 Princeton Junction  
Redevelopment Plan Amendment

Township of West Windsor  
Mercer County, New Jersey

Prepared for the Township of West Windsor  
Planning Board

BA# 4173.10

The original document was appropriately signed and sealed on \_\_\_\_\_ in accordance with  
Chapter 41 of Title 13 of the State Board of Professional Planners

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# Table of Acronyms

<b>Acronym</b>	<b>Meaning</b>
ATM	Automated Teller Machine
EVSE	Electric Vehicle Supply/Service Equipment
FAR	Floor Area Ratio
HE&FSP	Housing Element and Fair Share Plan
LRHL	Local Redevelopment and Housing Law
MLUL	Municipal Land Use Law
NJDOT	New Jersey Department of Transportation
OSRP	Open Space and Recreation Plan
SDRP	State Development and Redevelopment Plan
TOD	Transit Oriented Design

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# Introduction

The following **RP-9 Princeton Junction Redevelopment Plan Amendment** has been prepared for the Township of West Windsor.

By way of background, on April 12, 2004, the Township Council of West Windsor unanimously passed Resolution 2004-R096 which authorized the Township Planning Board to conduct a preliminary investigation to determine if the area surrounding the Princeton Junction Train Station (hereinafter referred to as the "Princeton Junction Study Area") constituted an "Area in Need of Redevelopment" under the New Jersey Local Redevelopment and Housing Law (LRHL).

Following its investigation, the Planning Board adopted a resolution on November 2, 2005 recommending that the Princeton Junction Study Area be designated as an Area in Need of Redevelopment. Subsequently, the Township Council approved Resolution 2005-R285 on December 19, 2005 affirming that the Princeton Junction Study Area be designated as an Area in Need of Redevelopment and that a redevelopment plan be prepared. In January 2009, following a series of public hearings and workshops, the Township Council referred a redevelopment plan to the Planning Board for its required statutory consistency review. After collecting and incorporating additional comments from the Planning Board, the Township Council ultimately adopted the redevelopment plan on March 23, 2009.

Since that time, the Township has prepared several amendments and updates to the Redevelopment Plan for Princeton Junction<sup>1</sup> to ensure that its goals, policies, and regulations remain relevant and up to date. The following **RP-9 Princeton Junction Redevelopment Plan Amendment** (hereinafter referred to as the "Redevelopment Plan" or the "Plan") represents the continuation of the Township's redevelopment efforts. It has been prepared for properties located near the intersection of Princeton Hightstown Road and Wallace Road which are identified by municipal tax records as Block 59 Lots 1, 2, and 3 (hereinafter referred to as the "Redevelopment Area"). The Redevelopment Area is presently developed with a former regional school bus depot as well as a training facility for Amtrak employees.

The Plan set forth herein is designed to affirmatively address the statutory criteria established by the LRHL, identify the Plan's underlying goals and objectives, enumerate permitted uses as well as area and bulk regulations, and indicate its relationship to local, regional, and state land use planning objectives.

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<sup>1</sup> <https://www.westwindsornj.org/princeton-junction-redevelopment-study>

Accordingly, the remainder of this Redevelopment Plan is divided into the following sections:

❖ Section 1: LRHL Background

First, Section 1 discusses the background of the LRHL as well as the redevelopment process. It also identifies the required elements of a redevelopment plan.

❖ Section 2: Redevelopment Area

The next section provides an overview of the Redevelopment Area as well as its surrounding environs.

❖ Section 3: RP-9 District Plan

Section 3 outlines the goals, permitted uses, area and bulk regulations, and design standards of the RP-9 District.

❖ Section 5: Consistency to Other Plans

Section 4 discusses the consistency of this Redevelopment Plan to the Township's Master Plan, the Mercer County Master Plan, and the State Development and Redevelopment Plan.

❖ Section 5: General Provisions

The penultimate section of the Plan enumerates the general provisions of this Redevelopment Plan.

❖ Section 6: Summary of Compliance

Finally, Section 6 provides a summary of compliance.



# Section 1: LRHL Background

As noted in the New Jersey Department of Community Affairs' *Redevelopment Handbook (2<sup>nd</sup> Edition)*, redevelopment can most simply be described as the "process to rebuild or restore an area in a measurable state of decline, disinvestment, or abandonment."

In 1992, the New Jersey Legislature enacted a new statute which revised and consolidated the State's various redevelopment statutes. Known as the Local Redevelopment and Housing Law (LRHL), this new statute rescinded a number of prior redevelopment statutes and replaced them with a single comprehensive statute governing local redevelopment activities throughout the State.

Ultimately, the LRHL was designed by the State Legislature to assist municipalities in the process of redevelopment and rehabilitation. As explained by the Legislature in the preamble to the LRHL:

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*"There exist, have existed and persist in various communities of this State conditions of deterioration in housing, commercial and industrial installations, public services and facilities and other physical components and supports of community life, and improper, or lack of proper development which result from forces which are amenable to correction and amelioration by concerted effort of responsible public bodies, and without this public effort are not likely to be corrected or ameliorated by private effort."*

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The LRHL provides the statutory authority for municipalities to engage in a number of redevelopment activities, including: designating an Area in Need of Redevelopment; preparing and adopting redevelopment plans; and implementing redevelopment projects. Essentially, the LRHL is a planning and financial tool that allows an area to be overlaid with specific zoning and other incentives to stimulate its redevelopment or rehabilitation.

More specifically, a redevelopment designation allows a municipality to:

1. Adopt a redevelopment plan that will identify the manner in which an area will be developed, including its use and intensity of use;
2. Issue bonds for the purpose of redevelopment;
3. Acquire property through eminent domain;
4. Lease or convey property without having to go through the public bidding process;
5. Collect revenue from a selected developer, and/or;
6. Grant tax exemptions and abatements.

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## 1.1: Redevelopment Process

As outlined by the LRHL, the first step of the redevelopment process is for the Governing Body to direct the Planning Board to undertake a preliminary investigation to determine whether or not an area is in fact in need of redevelopment. This was done so by the Township Council via Resolution 2004-R096 which was adopted on April 12, 2004.

Pursuant to an amendment to the LRHL adopted in 2013, the Governing Body must also indicate at the outset of this process as to whether it is seeking to designate the area as a "Non-Condensation Redevelopment Area" or a "Condensation Redevelopment Area." However, since the Township originally initiated this process prior to 2013, this requirement had not yet been established.

An area qualifies as being in need of redevelopment if it meets at least one of the eight statutory criteria listed under Section 5 of the LRHL. These criteria are the same regardless of whether the Governing Body seeks to designate a study area as a "Non-Condensation Redevelopment Area" or a "Condensation Redevelopment Area."

The statute also specifically establishes that a redevelopment area may include lands which of themselves are not detrimental to the public health, safety, or welfare, provided that the inclusion of those lands is necessary for the effective redevelopment of the area.

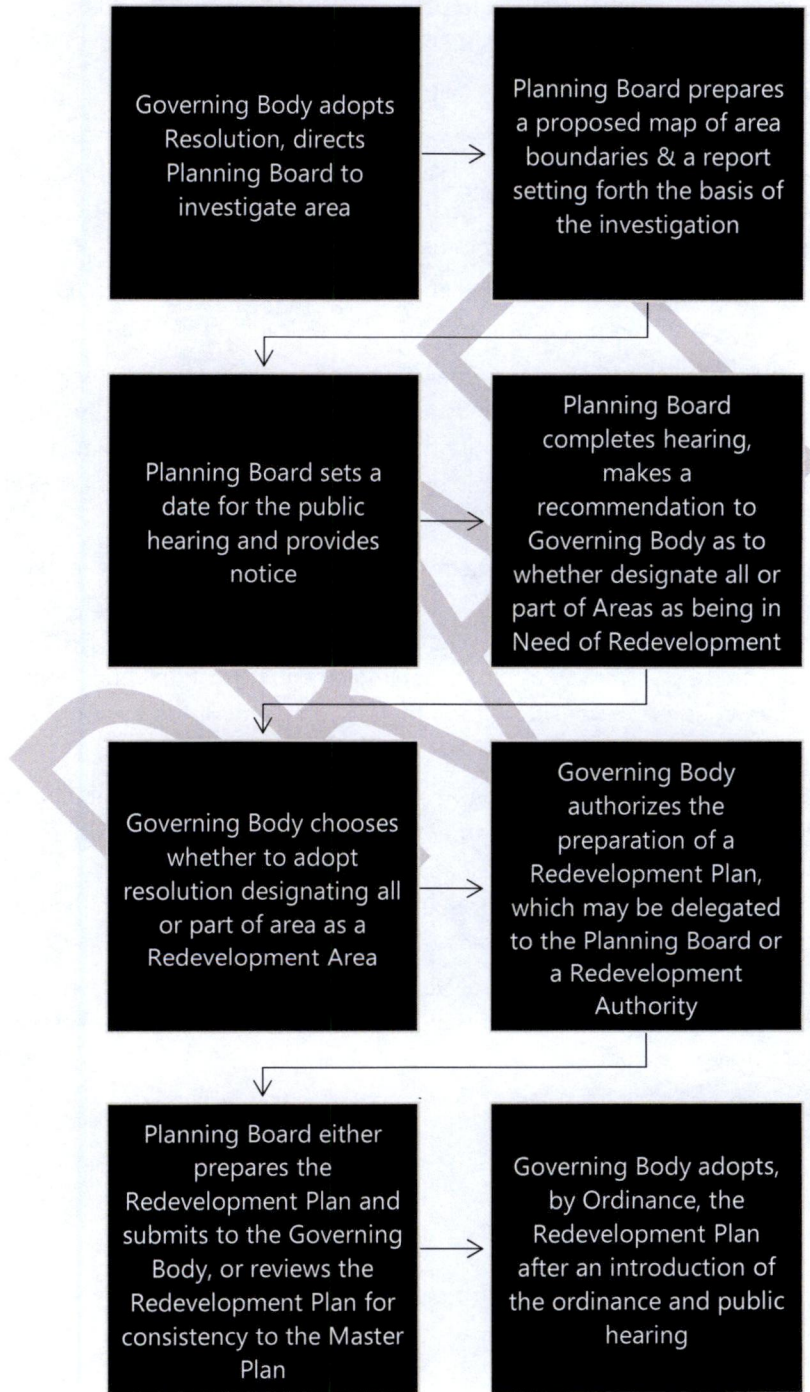
After it conducts its investigation, the Planning Board must then hold a public hearing on the proposed redevelopment area designation. Based upon the Planning Board's recommendation, the Governing Body may designate all or a portion of the site as an Area in Need of Redevelopment. The Governing Body will then prepare a redevelopment plan for the area, or alternatively will direct the Planning Board to prepare such a plan.

The Township Council adopted Resolution 2005-R285 on December 19, 2005 which designated the Study Area as a Redevelopment Area. Subsequently, the Township Council then adopted Resolution 2006-R255 on November 6, 2006 which directed Hillier Architecture to prepare a redevelopment plan for the area. In January 2009, following a series of public hearings and workshops regarding redevelopment, the Township Council referred the plan to the Planning Board for its required statutory consistency review. After collecting and incorporating additional comments from the Planning Board, the Township Council ultimately adopted the redevelopment plan on March 23, 2009. Since that time, the Township has amended and updated the Redevelopment Plan for Princeton Junction on several occasions.

Following the adoption of the redevelopment plan, the Mayor and Council or another public agency/authority designated by the Mayor and Council as the "redevelopment entity" will oversee the implementation of the redevelopment plan. This redevelopment entity is responsible for selecting a redeveloper to undertake the redevelopment project which implements the plan.

In summary, the LRHL essentially establishes a two-fold process in which a site is first designated as an Area of Need of Redevelopment (Step 1), and then a plan is prepared based upon that designation (Step 2). The accompanying figure provides a step-by-step summary of this process, beginning with the adoption of a resolution by the Mayor and Council and ending with the preparation and adoption of a redevelopment plan.

Figure 1: Summary of Redevelopment Process



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## 1.2: Requirements of a Redevelopment Plan

As established by NJSA 40:12A-7 of the LRHL, a redevelopment plan shall include an outline for the planning, development, redevelopment, or rehabilitation of a project area sufficient to indicate:

1. Its relationship to definite local objectives as to appropriate land uses, density of population, and improved traffic and public transportation, public utilities, recreational and community facilities and other public improvements.
2. Proposed land uses and building requirements in the project area.
3. Adequate provision for the temporary and permanent relocation, as necessary, of residents in the project area, including an estimate of the extent to which decent, safe and sanitary dwelling units affordable to displaced residents will be available to them in the existing local housing market.
4. An identification of any property within the redevelopment area which is proposed to be acquired in accordance with the redevelopment plan.
5. Any significant relationship of the redevelopment plan to (a) the master plans of contiguous municipalities, (b) the master plan of the county in which the municipality is located, and (c) the State Development and Redevelopment Plan adopted pursuant to the "State Planning Act," P.L.1985, c.398 (C.52:18A-196 et al.).
6. As of the date of the adoption of the resolution finding the area to be in need of redevelopment, an inventory of all housing units affordable to low and moderate income households, as defined pursuant to section 4 of P.L.1985, c.222 (C.52:27D-304), that are to be removed as a result of implementation of the redevelopment plan, whether as a result of subsidies or market conditions, listed by affordability level, number of bedrooms, and tenure.
7. A plan for the provision, through new construction or substantial rehabilitation of one comparable, affordable replacement housing unit for each affordable housing unit that has been occupied at any time within the last eighteen months, that is subject to affordability controls and that is identified as to be removed as a result of implementation of the redevelopment plan...
8. Proposed locations for zero-emission vehicle fueling and charging infrastructure within the project area in a manner that appropriately connects with an essential public charging network.

## Section 2: Redevelopment Area

The following section provides an overview of the Redevelopment Area, including: a description of its existing site configuration and development pattern; a brief summary of its development history; and a discussion of its surrounding land uses.

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### 2.1: Redevelopment Area Overview

The front and central portions (Lots 1 and 2) of the Redevelopment Area are abandoned and partially fenced off. The existing building located therein was formerly utilized as a regional school bus depot. The rear portion (Lot 3) of the Redevelopment Area is utilized as a training facility for Amtrak employees. Lot 1 predominantly consists of a parking area, while Lot 2 is developed with a 2,720 square foot masonry building and Lot 3 is developed with two modular trailers. The remainder of the Redevelopment Area features minimal landscaping.

Access to Lots 1 and 2 is currently provided by two unstriped gravel driveways located on both Lot 1 and the adjacent Township right-of-way. These driveways extend in a loop configuration from Wallace Road and terminate at Block 6 Lot 27. Access to Lot 3 is currently provided from Block 6 Lot 27 which is also currently owned by Amtrak.

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### 2.2: Existing Development

The front and central portions (Lots 1 and 2) of the Redevelopment Area are presently utilized as a regional school bus depot, while its rear portion (Lot 3) is utilized as a training facility for Amtrak employees. Lot 1 predominantly consists of a parking area, while Lots 2 and 3 each feature small one-story masonry buildings with footprints of approximately 2,720 square feet and 2,520 square feet. The remainder of the site feature minimal landscaping. Access to the site is provided by two unstriped driveways which extend in a loop configuration from Wallace Road.

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### 2.3: Surrounding Land Uses

Surrounding land uses are varied and consist of the following. See **Error! Reference source not found.** in the Appendix for an aerial of the Subject Site and its surrounding environs.

- ❖ To the north of the Redevelopment area is the rail line and Princeton Hightstown Road, with undeveloped lands located further north.
  - ❖ To the east is the Ellsworth Center shopping center as well as residential uses and a childcare facility located along Cranbury Road.
  - ❖ To the south is the Princeton Hightstown Road corridor which contains a mix of uses.
  - ❖ To the west is a power station. The Princeton Junction Train Station is located approximately 1,000 feet to the southwest of the Subject Site.
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## Section 3: RP-9 Plan

The following section identifies the amended goals and regulations which are intended to serve as the basis of the RP-9 Princeton Junction Redevelopment Plan.

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### 3.1: Description of the RP-9 Redevelopment Plan District

The RP-9 Princeton Junction Redevelopment Plan District shall continue to constitute Block 59 Lots 1, 2, and 3.

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### 3.2: Purpose of District

The purpose of the RP-9 District is to convert the former bus depot site into an area that would better serve the public, consisting of commuter parking for the Princeton Junction Train Station adjacent to a public park mirroring the PNC corner park on Township land set aside for Wallace Road and Princeton Hightstown Road. Furthermore, in order to better promote a more efficient use of land, it is envisioned that a shared parking arrangement be implemented. Finally, it is anticipated that the district can also be utilized as a gathering event for community functions, including but not limited to food trucks, swap meets, flea markets, and art showings.

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### 3.3: Permitted Principal Uses

Permitted principal uses. In the 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.
  3. Off-street parking.
  4. Training facilities for public transportation providers.
  5. Monument signage.
  6. Street furnishings, planters, street lights, and exterior, garden-type shade structures (gazebos).
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### 3.4: Permitted Accessory Uses

1. Fences and walls, which shall complement the overall project design.
  2. Accessory uses customarily incidental to permitted principal uses.
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### 3.5 RP-9 District Intensity, Bulk and other Regulations

1. Minimum tract area: the entirety of the district with the exception of Block 59 Lot 3, which shall be planned and developed in a comprehensive manner as a single
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integrated entity with one development application showing the proposed development for the entire district.

2. Maximum improvement coverage: 90%
3. Yards for parking and circulation aisles, as measured from the district boundary line:
  - a. From Wallace Road: 18 feet.
  - b. From Princeton-Hightstown Road: 2 feet.
  - c. From all other district boundary lines: 5 feet.
  - d. Irrespective of the standards above, improvements shall be permitted to extend into the remaining Old Washington Road right-of-way.
4. Landscaping. In addition to the standards set forth in 200-258B., the following landscaping standards shall apply.
  - a. The developer shall be responsible for providing and constructing at their cost a public park mirroring the PNC corner park on Township land set aside on Wallace Road and Princeton Hightstown Road.
  - b. The public park shall comprise a minimum area of 6,000 square feet.
  - c. At a minimum, the public park shall consist of a shade structure (such as a gazebo), seating area, and at least four picnic tables and chairs or similar appurtenances.
  - d. Street furnishings, such as planters, refuse containers, and decorative thematic lighting, shall be provided.
5. Monument signage standards. Irrespective of the regulations set forth in Section 200-258D.(4)(d), the following standards shall apply.
  - a. One monument sign shall be permitted.
  - b. The maximum monument sign area shall be 48 square feet.
  - c. The maximum monument sign height shall be six feet above grade.
  - d. The base of the monument sign shall be landscaped with plants that extend a minimum of two feet in all directions.
6. Shared parking.
  - a. To promote the efficient use of land, shared parking during nighttime and weekend hours on site for those residents residing in the RP-7A District is encouraged.
  - b. Shared parking shall be reserved for such use by deed covenants and/or agreements which subject their control to the Township under conditions approved by the Township attorney. Such conditions may include, but not be limited to, the installation and regulation of lighting and the prevention of glare to abutting property, determination of the location and adequacy of entrances and exits to a street, provision of planting and fencing and operating arrangements.
7. The developer of Lots 1 and 2 must enter into a lease agreement with West Windsor Township prior to any development taking place. This shall not exclude any demolition or excavation activities.

## Section 4: Consistency to Other Plans

The following section identifies the relationship of this Redevelopment Plan to the Township's Master Plan, the Mercer County Master Plan, and the State Development and Redevelopment Plan.

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### 4.1: Township of West Windsor Master Plan

As previously noted, the LRHL requires that a Redevelopment Plan discuss 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." Accordingly, the following Master Plan documents have been analyzed:

- ❖ The 2024 Land Use Plan Amendment;
- ❖ The 2019 Housing Element and Fair Share Plan;
- ❖ The 2021 Circulation Plan;
- ❖ The 2021 Utilities Plan;
- ❖ The 2018 Open Space and Recreation Plan;
- ❖ The 2022 Community Facilities Plan;

In summary, the Redevelopment Plan contained herein is generally consistent with the Township's master planning efforts. In certain instances, this Redevelopment Plan furthers long-standing planning goals of the community.

#### The 2024 Land Use Plan Amendment

The Township most recently updated its Land Use Plan Element of the Master Plan on April 2, 2025 to reflect the Redevelopment Plan contained herein. It identifies that the RP-9 Princeton Junction Redevelopment Plan District land use category encompasses an existing regional school bus depot located at the corner of Princeton Hightstown Road and Wallace Road.

The Plan notes that the land use category corresponds to the RP-9 District, the intent of which is to convert the former bus depot site into an area that would better serve the public, consisting of commuter parking for the Princeton Junction Train Station adjacent to a public park mirroring the PNC corner park on Township land set aside for Wallace Road and Princeton Hightstown Road improvements. Furthermore, in order to better promote a more efficient use of land, the plan envisions that envisioned that a shared parking arrangement be implemented. Finally, it is anticipated that the district can also be utilized as a gathering event for community functions, including but not limited to food trucks, swap meets, flea markets, and art showings.

In consideration of the aforementioned, the Redevelopment Plan contained herein is consistent with the 2024 Land Use Plan Amendment.



The 2019 Housing Element and Fair Share Plan

The 2019 Housing Element and Fair Share Plan (HE&FSP) was prepared pursuant to a settlement agreement between the Township of West Windsor and the Fair Share Housing Center (FSHC). It outlines the manner in which the Township addresses its Third Round New Construction Obligation.

The HE&FSP does not identify the Redevelopment Area as a component to address its affordable housing obligation.

The 2021 Circulation Plan Element of the Master Plan

In regard to the local street network, the 2021 Circulation Plan Element of the Master Plan identifies Princeton-Hightstown Road and Wallace Road as a secondary arterial road and a minor collector road, respectively.

In regard to the former, the 2021 Plan notes that secondary arterial roadways are intended to link the collector road network with other arterial roads (in this case, US Route 1). Secondary arterial roads are designed to carry high volumes of traffic from one community to another and direct vehicular traffic away from the residential core of the municipality onto a higher volume road network. A minor collector road, on the other hand, is designed to carry moderate volumes of traffic from other collector roads and local roads to the arterial network. Generally, collector roads carry traffic originating in one location with a municipal boundary, destined for another location within the municipality.

In regard to anticipated street upgrades, Map 1 in the 2021 Circulation Plan identifies that a portion of Princeton Hightstown Road which crosses the rail line is to be replaced. The New Jersey Department of Transportation (NJDOT) is presently in the process of developing preliminary plans for the replacement of the Route 64 bridge; however, these plans have yet to be finalized.

The 2021 Plan further identifies the importance of Wallace Road in the Princeton Junction area. It encourages the provision of sidewalks along Wallace Road, as well as the provision of a bikeway along Princeton Hightstown Road. For the roadway network around the Princeton Junction Redevelopment Area, the 2021 Plan encourages the Township to reassess the long-term transportation circulation network in the area.

In addition, the 2021 Circulation Plan discusses the importance of the Princeton Junction Train Station and the redevelopment efforts taken by the Township. The plan notes that the NJDOT designated the Township as a Transit Village in 2011 in recognition and support of the Township's efforts towards revitalizing and redevelopment of the area around the train station. By way of background, the "Transit Village Initiative" is a Smart Growth partnership administered by the NJDOT and NJ Transit. This program creates incentives for municipalities to redevelop and revitalize areas around transit stations using transit-oriented design (TOD) standards. These standards are intended to help municipalities create "attractive, vibrant, pedestrian-friendly neighborhoods where people

can live, shop, work and play without relying on automobiles.”<sup>2</sup> Participation in the Transit Village Initiative is a voluntary one, and municipalities may only be designated as a Transit Village after successfully completing a Transit Village Application.

In consideration of the aforementioned, the Redevelopment Plan contained herein is consistent with the 2021 Circulation Plan Element of the Master Plan. While no development is anticipated on site, this Redevelopment Plan increases the supply of public parking around the train station, thus supporting the Township’s Transit Village designation.

*The 2021 Utilities Plan Element*

The 2021 Utilities Plan Element of the Master Plan analyzes the Township’s water supply and distribution facilities, drainage and flood control facilities, sewer and waste treatment, solid waste disposal, and various other utilities. It does not offer any specific recommendations for the Redevelopment Area.

*The 2018 Open Space and Recreation Plan*

The Township’s 2018 Open Space and Recreation Plan (OSRP) does not identify the Redevelopment Area as an open space or recreational amenity, nor does it identify the Redevelopment Area for acquisition.

*The 2022 Community Facilities Plan*

The Township adopted its most recent Community Facilities Plan Element of the Master Plan on October 26, 2022. The 2022 Plan provides an inventory of the existing community facilities and services in West Windsor, as well as an analysis of the adequacy of those facilities and services. It does not provide any specific recommendations related to the Redevelopment Area.

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<sup>2</sup> <https://www.nj.gov/transportation/community/village/>

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## 5.2: Mercer County Master Plan

The Mercer County Master Plan was adopted by the Mercer County Planning Board on September 8, 2010 and amended in May of 2016. It consists of several different elements, each of which have been independently updated on a periodic basis. The County Plan advocates for a balanced growth alternative, one which:

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*...favors redevelopment of existing built areas and relies on the preservation of open and agricultural land for the success of both new compact, mixed-use centers and linear growth corridors developed with context-rich designs.*

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Accordingly, the Mercer County Master Plan promotes the following broad policies to guide its balanced growth concept:

- ❖ Promote appropriate location and design of new development with opportunities for transit, regional equity (i.e. the practice of seeking to ensure that all individuals and families in all communities can participate in and benefit from economic growth and activity throughout the region and preservation.
- ❖ Promote redevelopment.
- ❖ Promote desirable compact design that supports transit and promotes walking.
- ❖ Promote land use patterns that limit stormwater runoff and increase green infrastructure.
- ❖ Direct growth to transit corridors and centers.
- ❖ Mix uses to promote walkable communities.

In consideration of the above, the RP-9 Princeton Junction Redevelopment Plan Amendment is consistent with the policies of the Mercer County Master Plan. Specifically, by increasing the public parking supply in close proximity to the train station, this plan seeks to support transit through infill redevelopment. It also supports a more compact design through its encouragement of a shared parking arrangement. Finally, it also seeks to increase the amount of green space within the Redevelopment Area, thus increasing green infrastructure.

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### 5.3: State Development and Redevelopment Plan

As established by NJSA 52:18A-200(f), the purpose of the 2001 State Development and Redevelopment Plan (SDRP) is to:

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*Coordinate planning activities and establish Statewide planning objectives in the following areas: land use, housing, economic development, transportation, natural resource conservation, agriculture and farmland retention, recreation, urban and suburban redevelopment, historic preservation, public facilities and services, and intergovernmental coordination.*

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As such, the SDRP establishes a number of goals and strategies related to several different topics, including redevelopment. One such goal is to revitalize existing urban centers by directing growth and development to those areas. Specifically, the SDRP seeks to revitalize the State's cities and towns by protecting, preserving, and developing the valuable human and economic assets in cities, town, and other urban areas.

As indicated by the SDRP's Policy Map, the RP-7A and RP-7B Princeton Junction Redevelopment Plan Areas are located within the PA-2 Suburban Planning Area, wherein development and redevelopment is intended to be directed. Specifically, the intent of this Planning Area is to:

- ❖ Provide for much of the state's future development;
- ❖ Promote growth in Centers and other compact forms;
- ❖ Protect the character of existing stable communities;
- ❖ Protect natural resources;
- ❖ Redesign areas of sprawl;
- ❖ Reverse the current trend toward further sprawl, and;
- ❖ Revitalize cities and towns.

Accordingly, the RP-9 Princeton Junction Redevelopment Plan Amendment furthers the intents of PA-2. It is designed to promote an infill redevelopment opportunity which is designed to support the use of public transit.

## Section 6: General Provisions

The following section contains the general provisions of the Redevelopment Plan.

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### 6.1: Zoning Map and Ordinance

This Redevelopment Plan shall supersede all use, area and bulk provisions of the Land Use (Chapter 200) regulations of the Township of West Windsor regulating development on this site. In all situations where development regulations are not specifically addressed herein, the Township of West Windsor Land Use regulations shall remain in effect. Final adoption of this Redevelopment Plan by the Township Council shall be considered an amendment of the Township of West Windsor Zoning Map.

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### 6.2: Site Plan Review

Any site plan for the construction of improvements within the Redevelopment Area shall be submitted to the Planning Board in accordance with the Township of West Windsor Land Use regulations, Chapter 200, of the Township Code.

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### 6.3: Amendments to the Redevelopment Plan

This Redevelopment Plan may be amended from time to time as provided by the LRHL.

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### 6.4: Severability

Should any section, paragraph, division, subdivision, clause or provision of this Redevelopment Plan be adjudged by the Courts to be invalid, such adjudication shall only apply to the section, paragraph, division, subdivision, clause or provision so judged, and the remainder of this Redevelopment Plan shall be deemed valid and effective.

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### 6.5: Deviation Requests

The Planning Board and the Zoning Board of Adjustment are the authorized municipal agencies to grant variances from the building and use requirements contained in this Plan in accordance with the jurisdictional authority stipulated in the Municipal Land Use Law at NJSA 40:55D-60 and 40:55D-70.

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## Section 7: Summary of Compliance

In accordance with the LRHL (NJSA 40A:12A-1 et seq.), the following statements are offered regarding compliance with the requirements of a redevelopment Plan.

1. *Requirement: 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.*

*Comment: The Redevelopment Plan contained herein has delineated a definite relationship to local objectives as to appropriate land uses. It also discusses the relationship of this Redevelopment Plan to the Township's Circulation Plan Element of the Master Plan, Utilities Plan Element of the Master Plan, Open Space and Recreation Plan Element of the Master Plan, Community Facilities Plan Element of the Master Plan, and Housing Element and Fair Share Plan.*

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2. *Requirement: Proposed land uses and building requirements in the project area.*

*Comment: The Redevelopment Plan contained herein outlines the proposed land uses and building requirements for the Redevelopment Area.*

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3. *Requirement: 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.*

*Comment: No temporary or permanent relocation is proposed or required with this Redevelopment Plan.*

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

*Comment: No properties are proposed to be acquired with this Redevelopment Plan.*

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

*Comment: The Redevelopment Plan is consistent with Mercer County's master planning efforts and with the State Development and Redevelopment Plan. It is not located immediately adjacent to any contiguous municipalities.*

6. *Requirement: As of the date of the adoption of the resolution finding the area to be in need of redevelopment, an inventory of all housing units affordable to low and*

*moderate income households, as defined pursuant to Section 4 of P.L.1985, c.222 (C.52:27D-304), that are to be removed as a result of implementation of the redevelopment plan, whether as a result of subsidies or market conditions, listed by affordability level, number of bedrooms, and tenure.*

Comment: No low- or moderate-income households are proposed to be removed with this Redevelopment Plan.

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7. Requirement: *A plan for the provision, through new construction or substantial rehabilitation of one comparable, affordable replacement housing unit for each affordable housing unit that has been occupied at any time within the last eighteen (18) months, that is subject to affordability controls and that is identified as to be removed as a result of implementation of the redevelopment plan.*

Comment: No low- or moderate-income households are proposed to be removed with this Redevelopment Plan.

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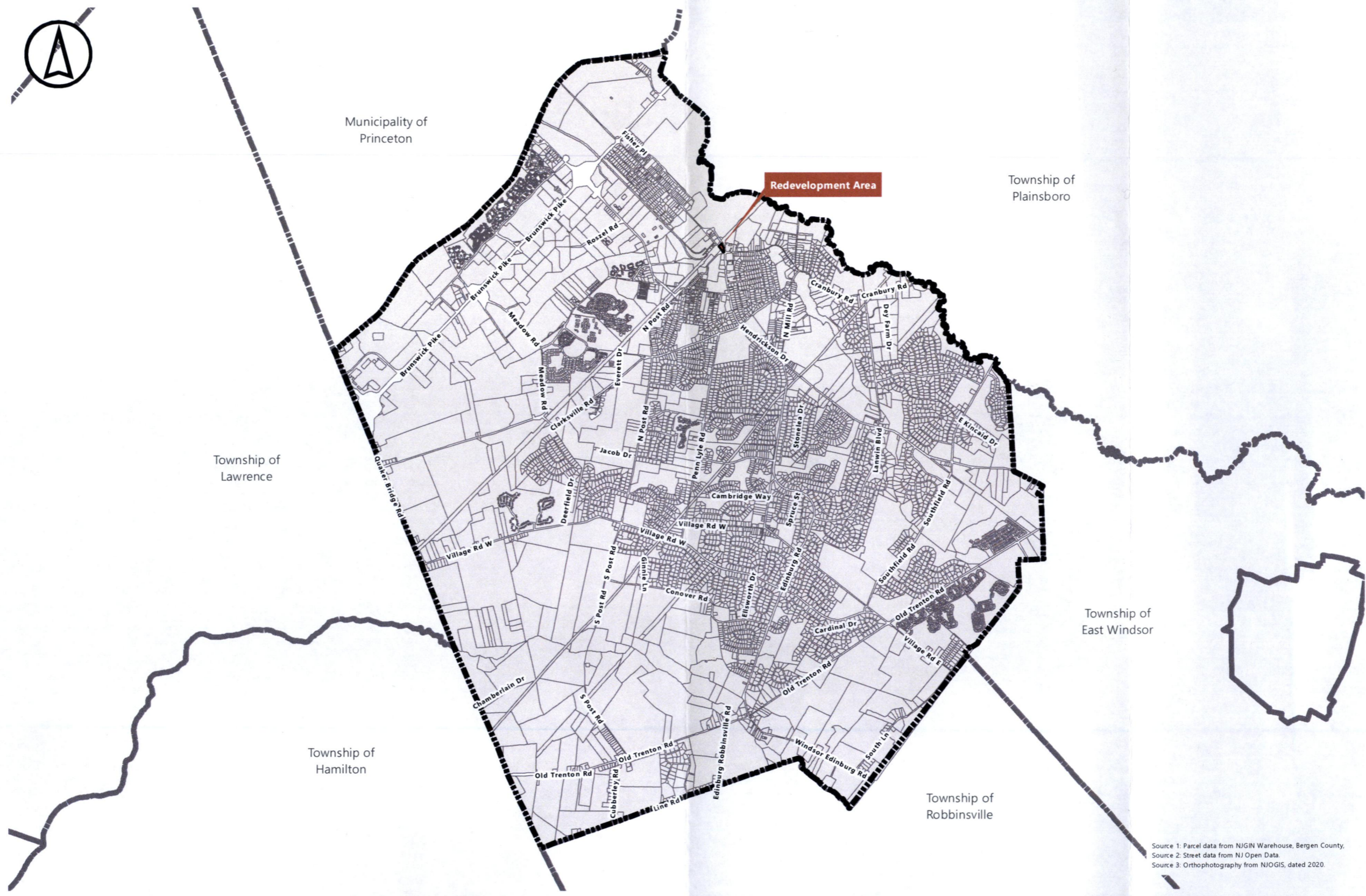
8. Requirement: *Proposed locations for zero-emission vehicle fueling and charging infrastructure within the project area in a manner that appropriately connects with an essential public charging network.*

Comment: Any future application shall be subject to P.L. 2021, c. 171 which was signed into law by Governor Murphy on July 9, 2021. The quantity of Electric Vehicle Supply/Service Equipment (EVSE) and Make-Ready parking spaces shall conform to the requirements of that law as well as Section 200-27.1 of the Township's land use regulations as it pertains to electric vehicle supply/service equipment.

Appendix

DRAFT





Source 1: Parcel data from NIGIN Warehouse, Bergen County,  
 Source 2: Street data from NJ Open Data  
 Source 3: Orthophotography from NJOGIS, dated 2020.

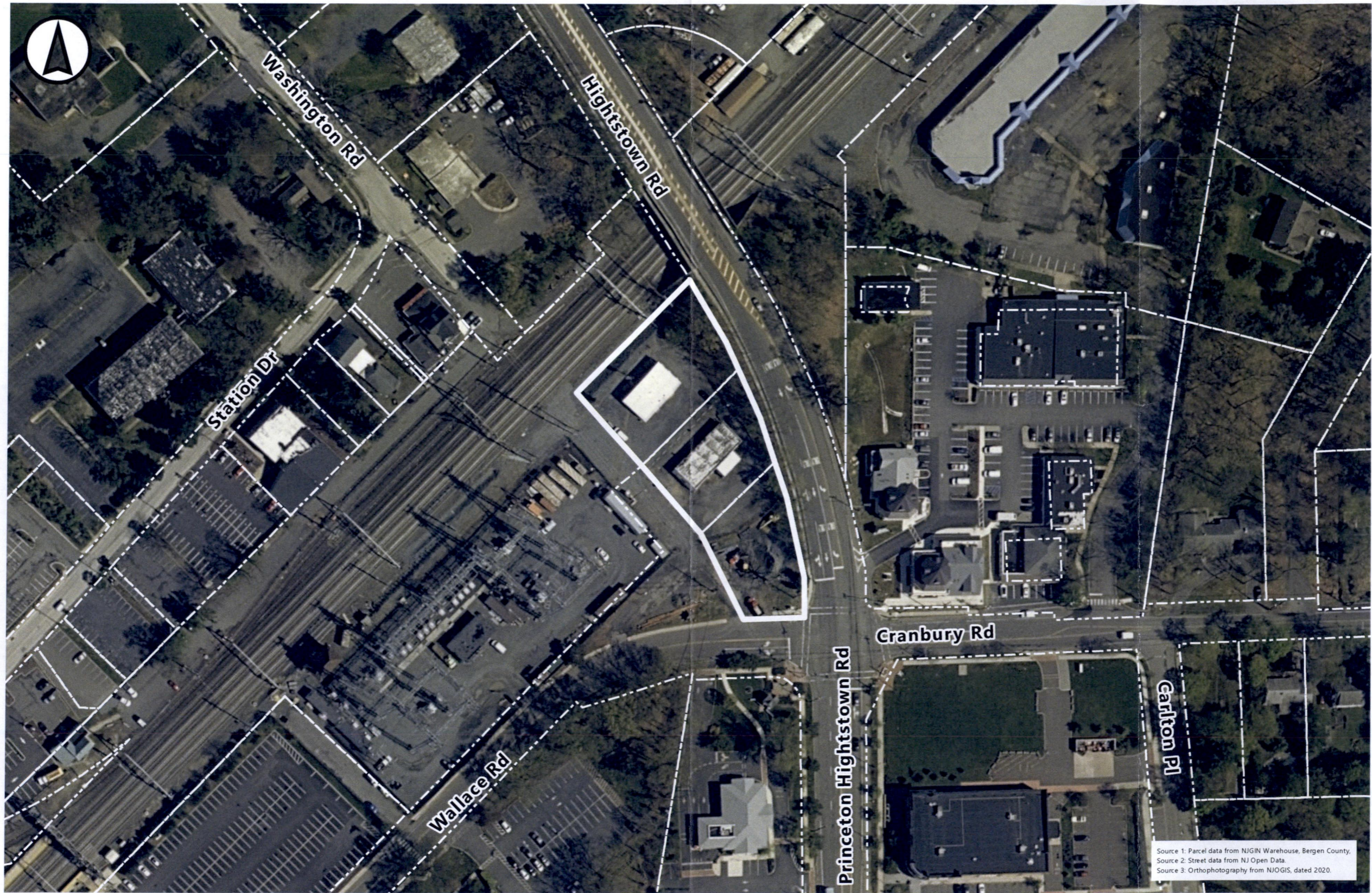
Dwg. Title  
**Map 1: Location Map**

Project No.	Date	Drawn
4173.10	07.24.24	DN
Scale:	Dwg. No.	
1" = 6,000'	map 1	

Legend	
	Municipal Boundary
	Parcels
	Redevelopment Area

**ba** BURGIS ASSOCIATES, INC.  
 COMMUNITY PLANNING | LAND DEVELOPMENT AND DESIGN | LANDSCAPE ARCHITECTURE  
 25 Westwood Avenue Westwood, New Jersey 07675  
 p: 201.666.1811 f: 201.666.2599

Project Title  
**RP-9 Redevelopment Plan Amendment**  
 Township of West Windsor | Mercer County, New Jersey



Source 1: Parcel data from NJIN Warehouse, Bergen County.  
 Source 2: Street data from NJ Open Data.  
 Source 3: Orthophotography from NJOGIS, dated 2020.

Dwg. Title

Map 2: Aerial Map

Project No.	Date	Drawn
4173.10	07.24.24	DN

**Legend**

-  Municipal Boundary
-  Parcels
-  Redevelopment Area

**ba** BURGIS ASSOCIATES, INC.  
 COMMUNITY PLANNING | LAND DEVELOPMENT AND DESIGN | LANDSCAPE ARCHITECTURE  
 25 Westwood Avenue  
 Westwood, New Jersey 07675  
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 f: 201.666.2599

Project Title  
**RP-9 Redevelopment Plan Amendment**  
 Township of West Windsor | Mercer County, New Jersey

Scale	Dwg. No.
1" = 150'	map 2