

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

**TABLE OF CONTENTS**

<b>PREFACE</b>	5
<b>EXECUTIVE SUMMARY</b>	7
<b>MAPS and TABLES</b>	
A. Study Area	15
B. Environmental Constraints Map	16
C. Developable Land Map	17
D. Existing Land Use Map	18
E. Property Ownership Map	19
F. Existing Parking and Circulation Map	20
G. Current Projects Map	21
H. Land Use Map	22
I. Conceptual Plan	23
J. Conceptual Bicycle/Pedestrian Plan	24
K. Study Area District Map	25
L. Roads and Circulation Plan Map	26
M. Required Roadway and Bikeway Infrastructure for Redevelopment Area Districts	27
N. Roadway and Bikeway Staging (District 1, 3, 5)	28
O. Roadway and Bikeway Staging (District 2, 3)	29
P. Roadway and Bikeway Staging (District 10)	30
Q. Roadway and Bikeway Staging (District 4, 6-North)	31
R. Roadway and Bikeway Staging (District 6-South)	32
S. Roadway and Bikeway Staging (District 7)	33
T. Roadway and Bikeway Staging (District 8)	34
U. Funding of Roadway Infrastructure	35

**TOWNSHIP OF WEST WINDSOR REDEVELOPMENT PLAN**

**for PRINCETON JUNCTION**

<b>INTRODUCTION</b>	36
Project Overview	36
Purpose	37
Study Area Description	37
Current Study Area Projects, Plans and Approvals	39
Previous Study Area Plans and Studies	42
<b>1. NEED DETERMINATION</b>	48
Determination of Need Conclusions	48
Opportunities and Constraints	49
<b>2. THE PLAN</b>	52
Introduction	52
Redevelopment Goals and Policies	52
Land Use Controls	75
Standards Applicable to all Districts	75
District Regulations	87
District RP-1	87
District RP-2	91
District RP-3	94
District RP-4	98
District RP-5	102
District RP-6	103
District RP-7	107
District RP-8	113
District RP-9	114
District RP-10	115
Potential Funding Sources	117
Property Acquisitions	118

**TOWNSHIP OF WEST WINDSOR REDEVELOPMENT PLAN**

**for PRINCETON JUNCTION**

<b>3.</b>	<b>STATUTORY and OTHER PROVISIONS and COMPLIANCE THEREWITH</b>	119
	Statutory Requirements	119
	Redeveloper Entity and Redeveloper	120
	Procedural and Other Provisions	121
	Powers of Redevelopment Entity	122
	Time Limits	126
	Procedures for Amending this Plan	127
	Supersedence, Repeal and Severability	127
<b>APPENDIX A:</b>	Local Redevelopment and Housing Law	128
<b>APPENDIX B:</b>	Traffic Inventory, Parking and Analysis of Existing Circulation Conditions	131

## **Preface**

The Redevelopment Plan is the culmination of a process that began on April 12, 2004 when the Township Council unanimously passed Resolution 2004-R096 authorizing the Planning Board to conduct the necessary preliminary investigation to determine whether the proposed study area surrounding the Princeton Junction Train Station is or is not an area in need of redevelopment under the criteria set forth in N.J.S.A. 40A:12A-1 et seq.

The Planning Board adopted the Princeton Junction Redevelopment Study Area Determination of Need resolution on November 2, 2005 recommending that the proposed study area be designated as an area in need of redevelopment. On December 19, 2005 the Township Council approved resolution 2005-R285 affirming that the proposed study area is hereby designated as an area in need of redevelopment pursuant to N.J.S.A. 40A:12A-6b(5). RMJM Hillier was retained in November, 2006 to initiate the drafting of a redevelopment plan. Following numerous public meetings and workshops on redevelopment, the Township Council referred the Plan to the Planning Board in January 2009 for its required statutory review. The Planning Board completed its review and sent its report back to the Township Council within the 45 day review period. On February 23, 2009 the Township Council reviewed the Planning Board's report, made numerous changes to the Plan based on further public input and formally introduced the Plan in ordinance form for a hearing scheduled for March 23, 2009.

The Plan provides a detailed set of goals, policies, land use controls, land use standards and land use regulations, including use, intensity, bulk and other regulations. The Plan is not intended to supplant the normal site plan review process undertaken by either the Site Plan Review Advisory Board or the Planning Board. That process has been supplemented by the requirement that any proposal for development in the redevelopment area cannot proceed except pursuant to a contract that is compliant with the contents of this Plan and is executed by the developer with the redevelopment entity designated by West Windsor Township.

It is possible that specific proposals might require deviation from the standards set forth in this Plan for good and sound reasons. In such case, it is expected that the findings derived from that process will be publicly presented to the Township Council in the form of recommendations for possible revisions to the Redevelopment Plan.

**TOWNSHIP OF WEST WINDSOR REDEVELOPMENT PLAN**

**for PRINCETON JUNCTION**

The Township Council has undertaken an inclusive public process that has invited specific comments from all stakeholders for explicit changes in earlier drafts of the Plan. Numerous organizations and individuals have responded to that invitation with detailed comments that have been adopted in this Plan to a large extent.

The Mayor and Township Council acknowledge the contributions of the many organizations that have contributed to this Redevelopment Plan as follows:

**Berrien City Homeowners Association  
Friends of West Windsor Open Space  
Mercer County  
New Jersey Department of Transportation  
New Jersey Transit  
Redevelopment Finance Committee  
RMJM Hillier  
Stony Brook-Millstone Watershed Association  
West Windsor Affordable Housing Committee  
West Windsor Bicycle and Pedestrian Alliance  
West Windsor Environmental Commission  
West Windsor Parking Authority  
West Windsor Planning Board  
West Windsor Township Staff and Professionals**

Numerous individuals also provided input into the formulation of the Plan. We appreciate and thank them for their contributions. In particular, we would like to express our appreciation for the contributions to this plan made by former Councilman Will Ankowitz who resigned from Council on March 16, 2009 upon his having been confirmed that day by the New Jersey Senate as a Superior Court Judge.

Mayor Shing-Fu Hsueh

Members of Council: President Charles C. Morgan; Vice President Heidi Kleinman  
Councilman George Borek, Councilwoman Linda Gevers

March 23, 2009

## **Executive Summary**

Situated at New Jersey Transit's highest volume commuter rail station along the Northeast Corridor and at the heart of West Windsor Township, the 350 acres in the vicinity of the Princeton Junction train station afford an opportunity to turn an underused resource into a community asset. The Princeton Junction Redevelopment Plan is a collaborative product and reflects a mix of ideas offered by land owners, the public, Township professional staff, elected officials, and volunteer Board members as well as research and analysis developed by consultants. The Plan proposes a compact mixed use community center offering place-making civic features, improved circulation and increased commuter parking, expanded housing options for empty nesters and young professionals, additional retail goods and services fronting on vibrant pedestrian-friendly streetscapes and high quality office uses drawn by a polished sense of place.

The Redevelopment Plan consists of the following seven parts:

1. An analysis of existing Redevelopment Area opportunities and constraints involving environmental features, existing land uses, property ownership, existing traffic and parking conditions, proposed circulation and parking improvements, market trends and emerging development projects, and previous plans and studies of the Redevelopment Area.
2. The goals and policies of the Redevelopment Plan represent the input of three public workshops, numerous public comments before the Township Council and the Planning Board, and the subsequent endorsement of the goals by the Township Council. The Redevelopment Plan consists of 91 policies intended to implement 15 goals. The goals and policies are the essential framework of the Redevelopment Plan. As the specific facts and conditions for redevelopment change over time, the goals and policies will provide a basis for evaluating the soundness of specific proposals.
3. Land Use Standards applicable to all new development in the Redevelopment Area are set forth to regulate traffic circulation and parking, architectural and landscape architectural design and signage.
4. A Land Use Map shows the Redevelopment Plan's general land use categories and road network. The Conceptual Plan shows one possible design outcome of the land use plan and adopted regulations. The Conceptual Plan is illustrative and not regulatory, except for the required inclusion of the central public gathering space or promenade as part of future development. All

**TOWNSHIP OF WEST WINDSOR REDEVELOPMENT PLAN**

**for PRINCETON JUNCTION**

- development must also be substantially consistent with the configuration of the primary roads on the Roads and Circulation Plan that supplements the Land Use Map.
5. For the purposes of implementing the Redevelopment Plan, the Redevelopment Area is organized into ten individual zoning districts. Regulations are presented for each district giving permitted uses, affordable housing obligations and development requirements including intensity, bulk and special district-specific standards or options.
  6. Required roadway and bikeway infrastructure standards and their phasing are presented for each district in both map and text formats.
  7. The final part of the Redevelopment Plan presents statutory and other provisions for plan compliance with state law.

The Redevelopment Plan proposes a total of 487 residential units consisting of 311 market priced units and 176 affordable housing units. As for non-residential development, the plan proposes 207,910 square feet of retail with the potential option to increase retail floor area in District 1 by an additional 67,500 square feet along with 7,500 square feet of added office space. If the option for 75,000 square feet of additional commercial space is implemented, it would add an obligation for 9 more affordable housing units. This would bring the total Redevelopment Area residential unit count to 496 with 311 market units and 185 affordable units. Office use is the predominant future land use proposed for the Redevelopment Area, with a total of 871,909 square feet built and proposed. A 200,000 square feet hotel/conference center, previously approved as part of the Sarnoff General Development Plan, is retained as a primary business service use.

**District 1** is envisioned as the core of the Redevelopment Area on the west side of the rail line. Development here on its 23.8 acre area is intended to create a distinctive walkable center with a central public gathering space and a compact mix of residential, retail, office, and civic space. District 1 will accommodate over 90% of the market-rate residential development and approximately 40% of affordable residential development contemplated for the entire redevelopment area. District 1 would accommodate somewhere between 30% and 50% of new retail space proposed for the Redevelopment Area. Build out of District 1 could result in 284 market-priced units and 66 affordable housing units, 65,250 square feet of retail space and 7,250 square feet of office space. District 1 would also be allowed under a developer's agreement to add 75,000 square feet of retail and office space which would generate the need for 9 more affordable housing units. The plan allows for an additional number of market dwelling units to be determined during Township negotiation of a redeveloper's agreement. The District 1 regulations provide that the Township may agree to



**TOWNSHIP OF WEST WINDSOR REDEVELOPMENT PLAN**

**for PRINCETON JUNCTION**

additional units after it considers such factors as the economic feasibility of the project in light of one provision of amenities, infrastructure, and affordable housing and the community fiscal impact.

**District 2**, the 1.59 acre area consisting of the seven lots between Station Drive and the rail line, is envisioned as a place for a commuter parking structure and first floor retail and office uses totaling 9,969 square feet. Its affordable housing growth share obligation of one unit is accommodated as part of the Township's overall Third Round Fair Share Plan.

**District 3**, the 4.19 acre area consisting of six lots between Washington Road and the Route 571 Bridge, is proposed for retail and office development totaling 73,000 square feet. 43,000 square feet of this total would result from credit for the transfer of 21,500 square feet from the partial removal of an existing office/light industrial use in District 5. The 12 unit affordable obligation resulting from 15,000 square feet of retail and 58,000 square feet of office floor area is partially offset by the 9 affordable housing unit credits with demolition of 53,560 square feet of existing office/light industrial space in District 5.

**District 4**, the 6.97 acre area adjacent to the "Dinky" Line, consisting of two lots owned by New Jersey Transit and the Department of Transportation, is proposed for commuter parking and supplementary retail uses of up to 24,000 square feet to maintain an active continuous street life. It is Redevelopment Plan policy that the three affordable housing units generated by private development in District 4 on New Jersey Transit property to subsidize public parking must be waived by the Council on Affordable Housing for the private development to proceed.

**District 5**, the 15.74 acre lot along the Little Bear Brook floodplain, is currently partially occupied by a 53,560 square foot office/light industrial building and its associated parking. The Redevelopment Plan proposes that this site be acquired through a combination of open space funds and transfer of development to District 3. It would be used for open space, storm water management and wetlands mitigation.

**District 6**, encompasses all of the property on the west side of the rail line south of the "Dinky" to Alexander Road. The Redevelopment Plan proposes to continue offices as the dominant future land use in this district, along with commuter parking. The Plan assumes that 266,000 square feet of office and retail floor area could be developed on the 29.06 acres in District 6 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 office floor area to District 6 from

**TOWNSHIP OF WEST WINDSOR REDEVELOPMENT PLAN**

**for PRINCETON JUNCTION**

the Sarnoff tract. This would permit the transfer of 34 percent of the office floor area planned for Sarnoff's East Campus. This would bring the total potential amount of office floor area on NJ Transit properties in District 6 to 403,000 square feet. A further increase of 0.05 percent is permitted if the 200,000 square foot hotel/conference center is transferred. Adding in Mack-Cali's 97,024 square feet and the Polychrome site's potential 43,635, District 6 could have 543,659 square feet of new office space. This amount of transferable floor area will assist in accomplishing the redevelopment plan goal of preserving the Sarnoff Woods along the Millstone River and Little Bear Brook corridors. 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 200,000 square foot hotel/conference center proposed on the Sarnoff General Development Plan for the East Campus.

Retail development totaling an estimated 40,000 square feet of floor area is proposed in District 6 as supplementary convenience commercial services to offices and commuters and to continue street level activity along Main Street and within the Station Core area.

A non-residential affordable housing growth share obligation of 121 units would be the result in District 6 of 543,659 square feet of office development, 200,000 square feet of hotel/conference floor area, and 40,000 square feet of retail development. However, no affordable housing or market housing is proposed to be developed within District 6. It is Redevelopment Plan policy that the 47 affordable housing units attributable to the 266,000 square feet of office space intended to underwrite public parking costs on New Jersey Transit property be waived by the Council on Affordable Housing before private development takes place. The Redevelopment Plan proposes that 49 affordable units related to the Sarnoff General Development Plan be accommodated on Sarnoff's East Campus.

These 49 units consist of the 24 affordable units attributable to the transfer from Sarnoff's East Campus plan of 137,000 square feet of office and the 21 affordable units attributed to the hotel/conference center and the 4 affordable units related to supplementary retail uses. Finally, the 25 affordable housing units attributable to the 97,024 square feet approved for a Mack Cali office and the potential 43,635 square feet of office on the Polychrome are already provided for in the Township's overall Third Round Fair Share Plan filed with the Council on Affordable Housing.

**District 7** is intended to create a "Main Street" through incremental development that would transform the existing strip commercial form of development along Route 571 into a village form, with buildings close to the street. The objective is to achieve a desirable mix of pedestrian-friendly, village scale development with an emphasis on uses that

service local needs. A village character would be created by encouraging pedestrian flow and stores and shops and personal service establishments on the ground floor of buildings and the use of upper floors for offices and residential dwelling units. It is estimated District 7 would accommodate 53,964 square feet of redeveloped retail space (including the 20,673 square foot Rite Aid development), 27 market-priced apartments, and 12 affordable housing units associated with the residential and retail development's growth share obligation.

**District 8** recognizes and continues the existing uses along with rail station platform expansion. The Plan envisions new rail line crossing improvements, improved and expanded commuter parking, expanded kiss and ride accommodations, improved pedestrian and bicycle circulation and safety by the installation of sidewalks and crossings along Wallace Road between Princeton-Hightstown Road and Circle Drive, and mitigation of the visual impacts of surface parking and power station.

**District 9**, a three lot area on Wallace Road consisting of 1.23 acres, is proposed to convert the existing Regional School Board bus depot into 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.

**District 10** 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 a portion of the Sarnoff Woods. The Redevelopment Plan proposes that the 91 affordable housing units resulting from 400,000 square feet of office space and 200,000 square feet of hotel/conference space be accommodated on this section of the Sarnoff property, whether or not a transfer of non-residential development to District 6 occurs. Some of the Sarnoff property will be included in District 3 and some of the Sarnoff property will be dedicated to the Sarnoff Connector.

**TOWNSHIP OF WEST WINDSOR REDEVELOPMENT PLAN**

**for PRINCETON JUNCTION**

**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	350	284	57	65,250 (1)	7	7,250 (1)	2	civic uses	N/A
2	0	N/A	N/A	9,696	0 (2)	N/A	N/A	public parking	N/A
3	3	N/A	N/A	15,000	0 after deducting 2 demolition credits From District 5 transfer	58,000	3 after deducting 7 demolition credits from District 5 transfer	N/A	N/A
4	0	N/A	N/A	24,000	0 due to COAH waiver	N/A	N/A	public parking	N/A
5	0	N/A	N/A	N/A	N/A	N/A	N/A	open space	N/A
6	0	N/A	N/A	40,000	4 (3)	403,000 sf with transfer of 137,000 sf from District 10  97,024 Mack Cali 43,635 Poly Chrome  Total office floor area 543,659 square feet	0 (3)	public parking        Hotel/ Conference 200,000 sf	0 (3)
7	39	27	6 (5)	53,964 (4)	6 (5)	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 park/ped/bike access
10	91	N/A	N/A	N/A	N/A	263,000 (6)	70 (3)	N/A	21 (3)
Total all Districts	487 (8)	311	63 du	207,910 sf	17 du	871,909 sf	75 (7)	200,000 sf	21

**FOOTNOTES TO REDEVELOPMENT PLAN DEVELOPMENT SUMMARY**

1. District 1 would be permitted with a developer's agreement to increase retail and office floor area by an additional 67,500 square feet of retail space and 7,500 square feet of office space. The increased retail and office space would generate an increased affordable housing obligation of nine more units.
2. The one affordable housing unit attributable to an estimated 9,696 square feet of retail floor area is accommodated within West Windsor's overall Third Round Fair Share Plan.
3. No affordable (or market) housing would be developed in District 6
  - Twenty-five affordable units attributable to Mack-Cali and Polychrome development are already accounted for in the Third Round Plan.
  - It is assumed in the Plan that the forty-seven affordable units attributed to development underwriting of New Jersey Transit public improvements would receive a COAH waiver.
  - Forty-nine affordable units attributable to transferred Sarnoff office, hotel, and associated retail development would be accommodated within the Sarnoff tract.
  - Twenty-one affordable units attributable to transferred Sarnoff hotel/conference development would be accommodated within the Sarnoff Tract.
4. This is an estimate of the new retail floor area likely to occur along Route 571. It includes 20,673 square feet with Rite Aid development and a total of 33,291 square feet on Lots 18, 26, 27.
5. 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.
6. This is an estimate of the amount of the office floor area that would remain on the Sarnoff East Campus if 137,000 square feet of office space were transferred to District 6. The remaining 263,000 square feet of office will generate an obligation of 46 affordable units.
7. The grand total of affordable housing attributable to office development in the Redevelopment Plan amounts to 75 units. The Plan accommodates a total of 75 affordable housing units after accounting for proposed waivers, accommodation elsewhere within the Third Round Plan and demolition credits.
8. A total number of 487 housing units are proposed for the Redevelopment Area consisting of 311 market-priced units and 176 affordable housing units attributable to residential and non-residential development. If a developer's agreement is provided District 1 to add 67,500 square feet of retail space and 7,500

**TOWNSHIP OF WEST WINDSOR REDEVELOPMENT PLAN**

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**for PRINCETON JUNCTION**

square feet of office space, an additional affordable housing obligation of 9 units would be generated. This would create a new total of 496 units consisting of 311 market-priced units and 185 affordable units.

**TOWNSHIP OF WEST WINDSOR REDEVELOPMENT PLAN**

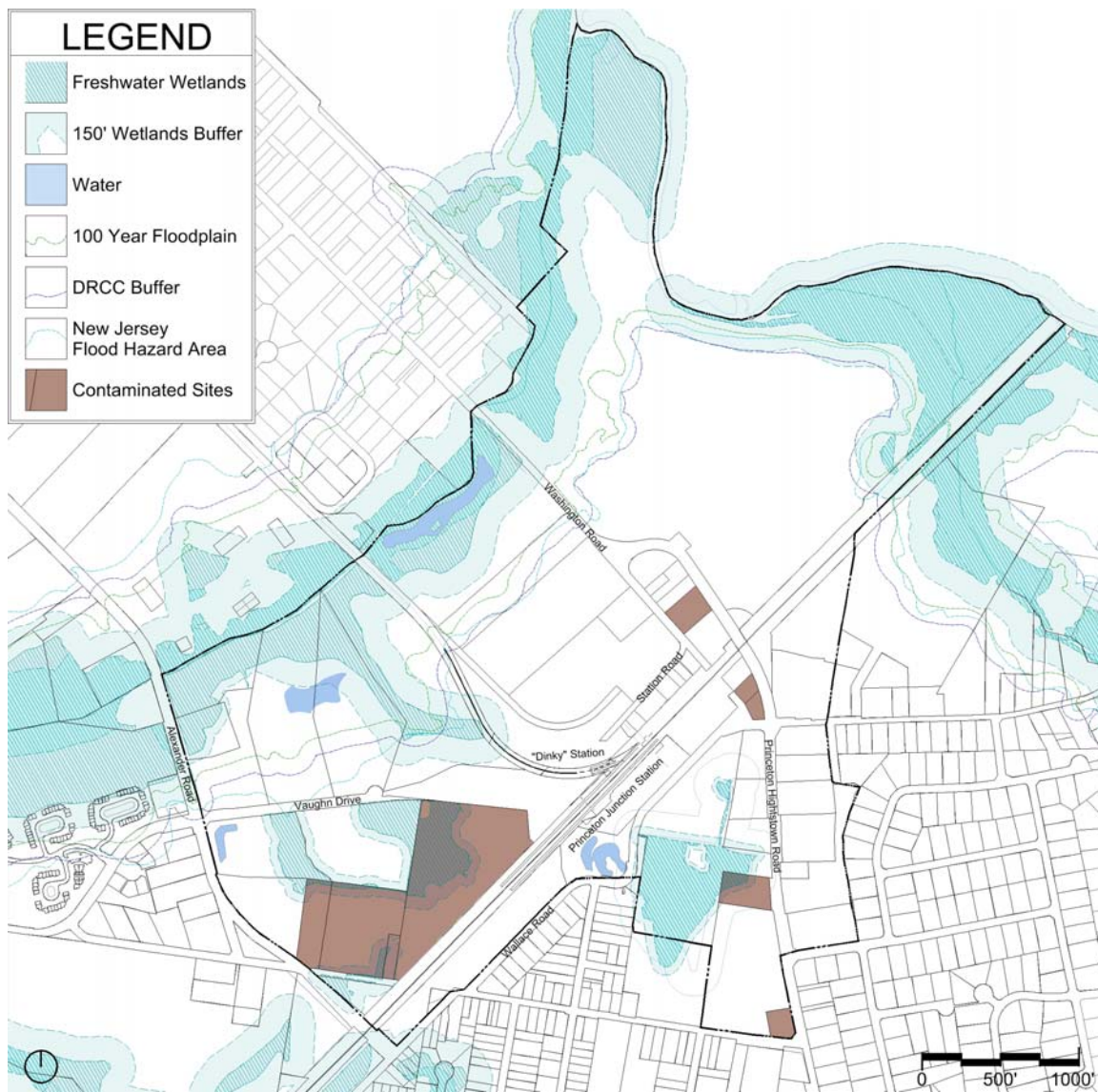
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**A: STUDY AREA**

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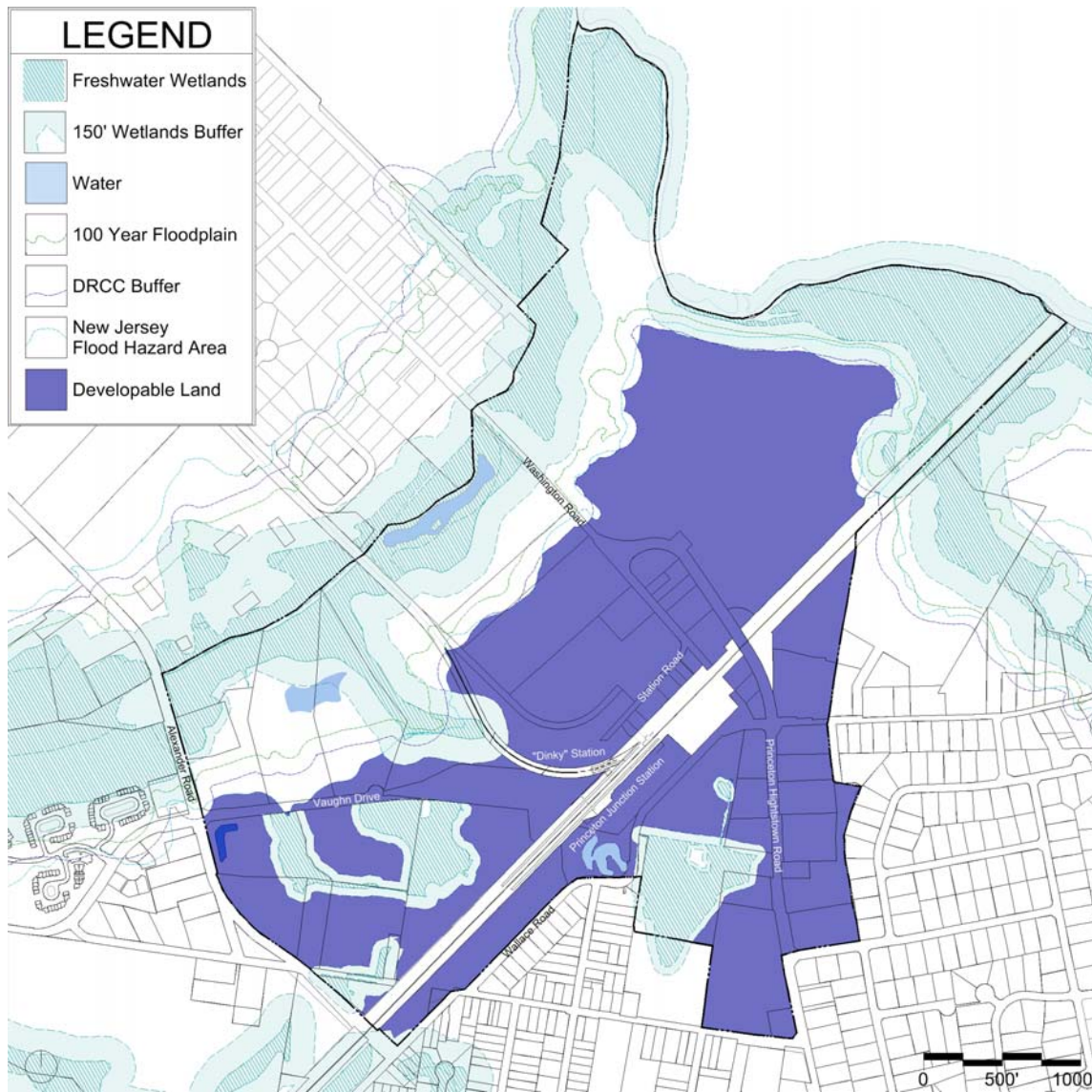


**B. ENVIRONMENTAL CONSTRAINTS**



TOWNSHIP OF WEST WINDSOR REDEVELOPMENT PLAN

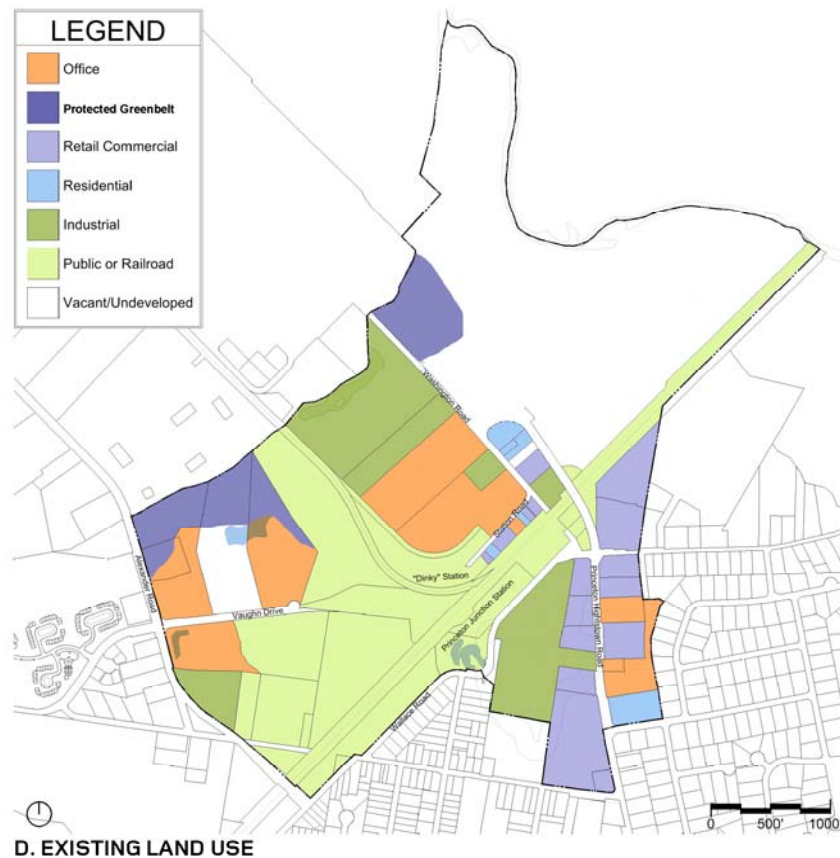
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C. DEVELOPABLE LAND

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**for PRINCETON JUNCTION**

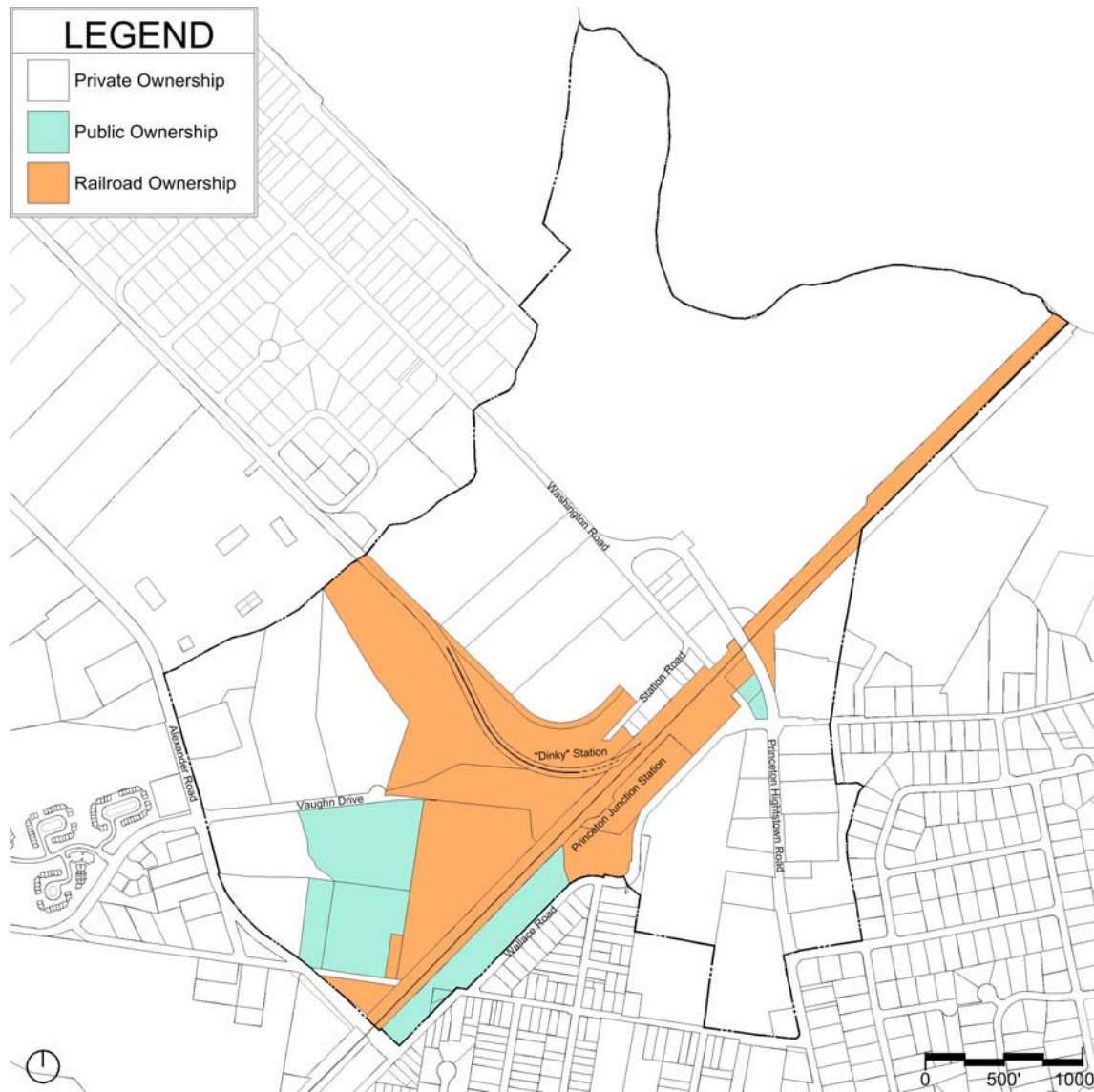
**TOWNSHIP OF WEST WINDSOR REDEVELOPMENT PLAN**  
for PRINCETON JUNCTION



February 13, 2009 11

TOWNSHIP OF WEST WINDSOR REDEVELOPMENT PLAN

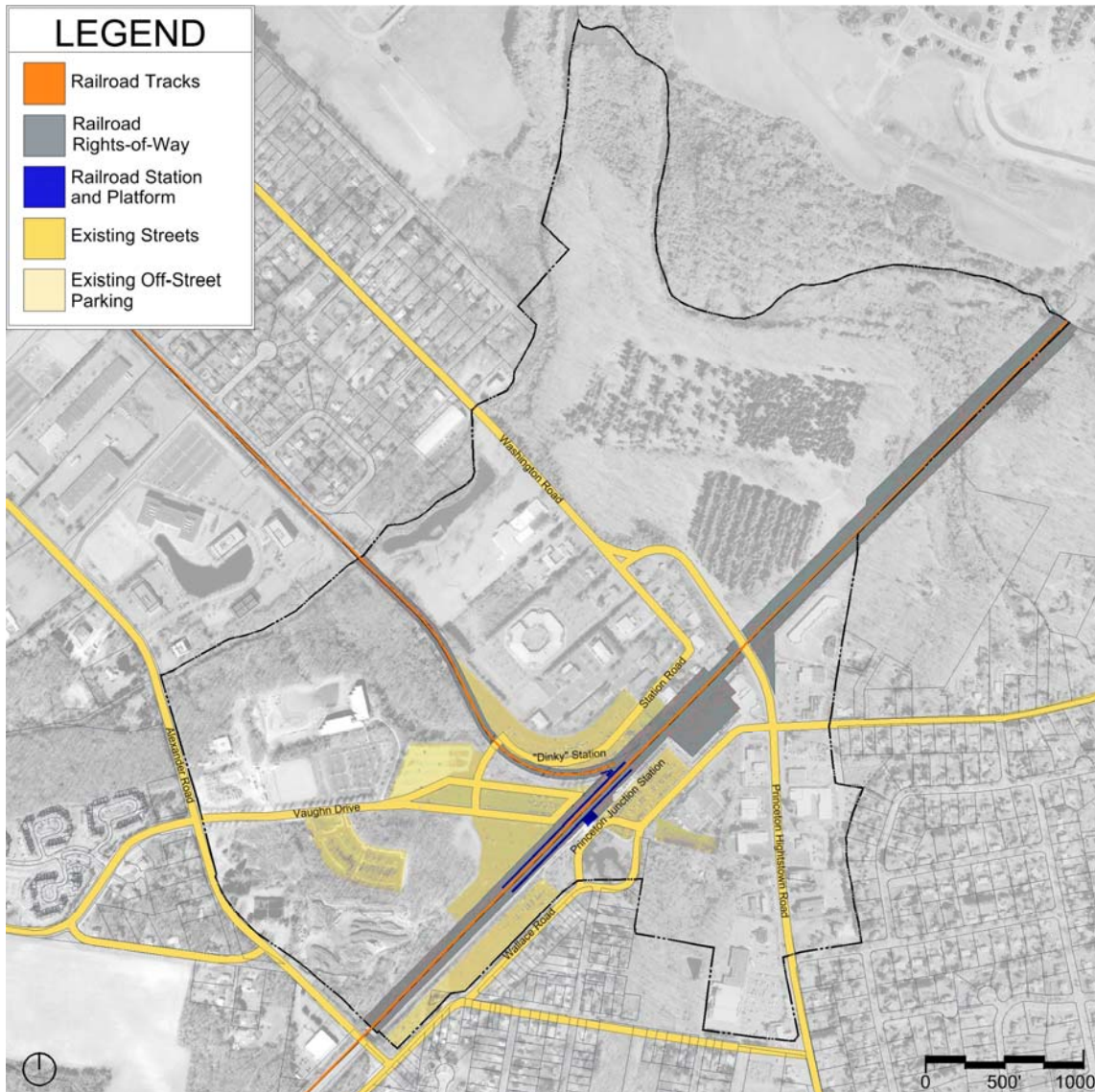
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E. PROPERTY OWNERSHIP MAP

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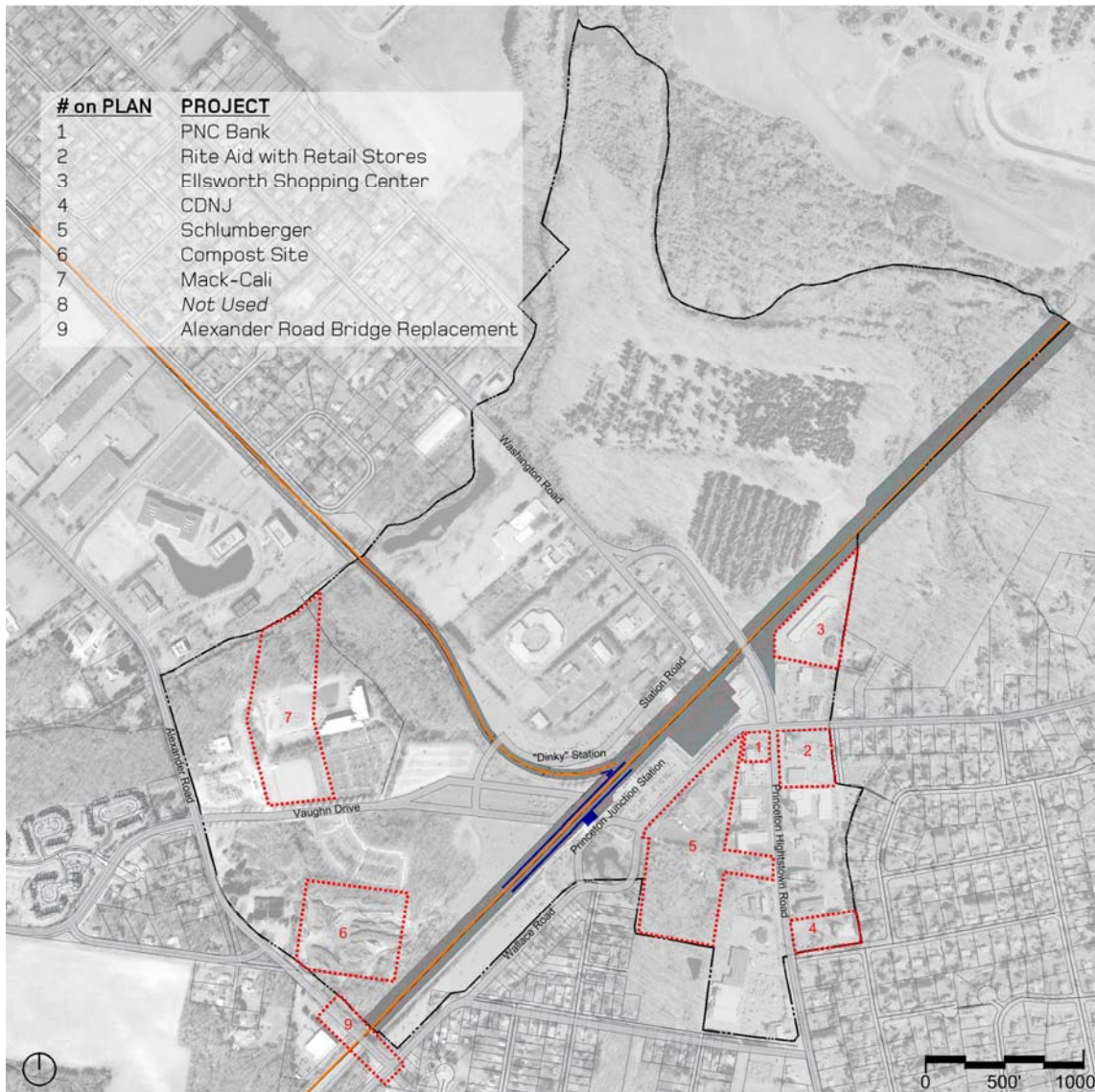
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F. EXISTING PARKING AND CIRCULATION

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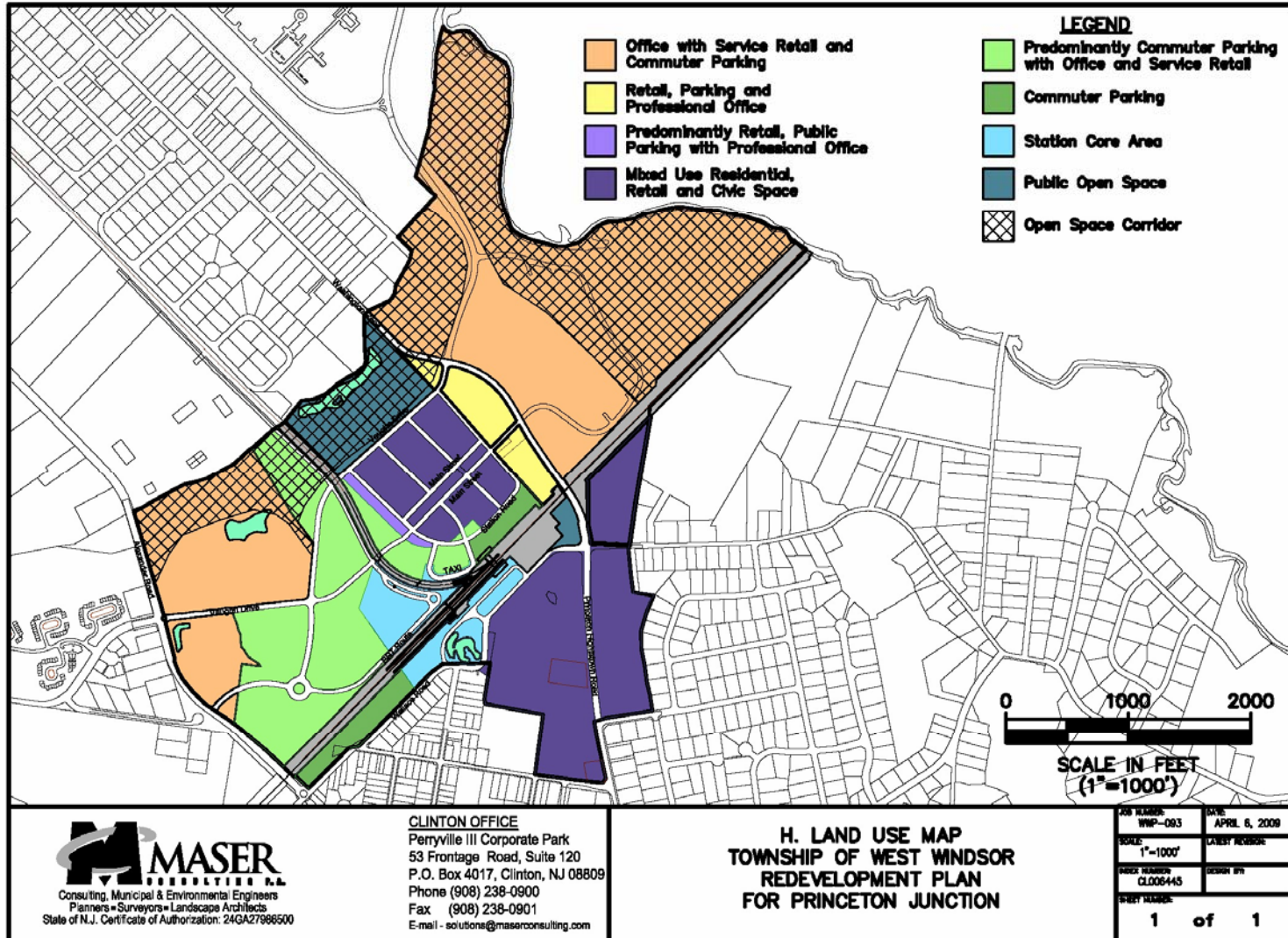
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**G. CURRENT PROJECTS**

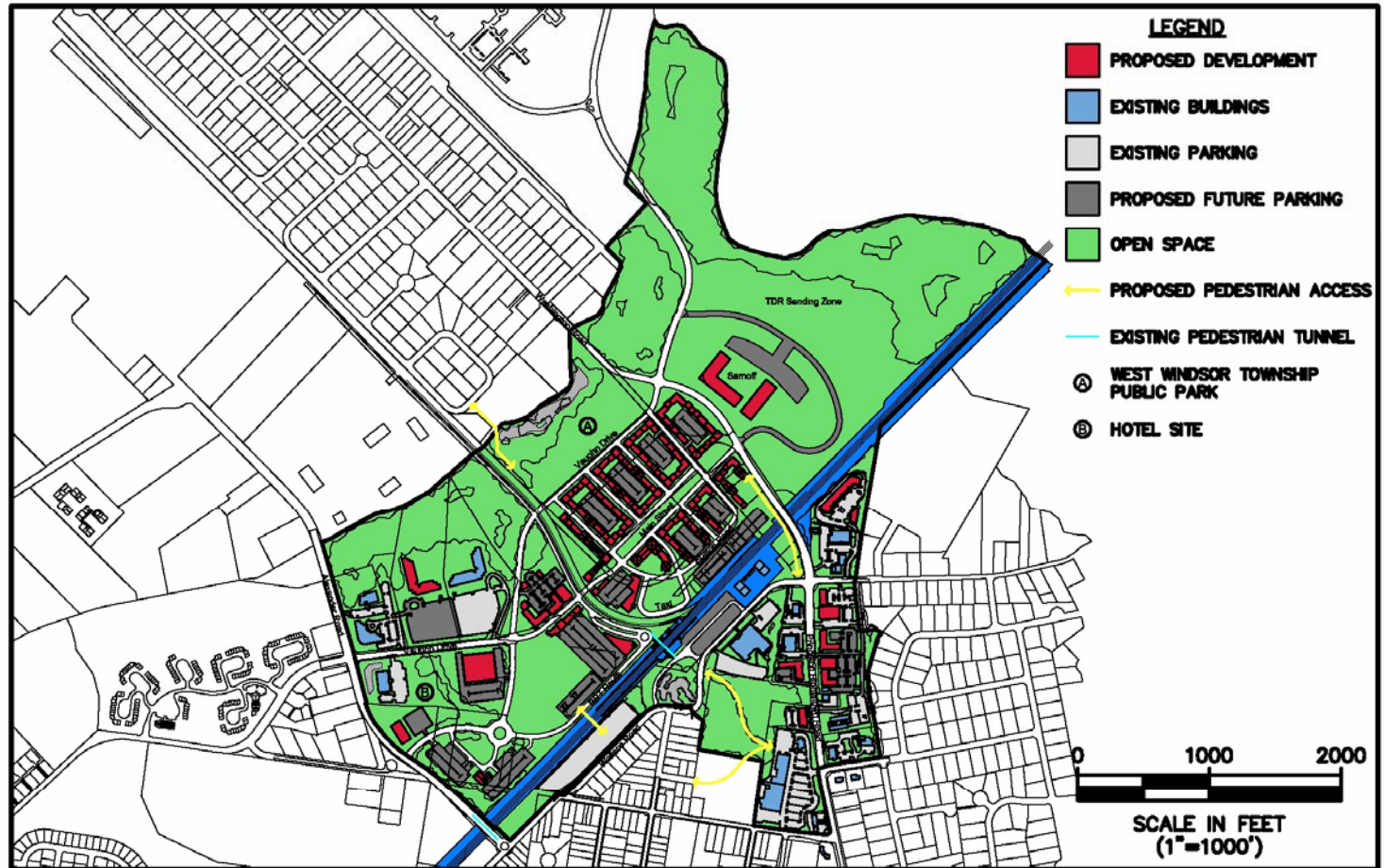
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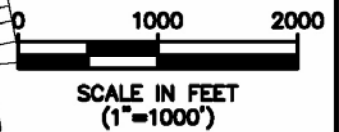


TOWNSHIP OF WEST WINDSOR REDEVELOPMENT PLAN

for PRINCETON JUNCTION



- LEGEND**
- PROPOSED DEVELOPMENT
  - EXISTING BUILDINGS
  - EXISTING PARKING
  - PROPOSED FUTURE PARKING
  - OPEN SPACE
  - PROPOSED PEDESTRIAN ACCESS
  - EXISTING PEDESTRIAN TUNNEL
  - A WEST WINDSOR TOWNSHIP PUBLIC PARK
  - B HOTEL SITE





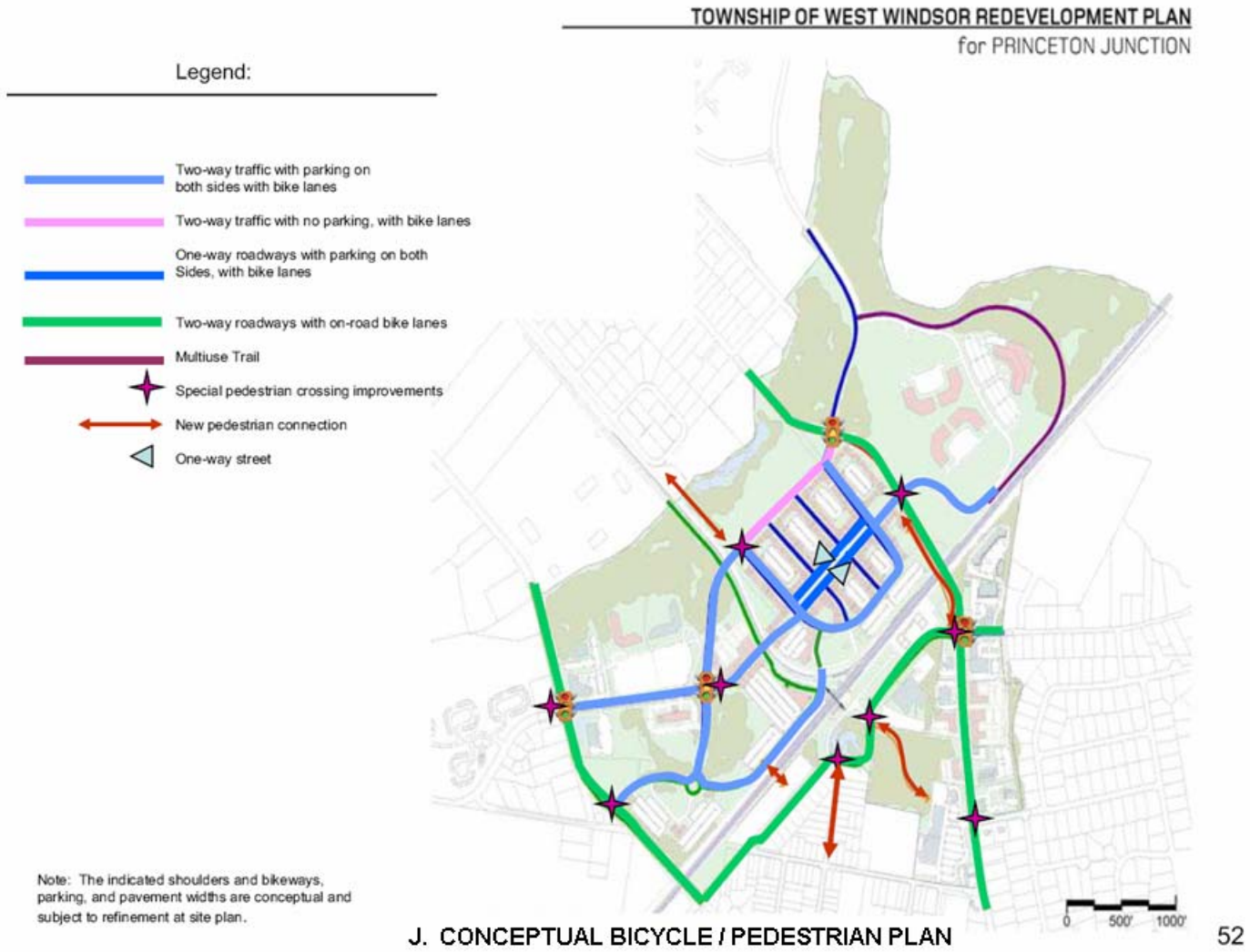
**MASER**  
CONSULTING P.A.  
Consulting, Municipal & Environmental Engineers  
Planners • Surveyors • Landscape Architects  
State of N.J. Certificate of Authorization: 24GA27966500

**CLINTON OFFICE**  
Perryville III Corporate Park  
53 Frontage Road, Suite 120  
P.O. Box 4017, Clinton, NJ 08809  
Phone (908) 238-0900  
Fax (908) 238-0901  
E-mail - solutions@maserconsulting.com

**I. CONCEPTUAL LAND USE PLAN  
TOWNSHIP OF WEST WINDSOR  
REDEVELOPMENT PLAN  
FOR PRINCETON JUNCTION**

JOB NUMBER: WNP-093	DATE: APRIL 6, 2009
SCALE: 1"=1000'	SHEET NUMBER: CL006412
SHEET NUMBER: 1	SHEET BY: 1

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



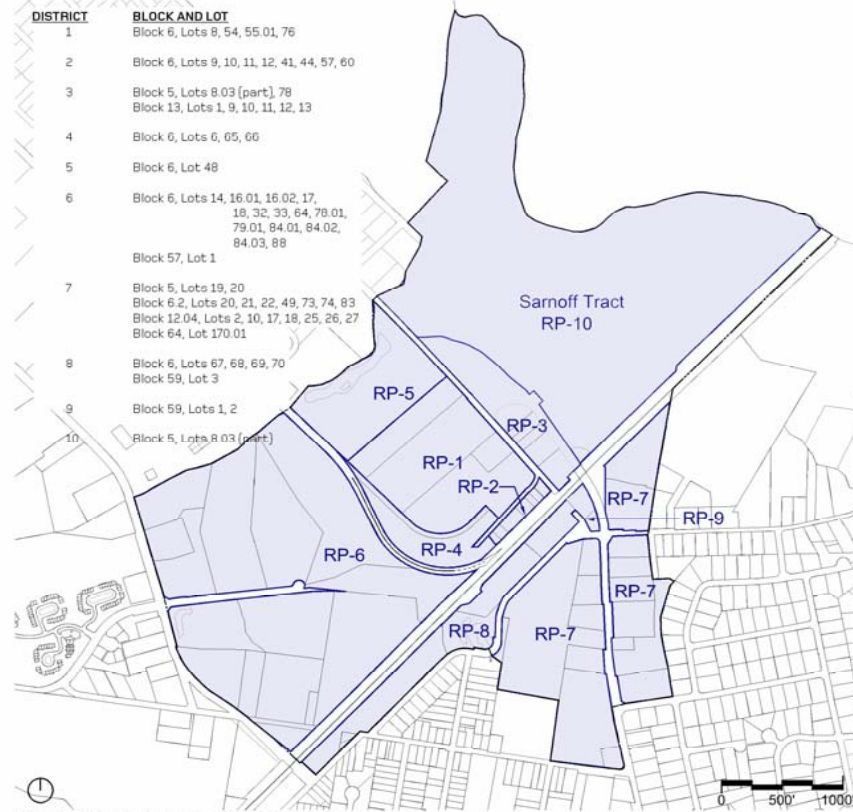


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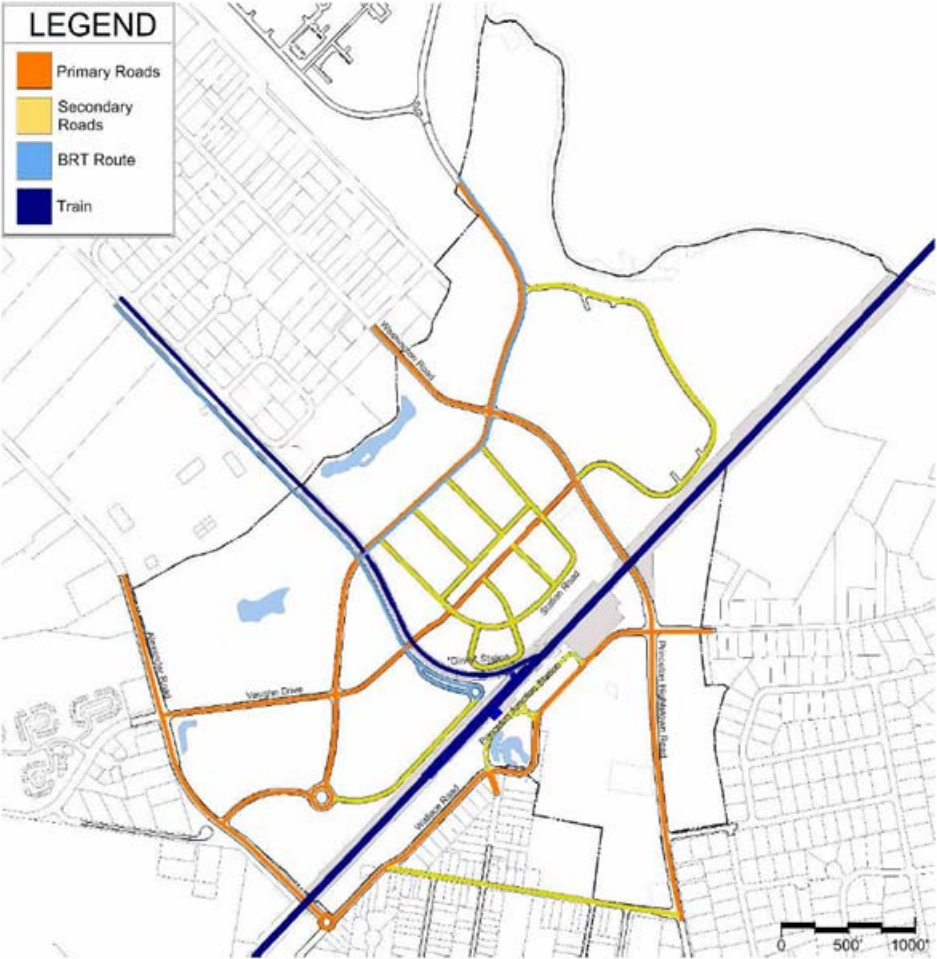
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**K. STUDY AREA DISTRICT MAP**

February 13, 2009 65

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



L. ROADS AND CIRCULATION

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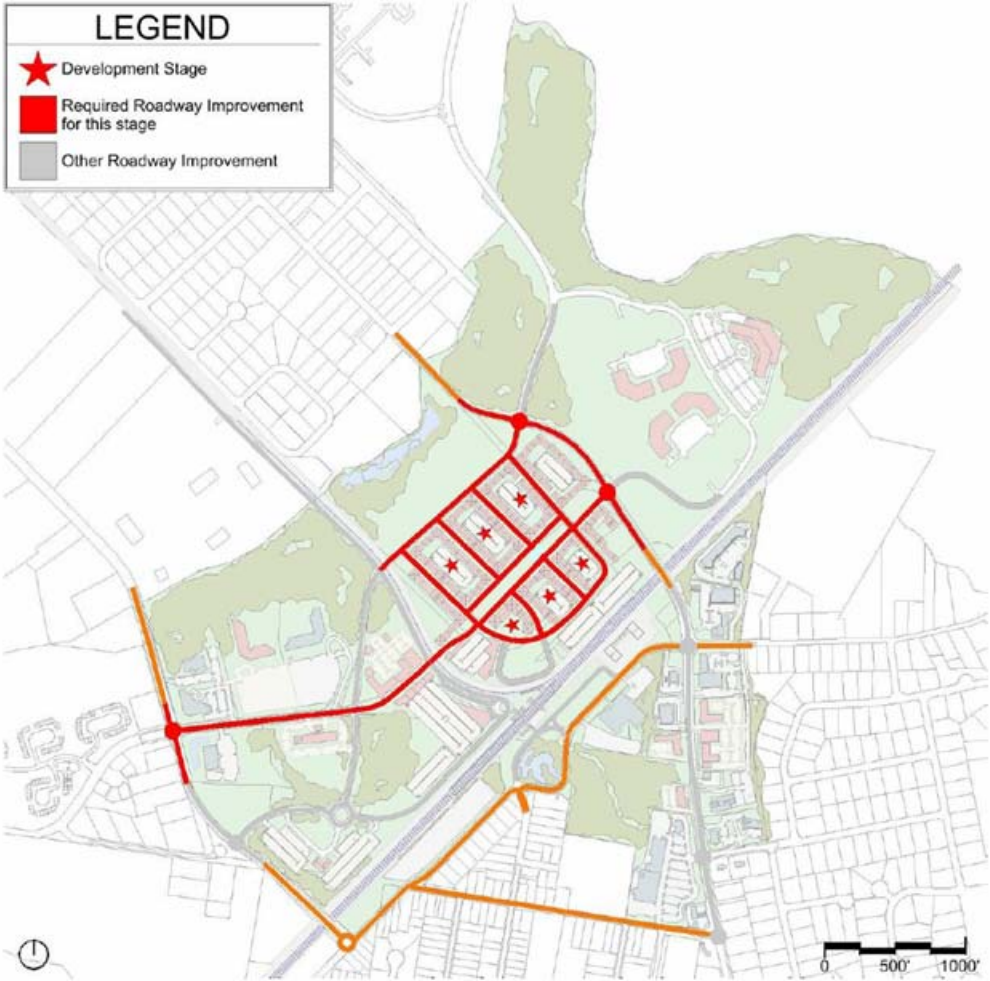
**M: REQUIRED ROADWAY AND BIKEWAY INFRASTRUCTURE FOR REDEVELOPMENT AREA DISTRICTS**

	Township Master Plan Functional Class	Project Facility Type	Lanes * (sum of 2 directions)	Shoulder / Bikeway Width * (feet)	Parking * (sides)	Pavement		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		
						Width * (incl shoulder) (feet)	Right of Way * (feet)						NJ TRANSIT East Side Station	District 10 Samoff Campus	
<b>Vaughn Drive</b>															
A) Washington to Dinky	Principal Collector	Primary	2	0	2	46	80	Reqd		Reqd					
F) Dinky to Existing	Principal Collector	Primary	2	0	2	40	70	Reqd		Reqd	Reqd				
F/G to Alexander	Principal Collector	Primary	2	0	2	40	70	Reqd		Reqd					Reqd
1) Washington / Vaughn Intersection								Reqd		Reqd					
3) Alexander / Vaughn Intersection								Reqd		Reqd	Reqd				
<b>Washington Road Realignment / Reconstruction</b>								Reqd	Reqd						
S) West of Vaughn	Secondary Arterial	Primary	2	10	0	44	80								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
<b>District 1,2,3 Streets</b>															
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						
<b>District 4 Streets</b>															
M) Promenade South to Dinky	Minor Collector	Primary	2	0	2	40	66	Reqd		Reqd					
K) Drop-off / Pick-up area	Local	Secondary	2	0	2	40	70			Reqd					
<b>District 6 Streets</b>															
N) Promenade South, Dinky to Vaughn	Minor Collector	Primary	2	0	2	40	66	Reqd		Reqd					
L) BRT platform and loop	NA	BRT				40	NA			Reqd					
J) Station Access	Local	Secondary	2	0	2	40	70			Reqd					
G) Vaughn to Roundabout	Principal Collector	Primary	2	0	2	40	70			Reqd	Reqd				
H) Old Bear Brook, Roundabout to Alexander	Principal Collector	Primary	2	0	2	40	70			Reqd	Reqd				
6) Roundabout										Reqd	Reqd				
4) Alexander / Old Bear Brook Intersection										Reqd	Reqd				
<b>Route 571 / Main Street</b>															
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
<b>District 8 East-Side Station Area Improvements</b>															Reqd
<b>District 10 Sarnoff</b>															
V) Sarnoff Connector	Secondary Arterial	Primary	2	6	0	36	60								Reqd
W) Sarnoff Driveway	Local	Secondary	2	0	0	24	50								Reqd

\* 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.

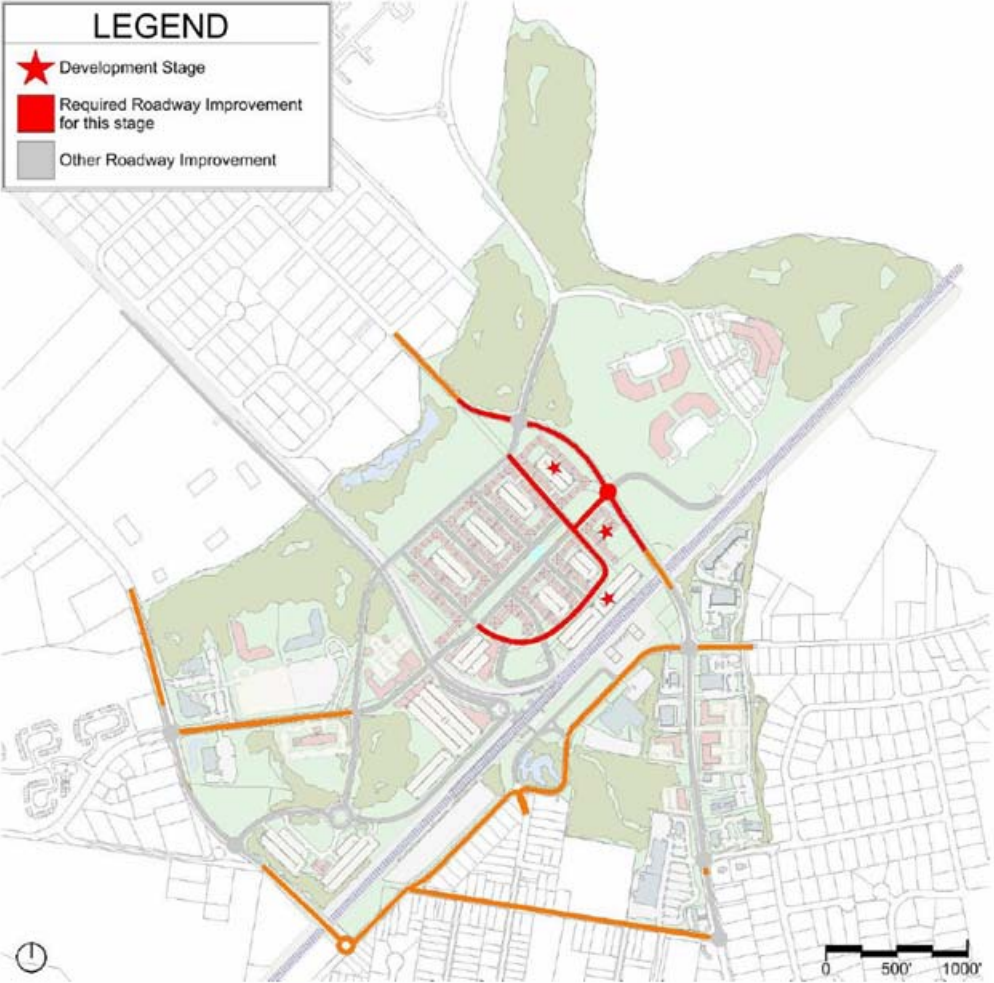
The indicated shoulders and bikeways, parking, and pavement widths are conceptual and subject to refinement at site plan.

TOWNSHIP OF WEST WINDSOR REDEVELOPMENT PLAN  
for PRINCETON JUNCTION



N. Roadway and Bikeway Staging (District 1,3,5)

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



**O. Roadway and Bikeway Staging (District 2,3)**

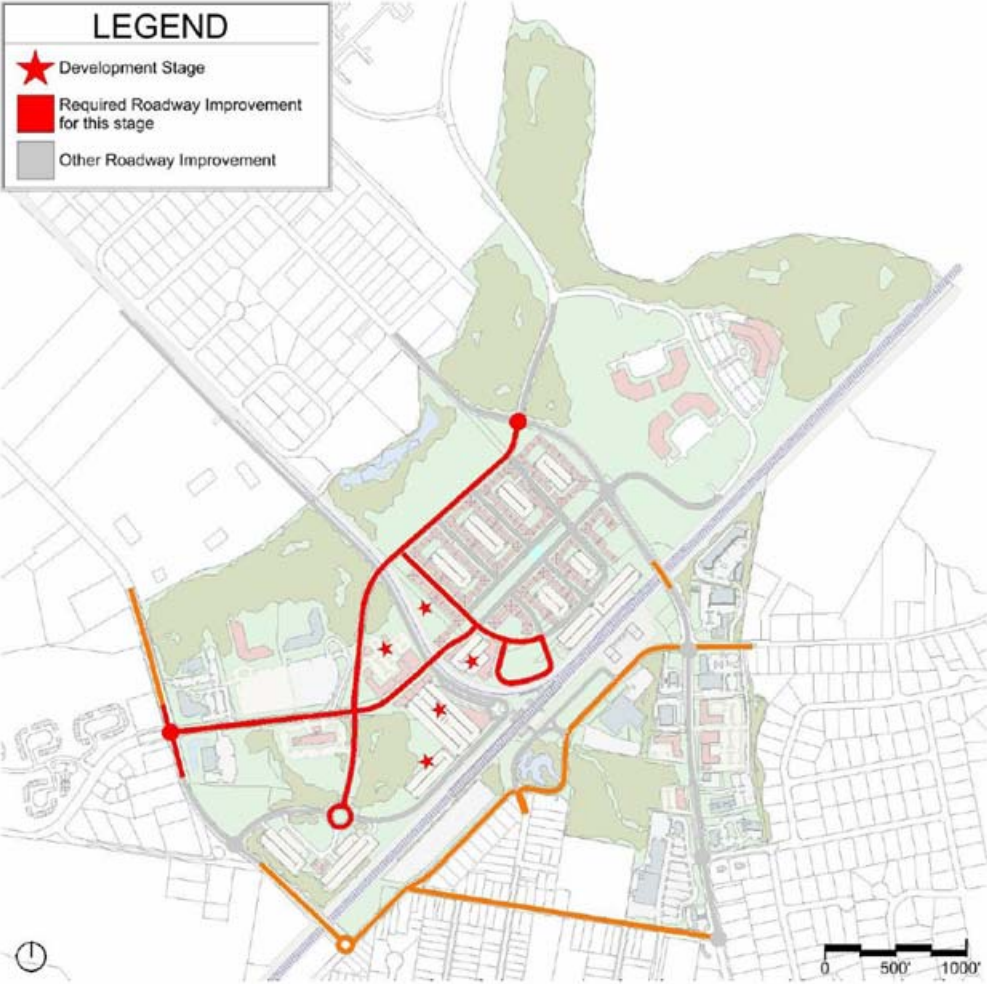
TOWNSHIP OF WEST WINDSOR REDEVELOPMENT PLAN

for PRINCETON JUNCTION



P. Roadway and Bikeway Staging (District 10)

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



**Q. Roadway and Bikeway Staging (District 4,6-North)**

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



**R. Roadway and Bikeway Staging (District 6-South)**



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



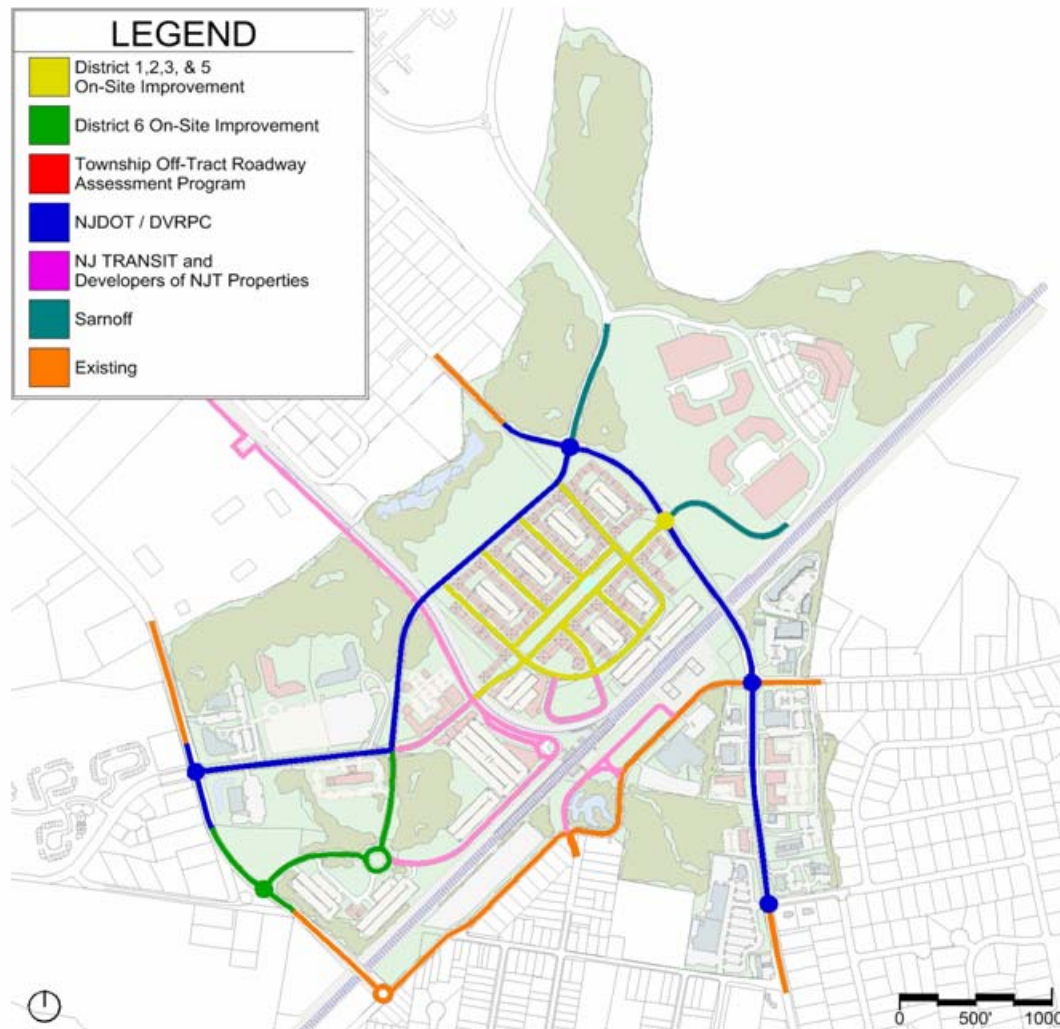
**S. Roadway and Bikeway Staging (District 7)**

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



**T. Roadway and Bikeway Staging (District 8)**

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



**U. Funding of Roadway Infrastructure**

## **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. In addition, it is bordered by a number of established neighborhoods in which traffic congestion is already a major problem. Pedestrian and bicycle access to the study area is difficult and often dangerous for the residents of these communities.

## **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.

## **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. The Township will further investigate the location of contaminated sites within the Redevelopment Area and supplement this Plan with additional information to the extent necessary.

### **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.

### **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.

### **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

## **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.

### **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.

**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 the rear.

**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 close on December 31, 2008. It will be cleared and ready for future remediation.

**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.

## **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.

**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.

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.

**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.

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

### **for PRINCETON JUNCTION**

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.
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.

### **2005 Station Area Vision Plan**

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

1. New intermodal transit plaza and new "Main Street" for existing and new residents.
2. Creation of new open space.

3. Accommodation of the present curved Dinky alignment for future flexibility.
4. New pedestrian linkages to northwest portion of the site.
5. Vaughn Drive Connector as 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.

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.

**2007 Princeton Junction Overlay**

Passed by the Council as Ordinance 2007-23 on March 19, 2007, the overlay specifies numerous designs and other detailed regulations for future development along Route 571.

## 1. 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.
- **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.

## **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.

### **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 as set forth in New Jersey Transit's Planning for Transit-Friendly Land Use. 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.

### **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, or whatever might replace it in the future, 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.

**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.

**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.

**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.

## **2. 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 to and are a result of the goals set forth by Township resolution.

### **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 and bikeways necessary to serve regional and state needs, but no development in the Redevelopment Area may proceed unless infrastructure sufficient to service it is installed. Necessary roadway infrastructure is set forth in the table entitled Required Roadway and Bikeway Infrastructure for Redevelopment Area Districts, Maps N-U, and Goal 4, Policy 2. 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

**TOWNSHIP OF WEST WINDSOR REDEVELOPMENT PLAN**

**for PRINCETON JUNCTION**

through its off-tract fund. As per the Master Plan, bicycle and pedestrian facilities are considered to be an integral part of the roadway structure and as such are an important part of the capital improvement program. Cost of such facilities should be included in the Off-Tract Road Assessment Program.

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 municipality. The Fiscal Report must show details of 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. A Fiscal Impact Report is required for each development to articulate future demand on municipal services generated by redevelopment of the property that is the subject of such development, including school costs and any other fiscal impacts on the municipality. The Fiscal Impact Report must show details on the projection of property tax revenues that will accrue at the municipality, county, and school district according to an agreed upon redevelopment Phasing Plan, if any. The Report must show that at all times there will not be a negative impact on the municipality due to the proposed redevelopment and that the development will advance Goal 1, except that a development that has a fiscally negative impact may proceed if the developer can demonstrate that the overall Redevelopment Plan will have a positive fiscal impact and that the developer's project is essential to accomplish the Redevelopment Plan's goals. The Fiscal Impact Report must be a component of the redeveloper's agreement required for each project.
5. 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.
6. A Financing Report will be provided to define, review and analyze the financing mechanisms for achieving the economic goals of the redevelopment plan.

## 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 di minimis, and small all-affordable developments not greater than 25 units in District 10.
2. Flats will be marketed as for sale units, except that affordable rental units may be provided for municipally-sponsored projects such as Project Freedom or where the number of such units is di minimis.

### 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.

### 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.
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.

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.
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.

#### **Goal 4**

The Redevelopment Plan will remediate the traffic congestion within, around and through the redevelopment area, will incorporate Vaughn Drive as a Principal Collector serving both local and through traffic, will utilize traffic calming on roadways where potential conflicts with bicyclists and/or pedestrians exist, 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, roadway infrastructure and associated bikeway 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 and Bikeway Infrastructure for Redevelopment Area Districts, the Map entitled Conceptual Bicycle/Pedestrian Plan, and seven maps entitled Roadway and Bikeway Staging illustrate the roadway and bikeway 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. It is unclear at this time what the floodplain, flood hazard area, DRRC buffer, and wetlands restricts are along the proposed alignment of Vaughn Drive from the existing Vaughn Drive to the Dinky, and consultation with NJDEP will be necessary to resolve that. North of the Dinky, it is the objective of the Plan that the proposed alignment of Vaughn Drive will be outside the floodplain, flood hazard area, DRRC buffer, and wetlands zone.
  - 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 Road on the south side of Alexander Road to vehicular traffic, while maintaining pedestrian and bicycle access to the Old Bear Brook Road neighborhood); 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.

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 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.

- 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 and to adjacent neighborhoods and open space.
  - a. Bicycle lanes as part of the street structure shall be installed for all roads designated as arterials or collectors, according to the definitions in the Township Master Plan’s Circulation Element. Based on these definitions, roads or streets shall be designated as collectors or arterials if they regularly carry traffic that serves other than local residents, for example, commuters going to or from parking garages shall be designed or customers of retail merchants. Bike lanes in a configuration that places the bike lanes between the sidewalk and parked or moving cars and includes a two-foot marked buffer space between the bike lanes and the cars shall be provided.

- b. The Conceptual Bicycle/Pedestrian Plan outlines the required pedestrian and bicycle facilities, which shall be constructed concurrently with the associated or adjacent roadway.
- c. A non-automobile connection, wide enough to serve two-way bicycle and pedestrian traffic, between the east and west sides of the railroad is essential to creating a sense of place in Princeton Junction.
- d. Continuous and wide sidewalks and pedestrian ways shall be provided on both sides of all streets and roadways of the Redevelopment Area, including Route 571, to ensure that pedestrian circulation and mobility are enhanced throughout the area, meeting the standards of the NJDOT Smart Transportation Guidebook and the Americans with Disabilities Act Accessibility Guidelines. Multi-use trails can substitute for a sidewalk on one side of the street, but not both.
- e. Multi-use trails shall be constructed according to the Conceptual Bicycle / Pedestrian Plan. Per the Township Master Plan guidelines, they are appropriate “along roads with more than two travel lanes”, in “locations with relatively few driveway and roadway intersections” and “along railroad tracks, in parks, along river or stream banks, and similar areas,” but they do not substitute for bike lanes, due to the higher risk of collisions at driveway and roadway intersections, among other reasons.
- f. Bicycle and pedestrian facilities shall be designed in consultation with the West Windsor Bicycle and Pedestrian Alliance.
- g. Consistent with Policy 5 of this Goal 4 and Goal 5, pedestrian and bicycle connectivity to adjacent neighborhoods shall be constructed such that bicyclists and pedestrians have safe access to and from the Redevelopment Area.
  - (1) Access to the Penn’s Neck neighborhood shall be improved by constructing a multi-use path from the Penn’s Neck neighborhood along the Dinky tracks to meet the multi-use path along Vaughn Drive, as shown on the Conceptual Bicycle / Pedestrian Plan. Pedestrian crossings from the Main Street promenade area to this path must be designed to enable safe access to the open space.
  - (2) Pedestrian and bicycle access to the neighborhoods bordering Bear Brook Road shall be maintained in the event a cul de sac is constructed on Old Bear Brook Road near Alexander Road, so that bicyclists and pedestrians have direct access from Old Bear Brook Road to Alexander Road.

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. The site plans shall also show how the Redevelopment Area will be safely linked to each of the adjacent neighborhoods.
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 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. Additional pedestrian crossings of the railroad are needed to facilitate station access for rail commuters from planned commuter parking areas and to improve neighborhood and station area pedestrian circulation and connectivity. State and Federal financial assistance will be essential for creating better station access including an additional east-west pedestrian crossing of 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 pickup and short-term waiting areas for taxis buses, shuttles and automobiles. Core Area circulation and activities will be subject to further analysis and refinement as parking is expanded and detailed plans are developed for specific portions of the Redevelopment Area.

7. Funding of new roadways and bikeways and roadway and bikeway 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.

- 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 proposed at Washington Road. Further adjustments may be needed to respond to traffic service, design, and environmental factors. These components of the Plan will be subject to more detailed analysis early in the next phase of planning and engineering.
- b. Mercer County and DVRPC are planning and designing improvements to Route 571 between the railroad and Clarksville Road.
- c. Both Washington Road and Alexander Road are periodically closed by flooding along Little Bear Brook. A program shall be established and funding, including Federal and State local assistance, should be sought to improve the Washington Road and Alexander Road crossings over Little Bear Brook.
- d. 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.
- e. 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.
- f. Sarnoff will be required to construct the Sarnoff Connector as a provision of the General Development Plan (GDP) for that property.
- g. 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 ensure 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 the train station, including service in conjunction with satellite parking areas.
9. Pedestrian access to Berrien City and other adjacent neighborhoods shall be improved by narrowing the Scott Avenue roadway and effecting other necessary improvements to achieve continuous sidewalks and lighting on both sides of Scott Avenue between Wallace Road and Alexander Road. In addition, the pedestrian crossing at Scott Avenue and Wallace Road shall be relocated to the west side of Scott Avenue, crossing Wallace Road on the west side of the Kiss and Ride driveway, and continuous sidewalk connections shall be provided between this crossing and Scott Avenue. Sidewalks shall be provided on both sides of Wallace Road between Alexander Road and Route 571. Traffic calming on Wallace Road shall be further improved by the addition of bicycle lanes and a marked two-foot buffer, and a prominent mid-block crossing from the Station area across Wallace Road. Any new design of the Kiss and Ride on the east side of the tracks should minimize potential conflicts between pedestrians, bicyclists and motorists by the extensive use of traffic-calming techniques.

### **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 for the properties bordering the Acme Woods, where there is a sufficient dense buffer.

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

### **for PRINCETON JUNCTION**

3. A smooth transition should be created between the existing neighborhoods and new development. This shall include buffer zones such as green areas, bike and pedestrian paths and a gradual increase in building height and mass between established neighborhoods and the redevelopment area.
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 and to enhance aquifer recharge, wildlife habitat, and run off and flood water storage. Traffic will be minimized to the extent feasible through better distribution using higher order, arterial and collector 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.

### **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. Parking structures will be constructed only after consultation with the West Windsor Parking Authority.

**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 for transit villages as set forth in New Jersey Transit's Planning for Transit-Friendly Land Use.

**Policies**

1. Preserve the Millstone River Corridor and the Little Bear Brook Corridor, as shown on the Land Use Map.
2. Isolated wetlands required for parking or circulation should be mitigated by the creation of new wetlands at a rate of 2 acres for every one acre filled within the Redevelopment Area as governed by New Jersey Department of Environmental Protection regulations or as otherwise specified in a New Jersey Department of Environmental Protection wetlands permit. The mitigation may be within or outside of the Redevelopment Area.
3. All or the majority of Block 6, Lot 48 should be acquired for open space, public parkland, storm water management and wetland restoration and mitigation.
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, including constrained and developable land, should be maintained as open space. The Township's public policy is to preserve as much developable land as possible.



**TOWNSHIP OF WEST WINDSOR REDEVELOPMENT PLAN**

**for PRINCETON JUNCTION**

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). A storm water management plan in accordance with the Redevelopment Area watershed configurations shall be designed and shall include a regional detention facility, preferably in District 5 and with a cost-sharing arrangement and compensation to the owner of the land on which the facility is located.
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 and invasive plant species.
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.
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 as shown on the Land Use Map.
10. Preserve the Sarnoff Woods through implementation of a program transferring development rights, including those relating to office and affordable housing, through use of a TDR or other scheme for transferring development from the area to District 6 and use of some or all of the other mechanisms available, including land acquisition, land swaps, the possible transferring of development rights to District 3, and reconfiguration of the Sarnoff General Development Plan to shift development toward Route One. A TDR program with District 10 as the sending zone and the northerly portion of District 3 as the receiving zone or another program achieving similar results should be explored.
11. Information about and the regulatory impact of threatened and endangered species shall be provided and addressed at the site plan stage.

12. Certain environmental conditions within the Redevelopment Area (e.g., freshwater wetlands and associated buffers, open waters, the 100-year floodplain, and contaminated sites) may constrain critical elements of the proposed Plan. As portions of the Plan are further defined, more detailed environmental analysis will be required, perhaps necessitating adjustments to both the conceptual building configurations and to the circulation system as currently illustrated in the Plan.

### **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 consistent with future land use goals through the use of private capital, State and Federal funds. Those brownfield sites are located in Districts 3, 6, 7, and 9.

### **Goal 10**

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

### **Policies**

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; two and one-half stories in District 7 except that three stories are permitted for properties abutting the Acme Woods; and three stories in District 10.
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.
3. Commuter parking on Wallace Road shall 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.

### **Goal 11**

The Redevelopment Plan will create iconic and active public spaces for the West Windsor community and a pedestrian-oriented street life. The most prominent one will be the Main Street promenade. No streets will cross through the promenade, leaving a continuous open space and four local roads that end in a T intersection on the square. The promenade shall be created between bordering streets, creating a town square, and traffic shall be routed one-way around this continuous open space.

### **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 Districts 1 and 3.
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.
3. Provide a layout of buildings, open spaces and parking lot edges that encourage pedestrian and bicycle circulation with sidewalk and pathway interconnections. To facilitate bicycle usage by cyclists of all levels of experience and age, a roadway configuration that places bike lanes between the sidewalk and parked or moving

cars and includes a two-foot marked buffer space between the bike lanes and the cars and provides connectivity to adjacent neighborhoods shall be used.

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.
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.
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.
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.
21. Corner buildings shall relate to the activities of the intersection and encourage activity through their design.
22. Provide a safe and appealing nighttime environment for the Redevelopment Area.
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.
24. In District 9 consider constructing an iconic power-generating windmill that is designed and scaled in such a way as to pay homage to West Windsor's agricultural past while symbolizing the future's green energy.
25. 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.
26. In addition, for the village area along Route 571 all development should reflect traditional village planning and design principles and should:

- (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 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.
27. The Acme Center with a grocery store may be retained. If the owner wishes to retain the current building, the sidewalk in front of the buildings shall be widened and the sidewalk linkage to the current Route 571 sidewalk shall be enhanced, in order to facilitate better pedestrian movement and create a continuous “Main Street” from 571 to Alexander Road. Enhanced landscaping and/or a kiosk at the corner of the entrance on Route 571 are encouraged. Liner buildings may be constructed to create a more active street life. The liner buildings shall not go across the entire frontage, so as to minimize or obstruct views of buildings in the rear from Route 571.
28. The Parking Authority should consider creating a public open space by making a pocket park at the train station pond.
29. Architectural elevations and renderings shall be provided with all site plan applications.

**Goal 12**

The Township will strive to incorporate input from all key stakeholders during implementation of the Redevelopment Plan, including any amendments to it and development applications filed pursuant thereto.

**Policies**

1. The general public, especially key stakeholders such as residents and property owners, both within and outside the Redevelopment Area, are encouraged to contribute ideas and amendments during the Redevelopment Plan implementation phases at public meetings and through written correspondence to the governing body and Planning Board.
2. All concept, preliminary, final, and amended plans will be posted on the developer's website with a link from the Township's.

**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 bedrooms, 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.

**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

1. The US Green Building Council's Leadership in Energy and Environmental Design (LEED) for Neighborhood Development (ND) Rating System integrates the principals of smart growth, urbanism and green building into a nationally-recognized system for neighborhood design. The rating system encourages smart growth and new urbanist best practices, promoting the location and design of neighborhoods that reduce vehicle miles traveled and communities where jobs and services are accessible by foot or public transit. Adhering to LEED for Neighborhood Development project criteria will help ensure that the redevelopment of Princeton Junction will successfully protect and enhance the overall health, natural environment, and quality of life of our community.

The Policy Objectives of LEED-ND that the redevelopment of Princeton Junction shall support and conform to are:

a. 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.

b. Encourage healthy living.

(1) 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.

c. Protect threatened species.

(1) 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.

d. Increase transportation choice and decrease automobile dependence.

(1) 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.

2. Implement L.E.D. lighting fixtures for site lighting fixtures. Consider solar electric generation for pedestrian scale lighting systems and/or project signs.
3. Implement green roof planting on flat roofing of multi-story buildings or light color for roof surfaces.
4. Development in the Redevelopment Area shall provide for energy conservation opportunities, including designing and constructing train station parking so as to facilitate the future installation of plug-in hybrid electric vehicles and electric vehicle infrastructure. The parking spaces so provided shall be preferential so as to raise the public's awareness of such vehicles.
5. Solar photovoltaic systems on parking decks are encouraged.

### **Goal 15**

In keeping with the Township Master Plan Circulation Element Goals B and C, encourage alternate circulation modes and networks (e.g., pedestrian, bicycle, and bus transit) to minimize local auto traffic trips and to increase opportunities

for recreational bicycling and walking. The pedestrian and bikeway system should make walking and cycling a viable alternative to driving, improve bicyclist and pedestrian safety, and create a comfortable environment for all bicyclist levels through such techniques as minimizing crossing distances, providing for slow vehicular speeds, and maximizing traffic calming.

**Policies**

1. The plan incorporates by reference all policies of the Township Master Plan Circulation Element Goals B, Policies 1 through 3, and C, Policies 1 through 8.
2. Bicycle and pedestrian facilities will be designed in consultation with the West Windsor Bicycle and Pedestrian Alliance.

## 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.

### **Standards Applicable to All Districts**

The districts must be developed in accordance herewith, 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.

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.

Notwithstanding any provisions of this Plan to the contrary, no design standards shall apply to commuter parking facilities developed, financed and/or sponsored by public entities such as the West Windsor Parking Authority and New Jersey Transit and shall be determined cooperatively with the redevelopment entity, the West Windsor Parking Authority, and New Jersey Transit.

Section 200-243.2 of the West Windsor Township Code shall not apply.

#### 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.

3. All sidewalks and pathways must be designed to provide access for the physically disabled. Access ramps shall be conveniently placed and sloped to provide easy connection to streets and sidewalks, in conformance with 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.
5. Per New Jersey Department of Transportation Bicycle Compatible Roadways and Bikeways design guidelines, bicycle storage lockers shall be located near each boarding location, and bike racks shall be located under a shelter. All facilities that provide parking to the public shall provide parking for bicycles at the rate of one bicycle parking space per 10 automobile parking spaces for the first 100 parking stalls and one bicycle space for every 20 beyond that. In addition, sheltered bike storage racks shall be provided on each block within the main street retail area and for each separate office or retail building within the Redevelopment Area.

**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.
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.

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.
5. In public spaces, use passive systems such as cisterns and water gardens that collect rainwater for irrigation to the extent feasible.
6. Gray water shall be re-used to the extent practicable.
7. Soil moisture-sensing irrigation systems shall be used.

#### C. Architectural and Landscape Architectural Guidelines

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, siting, 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.
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 utilizing 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. 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.

**TOWNSHIP OF WEST WINDSOR REDEVELOPMENT PLAN**

**for PRINCETON JUNCTION**

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 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.

**TOWNSHIP OF WEST WINDSOR REDEVELOPMENT PLAN**

**for PRINCETON JUNCTION**

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 high efficiency lighting technologies such as 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.
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, and solar photovoltaic systems on roofs and parking decks shall be provided to the extent practicable.
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 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.
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 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.
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.
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.
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.
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.
46. All retail and office space shall be located in mixed use buildings.

#### 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:
      - (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

- 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
  
- 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.
  
- 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.
  
- 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.

## **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
- 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.
  - (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, 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 stores or mailing centers.
- (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.
- (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.
- (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 signs 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:

- 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. Freestanding retail buildings are prohibited.
- 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 a 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: .14 for retail and office
- 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.

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.

**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.
  - (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).

**TOWNSHIP OF WEST WINDSOR REDEVELOPMENT PLAN**

**for PRINCETON JUNCTION**

- (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 including walk-up automated teller machines (ATM), provided that such are compatible with the design of the 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 stores or mailing centers.
- (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.
- (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 signs 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:

- 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.

- 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.
- G. No development shall proceed in the District without a redeveloper’s agreement with the Township or redevelopment entity.

**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).

**TOWNSHIP OF WEST WINDSOR REDEVELOPMENT PLAN**

**for PRINCETON JUNCTION**

- (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.
- (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 including walk-up automated teller machines (ATM), provided that such are compatible with the design of the building. Drive-through facilities serving such uses are not permitted.
- (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 stores or mailing centers.
- (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.

**TOWNSHIP OF WEST WINDSOR REDEVELOPMENT PLAN**

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**for PRINCETON JUNCTION**

- (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.
- (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 signs 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.

**TOWNSHIP OF WEST WINDSOR REDEVELOPMENT PLAN**

**for PRINCETON JUNCTION**

- 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.
- 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.
  - (4) No development shall proceed in the District without a redeveloper's agreement with the Township or redevelopment entity.
  - (5)

**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.

- 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 including walk-up automated teller machines (ATM), provided that such are compatible with the design of the building. Drive-through facilities serving such uses are not permitted.
  - (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 stores or mailing centers.
  - (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.
- (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 signs 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 single 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. Maximum 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 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.
- (3) No development shall proceed in the District without a redeveloper's agreement with the Township or redevelopment entity.

**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 mitigation.
  - (3) Storm water management facilities serving a broader area.

**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. Such redeveloper's agreement shall specify the development transfer mechanism to be used. 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.
- B. No development shall proceed in the District without a redeveloper's agreement with the Township or redevelopment entity.

**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:

**TOWNSHIP OF WEST WINDSOR REDEVELOPMENT PLAN**

**for PRINCETON JUNCTION**

- (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).
- (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.
- (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 including walk-up automated teller machines (ATM), provided that such are compatible with the design of the 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 stores or mailing centers.
  - (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.
- 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, 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.
  - (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 signs 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-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 Landscape Architectural 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 bonus FAR of .40 shall apply only to 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:
  - (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 on publicly owned land shall be oriented toward and close to and front on Vaughn Drive and Main Street.
  - (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.
  - (4) No development shall proceed in the District without a redeveloper's agreement with the Township or redevelopment entity.

## **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.

- 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).
  - (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 stores or mailing centers.
- (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.
- (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 signs 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-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.

**TOWNSHIP OF WEST WINDSOR REDEVELOPMENT PLAN**

**for PRINCETON JUNCTION**

- 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 there from 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 and maximum building height shall be 2 1/2 stories, except that the maximum building height shall be 3 stories for properties abutting the Acme Woods.
- 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 top floor.
- H. Parking Standards.
  - (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. The multi-use trail through the Crawford/Acme Woods shown on the Conceptual Plan shall be constructed by any developer developing the land upon which the path is located as part of a development approval in order to facilitate access to Berrien City and Circle Drive from Sherbrook Estates and The Gables.

- 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 Landscape Architectural Guidelines.
  - (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 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, 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.

- L. No development shall proceed in the District without a redeveloper's agreement with the Township or redevelopment entity.

## **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, mitigate the visual impacts of surface parking and the power station, and create public open space associated with the existing pond.
- 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 surface 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.
- (4) A public park.

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

**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.

**RP-9 District intensity, bulk and other regulations**

- A. No development shall proceed in District without a redeveloper's agreement with the Township or redevelopment entity.

**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:

- (1) Square footage from approved but un-built development within the RP-10 district shown on the Conceptual Plan 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. Such redeveloper's agreement shall specify the development transfer mechanism to be used.
- (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.
- (3) Any all-affordable development in the District shall be no greater than 25 units.
- (4) No development shall proceed in the District without a redeveloper's agreement with the Township or redevelopment entity.

## **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 Environmental Infrastructure Trust

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.

### **3. 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 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.

### **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.

**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.

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.
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.

**TOWNSHIP OF WEST WINDSOR REDEVELOPMENT PLAN**

**for PRINCETON JUNCTION**

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.
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.

**TOWNSHIP OF WEST WINDSOR REDEVELOPMENT PLAN**

**for PRINCETON JUNCTION**

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 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.

**TOWNSHIP OF WEST WINDSOR REDEVELOPMENT PLAN**

**for PRINCETON JUNCTION**

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 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 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.

### **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 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)

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

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

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

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.).



**TOWNSHIP OF WEST WINDSOR REDEVELOPMENT PLAN**

**for PRINCETON JUNCTION**

- b. A redevelopment plan may include the provision of affordable housing in accordance with the “Fair Housing Act,” P.L.1985, c.222 (C.52:27D-301 et al.) and the housing element of the Municipal master plan.
- c. The redevelopment plan shall describe its relationship to pertinent municipal development regulations as defined in the “Municipal Land Use Law,” P.L.1975, c.291 (C.40:55D-1 et seq.). The redevelopment plan shall supersede applicable provisions of the development regulations of the municipality or constitute an overlay zoning district within the redevelopment area. When the redevelopment plan supersedes any provision of the development regulations, the ordinance adopting the redevelopment plan shall contain an explicit amendment to the zoning district map included in the zoning ordinance. The zoning district map as amended shall indicate the redevelopment area to which the redevelopment plan applies. Notwithstanding the provisions of the “Municipal Land Use Law,” P.L.1975, c.291 (C.40:55D-1 et seq.) or of other law, no notice beyond that required for adoption of ordinances by the municipality shall be required for the hearing on or adoption of the redevelopment plan or subsequent amendments thereof.
- d. All provisions of the redevelopment plan shall be either substantially consistent with the municipal master plan or designed to effectuate the master plan; but the municipal governing body may adopt a redevelopment plan which is inconsistent with or not designed to effectuate the master plan by affirmative vote of a majority of its full authorized membership with the reasons for so acting set forth in the redevelopment plan.
- e. Prior to the adoption of a redevelopment plan, or revision or amendment thereto, the planning board shall transmit to the governing body, within 45 days after referral, a report containing its recommendation concerning the redevelopment plan. This report shall include an identification of any provisions in the proposed redevelopment plan, which are 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.

**TOWNSHIP OF WEST WINDSOR REDEVELOPMENT PLAN**

**for PRINCETON JUNCTION**

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

**Add the Appendix B here**

**Princeton Junction TOD**  
**Existing Circulation Conditions**  
West Windsor Township, Mercer County

**DRAFT REPORT**

Prepared By:



810 Bear Tavern Road  
West Trenton, NJ 08628

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February 1, 2007

APPENDIX B

## VEHICULAR CONDITIONS

### Traffic Volumes

The roadways in the study area include:

- Washington Road (CR 571), a two-lane roadway posted at 40 mph;
- Hightstown Road (CR 571), a two-lane roadway posted at 40 mph;
- Alexander Roadway, which is a five-lane roadway from Route 1 until just south of Vaughn Drive, posted at 40 mph, and a two-lane roadway from this point south, posted at 30 mph;
- Wallace Road, which is primarily a two-lane roadway, but with a three-lane section (one eastbound and two westbound lanes between Hightstown Road and Wallace Circle), posted at 25 mph;
- Vaughn Drive, a two-lane roadway posted at 25 mph;
- Station Drive, a two-lane roadway.

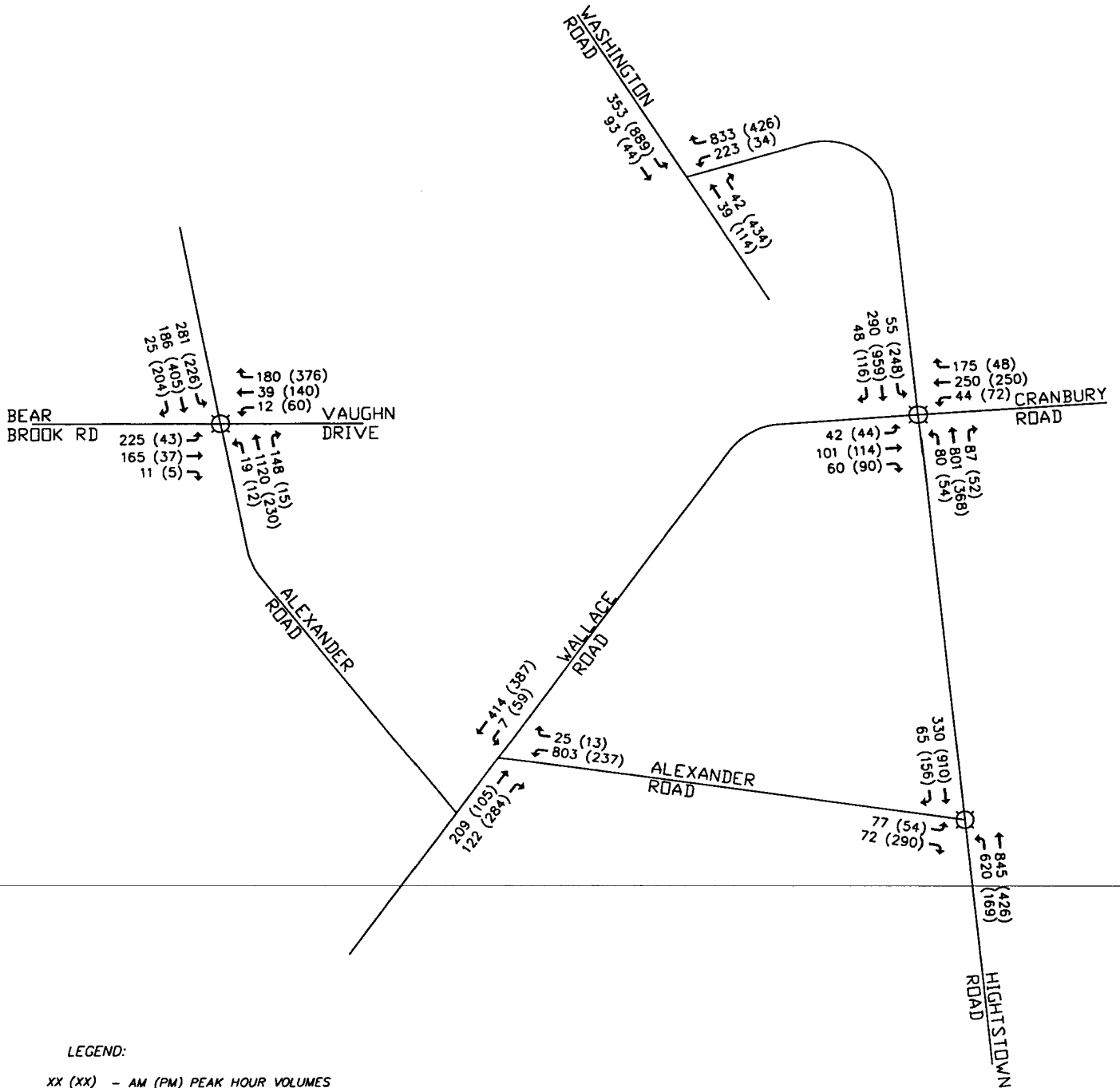
Manual turning movement traffic counts were conducted by Orth-Rodgers & Associates in the study area in January 2007. These were supplemented by traffic counts conducted by Orth-Rodgers & Associates at the intersection of Hightstown Road and Wallace Road/Cranbury Road in June 2004, and traffic counts conducted by Urbitran Associates along Hightstown Road in 2004 for the *Route 571 Corridor Planning Study*. Based upon the January 2007 traffic counts, on weekdays the morning peak hour peak traffic is from 7:45 AM to 8:45 AM, and the evening peak hour is from 5:30 PM to 6:30 PM.

Existing volumes in the peak traffic hours are shown in Figure 1. Volumes are strongly oriented toward Route 1 in the morning, and away from Route 1 in the evening. For example, 446 vehicles travel southbound on Washington Road into the study area in the morning, with 872 vehicles, or close to double the southbound volumes, travel northbound. In the evening, 933 vehicles travel southbound on Washington Road, while 540 travel northbound.

The train station is the largest traffic generator in the study area, and patterns around the arriving and departing trains heavily influence traffic volumes. With close to three-quarters of the train station parking spaces on the west side of the NEC (Northeast Corridor) rail line, the patterns are more conspicuous on roadways in this area. In the morning peak hour, 316 vehicles travel southbound toward the southern end of Washington Road, while 81 travel northbound. (Some motorists are traveling to the commercial uses in the area, but the majority appears to be destined to the train station.) In the evening peak hour, the volume of vehicles traveling southbound to the lower end of Washington Road drops to 78, even as 548 vehicles travel northbound on Washington Road from the train station area.



**PRINCETON JUNCTION TOD**  
**2007 EXISTING VOLUMES**  
 AM PEAK HOUR (7:45-8:45 AM), PM PEAK HOUR (5:30-6:30 PM)  
 WEST WINDSOR  
 MERCER COUNTY, NEW JERSEY



**LEGEND:**

- XX (XX) - AM (PM) PEAK HOUR VOLUMES
- - DENOTES EXISTING TRAFFIC SIGNAL

At Alexander Road and Vaughn Drive – on the other side of the major parking field by the train station – 594 vehicles enter during the morning peak hour, while 264 vehicles are exiting. It should be noted that some of these volumes are generated by motorists heading toward the office buildings along Vaughn Drive. However, for the most part, these volumes illustrate the traffic patterns created by the train station during peak hours.

**Levels of Service**

The peak hour volume counts conducted by ORA were used to determine the “level of service” of key intersections. While traffic volumes provide an important measure of activity on the area road system, it is even more important to evaluate how well the roadway system accommodates those volumes. Traffic engineers thus compare peak traffic volumes to available roadway capacity. Capacity represents the maximum number of vehicles which can be accommodated given the number of lanes, traffic characteristics and controls. This is typically measured at intersections, since conflicts are most prevalent there.

Traffic flow at an intersection is described by a concept called Level of Service, which “grades” intersections by expected traffic delay. At unsignalized intersections, levels of service range from Level of Service ‘a’ (indicating average delays of 10 seconds or less) to Level of Service ‘f’ (indicating average delays of greater than 50 seconds). Level of Service ‘e’ is generally considered as the acceptable limit of delay for most drivers in a suburban setting. Table 1 summarizes levels of service for unsignalized intersections.

**Table 1: Level of Service for Unsignalized Intersections**

Level of Service	Average Total Delay per Vehicle (seconds)
a	0 to 10.0
b	10.1 to 15.0
c	15.1 to 25.0
d	25.1 to 35.0
e	35.1 to 50.0
f	over 50

At signalized intersections, factors that affect the various approach capacities include width of approach, number of lanes, signal ‘green’ time, turning percentages, truck volumes, etc. Delays cannot be related to capacity in a simple one-to-one fashion. It is possible to have delays in the level of service ‘F’ range without exceeding roadway capacity. Substantial delays can exist without exceeding capacity if one or more of the following conditions exist:

- Long signal cycle lengths;
- A particular traffic movement experiences a long ‘red’ time; or,
- Progressive movement for a particular lane group is poor.

Table 2 below describes the level of service for signalized intersections.

**Table 2: Level of Service for Signalized Intersections**

<b>Level of Service</b>	<b>Average Total Delay per Vehicle (seconds)</b>
A	0 to 10.0
B	10.1 to 20.0
C	20.1 to 35.0
D	35.1 to 55.0
E	55.1 to 80.0
F	over 80.0

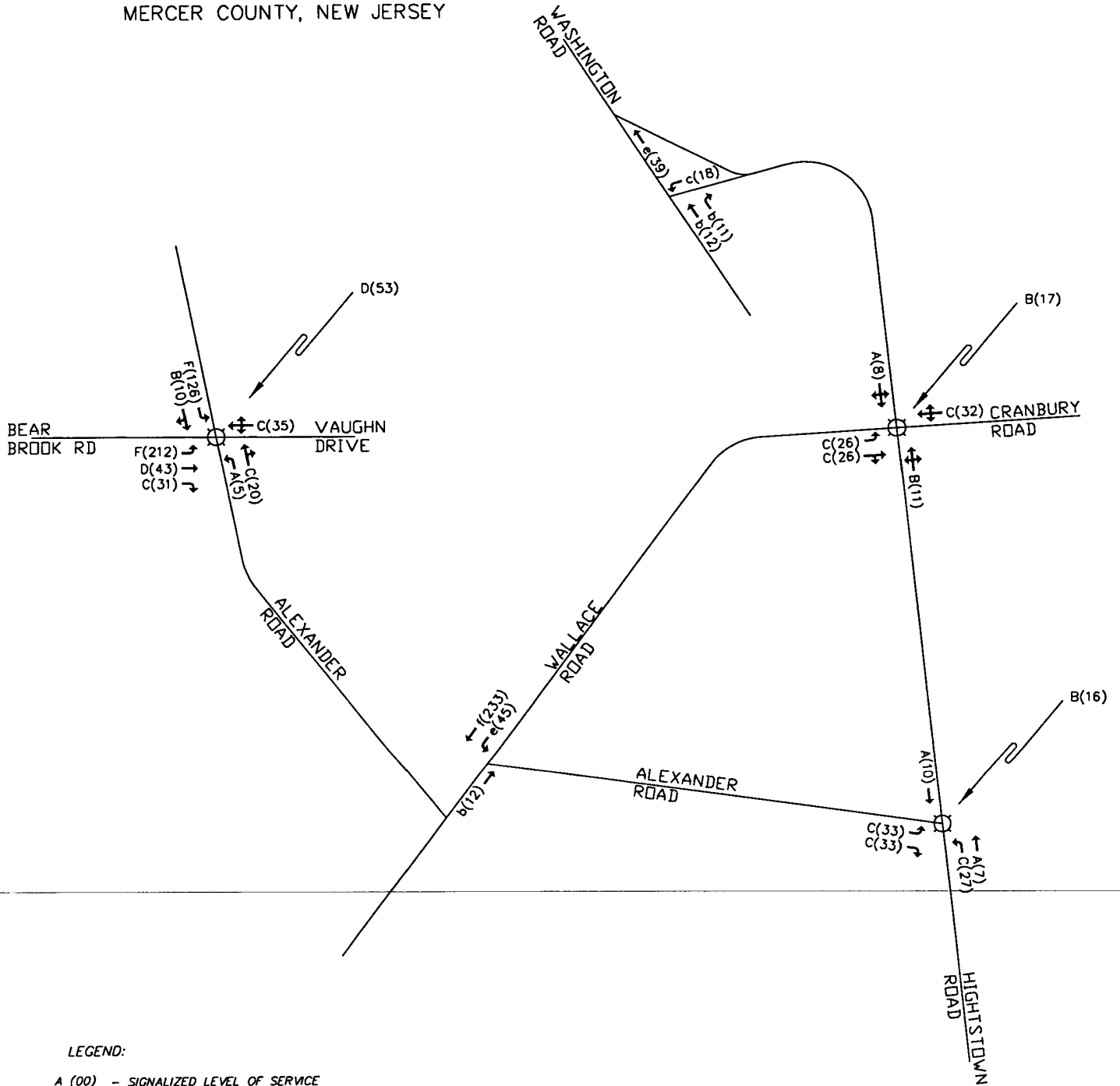
Note: In this report, the levels of service for signalized intersections are indicated in upper-case type, and the levels of service for unsignalized intersections are indicated in lower-case type.

Levels of Service at study area intersections are depicted in Figures 2 and 3 for morning and evening peak hours, respectively.





PRINCETON JUNCTION TOD  
2007 EXISTING LEVELS OF SERVICE  
AM PEAK HOUR (7:45-8:45 AM)  
WEST WINDSOR  
MERCER COUNTY, NEW JERSEY

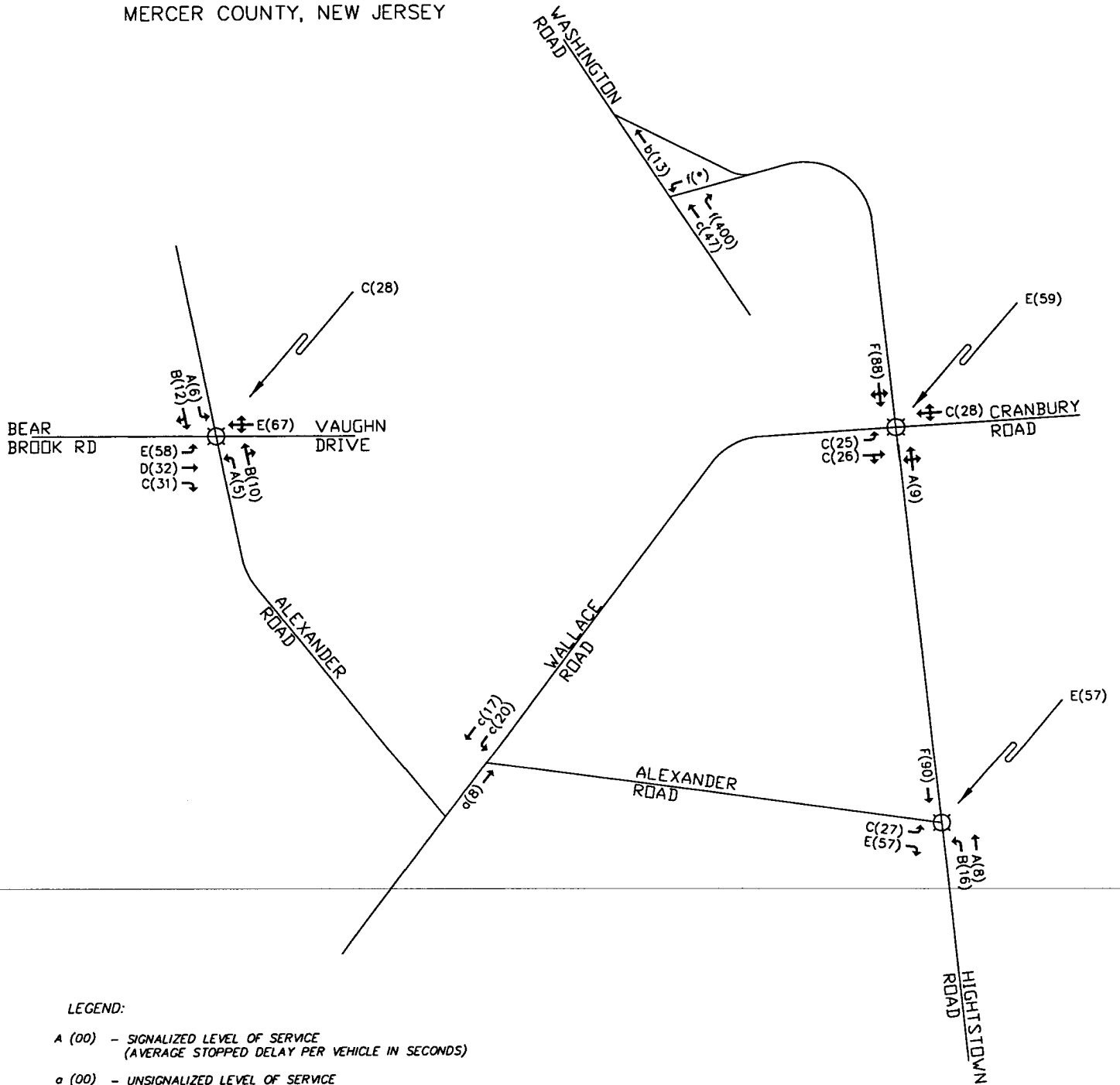


LEGEND:

- A (00) - SIGNALIZED LEVEL OF SERVICE  
(AVERAGE STOPPED DELAY PER VEHICLE IN SECONDS)
- o (00) - UNSIGNALIZED LEVEL OF SERVICE  
(AVERAGE STOPPED DELAY PER VEHICLE IN SECONDS)
- # - OVERALL INTERSECTION LEVEL OF SERVICE  
(AVERAGE STOPPED DELAY PER VEHICLE IN SECONDS)



**PRINCETON JUNCTION TOD**  
**2007 EXISTING LEVELS OF SERVICE**  
**PM PEAK HOUR (5:30-6:30 PM)**  
 WEST WINDSOR  
 MERCER COUNTY, NEW JERSEY



**LEGEND:**

- A (00) - SIGNALIZED LEVEL OF SERVICE  
(AVERAGE STOPPED DELAY PER VEHICLE IN SECONDS)
- $\circ$  (00) - UNSIGNALIZED LEVEL OF SERVICE  
(AVERAGE STOPPED DELAY PER VEHICLE IN SECONDS)
- # - OVERALL INTERSECTION LEVEL OF SERVICE  
(AVERAGE STOPPED DELAY PER VEHICLE IN SECONDS)
- \* - AVERAGE STOPPED DELAY PER VEHICLE EXCEEDS VALUES CALCULATED BY HCS

In the morning, heaviest delays in the study area are seen for southbound vehicles on Wallace Road turning right onto Alexander Road, operating at an LOS 'f'. At the intersection of Alexander Road with Bear Brook Road/ Vaughn Drive, the eastbound Bear Brook Road left turn onto Alexander Road northbound operates at an 'F', as well as the southbound left turn movement from Alexander Road onto Vaughn Drive.

With the heavier volumes in the evening peak hour, vehicular delays become much more pronounced. The longest delay in the study area is seen for the northbound vehicles on Washington Road turning right onto Hightstown Road, at the NEC overpass. This movement operates at LOS 'f.' Particularly after express trains from New York City discharge their passengers, queues here often extend from Washington Road into Station Drive, and well into the train station parking lot. Once motorists make it past the intersection of Washington Road and Hightstown Road, they typically confront another queue, for southbound vehicles on Hightstown Road at Wallace Road/Cranbury Road. This approach operates at an LOS 'F.' Delays continue on Hightstown Road through the intersection with Alexander Road, where the southbound through movement also operates at 'F'. This Level of Service assumes that eastbound left-turning and right-turning vehicles on Alexander Road at Hightstown Road typically form two lanes, despite the fact that there is only one approach lane; and that northbound through and left-turning vehicles on Hightstown Road also typically form two lanes, despite the presence of only one lane on that approach. These traffic patterns were observed on regular field views.

Movements operating at an LOS 'E' include the westbound Vaughn Drive approach at Alexander Road; left turn from Bear Brook Road onto Alexander Road; and the right turn from Alexander Road onto Hightstown Road.

## **TRANSIT**

### **NJ Transit Northeast Corridor**

On weekdays, this train makes 64 stops at Princeton Junction en route to New York City from Trenton, and 53 trips from New York City to Trenton. NJ Transit defines the morning peak period for NYC-bound trains as encompassing Princeton Junction departures from 5:41 AM to 8:23 AM. During the morning peak, headways are as little as 5 minutes. NJ Transit considers the evening peak period for Trenton-bound trains as encompassing Princeton Junction arrivals between 4:53 PM and 7:55 PM. Headways are as little as 5 minutes in the evening.

There are nine express trains to New York City, departing Princeton Junction between 5:23 AM and 8:23 AM; and nine trains from New York City, arriving at Princeton Junction between 2:52 PM and 6:59 PM.

On weekend days, the Northeast Corridor Line makes 36 trips to New York, and 37 trips to Princeton Junction.

On a typical weekday between July 2005 and June 2006, there were 7,020 passengers boarding trains at Princeton Junction. This represents the second heaviest passenger traffic on the NJ Transit system, second only to Metropark, with 7,116 boardings.

The heaviest passenger boarding and deboarding volumes on individual runs are always accounted for by the express trains between Princeton Junction and Newark/New York.

Passengers boarding the northbound Northeast Corridor Line (to New York City) during the morning peak period were counted by NJ Transit in 2004. The highest boarding volume was on the 8:20 AM train, with 490 passengers; the second highest was on the 7:51 AM train, with 413 passengers; and the third highest was the 8:35 AM train, with 379. Of the seven trains between 7:13 AM and 8:35 AM, five trains exceeded 340 boardings.

Passenger counts on southbound trains were conducted by NJ Transit in April 2006. The highest volume of passengers deboarding was 544, on the 6:59 PM train. The 5:30 PM train was second, with 502 deboardings; the 6:21 train was third, with 434; and the 7:34 train fourth, with 429. The number of passengers boarding any westbound train to Trenton during the evening peak period is minimal, typically below five. From 5:30 PM to 8:04 PM, 9 of the 18 trains stopping at Princeton Junction exceeded 300 deboardings. Six of these trains were express trains, and the other three stopped only at New Brunswick and Jersey Avenue after leaving Newark.

ORA conducted counts to determine which side of the station passengers exit from. When deboarding from the New York City express trains in the peak period, typically from 225 to 350 passengers exit the train station on the west side, and from 150 to 200 passengers exit on the east side. The arrival of the express trains is always indicated by the queues of vehicles waiting to pick up passengers on both sides of the train station, and by the immediate spike in the number of vehicles entering area roadways.

Although not at the high levels seen in the morning, the number of passengers boarding the northbound Northeast Corridor Line in the evening is not insignificant. According to NJT, there were 141 passengers boarding the 6:06 PM train, and 136 passengers boarding the 5:38 train. The deboardings on the northbound train were as high as 68 at 8:07 PM, and 33 at 6:34 PM.

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### **Dinky Line**

The Princeton Branch of NJ Transit, locally known as the “Dinky,” is an important source of passengers at the train station. On weekdays, there are 43 scheduled trips between Princeton Borough and Princeton Junction, and 34 trips on Saturdays and Sundays. The headways are about 20 minutes in the peak morning and evening commute periods, and about 30 minutes at other times.

On a typical weekday in 2006, 977 passengers boarded the Dinky in Princeton Borough, and 926 passengers boarded the Dinky in Princeton Junction. Boardings drop to about 720 to 740 on Saturday, and 620 to 650 on Sundays. The heaviest flows eastbound (from Princeton Borough to Princeton Junction) occur in the morning, with 53 passengers on the 8:16 AM train from Princeton Borough representing the highest count. Relatively heavy volumes are also seen on the 4:04 PM and 4:53 PM trains from Princeton Borough, with 49 passengers on each.

The heaviest flows westbound (from Princeton Junction to Princeton Borough) occur in the evening, with 52 passengers on the 7:14 PM and 8:10 PM trains from Princeton Junction. However, the single heaviest volume was seen in the morning, with 55 passengers taking the 9:01 AM train from Princeton Junction to Princeton.

Virtually all of the passengers on the Dinky connect to the Northeast Corridor, with the large majority of these heading to or coming from destinations north of Princeton.

#### **Amtrak Service**

Amtrak's Northeast Corridor service from Washington to New York City makes 10 stops at Princeton Junction on weekdays between 7:54 AM and 8:33 PM, with the service from New York to Washington making five stops between 6:16 AM and 3:58 PM.

Amtrak's Keystone and Pennsylvanian services stop at Princeton Junction en route between Harrisburg, PA and New York City. On weekdays, this service makes seven stops between 10:18 AM and 5:51 PM en route from Harrisburg to New York City, and four stops between 6:16 AM and 3:58 PM en route from New York City to Harrisburg.

#### **Other Transit**

The Princeton Junction Shuttle bus runs between Old Cranbury Road in East Windsor Township and Princeton Junction, stopping in Hightstown Borough on the way. Operating only on weekdays, it makes three trips to Princeton Junction in the morning peak period, and two trips in the evening peak period. It stops on the east side of the station. This service is supported by East Windsor Township, the Borough of Hightstown, and Mercer County.

The NJT #600 bus runs between Princeton Forrestal Village in Plainsboro Township and the Trenton Rail Station, stopping at Princeton Junction on the way. It makes 20 to 22 trips per day in both directions. Headways to Plainsboro are 25 minutes in the peak morning period and 30 minutes in the peak evening period, with headways over one hour at other times. Headways to Trenton are 30-60 minutes in the morning, and 15-40 minutes in the evening. It stops on the west side of the station.

The NJT #976 "Wheels" service runs between the Princeton Junction train station and several sites in Lawrence Township. There are five trips to the train station in the morning, and five trips from the train station in the evening. Headways are 35 to 40 minutes. It stops on the east side of the station. During field views, ORA noted that 29

passengers deboarded from the #976 at 7:30 AM, to board the northbound NEC line in turn.

Private transit services also operate in the area. “A1 Limousine” service drops off and pick up passengers on both sides of the station. A van serving the “Mews of Princeton Junction” stops on the west side.

### **Kiss and Ride Areas**

Places where vehicles discharge passengers to board the train, and pick up passengers after deboarding, are popularly known as “kiss and rides.” The Princeton Junction train station has kiss and rides on both the east and west sides of the station. On the east side of the station, Wallace Circle is used for dropping off passengers. A total of 22 20-minute parking spaces line Wallace Circle. A 132-ft. long section of curblin adjacent to a stairway up to the main waiting area is signed as a “Drop-off area,” with no parking permitted. NJ Transit buses are signed to stop in this area. The left curblin of Wallace Circle is painted yellow, to prohibit parking or standing. However, based upon field views, motorists waiting to pick up passengers often stand along the left curblin just past the entrance to Wallace Circle. This is a common practice even when there are 20-minute spaces available past the signed “Drop-off area.” Apparently, when motorists cannot immediately identify available spaces at the entrance to Wallace Circle, they often decide to stand along the left curblin, rather than drive around the Circle to investigate.

On the west side of the station, there are 13 parking spaces with 15-minute limits signed as a “Pick-Up Area.” A 135-ft. long section of curblin adjacent to the main stairway is signed as a “Passenger Drop-Off Area,” with no parking permitted. NJ Transit buses are signed to stop in this area. A 40-ft. section of the curblin is signed as “No Parking” adjacent to a ticket vending booth. A 60-ft. section of the curblin is signed as the “Taxi Stand,” with room to accommodate three taxis. To the south of the Taxi Stand area, a 400 ft. section of the curblin is also available for use by waiting taxis. The queue here typically does not exceed 12 taxis.

### **Mode Split**

Largely because of the presence of the Princeton Junction train station, the percentage of West Windsor residents whose use public transportation to travel to work is unusually high. According to the 2000 Census of Population and Housing, 21.6% of Township residents travel to work via public transportation, versus 6.8% for Mercer County residents and 9.6% of New Jersey residents. Virtually all of these residents – 20.6% - travel on the railroad, with another .5% using the bus and .4% using “subway or elevated” rail (perhaps a reference to the Dinky). Another 1.2% of West Windsor residents walk to work, and .2% bicycle to work.

## **Parking**

Both permit parking and pay parking is available at the Princeton Junction train station. The West Windsor Parking Authority charges \$100 per quarter for their permit lots, and NJ Transit charges \$165 per quarter for their permit lots. Pay parking costs \$4 per day.

Following is a summary of parking available in the station area, based on information provided from field views, the 2005 *West Windsor Princeton Junction Station Area Vision Plan*, and the West Windsor Parking Authority:

### West Side of NEC:

Private lots at Station Drive and Washington Road: 75 (approximately)

#### *North side of Dinky tracks*

NJ Transit permit lot: 213

NJ Transit pay-by-day lot: 613

#### *South side of Dinky tracks*

NJ Transit permit parking, gravel lot: 360 (approximately)

NJ Transit permit parking, paved: 1,041

On-Street - Vaughn Drive: 88 (approximately)

West Windsor Parking Authority permit parking: 331

Total on West Side: 2,721

### East Side of NEC:

NJ Transit pay-by-day lot: 384

West Windsor Parking Authority permit parking: 604

Total on East Side: 988

### ***Total Spaces: 3,709***

These official spaces are supplemented to a small extent by the presumably unsanctioned use by NJ Transit passengers of commercial parking lots in close proximity. During field views in the morning, pedestrians were observed heading to the Train Station after parking their cars in the office building lots on Vaughn Drive, or after parking in the Ellsworth Shopping Center.

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On the typical weekday, parking at the train station is generally at capacity. The West Windsor Parking Authority maintains waiting lists for permits at the lots owned both by the Authority and by NJ Transit. Following is their status as of February 2007:

- NJ Transit permit lots – waiting list for 4,075 persons, with a projected wait of five years.

- West Windsor permit lot on Wallace Road – waiting list for 2,222 persons, with a projected wait of eight years.
- West Windsor permit lot on Vaughn Drive – waiting list for 876 persons, with a projected wait of three years.

### **Pedestrian and Bicycle Facilities**

Existing sidewalk facilities within the study area are varied. Sidewalks are missing from both sides of Hightstown Road from the intersection with Washington Road on the west side of the NEC rail line, to just north of Sherbrooke Drive. Sidewalks are also missing on Alexander Road between Vaughn Drive and Wallace Road, and along Cranbury Road. They are absent from several other roadways in the greater area. Several roadway segments have sidewalks on only one side of the road, such as Hightstown Road east of Sherbrooke Drive; Vaughn Drive; Alexander Road east of Wallace Road, and much of Wallace Road.

The *West Windsor Township Bicycle/ Pedestrian Plan*, prepared in October 2004, called for an expansion of pedestrian and bicycle facilities throughout the township. Within the Princeton Junction TOD study area, the Plan recommends:

- Bike lanes on Washington Road and Hightstown Road, including the NEC overpass;
- Bike compatible shoulders on Alexander Road north of the NEC line, as well as the small segment between the railroad bridge and Wallace Road, and Wallace Road;
- Roadway compatible for shared use with bicycles on Station Drive, Vaughn Drive, and Alexander Road from Wallace Road to Hightstown Road;
- Multi-use trail running generally adjacent to, and to the west of, the NEC line; and along the Dinky line.

The West Windsor Bicycle and Pedestrian Task Force outlined sidewalk improvement priorities, and these were included in the 2004 Plan. Within the study area, the priorities include:

- Alexander Road/ Wallace Road intersection
- Alexander Road from Vaughn Drive to Roszel Road
- Hightstown Road from Wallace Road to Washington Road
- Wallace Road from Hightstown Road to train station entrance off Wallace Circle

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The Plan called for improvements at several intersections in the study area, as noted:

#### Highstown Road/ Wallace-Cranbury Road

- Add dedicated left turn lane to northbound, southbound, and westbound approaches;
- Install sidewalks on all four corners.



- Installation of sidewalks in the area between guiderails on the Northeast Corridor bridge.

#### Wallace Road and Scott Avenue

- Reduce corner radius on eastern curb of Wallace Circle.
- Install sidewalks where missing.
- Install bike lanes from Scott Avenue to Hightstown Road.

#### Hightstown Road

- Install sidewalks on both sides.

### **PLANNED PROJECTS**

Transportation conditions in the study area vicinity will be heavily influenced by a number of planned projects. Following is a summary:

#### **Penns Neck Area EIS**

This study had the goal of addressing traffic congestion, mobility constraints and safety concerns on Route 1 and east-west cross streets in the Penns Neck area of West Windsor. A Record of Decision was issued in early 2005, with the following major components:

- Route 1 in-a-cut at Washington Road with Washington Road crossing over Route 1 at its existing grade and a new single-point interchange at Washington Road;
- A new grade-separated single-point interchange in the vicinity of Harrison Street;
- A new westside connector road running parallel to Lower Harrison Street, connecting the new Harrison Street interchange with existing Harrison Street;
- A one-way frontage road system on both sides of Route 1 between Washington Road and the new Harrison Street interchange, with two travel lanes in each direction; and,
- A Vaughn Drive connector road located west of existing Station Drive, connecting Washington Road and existing Vaughn Drive.

The Vaughn Drive Connector will have a significant impact on the Princeton Junction TOD study area. Although other roadways should be constructed by developers as part of the eventual development at Princeton Junction, the Vaughn Drive connector will likely have the highest capacity. It is intended to not only accommodate traffic generated by the Princeton Junction TOD, but to also accommodate area residents on regional trips. For example, it will likely be attractive to motorists traveling residential areas east of the NEC rail line and destinations to the west, such as Carnegie Center and Route 1. The Penns Neck Area EIS documents stated that alternatives with a Vaughn Drive connector road generally decrease traffic on Alexander Road east of the NEC rail line, Wallace Road and North Post Road, and increase traffic on Alexander Road between Vaughn Drive and Roszel Road and Bear Brook Road.

The importance of Vaughn Drive stems not only from its capacity, but from its potential role as a major commercial street through the heart of the TOD. Its appearance will be key to the kind of development planned for Princeton Junction.

Complementary travel demand management strategies were also advanced as part of the Penns Neck EIS. The study assumes that 4 to 5% of peak period work trips will be diverted from single-occupant vehicle travel to other modes of commuting. Enhanced transit, public and private jitney/shuttle services, and pedestrian and bicycle facility improvements in the study area are all envisioned.

#### **Alexander Road over Amtrak NEC**

The Alexander Road bridge over the NEC rail line is scheduled to be replaced, with construction starting this year. The existing bridge with two 10 ft. lanes will be replaced by a bridge with two 12 ft. lanes, 4 ft. shoulders, and 6 ft. sidewalks. A roundabout will be built at the intersection with North Post Road, greatly facilitating traffic flow in this area.

#### **Route 571 Corridor Planning Study**

A conceptual improvement plan for Route 571 (Princeton-Hightstown Road) from the NEC rail line to Clarksville Road was prepared by Urbitran Associates for West Windsor Township in August 2005. Improvements in the plan include:

- Design of Route 571 as a 50 ft. cartway with two 12 ft. wide through lanes, one 14 ft. wide continuous left turn lane, and two 6 ft. wide bike lanes.
- A 10 ft. wide planting strip, 4 ft. wide sidewalk, and 6 ft. wide utility strip on each side of the roadway.
- Bicycle and pedestrian crossing of the NEC rail line.
- Bikeways on Wallace Road and Cranbury Road.
- Possible future traffic signal on Route 571 at Sherbrooke Drive, tied to redevelopment of the Acme shopping center.
- Improvements at the intersection of Route 571 and Wallace Road/Cranbury Road include two through lanes plus a left turn lane in both directions on Route 571, and widening the approaches on both Wallace Road and Cranbury Road to include separate left, through, and right turn lanes.
- Provision of one left turn lane and one right turn lane on Alexander Road at Route 571. Northbound Route 571 at Alexander Road would be striped as one left turn lane and one through lane.

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#### **Central New Jersey Route 1 BRT Alternatives Analysis Study**

This study, completed in February 2006, was conducted with the goal of relieving congestion and enhancing transit facilities on the Route 1 corridor between Trenton and South Brunswick Township. The preliminary bus rapid transit (BRT) service concepts include BRT routes, preferably on an exclusive guideway, to pick up riders from park-

and-ride lots and feeder routes. The Princeton Junction train station would be serviced by one of these routes.

The BRT guideway was planned in conjunction with the *West Windsor Princeton Junction Station Area Vision Plan* (June 2005). Within the study area, a possible route would travel along the Dinky line from Carnegie Center into the train station area, and head north through the Sarnoff property to Route 1. A variety of options for construction of the BRT in the train station area are still under consideration, including replacement of the Dinky Line with paved bi-directional BRT, or a paved bi-directional BRT adjacent to the existing Dinky Line. The study also discussed double-tracking the Dinky Line in order to improve service frequency. Although the design will be under consideration well into the future, the Princeton Junction TOD should accommodate an area to accommodate two to three stopped buses, and an exclusive guideway adjacent to the Dinky line.

The Alternatives Analysis concluded that a BRT system would add 17,000 to 19,000 average weekday trips to the transit system in the Route 1 corridor.