



RP-9 Land Use Plan Amendment

Adopted April 2, 2025

Summary

The following amendment has been prepared as an appendix to the 2020 Land Use Plan Element of the Master Plan. It amends 2020 Plan's language as it relates to the RP-9 Princeton Junction Redevelopment Plan District. This amendment is designed to ensure consistency with a future redevelopment plan prepared for this area.

Township of West Windsor
Mercer County, New Jersey



Community Planning
Land Development and Design
Landscape Architecture

B U R G I S
A S S O C I A T E S , I N C .

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RP-9

Land Use Plan Amendment

Township of West Windsor
Mercer County, New Jersey

Prepared for the Township of West Windsor
Planning Board

BA# 4137.10

The original document was appropriately signed and sealed on April 3, 2025 in accordance with Chapter 41 of Title 13 of the State Board of Professional Planners

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Table of Acronyms

Acronym	Meaning
LRHL	Local Redevelopment and Housing Law
MLUL	Municipal Land Use Law

Introduction

The following **RP-9 Land Use Plan Amendment** has been prepared to supplement the Township of West Windsor's 2020 Land Use Plan Element of the Master Plan.

This amendment pertains to Block 59 Lots 1, 2, and 3 (hereinafter referred to as the "subject site" or the "site"), which are located in the north-central portion of the Township near the intersection of Wallace Road and Princeton Hightstown Road. The subject site is presently developed with a former regional school bus depot as well as a training facility for Amtrak employees.

The purpose of this amendment is to ensure consistency between the Township's 2020 Land Use Plan Element of the Master Plan and a new redevelopment plan to be prepared for the subject site. Accordingly, this amendment modifies the 2020 Plan's language as it relates to the RP-9 land use category and is designed to encourage the redevelopment of the subject site in a comprehensive, complementary, and integrated manner.

This land use plan amendment is divided into the following sections:

- ❖ Section 1: Master Plan

First, Section 1 discusses what a master plan is. It identifies the statutory requirements for master plans and for land use plans in particular.

- ❖ Section 2: Property Description

Section 2 discusses the location of the subject site within the Township. It also provides an overview of its existing development pattern and a brief summary of its approval history.

- ❖ Section 3: RP-9 Amendment

Section 3 discusses the existing land use category designation for Block 59 Lots 1, 2, and 3 subsequently establishes modified language for that designation.

Section 1: Master Plan Background

The following section provides an overview of a master plan, as well as a brief history of the Township's master planning efforts.

1.1: Overview of a Master Plan

The Municipal Land Use Law (MLUL), which serves as the guiding legal document for planning and zoning throughout the State of New Jersey, identifies a master plan as "...a composite of one or more written or graphic proposals for the development of the municipality as set forth in and adopted pursuant to section 19 of P.L. 1975, c.291 (C.40:55D-28)."

In other words, a master plan is a comprehensive, long-term strategic document which is intended to guide the growth and development of a community. It is a roadmap, one which identifies where a municipality presently is and where it wishes to be in the future. A master plan develops the general parameters around which development is to occur and, specifically, where different types of development should occur. By doing so, a master plan links a municipality's land use vision to its existing and proposed zoning regulations.

Master plans therefore provide municipalities with the legal basis to control development through the adoption of land use ordinances which are designed to implement its goals, policies, and recommendations. As per the MLUL, a Planning Board must reexamine its master plan at least once every ten years in order to ensure it is timely and effective.

As established by NJSA 40:55D-28 of the MLUL, the planning board is the designated entity responsible for the preparation and adoption of a master plan. A master plan must be adopted at a public hearing after proper public notice, thus ensuring that the community has an opportunity to contribute, ask questions, and offer recommendations.

The MLUL further identifies the mandatory contents of a master plan, which include:

- ❖ A statement of objectives, principles, assumptions, policies, and standards upon which the constituent proposals for the physical, economic, and social development of the municipality are based;
- ❖ A land use plan;
- ❖ A recycling plan, and;
- ❖ A housing plan.

In addition, the MLUL identifies several other optional plan elements which may be incorporated into a comprehensive master plan. These are discussed later in this section.

1.2: Requirements of a Land Use Plan

Furthermore, the MLUL also identifies several required components of a land use plan. Specifically, a land use plan must:

- ❖ Take into account the physical features of a community, including but not limited to topography, soil conditions, water supply, drainage, flood plain areas, marshes, and woodlands;
- ❖ Identify the existing and proposed location, extent, and intensity of development for residential, commercial, industrial, agricultural, recreational, open space, education, and other public or private purposes;
- ❖ Show the existing and proposed location of any airports and the boundaries of any airport safety zones;
- ❖ Include a statement of the standards of population density and development intensity recommended for the municipality;
- ❖ Show existing and proposed locations of military facilities and strategies to minimize undue encroachment upon, and conflicts with, those facilities;
- ❖ Include, for any plan adopted after November 2019, a statement of strategy concerning smart growth, storm resiliency, and environmental sustainability;
- ❖ Show the existing and proposed locations of public electric vehicle charging infrastructure, and;
- ❖ Include, for any plan adopted after February 2021, a climate change-related hazard vulnerability assessment.

1.3 Previous Master Planning Efforts

The Township of West Windsor adopted its first Master Plan in 1961. A new Master Plan was adopted in 1979, presumably to meet the requirements of New Jersey's new MLUL legislation adopted by the State in 1975, which superseded the preceding legislation enacted in 1954. Since then, the Township has prepared and adopted several Master Plan and Master Plan amendments.

The table on the following page identifies the elements incorporated into the Township of West Windsor's Master Plan as of the date of the adoption of this **RP-9 Land Use Plan Amendment**. These plans are all publicly available on the Township of West Windsor website.¹ It also lists additional optional elements of a master plan identified by the MLUL which the Township has not adopted.

¹ <https://westwindsornj.org/master-plan>

Section	Element	Status	Date	MLUL
I	Introduction	Adopted	2002	Optional
II	Goals/Policies Summary	Adopted	2002	Required
III	Land Use Plan	Adopted	February 12, 2020	Required
III	Land Use Plan Appendix: Dutch Neck Planning and Zoning Study	Adopted	January 18, 2024	Optional
IV	Housing Element & Fair Share Plan	Adopted	February 27, 2019	Required
V	Circulation Plan	Adopted	December 15, 2021	Optional
VI	Utilities Plan	Adopted	December 15, 2021	Optional
VII	Community Facilities	Adopted	October 26, 2022	Optional
VIII	Open Space and Recreation Plan	Adopted	November 28, 2018	Optional
IX	Conservation Plan	Adopted	November 8, 2023	Optional
X	Farmland Preservation Plan	Adopted	March 1, 2023	Optional
XI	Relationship to Other Plans	Adopted	February 12, 2020	Required
XII	Stormwater Management Plan	Adopted	March 2005	Optional
XIII	Sustainability Plan	Adopted	October 14, 2009	Optional
XIV	Historic Preservation	Adopted	August 16, 2023	Optional
---	Economic Plan	Not Adopted as of the date of this Element	---	Optional
---	Development Transfer Plan	Not Adopted as of the date of this Element	---	Optional
---	Educational Facilities Plan	Not Adopted as of the date of this Element	---	Optional
---	Public Access Plan	Not Adopted as of the date of this Element	---	Optional

Section 2: Property Description

The following section provides a general overview of the subject site, including: a description of its existing site configuration and development pattern; and a discussion of its surrounding land uses.

2.1: Subject Site Overview

As shown in Map 1 in the Appendix, the subject site is located in the north-central portion of the Township, near the intersection of Princeton Hightstown Road and Wallace Road. The site encompasses a collective area of approximately 1.23 acres (53,578 square feet) and is irregular in shape. It fronts along Princeton Hightstown Road to the east for approximately 410 feet and Wallace Road to the south for approximately 70 feet. Topographically, the majority of the site is relatively flat; however, bands of steep slopes are located near its easterly boundary line along Princeton Hightstown Road.

2.2: Existing Development

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

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

2.3: Surrounding Land Uses

Surrounding land uses are varied and consist of the following. See Map 2 in the Appendix for an aerial of the Subject Site and its surrounding environs.

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

Section 3: Amended Land Use Plan

The following section first identifies the existing land use category designation for Block 59 Lots 1, 2, and 3. It then establishes amended language for this designation.

3.1: Existing Land Use Category Designation

The entirety of the subject site is presently located in the RP-9 Princeton Junction Redevelopment Plan District land use category. This land use plan category corresponds to the RP-9 District, the intent of which is to convert the existing bus depot into an area that would better serve the public, which would consist of a public park mirroring the PNC corner park with land set aside for Wallace Road improvements as well as pedestrian and bicycle access to a crossing of the rail line at the Princeton Hightstown Road bridge

3.2: Amended Land Use Category Designation

As per NJSA 40A:12A-7d. of the Local Redevelopment and Housing Law (LRHL), "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."

Accordingly, to ensure consistency with a future redevelopment plan to be prepared for the subject site, this land use plan amendment hereby amends the language for the RP-9 Princeton Junction Redevelopment Plan land use category.

RP-9 Princeton Junction Redevelopment Plan District Land Use Category

The RP-9 Princeton Junction Redevelopment Plan District land use category encompasses a former regional school bus depot as well as a training facility for Amtrak employees located at the corner of Princeton Hightstown Road and Wallace Road.

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

Appendix



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

Dwg. Title

Map 1: Location Map




BURGIS ASSOCIATES, INC.
COMMUNITY PLANNING | LAND DEVELOPMENT AND DESIGN | LANDSCAPE ARCHITECTURE
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Westwood, New Jersey 07675
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Project Title


Land Use Plan Amendment
Township of West Windsor | Mercer County, New Jersey

Project No.	Date	Drawn
4173.10	04.02.25	DN
Scale:	1" = 6,000'	
Dwg. No.:	map 1	

Legend

 Municipal Boundary

 Parcels

 Subject Site



Dwg. Title

Map 2: Aerial Map



p: 201.666.1811
f: 201.666.2599

Project Title
Land Use Plan Amendment
Township of West Windsor | Mercer County, New Jersey

Project No.

4173.10

Date

04.02.25

Drawn

DN

Dwg. No.:

map 2

Scale:

1" = 150'

Legend

- Municipal Boundary
- Parcels
- Subject Site