
AGING-FRIENDLY LAND USE ACTION PLAN FOR THE BOROUGH OF FAIR LAWN



JANUARY 2021

BACKGROUND

In 2016 New Jersey Future compiled the *Creating Places to Age: Land-Use Analysis of Age-Friendliness for Fair Lawn, New Jersey* report. The report was a pilot project that included a site evaluation and a review of Fair Lawn's policies, plans, and ordinances in relation to their suitability for meeting the needs of an aging population across four categories: mixed-use/center-based development; housing options; transportation choice; and availability of public facilities and amenities. As part of the assessment, New Jersey Future developed a number of land-use recommendations for Fair Lawn to improve its aging-friendliness, which were included in the report. Because the land-use assessment was a pilot project, the typical engagement process was not conducted with Fair Lawn at that time to inform the analysis.

With support from The Henry and Marilyn Taub Foundation, New Jersey Future had the opportunity to work directly with Fair Lawn beginning in 2019 to facilitate aging-friendly implementation planning in the borough. Fair Lawn formed an aging-friendly steering committee by resolution. New Jersey Future facilitated discussions with the steering committee and interacted with the planning board at a regularly scheduled public meeting by the close of 2019. Based on an evaluation of Fair Lawn's ordinances and plans, New Jersey Future drafted a list of potential actions for the borough to consider for implementation. These actions included changes to zoning, acting on recommendations of existing plans, or conducting a pedestrian/bicycle audit, among others. Due to the COVID-19 crisis, the steering committee did not meet again until late 2020, at which point implementation strategies and actions were prioritized for formulation of this action plan.

A critical next step in the process will be to garner input from community members through a public engagement process. Stakeholder input will not only help to inform and improve the plan, and ultimately Fair Lawn's community design to meet the needs of its residents, but it will also help to build support for the aging-friendly initiative in the borough. Additional resources and information about implementing aging-friendly land use are detailed in [*Creating Great Places to Age in New Jersey: A Community Guide to Implementing Aging-Friendly Land-Use Decisions*](#).

WHY LAND USE IS IMPORTANT

The built environment of a community affects the ability of its residents to age in the community in an engaged and active way. An aging-friendly community ensures that older residents have access to affordable and suitable housing; community amenities, services, and employment; opportunities for social inclusion; and transportation and mobility options.

PURPOSE

Leadership in the Borough of Fair Lawn is very interested in making changes in the community that will benefit older residents. Primary goals of this project were to identify strategies to:

- Incorporate aging-friendly land use, including housing options and community design, into existing or proposed redevelopment project designs and approvals.
- Improve pedestrian mobility to and around downtown areas and certain facilities.

These goals are aligned with other priorities that include downtown revitalization and improving pedestrian safety in the borough. Fair Lawn is already engaged in a number of redevelopment and housing projects, is working with an economic planning consultant, has launched a survey of residents aged 55 and older, and has hired an aging-friendly coordinator. Considering the context of all the initiatives already underway in Fair Lawn, this project focused on municipal actions that would integrate an aging-friendliness perspective into local policies and operations. Fair Lawn has done much planning and visioning work to improve community design, but has found implementation to be a hurdle.

The action strategy outlined here serves as a blueprint for Fair Lawn to begin implementing priority aging-friendly land-use initiatives. Particular areas of alignment between this plan and Fair Lawn's current initiatives are listed below. Strategies and actions of this plan are applicable to these Borough initiatives and future efforts.

- The Planning Board is reviewing an amendment to the land use plan element of the master plan to designate an overlay zoning district for properties in the restricted industrial zone along Pollitt Drive that would permit senior residential housing development. The intent is revitalization of underutilized property in the town center and to conduct a pilot evaluation of community design tactics. Although the amendment does not incorporate intergenerational or mixed-income¹ housing design, it does promote an overall diversification of Fair Lawn's housing stock, as well as reduced parking, enhanced pedestrian design, and increased access of older residents to downtown destinations.
- Fair Lawn is amending its affordable housing plan. An overlay zone is being amended to include additional properties along River Road and allow for mixed-use higher-density development that includes first-floor commercial with residential above, and a Fair Lawn Avenue overlay district is being similarly developed.
- An area in need of redevelopment without condemnation was approved for an area near the Radburn train station, and this mechanism is being employed as appropriate in the borough.
- The Fair Lawn Economic Development Corporation is pursuing application to the Main Street New Jersey program.
- Fair Lawn is administering an extensive survey of residents 55 and older to assess levels of community engagement and perception among its older population.
- Fair Lawn supports a Senior Citizen Advisory Committee and has the recent formation of a Pedestrian Safety Advisory Committee.
- The Green Team Advisory Committee is looking at ways to implement the Borough of Fair Lawn Complete Streets Policy.

¹ The amendment ordinance does have provisions for meeting affordable housing inclusionary requirements, however mixed-income neighborhoods would also include middle income housing to encompass a spectrum of incomes beyond "affordable housing" and "luxury" targets.

OBSERVATIONS

- A passenger rail line runs north-south to bisect the town roughly in half geographically. Two train stops are located in Fair Lawn. The Broadway Station at the southern border of the town has minimal amenities and is not ADA accessible. It is a platform stop at the top of a long and steep uncovered staircase. The Radburn Station located nearly in the geographic center of town on Fair Lawn Avenue is the third busiest stop on the Bergen line according to the project committee. It is walkable to the Radburn downtown area, and Fair Lawn desires that the area be redeveloped as a walkable neighborhood.
- Economic redevelopment and adding destinations, amenities, and design improvements to the downtown areas are priorities, particularly for the Radburn area.
- Broadway Avenue similarly has good downtown form, but the Jersey barriers and high speed four-lane traffic contribute negatively to downtown character and impede circulation and pedestrian activity. This area is not a priority for downtown redevelopment compared to the other downtown areas in the borough, which include the Radburn section, Maple Avenue, and River Road.
- With several new redevelopment projects underway, there is a need to more directly plan for the pedestrian environment, pedestrian connectivity, and an enhanced downtown character. Connectivity of the town is high overall, but the downtown Radburn section “brings the connectivity score down” because traffic can make walking or biking dangerous.
- Fair Lawn is a walkable and connected community in terms of street network and pedestrian paths. It is possible for someone to drive or walk across and around town without having to use the main roads. Walking distances are shortened and safety enhanced by a planned network of pedestrian walkways cutting through neighborhoods. The main roads of Fair Lawn and Broadway Avenues, however, can be dangerous for pedestrian activity. State Highway 208 bisects the town and has pedestrian access only via intermittent overpass or underpass crossings.
- A complete streets policy was adopted by Fair Lawn Borough in 2018. The town had previously been following a complete streets approach but has only recently officially recognized the guidelines. There is no adopted plan to implement or enforce the policy, although the Green Team has some recommendations. The policy should be updated to include green streets.
- Although Fair Lawn runs an excellent and well-patronized mini bus service, there are gaps in transportation when there is limited space on the mini bus or patrons have a need to travel on a different schedule or outside the town. More can be done to connect older residents to destinations, particularly since many older residents do not want to drive or are unable to drive.
- Fair Lawn is predominantly (80%) single-family detached housing, although there are many smaller homes on smaller lots. There is a need to provide more diverse housing options in the borough, including smaller and/or rental units to enable people to continue to live in Fair Lawn into older ages. There are several redevelopment projects planned or underway that will add apartment housing. Accessory dwelling units and shared housing opportunities are potential strategies for the borough.
- Close to the Radburn station and associated redevelopment projects is the Promenade shopping center, which has two 85-unit luxury apartments next to higher-end shops. This kind of mixed-use redevelopment is ideal for keeping many older people in the community, although there is a need for more affordable housing options to meet the needs of the general population of older residents.

- There is overcrowding in the schools, and the Borough is not willing to promote any housing strategies that would increase the population of school-aged children or increase density beyond existing projects or plans.
- Far Lawn is aiming to implement transit-oriented development, although designation as a transit village would require more density than desired, particularly housing.
- Community design is a priority in Fair Lawn, and implementing universal design guidelines may be an effective way to demonstrate what it means to have an aging-friendly perspective to the broader community.
- The Senior Center is a great amenity, offering several programs and serving 35 to 60 lunches per day. It is a regular stop along the mini bus route on Saturdays. There is a concern that not enough residents know about the center or take advantage of it because they feel that they are “too young.” There are also programs at the Recreation Center, although not as many are geared toward older adults. Perception of amenities by older residents is being assessed by a survey. The Borough aims to improve messaging and marketing so that more older residents patronize the Senior Center and know about facilities and amenities in the community.
- Joint-use agreements may be an effective way to take advantage of existing facility assets and to connect more older residents with engagement opportunities that are in their neighborhoods and are walkable.
- Fair Lawn is an urban and built-out community and effort should be made to reduce the addition of impervious surfaces and increase green infrastructure throughout the borough.
- The Borough should maximize the asset of the two rivers that form its eastern and western borders by incorporating pedestrian access and environmental benefits into any development or restoration projects.
- There is an opportunity to leverage existing Fair Lawn plans or studies to save time and resources.

USING THE ACTION PLAN

There are two components to this plan—strategies and actions.

Strategies represent long-term approaches to achieve outcomes identified as priorities. They should be used to guide implementation of specific aging-friendly actions as well as inform policies and programs. They are based on observations and assessments at a point in time and only targeted community input. Each strategy provides a specific direction and identifies where resources and efforts should be focused. Monitoring and evaluation of the approach may lead to adjustments to the strategies based on changes to impact or feasibility of any particular strategy or based on expanded community input. Challenges and opportunities that arise may shift priorities, and the strategies should be modified appropriately. Municipal policies and programs that are not consistent with the strategies should be adjusted or rejected.

Actions are steps that can be taken to implement the strategies. In some cases, an action is comprehensive and will achieve implementation, such as a direct revision of an ordinance. An action may also indicate the next step to move forward with implementation. An implementation plan would be needed to map out every action step needed to implement certain strategies, and it would also outline important elements such as the timeframe, responsibilities, estimated costs, and potential funding sources for each action. Implementing actions is an iterative process that should be evaluated and revised according to resources or changing needs in the community. It is critical that resources are dedicated to completing actions and that community and municipal

leads are assigned to actions so that their progress can be tracked, assessed, and celebrated. Successfully implemented actions will help to build support in the community for the Borough's aging-friendly initiative.

AGING-FRIENDLY LAND-USE STRATEGIES

The aging-friendly land-use strategies should guide land-use decisions and actions by the municipality. These are high-level strategies that represent aging-friendly priorities identified in the implementation planning process. They should be evaluated and adjusted based on municipal resources and additional stakeholder input, including a targeted effort to solicit inclusive input from Fair Lawn residents who are not typically involved in community planning and have not been adequately represented in past land use decisions.

Administrative

- Adopt this strategy document and have the aging-friendly coordinator of the borough oversee its integration into municipal plans and policies, and manage and monitor its progress.
- Develop an aging-friendly implementation plan that details the actions and elements of each strategy adopted by Fair Lawn.

Connectivity

- Implement Fair Lawn's adopted complete streets policy.
- Conduct a bicycle and pedestrian audit and map routes and destinations.
- Expand recreation/program facilities and awareness of and access to them for older residents.

Community Design

- Implement recommendations of the 2016 Fair Lawn Avenue Corridor Vision Plan.
- Integrate green infrastructure into the complete streets policy and revise the stormwater ordinance to require green infrastructure improvements beyond minimum state requirements.
- Implement aging-friendly community design by revising zoning in the business districts to promote a compact, pedestrian-oriented, mixed-use, vibrant, and welcoming environment.
- Adopt a universal design policy.

Housing Options

- Increase the housing stock of smaller, more affordable units in residential districts.

Economic Development

- Consider aging-friendly community design in economic development planning, including a parking analysis.

AGING-FRIENDLY LAND-USE ACTIONS

Of the many potential things that can be done to improve the aging-friendliness of Fair Lawn's built environment, the below list represents a set of actions identified as relevant to consider at this time based on an implementation planning engagement process conducted with municipal and community representatives. Each action will need to be further evaluated to assign responsibility, identify partner organizations, and map out resources and capacity for its enactment.

The actions are grouped by implementation strategy and grouped into two priority categories—high and moderate—based on relative feasibility and impact. The prioritization scheme should guide the focus of energy, serve as a catalyst to initiate implementation of high priority actions, and offer a blueprint for moving forward with implementation efforts over time.

Strategy Category	Action	Priority	Existing Fair Lawn Ordinance, Plan, or Policy	Description
Administrative	Adopt this aging-friendly land-use action plan.	High	—	Adopting this plan by resolution will signal a municipal commitment. Fair Lawn should designate a responsible entity to oversee the implementation of the plan.
Administrative	Develop a detailed implementation plan to outline specific action steps, resources, responsibilities, and other details for each municipal aging-friendly initiative or strategy.	Moderate	—	An implementation plan will provide a step-by-step process and tracking mechanism to make implementation more likely to occur, achieve success, and celebrate milestones.
Connectivity	Adopt a complete and green streets ordinance.	High	—	A complete streets policy outlines the Borough's approach to street improvement design and safety. An ordinance requiring complete street elements will make the policy enforceable and ensures that land use application approvals are consistent with the policy.
Connectivity	Conduct a bicycle/pedestrian audit. Assess bus stop seating, shelter and lighting; sidewalk, crosswalk, and street crossing conditions; and pedestrian safety and access to key destinations including the downtown.	High	Borough of Fair Lawn Complete Streets Policy Circulation Plan	Use a bicycle/pedestrian audit to identify priority improvements to implement, and to update the circulation plan to consider pedestrian and bicycle safety issues and redevelopment around transit.
Connectivity	Develop a pedestrian/bicycle network route (and map) that connects destinations throughout the Borough.	High	—	An interconnected pedestrian and bicycle network provides for multi-modal transportation, reduces traffic, improves safety, and provides opportunities for physical activity, social interactions, and time outdoors. Bicycle and walking routes would connect developments and neighborhoods to features such as parks, community centers, and downtown destinations.

Strategy Category	Action	Priority	Existing Fair Lawn Ordinance, Plan, or Policy	Description
Connectivity	Identify gaps in transportation, particularly to the senior center and the recreation center, and implement transportation services such as a neighborhood ride-share program.	High	—	Many older people prefer not to or are unable to drive. Having sufficient mobility options will mitigate the potential for isolation and encourage older residents to engage and interact in the community.
Connectivity	Identify gaps in access to facilities and programming to implement programs such as joint-use agreements.	High	—	All residents in all neighborhoods should have adequate pedestrian access to amenities and facilities.
Connectivity	Update Fair Lawn's general design standards for aging-friendliness and enforce or implement standards—particularly pedestrian-oriented street design, curb cut limits, traffic calming, crosswalks, and sidewalks.	Moderate	§ 125-47.1 General design standards for commercial, mixed-use and multifamily residential development.	General design standards are supplemental standards to the Residential Site Improvement Standards for residential development. Elements such as pedestrian circulation, universal design, and adequate seating and lighting can affect mobility for older residents.
Connectivity	Review and update street ordinance to require efficient street connectivity.	Moderate	§ 125-49 Right-of-way.	Street design standards affect how easy or difficult it is for residents to get around town, particularly without driving a car. New development should be integrated into the existing street network, avoiding cul-de-sacs and other inefficient network patterns, particularly in the transit area to maintain high street connectivity.
Community Design	Update Fair Lawn's complete streets policy to include green streets.	High	Borough of Fair Lawn Complete Streets Policy	Green streets incorporate green infrastructure into street improvements, providing environmental and stormwater management benefits in addition to enhancing pedestrian safety and community design.
Community Design	Require green infrastructure improvements.	High	§ 125-53 Stormwater management.	Municipalities are required to update their stormwater management regulations to comply with state minimum best management practices that require green infrastructure for major development projects. Towns can adopt ordinances requiring greater application of green infrastructure in their communities.
Community Design	Require a minimum 20% civic or public space improvements for any planned development in downtown districts.	High	—	Open space and civic space set-asides will provide places for people to gather and offer opportunities for older residents to engage with neighbors. They also provide welcoming environments and contribute to downtown revitalization.

Strategy Category	Action	Priority	Existing Fair Lawn Ordinance, Plan, or Policy	Description
Community Design	Implement actions identified in the Fair Lawn Avenue Corridor Vision Plan.	High	Fair Lawn Avenue Corridor Vision Plan	The 2016 vision plan provides an assessment of the Fair Lawn Avenue corridor and makes recommendations for redeveloping, revitalizing, and redesigning in that area. Review, prioritize, and implement the recommendations for parking, transit-oriented development, pedestrian circulation, etc.
Community Design	Codify design standards.	High	2014 Master Plan Community Design Guidelines & Land Development Code Recommendations	Review the 2014 Master Plan Community Design Guidelines & Land Development Code Recommendations (MPR) to prioritize and implement recommended new standards for setbacks, signage, awnings, parking, landscaping, etc. The MPR recommends updates to municipal code for consistency with the master plan vision. Codifying design standards will make them enforceable and help ensure that land use applications for approval are consistent with the Borough's master plan vision.
Community Design	Adopt a universal design policy and ordinance.	High	—	Universal design is the concept of designing all products and the built environment to be aesthetic and usable to the greatest extent possible by everyone, regardless of their age, ability, or status in life. Municipal policies can normalize this design approach in the community, and local ordinances can be implemented to enforce it.
Community Design	Update permitted uses in zoning code for B districts to promote a more compact and pedestrian-oriented environment.	Moderate	§ 125-24 B-1 Restricted Business, B-2 General Business and B-3 Business Zones. B(1) § 125-24 B-1 Restricted Business, B-2 General Business and B-3 Business Zones. (B) (4)&(5) Ch 125 Attachment 8 - Schedule of Area, Yard and Building Requirements	Zoning in B districts should promote mixed-use, compact, pedestrian-oriented land use and increase density of residential close to the train station. Automobile repair and car wash services are permitted in B districts. Self-storage warehousing is permitted as a conditional use in Fair Lawn's B-1 and B-3 districts, which is near transit stations. These uses do not create a walkable, mixed-use town center that is compact and easy to get around in. Remove provisions and identify appropriate locations for these businesses. Also, one- and two-family residential standards are established for B zones, although they are prohibited uses in these zones. These standards should be removed or permitted uses clarified in the zone.

Strategy Category	Action	Priority	Existing Fair Lawn Ordinance, Plan, or Policy	Description
Community Design	Update bulk requirements in zoning code for B districts to promote a more compact pedestrian-oriented environment.	Moderate	Ch 125 Attachment 8 - Schedule of Area, Yard and Building Requirements	In Fair Lawn's zoning code, the maximum building coverage in B zones is 35%, and the maximum impervious surface (IS) is 90%. The current ratio of building coverage to IS coverage promotes excessive parking. Greater building coverage will allow for more residential units near transit and the downtown. Increase the maximum lot coverage in B districts, particularly in the transit zone (to 60-80%). Decrease impervious surface allowance and require green infrastructure.
Community Design	Improve accessibility of the Broadway train station.	Moderate	—	The Broadway station is a challenging and long-term community design issue. It is not accessible and does not integrate with the downtown environment.
Housing Options	Permit and promote accessory dwelling units in residential districts.	High	—	Accessory dwelling units (ADUs) are not permitted or prohibited in any zones in Fair Lawn's zoning code. There is no stipulation in the code regarding ADUs, although an accessory apartment definition is stated in the affordable housing requirements (§ 49-2(B)). Older residents may want to move into an independent unit or rent out an independent unit on their property to help with cost and maintenance of the main structure. ADUs diversify the type and cost of housing available and should be permitted in the R districts with conditions.
Housing Options	Modify residential zoning to allow and promote "middle housing" such as townhouses, duplexes, or multi-family units.	Moderate	§ 125-15.1 Uses prohibited in all zones except Townhouse Residential Zones. § 125-17 R-1-1, R-1-2 and R-1-3 One-Family Residential Zones.	Townhouses as defined in § 125-8 are prohibited in all zones except R-5-1, R-5-2, R-5-3 (and possibly in R-5-4 and R-6). Removing this statute and permitting townhouses, particularly around transit stations, would diversify housing options. Single-family zoning in Fair Lawn permits only one-family residential units; one per lot. Non-R-1 residential zones are small areas on the outskirts of town and not near destinations. Single family homes are still permitted in non-R-1 districts, potentially limiting the number of multi-family homes. Specific conditions can be stipulated to maintain character of neighborhoods while permitting mixed housing types. Older residents may want to downsize to smaller units near destinations, downsize in their current neighborhoods, or share the cost of their current homes.
Housing Options	Update zoning code to promote residential near transit and permit work/live options in business districts.	Moderate	§ 125-24.D.(2) Prohibited Uses	Fair Lawn zoning code states that no residence shall be permitted in the same building as a business, except as permitted under home occupations. Residential uses are prohibited under the statute, which conflicts with permitted use in § 125-24 B-1 (1) of a dwelling unit above a permitted nonresidential use. Housing should be permitted and encouraged near transit and in downtown areas.

Strategy Category	Action	Priority	Existing Fair Lawn Ordinance, Plan, or Policy	Description
Housing Options	Increase building height to 40' or four stories in B zones, and to potentially greater height proximate to transit (or establish a minimum height).	Moderate	Ch 125 Attachment 8 - Schedule of Area, Yard and Building Requirements	Maximum building height in B zones is 35' (three stories). Increasing building height will diversify housing, add residential close to destinations, and allow for greater residential development in transit zones. Older residents may want to downsize to smaller units near destinations.
Housing Options	Prohibit construction of one-family units in transit zones with a transit-oriented development overlay zone.	Moderate	—	Transit-oriented development promotes greater diversity and density of housing near transit stations and enhances downtown economic redevelopment. Older residents may want to downsize to smaller units near destinations.
Economic Development	Establish a parking authority or evaluate parking requirements and design in the Radburn train station area.	High	§ 125-48 Parking and loading areas.	A parking evaluation assesses minimum parking requirements for land or building use and parking design. Reduce or eliminate minimum parking requirement in the transit zone by adopting a regulation for downtown parking to be in the rear of buildings, with ingress and egress from side streets or alleys where possible. Identify opportunities for structured parking to accommodate rail commuters and patrons. Reducing parking requirements around train stations creates a more compact and pedestrian-oriented space. Parking design should consider aging-friendly elements such as lighting, wayfinding, and connectivity to destinations. Green infrastructure should also be incorporated into parking design.
Economic Development	Implement downtown marketing and revitalization campaigns.	High	—	Investments in the downtown areas to improve features such as wayfinding, branding, or streetscapes, or to market the downtown areas to solicit targeted businesses or attract more patrons can be included in the municipal capital budget to be implemented over time. Fair Lawn should partner with the Fair Lawn Economic Development Corporation to develop an investment strategy.
Economic Development	Pursue transit-oriented development in the area of the Radburn train station.	Moderate	—	Towns can apply for NJ Department of Transportation transit village status , which represents a municipal commitment in terms of policies and practices to compact, mixed-use, pedestrian-oriented redevelopment, and revitalization around transit facilities. It can provide opportunities for funding and technical assistance to realize transit-oriented goals of the Borough.

APPENDIX 1: SUMMARY OF THE AGING-FRIENDLY LAND-USE ASSESSMENT RECOMMENDATIONS

The following recommendations are a summary of the strategies recommended in the *Creating Places to Age: Land-Use Analysis of Age-Friendliness for Fair Lawn, New Jersey* report completed by New Jersey Future in 2016.

Mixed-Use Center

- Enhance connectivity between the Promenade and neighboring areas, including the Radburn train station.
- Add residential and commercial development to the Radburn train station area.
- Update the master plan and incorporate the vision plan into a future master plan reexamination report, or adopt the vision plan formally, with the goal of encouraging mixed-use and transit-oriented development in the areas surrounding the Radburn and Broadway train stations as well as in the core of the River Road district.
- Implement recommendations of the vision plan.
- Designate Areas in Need of Redevelopment or Rehabilitation within the Radburn train station area to support the goals outlined in the master plan and vision plan. The infill opportunity sites identified in the Fair Lawn Avenue Corridor Vision Plan might make a good starting place.
- Designate a Special Improvement District.
- Participate in the Main Street New Jersey program.
- Participate in the Transit Village Designation program.
- Market the town as a pedestrian-oriented, mixed-use center using its Walk Score, particularly to help promote economic development in the Radburn train station area.
- Consider changes to zoning and land development standards that will increase housing in the downtown and lead to compact and pedestrian-oriented redevelopment, including:
 - Explicitly permitting (and encouraging) mixed-use development with a residential component in the B districts in the Radburn train station area. Consideration should be given to the 2014 master plan recommendation to permit existing residential as well as coffee shops and tea houses.
 - Eliminate all drive-through services, including banks and pharmacies in the area within a quarter- to half-mile of the Radburn train station
 - Clarify the prohibition on residential uses in the B districts in the Radburn station area, particularly to promote a walkable, mixed-use environment near transit.
 - Consider establishing a net residential density goal for the areas within a quarter- and half-mile of the Radburn train station.
 - Consider adopting and implementing the recommendations made in the 2014 master plan in the chapter titled on Community Design Guidelines & Land Development Code Recommendations, which suggests new standards for setbacks, signage, awnings, parking, landscaping, etc.
 - Establish a minimum FAR of 2.0 or greater in the train station area in conjunction with the following lot coverage and building height regulations:
 - Consider raising the minimum lot coverage in the business districts within the Radburn station area to a minimum of 60% and a maximum closer to 85%, particularly near transit.

- Revisit the schedule of area, yard, and building requirements to determine why standards for one- and two-family residential development were included in the B zones where residential is prohibited.
- Consider eliminating the front setback and/or set a maximum of five feet from the property line, with the exception for street corners, where a 10-foot setback might be warranted.
- Consider establishing a minimum building height in the B-1 district that is at least 28 feet and possibly a maximum of 40 feet, similar to the B-3 district.

Housing

- Expand opportunities for multi-family development, with the area within a quarter- to a half-mile of the Radburn station being a place with good opportunities for such development. The B-1 and B-3 districts in this area do not appear to allow for residential uses, with the exception of a dwelling unit above a permitted nonresidential use, but the code needs to be clarified on this matter.
- Identify more opportunities for inclusionary housing as a percentage of new residential development, particularly as part of its planning efforts in the vicinity of the Radburn train station.
- Consider allowing accessory apartments by right in the R districts, subject to conditions that limit the impact on the surrounding community.
- Adopt a universal design approach or ordinance.

Transportation

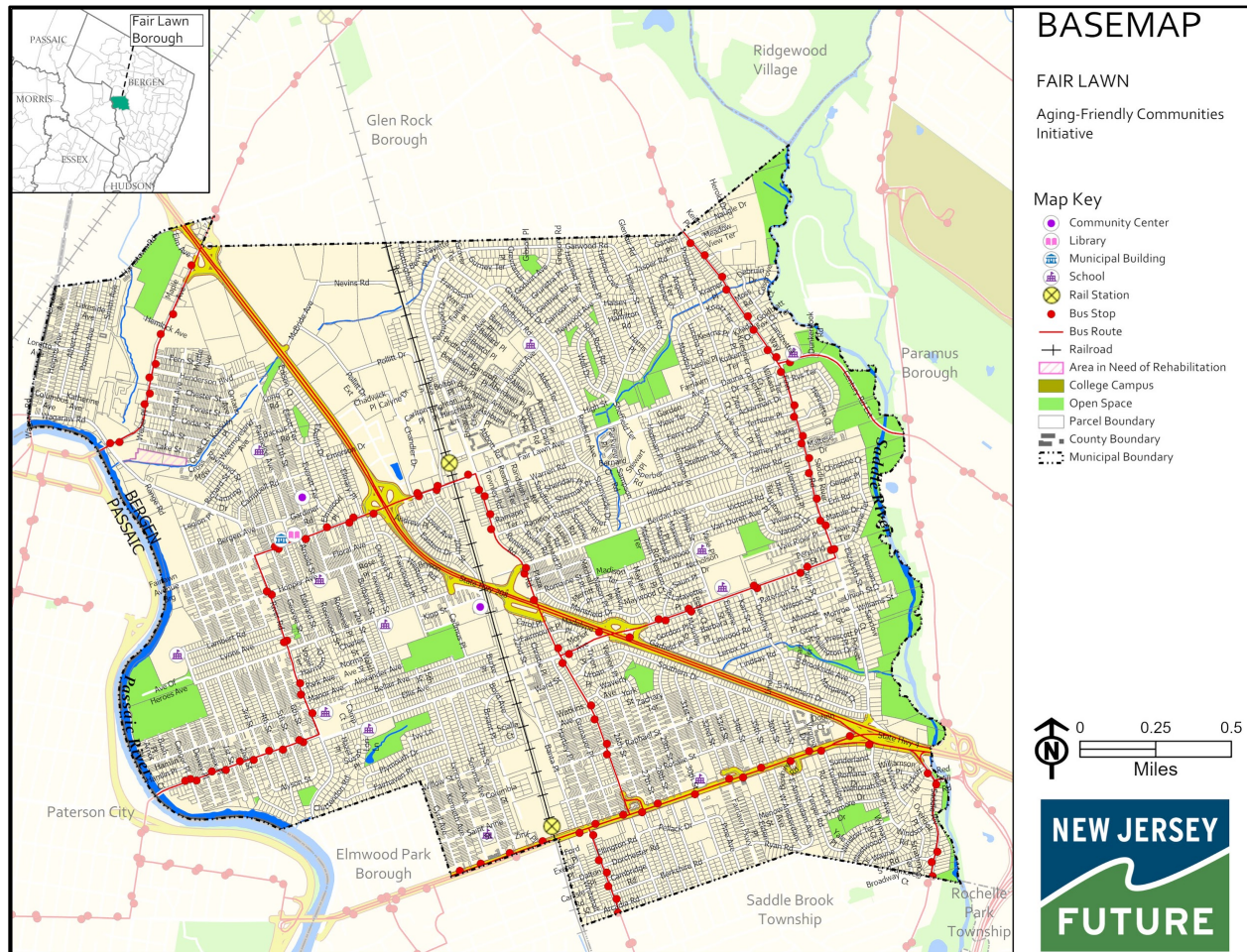
- Consider development of a sidewalk and crosswalk maintenance program to routinely identify and prioritize maintenance needs.
- Install ladder-type crosswalks consistently throughout the borough.
- Consider establishing a policy of avoiding sidewalk curb cuts for vehicles whenever an alternative point of access is available or can be created, particularly in the area around Radburn train station.
- Conduct a bicycle/pedestrian safety and accessibility audit, including an assessment of bus stops for sufficient seating and lighting, of key locations or pedestrian routes within the borough, particularly the Radburn train station area—to identify any existing gaps in the bicycle and pedestrian network or infrastructure (such as adequate seating along routes to key destinations) and any dangerous conditions or intersections that might exist, particularly for older residents—and develop a bicycle/pedestrian plan adopted in the municipal master plan and capital budget program based on the audit.
- Evaluate and clarify parking requirements in the Radburn station area and identify opportunities to create on-street parking as part of its planning for the infill and redevelopment along Fair Lawn Avenue in the Radburn train station area. In particular, surface parking should be encouraged in the rear of buildings with ingress and egress from side streets/alleys preferred; pedestrian walkways and connections should be made a priority along with landscaping features that improve the areas. Structured parking should be designed in a way that activates the first floor to be compatible with adjacent buildings and architecture.

Public Spaces and Amenities

- Conduct a survey of older residents to assess whether community centers and facilities are easy to get to, especially for individuals with limited mobility and access to cars.
- To enhance the facilities available throughout the extent of the town, consider opportunities to develop joint use-related strategies.

- Consider opportunities for open space/recreation uses near transit areas as part of an economic development strategy for the area.
- Explore opportunities to encourage green infrastructure in development projects and municipal improvements.

APPENDIX 2: MAP OF FAIR LAWN BOROUGH



APPENDIX 3: MAP OF FAIR LAWN REDEVELOPMENT AREAS

Fair Lawn areas designated in needs of redevelopment as of March 2020. This map is for planning purposes only and has not been validated.



APPENDIX 4: IMPLEMENTATION PLANNING BEST PRACTICES

Adaptive framework for community members and local government to implement aging-friendly land-use improvements

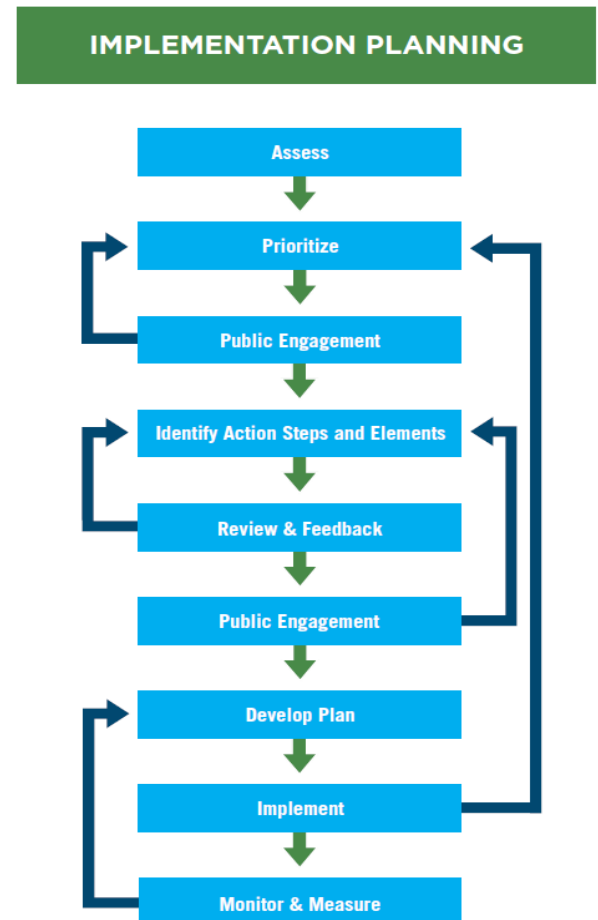
Implementation planning is a critical element in the development of any plan. It identifies the action items, responsible parties, time frame, priorities, and funding needed to realize goals and objectives. The stage for robust implementation is set when decision-makers support the initiative and can contextualize implementation within a path of feasible and well-formulated actions. Stakeholder input is just as important. Inclusive community planning provides an opportunity for those affected by the decisions to be meaningfully involved in making choices that determine the future of their communities.

It is important to lay out a plan that identifies the specific actions to take, how to get them done, and who is responsible. This provides a place to start and a process to keep implementation on track toward accomplishing the objectives. It also allows for inclusion of stakeholders and an iterative decision-making process, while also demonstrating how aging-friendly community building can be integrated into typical operational, planning, and decision-making processes at the local level. To get the full benefits of implementation planning, both public officials and citizens need to understand, support, and be committed to the planning process.

Catalyst and momentum for action

Implementation efforts will be more successful when there is widespread support. The planning process can help build that support. Through an iterative engagement process, implementation planning can help to inform the community about the importance of aging-friendly land use, solicit input early in the process and throughout to minimize objections to the plan, draw in more aging-friendly advocates, and actively promote the plan. A successful implementation plan will generally need to include the following five best practices:²

1. **ACT.** The plan needs to be actionable and should identify specific steps to take to meet specific attainable objectives.
2. **INTEGRATE.** Implementation plans are more effective when actions and recommendations become part of the comprehensive planning process and integrated into policies. Examples include a review and update of local codes and regulations for consistency with the plan and to implement the actions of the plan; and an allocation of funds for implementing the actions of the plan.



² Adapted from: Godschalk, David R. and William R. Anderson. "Sustaining Places: The Role of the Comprehensive Plan." American Planning Association Planning Advisory Service (PAS) Report. January 2012.

3. **ENGAGE.** Public buy-in is critical, so engaging stakeholders should be done proactively. An effort should also be made to engage a diversity of stakeholders by soliciting representative input from the community. Transparency and public engagement will make a plan more accepted and effective. Effort should be made by local leadership to make a public commitment to implementation of the plan; pursue opportunities for community participation in implementation actions; and involve representatives from public, private, nonprofit, and institutional partners with the goal of securing commitments to participate in implementation.
4. **PROMOTE.** A supported plan is more likely to be successful and celebrated by the community. The plan should be promoted minimally: after it is adopted, when there is community involvement, and to celebrate milestones.
5. **MONITOR.** Regular monitoring, evaluation, and updates are essential to maintain both the relevance and credibility of the plan. Tracking action items is one simple element of plan monitoring.

Key Considerations for Successful Implementation

1. **Assign oversight responsibility to a project committee.**
Even the best formulated plans need oversight to ensure that actions are being implemented and objectives are being met. The project committee that was designated for this project, or a newly appointed committee, should be given the responsibility and permission to interact with municipal staff, officials, land use professionals, and partners with the purpose of monitoring progress of the plan and promoting its advancement.
2. **Funding source for most actions in the four-strategy plan would be the general fund for research and design or the municipal capital budget for implementation of projects.**
It is important to think ahead and budget for community planning and improvements. For the four high-priority strategies outlined here, municipal staff and professionals would be highly engaged, contributing to operating costs for the municipality. Other costs will include construction or consultant costs for certain actions. Perhaps the best way to ensure that a project is implemented and sustained is by incorporating it into the municipal capital improvement plan (CIP) with a multiple-year planning horizon.
3. **Collaborate with neighboring towns.**
The network that comprises the Aging-Friendly Communities Initiative provides a valuable resource for information and cost-sharing opportunities. Several towns, as well as counties, are looking at implementing complete and green streets policies, for example, and it may make sense to coordinate design or construction efforts. Remember to look beyond municipal borders, not only for better land use connectivity, but also for collaboration.
4. **Integrate with the COVID-19 recovery effort.**
The community will be emerging from the effects of a global pandemic in which the economy was shut down and the governor enacted a stay-at-home order. People will want to feel safe when they venture out. Community planning and design will need to ensure, particularly for the highest-risk populations, that the built environment is safe, and that people feel safe. With more people wanting to be outdoors and away from crowds, walking and biking infrastructure will be important—as well as health precautions such as hand-sanitizing stations and a messaging campaign. To implement the actions of this plan, the oversight committee should incorporate municipal COVID-recovery goals and consider how they can be integrated into long-term community planning.

ACKNOWLEDGEMENTS

Development of this plan would not have been possible without the generous support of [The Henry and Marilyn Taub Foundation](#), an organization dedicated to advancing work in early childhood, medical research, and aging in place. New Jersey Future also thanks the following individuals for contributing their time, resources, expertise, and experience to serve on the steering committee of this project.

Rachel Cohen
Cristina Cutrone
Shannon Doherty-Lyons
James Graff
Scott Homa
Daniella Jordon-Mays
Karin Krankel

Lisa MacClements
Sara Parra
Gail Rottenstrich
Tom Toronto
Peter Van Den Kooy
Jim Van Kruiningen
Carol Wagner

ABOUT NEW JERSEY FUTURE

NEW JERSEY FUTURE is a nonprofit, nonpartisan organization that promotes sensible growth, redevelopment, and infrastructure investments to foster vibrant cities and towns, protect natural lands and waterways, enhance transportation choices, provide access to safe, affordable and aging-friendly neighborhoods, and fuel a strong economy. New Jersey Future does this through original research, innovative policy development, coalition-building, advocacy, and hands-on strategic assistance. Embracing differences and advancing fairness is central to New Jersey Future's mission and operations. To effectively advance its mission, New Jersey Future is firmly committed to pursue a culture of greater justice, equity, diversity, and inclusion through its programs, internal operations, and external communications.

ABOUT THE AUTHOR

TANYA ROHRBACH

Tanya is the Community Planning Manager at New Jersey Future, where she helps communities implement smart planning policies and practices that foster resilient and vibrant places for all community members. Her main focus areas include climate change adaptation, place-based economic redevelopment, and aging-friendly neighborhoods.

Recommended Citation: New Jersey Future, January 2021. Aging-friendly Land Use Action Plan for the Borough of Fair Lawn.