Master Plan Amendment
Route 208 Corridor Area

Borough of Fair Lawn
Bergen County, New Jersey

Prepared for:
Fair Lawn Borough Planning Board

December 2008

Prepared by:

TAYLOR DESIGN GROUP

Planning
Landscape Architecture
Streetscape Design
Park Planning & Design
Planning Board Consultation
Economic Redevelopment

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- Medina Consultants letter dated November 10, 2008
- Malcolm Pirnie letter dated November 28, 2008
- State of New Jersey Department of Environmental Protection No Further Action Letter dated November 20, 2008

INTRODUCTION

The purpose of this Master Plan Amendment is to review the recommendations of the Route 208 Corridor Planning Study (hence, "Route 208 Study") dated October 2, 2007 prepared by H2M Associates, Inc. and adopt those recommendations deemed appropriate by the Planning Board into the official Borough Master Plan. The Route 208 Study was prepared for the Fair Lawn Economic Development Corporation, Boroughs of Fair Lawn and Glen Rock and the New Jersey Department of Community Affairs, Office of Smart Growth.

GOALS AND OBJECTIVES

The goals and objectives from the Route 208 Study located on Page 61 are acceptable as follows:

> *The goal of the Route 208 Corridor Study is to create a vibrant Business Park that provides a mix of high-quality commercial and light industrial uses in a safe, functional, pedestrian-friendly and visually attractive environment. The specific objectives for the Route 208 Corridor Business Park are as follows:*
>
> 1. *Encourage high-quality commercial buildings along the frontage of Route 208 and Harristown Road.*
> 2. *Encourage new investment opportunities throughout the Business Park.*
> 3. *Improve the visual quality of the entire Business Park.*
> 4. *Minimize potential conflicts with residential uses that adjoin the Business Park.*
> 5. *Improve overall circulation within and around the Business Park.*
> 6. *Promote the Route 208 Corridor Business Park as a prominent business destination.*
> 7. *Permit residential uses in appropriate locations in order to address the affordable housing obligation created by new investment in the business park.*

Another objective for the area is to encourage "green" building techniques and practices to the extent feasible to improve environmental sustainability of development and quality of life.

STUDY AREA DESCRIPTION

The study area is comprised of the I-1 Zone in Fair Lawn on Route 208, as well as the B-1 and CA Zones at the intersection of Route 208 and Maple Avenue/Harristown Road.

The I-1 Zone currently permits the following:

1. Manufacturing establishments.
2. Offices.
3. Public utility facilities, except antenna towers.
4. Warehouses.
5. Hospitals and nursing homes (conditional use).
6. Bus parking lots (conditional use).

Prohibited uses include the following:

1. Residences.
2. Billboards and advertising signs not relating to the business conducted on the premises.
3. Animal slaughtering and related enterprises.
4. Retail sales.
5. Outdoor storage of goods or materials except for horticultural materials.
6. Storage of trucks, buses, vans, etc.
7. Truck, bus, van or vehicle depot or terminal.

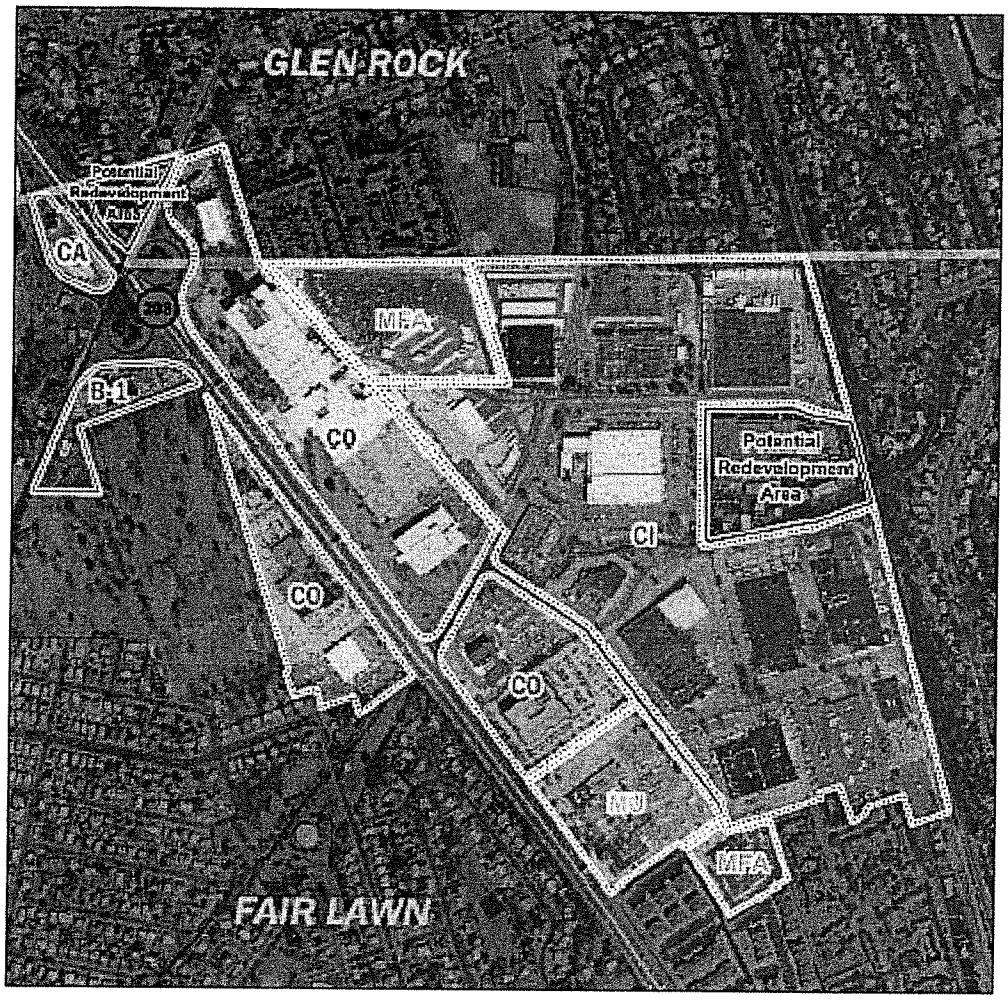
The CA Zone in the study area currently permits only commercial antennas.
The B-1 Zone permits a variety of retail and service uses and general office as well as non-residential uses permitted in any residential zone.

LAND USE PLAN

Many of the land use recommendations in the Route 208 Study have been found acceptable and are contained in this Master Plan Amendment. The recommendations of the Route 208 Study are based on a market analysis that was performed for the project, as well as an analysis by the project's planning consultant. The findings of the market analysis indicate that the highest and best land use for much of the area is transitioning from industrial to office use. There is also demand for support retail and commercial services to the businesses and residences in the area.

The Land Use Plan in the Route 208 Study on Page 62 proposes the following districts:

Proposed District	Acreage (approximate)	Percentage (approximate)
CO, Commercial Office	74.9	35.5
CI, Commercial Industrial	100.8	47.8
MUD, Mixed Use Affordable Housing	10.0	4.7
MFA, Multi-Family Affordable Housing	9.9	4.7
B-1 (existing zoning)	3.7	1.8
CA (existing zoning)	0.7	0.3
TOTAL	210.8	



Land Use Recommendations from the Route 208 Study, prepared by H2M Associates.

The Land Use Plan proposed by the Board differs slightly from that recommended in the Route 208 Study (see Land Use Plan Map, below). Differences are described in detail in the sections below.

LAND USE PLAN MAP

Route 208 Corridor Area
Fair Lawn Borough, Bergen County, New Jersey

TAYLOR DESIGN GROUP

B-1 Business and CA Commercial Antenna Zones

The Route 208 Study recommends that the lands currently zoned B-1 and CA retain these designations, however that any design standards adopted be applied to these properties as well. The Board concurs with this recommendation.

Commercial Office Zone

The Route 208 Study recommends that the current I-1 Zoning District that fronts Route 208, except for the Fair Lawn Promenade site (former Kodak site; Block 4202, Lot 1), be re-zoned Commercial Office. Permitted uses recommended in the Study include:

ROUTE 208 STUDY PROPOSAL	
Retail trade	• Retail sales and stores. • Showroom sales intended for display of merchandise. • Tradesmen product sales, such as plumbing, heating, AC, etc.
Office and related business services	• Executive, professional and administrative activities. • Banks and financial institutions. • Computer and data processing centers. • Business and personal service offices.
Services/recreation/entertainment	• Hotel and lodging facilities. • Printing and duplicating. • Health and fitness centers. • Theaters for the performing arts. • Professional studios for dance, music, art, photography. • Art galleries and libraries. • Funeral homes. • Day-care facilities, including child-care and adult-care. • Business and vocational schools. • Animal hospitals and clinics. • Restaurants (excluding fast food restaurants). • Catering facilities.
Health services	• Nursing homes. • Physical and mental health rehabilitation centers.
Public/semipublic uses	• Public parks and recreation facilities. • Government buildings and uses. • Nonprofit clubs, lodges, civic and fraternal organizations.

The Board recommends that instead of re-zoning the area, that an overlay zone be created for the area. Principal permitted uses in the overlay zone should be limited to office and select other

principal uses. Retail sales and service can be permitted as accessory uses within larger office uses, the intention which is to serve the office tenants. The accessory uses may be accessed from outside the building and may have their own facade signage. The Board concurs with the Study's recommended boundary for the CO Zone, however recommends that the entire Nabisco property be located in this zone, whereas the Study recommends that a portion on McBride Avenue be located in the Commercial Industrial district (see Land Use Plan Map).

Also, because the lots in the CO Zone on the west side of Route 208 are not as deep as the lots on the east side of Route 208, and they abut residential uses, it is recommended that no height bonuses (see below) be given to land on the western side, and that hotel not be permitted on the western side. It is recommended that the CO Zone be split into the CO-1 (western side of Route 208) and the CO-2 (eastern side of Route 208) Zones to establish a differentiation. The recommended permitted, conditional and accessory uses for the CO Zone include the following:

PERMITTED PRINCIPAL AND (CONDITIONAL) USES	
Office and related business services	• Executive, professional and administrative activities. • Financial institutions. • Computer and data processing and storage centers. • Business service and service establishments, not including personal services. • Research laboratory. • (Hotel/conference center).
Services/recreation/entertainment	• Health and fitness centers. • Theaters for the performing arts. • Art galleries and libraries. • Commercial schools. • Animal hospitals.
Health services	• Nursing homes. • Physical and mental health rehabilitation centers. • Medical office.
Public uses	• Public parks and recreation facilities. • Government buildings and uses.
PERMITTED ACCESSORY USES	
Retail trade	• Retail establishments.
Services/recreation/entertainment	• Personal services. • Printing and duplicating. • Health and fitness centers. • Professional studios for dance, music, art, photography. • Day-care facilities, including child-care and adult-care. • Restaurants (excluding fast food restaurants). • Catering facilities.

Hotel/conference center is recommended as a conditional use in the overlay zone. Conditions can include requiring a minimum 100 rooms, at least 3,000 SF of conference space, restaurant, and a minimum height of 4 stories (maximum 8). Building setbacks for hotel should be related to building height. Accessory uses should be limited to approximately 20 percent of the overall square-footage in a project.

Hotel/Conference Center
Building Height & Setback Schedule

Building Height	Required Setbacks		
	Side Yard	From Pollitt Drive	From Route 208
1 story / 25 feet	35 feet	35 feet	65 feet
2 stories / 35 feet	35 feet	35 feet	65 feet
3 stories / 40 feet	50 feet	50 feet	65 feet
4-8 stories / 55-105 feet*	75 feet	75 feet	200 feet
*4th floors shall be considered bonus floors. In order to be eligible for an increase in permitted building height, the setbacks herein shall be adhered to, and usable open space shall be provided on-site at a rate of 0.5 SF for every 1 SF of bonus 4th floor net floor area created.			

The bulk standards for the CO Zone proposed by the Study are recommended for adoption, except for the recommended bonuses, as indicated below.

	Existing I-1 Zone	Route 208 Study Proposal CO Zone	Planning Board Recommendations CO Zone
Min. Lot Size	3 acres	3 acres	3 acres
Min. Lot Width (interior lot)	500 feet	**400 feet**	**400 feet**
Min. Lot Width (corner lot)	500 feet	**400 feet**	**400 feet**
Min. Lot Depth (interior lot)	300 feet	300 feet	300 feet
Min. Lot Depth (corner lot)	300 feet	300 feet	300 feet
Principal Building			
Max. Height	40 feet	40 feet	40 feet
Front Yard – 1-3 story building	65 feet	65 feet	65 feet
Side Yard (interior)	50 feet	50 feet	50 feet
Side Yard (street)	65 feet	65 feet	65 feet
Rear Yard	50 feet	50 feet	50 feet
Accessory Building			
Max. Height	20 feet	20 feet	20 feet
Front Yard	100 feet	100 feet	100 feet
Side Yard (interior)	50 feet	50 feet	50 feet
Side Yard (corner)	65 feet	65 feet	65 feet
Rear Yard	50 feet	50 feet	50 feet
Min. Floor Area	None	None	None
Max. Building Coverage	40%	40%	40%
Max. Impervious Coverage	60%	60%	60%

Changes from the existing zoning are indicated in* ***bold.*

It is recommended that the governing body consider implementing bonuses such as increased height and/or impervious coverage for projects that utilize green building techniques, and for

projects that utilize structured, rather than surface, parking. Buildings that achieve LEED or comparable certification should be permitted to build up to 5 stories, with between 50 to 60 percent building coverage and 75 to 85 percent total impervious coverage. Projects that locate all of their required parking in a parking structure should also be permitted to build up to 5 stories with increased building coverage and total impervious coverage. The front yard building setback for a 4- to 5-story building should be increased to 75'.

Commercial Industrial Zone

The Route 208 Study recommends that a majority of the current I-1 Zoning District that lies on the interior of the study area be re-zoned Commercial Industrial. Permitted uses recommended in the Study include:

ROUTE 208 STUDY PROPOSAL	
Retail trade	• Retail sales and stores. • Showroom sales intended for display of merchandise. • Tradesmen product sales, such as plumbing, heating, AC, etc.

Wholesale trade	• Fully enclosed light manufacturing establishments, including the manufacture, assembly, packing or treatment of articles on merchandise from previously prepared materials, including:
	  • Pharmaceutical and cosmetics.
	  • Food processing.
	  • Electrical and electronic equipment.
	  • Woodworking, furniture, upholstery.
	  • Textiles and apparel.
	  • Awnings and venetian blinds.
	  • Machine shops/tool and die/metal working.
	• Laboratories for research, design and experimentation but not involving biological research, development or testing of organic, chemical or potentially hazardous products, materials or substances.
	• Warehouses including self-storage facilities.
	• Building and construction contractor equipment storage buildings.
	• Moving and storage operations.
	• Maintenance and warranty servicing of finished products. Postal, parcel, and courier mailing, shipping and delivery services.

Office and related business services	• Executive, professional and administrative activities. • Banks and financial institutions. • Computer and data processing centers. • Business and personal service offices.

Services/recreation/entertainment	• Printing and duplicating. • Health and fitness centers. • Theaters for the performing arts. • Professional studios for dance, music, art, photography. • Art galleries and libraries. • Funeral homes. • Day-care facilities, including child-care and adult-care. • Business and vocational schools. • Animal hospitals and clinics. • Restaurants (excluding fast food restaurants). • Catering facilities.
Health services	• Nursing homes. • Physical and mental health rehabilitation centers.
Public/semipublic uses	• Public parks and recreation facilities. • Government buildings and uses. • Non profit clubs, lodges, civic and fraternal organizations.

Rather than re-zoning the area, the Board recommends that an overlay zone be created that limits principal permitted uses to wholesale trade, office and selected other uses. Retail sales and services can be permitted as accessory uses within larger principal uses, the intention which is to serve the principal use, however should not be permitted as stand-alone principal uses. The retail uses may be accessed from outside the building and may have their own facade signage. Outdoor storage and display of products should be prohibited for all uses.

BOARD RECOMMENDED PERMITTED PRINCIPAL USES	

Wholesale trade	• Fully enclosed light manufacturing establishments, including the manufacture, assembly, packing or treatment of articles on merchandise from previously prepared materials, including:
	  • Pharmaceutical and cosmetics.
	  • Food processing.
	  • Electrical and electronic equipment.
	  • Woodworking, furniture, upholstery.
	  • Textiles and apparel.
	  • Awnings and window blinds.
	  • Machine shops/tool and die/metal working.
	• Laboratories for research, design and experimentation but not involving biological research, development or testing of organic, chemical or potentially hazardous products, materials or substances.
	• Warehouses including self-storage facilities.
	• Building and construction contractor equipment storage buildings.
	• Moving and storage operations.
	• Maintenance and warranty servicing of finished products. Postal, parcel, and courier mailing, shipping and delivery services.

Office and related business services	• Executive, professional and administrative activities. • Financial institutions. • Computer and data processing and storage centers. • Business service and service establishments, not including personal services. • Research laboratory.
Health services	• Nursing homes. • Physical and mental health rehabilitation centers. • Medical office.
Services/recreation/entertain ment	• Health and fitness centers. • Theaters for the performing arts. • Professional studios for dance, music, art, photography. • Art galleries and libraries. • Funeral homes. • Day-care facilities, including child-care and adult-care. • Commercial schools. • Animal hospitals. • Restaurants (excluding fast food restaurants). • Catering facilities. • Tradesmen product sales, such as plumbing, heating, AC, etc.
Public/semipublic uses	• Public parks and recreation facilities. • Government buildings and uses.
PERMITTED ACCESSORY USES	
Retail trade	• Retail establishments. • Personal services. • Showroom sales intended for display of merchandise.

The bulk standards proposed by the Study are recommended for adoption, with the addition of bonuses for the use of green building techniques, as indicated below.

	Existing I-1 Zone	Route 208 Study Proposal CI Zone	Planning Board Recommendations CI Zone
Min. Lot Size	3 acres	3 acres	3 acres
Min. Lot Width (interior lot)	500 feet	500 feet	500 feet
Min. Lot Width (corner lot)	500 feet	500 feet	500 feet
Min. Lot Depth (interior lot)	300 feet	300 feet	300 feet
Min. Lot Depth (corner lot)	300 feet	300 feet	300 feet
Principal Building			
Max. Height	40 feet	40 feet	40 feet
Front Yard	65 feet	65 feet	65 feet
Side Yard (interior)	50 feet	50 feet	50 feet
Side Yard (street)	65 feet	65 feet	65 feet
Rear Yard	50 feet	50 feet	50 feet
Accessory Building			
Max. Height	20 feet	20 feet	20 feet
Front Yard	100 feet	100 feet	100 feet
Side Yard (interior)	50 feet	50 feet	50 feet
Side Yard (street)	65 feet	65 feet	65 feet
Rear Yard	50 feet	50 feet	50 feet

	Existing I-1 Zone	Route 208 Study Proposal CI Zone	Planning Board Recommendations CI Zone
Min. Floor Area	None	None	None
Max. Building Coverage	40%	40%	40%
Max. Impervious Coverage	60%	60%	60%

For sites that use green building techniques, it is recommended that the governing body consider implementing bonuses such as increased height and/or building and impervious coverage. A maximum 4 stories, 60 percent building coverage and 85 percent impervious coverage are recommended.

Mixed-Use Zone

The Route 208 Study recommends the following on Page 76:

> *The Mixed-Use District is comprised of the 9.96-acre Fair Lawn Promenade, LLC (formerly Kodak) property. This district should be designed to require commercial, office, and/or retail uses on the Route 208 frontage, with residential uses located on the eastern end of the property.*
>
> *The purpose of this district is to provide high quality commercial development, with a residential component to address the Borough's affordable housing obligation. Residential uses can be either apartments or townhouses, or a combination of both. At least 30 percent of the total units should be set aside for affordable housing. A minimum of 50 percent of the total floor area should be commercial, with the remaining floor area to be developed as residential. The permitted uses under the CO District should be permitted in this district.*

Site Suitability

The Board concurs that mixed office and neighborhood retail development on this site (Block 4801, Lot 1) is appropriate due to its location and the composition of surrounding uses, and that a residential component to address affordable housing needs is also appropriate. The Route 208 Study identified the need for additional office space in the area, as well as service retail that can be accessed by employees in the area as well as residents in northwest Fair Lawn. The site is also a suitable size and shape for mixed-use development, and can serve as a transition between the non-residential uses to the north and the residential uses to the south. The priorities for site development include providing new high-quality office space, service retail for the surrounding businesses and residences, and new housing opportunities, including affordable housing, proximate to the Radburn train station to help the Borough meet its state-mandated affordable housing obligation. Additional priorities include attractive building design and layout, enhanced landscaping and connectivity to adjacent sites and the train station. Because the site is currently cleared, it can be re-zoned Mixed-Use, without an overlay zone.

The current property owner has presented a conceptual development plan to the Borough that proposes a mix of uses in a traditional downtown layout which quarters the site along two perpendicular streets. The main street connects Route 208 to Pollitt Drive. The secondary street bisects the main street and connects the site to Croucher Lane to the south. The buildings front on the site's interior roadways and Route 208 in a downtown format, meaning that buildings are

continuous and do not include what are typically known as separate pad sites. Buildings 1 to 4 stories in height are proposed, as is shared parking.

The Board finds that a traditional mixed-use downtown layout is suitable for the site. There is demand for office, retail and residential space in the area, and the location is appropriate. The Board's traffic consultant, Medina Consultants, has reviewed the traffic impacts that the concept plan would create and has found that the impacts to adjacent streets and intersections can be mitigated with improvements such as signal timing modifications and possible channelization improvements through pavement striping and signage modifications **(see Appendix for letter dated November 10, 2008)**. Medina Consultants has recommended language regarding circulation contained in this Master Plan Amendment.

The Borough retained an environmental consultant, Malcolm Pirnie, to review site remediation that Kodak has performed to date on-site. Kodak has received NFA determinations for nine of its 14 AOCs (Areas of Concern). Of the remaining AOCs, Kodak has agreed to remediate the remaining portions of the concrete in the Southern and Central Basement (AOCs 4.1 & 4.2) to NJDEP standards. NJDEP has approved the backfill material that was used at the Site (AOC 4.4). The two remaining AOCs that arguably have not been remediated to the NJDEP standards are the Sanitary Sewer (AOC 7.3) and Groundwater (AOC 8). There is a small amount of sludge in Sump No. 6 that is above permitted quantity that could be remediated. There are low concentrations of chlorinated volatile organic compounds (VOCs) in the groundwater. These VOCs could be remediated; however, it is possible that the NJDEP will allow these low concentrations of VOCs to remain and be naturally attenuated using a CEA (Classification Exception Area). In addition, a sub-slab depressurization system could be implemented using engineering and institutional controls, if required by NJDEP. Based on the information provided, Malcolm Pirnie believes that the site can be successfully remediated with a combination of past and future remedial activities and institutional/engineering controls with proper NJDEP oversight **(see Appendix for letter dated November 28, 2008 and No Further Action Letter from NJDEP dated November 30, 2008)**.

Recommended Use and Design Standards

Design standards for the entire study area are recommended later in this document, although several of the recommendations are particularly important with regard to this site including:

- Limit parking between buildings and the Route 208 frontage.
- Require primarily office development along the Route 208 frontage rather than retail.
- Enhance vehicular and pedestrian connectivity.
- Create a cohesive design theme.
- Provide usable outdoor and open space for residents and patrons of the site.

The Board recommends that the total number of residential units be limited to 150 and be permitted only in conjunction with non-residential development and an affordable housing set-aside. Residential density and non-residential floor-area-ratio bonuses should be given for higher affordable housing set-asides and for the provision of affordable family rental units.

It is recommended that general retail uses be limited to those that are supportive of the non-residential uses in the area, instead of attracting regional shoppers, and that the creation of office

uses be prioritized. Hotel/conference center should be permitted as a conditional use. Accessory uses such as outdoor dining and gathering spaces should be encouraged. Because a downtown setting is desired, drive-thru restaurants should be prohibited.

It is recommended that no more than 50 percent of total floor area on the first and second floors be residential in use, and that no more than 45 percent of total non-residential floor area be "retail trade" in use, in accordance with the list provided, below. In order to encourage the location of a food store and hotel/conference center on-site, these uses should be excluded from a retail cap. In order to create an office streetscape on Route 208, 50 percent of floor area within 100' of Route 208 should be office, and all facades facing Route 208 should be designed to appear as front facades.

BOARD RECOMMENDED PRINCIPAL PERMITTED AND (CONDITIONAL) USES	
Multi-family residential	• No more than 150 units. • Affordable housing set-aside required.
Retail trade	• Retail establishments. • Personal services. • Showroom sales intended for display of merchandise.
Services/recreation/entertainment	• Health and fitness centers. • Day-care facilities, including child-care and adult-care. • Restaurants (excluding all restaurants with drive-thrus). • Catering facilities.
Office and related business services	• Executive, professional and administrative activities. • Financial institutions. • Computer and data processing and storage centers. • Business service and service establishments, not including personal services.
Services/recreation/entertainment	• (Hotel). • Theaters for the performing arts. • Professional studios for dance, music, art, photography. • Art galleries and libraries. • Commercial schools. • Animal hospitals.
Health services	• Nursing homes. • Physical and mental health rehabilitation centers. • Medical office.
Public uses	• Public parks and recreation facilities. • Government buildings and uses.

In terms of bulk standards for the site, because it is intended for development as one site, the bulk standards proposed by the Study have been modified to treat the site as one entity. Three-story buildings are currently permitted in the I-1 Zone, and should be permitted in the MU Zone. Four-story buildings may be appropriate toward the center of the site, set back from Route 208 and Pollitt

Drive, or permitted to occupy a small portion of the Pollitt Drive frontage and side yard. Building height may be graduated or tiered on an individual building to conform to required setbacks.

	Existing I-2 Zone	Route 208 Study Proposal MU Zone	Planning Board Recommendations MU Zone
Min. Lot Size	3 acres	3 acres	9 acres
Min. Lot Width	500 feet	400 feet	400 feet
Min. Lot Depth	300 feet	300 feet	300 feet
Commercial Bldg.- Principal			See Building Height & Setback Schedule
Max. Height	40 feet	40 feet	
Setback from Route 208	–	–	
Setback from all other property lines	–	–	
Front Yard	65 feet	65 feet	
Side Yard (interior)	50 feet	50 feet	
Side Yard (street)	65 feet	65 feet	
Rear Yard	50 feet	50 feet	
Residential/Mixed-Use Bldg. - Principal			
Max. Height	40 feet	3 stories / 40 feet	
Front Yard	65 feet	25 feet	
Side Yard (interior)	50 feet	15 feet	
Side Yard (street)	65 feet	25 feet	
Rear Yard	50 feet	20 feet	
Accessory			
Max. Height	20 feet	15 feet	
Front Yard	100 feet	35 feet	
Side Yard (interior)	50 feet	10 feet	
Side yard (street)	65 feet	35 feet	
Rear Yard	50 feet	10 feet	
Max. Building Coverage	None	40%	40%
Max. Impervious Coverage	None	60%	75%
Floor Area Ratio	None	0.35	Graduated based on affordable housing set-aside.
Min. Floor Area for Commercial Use	None	50% of Total Floor Area	
Min. Set-Aside for Affordable Housing	None	At least 30%	Graduated based on residential density and non-residential floor-area-ratio.
Changes from the existing zoning are indicated in **bold.*			

Building Height & Setback Schedule

Building Height	Required Setbacks		
	Side Yard	From Pollitt Drive	From Route 208
1 story / 25 feet	35 feet	35 feet	65 feet
2 stories / 35 feet	35 feet	35 feet	65 feet
3 stories / 40 feet*	50 feet	50 feet	65 feet
4 stories / 55 feet**	75 feet	75 feet	200 feet

*Up to 35 percent of the linear frontage of Pollitt Drive or the linear length of a side property line may be occupied by a 3-story building that has a setback of 35 to 50 feet.

**(1) 4th floors shall be considered bonus floors. In order to be eligible for an increase in permitted building height, the setbacks herein shall be adhered to, and open space shall be provided on-site at a rate of 0.5 SF for every 1 SF of bonus 4th floor net floor area created.

**(2) Up to 35 percent of the side yard or the linear frontage of Pollitt Drive may be occupied by a 4-story building that has a setback between 50 and 75 feet.

Supplemental design standards should be required as follows:

1. No more than one curb cut consisting of an ingress/egress should be allowed on Route 208.
2. Applicant should seek approval from NJDOT for the installation of acceleration and deceleration lanes on Route 208.
3. Off-site mitigation for the project's impact to outlying roadways, intersections and public utilities should be provided.
4. A roadway or access driveway connection from Route 208 to Pollitt Drive should be made. Pollitt Drive Extension may need to be slightly modified/squared off to facilitate this connection.
5. Croucher Lane should be maintained as a private road, and connections should be limited to providing access primarily to residents of Fair Lawn Commons.
6. If acceptable to the owner of Fair Lawn Commons, the stop signs along Croucher Lane should be reoriented to face the parking lots to facilitate circulation in this area.
7. A sidewalk connection between Pollitt Drive and Chandler Drive across Block 4702, Lot 2 should be provided to the extent feasible. There is already an easement in this area that could potentially be utilized, otherwise a new easement could be established by the Borough. This sidewalk easement will facilitate pedestrian traffic from the area to Radburn train station.
8. An area for a bus pull-out, including a bus shelter, should be provided on Pollitt Drive. Fair Lawn currently provides mini-bus service.
9. Shared parking should be encouraged between compatible uses.
10. An open space / gathering area should be provided for the residential component. The open space area should be at least 3 percent of total site area and may include outdoor dining areas.

Open space may include hard-surfaced plaza or gathering areas. This requirement shall be exclusive of the open space requirements related to bonus floors.

11. Rooftop spaces are permitted to meet the open space requirement for bonus floors if improved for public access with appropriate surfacing such as gravel, decking or similar material.
12. Existing mature trees that are in good condition should be retained to the extent feasible.

Multi-Family Affordable Housing (MFA) Zone

The Route 208 Study recommends the following on Page 79:

> *The MFA, Multi-Family Affordable Housing District comprises two areas – the northeastern part of the Nabisco Property and the Lincoln Fair Lawn Associates property (Block 4702, Lot 2). The MFA District in the Nabisco site is seven acres in area. The MFA District permits only multi-family housing, which can be either apartments or townhouses, or a combination of both.*
>
> *This is a desirable location for mid-density residential uses because of the close proximity to the existing residential uses. The MFA District [on the Nabisco property in Fair Lawn] ...is bounded to the north by the Iris Park Townhomes in Glen Rock. The MFA District within the Lincoln Fair Lawn Associates site is bounded to the south by the Fair Lawn Commons.*
>
> *The purpose of the MFA District is to provide a well-designed residential development to address the Borough's affordable housing obligation. Therefore, at least 20 percent of the total units should be set aside for affordable housing.*

The Board concurs that a portion of the Nabisco site may be appropriate for residential redevelopment as a component of a larger plan for the property. Again, the existing factory should be permitted to remain and expand. Density of a multi-family component should be carefully reviewed in light of proposed surrounding development and the limited connectivity this piece would have to the surrounding area.

The Lincoln Fair Lawn Associates property appears suitable for affordable housing and should be studied further for such use, as the site could potentially serve as part of the Borough's housing plan. Inclusionary development with a relatively high set-aside of affordable units may be appropriate, in an apartment-building style format with some open space set-aside for the residents of the building.

If these properties are not re-zoned for affordable housing, they should be included in the CI Overlay Zone.

Potential Redevelopment Areas

One Page 81, the Route 208 Study recommends the following:

> *Two potential redevelopment areas have been identified through the Assessment Study. Both areas are located in Fair Lawn. The first site is the Fisher Scientific property located at 19-02 Nevins Road. The property has been identified as a brownfield site and demonstrates obsolete layout. In addition, the improvement-to-land ratio of .43 is one of the lowest among the industrial properties in the Business Park. The second site is the entire Blocks 5904 and 5905 located at the intersection of Harristown Road and Maple Avenue. A problematic circulation pattern at this intersection should be improved. These blocks currently contain various commercial uses that are in poor condition. Proper utilization of these properties is constrained by the size each property and diverse ownership. The vision plan recommends the Borough of Fair Lawn conduct a redevelopment study to investigate whether these areas can be improved through redevelopment.*

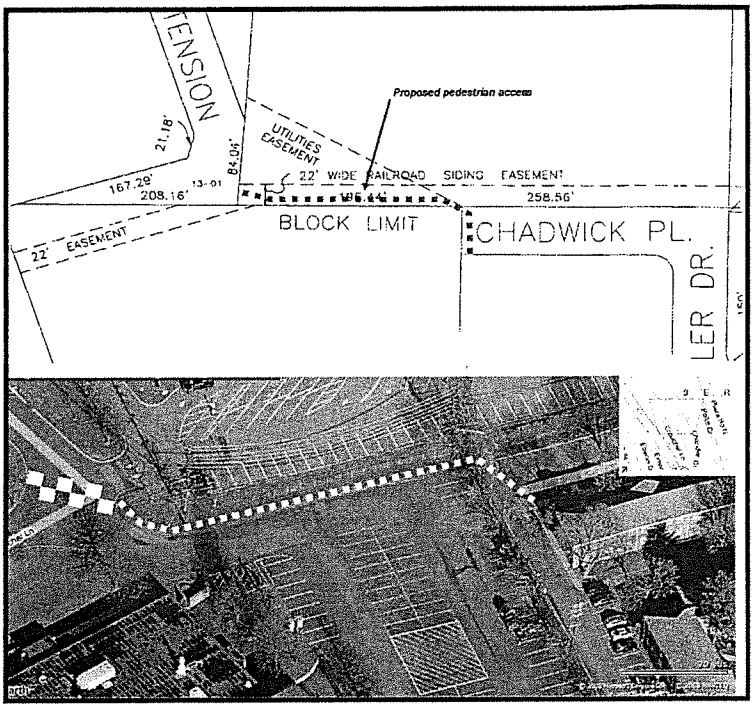
Given recent case law pertaining to the Local Redevelopment and Housing Law, further study should be performed regarding redevelopment designation of these sites. Rehabilitation area determination may be appropriate if the Borough is considering granting 5-year tax abatements for improvements. In any event, the CI District standards should be extended to the Nevins Road site and the B-1 standards should remain in place on the Harristown Road sites.

CIRCULATION

Other than streetscape improvements and a new road through the Nabisco property, the Route 208 Study makes few recommendations with respect to circulation improvements in the area. The following improvements are recommended to improve circulation in the area:

1. Create a connection from Route 208 to Pollitt Drive through the Fair Lawn Promenade property. Pollitt Drive Extension may need to be slightly modified to facilitate this connection.
2. Create acceleration/deceleration lanes on sites that access Route 208.
3. Maintain Croucher Lane as a private road. There are currently no restrictions against public usage of Croucher Lane, which is the private road that runs through Fair Lawn Commons. Although this road is a convenient connection between Pollitt Drive and Fair Lawn Avenue, it is not wide enough to be utilized as a public street, and the intersection of Chandler Drive and Fair Lawn Avenue would be negatively impacted by increased usage. It is recommended that a connection be maintained to this road, however signs should be located at the entrances to Croucher Lane indicating that it is a private road.
4. Re-orient stop signs along Croucher Lane to face parking lots. Currently there are a number of stop signs along Croucher Lane itself. It is more logical and efficient from a circulation stand-point to require a complete stop prior to exiting parking areas rather than stopping for no reason on Croucher Lane. One stop sign can remain in order to promote traffic calming.

5. Provide a sidewalk connection between Pollitt Drive and Chandler Drive across Block 4702, Lot 2. There is already an easement in this area that could potentially be utilized, otherwise a new easement could be established. This sidewalk easement will facilitate pedestrian traffic from the area to Radburn train station.



6. Create new roadways through the Nabisco property to create subdivision opportunities.
7. Require off-tract improvements to mitigate development impacts in the study area to improve impacted intersections, including intersection improvements, changes to light timing, etc.
8. Require a Traffic Impact Study to be conducted for individual sites within the corridor/redevelopment area to assess potential impacts associated with contemplated redevelopment. The traffic study at a minimum should:
   a. Establish a study area for the subject site including:
      i. The roadways and intersections abutting the subject property;
      ii. Offsite intersections radial to the site expected to carry more than 100 site-generated trips within a one-hour period; and
      iii. All proposed access points to the site.
   b. Obtain current traffic counts (within twelve months of the submission) at all key nodes identified in the study area with separate classifications for vehicles, heavy trucks and pedestrians.
   c. Calculate site-generated traffic for the proposed scenario using established land uses in the current edition of the Trip Generation Manual published by the Institute of Transportation Engineers or industry-specific information for a use not included in the Trip Generation Manual with sufficient supporting documentation.
   d. Conduct capacity and Level of Service calculations at key nodes within the study area for pre- and post-build conditions in the anticipated build-out year.
   e. Provide a comparison between the pre- and post-build analyses, identifying the changes in delay, Level of Service and queue lengths for each lane and lane/approach within all intersections included as the study area.
   f. Performance Standards as indicated below should be applied to all of the approaches/lanes within the intersections under study. The changes in Level of Service (LOS) from the No Build Conditions to the Build Conditions should conform to the

following criteria. Mitigation measures should be considered if any of the following conditions are exceeded:

i. Lanes/approaches operating at LOS D or better in the No Build should not drop to below LOS D in the Build Condition.
ii. Lanes/approaches should not drop by more than one LOS grade from the No Build conditions to the Build Conditions.
iii. Lanes/approaches operating at LOS E in the No Build Conditions should not drop to LOS F.
iv. Lanes/approaches operating at LOF F in the No Build Conditions should not be further deteriorated.
v. Increases in queuing at lanes/approaches should not create encroachments into adjoining lanes, adjacent intersections, or major driveways.

g. Potential mitigation measures should be itemized by location and supported with appropriate Levels of Service calculations.

h. Implementation of mitigation measures all or in part shall be included as part of the Developer's Commitment for off-site improvements on local jurisdiction roadways.

i. Mitigation measures identified on roadways/intersection under New Jersey Department of Transportation and/or County of Bergen jurisdiction shall be presented to the appropriate agency as a part of the application process, and the Borough shall be apprised of their disposition on the required improvements.

DESIGN STANDARDS

Beginning on Page 83, the Route 208 Study recommends a number of design guidelines for the area, which are accepted in general. The Board, however, recommends specific design standards for the area, which may be suitable for utilization throughout the Borough. Sites should be designed to facilitate and enhance access to buildings and to enhance functionality and safety of business operations. Sites should also be designed to create a pedestrian-friendly environment.

I. Green Building Practices

To the extent feasible, green building practices should be employed in new construction throughout the area to reduce dependency upon natural resources. These practices should be followed regardless of whether LEED or similar certification is sought. These practices include, but are not limited to, the following:

A. Orient buildings to maximize solar gain in the winter and shade in the summer; include vegetated wind breaks and sun screens;

B. Create shaded patios or terraces for summertime gatherings;

C. Plant indigenous vegetation to minimize water, pesticide and herbicide usage and to create foraging opportunities for local wildlife;

D. Install operable windows, awnings, shading devices and roof vents to reduce reliance on HVAC units;

E. Maximize daylight in working or living spaces to reduce reliance on artificial lighting;

F. Utilize renewable sources for electricity, heating and cooling;

G. Maximize building and window insulation and create ante-rooms or foyers between the outdoors and living spaces to increase HVAC efficiency;

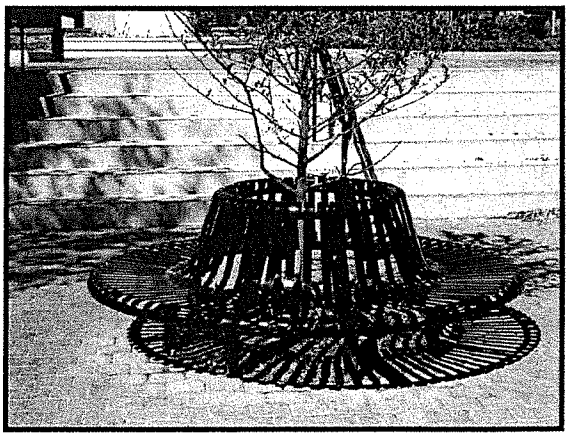
H. Utilize recycled building and site materials and recycle construction debris;

I. Create covered parking areas, or heavily shaded parking areas, to reduce reliance on automotive air conditioning;

J. Utilize pervious pavement to increase water infiltration and locate parking areas in locations where it can be shared between uses;

K. Create opportunities for bicyclists and pedestrianism to reduce reliance on automobiles including shaded sidewalks, benches, bike lanes and bike

Awnings provide screening from the sun and provide architectural dimension.



Outdoor seating can be multi-functional.

racks.

II. Building Arrangement

Building arrangement consists of such elements as setbacks from streets and property lines, distance between buildings and orientation of buildings towards each other, the street and parking areas.

A. On lots that front Route 208, buildings should be oriented toward Route 208. The primary entrance to the buildings does not have to face Route 208, however the facades should be aesthetically pleasing.

B. Buildings should be clustered to minimize the footprint of development on the landscape and provide for green areas, and to encourage pedestrians to walk between buildings and sites. Buildings should create a continuity of building facades along a building line parallel to the public streets or internal private drives, and should be arranged to define a rhythm of built and open areas that create a series of outdoor "rooms" facing the street or drive.

C. In a development of two or more buildings, building facades should be designed and located to relate to one another, both functionally and visually. To the extent possible, large-scale buildings should be discouraged in favor of smaller, individualized building groupings, utilizing such features as courtyards and quadrangles that encourage pedestrian activity and incidental social interaction among users.

D. The creation of a consistent edge with adjacent structures should be applied where appropriate.

E. A building on a corner lot should be considered a more significant structure from a design perspective because such building has at least two front facades visibly exposed to the street. Such building may be designed to have additional height and architectural embellishments relating to its location on a corner lot, if deemed appropriate by the Board.

III. Outdoor Space

Usable outdoor space should be provided on each site, in reasonable proportion to the number of employees and residents projected to occupy the space. Usable outdoor space includes outdoor lawn area, plazas, patios or terraces, including terraces not on a ground floor and should not include required stormwater facilities or buffer areas. Amenities including tables, chairs, benches and trash receptacles should be provided.

Example: Outdoor gathering area.

IV. Accessory Structures and Areas

Areas should be dedicated and thoughtfully designed for the location of mechanical equipment, storage areas and trash and

recyclable materials storage. The areas should be designed for efficient access, but should be far removed from residential areas and viewsheds from heavily trafficked roadways.

A. Mechanical equipment, storage areas and trash storage should be screened and enclosed. Where views of mechanical equipment, storage areas or trash storage areas are present, public views should be screened and buffered by the use of architectural enclosures and landscape buffers.

B. Loading and outdoor storage areas may be located between buildings if they are less than 40' apart, or on those sides of buildings that do not have customer entrances, and should avoid abutting residential zones, where feasible.

C. Areas for outdoor storage, truck parking, trash collection or compaction loading, or other such uses should not be visible from abutting streets.

D. No areas for outdoor storage, trash collection or compaction, loading or other such uses should be located within 20' of any public street, public sidewalk or internal pedestrian way.

E. Loading docks, truck parking, outdoor storage, utility meters, HVAC equipment, trash collection, trash compaction, and other service functions should be incorporated into the overall design of the building and the landscaping so that the visual and acoustic impact of these functions are fully contained and out of view of adjacent properties and public streets, and no attention attracted to the functions by the use of screening materials that are different from or inferior to the principal materials of the building and landscape.

F. Trash enclosure(s) should be provided for every site, sized large enough to contain all trash generated, including recyclables.

G. The trash enclosure(s) should be constructed on 3 sides of masonry, the exterior which should match the finish building materials and colors of the principal building(s) on site. The 4th side of the structure should contain a gate constructed of a solid material; either black vinyl chain link fence or pressure treated board-on-board lumber.

H. The trash enclosure should be situated on a concrete pad.

V. Circulation

Site circulation should be focused on the pedestrian, at street level.

A. Sidewalks.

(1) Sidewalks should be designed to be part of a comprehensive system to access all parts of a site. The materials, patterns and finishes of all sidewalks within a public right of way should match the overall site design palette.

(2) Sidewalks at least 6' in width should be provided along all sides of the lot that abut a public street, except for limited access highways. A landscaped area no less than 2' in width should be provided between the sidewalk and the curb. In areas of high pedestrian traffic, more durable surfaces such as grass pavers can be used.

(3) Continuous internal pedestrian walkways, no less than 8' in width, should be provided from the public sidewalk or right-of-way to the principal customer entrance of all principal buildings on the site. At a minimum, walkways should connect focal points of pedestrian activity such as, but not limited to, transit stops, street crossing, building

and store entry points, and should feature adjoining landscaped areas that includes trees, shrubs, benches, flower beds, ground covers, or other such materials for no less than 50 percent of its length.

(4) Sidewalks, no less than 8' in width, should be provided along the full length of the building along any facade featuring a customer entrance, and along any facade abutting public parking areas. Such sidewalks should be located at least 6' from the facade of the building to provide planting beds for foundation landscaping except where features such as arcades or entryways are part of the facade.

(5) Internal pedestrian walkways should provide weather protection features such as awnings or arcades within 30' of all primary entrances.

(6) All internal pedestrian walkways should be distinguished from driving surfaces through the use of durable, low maintenance surface materials such as pavers, bricks, or scored concrete to enhance pedestrian safety and comfort, as well as the attractiveness of the walkways.

(7) Any areas of pedestrian crossing a main site drive aisle or public street should provide a change of texture, color and paving material in order to delineate the pedestrian crossing.

B. Vehicular Circulation.

(1) Street trees should be provided along all public street frontages and access driveways, no more than 50' on-center. Street trees should be located either between the curb and sidewalk if room allows, or no more than 5' from the sidewalk. Shallow-rooting and multi-stemmed tree species should be discouraged.

(2) The relationship between truck delivery, vehicular traffic, and pedestrian circulation should be considered when designing service entries, roadways, walkways, and pedestrian entrances.

(3) Service entrances and loading areas between adjacent buildings should be consolidated and separated from walkways and pedestrian entrances to the extent possible.

(4) Street and directional signage, street lighting, furnishings and amenities, and plantings should be aesthetically unified, and complementary to the architecture.

(5) Wherever feasible, shared parking schemes and access drives should be pursued.

(6) A net increase in the number of vehicular access points directly onto Route 208 are discouraged, and should be limited to the minimum necessary to achieve access.

(7) Traffic Calming Devices such as decorative crosswalks, curb bump outs, decorative sidewalks, street furniture, "Yield to Pedestrians" signage, street trees and accent plantings should be utilized to advance the goal of creating a strong, pedestrian oriented downtown, by creating visual interest at the street level. These features should be incorporated into the design of streets, driveways and parking areas wherever pedestrian circulation is anticipated.

VI. Parking

Off-street parking should be as inconspicuous as possible and should incorporate landscaping and screening to the greatest extent possible to minimize its physical and visual impact. The focus of the site should be the building(s), not the parking areas. The extent of parking areas should be minimized.

A. Parking lots should be located in the side, or rear yards, or within buildings wherever possible, so that visibility from any street is limited.

B. Shared parking between compatible uses should be encouraged.

C. Off-street parking and loading areas should be coordinated with the public street system serving the area in order to avoid conflicts with through-traffic, obstruction to pedestrian walks, and vehicular thoroughfares.

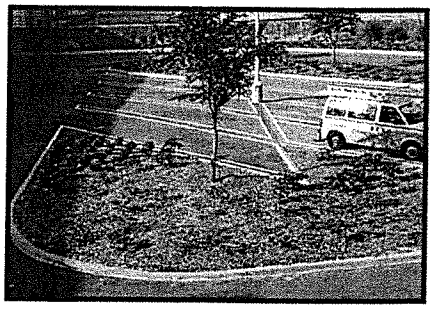
D. Distance to Parking Spaces and Pedestrian Connection Requirements. The closer shared spaces are to the land uses they serve, the more likely the arrangement will be a success. Clear, safe pedestrian connections must be provided between shared spaces and the building entrances they are intended to serve.

E. Shared Parking between Lots. Owners or lessees of land uses that exhibit off-setting parking demand patterns may reduce the total amount of parking that they are required to provide if they demonstrate at the time of site plan review that the total amount of parking being provided for the combined uses will be available. In calculating the total amount of parking required, applicants shall submit a shared parking analysis report. Applicants that employ a shared parking approach must:

- Be under the control of a single entity or document that they have entered into a binding agreement authorizing the shared parking arrangement.
- Be on the same block.
- Provide clear informational signage associated with the parking area(s).

F. Interior parking lot rows should be oriented perpendicular to buildings in order to facilitate pedestrian access from the parking lot to the building.

G. A minimum of 10 percent of any surface parking facility should be landscaped to include one (1) shade tree for every 10 parking spaces. At least 50 percent of the parking area should be shaded at tree maturity, which should be demonstrated by the applicant. This can be accomplished through the use of landscaped peninsulas, end islands and linear strips.



Parking lot end island.

H. Suitable parking lot shade trees include the following:

(1) Maple;

(2) Oak;

(3) Little Leaf Linden;

(4) Honey locust.

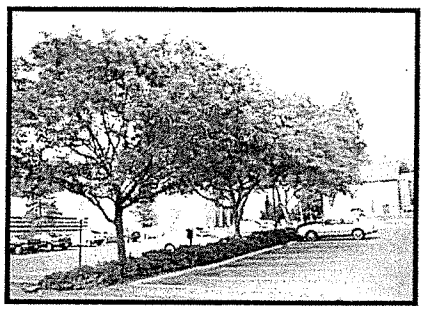
I. Landscaped end islands should be located at the end of each row of parking. End islands should be large enough to accommodate the full-sized shade tree species selected.

J. Landscaped linear parking lot strips and end islands should be required for every third row of interior parking. The island should extend the length of the row and should be at least 6' in width and planted with shade trees no more than 70' on-center, and covered with suitable ground cover.

K. Parking lot islands may also be utilized for stormwater infiltration, however shall be planted with suitable tree species and ground cover.

L. All parking and loading areas should be landscaped about their periphery with shrubs, trees, and/or ground cover. Shade trees should be provided no more than 40' on-center around the perimeter of parking areas. Large concentrations of surface parking should be avoided.

Parking lot peninsula.



Parking lot linear strip.

VII. Landscaping

In addition to the other landscaping standards herein and elsewhere in the Borough Code, on-site landscaping should be provided as follows:

A. Non-invasive, drought-tolerant species should be utilized.

B. Single-stemmed tree species are recommended.

VIII. Stormwater Management

A. Stormwater control should be provided in wet basins, vegetated basins and underground systems to the extent feasible, and above-ground facilities should not be located in a front yard. The use of sand infiltration basins shall be discouraged.

B. Electrical, phone and similar utilities should be located underground.

IX. Lighting

Site lighting should enhance access to buildings from the street, sidewalk or parking areas without creating nuisance glare, sky light or consuming too much electricity. Full cut-off fixtures and house-side shields should be utilized, as well as motion sensors for off-hours. Light poles and fixtures should enhance site aesthetics, and light pole footings should be installed flush with grade.

X. Signage

Site identification signage should identify businesses on site in an attractive manner that will promote pedestrian and vehicular safety. Sign design should complement the architecture of the buildings in color, form materials, placement and illumination. Wayfinding signage on sites should be the minimum number and size necessary to safely direct patrons to the correct location on-site.

Signs should be monument style only and no larger than 12' in height by 12' in width. Plantings should be provided at the base of the sign. If located on a corner lot, or if a site fronts on two streets, a second freestanding sign may be provided on the less-busy street, at a size up to one-half of the permitted sign height and width.

XI. Building Size, Mass, and Style

When buildings in an area are of similar and/or compatible scale, materials, massing and architectural style, the area becomes more harmonious thereby providing a more comfortable human experience. Design in a given area should achieve continuity between sites while still allowing for individuality of design.

A. All structures should be situated with proper consideration of their relationship to other buildings, both existing and proposed, in terms of light, air, and usable open spaces, access to public rights-of-way and off-street parking, height, and bulk.

B. Groups of related buildings should be designed to present a harmonious appearance in terms of building silhouette, architectural style and scale; massing of building form; surface material, finish, and texture; decorative features; window and doorway proportions and modulation, entry way placement and location, signage, and landscaping.

A varied facade helps to reduce building mass.

C. Buildings should be designed so as to have attractive, finished appearances from all public spaces.

D. All pedestrian entryways and/or lobbies should be prominent, well-lit and separate from service entrances, and should be at grade with the adjacent sidewalks to the greatest extent possible.

E. Building entrances should be clearly defined through the use of detailed paving, architectural treatment, and site furnishings.

F. The colors of all buildings, pavements, awnings, signage, site amenities and other structures should be warm, muted tones.

G. The building itself should be designed with an eye toward architectural detailing that can be unique, but should not detract from the appearance of adjacent structures. Innovative re-use of existing unique and/or attractive structures is encouraged, to the extent possible.

Varied storefronts create interest and branding opportunities.

H. Buildings should have varied and interesting facades, particularly with respect to retail

storefronts. Use of texture and window variations should be encouraged.

I. Entryways should give orientation and add aesthetically pleasing character to the building. They should be clearly defined, highly visible to the pedestrian.

J. Entrances should include such features as canopies or porticos; overhangs, arcades; recesses/projections; raised corniced parapets over the doors; peaked roof forms; arches; outdoor patios; and/or display windows. Architectural details, such as tile work or moldings, which are integrated into the building design; and/or planters or wing walls that incorporate landscaping and provide places for sitting should be encouraged.

K. Overhead doors and/or loading areas shall not face the public right-of-way.

Quality materials should be used throughout the site.

XII. Facades, Materials and Colors

Facades should be designed with architectural features at the human scale. Human scale detailing is the treatment of elements of a building facade at a smaller scale based on human vision, proportion, height and rate of movement to add interest to the pedestrian user. Examples include textured stone or brick, patterned tiles, decorative trim work or carved wood, and decorative metalwork, particularly at street or sidewalk level. Colors should be earth-toned, however architectural accents can be colored in brighter, more saturate tones.

A. Building facades, windows and window panes should respect traditional architectural proportions such as the Golden Rectangle.

B. All visible building facades should feature architectural detailing, arcades, entrances and/or gables toward the public street.

C. The architectural treatment of a facade or roof should be completely continued around all visibly exposed sides of a building. All sides of a building should be architecturally designed so as to be consistent with regard to style, materials, colors and details. In the instance of multi-story buildings, the architectural treatment and building materials of the first floor should be compatible with upper stories.

D. Buildings should have fenestration and design elements including decorative windows, operating windows, louvers, shutters, cornerstones, keystones, and wide window frames consisting of approximately 10-20 percent of the second and third floor façade area to prevent large expanses of blank walls.

E. Where non-residential building facades exceed 80 horizontal feet in length, vertical divisions no greater than 40 feet should be designed on all street side building facades, defined by wall projections featuring a combination of piers, projecting bays, arcades or changes in roof configuration, so as to appear to be multiple structures. Wall plan projections should be at least 3 percent of the length of the facade and extending at least 20 percent of the length of the facade.

F. Facades should be articulated with vertical divisions to reduce the scale and uniformity of large-scale buildings. Street side building facades should be designed to reflect the community's identity, character and scale as well as the human scale. Facades should be articulated with horizontal divisions to reflect the traditional building elements of cap, wall and base. The cap should feature either pitched roofs or articulated cornices and a change of color and material. The wall should include a horizontal division for the top of the ground story. The base traditionally includes a watercourse line and is often a more durable material that articulates how the mass of the building meets its grade. These architectural divisions should have sufficient reveal to promote shadows on the facade of the building.

G. Predominant exterior building materials should be high quality materials, including without limitation:

(1) Exterior insulation and finish systems (EFIS)

(2) Tinted, textured concrete masonry units.

(3) Non-reflective glass.

(4) Sandstone

(5) Brick

H. Predominant exterior building materials should not including the following:

(1) Smooth-faced concrete block

(2) Tilt-up concrete panels

(3) Pre-fabricated steel panels

I. Primary building materials should feature non-reflecting earth-tone colors in the red, tan, white or brown range. Accent colors may be used provided that they appear as secondary visual elements to the primary materials. Bold, disjointed or recognizable color combinations or color patterns that form a corporate or commercial identity or logo should be considered a sign for the purposes of this ordinance and should be prohibited. The use of high intensity colors, metallic colors, black or fluorescent colors should be prohibited.

J. Building and trim accent areas may feature brighter colors, including primary colors, however neon tubing should not be an acceptable feature for building trim or accent areas.

K. Building facade must include a repeating pattern that should include no less than 3 of the elements listed below. At least one of these elements should be repeated horizontally. All elements should repeat at intervals of no more than 30' feet, either horizontally or vertically.

(1) Color change

(2) Texture change

(3) Material module change

(4) Expression of architectural or structural bay through a change in plane no less than 24" in width, such as an off-set, reveal or projecting rib.

L. Doors and Entrances.

(1) In successful pedestrian oriented places, the variety of regularly patronized entrances enhances the viability of a place. Where larger retail businesses are proposed, smaller in-line tenants should be placed along the front facade with the large-scale retailer behind and/or above these tenants. This arrangement allows the primary tenant to occupy less frontage, which maintains a variety of entrances.

(2) Doors and Entrances. All entrances to a building should be defined and articulated by utilizing such elements as lintels, pediments, pilasters, porticoes, porches, overhangs, railings, balustrades and other such elements, where appropriate. Any such element utilized should be architecturally compatible with the style, materials, colors and details of such building. Recessed doorways are encouraged; as they provide cover for pedestrians and patrons in bad weather and help identify the location of store entrances. A recessed doorway may be required when it is deemed necessary to provide a clear and safe area for out-swinging doors, thus reducing potential safety risks to pedestrians walking by an entrance. All recessed doorway areas should have lighting installed and maintained that is sufficient to illuminate the entire recessed area. This lighting should be lit from sunset to sunrise.

M. Windows.

(1) The street level facade of stores should be transparent between the height of 3' and 8' above the walkway grade for no less than 60 percent of the horizontal length of the building facade.

(2) Non-residential ground floor facades facing streets should feature 50 percent clear, non-reflective glass area in the form of display windows and doors. Upper floor facades facing streets should feature between 15 percent and 40 percent non-reflective glass. Glass allows the pedestrian to view into and people inside to view out of the building, adding visual interest and safety. Exterior reflective glass should be prohibited.

(3) All other windows should be double-hung or casement types.

(4) Windows should be recessed and should include visually prominent sills or other such forms of framing.

(5) Windows should be architecturally compatible with the style, materials, colors and details of a building. Windows should be vertically proportioned, wherever possible.

(6) The location of windows on the upper stories of a building should be vertically aligned with the location of windows and doors on the ground level of such building.

XIII. Roofs

A. Box-like shapes should be avoided.

B. No flat roof should be permitted on a building with a building height less than 18'. A flat roof may only be permitted on a single story building provided that all visibly exposed walls should have an articulated cornice, parapet wall or some other type of architectural detailing that projects out horizontally from the vertical building wall plane or projects vertically from the horizontal roof plane.

C. Mansard roofs should not be permitted.

D. Architectural embellishments that add visual interest to roofs, such as dormers, belvederes, masonry chimneys, clock towers and such similar elements should be permitted, provided that such are architecturally compatible with the style, materials, colors and details of the building.

E. For all roofs other than flat roofs, the minimum permitted roof pitch should be 8/12, and all gables on a building should be of the same pitch. Maximum roof pitch should be 12/12, unless otherwise permitted by this Chapter.

F. Roofline offsets should be provided along any roof measuring longer than 75' in length in order to provide architectural interest and variety to the massing of a building and relieve the negative visual effect of a single, long roofline. The minimum height of a required roofline offset should be 10".

G. When buildings are greater than 10,000 square feet, and where a fully pitched roof throughout would not be practical, a sloped fascia roof with a slope of 8/12 or greater should be permitted in coordination with a flat roof, provided that the appearance is that of a full roof. In all circumstances the primary pitched roof should be at least one story in height. The primary roofing materials should be standing seam metal or dimensional shingles.

H. Additionally, roofs should nave no less than 2 of the following features:

(1) Parapet concealing flat roofs and rooftop equipment from public view. The average height of such parapets should not exceed 15 percent of the height of the supporting wall and such parapets should not at any point exceed one third of the height of the supporting wall. Such parapets should feature a 3-dimensional cornice treatment.

(2) Overhanging eaves, extending no less than 3' past the supporting walls. Sloping roofs that do not exceed the average height of the supporting walls, with an average slope greater than or equal to 1' of vertical rise for every 3' of horizontal run and less than or equal to 1' of vertical rise for every 1' of horizontal run.

(3) 3 or more roof slope planes.

Example: Mixed-use project with cohesive design theme.

XIV. Additional Mixed-Use Design Standards:

A. The area should have a common architectural, streetscape, lighting and landscaping scheme.

B. There should be a strong interrelation and pedestrian connection between the commercial component and the residential component. Commercial buildings should be oriented toward the interior of the site and the residential component; and should also be oriented toward Route 208.

C. Traffic calming techniques including but not to pedestrian bump outs at corners, landscaped medians and islands, sidewalks on both sides of public and private streets should be required.

D. The residential component should follow a compact, village format to promote

pedestrianism and increase efficiency. Opportunities for outdoor gathering including front porches, stoops, patios, etc. should be provided.

E. Parking should not be permitted between buildings and Route 208.

F. The Route 208 frontage should be heavily landscaped, and utility, service and parking areas should be screened from view of Route 208.

G. There should be no buffer required between residential and commercial uses on the tract, however utility, service and parking areas should be screened from view by either landscaping, fencing or walls.

H. Utilities should be located underground.

I. An open space / gathering area should be provided for the residential component; rooftop spaces should be permitted to meet this requirement. The open space area should be approximately 2 percent of total site area, of which 50 percent can be met with rooftop space. Rooftop surfaces may be gravel, decking or similar material.

J. An area for a bus pull-out, including a bus shelter, should be provided on Pollitt Drive. Fair Lawn currently provides mini-bus service.

APPENDIX

MALCOLM PIRNIE

INDEPENDENT ENVIRONMENTAL ENGINEERS, SCIENTISTS AND CONSULTANTS

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November 28, 2008

Bruce R. Rosenberg
Winne, Banta, Hetherington, & Kahn, P. C.
Court Plaza South – East Wing
21 Main Street
Hackensack, New Jersey, 07601

Re: Borough of Fair Lawn, Former Kodak Site Rezoning
Former Kodak Facility
NJDEP II# 004802

Dear Mr. Rosenberg:

In accordance with our Scope of Work dated August 8, 2008 and the additional direction given at the Borough of Fair Lawn Route 208 Subcommittee meeting on October 23, 2008, Malcolm Pirnie, Inc. (Malcolm Pirnie) is pleased to respond to the three questions listed below.

1. Can the Site be remediated?
2. What is the performance standard that would be used to complete any potential remediation?
3. Where is the Site in regards to the New Jersey Department of Environmental Protection (NJDEP) process in completing any potential remediation of the Area of Concern(s) (AOCs)?

Malcolm Pirnie has reviewed the following documents:

- Comprehensive Investigation and Remedial Action Report, prepared by Quest Environmental & Engineering Services, Inc. (January 2008),
- DNAPL Investigation and April 2008 Groundwater Sampling Report, prepared by Golder Associates, Inc. (October 2008), and
- A narrative, and the following figures provided by Rob Edgar of Environmental Waste Management Associates, LLC (EWMA).
    - Figure 2 – Site Map,
    - Figure 6 – Groundwater Sample Location Plan with Exceedance Tables with Former Building,
    - Figure 6A - Groundwater Sample Location Plan with Exceedance Tables with Proposed Building,
    - Figure 8 – No. 6 Oil USTs Soil Sample Location Plan,
    - Figure 9 – AOC 7.2 Sanitary Sewer System Sample Location Plan with Former Building

  - Figure 10 – AOC 7.3: Storm Sewer System Sample Location Plan with Former Building
  - Figure 10A - AOC 7.3: Storm Sewer System Sample Location Plan with Proposed Building
  - Figure 11 – AOC 4.1, 4.2, 4.3 Basement Sample Location Plan with Former Building,
  - Figure 11A – AOC 4.1, 4.2, 4.3 Basement Sample Location Plan with Proposed Building,
- Letter dated November 20, 2008 from New Jersey Department of Environmental Protection (NJDEP) Case Manager, Jamie, A. Camargo to Joseph Gabriel NPEC Management Group.

Malcolm Pirnie has had the following communications:

- Various verbal and email communications with Rob Edgar of EWMA and Robert Crespi of Wolff & Samson, PC.
- Verbal communications with Barbara Maginn, PE, Quest Environmental & Engineering Services, Inc. and Julia C. Ispentchian, P.E., NPEC - Quantum Management Group (November 18, 2008), and
- Verbal communication with the NJDEP Case Manager, Ms. Jamie Camargo (November 20, 2008)

Question Nos. 1 & 3 – Can the Site be Remediated & Where is the Site in the NJDEP Site Remediation Process?

Based on the information provided and communications listed above, Malcolm Pirnie believes that the site can be successfully remediated with a combination of past and future remedial activities and institutional/engineering controls with proper NJDEP oversight. The NJDEP has recently issued No Further Action (NFA) determinations (see attached letter dated November 20, 2008) for the following Areas of Concern (AOC):

- AOC 1 - # 6 Oil Tanks
- AOC 2 - Gasoline UST System
- AOC 3 - Dry Well
- AOC 4.3 - Northern Section of the Basement
- AOC 4.5 - Area outside Northwest Corner of the Basement
- AOC 5 - Grid Sampling Beneath First Floor
- AOC 6 - Ammonium Thiosulfate Tank
- AOC 7.1 - Floor Drain System
- AOC 7.3 - Storm Sewer

The following AOCs were not included in the above-referenced NJDEP NFA determination:

- AOC 4.1 - Southern Section of the Basement

- AOC 4.2 - Center Section of the Basement
- AOC 4.4 - Backfill
- AOC 7.2 - Sanitary Sewers
- AOC 8 - Groundwater

Malcolm Pirnie has reviewed the data that characterizes these five AOCs and offers the following evaluation.

AOC 4.1 & 4.2 - Southern and Central Sections of the Basement

Based on our review of the data provided to us and conversations with Rob Edgar of EWMA, Robert Crespi of Wolff & Samson, PC., Barbara Maginn, PE, Quest Environmental & Engineering Services, Inc., and Julia C. Ispentchian, P.E., NPEC - Quantum Management Group (November 18, 2008), PCBs were detected above the NJDEP Residential Direct Contact Soil Cleanup Criteria (RDCSCC) in two concrete samples (0.5 and 320 mg/L) and one post excavation soil sample (0.21 mg/L) collected from the Southern Section of the Basement and an organic compound (benzo(a)anthracene) was detected (2 mg/L) in one sample collected from the Central Section of the Basement. Barbara Maginn, PE, Quest Environmental & Engineering Services, Inc., and Julia C. Ispentchian, P.E., NPEC - Quantum Management Group (November 18, 2008) indicated that they were planning to excavate the remaining portions of the southern basement concrete including portions of the wall between the Central and Southern Basements and portions of the Central Basement concrete that include the area that was characterized by the concrete sample which contained the organic compound (benzo(a)anthracene). If these additional remedial actions are completed, all of the impacts characterized in this AOC would have been remediated to the NJDEP RDCSCC. Once Kodak completes this remedial activity, they can re-apply for a NFA determination for this AOC.

AOC 4.4 - Backfill

Backfill was used during the demolition of the building at the Site. The backfill material was sampled and the results were sent to the NJDEP for approval. The NJDEP sent a letter to Mr. Joseph Gabriel (NPEC Management Group) on January 30, 2008 accepting the backfill material (attached). No NFA is required for this AOC.

AOC 7.2 - Sanitary Sewers

Based on the documents provided to us and conversations with Rob Edgar of EWMA and Robert Crespi of Wolff & Samson, PC., sludge containing metals above the NJDEP RDCSCC and Soil Remediation Standards (SRS) were detected in four sumps (S-1, S-4, S-5, and S-6) and a 4 foot by 4 foot trap in the sanitary sewer. The sludge in sumps S-1, S-4 and S-5 and the sludge in the trap has been removed. The sludge in S-6 has not been removed because it is still an active sump. As a result, most of the sanitary sewer was removed from the site; however, small portions of the sanitary sewer could not be removed because of various site constraints (e.g., tree roots). The remaining portions of the sanitary sewer were inspected, determined to not

contain significant amounts of sludge or any visible breaks. Approximately 45 confirmation soil samples were collected along the portion of the sanitary sewer that was removed and at the ends of the remaining sections of the pipes. The results were below the NJDEP RDCSCC. A NFA was requested from the NJDEP for this AOC. However, it was not included in the attached NFA letter from the NJDEP. The NJDEP is currently reviewing information provided in the Comprehensive Investigation and Remedial Action Report and will make a decision at a later date. The only remaining material that is above the NJDEP RDCSCC is the sludge in Sump No. 6. This material has been characterized to contain copper and silver at levels above the NJDEP RDCSCC. If required by the NJDEP, the material in the sump could be removed and the sump could be replaced. Little is known about any potential impact(s) to the sanitary sewer off-Site.

AOC 8 - Groundwater

Groundwater quality at the Site has been monitored with bedrock wells since 1990. Presently, there are ten shallow bedrock monitoring wells. Groundwater samples collected from these monitoring wells show the presence of chlorinated volatile organic compounds namely, trichloroethene (TCE), 1,1-dichloroethene, vinyl chloride at levels above the NJDEP Groundwater Quality Standards. The concentrations of these compounds in groundwater range from 1 to 17 ug/L in the last two years (2007 & 2008). These very low concentrations could be remediated, hydraulically contained, or allowed to naturally attenuate, as directed by the NJDEP. If these concentrations of volatile organic compounds are allowed to remain at the Site, the NJDEP may require a Certification Exemption Area (CEA) be created around this area.

The presence of TCE in groundwater at the Site at concentrations exceeding the Generic Vapor Intrusion Groundwater Screening Level of 1 µg/L warrants further evaluation of the potential risk associated with vapor intrusion into newly constructed buildings. This potential risk could be managed with a sub-slab depressurization system using institutional and engineering controls, if directed by the NJDEP.

Question No. 2 - What is the performance standard that would be used to complete any potential remediation?

The current performance standard that has been used to date for remedial actions has been the NJDEP RDCSCC. This performance standard will remain in place if a Remedial Action Work Plan is submitted to the NJDEP before December 2, 2008. The project team has indicated that they will submit a Remedial Action Work Plan to the NJDEP before December 2, 2008 to lock in these performance (remedial) standards for unsaturated soil.

The performance (remedial) standard that has been and will be used for groundwater are the NJDEP Groundwater Quality Standards (GWQS). The GWQS is the appropriate groundwater standard to be employed for future delineation and remediation.

Summary

Kodak has received NFA determinations for nine of the 14 AOCs. Kodak has agreed to remediate the remaining portions of the concrete in the Southern and Central Basement (AOCs 4.1 & 4.2) to the NJDEP RDCSCC. The NJDEP has approved the backfill material that was used at the Site (AOC 4.4). The two remaining AOCs that arguably have not been remediated to the NJDEP standards are the Sanitary Sewer (AOC 7.3) and Groundwater (AOC 8). There is a small amount of sludge in Sump No. 6 that is above the NJDEP RDCSCC that could be remediated. There are low concentrations of chlorinated volatile organic compounds (VOCs) in the groundwater. These VOCs could be remediated; however, it is possible that the NJDEP will allow these low concentrations of VOCs to remain and be naturally attenuated using a CEA. In addition, a sub-slab depressurization system could be implemented using engineering and institutional controls, if required by the NJDEP. Based on the information provided and communications listed above, Malcolm Pirnie believes that the site can be successfully remediated with a combination of past and future remedial activities and institutional/engineering controls with proper NJDEP oversight.

Please contact us at (201) 797-7400 if you have any questions or require additional information.

Very truly yours,

MALCOLM PIRNIE, INC.

Richard M. Gilmour

Richard M. Gilmour, AICP, PP
Senior Project Planner

State of New Jersey
DEPARTMENT OF ENVIRONMENTAL PROTECTION

JON S. CORZINE
Governor

LISA P. JACKSON
Commissioner

Bureau of Northern Field Operations
7 Ridgedale Avenue
Cedar Knolls, NJ 07927
Phone #: 973-631-6401
Fax #: 973-656-4440

November 20, 2008

Joseph Gabriel
NPEC Inc.
3800 Dewey Avenue #317
Rochester, NY 14616-2579

Re: **No Further Action Letter and Covenant Not to Sue**
Soils Only Area of Concern Unrestricted Use
Eastman Kodak Processing Laboratory
16 31 Rt 208 ; Block 4801 Lot 1
Fair Lawn, NJ
Program Interest #: 004802
Activity Number: BFO000001
Document Title: EASTMAN KODAK PROCESSING LAB
Communications Center Number: 90-07-12-SP01; 90-06-15-1528 and 90-05-22-1638
File Number: 02-17-22

Dear Mr. Gabriel:

Pursuant to N.J.S.A. 58:10B-13.1 and N.J.A.C. 7:26C, the New Jersey Department of Environmental Protection (Department) issues this No Further Action Letter and Covenant Not to Sue for the remediation of the areas of concern:

AOC 1- #6 Heating Oil UST/AGST Area
AOC 2-Gasoline USTs
AOC 3- Dry Well
AOC 4.3-Basement Northern Section
AOC 4.5-Outer Northwest Corner
AOC 5-Soil Beneath Floor Slab
AOC 6-Ammonium Thiosulfate AGST
AOC 7.1-Floor Drains
AOC 7.3-Storm Sewers

specifically referenced above, so long as NPEC Inc. did not withhold any information from the Department. This action is based upon information in the Department's case file and NPEC Inc.'s final certified report dated January 2008. In issuing this No Further Action Letter and Covenant Not to Sue, the Department has relied upon the certified representations and information provided to the Department. To remain in compliance with the terms of this No Further Action Letter and to maintain the benefits of the Covenant Not to Sue, NPEC Inc. as well as each subsequent owner, lessee and operator must comply with the conditions noted below.

By issuance of this No Further Action Letter, the Department acknowledges the completion of a Site Investigation, Remedial Investigation and Remedial Action pursuant to the Technical Requirements for Site Remediation (N.J.A.C. 7:26E) for the areas of concern listed above. The Department reserves its rights to require any person responsible for the contamination at the site to address Natural Resource Injuries.

NO FURTHER ACTION CONDITIONS

Pursuant to N.J.S.A. 58:10B-12o, NPEC Inc. and any other person who was liable for the cleanup and removal costs, and remains liable pursuant to the Spill Act, shall inform the Department in writing within 14 calendar days whenever its name or address changes. Any notices submitted pursuant to this paragraph shall reference the above case numbers and shall be sent to: Bureau of Case Assignment and Initial Notice – Case Assignment Section, P.O. Box 434, Trenton, N.J. 08625-0434.

COVENANT NOT TO SUE

The Department issues this Covenant Not to Sue (Covenant) pursuant to N.J.S.A. 58:10B-13.1. That statute requires a Covenant Not to Sue with each No Further Action letter. However, in accordance with N.J.S.A. 58:10B-13.1, nothing in this Covenant shall benefit any person who is liable, pursuant to the Spill Compensation and Control Act (Spill Act), N.J.S.A. 58:10-23.11, for cleanup and removal costs and the Department makes no representation by the issuance of this Covenant, either express or implied, as to the Spill Act liability of any person.

The Department covenants, except as provided in the preceding paragraph, that it will not bring any civil action against:

(a) the person who undertook the remediation;
(b) subsequent owners of the subject property;
(c) subsequent lessees of the subject property; and
(d) subsequent operators at the subject property;

for the purposes of requiring remediation to address contamination which existed prior to the date of the final certified Comprehensive Investigation and Remedial Action Report dated January 2008 for the real property at the areas of concern identified above, payment of compensation for damages to, or loss of, natural resources, for the restoration of natural resources in connection with the discharge on the property, or payment of cleanup and removal costs for such additional remediation.

Pursuant to N.J.S.A. 58:10B-13.1d, this Covenant does not relieve any person from the obligation to comply in the future with laws and regulations. The Department reserves its right to take all appropriate enforcement for any failure to do so.

The Department may revoke this Covenant at any time after providing notice upon its determination that any person with the legal obligation to comply with any condition in this No Further Action Letter has failed to do so.

This Covenant, which the Department has executed in duplicate, shall take effect immediately once the person who undertook the remediation has signed and dated the Covenant in the lines supplied below and the Department has received one copy of this document bearing original signatures of the Department and the person who undertook the remediation.

NPEC INC.

By: _____

Signature: _____

Title: _____

Dated: _____

NEW JERSEY DEPARTMENT OF ENVIRONMENTAL PROTECTION

By: Yacoub Yacoub, Bureau Chief

Signature: _____

Dated: 11-20-08

NOTICES

Soils-Only NFA when Ground Water Contamination remains from that Area(s) of Concern or Site

This No Further Action Letter is for soils only for the areas of concern listed above. The Department has relied, in part, on the reported ground water data to support that soil contamination is no longer affecting ground water. Please be advised that if changes in future ground water data no longer support this conclusion, the Department reserves it rights to require additional soil remediation and possibly excavation.

Please be advised that in accordance with the "Department Oversight of the Remediation of Contaminated Sites" (N.J.A.C. 7:26C), NPEC Inc. is required to reimburse the Department for oversight of the remediation. The Department will be issuing a bill within the next four months.

Thank you for your attention to these matters. If you have any questions, please contact Jamie Camargo at (973) 656-4426.

Sincerely,

Yacoub Yacoub, Bureau Chief
Northern Bureau of Field Operations

c: Fair Lawn Health Department
Municipal Clerk, Fair Lawn
Julia Ispentchian, NPEC Quantum Mgmt Grp
Barbara Maginn, Quest Environmental
Robert Crespi, Wolff & Samson
Brian Crisafulli, NJDEP, BGWPA

Via email: planningboard@fairlawn.org

November 10, 2008

Mr. Peter Kortright, III, Chairman
Borough of Fair Lawn Planning Board
8-01 Fair Lawn Avenue, P.O. Box 376
Fair Lawn, NJ 07410

Re: **Traffic Engineering Review No. 2**
Fair Lawn Promenade
Block 4801, Lot 1
Borough of Fair Lawn
Medina Project No. 08068

Dear Planning Board Members:

Enclosed for your consideration of the rezoning and redevelopment of the subject property, is an updated report on traffic related matters. This report reflects updated materials and discussions held with the applicant's traffic consultant following the October 23, 2008 meeting with the Master Plan Subcommittee Meeting.

In general the Applicant has provided satisfactory responses to the issues raised in our first report. Our specific recommendations included herein remain valid assuming the project remains generally consistent with the Conceptual Site Plan presented by the applicant as a part of this review.

I. General

The property is currently within the I-1 Restricted Industrial Zone, which permits manufacturing establishments, offices, public utility facilities, and warehouses. The I-1 Zone expressly prohibits residences and conventional commercial uses, both of which are proposed under the development pan currently under consideration. As stated in the TIS, the proposed development consists of the following:

- 54 apartments (unit mix/number of bedrooms not specified)
- 95 condominiums (unit mix/number of bedrooms not specified)
- 65,100 square feet of retail space
- 41,500 square feet of office space

The property in question contains approximately 8.952 acres (390,000± square feet) according to Tax Map information. The property contains dual street frontage, with approximately 700 feet of frontage on NJ Route 208 northbound along its westerly edge and approximately 700 feet of frontage on Pollitt Drive/Pollitt Drive Extension along the

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And Offices in New York, Pennsylvania, and Connecticut

easterly edge of the property. Based on the schematic layout of the proposed development contained in the TIS, the development envisions a divided roadway access on NJ Route 208 northbound with a central roadway extending to the rear of the site to access the intersection of Pollitt Drive/Pollitt Drive Extension. At the center of the development is a circular intersection with an additional site access road extending southerly to intersect with an extension of existing Croucher Lane, the roadway servicing the existing multifamily residential developments to the south of the subject site. The commercial and office development is oriented on the site towards the NJ Route 208 frontage and the proposed residential development is situated to the rear (easterly) portion of the site.

The Site Plan presented to date represents a Conceptual Layout for the project and specific tenants for the office and retail spaces have not yet been identified. The location of the main site access points and circulation aisles is adequate for the general development proposed. The specific layout and treatment of internal circulation issues and traffic calming measures should be reevaluated during site plan approval should the project advance.

II. Traffic Generation

The TIS provides as estimate of the peak hour trip generation for the various uses proposed on the site based on Institute of Transportation Engineers (ITE) 7th Edition of the *Trip Generation Manual*. We concur with the methodology and estimate of the anticipated trip generation for the development which is summarized as follows:

TABLE 1
Peak Hour Trip Generation – Proposed Development

Time Period	Enter	Exit	Total Trips
Weekday AM Peak Hour	170	123	**293**
Weekday PM Peak Hour	317	385	**702**
Saturday Midday Peak Hour	410	374	**784**

Under the current I-1 Zoning, the existing 8.952 acre (390,000 square feet) property can support a 150,0000± square foot building area (40% maximum) and a total impervious area of 234,000± square feet (60% maximum). Neglecting setbacks, other bulk requirements, circulation roadways and any site constraints, the following maximum site build out was estimated for the permitted uses allowed in the Zone.

TABLE 2
Site Build-Out Estimates Based on Permitted Uses

Permitted Use	Building Coverage	Parking			Total Impervious
		Req'd. Spaces	No. of Spaces	Approx. Pkg. Area	
Office	90,000 s.f.	4 sp/1000s.f.	360	144,000 s.f.	234,000 s.f.
Manufacturing	100,000 s.f	2.5 sp./1000s.f.	250	100,000 s.f.	200,000 s.f.
Warehousing	100,000 s.f.	2.5 sp./1000s.f.	250	100,000 s.f.	200,000 s.f.

Using the ITE *Trip Generation Manual*, peak hour trip generation for the allowable uses based on the above site yield is summarized as follows:

TABLE 3
Comparison of Site Generated Traffic – Proposed versus Permitted Uses

Time Period	Total Trips Prop Uses	Office ITE 710	Manufacturing ITE 140	Warehousing ITE 150
Weekday AM Peak Hour	293	172	54	83
Weekday PM Peak Hour	702	180	65	65
Saturday Midday Peak Hour	784	34	28	12

For the retail component of the proposed development, a portion of the trips accessing the site will be derived from traffic already on the roadway network, which is identified as pass-by traffic. Factoring the pass-by traffic for the proposed development reduces the PM peak hour traffic to 494 trips and the Saturday peak hour trips to 542. Including pass-by traffic reductions, the proposed development produces considerably more intense traffic use than a development that would be permitted under the current zoning.

Given the increased intensity of the proposed project from a traffic perspective, the Applicant should be required to provide appropriate mitigation to offset operational impacts on the surrounding intersections as a part of any development approvals. Recommendations for mitigation measures are described in further detail in the following sections of this report.

III. Traffic Impact Statement

The applicant has provided supplemental Levels of Service calculations in response to the items raised in the First Traffic Review.

1. The Report and analyses conducted to date are based on the Conceptual Site Plan, and approximate information for signal timing and trip distribution. More detailed information will be required should the project advance. However, the revised analyses that have been provided are sufficient to identify the general scope of potential offsite improvements attributable to the proposed project.

2. An updated Traffic Impact Analysis will be required to support both the Site Plan Application to the Borough and the driveway Access Permit required by the N.J.D.O.T. for the referenced project. The Traffic Impact Report should conform to the requirements of the State Highway Access Management Code [N.J.A.C. 16:47-4.30] regarding traffic data collection, limits of study area on the state highways and origin/destination development for site-generated traffic.

3. The current report addresses several offsite intersections on various state, county and local jurisdiction roadways. The scope of the off-site intersections under study is appropriate for the proposed project based on our review. We note however, that additional intersections on the state highway may be required as a result of the

analyses conducted under N.J.A.C. 16:47-4.30, which is subject to the review and approval of the N.J.D.O.T. as a part of the access application.

4. The analyses conducted generally illustrate that the increase in traffic associated with the contemplated development plan can be accommodated on the existing adjacent roadway network without requiring substantial additional capacity such as roadway expansion or other geometric improvements. Minor impacts to several offsite intersections occur during certain peak hours. However, based on the materials provided to date, these impacts can be addressed through timing modifications at the existing traffic signals and possible channelization improvements through pavement striping and signing modifications.

5. The actual traffic signal timing directives were not utilized in the analyses conducted by the Applicant, and should be required at the time a revised Traffic Impact Analysis is prepared. The field timed information used in the current analysis is sufficient for the conceptual Site Plan at this time, and we do not expect the updated models to significantly change our recommendations herein.

6. The Fair Lawn Avenue corridor, between the Route 208 Southbound off ramp opposite Orchard Street and Pollitt Drive, is constrained by the number of intersections contained within this short length (approximately 1,400 feet) of county road. Progression of traffic along this corridor is constrained when vehicle queuing at these various intersections extend to an adjacent intersection, blocking turning movements. The proposed project increases the queuing at several intersections, impacting these operations. In addition to Level of Service comparisons, the applicant should be required to provide pre and post development queuing analyses in the revised Traffic Impact Report to quantify impacts and address specific mitigation.

A. Site Access

1. The main site access is proposed on NJ Route 208, which is under N.J.D.O.T. jurisdiction. Construction of the proposed access will be subject to N.J.D.O.T. approval for a Major Access with Planning Review based on the anticipated hourly volumes at the new access.

2. The portion of Route 208 northbound between Fair Lawn Avenue (M.P. 1.83) and McBride Avenue (M.P. 2.44) is designated in the State Highway Access Management Code (Code) as an Access Level 3 highway with a Desirable Typical Section (DTS) 6A. An Access Level 3 allows right-in and right-out movements into a site access driveway. The DTS designation indicates that the existing northbound roadway is constructed to its Master Planned section, containing three travel lanes and a full-width shoulder. Anticipation for future widening of the Route 208 roadway across the site frontage therefore does not need to be considered.

3. Based on the state highway frontage of the subject property and the frontage of the adjacent abutting properties, the lot is designated as conforming to the Code.

A right-in/right-out driveway is permissible on the property subject to conformance with geometric design and spacing requirements contained in the Code.

4. Given the volume of traffic expected to access the site from Route 208 and the prevailing speeds on the highway, acceleration and deceleration lanes should be considered on the Route 208 northbound roadway. An auxiliary lane should be considered as an alternative. We recommend these issues be discussed with the N.J.D.O.T. as the permitting process is initiated, and the Borough should be provided an opportunity to express its concerns when discussions are initiated with the N.J.D.O.T.

5. The right (outer) northbound lane on Route 208northbound begins as a No Yield from the Fair Lawn Avenue westbound on-ramp to Route 208 northbound. A weaving analysis should be conducted to address the Level of Service occurring on Route 208 northbound between the on-ramp and a deceleration lane into the proposed site.

B. Site Parking

1. The proposed development anticipates shared parking to reduce the overall impacts associated with impervious coverage and the construction of underutilized parking areas.

2. The mix of office and retail uses with residential uses is generally conducive to shared parking arrangements since the peak parking demands for the two types of uses occur during noncoincident hours of the day.

3. The exact reductions allowable in parking requirements for shared parking are closely related to site-specific layout conditions. Key factors include walking distance between the parking spaces and the various uses, access roads separating the parking from the uses, and preservation of core parking for each use to service its base demands.

4. A parking schedule has not been provided by the Applicant at this time. We have calculated the required parking for the project as follows based on the specified build-out information contained in the TIS:

Proposed Use	Parking Requirement	Parking Required
54 apartments	2 spaces / unit [1]	108
95 condominiums	2 spaces / unit [1]	190
Office / Industrial 41,500 sq. ft.	5 spaces / 1,000 sq. ft.[2]	208
Commercial / Retail 65,100 sq. ft.	4 spaces / 1,000 sq. ft.[2]	260
	Total Parking Required	**766 spaces**

[1] Per Residential Site Improvement Standards (RSIS) N.J.A.C. 5:21-4.16 – Table 4.4 with unspecified number of bedrooms.
[2] Fair Lawn Ordinance 125-48A(2)

5. The Urban Land Institute (ULI) provides a shared parking model that has been generally accepted by New Jersey agencies in the evaluation of redevelopment sites. Using the above build-out, we have calculated the peak parking demand for the build-out provided to be as follows:

Peak Parking Demand – No Shared Parking	654 weekday – 540 weekend
Peak Parking Demand – Shared Parking	609 weekday – 489 weekend

This information provides a general summary of gross reductions that can be achieved through shared parking with an effective site layout. Actual parking reductions through shared arrangements will vary based on the final site layout, relative distance of parking spaces to the various uses, the integration of each of the individual uses.

IV. Recommendations

In general, the responses and supplemental information provided by the Applicant has been satisfactory based on the preliminary level of design completed to date on the subject property. Should the nature of the conceptual development substantially change, mitigation measures discussed herein may be significantly altered. However, under the general scope of the development concept from a traffic perspective, our office can support a recommendation by the Borough's Master Plan Subcommittee to rezone the property in question subject to the inclusion of the following conditions relative to offsite mitigation and access.

1. The Route 208 access to the site requires approval of an access permit from the New Jersey Department of Transportation. The proposed single right-in/right-out access should conform to the State Highway Access Code for geometric configuration.

2. As a part of the required access application permit process, the Applicant should pursue the installation of acceleration and deceleration lanes at the Route 208 northbound site access to improve traffic safety and reduce travel speeds of vehicles entering the site.

3. A single access point on Route 208 for the subject property will reduce conflict points on the highway and provide maximum separation between driveways on adjacent properties fronting Route 208. The Borough should request that the Applicant discuss this issue with the N.J.D.O.T. as a part of their access application, including potential measures to reduce the conditions on the site in which additional driveways may be added in the future.

4. The Borough Engineer, Borough Clerk and Planning Board should be notified of all correspondence between the Applicant or its representatives and the N.J.D.O.T. regarding the proposed highway access for the site. The Borough shall have the option to provide representation at meetings with the N.J.D.O.T. Bureau of Major Access Permits regarding the development of the property.

5. The following intersections on Fair Lawn Avenue are subject to mitigation by the proposed development:

   - Fair Lawn Ave. & Route 208 SB Off-Ramps/Orchard Street (signalized)
   - Fair Lawn Avenue & Route 208 Southbound On-Ramps (unsignalized)
   - Fair Lawn Avenue & Route 208 Northbound Off-Ramps (unsignalized)
   - Fair Lawn Avenue & Route 208 Northbound On-Ramps (unsignalized)
   - Fair Lawn Avenue & Chandler Drive (signalized)
   - Fair Lawn Avenue & Pollitt Drive (signalized)

   The applicant should be required to implement traffic signal timing modifications as necessary, install regulatory and guide signage, modify striping to offset impacts created by the project. The improvements should be developed to ensure that the following conditions are achieved after the development of the project:

   a. Left turn storage lanes on the Fair Lawn Avenue approaches have sufficient length to accommodate turning traffic volumes without backing up into adjacent through lanes.

   b. Signal timing should be adjusted as necessary to reduce queuing on the Fair Lawn Avenue approaches such that queuing does not impact adjacent intersections.

   c. The mitigation improvements should maintain compliance with the Levels of Service performance standards contained in the State Highway Access Code [N.J.A.C. 16:47-4.26 & 4.27] in comparing no build to build conditions for the intersection listed above. The Fair Lawn Avenue approaches should be treated as the mainline/or state highway approaches when applying the performance standards to the intersections.

   d. Traffic Signal coordination should be evaluated and implemented at Orchard Street, Chandler Drive and Pollitt Drive subject to Bergen County approval.

   e. The Borough Engineer, Clerk and Planning Board should be included on all correspondence between the applicant or its representatives and Bergen County regarding the improvements to this roadway segment. The Borough shall be permitted to provide representation as necessary at any meetings with the County to address traffic concerns from a local perspective.

6. The following local jurisdiction roadways are subject to mitigation by the subject project:

   - Pollitt Drive & Pollitt Drive Extension (unsignalized)
   - Pollitt Drive & McBride Avenue (unsignalized)

   The Applicant should be required to construct the necessary physical improvements at these locations to ensure adequate operation under the post development conditions. Both of these intersections will perform adequately as stop controlled intersections based on the current studies. However, the Applicant shall be responsible for the physical construction of these intersections including all necessary roadway pavement, dedicated turning lanes, traffic signage, and striping for acceptable operations. The physical improvements shall also be subject to meeting

the requirements of the Borough Engineer's Office for roadway, drainage and sidewalk construction.

7. The Applicant should be responsible for discouraging site traffic, particularly for the office and retail components of the site, through Croucher Lane and Chandler Drive. The Applicant should provide appropriate traffic calming measures on Chandler Drive to discourage through traffic using this route and to improve safety for pedestrians and residents in this area. In addition, the applicant should provide signage at the Route 208/Fair Lawn Avenue interchange, subject to N.J.D.O.T. approval, directing site traffic traveling south on Route 208 to access the site via the interchange ramps.

8. A shared parking concept for the proposed site should be utilized to the greatest extent practical. The shared parking demand should be evaluated for the specific development based on the Urban Land Use models. The shared parking should be limited to the office and retail uses on the site only. Dedicated parking for the residential uses should be provided and the overall site layout should be developed to reduce the potential of the residential parking to be utilized for other uses on the site.

We thank you for the opportunity to continue to provide our services to the Borough of Fair Lawn, and we look forward to working with you on this project. Should you have any questions prior to the meeting, please feel free to contact me.

Respectfully Submitted,

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Director of Traffic Engineering

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