

THE MILLINGTON DEVELOPMENT PLAN
(adopted as a separate plan element on November 19, 1991)

INTRODUCTION

This document presents a comprehensive development plan for the village of Millington within Passaic Township. Referred to hereafter as the "Plan," the document follows a traditional master plan format by first examining the existing conditions of the village and then reporting on the area's various assets and liabilities. The Plan also identifies certain "pressure points" within Millington, and articulates specific goals and recommendations on how the village might be developed, redeveloped and revitalized in the future. To illustrate many of these recommendations, the Plan also includes a series of design plans and sketches. Suggestions on how the Plan may be implemented by the Township are presented in the final section of the study.

In addition to the preparation time provided by the Township Planning Consultant, this Plan represents an estimated 280 person-hours of work as a result of numerous meetings by the Planning Board and the Planning Advisory Committee.

The Planning Advisory Committee deserves special recognition for the time and effort individual members expended during site inspections and field work made as part of the study. Nearly all of the background studies reported on herein, in fact, were undertaken by members of this Committee. The Plan therefore owes a specific statement of thanks and appreciation to the current and past members of this Committee who worked on this study:

Mitchell Andrus
Mark Berman
Patrick Golden
Bill Hopcraft
Al Leonard
Jackie Perrotti
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Jeffrey Sankus
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BACKGROUND STUDIES

INTRODUCTION

This section of the Plan presents certain background information relative to the village that will be useful in establishing the planning goals for the area. The information includes studies of land use, zoning, architecture, streetscape improvements and other characteristics of Millington.

LAND USE

The existing land use pattern in Millington is shown on Map 1. As indicated, land uses in the study area are limited largely to nonresidential uses. Many of these uses are industrial in nature and include the TIFA property, the National Roofing Company, the Runyon and Karg fuel oil businesses, and three automobile body shop and repair businesses. Other nonresidential uses include several office buildings and retail uses such as the Millington Cafe, Cumberland Farms and antique stores. Retail sale uses, typically the anchor of most village business districts, are located on just four of the 23 properties in the Millington study area.

Millington also includes three significant public land uses: the post office, fire department and train station. Each generates considerable pedestrian and/or vehicular traffic for the area, and can be viewed as a major asset for the business district.

ZONING

Map 1 also identifies the two zone districts in Millington. Excluding the TIFA and National Roofing Company lands, the village is zoned B-1-20, Neighborhood Business. This requires a minimum lot size of 20,000 square feet; a front yard setback of 50 feet; side yard setbacks of 20 feet (one) and 50 feet (both); and maximum building land lot coverages of 30 and 60 percent, respectively. The B-1-20 zone is described in the Township Zoning Ordinance as follows:

"This zone is intended primarily for retail sales, office and service uses serving primarily a neighborhood function. Any building containing a retail store, office or service establishment upon the first floor may be constructed so that on the second floor there may be apartment units of at least six hundred fifty (650) square feet each, and no more than one thousand (1,000) square feet each, provided that there shall be an additional minimum lot area of ten thousand (10,000) square feet per dwelling unit and further provided that each such unit shall be connected to the public sewer system and further provided that no more than two (2) units may be located in any one (1) building. No building shall contain apartment units, as provided herein, unless a side yard of at least ten (10) feet is provided and said building is located at least ten (10) feet distant from other buildings on the same lot."

The TIFA and National Roofing Company sites are zoned LI-2, Limited Industrial. This zone permits "manufacturing, processing or fabricating of materials of finished products and warehousing" as primary uses. The zone requires a minimum lot size of two acres.

STREETSCAPE INVENTORY

The information on Map 2 provides a streetscape inventory for Millington. As indicated, the village has a wide array of streetscape improvements; most, however, are incomplete improvements that are scattered throughout the study area.

Street lighting is provided by "cobra" style fixtures that are located at each intersection in the Township. These fixtures are attached to utility poles, which carry a series of overhead utility lines throughout Millington. These utility lines, combined with the overhead power lines along the railroad, constitute the most unsightly streetscape element in the area.

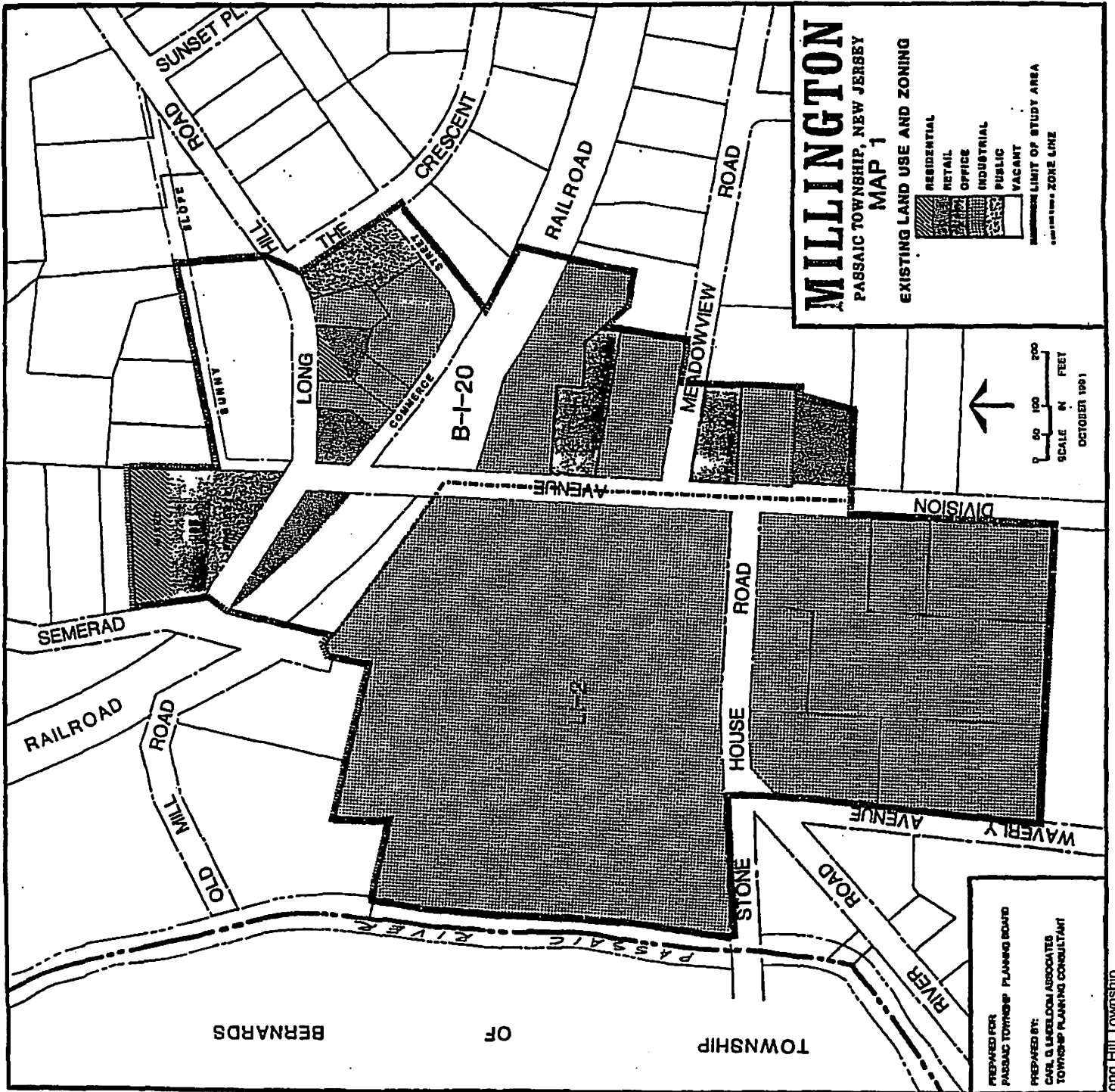
Concrete sidewalks are located in several sections of the village, but no comprehensive sidewalk system is available. Sidewalks in front of the Millington Bank and Millington firehouse are unnecessarily wide and could be reduced in width. The stone wall located along the north side of Long Hill Road provides an attractive streetscape element for Millington. An attractive line of pear trees is located alongside the south and east side of the TIFA building, and ginkgo trees make for a pleasant streetscape in front of the bank. The balance of the district generally has an inadequate number of street trees.

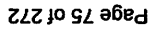
Approximately one half of Millington is curbed. These improvements are scattered and include block, concrete and macadam materials.

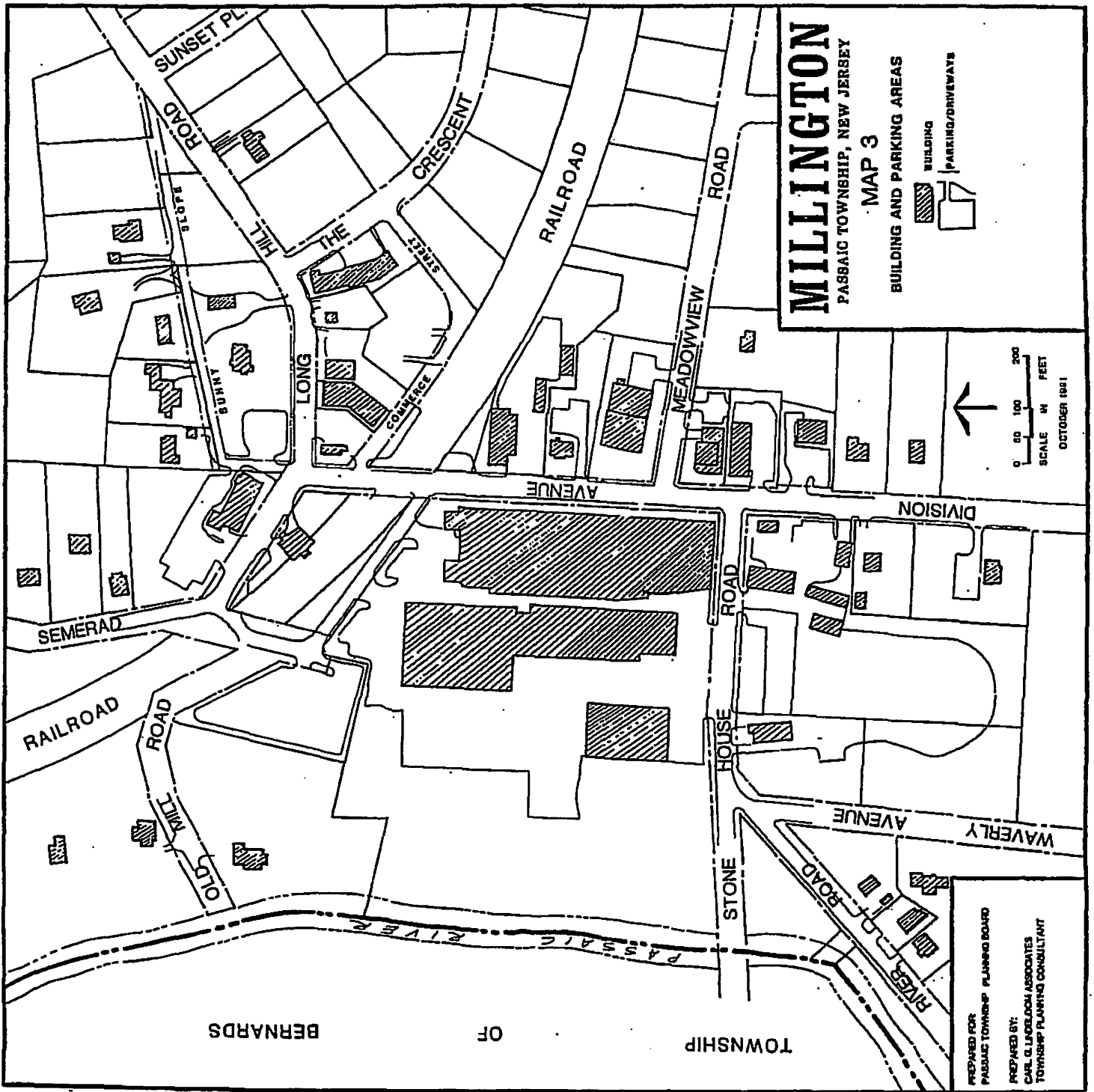
A public sign inventory of Millington indicates a proliferation of parking regulation signs. Private sector signs pose no particular problem for the area, except that most of these signs do little to enhance the visual appeal of the area.

BUILDING AND STRUCTURAL IMPROVEMENTS

Map 3 shows the general building and structural improvements for Millington. The map shows all existing principal building locations in the area, as well as the generalized locations of parking areas and driveways.







BUILDING SIZE DATA

Building size data were gathered to quantify the existing build-out in the village and to compare existing development with the requirements of the Zoning Ordinance. As indicated in Table 1, information on each developed parcel of land was researched with respect to lot size, building footprint and gross floor area. This information was then used to generate building coverage and floor area ratio information on a parcel-by-parcel basis.

Table 1 also provides certain summary information for Millington. As indicated, development in the village (excluding the National Roofing Company and TIFA) provides over 57,000 square feet of gross floor area, and represents an average building coverage of 13 percent and an average floor area ratio of .16.

Including its industrially zoned lands, Millington has an aggregate gross floor area of 205,000 square feet, with an average building coverage of 26 percent and an average floor area ratio of .28.

PARKING

Surface parking in Millington presents one of the major aesthetic problems in the study area. When viewed from Division Avenue, and especially from the Millington Cafe and train station area, the center of the district appears to be one large parking lot. This appearance problem, caused in large part by the parking needs of the automobile businesses in the area, is viewed by virtually all visitors to the area and could be easily remedied by a variety of screening techniques. Some of this parking appears to be taking place in a public right-of-way known as Commerce Street.

Other visual impacts relating to unscreened parking are evident at the TIFA site (from Stone House Road), and in front of the buildings along the south side of Long Hill Road, where on-street parking frequently extends into the travel lane of the roadway.

The quantity of parking stalls in Millington does not appear to be a major problem, however. Only the post office area, where high turnover traffic and a customer preference for on-street parking creates occasional parking shortfalls, and the aforementioned automobile businesses, appear to have significant parking shortages. Parking observations of all remaining lots, including the TIFA building, the off-street area adjacent to the post office, and most land uses along Division Avenue, indicate the quantity of parking stalls is more than adequate to meet site demand.

TRAFFIC

Millington is traversed by three collector roads: Long Hill Road, Division Avenue and Stone House Road. Each road carries a significant amount of through traffic into the district, virtually all of which passes through two main road intersections. In addition to these intersections, another heavily travelled roadway is the western portion of Long Hill Road, where the post office, Millington Cafe and the bank generate high levels of trip ends. Much of the

Table 1

Building Size Data for Millington

<u>Property</u>	<u>Map No.¹</u>	<u>Approximate Lot Area (sq. ft.)</u>	<u>Building Coverage (sq. ft. / %)³</u>	<u>Gross Floor Area (sq. ft. / FAR)⁴</u>
Millington Bank	1	121,000 ²	4,742 / 3.9	9,826 / .08
Millington Cafe	2	9,400	2,000 / 21.3	2,000 / .21
Cornercopia	3	7,900	796 / 10.1	796 / .21
Long Hill Automotive & Millington Auto Body	4&8	7,000	6,250 / 89.0	6,250 / .89
Karg Oil/Antique Shop	5	37,000	1,800 / 4.9	3,600 / .10
NJ Optics	6	8,400	600 / 7.1	600 / .07
Millington Fire House	7	17,500	5,020 / 28.7	6,950 / .40
Runyon	9	48,000	4,118 / 8.6	4,183 / .09
Beldon Law Office	10	20,000	1,178 / 5.9	3,196 / .16
New Jersey Bell	11	31,000	9,040 / 29.2	9,040 / .29
Palumbo Office	12	9,400	3,466 / 36.9	3,466 / .37
Dillon Building	13	18,000	4,000 / 22.2	5,040 / .28
Cumberland Farms	14	14,000	2,400 / 17.1	2,400 / .17
National Roofing Company	15	182,000	7,370 / 4.0	9,454 / .05
TIFA Building	16	213,000	138,360 / 64.9	138,360 / .65
TOTAL (excluding National Roofing and TIFA)		348,600	45,410 / 13.0	57,347 / .16
TOTAL (all properties)		743,600	191,140 / 25.7	205,161 / .28

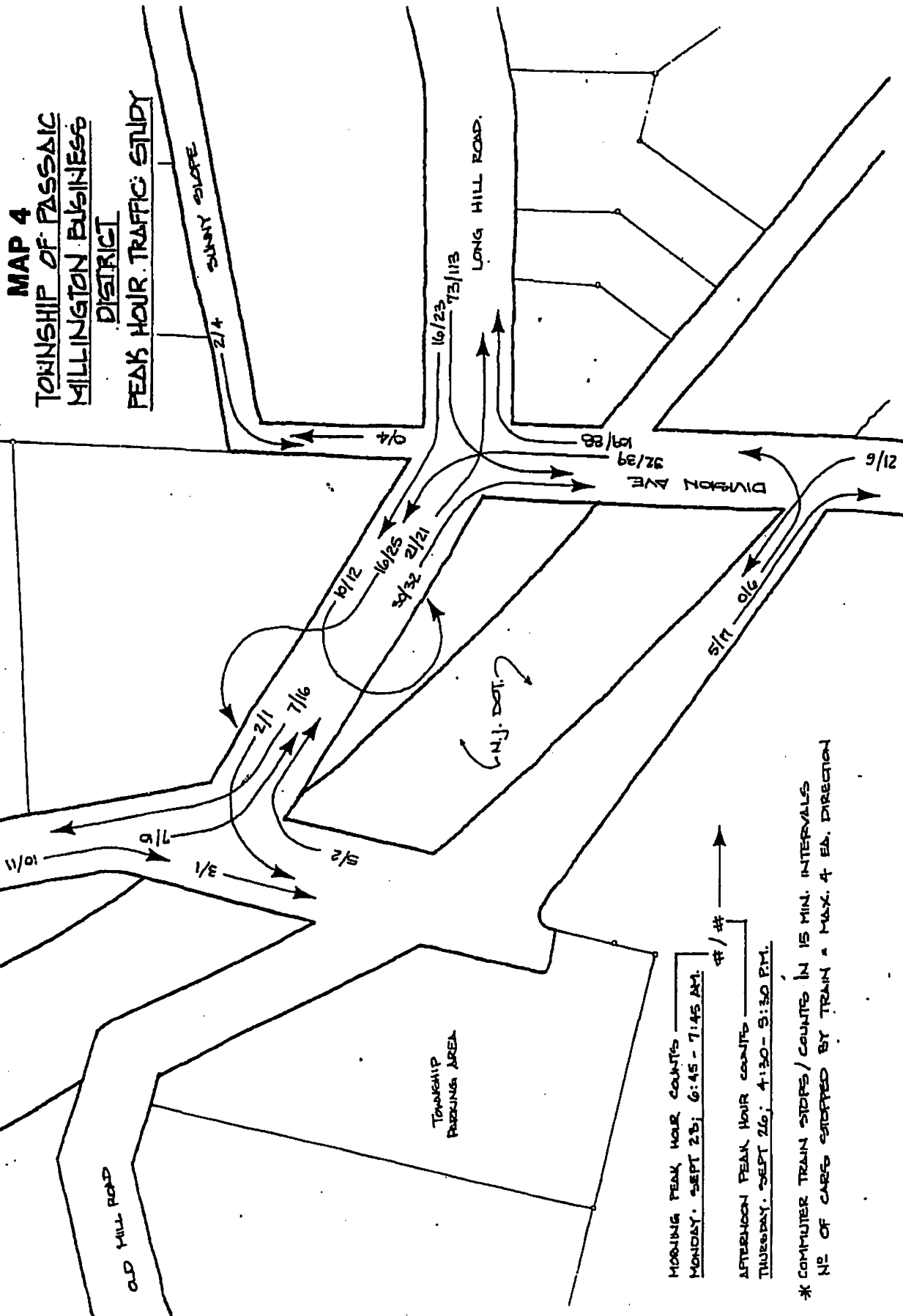
Notes: 1. See Map 4 for property location.

2. Includes all bank lands.

3. Building coverage shows "footprint" area of building, and building coverage as percent of total lot area.

4. Gross floor area expressed in square feet and as floor area ratio.

Source: Passaic Township property tax assessment records.



traffic in this area is high turnover in nature, with peak utilization occurring during rush hours, lunchtime and on Saturday morning.

The train station is another major traffic generator, particularly during rush hours when the arrival and departure of commuters increases traffic in the area. The railroad crossing at Division Avenue forces most traffic in the district to a standstill when a train is in the station.

Traffic surveys taken along Long Hill Road in Millington confirm that Long Hill Road and Division Avenue carry virtually all of the traffic in the village. Other traffic findings include the following:

1. The intersection of Long Hill Road and Sunny Slope is extremely lightly travelled. During the morning peak hour surveyed, only two vehicles used the intersection; in the afternoon peak, a total of eight did so.
2. Semerad Road also is lightly travelled. The surveys show morning and afternoon peak usage of 17 and 23 cars, respectively.
3. The area in front of the post office is rather active, with the bank, post office and Millington Cafe generating a good deal of traffic. This traffic is problematic in that the area generates a number of turning movements, U-turns and parallel parking movements.
4. The service road immediately south of Millington Cafe also is lightly travelled.

Pedestrian traffic also was surveyed as part of this study. Of all such traffic in the village, the train station clearly generated the most, with an estimated 30 percent of all train users arriving on foot. Approximately eight of every ten pedestrians using the trains approached the village from Long Hill Road.

The raw data collected in the traffic surveys is summarized in Map 4.

MERCHANTS SURVEY

In addition to the physical inventory work prepared for this study, a door-to-door business survey was conducted to report on the nature of local businesses and their suggestions and comments regarding the Millington business district. Conducted in October, 1991, the survey reached eight businesses through in-person interviews and gathered information on twelve different topics.

The survey confirmed the presence of a wide variety of business types in the study area, with office, retail, automobile services and oil services businesses representing the bulk of the respondents. The survey again confirmed the very small amount of retail sales type uses in Millington.

The businesses surveyed reported an average of less than five employees per business, with most employees being full-time.

Nearly all respondents noted that employees and customers use on-site parking lots. Two businesses along Long Hill Road reported, however, that their customers need the on-street parking along this roadway.

Half the respondents noted their customer base was local in nature. The balance indicated that they drew customers from throughout the region.

Business owners cited "good service" and a fondness for the products offered as the principal reasons their stores were frequented by customers. Only one respondent cited "convenience" as a reason why customers used that particular business.

Nearly all businesses responding to the survey reported that business had increased over the last five years and expected the trend to continue in the future. Two comments were offered indicating business had declined recently as a result of the recession.

No business or building expansion plans were indicated by the respondents. The owner of one business does contemplate converting a portion of his building into a museum.

Five of the eight respondents rent their business space; the balance own their buildings.

A series of suggestions and comments were offered in response to this study. These are summarized from the eight survey forms as follows:

- The "no parking" restrictions on the east side of Division Avenue should be eliminated.
- The area is dull and drab, looks industrial, and has insufficient parking.
- There is a need for more retail, more parking and more people.
- Parking in the area must be improved, and a parking lot should be added between Runyons and the railroad. An addition to the Millington Bank should be undertaken.
- There is a need for relief from sign regulations.
- Improve parking and provide relief from the sign ordinance.
- Improve parking along Long Hill Road and improve pedestrian access. Let the Millington Bank proceed with its development plans.
- Provide more retail space on the easterly half of the bank parcel.

ARCHITECTURAL CHARACTERISTICS AND SITE CONDITIONS

A building-by-building survey of Millington resulted in the following summary of the district's architectural characteristics and building conditions (property numbers are keyed to map 5):

1. **Millington Savings/Post Office:** a 2½ story building constructed of red brick and stucco with wood trim. Building and grounds are very well maintained, and property is viewed as a prototype of how other lands in district should be developed. Unscreened dumpster and mail handling equipment on side of building facing parking lot is unsightly. Use of ginkgo trees on this site is very attractive.
2. **Millington Cafe:** a one story granite block structure with wood trim. Paint on wood trim is flaking badly and needs scraping and repainting.
3. **Antique Store/Pie Shop:** a single story structure with brick facade, stucco sides, and wood trim. Building is well-maintained, with new landscaping being installed on site. All refuse is kept out of sight behind a stockade fence. The parking lot is in fair condition.
4. **Long Hill Automotive:** a one story brick building with wood trim. The woodwork is in need of paint. Extensive parking and vehicle storage problems evident throughout the site.
5. **Karg Oil/Antique Shop:** a 2½ story building having stucco sides and a brick facade with wood trim. A sidewalk runs in front of the building. Both the sidewalk and the building are in good condition. There is a wooden balcony in the rear of the building which appears to have been constructed recently. Second floor apartments also located on site. As viewed from Long Hill Road, property is an attractive building, and an ideal use for a village business district.
6. **NJ Optics:** a very small single story stucco building. This building recently had a new window installed in front. The entire structure has been freshly painted and appears to be in good condition.
7. **Millington Fire House:** one of the larger buildings in town, with construction of brick and stucco. The building itself is in very good condition, but the parking lot needs resurfacing. A major visual asset to the area.
8. **Millington Auto Body:** a single story brick building. Property maintenance on this site is a major problem, with cars, parts, and debris scattered about the property. No screening or fencing is used to conceal these activities. The building itself appears to be in good shape, but a coat of paint is needed on the overhead doors. The parking lot is in poor condition.

9. **Runyon Oil:** an older building of stucco with wood trim. A very old wooden loading dock is attached to the south side, giving the impression that the building was used as a warehouse at one time. The parking lot has been freshly paved and a lot of attention appears to be given to landscaping. A good deal of debris, apparently generated by the business (oil tanks, oil burners, etc.), is piled along the railroad tracks behind the building.
10. **Beldon Law Office:** an all-brick, 2 story home/office with wood trim. House and grounds are well maintained. This is another example of a good land use for this type of business district.
11. **New Jersey Bell:** a brick building with marble trim. Landscaping is attractive and, like the building, well maintained.
12. **Palumbo Office Building:** a very modern one story brick building with wood and metal trim. Building and property are well maintained.
13. **Dillon Building:** a multi-tenant building constructed of stone and block, apparently one of the newer buildings in Millington. The parking lot is in good condition. All refuse is behind the building and not visible to the public. Although one tenant is an automotive repair business, this property doesn't seem to have the problems that the other similar businesses in the area suffer from, e.g., outdoor storage, unscreened parking, etc.
14. **Cumberland Farms:** a single story structure of block construction with a brick facade. The roof (an imitation mansard design) is in poor condition, with many shingles broken or missing. The dumpster is kept in the parking lot in front of the building; site signage is inconsistent with the character of the area.
15. **National Roofing Company:** a building is situated on the corner of Division Avenue and Stone House Road and appears to be suffering from some sort of structural problem. The stucco is falling off in large sheets and large cracks are evident in the northeast corner. The landscaping and split rail fence are attractive, but the parking lot and outdoor storage present major appearance problems for the area. Decrepit accessory buildings, abandoned vehicles, drummed chemicals, and miscellaneous trash cover the property.
16. **TIFA Building:** the largest building in the village with many tenants. Buildings are in reasonably good condition and have been recently painted. Barbed wire fence along Stone House Road is both unnecessary and unsightly. Street trees along Division Avenue are an asset to the area.

PROPERTY OWNERSHIP

Table 2 identifies all property owners in the Millington business district.

Table 2

Property Ownership in Millington

<u>Block</u>	<u>Lot</u>	<u>Location</u>	<u>Owner</u>
126.02	16	1926 Long Hill Road	Millington Savings & Loan Association
	17	1932 Long Hill Road	" " " " "
226	7.04	Millington Cafe	N.J. Department of Transportation
124	1	1911 Long Hill Road	Afler Realty (Cornacopia)
	5	1905 Long Hill Road	Edward D. Topar (Long Hill Auto)
	6&10	1901 Long Hill Road	Karg Fuel Oil, Inc.
	11	1893 Long Hill Road	Lorraine Cataldo
	13	1891 Long Hill Road	Millington Volunteer Fire Company
120	8	45 Division Avenue	A. D. Runyon Co.
	8.01	53 Division Avenue	Harry J. Beldon, Esq.
	2	59 Division Avenue	N.J. Bell Telephone
109	1.01	85 Division Avenue	Ralph D., Gary S. & Ruth A. Palumbo
	1	85A Division Avenue	Joseph & Shirley Dillion (Auto Repair Muffler Co.)
	5	87 Division Avenue	V S H Realty, Inc. (Cumberland Farms)
119	1	50 Division Avenue	Tifa, Ltd.
110	32	116 Division Avenue	
	33	98 Division Avenue	
	34	84 Division Avenue	Emmett R. Barrett
	35	Stone House Road	
	36	33 Stone House Road	

ASSETS, LIABILITIES AND PRESSURE POINTS

INTRODUCTION

The planning information discussed in the background section of this study can be summarized to identify the basic assets and liabilities of Millington. The existing assets can then be preserved and accentuated during the preparation of the development plan, while the area's liabilities can be reversed or minimized.

The background information also can be used to identify the village's "pressure points," i.e., those pivotal land parcels which can be most helpful in the future development of Millington.

ASSETS AND LIABILITIES

The information in Table 3 identifies the assets and liabilities of the village. This information will be carried over into the plan element of this study.

PRESSURE POINTS

As a result of the background studies, the "pressure points" in Table 4 have been identified for special examination and design sketches in the plan element of this study (see Map 5).

Table 3

Millington's Assets and Liabilities

Topics	Assets	Liabilities
Land Use	Village center well-established by post office, bank and train station. Vacant bank site represents major development opportunity for village.	High percentage of industrial uses and paucity of retail uses.
Zoning	B-1-20 zone permits wide array of uses.	Much of district zoned for industrial uses. Bulk standards for B-1-20 zone are somewhat inappropriate for existing development.
Streetscape Inventory	Some streetscape items--sidewalks, curbing, trees--are at least partially established. Street trees in two areas are especially attractive. Stone wall is pleasant streetscape element.	Unattractive street lights and unsightly overhead utility lines. Incomplete sidewalks and unnecessary signs in area. No street furniture.
Building and Structural Improvements	Many parcels offer expansion or redevelopment opportunities.	Major gaps in building setback lines along Long Hill Road and Division Avenue.
Building Size	Existing building coverage and floor area ratio for overall business area is low by most planning standards.	Large amount of industrial space in village.
Parking	Quantity of parking in most areas of village is acceptable. Nearby commuter lot addresses train station needs.	Parking at corner of Long Hill Road/ Division Avenue and alongside Stone House Road is unsightly and in short supply. More on-street parking needed in front of post office.

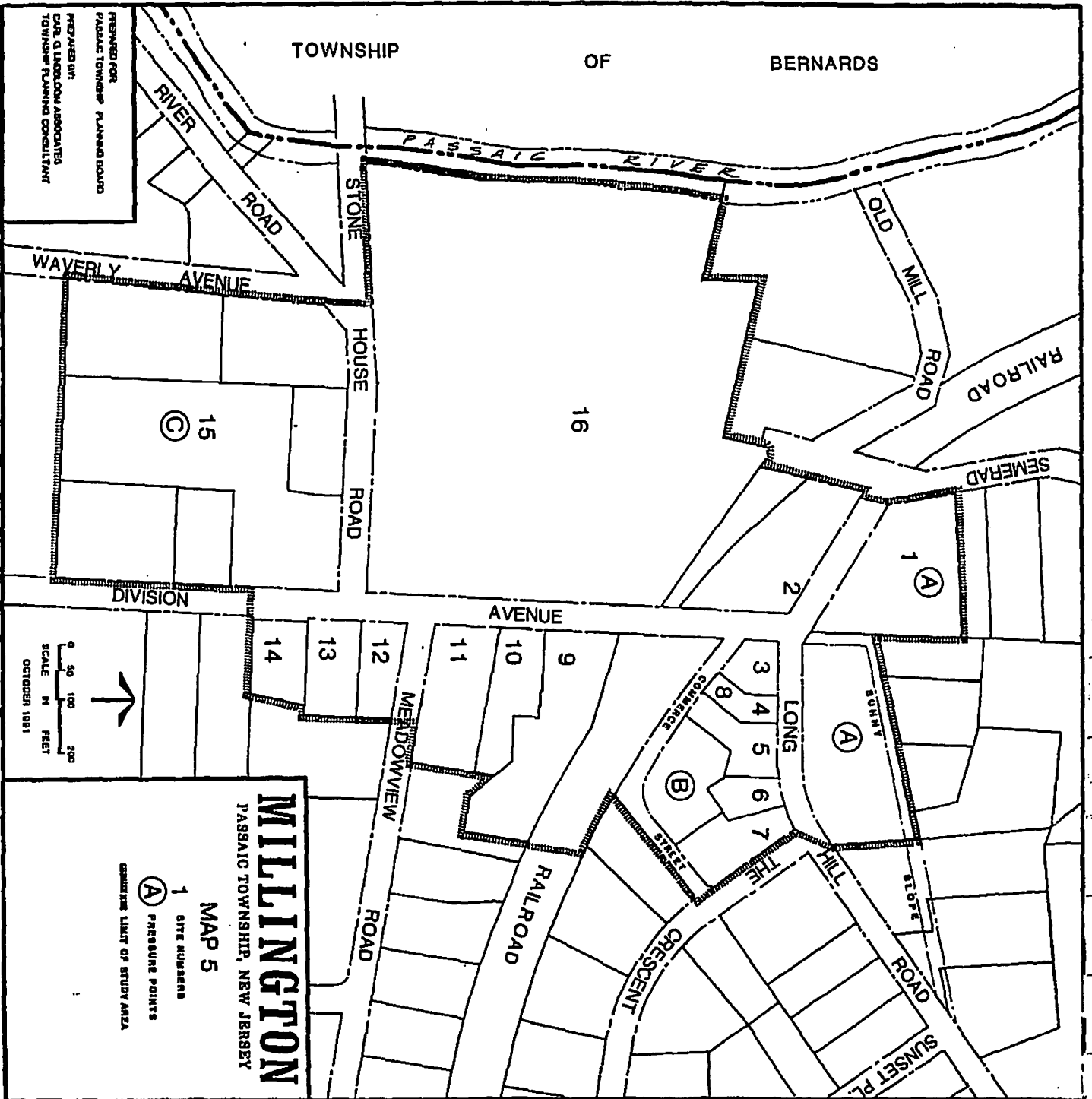
Table 3 continued

Topics	Assets	Liabilities
Traffic	Relatively high traffic volumes using Long Hill Road, Division Avenue and train station are good for retail trade-in area. Sidestreets feeding into village have very low traffic volumes.	Area in front of post office is busy, with numerous turning movements, U-turns and parallel parking all taking place in same area.
Merchant Surveys	Local businesses are generally supportive of revitalization efforts for Millington.	Survey indicates businesses have no plans for construction or expansion, but see need for parking improvements and general beautification in area.
Architectural Characteristics and Site Conditions	Bank building, Millington Cafe, antique store/pie shop, Karg's building and other sites are attractive, well-maintained village-type properties.	Automobile uses at corner of Long Hill Road and Division Avenue, as well as National Roofing Company site, are extremely unsightly and problematic for area. Other buildings are architecturally undistinguished.
Property Ownership	High degree of local ownership.	---

Table 4

Pressure Points in Millington

<u>Map Key</u>	<u>Pressure Point</u>	<u>Description</u>
A	Block 126.02, Lots 16 & 17 (Existing and proposed Millington Bank sites)	All land in district north of Long Hill Road, site contains large, underdeveloped parcel adjacent to Sunny Slope, and the attractive post office/bank building.
B	Block formed by the Crescent, Long Hill Road, Division Avenue and Commerce Street	Site now contains the firehouse, Karg's, two automobile busi- nesses and two antique shops.
C	Block in district south of Stone House Road and west of Division Avenue	National Roofing Company site.



PLAN GOALS AND RECOMMENDATIONS

INTRODUCTION

This section of the study presents planning goals and recommendations designed to achieve the revitalization of Millington. The goals provide certain general planning guidance and concepts which the Township can rely on in its future work in the village. The recommendations provide specific details on how the planning goals can be realized.

The formulation of these goals and recommendations represents a dynamic process. As the village evolves, so should the goals and recommendations of this study, thereby reflecting the changing conditions of the study area.

PLAN GOALS

This land use plan for the village of Millington embraces the following specific goals:

1. To establish a heightened sense of community pride in Millington by creating a cohesive, attractive business district.
2. To expand the commercial base of the village, particularly with respect to retail sales and service uses.
3. To enhance the physical appearance of the area through comprehensive streetscape improvements, architectural renovations, and similar undertakings, and higher standards for site design.
4. To establish and carefully follow the design plans established by this study for certain "pressure points" in Millington, and to encourage the redevelopment of appropriate land parcels in the village with uses more appropriate for a village business district.
5. To encourage private investment in the area and to enhance property values in the Township.
6. To establish a significant pedestrian presence in Millington.
7. To encourage the cooperation of merchants, property owners, business persons, residents, and government in the overall revitalization of Millington.
8. To address all applicable goals of the Municipal Land Use Law as enumerated at N.J.S.A. 40:55D-2.

PLAN RECOMMENDATIONS

This Plan offers the following specific recommendations as a means of achieving the aforementioned goals:

1. Undertake a comprehensive streetscape improvement program in accordance with the Streetscape Design Plan contained in the next section of this Plan. Specific improvements should include the following:
 - a. Completion of all sidewalks as shown on the Plan using concrete materials, unless specific blocks of the village can be provided with higher quality sidewalk materials.
 - b. Completion of all curbing in the village with block materials.
 - c. Relocation of all overhead utility lines to underground or rear yard locations.
 - d. Replacement of current street light fixtures with a traditional colonial fixture.
 - e. Removal of all unnecessary public safety signs.
 - f. Implementation of a uniform street tree planting scheme.
 - g. Development of the pocket park at the Millington Cafe, as called for by the recreation plan element of the Township Master Plan.
2. Encourage development of Millington's three "pressure points" in accordance with the three design plans included in this Plan and discussed in detail in the following section of this study.
3. Encourage site specific development and improvements in accordance with the Development Concept Plan, also discussed in detail in the following section of this report.
4. Develop screening procedures and practices to reduce the visual impacts of parked cars in the village, and take appropriate action to eliminate illegal parking in public rights-of-ways.
5. Adopt the recommended zoning amendments to better articulate permitted uses in the village and to relax and refine the bulk requirements of the village's zoning district.
6. Require appropriate facade improvements as part of all new site plans for existing development, and to require that new development provide architectural features consistent with the traditional preference of the Township. An illustrative facade improvement sketch is provided in the next section of this study.

DESIGN PLANS

INTRODUCTION

In addition to the planning goals and recommendations discussed in the preceding narrative, several design plans have been prepared as part of this Plan to graphically illustrate some of the recommended improvements for Millington. These design plans cover the following topics:

- Three design plans have been prepared for "pressure points" A, B and C.
- A Streetscape Design Plan has been prepared to illustrate the recommended sidewalk, curbing, landscaping, lighting and other improvements in the village.
- A Development Concept Plan has been developed to provide site specific planning recommendations for every property in Millington.
- An illustrative facade improvement sketch has been prepared to contrast an existing facade with what the same building can look like after a facade renovation.

PRESSURE POINT DESIGN PLANS

An earlier section of this Plan identified three "pressure points" in Millington: the Millington Bank site (pressure point 'A'); the block formed by Division Avenue, Long Hill Road, The Crescent and Commerce Street (pressure point 'B'); and the National Roofing Company site (pressure point 'C'). Special design plans for each of these areas have been prepared, with pressure points 'A' and 'B' shown on the same sheet.

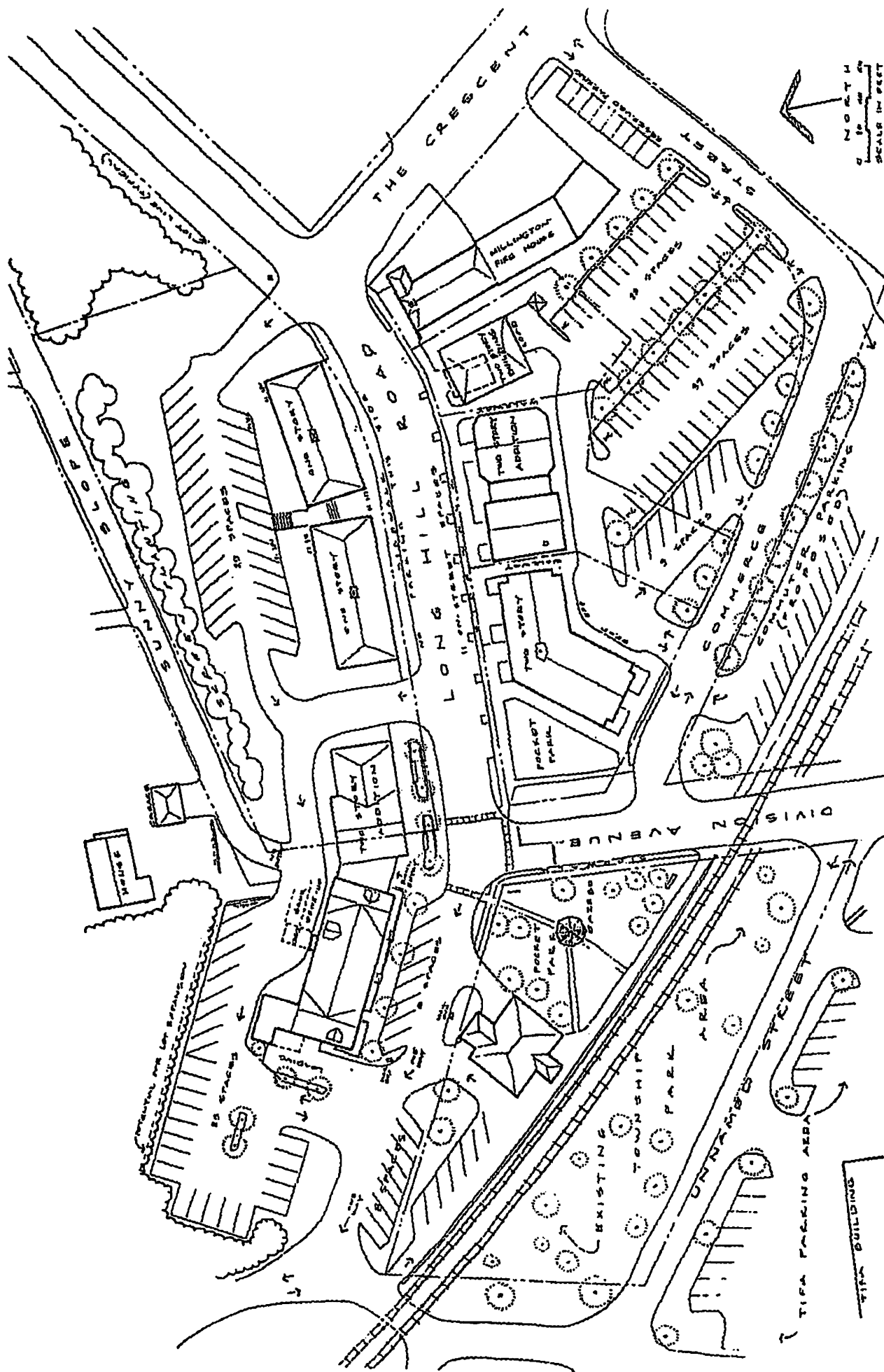
Because pressure points 'A' and 'B' offer several different development opportunities, two design plans have been provided. The first--Alternative One--provides the following features:

- A 6,500 square foot addition to the Millington Bank with a limited front yard setback and expanded buffer area along Sunny Slope. The addition would accommodate bank expansion needs for the foreseeable future, and also provide up to two rental units for other retail tenants. Apartments located above the addition should be used for Mt. Laurel purposes.
- Access to the bank site via a Long Hill Road driveway that would run one-way westbound around the rear of the bank and provide a one-way southbound connection to Sunny Slope. Nine new parking stalls would be located along this section of the bank driveway.
- Re-use of the Coriell house as professional offices with a separate parking area to the east of the house. A driveway located across from The Crescent would provide access to this use.

- The conversion of the western half of Long Hill Road to a one-way westbound road with up to 12 on-street parking stalls in front of the bank and Millington Cafe. These on-street stalls, combined with the intentionally limited number of off-street stalls on the bank site, will encourage a pedestrian presence in front of the bank and minimize land disturbance on the eastern half of the bank site.
- Improved landscaping in front of the existing bank building by removing the unnecessarily wide existing sidewalk and replacing same with flower beds, shrubbery and a bench.
- Screening and landscaping of the automobile uses on pressure point 'B', with access limited to Division Avenue and Commerce Street. Under this scenario, the garage access to Long Hill Automotive would be shifted to the west side of the building, with appropriate facade renovations along Long Hill Road.
- Infill development and redevelopment along Long Hill Road on the Karg's and NJ Optic sites.
- A 73-stall municipal parking lot located north of Commerce Street, which will be developed as a service road. This road will also allow for commuter parking along the railroad right-of-way.
- The elimination of parking on the north side of Long Hill Road, and the creation of 11 on-street stalls on the south side of this roadway.
- Full curbing and sidewalks along both sides of Long Hill Road between The Crescent and Division Avenue.

Alternative Two for pressure points 'A' and 'B' differ from the initial plan in the following respects:

- A total of 7,000 square feet of commercial building space would replace the Coriell house. The new building would be located with a minimal front yard setback off Long Hill Road, and provide a 29-stall parking area in the rear yard. A 25 to 70 foot buffer along Sunny Slope would be provided in this case. Circulation would be provided via a one-way driveway system off Long Hill Road.
- The redevelopment of the lots now occupied by the automobile uses and the Cornercopia use, featuring a mixed use building and a modified layout for the municipal parking lot off Commerce Street.
- A second pocket park would be added at the intersection of Division Avenue and Long Hill Road, creating more open space and thereby highlighting the view of the Millington Bank building for northbound travellers of Division Avenue.



MILLINGTON AREA DESIGN PLAN

PRESSURE POINTS "A" AND "B" - ALTERNATIVE TWO

- Perhaps most importantly, this design alternative shows an "ultimate build-out" for the village, which by reason of the proximity of land uses would encourage shared parking throughout the district as well as a high degree of pedestrian activity.

The design plan for pressure point 'C' proposes high density multifamily housing for the current National Roofing Company site. This alternative shows an ideal land use for the fringe of the business district, and will extend north-bound the multifamily residential zone now existing on the Weisbecker site. The proposed use should also create the economic incentive for the current site user to relocate to a more appropriate location. An overall density of up to 12 units per acre is proposed, inclusive of a Mt. Laurel component. Any development of this site for multifamily residential purposes should include a high quality architectural product, featuring a traditional design and brick facades.

STREETSCAPE DESIGN PLAN

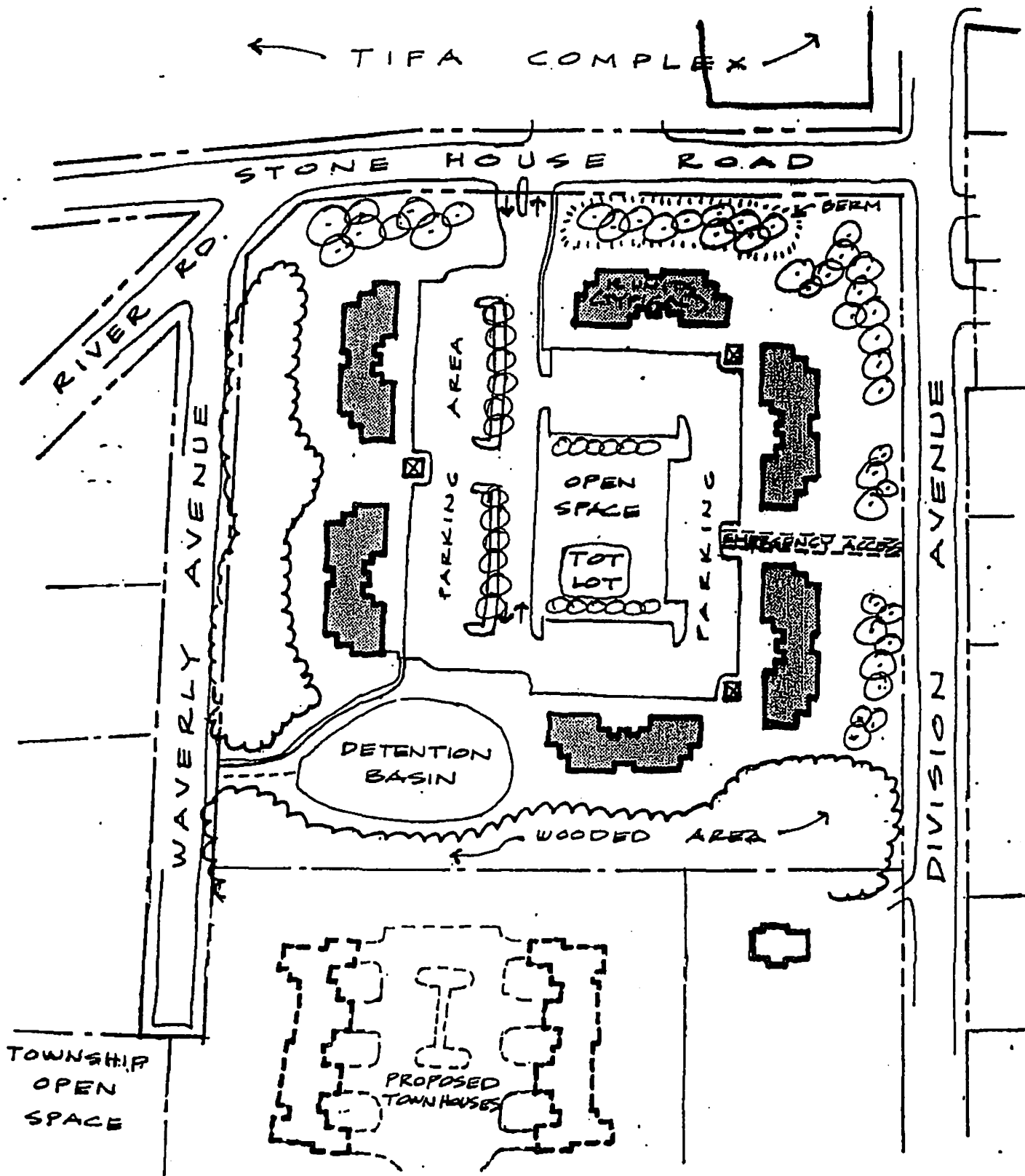
The Streetscape Design Plan has been prepared to assist the Township and the business community in developing necessary streetscape improvements for Millington. This design plan shows the generalized location of a variety of improvements, ranging from street trees to underground utilities on a typical block in Millington.

DEVELOPMENT CONCEPT PLAN

The need for guidance in the site design process extends beyond the village's three "pressure points." As a result, this Plan includes a Development Concept Plan that makes specific recommendations on how each property in Millington can be improved with changes in the facades, landscaping, lighting, signage, screening and other features of the parcel.

FACADE DEVELOPMENT SKETCH

One facade improvement sketch has been prepared to illustrate a "before and after" sequence of a typical facade renovation. The facade selected--the northern facade of the Long Hill Automotive building--happens to correspond with one of the recommendations of the aforementioned design plans for pressure point 'B'. In this case, this relocation of the use's existing garage doors to the western facade, combined with improved architectural treatments and fenestration, along with improved signage and landscaping, enable one of the more unsightly buildings in Millington to be converted into a rather attractive new structure.



ILLUSTRATIVE DESIGN PLAN

NATIONAL ROOFING COMPANY SITE

(PRESSURE POINT "C")

NORTH

