



Native, low water landscaping

**T-2.2: The Town shall coordinate promotional efforts with Weld County and public and private tourism-related entities.**

## ENVIRONMENTAL SUSTAINABILITY & RESOURCES

The Town of Milliken recognizes that protection and conservation of its local and regional environmental resources is important to Town residents. The Town promotes environmentally responsible operations, planning, and development. Policies and procedures should be examined to lessen resource consumption, waste generation, and air pollution impacts to our community. The Town should also strive to promote wise use of natural resources in its own municipal operations.

**PRINCIPLE ESR-1: PROTECT AND PRESERVE SIGNIFICANT NATURAL ECOLOGICAL SYSTEMS.**

**ESR-1.1: Natural Habitat Protection.** Encourage preservation of lands with unique natural habitat, features or other key characteristics through conservation development, conservation easements, land donation, capital projects or other means as appropriate and financially feasible.

**ESR-1.2: Inclusion of Natural Features into Development.** Incorporate natural physical features in new developments.

**ESR-1.3: Major Drainageways.** The South Platte River, the Big and Little Thompson Rivers and other

community drainageways identified as “greenways” on the Framework Map shall serve as unifying community features. Within available financial means, the Town and the County shall support the preservation and reclamation of these drainage corridors for natural ecosystems, trails, to improve air quality and wildlife habitat, and provide a contrast and amenity to urban development.

**PRINCIPLE ESR-2: ENCOURAGE INNOVATION IN GREEN BUILDING PRACTICES.**

**ESR-2.1: Energy Efficiency.** The Town should encourage the use of energy-efficient lighting, appliances, and other devices in new development, redevelopment and in municipal operations.

**ESR-2.2: Natural Lighting.** The Town should encourage building designs that maximize the use of natural light and thus diminish the need for energy consuming supplemental lighting.

**ESR-2.3: Landscape Design.** The Town should encourage the use of landscaping that assists energy savings by allowing admittance of solar energy in the winter and shade in the summer. It should encourage designs that minimize the need for supplemental irrigation by encouraging the use of drought-resistant and native species. If irrigation water is necessary, non-potable water should be used if possible.

**ESR-2.4: Recycled Materials.** The Town should encourage the use of recyclable building materials and building materials with recycled content in new development, redevelopment and in Municipal Operations

**PRINCIPLE ESR-3: MINIMIZE THE DISPOSAL OF SOLID WASTE TO PRESERVE LANDFILL SPACE.**

**ESR-3.1: Solid Waste Reduction.** The Town should work with governmental agencies and private entities to develop local approaches to solid waste reduction and management.

**ESR-3.2: City Waste Reduction.** The Town should continue its efforts to reduce waste generation from its municipal operations and explore methods for additional reduction.

**ESR-3.3: Waste Reduction Education.** The Town should promote public education related to the value, methods and techniques of recycling, resource recovery and waste reduction.

## TRANSPORTATION

In order to achieve the Community's vision and to allow Milliken to grow its economic position in the region, it must be accessible to people of all ages and abilities through a variety of transportation modes. By fostering the development of an effective multi-modal transportation system, Milliken will provide greater opportunities for residents and visitors to move throughout the Community, while sustaining the small town atmosphere that gives the Town its identity. Such a transportation system will have a positive effect on the character of the Town and will provide increased connectivity between Milliken and the surrounding region. Envision Milliken recommends land use patterns that support an efficient roadway system complemented by effective bicycle and pedestrian connections, and the opportunity to integrate transit service in the future. The Town will continue to participate in regional transportation efforts including the North Front Range Metropolitan Planning Organization (NFRMPO).

**PRINCIPLE TR-1: THE TOWN SHOULD PROVIDE AN EFFICIENT, SAFE, AND COST EFFECTIVE ROADWAY NETWORK THAT PROVIDES CONNECTIONS TO NEIGHBORING COMMUNITIES AND REGIONAL RESIDENTIAL, BUSINESS, SCHOOL AND INDUSTRIAL AREAS.**

**TR-1.1: Minimize Road Expansion.** The Town should construct additional lanes on arterial roadways only in cases where alternative techniques will not adequately serve the existing and future demand or result in travel demand reduction. Such transportation improvement projects will require that potential social, environmental and fiscal impacts to the Town can be mitigated.

**TR-1.2: Context-Sensitive Transportation Design.** The Town should design transportation improvements with consideration to the context or setting of individual project circumstances allowing flexibility in applying the design standards described in the Milliken Transportation Master Plan to safely support vehicles, bicycles and pedestrians.

**TR-1.3: Street Connectivity.** Dead-end streets and cul-de-sacs should be avoided. When and where appropriate, the Town should extend the traditional gridded street pattern that provides connectivity between neighborhoods.

**TR-1.4: Transportation Plan.** The Town should promote Transportation Plan amendments that support and implement land use principles and policies.

**"SLOW DOWN AND COME THROUGH OUR HOME TOWN."**

- MIKE WOODRUFF, PUBLIC WORKS DIRECTOR, MAY 21, 2008



Roundabout.

**TR-1.5: Pedestrian Paths and Bikeways.** Pedestrian and bikeway paths should provide connections between residential and employment areas, commercial centers, recreational and open space areas, parks and educational facilities.

**PRINCIPLE TR-2: THE TOWN SHOULD PROMOTE MASS TRANSIT AS AN INTEGRAL PART OF THE TOWN'S OVERALL TRANSPORTATION SYSTEM.**

**TR-2.1: Future Transit System.** The Town should work with the NFRMPO and other appropriate agencies to create a bus transit network to provide efficient connections to, from and throughout the Town as identified in the Transportation Master Plan.

**TR-2.2: Alternative Modes.** The Town's development review process for private development projects as well as public improvements should be used to the greatest extent to include alternative modes of transportation including public transportation, bicycling and pedestrian access during the planning and design of those projects.



**TR-2.3: Bike Facilities on Arterial Roads.** The Town should incorporate designated bike lanes or paved shoulders within the cross section of all arterial roadways.

**PRINCIPLE TR-3. THE TOWN SHOULD INTEGRATE TRANSPORTATION AND LAND USE DECISIONS TO BE MUTUALLY SUPPORTIVE.**

**TR-3.1: Transportation and Land Use Compatibility.** The Town's multi-modal transportation system should be compatible with existing and future land use patterns to effectively shape growth.

**TR-3.2: Regional Transportation Impacts Assessed.** Land use development and/or redevelopment decisions should consider the effects of off-site regional traffic impacts and the land use assumptions of adjoining jurisdictions.

**TR-3.3: Transportation Improvements with Development.** All new developments should dedicate their share of required right-of-way to the Town and install planned transportation improvements per adopted Town regulations and approved design standards.

**PRINCIPLE TR-4: THE TOWN SHOULD PROVIDE A TRANSPORTATION SYSTEM THAT HAS A CLEARLY DEFINED HIERARCHY, INTEGRATES MULTIPLE MODES OF TRAVEL, AND WILL MEET THE TOWN'S MOBILITY NEEDS IN A MANNER COMPATIBLE WITH FISCAL AND ENVIRONMENTAL CONSTRAINTS.**

**TR-4.1: Road Classifications.** The functional classification of the road system should be enforced to protect the community's investment in the transportation infrastructure.

**TR-4.2: Road Classification System.** A functional classification system should define the type of transportation service provided by a specific roadway

within that classification. Arterial roadways should be used for through movement. Primary and neighborhood collectors should convey traffic from neighborhoods to arterials and local streets for driveway access. Road spacing, continuity, access control and the spacing of traffic signals should be designed in accordance with the classification system.

**TR-4.3: Protect Neighborhood Livability.** The transportation system should serve regional trips, discourage diversion of pass-through traffic into neighborhood collectors and local streets and keep traffic volumes off neighborhood collector and local streets.

**TR-4.4: Increased Roadway Efficiency.** The Town should maximize the capacity, efficiency and safety of arterial roads through the existing access management plan by controlling the number and spacing of signalized intersections and consolidating driveway access.

**TR-4.5: Mitigate Roadway Impacts.** The Town should seek to mitigate potential impacts on noise and air pollution, public safety hazards and aesthetics through appropriate traffic control, facility design, and design on both public and private property adjacent to the transportation facility.

**TR-4.6: Maximize Roadway Investments.** The prioritization of roadway improvements will not be based solely on the Level of Service (LOS) for that particular roadway. The prioritization of capital expenditures for roadway improvements will be based upon the greatest beneficial impact on facility LOS for the dollar invested based upon traffic generated within the Town.

**TR-4.7: Balance between Modes.** Street systems should seek to balance automobile, pedestrian and bicycle movements.

**TR-4.8: Truck Routes.** The Town should maintain truck routing plans and regulations that use collector streets through industrial areas and arterial streets to facilitate access to Milliken's industrial areas, and minimize truck travel through local streets. The Town should use street design techniques along Broad Street that will discourage through truck traffic, but allow vehicular traffic to be maintained.

**TR-4.9: Hazardous Materials.** The Town should monitor the State's hazardous truck routing plans, and participate in local review of hazardous materials legislation, routing standards and proposed routes.

**TR-4.10: Emergency Preparedness.** The Town should monitor and update the Town's Emergency Preparedness Plan on a regular basis to provide for the Community's safety in case of accidents involving the transportation of hazardous materials.

**TR-4.11: Railroad Interface.** The Town should work to improve communications with railroad companies to coordinate compatibility between the rail system and the Town's land use and transportation system.

"HISTORY HAD TO START  
SOMEPLACE."

- JACK ECKERT, TOWN TRUSTEE  
JANUARY 23, 2009



Picture of the Bluffs.

## CULTURAL RESOURCES & LANDMARKS

**PRINCIPLE CRL-1: OUR COMMUNITY SHOULD CONTINUE TO SUPPORT CULTURAL AMENITIES AS A CONTRIBUTOR TO OUR ECONOMIC HEALTH AND AS A REFLECTION OF THE IMPORTANCE OF THE ARTS AND OUR HERITAGE.**

**CRL- 1.1: Artistic Integration.** The Town should integrate artistic creations authentic to Milliken into community design to reinforce its cultural and historic attributes.

**CRL-1.2: Art Partnerships.** Milliken should foster partnerships with arts organizations and the School Districts.

**CRL-1.3: Public Art.** The Town should support public art that invites interaction and reflects community spirit, history and culture, and support the provision of art in public buildings and spaces.

**CRL -1.4: Art Promotion.** The Town should promote the development and expansion of cultural facilities and art galleries.

**PRINCIPLE CRL-2: HISTORIC PRESERVATION EFFORTS SHOULD BE SUPPORTED THROUGHOUT THE TOWN.**

**CRL- 2.1: Building Rehabilitation.** The Town should encourage the rehabilitation of historically significant structures in Milliken and encourage the renovations to retain integrity and appropriate architectural styles.

**CRL-2.2: Historic Resource Identification.** Buildings, districts, and sites of historical, architectural, archaeological, or cultural significance should be identified and protected. The Town will encourage preservation of such resources through incentive programs, designation of landmark buildings and districts, development review, public improvements and other tools.

**CRL-2.3: Preservation Tools.** The Town will develop a variety of tools that address preservation and conservation objectives within the Community. Specific tools that address historic preservation and conservation objectives will be matched to the unique needs of specific areas and structures.

**CRL-2.4: Historic Preservation Education.** Continue/expand historic preservation education and outreach with the public through continued cooperation and coordination with preservation groups, including the Milliken Historical Society.

**PRINCIPLE CRL-3: DESIGN STANDARDS AND GUIDELINES WILL PROMOTE COMMUNITY IDENTITY, SUSTAINABILITY, AND CIVIC PRIDE.**

**CRL -3.1: Preservation Guidelines.** The Town should use historic preservation guidelines to support the preservation of historic structures and districts.

## COMMUNITY SERVICES AND UTILITIES

The Community Services and Utilities section of Envision Milliken establishes policies linking growth to service standards and provisions found in this plan, the Town's departmental master plans and those of special service districts. With the information contained in the master plans and the Capital Improvements Program, the timing of private development and public expenditures can be more effectively coordinated. Planning for the adequate provision of public facilities is intended to promote planned, rational and affordable growth so that residents are provided equal and adequate service provision.

**PRINCIPLE CSU-1: IN ORDER TO PROTECT AND USE PAST INVESTMENTS IN CAPITAL IMPROVEMENTS, NEW DEVELOPMENT AND REDEVELOPMENT WILL BE LOCATED IN AREAS WHERE ADEQUATE PUBLIC SERVICES AND FACILITIES PRESENTLY EXIST OR ARE PLANNED TO BE PROVIDED.**

**CSU-1.1: Capital Improvement Policy.** The Town will support the Capital Improvements Program (CIP) as the primary tool to direct the location and timing of growth by coordinating and targeting public capital expenditures in a fiscally responsible manner.

**CSU-1.2: Fiscal Responsibility for Improvements.** Since the public costs of annexation and developing several areas concurrently could prove excessive, the Town will limit said costs to those which can reasonably be accommodated within the CIP and are compatible with anticipated revenues.

**CSU-1.3: Adequate Public Facilities.** When permitting additional development or redevelopment, the Town will consider whether public facilities and services are adequate to reasonably maintain current levels of service or service standards given the impacts of such additional development or committed funding sources for such adequate facilities are sufficient to ensure their provision in a timely fashion.

**PRINCIPLE CSU-2: GROWTH WILL PAY A FAIR SHARE OF ASSOCIATED COSTS FOR FACILITIES AND SERVICES AND MITIGATE NEGATIVE IMPACTS.**

**CSU-2.1: Service Master Plans.** The Town should develop and utilize long range plans for determining infrastructure requirements to meet the demand of planned growth.

**CSU-2.2: Public Facilities Infrastructure Fees.** The Town should regularly assess public facilities

infrastructure fees on new development based on a standard formula requiring development to pay its calculated share of new public facilities and infrastructure.

**CSU-2.3: Service Provider Coordination.** The Town should coordinate with other service providers on development requests to ensure that necessary services not provided by the Town are available for planned new development and redevelopment.

**CSU-2.4: Community Plans that Support Services.** Development patterns should be planned with the consideration of the alignment and location of existing and future public facilities and infrastructure.

**CSU-2.5: Developer Responsibilities.** All new developments should dedicate to the Town required right-of-ways and install designated public improvements per approved design standards and regulations. The goal being for new development to pay its fair share based on a rational nexus.

**PRINCIPLE CSU-3: THE TOWN SHOULD PROMOTE THE HEALTH AND SAFETY OF THE COMMUNITY AND CONTINUE TO UTILIZE THE CONCEPT OF "COMMUNITY POLICING".**



Milliken Fire Protection District Station #1

**CSU-3.1: Adequate Police Force.** The Town should remain committed to maintaining its police force level of service to ensure the safety of the Community.

**CSU-3.2: Fire Protection.** The Town should continue to support the Fire Protection District to ensure preservation of life and property through fire prevention, fire suppression, hazardous materials response and emergency medical services support. As the community builds south of the Platte River, the Town should support the Platteville-Gilcrest Fire District.

**PRINCIPLE CSU-4: THE TOWN SHOULD PROVIDE ADEQUATE WATER, SEWER AND RELATED UTILITY SERVICES TO MEET THE DEMAND OF EXISTING AND FUTURE RESIDENTS AND COMMERCIAL AND INDUSTRIAL GROWTH.**

**CSU-4.1: Utility Service Independence.** The Town should find ways to become sustainable and less reliant on others to provide services.

**CSU-4.2: Utility Provider Agreements.** Establish agreements with utility providers in those areas where the Town is unable to provide utility service.

**CSU-4.3: Capital Improvement Program.** Use the planning of utility extensions during the CIP process as a means of guiding development in the Town of Milliken.

**CSU-4.4: Utility Provision to Implement Community Goals.** The Town will consider the importance of the other objectives of the comprehensive plan in the planning and operation of the water, wastewater, stormwater and flood management utilities. These other objectives may include in-stream flow maintenance, enhancement of recreational opportunities, water quality management, preservation of natural ecosystems, and implementation of desired timing and location of growth patterns.

**CSU-4.5: Underground Power Lines.** Future development and redevelopment shall encourage the undergrounding of overhead transmission lines and associated infrastructure, where possible and financially feasible.

**CSU-4.6: Utility Extensions Consistent with Envision Milliken.** The extension of all utilities should be consistent with the provisions of the comprehensive plan.

**CSU-4.6: Water Tap Fees.** Through the use of water tap fees for new development, the Town should ensure that water acquisitions will supply adequate water to meet the needs of the Community.

**CSU-4.7: Water Quality.** The Town's water quality standards and treatment practices should continue to maintain a high level of health protection for its residents.

**CSU-4.8: Adequacy of Service.** The Town should ensure that its storm drainage and wastewater treatment system is adequate to meet the demands of existing and planned development.

**CSU-4.9a: Utility Models.** Utilize water and sewer models to evaluate new development.

**CSU-4.9b: Adequate Public Facilities.** Create an adequate facilities code to ensure utilities are available or can be made available in a timely and cost effective manner before the development can begin.

**CSU-4-10: Utility Models.** Utilize water and sewer models to evaluate new development.