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SECTION 16 MIXED USE VILLAGE CENTER

16.1 PURPOSE

The purpose of this section is to provide comprehensive standards for the development of a Mixed Use Village Center (“MUVC”) within the GDP.

16.1.1 Overview

The Mixed Use Village Center is a compact walkable community. A variety of residential and nonresidential land uses may be mixed both horizontally and vertically. Streetscapes and gathering places have a strong pedestrian focus.

16.1.2 Goals

The goals of a MUVC are to:

- Create an urban style framework to attractively and vibrantly integrate commercial, employment and residential uses.
- Focus on the pedestrian experience.
- Serve as the village center or “heart” for the largely suburban surrounding community.
- Create desirable amenities for attracting primary employers.

16.2 APPLICABILITY

Design Standards included in this Section 16 apply to all areas designated in the GDP as MUVC and only to those areas. Design Standards included in Sections 6, 7, 8, 9 and 10 apply to MUVC Areas only to the extent specified in Section 16. The mixed use expression of MUVCs is not reinforced by some of the Millennium GDP-wide standards and not appropriate to apply to a MUVC.

16.3 LAND USE

Providing a variety of land uses within a comfortable walking distance promotes pedestrianism, discourages the use of the automobile and supports the use of other modes of transportation. The result is a community

that is more human scale and has a more active and inviting street life.

16.3.1 Permitted Uses

Permitted uses within a MUVC are listed on Maps 4-7 in Section 11 and further described in Section 1.3.5 of this GDP.

16.3.2 Mix of Uses

A mix of uses may be provided vertically by buildings which are occupied by multiple uses or it may also be provided horizontally by locating single use buildings occupied by differing uses within the same area.

16.3.3 Phasing

Maximum densities for residential uses are typically calculated in units per acre while non-residential densities are expressed in floor area ratios (FAR).

Maximum densities for residential uses in a MUVC are listed on Maps 4-7 in Section 11 of this GDP.

As is the case in the rest of the GDP, no FAR density caps are set in an MUVC for non-residential uses.

16.4 EVOLUTION AND DENSIFICATION IN PHASES

16.4.1 Densities

The MUVC is a long term development project. A strategic phasing of improvements is critical to its success. The ultimate densities proposed for the MUVC may require structured parking. If structured parking is not included in the initial development phase then it is intended that the MUVC will include interim surface parking approaches with later infill of structured parking garages and/or occupied buildings.

16.4.2 Context Diagram

With the submittal of an application for a subdivision plat for the first phase of the MUVC, a Context Diagram will be required depicting the following for the proposed build out:

1. Boundary of the MUVC.



2. Proposed land uses.
3. Block pattern.
4. Open space areas.
5. Linkages (pedestrian and vehicular) to immediately adjacent areas.
6. Important views and vistas.
7. Environmentally Sensitive Areas (as identified in this GDP).
8. Vision statement including imagery boards.
9. Street cross sections

16.5 MIXED USE VILLAGE CENTER PLANNING PRINCIPLES

This Section of the GDP is intended to facilitate the creation of a distinct MUVVC within the context of the greater community by complementing existing development in the Millennium GDP while establishing its own unique traditions, environment and character. The MUVVC is comprised of a mix of land uses designed to serve a diverse population. It includes good pedestrian orientation and connectivity, the accommodation of multiple modes of travel, and the physical and functional integration of uses through careful site layout and the design of buildings, streets and urban open space amenities. Planning principles to be used in the design of the MUVVC are described in the following sections.

16.5.1 Block Patterns

Development in the MUVVC shall be arranged in a pattern of interconnecting streets and blocks, while maintaining respect for the natural landscape, topography, views and surrounding development patterns. The framework for each MUVVC shall be a well-defined pattern of walkable blocks and intersecting streets. The grid, modified grid or network of streets and blocks will provide safe, efficient, and convenient vehicular access and circulation patterns and promote a pedestrian friendly environment.

Sight lines within the MUVVC shall be carefully considered, terminating axial views on architectural massing features, important natural features, sculptural icons, mountain vistas, and similar elements.

Blocks shall be of a comfortable length to promote pedestrian travel, generally between 200 and 600 feet in length unless otherwise approved by the DRC and the City. Primary parking facilities for uses within the MUVVC will generally be provided as on street parking along the local streets and in parking lots or garages immediately adjacent to the use or on nearby blocks.

Block size and geometry may vary to accommodate natural features, topography, surrounding development patterns, etc. Blocks may also be combined to provide a site for a larger user.

16.5.2 Pedestrian Orientation

The single most important element in the physical and functional integration of mixed use development is the pedestrian orientation. The overall layout of a MUVVC is built around a vibrant pedestrian realm that includes the pedestrian-friendly improvements necessary to generate a high level of pedestrian activity. The framework for a pedestrian- oriented layout has four main components:

- A. A block structure that reflects a walkable arrangement and positioning of uses;
- B. A streetscape that includes street trees and appropriate site furniture;
- C. Building placement, orientation, and design to enhance and activate the pedestrian environment and streetscape; and
- D. A street network to define the block edges, create continuous pedestrian connections, and integrate pedestrian travel with other modes of transportation.



16.6 STREET DESIGN

Access and connectivity are keys to developing a viable MUV. Access points must be safe for vehicles, bicycles and pedestrians. The MUV must also maintain direct connectivity and safe access to surrounding developments and destinations. A well-defined and logical layout of streets is vital to meeting these circulation goals.

Streets within the MUV may be public, private, or a combination of the two.

16.6.1 Street Standards

The character of the street will be defined through criteria for dimensional characteristics, streetscaping standards, and the fronting of building facades for each MUV. Different MUV's within the GDP may require different and unique approaches to street design. The criteria and detailed cross sections for MUV streets shall be submitted as part of the Context Diagram for each MUV as described in Section 16.4.2

For purposes of this GDP the term "street" shall include local streets (whether public or private) but shall NOT include service drives, alleys, driveways or drive lanes within parking facilities.

Regular and frequent programmed events and activities within the public spaces of the MUV are necessary to provide a rich community life. It is anticipated that street closures within the MUV will be needed to facilitate the success of these events. If the streets are public, the City will cooperate to facilitate the approval of the temporary closures.

Certain streets within the MUV may want to activate the pedestrian experience with enhanced elements such as streetlight pole banners and hanging baskets, "Tivoli" or similar light strands and banners suspended above the street, and/or other such amenities. The City will cooperate to facilitate the approval of the installation of these elements. Maintenance of all such elements will be the responsibility of an owners' association and/or

metropolitan district. Any such enhanced elements must meet the Fire Department vertical clearance requirements for Fire Access Roads.

16.6.2 Street Policies

Streets within MUVs may be privately owned and maintained by parties other than the city. Streets within MUVs shall, in general, conform to the Millennium GDP Standards and Specifications or as approved by the city.

A TIS for public roads or accesses onto public streets, including internal traffic elements that impact public roads, shall be submitted to the city. All other internal private roads and traffic calming measures shall be waived from the requirements for the TIS.

Traffic calming measures may be implemented within MUVs as needed and as approved by the city. These may include, but are not limited to, mini-roundabouts or traffic circles, street narrowing, slower posted speed limits, and intersection bulb-outs. Private internal roundabouts may be considered "mini-roundabouts" and treated as traffic calming devices.

16.6.3 Emergency and Utility Access

The standards for emergency and utility access set forth in Section 7.9 shall apply in MUVs unless otherwise approved by the Fire District.

16.6.4 Site Triangles

The standards for sight triangles set forth in Section 7.13 shall apply in MUVs with the following exception.

In MUVs, travel speeds will be restricted by the dense, urban nature of these developments. Modified sight triangles may be appropriate to respond to these conditions in order to achieve an active, animated streetscape, concentrations of outdoor uses, and an overall density of a use that is consistent with the intent of the MUV. The Millennium DRC and the city are authorized to approve modifications to standard sight triangle criteria defined by the Millennium GDP Standards and Specifications as amended.



16.6.5 Perimeter Roadways

The interface between MUVC's and the surrounding areas is a critical juncture. MUVCs should exhibit their own culture and feel and they should transition well into the remainder of the community. Therefore, special attention should be given to the design of the edge where a MUVC adjoins the bordering public streets and where the primary access points enter the MUVC.

The following standards apply to perimeter roadways and public access parkways.

- A. Shall be designed per the Millennium GDP Standards and Specifications unless otherwise approved by the city.
- B. Landscaping along perimeter roadways should be an extension or transition of the landscape concepts established or planned along the abutting public street. There should be a seamless connection across the property line to visually integrate the landscaping within the adjoining street right of way and the on-site landscaping at the perimeter of the MUVC

Any parking lot adjacent to a perimeter roadway of the MUVC shall be screened as detailed in Section 6.17. Street lighting typical within the GDP (which may differ from the city standard) will be used for public perimeter roadways



16.7 SHARED COMMON AREAS

An attractive public realm is a fundamental ingredient in the success of a MUV. Open air and semi-enclosed public gathering spaces can act as central organizing elements in a MUV. They can also help to shape the relationship between different uses and provide focal points and anchors for pedestrian activity. On-site amenities can create a strong image and unique character for a MUV, making it a special place for the community.

Shared Common Areas create an inviting image for customers, residents, visitors and employees, enhance the pedestrian environment and streetscape, and offer attractive spaces for people to gather, interact, rest, shop and eat, and contribute to the character of the MUV. They can serve as venues for planned activities and be available for casual interactions and people watching when no events are scheduled.

A minimum of one Shared Common Area must be provided within the MUV for every 650,000 square feet of non-residential uses and may include a plaza, village green or park lawn. These shall be developed according to the following standards.

16.7.1 Plazas

A plaza is an accessible Shared Common Area that is predominantly paved. Specialty pavement such as brick pavers, colored or textured concrete, interlocking pavers, flagstone, and other similar high quality materials are encouraged to be the dominant pavement material. Plazas are ideal gathering spaces for medium-sized groups with high intensity activities. Plazas shall be a minimum of one third acre in size unless otherwise approved by the DRC and the City.

(See Figures 16.7 a-c).



Figure 16.7a Plazas

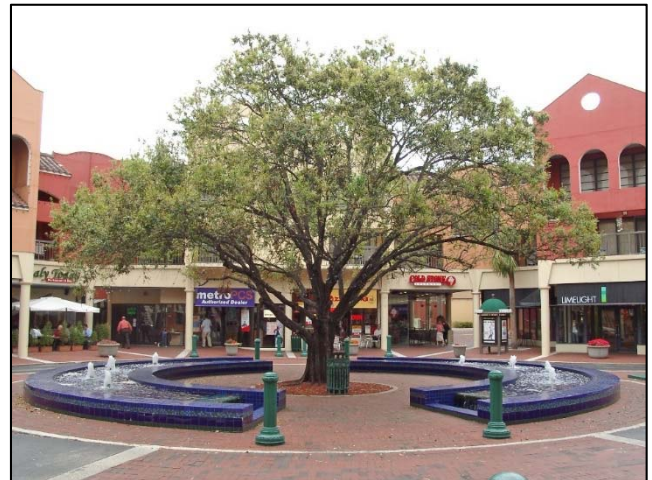


Figure 16.7b Plazas



Figure 16.7c Plazas



16.7.2 Village Greens

A village green is an accessible Shared Common Area that uses a combination of paved areas, landscaped areas and turf. Specialty pavement is encouraged. Village greens are ideal gathering spaces for large or medium sized groups with moderate to high intensity activities. Village Greens shall be a minimum of one half acre in size unless otherwise approved by the DRC and the City. (See Figures 16.7 d-g).



Figure 16.7d – Village Greens



Figure 16.7f – Village Greens



Figure 16.7e – Village Greens



Figure 16.7g – Village Greens



16.7.3 Park Lawns

A park lawn is an accessible Shared Common Area that is predominately landscaped areas and turf. Paved areas are typically limited to the perimeter of the space to facilitate access. The use of specialty pavement is encouraged, but not necessary. Park lawns are ideal as informal gathering spaces and casual recreation. Typically, they are used by individuals or small groups of people for low intensity leisure activities. Park Lawns shall be a minimum of one half acre in size unless otherwise approved by the DRC and the City.

(See figures 16.7 h-j).

Figure 16.7h – Park Lawns



Figure 16.7i – Park Lawns



Figure 16.7j – Park Lawns

16.7.4 Shared Common Area Pedestrian Amenities

Shared Common Areas shall be designed to incorporate a rich assortment of amenities for shoppers, residents, visitors, and employees. The package of amenities should relate to the function of the open space. For example, a plaza designed as a children's play area should include play equipment, benches and shade for observers, trash receptacles and recycling containers, and potentially a drinking fountain or water feature.

Each Shared Common Area shall have a focal element such as a pavilion, clock tower, fountain, specimen tree, sculpture or similar. In some cases, the focal element may be a dominant architectural feature which is part of a signature building framing or occupying a portion of the Shared Common Area. To serve as the focal element, the feature must be visible and easily recognizable as a landmark for the public open space. It may be framed by a view corridor, placed on a high point, or visually related to major circulation routes in the area.

At a minimum, Shared Common Areas shall also incorporate the following amenities:

- Places to sit – either benches, movable tables and chairs, or seat walls.
- Trash receptacles and recycling containers
- Specialty pedestrian-scale lighting.



- Seasonal color such as annual flowers, hanging baskets of potted plants, banners, seasonal decorations or lighting.
- Appropriate landscape plantings.
- Bicycle racks.

16.8 OPEN SPACE REQUIREMENTS

16.8.1 Private Open Space

Private Open Space requirements are listed in Table 6-3 of this GDP.

16.8.1 Allowable Private Open Space Elements

Open space elements that may be included for the purpose of calculating Open Space in the MUV C include:

- Pedestrian plazas and entry courts, patios, outdoor gathering spaces;
- Pedestrian/transit facilities where they represent a bus stop area (smaller than 500 square feet);
- Sidewalks, trails, seating areas, fountains, pools, and information/exhibit kiosks;
- Passive and active recreation areas;
- Environmentally Sensitive Areas and associated buffers;
- Detention areas, drainages, wetland water quality areas, ponds and irrigation ditches;
- Landscaped areas planted with living plant material. Landscape materials shall be planted at a density that will cover 75% of a mulch bed within a 3-year period;
- Turf areas;
- Other similar uses as approved by the Millennium DRC and the City.

16.9 LANDSCAPING

Landscaping along streets within the MUV C shall consist of street tree plantings in raised planters, landscape beds, or within tree grates. Street trees should be planted with a maximum spacing of 30' along each side of the street unless building entries,

utilities, driveways, intersections or other similar conditions create the need for something different. A consistent look will be achieved with species selection but large monocultures will be avoided to reduce the impact of disease and pests.

Landscaping within plazas, village greens and park lawns must be designed to complement and enhance the functionality and experience of the space and surrounding area.

The following sections regarding landscaping from the GDP will also apply:

- Section 6.11.4 I-25 Setback Treatment
- Section 6.13 Landscaping – introductory section only
- Section 6.13.1 – Landscape Design and Materials
- Section 6.13.4 – Retaining Walls
- Section 6.13.5 – Ownership and Maintenance
- Section 6.14 – Existing Vegetation
- Section 6.15 – Irrigation
- Section 6.16 – Internal Parking Lot
Landscaping except that interim parking lots are exempt from this criteria.

Only the sections listed above from Section 6 of this GDP shall apply. Those not listed do not apply to a MUV C.

16.10 BUFFERYARDS

Per Section 6.8.3 of this GDP, bufferyards are not required in a MUV C except along adjacent Perimeter Roadways.

16.11 LIGHTING

The MUV C may include a decorative fixture style for use along the streets within the MUV C that is different from the Millennium GDP's standard street light. Any such fixture must be approved by the Millennium DRC and the city.

Lighting criteria for MUV C's is listed in Section 6.28 of this GDP.



16.12 BUILDING STANDARDS

To a large extent, the ambiance of the MUV C's will be defined by the variety and quality of architecture the buildings exhibit. The architectural character should be authentic and timeless with visual variety and richness. It could be comprised of traditional and contemporary architectural expressions orchestrated in a pleasing, cohesive and complementary composition. The following criteria applies to both non-residential and residential uses.

16.12.1 Architectural Characteristics

The block pattern of the MUV C provides a framework for flexibility of uses and variety in architecture. A mix of multiple storied residential and employment buildings and parking structures may be built over time in a range of architectural styles. The varied styles should blend together to create a pleasing composition. Overall cohesiveness for the pedestrian will emanate from the design of the streetscape including paving material and patterns, street furniture, lighting, landscaping and signage.

Architectural continuity, including exterior building materials and colors, around the building is critical. The ground floor of buildings along MUV C streets should be articulated to exhibit sufficient variation in color, texture, form and materials to create interest. Even though continuous storefronts and active retail uses are not required or expected throughout the MUV C, the façades should still be appropriately modulated and designed. Opportunities for ground floor transparency is desirable and encouraged. Parking garages at ground level, surface parking lots and service areas may be located along the street frontages. Plain, blank, featureless facades facing streets are not allowed. Upper stories of facades within the MUV C may be detailed to a lesser level but still complimentary in appearance to the ground floor if the building is an occupied structure. If the building is a parking garage, upper stories may be more simplistic in their design but will still be architecturally compatible through color, materials, etc.

16.12.2 Parking Structures

Dominant architectural or structural elements that form the façade of a parking garage that faces a street shall appear to be horizontal (not sloping with ramps internal to the structure) unless otherwise approved by the Millennium DRC and the city. Parked cars must be screened from view from streets by the facade of the parking garage. Parking garage facades should complement and blend with the architecture of the adjacent buildings.

Vehicular entrances to parking garages should be appropriately signed from the street. The design of the parking garage should orient the major vertical circulation toward logical pedestrian access points to occupied buildings and pedestrian passageways. Lighting on open air top decks shall have internally located poles. Light poles are not allowed on perimeter walls.

Figure 16.11a-d depicts facades of parking structures that are acceptable within the MUV C.



Figure 16.11a - Parking Structures: Where possible, screen with canopy and/or evergreen trees.



Figure 16.11b – Parking Structures: Simple, clean lines with a horizontal dominant design.



Figure 16.11c – Parking Structures: Enhanced corner stair tower and/or corner elements. Balanced pattern of horizontal and vertical panels.



Figure 16.11d – Parking Structures: Vertical column façade approach.

16.12.3 Applicability of Other GDP Criteria

The architectural standards listed Section 8 from this GDP shall apply to buildings (excluding parking structures) within the MUV:

- A. Section 8.4 Building Materials;
- B. Section 8.5.4 Facades;
- C. Section 8.5.5 Awnings;

- D. Section 8.6 Base Treatments except that contemporary style architecture is exempt from this requirement.
- E. Section 8.7 Roof and Top Treatments except that parking structures are exempt from this requirement.
- F. Section 8.9 Encroachments;
- G. Section 8.10 Building Massing/Scale
- H. Section 8.12 Temporary Uses/Structures.

Only the sections listed above from Section 8 of this GDP shall apply. Those not listed do not apply to buildings in the MUV. Sections 9 and 10 of this GDP shall not apply to residential uses in the MUV.

16.12.4 Primary Building Entries

Primary building entries within the MUV shall be clearly defined, providing greater visual and textural interest than the surrounding building wall. Textural, color and massing changes should provide visual interest and promote a “human scale” at the building entries.

Architectural treatments that can be used to achieve the desired articulation of building entries include design elements that create a change in plane and design elements that create a change in appearance. At least one treatment of each type shall be employed at each primary building entry. Acceptable treatments for each type include:

Change in Plane:

- Canopies or overhangs.
- Recesses or projections.
- Arcades or porticos.
- Arches.
- Other features as approved by the Millennium DRC and the city.

Change in Appearance:

- Color change.
- Texture change.
- Material change.



- Architectural details such as tile work, moldings, columns and other similar features.
- Other features as approved by the Millennium DRC and the city.

16.12.5 Roof Top Decks and Gardens

Roof top decks and gardens may be provided on buildings within the MUVc.

These shared and/or private areas can provide dramatic gathering spaces for special events and leisure or recreational activities. Roof top decks and gardens should be designed to be safe, functional and attractive to users.

Roof top space may be used for restaurants, bars, hospitality event function areas, pools and spas, gardens/green roofs or other similar purposes. All roof top decks and gardens must be approved by the Millennium DRC and the city.

16.12.6 Setbacks

Setbacks are listed in Table 6-1 of this GDP.

Setbacks do not apply to street furniture and character elements including planter walls, stoops, steps, café seating, fencing, driveways and alleys, sidewalks, Signs, bay windows, architectural elements, eaves, chimney's, flues and ventilation ducts, utility lines & other similar items. These elements may be located adjacent to the building façade and within the setback area with a minimum through walkway area width of 5'.

16.12.7 Building Heights

Maximum building heights for buildings are specified in Table 6-2 of this GDP. Mechanical penthouses, lightning protection, equipment screening, and similar appurtenances may extend above the roof of the highest floor by up to 16'.

16.12.8 Public Transit Facilities

Public transit facilities provide an additional transportation choice for shoppers, residents, visitors,

and employees in the MUVc. Public transit facilities should be designed and operated to maximize the convenience of the transit rider to the extent practicable.

16.12.9 Service Areas

Any service area, loading dock, generators, trash containers and similar items must be enclosed and fully screened with building walls that match or are stylistically compatible with the architectural style of the remainder of the building. Minimum screen wall height shall be at least as tall as the objects being screened. Roofs on service areas are encouraged, but not required. Access to the service areas shall be provided via high quality, solid metal roll up or swinging doors (or equal) that blend with or match the surrounding building wall. No open service areas are allowed.

Service doors and emergency exits shall be designed to coordinate with the surrounding building wall, and be as inconspicuous as practicable.

16.12.10 Mechanical Equipment, Utilities, and Communication Devices Screening

All mechanical equipment, utilities, and communication devices, whether mounted on the roof, ground, or building walls, must be fully screened from view from the ground floor of adjoining properties, streets, and open space areas. Screening materials must be high quality and durable. Wood is not allowed as a screening material.

Screening devices must be at least as tall as the equipment they are intended to screen and designed to match the associated building. They cannot appear to be "tacked-on" or added as an afterthought. All such screens shall be approved by the Millennium DRC and the city.



16.12.11 Vending Machine, Automatic Teller Machine, Cart Storage, Newspaper/Magazine Machine Screening

Vending machines, automatic teller machines, newspaper/magazine machines, shopping carts, and other similar devices must be enclosed in alcoves of the main building or screened by solid walls that match the architectural style and materials of the main building. The alcove or screen must be sufficient to block open views of these devices from the street and public open space areas. If a freestanding screen wall is used, it must be constructed of high quality and durable materials.

Wood is not allowed as a screening material. Screening devices must be designed to match the associated building. The Millennium DRC and the city shall approve all such screening solutions. Cart corrals in parking lots shall only be allowed for grocery stores or as specifically approved by the Millennium DRC and the city.

16.12.12 Permanent Retail Sales, Food and Beverage Sales, Information and Customer Service Kiosks

Small permanent structures of unique architectural character to provide places for retail sales, food and beverage sales, information and customer service help animate the streetscape and public realms (parks, plazas, village greens and sidewalks). Inclusion of these types of structures is strongly encouraged within the MUVc. Plans must be included with the Site Development Plan submittal to be reviewed and approved by the Millennium DRC and the city or submitted separately at a later time.

16.12.13 Temporary Retail Sales, Food and Beverage Sales, Information and Customer Service Facilities and Mobile Vendors

Festivals, events, farmers markets and other such activities are critical to the vibrant community life of the MUVc. These events will take place within the public rights-of-way as noted earlier in Section 16.6.1 and/or on public or private properties outside the public rights-of-way and will include a range of temporary facilities and mobile vendors. Temporary

uses within the MUVc must obtain the appropriate city permits for special events and mobile vending in the public right-of-way. Temporary uses located on private property shall be exempt from Title 18 of the Municipal Code and shall be governed by the DRC.

16.13 MUVc PARKING STANDARDS

Parking poses one of the most difficult challenges for the design of MUVcs. Surface parking requirements can make it the largest user of land in a mixed use center, with significant impacts on overall layout, image, and marketability. Balancing these impacts is the need to very strategically phase in the construction of structured parking due to its huge financial cost. Throughout the life of the MUVc parking quantities, access, placement, and design must successfully work for the users of the center including drivers, pedestrians, and riders of alternative transportation modes.

16.13.1 Parking Dimensions

The standards for parking dimensions set forth in Section 7.15 and 7.15.1 shall apply in MUVcs. Parking dimensions for structured parking shall be approved as part of the overall design of the individual garage buildings.

16.13.2 Compact Car Parking

The standards for compact car parking set forth in Section 7.16 shall apply in MUVcs.

16.13.3 Parking Ratios

Shared parking arrangements are strongly encouraged in MUVcs. The mixed use nature of these environments is ideal for successful shared parking programs. The parking ratios detailed below shall serve as the baseline condition from which shared parking opportunities should be developed. The standards for parking ratios set forth in Sections 7.17 and 10.14 shall apply in MUVcs as the base standards for non-residential and multi-family residential uses respectively.



16.13.4 On-Street Parking

In the MUV, on-street parking is strongly encouraged and shall be used towards satisfying minimum parking requirements for both residential and non-residential development.

16.13.5 Parking Reductions

MUVs have the potential to reduce parking demand through a variety of techniques. The fine-grained mixed use nature of the development should reduce standard vehicle trip generation rates when compared to conventional suburban development. In addition, shared parking arrangements, and access to alternative modes of transportation should further reduce parking demand. Parking reductions from the base standards are encouraged. Proposals for these reductions shall be prepared by specialized parking professionals and submitted at the Site Development Plan stage for approval by the Millennium DRC and the city.

16.13.6 Motorcycle Parking

The standards for motorcycle parking set forth in Section 7.19 shall apply in MUVs.

16.13.7 Interim Parking Lots

Interim surface parking lots are common due to the phased development process for MUVs. A balance is needed between making prudent choices for the cost of parking lot landscaping in temporary lots and the aesthetic considerations of reduced landscaping. A reduced structural pavement section for interim parking lots may be approved by the Millennium DRC and the city. Interim parking lots shall be maintained by the developer or owner of the property.

A. Interim Parking Lots Approved for 12 Months or Less

Temporary parking lots required to stage existing parking needs during construction may be paved with all-weather material and do not require any landscape.

B. Interim Parking Lots Approved for Up To 5 Years

- Full perimeter landscaping shall be required for interim parking lots approved for up to 5 years old.
- Interim parking lots may be in place for up to 5 years. The typically required end islands and interior islands may be omitted. Lighting shall be installed to provide the required minimum lighting levels per Section 6.28.4. If the interim lot is not removed or redeveloped within 5 years, an extension of the interim use must be approved by the Millennium DRC and the City, or the lot must be modified to meet the intent of the landscaping standards set forth in Section 6.13 as approved by the Millennium DRC and the City. When applying for an extension of the interim use of a parking area the applicant must demonstrate progress toward replacing the lot with permanent uses such as a building, parking structure or public open space. Acceptable methods for demonstrating progress include providing a proposed construction schedule, evidence of an application for a building permit, or other similar documentation.

16.13.8 Handicapped Access /Parking/ Signs

The standards for handicapped access/ parking/signs set forth in Section 7.25 shall apply in MUVs.

16.13.9 Bicycle Parking

The standards for bicycle parking set forth in Section 7.26 shall apply in MUVs. Shared bicycle parking arrangements are possible and shall be approved by the Millennium DRC and the city.

16.14 SIGNAGE

The Site Development Plan for the first phase of each MUV may include a Planned Sign Program or a Planned Sign Program may be submitted separately at a later time. The submittal shall include placement area, dimensions, illumination, specifications, materials and colors of each sign type (wall, free standing, directional, temporary, etc.) All signage



within a MUVC must comply with the provisions of the applicable Planned Sign Program.

16.15 DETENTION, DRAINAGE AND UTILITIES

16.15.1 Detention and Drainage

It is desirable to develop an overall Regional Drainage and Detention Master Plan for the MUVC district. Urban solutions not typical to the Millennium GDP Standards and Specifications may be appropriate in the more dense areas and will be reviewed and approved administratively by the city.

16.15.2 Utilities

Urban solutions not typical to the Millennium GDP Standards and Specifications may be appropriate in the mixed use areas and will be reviewed and approved administratively by the city. Options may include below grade electric vaults, water and gas meter centralized service areas, reduced widths for easements and other similar items.