

RESOLUTION #R- 75-2007

**A RESOLUTION OF THE LOVELAND CITY COUNCIL APPROVING
THE SECOND AMENDMENT TO THE CENTERRA MASTER FINANCING AND
INTERGOVERNMENTAL AGREEMENT AND DESIGNATING CERTAIN PARKING
IMPROVEMENTS AS "LOCAL IMPROVEMENTS"
UNDER THE MASTER FINANCING AGREEMENT**

WHEREAS, on January 20, 2004, the City of Loveland (the "City") and the Loveland Urban Renewal Authority ("LURA") entered into that certain Centerra Master Financing and Intergovernmental Agreement dated January 20, 2004 with Centerra Properties West, LLC (the "Developer"), Centerra Metropolitan District No. 1 (the "Service District"), Centerra Public Improvement Collection Corporation (the "PIC"), and Centerra Public Improvement Development Corporation (the "PID"); and

WHEREAS, the City, LURA, the Developer, the Service District, the PIC and the PID shall be hereafter referred to collectively as "the Parties"; and

WHEREAS, the Parties entered into that certain First Amendment to the Centerra Master Financing and Intergovernmental Agreement dated December 5, 2006 to include the Centerra Parkway / Crossroads Extension within the definition of "Regional Improvements" as defined in MFA Section 1.43, which First Amendment was approved by Council in Resolution #R-114-2006; and

WHEREAS, the Centerra Master Financing and Intergovernmental Agreement and the First Amendment thereto are referred to together herein as the "MFA"; and

WHEREAS, Section 17.1 of the MFA provides that the Parties may amend the MFA by an instrument signed by all of the Parties; and

WHEREAS, the City and LURA have been asked by the other Parties to consider amending the MFA to address various issues associated with the "Mixed Use Village Center Project" (as defined in the Second Amendment to Centerra Master Financing and Intergovernmental Agreement attached hereto as Exhibit "A" and incorporated herein by reference (the "Second Amendment")); and

WHEREAS, to accomplish this the Parties have negotiated the terms of the Second Amendment; and

WHEREAS, Section 1.54 of the MFA defines "Local Improvements" and permits the City Council to approve and consent to other public improvements not specifically defined within Section 1.54 as Local Improvements to be considered Local Improvements under the MFA; and

WHEREAS, the City has been asked by the Developer and the Service District to approve and consent to certain parking improvements to be considered as Local Improvements under the MFA, as permitted by Section 1.54 of the MFA; and

WHEREAS, Section 1.65.6.5 of the MFA provides that the City Council can approve District Debt in addition to the District Debt described in Sections 1.65.6.1 through 1.65.6.4 of the MFA, and that Net Aggregate Debt Service on said additional District Debt is to be excluded from the calculation of Net Annual Revenues set forth in Section 1.65 of the MFA; and

WHEREAS, the City has been asked by the Developer and the Service District to designate certain debt to be incurred by the Service District to fund and/or reimburse the Developer for funding Public Improvements within the Mixed Use Village Center Project, as District Debt pursuant to Section 1.65.6.5 of the MFA; and

WHEREAS, after reviewing the Second Amendment, the request to designate certain additional Local Improvements under the MFA, and the request to designate certain additional District Debt under the MFA, receiving information from City staff and others, the City Council has determined that the Second Amendment, the designation of additional Local Improvements under the MFA, and the designation of additional District Debt under the MFA, will be in the best interests of the City and its citizens.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF LOVELAND:

Section 1. That the City Council hereby finds that the Second Amendment is in the best interests of the public and will serve the public purposes of (1) providing social and economic benefits to the City; (2) furthering the City's economic goals as established in the City's economic development plan; and (3) generally benefiting the public's health, safety and welfare.

Section 2. That the Second Amendment is hereby approved and the Mayor is authorized and directed to execute it on behalf of the City.

Section 3. That public parking facilities, as permitted by Section 32-1-101, *et seq.*, C.R.S., and Section 31-25-101, *et seq.*, C.R.S., and located within the Mixed Use Village Center Project, are hereby approved as Local Improvements pursuant to Section 1.54 of the MFA. However, this approval does not include the approval of any Private Parking, as defined in MFA Section 1.80, that is to be built within the Mixed Use Village Center Project that will not be available to the public but is to be reserved for use only by the owners, tenants, guests or patrons of specific, privately owned residential, retail, commercial lodging, or office units within the Mixed Use Village Center Project. The construction of any public parking facilities within the Mixed Use Village Center Project designated as Local Improvements pursuant to this Resolution shall be subject to the provisions of Sections 6.4, 6.5, 6.6, and 6.7 of the MFA.

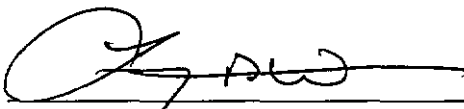
Section 4. That to the extent any of the public parking facilities approved as Local Improvements pursuant to Section 3 of this Resolution shall consist of a building, which meets

the definition of "building" in the City's then current Building Code, and is greater than 2000 gross square feet, the same shall be approved as Local Improvements pursuant to Section 1.54 of the MFA. Such parking facilities may consist solely of a parking structure or may consist of a parking structure located either above or below a structure used for other purposes.

Section 5. That pursuant to Section 1.65.6.5 of the MFA, the Service District is authorized to incur District Debt, in one or more issues, to Construct or reimburse the Constructors for Constructing Public Improvements within the Mixed Use Village Center Project. The Net Aggregate Debt Service on the District Debt authorized by this Resolution shall be excluded from Net Annual Revenues as provided for in Section 1.65.6.5 of the MFA.

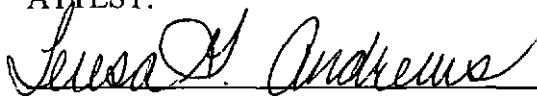
Section 6. This Resolution shall take effect on the date and at the time of its adoption.

ADOPTED this 23rd day of October, 2007.



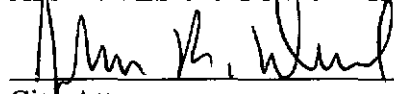
Mayor

ATTEST:



City Clerk

APPROVED AS TO FORM:



City Attorney



EXHIBIT "A"

**EXHIBIT "A" TO THE RESOLUTION OF THE
LOVELAND CITY COUNCIL**

**SECOND AMENDMENT TO THE CENTERRA MASTER FINANCING AND
INTERGOVERNMENTAL AGREEMENT**

THIS SECOND AMENDMENT TO THE CENTERRA MASTER FINANCING AND INTERGOVERNMENTAL AGREEMENT (the "Second Amendment") is entered into this ____ day of _____, 2007, by and between the CITY OF LOVELAND, COLORADO, a Colorado home rule municipality (the "City"); the LOVELAND URBAN RENEWAL AUTHORITY, a body corporate and politic ("LURA"); CENTERRA PROPERTIES WEST, LLC, a Colorado limited liability company (the "Developer"); CENTERRA METROPOLITAN DISTRICT NO. 1, a quasi-municipal corporation and political subdivision of the State of Colorado (the "Service District"); CENTERRA PUBLIC IMPROVEMENT COLLECTION CORPORATION, a Colorado non-profit corporation (the "PIC"); and the CENTERRA PUBLIC IMPROVEMENT DEVELOPMENT CORPORATION, a Colorado non-profit corporation (the "PID").

WHEREAS, the City, LURA, the Developer, the Service District, the PIC and the PID shall be hereinafter referred to collectively as the "Parties"; and

WHEREAS, the Parties have entered into that certain Centerra Master Financing and Intergovernmental Agreement dated January 20, 2004, ("the MFA") to provide, among other things, for the financing of "Public Improvements" and "Regional Improvements" related to the development of Centerra, as these terms in quotes are defined in the MFA; and

WHEREAS, the Parties entered into that certain First Amendment to the Centerra Master Financing and Intergovernmental Agreement dated December 5, 2006 ("First Amendment") to include the Centerra Parkway / Crossroads Extension within the definition of "Regional Improvement" as defined in MFA Section 1.43; and

WHEREAS, the MFA and the First Amendment are referred to together herein as the "Agreement"; and

WHEREAS, Section 17.1 of the Agreement provides that the Parties may amend the Agreement only by an instrument signed by all of the Parties; and

WHEREAS, the Parties desire to amend the Agreement as hereinafter provided.

NOW, THEREFORE, in consideration of the mutual promises and covenants contained herein and other good and valuable consideration, the receipt and adequacy of which the Parties acknowledge, the Parties agree as follows:

1. Defined Terms.

1.1 That unless the context clearly indicates otherwise, all capitalized words and terms used in this Second Amendment shall have the meaning given to them in the

Agreement, as the same may be amended from time to time, or as set forth in this Second Amendment.

1.2. That for purposes of this Second Amendment, the term "First Required Contribution Bond Issue" shall mean and refer to the first issuance of general obligation or revenue bonds by the Service District which meets all of the following criteria:

(i) the general obligation or revenue bonds are issued after the Series 2007 Bonds; and

(ii) some or all of the proceeds of the bond issue are used to Construct or reimburse Constructors for Constructing Public Improvements within the Mixed Use Village Center Project.

1.3 That for the purposes of this Second Amendment, the term "Funding and Reimbursement Area" shall mean and refer to a Mixed Use Village Center Project, as defined in Section 1.4, below, which:

(i) is located east of Centerra Parkway within Parcel A-1 of the Millennium Addition PUD – 6th Amendment ("Millennium GDP");

(ii) any additional property east of Centerra Parkway which is added to the Mixed Use Village Center Project in Parcel A-1 through an amendment to the Millennium GDP; and

(iii) any additional property located in Parcel A-1 west of Centerra Parkway which is added to the Funding and Reimbursement Area by resolution of the City Council.

1.4. That for the purposes of this Second Amendment, the term "Mixed Use Village Center Project" shall mean and refer to a project which has been approved by the City as a mixed use village center within the Funding and Reimbursement Area of the Millennium GDP.

1.5 That for purposes of this Second Amendment, the term "Required Contribution" shall mean and refer to funds tendered to the LURA by the Service District, for deposit by the LURA into the Regional Fund, as set forth in Section 11.1.1.

1.6. That for purposes of this Second Amendment, the term "Required Square Footage" shall mean and refer to the requirements more specifically described in Section 6.4.3 of the Agreement.

1.7. That for purposes of this Second Amendment, the term "Second Required Contribution Bond Issue" shall mean and refer to the next issuance of general obligation or revenue bonds by the Service District following the issuance of the First Required Contribution Bond Issue.

1.8. That for purposes of this Second Amendment, the term "Series 2004 Bonds" shall mean and refer to the Centerra Metropolitan District No. 1 Series 2004 Bonds, issued in October, 2004.

1.9 That for purposes of this Second Amendment, the term "Series 2007 Bonds" shall mean and refer to the Centerra Metropolitan District No. 1 Series 2007 Bonds, anticipated to be issued in the fourth quarter of calendar year 2007 or early 2008.

2. That a new Section 1.65.7 shall be added to the Agreement to read as follows:

1.65.7 the Required Contribution required to be paid pursuant to Section 11.1.1.

3. That a new Section 6.3.4 shall be added to the Agreement to read as follows:

6.3.4 Exemption for Mixed Use Village Center Project General Contractor.

It is expected by the Parties that the developer of the Mixed Use Village Center Project will select a general contractor, with special expertise in connection with the construction of large mixed-use projects, to design, construct and/or install all of the Private Improvements and Public Improvements within the Mixed Used Village Center Project. The selection of such general contractor shall not be subject to the contract procurement processes described on Exhibit "L," provided however that all subcontractors of such general contractor who construct and/or install any of the Public Improvements within the Mixed Use Village Center Project, shall be subject to such processes.

4. That a new Section 6.4 be added to the Agreement to read as follows:

6.4 Reimbursement Triggers. Notwithstanding the limitations in this Agreement on Constructing Private Parking with Pledged Revenues or incurring District Debt, the Service District shall be authorized to use Pledged Revenues and incur District Debt to Construct public parking improvements within the Mixed Use Village Center Project or to reimburse the Constructors for Constructing public parking improvements within the Mixed Use Village Center Project only upon the satisfaction of all the following conditions:

6.4.1 An amendment to the Millennium GDP, approved by the City Council, incorporating a new Section 16 therein which provides standards and requirements for a mixed use village center use within the Millennium GDP and which is in substantially the form attached hereto and incorporated herein by reference as **Exhibit "A"** (the "Section 16 Standards"); and

6.4.2 Approval by the City Council of the original Mixed Use Village Center Project ("Millennium East Fifth Subdivision/Public Review Project") in accordance with the Millennium GDP, including without limitation the Section 16

Standards, and as approved pursuant to Regulatory Procedures set forth in Section 12 of the Millennium GDP; and

6.4.3 The approval of construction loans for, and the execution of construction contracts by the Developer and/or its Affiliates, a Tenant or Purchaser, for a total of 450,000 gross square feet of buildings within the Mixed Use Village Center Project, of which not more than 50,000 gross square feet of residential construction can be included in the 450,000 gross square feet and which square footage meets one or more of the following criteria: (i) is located within the "core area" of the Mixed Use Village Center Project as such term is defined in subsection 16.2.3 of the Section 16 Standards ("Core Area"); or (ii) is a grocery store specializing in natural foods; or (iii) is an anchor-type use in close proximity to the Core Area and of similar importance to the Mixed Use Village Project as determined by the City Manager in his or her sole discretion (the "Required Square Footage").

5. That a new Section 6.5 be added to the Agreement to read as follows:

6.5 Limitations on Funding and Reimbursements. The Service District's authorization under this Agreement to use Pledged Revenues and incur District Debt to Construct public parking improvements within the Mixed Use Village Center Project or to reimburse the Constructors for Constructing public parking improvements within the Mixed Use Village Center Project shall be limited by the following conditions:

6.5.1 The Service District shall not Construct or reimburse the Constructors for Constructing more than one (1) parking space, either in a parking structure or surface parking lot, per 286 gross square feet of non-residential space constructed within the Mixed Use Village Center Project.

6.5.2 The Service District shall not Construct or reimburse the Constructors for Constructing more than 100 structured parking spaces within the Mixed Use Village Center Project until the Required Square Footage condition has been met. Thereafter, all public parking improvements within the Mixed Use Village Center Project shall be eligible for payment or reimbursement under the Agreement, subject to the parking ratio limitation described in subsection 6.5.1 above and subject to the limitation on the total number of structured parking spaces as set forth in subsection 6.5.3 below. Nothing in this subsection 6.5.2 shall be construed as preventing the payment for or reimbursement of eligible surface and structured parking spaces which have been Constructed prior to satisfaction of the Required Square Footage condition once the Required Square Footage has been built.

6.5.3 The Service District shall not Construct or reimburse the Constructors for Constructing more than a total of 3,400 structured parking spaces without the prior written approval of the City Council to increase such total after

written request therefor by the Developer or the Service District, the parties expressly acknowledging that any such approval shall be at the discretion of the City Council.

6. That a new Section 6.6 be added to the Agreement to read as follows:

6.6 Reimbursement for Surface Parking Improvements. In the event that the Service District or a Constructor Constructs surface parking within the Mixed Use Village Center Project and, in doing so, uses directly or indirectly Pledged Revenues or incurs District Debt to pay for any or all of the cost of Construction of the surface parking, Private Improvements shall not thereafter be built on such surface parking without the Service District being reimbursed by the developer of that Private Improvement or by any other third party for the amount of the Pledged Revenues used to build that surface parking, less a reasonable amount for depreciation of the costs to build the surface parking. The reimbursement contemplated by this Section 6.6 may be satisfied by the provision of replacement parking to the Service District of equal or greater dollar value to the non-depreciated dollar value of the asset being replaced ("Replacement Parking"). Said Replacement Parking spaces shall be included in the calculation of the limitations of Section 6.5 but the parking spaces replaced by such Replacement Parking shall not be included in the calculation of the limitations of Section 6.5. Therefore, the Service District shall not enter into any agreement or accept any instrument for the conveyance of a real property interest, without the City Council's prior written consent, that would defeat the intent and purpose of this Section 6.6 to keep the Service District, the City and LURA financially whole for any use of Pledged Revenues to build such surface parking.

7. That a new Section 6.7 be added to the Agreement to read as follows:

6.7 Sale or Lease of Parking Improvements Constructed with Agreement Revenues. Except for transfers of interests in real property authorized by Section 6.6 of this Agreement, the Service District shall not sell or lease all or any portion of any public parking improvements Constructed within the Mixed Use Village Center Project, with Pledged Revenues or with the proceeds of District Debt, to an entity who intends to charge the general public a fee to park in said public parking improvements without first obtaining the prior written approval of the City Council. This Section 6.7 shall not prohibit the Service District from charging an hourly or daily fee for parking in public parking structures or surface lots within the Mixed Use Village Center Project Constructed with Pledged Revenues or with the proceeds of District Debt, provided that such fee is uniformly applied to all users of said public parking improvements, and further provided that all of the revenues generated from such fee are used by the District to offset the costs of operating and maintaining the public parking improvements and are not transferred to the Developer or other person or entity.

8. That a new Section 6.8 be added to the Agreement to read as follows:

6.8 Parking Reserved for Specific Owners or Tenants. The Service District shall not be authorized to use Pledged Revenues or incur District Debt to Construct or reimburse the Constructors for Constructing any parking improvement that is to be built within the Mixed Use Village Center Project that will not be available to the public but is to be reserved for use only by the owners, tenants, guests or patrons of specific, privately owned residential, retail, commercial lodging, or office units within the Mixed Use Village Center Project.

9. That Section 11.1 of the Agreement shall be stricken in its entirety and replaced with the following:

11.1 Regional Allocation. Annually, on June 30 of each year, commencing after the First District Debt and the Second District Debt have been Funded, the Service District shall pay the Regional Allocation to the LURA and the LURA shall deposit the Regional Allocation into the Regional Fund until such time as the cost of all Regional Improvements (i.e., §§ 1.93.1 through 1.93.7, inclusive) has been fully Funded either as the result of the issuance of District Debt or the creation of sufficient funds in the Regional Fund from the Regional Allocation as Reasonably determined by the LURA to pay the cost of constructing all Regional Improvements. In addition to payment of the Regional Allocation as required by this Section 11.1, upon satisfaction of the contingencies set forth in Section 11.1.1 below, the Service District shall pay the Required Contribution as set forth in Section 11.1.1 to the LURA and the LURA shall deposit the Required Contribution into the Regional Fund.

10. That a new Section 11.1.1 shall be added to the Agreement to read as follows:

11.1.1 Required Contribution. In recognition of the potential impact on the timing of contributions to the Regional Fund resulting from the development of the Mixed Use Village Center Project, the Service District agrees to structure the First Required Contribution Bond Issue and the Second Required Contribution Bond Issue to allow for payment by the Service District to the LURA, from Pledged Revenues, of the Required Contribution as set forth in Sections 11.1.1.1 and 11.1.1.2, below. Attached hereto and incorporated herein as **Exhibit "B"**, for illustrative purposes only, is a financial model depicting the Required Contribution payments contemplated by this Section 11.1.1, which Exhibit B supplements Exhibit H to the Agreement. The financial model set forth in Exhibit B details the structure of the Required Contribution payments but is not intended to be binding as to the actual timing of those payments, the timing of such payments being dictated by satisfaction of the contingencies set forth in Sections 11.1.1.1 and 11.1.1.2 herein.

11.1.1.1 Contingent upon the closing of the First Required Contribution Bond Issue, the First District Debt and the Second District Debt having been Funded, and upon satisfaction of the reimbursement triggers

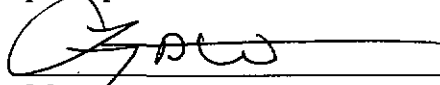
established in Section 6.4, the Service District shall remit to the LURA for deposit into the Regional Fund the amount of \$500,000 per year in each of the first and second calendar years immediately following the calendar year in which all capitalized interest payments on the First Required Contribution Bond Issue have been made, and shall remit to the LURA for deposit into the Regional Fund the amount of \$1,000,000 in each of the third, fourth, fifth, sixth, and seventh calendar years immediately following the calendar year in which all capitalized interest payments on the First Required Contribution Bond Issue have been made. The payments contemplated by this Section 11.1.1.1 shall be made on or before December 31 of the calendar year in which the Required Contribution is due and owing.

11.1.1.2 Contingent upon the closing of the Second Required Contribution Bond Issue, the First District Debt and the Second District Debt having been Funded, and upon satisfaction of the reimbursement triggers established in Section 6.4, the Service District shall remit to the LURA for deposit into the Regional Fund the amount of \$1,000,000 in the first calendar year immediately following the calendar year in which all capitalized interest payments on the Second Required Contribution Bond Issue have been made, and shall remit to the LURA for deposit into the Regional Fund the amount of \$1,500,000 in each of the second, third, fourth, and fifth calendar years immediately following the calendar year in which all capitalized interest payments on the Second Required Contribution Bond Issue have been made. The payments contemplated by this Section 11.1.1.2 shall be made on or before December 31 of the calendar year in which the Required Contribution is due and owing.

11. That except as provided in this Second Amendment, all other terms and conditions of the Agreement are hereby reaffirmed by the Parties and shall remain unchanged and in full force and effect.

IN WITNESS WHEREOF, the Parties have executed this Second Amendment or counterpart copies thereof as of the date first written above.

CITY OF LOVELAND, COLORADO, a Colorado
municipal corporation

By: 
Mayor

ATTEST:

By: _____
City Clerk

APPROVED AS TO LEGAL FORM:

By: _____
City Attorney

LOVELAND URBAN RENEWAL AUTHORITY,
a Colorado body corporate and politic

By: _____
_____, Chairman

ATTEST:

By: _____
_____, Secretary

CENTERRA METROPOLITAN DISTRICT NO. 1,
a quasi-municipal corporation and political
subdivision of the State of Colorado

By: _____
Robert K. Scott, President

ATTEST:

By: _____
Daniel Herlihey, Secretary

CENTERRA PUBLIC IMPROVEMENT
COLLECTION CORPORATION, a Colorado non-
profit corporation

By: _____
_____, President

ATTEST:

By: _____
_____, Secretary

CENTERRA PUBLIC IMPROVEMENT
DEVELOPMENT CORPORATION, a Colorado
non-profit corporation

By: _____
_____, President

ATTEST:

By: _____
_____, Secretary

CENTERRA PROPERTIES WEST, LLC
a Colorado Limited Liability Corporation

By: McWhinney Real Estate Services, Inc.,
a Colorado Corporation, Manager

By: _____
Douglas L. Hill, Chief Operating Officer

ATTEST:

By: _____
_____, Secretary



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October 11, 2007

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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 Mixed Use Village Centers (MUV) within the GDP.

16.1.1 Overview

MUVs are high energy and intensity places that emphasize vertical mixed use buildings and highly amenitized pedestrian gathering spaces.

16.1.2 Goals

The goals of a MUV are to:

- Serve as the urban core or "heart" for the largely suburban surrounding development.
- Draw retail and entertainment customers from a very broad region.
- Create desirable amenities for attracting primary employers.
- Provide a place for the integration of residential and commercial uses.

16.2 MIXED USE VILLAGE CENTER PLANNING PRINCIPLES

This Section of the GDP is intended to facilitate the creation of distinct MUVs within the context of the overall community identity, complementing existing neighborhoods in the City while establishing their own unique traditions, environment and character. MUVs are comprised of a mix of land uses designed to serve a diverse population. They include good pedestrian orientation and connectivity, the accommodation of all modes of travel, the inclusion of residential development in the mix, 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 MUVs in the GDP follow.

16.2.1 Block Patterns

Blocks are generally defined as an area of buildings, public open spaces, parking garages and/or surface lots, and landscaping bounded by a type of street as defined below in Section 16.2.2, or by the boundaries of the MUV.

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

Sight lines within MUVs shall be carefully considered, terminating axial views on architectural massing features and layering building masses around the large public open spaces, providing lower heights for building facades in the foreground with increasing heights in the background.

Blocks shall be of a comfortable length to promote pedestrian travel. Primary parking facilities for street level uses fronting onto Mercantile Streets will generally be provided in parking lots or garages behind the buildings. Therefore, pedestrian passageways shall be located to provide safe and convenient access for pedestrians from these parking facilities, through or between buildings, to the Mercantile Street. Pedestrian passageways include completely enclosed publicly accessible through-building passages, semi-enclosed or covered passages, open breaks between buildings that are at least 10' wide and include a sidewalk and landscaping, or distinct pedestrian accesses across surface parking lots, or other similar functioning elements.

The maximum length of a block along a Mercantile Street (measured from centerline to centerline of the bounding streets) is 500 feet unless mitigating measures are provided to facilitate pedestrian movement to the satisfaction of the Centerra DRC and the Director.

16.2.2 Street Hierarchy

A. Introduction

Access and connectivity are key to developing viable MUVCS. Access points must be safe for both vehicles and pedestrians. MUVCS must also maintain direct connectivity and safe access to surrounding developments and destinations. A well-defined and logical hierarchy of streets is vital to meeting these circulation goals.

Streets within MUVCS may be public, private, or a combination of the two. Typically, perimeter roadways and primary entries to the MUVCS will be public streets. All other streets within the MUVCS will typically be privately owned and maintained, often by a quasi-public agency such as a metropolitan service district. Exceptions to the typical arrangement shall be approved by the City.

Each type of street is reinforced by criteria for dimensional characteristics, streetscaping standards, and fronting building facades. Through these guidelines, the character of the street will be controlled and defined. Over time, with densification of a MUVCS, the type and character of a particular street may change. In order to effect these changes, design criteria specific to the evolving street type will be implemented as appropriate to public spaces and the new buildings.

With the submittal of an application for a subdivision plat or building permit for each phase of the MUVCS, a Context Diagram is required depicting the proposed block patterns and street type designations for the

streets within the MUVCS. See Figure 16-1 at the end of this Section.

B. Street Types

In a MUVCS, five street types are provided. These are Public Access Parkways, Mercantile Streets, Cross Streets, Minor Drives, and Service Drives. The criteria and standards for the four primary types are detailed in Sections 16.4 through 16.7. Detailed standards are not provided for service drives. The following is a general overview of the street types:

Public Access Parkways -

- Serve as the main vehicular access points to the MUVCS.
- May be framed with occupied buildings, parking garages or surface parking lots with appropriate landscape setbacks.
- Connect the MUVCS with the perimeter City roads.
- Main entrance(s) into the MUVCS should be emphasized and celebrated by enhanced landscaping, monument signage, specialty pavement, or other similar features. If connecting to a major arterial, the public access parkway should terminate its view in a focal element such as a fountain, sculpture, or tower which could be freestanding or connected to a building.

Mercantile Streets -

- Shall be provided in the core of all MUVCSs.
- Serve as the focal point of the pedestrian realm for the urban core.
- Are framed with occupied buildings that have active ground floor uses that engage the streetscape. Levels of parking may be incorporated into the occupied building above or below the ground level.
- Connect together a series of diverse experiential public gathering places and pedestrian amenity nodes.

**Cross Streets –**

- Serve to connect the Mercantile Streets with the MUV C fringe and with supporting public parking.
- Are framed with occupied buildings having less intense ground floor uses (non-retail uses, entries to office lobbies, entries to residential units/lobbies or service areas) OR are framed with parking garages or surface parking lots.

Minor Drives –

- Serve as internal circulators through the MUV C and supporting access to multiple buildings (especially pad sites), parking lots, parking garages, service areas, mechanical areas, fire lanes, etc.
- Are framed with occupied buildings that may or may not have active ground floor uses OR are framed with parking garages or surface lots.

Service Drives—

- Serve as minor circulation routes to access service areas or provide fire lanes for emergency access to the rear of buildings or parking garages.
- Are not through-routes nor do they provide primary public entry access.
- Are not intended as pedestrian routes.
- Are not required to be landscaped.

16.2.3 Core and Fringe Areas

MUV C are the most dense at their core. From there, the intensity of development feathers out to fringe areas. In future phases of development, fringe areas may be densified into an expanded core area through the conversion of surface parking to buildings or parking garages, through the addition of new, taller or larger structures, or via other techniques. Both the core and the fringe have distinctive, recognizable senses of place. The core has a decidedly “uptown” feel. The fringe acts in support of the core, transitions to surrounding land uses and relates to perimeter City roads.

The core is the area that fronts onto Mercantile Streets and includes Cross Street

areas within one block of the Mercantile Street. All other areas, oriented toward the perimeter roads, constitute the fringe.

With the submittal of an application for a subdivision plat or a building permit for each phase of the MUV C, a Context Diagram will be required depicting the limits of the core and fringe areas within the MUV C. See Figure 16-1 at the end of this Section.

16.2.4 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 MUV C 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 street network to define the block edges, create continuous pedestrian connections, and integrate pedestrian travel with other modes of transportation;
- C. Building placement, orientation, and design to enhance the pedestrian environment and streetscape; and
- D. Ample publicly accessible amenities in a linked series of human-scale open spaces to create a sense of discovery and entertain the pedestrian.

16.2.5 Linkages

MUV C are focal nodes within the GDP. Prominent linkages for vehicular and pedestrian connections must be provided to key destinations, major open space amenities, and the overall transportation

network within the GDP. Proposed linkages must be depicted on the Context Diagram described below in Section 16.2.6.

16.2.6 Evolution and Densification in Phases

A. Phased Development Concept

MUVCS appear and function as living centers. In their initial phase, they should appear as though they have evolved over time. The performance standards for circulation networks, public amenities, and building architecture will ensure that this is the case. Once developed, MUVCS should continue to mature and evolve over time.

The success of the core of a MUVC will create its own momentum, attracting additional users, drawing more visitors, and generating interest in redevelopment and densification of surrounding blocks. This is a natural and desirable process. Fringe areas of a MUVC may gradually convert to expanded areas of the original core. When that occurs, performance standards for the associated Mercantile Street type will apply to public spaces and the new and/or redeveloped buildings. Minor Drives may be upgraded to Cross Streets, triggering application of those standards to newly developed or redeveloping areas.

Areas developed as part of the core of a MUVC shall not be downgraded to become part of the fringe area in future development phases.

B. Context Diagram

With the submittal of an application for a subdivision plat or building permit for each phase of the MUVC, a Context Diagram will be required depicting the following:

1. Boundary of the MUVC
2. Surrounding existing and potential land uses and public roads within 500 feet
3. Block Pattern
4. Street Type Designations

5. Location of public open spaces
6. Limits of the Core and Fringe Areas
7. Linkages (pedestrian and vehicular)
8. Environmentally sensitive areas

See Figure 16-1 at the end of this Section for an example of a Context Diagram.

16.3 LAND USE

A signature characteristic of a MUVC is an urban mix of higher density compatible and complementary land uses. Providing a variety of land uses within a comfortable walking distance promotes pedestrianism, discourages the use of the automobile and supports the use of public transit. 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 in Section 1.3.5.

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. All blocks fronting onto a Mercantile Street must include at least three different uses as defined by the following list:

Retail
Restaurant
Entertainment
Recreation
Hospitality
Office
Residential
Live Work Spaces
Art Studios
Civic
Medical
Health/Fitness
Public Open Spaces (consistent with Section 16.5.4)
Parking



Other Differentiating Uses that are different from those listed above.

16.4 PUBLIC ACCESS PARKWAYS & PERIMETER ROADWAYS

16.4.1 Introduction

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

Public access parkways shall be designed to comply with LCUASS standards if they are publicly owned and maintained by the City. All access to public roadways shall also comply with LCUASS standards unless exceptions to these standards are granted by the City Engineer.

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

16.4.2 Public Access Parkway Typical Cross-Section

Figure 16-2 shows representative cross-sections for a Public Access Parkway.

Each of these entry roads shall be designed based on the class of road they are intersecting, the intersection control (e.g.

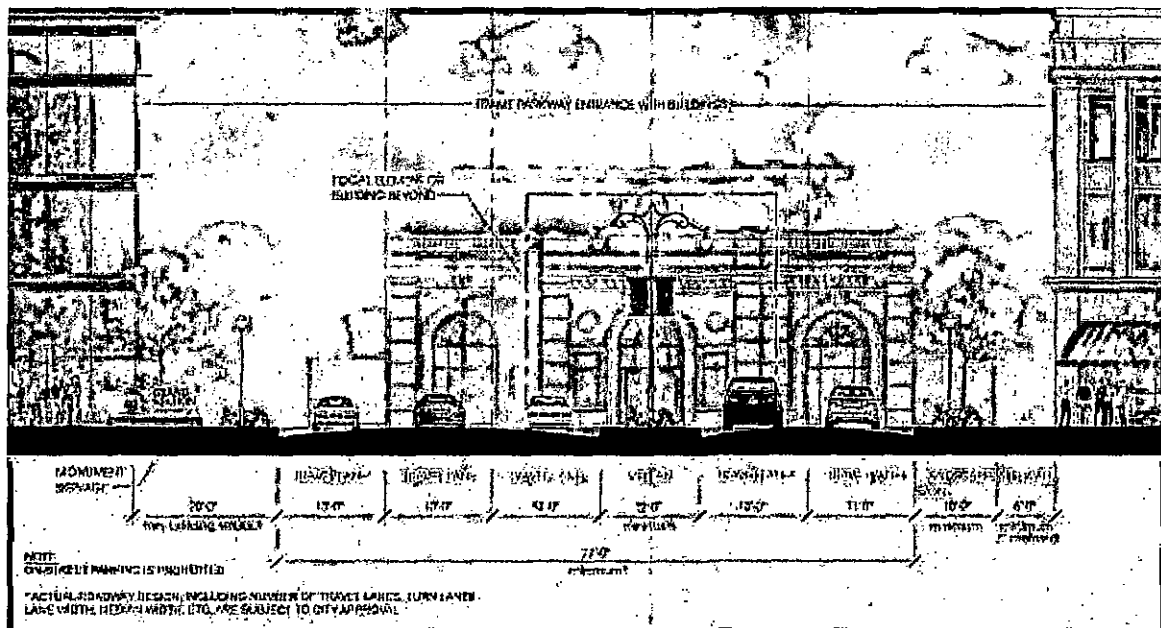


Figure 16-2a – Public Access Parkway Cross-Section, Multiple Lanes

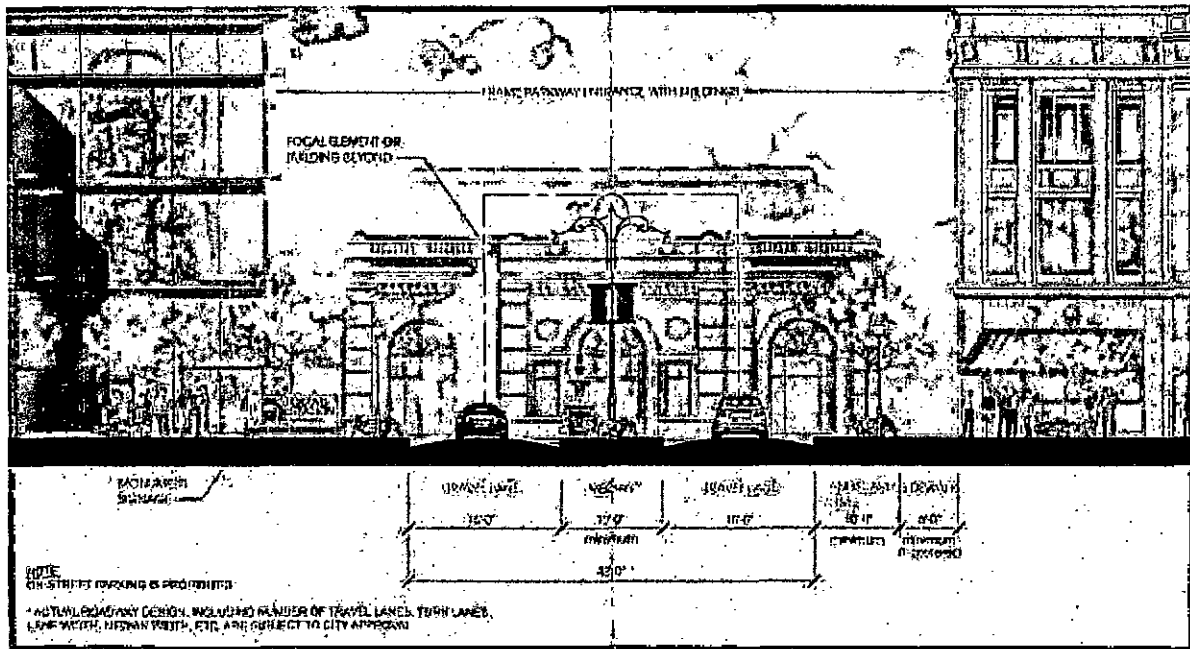


Figure 16-2b – Public Access Parkway Cross-Section, Single Lane

traffic signal, roundabout, etc.) and the site plan. The applicant will work with the appropriate City staff and consider the recommendations from the TIS prepared by a licensed professional to design each public access parkway.

Where a single lane is provided (see Figure 16-2b), 18' in width may be acceptable in limited areas. The width may need to be increased based upon adjacent uses as determined by the City Fire Prevention staff.

16.4.3 Landscaping and Lighting

A. Perimeter Roadways

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 MUV.

A landscape setback shall be provided along the perimeter of the MUV that extends to the right of way of the abutting public roadway. The minimum width of the setback is shown in Table 16-1 below relative to the classification of the public street along the perimeter. No buildings or parking areas may extend into the landscape setback. The setback may be crossed with public access parkways, and collocated with easements for utilities, public access, etcetera.

Table 16 – 1 – Landscape Setback based on Street Classification

Classification of Perimeter Public Roadway	Minimum Width of Landscape Setback*
US 34	80'**
Major Arterial	40'
Minor Arterial	15'
Collector	15'

*A 0' landscape setback will be allowed in all areas where the setback and landscaping are provided within an abutting tract, outlot or similar intervening property.

**The 80' shall be measured from the edge of pavement of the outer ultimate through lane for US 34.



Landscape plantings within the landscape setbacks shall meet or exceed the City's standards for a Type C bufferyard (refer to Appendix A.)

Any parking lot adjacent to a perimeter roadway of the MUVc shall be screened as detailed in Section 16.9.10.

Street lighting typical within the GDP (which may differ from the City standard) will be used for public perimeter roadways.

B. Public Access Parkways

Landscaping along Public Access Parkways should create a sense of arrival. The landscaping in these relatively short entryways should give the visitor visual clues about the distinction between the urban nature of a MUVc and the surrounding GDP. It should create feelings of enclosure, excitement and anticipation.

Any parking lot adjacent to a Public Access Parkway of the MUVc shall be screened as detailed in Section 16.9.10.

The Applicant for a MUVc may propose an alternative, decorative fixture style for use along the Public Access Parkways entering a MUVc. Any such fixture must be approved by the Centerra DRC and approved administratively by the Director.

Lighting along Public Access Parkways shall comply with the requirements of Section 6.28 Lighting.

16.4.4 Building Standards

If the Building lies within a Core area, the façade of a Building facing a Perimeter Roadway or Public Access Parkway shall comply with the standards detailed in Section 16.7.4.

If the Building lies within a Fringe area, building facades facing Perimeter Roadways and Public Access Parkways shall comply with the standards detailed in Section 16.8.

16.4.5 Public Transit Facilities

If public bus stops are provided along the perimeter roadways or Public Access Parkways for a MUVc, they shall comply with the standards set forth in Section 7.10.

16.5 MERCANTILE STREETS

16.5.1 Introduction

Mercantile Streets are the heart of MUVcs. They are active, exciting places to which people are drawn. Mercantile Streets are alive with human activity and energy. They feel safe and inviting. People want to gather there because there are things to do; they are pleasant places to be; and visitors have an opportunity to observe one another. Mercantile Streets are a required element in all MUVcs.

16.5.2 Typical Cross-Section

Figure 16-3 shows typical cross-sections for a Mercantile Street.

16.5.3 Pedestrian Amenities

The pedestrian spaces along Mercantile Streets shall be attractive, clean and safe. To ensure safety and accessibility, appropriate ADA facilities should be provided. To attract and delight visitors, Mercantile Streets should be generously appointed with pedestrian amenities.

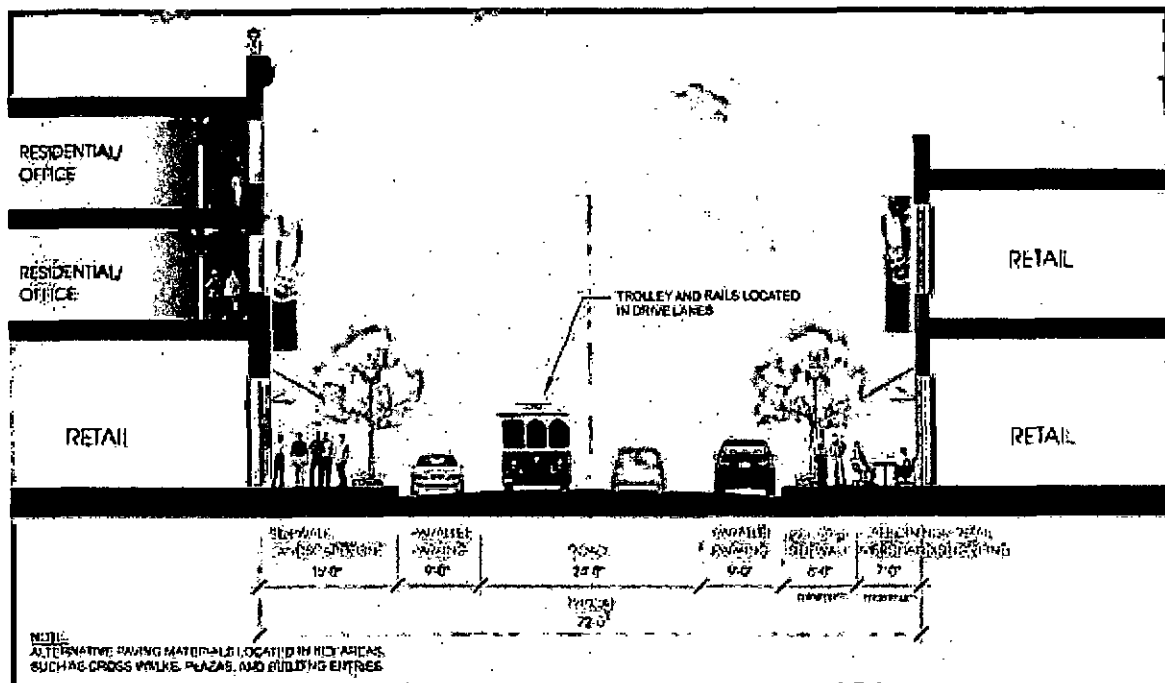


Figure 16-3a – Mercantile Street Cross-Section, Parking on Both Sides

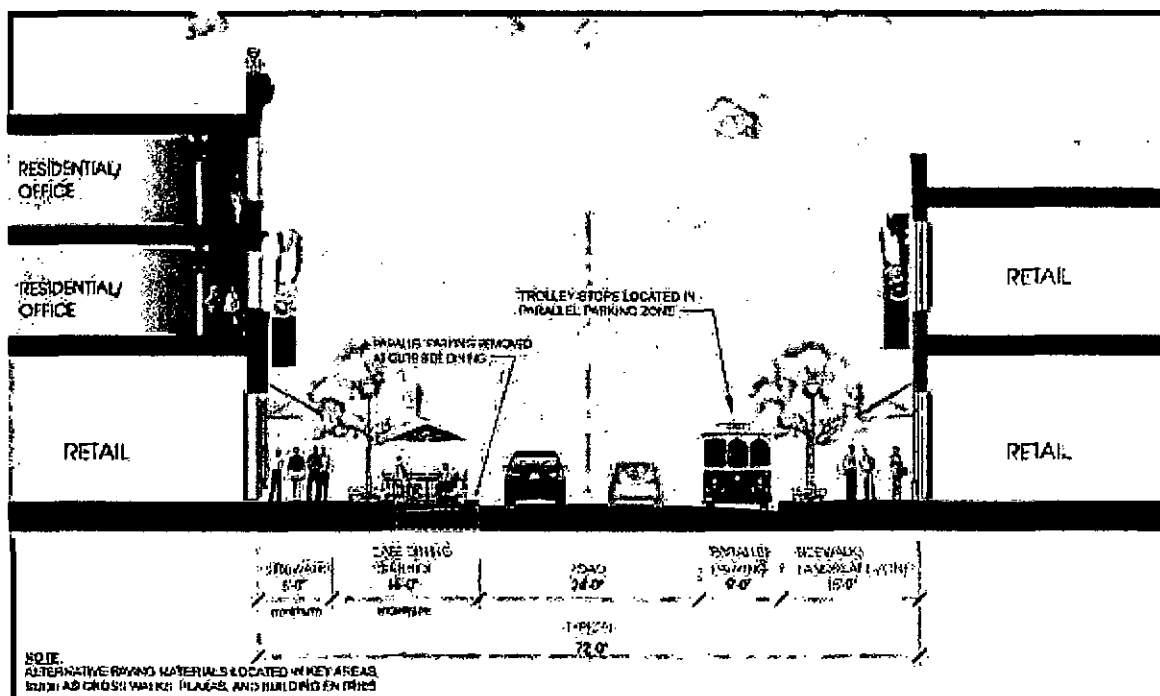


Figure 16-3b – Mercantile Street Cross-Section, Parking on One Side Only



A. Street Furniture and Character Elements

Street furniture and other elements provided to lend character to the streetscape should be clustered into logical arrangements, maximizing the utility of these features, and creating convenient outdoor gathering and activity areas. For example, benches should be provided where shade is available and trash and recycling receptacles are accessible. Elements intended to provide color and interest to the space, such as seasonal flowers and banners, should be distributed throughout the streetscape, to draw pedestrians along the walkway. Required elements per block include:

- Coordinated street furniture such as benches, trash cans, recycling collection bins, bicycle racks and the like

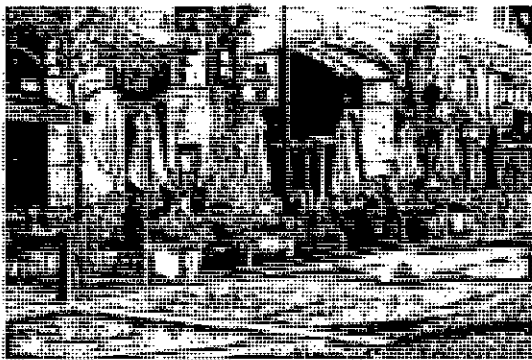


Figure 16-4a – Street Furniture and Character Elements



Figure 16-4b – Street Furniture and Character Elements

- Public art including sculpture
- Seasonal color which may include hanging baskets, annual flowers, banners, and/or holiday decorations
- Decorative street lights
- Specialty lighting which may include Tivoli lights, laser light facilities, and seasonal lighting displays
- Transit facilities such as shelters, kiosks, and rails
- Other similar features approved by the Centerra DRC and approved administratively by the Director.

Optional elements:

- Valet parking drop-off zones, kiosks, and associated appurtenances



Figure 16-4c – Street Furniture and Character Elements

- Specialty pavement including colored, textured, or patterned materials to compliment specialty pavements used in public open spaces and crosswalks.

Figure 16-4 shows some typical street furniture and character elements in MUVCS. Some pedestrian amenities are associated with business tenants fronting onto Mercantile Streets. These include outdoor dining areas, merchandise display areas, awnings, and kiosks. Mercantile Streets are enriched by these amenities and they are strongly encouraged.

B. Pedestrian Passageways

Along Mercantile Streets, where buildings form a block long mass along the street, pedestrian passageways must be provided to

allow pedestrian access through the building at intervals of no more than 375 feet measured either from the end of the building to the edge of the passageway opening, or from edge of opening to edge of opening. This linear measurement shall be made along the face of the building.

The ease of circulation for pedestrians is one of the most important characteristics of a MUV. Convenience, safety, and comfort are essential to promote walking. Pedestrian passageways can greatly enhance the pedestrian's experience and should be provided in appropriate locations. MUVs are encouraged to be designed with more pedestrian passageways than are required by the standards detailed in this sub-section, 16.5.3.B.

All pedestrian passageways shall be at least



Figure 16-5a – Pedestrian Passageways

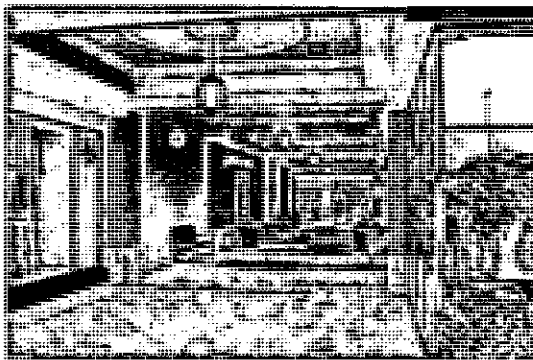


Figure 16-5b – Pedestrian Passageways

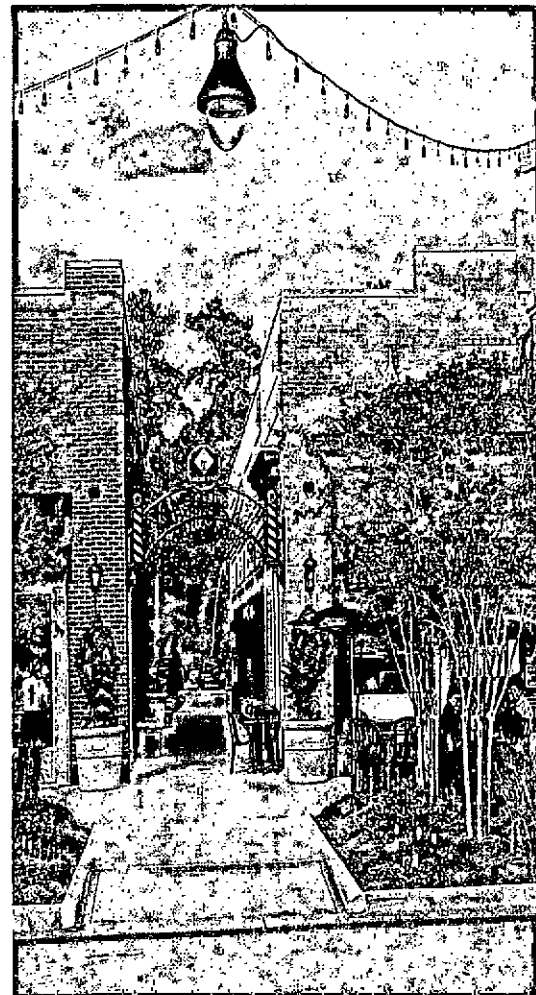


Figure 16-5c – Pedestrian Passageways



10' wide. They shall meet the standards set forth in Section 16.5.6.D. and shall be clearly labeled and signed as public passageways. See Figure 16-5.

16.5.4 Public Open Spaces

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.

Public open space areas complement the urban environment of a MUV by expanding the feeling of enclosure along the streetscape. They 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 variety of public open spaces must be provided along Mercantile Streets in MUVs and may include plazas, squares and greens. These shall be developed according to the following standards.

A. Plazas

A plaza is a publicly accessible open space area that is predominantly paved, see Figure 16-6. Specialty pavement such as brick pavers, colored or textured concrete, interlocking pavers, ceramic tile, flagstone, and other similar high quality materials should be the dominant pavement material. Asphalt and plain concrete (lacking color or pattern such as distinctive jointing) are

prohibited as pavement materials in plazas. Plazas are ideal gathering spaces for medium-sized groups with high intensity activities.



Figure 16-6a - Plazas



Figures 16-6b - Plazas



Figure 16-6c - Plazas

B. Squares

A square is a publicly accessible open space area that uses a combination of paved areas and areas landscaped with live plant materials, see Figure 16-7. Specialty pavement is encouraged. Asphalt and plain concrete (lacking color or pattern such as distinctive jointing) are prohibited as pavement materials in squares. Signature landmark buildings may frame or occupy a portion of the square if they exhibit the following characteristics:

- Are architecturally significant and suitable to serve as a landmark in the MUV,;
- Are at a scale that relates comfortably to the pedestrian user of the square,
- Are occupied by compatible uses.

Squares are ideal gathering spaces for large or medium sized groups with moderate intensity activities. Every MUV is required to provide at least one square.



Figure 16-7 - Squares

C. Greens

A green is a publicly accessible open space area that is predominately landscaped with live plant materials. Paved areas are typically limited to the perimeter of the space to facilitate access. The use of specialty pavement is encouraged, but not necessary. Asphalt is prohibited as a pavement material. Greens are ideal as

informal gathering spaces. Typically, they are used by individuals or small groups of people for low intensity leisure activities.

D. Dimensional Standards

In MUVs, along Mercantile Streets, a public open space amenity, which is at least 8,000 square feet in size, must be provided

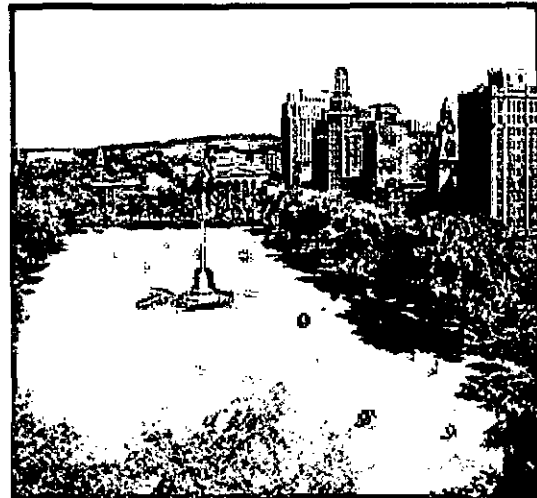


Figure 16-8 - Greens

at least every two blocks. A variety of types of public open space amenities shall be provided in the intervening areas. This desired variety can be provided by varying characteristics such as the size, configuration, use, and design theme of the spaces.

Dimensional requirements for each type of public open space amenity are detailed in Table Table 16-2.

Table 16-2 – Dimensional Standards for Public Open Spaces

	Plaza	Square	Green
Min. width	25'	80'	50'
Min. length	25'	100'	75'
Min. size	1,000 sf	8,000 sf*	5,000 sf



*Excludes square footage of the footprint of any signature landmark building occupying a portion of the public square

E. Pedestrian Amenities

Public open spaces 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 cans and recycling containers, and potentially a drinking fountain or water feature.

Each public open space shall have a focal element such as a clock tower, fountain, or sculpture. In some cases, the focal element may be a dominant architectural element which is part of a signature building framing

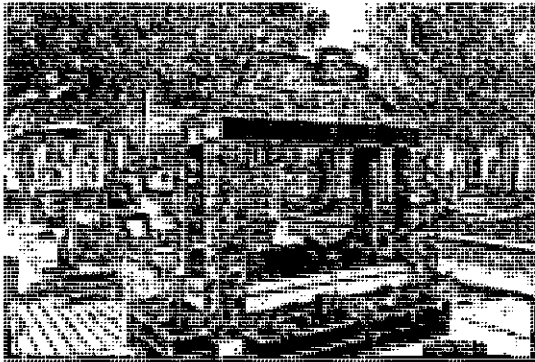


Figure 16-9a – Focal Element

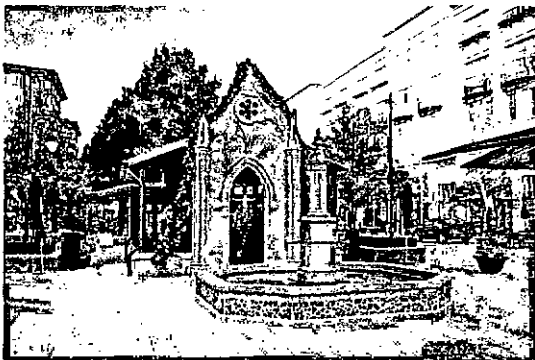


Figure 16-9b – Focal Element



Figure 16-9c – Focal Element

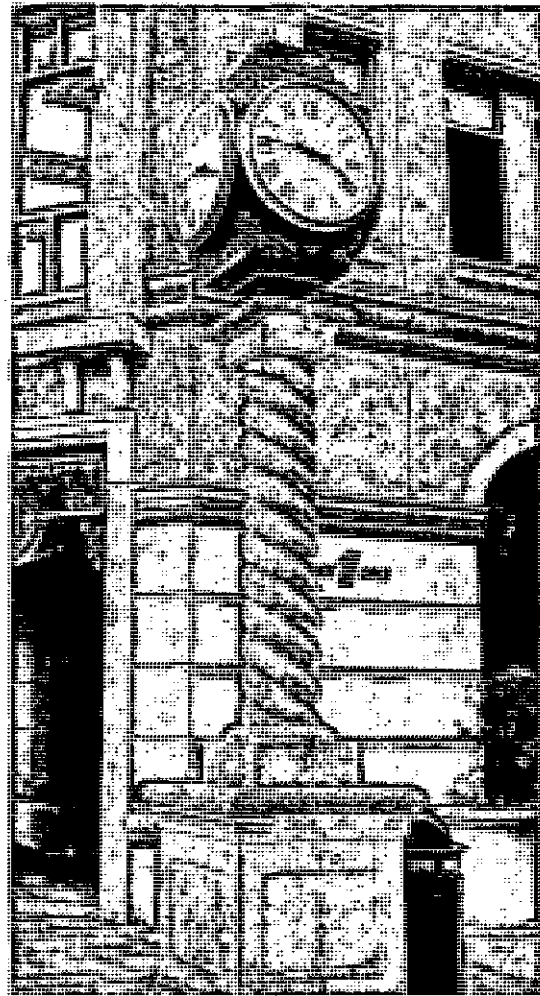


Figure 16-9d – Focal Element

or occupying a portion of the public open space. 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. Refer to Figure 16-9 below.

At a minimum, all public open spaces shall also incorporate the following amenities:

- Places to sit – either benches, movable tables and chairs, or seat walls
- Trash cans 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

16.5.5 Landscaping and Lighting

A. Landscaping

Landscaping along Mercantile Streets shall consist of street tree plantings in raised planters, landscape beds, or within tree grates. A consistent look will be achieved with species selection along Mercantile Streets but large monocultures will be avoided to reduce the impact of disease and pests. Trees shall be spaced at a maximum interval of 30' calculated on average, per block.

If street trees are planted in raised planters or landscape beds, they shall be a minimum of 4' x 6'. The planter shall be surrounded by either a seat wall or a 6" curb which may also incorporate low decorative fencing. In addition, the planter shall be landscaped with groundcovers, shrubs, annuals, bulbs or a combination of the four.

B. Lighting

The Applicant for a MUV C may propose a decorative fixture style for use along the Mercantile Streets within a MUV C that is

different from the City's standard street light. Any such fixture must be approved by the Centerra DRC and approved administratively by the Director. Different sections or phases of the Mercantile Street may exhibit different design themes. Different decorative fixtures may be used to support the different themes within the MUV C.

Lighting Criteria

MUV C's are high energy and intensity places. The public realm of the Mercantile Street (street, sidewalks, plazas, squares, greens, etc. which are framed by the surrounding architecture) is the entertainment heart of the MUV C with frequent programmed events and activities. Lighting is critical to creating the excitement and animation of this environment.

Detailed Criteria to be determined.

16.5.6 Building Standards

To a large extent, the ambiance of MUV C's will be defined by the variety and quality of architecture they exhibit. The architectural character should include remnant design references to multiple eras of Northern Colorado history. The facades that align Mercantile Streets should look as though they evolved over time, capturing and preserving elements from times past, while expanding to incorporate more contemporary architectural expressions.

The following standards are applicable only to the facades or portions of facades that directly abut a designated Mercantile Street.

A. Architectural Characteristics

Buildings along Mercantile Streets will either occupy the full length of the block or will be joined to create a block-long façade, broken only by a pedestrian passageway. The ground floor of buildings along Mercantile Streets are where it is the most important to emphasize quality materials, use of masonry, finishes and architectural

detailing. They should exhibit sufficient variation in color, texture, form and materials to create interest and contribute to the vitality of the street scene. Plain, blank, featureless facades are not allowed on Mercantile Streets.

Building facades along Mercantile Streets should either be made up of different buildings that represent differing architectural styles, or if a building exceeds 100 feet in length along a Mercantile Street facade, the building shall be visually divided to appear as though it is multiple buildings. No segment of the building facade along a Mercantile Street shall exceed 100 feet in length without a visual break to mimic multiple buildings unless the building fronts onto a public open space at least 8,000 sq ft in size. The scale and visual articulation of the building facade should respond to the scale of the space onto which they front – e.g. larger, less segmented facades fronting onto public squares and smaller, more detailed facades along streets.

The ground floor of buildings fronting onto Mercantile Streets shall be occupied by active uses that engage the streetscape. Various techniques can be used to achieve this goal. For example, the primary entry for ground floor tenants shall be located along the Mercantile Street rather than oriented to the Cross Street or Minor Drive onto which other facades of the structure may face. In some instances, building entries may be placed at the corner of the building, punctuating the intersection of the Mercantile and Cross streets with a tower or other architectural element. Windows and store front display glazing shall dominate the ground floor facade of each block along a Mercantile Street. Outdoor activities associated with the business tenant, such as outdoor dining and merchandise displays, are encouraged. Awnings, canopies, and other architectural elements that shelter the pedestrian at the street level are required where they complement the architectural style of the building.

Upper stories of facades facing Mercantile Streets must complement the appearance of the ground floor but may have less masonry, and lower levels of finish and architectural detailing.

Dominant architectural or structural elements that form the facade of a parking garage that faces a Mercantile Street shall appear to be horizontal (not sloping). Parked cars above the ground floor must be screened from view from Mercantile Streets by the facade of the parking garage. Ground floor parking in parking garages is prohibited abutting Mercantile Streets unless it is completely screened from view from the street by occupied portions of the structure or other means approved by the Centerra DRC and approved administratively by the Director.

Figure 16-10 depicts facades of buildings that are acceptable on Mercantile Streets. All building facades facing Mercantile Streets shall be of a similar quality.

Figure 16-10a shows an example of a parking garage facade on a Mercantile Street. Figures 16-10b through 16-10j show typical building facades along Mercantile Streets. Figure 16-10k shows a single building facade with frontage on both a Mercantile Street and Cross Streets. Figures 16-10l and 16-10m depict facades for a department store with frontage on both a Mercantile Street and Cross Streets.



Figure 16-10a – Mercantile Street
Parking Garage Example

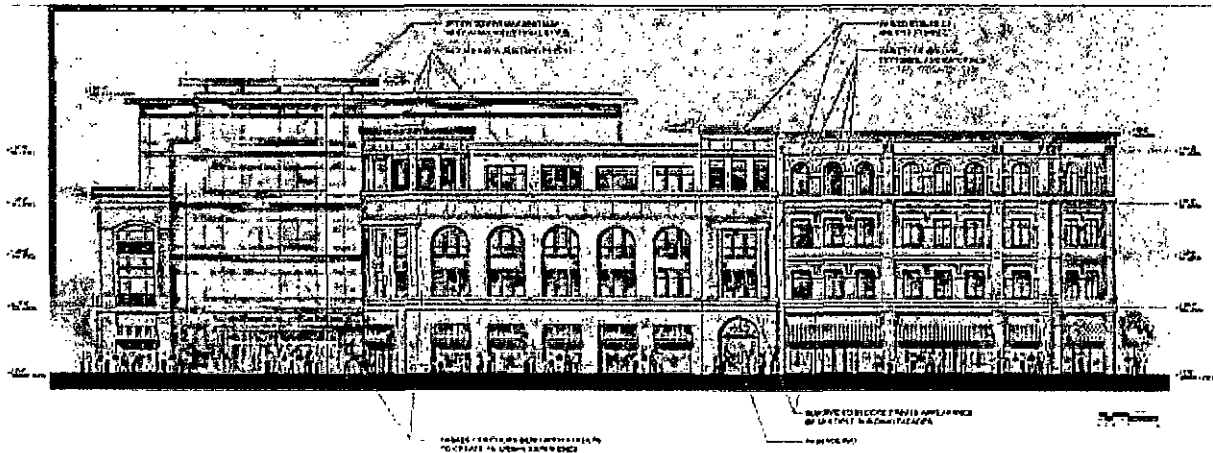


Figure 16-10b – Mercantile Street Façade Example

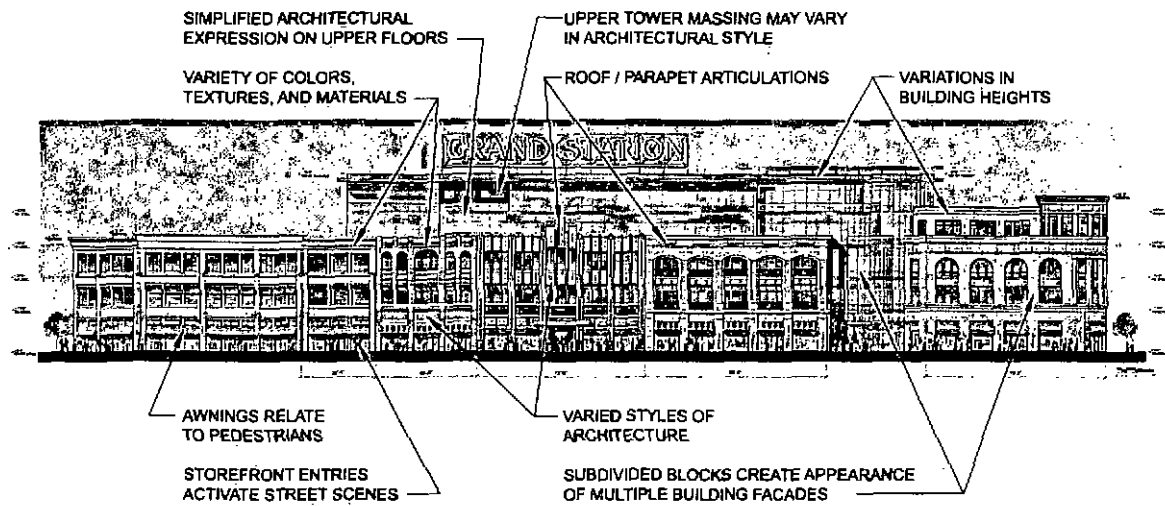


Figure 16-10c – Mercantile Street Façade Example

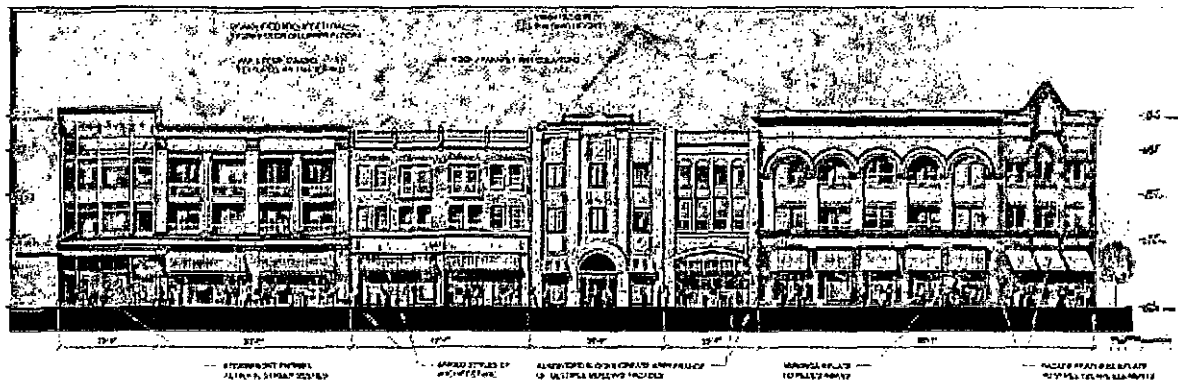


Figure 16-10d – Mercantile Street Façade Example

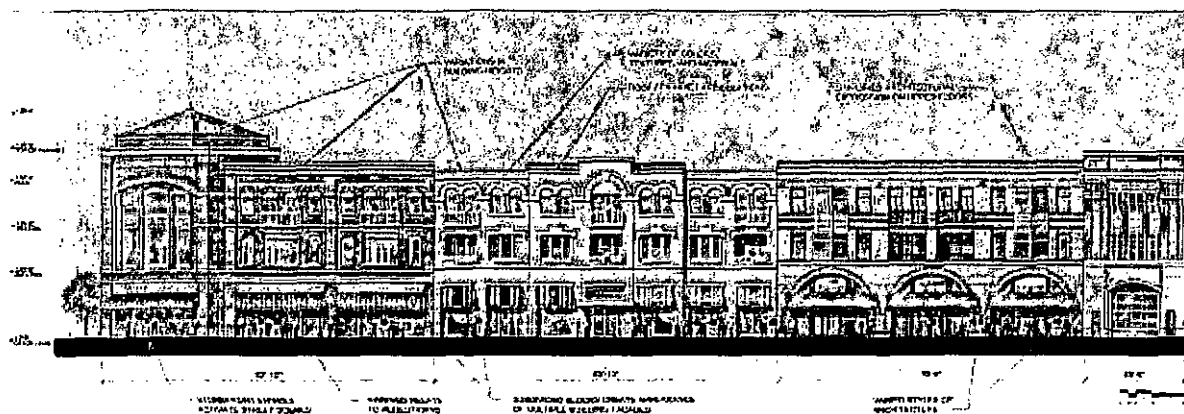


Figure 16-10e – Mercantile Street Façade Example

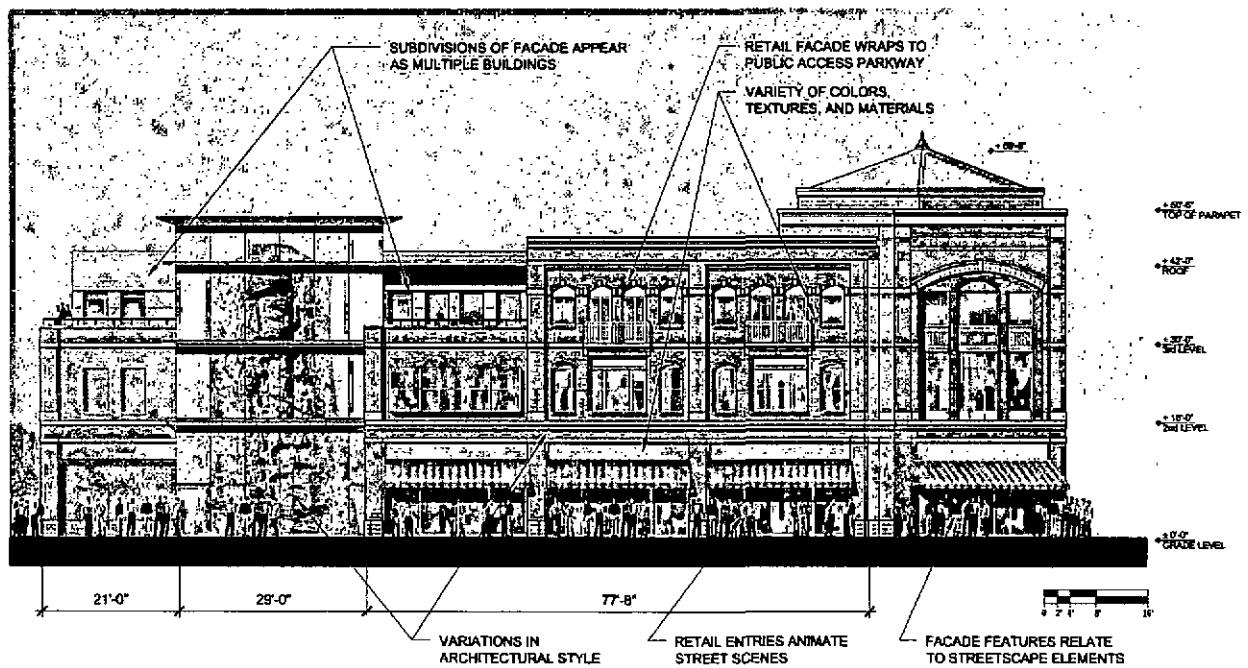


Figure 16-10f – Mercantile Street Façade Example

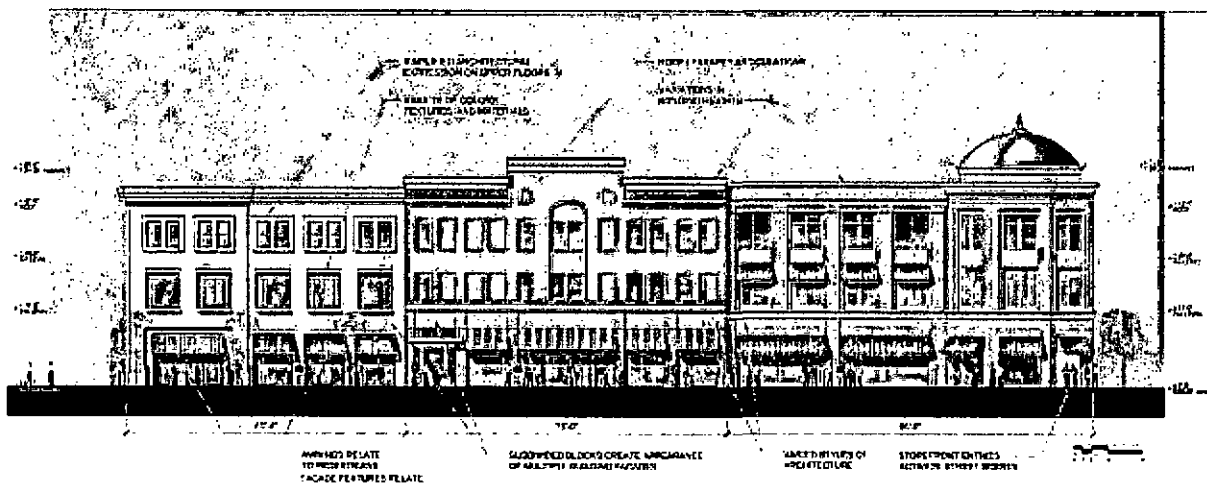


Figure 16-10g – Mercantile Street Façade Example

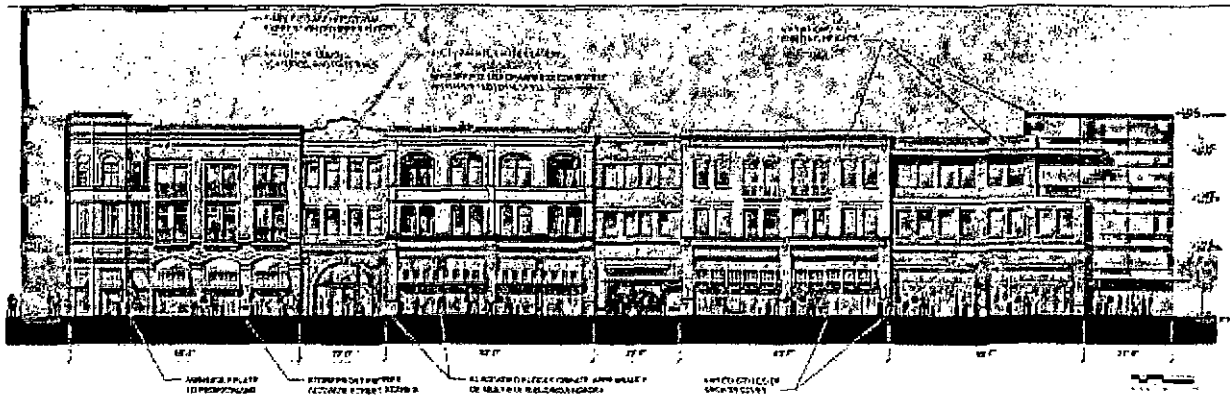


Figure 16-10h – Mercantile Street Façade Example

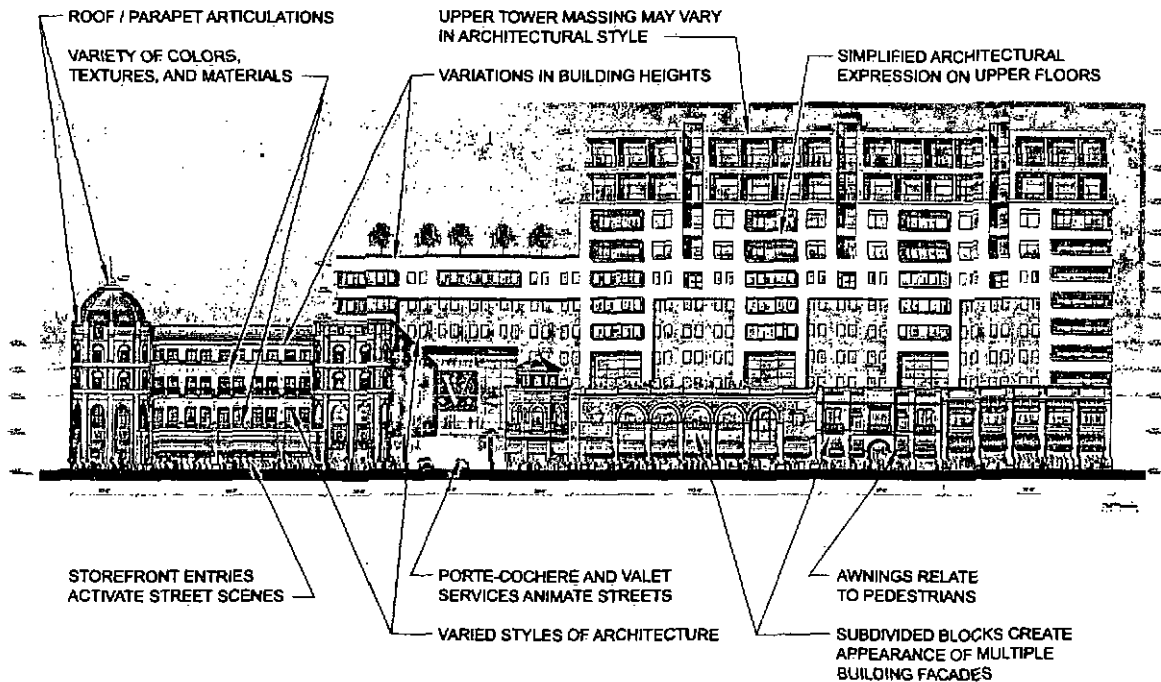


Figure 16-10i – Mercantile Street Façade Example



Figure 16-10j – Mercantile Street Façade Example

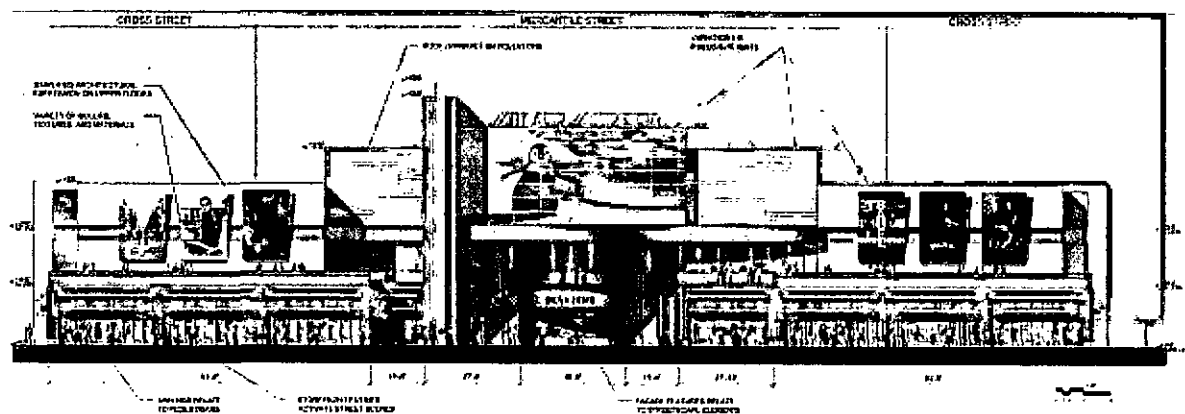


Figure 16-10k – Mercantile Street and Cross Street Combination Façade Examples

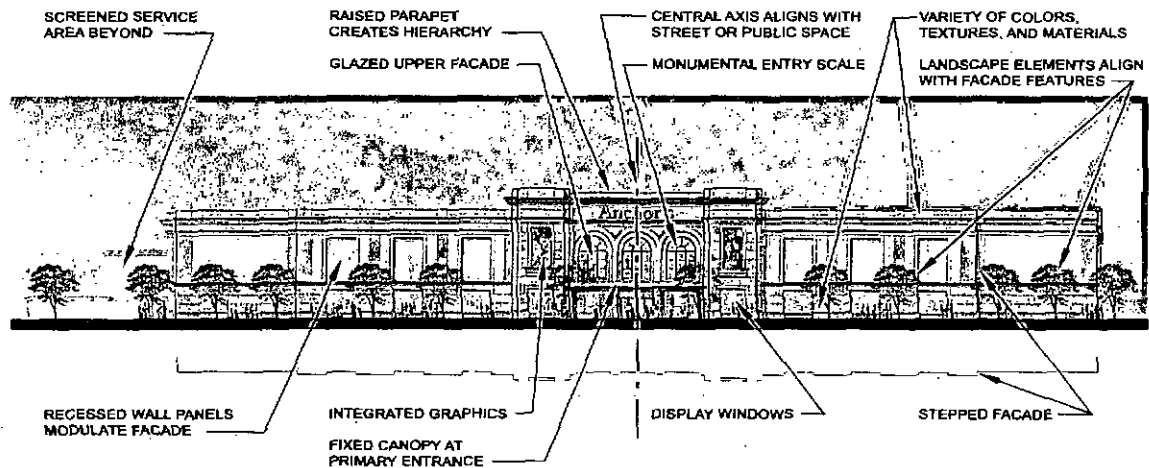


Figure 16-10l – Department Store Façade Example (Combination of Mercantile Street and Cross Street Frontage)

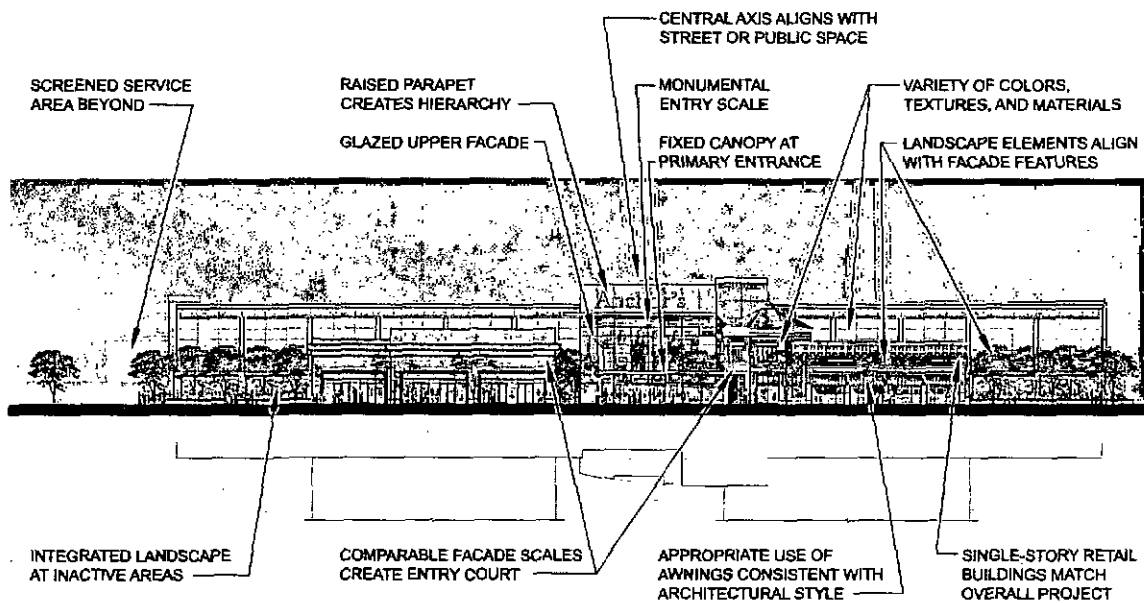


Figure 16-10m – Department Store Façade Example (Combination of Mercantile Street and Cross Street Frontage)

B. Setbacks and Build To Zones

All Buildings constructed on Mercantile Streets shall be placed adjacent to the active portion of the streetscape. Easements shall be used to grant rights of ingress and egress to the public on private property and to allow portions of the Mercantile Street tract to be used for dining areas in conjunction with private properties. This zone where easements are granted back and forth between the Mercantile Street tract and private property shall be mapped on the plat for a MUV and referred to as a build to zone. The majority of the building façade along a block of a Mercantile Street shall be constructed adjacent to or within the build to zone. Some portions of the Building may be setback further to accommodate recesses in the Building façade, entry courtyards or plazas, valet drop-off areas, or other similar uses. Projections along the Building façade may extend to the lot line; a 0' setback. Recesses and projections are encouraged to create interest in the building façade. Refer to Figure 16-11 below.

In MUVs it may be desirable to provide above grade walkways to allow pedestrian movement between buildings across streets, rights of way, and easements. It may also be desirable in the core areas of a MUV to allow actual building floors above grade to span across streets, tracts, rights of way, easements, etcetera. These connections and building configurations must be approved by the Centerra DRC and approved administratively by the Director. Signature landmark Buildings constructed in squares with frontage on Mercantile Streets shall be exempted from the setback and build to requirements specified above. Placement of signature landmark buildings in squares shall be approved by the Centerra DRC and approved administratively by the Director as part of the design review process for the square.

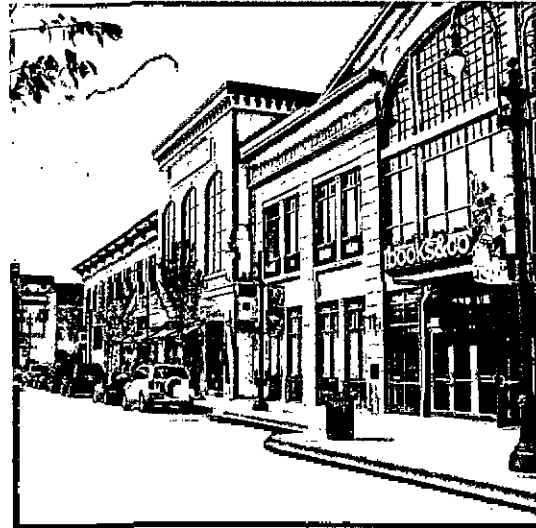


Figure 16-11a – Building Relationship to Street



Figure 16-11b – Building Relationship to Street



Figure 16-11c – Building Relationship to Street

C. Massing and Height Limitations

Building massing and height are regulated to ensure that a comfortable human scale



proportion is maintained for the street level public space and between the buildings for the benefit of the pedestrian experience.

Massing

The outer plane of the facade beginning at the ground level of a building fronting on a Mercantile Street shall not exceed three stories, or 60' in height with the following exceptions:

- The building is also fronting on a public open space plaza, square or green of at least 8,000 sf.
- Towers, domes, and similar architectural features are excluded from the requirement
- Other mitigating design elements are provided and approved by the Centerra DRC and the Director.

Without one of the above exceptions, buildings over three stories, or 60', in height fronting on a Mercantile Street must

incorporate, at a minimum, a horizontal step back of at least 8 feet at the fourth floor level. If the building exceeds 6 stories, or 120' in height, an additional horizontal step back of at least 6' at the seventh floor level is required. Refer to Figure 16-12.

Building Height

Maximum building height for buildings fronting onto Mercantile Streets shall be 165'. Mechanical penthouses, lightning protection, equipment screening, and similar elements may exceed the maximum height by up to 12'.

Signature landmark buildings that occupy a portion of a public square and front onto Mercantile Streets (refer to Section 16.5.4.B) shall not exceed 45' in height. Towers, cupolas, domes, and similar architectural features may exceed the maximum height.

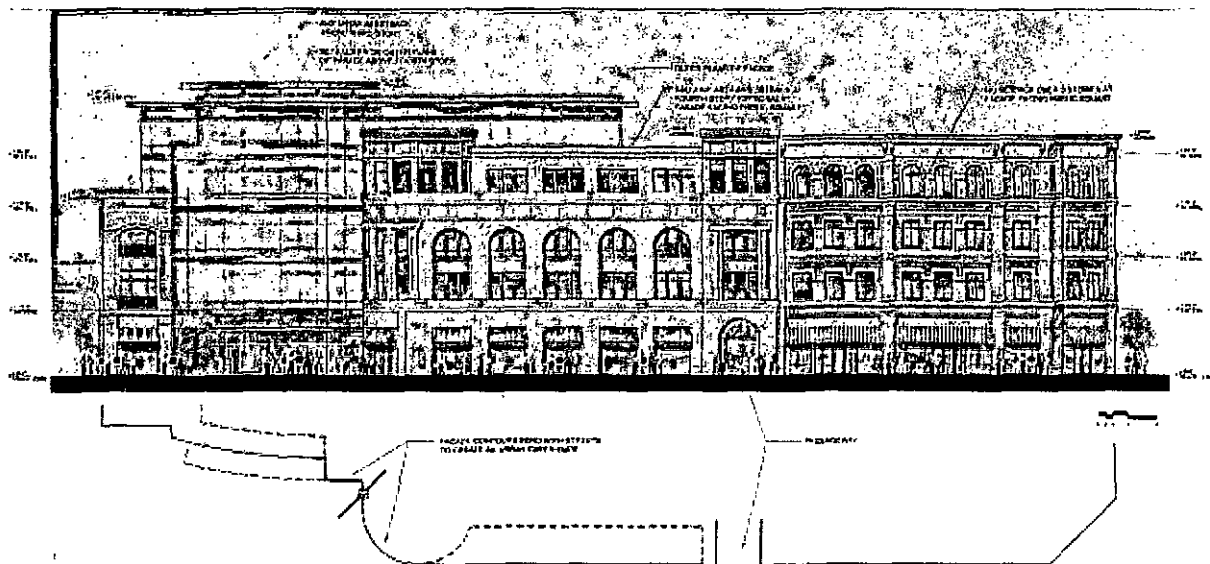


Figure 16-12 – Mercantile Street Building Façade Step Backs and Heights

D. Primary Building Entries

Primary building entries along Mercantile Streets 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

Change in Appearance:

- Color change
- Texture change
- Material change

- Architectural details such as tile work, moldings, columns and other similar features

Pedestrian passageways, which provide pedestrian connections from Mercantile Streets to the rear of the fronting buildings, are important design elements. They should be as well articulated architecturally as a primary customer entry to the building. In addition, each pedestrian passageway shall be clearly labeled and signed as a public passageway for pedestrians. Refer to Section 16.5.3.B for additional standards for pedestrian passageways. Refer to Figure 16-5 for additional pictures of pedestrian passageways.

Refer to Figure 16-13. for illustrations of building entries and pedestrian passageways.

E. Roof Top Gardens

Roof top gardens may be provided on buildings fronting Mercantile Streets. These open space areas can provide dramatic gathering spaces for special events and leisure or recreational activities. Roof top gardens should be designed to be safe and attractive to users.

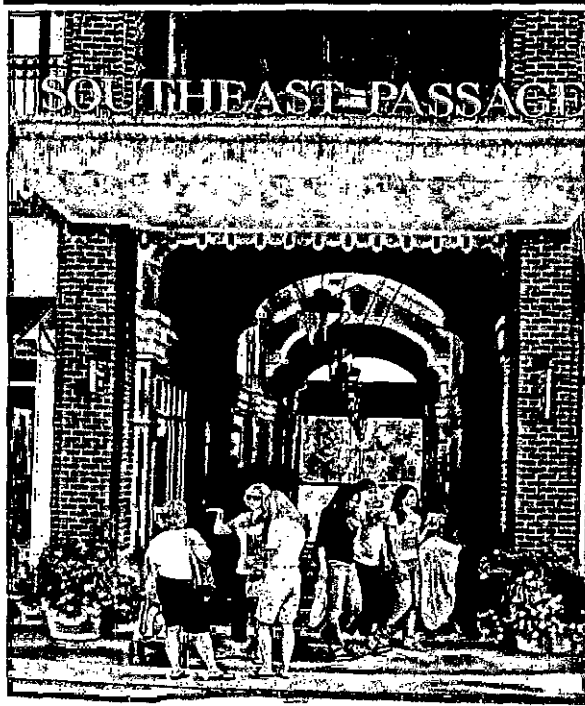


Figure 16-13a – Building Entries and Passageways



Figure 16-13b – Building Entries and Passageways

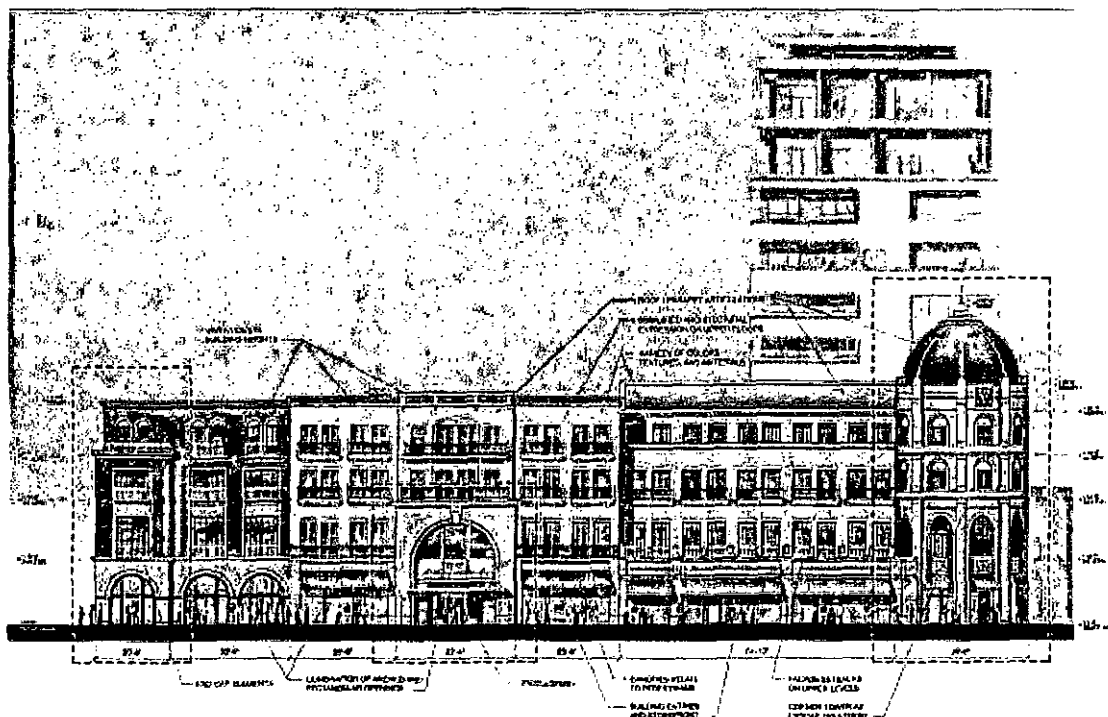


Figure 16-13c – Building Entries and Passageways (With Frontage onto a Public Open Space of at Least 8,000 square feet)

Roof top garden space may also be used for residential community gardens, research gardens, office balconies, restaurants, hospitality event function areas, pools and spas, or other similar purposes.

All roof top gardens must be approved by the Centerra DRC and approved administratively by the Director.

16.5.7 Public Transit Facilities

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

visitors, and employees in MUVs. Public transit facilities, including permanent rail facilities, may share the roadway with vehicles on Mercantile Streets. Public transit facilities should be designed and operated to maximize the convenience of the transit rider to the extent practicable.

Public transit, including trolleys on rails, are strongly encouraged in MUV and should operate on Mercantile Streets.

16.5.8 Service Areas

Any service areas visible from a Mercantile Street 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. Roofs on service areas are encouraged, but not required. Access to the service areas shall be provided via high quality, solid metal folding, swing or roll up doors 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.

Vehicular entrances to parking garages should be appropriately signed from the street. The design of the parking garage should orient the major vertical circulation core(s) toward logical pedestrian access points to occupied buildings and pedestrian passageways.

16.6 CROSS STREETS

16.6.1 Introduction

Cross streets are a vital part of the circulation grid of MUVs. They intersect Mercantile Streets, providing access to building entrances, parking facilities, and other portions of the transportation network. Cross streets have a pedestrian focus where building entries and gathering spaces occur.

16.6.2 Typical Cross-Section

Figure 16-14 shows a typical cross-section for a Cross Street.

16.6.3 Pedestrian Amenities

The pedestrian spaces along Cross Streets shall be attractive, clean and safe. To ensure safety and accessibility, appropriate ADA facilities should be provided. Pedestrian amenities should be clustered into logical arrangements, maximizing the utility of these features, and creating convenient outdoor gathering and activity areas. For example, benches should be provided where shade is available and trash and recycling receptacles are accessible. Elements intended to provide color and interest to the space, such as seasonal flowers and banners, should be distributed throughout the streetscape, to draw pedestrians along the walkway. Pedestrian amenities might include:

- Coordinated street furniture such as benches, trash cans, recycling collection bins, bike racks and the like
- Public art including sculpture

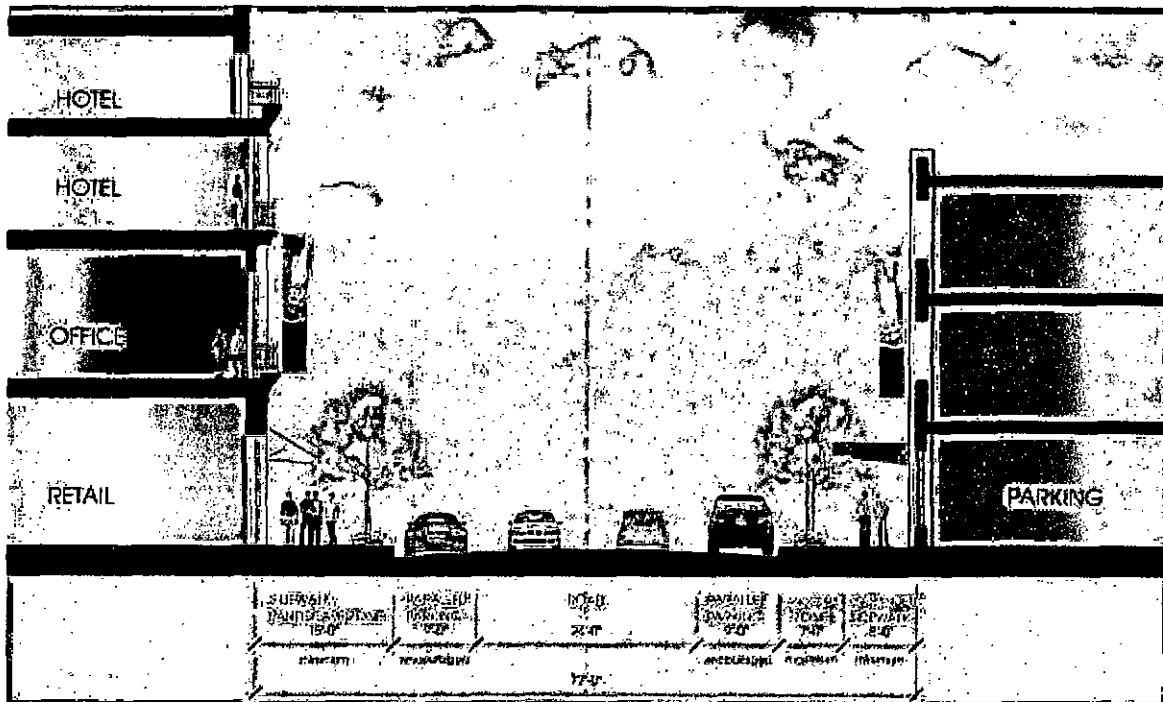


Figure 16-14 – Cross Street Cross-Section

- Seasonal color including hanging baskets, annual flowers, banners, and holiday decorations
- Specialty lighting including Tivoli lights, laser light facilities, and seasonal lighting displays
- Transit facilities including shelters, kiosks, and rails
- Valet parking drop off zones
- Other similar features approved by the Centerra DRC and approved administratively by the Director.

Refer to the pictures in Figure 16.4 for examples of street furniture and other pedestrian amenities.

16.6.4 Landscaping and Lighting

A. Landscaping

Landscaping along Cross Streets shall consist of street tree plantings in tree lawns or, in areas near Mercantile Streets, trees may be planted in raised planters, landscape beds, or within tree grates. A consistent look will be achieved with species selection along Cross Streets but large monocultures

will be avoided to reduce the impact of disease and pests. Trees shall be spaced at a maximum interval of 30' calculated on average, per block.

If street trees are planted in raised planters or landscape beds, they shall be a minimum of 6' x 6'. The planter shall be surrounded by either a seat wall or a 6" curb which may also incorporate low decorative fencing. In addition, the planter shall be landscaped with groundcovers, shrubs, annuals, bulbs or a combination of the four.

B. Lighting

The Applicant for a MUVc may propose a decorative fixture style for use along the Cross Streets within a MUVc that is different from the City's standard street light.

Any such fixture must be approved by the Centerra DRC and approved administratively by the Director. Different sections or phases of the Cross Street may

exhibit different design themes. Different decorative fixtures may be used to support the different themes within the MUV.

Along Cross Streets, for a distance of 100' from the intersection with a Mercantile Street, or to a logical break point in the building architecture or ground floor uses, lighting standards shall comply with Section 16.5.5

All other Cross Street areas shall comply with Section 6.28.

16.6.5 Building Standards

The following standards apply only to the façade or portion of façade that directly abuts a designated Cross Street.

A. Architectural Characteristics

In many cases, buildings with facades along Cross Streets will also have facades that face Mercantile Streets. Architectural continuity, including exterior building materials, around the building is critical. The building façade facing the Cross Street shall either be a continuation of the architectural style of the building façade along the Mercantile Street, or it should visually transition to an understated version of the same style. Less ornamentation is required on the Cross Street façade than on the Mercantile Street façade.

The ground floor of buildings along Cross Streets should be articulated architecturally. They should exhibit sufficient variation in color, texture, form and materials to create interest. Continuous storefronts and active retail uses are not required or expected along Cross Streets, however, the façade shall be appropriately modulated and designed as illustrated in Figure 16-15. Parking garages at ground level and service areas will be located here. Plain, blank, featureless facades are not allowed on Cross Streets.

Upper stories of facades facing Cross Streets shall 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. Classic, tailored designs are best.

Dominant architectural or structural elements that form the façade of a parking garage that faces a Cross Street shall appear to be horizontal (not sloping). Parked cars must be screened from view from Cross Streets by the facade of the parking garage.

Figure 16-15 depicts facades of buildings that are acceptable on Cross Streets and includes architectural elevations and pictures of parking garage facades. All building facades facing Cross Streets shall be of a similar quality.



Figure 16-15a – Cross Street Parking Garage Example



Figure 16-15b – Cross Street Parking Garage Example

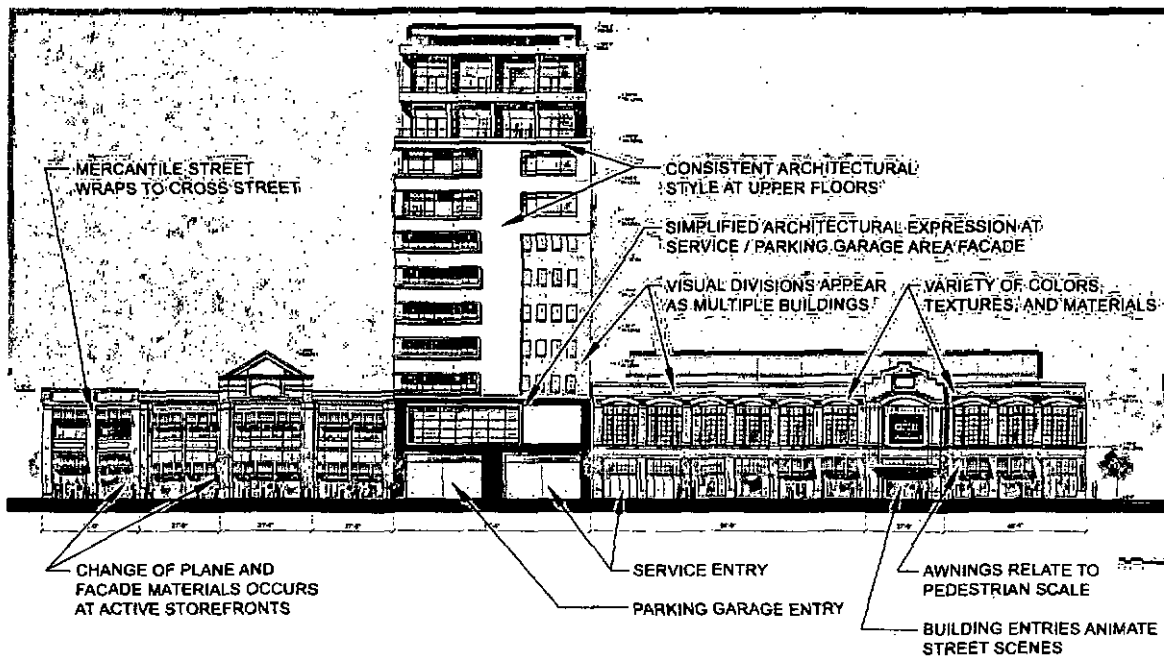


Figure 16-15c – Cross Street Façade Example

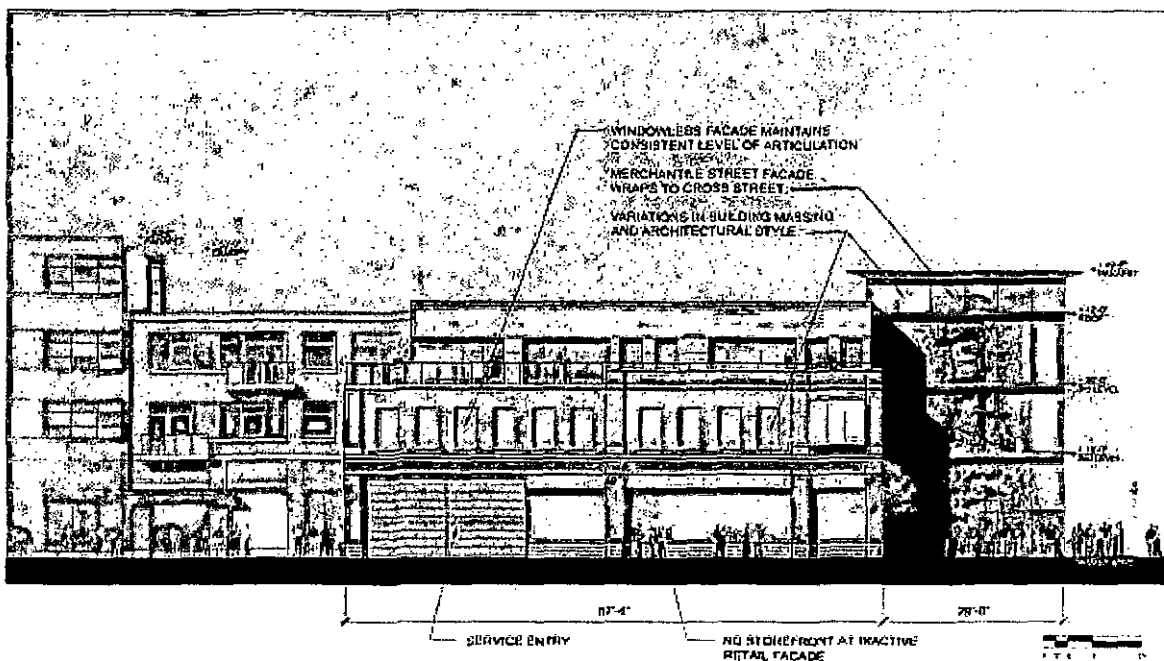


Figure 16-15d – Cross Street Façade Example

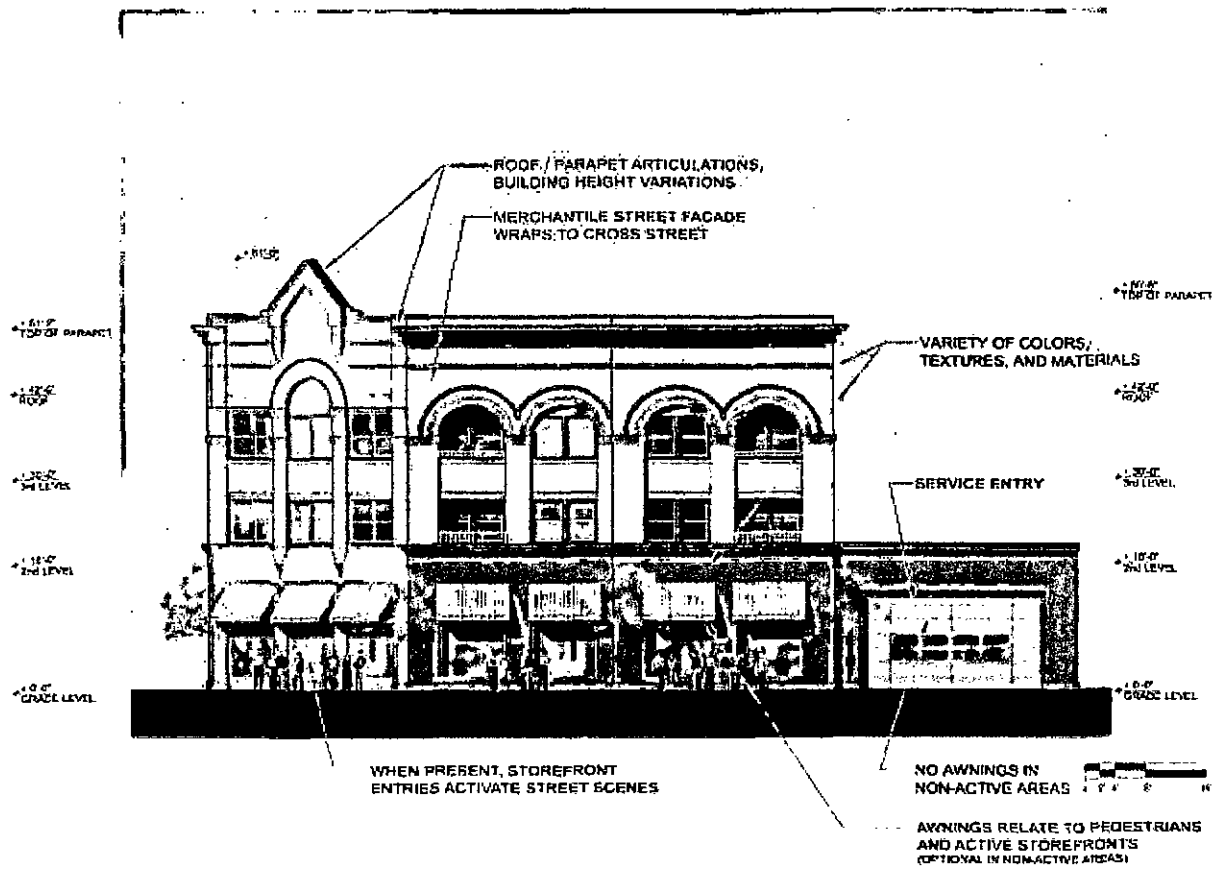


Figure 16-15e – Cross Street Façade Example

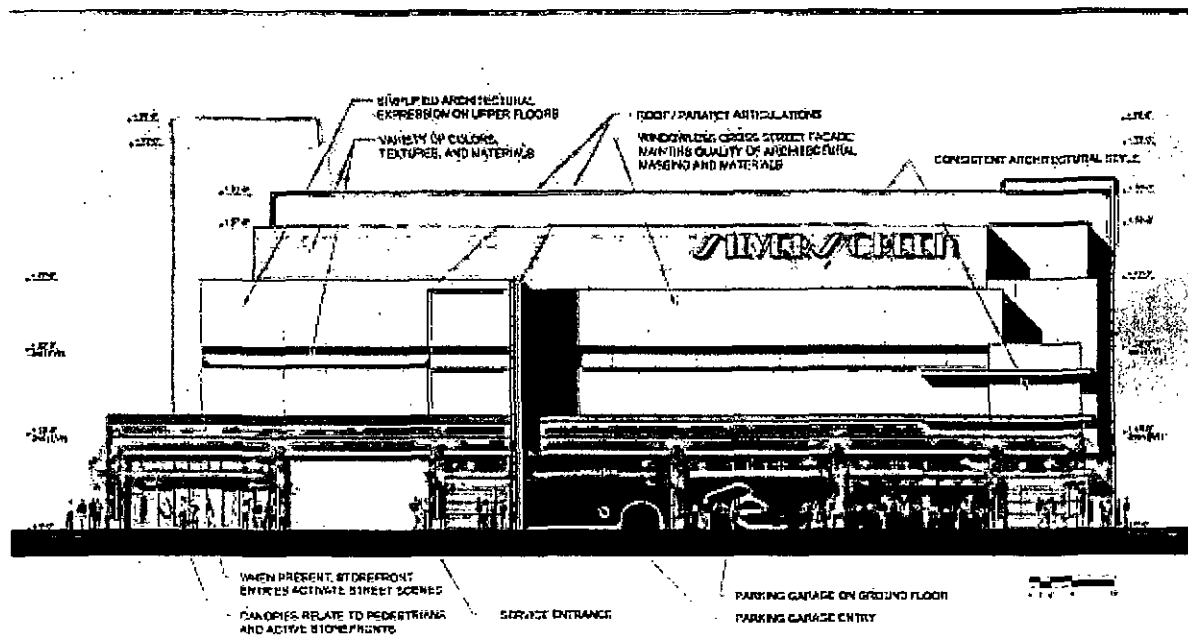


Figure 16-15f – Cross Street Façade Example

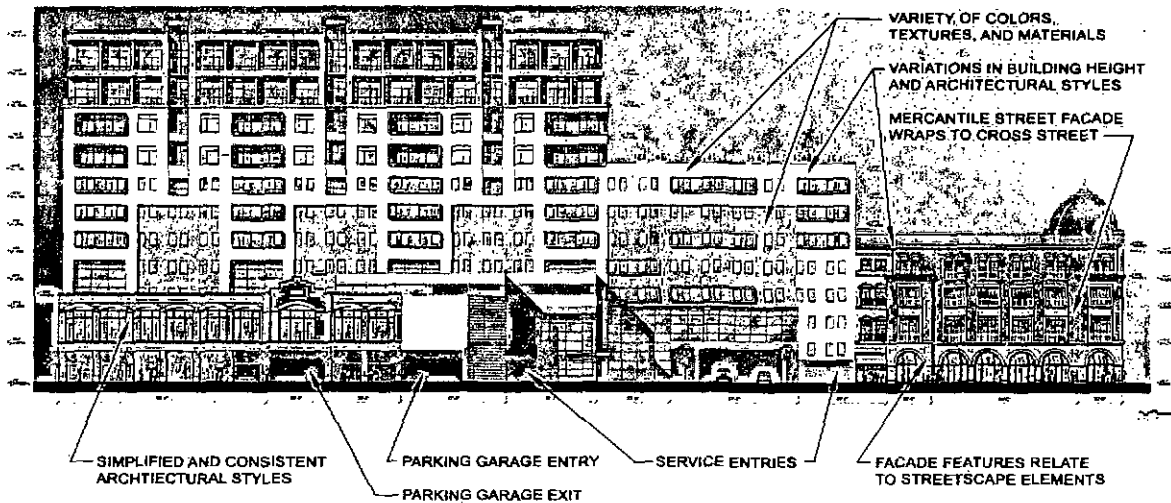


Figure 16-15g – Cross Street Façade Example

B. Setbacks and/or Build To Lines

All Buildings constructed on a Cross Street that also have a façade facing onto a Mercantile Street shall be placed adjacent to the active portion of the streetscape. Easements shall be used to grant rights of ingress and egress to the public on private property and to allow portions of the Cross Street tract to be used for dining areas in conjunction with private properties. This zone where easements are granted back and forth between the Cross Street tract and private property shall be mapped on the plat for a MUVc and referred to as a build to zone. The majority of the building façade along a block of a Cross Street shall be constructed adjacent to or within the build to zone. Some portions of the Building may be further setback to accommodate recesses in the Building façade, entry courtyards or plazas, valet drop-off areas, or other similar uses. Projections along the Building façade may extend to the lot line; a 0' setback. Recesses and projections are encouraged to create interest in the building façade. Refer to Figure 16-16 at the end of this Section.

The dominant portion of the façade of Buildings on Cross Streets that have no façade on a Mercantile Street shall be setback from the lot line by no less than

3' and no more than 10'. Projections of the Building façade may extend into the 3' setback to a 0' setback.

In MUVcs it may be desirable to provide above grade walkways to allow pedestrian movement between buildings across streets, rights of way, and easements. It may also be desirable in the core areas of a MUVc to allow actual building floors above grade to span across streets, tracts, rights of way, easements, etcetera. These connections and building configurations must be approved by the Centerra DRC and approved administratively by the Director.

C. Height Limitations

Maximum building height for buildings with frontage on both a Cross Street and a Mercantile Street shall be 165'. Maximum building height for all other buildings with frontage on Cross Streets shall be 120'. Mechanical penthouses, lightning protection, equipment screening, and similar elements may exceed the maximum height by up to 12'.

D. Primary Building Entries

Primary building entries along Cross Streets shall be clearly defined, providing greater visual and textural interest than the surrounding building wall. Textural, color

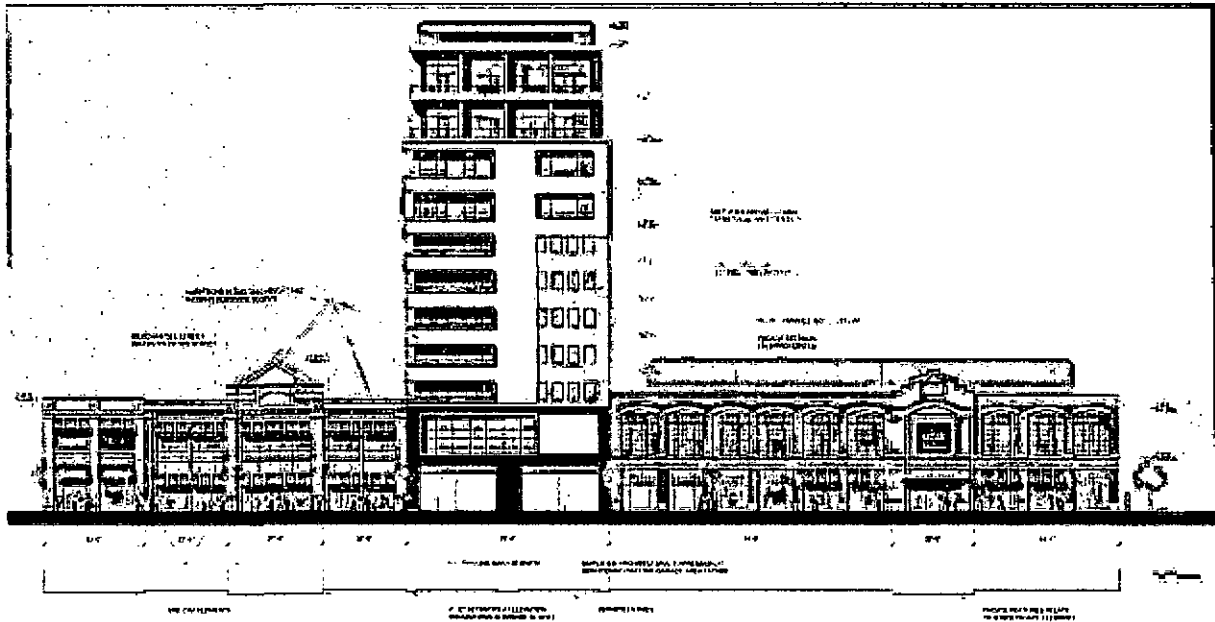


Figure 16-16 – Cross Street Façade Building Setbacks and Heights

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

Change in Appearance:

- Color change
- Texture change
- Material change
- Architectural details such as tile work, moldings, columns and other similar features

E. Roof-Top Gardens

Roof top gardens may be provided on buildings fronting Cross Streets. These open space areas can provide dramatic gathering spaces for special events and leisure or recreational activities. Roof top gardens should be designed to be safe and attractive to users.

Roof top garden space may also be used for residential community gardens, research gardens, office balconies, restaurants, hospitality event function areas, pools and spas, or other similar purposes.

All roof top gardens must be approved by the Centerra DRC and approved administratively by the Director.

16.6.6 Service Areas

Any service areas visible from a Cross Street 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. Roofs on service areas are



encouraged, but not required. Access to the service areas shall be provided via high quality, solid metal folding, swing or roll up doors 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.

The preferred location for parking garage entries is from Cross Streets or Minor Drives rather than from Mercantile Streets. Vehicular entrances to parking garages should be appropriately signed from the street. The design of the parking garage should orient the major vertical circulation core(s) toward logical pedestrian access points to occupied buildings and pedestrian passageways.

16.7 MINOR DRIVES

16.7.1 Introduction

Minor Drives are internal connectors within MUVs. They are vehicular focused. Minor Drives provide access to parking facilities, pad sites in fringe areas, and other portions of the transportation network.

16.7.2 Typical Cross-Section

Figure 16-17 shows typical cross-sections for a Minor Drive.

16.7.3 Landscaping and Lighting

Landscaping along Minor Drives shall be used to soften the vehicular orientation of these connectors. A dominant planting of street trees or trees planted in landscaped islands will create a consistent, rhythmic pathway to guide people through the MUV.

Where Minor Drives are intersected at regular intervals by aisles for surface parking lots, the minor drive shall be treated

as if it is an internal drive aisle, i.e. perimeter landscaping is not required. At each of the intersections with the parking aisle, a landscape planter shall be provided at the end of the row of parking stalls. The planter shall be landscaped with trees and shrubs as required in Section 6.16.

Where a surface parking lot occurs adjacent to a Minor Drive, and the rows of parking stalls parallel the Minor Drive, a planter shall be provided between the surface lot and the Minor Drive. It shall be sized and landscaped sufficiently to meet the screening requirements detailed in Section 6.17.

Parking stalls that are accessed directly off of the Minor Drive may be provided in selected locations if they comply with the following criteria:

- The stalls provide convenience parking for a building in close proximity
- No more than 1/2 of the length of the Minor Drive block serves as direct access to parking stalls

The Applicant for a MUV may propose a decorative fixture style for use along the Minor Drives that is different from the City's standard street light. Any such fixture must be approved by the Centerra DRC and approved administratively by the Director. Different sections or phases of the Minor Drive may exhibit different design themes. Different decorative fixtures may be used to support the different themes within the MUV.

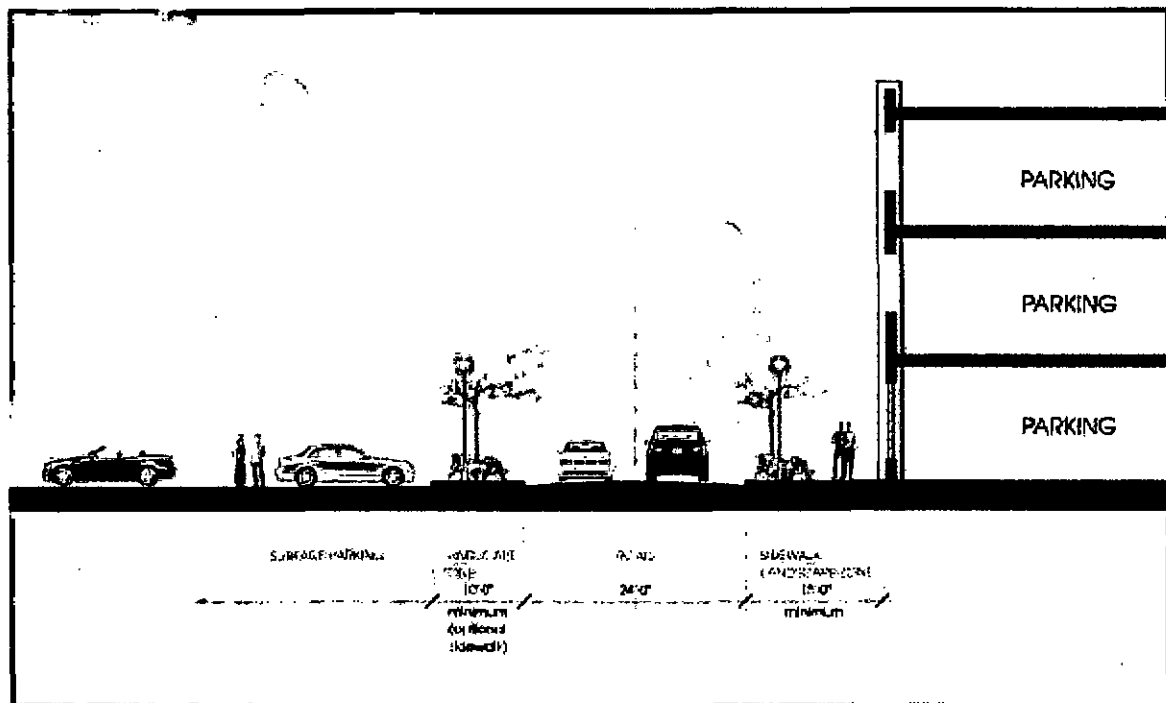


Figure 16-17a – Minor Drive Cross-Section without On-Street Parking

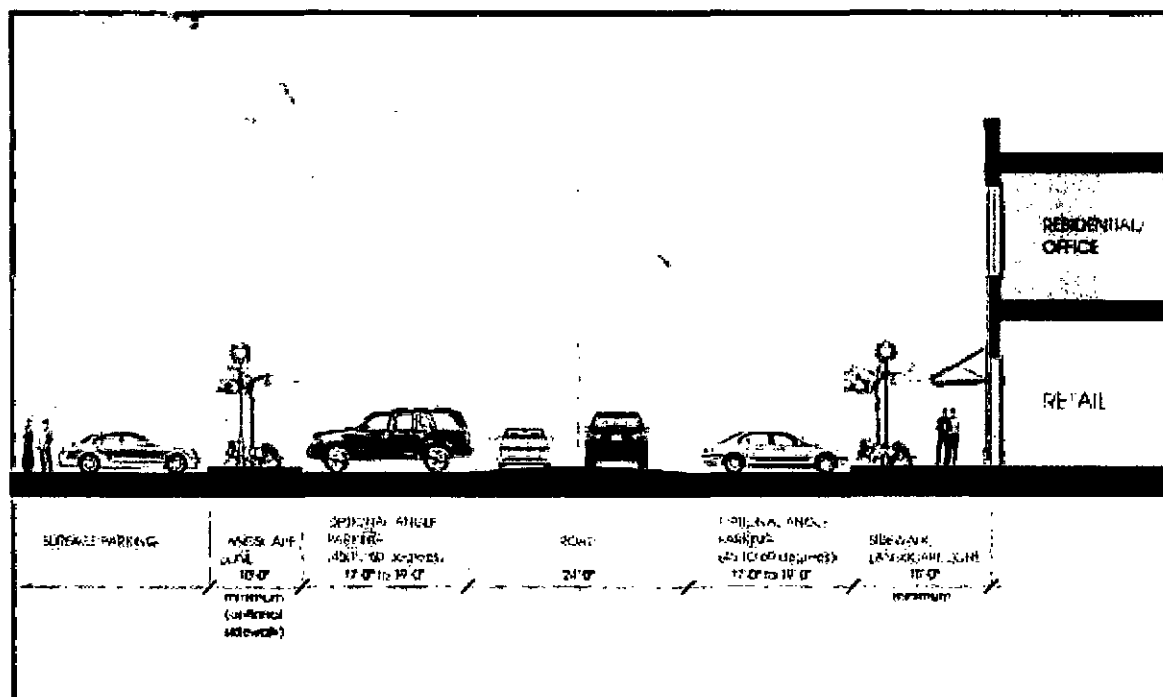


Figure 16-17b – Minor Drive Cross-Section with On-Street Parking

**16.7.4 Building Standards****A. Architectural Characteristics****Occupied Building Facades**

In core areas, buildings with facades facing Minor Drives will often also have facades that face Mercantile Streets and Cross Streets. Architectural continuity around the building is critical. The building façade fronting the Minor Drive shall be a continuation of the architectural style of the building's façade along the Mercantile Street or Cross Street. This architectural treatment shall continue to a logical break point (e.g. appearance of the end of a building, until it is substantially hidden from view from the connecting Mercantile Street or Cross Street by another Building or parking garage, an inside corner where the elevation changes plane, or other place as approved by the Centerra DRC and the Director). The remainder of the façade at the ground level may have much less articulation, and a lower level of materials, finishes and detailing. The architectural style of the remainder of the façade of a building fronting a Minor Drive may completely vary from the architectural style of the same building's opposite side façade (east versus west or north versus south elevations). The façade above the ground level must exhibit sufficient variation in color, texture, form and materials to create interest, but it is not required to match the level of articulation of the ground floor. There is no requirement for any ground level storefront or active retail or other uses for facades fronting Minor Drives.

Parking Garage Facades

Dominant architectural or structural elements that form the façade of a parking garage that faces a Minor Drive shall appear to be horizontal (not sloping with ramps internal to the structure) unless otherwise approved by the Centerra DRC and the Director. Parked cars must be screened from view from Minor Drives by the facade of the parking garage.

Figure 16-18 depicts facades of buildings that are acceptable on Minor Drives in core areas. All building facades facing Minor Drives shall be of a similar quality if they lie within the core of the MUV.

Buildings that have facades facing Minor Drives and that lie within the fringe area of the MUV, are considered to be pad site buildings and shall adhere to the standards set forth in Section 16.8.



Figure 16-18a – Minor Drive Parking Garage Examples



Figure 16-18b – Minor Drive Parking Garage Examples

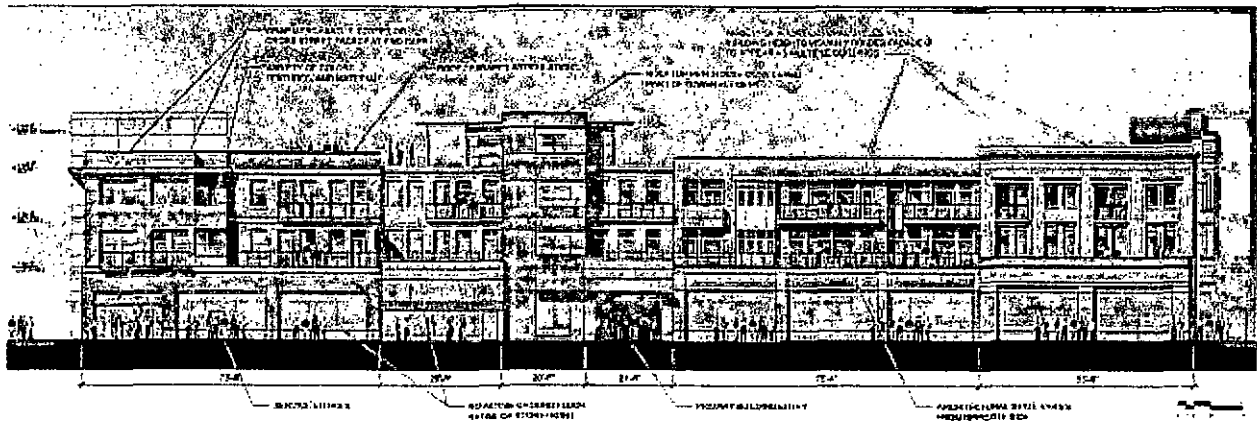


Figure 16-18c – Minor Drive Façade Example

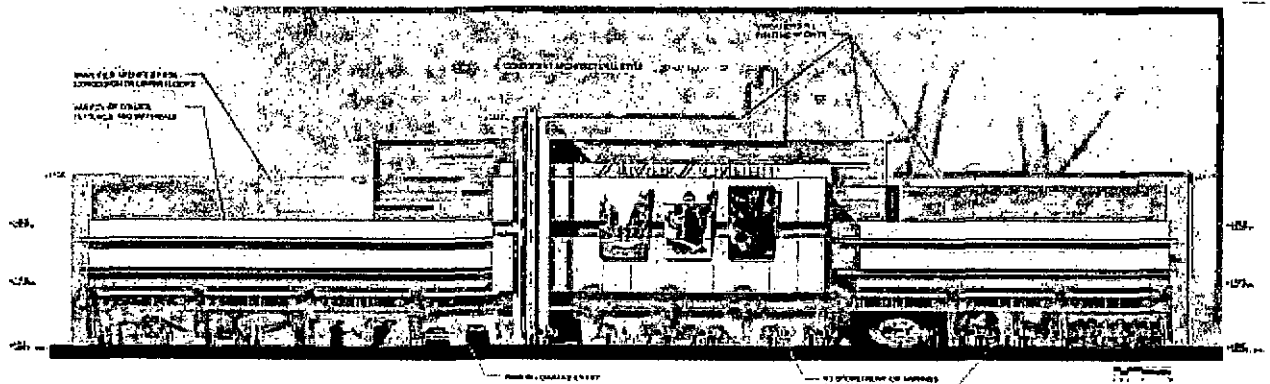


Figure 16-18d – Minor Drive Façade Example

B. Setbacks

The minimum setback for a building from a Minor Drive is 15', measured from the back of curb of the Minor Drive to the building facade. This area shall be landscaped with a combination of live plant materials and hardscape.

Alternatively, surface parking may lie between the Minor Drive and the building. In order to strengthen the relationship between a main building and its accessory building, setbacks of less than 15' from the Minor Drive may be allowed for accessory buildings if approved by the Centerra DRC and approved administratively by the Director.

In MUVCs it may be desirable to provide above grade walkways to allow pedestrian

movement between buildings across streets, rights of way, and easements. It may also be desirable in the core areas of a MUV C to allow actual building floors above grade to span across streets, rights of way, easements, etcetera. These connections and building configurations must be approved by the Centerra DRC and approved administratively by the Director.

C. Height Limitations

Maximum building height for buildings with frontage on both a Minor Drive and a Mercantile Street shall be 165'. Maximum building height for buildings with frontage on both a Minor Drive and a Cross Street shall be 120'. Maximum building height for all other buildings with frontage on a Minor Drive shall be 85'.



D. Primary Building Entries

This sub-section applies to buildings in the core area of a MUVc that have facades facing a Minor Drive. Primary building entries 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 may be used to achieve the desired articulation of building entries include:

- Canopies or overhangs
- Recesses or projections
- Arcades or porticos
- Arches
- Color change
- Texture change
- Material change
- Architectural details such as tile work, moldings, columns and other similar features

Figure 16-19 shows a typical primary building entry that is accessed from the façade of the building facing a Minor Drive.

If the primary building entry is accessed off of a parking lot or garage, a pedestrian arrival court must be provided. Criteria for an arrival court are as follows.

Table 16-3

Minimum Width	10'
Minimum Length	10'
Minimum Size	200 s.f.
Pavement Material	Patterned, textured or colored materials; asphalt prohibited
Minimum Amenities	Seating unless otherwise provided in an adjacent lobby, plantings, pedestrian scale lighting, trash can

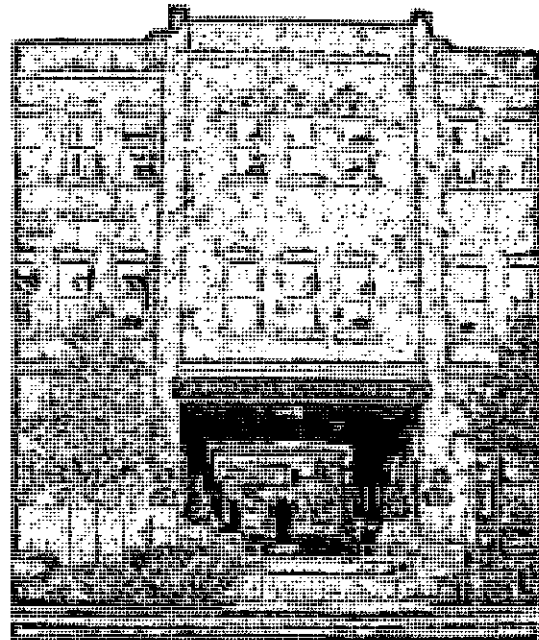


Figure 16-19 – Minor Drives Primary Building Entries

16.7.5 Service Areas

This sub-section applies to buildings in the core area of a MUVc that have facades facing a Minor Drive. Any service areas visible from a Minor Drive 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. Roofs on service areas are encouraged, but not required. Access to the service areas shall be provided via high quality, solid metal folding, swing or roll up doors 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.

The preferred location for parking garage entries is from Cross Streets or Minor Drives rather than from Mercantile Streets. Vehicular entrances to parking garages should be appropriately signed from the street. The design of the parking garage

should orient the major vertical circulation core(s) toward logical pedestrian access points to occupied buildings and pedestrian passageways.

16.8 PAD SITE STANDARDS

Buildings that lie within the fringe area of the MUVc and are oriented toward the surrounding perimeter roads bordering the MUVc are considered to be pad site buildings. Access to these buildings is provided internally from the center rather than directly from the perimeter roads. Pad site buildings within MUVcs are governed by the standards provided in this Section.

16.8.1 Introduction

Pad site buildings help transition the urban environment of the MUVc into the surrounding GDP, which is more suburban in character. Given their configuration and use, standards from other Sections of the GDP control the development of these buildings.

16.8.2 Site Planning Criteria

Pad site buildings shall comply with the site planning criteria detailed in Section 6 of this GDP.

16.8.3 Non-Residential Architectural Standards

The pad buildings constructed in the fringe area of a MUVc are instrumental in creating a successful transition from the MUVc core to the more suburban setting of the surrounding GDP districts. Pad buildings must reference both architectural themes in their design.

Non-residential pad site buildings shall comply with the architectural standards detailed in Section 8 of this GDP. In addition, pad buildings shall reflect some of the architectural vocabulary of the buildings constructed in the core of the MUVc.

16.8.4 Multi-Family Residential Architectural Standards

Multi-Family residential pad site buildings shall comply with the architectural standards detailed in Section 10 of this GDP.

16.9 PARKING STANDARDS

16.9.1 Introduction

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. Parking quantities, access, placement, and design must work for the users of the center, as drivers, pedestrians, and riders of alternative transportation modes.

16.9.2 Parking Dimensions

The standards for parking dimensions set forth in Section 7.15 shall apply in MUVcs except that parking stalls may be shortened by 1'.

16.9.3 Compact Car Parking

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

16.9.4 Parking Ratios

Shared parking arrangements are strongly encouraged in MUVcs. The dense, mixed use nature of these urban environments is ideal for successful shared parking agreements. 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 10.13 shall apply in MUVcs as the base standards for non-residential and multi-family residential uses respectively.

**A. On-street Parking**

In MUVs on-street parking may be used towards satisfying minimum parking requirements.

B. Parking Reductions

MUVs have the potential to reduce parking demand through a variety of techniques. The dense, 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 reduce parking demand. Parking reductions from the base standards are encouraged. Proposals for these reductions shall be prepared by specialized parking professionals and approved by the Centerra DRC and approved administratively by the Director.

16.9.5 Motorcycle Parking

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

16.9.6 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 Centerra DRC and approved administratively by the Director.

A. Interim Parking Lots Approved for 24 Months or Less

The standards set forth in Section 7.24 for Interim Parking Lots shall apply in MUVs for parking lots anticipated to be in place for 24 months or less.

B. Interim Parking Lots Approved for Up To 5 Years

- Full perimeter landscaping shall be required for interim parking lots
- Interim parking lots may be in place for up to 5 years if they are constructed with at least ½ of the required number of interior planting islands, and at least ½ of the required number of trees required by Section 6.16. No shrubs are required. The islands provided should be centrally located to better break up the field of parking and provide pedestrian routes through them. The typically required end islands may be omitted. If the interim lot is not removed or redeveloped within 5 years, an extension of the interim use must be approved administratively by the Director, or the lot must be modified to meet the intent of the landscaping standards set forth in Section 6.16. as interpreted by the Centerra DRC and approved administratively by the Director. 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, permanent parking lot or public open space. Acceptable methods for demonstrating progress include providing a proposed construction schedule showing timely intent to establish the permanent structure, evidence of an application for a building permit, or other similar documentation.

16.9.7 Handicapped Access/Parking/Signs

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

16.9.8 Bicycle Parking

The standards for bicycle parking set forth in Section 7.26 shall apply in MUVs.

Shared bicycle parking arrangements are possible in core areas and shall be approved by the Centerra DRC and approved administratively by the Director.

16.9.9 Interior Parking Lot Landscaping

The standards for interior parking lot landscaping set forth in Section 6.16 shall apply in MUVs except within interim parking lots, where Section 16.9.6 applies.

16.9.10 Parking Lot Screens

The standards for parking lot screens set forth in Section 6.17 shall apply in MUVs except within interim parking lots, where Section 16.9.6 applies.

16.9.11 Alternative Fuel Vehicle Parking

To encourage the use of alternative fuel vehicles such as electric cars, hybrid vehicles and variable fuel vehicles, preferred parking for these vehicles is encouraged in MUVs. Up to 10% of standard parking stalls may be signed as reserved for these vehicles. When reserved parking is provided, it should be placed in prominent locations to optimize convenience for drivers and passengers using these vehicles.

16.10 OVERALL DESIGN STANDARDS

The design standards detailed in the section apply throughout MUVs.

16.10.1 Applicability

Performance standards included in this Section 16 apply to all areas designated in the GDP as MUVs, and only to those areas. Performance standards included in Sections 6, 7, 8, 9, and 10 apply to MUVs only to the extent specified in Section 16.

The urban expression of MUVs is not reinforced by some city-wide standards. Standard floor area ratios stipulated by City Code do not apply in MUVs. Standard City requirements for bufferyard area landscaping are superseded by the landscaping and buffering requirements stipulated in this Section 16. City-wide noise ordinances, codes, and standards are superseded by the requirements set forth in Section 16.10,18.

16.10.2 Mechanical Equipment, Utilities, and Communication Devices Screening

All ground and wall mounted mechanical equipment, utilities and communication devices should be located facing or along the lowest classification of street type practicable. That is, the preference for placement of these devices and equipment should be (from first to last choice) Service Drives, Minor Drives, Cross Streets, Mercantile Streets and Public Access Parkways.

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 public 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 Centerra DRC.

16.10.3 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 Centerra DRC shall approve all such screening solutions. Cart corrals in parking lots shall only be allowed for grocery stores.

16.10.4 Signage

The first phase of all MUVs, which are approved using a public hearing process before the City Council, must include a Planned Sign Program. All signage within a MUV must comply with the provisions of the applicable Planned Sign Program.

16.10.5 Landscape Design and Materials

The standards for landscape design and materials set forth in Section 6.13.1 shall apply in MUVs.

16.10.6 Landscape Ownership and Maintenance

The standards for landscape ownership and maintenance set forth in Section 6.13.5 shall apply in MUVs.

16.10.7 Security Fences/Walls

The standards for security fences/walls set forth in Section 6.25 shall apply in MUVs.

16.10.8 Site Lighting

The standards for site lighting set forth in Section 6.28 shall apply in MUVs unless they are contradicted by the provision of this Section 16. In the event of conflicts between the standards set forth in the two sections, the standards from Section 16 shall prevail.

16.10.9 Street Policies and Standards

Streets within MUVs may be privately owned and maintained by parties other than the City. Streets within MUVs shall, in general, conform to the Loveland Fire Department Development and Construction Requirements unless otherwise approved by the Fire Marshall.

Approval of any particular design plan by the Director shall not relieve the Applicant from responsibility for compliance with the requirements of this Section. In the event a plan does not comply with the level of service standard after development or redevelopment occurs, the Applicant or landowner is obligated to take such further measures in the manner contemplated by its design, which are necessary to comply with the intent of these Performance Standards.

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 Engineer. These may include, but are not limited to, mini-roundabouts or traffic circles, street narrowing, and intersection bulb-outs. Private roundabouts shall refer to LCUASS. Private internal roundabouts may be considered "mini-roundabouts" and treated as traffic calming devices.

16.10.10 Emergency and Utility Access

The standards for emergency and utility access set forth in Section 7.9 shall apply in MUVs.

16.10.11 Restricted Access Drives and Secured Entries

The standards for restricted access drives and secured entries set forth in Section 7.11 shall apply in MUVCs.

16.10.12 Roadway Dimensional Requirements**A. Truck Turning Requirements**

The standards for truck turning requirements set forth in Section 7.12 shall apply in MUVCs.

B. Sight Triangles

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

In MUVCs, 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 Centerra DRC and the City Engineer shall approve modifications to standard sight triangle criteria defined by LCUASS.

16.10.13 Truck Trailer Parking

The standards for truck trailer parking set forth in Section 7.22 shall apply in MUVCs.

16.10.14 Accessory Buildings

Accessory Buildings shall be similar in character and materials to the primary Building (See Figure 16-20). Location of Accessory Buildings shall be master planned as part of the initial site plan approved by the City.

16.10.15 Temporary Uses/Structures

The standards for temporary uses/structures set forth in Section 8.12 shall apply in MUVCs.

16.10.16 Drive Through Facilities

Drive through facilities are prohibited in the core of MUV. They are allowed in fringe areas. The standards for drive through facilities set forth in Section 8.13 shall apply



Figure 16-20a – Primary Structure



Figure 16-20b – Accessory Buildings

in MUVCs.

16.10.17 Convenience Stores and Gas Stations

Gas stations are prohibited in the core of MUVs. They are allowed in fringe areas. The standards for convenience stores and gas stations set forth in Section 8.14 shall apply in MUVs.



16.10.18 Noise Standards

inherent to those systems and will not be regulated in MUVCS for noise levels.

The excitement and vitality of MUVCS is generated by the dense, urban fabric and compact nature of these developments. Diverse land uses are intentionally placed in close proximity to one another to promote pedestrianism, encourage social interaction, and create active streetscapes. As a result, residential units will be exposed to noise levels in excess of 50 dBA.

The following noise standards apply in MUVCS.

A. Performance Areas in Public Open Spaces

Sound levels at the sound mixing board for outdoor performance venues in public open spaces shall be limited to 105 dBA.

Amplification associated with entertainment events in public open spaces shall cease by 10 A.p.m. during the week and midnight on the weekends.

The sound levels and/or operation times specified herein can be expanded for special events with approval by the General Manager of the MUVCS.

B. Deliveries and Refuse Collection

Delivery vehicles and trash and recycling collection trucks should operate during daytime hours (e.g. 6 a.m. to 8 p.m. on weekdays, and 9 a.m. to 8 p.m. on weekends).

Delivery bays and trash receptacles should be placed at a distance from and oriented away from residences as much as practical.

C. Trolley

Ringling of bells and alarms in association with the operation of a trolley or other similar modes of public transportation are

CENTERRA METROPOLITAN DISTRICT NO. 1

Page 1

FORECASTED CASH SURPLUS BALANCES AND CASH RECEIPTS AND DISBURSEMENTS 25 YEAR PROJECTION

SUMMARY

(Page 1 of 2)

AS OF THE DATE OF FORMATION AND FOR THE CALENDAR YEARS ENDING THROUGH 2029												
CASH RECEIPTS												
	URA	URA	Centerra MD	Specific	Public	Operating	Total					
Assessed	Mill	Property	Property	Ownership	Improvement	Interest	Cash					
Value	Levy	Taxes	Taxes only	portion only	(net)	Dev Oper	Receipts					Year
			on Base	8.00%		Advance						
2004	0	0		0	0	37,644	37,644					2004
2005	363,730	35,000	0	12,476	1,344	252,515	84,669	351,004				2005
2006	8,146,100	102,937	707,056	9,554	28,243	1,586,122	10,032	2,341,007				2006
2007	38,578,590	102,772	3,964,799	13,364	108,020	2,989,152	10,000	7,085,335				2007
2008	52,034,762	118,253	6,153,267	21,000	228,953	3,485,735	10,000	9,898,955				2008
2009	71,666,440	118,253	8,474,772	21,420	315,332	3,815,523	10,000	12,637,047				2009
2010	81,381,073	118,253	9,623,556	21,848	358,077	4,207,227	10,000	14,220,708				2010
2011	87,968,004	118,253	10,402,480	22,285	387,059	5,835,034	10,000	16,656,858				2011
2012	127,970,396	118,253	15,132,883	22,731	563,070	6,037,603	10,000	21,766,286				2012
2013	143,537,876	118,253	16,973,784	23,186	631,567	6,360,320	10,000	23,998,857				2013
2014	158,600,756	118,253	18,755,015	23,649	697,843	6,920,980	10,000	26,407,487				2014
2015	174,802,514	118,253	20,670,922	24,122	769,131	7,271,043	10,000	28,745,218				2015
2016	189,400,304	118,253	22,397,154	24,605	833,361	7,620,919	10,000	30,886,039				2016
2017	203,998,094	118,253	24,123,387	25,097	897,592	7,970,602	10,000	33,026,678				2017
2018	216,851,360	118,253	25,643,324	25,599	954,146	8,320,082	10,000	34,953,150				2018
2019	232,593,025	118,253	27,504,823	26,111	1,023,409	8,669,349	10,000	37,233,692				2019
2020	247,429,891	118,253	29,259,327	26,633	1,088,692	9,018,397	10,000	39,403,048				2020
2021	260,283,157	118,253	30,779,264	27,166	1,145,246	9,367,212	10,000	41,328,888				2021
2022	273,136,422	118,253	32,299,201	27,709	1,201,800	9,715,784	10,000	43,254,494				2022
2023	285,969,688	118,253	33,819,139	28,263	1,258,355	10,064,103	10,000	45,179,860				2023
2024	298,842,954	118,253	35,339,076	28,828	1,314,909	10,143,840	10,000	46,836,653				2024
2025	305,101,260	118,253	36,079,139	29,405	1,342,446	10,223,300	10,000	47,684,290				2025
2026	311,359,566	118,253	36,819,203	29,993	1,369,982	10,302,473	10,000	48,531,651				2026
2027	317,617,872	118,253	37,559,266	30,593	1,397,519	10,381,350	10,000	49,378,727				2027
2028	323,876,178	118,253	38,299,330	31,205	1,425,055	10,459,910	10,000	50,225,500				2028
2029	330,134,484	118,253	39,039,393	31,829	1,452,592	8,324,280	10,000	48,858,094				2029
			559,819,560	608,671	20,793,742	179,342,855	362,345	760,927,170				
Per 2004 MFA			465,313,000			122,791,000		591,050,500				

THE ABOVE INFORMATION IS ESTIMATED AND TO BE USED FOR ILLUSTRATIVE PURPOSES ONLY TO DEMONSTRATE REGIONAL FUND AND REQUIRED CONTRIBUTION.

CENTERRA METROPOLITAN DISTRICT NO. 1

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FORECASTED CASH SURPLUS BALANCES AND CASH RECEIPTS AND DISBURSEMENTS

25 YEAR PROJECTION

SUMMARY

(Page 2 of 2)

AS OF THE DATE OF FORMATION AND FOR THE CALENDAR YEARS ENDING THROUGH 2029

CASH DISBURSEMENTS											
	Total Cash Receipts (See Page 1)	Admin, Oper & Maint exp Inflated at 0.00%	Mixed Use Oper & Maint Inflated at 0.00%	Combined Debt Service (See Page 3)	Regional Fund Contribution	Other Capital Other Debt Service Allowed	Total Cash Disbursements	Annual Net Revenues	Regional Allocation 60% of Net Revenues	Annual Cash Avail After Regional	Year
2004	37,644	28,177		0			28,177	9,467		9,467	2004
2005	351,004	207,737		0		0	207,737	143,267		143,267	2005
2006	2,341,007	486,726		347,192		1,289,680	2,123,598	217,409		217,409	2006
2007	7,085,335	900,000		3,768,846		1,500,000	6,168,846	916,489		916,489	2007
2008	9,898,955	1,200,000		4,539,000		4,159,955	9,898,955	0		0	2008
2009	12,637,047	1,300,000	0	6,620,420		4,716,627	12,637,047	0	0	0	2009
2010	14,220,708	1,500,000	2,125,000	10,595,705			14,220,705	3	2	1	2010
2011	16,656,858	1,500,000	2,500,000	11,626,370	500,000		16,126,370	530,488	318,293	212,195	2011
2012	21,766,286	1,500,000	2,500,000	16,277,387	500,000		20,777,387	988,899	593,339	395,559	2012
2013	23,998,857	1,500,000	2,500,000	16,615,948	2,000,000		22,615,948	1,382,909	829,746	553,164	2013
2014	26,407,487	1,500,000	2,875,000	16,655,373	2,500,000	0	23,530,373	2,877,114	1,726,268	1,150,845	2014
2015	28,745,218	1,500,000	3,306,250	20,192,019	2,500,000	0	27,498,269	1,246,949	748,169	498,780	2015
2016	30,886,039	1,500,000	3,802,188	20,235,024	2,500,000	0	28,037,212	2,848,827	1,709,296	1,139,531	2016
2017	33,026,678	1,500,000	4,372,516	21,272,955	2,500,000	0	29,645,471	3,381,207	2,028,724	1,352,483	2017
2018	34,953,150	1,500,000	5,028,393	23,877,448		0	30,405,841	4,547,309	2,728,385	1,818,924	2018
2019	37,233,692	1,500,000	5,782,652	25,176,109		0	32,458,761	4,774,931	2,864,959	1,909,973	2019
2020	39,403,048	1,500,000	6,650,050	26,371,252		0	34,521,302	4,881,746	2,929,048	1,952,699	2020
2021	41,328,888	1,500,000	7,647,558	25,956,442		0	35,104,000	6,224,888	3,734,933	2,489,955	2021
2022	43,254,494	1,500,000	7,647,558	25,545,530		0	34,693,088	8,561,406	5,136,843	3,424,562	2022
2023	45,179,860	1,500,000	7,647,558	25,131,796		0	34,279,354	10,900,506	6,540,304	4,360,202	2023
2024	46,836,653	1,500,000	7,647,558	28,723,804		0	37,871,362	8,965,291	5,379,175	3,586,116	2024
2025	47,684,290	1,500,000	7,647,558	29,548,297		0	38,695,855	8,988,435	5,393,061	3,595,374	2025
2026	48,531,651	1,500,000	7,647,558	28,770,087		0	37,917,645	10,614,006	6,368,403	4,245,602	2026
2027	49,378,727	1,500,000	7,647,558	29,497,168		0	38,644,726	10,734,001	6,440,401	4,293,600	2027
2028	50,225,500	1,500,000	7,647,558	27,666,244		0	36,813,802	13,411,698	8,047,019	5,364,679	2028
2029	48,856,094	1,500,000	7,647,558	20,829,119		0	29,976,677	18,981,417	11,328,850	7,552,567	2029
	760,927,170	34,122,640	110,270,071	465,839,536	13,000,000	11,666,262	634,898,509	126,028,661	74,845,218	51,183,444	
	Per 2004 MFA								80,200,000	56,100,000	

THE ABOVE INFORMATION IS ESTIMATED AND TO BE USED FOR ILLUSTRATIVE PURPOSES ONLY TO DEMONSTRATE REGIONAL FUND AND REQUIRED CONTRIBUTION.

THE ABOVE INFORMATION IS ESTIMATED AND TO BE USED FOR ILLUSTRATIVE PURPOSES ONLY TO DEMONSTRATE REGIONAL FUND AND REQUIRED CONTRIBUTION.

CENTERRA METROPOLITAN DISTRICT NO. 1

FORECASTED CASH SURPLUS BALANCES AND CASH RECEIPTS AND DISBURSEMENTS

Page 4

CAPITAL FUND, REGIONAL FUND & DEVELOPER ADVANCE ACTIVITY

AS OF THE DATE OF FORMATION AND FOR THE CALENDAR YEARS ENDING THROUGH 2029

Year	Local & Regional	Mixed Use Related Public Infra	Regional Improvements	Total Capital Costs	CAPITAL FUND				Capital Funding Sources				REGIONAL FUND ACTIVITY				DEVELOPER ADVANCE ACTIVITY			
					Board Proceeds & Interest	Developer Advances	Other allowed debt/financing	Regional Fund	Net Cash after	Funding Total	Year	Contributions from Net Rev 60/40 (para 2)	Contributions from Net Revenues (para 2)	Total Annual Contributions	Regional Capital Expenditures	Cumulative Balance of Regional Fund	Year	Capital Advances	Repayment Net Bond Proceeds	Cumulative Balance of Developer Advances
2004	12,662,074			12,662,074	11,193,054	1,469,020			0	12,662,074	2004	0	0	0	0	0	2004	1,469,020	0	1,469,020
2005	24,928,488			24,928,488	22,815,732	2,115,756			0	24,928,488	2005	0	0	0	0	0	2005	2,115,756	0	3,584,786
2006	10,178,075			10,178,075	5,405,056	3,483,339			0	10,178,075	2006	0	0	0	0	0	2006	3,483,339	0	7,068,125
2007	43,277,819			43,277,819	38,880,557	14,889,262			0	55,277,819	2007	0	0	0	0	0	2007	14,889,262	0	21,957,387
2008	58,873,653			58,873,653	47,011,500	7,702,208			0	58,873,653	2008	0	0	0	0	0	2008	7,702,208	0	29,659,595
2009	15,500,000			15,500,000	10,783,373	4,716,627			0	15,500,000	2009	0	0	0	0	0	2009	10,783,373	0	40,442,968
2010	5,163,478			5,163,478	39,000,000				1	5,163,478	2010	2	0	2	0	2	2010	4,951,283	0	7,606,445
2011	5,163,478			5,163,478	4,951,283				212,195	5,163,478	2011	318,293	500,000	818,293	0	818,293	2011			12,557,728
2012	5,163,478	25,225,000		30,388,478	29,992,918				395,558	30,388,478	2012	593,339	500,000	1,093,339	0	1,911,634	2012	29,992,918		42,550,646
2013	5,163,478			5,163,478	33,389,686				553,154	5,163,478	2013	829,746	2,000,000	2,829,746	0	4,741,379	2013		(33,389,686)	9,160,961
2014	5,163,478			5,163,478	4,012,632				1,150,645	5,163,478	2014	1,726,268	2,500,000	4,226,268	0	8,967,647	2014	4,012,632		13,173,593
2015	5,163,478			5,163,478	4,664,698				1,498,780	5,163,478	2015	748,169	2,500,000	3,248,169	0	12,215,817	2015	4,664,698		17,838,291
2016	5,163,478	49,020,000		54,183,478	53,043,947				1,139,531	54,183,478	2016	1,709,296	2,500,000	4,209,296	0	16,425,113	2016	53,043,947		20,892,238
2017	5,163,478			5,163,478	3,610,995				1,352,495	5,163,478	2017	2,028,724	2,500,000	4,528,724	0	20,953,837	2017	23,344,554		59,097,788
2018	5,163,478			5,163,478	23,163,478				1,803,973	5,163,478	2018	2,664,659	0	2,664,659	0	22,618,487	2018			101,291,993
2019	5,163,478			5,163,478	2,253,505				1,959,999	5,163,478	2019	2,929,048	0	2,929,048	0	23,547,535	2019			104,390,772
2020	5,163,478			5,163,478	3,210,779				2,489,955	5,163,478	2020	3,724,533	0	3,724,533	0	27,272,068	2020			107,175,592
2021	5,163,478			5,163,478	2,673,523				3,422,502	5,163,478	2021	5,136,643	0	5,136,643	0	32,408,711	2021	2,673,523		109,814,111
2022	5,163,478			5,163,478	1,739,916				4,360,592	5,163,478	2022	6,540,304	0	6,540,304	0	38,949,015	2022	1,739,916		112,554,027
2023	5,163,478			5,163,478	803,275				3,595,374	5,163,478	2023	5,379,175	0	5,379,175	0	44,328,190	2023	803,275		114,353,302
2024	5,163,478			5,163,478	1,577,361				4,245,602	5,163,478	2024	6,389,403	0	6,389,403	0	50,717,593	2024	1,577,361		115,934,663
2025	5,163,478			5,163,478	917,876				4,293,602	5,163,478	2025	6,440,401	0	6,440,401	0	57,157,994	2025	917,876		117,852,540
2026	5,163,478			5,163,478	869,878				5,163,478	5,163,478	2026	8,047,019	0	8,047,019	0	65,205,013	2026	869,878		118,722,418
2027	5,163,478			5,163,478	0				5,163,478	5,163,478	2027	0	0	0	0	65,205,013	2027	0		118,722,418
2028	5,163,478			5,163,478	0				5,163,478	5,163,478	2028	0	0	0	0	65,205,013	2028	0		118,722,418
2029	5,163,478			5,163,478	0				5,163,478	5,163,478	2029	0	0	0	0	65,205,013	2029	0		118,722,418
Per 2004	249,377,408	95,557,279	100,000,000	444,934,687	201,310,899	114,651,005	11,606,262	70,000,000	47,306,521	444,934,687		74,845,218	13,000,000	87,845,218	(70,000,000)			180,877,214	(68,226,699)	114,651,005
MFA	249,377,408		100,000,000	349,377,408					98,972,793			80,200,000								46,400,000

THE ABOVE INFORMATION IS ESTIMATED AND TO BE USED FOR ILLUSTRATIVE PURPOSES ONLY TO DEMONSTRATE REGIONAL FUND AND REQUIRED CONTRIBUTION.

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