

Renaissance Towne Centre

Site Development Plan - Planned Unit Development - MXD R

Bountiful City, Davis County, Utah

Legal Description

Beginning on the Easterly line of a highway(Highway #106) 46.0 feet perpendicularly distant easterly from the centerline thereof at a point which is given as West 1826.73 feet along the section line and south 31°15'30" West 26.08 feet along a street and West 488.46 feet and North 27°01' East 95.83 feet along the easterly line of said highway from the North Quarter Corner of Section 31, Township 2 North, Range 1 East, Salt Lake Base and Meridian, in the City of Bountiful, and running thence Southeasterly along the arc of a 15.00 foot radius curve to the left (radius bears South 63°03'23" East) to the point of tangency with a 460.0 foot radius curve to the left; thence Easterly along the arc of said curve for a distance of 168.26 feet (radius bears North 19°37'02" East); thence North 88°39'34" East 281.94 feet along said street to a point on a 30.00 foot radius curve to the left; thence Northerly along the arc of said curve 30.09 feet (radius bears North 01°20'26" West) along said street to the Westerly line of Main Street; thence North 31°11'30" East 634.19 feet along the westerly line of a 5 rod road; thence North 88°18'40" East 9.93 feet along an angle corner in said road to the westerly line of a 4 rod street; thence North 31°11'30" East 792.89 feet along the westerly line of said street to the south line of 1500 South Street; thence South 89°46' West 624.15 feet along the south line of said street to the easterly line of said highway; thence South 26°55' West 1336.94 feet along the easterly line of said highway to the point of beginning.

Project Vicinity Map



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Commercial/Off ce Space	294,930 Sq Ft
Residential Space	382,787 Sq Ft
Total Building Area	677,717 Sq Ft
Open Space	19.5%

OwnerDeveloper

Renaissance Town Centre
Mixed-Use Planned Unit Development
Bountiful City, Davis County, Utah



Town Center, LLC
1560 S. Renaissance Town Dr.
Bountiful, Ut 84010

Broadhead & Company
1560 S. Renaissance Towne Dr.
Bountiful, Ut 84010

Project Description

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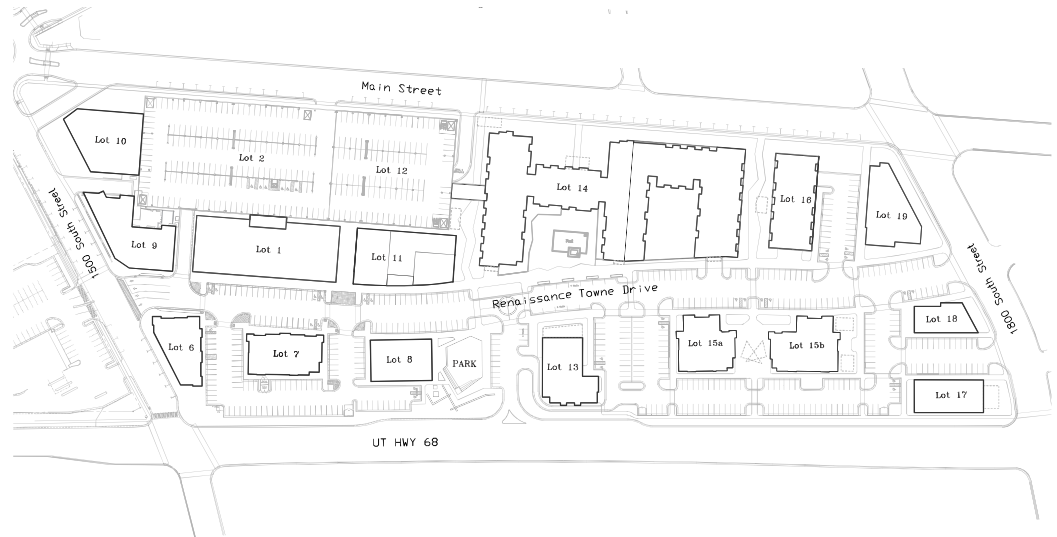
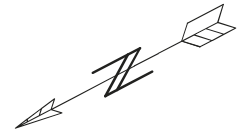
Renaissance Towne Centre

Development within the Renaissance Towne Centre MXD R Zone will be in accordance with the standards contained in the Bountiful Land Use Ordinance and the approved Renaissance Towne Centre PUD plan except as specifically modified within this Development Plan.

- Up to 75% of the building floor area for the entire project can be in residential uses including, but not limited to, apartments, townhomes, and condominiums. Other uses permitted in the Renaissance Towne Centre MXD-R Zone may include the permitted uses included in Section 14-10-105a of the Bountiful City Code.
- Underlined uses in Section 14-10-105a of the Bountiful City Code are may be permitted to be located on individual pad sites or parcels.
- Ownership of the premises may be either kept in one name with all areas being rented, or the project may be developed as a condominium or planned unit development.
- Residential units may be developed as either apartments or condominiums rental or for sale dwellings. Commercial units and professional offices within the Mixed Use Residential Zone may be rented or sold as condominium units in such size and configuration as is deemed appropriate. Freestanding building lots shall have a minimum of 20,000 square feet if platted as individual lots, or shall be a minimum of 3,000 square feet if platted as a pad site within a planned unit development.
- Any freestanding lot shall have a minimum frontage of 90 feet on a public street.
- A pad site within a Planned Unit Development shall not require any frontage along a public street if it is accessible through a platted common area via an approved private street or other access approved by the City Council.

Proposed Mixed Use Plan

Lot #	Footprint	# of floors	Property Type			Total Sq FT
			Professional Office	Residential	Commercial	
Lot #1	24,038	5	112,188			112,188
Lot #6	6,831	2	13,911			13,911
Lot #7	7,839	2	15,572			15,572
Lot #8	6,861	2	13,722			13,722
Lot #9	11,743	5	4,687	40 UNITS 48,000		52,687
Lot #10	11,000	4	44,000			44,000
Lot #11	13,535	8	34,600	50 UNITS 58,660		93,260
Lot #13	8,100	1			8,100	8,100
Lot #14	61,000	5	-	217 UNITS 244,000		244,000
Lot #15a	9,150	2			9,150	9,150
Lot #15b	10,850	2			10,850	10,850
Lot #16	11,067	3		20 UNITS 32,127		32,127
Lot #17	6,100	1			6,100	6,100
Lot #18	4,250	1			4,250	4,250
Lot #19	8,900	2	17,800			17,800
Total SQ FT			256,480	327	382,787	38,450
			37.8%	56.5%	5.7%	677,717



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Conceptual Phasing Plan

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Land Area By Phase

Phase 1	170,420 Square Feet
Phase 2	38,200 Square Feet
Phase 3	254,130 Square Feet
Phase 4	141,900 Square Feet
Phase 5	82,300 Square Feet
Total	686,950 Square Feet

Commercial/Office Use By Phase

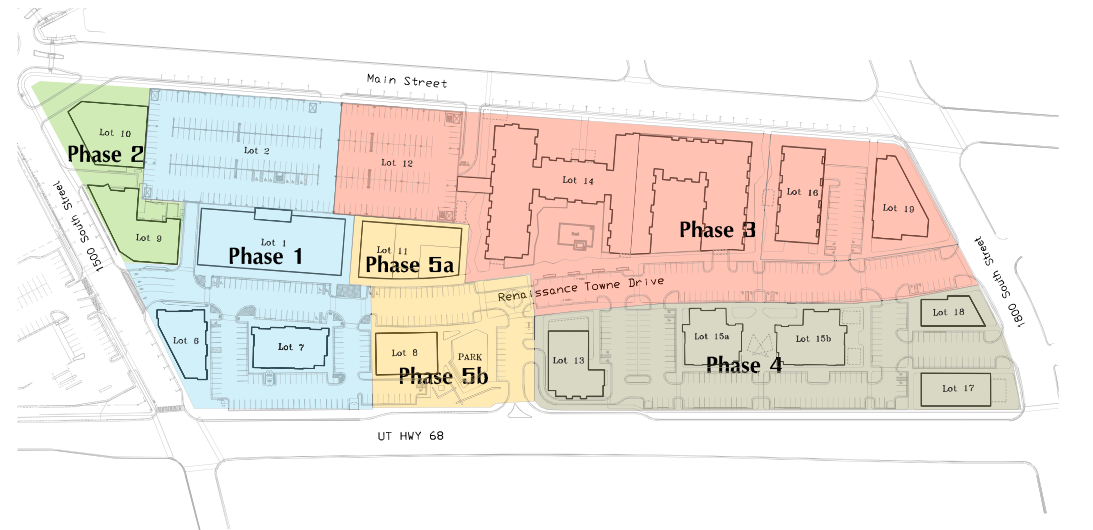
Phase 1	141,671 Square Feet
Phase 2	48,687 Square Feet
Phase 3	17,800 Square Feet
Phase 4	38,450 Square Feet
Phase 5	48,322 Square Feet
Total	294,930 Square Feet

Residential Use By Phase

Phase 1	0 Square Feet
Phase 2	48,000 Square Feet
Phase 3	276,127 Square Feet
Phase 4	0 Square Feet
Phase 5	58,660 Square Feet
Total	382,787 Square Feet

Conceptual Phasing Plan

- Phase 1
- Phase 2
- Phase 3
- Phase 4
- Phase 5



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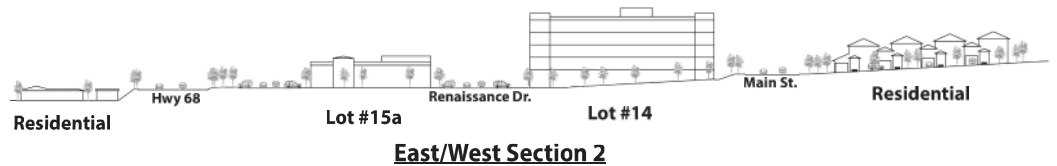
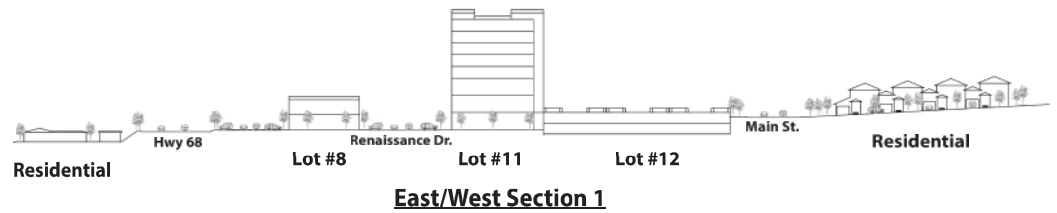
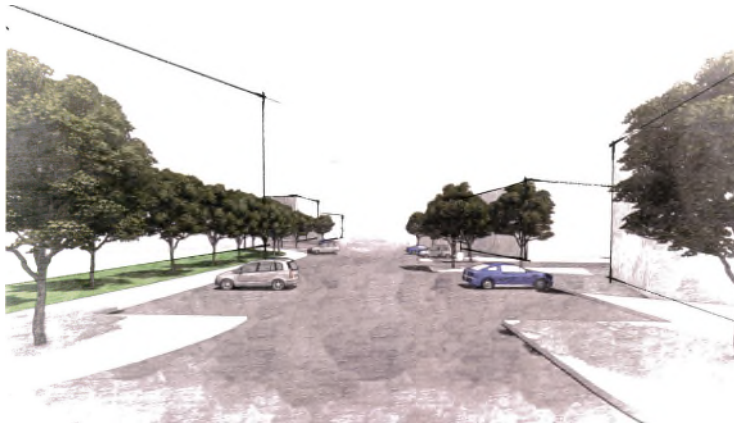
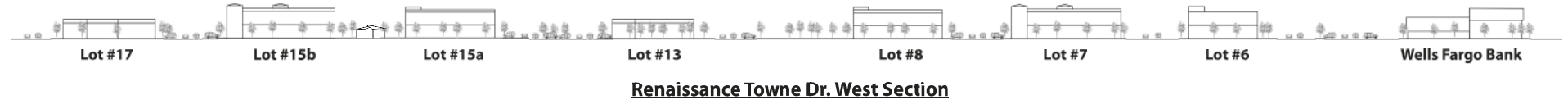
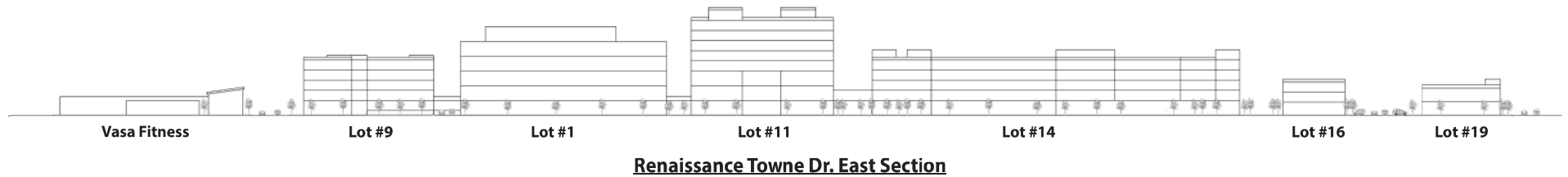
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Building Height Diagram

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Photos and Images are conceptual and illustrate a representation of building designs.

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Building Height Plan

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Conceptual Height Guidelines

	1-2 Stories
	3-4 Stories
	5-6 Stories
	7-8 Stories

Enumerated floors do not include rooms, barriers or floors designated for mechanical equipment, elevator towers, stair towers or accessible roofs. Floor heights vary depending on use and structural demands.

Commercial floor heights may vary between 14 and 18 feet with additional height required for some restaurants or recreational spaces. Residential floor heights may vary between 11 and 14 feet with additional height required for lofts and mezzanines. Building heights within Renaissance Center vary depending upon location and use. The following criteria shall be used to determine the maximum building height permitted.

1. Buildings along Main Street will be limited to a height of 65' feet. For every foot set back from the right of way the height may increase by 1 foot up to a maximum height of 110'. This height standard will be limited to buildings east of the centerline of Renaissance Towne Drive.
2. Buildings along 400 West/ Utah Hwy 68 will be limited to a height of 35 feet. For every foot set back from the right of way the height may increase by one foot. This height standard will be limited to buildings west of the centerline of Renaissance Towne Drive.
3. Lot 10 will be limited to a height of 35 feet unless setback an additional 1 foot as measured from the average adjacent grade to the peak of a pitched roof, or at the highest point of a flat roof, or the top edge of any parapet.

	Building Use	# of floors	Conceptual Height
Lot #1	Professional Office	5	90'
Lot #6	Professional Office	2	34'
Lot #7	Professional Office	2	42'
Lot #8	Professional Office	2	42'
Lot #9	Office/Residential	5	65'
Lot #10	Professional Office	4	60'
Lot #11	Office/Residential	8	110'
Lot #13	Commercial	1	30'
Lot #14	Residential	5	65'
Lot #15a	Commercial	2	32'
Lot #15b	Commercial	2	32'
Lot #16	Residential	3	45'
Lot #17	Commercial	1	30'
Lot #18	Commercial	1	30'
Lot #19	Professional Office	2	42'



Renaissance Town Centre

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epg design
planning + landscape architecture

CivilScience
Engineers | Surveyors | Planners
3160 W Clubhouse Drive, Suite A Lehi, UT 84043
801-768-7200

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Conceptual Massing

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Architectural Design Precedents

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Lot #8 & #13



Lot #10, #16 & #19



Lot #15, #17 & #18



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Lot #11



Lot #14



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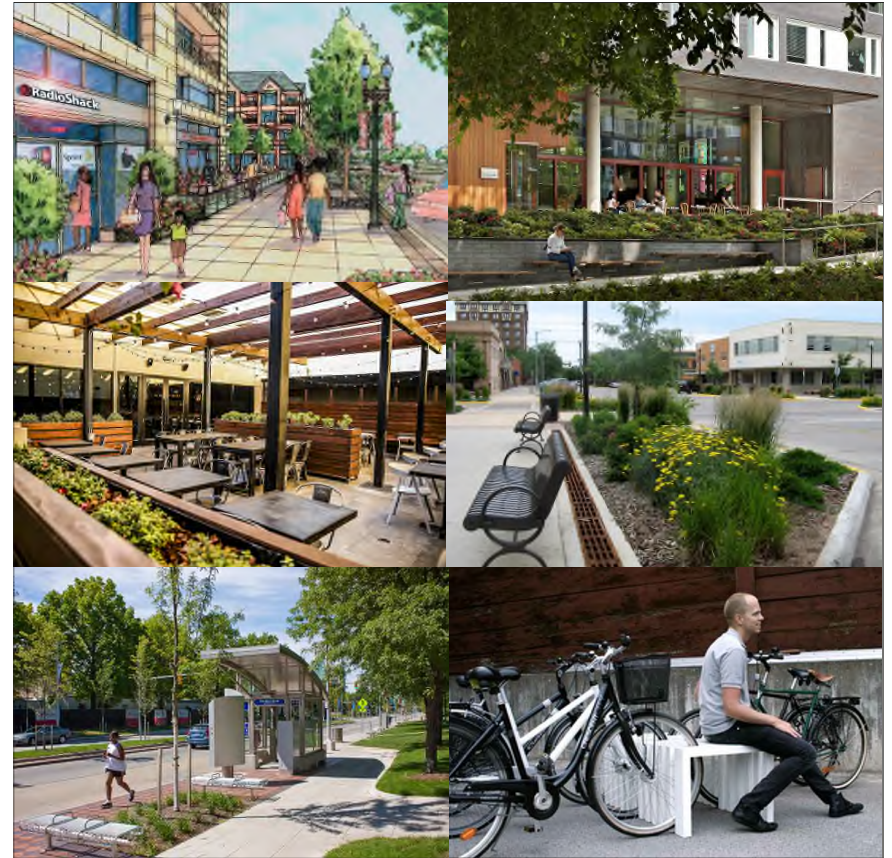
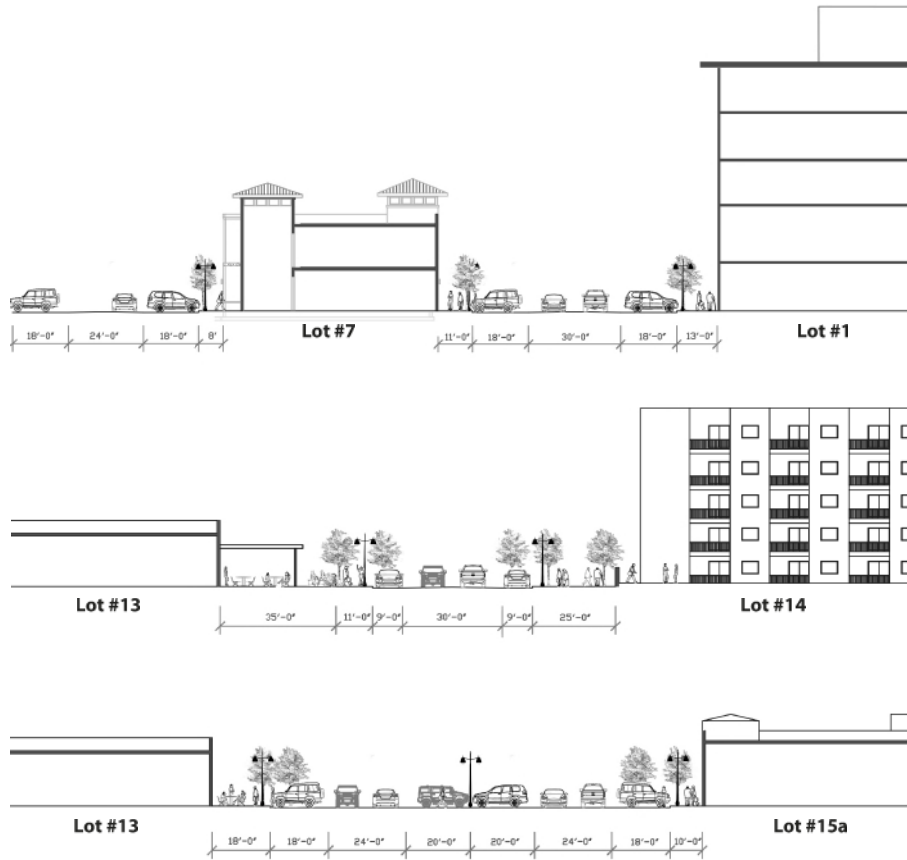
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Streetscape Design Precedents

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Retail Amenity



Pedestrian circulation



Activate corners

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Traffic & Pedestrian Thoroughfares

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Pedestrian Access Plan

Public transportation and walkability in the Renaissance development are notable features for tenants and patrons alike. The site is designed to enable customers and residents to walk throughout the project and take full advantage of the mixed service types. Uses of Residential, Office, Commercial, Institutional and Entertainment will ensure Renaissance Towne Centre is a valuable asset to the community.

1. Several paths for pedestrian access from Main Street provide travel to all locations on the site from the Parking structure, Bus stop, and residential neighborhood.
2. Buildings up to 3 floors in height will have a minimum 10 foot sidewalk along Renaissance Towne Drive and a minimum 8 foot sidewalk around all other accessible sides of the building.
3. Buildings taller than 3 floors in height will have a minimum 12 foot sidewalk along Renaissance Towne Drive and a minimum 10 foot sidewalk around all other accessible sides of the building.
4. Landscape beds and deciduous trees are planted along Renaissance Towne Drive to create a human scale for commercial store fronts no matter the height of the building. The landscaping will also reduce the temperature along the sidewalks and asphalt areas during hot summer months. Trees and planters within the sidewalk shall not reduce the sidewalk width to less than 5 feet for buildings up to 3 floors tall or to less than 7 feet for buildings taller than 3 floors.



Traffic Plan

Renaissance Towne Drive has been designed to handle large amounts of traffic without compromising the value of walkability. These same features also improve visibility to signage and store fronts for Commercial and Office users.

1. The travel lane along Renaissance Towne Drive is 30 feet wide with pedestrian crossings and intermediate landscape features to reduce speed. It has also been designed to include several wandering curves to reduce speed and improve the foot traffic for commercial tenants.
2. Typical parking in all Lots and Parking Structures are 90 Degrees with one exception. At the approximate center point of Renaissance Towne Drive, there are 12 stalls that will be perpendicular. This is yet another measure to reduce the speed of traffic and increase the open Landscape area and pedestrian accessibility.
3. Intersections along the road have curb radius of 17.5 feet. At the point where intersection radii, cross walks and unloading zones turn into parking stalls, the curb has a radius of 4 feet.
4. All parking structures and Surface parking lots are connected to maximize use and distribute cars evenly throughout the site and around each building.



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Conceptual Landscape Plan

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Common Area and Open Space

1. The development shall provide at least 15 percent of the gross floor area or 15 percent of the gross site area, whichever is greater, as common open space. Open space may include any or all the following: cultivated landscaping, plazas, parks, urban trails/sidewalks, and community recreation space.
2. Other types of landscaping may be permitted as approved by the Planning Commission and City Council.
3. A maximum of 50 percent of all open space may be hard surfaced.

Conceptual Landscape Materials

Tree placement around buildings is site specific and determined by the architecture and articulation of that building. Site Plan submittals for individual buildings will include placement of trees and landscaping to be reviewed and approved by the Planning Commission and City Council.

Trees: Flowering Pear, Sycamore, Royal Red Maple, Ginko Biloba, Redmond Linden, Locust, Emerald Maple, Paperbark Maple, Common Hackberry, Austrian Pine, Redcone Pine, Hawthorn, Newport Plum, Eastern Redbud

Shrubs & Ground Cover: Bronze Ajuga, Baltic Ivy, Sedum, Vinca Minor, Barberry, Cranberry Cotoneaster, Dogwood, Mooredense Juniper, Miss Kim Lilac, Viburnum Burkwood, Gold Princess Spiraea, Dark Green Yew



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Conceptual Landscaping

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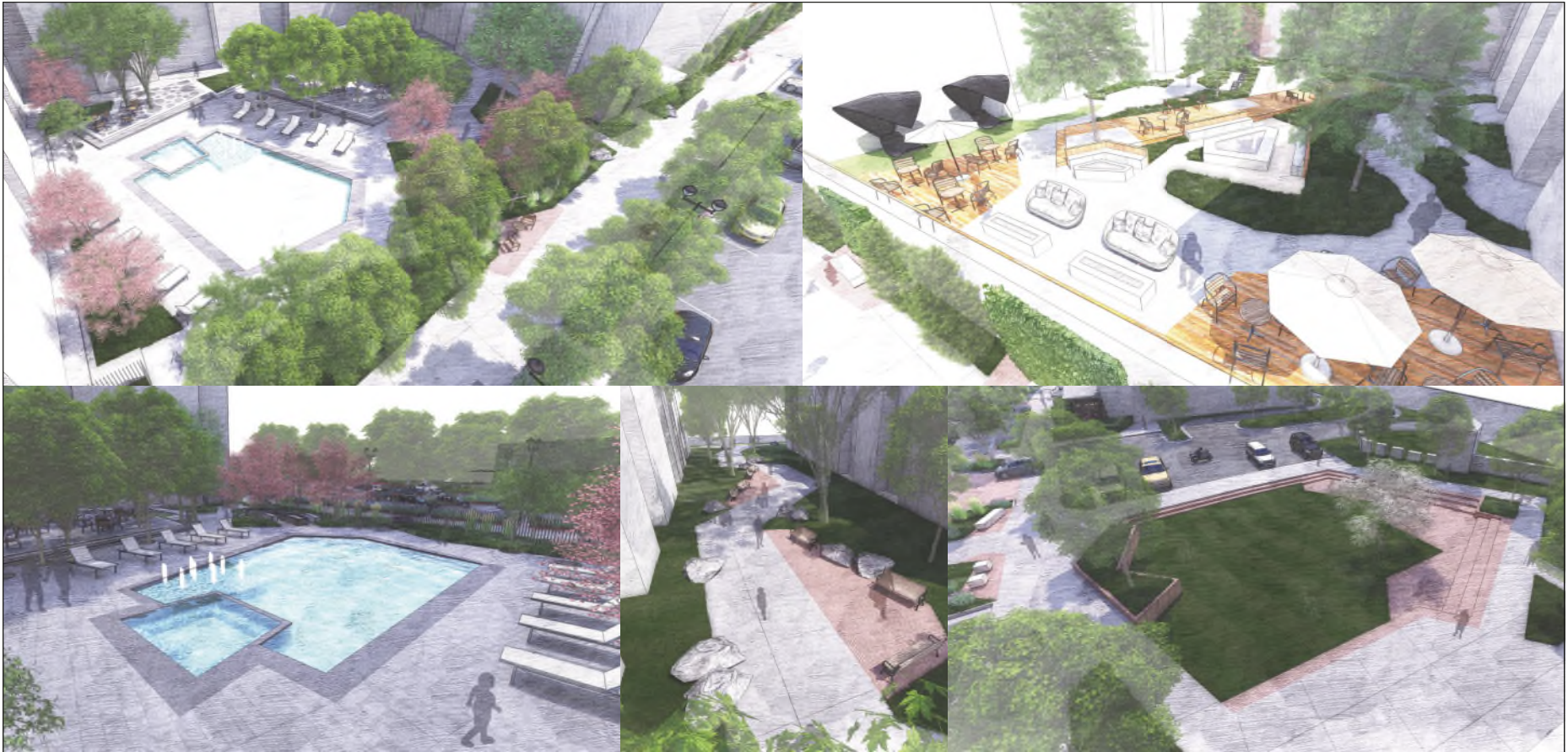
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Site Lighting and Signage Plan

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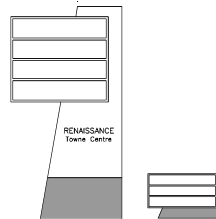
Sign Standards

Signs approved for construction shall meet the standards of the DN – Downtown Zone and the CH – Heavy Commercial Zone, which ever allows the greater sign. Pole signs shall have a base width no greater than 3 feet, a combined base depth no greater than 12 feet and an overall sign depth no greater than 22 feet. Pole signs shall be limited to 30 feet in height with 120 square feet of sign area per side. Monument signs shall have a width no greater than 3 feet and an overall width no greater than 12 feet with a height of 6 feet and a limit of 64 square feet of sign area per side.

Free standing Development signs will meet the height and size criteria established in the GH and DN Zones. Due to varying sizes of pad lots and parcel sizes within the Planned Unit Development, sign sizes and quantities will be approved according to the building floor area and scale. Buildings may have 1 Development sign for up to 40,000 square feet of building floor area, 2 signs for up to 80,000 square feet of floor area and 3 signs above 80,000 square feet of floor area. Development signs may be attached to temporary fencing and exterior building walls with a maximum of 10% wall coverage.

Leasing signs will be limited to 6 two-sided free standing signs on the site with maximum square footage of 64 square feet per side.

Building signs are site specific. Site Plan submittals for individual buildings will include building specific sign placement to be reviewed and approved by the Planning Commission and City Council. All building signs must meet the Bountiful City sign codes and standards and as modified in this ordinance.



Lighting Standards

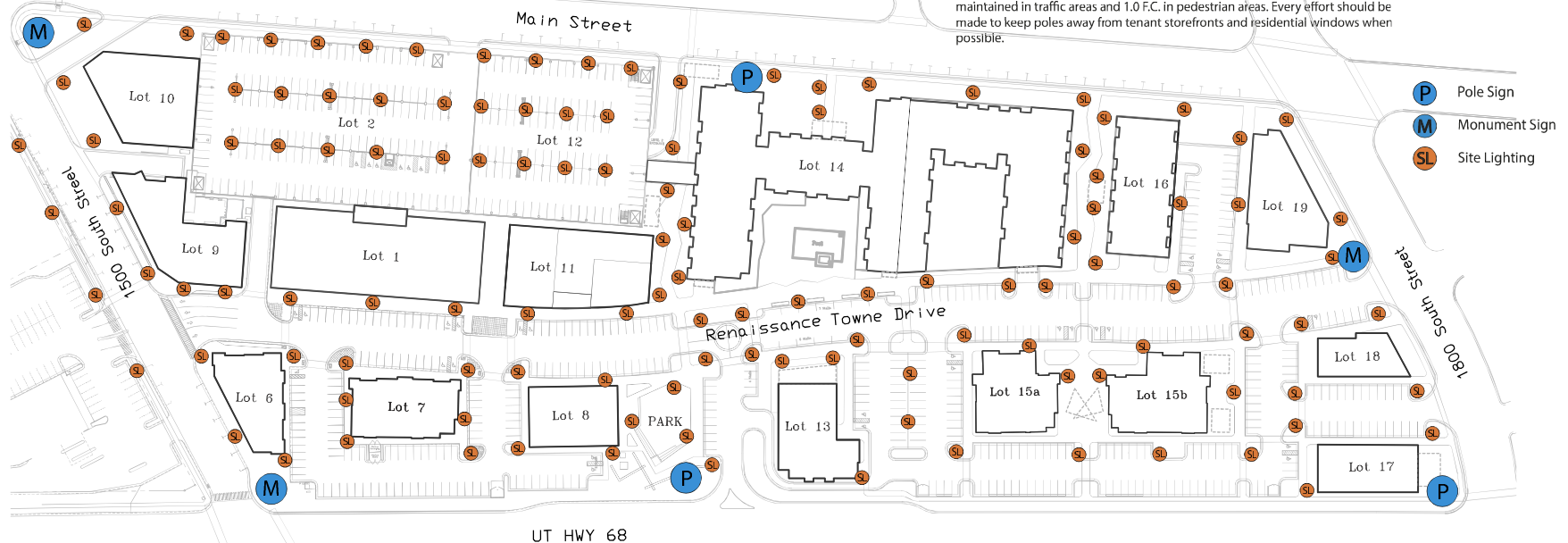
Site Lighting Standards:

Lighting along roads, sidewalks and Parking lots will be designed to meet local and national standards. Lights will provide sufficient visibility in order to maintain a safe and beautiful community. Fixture finish is Matte Black with 277V power supply, CCT 4,000K LED Lamp with 36,000 Lumen Metal Halide Lamp equivalent. In applicable locations, bollard lighting will be used on sidewalks and pedestrian paths.

Building Lighting Standards:

In addition to all site lighting, each building entrance and exterior pedestrian walkways will be illuminated with building sconces which will be maintained in proper working condition.

Site Plan submittals for individual buildings will include site lighting placement and building specific lighting details to be reviewed and approved by the Planning Commission and City Council. General lighting levels should be minimum of 2.0 F.C. maintained in traffic areas and 1.0 F.C. in pedestrian areas. Every effort should be made to keep poles away from tenant storefronts and residential windows when possible.



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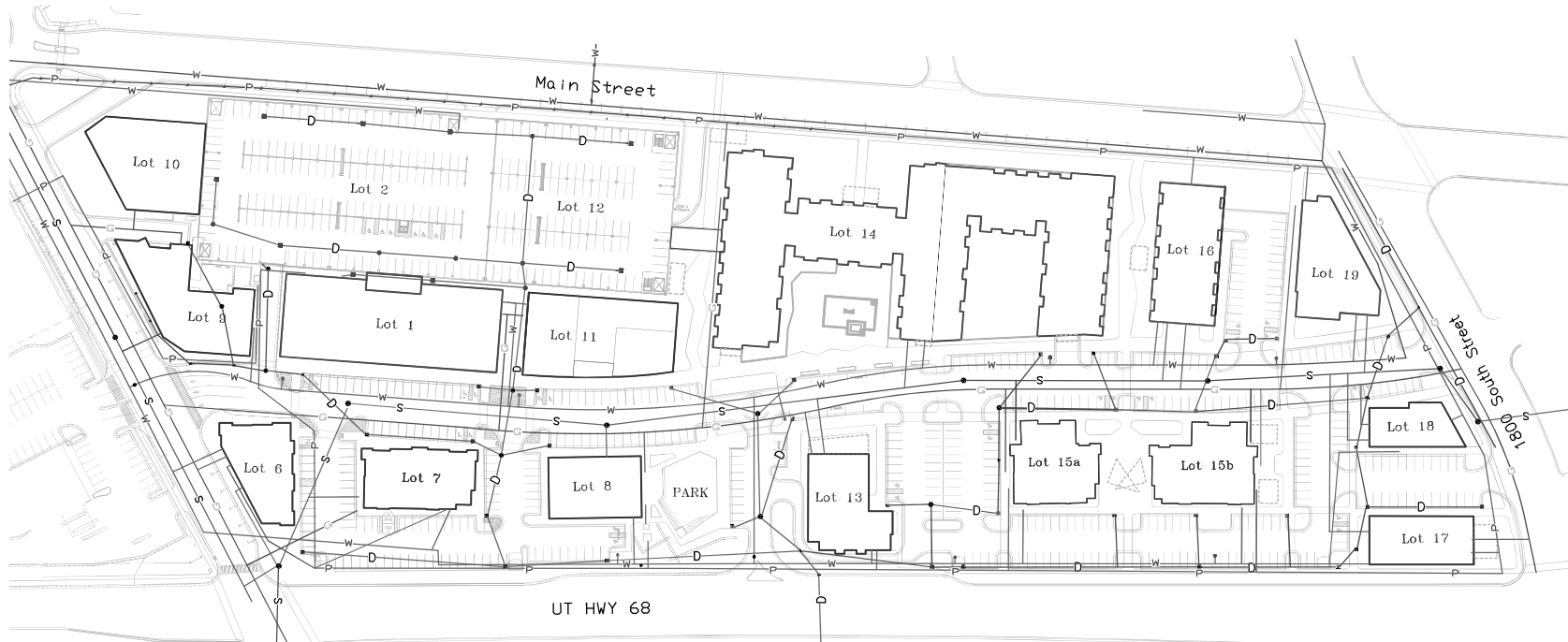
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Site Utilities

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Utilities

All utility services in the Renaissance Towne Centre are designed and engineered to meet local and national building standards and specifications. With the input and direction of Bountiful City Light and Power, the project has been designed to create redundant service loops and a framework for the greater power infrastructure. The power runs along the property line on 1500 South, the old Highway 68, along 1800 South and partially along Main Street to the East. Branches will extend into the property for service connections. A new sewer line will be installed along Renaissance Towne Drive in order to upgrade and eliminate the old clay pipe that runs along the west property line. New water and gas lines will also be run along Renaissance Towne Drive to service all project buildings. Telecommunication services run along the exterior of the development with intermediate laterals to service all project buildings. Access to fiber optics communication has become an essential amenity for Commercial, Office and Residential customers. The project has access to fiber optics from two major providers. Conduits will be installed in order to provide for this service.



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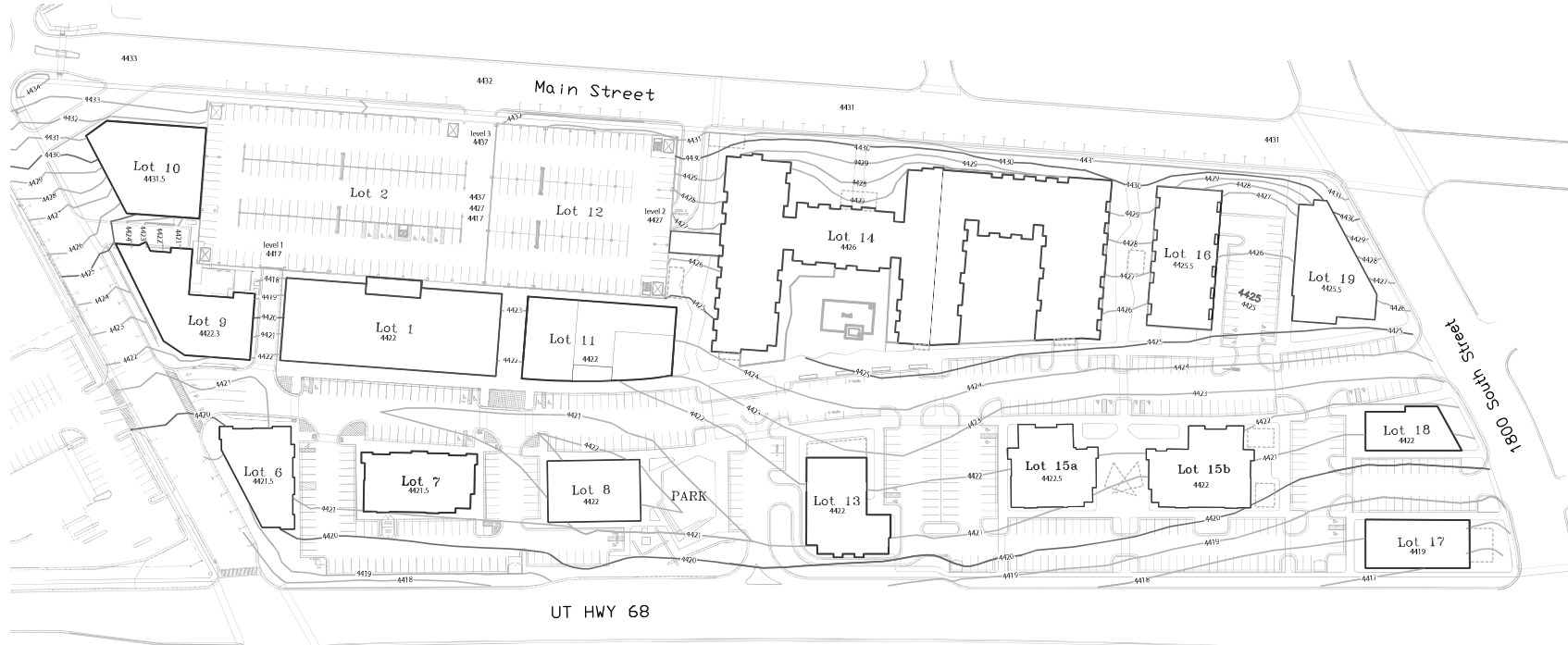
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Elevation Contours

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Contour Plan

The site for the Renaissance Towne Centre project has an average slope of 3% from east to west with a grade change of 14 feet. 11 feet of fall occurs along Main Street within the first 200 feet from the East property line. The slope along that region is 5.5% making the rest of the property to the West relatively flat. The proposed parking structures and buildings will be built into the slope on the east side. Building foundations and footings will be engineered to local and national building standards to retain the soil along Main street. The intent of this design effort is to maximize access from both Main Street and Renaissance Towne Drive. This method will provide building designs that meet the intent of the Renaissance Towne Centre project and create connectivity for the surrounding neighborhood.



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Parking Impact

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Parking and Access

1. Parking stalls may be shared among all parcels throughout the development due to the mixed-use characteristic of the project, with the exception of the dedicated covered stalls associated with residential use. Reciprocal/shared parking is encouraged and the City Council may allow an overall parking reduction based on an approved parking study prepared by a licensed traffic engineer. Carports are not allowed without City Council approval.
2. Setbacks: All surface parking areas shall be setback at least 10 (ten) feet from a public street.
3. Residential Units: 1 (one) dedicated, covered parking stall per unit located within the footprint of or immediately adjacent to the structure, with additional required stalls allowed along interior public and private streets, public parking garages and driveways.
4. Non-Residential Uses: The number of stalls required by the Bountiful Land Use Ordinance, or as may be modified by an approved parking study prepared by a licensed traffic engineer.
5. Parking along Main Street, 1500 South and 1800 South streets will not be counted toward the minimum parking requirements for the site.

	Building Use	# of floors	Required Parking	Surface	Structure	Garage
Lot #1	Professional Office	5	352	18	334	
Lot #6	Professional Office	2	40	40		
Lot #7	Professional Office	2	45	45		
Lot #8	Professional Office	2	40	40		
Lot #9	Office/Residential	5	64		24	40
Lot #10	Professional Office	4	125		125	
Lot #11	Office/Residential	8	161	15	146	
Lot #13	Commercial	1	86	86		
Lot #14	Commercial	5	267		168	99
Lot #15a	Commercial	2	27	27		
Lot #15b	Commercial	2	32	32		
Lot #16	Residential	3	25	5		20
Lot #17	Commercial	1	65	65		
Lot #18	Commercial	1	46	46		
Lot #19	Professional Office	2	51	51		
			1,426	470	797	159

Available Parking Stalls	
North East Surface	41
North West Surface	128
South East Surface	68
South West Surface	191
Lot #9 Garage	40
Lot #14 Garage	99
Lot #16 Garage	20
Phase 1 Parking - Lot #1	489
Phase 2 Parking - Lot #12	362
1,438	



Renaissance Town Centre

Mixed-Use Planned Unit Development
Bountiful City, Davis County, Utah



Town Center, LLC

1560 S. Renaissance Town Dr.
Bountiful, Ut 84010

Broadhead & Company

1560 S. Renaissance Towne Dr.
Bountiful, Ut 84010

MEMORANDUM

Date: March 18, 2019
To: Broadhead & Company
Ray Bryson
From: Hales Engineering



Subject: **Bountiful Renaissance Center Parking Study Update**

UT19-1390

This memorandum discusses the parking study completed for the proposed Renaissance Center project located in Bountiful, Utah. The study identifies the Bountiful City parking rates, the parking demand rates identified by the Institute of Transportation Engineers (ITE), and parking demand observed by Hales Engineering in Bountiful. Shared use and time-of-day parking distributions are also discussed. This study serves as an update to a previous parking study that was completed by Hales Engineering for the Renaissance Center project in March 2015.

Project Description

The proposed Renaissance Center project is bordered by 300 West (SR-68), 1500 South, Main Street, and 1800 South in Bountiful, Utah. A vicinity map of the project site is shown in Figure 1, and a full site plan is found in Appendix A. The previous parking study also included a previous project area north of 1500 South. However, this parking study update focuses on the project area south of 1500 South. 1,449 total parking stalls are being planned for the project.

The proposed development is a mixed-use development that consists of medical office, general office, restaurant, commercial and apartment land uses. Some project buildings and parking structures are already built. The following are the proposed intensities of these land uses:

- Medical Office: 89,800 square feet
- General Office: 166,900 square feet
- Restaurant: 18,500 square feet
- Commercial: 20,000 square feet
- Apartments: 327 dwelling units
 - 50% are 1-bedroom units, and 50% are 2-bedroom units



Figure 1: Site vicinity map of the project in Bountiful, Utah

Bountiful City Parking Code

The Bountiful City code specifies parking rates for various land use types. According to section 14-18-107 of the code, the City requires the following parking rates for the various land uses:

- Medical Office: 4.00 stalls per 1,000 square feet
- Professional Office: 3.33 stalls per 1,000 square feet
- Restaurant: 10.00 stalls per 1,000 square feet
- Commercial: 5.00 stalls per 1,000 square feet
- Apartments: 1.75 stalls per 1-bedroom unit
2.25 stalls per 2-bedroom unit

With half of the apartments being 1-bedroom units and the other half being 2-bedroom units, a flat rate of 2.00 stalls per apartment was assumed to simplify the calculations. Hales Engineering calculated the required parking for each lot based on these rates, as shown in Table 1. The lot numbers shown correspond with those on the site plan shown in Appendix A. As shown, the City would require 1,858 parking stalls for the proposed Renaissance Center development.

Table 1: Required Parking – Bountiful City Rates

Lot #	Building #	Land Use	Intensity	Rate	Stalls
1	1551	Medical Office	89.8 1,000 sq. ft.	4.00	360
1	1551	Professional Office	22.4 1,000 sq. ft.	3.33	75
6	1512	Professional Office	14 1,000 sq. ft.	3.33	47
7	1560	Professional Office	15.6 1,000 sq. ft.	3.33	52
8	1580	Professional Office	13.8 1,000 sq. ft.	3.33	46
9	1509	Professional Office	4.7 1,000 sq. ft.	3.33	16
9	1509	Apartments	40 dwelling units	2.00	80
10	1500	Professional Office	44 1,000 sq. ft.	3.33	147
11	1581	Professional Office	34.6 1,000 sq. ft.	3.33	116
11	1581	Apartments	50 dwelling units	2.00	100
13	TBD	Restaurant	8.1 1,000 sq. ft.	10.00	81
14	TBD	Apartments	217 dwelling units	2.00	434
15	TBD	Commercial	20 1,000 sq. ft.	5.00	100
16	TBD	Apartments	20 dwelling units	2.00	40
17	TBD	Restaurant	6.1 1,000 sq. ft.	10.00	61
18	TBD	Restaurant	4.3 1,000 sq. ft.	10.00	43
19	TBD	Professional Office	17.8 1,000 sq. ft.	3.33	60
TOTAL					1,858

Time-of-Day Distribution

Mixed-use projects tend to have shared parking use depending on the type and intensity of its land uses. The Renaissance Center project, in particular, is an appropriate site for shared parking use because of the high amount of both office and residential uses. Office space requires parking during the day while residential space primarily requires parking overnight.

Hales Engineering applied time-of-day distributions to the require City parking rates to determine the maximum anticipated demand when considering shared parking use. Varying parking demands for each land use were obtained from the Institute of Transportation Engineers (ITE), *Parking Generation*, 4th Edition, 2010.

A chart showing the overall time-of-day distribution of the parking on-site is shown in Figure 2. As shown, when considering time-of-day parking distribution, it is anticipated that a maximum demand of 1,437 stalls will be required based on City rates. With a planned supply of 1,449 stalls, it is anticipated that there will be sufficient stalls.

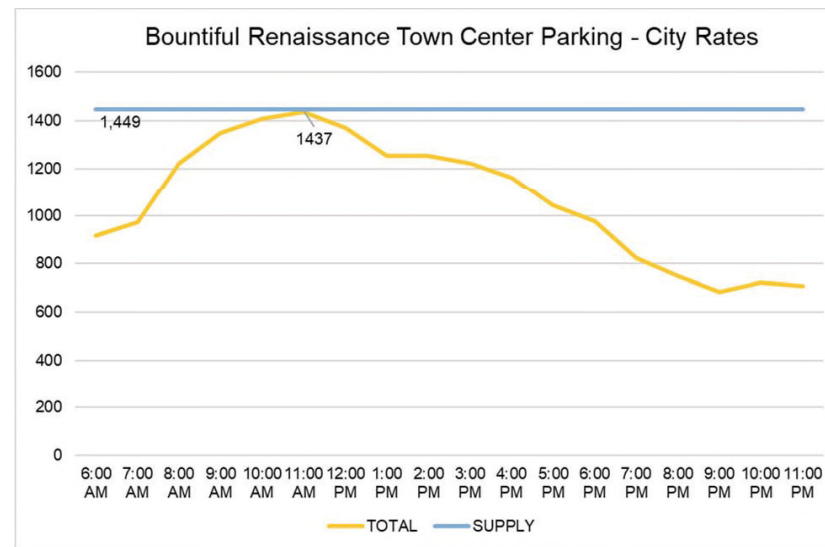


Figure 2: Time-of-day distribution by lot

ITE Parking Demand Rates

According to the ITE, *Parking Generation*, 4th Edition, 2010, the following are the average parking rates for the study land uses:

- Medical Office: 3.20 stalls per 1,000 square feet
- Professional Office: 2.84 stalls per 1,000 square feet
- Restaurant: 10.60 stalls per 1,000 square feet
- Commercial: 2.94 stalls per 1,000 square feet
- Apartments: 1.23 stalls per unit

Based on ITE average rates, the site would require a total of 1,426 stalls. A detailed trip generation table based on these ITE rates is provided in Appendix B. With a supply of 1,449 stalls, there would be sufficient and excess stalls.

Local Parking Demand Rates

In order to evaluate the specific local parking demand, Hales Engineering completed parking demand counts on January 27, 2015 as part of the original study. Counts were collected at a peak time of 10:00 a.m. on this day to estimate maximum demand. Data were collected at existing buildings on the Renaissance Center site. The following were the observed parking demand rates:

- Medical Office: 3.10 stalls per 1,000 square feet
- Professional Office: 1.00 stalls per 1,000 square feet
- Commercial: 1.44 stalls per 1,000 square feet

Using these local parking demand rates, Hales Engineering recalculated the required parking stalls based on City rates and replacing the City office and commercial rates with the observed. As shown in Table 2, based on this methodology, 1,316 parking stalls would be required for the site. The rates highlighted in yellow represent those observed on-site. With a supply of 1,449 stalls, there would be sufficient and excess stalls.

Table 2: Required Parking – Bountiful City and Observed Rates

Lot #	Building #	Land Use	Intensity	Rate	Stalls
1	1551	Medical Office	89.8 1,000 sq. ft.	3.10	279
1	1551	Professional Office	22.4 1,000 sq. ft.	1.00	23
6	1512	Professional Office	14 1,000 sq. ft.	1.00	14
7	1560	Professional Office	15.6 1,000 sq. ft.	1.00	16
8	1580	Professional Office	13.8 1,000 sq. ft.	1.00	14
9	1509	Professional Office	4.7 1,000 sq. ft.	1.00	5
9	1509	Apartments	40 dwelling units	2.00	80
10	1500	Professional Office	44 1,000 sq. ft.	1.00	44
11	1581	Professional Office	34.6 1,000 sq. ft.	1.00	35
11	1581	Apartments	50 dwelling units	2.00	100
13	TBD	Restaurant	8.1 1,000 sq. ft.	10.00	81
14	TBD	Apartments	217 dwelling units	2.00	434
15	TBD	Commercial	20 1,000 sq. ft.	1.44	29
16	TBD	Apartments	20 dwelling units	2.00	40
17	TBD	Restaurant	6.1 1,000 sq. ft.	10.00	61
18	TBD	Restaurant	4.3 1,000 sq. ft.	10.00	43
19	TBD	Professional Office	17.8 1,000 sq. ft.	1.00	18
TOTAL					1,316

Conclusions and Recommendations

Hales Engineering makes the following conclusions and recommendations for the proposed parking at the proposed Renaissance Center in Bountiful, Utah:

- The proposed mixed-use development will consist of medical office, professional office, apartments, and restaurants. **1,449** total parking stalls will be constructed (supplied) on the site.
- Without reductions, Bountiful City code requires **1,858** parking stalls for the proposed development.
 - When considering shared parking and time-of-day distributions, it is anticipated that at least **1,437** stalls will be required (demand), with the conclusion that supply will be sufficient for the demand.
- Based on average ITE parking rates, it is anticipated that **1,426** stalls are needed, with the conclusion that supply will be sufficient for the demand.
- Based on local office parking data collection, it is anticipated that **1,316** stalls would be required, with the conclusion that supply will be sufficient for the demand.
- *Based on potential shared parking, national ITE average rates, and local data collection, it is anticipated that 1,449 stalls will be sufficient for the anticipated demand of the land uses in the Renaissance Center project.*

HALES ENGINEERING
innovative transportation solutions

Traffic Impact Study EXECUTIVE SUMMARY

This study addresses the traffic impacts associated with the proposed Renaissance Towne Centre development located in Bountiful, Utah. The proposed project is located in between 1500 South and 1800 South and Main Street and SR-68.

Included within the analyses for this study are the traffic operations and recommended mitigation measures for existing conditions and plus project conditions (conditions after development of the proposed project) at key intersections and roadways near the site. Future 2024 and 2040 conditions were also analyzed.

The evening peak hour level of service (LOS) was computed for each study intersection. The results of this analysis are shown in Table ES-1.

TABLE ES-1 LOS Analysis - Evening Peak Hour Bountiful - Renaissance Towne Centre TIS						
Intersection	Level of Service (Sec/Veh) ¹					
	Existing (2019) Background	Existing (2019) Plus Project	Future (2024) Background	Future (2024) Plus Project	Future (2040) Background	Future (2040) Plus Project
1500 South / 300 West	B (10.7)	B (11.0)	B (11.5)	B (12.8)	B (12.1)	B (14.0)
Renaissance Towne Drive / 1500 South	A (8.5) / NB	A (9.5) / NB	A (9.9) / NB	B (13.7) / NB	B (11.0) / NB	C (17.2) / NB
1500 South / 200 West / Main Street	A (5.2)	A (5.2)	A (6.0)	A (6.9)	A (6.8)	A (7.6)
Parking Access / Main Street	A (4.6) / EB	A (4.8) / EB	A (4.9) / EB	A (5.5) / EB	A (5.3) / EB	A (5.4) / EB
East Access / Main Street	A (3.5) / EB	A (3.7) / EB	A (4.4) / EB	A (5.2) / EB	A (4.2) / EB	A (5.4) / EB
1800 South / Main Street	B (10.7)	B (11.1)	B (12.1)	B (14.4)	C (15.2)	C (18.4)
1800 South / 400 West	A (9.3)	A (9.2)	A (9.8)	B (10.5)	B (11.3)	B (12.0)
West Access / 400 West	A (4.2) / WB	A (4.2) / WB	A (0.7) / WB	A (0.8) / WB	A (0.7) / WB	A (0.8) / WB
South Access / 1800 South	-	-		B (12.7) / SB	-	D (25.3) / SB
SW Access / 1800 South	-	-		A (7.0) / SB	-	B (14.2) / SB
¹ Intersection LOS and delay (seconds/vehicle) values represent the overall intersection average for roundabout, signalized, all-way stop controlled intersections and the worst approach for all other unsignalized intersections. ² This intersection is a project access and was only analyzed in "plus project" scenarios. Source: Hales Engineering, April 2019						

SUMMARY OF KEY FINDINGS/RECOMMENDATIONS

The following is a summary of key findings and recommendations:

- All study intersections are currently operating at an acceptable LOS during the evening peak hour in existing (2019) background conditions.
 - A portion of the overall project is currently built and occupied.
- The development will consist of office space, medical office space, shopping center space, restaurants, and apartment units.
 - The project is planned to be built over the next few years and has been phased into the analysis.
- All study intersections are anticipated to operate at an acceptable LOS during the evening peak hour with project traffic added.
- For the future (2024) background conditions, all study intersections are anticipated to operate at an acceptable LOS during the evening peak hour.
- For the future (2024) plus project conditions, all study intersections are anticipated to operate at an acceptable LOS during the evening peak hour.
- For the future (2040) background conditions, all study intersections are anticipated to operate at an acceptable LOS during the evening peak hour.
- For the future (2040) plus project conditions, all study intersections are anticipated to operate at an acceptable LOS during the evening peak hour.

Design Guidelines

*Plan is conceptual only and subject to change. This plan is meant to show the development possibilities of the project.

Structure Design and Materials

Structures shall meet the minimum design criteria as set forth herein.

1. Exterior materials (excluding glass areas) shall be maintenance free wall material such as high-quality brick, natural stone, concrete, weather resistance stucco, fiber cement board siding or Masonite type material.
2. All buildings must meet the ground with some form of base element or detailing, constructed of either concrete, masonry, or stone tile, or fiber cement board siding.
3. Each residential unit shall have some private outdoor space in the form of a balcony or patio. Balconies and patios will be partially inset into the facade to create articulation.
4. Blank walls shall be prohibited on street-facing facades. New or reconstructed first story building walls facing a street shall be devoted to either pedestrian entrances, windows, building offsets and/or exterior materials changes.
 - a. Transparent commercial storefront windows shall provide views into retail, office, restaurant, or lobby areas.
 - b. Ground floor office and residential spaces shall have windows and window areas that (1) meet the building code energy efficiency requirements and (2) divide solid walls.
 - c. Darkly tinted windows are not allowed on the ground floor and mirrored windows are not permitted.
5. To preclude large expanses of uninterrupted building surfaces, exterior elevations shall incorporate design features such as offsets, balconies, projections, or similar elements along each face of the building facing a public right-of-way or public plaza.
6. Horizontal banding will be used in at least one location around the entire building to break up the vertical height. The banding may be created with reveals or offsets and may create variety in color and material.
7. All windows shall include headers created by reveals or offsets and may vary in color and material.
8. Commercial and Professional office uses will use clear anodized aluminum mullions in storefront frames with door heights of 8 feet and transom heights of 2 feet.
9. Building entrances will be articulated with tower like elements which break the building roof line and add additional setbacks or offsets in the facade. Lobby and common area entrances for Commercial, Professional Office and Residential uses will use storefront windows to further articulate building facades and create transparency and ground level.
10. Commercial and Office entrances will include awnings and overhangs or other canopy structures.
11. Buildings with parking located on the ground floor within the footprint of the structure shall incorporate design features into street facing facades that are consistent with the remainder of the building design. Features shall include elements typical of a street facade, including windows or false windows, planters, and/or architectural details providing articulation. False windows shall be integrated into the framing of the building and not a surface mounted element.

Street Design Standards

Renaissance Towne Drive is a unique streetscape that (1) links the north and south development entrances, (2) connects buildings, open spaces and parking areas and (3) encourages pedestrian access throughout the center.

1. Vehicle access as defined and controlled by the Traffic Plan will keep automobile speeds slower and allows parking on both sides of the street.
2. Surface parking stalls will be 9 feet width and 20 foot depth. Locations that allow 2 foot overhangs on sidewalks and landscaping will be reduced to 18 foot depth.
3. Single purpose parking structures will have stalls with 9 foot width and 18 foot depth.
4. Parallel parking stalls will be 20 feet long and 9 feet wide.

Minimum Building Setbacks

1. Public right-of-way: Five (5) feet
2. Spacing Between buildings as required by the International Building Code.
3. With the exception of parking structures, buildings along Main St. will be set back a minimum of 20 feet from the property line.
4. Lot 10 shall be set back 35 feet from the roundabout right of way measured from the point closest to the radius of the roundabout.

Site Plan and Subdivision Approval

Site plan and subdivision approval for individual buildings and lots, respectively, shall implement the Development Plan, the standards and guidelines included herein and be prepared, submitted, reviewed and approved based upon the requirements of Chapter 2 Part 3 – Architectural and Site Plan Approval and Chapter 20 Part 2 – Subdivision Approval Procedure, as applicable. In addition, the following considerations shall be followed as individual lot and building requests are submitted.

1. Building plans, site plans and subdivision applications submitted should be in substantial conformance with the building and site plan included in the approved Development Plan. Major revisions – revisions that add more 20% to the total Development Plan square footage --, shall require a revision to the Development Plan.
2. Applications shall show conformance with the Development Plan Parking Plan / Parking Study by illustrating the construction of sufficient parking as required by the Development Plan.

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