



ZM-26-001

Planning Commission Staff Report

Meeting Date: 2/18/2026
mi
Applicant: 3300 Cottonwood, LLC
Re: Rezone/Development Agreement (CCOZ-DA)
Property Address: 1312 E 3300 S
Zone: C (Commercial)
Prepared By: Carlos Estudillo, Planner

Scope of Decision: **Discretionary.** This is a legislative matter, to be decided by the Millcreek City Council upon receiving a recommendation from the Community Council(s) and the Millcreek Planning Commission. Your recommendation can be broad in scope, but should consider prior adopted policies, especially the Millcreek General Plan.

REQUEST AND SYNOPSIS

The applicant, Tyler Morris, has filed a CCOZ-DA rezone application, proposing to construct a 210-unit Residential Mixed-Use development, as a next phase to the adopted a 2019 City Center Master Plan, on property located at approximately 1312 E 3300 S. The request is to rezone the Property from the Commercial Zone (C) and City Center Overlay Zone (CCOZ) to the City Center Overlay-Development Agreement (CCOZ-DA) Zone, in conjunction with a development agreement, subjecting the Property to certain development terms and standards pursuant to Title 18.48. of the Millcreek Zoning Code.

The Development Agreement (CCOZ-DA) Zone is to allow flexibility in the strict application of the City Center Overlay Zone Design standards given particular site conditions and opportunities for additional development of public benefits such as additional public parking or open space or the provision of affordable housing, while adhering to the goals of the City Center Master Plan. This development agreement will accompany this application to ensure that the proposed site plan is executed as approved. Conditions to be subjected to Community Council and Planning Commission's recommendation.

EXISTING CONDITIONS & FINDINGS:

- The Subject Property involves a compilation of parcels comprising approximately 1.75 acres (76,537 sf).

- **Zoning.** The Subject Property is currently within the C (Commercial Zone) and the CCOZ (City Center Overlay Zone). Properties within the vicinity surrounding the Subject Property are within the C (commercial zone) to the North, West, and East, as well as R-M (Residential Mixed) to the South.
- **Land Use Designation.** The Subject Property is within the “City Center (City Marketplace)” category in the General Plan.
 - The “City Center” land use designation primarily envisions retail in walkable, mixed-use configuration, professional uses, restaurant, and similar arts and entertainment uses that attract visitors from around the City and region.
 - Secondly, the “City Center” land use designation envisions Multifamily condominiums or apartments, hospitality, civic and public facilities, health services, as well as plazas, squares, pocket parks, community gardens, and other gathering spaces.
- **Surrounding Uses.** Properties surrounding the Subject Property consist of large-scale multi-family housing, and first-floor commercial stock, the envisioned uses for the City Center Overlay Zone. Additionally, the subject property is located right across from City Center and City Hall, at the intersection of 3300 S and 1300 E.
- **Densities.** The Market Place section of the City Center Overlay zone allows a building height range from 2 to 6 stories (48-75 feet in height).
- **Proposal.**
 - The project offers **210, for rent, units**, with a variety in bedroom count. The breakdown is the following:
 - Studio: 43 Units.
 - One-Bedroom: 143 Units.
 - Two-Bedroom: 24 Units.
 - Height: The proposed structure will range from **70 feet** at the highest elevation of the lot, to **74 feet** at the lowest elevation to compensate for heights from the existing slope. This structure is below the maximum height allowed of **75 feet**.
 - Exterior materials of a durable and resilient nature such as brick, stone, architectural metal panel, composite materials, or other materials of similar quality, hardness, and low maintenance characteristics are proposed in the design of the proposal. For street-facing building facades, exterior building materials used shall consist of a minimum of 75 percent brick or stone excluding windows. The proposed structure currently meets this design standard.
 - Windows shall constitute at least 50 percent of first story street-facing facades, and windows shall be at least 50 percent transparent. The proposed structure currently meets this design

standard.

- Building 2, which is the primary structure, currently measures approximately 368 feet. No single building shall exceed 300 feet in length, as per **18.47.070 Site Standards**. The applicant is requesting a CCOZ-DA modification, in part, to waive this requirement on 3300 South and 1300 E façade of building, by providing the following public benefit in leu of said requirement:
 - Approximately 10 feet of additional right-of-way to create a larger sidewalk that, in addition to the plaza at the corner of 1300 E and 3300 S would create a more pleasurable and walkable experience for residents.
- As per MKZ 18.47.070, the developer would be required to provide a 20-foot setback along the street-facing facade between the top of the first story and the top of the third and upper stories. The applicant is requesting a CCOZ-DA modification, in part, to waive this requirement on 3300 South and 1300 E façade of building, by providing the following public benefit in leu of said requirement:
 - Approximately 10 feet of additional right-of-way to create a larger sidewalk that, in addition to the plaza at the corner of 1300 E and 3300 S would create a more pleasurable and walkable experience for pedestrians.
- Landscaping to be subject to MKZ 18.64 (Landscape standards). Proposal currently meets the requirement of allocating, at least, 30% of the overall lot size as open space.
- Parking is subject to MKZ 18.63 (Parking and Mobility Standards).
 - The Project shall have at least 276 parking stalls, which shall be contained within the a parking structure, not visible from the Front-Facing Façade (3300 S). The breakdown of parking stalls is the following:
 - Studio units: 43 stalls required and provided.
 - One-bedroom: 143 stalls required and provided.
 - Two-bedroom: 35 stalls required and provided.
 - Guest Parking: 52 stalls required. Applicant provided a shared-parking table providing 54 stalls for commercial and guest parking.
 - Commercial: 13 stalls required. Applicant provided a shared-parking table providing 54 stalls for commercial and guest parking.
- **Access:** The Subject Property has one access (both ways) from 1300 E to the site, measuring 30' in width, meeting the 2019 Transportation Master plan. Additionally, two access have been proposed on 3300 S, one which will serve as an exit of the premises, and the other as just access. A median on 3300 S is recommended to avoid dangerous left-turns from the site onto 3300 S. Access has been reviewed and accepted by Millcreek Engineering.
- **Commercial Requirements:** A commercial aspect shall be proposed to meet the mixed-use requirements of the CCOZ. Applicants have identified potentially 5132 SF of commercial space. Commercial uses shall face a minimum of 50% of the total frontage on 3300 S.

- **Development Agreement:** A development agreement may best ensure the type, scale, orientation, dedication, utilities easements, access, phasing, and other aspects pertaining to the future development of these properties, where the underlying zoning and land use ordinances may be insufficient; Therefore, a development agreement may be considered to ensure development design and layout of the property. Staff would like the Community Council to discuss the following, potential development agreement items:
 - Uses.
 - Ownership
 - Density
 - Length and Height.
 - Owner Occupancy and deed restrictions.
 - Setbacks.
 - Landscaping
 - Parking.
 - Materials.
 - Irrigation ditch cleanouts
 - Right-of-way improvements, streetscape and maintenance.
 - Step backs

DEVELOPMENT AGREEMENT:

The following are envisioned terms for the proposed Development Agreement.

1. **Uses.** The project shall consist of 210 residential units and commercial space within two (2) buildings connected by a bridge, as depicted in Exhibit C.
 - **Building one (1):**
 - Studio: 43 Units.
 - One-Bedroom: 143 Units.
 - Two-Bedroom: 24 Units.
 - Commercial/retail
 - **Building two (2):**
 - Commercial/Retail.
 - Residential Amenities.
2. **Commercial Requirements:** 5132 Square feet shall be allocated for Commercial/Retail Uses. The location of the commercial uses shall be arranged as depicted in the floorplans of Buildings One (1) and

Two (2). Additionally, commercial uses shall face a minimum of 50% of the total frontage along 3300 S, as depicted in Exhibit C.

3. **Height.** The height of the buildings shall be measured from the lowest elevation point of original grade (TBD), as depicted in the attached ALTA/NSPS Land Title & Topography Survey, Exhibit C. Height shall be as depicted in Exhibit C.
 - **Building one (1) :** No higher than 75’.
 - **Building two (2):** No higher than 75’.
4. **Setbacks.** The minimum building setbacks shall be according to the current City Center Overlay Zone (CCOZ), and as depicted in Exhibit C.
5. **Length:** All buildings shall not exceed 368 feet in length, as depicted in Exhibit C.
6. **Parking.** The Project shall have at least 276 parking stalls, which shall be contained within a parking structure, not visible from the Front-Facing Façade (3300 S & 1300 E). The breakdown of parking stalls is the following, as depicted in Exhibit _:
 - Studio units: 43 stalls.
 - One-bedroom: 143 stalls.
 - Two-bedroom: 35 stalls.
 - Guest Parking: 52 stalls required. Applicant provided a shared-parking table providing 54 stalls for commercial and guest parking.
 - Commercial: 13 stalls required. Applicant provided a shared-parking table providing 54 stalls for commercial and guest parking.
 - 28 of the 276 stalls will be EV charging stalls.
7. **Materials.** The building’s facades shall consist of high-quality, durable, low-maintenance materials (e.g., composite siding and trellises, brick, stone, stucco, glass, and metal) in accordance with the City Center Overlay Zone (CCOZ) ordinance. The materials and windows shall be arranged according to the elevation sheets, as depicted in Exhibit _.
8. **Landscaping.** Landscaping shall comply with the requirements of MKZ 18.64 (Landscape standards) and the Millcreek City Center Urban Forestry Standard. Landscaping materials shall include native or endemic groundcover. Turf grass is prohibited for use as a ground cover.
9. **Public Benefit:** The applicant shall dedicate 10 feet of additional right-of-way along the property’s frontage on 3300 South and 1300 East, to create a larger sidewalk in leu of setbacks requirements, as depicted in Exhibit _.
10. **Right-of-way improvements.** The Developer shall provide a ten-foot (10’) wide public easement parallel to and abutting the 3300 South and 1300 E right-of-way. Additionally, The Developer shall also install frontage improvement to the abutting right of way (including but not limited to plaza, curb, gutter, sidewalk, landscaped park strip, asphalt, and utilities), as depicted in Exhibit _.

11. **Road Medians:** Applicant must work with all applicable parties, not limited to Millcreek City and UDOT to install Medians in 3300 S and 1300 E to ensure the project accesses are not used by left-turning vehicles, maintaining a safer roadway close to busy intersections.
12. **Streetscape and Dedication.** The streetscape along 3300 South and 1300 East shall be installed as depicted in Exhibit __, following the cross sections recommended by the Engineering Department.

CONCLUSIONS:

- **Planning Open House Meeting:** Residents within 600' radius of the property was noticed to participate in an open house meeting, that was held on February 3rd, 2026. Staff did not receive any written comments in response to the application. However, during the meeting, close neighbors of the subjected property had the following questions:
 - Medians to be installed to manage left-turning traffic
 - Roads be expanded, specifically in 1300 E, to fit a right-turning lane.
- **Community Councils:** On February 3rd, 2026, during the Millcreek Community Council meeting, members moved to recommend the proposal as presented with a 5-1(abstaining) vote.
- The project qualifies for a CCOZ-DA by proposing a public benefit that will provide an additional ten (10) feet of Right-of-way along the frontages of 3300 S and 1300 E. This will create a more pleasurable and walkable experience for pedestrians.
- Applicant must work with all applicable parties, not limited to Millcreek City and UDOT to install Medians in 3300 S and 1300 E to ensure the project accesses are not used by left-turning vehicles, maintaining a safer roadway close to busy intersections.
- Any proposed building with a height greater than thirty-six feet (36'), excluding height projection allowances as set forth in [MKZ 18.72.040](#) will be subjected to a Conditional Use Permit.
- All development will be required to meet the minimum zoning and land use ordinances; to which the concept plan may likely evolve from what is currently presented for this rezone application.
- The project is subject to further review and final approval.

RECOMMENDATIONS:

Traffic Study (TIS): Medians are recommended to ensure the project accesses are not used by left-turning vehicles, maintaining a safer roadway close to busy intersections. The medians are recommended to span from the intersection of 1300 East & 3300 South past the project accesses to ensure that drivers do not try to turn around them. A right-turn bay along 3300 South is not recommended for the project access. If extra ROW is acquired, it is recommended that it be used for enhancing the pedestrian and bicyclist experience, making active modes more attractive in a developing urban environment.

Staff Recommendation: Staff recommend that the Millcreek Planning Commission take public comments and consider recommending a City Center Overlay - Development Agreement Zone (CCOZ-DA) with

reasonable criteria for the City Council to consider.

I move that the Planning Commission recommends approval of application ZM-26-001, as presented.

SUPPORTING DOCUMENTS

- **Application package**
- **Traffic Study**
- **Appendix: Community Council/Public Comments**



City Center Overlay Zone (CCOZ) Pre-Application and Checklist

Millcreek City Hall
1330 East Chambers Avenue
Millcreek, Utah 84106
801-214-2700
millcreekut.gov

All boxes and fields below must be completed

Date of Application Submission:	Property Address: 1312 E 3300 S
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Parcel Number(s): 16-29-477-0140, 16-28-351-0480, 16-28-351-0490, 16-28-351-0520

Name of Proposed Development: Cottonwood 3300	Square Feet: 76,537sf
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Description of Proposed Development:
Mixed-use development with 210 residential apartments; 3,748sf of commercial space; and 276 parking stalls.

All development located in the City Center Overlay Zone (CCOZ) shall submit a completed City Center Overlay Zone (CCOZ) Checklist and Application. Applications that fail to adequately address all city requirements will not be accepted and processed. All applications deemed a conditional use permit are subject to the procedures and requirements found in 18.15.030 Administrative Decisions – Other Land Use Decisions (A) and must also fill out the Conditional Use Supplementary Questions and Standards of Approval forms.

Verify the information below has been submitted with application per 18.15.030 Administrative Decisions – Other Land Use Decisions (A)

Contact Information: Name, address, telephone number, e-mail.

The property owner's name, address, e mail, and telephone number, if different than the applicant, and the property owner's signed consent to the filing of the application.

The current zoning classification, zoning district boundaries, and present use of the subject property.

A site plan or plans, drawn to scale, including sketches of the types of buildings proposed, floor plans, elevations of proposed buildings, materials, landscaping, parks, plazas, pedestrian pathways, parking, low impact design stormwater techniques to be applied to the site, known faultlines and recommended setbacks, oblique sketches of the project to show any view related issues (Valley and Mountains), and conceptual street cross sections using the requirements of Section **18.47.060 Design Standards**.

✓ if Yes	Site Plans Shall Include the Following Below:	Staff Use Only	
<input checked="" type="checkbox"/>	Owner name and all addresses of the proposed development	<input type="checkbox"/>	<input type="checkbox"/>
<input checked="" type="checkbox"/>	Location and name of streets	<input type="checkbox"/>	<input type="checkbox"/>
<input checked="" type="checkbox"/>	Property boundaries and dimensions including any known survey monuments	<input type="checkbox"/>	<input type="checkbox"/>

<input checked="" type="checkbox"/>	Location and footprints of any proposed structures	<input type="checkbox"/>	<input type="checkbox"/>
<input checked="" type="checkbox"/>	Location and stall counts of all proposed parking including any on-street parking	<input type="checkbox"/>	<input type="checkbox"/>
<input checked="" type="checkbox"/>	Precise location of existing and proposed driveways or entry ways	<input type="checkbox"/>	<input type="checkbox"/>
<input checked="" type="checkbox"/>	Location of existing and proposed fencing	<input type="checkbox"/>	<input type="checkbox"/>
<input checked="" type="checkbox"/>	Location of proposed waste container and enclosure	<input type="checkbox"/>	<input type="checkbox"/>
<input checked="" type="checkbox"/>	Utility plans, including additional water and sewer service. Identify location of any irrigation canals or ditches.	<input type="checkbox"/>	<input type="checkbox"/>
<input checked="" type="checkbox"/>	Location of any proposed signs	<input type="checkbox"/>	<input type="checkbox"/>
<input checked="" type="checkbox"/>	Location of existing and proposed easements, including all easements within 50 feet on abutting properties	<input type="checkbox"/>	<input type="checkbox"/>
<input checked="" type="checkbox"/>	Location of any streams or waterways, if applicable	<input type="checkbox"/>	<input type="checkbox"/>
<input checked="" type="checkbox"/>	Tabulation table identifying percentage of land use allocation on the site (building coverage, open space, landscaping, parking)	<input type="checkbox"/>	<input type="checkbox"/>
<input checked="" type="checkbox"/>	A written explanation of the project that describes the thematic elements of the project, the place making concepts, one or more signature features, commercial and mixed-use designs (if applicable), potential tenants, its' relationship to the goals for the City Center and other details that will provide reasons that the development will create a long term benefit to the City and proposed techniques to mitigate any anticipated detrimental effects.	<input type="checkbox"/>	<input type="checkbox"/>
<input checked="" type="checkbox"/>	A site-specific geologic hazard study and report, if required per Chapter 18.61 Sensitive Lands .	<input type="checkbox"/>	<input type="checkbox"/>
<input checked="" type="checkbox"/>	A summary table / tabulation box showing: floor area by use, provided parking by use, materials percentages, percentages of doors and windows, residential amenities if required, and open space requirements.	<input type="checkbox"/>	<input type="checkbox"/>
<input checked="" type="checkbox"/>	Other information or documentation the City may deem necessary, as described on the application form, for proper review and analysis of a particular application and its potential detrimental effects.	<input type="checkbox"/>	<input type="checkbox"/>
<input checked="" type="checkbox"/>	Millcreek Land Use Application and Owner Affidavit (Signed and Notarized)	<input type="checkbox"/>	<input type="checkbox"/>

CCOZ Pre-Application Compliance Matrix

Checkmark and Complete All boxes and fields below

CCOZ District		Building Elevations			
Neighborhood	<input type="checkbox"/>	12-26 feet	<input type="checkbox"/>	40-75 feet	<input type="checkbox"/>
Mill Center	<input type="checkbox"/>	12-38 feet	<input type="checkbox"/>	48-75 feet	<input checked="" type="checkbox"/>

MarketPlace <input checked="" type="checkbox"/>	24-50 feet <input type="checkbox"/>				
Building Type				Adjacent Streets and Types	
Mixed-Use <input checked="" type="checkbox"/>	Multi-Family <input type="checkbox"/>	Highland Drive <input type="checkbox"/>	Millcreek Common <input type="checkbox"/>		
Office/Comm/Civic Mixed <input type="checkbox"/>	Townhome <input type="checkbox"/>	Richmond/1300 East <input checked="" type="checkbox"/>	Laneway <input type="checkbox"/>		
Adaptive Reuse <input type="checkbox"/>		3300 South <input checked="" type="checkbox"/>	Woonerf <input type="checkbox"/>		
Commercial Single Purpose <input type="checkbox"/>		Neighborhood Street <input type="checkbox"/>	Corner Lot <input checked="" type="checkbox"/>		
Parking Stalls by Use				Shared Parking, EV and ADA	
USE TYPE	√ IF YES	UNIT #	STALLS REQ.	STALLS PROVIDED	SHARED PARKING: Y/NO <input type="checkbox"/> YES <input checked="" type="checkbox"/> N/A <input type="checkbox"/>
STUDIO	<input checked="" type="checkbox"/>	43	43		REQUIRED SPACES BEFORE SHARED PARKING TABLE: 288
1 BEDROOM	<input checked="" type="checkbox"/>	143	143		SPACES PROVIDED AFTER SHARED PARKING TABLE: 276
2 BEDROOM	<input checked="" type="checkbox"/>	24	36		EV SPACES WITH 220 VOLT CHARGING STATION: 10
3 OR MORE BEDROOM	<input type="checkbox"/>				EV SPACES WITH 220 VOLT INFRASTRUCTURE: 55
GUEST (.25)	<input checked="" type="checkbox"/>	210	52.5		ADA SPACES PROVIDED: 9
COMMERCIAL	<input checked="" type="checkbox"/>	5132	12.83		On-Street Parking Stalls
SERVICE	<input type="checkbox"/>				HOW MANY SPACES: 0
OFFICE	<input type="checkbox"/>				STREET NAME(S): N/A
TOTAL:			287.33	276	STREET NAME(S): N/A

Please be as specific as possible and verify plan set type, page and sheet number are correct. FOR PROJECT DETAILS, DO NOT LEAVE BLANK, WRITE N/A, UNAVAILABLE, OR COMING SOON.

CATEGORY	CCOZ REQUIREMENT	PROJECT DETAILS (Provide page and sheet number in plans identifying requirement is satisfied.)	REVIEW NOTES (Office Only)
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Use Requirements

Commercial Uses	Required for ground floor facades.	PLAN SET TYPE	PAGE #	REQUIREMENT SATISFIED
		Architectural	P1.01	YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>

Streetscape Requirements

PLAN SET TYPE	PAGE #	REQUIREMENT SATISFIED
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Street Type	List applicable street type and illustrate correct right-of-way	Architectural	P0.01	YES <input checked="" type="checkbox"/>	NO <input type="checkbox"/>
Street Tree Plan	Depends on street type. See Millcreek Urban Forestry Standards.	<u>PLAN SET TYPE</u>	<u>PAGE #</u>	<u>REQUIREMENT SATISFIED</u>	
		Architectural	P0.01	YES <input checked="" type="checkbox"/>	NO <input type="checkbox"/>
Dedication	May be required based on street type. Is correct right-of-way dedication illustrated.	<u>PLAN SET TYPE</u>	<u>PAGE #</u>	<u>REQUIREMENT SATISFIED</u>	
		Architectural	P0.01	YES <input checked="" type="checkbox"/>	NO <input type="checkbox"/>
Street Furnishing, Light Poles	Required based on street type. Are all furnishings and lightpoles labeled correctly. Refer to CCOZ light pole plan.	<u>PLAN SET TYPE</u>	<u>PAGE #</u>	<u>REQUIREMENT SATISFIED</u>	
		Architectural	P0.01	YES <input checked="" type="checkbox"/>	NO <input type="checkbox"/>
Bulk Requirements					
Build to Zone	0 to 10 feet – subject to new street standard	<u>PLAN SET TYPE</u>	<u>PAGE #</u>	<u>REQUIREMENT SATISFIED</u>	
		Architectural	P0.01	YES <input checked="" type="checkbox"/>	NO <input type="checkbox"/>
Minimum Side Yard Setbacks	10 feet between buildings. Note: greater setbacks may be required where walls containing residential windows are adjacent to another building with residential windows.	<u>PLAN SET TYPE</u>	<u>PAGE #</u>	<u>REQUIREMENT SATISFIED</u>	
		Architectural	P0.01	YES <input checked="" type="checkbox"/>	NO <input type="checkbox"/>
		<u>PLAN SET TYPE</u>	<u>PAGE #</u>	<u>REQUIREMENT SATISFIED</u>	

Minimum Rear Yard Setbacks	10 feet, or 25 feet if adjacent to residential zoning.	Architectural	P0.01	YES <input checked="" type="checkbox"/>	NO <input type="checkbox"/>
Building Height	Maximum height to be established per the height map in the CCOZ. Applicant to verify by survey the property location to determine the allowable height.	<u>PLAN SET TYPE</u>	<u>PAGE #</u>	<u>REQUIREMENT SATISFIED</u>	
		Architectural	P3.01	YES <input checked="" type="checkbox"/>	NO <input type="checkbox"/>
Height Transitions	Required for projects within 100 feet of an R-1 or R-2 zone	<u>PLAN SET TYPE</u>	<u>PAGE #</u>	<u>REQUIREMENT SATISFIED</u>	
		N/A	N/A	YES <input checked="" type="checkbox"/>	NO <input type="checkbox"/>
Minimum Lot Coverage	50 percent	<u>PLAN SET TYPE</u>	<u>PAGE #</u>	<u>REQUIREMENT SATISFIED</u>	
		Architectural	P0.01	YES <input checked="" type="checkbox"/>	NO <input type="checkbox"/>
Maximum Lot Coverage	80 percent	<u>PLAN SET TYPE</u>	<u>PAGE #</u>	<u>REQUIREMENT SATISFIED</u>	
		Architectural	P0.01	YES <input checked="" type="checkbox"/>	NO <input type="checkbox"/>
Off-Street Parking	Must be located to the side or rear of building or structure	<u>PLAN SET TYPE</u>	<u>PAGE #</u>	<u>REQUIREMENT SATISFIED</u>	
		Architectural	P0.01	YES <input checked="" type="checkbox"/>	NO <input type="checkbox"/>
Design Standards					
		<u>PLAN SET TYPE</u>	<u>PAGE #</u>	<u>REQUIREMENT SATISFIED</u>	

Entrances	First floor entrances must face street.	Architectural	P1.01	YES <input checked="" type="checkbox"/>	NO <input type="checkbox"/>
Building step-backs	20' foot street or common facing stepback required between first and third stories.	<u>PLAN SET TYPE</u>	<u>PAGE #</u>	<u>REQUIREMENT SATISFIED</u>	
		Architectural	P1.03, P1.04	YES <input type="checkbox"/>	NO <input checked="" type="checkbox"/>
Windows	50 percent of street facing facades, and 25 percent of upper story facades. Windows must be designed to standards described in the graphic.	<u>PLAN SET TYPE</u>	<u>PAGE #</u>	<u>REQUIREMENT SATISFIED</u>	
		Architectural	P2.01	YES <input checked="" type="checkbox"/>	NO <input type="checkbox"/>
Landscaping	Specific street trees required. Submit plan for non-public spaces. See Millcreek Urban Forestry Standards.	<u>PLAN SET TYPE</u>	<u>PAGE #</u>	<u>REQUIREMENT SATISFIED</u>	
		Architectural	P0.01	YES <input checked="" type="checkbox"/>	NO <input type="checkbox"/>
Garbage and Recycling	May not be closer than 10 feet from a property line, unless in a parking structure. Enclosures are required for waste containers outside of buildings.	<u>PLAN SET TYPE</u>	<u>PAGE #</u>	<u>REQUIREMENT SATISFIED</u>	
		Architectural	P0.01	YES <input checked="" type="checkbox"/>	NO <input type="checkbox"/>
Building Materials	Stucco and EIFS are prohibited for use as materials on any façade visible from a right-of-way. Stone or brick must be 50 percent of ground floor, excluding windows, or 75 percent of ground floor, excluding windows, if the project is in the Mill Center District	<u>PLAN SET TYPE</u>	<u>PAGE #</u>	<u>REQUIREMENT SATISFIED</u>	
		Architectural	P2.01	YES <input checked="" type="checkbox"/>	NO <input type="checkbox"/>

Building Length	No single building may exceed 300 feet in length.	<u>PLAN SET TYPE</u>	<u>PAGE #</u>	<u>REQUIREMENT SATISFIED</u>	
		Architectural	P1.01	YES <input type="checkbox"/>	NO <input checked="" type="checkbox"/>
Building Separation	Buildings must be separated by at least 10 feet. Note: greater setbacks may be required where walls containing residential windows are adjacent to another building with residential windows.	<u>PLAN SET TYPE</u>	<u>PAGE #</u>	<u>REQUIREMENT SATISFIED</u>	
		Architectural	P0.01	YES <input checked="" type="checkbox"/>	NO <input type="checkbox"/>
Facade Articulation	Rooflines shall vary every 100 feet. 3 foot depth façade depth variation requires for buildings longer than 100' feet. 2' foot other sides.	<u>PLAN SET TYPE</u>	<u>PAGE #</u>	<u>REQUIREMENT SATISFIED</u>	
		Architectural	P2.01	YES <input checked="" type="checkbox"/>	NO <input type="checkbox"/>
Plaza	Sites greater than one acre must have a plaza on the front, corner side, or side of the building.	<u>PLAN SET TYPE</u>	<u>PAGE #</u>	<u>REQUIREMENT SATISFIED</u>	
		Architectural	P0.01	YES <input checked="" type="checkbox"/>	NO <input type="checkbox"/>
Open Space	Defaults to lot coverage requirements. Residential open space to be 20 percent not including private balconies. May be reduced with a fee-in- lieu, under certain circumstances	<u>PLAN SET TYPE</u>	<u>PAGE #</u>	<u>REQUIREMENT SATISFIED</u>	
		Architectural	P0.01	YES <input checked="" type="checkbox"/>	NO <input type="checkbox"/>

Commercial Frontage	100% of a ground floor along and facing Mill Common 50% of a ground floor facing a street outside of Mill Common area	<u>PLAN SET TYPE</u>	<u>PAGE #</u>	<u>REQUIREMENT SATISFIED</u>	
		Architectural	P1.01	YES <input checked="" type="checkbox"/>	NO <input type="checkbox"/>
Residential Amenities	3 required per 19.44.050 (11)	<u>PLAN SET TYPE</u>	<u>PAGE #</u>	<u>REQUIREMENT SATISFIED</u>	
		Architectural	P1.01, P1.02, P1.04	YES <input checked="" type="checkbox"/>	NO <input type="checkbox"/>
Rooftop Gardens	Allowed, subject to design standards. A ten-foot setback is required for any amenity feature on a roof deck, except for solar panels	<u>PLAN SET TYPE</u>	<u>PAGE #</u>	<u>REQUIREMENT SATISFIED</u>	
		N/A	N/A	YES <input checked="" type="checkbox"/>	NO <input type="checkbox"/>
Balconies	All units must have a balcony of 60 sf and 6' depth.	<u>PLAN SET TYPE</u>	<u>PAGE #</u>	<u>REQUIREMENT SATISFIED</u>	
		Architectural	P1.01	YES <input checked="" type="checkbox"/>	NO <input type="checkbox"/>
Utilities	Utilities must be buried underground.	<u>PLAN SET TYPE</u>	<u>PAGE #</u>	<u>REQUIREMENT SATISFIED</u>	
		Civil	C3.1	YES <input checked="" type="checkbox"/>	NO <input type="checkbox"/>
Management	24 hour onsite management required. 19.44.050 (E) (17)	<u>PLAN SET TYPE</u>	<u>PAGE #</u>	<u>REQUIREMENT SATISFIED</u>	
		Architectural	P1.01, P1.02	YES <input checked="" type="checkbox"/>	NO <input type="checkbox"/>
		<u>PLAN SET TYPE</u>	<u>PAGE #</u>	<u>REQUIREMENT SATISFIED</u>	

Electric Vehicle Charging	Parking structures shall include one 220V electric vehicle charging station per each 10 stalls. 1 per garage in Townhouses	<u>Architectural</u>	<u>P0.01</u>	YES <input checked="" type="checkbox"/>	NO <input type="checkbox"/>
---------------------------	--	----------------------	--------------	--	--------------------------------

Unit Storage	Each unit must provide 100 cubic feet of unit storage. 19.44.050 (E)(17)	<u>PLAN SET TYPE</u>	<u>PAGE #</u>	<u>REQUIREMENT SATISFIED</u>	
		Not detailed, but will be met		YES <input checked="" type="checkbox"/>	NO <input type="checkbox"/>

Energy Efficiency	Rooftops must include solar for at least 50% of rooftop area or building shall be designed to exceed the energy efficiency standards of the current state-adopted International Energy Conservation Code and ASHRAE standards by at least 5%.	<u>PLAN SET TYPE</u>	<u>PAGE #</u>	<u>REQUIREMENT SATISFIED</u>	
		N/A	N/A	YES <input checked="" type="checkbox"/>	NO <input type="checkbox"/>

Parking

Minimum Parking Requirement	MKZ 19.80 PARKING AND MOBILIZATION	<u>PLAN SET TYPE</u>	<u>PAGE #</u>	<u>REQUIREMENT SATISFIED</u>	
	1.0 spaces per studio unit	<u>Architectural</u>	<u>P0.01</u>	YES <input checked="" type="checkbox"/>	NO <input type="checkbox"/>
	1.0 space per one bedroom unit				
	1.5 spaces per two-bedroom unit				
	2 spaces per unit for units with three or more bedrooms				
	0.25 spaces per unit for visitor parking				
	Restaurant - 1 space per 150 square feet of seating area				
	Profession Office - 1 space per 400 square feet				
	Retail - 1 space per 300 square feet of gross floor area				

Submit this application with all required documents to the Planning Department for review.

COTTONWOOD 3300

A COTTONWOOD RESIDENTIAL DEVELOPMENT

PROJECT DESCRIPTION

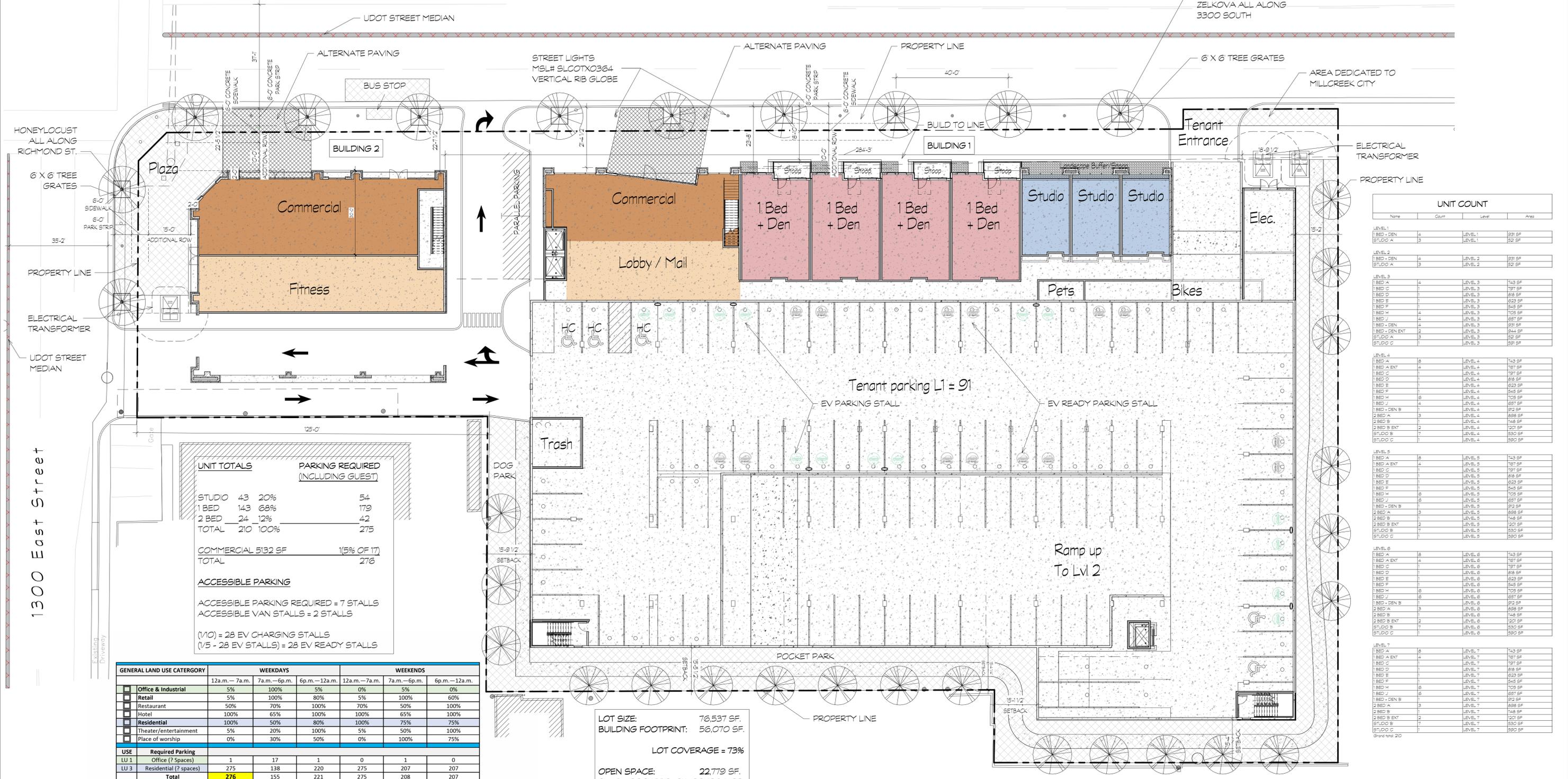
PROJECT SUMMARY

Located on the SE corner of 1300 East and 3300 South in Millcreek, Utah, the site is currently vacant and was previously fragmented with vacant lots, an abandoned home, and a small office building. Proposed, is further contribution to the overall revitalization and growth of Millcreek's City Center with a 7-story-210-unit building, with approximately 3,500sf of commercial space, gathering spaces and walk-up units at street level. These programs will bring people to the street and help create a more safe and enjoyable experience within the city center. The project seeks to embrace the city's setbacks by pursuing a Development Agreement to broaden the public ROW and enhance the streetscape. The second and third level terraces will also bring eyes to the street and human scale elements to 3300 S. enhancing the overall pedestrian experience.

Due to the geography and slope of the project site, the building ranges from ~75' on the west property line to ~70' on the east property line. The project houses a range of unit sizes from 500sf to 1,200sf in order to accommodate a wide spectrum of incomes and residents. Amenities such as a fitness center, a gear shop, and a pool courtyard are scattered throughout the building to connect residents and promote healthier lifestyles. The commercial space will further energize the hard corner as a welcome addition to the mixed-use Millcreek Common environment. The project has a sophisticated look with the use of expansive glazing, multiple brick applications, metal panel accents, adhered masonry, and tongue & groove composite siding. The use of these nonintrusive and complementary materials allows city life to flow into the residential spaces, creating a harmonious balance of the live/work lifestyles that have become so necessary for today's economy.

This project will be overall beneficial in helping the city reach its goals of building a City Center that is a vibrant, walkable mixed-use area with a range of employment, services, and housing by bringing more residents to the area, making a safer more enjoyable pedestrian experience, and providing street level public gathering areas.

3300 South Street



UNIT TOTALS		PARKING REQUIRED (INCLUDING GUEST)	
STUDIO	43 20%	54	
1 BED	143 68%	179	
2 BED	24 12%	42	
TOTAL	170 100%	275	
COMMERCIAL 5132 SF		1(5% OF 17)	
TOTAL		276	

ACCESSIBLE PARKING

ACCESSIBLE PARKING REQUIRED = 7 STALLS
ACCESSIBLE VAN STALLS = 2 STALLS

(1/10) = 28 EV CHARGING STALLS
(1/5 - 28 EV STALLS) = 28 EV READY STALLS

GENERAL LAND USE CATEGORY	WEEKDAYS			WEEKENDS		
	12a.m. - 7a.m.	7a.m. - 6p.m.	6p.m. - 12a.m.	12a.m. - 7a.m.	7a.m. - 6p.m.	6p.m. - 12a.m.
Office & Industrial	5%	100%	5%	0%	5%	0%
Retail	5%	100%	80%	5%	100%	60%
Restaurant	50%	70%	100%	70%	50%	100%
Hotel	100%	65%	100%	100%	65%	100%
Residential	100%	50%	80%	100%	75%	75%
Theater/entertainment	5%	20%	100%	5%	50%	100%
Place of worship	0%	30%	50%	0%	100%	75%
USE	Required Parking					
LU 1	Office (? Spaces)	1	17	1	0	1
LU 3	Residential (? Spaces)	275	138	220	275	207
	Total	276	155	221	275	207

LOT SIZE: 76,537 SF.
BUILDING FOOTPRINT: 56,070 SF.
LOT COVERAGE = 73%

OPEN SPACE: 22,779 SF.
PLAZA, POCKET PARK, COURTYARD & DECK
OPEN SPACE = 30%

SITE PLAN
1/16" = 1'-0"

UNIT COUNT			
Name	Court	Level	Area
LEVEL 1			
1 BED + DEN	4	LEVEL 1	931 SF
STUDIO A	3	LEVEL 1	521 SF
LEVEL 2			
1 BED + DEN	4	LEVEL 2	931 SF
STUDIO A	3	LEVEL 2	521 SF
LEVEL 3			
1 BED A	4	LEVEL 3	743 SF
1 BED C	1	LEVEL 3	797 SF
1 BED D	1	LEVEL 3	818 SF
1 BED E	1	LEVEL 3	823 SF
1 BED F	1	LEVEL 3	845 SF
1 BED H	4	LEVEL 3	1029 SF
1 BED J	4	LEVEL 3	657 SF
1 BED + DEN A	4	LEVEL 3	931 SF
1 BED + DEN B	2	LEVEL 3	844 SF
STUDIO B	3	LEVEL 3	521 SF
STUDIO C	1	LEVEL 3	591 SF
LEVEL 4			
1 BED A	6	LEVEL 4	743 SF
1 BED A EXT	4	LEVEL 4	787 SF
1 BED C	1	LEVEL 4	797 SF
1 BED D	1	LEVEL 4	818 SF
1 BED E	1	LEVEL 4	823 SF
1 BED F	1	LEVEL 4	845 SF
1 BED H	6	LEVEL 4	1029 SF
1 BED J	4	LEVEL 4	657 SF
1 BED + DEN B	3	LEVEL 4	898 SF
2 BED A	3	LEVEL 4	898 SF
2 BED B	1	LEVEL 4	748 SF
2 BED B EXT	2	LEVEL 4	120 SF
STUDIO B	7	LEVEL 4	530 SF
STUDIO C	1	LEVEL 4	590 SF
LEVEL 5			
1 BED A	6	LEVEL 5	743 SF
1 BED A EXT	4	LEVEL 5	787 SF
1 BED C	1	LEVEL 5	797 SF
1 BED D	1	LEVEL 5	818 SF
1 BED E	1	LEVEL 5	823 SF
1 BED F	1	LEVEL 5	845 SF
1 BED H	6	LEVEL 5	1029 SF
1 BED J	4	LEVEL 5	657 SF
1 BED + DEN B	3	LEVEL 5	898 SF
2 BED A	3	LEVEL 5	898 SF
2 BED B	1	LEVEL 5	748 SF
2 BED B EXT	2	LEVEL 5	120 SF
STUDIO B	7	LEVEL 5	530 SF
STUDIO C	1	LEVEL 5	590 SF
LEVEL 6			
1 BED A	6	LEVEL 6	743 SF
1 BED A EXT	4	LEVEL 6	787 SF
1 BED C	1	LEVEL 6	797 SF
1 BED D	1	LEVEL 6	818 SF
1 BED E	1	LEVEL 6	823 SF
1 BED F	1	LEVEL 6	845 SF
1 BED H	6	LEVEL 6	1029 SF
1 BED J	4	LEVEL 6	657 SF
1 BED + DEN B	3	LEVEL 6	898 SF
2 BED A	3	LEVEL 6	898 SF
2 BED B	1	LEVEL 6	748 SF
2 BED B EXT	2	LEVEL 6	120 SF
STUDIO B	7	LEVEL 6	530 SF
STUDIO C	1	LEVEL 6	590 SF
LEVEL 7			
1 BED A	6	LEVEL 7	743 SF
1 BED A EXT	4	LEVEL 7	787 SF
1 BED C	1	LEVEL 7	797 SF
1 BED D	1	LEVEL 7	818 SF
1 BED E	1	LEVEL 7	823 SF
1 BED F	1	LEVEL 7	845 SF
1 BED H	6	LEVEL 7	1029 SF
1 BED J	4	LEVEL 7	657 SF
1 BED + DEN B	3	LEVEL 7	898 SF
2 BED A	3	LEVEL 7	898 SF
2 BED B	1	LEVEL 7	748 SF
2 BED B EXT	2	LEVEL 7	120 SF
STUDIO B	7	LEVEL 7	530 SF
STUDIO C	1	LEVEL 7	590 SF

PROPERTY OWNER: 3300 COTTONWOOD, LLC

COTTONWOOD 3300

1312 EAST 3300 SOUTH

SITE PLAN | PO.01

02-06-2026



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801-561-1333

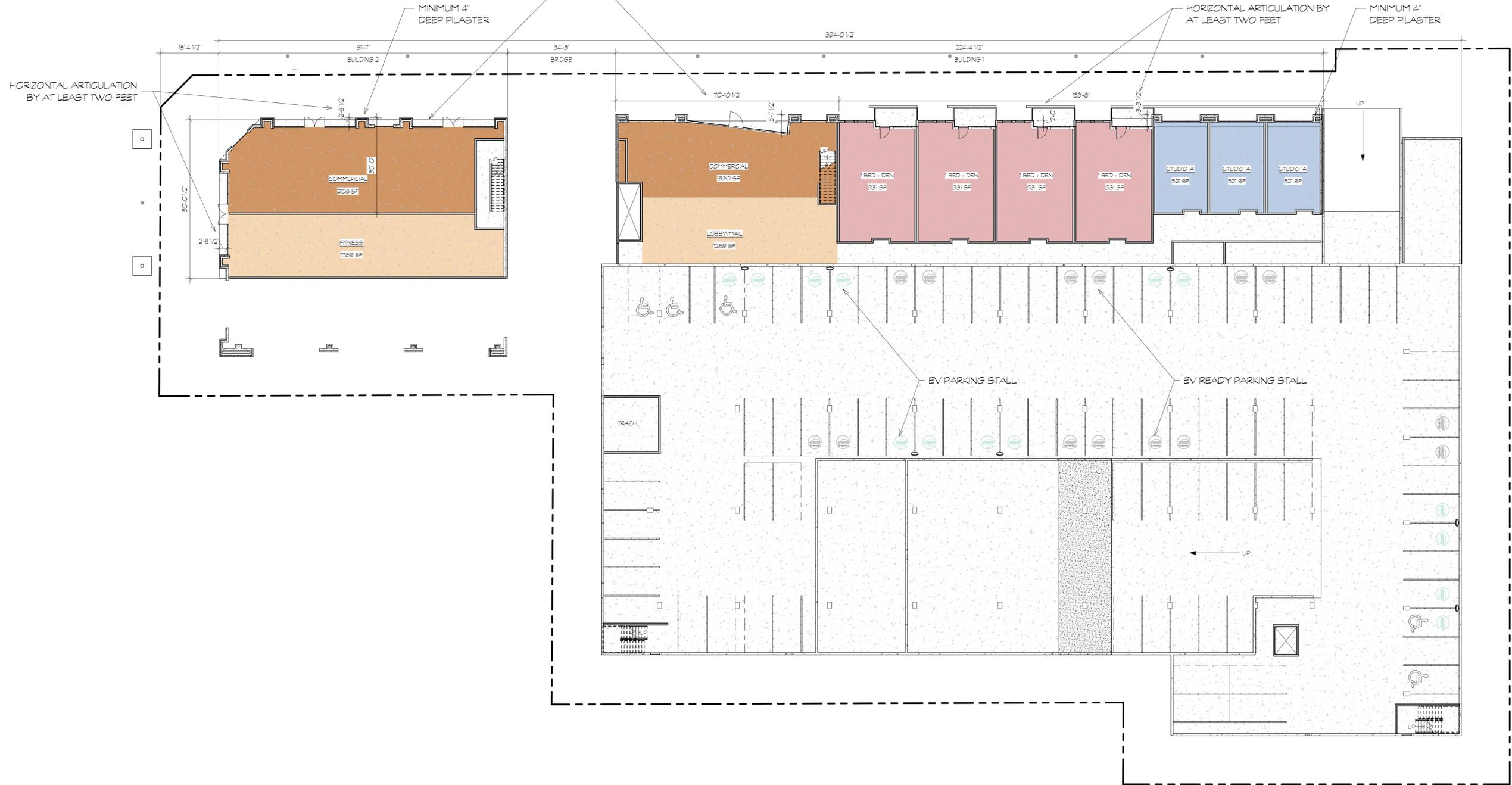
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UNIT COUNT - LEVEL 1		
AREA	COUNT	SQFT
LEVEL 1		
1 BED + DEN	4	391 SF
COMMERCIAL	2	1,050 SF
FITNESS	1	1,769 SF
LOBBY/MAL	1	1,289 SF
STUDIO A	3	521 SF

FRONTAGE LENGTH	COMMERCIAL USE
BUILDING 1: 224' - 4 1/2"	BUILDING 1: 70' - 10 1/2"
BUILDING 2: 91' - 7"	BUILDING 2: 91' - 7"
TOTAL: 315' - 11 1/2"	TOTAL: 162' - 5 1/2"
	315' - 11 1/2" = 51%

BALCONY COUNT	
LEVEL	COUNT
LEVEL 1	4
LEVEL 2	4
LEVEL 3	16
LEVEL 4	27
LEVEL 5	29
LEVEL 6	28
LEVEL 7	28
TOTAL	136

136 BALCONIES / 210 UNITS = 66% OF UNITS HAVE BALCONIES OF 60 SF. MIN.



LEVEL 1
1/16" = 1'-0"
NORTH

COTTONWOOD 3300

1312 EAST 3300 SOUTH

LEVEL 1 | PL.01

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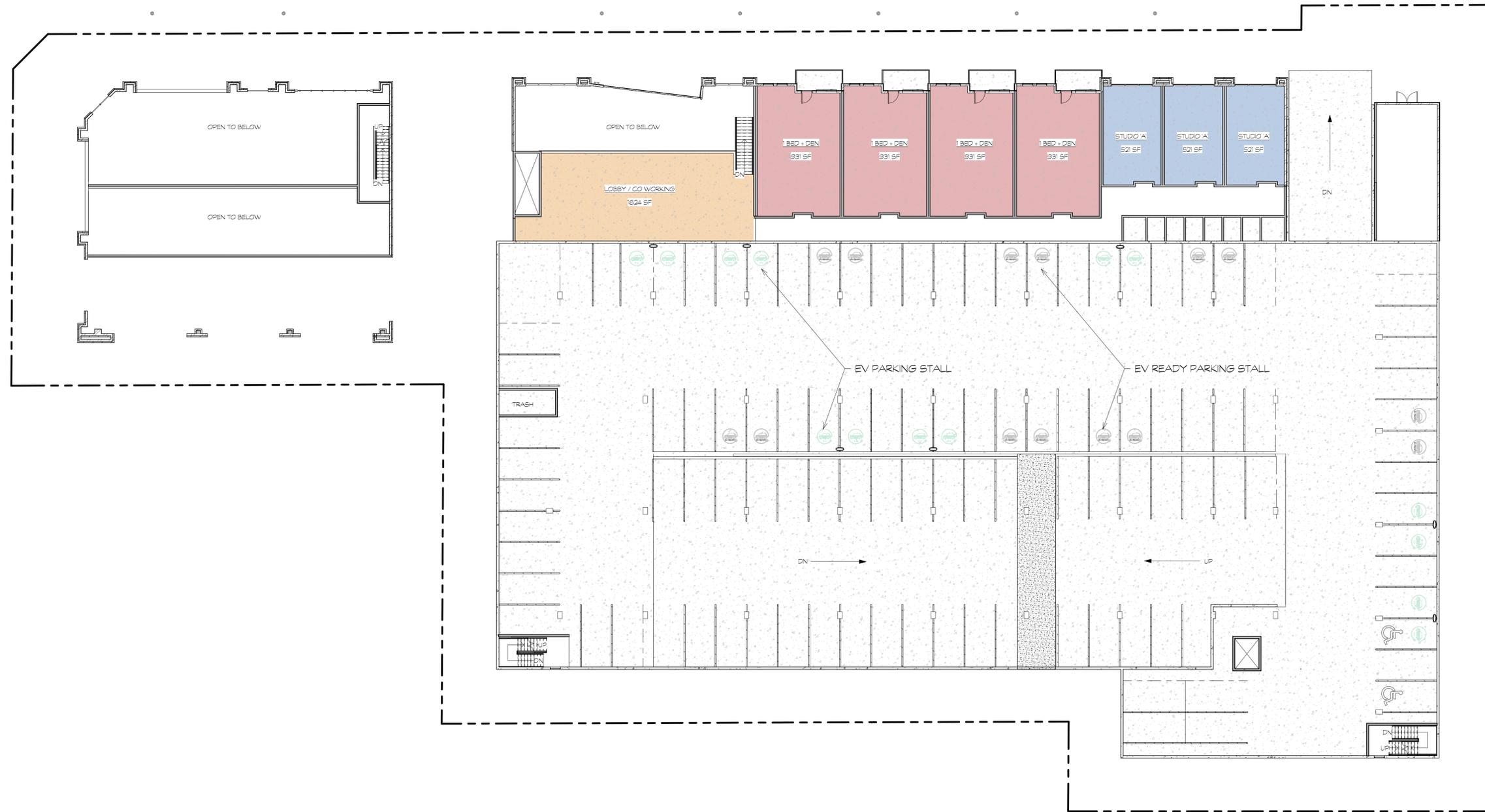
UNIT COUNT - LEVEL 2

AREA	COUNT	SQFT
LEVEL 2		
1 BED + DEN	4	391 SF
LOBBY / CO WORKING	1	1624 SF
STUDIO A	3	152 SF

BALCONY COUNT

LEVEL	COUNT
LEVEL 1	4
LEVEL 2	4
LEVEL 3	16
LEVEL 4	27
LEVEL 5	29
LEVEL 6	28
LEVEL 7	28
TOTAL	136

136 BALCONIES / 210 UNITS = 66% OF UNITS HAVE BALCONIES OF 60 SF. MIN.



LEVEL 2
1/16" = 1'-0"

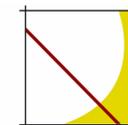


COTTONWOOD 3300

1312 EAST 3300 SOUTH

LEVEL 2 | PL 02

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UNIT COUNT - LEVEL 3		
AREA	COUNT	AREA
LEVEL 3		
1 BED A	4	743 SF
1 BED C	1	737 SF
1 BED D	1	818 SF
1 BED E	1	623 SF
1 BED F	1	545 SF
1 BED H	4	705 SF
1 BED J	4	657 SF
1 BED + DEN	4	931 SF
1 BED + DEN EXT	2	944 SF
STUDIO A	3	521 SF
STUDIO C	1	591 SF

BALCONY COUNT	
LEVEL	COUNT
LEVEL 1	4
LEVEL 2	4
LEVEL 3	16
LEVEL 4	27
LEVEL 5	29
LEVEL 6	28
LEVEL 7	28
TOTAL	138

138 BALCONIES / 210 UNITS = 66% OF UNITS HAVE BALCONIES OF 60 SF. MIN.



LEVEL 3
1/16" = 1'-0"



COTTONWOOD 3300

1312 EAST 3300 SOUTH

LEVEL 3 | PL.03

02-06-2026



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UNIT COUNT - LEVEL 4		
AREA	COUNT	SQFT
LEVEL 4		
1 BED A	8	743 SF
1 BED A EXT	4	767 SF
1 BED C	1	797 SF
1 BED D	1	818 SF
1 BED E	1	823 SF
1 BED F	1	845 SF
1 BED H	6	705 SF
1 BED J	4	657 SF
1 BED - DEN B	1	912 SF
2 BED A	3	898 SF
2 BED B	1	748 SF
2 BED B EXT	2	1207 SF
STUDIO B	7	530 SF
STUDIO C	1	590 SF

BALCONY COUNT	
LEVEL	COUNT
LEVEL 1	4
LEVEL 2	4
LEVEL 3	16
LEVEL 4	27
LEVEL 5	29
LEVEL 6	28
LEVEL 7	28
TOTAL	138

138 BALCONIES / 210 UNITS = 66% OF UNITS HAVE BALCONIES OF 60 SF. MIN.

HORIZONTAL ARTICULATION BY AT LEAST TWO FEET

HORIZONTAL ARTICULATION BY AT LEAST TWO FEET



LEVEL 4
1/16" = 1'-0"



COTTONWOOD 3300

1312 EAST 3300 SOUTH

LEVEL 4 | PL.04

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UNIT COUNT - LEVEL 5		
AREA	COUNT	SQFT
LEVEL 5		
1 BED A	8	743 SF
1 BED A EXT	4	767 SF
1 BED C	1	797 SF
1 BED D	1	818 SF
1 BED E	1	823 SF
1 BED F	1	545 SF
1 BED H	6	705 SF
1 BED J	8	657 SF
1 BED - DEN B	1	912 SF
2 BED A	3	898 SF
2 BED B	1	748 SF
2 BED B EXT	2	1201 SF
STUDIO B	7	530 SF
STUDIO C	1	500 SF

BALCONY COUNT	
LEVEL	COUNT
LEVEL 1	4
LEVEL 2	4
LEVEL 3	16
LEVEL 4	27
LEVEL 5	29
LEVEL 6	28
LEVEL 7	28
TOTAL	138

138 BALCONIES / 210 UNITS = 66% OF UNITS HAVE BALCONIES OF 60 SF. MIN.



LEVEL 5
1/8" = 1'-0"



COTTONWOOD 3300

1312 EAST 3300 SOUTH

LEVELS | PL.05

02-06-2026



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UNIT COUNT - LEVEL 6		
AREA	COUNT	SQFT
LEVEL 6		
1 BED A	8	743 SF
1 BED A EXT	4	767 SF
1 BED C	1	797 SF
1 BED D	1	818 SF
1 BED E	1	823 SF
1 BED F	1	845 SF
1 BED H	6	705 SF
1 BED J	8	657 SF
1 BED - DEN B	1	912 SF
2 BED A	3	898 SF
2 BED B	1	748 SF
2 BED B EXT	2	120 SF
STUDIO A	7	530 SF
STUDIO C	1	590 SF

BALCONY COUNT	
LEVEL	COUNT
LEVEL 1	4
LEVEL 2	4
LEVEL 3	16
LEVEL 4	27
LEVEL 5	29
LEVEL 6	28
LEVEL 7	28
TOTAL	138

138 BALCONIES / 210 UNITS = 66% OF UNITS HAVE BALCONIES OF 60 SF. MIN.



LEVEL 6
1/16" = 1'-0"
NORTH

COTTONWOOD 3300

1312 EAST 3300 SOUTH

LEVEL 6 | PL.06

02-06-2026



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UNIT COUNT - LEVEL 7

AREA	COUNT	SQFT
LEVEL 7		
1 BED A	8	743 SF
1 BED A EXT	4	767 SF
1 BED C	1	797 SF
1 BED D	1	818 SF
1 BED E	1	823 SF
1 BED F	1	845 SF
1 BED H	6	705 SF
1 BED J	8	657 SF
1 BED + DEN B	1	912 SF
2 BED A	3	898 SF
2 BED B	1	748 SF
2 BED B EXT	2	120 SF
STUDIO B	7	530 SF
STUDIO C	1	590 SF

BALCONY COUNT

LEVEL	COUNT
LEVEL 1	4
LEVEL 2	4
LEVEL 3	16
LEVEL 4	27
LEVEL 5	29
LEVEL 6	28
LEVEL 7	28
TOTAL	138

138 BALCONIES / 210 UNITS = 66% OF UNITS HAVE BALCONIES OF 60 SF. MIN.



LEVEL 7
1/16" = 1'-0"



COTTONWOOD 3300

1312 EAST 3300 SOUTH

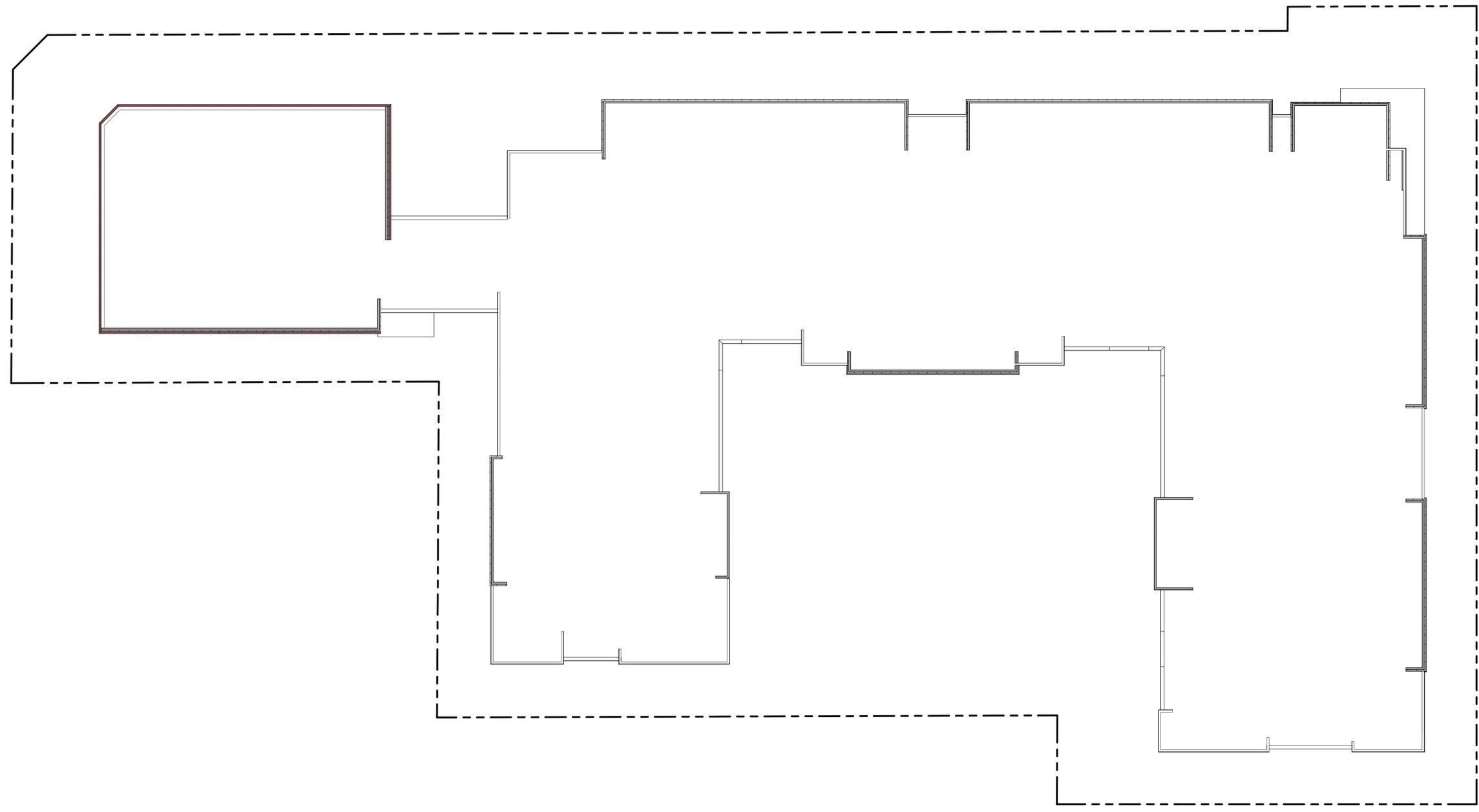
LEVEL 7 | PL.07

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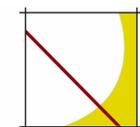
ROOF PLAN
1/16" = 1'-0"

COTTONWOOD 3300

1312 EAST 3300 SOUTH

ROOF | PL.08

02-06-2026



Architecture
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7583 S. Main St. #100 Midvale, UT 84047
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- VISUAL BREAKS ALONG THE STREET-FACING FACADE SUCH AS HORIZONTAL ARTICULATION IN THE PLANE OF THE FACADE BY AT LEAST TWO FEET (2)

- CHANGES IN THE MATERIALS, COLOR, TEXTURE, OR PATTERN FOR GREATER THAN 50 PERCENT OF THE BUILDING FACADE

- USEABLE TERRACES AT LEAST 10 FEET IN DEPTH ALONG THE STREET-FACING FACADES



NORTH ELEVATION
1/16" = 1'-0"

MATERIAL LEGEND	
	BRICK VENEER
	METAL SIDING
	ADHERED MASONRY
	GLAZING
	T&G COMPOSITE SIDING

- VISUAL BREAKS ALONG THE STREET-FACING FACADE SUCH AS HORIZONTAL ARTICULATION IN THE PLANE OF THE FACADE BY AT LEAST TWO FEET (2)

- CHANGES IN THE MATERIALS, COLOR, TEXTURE, OR PATTERN FOR GREATER THAN 50 PERCENT OF THE BUILDING FACADE

- USEABLE TERRACES AT LEAST 10 FEET IN DEPTH ALONG THE STREET-FACING FACADES



WEST ELEVATION
1/16" = 1'-0"

GLAZING PERCENTAGE CALCULATIONS

ELEVATION	LEVEL	PERCENTAGE
NORTH (BLDG 2)	1	69%
NORTH (BLDG 2)	5	34%
NORTH (BLDG 1)	1	50%
NORTH (BLDG 1)	5	29%
WEST	1	16%
WEST	5	27%
SOUTH	1	0%
SOUTH	5	25%
EAST	1	0%
EAST	5	27%

MATERIAL PERCENTAGE CALCULATIONS

ELEVATION	LEVEL	MATERIAL	PERCENTAGE
NORTH (BLDG 1)	1	BRICK	33%
		STONE	64%
		WOOD	3%
NORTH (BLDG 1)	4-8	BRICK	57%
		METAL	14%
		WOOD	29%
NORTH (BLDG 2)	1	BRICK	100%
NORTH (BLDG 2)	4-8	BRICK	100%
WEST (BLDG 2)	1	BRICK	100%
WEST (BLDG 2)	4-8	BRICK	100%
		METAL	21%
WEST (BLDG 1)	4-8	BRICK	34%
		STUCCO	45%
		WOOD	21%
SOUTH (BLDG 2)	1	BRICK	72%
		STUCCO	28%
SOUTH (BLDG 1)	4-8	BRICK	8%
		METAL	27%
		WOOD	23%
		STUCCO	42%
		WOOD	42%
EAST	4-8	BRICK	32%
		METAL	13%
		WOOD	31%
		STUCCO	24%

COTTONWOOD 3300

1312 EAST 3300 SOUTH

ELEVATIONS | P2.01

02-06-2026



7583 S. Main St. #100 Midvale, UT 84047
801-561-1333



SOUTH ELEVATION
1/16" = 1'-0"

MATERIAL LEGEND	
	BRICK VENEER
	METAL SIDING
	ADHERED MASONRY
	GLAZING
	T&G COMPOSITE SIDING



EAST ELEVATION
1/16" = 1'-0"

GLAZING PERCENTAGE CALCULATIONS

ELEVATION	LEVEL	PERCENTAGE
NORTH (BLDG 2)	1	69%
NORTH (BLDG 2)	5	34%
NORTH (BLDG 1)	1	50%
NORTH (BLDG 1)	5	29%
WEST	1	16%
WEST	5	27%
SOUTH	1	0%
SOUTH	5	25%
EAST	1	0%
EAST	5	27%

MATERIAL PERCENTAGE CALCULATIONS

ELEVATION	LEVEL	MATERIAL	PERCENTAGE
NORTH (BLDG 1)	1	BRICK	33%
		STONE	64%
		WOOD	3%
NORTH (BLDG 1)	4-8	BRICK	57%
		METAL	14%
		WOOD	29%
NORTH (BLDG 2)	1	BRICK	100%
NORTH (BLDG 2)	4-8	BRICK	100%
WEST (BLDG 2)	1	BRICK	100%
WEST (BLDG 2)	4-8	BRICK	100%
		METAL	21%
WEST (BLDG 1)	4-8	BRICK	34%
		STUCCO	45%
SOUTH (BLDG 2)	1	BRICK	72%
SOUTH (BLDG 1)	4-8	STUCCO	28%
		BRICK	8%
SOUTH (BLDG 1)	4-8	METAL	27%
		WOOD	23%
		STUCCO	42%
		BRICK	42%
EAST	4-8	BRICK	32%
		METAL	13%
		WOOD	31%
		STUCCO	24%

COTTONWOOD 3300

1312 EAST 3300 SOUTH

ELEVATIONS | P2.02

02-06-2026



7583 S. Main St. #100 Midvale, UT 84047
801-561-1333

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3D View 1



3D View 2



3D View 3

COTTONWOOD 3300

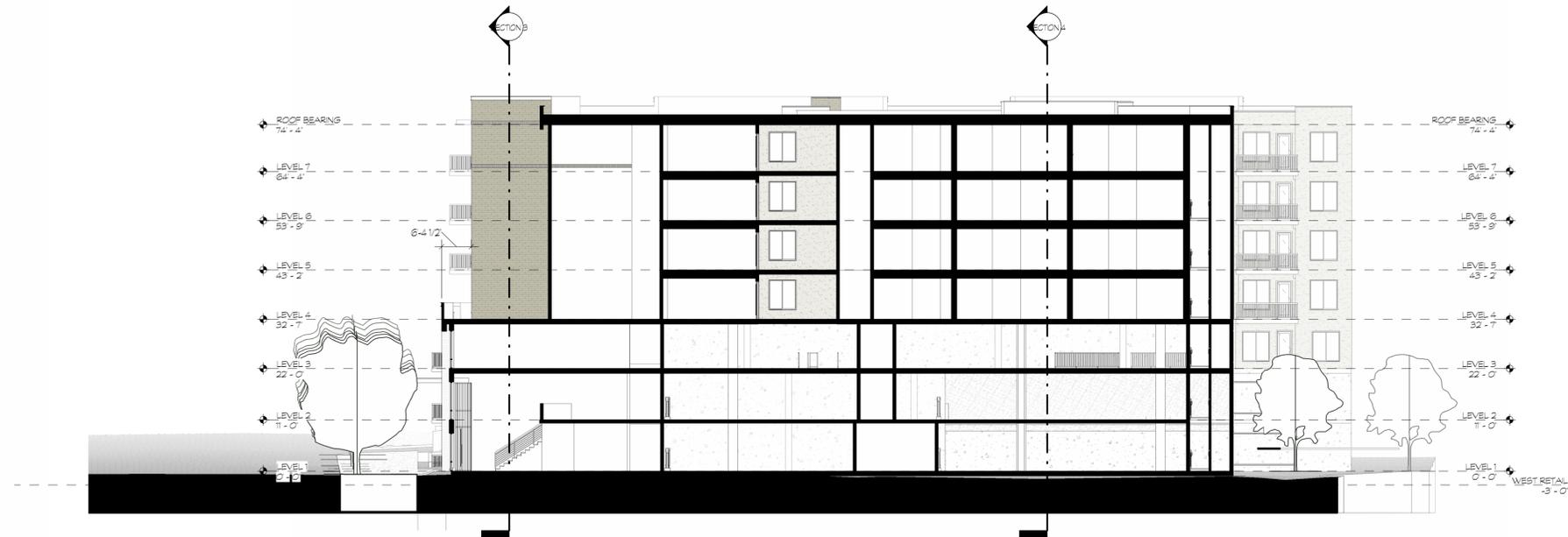
1312 EAST 3300 SOUTH

PERSPECTIVES | P2.03

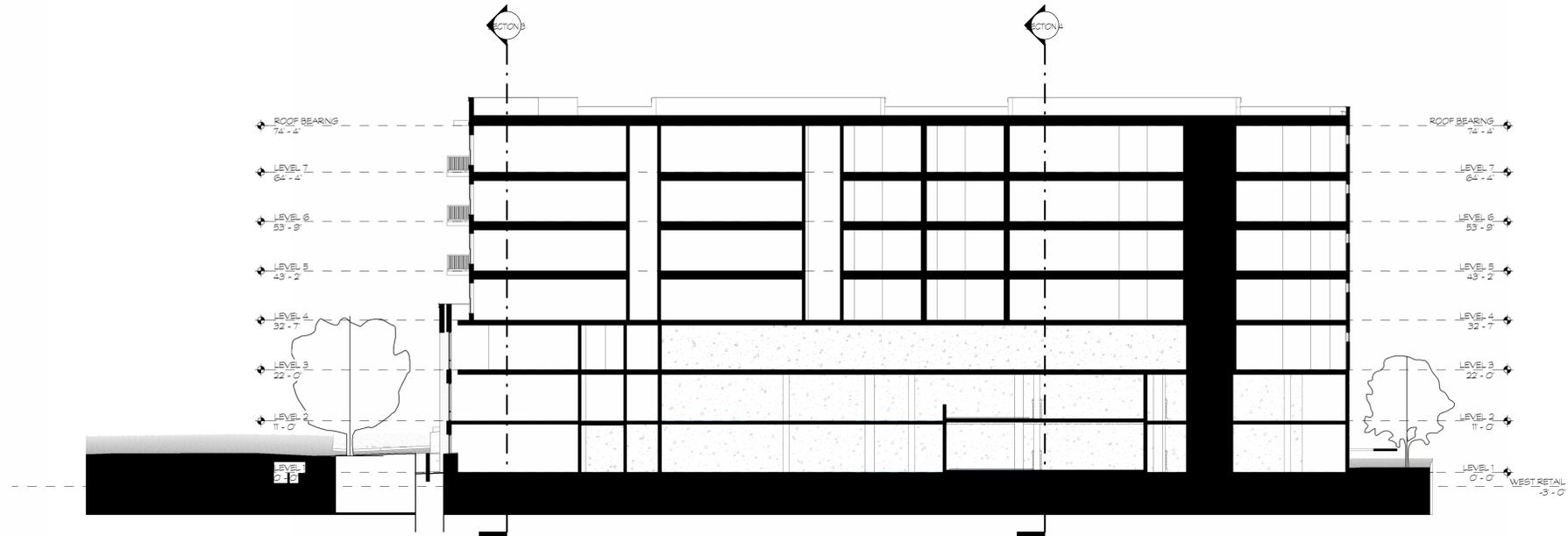
02-06-2026



7583 S. Main St. #100 Midvale, UT 84047
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SECTION 1
1/16" = 1'-0"



SECTION 2
1/16" = 1'-0"

COTTONWOOD 3300

1312 EAST 3300 SOUTH

SECTIONS | PS.01

02-06-2026



7583 S. Main St. #100 Midvale, UT 84047
801-561-1333

Memo

Date: December 8, 2025

To: Francis Lilly, Millcreek City

From: Matt Hastings, Fehr & Peers

Subject: Cottonwoods Traffic Study Update

This memorandum summarizes the anticipated effects on local traffic for the updated land use for the Cottonwoods development. In 2021, Fehr & Peers submitted a Traffic Impact Study (TIS) for the same site with different land uses. Since the 2021 analysis, the project land uses have changed from 226 residential dwelling units with 4,374 square feet of office space and 3,361 square feet of commercial space to a development that includes 209 residential dwelling units and 5,132 square feet of commercial space. This update evaluates the effects of the changed land uses on the traffic operations. Entitled projects within the study area are included in the background traffic volumes. The possible impacts of a different land use at this site and the Cottonwood Mall redevelopment are considered as well. This memorandum serves as an addendum to the 2021 analysis.

Project Description

The Cottonwoods development is located approximately at 1300 East 3300 South in Millcreek, Utah. The project will include two accesses onto 3300 South and one onto 1300 East. The access on 1300 East is located approximately 75 feet south of the intersection of 1300 East & 3300 South. The western project access along 3300 South is located approximately 130 feet east of the intersection of 3300 South & 1300 East. The eastern project access along 3300 South is located approximately 230 feet further east. The access on 1300 East and the eastern access on 3300 South are proposed as right-in, right-out driveways. The western access on 3300 South is proposed as right-out only.

This update assumes the following land uses:

- 43 units Studio Apartments
- 142 units 1-Bedroom Apartments
- 24 units 2-Bedroom Apartments
- 5,132 ft² General Commercial Space

Trip Generation

Trip generation estimates for the project were developed using trip generation rates published in the Institute of Transportation Engineers (ITE) Trip Generation Manual, 11th Edition, 2021, and Fehr & Peers' mixed-use development (MXD+) methodology, a Fehr & Peers web application that estimates

the benefits of mixed-use and context-specific developments by looking at interactions among the mixture of land uses and patron usage of alternative modes (i.e., transit, bicycling, and/or walking).

The gross and net external vehicle trips expected to be generated by the mixed-use development, along with the vehicle trip reduction rates (that account for trips that are internal to the site, as well as trips that shift to transit or walk/bike modes) are shown in **Table 1**. The trips generated from this development are calculated to be 793 daily trips and 53 and 76 trips in the AM and PM peak hours, respectively.

Table 1: Site Total Trip Generation

Land Use Inputs				Trip Generation Calculations						
ITE Land Use	ITE Code	Units	Quantity	Daily Total	AM In	AM Out	AM Total	PM In	PM Out	PM Total
Studio Apartment	221	Dwelling Units	43	159	2	5	7	10	7	17
1-bed Apartment	221	Dwelling Units	143	649	12	41	53	34	22	56
2-bed Apartment	221	Dwelling Units	24	109	2	7	9	5	4	9
Retail	822	1,000 Sq Ft	5.1	279	7	5	12	17	17	34
Net Raw Project Trips				1,196	23	58	81	66	50	116
Internal Capture				-26	-1	-1	-2	-3	-3	-6
External Walk, Bike, and Transit				-377	-7	-20	-27	-13	-20	-33
Net New Project Trips				793	15	38	53	43	33	76

Source: Fehr & Peers

As requested, an alternative land use was considered to compare trip generation. High-volume restaurant drive-through have unique traffic demand and are a new category in the newly released ITE 12th edition of trip generation. The ITE code for this use is 929 and encompasses restaurants similar to In-N-Out Burger, Chick-fil-A, and raising cane's. A high-volume restaurant drive-through, assumed to be approximately 5,000 square feet, would generate roughly 130 total trips during the AM peak hour and 292 trips during the PM peak hour, the total daily trips generated would be roughly 3,266. A 5,000 square foot restaurant would be similar in size to the In-N-Out Burger located at the intersection of 2100 South & Main Street which is situated on a similarly sized parcel. Compared to the proposed residential and retail use, the trip generation from the high-volume restaurant drive-through would be 2.5 and 3.8 times larger for the AM and PM peak hour periods, respectively.

Traffic Operations Analysis

Using VISSIM software and the HCM 7th Edition (HCM 7) delay thresholds, the peak hour Level of Service (LOS) was computed. **Table 2** and Error! Reference source not found. show the LOS comparisons for background and plus project conditions and a comparison to scenarios from the 2019 corridor study. The existing background traffic volumes were updated with traffic counts

collected in July 2025. Trips generated by entitled projects in the area were included in the background volumes as well. The entitled projects that were included were:

- Millcreek Commons East
- MC33
- The Westerly
- Medical Office along Highland Drive
- Millhaus
- Office and restaurant along Richmond Street
- Brick Lofts Phase II

As shown in **Table 2**, the proposed land use does not result in any intersection reaching an LOS of E or F, levels typically considered deficient. Both accesses along 3300 South operate at acceptable LOS. The vehicles exiting the project site from these two driveways are not anticipated to experience delay of more than 10 seconds. Both major signalized intersections are not significantly impacted by this development and maintain the same LOS in plus project conditions as in background conditions. This is likely due to the relatively small impact on the overall traffic volumes this development has.

The project access along 1300 East, while at an acceptable LOS, may experience higher levels of delay if large numbers of vehicles are attempting to turn left at the intersection of 1300 East & 3300 South from this project access. This is due to the queue from the northbound vehicles, of all turning movements at the intersection of 1300 East & 3300 South, which block the exit for vehicles leaving the project via this access. The VISSIM model assumed that roughly half of the vehicles exiting the site from this access would make a left at this intersection. Under this assumption, the LOS for this exit was still an acceptable LOS D in the worst case. Northbound right-turning vehicles at the intersection of 1300 East & 3300 South regularly queue past the available storage length but clear in each cycle of the traffic signal.

Compared to the “Future Plus Greatest Impact Scenario Conditions” in the Highland Drive Corridor Study, the impact of this development, and the updated background conditions, are smaller than the greatest impact scenario from the Highland Drive Corridor Study. The PM peak hour in the greatest impact scenario projected LOS E for both of the signalized study intersections. This analysis found that both signalized intersections would operate at LOS C in future plus project scenarios (AM and PM peak hours).

For all project accesses to operate safely and effectively, median barriers are recommended along 1300 East and 3300 South near the project. The median along 1300 East is recommended to extend approximately 120 feet from the intersection of 1300 East & 3300 South, or roughly 35 feet further south than the project access. The median along 3300 South is recommended to extend approximately 475 feet from the intersection with 1300 East to the Home Depot access. The addition of median barriers is expected to increase the number of u-turns at the two signalized study intersections. The u-turns that are expected to be created due to the median barriers are the eastbound to westbound turn at Highland Drive & 3300 South, the northbound to southbound at 1300 East & 3300 South, and the westbound to eastbound at 1300 East & 3300 South. The u-turns were included in the Vissim model and none of the left turn lanes experienced a decrease in LOS.

Table 2: AM and PM Peak Hour Level of Service Summary

Intersection ^{1,2,3,4,5}			Existing	Existing + Project	Future	Future + Project
ID	Location	Period				
1	1300 East & 3300 South (Signal)	AM	B / 20	B / 20	C / 23	C / 23
		PM	C / 27	C / 27	C / 33	C / 34
2	Highland Drive & 3300 South (Signal)	AM	C / 25	C / 24	C / 25	C / 25
		PM	C / 23	C / 23	C / 27	C / 27
3	Access 1 (eastern) & 3300 South (Side Street Stop)	AM	na ⁶	A / 7 (NBR)	na	A / 7 (NBR)
		PM	na	A / 7 (NBR)	na	A / 6 (NBR)
4	Access 2 (western) & 3300 South (Side Street Stop)	AM	na	A / 1 (NBR)	na	A / 1 (NBR)
		PM	na	A / 1 (NBR)	na	A / 1 (NBR)
5	1300 East & Access 3 (Side Street Stop)	AM	na	A / 6 (WBR)	na	B / 11 (WBR)
		PM	na	A / 5 (WBR)	na	D / 29 (WBR)

Table 3: Level of Service Summary – 2019 Highland Drive Corridor Study

Intersection ^{1,2,3,4,5}			Future	Future + Greatest Impact
ID	Location	Period		
1	1300 East & 3300 South (Signal)	AM	C / 23	C / 33
		PM	C / 25	E / 56
2	Highland Drive & 3300 South (Signal)	AM	C / 25	C / 30
		PM	C / 27	E / 58

1. This represents the overall intersection LOS for signalized intersections using the HCM 7 methodology.
 2. This represents the worst movement LOS and is only reported for unsignalized intersections using HCM 7 methodology.
 3. NB=Northbound, SB=Southbound, EB=Eastbound, WB=Westbound.
 4. LOS highlighted in **bold** indicate a deficient LOS.
 5. Results report in LOS / Delay format. Delay is given in Seconds/Vehicle
 6. Access 1, 2, and 3 do not exist in existing background conditions
- Source: Fehr & Peers, 2025

ROW Analysis

It is possible that upon buildout of this development, some extra space will be allocated to the ROW along 3300 South instead of being used by the development. The developer has indicated that this space may either be dedicated to pedestrian space or more space allocated for turning vehicles. Using NCHRP report 457, a right-turn bay is unnecessary. Based on this and the safety benefit of calming vehicles along 3300 South, allocating additional space to a right-turn bay is not recommended. If a right-turn bay is desired, the standard width is 12 feet. Improving the pedestrian and bicyclist amenities along 3300 South would be a more productive use of extra space along the roadway. Enhancing the pedestrian and bicyclist experience could contribute to more active transportation modes being used as the Millcreek City Center continues to build out.

Cottonwood Mall Redevelopment

The Cottonwood Mall, Holladay Hills, located along Highland Drive south of Murray Holladay Road, has been planned to be redeveloped into a large mixed-use development. This redevelopment was not included in the 2019 Highland Drive Corridor Study and is expected to have an impact on overall traffic volumes along Highland Drive in the study area of this project. Trip generation and distribution were calculated for this site, and the impact on Highland Drive between 3300 South and 3900 South is reported here. **Table 4** shows the trip generation calculated for the site using MXD+, which accounts for internal capture and alternative modes within a mixed-use site. The land uses and quantities are the same as were used by Glatting Jackson Kercher Anglin, Inc. in the 2007 Traffic Study included in the site development master plan.

Table 4: Cottonwoods Mall Redevelopment Total Trip Generation

Land Use Inputs				Trip Generation Calculations						
ITE Land Use	ITE Code	Units	Quantity	Daily Total	AM In	AM Out	AM Total	PM In	PM Out	PM Total
Single Family	210	Dwelling Units	26	245	5	13	18	15	9	24
Apartments	223	Dwelling units	461	2,217	48	118	166	125	87	212
Condos	230	Dwelling units	114	392	12	38	50	29	12	41
Movie Theater	445	1,000 Sq Ft	53.9	4,209	*1	*	*	313	20	333
Fitness Club	492	1,000 Sq Ft	20.3	*	14	13	27	40	30	70
Office	710	1,000 Sq Ft	83.8	908	112	15	127	21	100	121
Retail	820	1,000 Sq Ft	480	17,765	250	153	403	783	849	1,632
Supermarket	850	1,000 Sq Ft	59.4	5,574	100	70	170	266	266	532
Net Raw Project Trips				31,310	541	420	961	1,592	1,373	2,965
Internal Capture				-1,600	-33	-33	-66	-126	-126	-252
External Walk, Bike, and Transit				-3,251	-81	-30	-111	-40	-257	-297
Net New Project Trips				26,459	441	342	783	1,297	1,118	2,415

1. ITE rates not available.
Source: Fehr & Peers

The trips generated by the Cottonwood Mall redevelopment were distributed through the regional roadway network according to the regional land uses and roadway capacities. Roughly 32% of project trips were routed through Highland Drive between 3300 South and 3900 South. During the AM peak hour the Cottonwood Mall redevelopment is expected to generate roughly 110 northbound vehicles and 141 southbound vehicles along Highland Drive between 3300 South and 3900 South. During the PM peak hour, the development is expected to generate roughly 359 northbound vehicles and 416 southbound vehicles. In the future plus project scenarios (the highest traffic volume scenarios tested), these traffic volumes equate to an increase of traffic volumes of 17%, 28%, 42%, and 55% for the AM northbound, AM southbound, PM northbound, and PM southbound traffic volumes, respectively.

Conclusion

The proposed Cottonwood land use is expected to generate 793 daily trips and 53 and 76 trips in the AM and PM peak hours, respectively. A high-volume restaurant drive-through would generate significantly more traffic, roughly 2.5 and 3.8 times more traffic for the AM and PM peak hours, respectively. The background and plus project conditions meet sufficient Levels of Service (LOS) for all five study intersections. Though vehicles exiting the site at Access 3 along 1300 East that attempt to turn left at 3300 South can cause higher delay, resulting in LOS D in the worst case. The LOS results of this analysis are better than the results of the "Future Plus Greatest Impact Scenario Conditions" in the Highland Drive Corridor Study.

Medians are recommended to ensure the project accesses are not used by left-turning vehicles, maintaining a safer roadway close to busy intersections. The medians are recommended to span from the intersection of 1300 East & 3300 South past the project accesses to ensure that drivers do not try to turn around them. A right-turn bay along 3300 South is not recommended for the project access. If extra ROW is acquired, it is recommended that it be used for enhancing the pedestrian and bicyclist experience, making active modes more attractive in a developing urban environment.

The proposed Cottonwood Mall redevelopment, Holladay Hills, is expected to significantly increase traffic along Highland Drive. It is anticipated that this development could increase traffic along Highland Drive between 17% and 55%.

Vissim Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

Millcreek Cottonwoods TIA
Existing Conditions
AM Peak Hour

Intersection 1 1300 East/3300 South Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	51	52	102.0%	42.5	11.8	D
	Through	217	221	101.7%	44.4	4.7	D
	Right Turn	94	92	97.7%	25.8	7.3	C
	Subtotal	362	365	100.7%	39.4	4.7	D
SB	Left Turn	88	82	93.5%	48.6	9.0	D
	Through	177	171	96.4%	44.7	5.3	D
	Right Turn	66	68	103.0%	5.5	1.1	A
	Subtotal	331	321	96.9%	37.4	3.3	D
EB	Left Turn	86	97	113.0%	12.1	3.4	B
	Through	485	482	99.4%	9.0	2.9	A
	Right Turn	28	29	102.1%	6.3	3.1	A
	Subtotal	599	608	101.5%	9.5	2.3	A
WB	Left Turn	70	76	108.6%	12.3	2.8	B
	Through	428	431	100.8%	6.7	1.9	A
	Right Turn	59	49	83.1%	3.9	1.7	A
	Subtotal	557	556	99.9%	7.3	1.6	A
Total		1,849	1,850	100.0%	20.0	2.1	B

Intersection 2 Highland/3300 S Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	106	112	105.4%	38.1	6.4	D
	Through	284	286	100.6%	36.9	5.0	D
	Right Turn	162	163	100.8%	24.3	2.8	C
	Subtotal	552	561	101.6%	33.6	4.0	C
SB	Left Turn	67	74	111.0%	51.8	11.0	D
	Through	275	281	102.0%	43.9	4.6	D
	Right Turn	74	72	96.6%	22.7	7.8	C
	Subtotal	416	426	102.5%	41.8	4.5	D
EB	Left Turn	71	75	105.9%	16.0	5.9	B
	Through	463	449	97.0%	10.6	1.2	B
	Right Turn	131	129	98.2%	2.3	0.6	A
	Subtotal	665	653	98.2%	9.6	0.9	A
WB	Left Turn	115	120	104.3%	16.1	5.4	B
	Through	383	387	101.1%	11.7	2.1	B
	Right Turn	59	57	96.3%	8.1	3.0	A
	Subtotal	557	564	101.2%	12.3	1.7	B
Total		2,190	2,204	100.6%	24.5	1.3	C

Vissim Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

Millcreek Cottonwoods TIA
Existing Conditions
AM Peak Hour

Intersection 3

Access 1/3300 South

Side-street Stop

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn						
	Through	665	653	98.2%	0.1	0.0	A
	Right Turn						
	Subtotal	665	653	98.2%	0.1	0.0	A
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		665	653	98.2%	0.1	0.0	A

Intersection 4

Access 2/3300 South

Side-street Stop

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn						
	Through	665	653	98.2%	0.1	0.0	A
	Right Turn						
	Subtotal	665	653	98.2%	0.1	0.0	A
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		665	653	98.2%	0.1	0.0	A

Vissim Post-Processor
 Average Results from 10 Runs
 Volume and Delay by Movement

Millcreek Cottonwoods TIA
 Existing Conditions
 AM Peak Hour

Intersection 5

1300 East/Access 3

Side-street Stop

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total							

Vissim Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

Millcreek Cottonwoods TIA
Existing Conditions
PM Peak Hour

Intersection 1 1300 East/3300 South Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	80	83	104.1%	42.3	7.1	D
	Through	274	279	101.8%	41.5	6.3	D
	Right Turn	168	164	97.6%	25.1	6.6	C
	Subtotal	522	526	100.8%	36.7	5.6	D
SB	Left Turn	225	219	97.2%	52.5	13.1	D
	Through	492	484	98.4%	36.2	3.3	D
	Right Turn	167	168	100.3%	7.2	0.8	A
	Subtotal	884	871	98.5%	35.1	5.4	D
EB	Left Turn	175	193	110.4%	22.7	3.2	C
	Through	615	608	98.9%	19.8	1.8	B
	Right Turn	85	87	102.4%	16.3	3.1	B
	Subtotal	875	888	101.5%	20.2	1.5	C
WB	Left Turn	149	159	106.4%	23.9	5.0	C
	Through	576	597	103.7%	15.8	3.0	B
	Right Turn	121	108	88.8%	11.3	4.4	B
	Subtotal	846	863	102.0%	16.8	2.1	B
Total		3,127	3,148	100.7%	27.0	2.1	C

Intersection 2 Highland/3300 S Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	143	152	106.0%	31.7	3.3	C
	Through	418	424	101.4%	27.6	4.4	C
	Right Turn	180	180	99.9%	22.2	2.6	C
	Subtotal	741	755	101.9%	27.1	2.8	C
SB	Left Turn	114	122	107.3%	35.0	4.4	D
	Through	446	451	101.2%	24.4	2.9	C
	Right Turn	106	106	100.4%	14.0	3.8	B
	Subtotal	666	680	102.1%	24.4	2.3	C
EB	Left Turn	109	112	102.7%	25.8	7.6	C
	Through	691	677	98.0%	19.0	3.2	B
	Right Turn	205	197	96.2%	4.2	1.2	A
	Subtotal	1,005	986	98.1%	17.1	2.9	B
WB	Left Turn	168	171	101.7%	26.4	5.6	C
	Through	588	598	101.7%	23.5	2.5	C
	Right Turn	101	104	102.8%	19.7	4.8	B
	Subtotal	857	873	101.8%	23.6	1.9	C
Total		3,269	3,294	100.8%	22.7	1.3	C

Vissim Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

Millcreek Cottonwoods TIA
Existing Conditions
PM Peak Hour

Intersection 3

Access 1/3300 South

Side-street Stop

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn						
	Through	1,005	984	98.0%	0.2	0.1	A
	Right Turn						
	Subtotal	1,005	984	98.0%	0.2	0.1	A
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		1,005	984	98.0%	0.2	0.1	A

Intersection 4

Access 2/3300 South

Side-street Stop

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn						
	Through	1,005	984	98.0%	0.2	0.1	A
	Right Turn						
	Subtotal	1,005	984	98.0%	0.2	0.1	A
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		1,005	984	98.0%	0.2	0.1	A

Vissim Post-Processor
 Average Results from 10 Runs
 Volume and Delay by Movement

Millcreek Cottonwoods TIA
 Existing Conditions
 PM Peak Hour

Intersection 5

1300 East/Access 3

Side-street Stop

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total							

Vissim Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

Millcreek Cottonwoods TIA
Existing Plus Project Conditions
AM Peak Hour

Intersection 1 1300 East/3300 South Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	58	52	90.0%	43.3	9.8	D
	Through	222	220	99.2%	43.4	6.9	D
	Right Turn	96	92	96.0%	23.4	7.1	C
	Subtotal	376	365	97.0%	38.1	5.4	D
SB	Left Turn	97	93	96.1%	43.2	8.4	D
	Through	178	171	95.9%	42.0	4.2	D
	Right Turn	67	68	101.5%	5.0	1.2	A
	Subtotal	342	332	97.0%	34.6	3.5	C
EB	Left Turn	86	97	113.0%	12.4	3.7	B
	Through	488	486	99.5%	9.9	2.7	A
	Right Turn	28	29	102.1%	7.2	4.4	A
	Subtotal	602	612	101.6%	10.3	2.3	B
WB	Left Turn	71	77	108.5%	13.2	3.9	B
	Through	429	432	100.8%	7.5	2.2	A
	Right Turn	59	49	83.1%	4.5	2.4	A
	Subtotal	559	558	99.9%	8.1	1.8	A
Total		1,879	1,867	99.3%	19.8	1.9	B

Intersection 2 Highland/3300 S Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	106	113	106.9%	36.2	5.8	D
	Through	286	285	99.8%	36.6	5.1	D
	Right Turn	162	163	100.7%	24.3	2.7	C
	Subtotal	554	562	101.4%	33.1	3.9	C
SB	Left Turn	67	74	111.0%	50.6	11.4	D
	Through	275	281	102.1%	44.1	5.3	D
	Right Turn	74	72	96.9%	23.7	8.6	C
	Subtotal	416	427	102.6%	41.9	5.5	D
EB	Left Turn	78	84	107.6%	16.9	5.4	B
	Through	471	459	97.3%	10.4	1.4	B
	Right Turn	139	136	98.1%	2.7	0.4	A
	Subtotal	688	679	98.7%	9.7	1.3	A
WB	Left Turn	115	120	104.3%	16.3	5.0	B
	Through	385	390	101.2%	11.6	2.1	B
	Right Turn	60	58	95.8%	7.8	3.0	A
	Subtotal	560	567	101.3%	12.2	1.8	B
Total		2,218	2,235	100.7%	24.2	1.4	C

Vissim Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

Millcreek Cottonwoods TIA
Existing Plus Project Conditions
AM Peak Hour

Intersection 3 Access 1/3300 South Side-street Stop

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn						
	Through						
	Right Turn	16	16	100.6%	6.5	0.4	A
	Subtotal	16	16	100.6%	6.5	0.4	A
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn						
	Through	674	665	98.6%	0.2	0.1	A
	Right Turn	13	19	146.2%	0.3	0.1	A
	Subtotal	687	684	99.5%	0.2	0.1	A
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		703	700	99.5%	0.3	0.1	A

Intersection 4 Access 2/3300 South Side-street Stop

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn						
	Through						
	Right Turn	8	9	113.8%	0.1	0.2	A
	Subtotal	8	9	113.8%	0.1	0.2	A
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn						
	Through	680	665	97.8%	0.2	0.1	A
	Right Turn						
	Subtotal	680	665	97.8%	0.2	0.1	A
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		688	674	97.9%	0.2	0.1	A

Vissim Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

Millcreek Cottonwoods TIA
Existing Plus Project Conditions
AM Peak Hour

Intersection 5

1300 East/Access 3

Side-street Stop

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn						
	Through						
	Right Turn	4	4	105.0%	0.2	0.2	A
	Subtotal	4	4	105.0%	0.2	0.2	A
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn						
	Through	8	7	82.5%	4.5	4.1	A
	Right Turn	6	7	116.7%	6.2	10.1	A
	Subtotal	14	14	97.1%	6.5	5.5	A
	Total	18	18	98.9%	5.0	4.2	A

Vissim Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

Millcreek Cottonwoods TIA
Existing Plus Project Conditions
PM Peak Hour

Intersection 1 1300 East/3300 South Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	86	83	96.6%	38.8	6.4	D
	Through	278	279	100.3%	42.0	7.0	D
	Right Turn	169	164	97.1%	26.2	9.0	C
	Subtotal	533	526	98.7%	36.8	6.9	D
SB	Left Turn	245	240	97.9%	56.4	13.1	E
	Through	493	484	98.3%	35.7	5.3	D
	Right Turn	168	168	99.7%	7.1	1.3	A
	Subtotal	906	892	98.4%	36.2	6.9	D
EB	Left Turn	175	193	110.5%	22.1	4.4	C
	Through	624	617	98.9%	20.2	1.8	C
	Right Turn	85	87	102.5%	16.5	2.7	B
	Subtotal	884	898	101.5%	20.3	1.8	C
WB	Left Turn	150	161	107.2%	23.1	3.2	C
	Through	577	598	103.6%	15.8	3.1	B
	Right Turn	121	108	88.9%	11.6	4.2	B
	Subtotal	848	866	102.1%	16.7	2.2	B
Total		3,171	3,182	100.3%	27.4	1.9	C

Intersection 2 Highland/3300 S Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	143	156	109.3%	32.8	4.5	C
	Through	422	424	100.5%	27.8	5.0	C
	Right Turn	180	180	99.9%	21.8	4.2	C
	Subtotal	745	760	102.1%	27.3	4.1	C
SB	Left Turn	114	122	107.4%	33.2	3.9	C
	Through	446	452	101.4%	24.3	2.8	C
	Right Turn	106	106	100.4%	14.1	4.3	B
	Subtotal	666	681	102.2%	24.1	2.5	C
EB	Left Turn	115	118	102.2%	24.8	4.0	C
	Through	698	684	97.9%	19.3	3.8	B
	Right Turn	212	204	96.3%	4.1	0.7	A
	Subtotal	1,025	1,005	98.1%	17.2	3.2	B
WB	Left Turn	168	171	101.5%	29.4	6.5	C
	Through	591	598	101.3%	24.5	2.7	C
	Right Turn	102	105	103.1%	20.6	5.2	C
	Subtotal	861	874	101.5%	25.0	2.7	C
Total		3,297	3,321	100.7%	23.0	1.7	C

Vissim Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

Millcreek Cottonwoods TIA
Existing Plus Project Conditions
PM Peak Hour

Intersection 3 Access 1/3300 South Side-street Stop

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn						
	Through						
	Right Turn	14	12	85.7%	6.5	0.3	A
	Subtotal	14	12	85.7%	6.5	0.3	A
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn						
	Through	1,013	994	98.2%	0.3	0.1	A
	Right Turn	32	35	109.7%	0.4	0.2	A
	Subtotal	1,045	1,030	98.5%	0.3	0.1	A
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		1,059	1,042	98.3%	0.4	0.1	A

Intersection 4 Access 2/3300 South Side-street Stop

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn						
	Through						
	Right Turn	7	8	114.3%	0.1	0.2	A
	Subtotal	7	8	114.3%	0.1	0.2	A
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn						
	Through	1,038	994	95.8%	0.4	0.1	A
	Right Turn						
	Subtotal	1,038	994	95.8%	0.4	0.1	A
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		1,045	1,002	95.9%	0.4	0.1	A

Vissim Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

Millcreek Cottonwoods TIA
Existing Plus Project Conditions
PM Peak Hour

Intersection 5

1300 East/Access 3

Side-street Stop

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn						
	Through						
	Right Turn	11	9	79.1%	0.3	0.1	A
	Subtotal	11	9	79.1%	0.3	0.1	A
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn						
	Through	7	6	84.3%	2.7	1.2	A
	Right Turn	4	6	140.0%	4.8	3.5	A
	Subtotal	11	12	104.5%	3.9	1.9	A
Total		22	20	91.8%	2.8	1.7	A

Vissim Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

Millcreek Cottonwoods TIA
Future Conditions
AM Peak Hour

Intersection 1 1300 East/3300 South Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	62	60	96.8%	44.5	15.8	D
	Through	311	311	100.0%	41.9	4.8	D
	Right Turn	116	114	98.6%	26.5	6.9	C
	Subtotal	489	486	99.3%	37.9	4.8	D
SB	Left Turn	98	94	95.4%	51.2	8.0	D
	Through	208	199	95.7%	42.8	10.7	D
	Right Turn	84	85	101.7%	5.8	0.8	A
	Subtotal	390	378	96.9%	36.5	6.8	D
EB	Left Turn	94	105	111.2%	17.0	4.1	B
	Through	506	502	99.3%	12.0	2.6	B
	Right Turn	33	35	104.8%	11.5	5.9	B
	Subtotal	633	642	101.3%	12.8	2.7	B
WB	Left Turn	78	81	104.0%	15.9	4.8	B
	Through	464	468	100.9%	11.0	2.1	B
	Right Turn	59	44	73.9%	6.9	3.7	A
	Subtotal	601	593	98.7%	11.3	2.1	B
Total		2,113	2,098	99.3%	22.7	2.1	C

Intersection 2 Highland/3300 S Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	117	123	105.5%	40.1	7.2	D
	Through	343	342	99.7%	34.6	2.4	C
	Right Turn	175	171	97.5%	25.6	5.4	C
	Subtotal	635	636	100.2%	33.2	1.5	C
SB	Left Turn	79	87	110.0%	44.9	7.2	D
	Through	344	346	100.6%	39.1	3.2	D
	Right Turn	81	80	99.3%	25.3	6.6	C
	Subtotal	504	513	101.8%	37.9	3.0	D
EB	Left Turn	75	78	103.9%	16.2	4.1	B
	Through	504	494	98.0%	11.7	2.3	B
	Right Turn	139	135	97.4%	2.7	0.7	A
	Subtotal	718	707	98.5%	10.4	1.6	B
WB	Left Turn	122	125	102.4%	20.6	3.9	C
	Through	409	413	100.9%	14.0	2.4	B
	Right Turn	77	77	100.0%	11.6	2.6	B
	Subtotal	608	615	101.1%	15.0	1.4	B
Total		2,465	2,471	100.2%	24.9	1.1	C

Vissim Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

Millcreek Cottonwoods TIA
Future Conditions
AM Peak Hour

Intersection 3

Access 1/3300 South

Side-street Stop

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn						
	Through	718	708	98.5%	0.2	0.0	A
	Right Turn						
	Subtotal	718	708	98.5%	0.2	0.0	A
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		718	708	98.5%	0.2	0.0	A

Intersection 4

Access 2/3300 South

Side-street Stop

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn						
	Through	718	708	98.5%	0.2	0.0	A
	Right Turn						
	Subtotal	718	708	98.5%	0.2	0.0	A
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		718	708	98.5%	0.2	0.0	A

Vissim Post-Processor
 Average Results from 10 Runs
 Volume and Delay by Movement

Millcreek Cottonwoods TIA
 Future Conditions
 AM Peak Hour

Intersection 5

1300 East/Access 3

Side-street Stop

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total							

Vissim Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

Millcreek Cottonwoods TIA
Future Conditions
PM Peak Hour

Intersection 1 **1300 East/3300 South** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	99	102	102.7%	50.0	11.6	D
	Through	358	365	101.8%	48.5	9.0	D
	Right Turn	196	190	97.1%	38.3	10.4	D
	Subtotal	653	657	100.6%	45.8	9.4	D
SB	Left Turn	249	241	96.9%	94.3	30.9	F
	Through	562	550	97.8%	33.7	4.8	C
	Right Turn	187	186	99.5%	8.9	2.1	A
	Subtotal	998	977	97.9%	42.5	6.3	D
EB	Left Turn	104	120	115.2%	23.6	2.1	C
	Through	637	634	99.6%	22.4	1.9	C
	Right Turn	96	96	100.3%	19.2	4.4	B
	Subtotal	837	850	101.6%	22.2	1.5	C
WB	Left Turn	170	179	105.0%	26.1	4.7	C
	Through	689	720	104.5%	15.6	1.9	B
	Right Turn	59	33	56.1%	9.9	4.9	A
	Subtotal	918	932	101.5%	17.3	2.1	B
Total		3,406	3,416	100.3%	32.5	3.7	C

Intersection 2 **Highland/3300 S** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	159	165	103.5%	32.0	6.6	C
	Through	505	512	101.3%	29.5	3.1	C
	Right Turn	194	192	98.9%	22.5	4.0	C
	Subtotal	858	868	101.1%	28.5	2.8	C
SB	Left Turn	135	145	107.3%	47.5	11.3	D
	Through	512	522	101.9%	27.3	3.6	C
	Right Turn	116	112	96.1%	15.3	2.7	B
	Subtotal	763	778	102.0%	29.3	3.3	C
EB	Left Turn	117	118	100.9%	35.3	9.2	D
	Through	743	726	97.8%	22.6	4.1	C
	Right Turn	218	210	96.5%	4.6	0.7	A
	Subtotal	1,078	1,055	97.8%	20.8	3.2	C
WB	Left Turn	178	179	100.4%	39.3	9.5	D
	Through	631	643	101.9%	27.6	3.5	C
	Right Turn	115	116	101.0%	21.5	4.0	C
	Subtotal	924	938	101.5%	29.0	3.1	C
Total		3,623	3,638	100.4%	26.5	1.0	C

Vissim Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

Millcreek Cottonwoods TIA
Future Conditions
PM Peak Hour

Intersection 3 Access 1/3300 South Side-street Stop

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn						
	Through	1,078	1,055	97.9%	0.3	0.0	A
	Right Turn						
	Subtotal	1,078	1,055	97.9%	0.3	0.0	A
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		1,078	1,055	97.9%	0.3	0.0	A

Intersection 4 Access 2/3300 South Side-street Stop

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn						
	Through	1,078	1,055	97.9%	0.3	0.0	A
	Right Turn						
	Subtotal	1,078	1,055	97.9%	0.3	0.0	A
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		1,078	1,055	97.9%	0.3	0.0	A

Vissim Post-Processor
 Average Results from 10 Runs
 Volume and Delay by Movement

Millcreek Cottonwoods TIA
 Future Conditions
 PM Peak Hour

Intersection 5

1300 East/Access 3

Side-street Stop

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total							

Vissim Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

Millcreek Cottonwoods TIA
Future Plus Project Conditions
AM Peak Hour

Intersection 1 1300 East/3300 South Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	69	60	87.0%	44.7	8.8	D
	Through	316	311	98.4%	43.2	6.0	D
	Right Turn	118	115	97.5%	24.0	5.9	C
	Subtotal	503	486	96.6%	39.1	5.6	D
SB	Left Turn	107	105	97.8%	42.4	5.9	D
	Through	209	199	95.1%	41.1	6.9	D
	Right Turn	85	85	100.5%	5.7	1.4	A
	Subtotal	401	389	96.9%	34.4	4.1	C
EB	Left Turn	94	105	111.2%	16.6	4.0	B
	Through	509	506	99.4%	12.5	2.8	B
	Right Turn	33	35	104.8%	6.8	4.0	A
	Subtotal	636	645	101.4%	12.9	2.7	B
WB	Left Turn	79	82	104.2%	14.1	3.4	B
	Through	464	469	101.1%	9.7	2.4	A
	Right Turn	59	44	73.9%	6.5	3.3	A
	Subtotal	602	595	98.8%	10.1	2.1	B
Total		2,142	2,115	98.7%	22.6	1.0	C

Intersection 2 Highland/3300 S Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	117	125	106.8%	40.5	8.7	D
	Through	345	342	99.1%	35.0	2.3	C
	Right Turn	175	171	97.6%	26.6	4.3	C
	Subtotal	637	638	100.1%	33.8	2.5	C
SB	Left Turn	79	87	110.4%	47.4	7.9	D
	Through	344	347	100.9%	40.1	3.0	D
	Right Turn	81	81	99.6%	26.6	7.6	C
	Subtotal	504	515	102.2%	39.1	3.0	D
EB	Left Turn	82	87	105.5%	15.0	5.9	B
	Through	512	504	98.4%	11.7	1.8	B
	Right Turn	147	143	97.6%	2.8	0.7	A
	Subtotal	741	734	99.0%	10.3	1.6	B
WB	Left Turn	122	125	102.4%	20.2	3.8	C
	Through	411	415	101.0%	14.6	2.3	B
	Right Turn	78	78	99.6%	12.1	3.2	B
	Subtotal	611	618	101.1%	15.3	1.4	B
Total		2,493	2,504	100.4%	25.2	1.3	C

Vissim Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

Millcreek Cottonwoods TIA
Future Plus Project Conditions
AM Peak Hour

Intersection 3

Access 1/3300 South

Side-street Stop

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn						
	Through						
	Right Turn	16	16	100.6%	6.6	0.4	A
	Subtotal	16	16	100.6%	6.6	0.4	A
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn						
	Through	727	720	99.0%	0.3	0.1	A
	Right Turn	13	19	146.9%	0.4	0.2	A
	Subtotal	740	739	99.9%	0.3	0.1	A
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		756	755	99.9%	0.4	0.1	A

Intersection 4

Access 2/3300 South

Side-street Stop

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn						
	Through						
	Right Turn	8	9	113.8%	0.1	0.1	A
	Subtotal	8	9	113.8%	0.1	0.1	A
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn						
	Through	733	720	98.2%	0.3	0.1	A
	Right Turn						
	Subtotal	733	720	98.2%	0.3	0.1	A
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		741	729	98.4%	0.3	0.1	A

Vissim Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

Millcreek Cottonwoods TIA
Future Plus Project Conditions
AM Peak Hour

Intersection 5

1300 East/Access 3

Side-street Stop

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn						
	Through						
	Right Turn	4	4	105.0%	0.2	0.2	A
	Subtotal	4	4	105.0%	0.2	0.2	A
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn						
	Through	8	7	82.5%	3.1	3.5	A
	Right Turn	6	7	115.0%	10.5	20.3	B
	Subtotal	14	14	96.4%	10.6	19.8	B
	Total	18	18	98.3%	6.1	9.9	A

Vissim Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

Millcreek Cottonwoods TIA
Future Plus Project Conditions
PM Peak Hour

Intersection 1 1300 East/3300 South Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	105	102	96.8%	48.0	15.3	D
	Through	362	364	100.5%	46.6	8.2	D
	Right Turn	197	191	96.9%	33.6	8.9	C
	Subtotal	664	656	98.8%	43.2	8.9	D
SB	Left Turn	269	260	96.8%	112.6	31.9	F
	Through	563	549	97.5%	34.0	4.5	C
	Right Turn	188	186	98.7%	9.1	2.1	A
	Subtotal	1,020	995	97.5%	47.8	8.6	D
EB	Left Turn	104	120	115.2%	24.5	3.1	C
	Through	646	642	99.4%	22.3	2.4	C
	Right Turn	96	96	100.3%	19.8	5.3	B
	Subtotal	846	858	101.5%	22.3	2.3	C
WB	Left Turn	171	182	106.1%	28.3	8.4	C
	Through	689	720	104.5%	15.3	2.0	B
	Right Turn	59	33	56.1%	10.5	5.2	B
	Subtotal	919	935	101.7%	17.6	3.0	B
Total		3,449	3,444	99.9%	33.7	3.7	C

Intersection 2 Highland/3300 S Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	159	169	106.4%	32.3	4.1	C
	Through	509	511	100.5%	30.7	5.3	C
	Right Turn	194	192	98.9%	23.1	3.9	C
	Subtotal	862	873	101.2%	29.4	3.5	C
SB	Left Turn	135	144	106.9%	47.6	13.0	D
	Through	512	521	101.8%	26.8	3.3	C
	Right Turn	116	112	96.5%	17.4	3.1	B
	Subtotal	763	777	101.9%	29.2	3.4	C
EB	Left Turn	123	124	100.8%	36.6	11.7	D
	Through	750	731	97.5%	23.6	3.3	C
	Right Turn	225	217	96.6%	4.5	0.6	A
	Subtotal	1,098	1,073	97.7%	21.5	3.0	C
WB	Left Turn	178	179	100.4%	41.7	11.3	D
	Through	634	644	101.6%	28.1	3.0	C
	Right Turn	116	118	101.6%	23.1	5.8	C
	Subtotal	928	941	101.3%	30.1	3.4	C
Total		3,651	3,663	100.3%	27.2	1.9	C

Vissim Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

Millcreek Cottonwoods TIA
Future Plus Project Conditions
PM Peak Hour

Intersection 3 Access 1/3300 South Side-street Stop

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn						
	Through						
	Right Turn	14	12	85.7%	6.4	0.3	A
	Subtotal	14	12	85.7%	6.4	0.3	A
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn						
	Through	1,086	1,064	98.0%	0.4	0.2	A
	Right Turn	32	35	108.1%	0.3	0.1	A
	Subtotal	1,118	1,099	98.3%	0.4	0.2	A
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		1,132	1,111	98.1%	0.5	0.2	A

Intersection 4 Access 2/3300 South Side-street Stop

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn						
	Through						
	Right Turn	7	8	114.3%	0.2	0.2	A
	Subtotal	7	8	114.3%	0.2	0.2	A
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn						
	Through	1,111	1,064	95.8%	0.4	0.2	A
	Right Turn						
	Subtotal	1,111	1,064	95.8%	0.4	0.2	A
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		1,118	1,072	95.9%	0.4	0.2	A

Vissim Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

Millcreek Cottonwoods TIA
Future Plus Project Conditions
PM Peak Hour

Intersection 5

1300 East/Access 3

Side-street Stop

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn						
	Through						
	Right Turn	11	9	79.1%	0.3	0.1	A
	Subtotal	11	9	79.1%	0.3	0.1	A
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn						
	Through	7	6	80.0%	28.7	80.8	D
	Right Turn	4	6	137.5%	13.2	27.8	B
	Subtotal	11	11	100.9%	31.4	65.1	D
	Total	22	20	90.0%	21.5	42.8	C

APPENDIX

1. Millcreek Community Council Comments

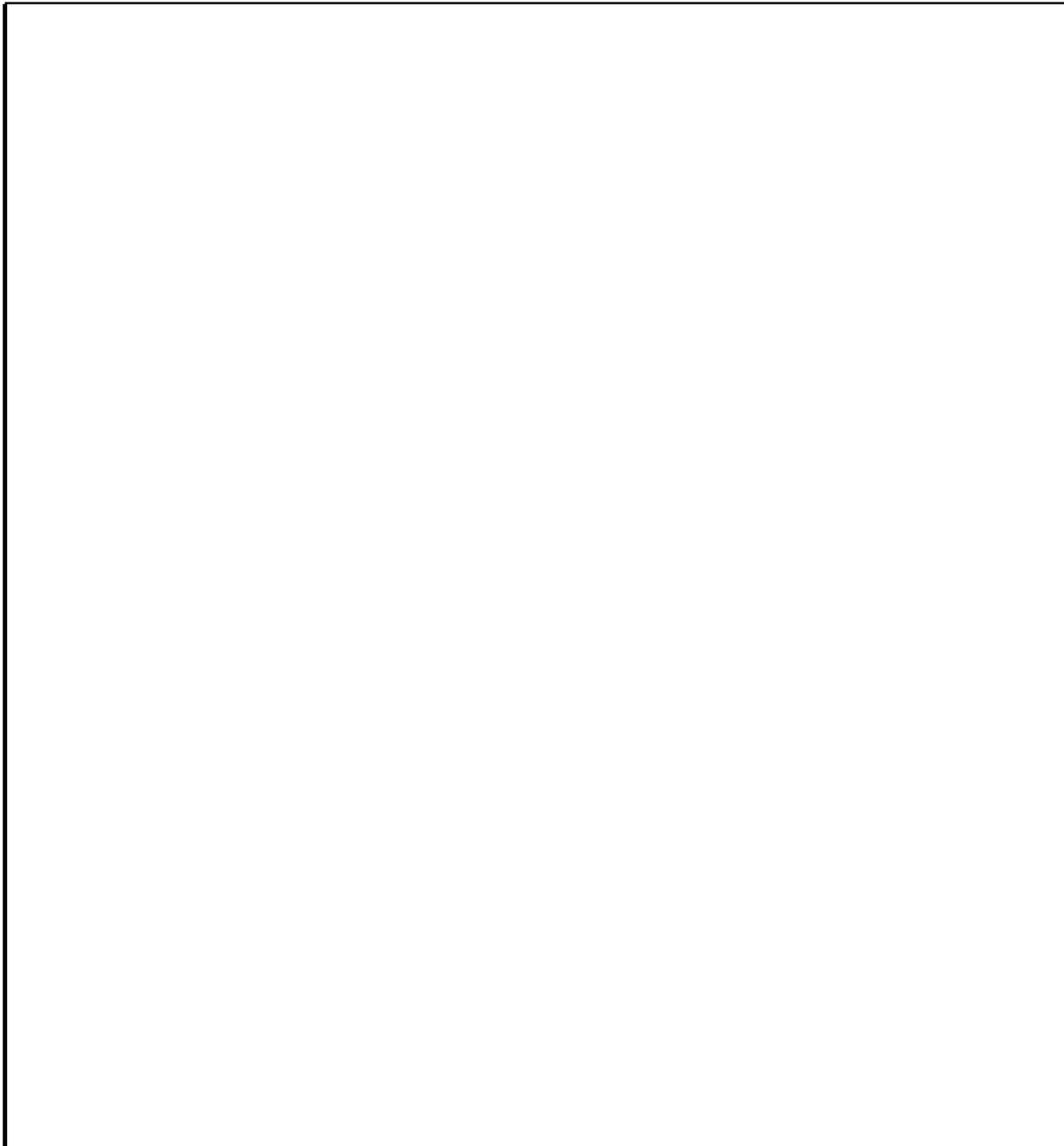
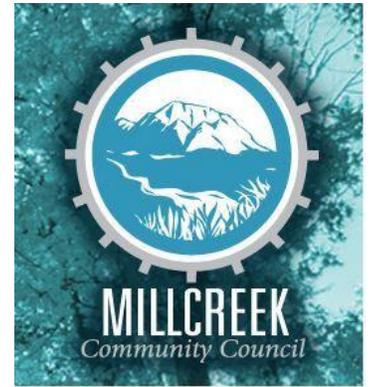
Millcreek Community Council Agenda

Tuesday, February 3, 6:30 PM

Adventure Hub, 1354 E. Chambers Ave. - Millcreek Common.

[To join Zoom meeting click here](#)

We acknowledge Hutch Jorgensen's dedicated service in managing the Zoom meetings, his time and expertise is greatly appreciated!



- | | |
|--|--|
| | |
| | <ul style="list-style-type: none">○ ZM-26-001 The applicant, Tyler Morris, has filed a Development Agreement/Rezone application, proposing to construct a Residential Mixed-Use development, as a next phase to the adopted a 2019 City Center Master Plan, on property located at approximately 1312 E 3300 S. The request is to rezone the Property from the Commercial Zone (C) and City Center Overlay Zone (CCOZ) to the City Center Overlay-Development Agreement (CCOZ-DA) Zone, in conjunction with a development agreement, subjecting the Property to certain development terms and standards pursuant to Title 18.48. of the Millcreek Zoning Code. <i>5 for and 1 abstaining - accept as presented.</i> |
| | |



Note: Consideration of and council vote on Membership Resolution was suspended by the original requester.

- [Removal Resolution Letter](#) - Suspended by original submitter until MCC/City structure resolved.

Council Members (9):

Allen Sowards (Chair), Erin Hardy (1st vice-chair), Jaime Walker (2nd vice-chair) Vacant (Sec), Kristy Chambers (Treasurer), Todd Anderson, Lynda Bagley-Gibson, Erin Hardy, Eric Herschthal, Jamie Walker.

City Officials:

Mayor Cheri Jacksoni, Council members: Silvia Catten (1), Thom DeSirant (2), Nicole Handy (3)
Detective Detective Scott Green, UPD
Jon Wilde, Battalion Chief, UFA

Staff:

Rita Lund, Communications Director
Francis Lilly, Planning & Zoning Director
Robert May, Long Range Planning Manager
Brad Sanderson, Current Planning Manager
Carlos Estudillo, Planner | Sean Murray, Planner

* Process:

1. Discussion and debate of ideas is welcome and encouraged. Speakers will follow Robert's Rules and be recognized by the chair before speaking. Comments limited to 3 minutes per person.
2. Staff presents a brief statement of proposal. The acting chair will entertain questions and comments from citizens.
3. The acting chair will recognize comments from individual council members. It is expected that council members will familiarize themselves with proposals prior to the council meeting.
4. The council may propose a motion of support, conditional support, or denial.
5. Outcomes are recorded in the meeting minutes, and included in a formal letter sent to the city.