

**Millcreek City Hall**  
1330 E Chambers Ave  
Millcreek, Utah 84106  
millcreekut.gov



**Planning & Zoning**  
(801) 214-2700  
planner@millcreekut.gov

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ZM-25-003

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**PLANNING COMMISSION  
STAFF REPORT**

**Meeting Date:** February 18, 2026

**Re:** East Common Mixed Use

**Proposal:** Rezone/Development Agreement Application –  
**From:** Commercial (C), Commercial w/Zone Condition (C/ZC) and the City Center Overlay Zone (CCOZ)  
**To:** Commercial (C) and City Center Overlay - Development Agreement (CCOZ-DA)

**Property Address:** 3232 South Highland Drive (approx.)

**Applicant(s):** Millcreek Staff, PEG Development, and Ensign Design

**Prepared By:** Brad Sanderson, AICP, Current Planning Manager

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

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**SYNOPSIS:**

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**Request:**

Millcreek Staff, on behalf of the Millcreek, PEG Development, and Encore Development, has filed a Rezone/Development Agreement application pertaining to a proposed mixed-use development on properties generally located at 3232 South Highland Drive, or directly east of the Millcreek Common (the “Property”). The request is to rezone the Property from the Commercial Zone (C), Commercial (C/zc) and City Center Overlay Zone (CCOZ) to the Commercial (C) and City Center Overlay-Development Agreement (CCOZ-DA) Zone. As proposal seeks to remove an existing zone condition which states, “Building height limited to 42' from original grade to top of building”. Subsequently, the proposed CCOZ-DA Zone requires a development agreement, which allows the Property to be further subjected to certain terms and consideration of possible exceptions related to certain design standards, pursuant to Title 18.48. of the Millcreek Zoning Code.

**Background:**

Shortly after Millcreek residents voted to become a city in 2016, the community set about developing a general plan to guide its future development. One of many ideas resulting from the general public and early

planning phases of the general plans, was to create a new, walkable, mixed-use city center to act as a cultural hub for the community, which soon became a key focus. City leaders selected a site and began to go to work to secure funding, property, and design elements reflective of the input received from the general public and other design consultants. The design elements were included in a master plan for this new city center which was adopted by the City Council in June 2019. The master plan included the Millcreek Common, as a centralized active open space, along with supporting mixed-use midrise buildings comprising of ground floor retail/commercial, with upper-level office and residential uses to help synergize and support the Millcreek Common and overall city center area. The master plan encourages shared parking, within integrated parking structures, wrapped by active uses. Each phase of the master plan continues to develop based on market demands, land assemblage and as funding becomes available.

**Proposal:**

Millcreek, along with two other partners, PEG Development and Ensign Design (the “Partnership”) have employed Beecher Walker Architecture and Benchmark Engineering to aid with a concept design which will help advance the City Center Master Plan. The proposal includes assembling five parcels, comprising of approximately 1.2 acres of property, located directly east of Millcreek Common. The proposal comprises of a new six-story mixed-use building oriented towards the abutting streets, as well as the Millcreek Common.

The building will include a five-level parking structure (containing 204 parking stalls). The subterranean level of parking will be designated as private parking, exclusively allocated for the residential condominiums. This parking level will be accessed from Chambers Avenue. The four additional levels of above-ground parking will be shared public and private parking and will be accessed from Highland Drive.

The building includes a five-story hotel comprising of 108 units. The hotel portion of the building will wrap the north and east sides of the parking structure which will abut both Highland Drive and Chambers Avenue. The west side of the building includes 12,500 square feet of ground floor retail/commercial space abutting the Millcreek Common with five stories (25 units) of luxury “for-sale” residential condominiums located above the ground floor retail.

The rooftop area will include a pool, hot tub and other private amenities that will be managed between the hotel and condominiums. The south side of the building will also function as a partial pedestrian access between Millcreek Common, the parking structure, and Highland Drive.

As part of this development, there will be some additional off-site improvements to Chambers Ave, Highland Drive, and the upper east Woonerf, to address some traffic circulation and other utility infrastructure resulting from this mixed-use development. Because the property/building is interfaced on three sides with public right of way and/or public common area, and includes a shared public parking structure, there are certain CCOZ design elements which cannot be accomplished explicitly, including building ‘stepbacks’ as applied to three of the four sides of the building. The CCOZ-DA Zone allows for certain exceptions to be granted under certain circumstances by way of a development agreement. These exceptions are listed within the terms of the proposed development agreement, included with this report.

If approved, a subsequent site plan and subdivision plat, with greater detail and review analysis, will be processed separately.

## FINDINGS, CONCLUSIONS, & RECOMMENDATIONS:

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### Findings:

#### General Plan and City Center Master Plan Findings -

1. The Property is currently within the Commercial (C) Zone and City Center Overlay Zone (CCOZ). One of the smaller parcels, which primarily consists of a portion of the upper east woonerf, includes a zone condition, which states “Building height limited to 42' from original grade to top of building”. It is proposed that the zone condition and designation be removed as part of this application.
2. The Millcreek City Center Master Plan was a result of the 2019 Millcreek Together General Plan. The Millcreek Together General Plan envisioned the Property as having:
  - a. “The greatest mass, the highest level of development intensity, and sidewalks wide enough to accommodate patio dining and significant pedestrian traffic”.
  - b. “Land uses in these areas should be flexible and adaptable, with an emphasis on non-residential activity occurring on the ground floors of buildings....” and,
  - c. “Taller buildings and higher density land uses will be encouraged”.
  - d. (2019 Millcreek City Center Master Plan Page 3.12)
3. The Property is listed within the “City Center Mixed-use 1” category, as designated within the General Plan, which states:
  - a. The “Mixed-use 1” land use designation 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. As well as multifamily condominiums or apartments, hospitality, civic and public facilities, health services, as well as plazas, squares, pocket parks, community gardens, and other gathering spaces.
4. The Millcreek General Plan enumerates, the following City Center Goals & strategies:
  - a. Continue to refine, adapt, and expand the Town/City Center Overlay Zone as the City Center develops and evolves.
  - b. Maintain City Codes to support reduced onsite parking, limited parking lot areas between the public right-of-way and buildings, design elements that enhance visual impressions from the street, multi-modal access, and the safety and enjoyment of the on-site pedestrian experience.
  - c. Establish a parking management plan to regulate on-street parking that supports business patrons and visitors.
5. The City Center Master plan calls for an avoidance of surface parking lots, and integrated parking structures that are wrapped with active uses (City Center Master Plan Page 5.17)
6. The City Center Master Plan Implementation goals include creating a “new civic center to “include public parking to serve business and civic needs within Mill Park and other community investments that would bring activity to the City Center area” (City Center Master Plan Page 6.7).
7. The City Center Master Plan Implementation goals (phase 3) advocate for additional mixed and diverse land uses, including hotels and art galleries: “Hotels often are required to support Utah’s tourism industry and Millcreek has the opportunity to participate in this aspect of the economy, particularly as residential and office uses in the City Center increase. Museums and art galleries could support Millcreek’s existing cultural identity (City Center Master Plan Page 6.9). The application includes, among other things, a hotel and an opportunity for an existing art gallery to relocate within the City Center, along Millcreek Common.
8. The City Center Master Plan contemplates preserving view corridors (Page 3.19) while also

contemplating taller buildings on the east side of Millcreek Common, from 4 to 6 stories (Page 3.25). Significantly, a view corridor to the north half of Grandeur peak is preserved along Chambers Avenue, and the view corridor to Mount Olympus is preserved by the remodel and adaptive reuse of the Fine Art Inn Building, while also accommodating a structure that is five stories on the Highland Drive frontage, and 6 stories on the Millcreek Common frontage.

9. For more information regarding Millcreek Common and City Center Master Plan, visit <https://millcreekut.gov/254/Millcreek-Common-Development>

#### Millcreek Code Findings -

10. MKZ 18.48.010 states that “the purpose of the City Center Overlay Zone – Development Agreement (CCOZ-DA) 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. The application of the development agreement concept is intended to advance the goals of the Millcreek City Center Master Plan and to further the purpose and intent of the City Center Overlay Zone, thus ensuring substantial compliance with the intent of zone regulations and other provisions of this title related to public health, safety, and general welfare, and at the same time securing the advantages of large scale site planning for mixed use development appropriate in Millcreek’s City Center”.
11. Development Agreements are entered into and approved at the sole discretion of the City. Publicly accessible parking, which consists of at least 100 spaces for commercial customers and visitors attending public events on Millcreek Common are eligible for a CCOZ-DA. (see MKZ 18.48.020 B.2.). The provision of a significant public parking structure fulfills the public benefit requirement of the CCOZ-DA.
12. Pertaining to the adoption of the CCOZ-DA, MKZ 18.48.060.C. states; “In considering an application for a CCOZ-DA, the schematic site plan and proposed development agreement may be modified by the City to meet the intent and requirements of this Chapter and may include regulations and standards other than those proposed by the petitioner.
13. Development Standards And Design Enhancements MKZ 18.48.070.A. states “the development standards for any lot in the CCOZ-DA zone shall be the same as in the underlying zone in which the lot is located except as modified by this chapter and an approved site plan and development agreement.
14. Design enhancements include but are not limited to: Development Façade Modulation, Roofline Variation and Step-Downs, Permeability and Open Space Integration, Upper Story Façade Transparency and Balconies, Diagonal Building Corners and Notches, Shadow and Light Articulation, Staggered or Clustered Massing, Streetscape Enhancements, and Architectural Massing and Material Variation” (see MKZ 18.48.070.B. for additional details).
15. MKZ. 18.47.050.C. permits building heights up to 75 feet tall for areas along Millcreek Common and on the north side of 3300 South, Highland Drive between Chambers Avenue and 3300 South. MKZ. 18.47.050.D. allows up to fourteen feet (14’) of additional height for roof structures parapet walls and architectural elements, including mechanical/utility components.

#### Property & Proposal Findings -

16. The development agreements should primarily relate to the design and development of the property. Because development agreements often expire certain agreements are best made as separate agreements, independent from the development agreement. Such items may include ownership, access and parking, utilities, maintenance, liability, cost, timing of construction, easements, etc.,
17. A 10’ wide sidewalk along Highland Drive, tree-line streets, plus added plazas and paseos will be among some of the public improvements made to all abutting right of way, the Millcreek Common

and the south side of the building.

18. Some off-site improvements will be made to Chambers Avenue and Highland Drive as proportionately related to impacts from this development as recommended by the Fehr and Peers Traffic Impact Study TIS. Millcreek plans to make more extensive improvements to larger portions of Highland beginning 2030-2032.
19. While the building does have some setbacks along Highland Drive and Millcreek Common, the building does not fully meet the minimum setbacks, as prescribed within MKZ 18.47.070.D. As such, an exception is being requested by way of development agreement.
20. The hotel and ground floor retail spaces will primarily be limited to wall and awning signage; however, a portion of the building's east facades is intended to be used for a public "Millcreek Common" destination sign. Millcreek's sign code allows for projecting/blade signs but limits the size to twelve (12) square feet. Millcreek's sign code allows for a 26 foot-tall and up to 288 square foot district sign. A district sign was intended to be installed within the 'pork-chop' area on Chambers Ave. An "in-lieu-of" exception is being requested by way of development agreement to allow a 100 square foot projecting blade sign to be wall mounted near the northeast corner of the building. Details of this sign have yet to be formalized, but a digital sign face will be prohibited, and it will likely be similar to the Millcreek Common sign atop the Adventure Hub building.
21. Ownership, easements, parcel consolidation and right of way (ROW) alignments, including vacation and dedication of ROW, will be considered through a subsequent subdivision plat review.
22. Portions on the roof will be designated for some mechanical, solar and cellular equipment. Detailed locations, size and type have not been provided however it is not anticipated these will violate CCOZ requirements. ownership and maintenance will be included as part of a separate agreement between the Partnership.
23. A more extensive review of building design materials/colors, utilities, grading, landscaping, etc. will be further reviewed and analyzed through a site plan application.
24. One of the parcels is currently used as a small private athletic gym with approximately 20 surface parking stalls, while the other parcels are entirely used as a surface parking lot, comprising of 70 parking stalls.
25. Approximately 13 parking stalls located along the upper east woonerf will also be eliminated as a result of the proposed building and due to the relocation and upsizing of the mechanical and dumpster enclosure.
26. Once completed the new parking structure will accommodate parking for the new uses (commercial, hotel and residential condominiums) as well as restore and add public parking for the general public.
27. A new shared parking structure, next to and part of the city office building, will become available early summer of 2026, which is intended to temporarily offset the loss of the entire east surface parking lot once construction begins.
28. A third-party traffic firm has conducted a traffic study to analyze impact of the development proposal in relationship to current developments and other concepts proposals within the city center vicinity. Among other things, this study recommended some improvements to be made to both Highland and Chambers Avenue. Some improvements will be made to both Highland Drive and Chambers Avenue prior to completion of the building, however more extensive improvements to Highland Drive are tentatively scheduled for 2030-2032. The traffic analysis and recommendations is included as an appendix to this staff report.
29. Grease traps and other utilities will be provided for the ground-floor commercial spaces so as to provide adequate opportunities for some eating establishments along the Millcreek Common.
30. The development agreement will require a subdivision plat ensuring dedication, utilities easements, access, building design, scale, orientation, materials, and other aspects pertaining to the development of this property, which may not be required by the underlying zoning and land use ordinances.

Public Outreach Findings-

31. An earlier but similar concept proposal was presented and discussed at joint work session held with both the city council and planning commission in Fall 2025. The proposal was also presented in September 2025 to each of the three affected/nearby community councils districts and later in October 2025 at an open house/neighborhood meeting inviting the surrounding property/business owners and general public.
32. Some discussion and concerns derived from these earlier meetings related to overall building height, particularly with respect to viewsheds (as viewed from Millcreek Common), architectural design (lack of stepbacks and setbacks), and traffic volume, circulation, and parking impacts. (see additional public comments, including each respective community council).
33. Staff held a more recent open house in February 2026 for the general public to comment on updated concepts. Traffic circulation and parking impacts were repeated concerns. (see Open House written comments)

Conclusions:

1. The proposal meets the goals and strategies as outlined within the general plan, specifically the City Center Overlay Center Zone and City Center Master Plan, by providing walkable spaces and a mixture of uses catered towards the Millcreek Common pedestrian experience. Furthermore, the proposal limits surface parking while providing wide landscaped sidewalks and pathways and other buildings, design elements that enhance visual impressions from the street, which are cohesive elements to a mixed-use city center. The proposal advances the goal of supporting additional mixed and diverse land uses, including a hotel, retail space, and an art gallery.
2. While the building design does provide some stepbacks along Highland Drive and Millcreek Common, the building design does not meet the full 'stepback' requirements as prescribed by the CCOZ Zone. This is primarily due to the added shared public parking structure internally located within the building. Furthermore, the Property and building interfaces with Millcreek Common and public right-of-way on three sides. Given the circumstances, stepping the building on all three sides would create somewhat of a pyramid affect, and would limit the amount of parking available in the parking structure.
3. The CCOZ-DA Zone, through a development agreement, allows 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.
4. Conceptually, the building design meets all other design elements including mass, scale, orientation, setback, height, vertical and horizontal articulations, and balance of glass and other exterior materials.
5. The development agreement requires a subsequent subdivision plat to be processed to ensure proper right of way alignment involving vacation and dedication. The plat will also relocate and create certain easements, consolidate parcels, and create individual ownership.
6. Separate agreements will be put in place for all non-development-related items.
7. The proposal will add vehicular circulation and parking impact to the city center; however, additional parking facilities will be available prior to any construction.
8. Prior to building completion, some off-site improvements will be made to both Chambers Avenue and Highland Drive to better improve access and circulation to the city center.
9. Access from Chambers Avenue to Richmond Street (1300 East) will also be completed prior to construction. It is anticipated that during construction, access to Highland Drive and the upper East Woonerf will be limited or closed off for certain period of time.
10. Once completed, the development will provide four levels of above ground shared parking which will provide an overall net gain of additional parking opportunities.

**Recommendations:**

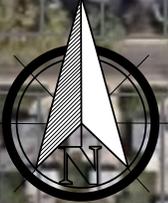
Based on the findings and conclusions listed above, Staff recommends that the Planning Commission consider comments already given, take additional comments at a public hearing, and recommend the City Council to approve file number ZM-25-003 removing any unknown zone conditions and Rezoning the Property to the City Center Overlay Zone-Development Agreement (CCOZ-DA) Zone, as presented, unless during the hearing facts are presented that contradict these findings or new facts are presented, either of which would warrant further investigation by Staff.

**SUPPORTING DOCUMENTS:**

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- Maps (i.e., Vicinity, Future Land Use, Zoning, etc.)
- City Center Concept & Renderings
- Site Plan and Building Elevations & Renderings (concepts)
- Traffic Impact Study - Fehr & Peers Executive Summary
- Development Agreement “Terms” and “Exceptions”
- Appendix - Community Council/Public Comments

Vicinity Map



3150 S

Woodland Ave

Woodland Ave

Richmond St

Chambers Ave

Subject Area

Highland Dr

Orchard St

3300 S

3300 S

3300 S

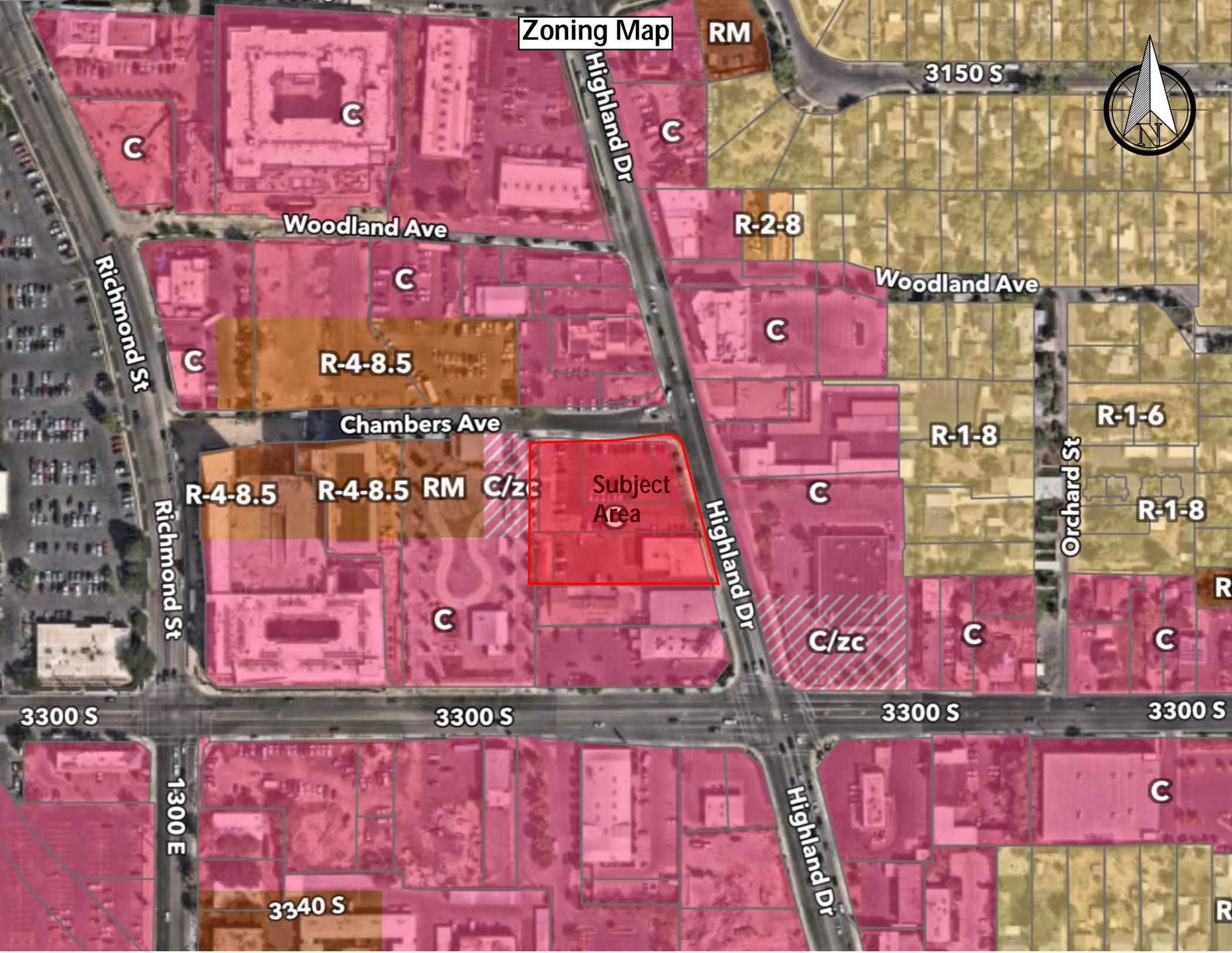
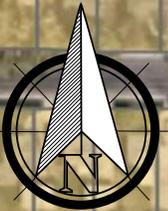
3300 S

1300 E

3340 S

Highland Dr

# Zoning Map



Subject Area

Richmond St

Richmond St

Highland Dr

Highland Dr

Highland Dr

Woodland Ave

Woodland Ave

Chambers Ave

Orchard St

3150 S

3300 S

3300 S

3300 S

3300 S

3340 S

1300 E

RM

R-2-8

R-1-8

R-1-6

R-1-8

R-4-8.5

R-4-8.5

R-4-8.5

RM

C/zc

C/zc

C

C

C

C

C

C

C

C

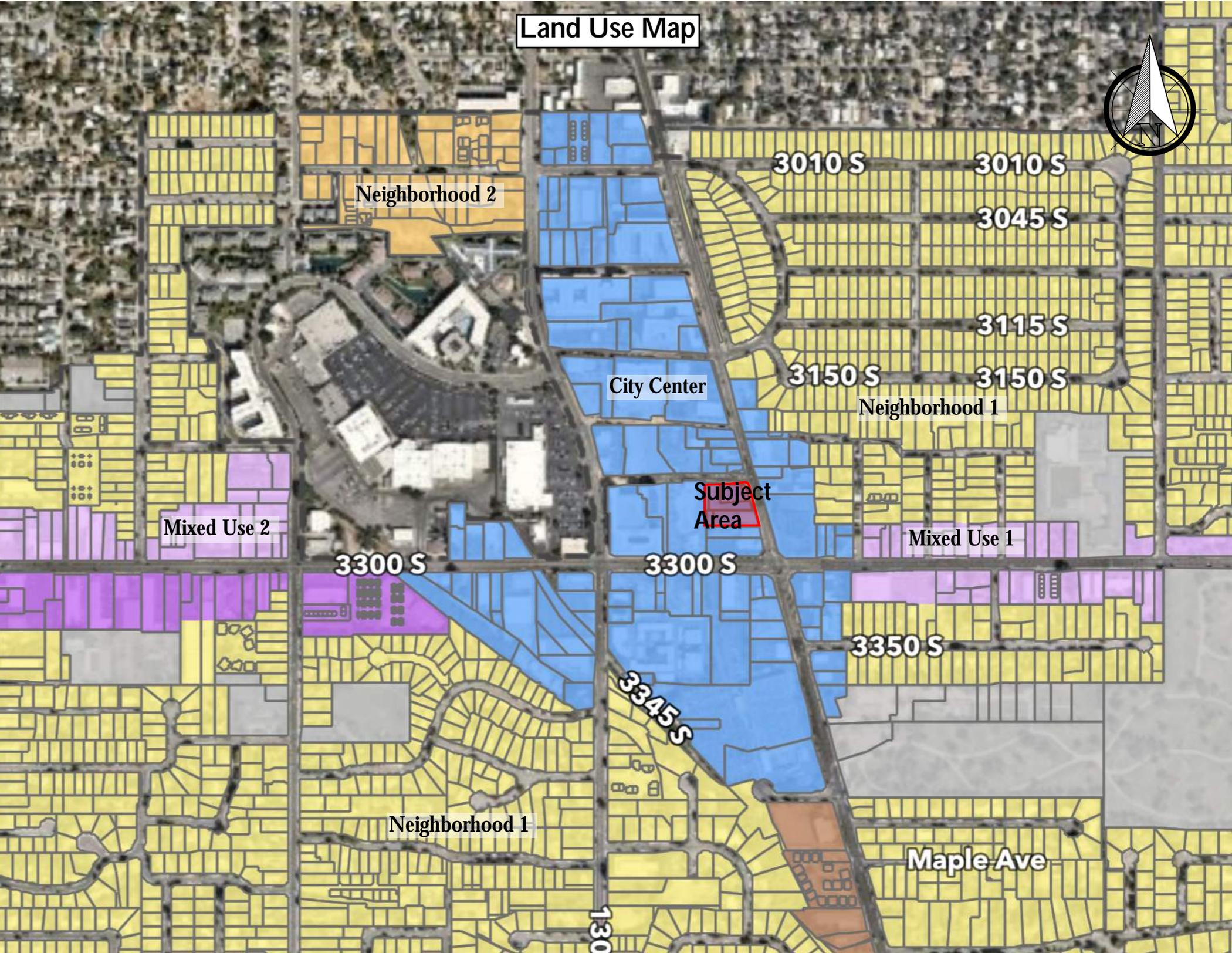
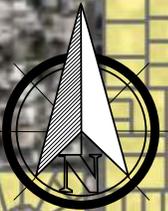
C

C

C

R

# Land Use Map



Neighborhood 2

City Center

Subject Area

Neighborhood 1

Mixed Use 2

Mixed Use 1

Neighborhood 1

Maple Ave

130

3010 S

3010 S

3045 S

3115 S

3150 S

3150 S

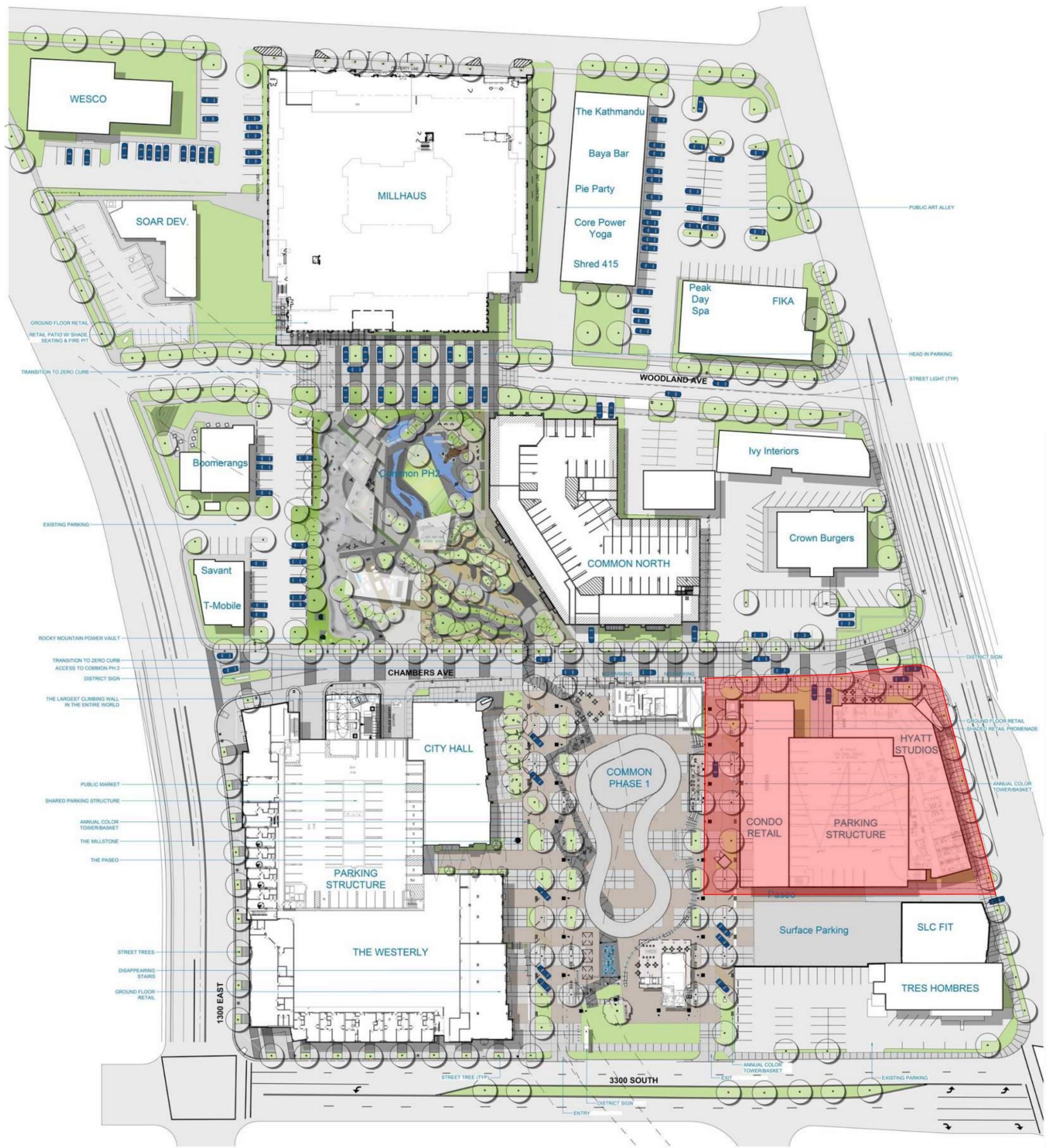
3300 S

3300 S

3350 S

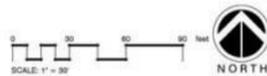
3345 S





# MILLCREEK COMMON

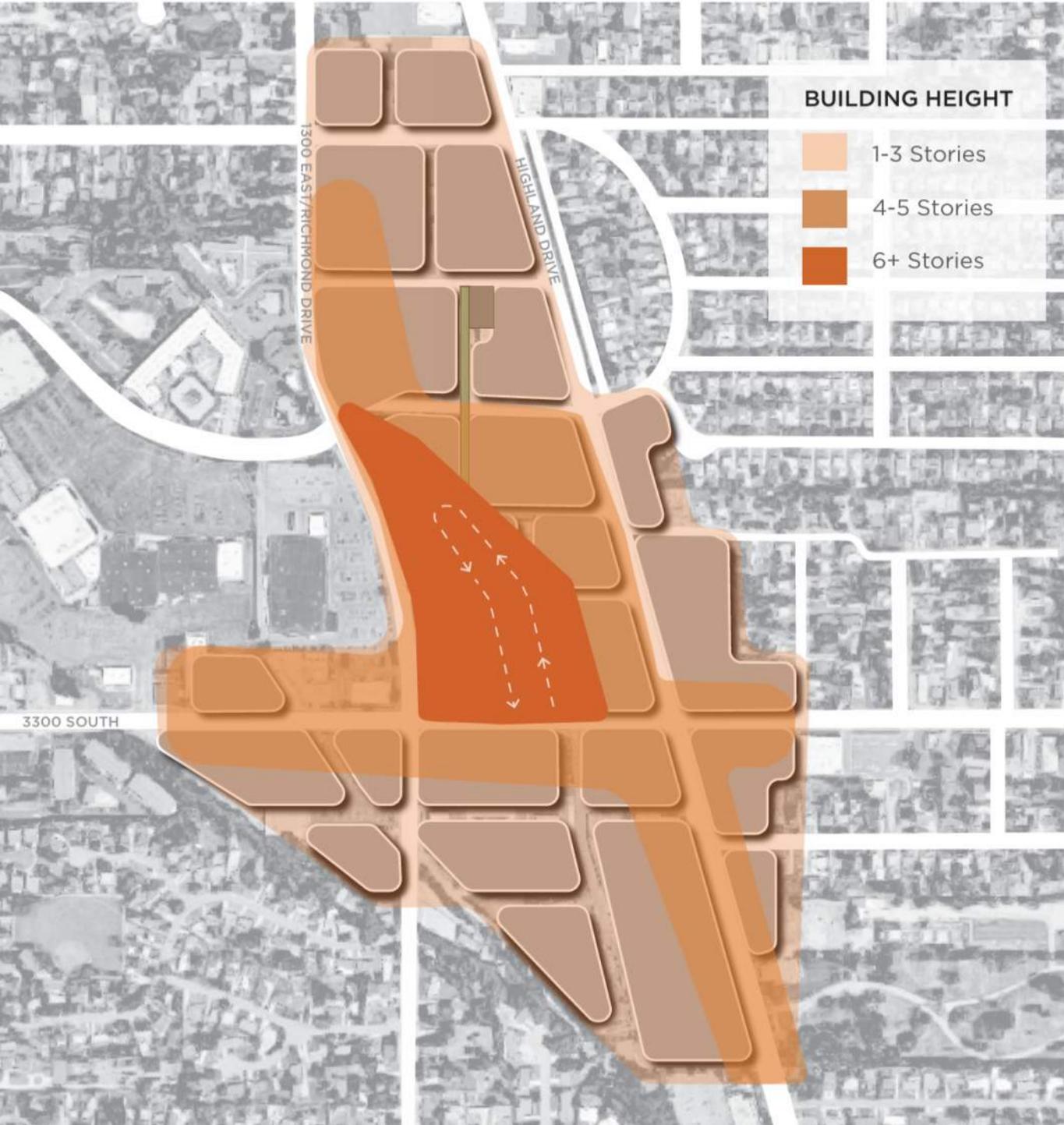
FEBRUARY 20, 2025



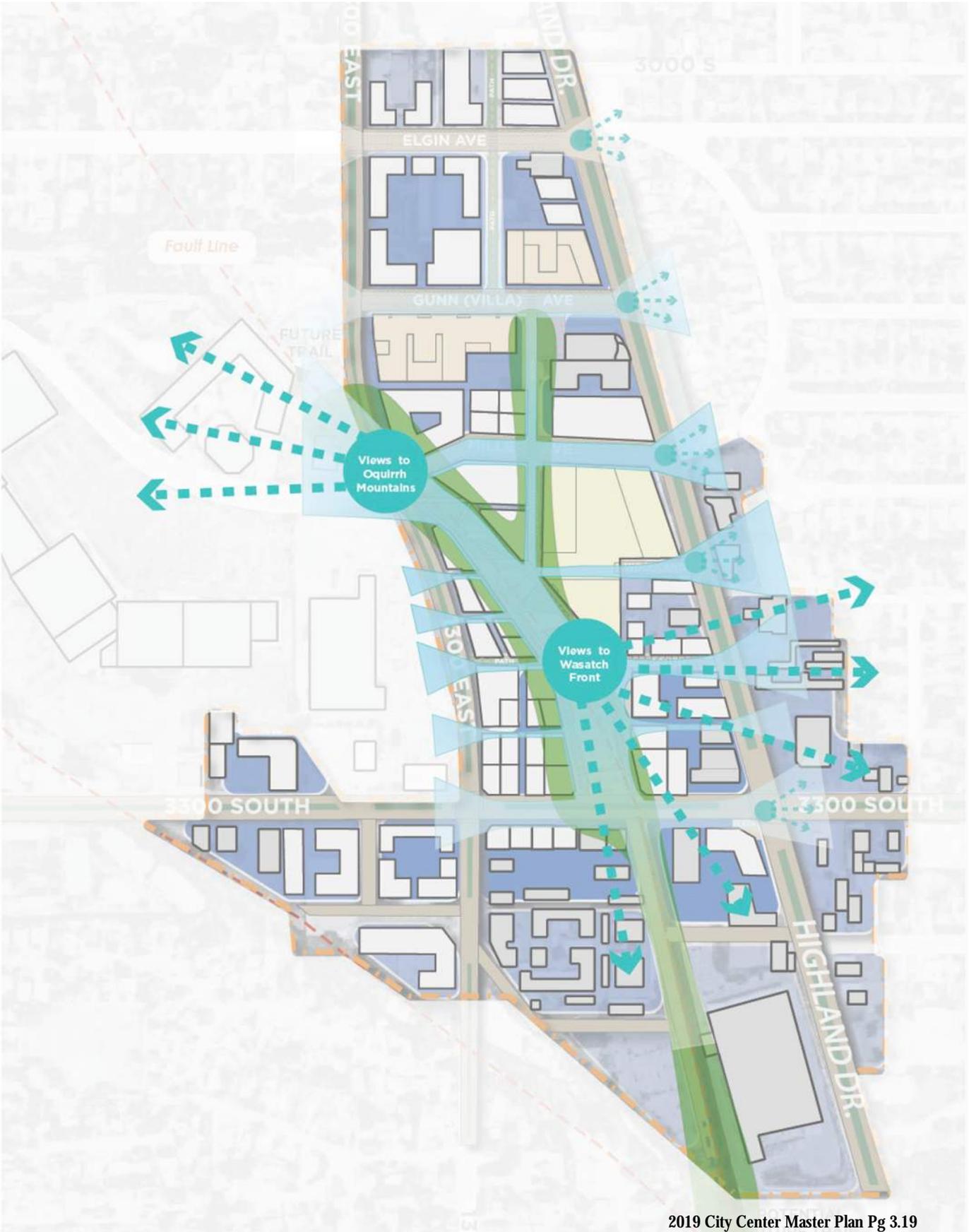
# Height Sensitivity

"The densest part of the City Center, with buildings of six or more stories, is found at its core, especially around the Mill Park open space and one-way couplet street. Immediately surrounding this are buildings between four and five stories."

(2019 City Center Master Plan Pg. 3.24)

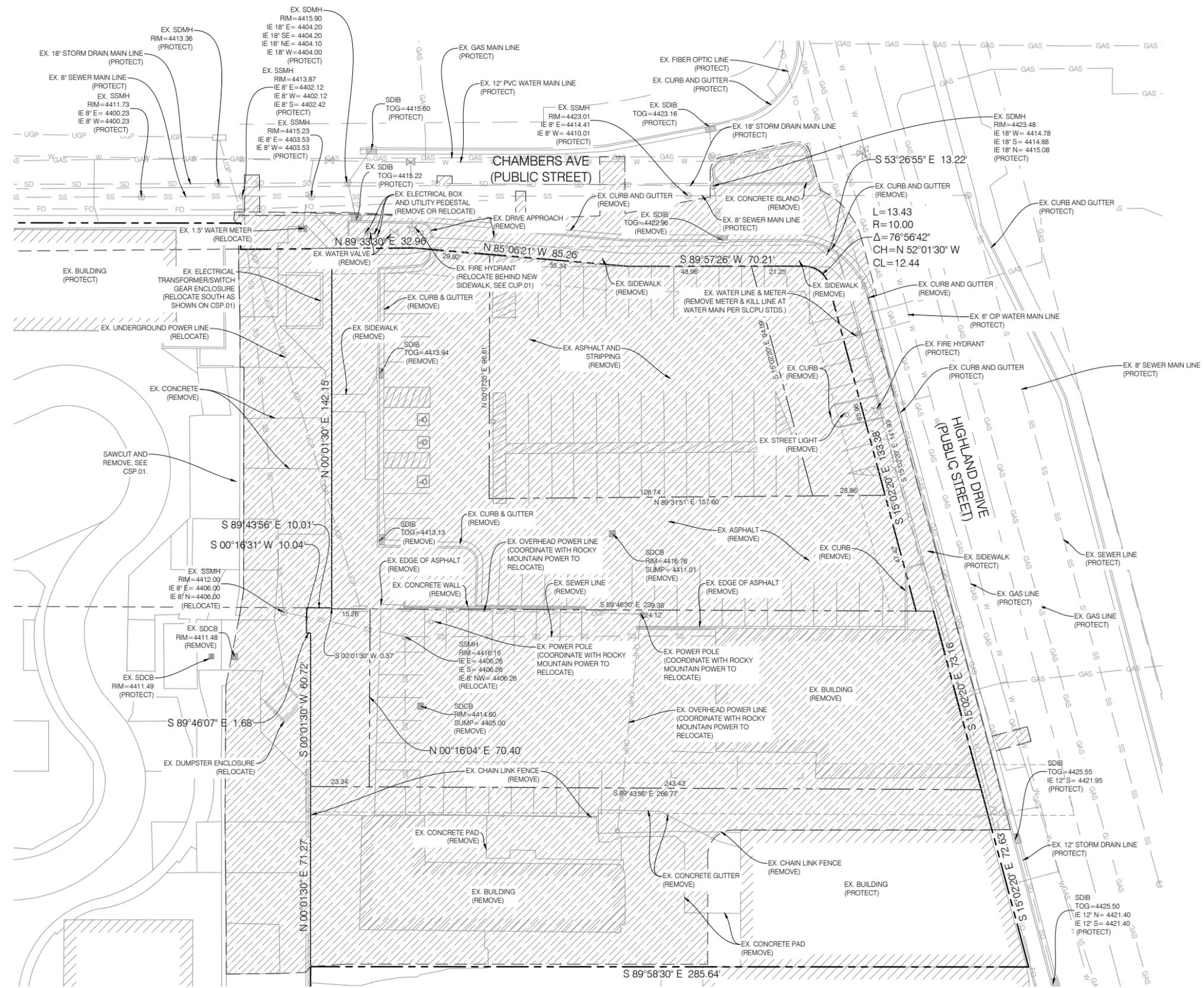
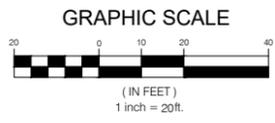


# Key View Corridors and Vantage Points









NO.	1	DESCRIPTION	REVISED PER MILLCREEK CITY COMMENTS
DATE	01/20/25		
DESIGNED BY	JHO		
FIELD CHECK	TF		
DATE	12/12/2025		
SCALE	AS SHOWN		
PROJECT NO.	2508142		
SHEET NO.	01		



**BENCHMARK ENGINEERING & LAND SURVEYING**  
 9138 SOUTH STATE STREET SUITE #100  
 SANDY, UTAH 84071 (801) 542-7192  
 www.benchmarkcivil.com

**MILLCREEK COMMON**  
 3210 - 3260 S HIGHLAND DR  
 MILLCREEK CITY, UTAH

PROJECT NO. 2508142  
 DEMO  
 PLAN  
 CDP.01  
 4 OF 11



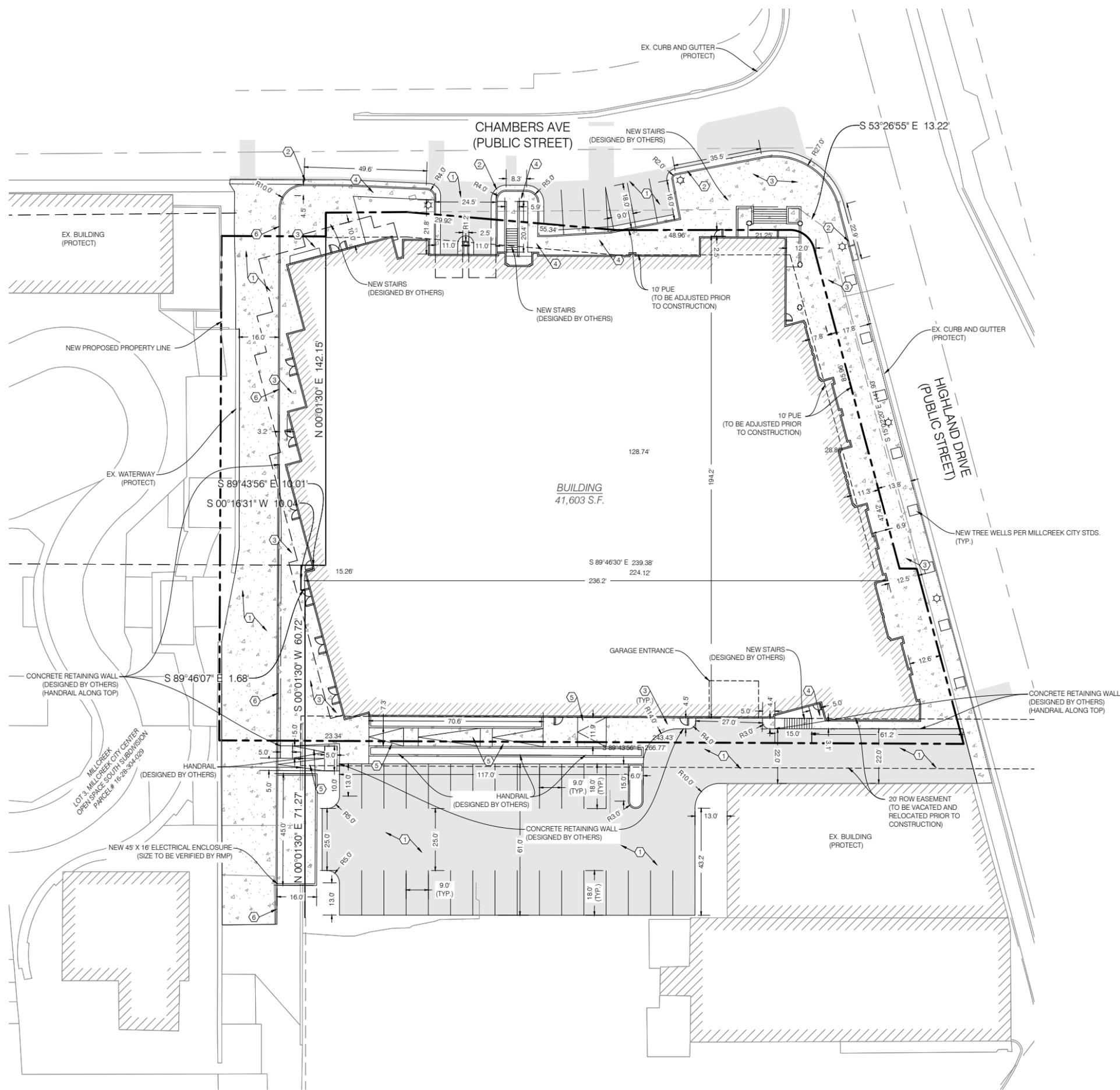


NORTH

GRAPHIC SCALE

(IN FEET)

1 inch = 20ft.



**CONSTRUCTION KEY NOTE REFERENCE**

NO.	DESCRIPTION	DETAIL
①	ASPHALT PAVEMENT WITH GRANULAR BASE	1/CDT.01
②	CONCRETE CURB AND GUTTER PER MILLCREEK STDS #140 'NO.1'	2/CDT.01
③	CONCRETE PAVEMENT WITH GRANULAR BASE	1/CDT.01
④	SIDEWALK PER MILLCREEK STDS #145 'NO.1'	3/CDT.01
⑤	ADA RAMP	1/CDT.02
⑥	6' WIDE CONCRETE RIBBON	

**AREA TABLE**

PARTICULARS	S.F.	%
BUILDING	41,603	74.5
HARDSCAPE	11,902	21.3
LANDSCAPE	2,347	4.2
TOTAL	55,852	100

NOTE:  
SLOPE ACROSS THE ACCESSIBLE PARKING STALLS & ACCESS ISLE SHALL NOT EXCEED A 1:48 (2.00%) SLOPE. THE MAX GRADE DIFFERENCE BETWEEN THE ASPHALT SURFACE, ACCESSIBLE RAMP, AND SIDEWALK SHALL NOT EXCEED 1/4 INCH VERTICAL OR 1/2 INCH WHEN BEVELED. THE ACCESSIBLE MEANS OF EGRESS INCLUDING THE DRIVEWAY PORTION SHALL NOT EXCEED A SLOPE OF 1:20 (5.0%) & A CROSS SLOPE OF 1:48 (2.0%). ALL EXTERIOR DOOR WAY ACCESS REQUIRE AN EXTERIOR LANDING 60 INCHES IN LENGTH WITH A SLOPE NOT EXCEEDING A 1:48 (2.0%) SLOPE

**PARKING COUNT**

PARTICULARS	PROVIDED	
	STANDARD	ADA
PARKING STALLS	35	0
TOTAL	35	

NOTE:  
SAWCUT WIDTH, LOCATIONS AND TIE-IN ELEVATIONS TO EXISTING GRADE ARE APPROXIMATE. CONTRACTOR TO FIELD VERIFY LOCATION, EXTENT OF SAWCUTTING, AND TIE-IN SLOPES TO EXISTING GRADE PRIOR TO CONSTRUCTION. IT IS THE INTENT ON THESE PLANS THAT ALL PAVEMENT SHALL TIE INTO EXISTING GRADE PER SLOPES LISTED ON CGN.01 NOTE 70. SEE NOTES 66, 70, 82, & 83 ON CGN.01 FOR FURTHER DETAIL.

NOTE:  
ALL WORK WITHIN PUBLIC ROADS TO BE DONE IN STRICT ACCORDANCE WITH MILLCREEK CITY STANDARDS AND SPECIFICATIONS

NOTE:  
ANY SIDEWALK, CURB, AND GUTTER ALONG THE PROPERTY FRONTAGE THAT IS DAMAGED OR DEFECTIVE OR DOES NOT MEET MILLCREEK STANDARDS SHALL BE REPLACED BY DEVELOPER DURING CONSTRUCTION.

DATE	01/20/25
REVISION	REVISED PER MILLCREEK CITY COMMENTS
NO.	1
BY	JHO
CHECKED BY	JHO
DATE	12/12/2025
PROJECT	2508142 SITE
SCALE	AS SHOWN



**BENCHMARK ENGINEERING & LAND SURVEYING**

9138 SOUTH STATE STREET SUITE #100  
SANDY, UTAH 84070 (801) 542-7192  
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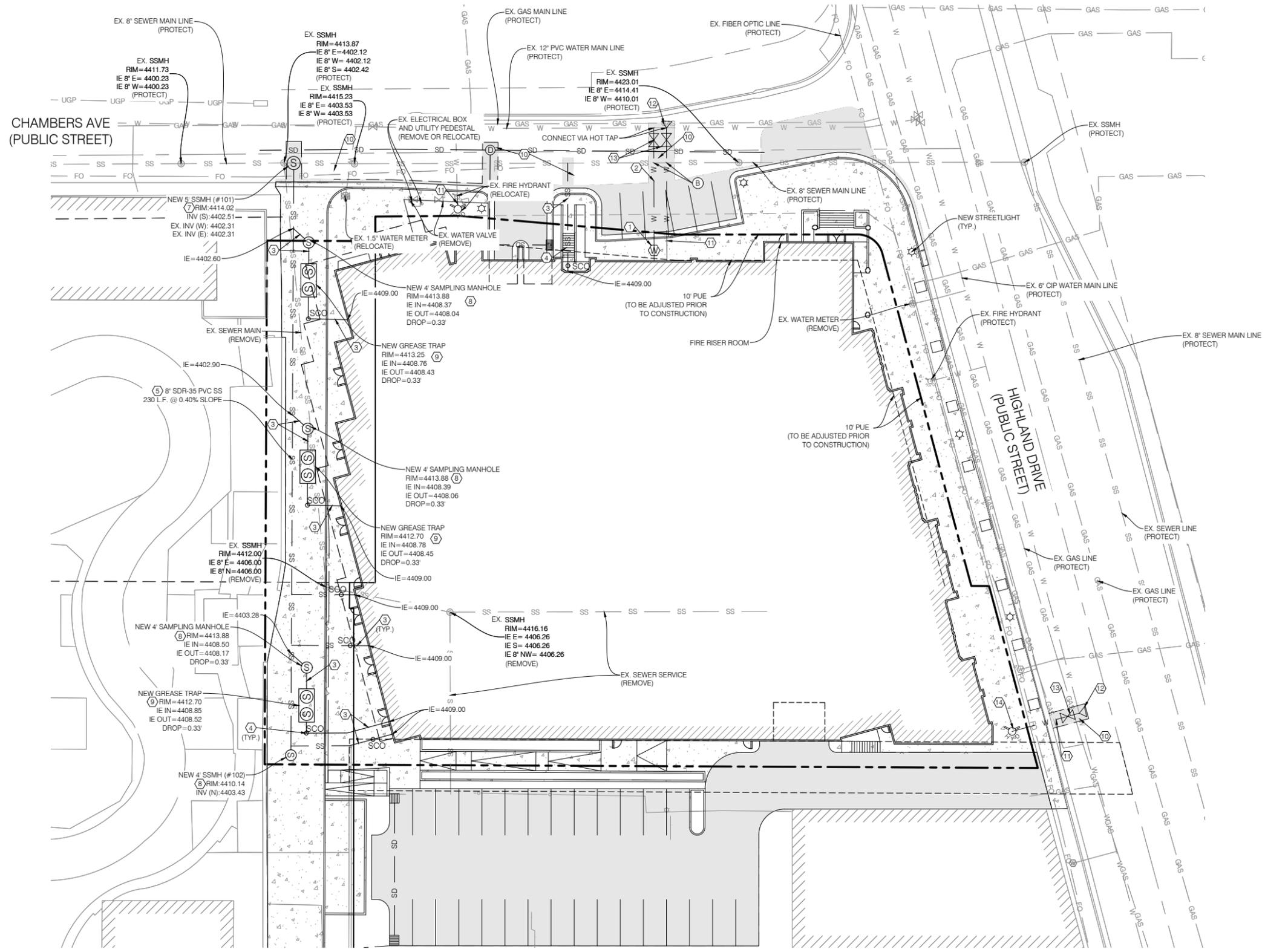
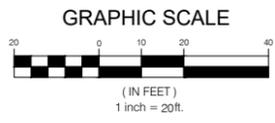
**BENCHMARK CIVIL**

**MILLCREEK COMMON**

3210 - 3260 S HIGHLAND DR  
MILLCREEK CITY, UTAH

PROJECT NO.	2508142
SITE PLAN	
CSP.01	
5 OF 11	





CONSTRUCTION KEY NOTE REFERENCE		
NO	DESCRIPTION	DETAIL
1	3" WATER METER & VALV PER APWA #523	
2	3" POLY WATER SERVICE LINE	
3	6" PVC SDR-35 SEWER LATERAL @ 1.0% MIN. PER APWA STDS #431	
4	SEWER CLEAN OUT PER APWA STDS #431	
5	8" PVC SDR-35 SEWER SERVICE MAIN	
6	8" PVC C-900 WATER SERVICE MAIN	
7	5" SSMH PER APWA STDS. #341	
8	4" SSMH PER APWA STDS. #341	
9	GREASE TRAP PER APWA #441	
10	TRENCH SECTION PER MILLCREEK STDS #240	5/COT.01
11	6" PVC C-900 FIRELINE	
12	THRUST BLOCK PER NFPA STDS.	
13	GATE VALVE PER SLCPU STDS. (MATCH PIPE DIAMETER)	
14	FIRE HYDRANT PER SLCPU STDS.	

NOTE:  
PRIOR TO FABRICATION OR CONSTRUCTION, BEGIN AT THE LOW END OF ALL GRAVITY UTILITY LINES AND VERIFY THE INVERT ELEVATION OF THE POINT OF CONNECTION. NOTIFY ENGINEER FOR REDESIGN IF CONNECTION POINT IS HIGHER THAN SHOWN OR IF ANY UTILITY CONFLICTS OCCUR. GRAVITY CONNECTIONS MUST BE DONE PRIOR TO BUILDING FOOTINGS AND ROUGH PLUMBING ARE CONSTRUCTED.

EXISTING UTILITIES NOTE:  
EXISTING UTILITIES HAVE BEEN NOTED TO THE BEST OF ENGINEERS KNOWLEDGE, HOWEVER IT IS THE OWNERS AND CONTRACTOR'S RESPONSIBILITY TO LOCATE UTILITIES IN FIELD, POT HOLE TO IDENTIFY ANY CONFLICTS BEFORE ANY PIPE INSTALLATION. NOTIFY ENGINEER IF DISCREPANCIES OR CONFLICTS EXIST PRIOR TO CONTINUING ANY CONSTRUCTION.

NOTE A: (A)  
12" OF VERTICAL SEPARATION AND 3' HORIZONTAL SEPARATION REQUIRED BETWEEN STORM AND WATER LINES. LOOP WATER MAIN IF IN CONFLICT.

NOTE B: (B)  
18" OF VERTICAL SEPARATION AND 10' OF HORIZONTAL SEPARATION REQUIRED BETWEEN SEWER AND WATER LINES. CONTACT ENGINEER FOR REDESIGN IF NECESSARY.

NOTE C: (C)  
12" OF VERTICAL SEPARATION AND 5' OF HORIZONTAL SEPARATION REQUIRED BETWEEN SEWER AND STORM. CONTACT ENGINEER FOR REDESIGN IF NECESSARY.

DATE	07/20/26
REVISION	REVISED PER MILLCREEK CITY COMMENTS
NO.	1
BY	JHO
CHECKED BY	TF
DATE	12/12/2025
FILE	2508142 SITE

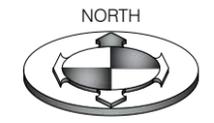


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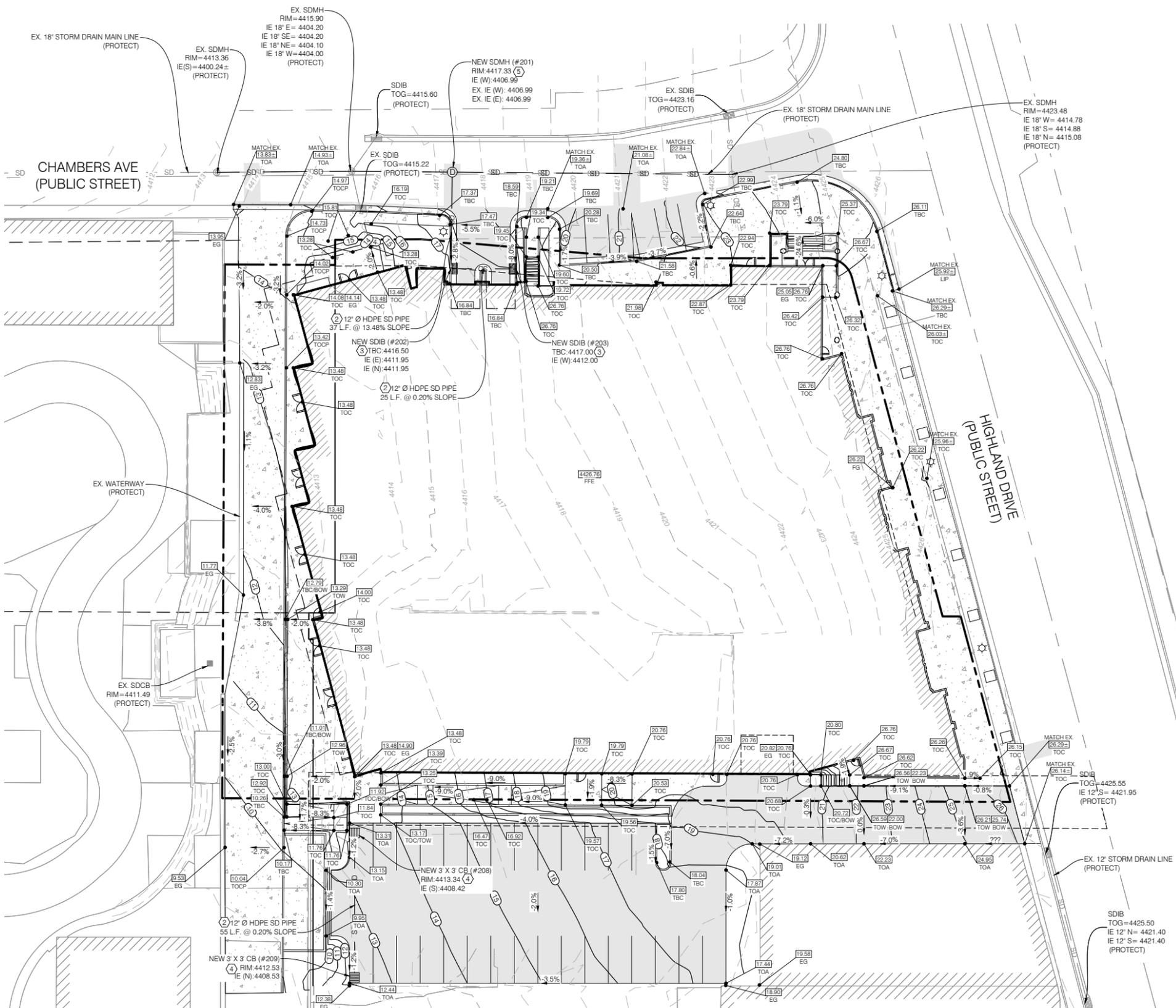
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 3210 - 3260 S HIGHLAND DR  
 MILLCREEK CITY, UTAH

PROJECT NO.	2508142
UTILITY PLAN	
CUP.01	
6 OF 11	





GRAPHIC SCALE  
(IN FEET)  
1 inch = 20ft.



GRADING AND DRAINAGE KEY NOTE REFERENCE		
NO.	DESCRIPTION	DETAIL
1	GRADE SITE TO ELEVATIONS SHOWN ON PLAN	
2	12" DIAMETER HDPE ADS N-12 STORM DRAIN LINE	
3	STORM DRAIN INLET BOX	4/CDT.01
4	3'X3' CATCH BASIN	2/CDT.02
5	STORM DRAIN MANHOLE	

ALL HDPE/RCP CLASS III PIPE TO HAVE SOIL TIGHT JOINTS

**EXISTING UTILITIES NOTE:**  
EXISTING UTILITIES HAVE BEEN NOTED TO THE BEST OF ENGINEERS KNOWLEDGE, HOWEVER IT IS THE OWNERS AND CONTRACTORS RESPONSIBILITY TO LOCATE UTILITIES IN FIELD. POT HOLE TO IDENTIFY ANY CONFLICTS BEFORE ANY PIPE INSTALLATION. NOTIFY ENGINEER IF DISCREPANCIES OR CONFLICTS EXIST PRIOR TO CONTINUING ANY CONSTRUCTION.

**NOTE:**  
PRIOR TO FABRICATION OR CONSTRUCTION, BEGIN AT THE LOW END OF ALL GRAVITY UTILITY LINES AND VERIFY THE INVERT ELEVATION OF THE POINT OF CONNECTION. NOTIFY ENGINEER FOR REDESIGN IF CONNECTION POINT IS HIGHER THAN SHOWN OR IF ANY UTILITY CONFLICTS OCCUR. GRAVITY CONNECTIONS MUST BE DONE PRIOR TO BUILDING FOOTINGS AND ROUGH PLUMBING ARE CONSTRUCTED.

**SURVEY CONTROL NOTE:**  
THE CONTRACTOR OR SURVEYOR PERFORMING THE CONSTRUCTION SURVEYING SHALL BE RESPONSIBLE TO PROVIDE CONSTRUCTION LAYOUT PER THE APPROVED PLANS ONLY. THE SURVEYOR SHALL ALSO BE RESPONSIBLE FOR VERIFYING HORIZONTAL CONTROL FROM THE SURVEY MONUMENTS AND FOR VERIFYING ANY ADDITIONAL CONTROL POINTS SHOWN ON THE SURVEY OR IMPROVEMENTS PLANS OR ON ELECTRONIC DATA PROVIDED BY BENCHMARK ENGINEERING AND LAND SURVEYING. THE SURVEYOR SHALL ALSO USE THE BENCHMARKS AS SHOWN ON THE PLAN, AND VERIFY THEM AGAINST NO LESS THAN THREE EXISTING HARD IMPROVEMENT ELEVATIONS INCLUDED ON THESE PLANS OR ON ELECTRONIC DATA PROVIDED BY BENCHMARK ENGINEERING AND LAND SURVEYING. IF ANY DISCREPANCIES ARE ENCOUNTERED, THE SURVEYOR SHALL IMMEDIATELY NOTIFY THE ENGINEER AND RESOLVE THE DISCREPANCIES BEFORE PROCEEDING WITH ANY CONSTRUCTION SURVEYING. IT IS ALSO THE RESPONSIBILITY OF THE SURVEYOR TO VERIFY ANY ELECTRONIC DATA WITH THE APPROVED STAMPED AND SIGNED PLANS AND NOTIFY THE ENGINEER WITH ANY DISCREPANCIES.

**NOTE:**  
SAWCUT WIDTH, LOCATIONS AND TIE-IN ELEVATIONS TO EXISTING GRADE ARE APPROXIMATE. CONTRACTOR TO FIELD VERIFY LOCATION, EXTENT OF SAWCUTTING, AND TIE-IN SLOPES TO EXISTING GRADE PRIOR TO CONSTRUCTION. IT IS THE INTENT ON THESE PLANS THAT ALL PAVEMENT SHALL TIE INTO EXISTING GRADE PER SLOPES LISTED ON CGN.01 NOTE 70. SEE NOTES 66, 70, 82, & 83 ON CGN.01 FOR FURTHER DETAIL.

**BENCHMARK:**  
THE BENCHMARK FOR THIS SURVEY IS THE FOUND BRASS CAP AT THE WEST QUARTER CORNER OF SECTION 28, TOWNSHIP 1 SOUTH, RANGE 1 EAST, SALT LAKE BASE AND MERIDIAN. ELEVATION = 4417.74'

NO.	DATE	DESCRIPTION
1	01/20/20	REVISED PER MILLCREEK CITY COMMENTS

DESIGNED BY	JHO
CHECKED BY	TF
DATE	12/12/2025
TITLE	2508142 SITE



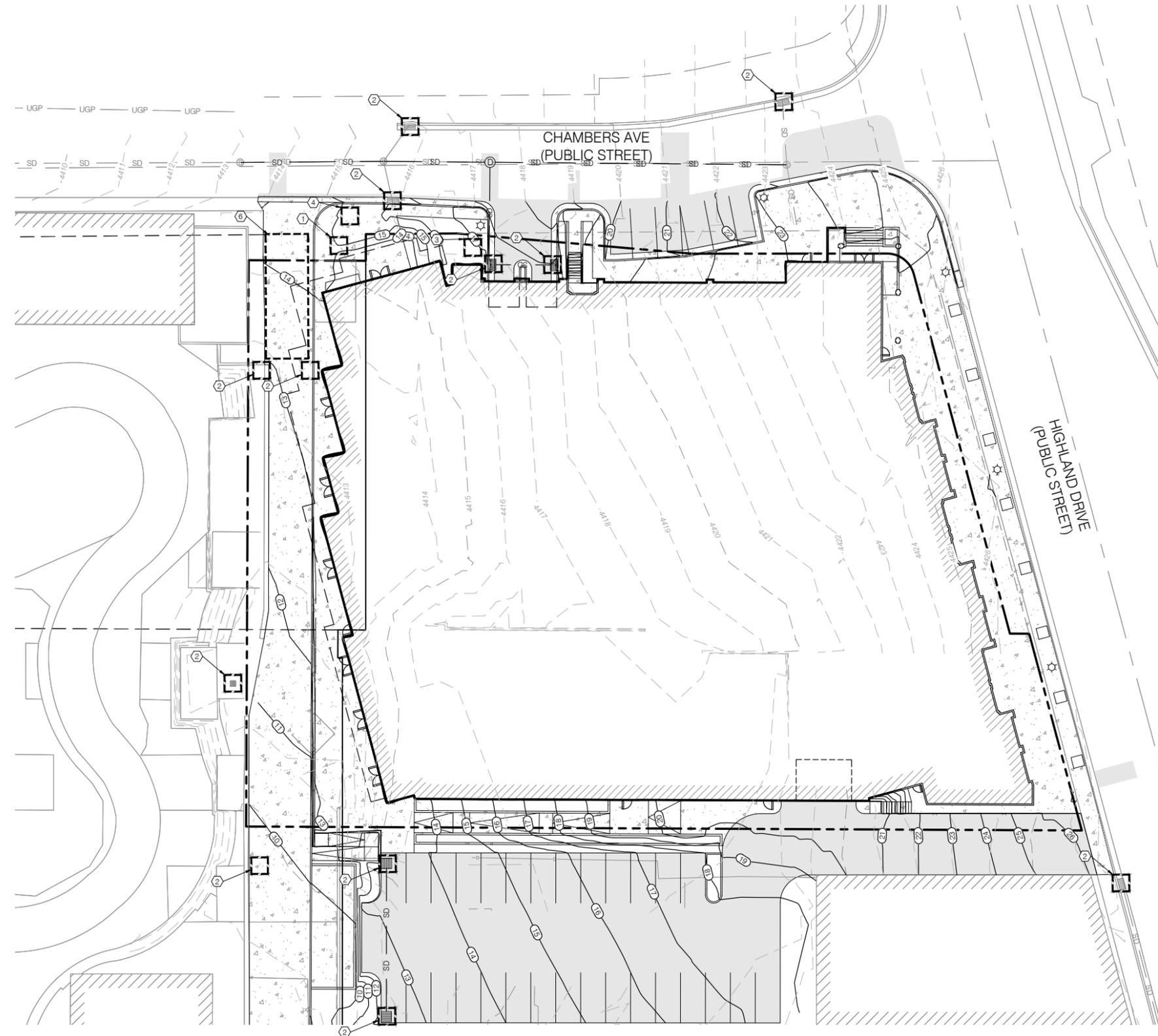
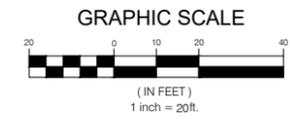
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MILLCREEK CITY, UTAH

PROJECT NO. 2508142  
**GRADING & DRAINAGE PLAN**  
CGD.01  
7 OF 11





SWPPP KEY NOTES REFERENCE		
PROVIDE, INSTALL AND/OR CONSTRUCT THE FOLLOWING PER THE SPECIFICATIONS GIVEN OR REFERENCED AND THE DETAILS NOTED AND AS SHOWN ON THE CONSTRUCTION DRAWINGS.		
NO	DESCRIPTION	DETAIL
①	CONCRETE WASTE MANAGEMENT	1/CEP.02
②	INLET PROTECTION WATTLE	2/CEP.02
③	MATERIALS STORAGE	3/CEP.02
④	PORTABLE TOILETS	4/CEP.02
⑤	SILT FENCE	6/CEP.02
⑥	TEMPORARY CONSTRUCTION ENTRANCE	7/CEP.02

NOTE:  
 CONTRACTOR SHALL INSTALL EROSION CONTROLS (SILT FENCES, STRAW BALES, ETC) AS REQUIRED BY REGULATORY AGENCIES. SAID CONTROLS SHALL BE INSTALLED IN ACCORDANCE WITH AGENCY STANDARDS AND FOLLOWING BEST MANAGEMENT PRACTICES FOR ACTUAL PLACEMENT ON SITE. STRAW BALES SHOWN ON THESE DRAWINGS ARE INTENDED AS A MINIMUM REQUIREMENT. ADDITIONAL CONTROLS REQUESTED BY AGENCY INSPECTORS SHALL BE REQUIRED. DUST CONTROL SHALL BE PROVIDED AT ALL TIMES, AT THE CONTRACTOR'S EXPENSE, TO MINIMIZE ANY DUST NUISANCE AND SHALL BE IN ACCORDANCE WITH THE REQUIREMENTS OF THE CITY.

NO.	DATE	DESCRIPTION
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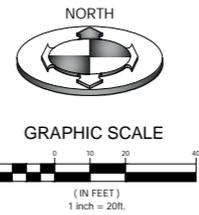
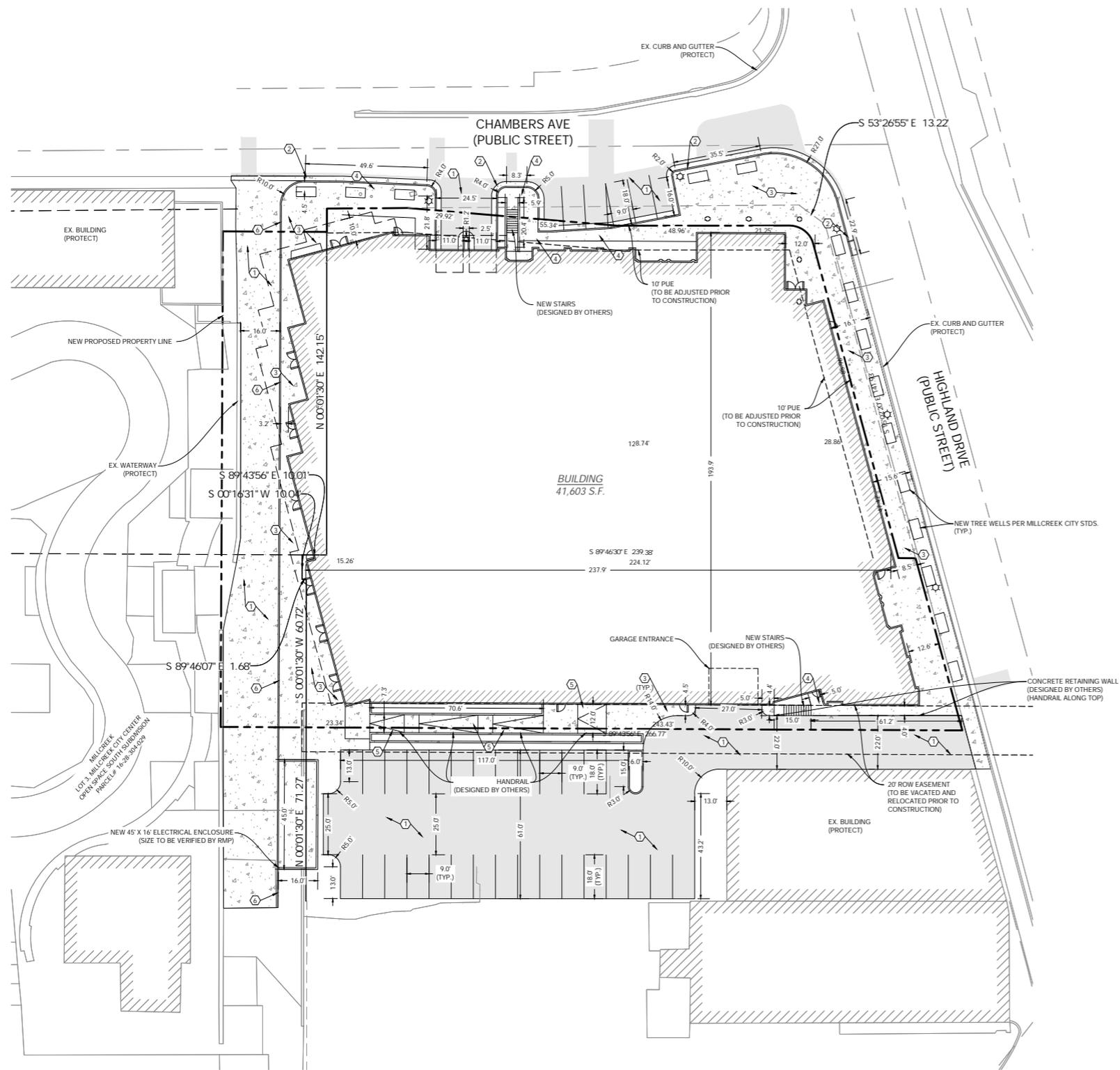


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**MILLCREEK COMMON**  
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 MILLCREEK CITY, UTAH

PROJECT NO. 2508142  
**EROSION CONTROL PLAN**  
 CEP.01  
 8 OF 11





CONSTRUCTION KEY NOTE REFERENCE		
NO.	DESCRIPTION	DETAIL
①	ASPHALT PAVEMENT WITH GRANULAR BASE	1/CDT.01
②	CONCRETE CURB AND GUTTER PER MILLCREEK STDS #140 "NO.1"	2/CDT.01
③	CONCRETE PAVEMENT WITH GRANULAR BASE	1/CDT.01
④	SIDEWALK PER MILLCREEK STDS #145 "NO.1"	3/CDT.01
⑤	ADA RAMP	1/CDT.02
⑥	6' WIDE CONCRETE RIBBON	

AREA TABLE		
PARTICULARS	S.F.	%
BUILDING	41,603	74.5
HARDSCAPE	11,902	21.3
LANDSCAPE	2,347	4.2
TOTAL	55,852	100

NOTE: SLOPE ACROSS THE ACCESSIBLE PARKING STALLS & ACCESS ISLE SHALL NOT EXCEED A 1:48 (2.09%) SLOPE. THE MAX GRADE DIFFERENCE BETWEEN THE ASPHALT SURFACE, ACCESSIBLE RAMP, AND SIDEWALK SHALL NOT EXCEED 1/4 INCH VERTICAL OR 1/2 INCH WHEN BEVELED. THE ACCESSIBLE MEANS OF EGRESS INCLUDING THE DRIVEWAY PORTION SHALL NOT EXCEED A SLOPE OF 1:20 (5.0%) & A CROSS SLOPE OF 1:48 (2.09%). ALL EXTERIOR DOOR WAY ACCESS REQUIRE AN EXTERIOR LANDING 60 INCHES IN LENGTH WITH A SLOPE NOT EXCEEDING A 1:48 (2.09%) SLOPE.

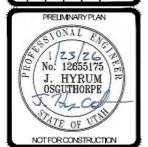
PARKING COUNT		
PARTICULARS	PROVIDED	
	STANDARD	ADA
PARKING STALLS	35	0
TOTAL	35	

NOTE: SAWCUT WIDTH, LOCATIONS AND TIE-IN ELEVATIONS TO EXISTING GRADE ARE APPROXIMATE. CONTRACTOR TO FIELD VERIFY LOCATION, EXTENT OF SAWCUTTING, AND TIE-IN SLOPES TO EXISTING GRADE PRIOR TO CONSTRUCTION. IT IS THE INTENT ON THESE PLANS THAT ALL PAVEMENT SHALL TIE INTO EXISTING GRADE PER SLOPES LISTED ON CGN.01 NOTE 70. SEE NOTES 66, 70, 82, & 83 ON CGN.01 FOR FURTHER DETAIL.

NOTE: ALL WORK WITHIN PUBLIC ROADS TO BE DONE IN STRICT ACCORDANCE WITH MILLCREEK CITY STANDARDS AND SPECIFICATIONS.

NOTE: ANY SIDEWALK, CURB, AND GUTTER ALONG THE PROPERTY FRONTAGE THAT IS DAMAGED OR DEFECTIVE OR DOES NOT MEET MILLCREEK STANDARDS SHALL BE REPLACED BY DEVELOPER DURING CONSTRUCTION.

NO.	DATE	DESCRIPTION
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PROJECT NO. 2508142  
 SITE PLAN  
 CSP.01  
 5 OF 11













**PARKING SCHEDULE**

STALL TYPE	AMOUNT
<b>LEVEL 0 RETAIL</b>	
8' x 18' COMPACT	3
8' x 18' - 90 DEGREE	36
8' x 18' - STALL ADA 80' LEFT ACCESS	2
8' x 18' - STALL ADA 80' RIGHT ACCESS	1
8' x 18' - STALL ADA 108' RIGHT ACCESS EV	1
8' x 18' ELECTRIC VEHICLE	8
51	
<b>LEVEL 1 PARKING &amp; CONDOS</b>	
8' x 18' - 90 DEGREE	22
8' x 18' - STALL ADA 108' RIGHT ACCESS EV	1
8' x 18' - STALL ADA NO ACCESS EV	1
8' x 18' ELECTRIC VEHICLE	9
8' x 20' - PARALLEL	4
37	
<b>LEVEL 2 PARKING &amp; CONDOS</b>	
8' x 18' - 90 DEGREE	45
8' x 18' - STALL ADA 108' RIGHT ACCESS	1
8' x 18' - STALL ADA NO ACCESS	1
47	
<b>LEVEL 3 PARKING</b>	
8' x 18' COMPACT	1
8' x 18' - 90 DEGREE	64
65	
<b>LEVEL 3 CONDOS</b>	
8' x 18' - 90 DEGREE	1
1	
<b>LEVEL 4 PARKING</b>	
8' x 18' - 90 DEGREE	3
8' x 18' - 90 DEGREE	3
TOTAL	204

**BOH SCHEDULE**

NAME	AREA
<b>LEVEL 00 STORAGE</b>	
STORAGE	9,806 SF
9,806 SF	
<b>LEVEL 1 PARKING &amp; CONDOS</b>	
KITCHEN	242 SF
LAUNDRY	638 SF
BREAKROOM	184 SF
FIRE RISER	32 SF
GM	139 SF
1,215 SF	
<b>LEVEL 2 PARKING &amp; CONDOS</b>	
HOUSE KEEPING	325 SF
ICE/TRASH	84 SF
COMPUTER	70 SF
ELEC.	18 SF
477 SF	
<b>LEVEL 3 PARKING</b>	
HOUSE KEEPING	325 SF
ICE/TRASH	84 SF
COMPUTER	70 SF
ELEC.	18 SF
477 SF	
<b>LEVEL 4 PARKING</b>	
HOUSE KEEPING	325 SF
ICE/TRASH	84 SF
COMPUTER	70 SF
ELEC.	18 SF
477 SF	
<b>LEVEL 5</b>	
HOUSE KEEPING	325 SF
ICE/TRASH	84 SF
COMPUTER	70 SF
ELEC.	18 SF
477 SF	
TOTAL	12,929 SF

**CONDO SCHEDULE**

NAME	AREA
<b>LEVEL 1 PARKING &amp; CONDOS</b>	
CONDO A	1,484 SF
CONDO B	3,787 SF
CONDO C	1,774 SF
CONDO D	1,424 SF
8,369 SF	
<b>LEVEL 2 PARKING &amp; CONDOS</b>	
CONDO #6	1,485 SF
CONDO #7	1,842 SF
CONDO #8	1,774 SF
CONDO #9	1,844 SF
CONDO #10	1,424 SF
8,370 SF	
<b>LEVEL 3 CONDOS</b>	
CONDO #11	1,485 SF
CONDO #12	1,842 SF
CONDO #13	1,774 SF
CONDO #14	1,844 SF
CONDO #15	1,424 SF
8,370 SF	
<b>LEVEL 4 CONDOS</b>	
CONDO #16	1,485 SF
CONDO #17	1,842 SF
CONDO #18	1,774 SF
CONDO #19	1,844 SF
CONDO #20	1,424 SF
8,370 SF	
<b>LEVEL 5 CONDOS</b>	
CONDO #21	1,485 SF
CONDO #22	1,842 SF
CONDO #23	1,774 SF
CONDO #24	1,844 SF
CONDO #25	1,424 SF
8,370 SF	
TOTAL	41,840 SF

**RETAIL SCHEDULE**

NAME	AREA
<b>LEVEL 0 RETAIL</b>	
RETAIL	3,124 SF
RETAIL	3,491 SF
RETAIL	1,587 SF
RETAIL	1,653 SF
RETAIL	2,437 SF
TOTAL	12,373 SF

**HOTEL SCHEDULE**

NAME	QTY	AREA
<b>LEVEL 1 PARKING &amp; CONDOS</b>		
DBL QUEEN	5	1,864 SF
DBL QUEEN ADA	1	482 SF
DBL QUEEN MOD	1	468 SF
KING	4	2,299 SF
KING C	1	3,118 SF
12		4,380 SF
<b>LEVEL 2 PARKING &amp; CONDOS</b>		
DBL QUEEN	7	2,610 SF
DBL QUEEN ADA	2	925 SF
DBL QUEEN MOD	1	468 SF
KING	8	2,539 SF
KING C	2	635 SF
20		7,179 SF
<b>LEVEL 3 PARKING</b>		
DBL QUEEN	7	2,610 SF
DBL QUEEN ADA	2	925 SF
DBL QUEEN MOD	1	468 SF
KING	8	2,541 SF
KING C	2	635 SF
20		7,179 SF
<b>LEVEL 4 PARKING</b>		
DBL QUEEN	7	2,610 SF
DBL QUEEN ADA	2	925 SF
DBL QUEEN MOD	1	468 SF
KING	8	2,541 SF
KING C	2	635 SF
20		7,179 SF
<b>LEVEL 5</b>		
DBL QUEEN	7	2,610 SF
DBL QUEEN ADA	2	925 SF
DBL QUEEN MOD	1	468 SF
KING	24	7,616 SF
KING C	1	3,118 SF
KING MOD	1	505 SF
36		12,443 SF
TOTAL	108	38,356 SF



1 LEVEL 4 CONDOS  
3/22 - 1/2"

REV. DATE	ISS. DATE	MARK	ISS. DATE								

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PROJECT NUMBER  
555-2501  
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Author  
CHKD BY  
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SCHEMATIC DESIGN

LEVEL 4 FLOOR PLAN

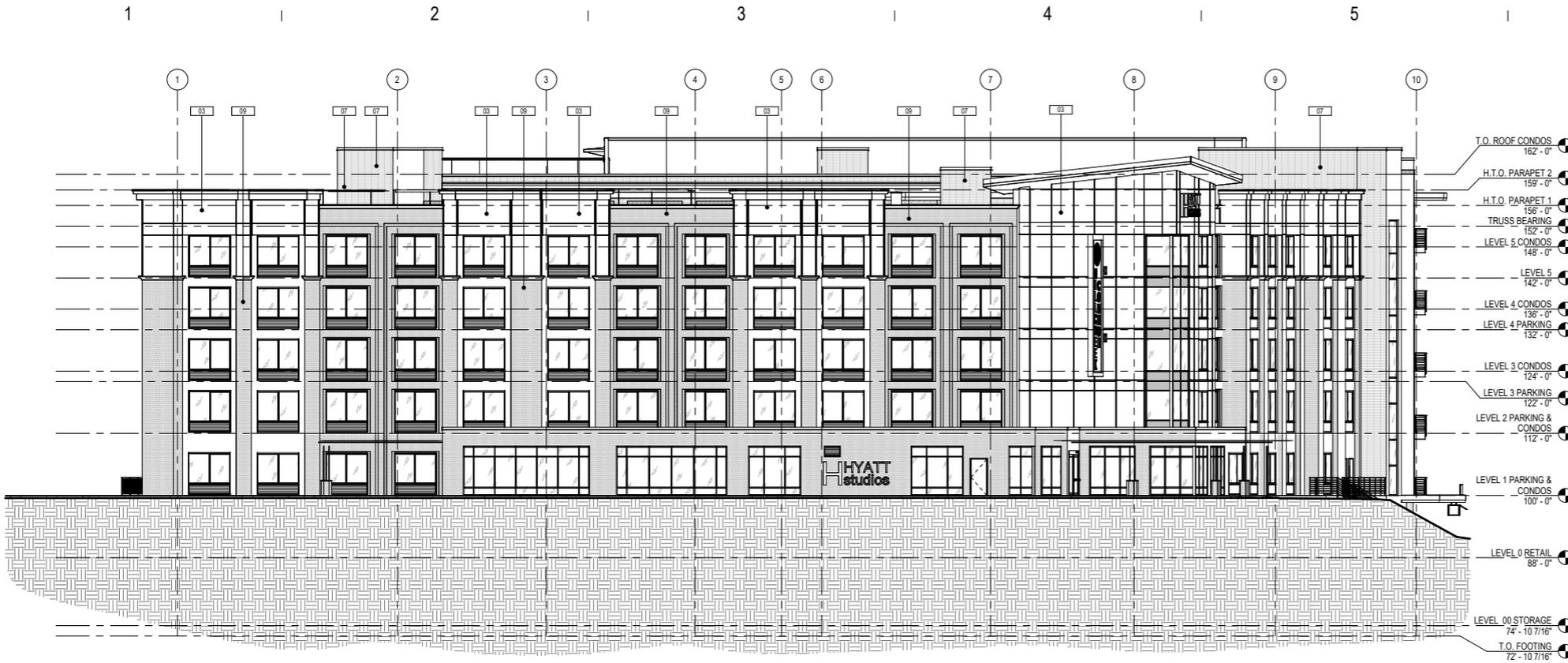
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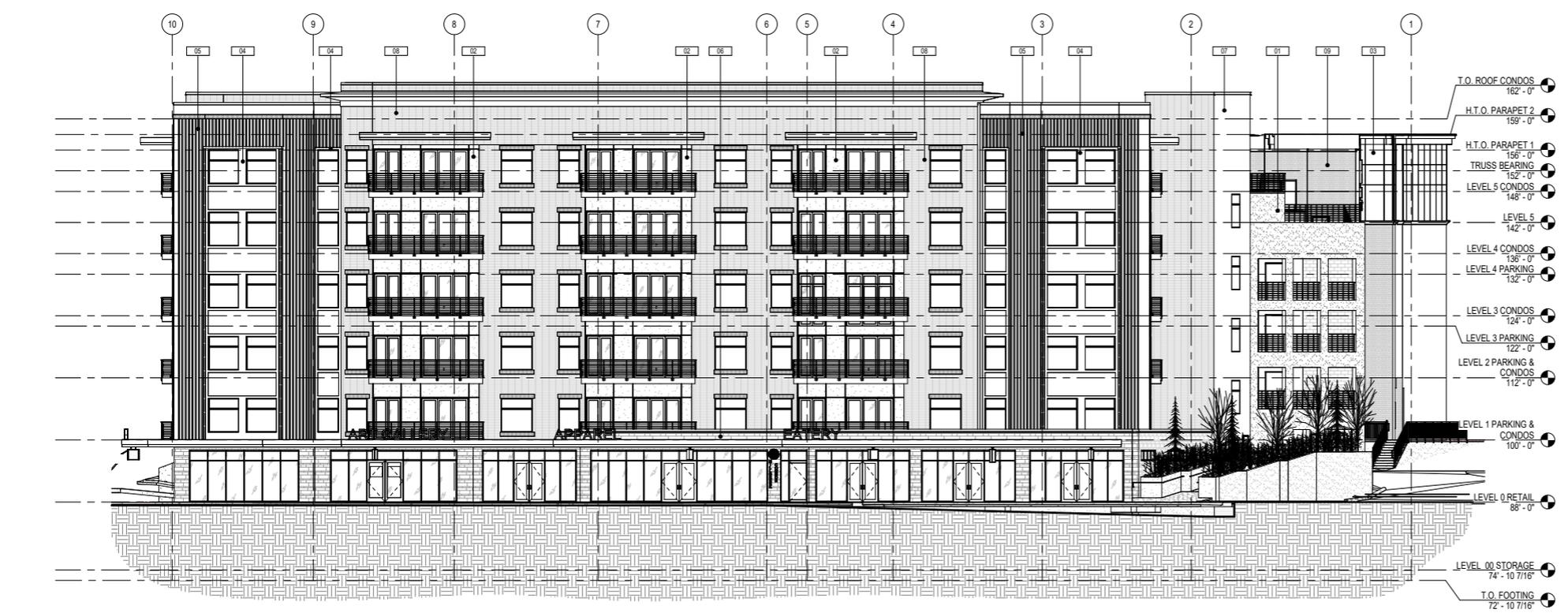
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1 EAST ELEVATION  
A201 3/32" = 1'-0"



2 WEST ELEVATION  
A201 3/32" = 1'-0"

**ELEVATION GENERAL NOTES:**

- SEE A600 SERIES SHEETS FOR DOOR AND WINDOW TYPE ELEVATIONS.
- COORDINATE WINDOW HEIGHTS WITH WINDOW TYPE ELEVATIONS AND EXTERIOR ELEVATIONS.
- USE IMPACT RESISTANT EFS WITHIN 48" OF SIDEWALKS AND BUILDING ENTRANCES.

**ELEVATION GENERAL NOTES:**

- SEE A600 SERIES SHEETS FOR DOOR AND WINDOW TYPE ELEVATIONS.
- COORDINATE WINDOW HEIGHTS WITH WINDOW TYPE ELEVATIONS AND EXTERIOR ELEVATIONS.
- MECHANICAL CONTRACTOR TO COMBINE FACE PLATES FOR DRIVER VENT AND EXHAUST ON EXTERIOR OF BUILDING.
- PROVIDE MOVEMENT JOINTS IN THE THIN BRICK VENEER SYSTEM AS DIRECTED PER THE BRICK INDUSTRY ASSOCIATION TECHNICAL NOTES 292 ON BRICK CONSTRUCTION.
- SHEET METAL FLASHING AND TRIM COLOR TO MATCH THE COLOR OF THE MATERIAL/FINISH THAT THE FLASHING AND TRIM RESTS UPON.
- FIBER CEMENT TRIM SHOWN AS BASIS-OF-DESIGN. CONTRACTOR TO ADD TRIM AS NECESSARY. PROVIDE ARCHITECT WITH ELEVATIONS OF ANY ADDED TRIM IN FIBER CEMENT SUBMITTAL.
- PROVIDE CORNER AND PERIMETER TRIM FOR ALUMINUM PLANK SIDING SYSTEM PER MANUFACTURER.

**EXTERIOR MATERIALS BY ORIENTATION**

MATERIAL	AREA	%
<b>EAST</b>		
*CONCRETE - CAST IN PLACE (EXPOSED)	276 SF	2%
*FIBER CEMENT PANEL (AGED PEWTER)	2,147 SF	13%
*RIBBED STONE	845 SF	6%
*THIN BRICK 1 (STAIRS)	1,406 SF	9%
*THIN BRICK 2 (CONDOS)	3,143 SF	19%
*THIN BRICK 3 (HOTEL)	8,603 SF	52%
	16,520 SF	100%
<b>NORTH</b>		
*CONCRETE - CAST IN PLACE (EXPOSED)	1,147 SF	8%
*CONCRETE SKIN PANEL	733 SF	5%
*FIBER CEMENT PANEL (AGED PEWTER)	1,965 SF	14%
*METAL - ACM PANEL	154 SF	1%
*RIBBED STONE	1,177 SF	8%
*SANDSTONE BLOCK	384 SF	3%
*THIN BRICK 1 (STAIRS)	1,310 SF	9%
*THIN BRICK 2 (CONDOS)	808 SF	6%
*THIN BRICK 3 (HOTEL)	6,615 SF	46%
	14,296 SF	100%
<b>SOUTH</b>		
*CONCRETE - CAST IN PLACE (EXPOSED)	3,531 SF	24%
*CONCRETE SKIN PANEL	545 SF	4%
*FIBER CEMENT PANEL (AGED PEWTER)	899 SF	6%
*METAL - ACM PANEL	105 SF	1%
*RIBBED STONE	1,401 SF	9%
*SANDSTONE BLOCK	892 SF	6%
*THIN BRICK 1 (STAIRS)	2,046 SF	14%
*THIN BRICK 2 (CONDOS)	1,745 SF	12%
*THIN BRICK 3 (HOTEL)	4,844 SF	32%
	14,932 SF	100%
<b>WEST</b>		
*CONCRETE - CAST IN PLACE (EXPOSED)	214 SF	2%
*CONCRETE SKIN PANEL	1,902 SF	13%
*FIBER CEMENT PANEL (AGED PEWTER)	416 SF	3%
*METAL - ACM PANEL	866 SF	6%
*RIBBED STONE	2,439 SF	17%
*SANDSTONE BLOCK	797 SF	6%
*THIN BRICK 1 (STAIRS)	1,716 SF	12%
*THIN BRICK 2 (CONDOS)	3,778 SF	27%
*THIN BRICK 3 (HOTEL)	1,965 SF	14%
	14,063 SF	100%
APPROXIMATE TOTAL S.F.		
	59,840 SF	

**EXTERIOR MATERIALS TOTAL AMOUNT**

NAME	AREA	%
*CONCRETE - CAST IN PLACE (EXPOSED)	5,169 SF	8%
*CONCRETE SKIN PANEL	3,170 SF	5%
*FIBER CEMENT PANEL (AGED PEWTER)	7,367 SF	11%
*METAL - ACM PANEL	1,125 SF	2%
*RIBBED STONE	5,963 SF	9%
*SANDSTONE BLOCK	2,023 SF	3%
*THIN BRICK 1 (STAIRS)	6,465 SF	10%
*THIN BRICK 2 (CONDOS)	9,465 SF	13%
*THIN BRICK 3 (HOTEL)	25,761 SF	38%
TOTAL:	65,541 SF	100%

WINDOW AREA		STOREFRONT AREA	
ORIENTATION	WINDOW AREA	ORIENTATION	STOREFRONT AREA
EAST	110 SF	EAST	421 SF
NORTH	3,328 SF	NORTH	719 SF
SOUTH	1,204 SF	SOUTH	138 SF
WEST	2,463 SF	WEST	1,563 SF

**EXTERIOR MATERIALS LEGEND**

- 01 CONCRETE - EXPOSED
- 02 CONCRETE SKIN PANEL
- 03 FIBER CEMENT PANEL (AGED PEWTER)
- 04 METAL - ACM PANEL
- 05 RIBBED STONE
- 06 SANDSTONE BLOCK
- 07 THIN BRICK 1 (STAIRS)
- 08 THIN BRICK 2 (CONDOS)
- 09 THIN BRICK 3 (HOTEL)

MARK	ISSUE DESCRIPTION	ISS. DATE	REV. DATE
E			

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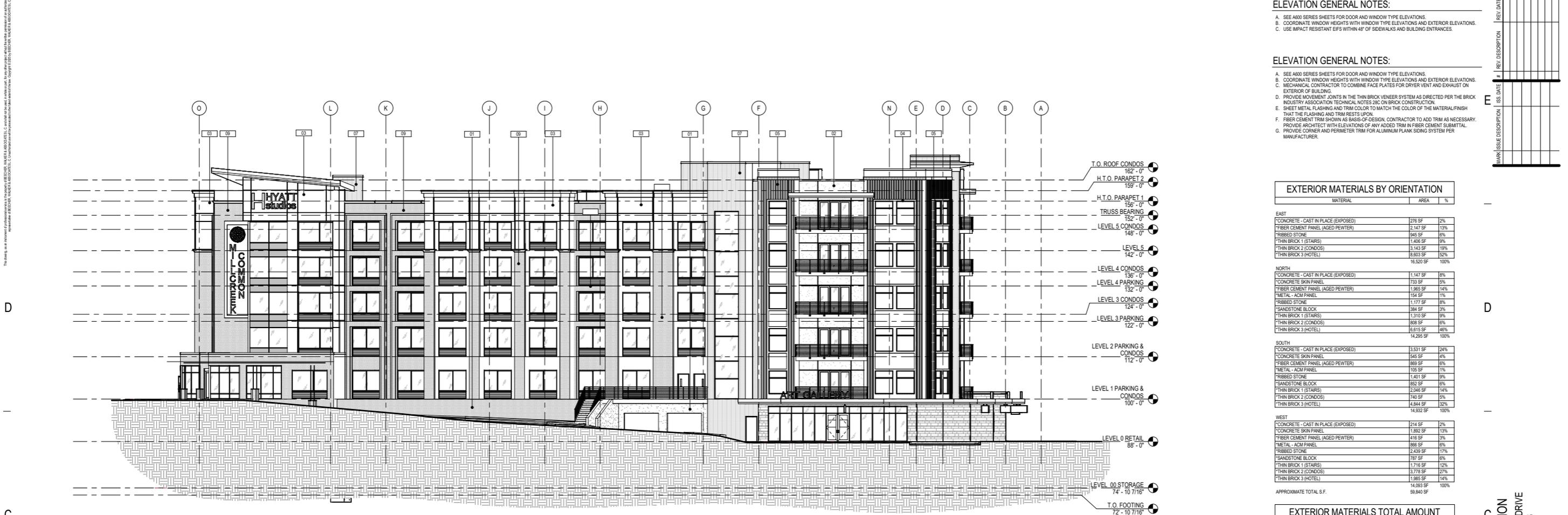
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EXTERIOR ELEVATIONS

DRAWING NUMBER

**A201**

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**ELEVATION GENERAL NOTES:**

- SEE A600 SERIES SHEETS FOR DOOR AND WINDOW TYPE ELEVATIONS.
- COORDINATE WINDOW HEIGHTS WITH WINDOW TYPE ELEVATIONS AND EXTERIOR ELEVATIONS.
- USE IMPACT RESISTANT EFS WITHIN 48" OF SIDEWALKS AND BUILDING ENTRANCES.

**ELEVATION GENERAL NOTES:**

- SEE A600 SERIES SHEETS FOR DOOR AND WINDOW TYPE ELEVATIONS.
- COORDINATE WINDOW HEIGHTS WITH WINDOW TYPE ELEVATIONS AND EXTERIOR ELEVATIONS.
- MECHANICAL CONTRACTOR TO COMBINE FACE PLATES FOR DRIVER VENT AND EXHAUST ON EXTERIOR OF BUILDING.
- PROVIDE MOVEMENT JOINTS IN THE THIN BRICK VENEER SYSTEM AS DIRECTED PER THE BRICK INDUSTRY ASSOCIATION TECHNICAL NOTES 292 ON BRICK CONSTRUCTION.
- SHEET METAL FLASHING AND TRIM COLOR TO MATCH THE COLOR OF THE MATERIAL/FINISH THAT THE FLASHING AND TRIM RESTS UPON.
- FIBER CEMENT TRIM SHOWN AS BASIS-OF-DESIGN. CONTRACTOR TO ADD TRIM AS NECESSARY. PROVIDE ARCHITECT WITH ELEVATIONS OF ANY ADDED TRIM IN FIBER CEMENT SUBMITTAL.
- PROVIDE CORNER AND PERIMETER TRIM FOR ALUMINUM PLANK SIDING SYSTEM PER MANUFACTURER.

**EXTERIOR MATERIALS BY ORIENTATION**

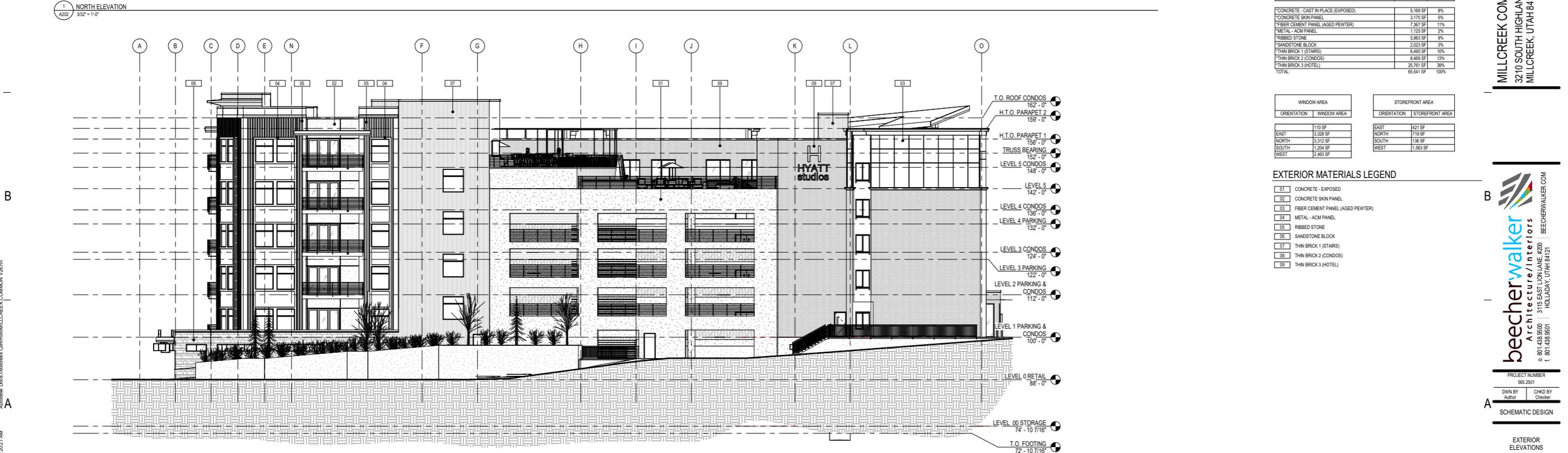
MATERIAL	AREA	%
<b>EAST</b>		
CONCRETE - CAST IN PLACE (EXPOSED)	276 SF	2%
FIBER CEMENT PANEL (AGED PEWTER)	2,147 SF	13%
RIBBED STONE	945 SF	6%
THIN BRICK 1 (STARS)	1,406 SF	9%
THIN BRICK 2 (CONDOS)	3,143 SF	19%
THIN BRICK 3 (HOTEL)	6,803 SF	52%
	16,520 SF	100%
<b>NORTH</b>		
CONCRETE - CAST IN PLACE (EXPOSED)	1,147 SF	6%
CONCRETE SKIN PANEL	733 SF	5%
FIBER CEMENT PANEL (AGED PEWTER)	1,965 SF	14%
METAL - ACM PANEL	154 SF	1%
RIBBED STONE	1,177 SF	8%
SANDSTONE BLOCK	394 SF	3%
THIN BRICK 1 (STARS)	1,310 SF	9%
THIN BRICK 2 (CONDOS)	808 SF	6%
THIN BRICK 3 (HOTEL)	6,615 SF	46%
	14,295 SF	100%
<b>SOUTH</b>		
CONCRETE - CAST IN PLACE (EXPOSED)	3,531 SF	24%
CONCRETE SKIN PANEL	545 SF	4%
FIBER CEMENT PANEL (AGED PEWTER)	889 SF	6%
METAL - ACM PANEL	103 SF	1%
RIBBED STONE	1,401 SF	9%
SANDSTONE BLOCK	852 SF	6%
THIN BRICK 1 (STARS)	2,046 SF	14%
THIN BRICK 2 (CONDOS)	740 SF	5%
THIN BRICK 3 (HOTEL)	4,844 SF	32%
	14,932 SF	100%
<b>WEST</b>		
CONCRETE - CAST IN PLACE (EXPOSED)	214 SF	2%
CONCRETE SKIN PANEL	1,892 SF	13%
FIBER CEMENT PANEL (AGED PEWTER)	416 SF	3%
METAL - ACM PANEL	866 SF	6%
RIBBED STONE	2,439 SF	17%
SANDSTONE BLOCK	787 SF	6%
THIN BRICK 1 (STARS)	1,716 SF	12%
THIN BRICK 2 (CONDOS)	3,778 SF	27%
THIN BRICK 3 (HOTEL)	1,985 SF	14%
	14,093 SF	100%
APPROXIMATE TOTAL S.F.	59,840 SF	

**EXTERIOR MATERIALS TOTAL AMOUNT**

NAME	AREA	%
CONCRETE - CAST IN PLACE (EXPOSED)	5,169 SF	8%
CONCRETE SKIN PANEL	3,170 SF	5%
FIBER CEMENT PANEL (AGED PEWTER)	7,367 SF	11%
METAL - ACM PANEL	1,125 SF	2%
RIBBED STONE	5,963 SF	9%
SANDSTONE BLOCK	2,023 SF	3%
THIN BRICK 1 (STARS)	6,495 SF	10%
THIN BRICK 2 (CONDOS)	6,469 SF	10%
THIN BRICK 3 (HOTEL)	29,761 SF	50%
TOTAL	65,541 SF	100%

WINDOW AREA		STOREFRONT AREA	
ORIENTATION	WINDOW AREA	ORIENTATION	STOREFRONT AREA
EAST	110 SF	EAST	421 SF
NORTH	3,328 SF	NORTH	1,719 SF
SOUTH	3,312 SF	SOUTH	136 SF
WEST	1,204 SF	WEST	1,563 SF
	2,463 SF		

- EXTERIOR MATERIALS LEGEND**
- 01 CONCRETE - EXPOSED
  - 02 CONCRETE SKIN PANEL
  - 03 FIBER CEMENT PANEL (AGED PEWTER)
  - 04 METAL - ACM PANEL
  - 05 RIBBED STONE
  - 06 SANDSTONE BLOCK
  - 07 THIN BRICK 1 (STARS)
  - 08 THIN BRICK 2 (CONDOS)
  - 09 THIN BRICK 3 (HOTEL)



1 NORTH ELEVATION  
332' x 11'-0"

2 SOUTH ELEVATION  
332' x 11'-0"

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DWN BY: Author  
CHKD BY: Checker  
SCHEMATIC DESIGN

EXTERIOR ELEVATIONS  
DRAWING NUMBER  
**A202**



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ART GALLERY

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# Executive Summary

This study provides a summary of the potential transportation-related impacts from the proposed mixed-use development located approximately at 3206 South Highland Drive in Millcreek, Utah. The proposed project includes 112 hotel rooms, 13,000 square feet of general retail space, 13,000 square feet of commercial storage space, and 25 2-bedroom condominium units. The vehicle access to the development will be located along Chambers Avenue.

This study analyzes traffic operations under:

- Existing, 2025, traffic conditions within the study area during the weekday AM and PM peak hours
- Existing, 2025, traffic conditions with the proposed development during the weekday AM and PM peak hours
- Existing, 2025, traffic conditions with the proposed development under event conditions, with a mid-block closure of Chambers Avenue during the weekday AM and PM peak hours
- Projected background traffic conditions in the future year 2032, without the proposed development during the weekday AM and PM peak hours
- Projected background traffic conditions in the future year 2032, under event conditions, with a mid-block closure of Chambers Avenue without the proposed development during the weekday AM and PM peak hours
- Projected traffic conditions in the future year 2032, with the proposed development during the weekday AM and PM peak hours
- Projected traffic conditions in the future year 2032, with the proposed development under event conditions, with a mid-block closure of Chambers Avenue during the weekday AM and PM peak hours

The study area represents the expected extent of possible impacts and includes the following intersections:

1. Chambers Avenue & Highland Drive
2. 3300 South & Highland Drive
3. 3300 South & Commons Access
4. 3300 South & 1300 East
5. Chambers Avenue & 1300 East

The development is expected to generate 87 vehicle trips during the weekday AM peak hour and 171 vehicle trips during the weekday PM peak hour. **Table 1** shows the analysis results for the intersection level of service (LOS) for all scenarios. More detailed results are available in the subsequent chapters.

The study found that:

- All intersections operate at acceptable levels of vehicle delay, except for Chambers Avenue & Highland Drive.
- The intersection of Chambers Avenue and Highland Drive meets thresholds for right- and left-turn treatments.

- A right-turn taper is recommended for southbound right-turning vehicles entering Chambers Avenue from Highland Drive. It is recommended that this be built by the time the development is completed.
- A dedicated left-turn lane is recommended for northbound left-turning vehicles entering Chambers Avenue from Highland Drive. It is recommended that this be built by the time the development is completed.
- The northbound approach to the intersection of 3300 South & 1300 East will have significant queues by 2032. It is recommended to optimize signal timing before considering geometric changes. This is recommended to be done before 2032. Though the LOS at this intersection is not expected to be worse than C.
- During event conditions, the lefts out onto Highland Drive and 1300 East may have significant queues. If mitigation is desired, restricting vehicles to right-out only is expected to minimize queues. The addition of a dedicated northbound-left turn lane is also beneficial in event conditions, even in 2032 background conditions without the development.
- On-street parking along Chambers Avenue would be beneficial so long as care is taken not to reduce pedestrian visibility. It is recommended that bulb-outs be added if on-street parking is desired.

# Conclusion

The proposed development includes 112 hotel rooms, 13,000 square feet of general retail space, 13,000 square feet of commercial storage space, and 25 2-bedroom condominium units. The development is expected to generate 72 vehicle trips during the weekday AM peak hour and 126 vehicle trips during the weekday PM peak hour. The structure will also house overflow parking for the Millcreek Commons area; the vehicle trips associated with these parking spaces are 15 during the weekday AM peak hour and 45 during the PM peak hour. Combined, there are 87 vehicle trips in the AM peak hour and 171 vehicle trips in the PM peak hour associated with this development. These trips are expected to access the development via the study intersections.

The traffic analysis found that all intersections within the study area are expected to operate at an acceptable level of service in all scenarios. The northbound left turn from Highland Drive to Chambers Avenue is expected to generate substantial queues (over 200 feet, which is more than half of the distance between the intersection of Chambers and the intersection of 3300 South with Highland Drive). A dedicated left-turn lane is recommended at project buildout to minimize delay for northbound traffic on Highland Drive. With a dedicated left-turn lane, the northbound left queue is expected to be roughly 125 feet. Additionally, the queue for the northbound right from 1300 East to 3300 South is expected to reach over 450 feet by the 2032 background conditions, though level of service remains acceptable. It is recommended that signal timing at 1300 East & 3300 South is adjusted before 2032. Once intersection timing has been optimized, further capacity to 1300 East may be necessary by lengthening the northbound right turn lane. This should be considered before 2032.

Event conditions were analyzed, which assumed a mid-block closure of Chambers Avenue. The analysis found that event conditions increase delay for the left-hand turns onto Highland Drive and 1300 East. The impacts on other study intersections were found to be minimal. If mitigation is desired for event conditions, it is recommended that vehicles exiting Chambers Avenue be restricted to right-out only.

# Memorandum

Date: March 24, 2025  
 To: Francis Lilly; Millcreek  
 From: Matt Hastings; Fehr & Peers  
 Subject: **Millcreek Commons Eastside Shared Parking Analysis**

UT25-2520

## Overview

The City of Millcreek requested a shared parking analysis to be conducted on a proposed mixed-use development in the quickly developing Millcreek Commons. The goal of this analysis is to calculate the total parking demand from this development. A shared parking analysis can reduce costs associated with the parking structure by reducing the total number of parking stalls provided. This is done by identifying which proposed uses have different time periods of parking demand, and are therefore able to share parking between the uses and reduce the total amount of parking built.

## Introduction

The proposed development includes the uses listed in **Table 1**, below.

**Table 1: Millcreek Commons Eastside**

Proposed Use	Size	Unit	Notes
<b>Hotel</b>	108	rooms	Assumed use is 50/50 between business/leisure
<b>Sit Down Restaurant</b>	2.63	1,000 square feet	Assumed 60% of GFA is dedicated to dining space
<b>Fast Casual Restaurant</b>	2.63	1,000 square feet	Assumed 60% of GFA is dedicated to dining space
<b>General Retail</b>	5.54	1,000 square feet	Calculated separately from commercial storage
<b>Art Gallery</b>	3.5	1,000 square feet	Assumed specialty retail
<b>Commercial Storage</b>	14.3	1,000 square feet	Assumed warehousing use for calculations
<b>Condos</b>	24	units	2-bedroom units, 44 parking stalls dedicated to condo use and not taken into account for shared parking

Source: Millcreek, 2025



## Parking Analysis

The amount of parking to be provided was calculated using three different methods:

1. Apply Millcreek minimum parking requirements to each use and calculate the total number of parking stalls required if each use was considered individually
2. Apply Millcreek's shared parking reductions to the entire development (note that residential uses are not included in the shared parking analysis)<sup>1</sup>
  - a. Consistent with Millcreek requirements, the shared parking reductions were applied for daytime and evening peaks; it was determined that the peak parking demand for the planned uses was on a weekday, per Millcreek requirements and the following reductions:
    - i. 7 AM – 6 PM:
      - Hotel – 35%
      - Sit-Down Restaurant – 30%
      - Fast Casual Restaurant – 30%
      - General Retail – 0%
      - Art Gallery – 0%
      - Storage – 0%
    - ii. 6 PM – 12 AM:
      - Hotel – 35% reduction
      - Sit-Down Restaurant – 50%
      - Fast Casual Restaurant – 50%
      - General Retail – 0%
      - Art Gallery – 0%
      - Storage – 95%
3. Use the Urban Land Institute's (ULI) shared parking calculator to calculate the number of stalls associated with each use.<sup>1</sup>

**Table 2** displays the calculations for each method. The shared parking analysis takes day of week and time of day into account and therefore has multiple calculations. The maximum parking demand calculated across the days of the week are shown here for day and nighttime demand. If parking is provided according to Millcreek standards, without applying shared parking reductions, the development would require up to 261 parking stalls. Applying Millcreek's shared parking reductions to these standards lowers the required parking to 248 parking stalls. ULI's shared parking calculator estimates that the most parking stalls required for the development are 196. These calculations assumed 44 parking stalls dedicated to the condos and not included in shared parking estimates. An additional 20 parking stalls were included in daytime calculations and 50 parking stalls were included in nighttime calculations. These additional stalls are intended to serve overflow parking from Millcreek Common events.

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<sup>1</sup> As requested by City of Millcreek staff, parking for residential units was kept separate from the shared parking calculation so as to maintain a minimum number of stalls dedicated to residential uses.



**Table 2: Parking Estimates**

Proposed Use	Millcreek w/o shared parking	Millcreek w/ shared parking day <sup>1</sup>	Millcreek w/ shared parking night <sup>2</sup>	ULI day <sup>3</sup>	ULI night <sup>4</sup>
<b>Hotel</b>	108	70	108	43	35
<b>Sit Down Restaurant</b>	11	7	11	30	26
<b>Fast Casual Restaurant</b>	11	7	11	12	11
<b>General Retail</b>	18	18	15	16	14
<b>Art Gallery</b>	12	12	9	10	8
<b>Commercial Storage</b>	7	7	0	8	8
<b>Condos<sup>5</sup></b>	44	44	44	44	44
<b>Overflow<sup>6</sup></b>	20 – 50	20	50	20	50
<b>TOTAL</b>	231 - 261	185	248	183	196

1. Peak daytime parking demand is estimated to be 7 AM – 6 PM on weekdays.
2. Peak evening parking demand is estimated to be 6 PM – 12 AM on weekdays.
3. Peak daytime parking demand is estimated to be 12 PM on weekends, with shared parking reductions applied.
4. Peak evening parking demand is estimated to be 7 PM on weekdays, with shared parking reductions applied.
5. Desired number of dedicated residential parking stalls.
6. 20 overflow stalls are desired during the day while 50 overflow stalls are desired in the evenings.

Source: Fehr & Peers, 2025

ULI’s shared parking tool utilizes the Institute of Transportation Engineers’ parking generation manual which was most recently updated in October 2023, with Fehr & Peers providing additional calibration in 2024 to account for post-pandemic parking trends. This update of the parking tool includes more refined hourly parking demand for each land use as well as updated overall parking rates for each land use. The parking calculations for the hotel and sit-down restaurant vary significantly between the ULI shared parking and Millcreek’s calculated shared parking. This is driven by a different expected maximum use of parking by these two land uses. The ULI method calculates only 60 parking stalls will be used at any time by the hotel. The ULI method also calculated a maximum of 31 parking stalls used for the sit-down restaurant. The ULI shared parking tool provides hourly parking estimates for each use and can account for the sharing of parking between land uses with different peak periods. For instance: parking demand for restaurants peaks relatively early in the evening while parking demand for hotels peaks later in the evening.

Due to the data-backed calculations of the ULI tool, we recommend using the parking estimates from this tool. The expected peak daytime and nighttime parking demand is 182 and 196 stalls, respectively. The final parking supply recommendation is **196 stalls**, consistent with the ULI nighttime parking demand estimate. This includes 44 parking stalls dedicated to residential parking and 50 parking stalls for Millcreek Commons event overflow. The breakdown of parking stalls by use and the percentage of total parking is provided in **Table 3**.



**Table 3: Final Parking Supply Recommendations**

Proposed Use	Day Recommended	Use's share of peak daytime parking demand	Night Recommended	Use's share of peak nighttime parking demand
<b>Hotel</b>	43	23%	<b>35</b>	<b>18%</b>
<b>Sit Down Restaurant</b>	30	16%	<b>26</b>	<b>13%</b>
<b>Fast Casual Restaurant</b>	12	7%	<b>11</b>	<b>6%</b>
<b>General Retail</b>	16	9%	<b>14</b>	<b>7%</b>
<b>Art Gallery</b>	10	5%	<b>8</b>	<b>4%</b>
<b>Commercial Storage</b>	8	4%	<b>8</b>	<b>4%</b>
<b>Condos</b>	44	24%	<b>44</b>	<b>22%</b>
<b>Overflow</b>	20	11%	<b>50</b>	<b>26%</b>
<b>TOTAL</b>	<b>183</b>		<b>196</b>	

Source: Fehr & Peers, 2025

## TERMS

**Uses** - The development of the property shall include the following uses:

1. A minimum 200 parking stall shared public/private parking structure.
2. A 25-unit (for ownership) residential condominium
3. A hotel, ranging between 100 and 110-units
4. A minimum of 12,000 square feet of commercial/retail space on the ground-level, abutting Millcreek Common.
5. EV stations, roof and/or wall mounted telecommunication, solar, and ground-level utility equipment enclosures shall be included, as depicted in Exhibit A.
6. Roof terrace with pool and other recreation amenities as conceptually depicted within Exhibit A.

**Parking and Access** - All parties agree to a separate parking and access easement and/or agreement, Exhibit B.

**Ownership and Maintenance** - All parties agree to an ownership and maintenance easement and/or agreement as depicted within Exhibit C.

**Subdivision Plat** – All parties agree that prior to construction, a preliminary subdivision plat shall be approved by the land use authority, to accomplish the following:

Dedication. Dedication of property along all abutting streets for public right-of-way.

Public Utility Easements. Abandon all existing utility easements traversing through the property and replace them with new public utility easements located within the east woonerf and/or parallel to and abutting right of way.

ROW Alignment. Vacate and realign the north edge of Chambers Avenue to align with the new right of way as depicted in the attached site plan concept Exhibit A.

Ownership. Subdivide property into common, limited common, and individual ownership.

**Improvements.** All parties agree to the following items being completed prior to building occupancy:

Onsite Improvements All parties agree to complete the following items prior to occupancy as it pertains to the abutting public right-of-way (Highland Drive and Chambers Avenue), the East Woonerf, and south side property line or paseo. Such onsite improvements shall include street trees, tree grates, curb, gutter, and sidewalk, drive approaches, pavement, striping, signage, streetlights, utilities (including dumpster & mechanical equipment enclosure), landscaped planters, and street furniture, etc., as conceptually depicted within Exhibit A.

Offsite Improvements. All parties agree to complete the following items prior to building occupancy and conceptually depicted within Exhibit D

- Removal and repair of the ‘pork chop’ medium within Chambers Avenue.
- Restriping, signage, median installment, curb, gutter, sidewalk, park strip landscaping, pavement, drive approaches, utility meters, etc. for both Highland Drive and Chambers Ave.

**Building Design Standards.** The building design shall include the following:

Orientation. The building shall be oriented towards street frontages, with an emphasis on creating an urban street edge featuring large windows, balconies, roof decks, etc., as depicted in Exhibit A.

Materials. The building will consist of high-quality, durable, low-maintenance materials, including those materials (e.g., composite siding and trellises, brick, stone, stucco, glass, and metal), as depicted in Exhibit A.

Overall Building Design. The building mass, scale, height and layout, shall be constructed as substantially depicted within Exhibit A.

**Signage.** Signage along Millcreek Common shall match in type, size, color, and location as the signage on the west side of Millcreek Common as determined by the Planning Director.

Notwithstanding Millcreek’s sign code (18.65.110, Table 18.65-3), all parties agree to allow a one hundred (100’) square foot publicly owned illuminated Projecting/Blade sign, (in-lieu-of 288 square foot District sign), to be located on the wall of the building near the northeast corner of the Property, as depicted Exhibit E.

All other directional and advertising signage shall be sized and located according to the Millcreek CCOZ standards and Millcreek’s Sign Code.

## **EXCEPTIONS TO CCOZ CODE STANDARDS**

In lieu of a shared private/public parking structure, the following exceptions are requested.

Exceptions One. Signage - Notwithstanding Millcreek’s sign code (18.65.110, Table 18.65-3), all parties agree to allow a one hundred (100’) square foot publicly owned illuminated Projecting /Blade sign”, (in-lieu-of 288 square foot District sign), to be located on the wall of the building near the northeast corner of the Property, as depicted Exhibit A

Exception Two. - Building Stepbacks - (MKZ 18.47.070.H.1) *“For any building or development that is over 40 feet in height or located on properties fronting on the Millcreek Common, 3300 South,*

*Richmond and/ or with frontage on Highland Drive, a 20-foot setback of the building façade, facing any street, is required between the top of the first story and the top of the third story and upper stories. This building setback shall incorporate one of the two setback variations:*

- a. A segmented setback, such as a 10-foot initial setback between the first and second stories, followed by an additional 10-foot setback between the second and third stories, as depicted in Figure 18.47.13, or*
- b. A full setback of 20 feet between the first and third stories, that is utilized as a usable space for building tenants or businesses occupying the building...”*



# Planning & Zoning Open House

## Community Feedback Form

Name: Steve Knox Date: Feb 3

Email Address: [REDACTED]

Project Location or #: \_\_\_\_\_

Comments: I'm interested in how Millcreek City is addressing transportation planning as our city continues to develop and grow.

(continue on back)



# Planning & Zoning Open House

## Community Feedback Form

Name: JAKE HILL Date: 2/3/16

Email Address: [REDACTED]

Project Location or #: 3300 COTTONWOOD - APARTMENTS

Comments: THE PROJECT IS PLANNING A SIGNIFICANT INCREASE IN POTENTIAL TRAFFIC ALONG WITH UNITS AROUND CITY HALL & PROPOSED HOTEL I WANT TO UNDERSTAND WHAT A CURRENT/UPDATED TRAFFIC STUDY SHOWS IMPACTS TO ADJACENT STREETS WILL BE. THE SUGGESTIONS OF RAISED ISLANDS/MEDIANS NEEDED TO BE IMPLEMENTED, TRAFFIC INTO HOME DEPOT REGULARLY CROSSES DBL YELLOW & TURN LEFT INTO PARKING LOT @ 3300 SO. TRAFFIC SOUTHBOUND ON 1300 E IS BUSY & THE MERGE IS VERY DANGEROUS. ~~RIGHT~~ RIGHT TURN ONLY WILL BE NEEDED W/ PHYSICAL BARRIERS

(continue on back)

2/11/26

Regarding: CCOZ-25-003, request to rezone from the Commercial (C) Zone to the City Center Overlay – Development Agreement Zone (CCOZ-DA), with a development agreement, to accommodate a hotel, commercial/retail, and residential condominium mixed-use development at approximately 3232 S Highland Drive by applicants Millcreek staff, PEG Development, and Ensign Design.

I am writing to recommend the Millcreek planning commission not approve the rezone for CCOZ-25-003 on the grounds that this rezone would bring numerous detrimental effects to the citizens of Millcreek.

I do not feel the proposed site is appropriate for a hotel. On the most basic level the addition of a hotel to the eastside of Millcreek Commons would block the view of Mount Olympus. Why build a unique community gathering place nestled in Millcreek with no view of the mountains?

The city overlay zone has already contributed to a denser amount of residents living in apartments and condominiums which is increasing traffic to an already busy area. The addition of a hotel would concentrate even more traffic in this area.

Olympus Hills shopping center is an ideal location close to a freeway and multiple canyons. Placing a hotel in upper Millcreek near this shopping center would ensure that city expansion is shared more proportionately with all areas of Millcreek city, not just centered on the area around Millcreek Commons.

I believe the proposed corporate hotel would detract from the character of Millcreek Commons and eventually stifle its rich individuality and community identity. I fear that the colors, sounds, and flavors experienced at various community celebrations will get quieter and more subdued over time. A plausible scenario is that the hotel will receive complaints about events leading Millcreek officials to decide it's more "appropriate" to move different events away from the Commons eventually allowing a corporate partnership to dictate and influence the overall character of the Commons.

Earlier this week Steve Waldrip, Utah Senior Advisor for Housing Strategy and Innovation, encouraged Utah cities to hold onto and preserve our mixed-income neighborhoods as the areas in our cities with the most potential for upward growth for Utah citizens. Placing an upscale hotel (part of a major hotel conglomerate) smack in the middle of our city center will displace local businesses and local shoppers and local families. Already, the price to skate, eat and recreate at the Commons is increasing. I encourage Millcreek officials to continue to find innovative ways to bring Millcreek residents of all economic backgrounds together in the Commons.

In closing, I feel that Millcreek city officials have not been transparent about the motivation for this project. It is being "sold" to Millcreek residents as a positive necessity to drive city expansion further but the people of Millcreek are not being offered an opposing point of view. To

me it's clear the only benefits of this proposed hotel for the majority of Millcreek residents are just a parking garage. Please kindly build a parking garage and leave a hotel out of it.

Thank you for your time,

Erin Hardy  
Millcreek Community Council, 1st Chair

Chair Shawn LaMar and Members of the Planning Commission,

I am writing on behalf of the Canyon Rim Citizens Association (CRCA) regarding application CCOZ-25-003, the proposed rezone at the Millcreek City Center.

As we have shared with both city planners and the City Council, CRCA remains opposed to the rezone that would allow hotel and condominium heights up to 75 feet in the city center. When the concept for the city center was first presented to community councils, the proposed building heights were significantly lower, and the preservation of mountain views was emphasized. Over time, additional height was requested and discussed before detailed plans or drawings were available. While CRCA initially indicated openness to evolving concepts, the scale ultimately presented in later plans was substantially larger than what many in the community understood or expected at the outset.

From our perspective, the evolution of the project has created a gap between the original vision presented to the public and the plan now under consideration. If there is disagreement about this characterization, we encourage a transparent comparison between the earliest models or concepts and the current proposal, along with a clear explanation of how and why the changes occurred. We believe this context is important for the Commission's deliberations.

We recognize the City's desire to move forward with development at the city center, and we understand that perspectives may differ. Nevertheless, we continue to advocate for outcomes that reflect community expectations and adopted city values. We remain particularly concerned about building heights and the resulting loss of mountain views that were previously described as a priority for the area. We respectfully ask the Planning Commission to consider how this proposal aligns with the City's mission statements and charter and to weigh carefully whether this rezone advances those goals.

I also attended the recent open house and reviewed the updated modeling. The inclusion of prominent signage for both Millcreek and the hotel raises additional questions. When I asked about lumen levels, dimming during off-hours, and other light-mitigation measures—particularly on the Highland-facing side—specific details were not available beyond a general statement that signage would meet code. Given the community's prior concerns about digital signage in the city center, and the significant public input that led to a reduction from three digital signs to one, we urge the Commission to closely review proposed signage, illumination levels, and enforceable mitigation standards. This remains a sensitive and important issue for many residents.

Finally, we continue to hear from residents about late-evening noise from the skating rink and other events at the commons. With a hotel now proposed, it would be prudent to

evaluate anticipated noise impacts and require a clear and enforceable sound-mitigation plan. Canyon Rim neighborhoods are in close proximity to the city center, and we are relaying concerns that residents feel they have not yet been adequately addressed through prior channels.

Our intent is to provide constructive input so that development at the city center can succeed while maintaining community trust and livability. We appreciate your careful consideration of these concerns and respectfully ask that they be included in your review of this application.

Thank you for your time and service.

Sincerely,

Michael Rush, Ph.D.

President, Canyon Rim Citizens Association



**CANYON RIM**  
*Citizens Association*



February 7, 2026

To: Millcreek Planning Commission  
Millcreek Planning and Zoning

Subject: Rezone/3232 South Highland Drive/East Common Mixed Use Development

At the February 5, 2026, meeting of the East Mill Creek Community Council (EMCCC) members discussed application ZM-25-003, a request by the City of Millcreek, PEG Development, and Encore Development to rezone property at 3232 South Highland Drive (Property) from the Commercial Zone (C) and City Center Overlay Zone (CCOZ) to the City Center Overlay-Development Agreement Zone (CCOZ-DA). There were no residents in attendance. There were eight members of the EMCCC present.

The EMCCC reviewed the Staff Memo, dated 02/03/2026, renderings posted on the “Upcoming Planning Applications” page on the city's website, and information provided at the Planning Open House, held 02/03/2026. Also, we revisited our comments based on information presented by staff at our 09/04/2025 meeting and the Livestream video/audio, 08/11/2025 joint City Council/Planning Commission meeting; these comments were communicated to the city on 09/19/2025..

### Conclusions

We appreciate the efforts of the applicant(s) to utilize the alternatives provided in the requested CCOZ-DA zone to offset the requirements in the current C and CCOZ zones. Nevertheless, we find that the changes since the original presentation are insufficient to warrant the benefits provided by the afforded flexibility/relaxation of design standards sanctioned by a rezone to CCOZ-DA. The concerns expressed in our comments to staff last September (provided below) remain largely unalleviated by the applicant.

Accordingly, the opinion of the EMCCC yields a negative recommendation to the Planning Commission to rezone the Property.

Sincerely,

/s/ Jamie Allyn  
Vice chair | Land Use EMCCC

CC:  
Brad Sanderson  
Francis Lilly  
EMCCC

! " # "

1. Do not like the height
2. Do not like the box look
3. Would not pay a million for a condo with the activities in the common area and do not want those activities to be changed for the hotel rooms or condos

My concerns center around whether hotel customers will be happy listening to the music just outside their doors playing for the roller skaters and ice skaters. And will people be willing to purchase a million dollar condo only to find the music noise problem outside their condo most evenings from those same skaters? I suggest both the architects and potential hotel investors go inside our meeting room one evening and hear themselves the sound level coming from the music. Another point is that there will probably be no view of the beautiful mountains and scenery for those million dollar condos.

I did listen to the meeting from 8/11/2025 (Livestream: City Council/Planning Commission joint work meeting).

My concerns on the project are the following:

1. Traffic - has/is there going to be a traffic study. With all the new units being built there is going to be a lot of traffic.
2. Any account for pedestrians and bikeways?
3. Too tall and no step backs. Park City Hyatt only has two levels - appears to have been built for the area??
4. Concern is that Millcreek is going to look just like Sugarhouse? No view of the mountains.
5. Would like to have a rendering of what it would really look like in the area being proposed. Confused on what buildings are being removed/staying???
6. Has a market analysis been completed on \$1 Million dollar condos? There are two townhomes for sale on 33rd that have been on the market for at least 6 mos. to a year.

Thanks for your time and consideration.

I also watched the meeting Livestream. I share similar concerns with other members of EMCCC and had several additional observations and questions:

The building is 74 feet tall on Millcreek Common side, which will effectively block any views of the mountains and that portion of the Common will have a sheer wall as the view.

How do they plan to minimize the noise from the skating loop and outdoor activities on the common for both the hotel and the condos?

The presentation stated that the hotel would be Hyatt Studios. According to Hyatt's website, Hyatt Studios hotels provide studio apartment-style suites designed for longer stays and include a well-equipped kitchen, work desk, and seating area, all in one room. So, a different type of hotel property than those that have meeting and conference rooms; it appears to be designed for both overnight and extended stays.

Although The Fine Art Inn will be integrated into the new building, it was unclear to me what provisions have been made to relocate SLC Strength & Conditioning. I believe that they said that Hamid Adib (owner of the rug gallery in the old Villa Theater) owns the building but it wasn't clear what was being done with the gym.

Thank you for your consideration.

I echo my EMCCC colleagues' points in regards to their concerns raised with respect to noise, view obstruction and marketability of the current hotel/condo proposal. Moreover, a truly troublesome aspect of the proposed structure is that it raises the question of how we have arrived at a place where a building so generally lacking in creative architectural characteristics is actually being considered and (judging from the PC/CC joint work meeting) championed for such a prominent location at all.

Even though I'm concerned about the incremental relaxations of design standards (stepback reductions, for example) that have transpired in CCOZ, our planning staff has so far demonstrated imagination in the design of the common space in the city center. Have things really sunk into an economic quagmire to the point where the only development solution is a brand that is blatantly this bland? Will the city look back with pride at such a building thirty years hence?