



in grade. Examine creating a second floor to link the retail building with the upper level surface parking in order to provide a shared surface parking arrangement, or consider a two leveled structured parking ramp to serve both the 50,000 retail building and the 30,000 square foot retail structures. In addition, consider the development of a residential level within the 30,000 square foot structure.

- Create a green spine of trees within the central core of the surface parking lot between both of the proposed retail structures to provide protection against the sun/heat effect.
- Examine the relationship of the future entry to the 50,000 square foot building at the corner of Segoe Road and University Avenue to the existing bus stop on University Avenue.
- Provide appropriate screening for a future condominium development along the south side of Frye Street.
- The design of any outdoor pedestrian areas should include landscaping amenities.
- Concern with the relationship of the grocer building (the 50,000 square foot building) to Segoe Road and University Avenue; eliminate the potential for dead blank walls on elevations.
- Reexamine the proposed development of the 107-stall surface parking lot between the existing Hilldale Mall and the proposed 30,000 square foot structure in regards to its use for potential greenspace or a potential building site with further consideration of the development of structured parking to be provided between both the 50,000 square foot and 30,000 square foot retail buildings along University Avenue.

#### **ACTION:**

Since this was an **INFORMATIONAL PRESENTATION**, no action was taken by the Commission.

After the Commission acts on an application, individual Commissioners rate the overall design on a scale of 1 to 10, including any changes required by the Commission. The ratings are for information only. They are not used to decide whether the project should be approved. The scale is 1 = complete failure; 2 = critically bad; 3 = very poor; 4 = poor; 5 = fair; 6 = good; 7 = very good; 8 = excellent; 9 = superior; and 10 = outstanding. The overall ratings for this project are 5, 5, 5, 5.5, 6 and 7.

**URBAN DESIGN COMMISSION PROJECT RATING FOR: 702 North Midvale Boulevard**

	Site Plan	Architecture	Landscape Plan	Site Amenities, Lighting, Etc.	Signs	Circulation (Pedestrian, Vehicular)	Urban Context	Overall Rating
<b>Member Ratings</b>	5	-	5	-	-	6	4	5
	6	-	7	-	-	7	6	7
	-	-	-	-	-	-	-	5
	6	-	5	6	-	6	6	6
	5	-	-	-	-	5	5	5
	5	-	6	-	-	6	5	5.5

General Comments:

- This is losing the strong progressive feel of the first iteration; it is becoming standard suburban. The entrance/exits are oriented to speed, rather than traffic-calming. Turning radii are too big within the development.
- Appreciate moving one lot to the interior of the development. Consider a 2-level building at the smaller retail space area. Should look at larger detention/infiltration area before the drainage meets the wall terraces. Screen the loading dock from upper parking. Screen dumpster area of larger retail and incorporate trees in the outdoor seating area also. Building access from bus stop – door on University Avenue façade.
- Building pulled to street is good step. Concerned with lack of underground parking; look at rooftop parking on top of 30,000 square foot retail building; create greenspace in front of Whole Foods or along east-west private road; concerned about view from Whole Foods parking lot to top of 30,000 square foot retail building.
- Look forward to parking/landscape/infiltration details.
- Repeat: Study possibilities of 2-level parking on slope and building with underground parking on 107 stall lot site. New street alignment is good.