

East Village Neighbourhood Association Letter



DP2018-2774

PLATFORM Parkade & Innovation Centre

The East Village Neighbourhood Association (EVNA) appreciates the revisions that have been done in response to our earlier comments on the PLATFORM project. These revisions were discussed between Caroline Haddock of the CMLC and myself (Tom Jenson) on September 7, 2018; the following outlines the changes that have been made and EVNA's position for each.

To reiterate EVNA's prior comments, the location for the PLATFORM project is well situated and the constraints of the site, given its location above the LRT tunnel, is well considered. The forward-thinking mixed-use design is very much welcomed and appreciated by the community.

After reviewing a sample of the stainless steel mesh that is planned for the exterior, EVNA's earlier concerns have been largely eliminated. The choice of mesh over another cladding was explained as minimizing waste in anticipation of a future conversion of the structure to office or residential space; EVNA appreciates this forward-thinking approach. The mesh proposed that EVNA supports has the following characteristics:

- Stainless steel construction, which is durable and low-maintenance
- Small gauge wire with minimal openings, which will deter and mostly prevent climbing
- Revised connection points at grade, which simplify the aesthetic of the arched entry points, reduce concerns of head clearances and firefighting access, and eliminate encroachments on public lands.

The mesh, in combination with the lighting strategies and connections throughout the structure, should provide for an interesting facade while maintaining an open-air parking structure.

The improved entrance feature with reflective hemispheric ceiling details should prove to be an interesting space and attract pedestrians to the area with the way it reflects and projects light onto the walking surfaces below. This feature should also help deter unwanted loitering by providing sufficient light and attention to the area.

The programmes of the cafe, maker-spaces, event spaces, and rooftop amenities should prove to be a welcome addition to the community. However, this programming will take significant determination and time to establish in order to create something that will have enough demand to sustain itself after CMLC's facilitation role ends.

The replacement of the gravel with local grasses is a huge improvement to the landscaping, and ties in well with the existing landscaping in the community's public spaces. The revised planters in the front (north) should help to soften the appearance of the parkade entrance. While EVNA would prefer to have numerous trees added to the streetscape, it has been explained that this is not possible given the utility right-

Comments based on a review
of the following application:

DP Number:
DP2018-2774
Parcel Address:
399 9 AV SE
Legal Address:
1711864;3;5
Description:
New Construction
Proposed Development is:
Discretionary
File Manager:
Benedict Ang

East Village Neighbourhood Association Letter

of-way; this is a shame, but understandable. EVNA still encourages some kind of roof-top greenery, both to offset the heat-island effect of the proposed structure and to support and encourage roof-top event programmes.

The CMLC has explained that numerous tests have shown the dimensions provided in the parkade for the two-way traffic should be sufficient. However, expanding the drive aisle from the proposed 7.0m to the City's convention of 7.2m would further help the inner pedestrian walkway, which still seems to be problematic with the interfering columns. The addition of textured pavers in this pedestrian area should help to define the space as pedestrian-oriented, but the additional 0.2m of width would help to navigate around the columns.

The bicycle parking facility is a great feature, and the proposed enclosing materials (perforated metal) should prove secure and visually interesting. Improved visibility of the bicycle parking areas from the street and/or programmes of the facility is still encouraged.

EVNA strongly requests continued efforts by both the CMLC and the City of Calgary to implement a more complete and thoughtful cycle track connection along 9 Avenue and this parking facility. While the majority of this would be outside the scope of the PLATFORM project, we hope that a preliminary strategy could be put together to address these concerns.

ENVA appreciates the invitation to engage with the CMLC and the City in this development project, and looks forward to future consultation of this kind.

Regards,



Tom Jenson
Director, *Planning Committee*

I commit to the Planning System core values: innovation, collaboration, transparency, accountability, trust, and responsibility.

East Village Neighbourhood Association Letter

Response to Community Comments - August 29

1. The design of the mesh anchorage has developed so that the touch down locations fall in line with precast planter walls and benches. Not only will these elements bring the materials of the 3rd Street public realm to the site they will provide greenery where street trees cannot be planted due to utility conflicts. The positioning of the benches and walls relative to the mesh serve as a barrier between pedestrians and the lower parts of the mesh arches. At the east end of the site where a bench is partially located on City of Calgary public property as well as at the west end, the benches will be removable.
2. Climbing will be deterred by transitioning from the larger opening mesh that covers the majority of the parkade to a much smaller opening size as you move down toward grade. The smaller sized mesh will prohibit mischievous individuals from getting a toehold. When pressure from the hand is applied to the mesh, the mesh openings contract and as a result, any potential climbers will experience great discomfort.
3. Fire Department access to the Siamese connection has been further coordinated and no longer conflicts with the mesh location.
4. A Falling Ice and Snow consultation was completed by RWDI, a specialist engineering firm that specializes in analyzing risks and finding solutions for the complex factors that govern accumulation and release of ice and snow. RWDI's assessment concluded that snow on the mesh will melt and shed as small accumulations that would be considered a nuisance and not a hazard.
5. A change in land use is underway that will permit the parkade height as designed.
6. Calgary Parking Authority undertook tests of the proposed drive aisle width and parking stall dimensions using actual vehicles to ensure that the functionality predicted by the computer vehicle turning models was correct and they are satisfied with the design.
7. Calgary Parking Authority anticipates that the vast majority of the parking at the 9th Avenue Parkade will be contract meaning that users will pay for parking on a monthly basis. The high proportion of monthly parkers will mean that they will be very familiar with the parking experience and the space will not be unfamiliar to its users as suggested.
8. Where feasible some of the Class 2 stalls have been moved closer to 9th Avenue. The addition of seating walls and planters to enhance the public realm combined with the desire to maintain pedestrian permeability to the interior of the site restricts the number of bike racks that can be located adjacent to the sidewalk.
9. The cycling infrastructure along 9th Avenue will be improved as part of the parkade project. This improvement will consist of either a two way cycle track on the north or south side of 9th Avenue or the movement of the existing east bound cycle track from the sidewalk to the street in front of the parkade. The revised drawings currently reflect the extension of the east bound track.