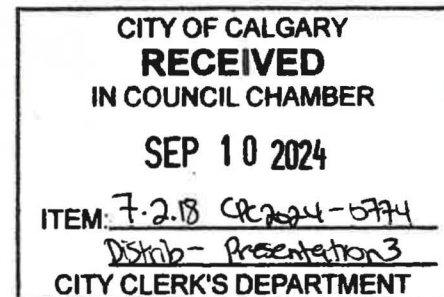
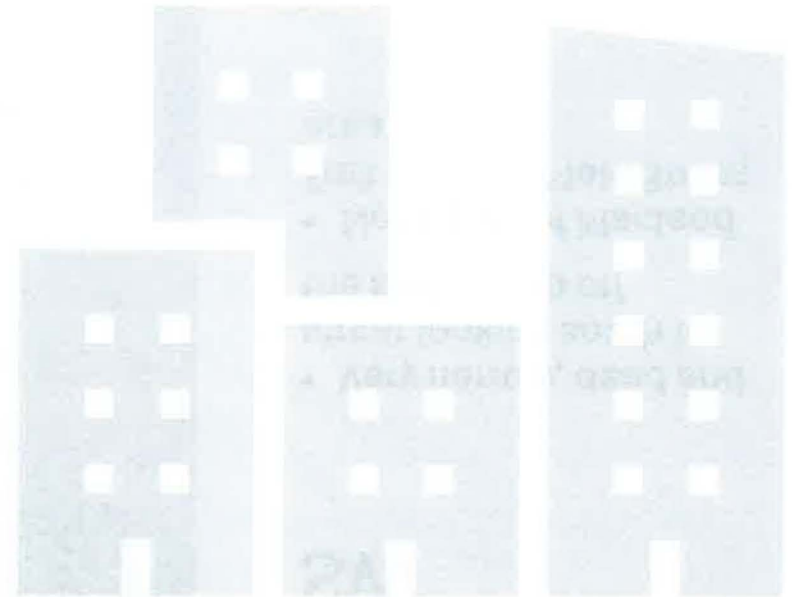




Land use redesignation - LOC 2023-0394

3615 Erlton Ct. SW
3623 Erlton Ct. SW
3627 Erlton Ct. SW





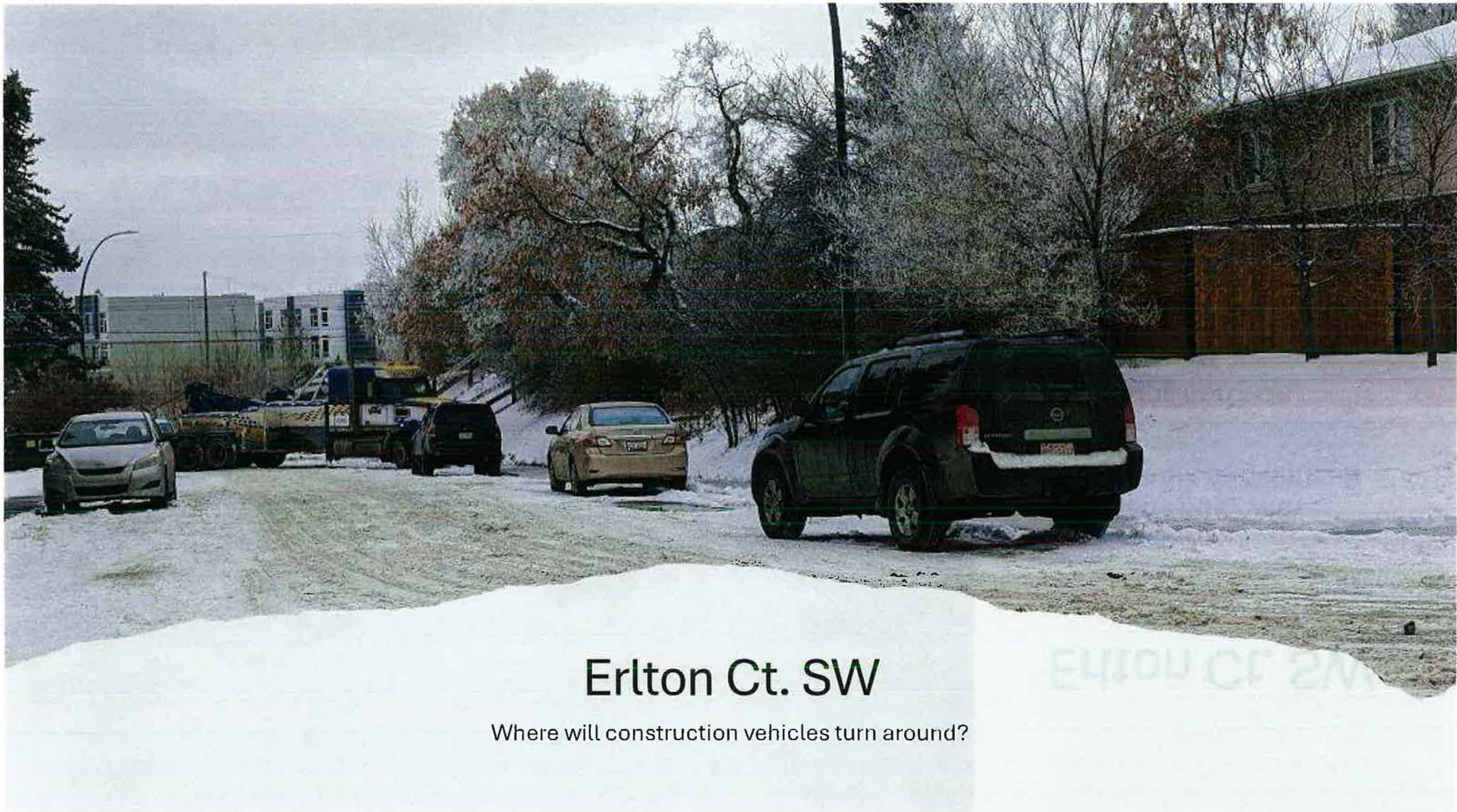
Erlton Court SW

- Very narrow, dead end street looking south to the steep drop off
- Not a part of Macleod Trail S Urban Main Street area



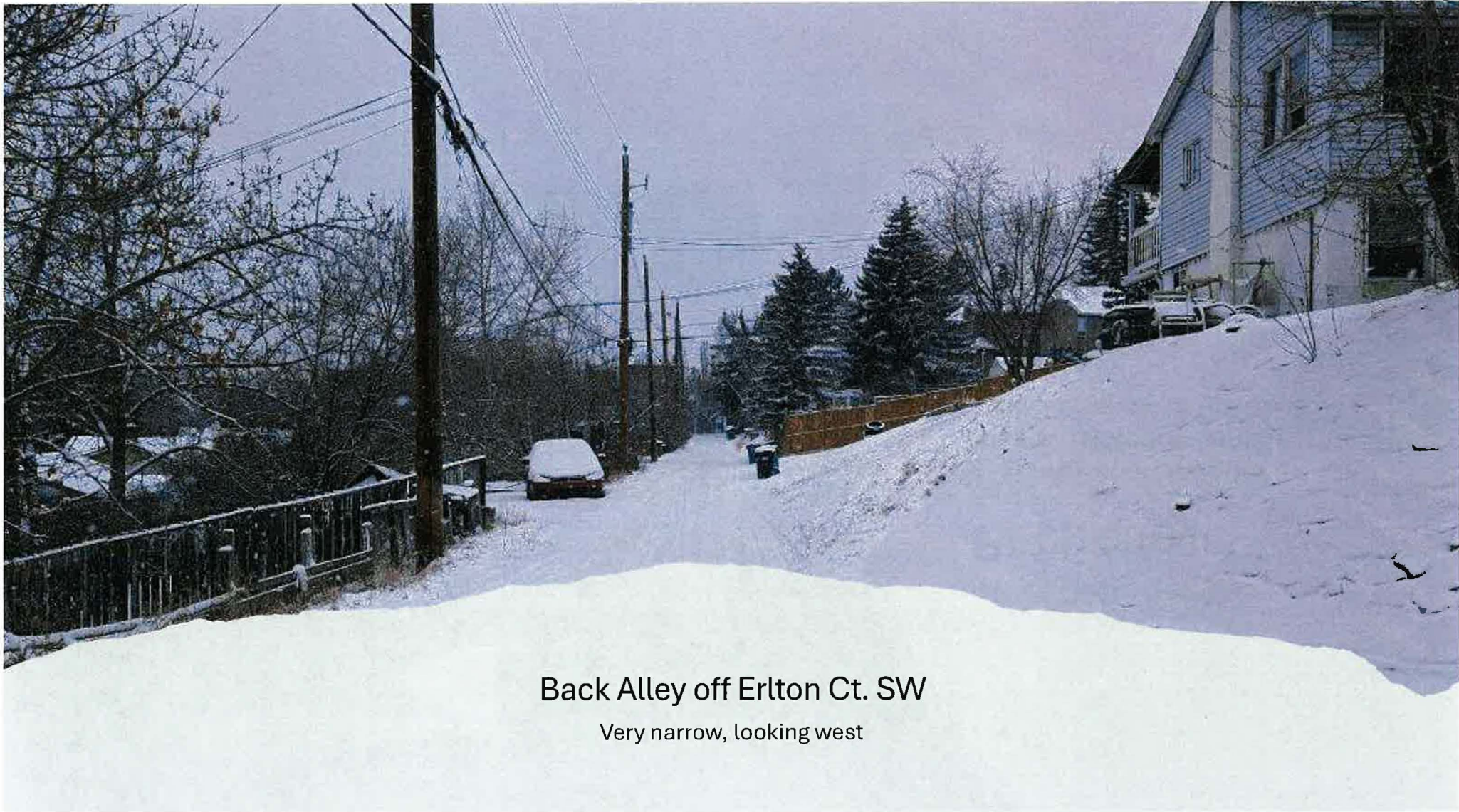
Erlton Ct. SW

- Already busy with parked cars and difficult to navigate
- Looking north on Erlton Ct. SW



Erlton Ct. SW

Where will construction vehicles turn around?



Back Alley off Erlton Ct. SW

Very narrow, looking west



Back alley

- Hardly enough room for waste collection vehicle with sharp drop off to the south.
- Looking east



Back alley exit

Blind entrance onto 34th Ave SW



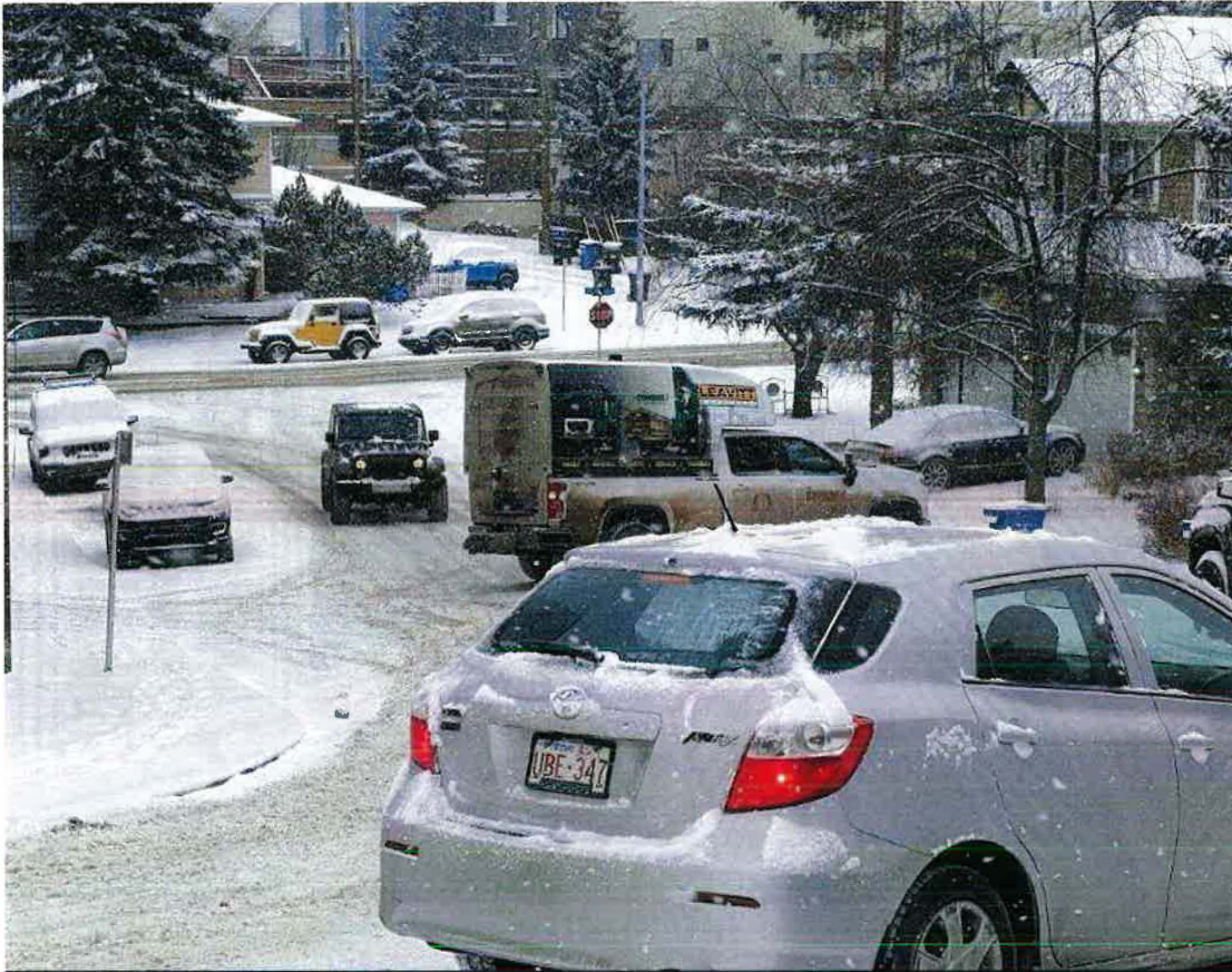
Back alley exit

Can't see vehicles coming from east or south



34th Ave SW

- 5 directions onto a blind, uphill section of 34th Ave SW



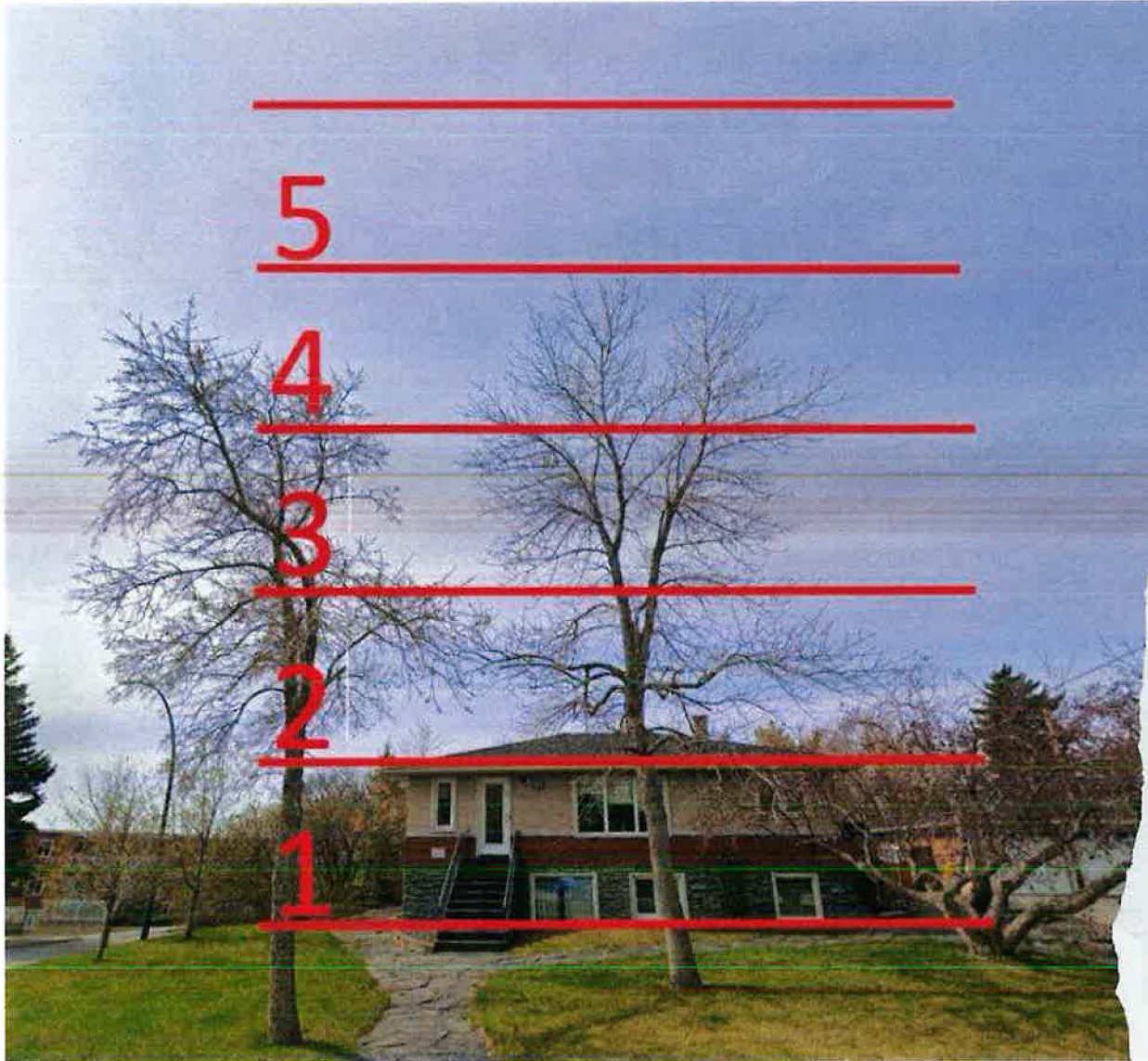
Looking down from 34th Ave SW to Mission Rd.

- Daily occurrence on 34th Ave SW
- Exit from Mission 34 parkade to the East as well as back alley entrance and 34th Ave and Erlton Terrace connecting from the West



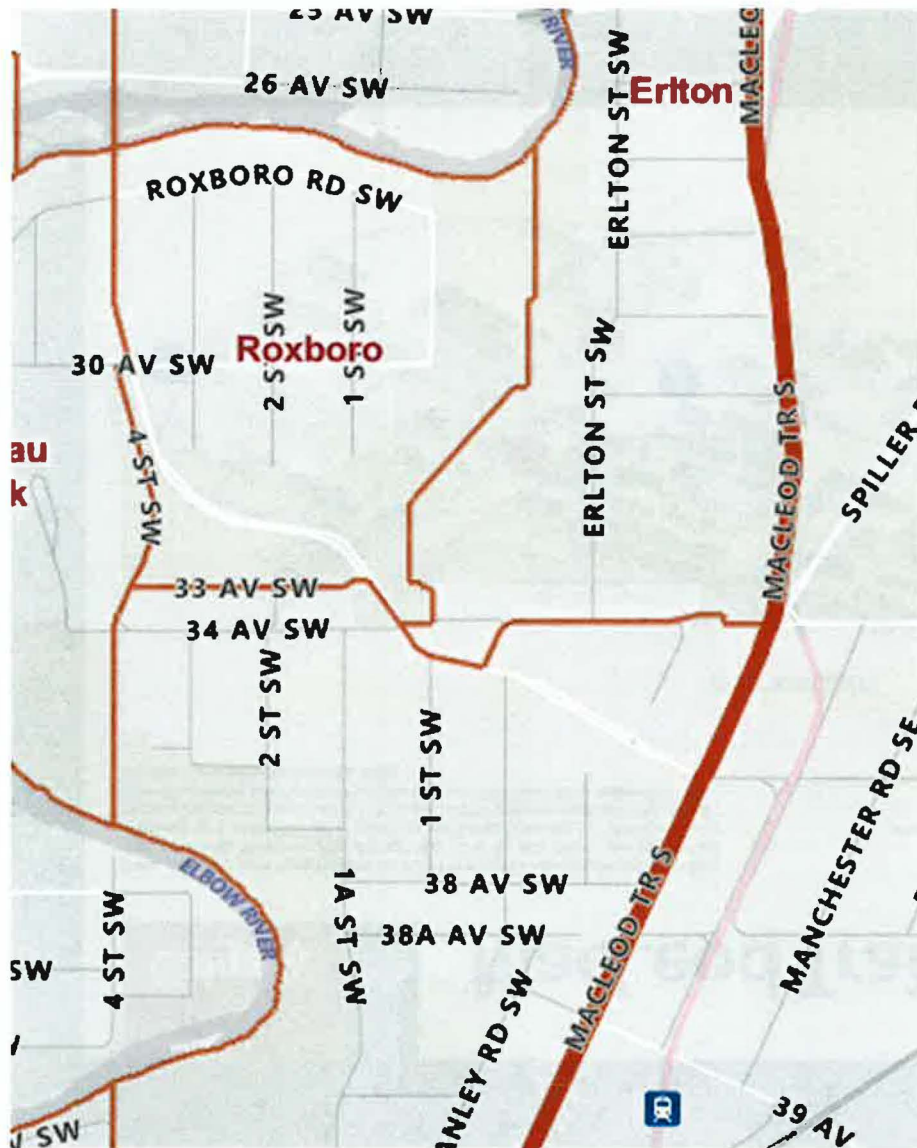
34th Ave SW

- Looking north from Mission Rd. SW to see the elevation change and with 5 connectors near the top of the hill



29 – 34th Ave SW

Looking south at 29 – 34th Ave.
SW



- Rideau Park School K – 9 in lottery
- Western Canadian High School in lottery

- 29 emails/letters opposing the switch to M-C2
- Erlton Ct. should be part of Erlton and thus part of the West Elbow LAP not Chinook LAP
- Infrastructure concerns given recent events
- Road safety
- Roundabout at intersection of Mission Rd. and 34th Ave SW as it is very difficult to see in either direction
- 5 Storey building doesn't fit the neighbourhood
- Townhome or Duplex construction would be better fit to purpose for the neighbourhood



MacLeod Trail S (North) – What we've heard

These comments were compiled from the Main Streets public engagement activities which took place from November 2014 through May 2015. The top issues, opportunities and outcomes were ranked in order of consensus and ratings from citizens. The dotted line on the map indicates the potential area to be considered for change as described by citizens (for example, potential areas for mixed use development). This input will be analyzed to inform the planning strategy for each main street.



**This boundary is based on preliminary discussions with citizens; additional analysis and research will be completed to determine the future location for change and transition.*

OUTCOMES

- 1. Safe and vibrant main street sidewalk
An active, safe and comfortable high quality sidewalk area providing a high degree of pedestrian mobility, safety and comfort
- 2. High quality park and public realm elements
More street trees along Macleod Trail, with more public or private green spaces to promote high quality development.
- 3. More street trees
More street trees along centre median of Macleod Trail.



FIGURE 4 DEVELOPMENT SHOULD RESPECT THE EXISTING STREETScape



Taken right from the Parkhill/Stanley Park A.R.P

- Development should respect the existing streetscape
- Privacy

New multi-family residential development should respect the privacy of adjacent residences through the careful placement and orientation of windows and above grade decks. High decks or balconies located on the second floor or higher should be avoided if they cause undue over-viewing problems to neighbouring properties. Where this is difficult to achieve, balconies should be designed with opaque side screens and railings.



Parkhill/ Stanley Park A.R.P.

Map 3

Land Use Policy Areas

- Study Area Boundary
- Low Density Residential Conservation and Infill
- Low/Medium Density Multi-family
- Regional Auto/General Commercial
- Open Space
- Special Policy Area