

To: Katie Nasswetter

From: Hugh Whiteley

Date: January 29 2020

RE: ROAD ACCESS TO 361 WHITELAW ROAD

I have some additional information on road options for 361 Whitelaw that supplements material I have previously presented to you.

In my presentation on the 361 Whitelaw Road Development I provided planning reasons for closing Whitelaw Road at Shoemaker Crescent to protect the liveability of the existing residential neighbourhood on Whitelaw by preventing through traffic from using Whitelaw Road as a connecting route between the large residential and commercial node at Paisley/Elmira and Wellington Road 124.

I did not mention in my presentation that directing all vehicular traffic from 361 Whitelaw to Paisley Road was consistent with the precedent set by the high density residential developments to the east along Paisley. All of these buildings have Paisley as their only access, with Elmira Road as their north/south arterial route.

A focus on Paisley (and Elmira) as arterial routes for vehicles from 361 Whitelaw has the added advantage of encouraging residents to consider using active transportation, rather than vehicles, to access to the wide variety of commercial and recreational opportunities contained in their Paisley/Elmira node neighbourhood.

Closing Whitelaw Road at Shoemaker Crescent would divert through traffic to Elmira Road, a well-designed arterial. Connection with Wellington Road 124 requires use of 200 m of Fife Road, also a well-designed arterial and turns at the four-way stop intersection of Fife and Whitelaw.

The Fife/Whitelaw intersection is not ideal but would be satisfactory until the Elmira Road extension to Wellington Road 124 is completed as is shown by the adequacy of other four-way arterial road stops such as at the Stone Road/Watson Road intersection.

The Elmira Road extension has a long history. I attach an extract from the 1965 Transportation Plan that shows that the plans for the southerly extension of Elmira Road to 124 have been around for 55 years.

In 1965 Elmira Road ended at Speedvale Avenue. The proposed southerly extension of Elmira Road was shown to connect with Whitelaw Road at Fife road. The arterial route then continued south on Whitelaw to Wellington Road 124. *{Note that the extract shows, confusingly, a never-built east/west expressway running north of and parallel to Fife Road}.*

The currently completed portion of the Elmira Road extension intersects with Fife Road 200 m east of Whitelaw, not at the Whitelaw Fife intersection as originally planned. However there has been no building on land south of the current end of Elmira Road. There is still a viable option of connecting Elmira Road to Fife north of the existing development on the east side of Whitelaw north of Wellington Road 124.

The alignment of a connection between Elmira Road and Whitelaw would require a grade-separation crossing of the railroad about 200 m east of Whitelaw. This would replace the existing at grade railway

crossing on Whitelaw, an advantage if the rail line is chosen for an extension of GO service to Cambridge.

The connecting link would also provide access to blocks of land on either side that could be additional residential land.

It would be prudent for the City to protect this possible route for the Elmira Road extension.

Proposed Connection of Elmira Road with Whitelaw Road from 1965 City of Guelph Transportation Plan

