



19 February 2026

REF: 26-0907

**Robert Bentley Crain**

40 R14, RR1  
Lombardy, ON  
K0G 1L0

**Attention: R. Bentley Crain**

**RE: 1 Rogers Road, Perth – Traffic Impact Study**

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## 1 INTRODUCTION

The property owner of 1 Rogers Road retained the services of Egis to undertake a formal Traffic Impact Study (TIS) in support of a Zoning By-law Amendment associated with a proposed severance of the subject property.

Based on the information provided, the proposed property severance will potentially accommodate a “tiny home”, with a driveway connection to Peter Street. Given this potential land use will generate negligible traffic, and following correspondence with the Town of Perth, the following scope has been confirmed and will satisfy approval requirements:

- Description of the surrounding transportation network.
- Description of known area development.
- A qualitative discussion on potential site-generated traffic and the impacts on the surrounding network.
- Summary of recommendations, if any.

## 2 SURROUNDING TRANSPORTATION NETWORK

**Rogers Road** functions as a low-speed local collector roadway between Peter Street and Warren Crescent, and provides direct driveway access to nearby single-family homes and apartment properties. The surrounding grid network is relatively permeable, with multiple local street connections to Rogers Road that lead to adjacent arterials, which reduces the reliance on any single access point. Towards the south along Rogers Road, is a designated employment area, including existing and planned industrial / business-park-type land uses, which creates a local pattern of short vehicular, walking, and cycling trips focused on commuting, services, and daily needs rather than long-distance through traffic.

**Peter Street** is a local residential collector roadway with direct access to single-family homes and multi-unit properties. It provides a short, direct link to downtown Perth’s core arterials (e.g., Gore Street, Herriott Street), Hwy 7 and other regional routes. The Town of Perth Active Transportation Plan identifies Peter Street as part of the core network, with sidewalks on most sections and recommendations to address connectivity gaps for safer pedestrian and cyclist routes. A notable feature near the subject site, is the Peter Street bridge crossing to the former Perth



Golf Course (operating until end of 2024), and is now the site of a proposed large-scale residential subdivision with up to 940 residential units, wellness centre, and parks, which will intensify local traffic and demand for active transportation.

### 3 AREA DEVELOPMENT

As mentioned in the previous section, a large-scale residential development is proposed on the former Perth Golf Course lands, directly adjacent to the subject 1 Rogers Road site. This redevelopment is projected to generate an approximate two-way total of 600 veh/h to 750 veh/h during the weekday morning and afternoon peak hours, and the current plan is a single access/egress point via the existing Peter Street bridge over the Tay River. With respect to the February 2023 TIS report prepared by CGH Transportation (CGH), projected site-generated traffic for the Perth Golf Course redevelopment can be accommodated by the surrounding road network, with a number of recommended area intersection improvements, such as:

- Traffic signal control at the North Street / Wilson Street West intersection.
- All-Way Stop control at the North Street / Gore Street West intersection.
- Lengthening / formalizing auxiliary left-turn lanes.
- Traffic calming, such as restricting the northbound left-turn and westbound through movements at the Peter Street / Rogers Road intersection.

An alternative concept to support the proposed Perth Golf Course redevelopment, a second Tay River crossing is being explored; however, its location and function has not been confirmed. For example, a potential option is to implement a "one-way couplet", where the existing Peter Street crossing will be converted to one-way operations in the eastbound direction, and the new bridge crossing would operate as one-way in the westbound direction. Regardless of a new bridge crossing, the subject site's driveway connection to Peter Street will be impacted by a notable increase in traffic volumes, and potential changes to how the site is accessed, which is discussed in the following section.

### 4 PROJECTED CONDITIONS

As previously noted, the subject property severance at 1 Rogers Road will potentially accommodate a "tiny home", which is projected to generate negligible traffic. However, the redevelopment of the Perth Golf Course is projected to generate a notable increase in traffic volumes on the roadways surrounding the subject 1 Rogers Road site.

With the projected increase in traffic volumes, traffic calming measures have been proposed, including a directional closure treatment that would prohibit northbound left-turn and westbound through movements at the Peter Street / Rogers Road intersection, as documented in the February 2023 TIS report prepared by CGH. This directional closure would force vehicular trips to access the subject 1 Rogers Road site from Lustre Lane; however, vehicle trips egressing the subject site would have the option to use either Lustre Lane, Peter Street or Rogers Road to gain access to the broader transportation network. Additionally, concerns have been raised regarding the single access/egress point for the Perth Golf Course redevelopment via the existing Peter Street bridge, and alternatives are currently being explored, including upgrades / widening of Peter Street (west of Lustre Lane), or an additional Tay River crossing that may result in a conversion of Peter Street to operate as a "one-way couplet", west of Lustre Lane.

The potential changes to the surrounding road network to support traffic generated by the proposed Perth Golf Course redevelopment will certainly have an impact on how site-generated traffic gains access to the subject site via a driveway connection to Peter Street. However, given the subject lands will generate negligible traffic, there will be no impact to the performance of area intersections, as a result of the proposed severance of the subject site.

It is also noted in the February 2023 TIS report prepared by CGH that the projected site-generated volumes for the Perth Golf Course redevelopment is a conservative estimate. Given the planned high-quality active transportation facilities and established high-quality internet infrastructure (e.g., enabling work-from-home), there is potential to reduce the reliance on motorized vehicle use during commuter peak hours, and therefore, reducing the amount of projected site-generated traffic.

## 5 FINDINGS AND CONCLUSIONS

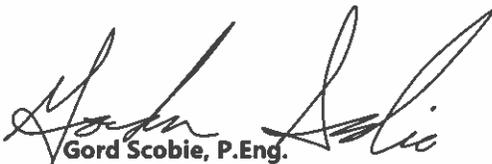
Following our review of the proposed severance of 1 Rogers Road, the following findings and conclusions are offered:

- The proposed property severance will potentially accommodate a “tiny home”, which is projected to generate negligible traffic.
- The proposed driveway connection to/from the subject severed lands is proposed to Peter Street.
- A proposed redevelopment of the former Perth Golf Course (adjacent to the subject lands) is projected to generate notable traffic volumes during weekend morning and afternoon peak hours (e.g., approximately 600 veh/h to 750 veh/h).
- With respect to a February 2023 TIS report, projected site-generated traffic for the Perth Golf Course redevelopment can be accommodated by the surrounding road network, with a number of recommended network improvements and traffic calming measures, which will affect how site-generated traffic will gain access to the severed 1 Rogers Road property.
- In addition to area intersection improvements and traffic calming, an additional Tay River crossing is being explored, which may further impact operations on Peter Street (e.g., converting Peter Street to operate as one-way, west of Lustre Lane), which will further impact on how site-generated traffic will gain access to the severed 1 Rogers Road property via a driveway connection to Peter Street.
- With recommended intersection improvements and traffic calming for the surrounding network, to support the Perth Golf Course redevelopment, and given the severed 1 Rogers Road property will generate negligible traffic volumes, the subject site will have no impact on the performance of area intersections.

Based on the analysis contained within this report, the proposed severance of the 1 Rogers Road property is recommended from a transportation perspective.

If there are any questions, please contact the undersigned.

Prepared by,

  
Gord Scobie, P.Eng.  
Senior Traffic Engineer  
gord.scobie@egis-group.com

