



Appendix B Transportation Overview



27 October 2022
Project: 220704

Port Perry West Landowners Group

c/o
Dorie McDonald
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1430 King Street
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RE: PROPOSED RESIDENTIAL COMMUNITY, PORT PERRY – URBAN BOUNDARY EXPANSION REVIEW, TRANSIT AND TRANSPORTATION FEASIBILITY

The Port Perry West Landowners Group retained Paradigm Transportation Solutions Limited to complete a qualitative transit and transportation assessment. This assessment has been conducted to support an Urban Area Boundary expansion request.

Background

The subject lands are located southeast of Highway 7A, west of Old Simcoe Road, and north of Scugog Line 4. **Figure 1** illustrates the subject lands.

The properties are currently zoned as agricultural, environmental protection, and rural residential zones in the Township of Scugog Zoning By-law and lie just outside the urban area designation in the Township of Scugog Official Plan.

If the subject lands are designated and included within the urban area, the Port Perry West Landowners Group contemplates a residential community development consisting of residential land uses (low, medium, and high density), mixed-uses, and park and open space. **Figure 2** illustrates the high-level concept plan.

The subject lands are approximately 119.50 hectares (not including natural heritage) in size and would be expected to yield approximately 1,991 new residential units. Access is proposed via connections with the existing transportation network at both Highway 7A and King Street. The internal street network contemplates future connections to adjacent lands to the east, which are currently located within the urban area.

Assessment

Access to Major Transportation Corridors

Access to the subject lands is facilitated by a network of roadways under the jurisdiction of the Township of Scugog (local, collector, and arterial roads), and Province of Ontario (provincial highways).

- ▶ **Provincial Highway 7A** is classified as a “Type A” Arterial roadway. The Township of Scugog Official Plan identifies this roadway as a “Transit Spine” and part of the “Strategic Goods Movement Network”.

The two-lane roadway provides one travel lane in each direction. Immediately east of Highway 7/12 the posted maximum speed limit is 60 km/h/ Approximately 565.0 metres east of Highway 7/12 the posted maximum speed limit transitions to 80 km/h. A 1.48 km section operates under the 80 km/h speed limit before transitioning down to a 50 km/h maximum speed limit to Scugog Street. The roadway provides a paved asphalt surface with narrow gravel shoulders. White edge of pavement line markings and double yellow centreline markings are present.

- ▶ **Provincial Highway 7/12** is classified as a “Type A” Arterial roadway. The Township of Scugog Official Plan identifies this roadway as a “Transit Spine” south of Highway 7A and part of the “Strategic Goods Movement Network”.

The two-lane roadway provides one travel lane in each direction. The roadway provides a paved asphalt surface with wide gravel shoulders. White edge of pavement line markings and double yellow centreline markings are present. The intersection of Highway 7/12 and Highway 7A/Goodwood Road operates under traffic signal control.

- ▶ **Goodwood Road (Durham Regional Road 21)** is classified as a “Type A” Arterial roadway. The two-lane roadway provides one travel lane in each direction with a posted maximum speed limit of 60 km/h. The roadway provides a paved asphalt surface with wide gravel shoulders. A solid double yellow centreline marking is present between the two travel lanes.
- ▶ **Rose Street/King Street** is classified as a “Type C” Arterial roadway. The two-lane roadway provides one travel lane in each direction with a posted maximum speed limit of 50 km/h. The roadway provides a paved asphalt surface with narrow gravel shoulders. A solid yellow centreline marking is present between the two travel lanes. The Rose Street approach to Highway 7A operates under stop control.

To the west, Highway 7/12 is a Provincial Highway provides a direct connection to Highway 407 to the south. Highway 7/12 also provides a connection to access the community of Uxbridge to the northwest. Also the west, Goodwood Road (Durham Regional Road 21) provides an east-west connection to Highway 48 and Highway 404.

To the east, Highway 7A provides direct connections to Highway 57, Highway 35, and Highway 115.



The subject lands have good access to these major transportation corridors, but some improvements would be required on Highway 7A and King Street to ensure that the public right-of-way and adjacent lands are designed to support all mobility modes equitably and efficiently and to enable people of all ages and abilities in travelling throughout the area.

Local Road Network Incorporation

The preliminary concept plan provided by landowners group planning consultant illustrates how the potential development would be incorporated into the local road network if the urban area were expanded.

For the proposed residential community development located south of King Street, the concept plan shows two municipal road connections to King Street.

For the proposed residential community development located north of King Street, the concept plan shows four municipal road connections to King Street, and three road connections to Highway 7A.

Based on these considerations, it is feasible to incorporate this parcel of land into the existing transportation road network, including consideration of environmental matters.

Impact to Existing Road Network

The preliminary concept plan will likely consider a mix of residential land uses (low to high densities) and a small amount of mixed-use development. Based on professional judgement, the traffic volumes generated by this type and magnitude of development are expected to have an impact on the traffic operations of the surrounding road network. The preliminary concept plan shows multiple access connection points onto both Highway 7A and King Street. The traffic volumes generated from a development of this nature would be adequately served by the proposed access connections to the external road network and are anticipated to operate at an acceptable level of service.

Site generated traffic by the proposed residential community development would likely require localized geometric and/or traffic control improvements at the site access point(s). This could provide an opportunity for the Township of Scugog and Province of Ontario (MTO) to integrate a Complete Street concepts (i.e., accommodate vulnerable road users such as pedestrians and cyclists) into the redesign of King Street and Highway 7A and complement the planned smart growth in the area.

If the subject lands are designated urban area, anticipated transportation impacts should be assessed through a comprehensive study. This study should address the local area impacts of the site as well as the wider effects on the Regional and local road networks given the likely volume of vehicular trips generated and their use of Highway 7A and King Street. That said, the vehicular traffic can likely be managed through various measures such as traffic control and/or road improvements to Highway 7A and King Street.



Transit Service Extension

Transit service in this area is provided by Durham Region Transit (DRT). Currently, DRT operates a single route that operates in close proximity to the subject lands servicing Port Perry. Route 905 operates between the Whitby GO Station and Uxbridge. Stops along this route include but are not limited to the Port Perry Terminal, Smart Centres Port Perry, and Harmony Terminal. The closest DRT transit stop to the subject site is located the Smart Centres Port Perry which approximately 800 metres north east of the subject lands.

It is feasible to extend transit services to the subject lands (provided funding is available for its operation, of course). Furthermore, Highway 7A is identified as a “Transit Spine” per the Townships Official Plan. The development and anticipated density of the proposed residential community would create the demand of extending transit services. In terms of potential routing, Route 905 could be extended further southwest along Highway 7A and circulate within the proposed residential community serving riders from the development while maintaining the existing route structure. This extension may require additional vehicles and staff and incur operating costs not previously budgeted.

Active Transportation Extension

The 2021 Township of Scugog Active Transportation and Transportation Master Plans shows a proposed paved shoulder to accommodate cycling Highway 7A. As well it also illustrates proposed sidewalks for pedestrians on Highway 7A between the Smart Centres Port Perry and Scugog Line 6.

Along King Street, there is currently sidewalk provided along the northside westerly up to the urban area boundary. In regard to cycling facilities, the plans indicates a Multi-use path is proposed along King Street between Old Simcoe Road and Simcoe Street. If the subject lands are included within the urban area, the proposed Multi-use path on King Street could be extended west to serve the proposed development.

Currently, there are no sidewalks on Highway 7A or King Street along the proposed subject land site frontages. If the subject lands are designated urban area, future development of the subject lands would provide an opportunity to fill gaps in active transportation network and allow residents to incorporate physical activity into their daily lives and support healthy communities.

Given the existing network in the surrounding area, it is feasible to extend active transportation facilities to the parcel. This will help advance the Township’s for a more sustainable and multimodal transportation system.

Summary

Table 1 summarizes the findings of the qualitative transit and transportation assessment completed for the subject lands.



TABLE 1: QUALITATIVE ASSESSMENT SUMMARY – TRANSIT AND TRANSPORTATION

Criteria	Criteria Response
How well can the parcel or collection of parcels access major transportation corridor such as Provincial Highway, Regional Road, rail or marine systems?	Highly Feasible
How feasibility can a local road network be incorporated for the parcel or collection of parcels, including consideration of environmental matters?	Feasible
What is the level of impact to existing road networks and level of service from the addition of the parcel or collection of parcels?	Modest Impact
What is the feasibility of extending transit services to the parcel or collection of parcels?	Feasible
What is the feasibility of extending active transportation facilities to the parcel or collection of parcels?	Feasible

Conclusion

The qualitative assessment summarized in **Table 1** suggests that designating the subject lands as urban area appears suitable and appropriate from a transit and transportation perspective. The lands have good access to major transportation corridors through Highway 7A, Highway 7/12, and offer feasible options for establishing a proper local road network, extending transit service, and providing active transportation facilities.

Although a detailed traffic analysis has not been completed at this time, its anticipated development of the subject lands would have some impact on the existing road network. A transportation impact study should be conducted to determine the exact consequences once further information is known. Based on this analysis, specific measures, such as geometric design improvements or traffic control devices, can be recommended to mitigate the effects of development.

We trust that the foregoing information addresses your requirements. Please do not hesitate to contact us if we can be of further assistance.

Yours very truly,

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