

TOWN OF CALEDON
PLANNING
RECEIVED
June 17th, 2025



January 15, 2024

Mr. Robert Whyte
Ecometrix Incorporated
6800 Campbello Road
Mississauga, Ontario
L5N 2L8

**Re: Stellar Estates Phase 2 Residential Development
Mulloy Court, Town of Caledon
Traffic Brief Update**

CGE Consulting is pleased to submit this Traffic Brief for the proposed residential development located at the northwest & southwest corners of the Mulloy Court and Mount Pleasant Road intersection, in the Town of Caledon.

The study concludes that the incremental site traffic generated by the proposed development can be accommodated by the existing transportation network, no roadway improvements are required. The proposed site access can adequately support the forecasted traffic operations.

Should you have any questions regarding this study, please do not hesitate to contact the undersigned.

Yours truly,

CGE CONSULTING

A handwritten signature in blue ink, appearing to read 'Casey Ge'.

Casey Ge, P.Eng.
President

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1.0 INTRODUCTION

CGE Consulting was retained by Ecometrix Incorporated to prepare a Traffic Brief for the expansion of Stellar Estates Phase 1 Residential Development, which includes the addition of five residential lots. The project site is located at the intersection of Mulloy Court and Mount Pleasant Road in the Town of Caledon, as shown in Figure 1

1.1 Existing Site Descriptions:

Stellar Estates Phase 1 originally comprised ten residential units, with six units currently occupied and four units under construction. Phase 2 plans to add five new residential units between the Phase 1 site and Mount Pleasant Road, as shown in Figure 2.

The site is generally bounded by rural residential development to the north and south, Mount Pleasant Road to the east, vacant land (future development) to the west and south, and estate residential development to the east (i.e., Stellar Estates Phase 1). In accordance with information obtained from the Town of Caledon, an ongoing proposal for residential units, including an access road opposite Mulloy Court, is currently underway to the east of Mount Pleasant Road. At this time, it is anticipated that the traffic impact resulting from this development is expected to be negligible.

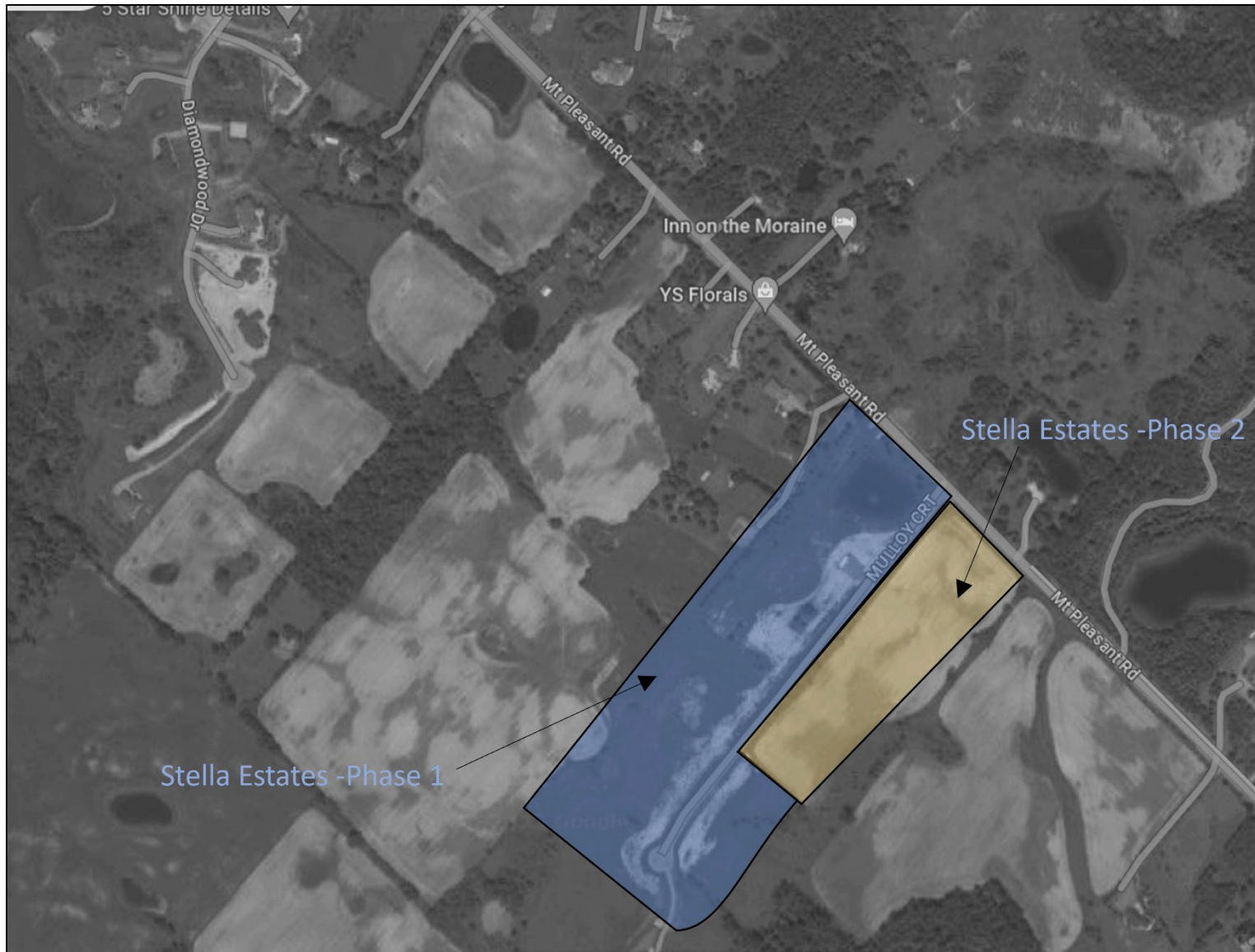
The location of the proposed development is illustrated in Figure 1.

1.2 Scope of Work:

The Town has examined the proposed scope of work for the Traffic Brief and offered comments. In response to these comments, the revised scope of work will primarily focus on the following:

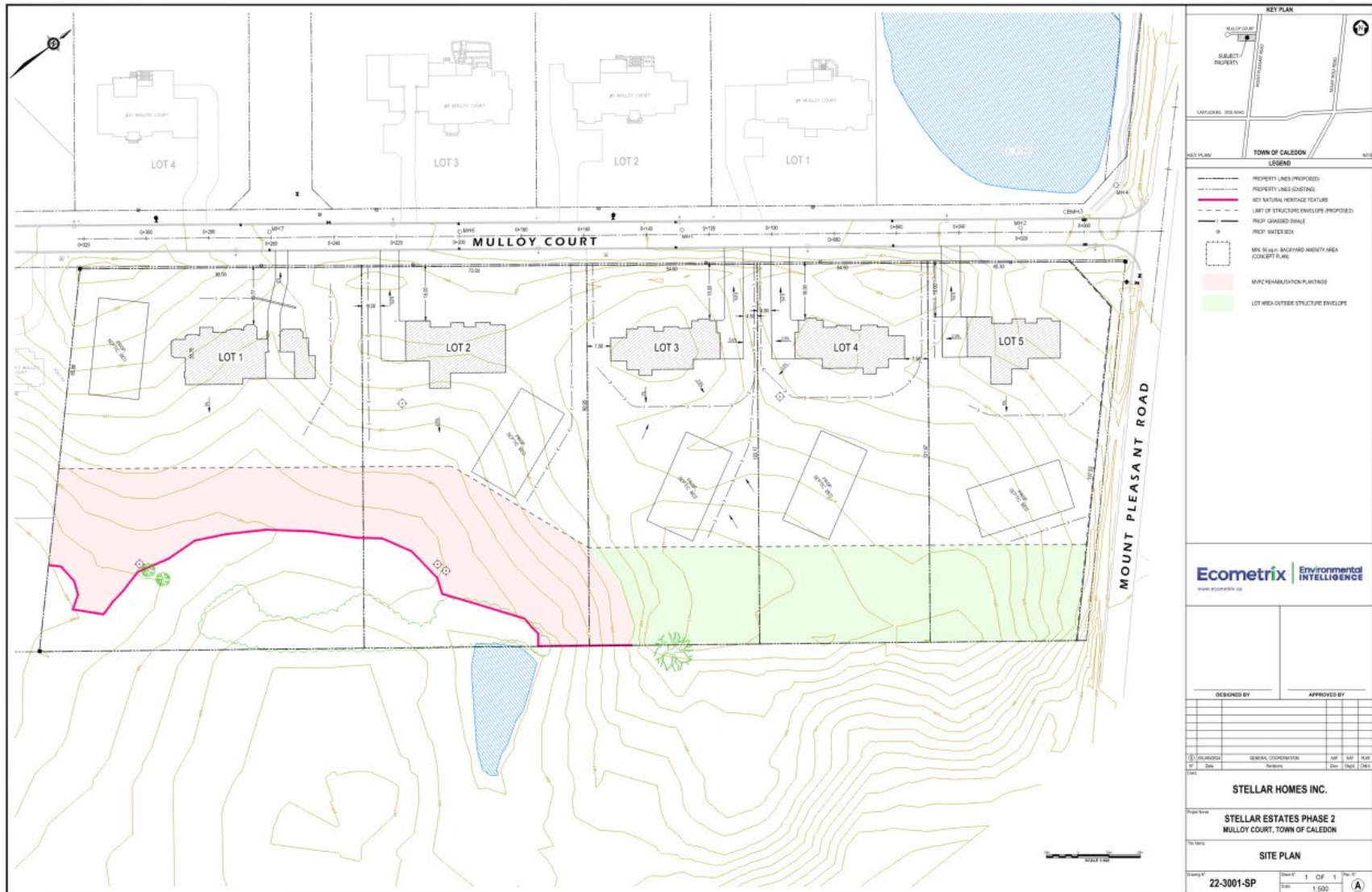
- A qualitative review of the traffic generated by the proposed development and how this will impact the existing roadway and intersection. Estimation of the site-generated trip will utilize the Trip Generation Manual, 11th Edition, published by the Institute of Transportation Engineers (ITE). The analysis is developed for the weekday morning and weekday afternoon peak hours.
- Proposing a minimum access spacing requirement from Mulloy Court access for future development purposes.
- Sightline distance review at proposed driveways.
- Prepare AutoTURN diagrams for garbage trucks and fire trucks to determine if these vehicles can be sufficiently accommodated on-site.

Figure 1 Site Location



Source: Google Maps

Figure 2 Proposed Site Plan

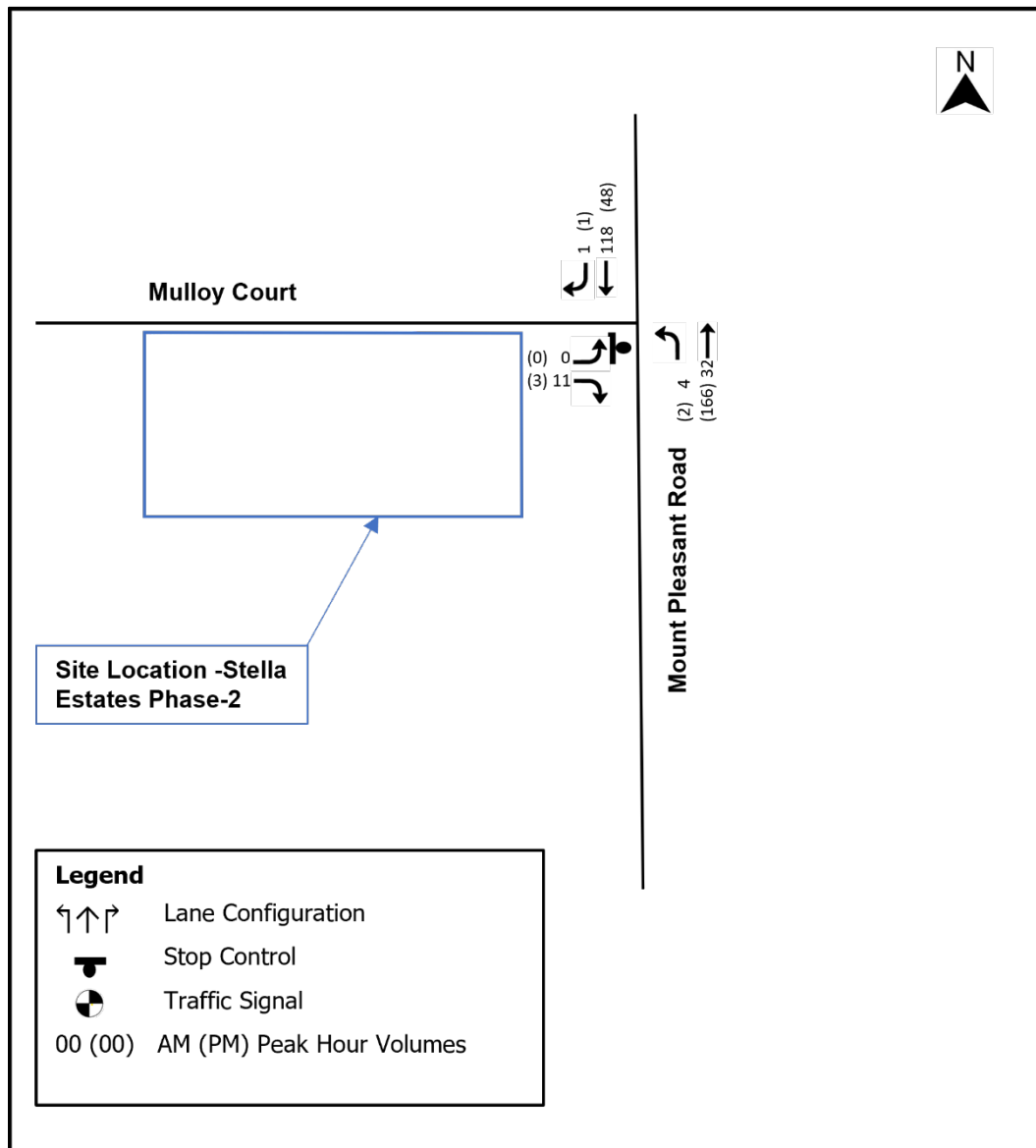


2.0 EXISTING TRAFFIC VOLUMES

Existing traffic volumes on Mount Pleasant Road were established by using the link volumes from the turning movement counts at the intersection of Mount Pleasant Road and Mulloy Court, collected by Accu-Traffic Inc. on Thursday, October 12, 2023, during the weekday AM (7:00 to 9:00) and PM (4:00 to 6:00) peak periods.

The existing traffic volumes are illustrated in Figure 3 and a copy of the traffic data are provided in Appendix A.

Figure 3 Baseline Traffic Volumes



2.1 Site Traffic Projection

2.1.1 Trip Generation

The projection of new additional traffic volumes generated by the development proposal is estimated based on the *Trip Generation Manual, 11th Edition*, published by the Institute of Transportation Engineers (ITE) for “Single-Family Detached Housing” (LUC 210). A copy of the ITE excerpt is provided in Appendix B.

Table 1 summarizes the total site trip generation for the proposed development.

Table 1 Site Trip Generation

Land Use		Weekday AM Peak Hour			Weekday PM Peak Hour		
		In	Out	Total	In	Out	Total
Single-Family Detached Housing (ITE Code 210) 5 units	Rates	0.14	0.56	0.7	0.63	0.31	0.94
	Distribution	25%	75%	100%	63%	37%	100%
	Fitted Curve	$Ln(T) = 0.91 Ln(X) + 0.12$			$Ln(T) = 0.94 Ln(X) + 0.27$		
	Trips	1	4	5	4	2	6

Based on the foregoing, the site is expected to generate approximately 5 (1 in and 4 out) and 6 (4 in and 2 out) two-way trips during the weekday AM and PM peak hours, respectively.

The subject site trip generation is minimal and within the expected daily variation of traffic and would not impact the intersection of Mount Pleasant Road and Mulloy Court operations, capacity or delays during the AM and PM peak hours.

2.1.2 Trip Distribution and Assignment

The estimated site traffic volumes were assigned onto the area road network based on a review of the existing road network traffic patterns and overall connectivity.

Table 2 summaries the applied trip distribution pattern and new site traffic volumes are illustrated in Figure 5.

Table 2 Site Trip Distribution

Direction	Via	Weekday AM Peak Hour	Weekday PM Peak Hour
		In / Out	
North	Mulloy Court	15%	10%
South	Mulloy Court	85%	90%
Total		100%	100%

The anticipated traffic from the new site is minimal. Specifically, we expect around 5 inbound and 4 outbound trips during the morning rush, and 6 inbound and 2 outbound trips during the evening rush. These figures fall within the usual daily traffic patterns. Consequently, it is unlikely that the traffic generated by the new site will significantly affect the Mount Pleasant Road and Mulloy Court intersection during peak hours. Overall, the projected traffic impact is expected to be minor and should not disrupt the existing traffic flow.

3.0 DRIVEWAY CONFIGURATION AND SPACING REQUIREMENTS

In accordance with the Town of Caledon Zoning By-Law – Section 4 [General Provisions], the minimum access spacing is set at 22.5 meters. Therefore, any proposed access point along Mount Pleasant Road must maintain a minimum distance of 22.5 meters from the intersection of Mulloy Court and Mount Pleasant. This requirement is in place to ensure compliance with local regulations and to promote safe and efficient traffic flow in the area.

Per the Town of Caledon Zoning By-Law, the minimum entrance setback requirement is 9 meters. Notably, for Lot 5, which is the closest lot to Mount Pleasant Road, the proposed driveway is situated 30 meters away from the intersection of Mulloy Court and Mount Pleasant. This alignment adheres to local regulations and contributes to the preservation of safe and efficient traffic circulation within the area.

4.0 SIGHT TRIANGLES

The access to the development through Mulloy Court intersects with Mount Pleasant Road, classified as a non-regional road. It is imperative to note that the current development not only complies with but also exceeds the Town of Caledon Zoning By-Law regulations, which stipulate a minimum sight distance of 9 meters.

5.0 CONCLUSIONS

The site is generally bounded by rural residential development to the north and south, Mount Pleasant Road to the east, vacant land (future development) to the west and south, and estate residential development to the east (i.e., Stellar Estates Phase 1).

The subject site is extension of the existing Stella Estates development that consists of 10 lots. Vehicular access to the site will be accommodated by Mulloy Court (to be shared with future Phase 2 development) via Mount Pleasant Road.

The key findings are summarized below:

- The proposed development is expected to generate 5 two-way trips (1 in and 4 out) and 6 two-way trips (4 in and 2 out) during the weekday AM and PM peak hour, respectively.
- Anticipated traffic from the proposed and the neighboring site is minimal and falls within typical daily traffic fluctuations, indicating no significant impact on the intersection's capacity or congestion during morning and evening peak hours.
- The sight distance for vehicles exiting the development via Mulloy Court surpasses the minimum requirement of 9 meters, ensuring safe and compliant traffic flow.
- Future driveways along Mount Pleasant Road should be situated at a minimum distance of 22.5 meters from Mulloy Court.

Appendix A:

Existing Traffic Data

<h2 style="margin: 0;">Morning Peak Diagram</h2>		Specified Period From: 7:00:00 To: 9:00:00	One Hour Peak From: 7:45:00 To: 8:45:00
Municipality: Caledon Site #: 2322400001 Intersection: Mount Pleasant Rd & Mulloy Court TFR File #: 1 Count date: 12-Oct-23		Weather conditions: Person counted: Person prepared: Person checked:	
** Non-Signalized Intersection **		Major Road: Mount Pleasant Rd runs N/S	

North Leg Total: 151 North Entering: 119 North Peds: 0 Peds Cross:	<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 10%;">Heavys</td> <td style="width: 10%;">0</td> <td style="width: 10%;">5</td> <td style="width: 10%; border-left: 1px solid black; text-align: right;">5</td> <td rowspan="4" style="width: 10%; text-align: center; vertical-align: middle;"> </td> <td style="width: 10%;">Heavys</td> <td style="width: 10%;">1</td> </tr> <tr> <td>Trucks</td> <td>0</td> <td>0</td> <td style="border-left: 1px solid black; text-align: right;">0</td> <td>Trucks</td> <td>1</td> </tr> <tr> <td>Cars</td> <td>1</td> <td>113</td> <td style="border-left: 1px solid black; text-align: right;">114</td> <td>Cars</td> <td>30</td> </tr> <tr> <td>Totals</td> <td>1</td> <td>118</td> <td style="border-left: 1px solid black;"></td> <td>Totals</td> <td>32</td> </tr> </table>	Heavys	0	5	5		Heavys	1	Trucks	0	0	0	Trucks	1	Cars	1	113	114	Cars	30	Totals	1	118		Totals	32	<div style="text-align: center; margin-bottom: 10px;"> <p>Mount Pleasant Rd</p> </div> <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 10%;">Heavys</td> <td style="width: 10%;">0</td> <td style="width: 10%;">0</td> <td style="width: 10%;">5</td> <td style="width: 10%;">Totals</td> <td style="width: 10%;"></td> </tr> <tr> <td>0</td> <td>0</td> <td>5</td> <td>5</td> <td></td> <td></td> </tr> </table> <div style="text-align: center; margin-bottom: 10px;"> <p>Mulloy Court</p> </div> <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 10%;">Heavys</td> <td style="width: 10%;">0</td> <td style="width: 10%;">0</td> <td style="width: 10%;">0</td> <td style="width: 10%;">Totals</td> <td style="width: 10%;"></td> </tr> <tr> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td></td> <td></td> </tr> </table> <div style="text-align: center; margin-bottom: 10px;"> <p>Mount Pleasant Rd</p> </div> <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 10%;">0</td> <td style="width: 10%;">0</td> <td style="width: 10%;">3</td> <td style="width: 10%; border-left: 1px solid black; text-align: right;">3</td> <td style="width: 10%;"></td> <td style="width: 10%;"></td> </tr> <tr> <td>0</td> <td>0</td> <td>3</td> <td></td> <td></td> <td></td> </tr> </table>	Heavys	0	0	5	Totals		0	0	5	5			Heavys	0	0	0	Totals		0	0	0	0			0	0	3	3			0	0	3				<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 10%;">Cars</td> <td style="width: 10%;">116</td> <td style="width: 10%; border-left: 1px solid black; text-align: right;">116</td> <td rowspan="4" style="width: 10%; text-align: center; vertical-align: middle;"> </td> <td style="width: 10%;">Cars</td> <td style="width: 10%;">4</td> <td style="width: 10%;">30</td> <td style="width: 10%; border-left: 1px solid black; text-align: right;">34</td> </tr> <tr> <td>Trucks</td> <td>0</td> <td style="border-left: 1px solid black; text-align: right;">0</td> <td>Trucks</td> <td>0</td> <td>1</td> <td style="border-left: 1px solid black; text-align: right;">1</td> </tr> <tr> <td>Heavys</td> <td>5</td> <td style="border-left: 1px solid black; text-align: right;">5</td> <td>Heavys</td> <td>0</td> <td>1</td> <td style="border-left: 1px solid black; text-align: right;">1</td> </tr> <tr> <td>Totals</td> <td>121</td> <td style="border-left: 1px solid black;"></td> <td>Totals</td> <td>4</td> <td>32</td> <td style="border-left: 1px solid black;"></td> </tr> </table>	Cars	116	116		Cars	4	30	34	Trucks	0	0	Trucks	0	1	1	Heavys	5	5	Heavys	0	1	1	Totals	121		Totals	4	32		Peds Cross: West Peds: 1 West Entering: 3 West Leg Total: 8	Peds Cross: South Peds: 0 South Entering: 36 South Leg Total: 157
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Comments

Afternoon Peak Diagram		Specified Period From: 16:00:00 To: 18:00:00	One Hour Peak From: 17:00:00 To: 18:00:00
Municipality: Caledon Site #: 2322400001 Intersection: Mount Pleasant Rd & Mulloy Court TFR File #: 1 Count date: 12-Oct-23		Weather conditions: Person counted: Person prepared: Person checked:	
** Non-Signalized Intersection **		Major Road: Mount Pleasant Rd runs N/S	

North Leg Total: 215 North Entering: 49 North Peds: 0 Peds Cross:	<table style="margin: auto;"> <tr> <td style="text-align: right;">Heavys</td> <td style="text-align: right;">0</td> <td style="text-align: right;">0</td> <td style="text-align: right;">0</td> <td rowspan="5" style="vertical-align: middle; text-align: center;"> </td> <td style="text-align: right;">Heavys</td> <td style="text-align: right;">1</td> </tr> <tr> <td style="text-align: right;">Trucks</td> <td style="text-align: right;">0</td> <td style="text-align: right;">1</td> <td style="text-align: right;">1</td> <td style="text-align: right;">Trucks</td> <td style="text-align: right;">4</td> </tr> <tr> <td style="text-align: right;">Cars</td> <td style="text-align: right;">1</td> <td style="text-align: right;">47</td> <td style="text-align: right;">48</td> <td style="text-align: right;">Cars</td> <td style="text-align: right;">161</td> </tr> <tr> <td style="text-align: right;">Totals</td> <td style="text-align: right;">1</td> <td style="text-align: right;">48</td> <td style="text-align: right;">48</td> <td style="text-align: right;">Totals</td> <td style="text-align: right;">166</td> </tr> <tr> <td colspan="3"></td> <td colspan="3"></td> </tr> </table>	Heavys	0	0	0		Heavys	1	Trucks	0	1	1	Trucks	4	Cars	1	47	48	Cars	161	Totals	1	48	48	Totals	166								
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Cars	58		Cars		2	161			163																									
Trucks	1		Trucks		0	4			4																									
Heavys	0		Heavys		0	1			1																									
Totals	59		Totals		2	166			166																									

Comments

Total Count Diagram

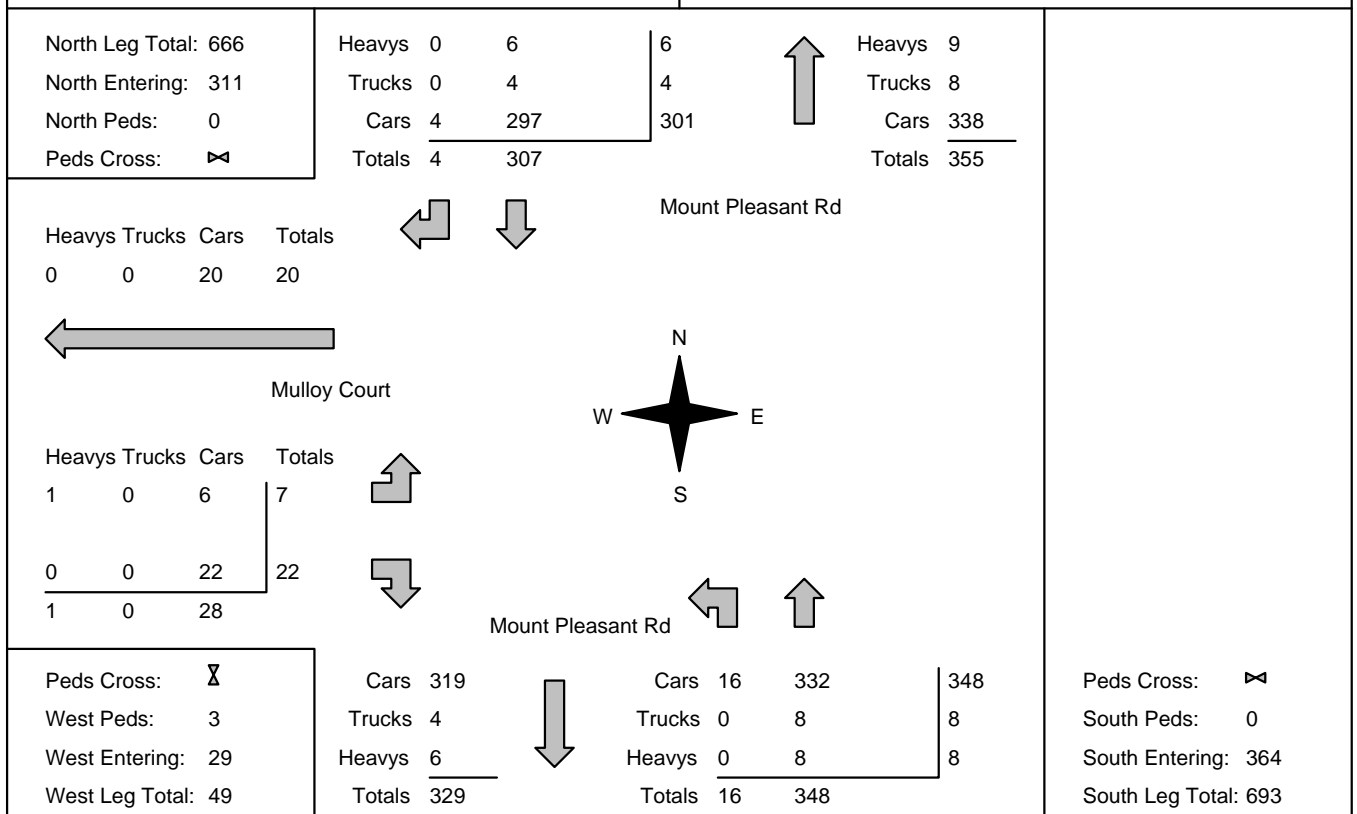
Municipality: Caledon
Site #: 2322400001
Intersection: Mount Pleasant Rd & Mulloy Court
TFR File #: 1
Count date: 12-Oct-23

Weather conditions:

Person counted:
Person prepared:
Person checked:

**** Non-Signalized Intersection ****

Major Road: Mount Pleasant Rd runs N/S



Comments

Traffic Count Summary

Intersection: Mount Pleasant Rd & Mulloy Court						Count Date: 12-Oct-23		Municipality: Caledon					
North Approach Totals						North/South Total Approaches	South Approach Totals						
Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds		Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds	
	Left	Thru	Right	Grand Total				Left	Thru	Right	Grand Total		
7:00:00	0	0	0	0	0	0	7:00:00	0	0	0	0	0	
8:00:00	0	102	1	103	0	139	8:00:00	7	29	0	36	0	
9:00:00	0	101	0	101	0	144	9:00:00	4	39	0	43	0	
16:00:00	0	0	0	0	0	0	16:00:00	0	0	0	0	0	
17:00:00	0	56	2	58	0	175	17:00:00	3	114	0	117	0	
18:00:00	0	48	1	49	0	217	18:00:00	2	166	0	168	0	

Appendix B:

ITE Excerpts – Proposed Development

Query

Filter

DATA SOURCE:

Trip Generation Manual, 11th Ed

SEARCH BY LAND USE CODE:

210



LAND USE GROUP:

(200-299) Residential

LAND USE :

210 - Single-Family Detached Housing

LAND USE SUBCATEGORY:

All Sites

SETTING/LOCATION:

General Urban/Suburban

INDEPENDENT VARIABLE (IV):

Dwelling Units

TIME PERIOD:

Weekday, Peak Hour of Adjacent Street Traffic

TRIP TYPE:

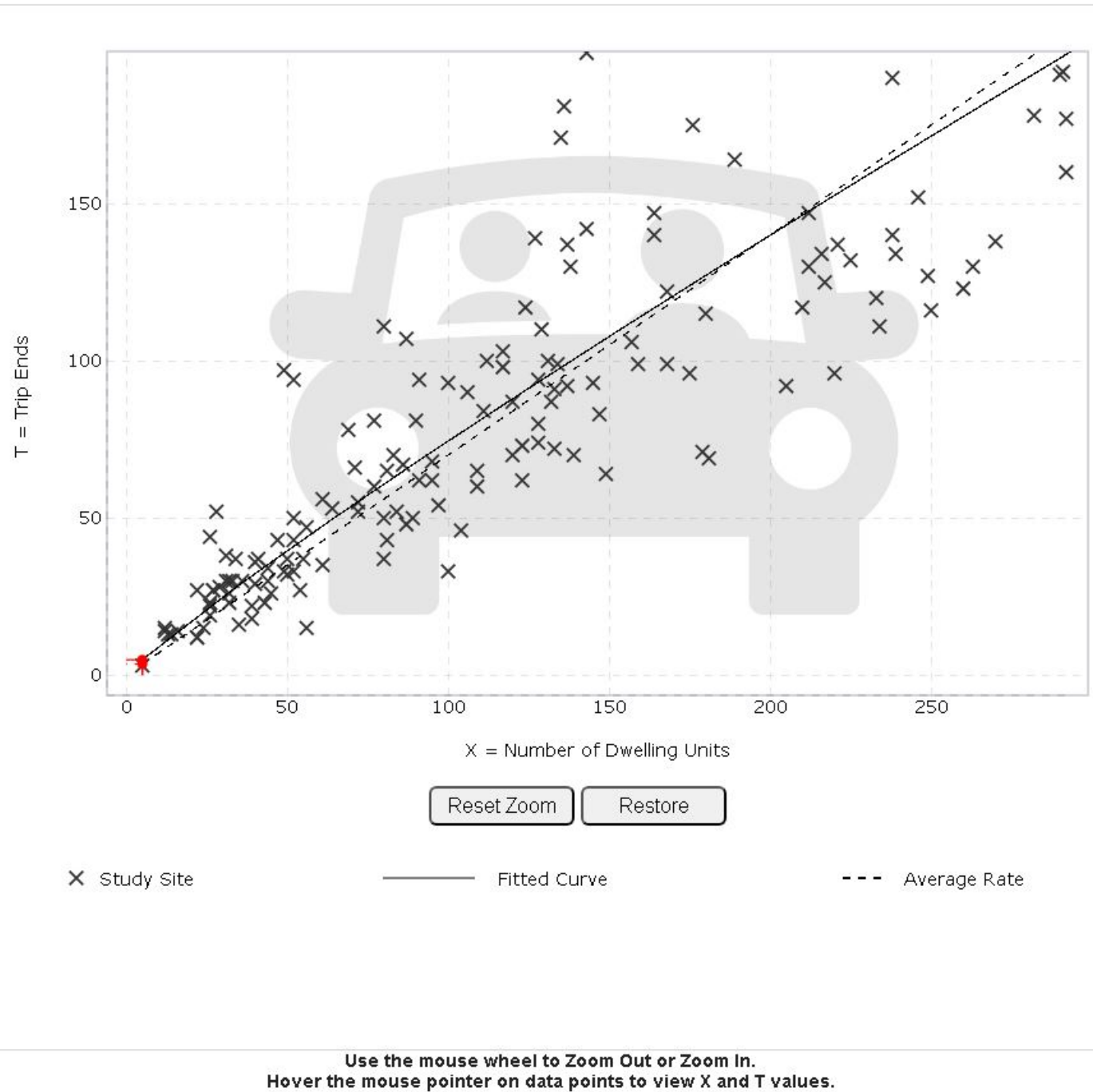
Vehicle

ENTER IV VALUE TO CALCULATE TRIPS:

5

Calculate

Data Plot and Equation



DATA STATISTICS

Land Use:

Single-Family Detached Housing (210) [Click for Description and Data Plots](#)

Independent Variable:

Dwelling Units

Time Period:

Weekday
Peak Hour of Adjacent Street Traffic
One Hour Between 7 and 9 a.m.

Setting/Location:

General Urban/Suburban

Trip Type:

Vehicle

Number of Studies:

192

Avg. Num. of Dwelling Units:

226

Average Rate:

0.70

Range of Rates:

0.27 - 2.27

Standard Deviation:

0.24

Fitted Curve Equation:

$\ln(T) = 0.91 \ln(X) + 0.12$

R²:

0.90

Directional Distribution:

25% entering, 75% exiting

Calculated Trip Ends:

Average Rate: 4 (Total), 1 (Entry), 3 (Exit)
Fitted Curve: 5 (Total), 1 (Entry), 4 (Exit)

Query

Filter

DATA SOURCE:

Trip Generation Manual, 11th Ed

SEARCH BY LAND USE CODE:

Trip Generation Manual, 11th Ed

210

LAND USE GROUP:

(200-299) Residential

LAND USE :

210 - Single-Family Detached Housing

LAND USE SUBCATEGORY:

All Sites

SETTING/LOCATION:

General Urban/Suburban

INDEPENDENT VARIABLE (IV):

Dwelling Units

TIME PERIOD:

Weekday, Peak Hour of Adjacent Street Traffic

TRIP TYPE:

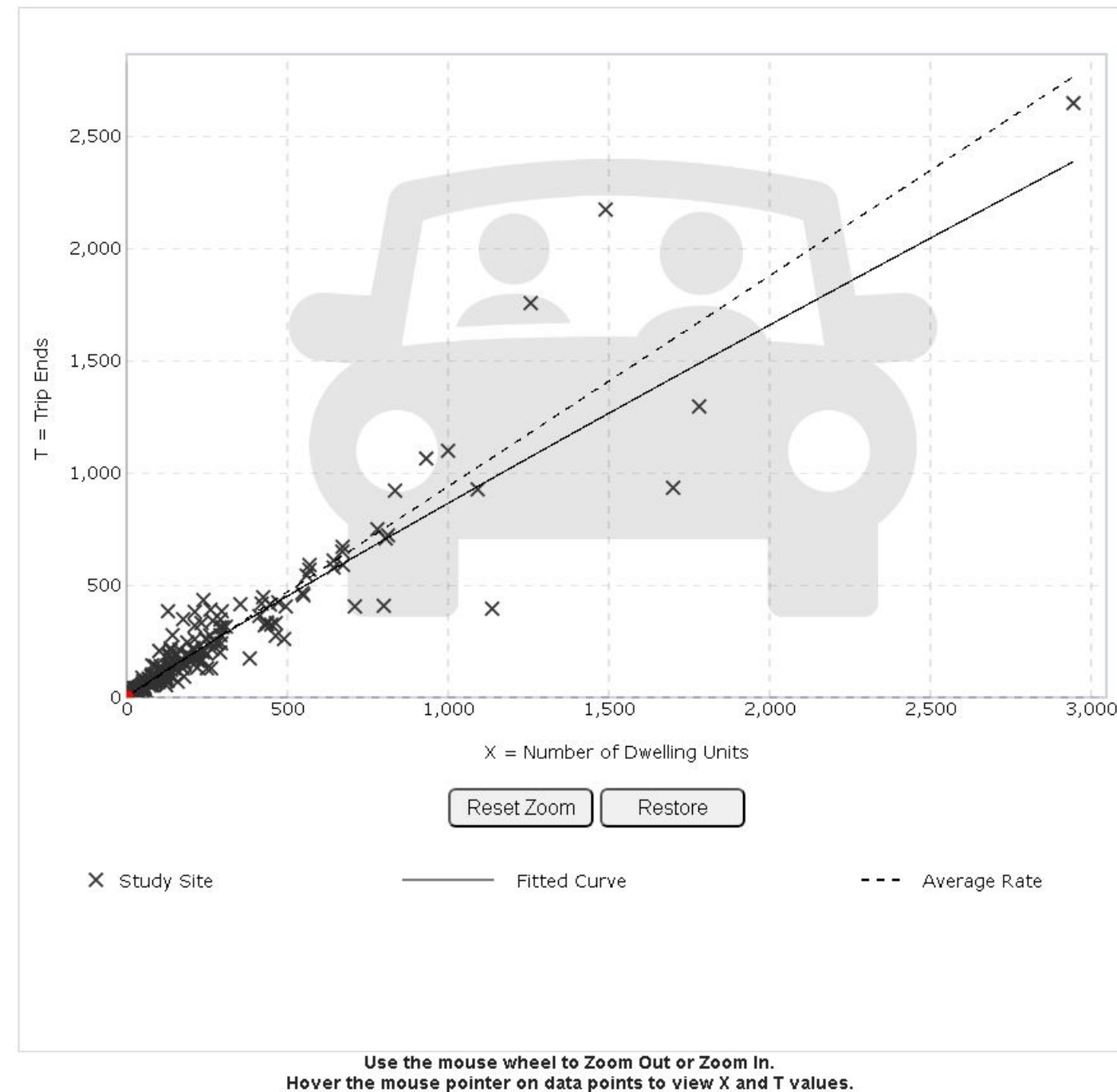
Vehicle

ENTER IV VALUE TO CALCULATE TRIPS:

5

Calculate

Data Plot and Equation



DATA STATISTICS

Land Use:
Single-Family Detached Housing (210) Click for Description and Data Plots
Independent Variable:
Dwelling Units
Time Period:
Weekday
Peak Hour of Adjacent Street Traffic
One Hour Between 4 and 6 p.m.
Setting/Location:
General Urban/Suburban
Trip Type:
Vehicle
Number of Studies:
208
Avg. Num. of Dwelling Units:
248
Average Rate:
0.94
Range of Rates:
0.35 - 2.98
Standard Deviation:
0.31
Fitted Curve Equation:
$\ln(T) = 0.94 \ln(X) + 0.27$
R²:
0.92
Directional Distribution:
63% entering, 37% exiting
Calculated Trip Ends:
Average Rate: 5 (Total), 3 (Entry), 2 (Exit)
Fitted Curve: 6 (Total), 4 (Entry), 2 (Exit)