TOWN OF CALEDON
PLANNING
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WILDFIELD VILLAGE SECONDARY PLAN

Development Staging and Sequencing Plan

May 2025

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SCS consulting group ltd
BA Group

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1 Introduction

1.1 Context

Wildfield Village is being planned as part of Caledon's New Community Area. The Wildfield Village Secondary Plan Area is located in southern Caledon between Tullamore and Bolton, bordering the City of Brampton to the south. The Secondary Plan Area is also located immediately north of the established Vales of Humber community in the City of Brampton and represents a logical progression of development from the built-up neighbourhoods to the south.

The majority of the Wildfield Village Secondary Plan Area consists of agricultural fields that are actively farmed with some rural single detached residential dwellings dispersed throughout the area. As shown in **Figure 1**, the Secondary Plan Area comprises approximately 355 gross hectares of land and is generally bordered by:

- **North:** The Planned Highway 413 Transportation Corridor;
- **South:** Mayfield Road;
- **East:** The Greenbelt Plan and The Gore Road; and
- **West:** Centreville Creek Road.

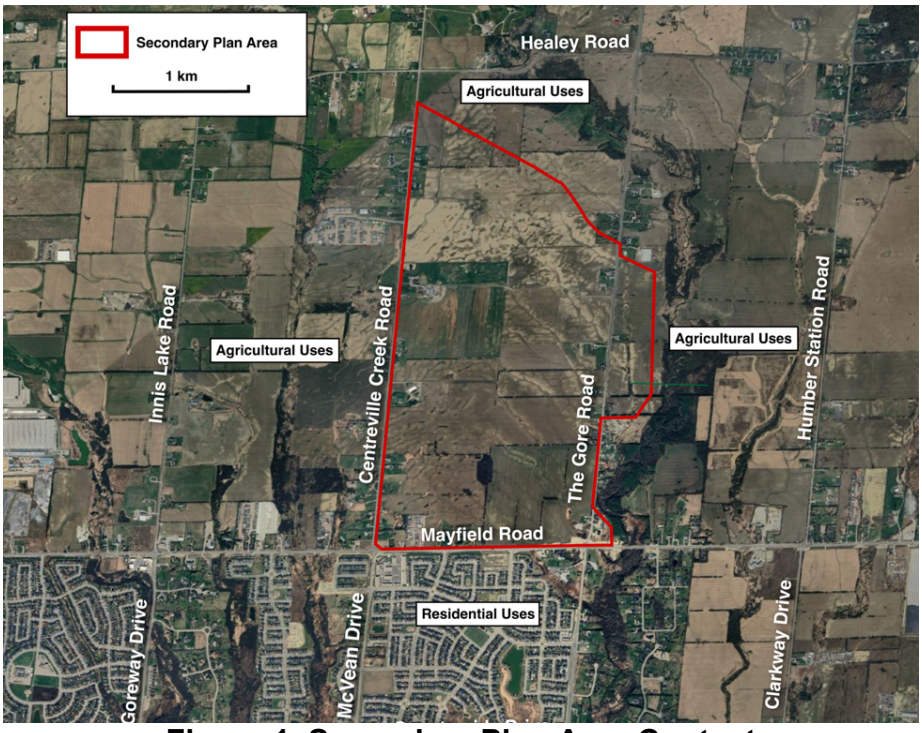


Figure 1. Secondary Plan Area Context

1.2 Purpose

This Development Staging and Sequencing Plan (DSSP) is intended to provide a framework for the advancement of development within the Wildfield Village Secondary Plan Area. This DSSP addresses the following topics:

- Progression of Growth and Development;
- Water and Wastewater to service these lands;
- Transportation; and
- Community Infrastructure.

1.3 Land Use Plan

As illustrated in **Figure 2**, and in conformity with the Preliminary Community Structure Plan in the Future Caledon Official Plan, structural elements within the Wildfield Village Secondary Plan include:

- A **Neighbourhood Centre** at the intersection of Mayfield Road and Centreville Creek Road, where compact, high-rise mixed-use buildings will be directed, and an emphasis placed on a high-quality public realm and streetscapes;

- Three **Urban Corridors** along Mayfield Road, Centreville Creek Road and a new east-west collector road, which are envisioned to develop with a mix of uses and building types including mixed-use buildings, mid-rise apartments, townhouses, as well as neighbourhood-oriented uses;

- **Neighbourhood Areas**, occupying the majority of the Secondary Plan Area are intended to accommodate a wide range of ground related housing types, alongside four elementary schools, five neighbourhood parks and a community park; and

- **Natural Features and Areas**.

Two new north-south collector roads are proposed to extend into the Wildfield Village Secondary Plan Area from the existing Vales of Humber neighbourhood to the south. Five new east-west collector roads will provide future connections throughout the community and out towards new residential areas to the west. Overall, the plan creates a grid network of proposed collector roads that will be linked to the existing surrounding arterial road and future collector road network, which will be further augmented with a series of new local streets within the Wildfield Village Secondary Plan Area.

Wildfield Village is expected to generate approximately **6,840 new residential units** with a **population of 22,140** and **400 new jobs by 2051** at a rate of **87 people and jobs per hectare**.

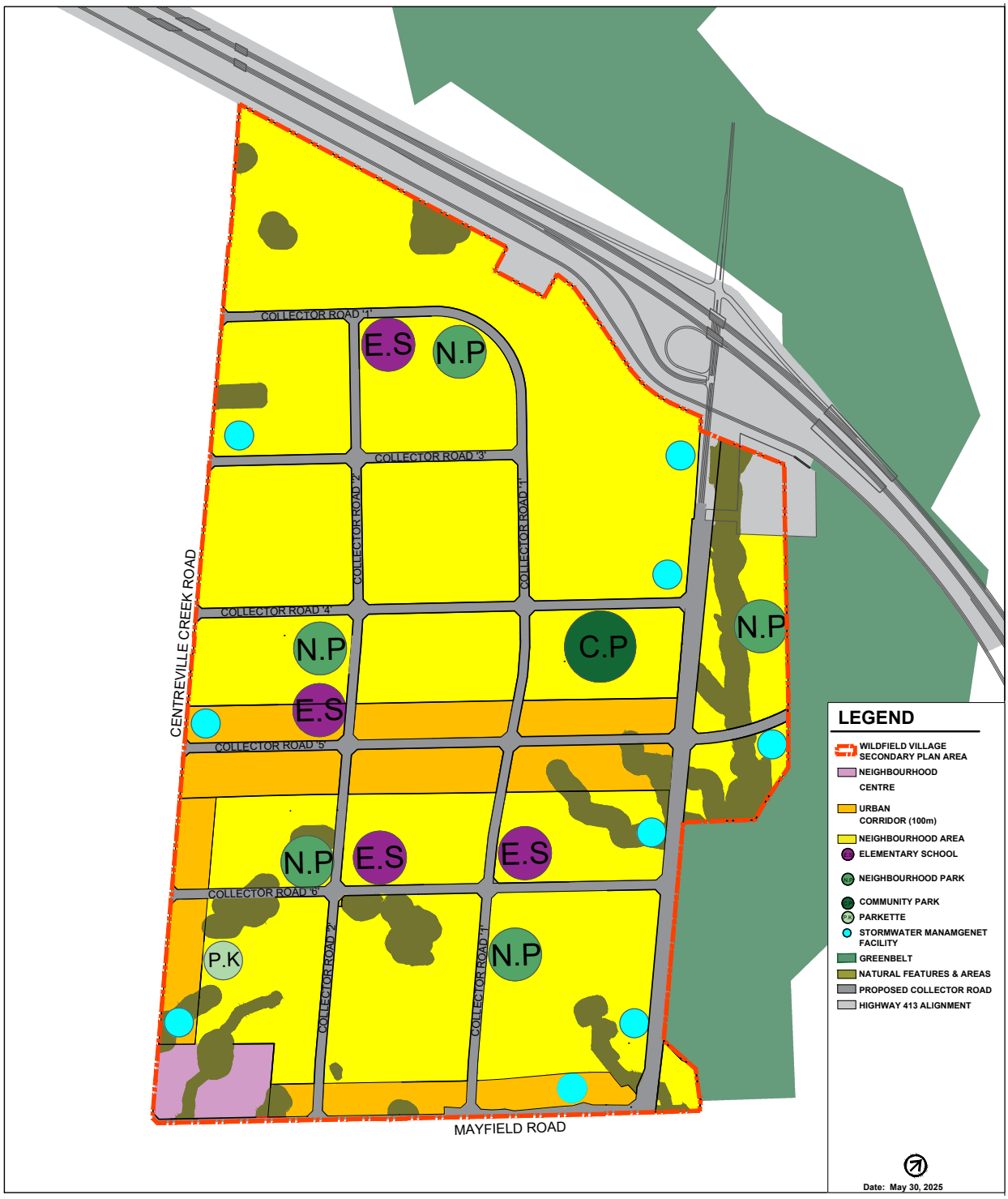


Figure 2. Wildfield Village Land Use Plan

2 Progression of Growth and Development

Seven stages of development (A to G) are proposed, as illustrated on **Figure 3** below. **Figure 3** includes property labels for all participating landowners at the time of developing this DSSP.

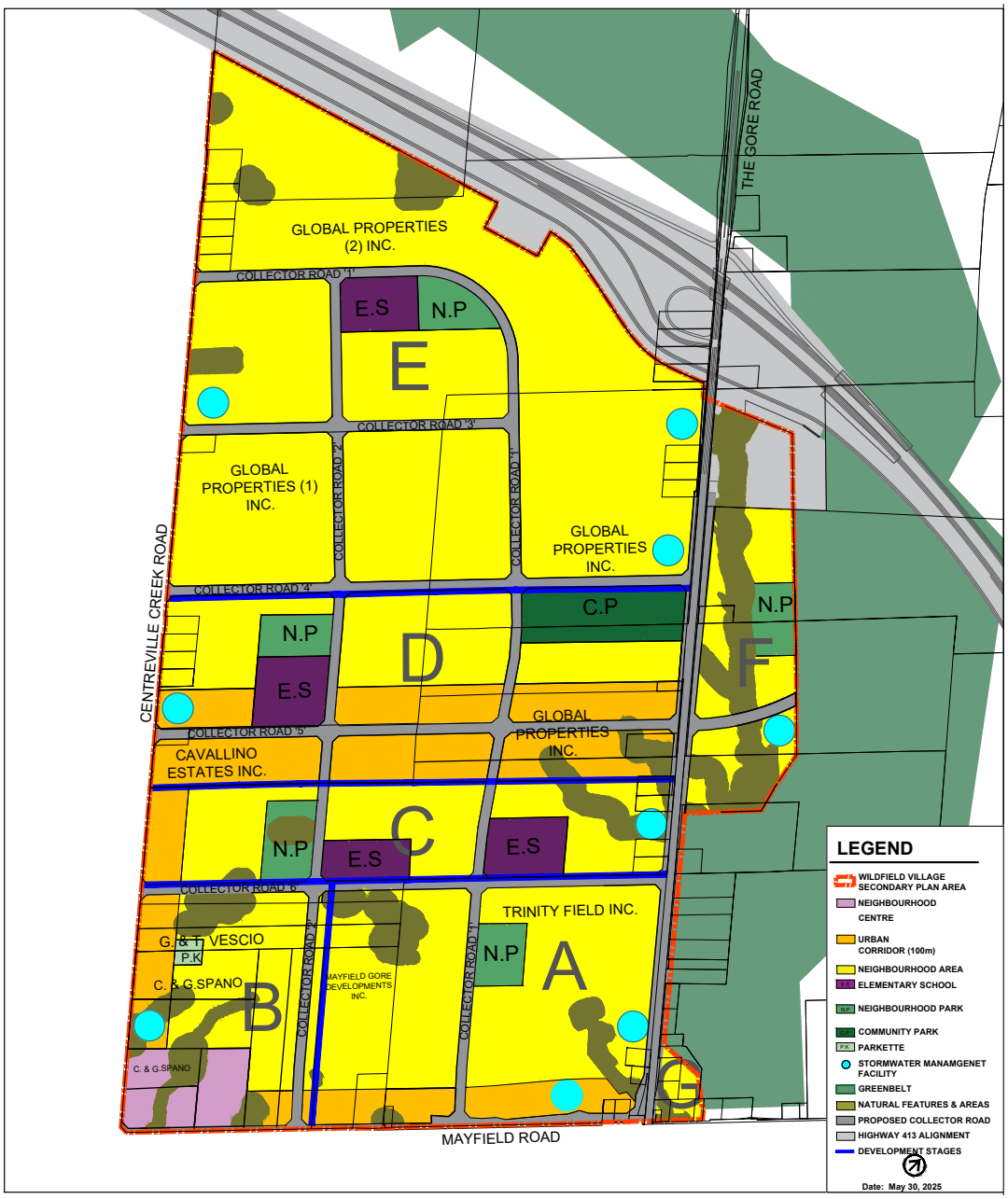


Figure 3. Wildfield Village Staging Plan

Table 2 provides an overview of unit mix and density by designation across the entire Wildfield Village Secondary Plan Area while **Table 3** provides an overview of estimated unit mix by unit type.

Table 2. Unit Mix and Density by Designation

Land Use Designation	Approximate # of Units	Net Residential Area (Ha)	Net Residential Density (uph)	Approximate Population Estimate
Neighborhood Area	4,500	138	31	16,100
Urban Corridor	1,690	23	72	4,700
Neighborhood Centre	650	4	175	1,340
Total	**6,840**	**165**	**93**	**22,140**

Table 3. Estimated Unit Mix by Unit Type

Unit Type	Approximate # of Units
Singles	3,600
Townhouses	1,914
Stacked Townhouses	507
Apartments	819
Total	**6,840**

Table 4 below illustrates the residential unit mix, population and job creation by Development Area. The following Persons Per Unit (PPU) estimates used are based on the Town of Caledon 2024 Development Charges Background Study:

- Single and semi-detached: 3.64
- Townhouse: 3.3
- Stacked townhouse: 1.94
- Apartments: 2.07

Table 4. Residential Mix and Population by Stage

Development Phase	Land Use Designation	Unit Type	Net Area (ha)	Net Residential Area (Ha)	Approximate # of Units	Net Residential Density (uph)	Approximate Population Estimate	Approximate Job Estimate
Stage A	Neighborhood Area	Single-detached, Street Townhouses		21	870	42	3,110	
	Urban Corridor	Street Townhouses, Stacked Townhouses, Apartments		3	270	92	750	16
	Stage A Subtotal		40	24	1,140	67	3,860	16
Stage B	Neighborhood Area	Single-detached, Street Townhouses		8	260	31	920	
	Urban Corridor	Street Townhouses, Stacked Townhouses, Apartments		1	90	70	250	39
	Neighborhood Centre	Apartments		4	650	176	1,340	195
	Stage B Subtotal		21	13	1,000	92	2,510	233
Stage C	Neighborhood Area	Single-detached, Street Townhouses		10	310	31	1,110	
	Urban Corridor	Street Townhouses, Stacked Townhouses, Apartments		2	130	70	370	14
	Stage C Subtotal		28	12	440	50	1,480	14
Stage D	Neighborhood Area	Single-detached, Street Townhouses		16	510	31	1,810	
	Urban Corridor	Street Townhouses, Stacked Townhouses, Apartments		17	1,200	71	3,330	146
	Stage D Subtotal		54	33	1,710	51	5,140	146
Stage E	Neighborhood Area	Single-detached, Street Townhouses		78	2,410	31	8,620	
	Stage E Subtotal		105	78	2,410	31	8,620	-
Stage F	Neighborhood Area	Single-detached, Street Townhouses		4	110	30	410	
	Stage F Subtotal		9	4	110	30	410	-
Stage G	Neighborhood Area	Single-detached, Street Townhouses		1	30	27	120	
	Stage G Subtotal		1	1	30	27	120	-
Area Total			258	165	6,840	349	22,140	409
Area Density		87 People & Jobs per hectare						

3 Servicing and Stormwater Management

3.1 Water and Wastewater

The Secondary Plan Area is intended to be constructed in several stages to accommodate each landowner. The key internal road network and servicing construction that is required for all landowners to advance is identified on **Figure 4**.

Key items include:

- External sanitary trunk sewer on The Gore Road (2025);
- External distribution watermain on The Gore Road (2025);
- External distribution watermain on Centreville Creek Road (2026);
- Internal distribution watermain; and
- Internal trunk sanitary sewers.

The staging is generally intended to occur starting from the east to west following the alignment of the trunk sanitary sewers. Looping of the distribution watermain network will be provided via construction of the proposed collector road network. High level staging limits have been identified on **Figure 4**. The staging limits are subject to change as part of the Draft Plan and detailed design stages of the development process. The stages outlined here do not indicate the order of development but are simply groupings of properties that are serviced via the same trunk services as outlined below.

Development Area A will be serviced via a sanitary sewer connecting to the future Gore Road sanitary trunk sewer immediately north of the intersection with Mayfield Road and further north on The Gore Road at the intersection with a proposed Collector Road. Distribution watermain connections for Development Area A will be to the existing watermain on Mayfield Road and the future watermain on The Gore Road. Development of Area A is not dependent on servicing of adjacent lands and can be developed independently.

Development Area B will be serviced via a sanitary sewer connecting to the trunk sanitary sewers in Development Area A, and distribution watermain connections to the existing watermain on Mayfield Road, the future watermain on Centreville Creek Road, and the distribution watermain in Development Area A.

Development Area C will be serviced via a sanitary sewer connecting to the trunk sanitary sewers in Development Areas A and B, and distribution watermain connections to the distribution watermain in Development Areas A and B.

Development Area D will be serviced via a sanitary sewer connecting to the future Gore Road sanitary trunk sewer at the intersection with a proposed Collector Road approximately 1 km north of Mayfield Road, and distribution watermain connections to the future watermain on The Gore Road and Centreville Creek Road. Development of Area D is not dependent on servicing of adjacent lands and can be developed independently.

Development Area E will be serviced via a sanitary sewer connecting to the future Gore Road sanitary trunk sewer at the intersection with a proposed Collector Road approximately 1.5 km north of Mayfield Road, and distribution watermain connections to extensions of the future watermain on The Gore Road and Centreville Creek Road and/or internally through Development Area D. Development of Area E is not dependent on servicing of adjacent lands and can be developed independently.

Development Area F will be serviced via sanitary sewers connecting to the future Gore Road sanitary trunk sewer immediately north of Mayfield Road, and distribution watermain connections to extensions of the future watermain on The Gore Road. Development of Area F is not dependent on servicing of adjacent lands and can be developed independently.

Development Area G will be serviced via sanitary sewers connecting to the future Gore Road sanitary trunk sewer approximately 1 km north of Mayfield Road, and watermain connections to the future watermain on the Gore Road. Development of Area G is not dependent on servicing of adjacent lands and can be developed independently.

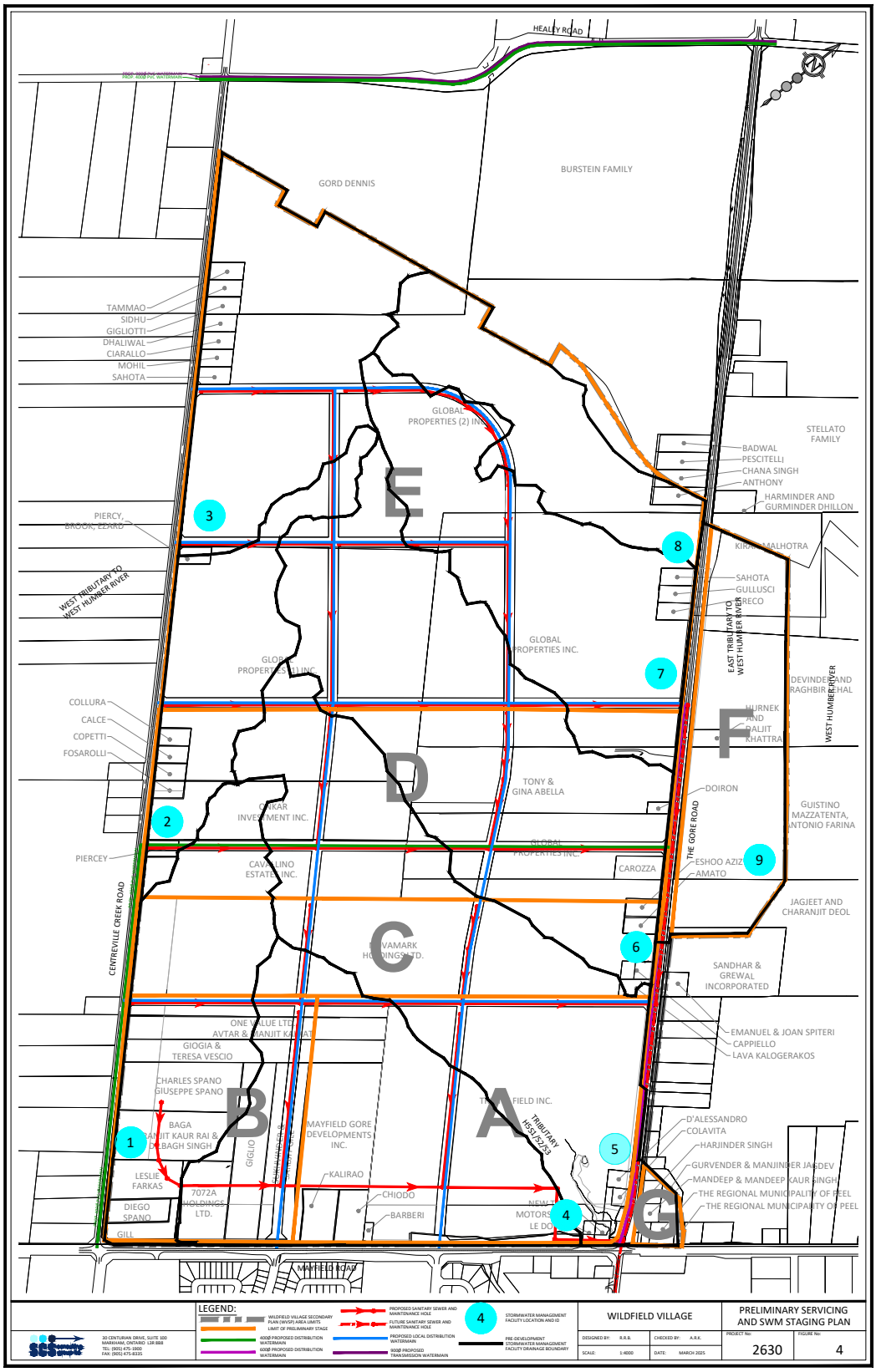


Figure 4. Wildfield Village Servicing Stages

3.2 Stormwater Management

Timing and phasing of Stormwater Management (SWM) facilities will be dependent on the progression of Draft Plans within the WVSP area. Where SWM facilities are located on participating lands, design and construction of the SWM facility may not need to be phased and can proceed with the Draft Plan application for those lands. Where SWM facilities are located on non-participating lands, these lands may proceed with Draft Plan of Subdivision applications; however, an alternate SWM solution will be required on their own lands that achieves the criteria established in the Local Subwatershed Study (Phases 1, 2 and 3) and must be approved by all relevant agencies including the Town of Caledon, TRCA, Peel Region and MECP.

Staging of SWM facilities with reference to **Figure 4** will generally be as outlined in **Table 4**. For example, Development Area A will be serviced by SWM Facilities 4 and 5, which will both be located in Development Area A and therefore Area A can be developed independently. Whereas Development Area B will be serviced by SWM Facilities 1 and 4, which will be located in Development Areas B and A, respectively.

Table 4. Preliminary Staging of SWM Facilities

Development Area	Required SWM Facility ID	Location of SWM Facility
A	4	A
	5	A
B	1	B
	4	A
C	1	B
	4	A
	5	A
	6	C
D	1	B
	2	D
	5	A
	6	C
	7	D
E	2	D
	3	E
	5	A
	6	C
	7	D
	8	E

F	9	F
G	On-Site Controls	G

4 Transportation



4.1 External Roads

Centreville Creek Road is planned for urbanization and widening by 2041, although early discussions are taking place to advance the project.

The Gore Road is planned for improvement by 2041. The current plan is for a four-lane section between Mayfield Road and Highway 413.

Mayfield Road is planned for widening to six lanes adjacent to the community by 2031.

Traffic studies provided at Draft Plan of Subdivision will set out the development and phasing of individual subdivisions taking into account improvements to the broader road network.

The internal collector road network will generally be constructed in stages as the community develops. Individual traffic studies will identify what external connections and connections to internal collector road are required.

If uncertainty exists related to improvements to external roads, sensitivity analyses will be conducted to take into account scenarios with and without the improvements. Interim intersections of collector roads with the existing road network may be required.

Transit should be extended along The Gore Road with internal routes via Streets 4,5 and/or 6, as shown on **Figure 2** and **3** above, when an internal collector network is complete.

4.2 Internal Roads

The community will include a grid of six new collector roads (1 through 6). The internal collector road network will evolve over time through development of the community. The development is broken into eight stages (‘A’ though ‘G’) and summarized in **Table 5** to follow. Stages F and G do not include collector roads.

Table 5. Road Requirements by Development Stage

Development Area	Roads to Be Constructed	External Connections	Other Considerations
A	Portions of Collector Roads 1 and 6	Mayfield and The Gore	This stage is generally self-sufficient with respect to access as only the first segments of Collector Roads 1 and 6 need to be built for development of Area A.
B	Portions of Collector Roads 2 and 6	Centreville Creek and Mayfield	Efforts should be made to connect the collector road network to The Gore Road.
C	Portions of Collector Roads 1 and 2	None	Without external connections, this stage cannot be constructed.
D	Portions of Collector Roads 1, 2 and all of Collector Road 5	Centreville Creek and The Gore	Efforts should be made to connect the collector road network to Mayfield Road.
E	Portions of Collector Roads 1, 2, 3 and all of Collector Road 4.	Centreville Creek and The Gore	Efforts should be made to connect the collector road network to The Mayfield Road. However, this area will be self-sufficient with East/West access to Gore/Centreville via Street 4 and does not rely on internal collector road access to Mayfield.
F	None	The Gore	Access opposite Streets 4 and/or 5 as local roads will provide access.
G	None	TBD	Site-specific review required.

5 Community Infrastructure

5.1 Schools

Based on estimated unit counts/pupil yields and confirmation from the Peel District School Board and Dufferin-Peel Catholic District School Board, four elementary schools will be developed within the Secondary Plan Area. Three public elementary school are required, with an allocation of 3.2 hectares each. One catholic elementary school is required, with an allocation of 2.4 hectares.,

Development Area C will contain one public elementary school and one catholic elementary school.

Development Area D will contain one public elementary school.

Development Area E will contain one public elementary school.

5.2 Parks

Based on the Town's updated Parkland Dedication By-law, 17.44 hectares of parkland is required to service the Secondary Plan Area. 10.93 hectares of parkland will be provided on participating landowners properties which is the same as the parkland dedication requirement for these lands, and 6.51 hectares will be provided on non-participating landowners properties in the future. The entire Secondary Plan Area will be serviced by one community park, five neighbourhood parks and one parkette.

Development Area A (Participating) will contain one Neighbourhood Park.

Development Area B (Participating) will contain a Parkette.

Development Area C (Non-Participating) will contain one Neighbourhood Park.

Development Area D (Participating/Non-Participating) will contain one Neighbourhood Park on a participating parcel. The Community Park is located with approximately 4.28 hectares (71%) on a participant parcel and approximately 1.74 hectares (29%) on a non-participant parcel.

Development Area E (Participating) will contain one neighbourhood park.

Development Area F (Non-Participating) will contain one neighbourhood park.

5.3 Affordable Housing

Opportunities for lower cost housing will be available throughout the Neighbourhood Centre and Urban Corridor designations, where a range of unit sizes and types such as townhouse, apartment and mixed-use buildings are permitted. Additional opportunities will be provided through future additional residential units developed in single-detached detached, semi-detached and townhouse dwellings.



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