

Caledon Logistics Land Use Strategy | Project Background

Logistics in Caledon Today

The Town of Caledon is experiencing a transformative period of growth, particularly in the industrial and logistics sectors. Strategically located within the western reaches of the Greater Toronto Area and near key transportation infrastructure facilities and corridors—including the 400-series highways and Pearson International Airport—Caledon is emerging as a key location for goods movement facilities serving the Greater Toronto Area and Ontario. This rapid evolution has brought with it not only economic opportunities, but also significant planning challenges related to land use, infrastructure, transportation, and community well-being.

In response to these dynamics, the Town has initiated the development of a Logistics Land Use Strategy to address this rapidly growing and expansion sector the local economy. The impetus for this Strategy arises from a confluence of interrelated issues that Caledon must address:

- **Illegal Truck Parking** – Unregulated and unauthorized parking of transport trucks—especially in rural and agricultural areas—has resulted in land use conflicts, environmental degradation, and enforcement challenges.
- **Road Safety & Congestion** – Increased truck traffic has created safety issues, including speeding, collisions, and interactions with vulnerable road users on roads not designed for heavy freight.
- **Environmental & Health Concerns** – Noise, vibration, and air pollution caused by truck movements affecting

nearby residential areas and sensitive land uses.

- **Infrastructure Stress** – Many roads experiencing increased freight activity are not constructed to withstand the weight and frequency of transport trucks, resulting in maintenance and cost implications.
- **Policy Gaps** – The Town’s existing planning and zoning frameworks have struggled to keep pace with the scale and complexity of logistics operations now emerging within Caledon’s boundaries.

These issues are expected to become more pronounced with the anticipated expansion of industrial employment areas, and as Caledon prepares to implement a new Official Plan and zoning framework.



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The Purpose of the Strategy

The broader Logistics Land Use Strategy is ultimately intended to fulfill the direction found in Subsection 11.6.2 of Caledon’s adopted Official Plan, to ensure that Caledon’s planning framework supports economic development while protecting the Town’s rural character, livability and community well-being, and infrastructure integrity. The Report is a key input to this goal and is expected to yield the following outcomes:

- A clear picture of current logistics land use patterns and goods movement infrastructure in Caledon;
- A baseline understanding of challenges and opportunities, informed by both data and community perspectives;
- Recommendations for policy and regulation in need of revision, including potential amendments to the Official Plan and Zoning By-law;

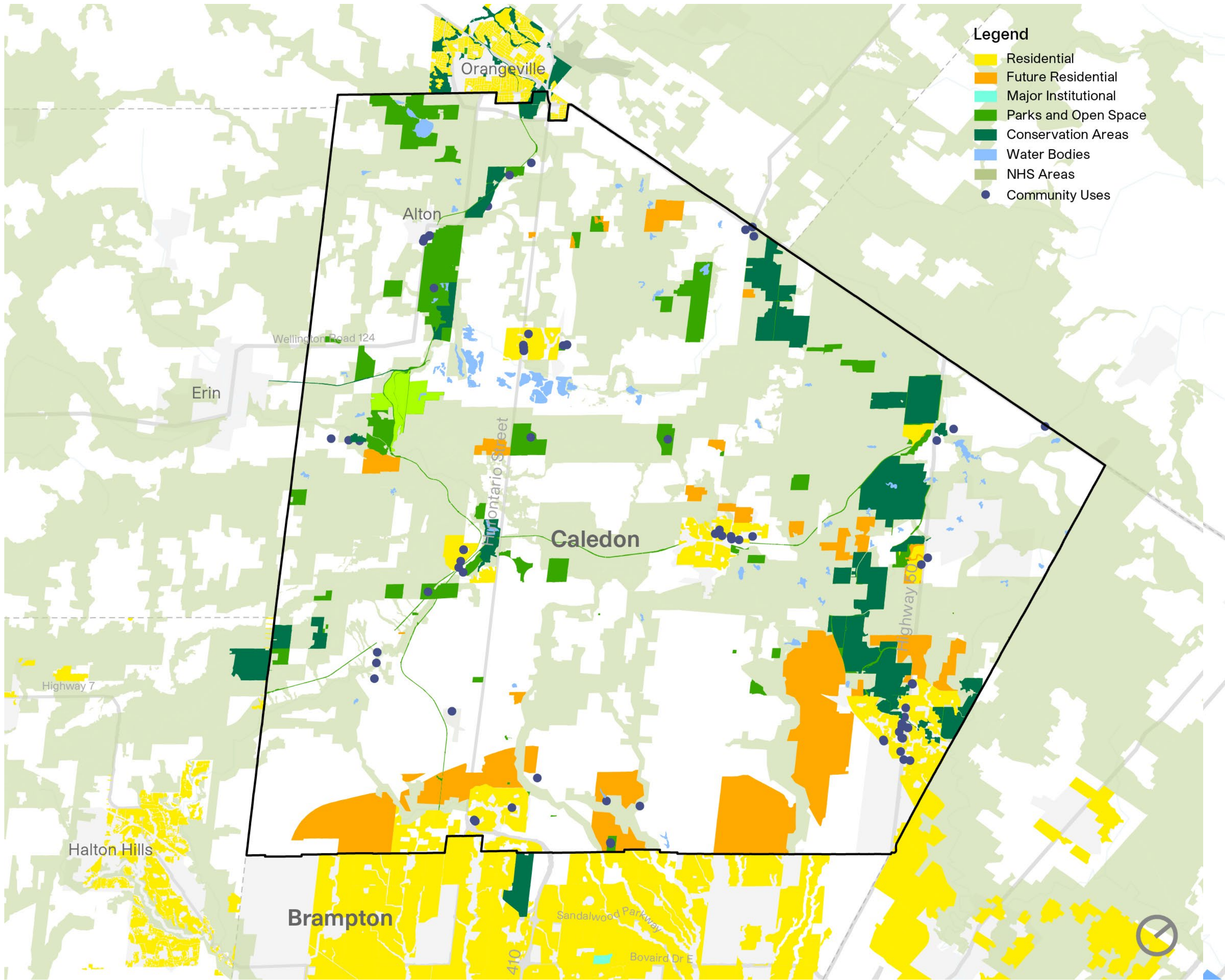
- Identification of areas suitable for future logistics growth, truck parking infrastructure, and revised truck corridors;
- A foundation for inclusive engagement, enabling dialogue among Town Council, staff, stakeholders, agencies, and residents in future phases of the project.

As Caledon continues to grow, this Logistics Land Use Strategy will help ensure that freight and logistics development is well-planned, equitable, and aligned with broader community objectives.



Caledon Logistics Land Use Strategy | Current Conditions

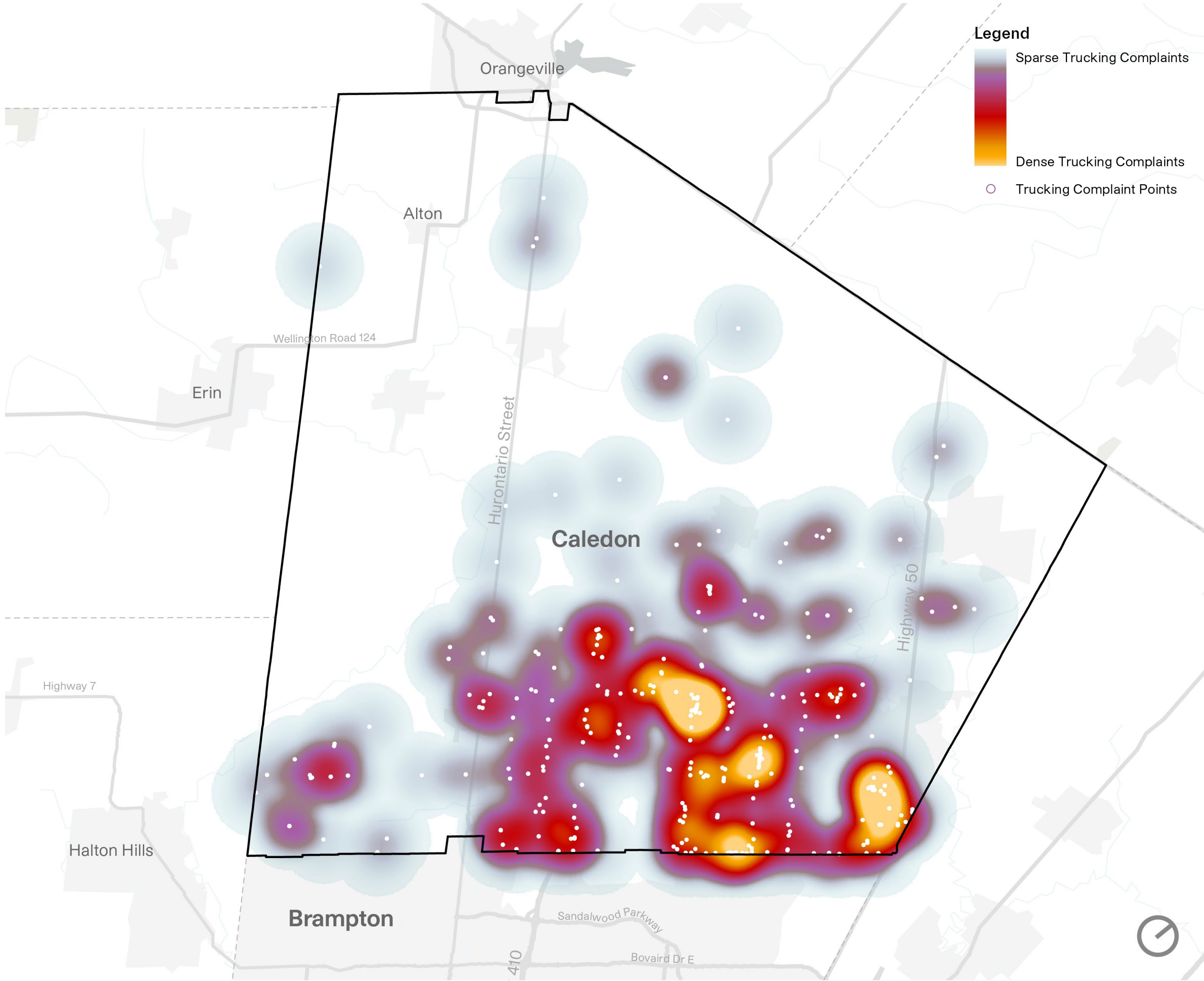
Logistics Land Use Analysis



Mapping data provided by the Town of Caledon

Sensitive Land Uses

This map shows areas in Caledon where extra care is needed when planning for trucks and industrial uses. It highlights existing and future homes, parks, schools, conservation lands, and natural areas. These places are considered sensitive to things like noise, traffic, and air pollution from freight activity. The yellow and orange areas show where people live now or will live in the future, especially near Brampton, Valleywood, and east of Highway 50. These are important to protect when planning truck routes or logistics sites. Natural areas and parks also limit where freight facilities can go, so good planning is needed to reduce conflicts and protect the environment as Caledon continues to grow.



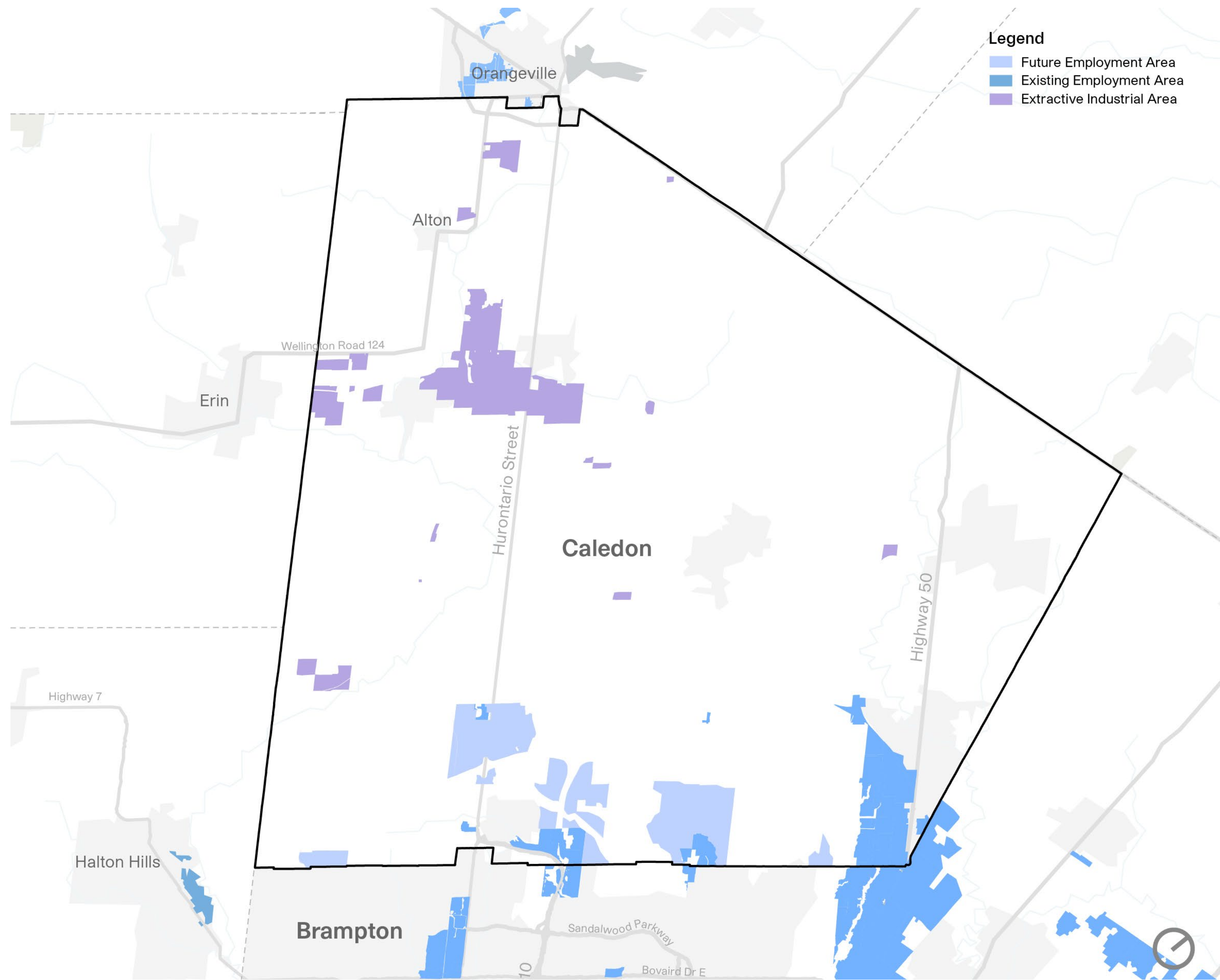
Mapping data provided by the Town of Caledon

Trucking-Related Complaints

This map shows where most public complaints about trucking have been reported in Caledon. The heat map uses colors to show complaint levels—blue for fewer complaints, and red or yellow for higher concentrations. White dots mark individual complaint locations. Most complaints are in the southern part of Caledon, especially near Brampton and along Highway 50. These areas are seeing more growth and trucking activity, and residents have raised concerns about noise, traffic, safety, and illegal truck yards.

Caledon Logistics Land Use Strategy | Current Conditions

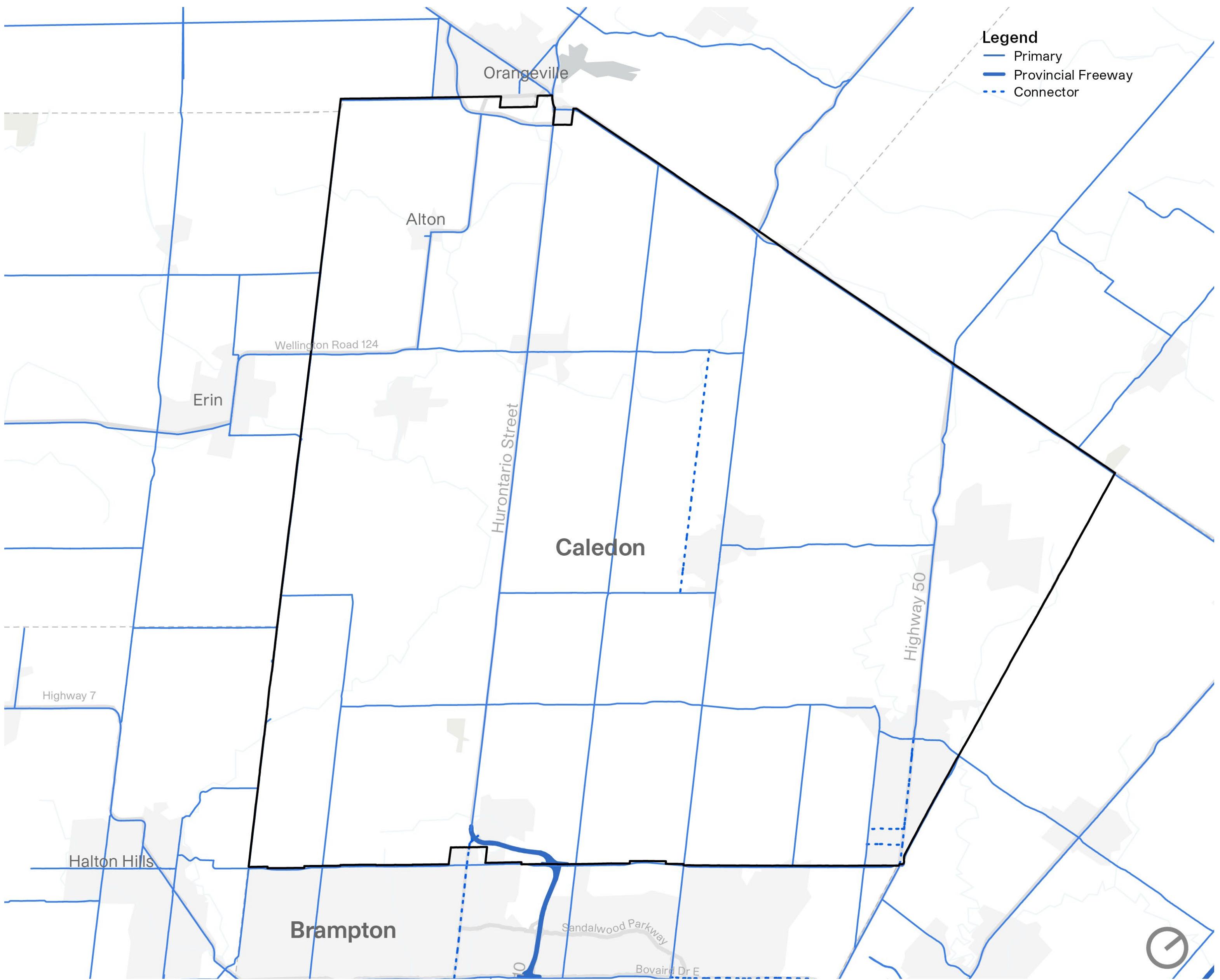
Logistics Land Use Analysis



Mapping data provided by the Town of Caledon

Employment Areas

This map shows where jobs and businesses are located now in Caledon, and where they may grow in the future. The dark blue areas are existing employment lands, mostly along the southern edge of Caledon near Brampton and close to major roads like Highway 410 and Highway 50. These areas already support industries and trucking. The light blue areas show where new job areas are planned. Most of these are in the south and southeast, in parts of Caledon that are close to highways and other industrial areas. This helps keep jobs near transportation routes and away from homes and farms. The goal is to grow Caledon's economy while reducing traffic conflicts and making good use of nearby infrastructure.



Mapping data provided by the Town of Caledon

Truck Routes

This map shows the main roads and highways used to move goods through Caledon and nearby areas. It includes major roads like Highway 410 and Highway 50, along with other key routes that connect Caledon to Brampton and the larger region. These roads are important for trucks and freight movement across southern Ontario. Some dashed lines show possible future routes being planned to improve connections between industrial areas and highways. This network helps support Caledon's role as a growing hub for logistics and jobs, especially in new employment areas in the south and southeast.

Caledon Logistics Land Use Strategy | Initial Recommendations

Please place any ideas or feedback directly on the panel using green stickers for things you support and red stickers for areas of concern or challenges. You can also use sticky notes to write down specific ideas, questions, or suggestions.

Official Plan Recommendations

- **Use Provincial Guidance:** Apply Ontario's freight planning standards to local development.
- **Map Freight Areas:** Identify where freight-focused activity should happen in new job zones.
- **Plan Truck Parking:** Set clear rules for where and how truck parking facilities should be built.
- **Designate Truck Routes:** Guide where trucks should travel and where they shouldn't.
- **Include Freight in Local Plans:** Make sure truck-related needs are consistently considered in area planning.
- **Balance Growth:** Plan new neighborhoods and job areas with goods movement and infrastructure in mind.

Site Alteration Control Recommendations

- **Tighten the Site Alteration By-law:** Improve how the Town monitors and responds to early signs of unauthorized truck yard development.
- **Set Clear Triggers & Penalties:** Introduce permits and fines for unapproved land changes like grading or installing infrastructure without approval.

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Secondary Planning & Process Recommendations

- **Apply Freight Policies Consistently:** Make sure rules for truck routes, freight areas, and site design are used in all new community plans, especially in expansion areas.
- **Update Older Plans:** Refresh existing plans in places like Bolton to reflect today's freight and logistics needs.
- **Coordinate Planning with Growth:** Plan new areas in a smart sequence based on job growth, infrastructure readiness, and major projects like Highway 413.

Existing Unauthorized Sites Recommendations

- **Flexible Approach:** Recognize that not all unauthorized sites are the same. Some may be candidates for formalization, others for immediate enforcement.
- **Formalization Tools:** Explore options like temporary zoning or screening requirements to regulate low-impact operations during a transition period.
- **Focus on High-Risk Sites:** Prioritize enforcement where there are serious environmental or safety concerns.
- **Learn from Others:** Consider models like Clarington's transitional use approach to manage short-term pressures without enabling long-term violations.
- **Use Assessment Data:** Track property tax changes to identify illegal truck yard conversions and support enforcement planning.

Place notes here

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Zoning By-law Recommendations

- **Clearer Rules:** Break up broad terms like “Transportation Depot” into more specific uses (e.g., truck stops, trailer storage).
- **Better Design Standards:** Define truck parking sizes and layout requirements for safety and function.
- **Tandem Parking:** Clarify where trucks can park one behind another.
- **Rural Options:** Allow limited truck parking in rural areas with proper screening.
- **Industrial Zone Parking:** Permit standalone truck lots where they support industry and goods movement.
- **New Freight Zone:** Create a zoning category just for logistics-focused businesses.
- **Use Provincial Guidelines:** Align with Ontario’s best practices.
- **Tailored Parking Needs:** Adjust rules based on the type of logistics facility.

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Design Guidelines & Site Plan Control Recommendations

- **Tailored Parking Rules:** Set parking standards based on the type of facility (e.g., warehouses, fulfillment centres, logistics hubs).
- **Prevent Overflow Parking:** Make sure sites provide enough truck/trailer space to avoid spillover into streets or nearby lots.
- **Design Standards for Freight Sites:** Introduce guidelines for things like landscaping, truck access, loading areas, and noise or visual impacts.

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Other Recommended Municipal Initiatives

- **Public Truck Parking:** Explore the idea of municipally owned truck parking lots as safe, legal options for operators.
- **Strategic Land Acquisition:** Identify possible locations near employment areas or major freight routes.
- **Shared-Use Models:** Consider leasing public land to logistics operators or driver co-ops for centralized parking.
- **Self-Funded Operations:** Set user fees to cover costs, making the service sustainable without needing public subsidies.

Licencing & Enforcement Recommendations

- **Modernize Licensing:** Update rules to ensure trucking and logistics operators follow safety, environmental, and land use standards.
- **Smarter Enforcement:** Use a tiered approach to focus enforcement efforts based on the size and impact of violations.



Caledon Logistics Land Use Strategy | Ideas Station

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