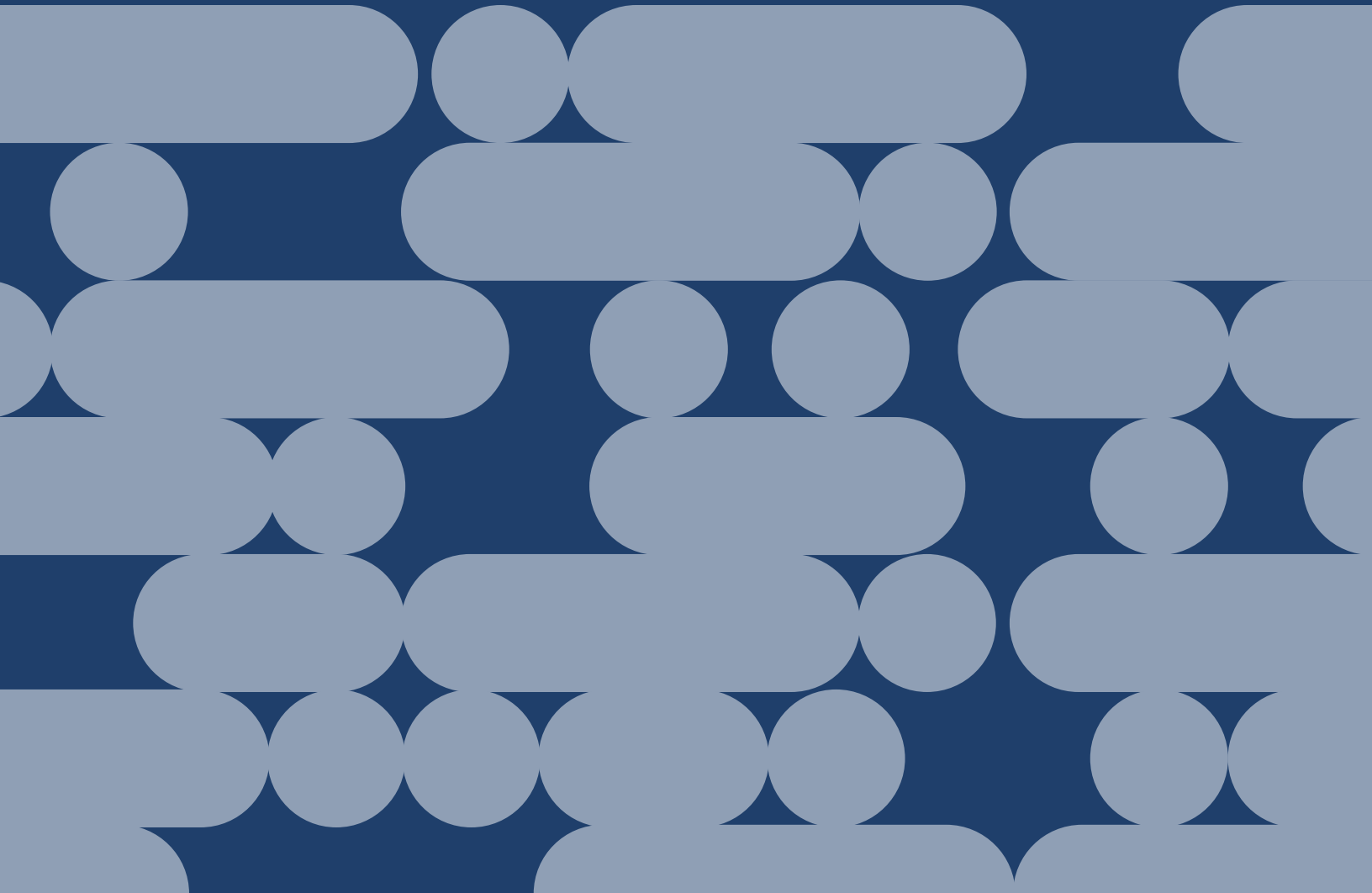




TOWN OF CALEDON

Logistics Land Use Strategy Background Report

April 2025





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DRAFT.V1 | April 14, 2025

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Prepared for: The Town of Caledon
Prepared by: Re:Public Urbanism



TOWN OF CALEDON

Logistics Land Use Strategy **Background Report**

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1.0 | Introduction



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.

1.0 | Introduction

1.1 Purpose of this Report

This report constitutes the Background Report for the Logistics Land Use Strategy and establishes the analytical basis for the project by examining the Town's planning framework, land use patterns, and operational realities that shape the logistics landscape in Caledon today. It is designed to inform the Town's decision-making as it seeks to manage growth sustainably and responsibly, reduce land use conflicts, and ensure that Caledon's land use planning tools are equipped to appropriately guide logistics development over the long term.

The Background Report is intended to provide a robust, evidence-based understanding of current conditions, policy environments, and best practices that will inform future land use decisions related to logistics in Caledon. Specifically, this report aims to:

- Summarize and assess the current provincial, regional, and local planning programmes as they relate to logistics and goods movement;
- Map and analyze logistics-intensive land uses, designated employment areas, truck routes, and areas of conflict using GIS tools;
- Identify challenges related to illegal truck parking, land use compatibility, road safety, and infrastructure capacity;
- Investigate and summarize contemporary approaches best practices from other jurisdictions facing similar logistics-related pressures as well as literature and research; and,
- Reflect early community and stakeholder perspectives through engagement process with the public.

This Background Report reflects the first phase of a multi-stage process that will culminate in formal policy and zoning recommendations for Council's consideration. It is intended as both a technical document and a conversation starter, bringing

together research, policy analysis, mapping, and community input to better understand the current state of logistics land use and to frame the challenges and opportunities that lie ahead. This report will serve as a reference point for both staff and the public as the project transitions into the policy options and strategy development phases. It is not intended to provide definitive solutions, but rather to identify areas of focus for further exploration and policy refinement.

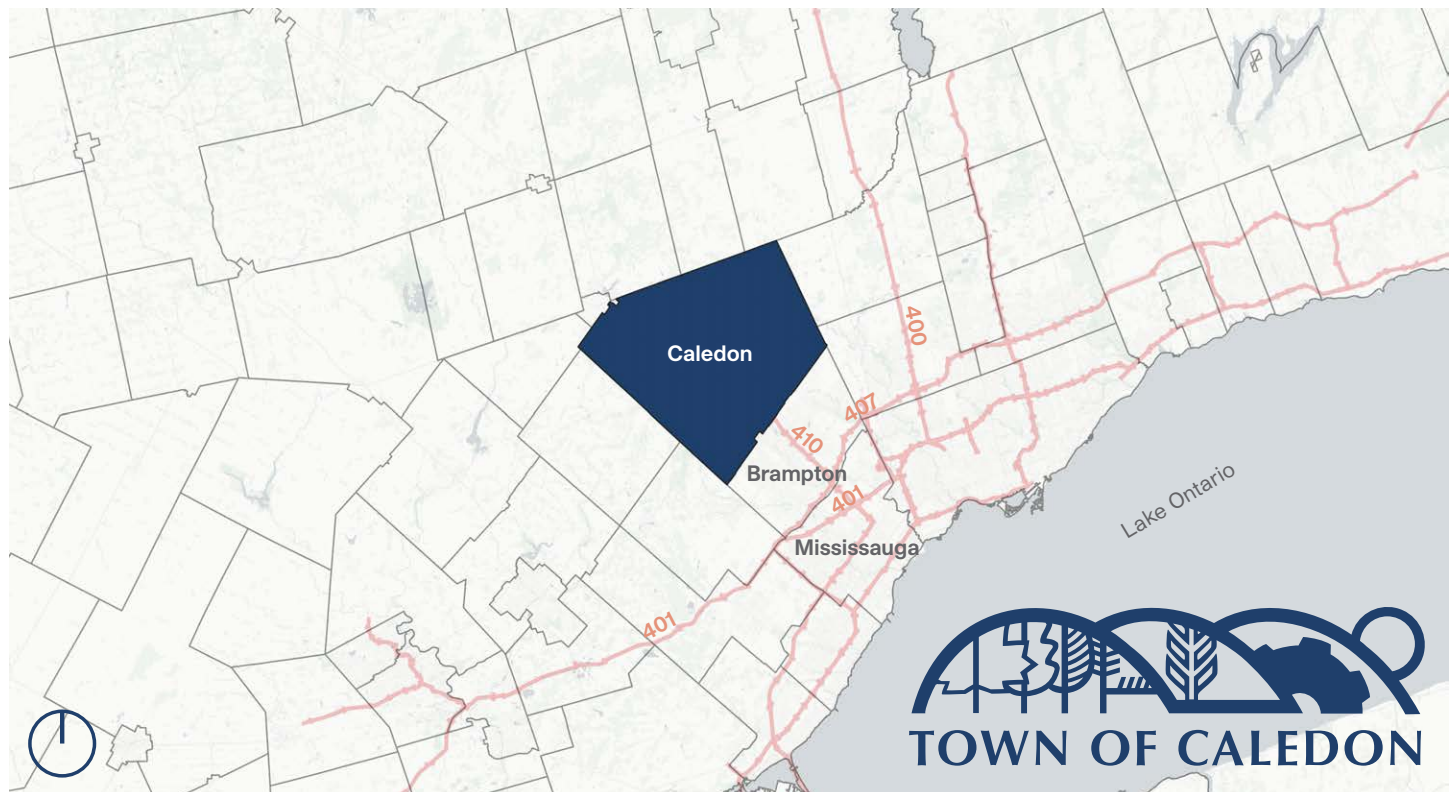
1.2 Desired Outcomes

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.

2.0 | Community Overview & Issues Analysis



2.1 Community Overview

The Town of Caledon, Ontario is a geographically large municipality encompassing approximately 700 square kilometres of diverse topography, ecological systems, and settlement forms. Located in the northwest quadrant of the Region of Peel and forming part of the Greater Toronto and Hamilton Area (GTHA), Caledon sits at the intersection of major provincial highways, regional transportation networks, and protected natural systems. Its expansive footprint includes portions of the Greenbelt, the Oak Ridges Moraine, and the Niagara Escarpment—each contributing to strict land use constraints and layered environmental protections that shape local planning decisions.

From a land use perspective, Caledon is characterized by a predominantly rural landscape interspersed with small urban centres, estate residential clusters, agricultural operations, and growing industrial employment areas. Agricultural and open space lands account for the majority of the Town's land base, while natural heritage features, such as wetlands, valley lands, woodlands, and areas of scientific interest, create significant constraints on developable land. The Town's built form is concentrated in a series of distinct settlement areas, including Bolton (the largest urban centre), Caledon East (the administrative seat), Mayfield West (a major growth area), and a constellation of hamlets and villages including Alton, Inglewood, and Palgrave.

Industrial and employment lands are primarily concentrated in the southern portion of the municipality, near the Highway 410 corridor and the border with Brampton. These areas are experiencing accelerated development pressure, particularly for warehousing, distribution centres, and truck-based logistics operations. The Town's 2024 Growth Management Phasing Plan identifies strategic areas for future urban expansion, including additional employment land designations near Mayfield West and Tullamore, which are directly linked to anticipated regional population and job growth.

2.0 | Community Overview & Issues Analysis

From a demographic perspective Caledon is home to over 76,000 residents (2021 Census), with a demographic profile that is rapidly diversifying. The population is projected to more than double by 2051, driven by regionally mandated growth targets and spillover from the broader GTHA. Newcomers, young families, and multi-generational households are increasingly choosing Caledon for its blend of rural charm and proximity to urban amenities. However, this growth also creates tension between preserving rural and environmental character and accommodating new residential developments and infrastructure-intensive uses such as logistics and industrial employment.

Economically, Caledon is in transition. While agriculture and small business continue to define the northern and central parts of the municipality, the southern tier is increasingly shaped by the growth of industry. Caledon's geographic advantages—including access to major highways, proximity to Pearson International Airport, and adjacency to intermodal freight corridors—have made it an attractive location for logistics development. This evolution has created both opportunities and challenges, with new employment and tax revenue balanced against concerns over traffic, environmental impact, and land use compatibility.

2.2 Logistics & Freight Industry Overview

Canada's logistics and freight industry is undergoing a significant transformation driven by economic restructuring, e-commerce growth, sustainability targets, and infrastructure investment gaps. According to Transport Canada (2021), freight transportation demand is increasing across all modes, especially road transport, intensifying pressure on infrastructure, land use compatibility, and environmental systems. This evolution is prompting a reassessment of how freight is planned for at the municipal level, particularly in terms of land use integration, infrastructure coordination, and regulatory modernization. For Caledon, which is situated at the frontier

of regional logistics expansion, understanding these trends will be essential to managing employment lands, mitigating land use conflicts, and accommodating future goods movement demands.

E-commerce has been a central driver of recent freight trends. The continued rise of online shopping has led to increased parcel volumes and the proliferation of distribution centres closer to consumer markets. This shift has changed the spatial footprint of logistics facilities, increasing demand for land that supports last-mile delivery and high-turnover warehousing (Transport Canada, 2021; Canadian Urban Institute, 2023). These facilities often require proximity to residential areas, raising potential conflicts with sensitive land uses. In response, municipalities are being called upon to provide clear zoning definitions, separation standards, and design guidelines to ensure compatibility between freight and urban uses (APA, 2024).

Another important trend is the emergence of regional logistics clusters or “goods movement hubs.” These are concentrated areas of intermodal terminals, distribution facilities, and freight-supportive employment lands situated near major transportation corridors. Areas near facilities such as Pearson Airport and CN's MacMillan Yard exemplify this pattern. Studies such as Peel's Goods Movement Background Report (2022) highlight the importance of preserving land near highway interchanges and rail corridors for logistics use and caution against ad hoc conversions of such lands to other uses. The clustering approach enhances efficiency, lowers environmental impact, and can reduce conflicts by consolidating freight uses away from residential zones.

Sustainability and climate imperatives are also reshaping freight land use planning. Canadian municipalities are increasingly recognizing the land use implications of emission reduction targets, clean transportation mandates, and infrastructure resiliency. Freight planning must now consider the siting of low-emission vehicle infrastructure, electric fleet accommodations, and

2.0 | Community Overview & Issues Analysis

stormwater management systems for large-scale logistics sites (Transport Canada, 2021; Federation of Canadian Municipalities, 2020). Municipalities like Ottawa and Brampton are incorporating sustainability performance standards into zoning by-laws and site plan controls for industrial and logistics developments.

Land affordability and speculative development pressures represent another trend with land use consequences. In fast-growing municipalities, logistics land is often subject to competitive pressures from residential land uses and development interests. This can lead to the displacement of freight uses, increased truck travel distances, and long-term land shortages for industrial purposes. Ontario direct municipalities to proactively safeguard freight-compatible lands in Official Plans and encourages the use land use planning tools such as temporary use by-laws, phasing policies, and land banking mechanisms to prevent the premature loss of strategically located parcels.

2.3 Issues Analysis

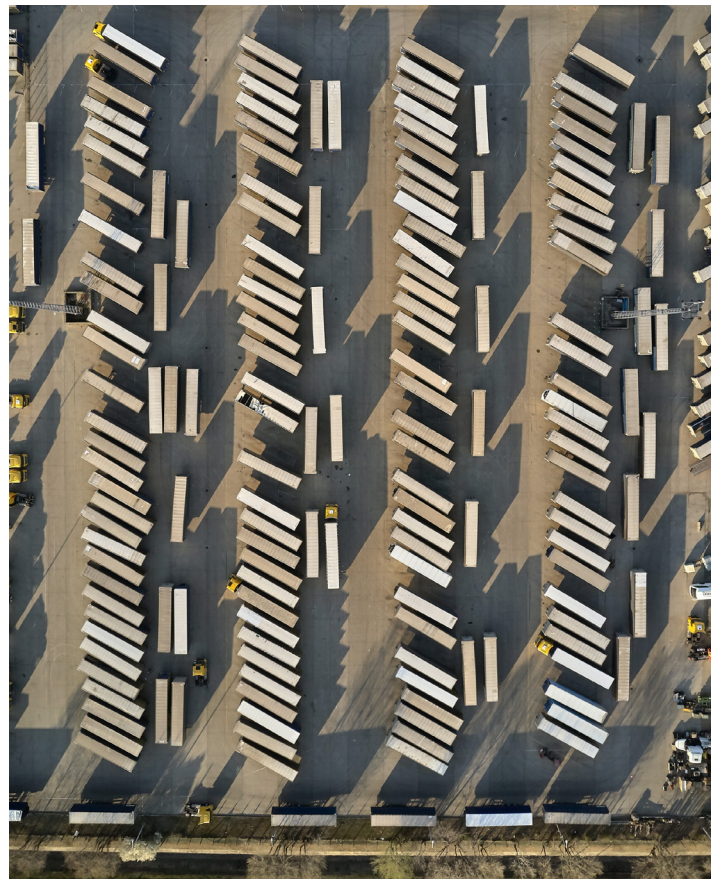
The Town of Caledon is confronting a complex set of challenges related to the growth of freight and logistics operations across the municipality. These challenges intersect with land use, infrastructure planning, environmental stewardship, and community wellbeing. This section analyzes four key issues related to freight and logistics operations identified by the Town: (1) illegal parking of transport trucks; (2) road safety concerns and mobility conflicts; (3) road maintenance and damage; and (4) health impacts of noise, vibration, and emissions. The analysis draws on existing policy frameworks, enforcement efforts, public input, and best practices from peer municipalities to assess the causes, consequences, and potential policy responses to each issue.

Illegal Parking of Trucks

Illegal parking of transport trucks, particularly in the southern portions of Caledon, has become one of the most visible and persistent challenges facing the Town. This phenomenon is a symptom of deeper systemic issues, including gaps in zoning,

inadequate infrastructure, limited enforcement capacity, and broader structural trends within the logistics industry. Primary components of this issue include:

- **Spatial & Regulatory Drivers** – The Town’s proximity to key logistics nodes, such as Pearson International Airport, the 400-Series Highway System, have made it an attractive location for freight operations. However, the Town’s Zoning By-law currently does not permit standalone truck parking as a primary use in any zone. This has created a regulatory gap, with limited opportunities for legally sanctioned truck yards. Operators, faced with a lack of legal alternatives, often resort to informal arrangements in rural or agricultural areas, where large open lots are readily available and relatively inexpensive (Region of Peel, 2021).
- **Economic Pressures on Drivers & Operators** – Many owner-operators are under financial pressure due to fuel costs, tight delivery windows, and limited access to amenities. As a result, they seek parking that is affordable,



2.0 | Community Overview & Issues Analysis

accessible, and located near key freight corridors. While large fleet operators often have centralized facilities, smaller businesses and independent drivers frequently lack formal parking infrastructure, leading to dispersed and unregulated use of private and agricultural lands (Canadian Trucking Alliance, 2020).

- **Enforcement Limitations** – The Town’s enforcement team has limited resources to monitor and respond to widespread infractions. Current penalties for illegal parking may not be high enough to deter repeated violations, and enforcement actions are often constrained by the need for court processes or property access permissions. This situation reflects broader challenges across Ontario, where municipalities report that enforcement mechanisms are insufficient to meaningfully address unauthorized truck yard operations (AMO, 2022).
- **Land Use and Environmental Impacts** – Unpermitted truck parking often involves physical modifications to the land, such as regarding and gravel surfacing, tree clearing, and topsoil removal. These activities can lead to habitat disruption, soil degradation, and impacts on surface water and drainage patterns. Moreover, these operations frequently lack site plan approvals or environmental controls, posing risks to both ecological systems and neighbouring landowners.
- **Compatibility & Community Conflict** – Rural and agricultural residents have regularly express concern about the presence of large transport trucks near their homes. Issues include early-morning idling, diesel fumes, dust, light pollution, and noise which are often incompatible with the expectations of rural living. The absence of visual screening or landscaped buffers further heightens the aesthetic impact of these uses on rural character. In some areas, prolonged unauthorized parking has triggered community mobilization, complaints to Council, and calls for stricter zoning enforcement.
- **Public Health and Safety** – Beyond nuisance impacts, there are direct safety concerns

related to unregulated truck yards. These include limited oversight of hazardous materials, risk of spills or contamination, lack of emergency access, and informal employee accommodations (e.g., drivers sleeping in cabs without facilities). These conditions may violate health, fire, and labour standards, particularly when occurring without formal development review or building permits.

Road Safety & Conflicts with Mobility Options

Freight-related traffic in Caledon, especially from transport trucks and delivery vehicles, presents mounting challenges for road safety and mobility planning. As logistics operations expand, both formally and informally, truck activity is increasingly encroaching on local road networks, undermining safety for all road users and conflicting with Caledon’s goals for a multi-modal, ‘complete streets’ transportation system. Primary components of this issue include:

- **Truck Traffic on Local & Rural Roads** – Despite a designated truck route network in the Region’s official plan, heavy trucks are using roads not designed for their size or weight. This includes rural concessions, collector roads through hamlets, and arterial corridors adjacent to planned or existing residential developments. According to the Region of Peel’s Goods Movement Strategic Plan (2017), municipalities that do not proactively identify truck routes experience higher incidence of safety conflicts and infrastructure wear. In Caledon, this has manifested in potentially dangerous conditions for passenger vehicles and vulnerable road users, including limited visibility, wide turns at tight intersections, and increased noise and emissions in low-density areas.
- **Increased Risk of Collisions & Congestion** – Truck size and operational characteristics—such as longer stopping distances and large blind spots—are associated with more severe traffic collisions when they occur. While overall truck-involved crash rates are lower than for passenger vehicles, the consequences tend to be more serious. The Ontario Road Safety Annual Report (2020) notes that heavy trucks are overrepresented in fatal collisions. In

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areas like Mayfield West and Bolton, increased industrial activity and commuter volumes have exacerbated congestion, creating higher-risk environments where trucks and cars share limited space.

- **Conflict with Active Transportation Modes** – The Town's Multi-Modal Transportation Master Plan (MMTMP) emphasizes support for cycling, walking, and transit, yet freight movements are increasingly encroaching on corridors identified for 'complete street' retrofits. For example, several roads designated for future bike routes are also being used by transport trucks accessing informal yards or industrial lands. Studies from the National Association of City Transportation Officials confirm that the presence of heavy vehicles significantly reduces perceived and actual safety for pedestrians and cyclists, often deterring mode shift and undermining long-term transportation objectives.
- **Limited Design Standards for Shared-Use Corridors** – Many local roads lack the design features needed to safely accommodate both freight vehicles and other users. These include narrow lane widths, tight curb radii, absence of turning bays, and insufficient signage or pavement markings. This indicates an importance and need for considering freight routes and design standards within the overall multi-modal transportation network. Informal trucking operations threaten the integrity of multi-modal transportation planning for designated shared-use corridors.
- **Emergency Access & Response Limitations** – In some rural areas, informal truck parking on shoulders or near driveways can obstruct sightlines or reduce access for emergency vehicles. This is of particular concern in areas where fire departments serve dispersed populations and meeting standard responses times can be difficult.

Road Maintenance & Damage

The increasing frequency of heavy vehicle movements across Caledon is exerting significant pressure on the municipality's road network, particularly on rural and collector roads not designed to accommodate freight traffic. The impacts of these vehicle movements include accelerated degradation of infrastructure, increased capital and operating costs, and long-term fiscal strain on municipal budgets. Primary components of this issue include:

- **Pavement Deterioration & Structural Failures** – Research by the Transportation Association of Canada (TAC, 2013) and Ministry of Transportation Ontario (MTO, 2016) indicates that the heaviest trucks can exert over 10,000 times the road wear of a standard passenger car. Caledon's rural roadways, many of which were originally constructed decades ago to accommodate light traffic and farm vehicles, are particularly vulnerable to this damage. Observed issues include rutting, fatigue cracking, edge erosion, and base failures, all of which reduce service life and increase safety risks.
- **Potential to Escalate Infrastructure Costs** – The Town of Caledon may be required to fund a greater number of unanticipated road repairs due to damage from freight vehicles that are not aligned with existing road classifications or following designated routes. With limited mechanisms to recover damage from existing logistics operations, these costs fall on the general tax base. Infrastructure Canada and the Canadian Infrastructure Report Card (2019) highlight that municipalities already face infrastructure funding gaps, and additional truck-related degradation exacerbates the challenge. Moreover, the unpredictability of where trucks operate can hamper long-term maintenance planning and asset management.
- **Seasonal Vulnerabilities & Environmental Constraints** – Seasonal freeze-thaw cycles are a significant factor in road deterioration in Ontario. Rural roads with thin pavements and poorer drainage experience compounded stress when freight traffic continues during vulnerable spring periods. MTO guidelines

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recommend load restrictions during thaw seasons for roads not structurally rated for heavy vehicles, yet enforcement of these seasonal restrictions is often challenging to undertake, resulting in structural damage that would otherwise be preventable.

- **Jurisdictional Fragmentation** – Roads in Caledon are managed under various jurisdictions, including the Town, Region of Peel, and the Ministry of Transportation. This multi-jurisdictional environment can complicate the implementation of uniform standards for truck volumes, design upgrades, and maintenance obligations. Furthermore, recent legislative changes (e.g., the Building More Homes Faster Act, 2022 and proposed Planning Statutes Repeal Act, 2024) have altered the planning landscape in Ontario, further complicating the allocation of infrastructure responsibilities between municipalities and higher orders of government.

Health Implications of Noise, Vibrations, & Emissions

The environmental and health impacts of trucking operations extend beyond visible land use conflicts. They increasingly manifest as public health issues, particularly where freight uses are located near residential or sensitive institutional uses. The cumulative effects of noise, air pollution, vibration, and visual impacts can contribute to a deterioration in quality of life and raise equity concerns, particularly in areas with less political or economic capacity to resist land use changes. Primary components of this issue include:

- **Chronic Noise Exposure** – Research has shown that prolonged exposure to elevated noise levels, especially those exceeding 55 dBA at night, can result in adverse cardiovascular outcomes, sleep disturbance, and elevated stress levels (World Health Organization, 2018). In Caledon, trucks idling overnight, accelerating from informal yards, or operating near homes can contribute significantly to ambient noise levels. The irregularity of truck movements (including during overnight hours) further intensifies this disturbance. Residents living near arterial roads or adjacent to unauthorized
- **Vibration Complaints & Structural Impacts** – Vibration caused by repeated heavy truck movement has been known to cause in microstructural damage to nearby buildings, including foundation settlement, cracking, and window misalignment in certain circumstances. This is especially true for homes constructed near unreinforced or gravel roadways where trucks pass near foundations. A study by Transport Canada (2016) notes that vibrations from freight vehicles are among the most reported nuisance impacts in residential areas near high-volume truck routes. In Caledon, anecdotal reports of cracked masonry and rattling windows reflect these national findings. Beyond structural concerns, the psychological impact of perceived damage and discomfort from vibration contributes to anxiety and feelings of unsafety.
- **Air Quality Concerns** – Diesel-powered trucks are significant contributors to urban and regional air pollution. Emissions such as nitrogen oxides (NOx), fine particulate matter (PM2.5), and volatile organic compounds (VOCs) are known to exacerbate asthma, chronic bronchitis, and cardiovascular conditions. According to Health Canada's 2021 assessment, traffic-related air pollution contributes to thousands of premature deaths annually, with disproportionate exposure among vulnerable populations. In Caledon, unauthorized truck yards often lack emission mitigation features such as vegetation buffers or dust control plans. Combined with long idling periods and lack of maintenance enforcement, these conditions may lead to more concentrated local exposures.
- **Visual Degradation & Loss of Character** – The intrusion of large trucks, trailer storage, and associated activity into rural or semi-rural landscapes can create visual blight and contribute to the degradation of rural character. The loss of scenic views, quietude, and rural character, especially in designated cultural landscapes or rural residential areas,

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can undermine residents' sense of place and community identity. Many studies have demonstrated that the visual character of one's environment significantly influences perceived wellbeing (Barton, 2017).

2.4 Municipal Response To-date

Recognizing the mounting challenges associated with logistics operations and trucking-related land uses, the Town of Caledon has begun to implement a more proactive and integrated response. In recent years, this response has taken the form of enforcement, long-term planning policy, consultation and outreach, and regulatory modernization. Together, these initiatives represent a significant step toward restoring alignment between land use, transportation, and community well-being.

Creation of the Illegal Use Task Force

In direct response to persistent unauthorized truck parking and informal yard operations, the Town established an internal Illegal Use Task Force. This multidisciplinary group includes municipal law enforcement officers, planning staff, legal advisors, and external consultants where appropriate. The Task Force's mandate is to identify and investigate contraventions of the Zoning By-law and other applicable municipal by-laws. Since its inception in 2021, the Task Force has supported coordinated inspections, legal action, and targeted enforcement campaigns aimed at curbing non-compliant activities and has investigated over 200 illegal trucking complaints with dozens of prosecutions underway. Importantly, the Task Force also informs broader policy development by collecting on-the-ground intelligence about recurring issues, enforcement limitations, and emerging trends in freight-related land use.

Adoption of the New Official Plan (2024)

Caledon's new Official Plan, adopted in 2024, lays the foundation for the Town's long-term growth strategy to 2051. The Plan acknowledges the need to balance economic development with environmental stewardship, infrastructure readiness, and land use compatibility. Within

the context of logistics and goods movement, the Official Plan introduces more nuanced policy language related to employment lands, transportation corridors, and land use transitions. It also embeds 'complete community' and 'complete streets' principles that emphasize multi-modal mobility, community design, and context-sensitive infrastructure. Specific references to logistics uses are incorporated through updated employment area designations, with an emphasis on buffering, site design, and integration with regional transportation planning. These policies are further analysed in Section # of this Report.

Multi-Modal Transportation Master Plan (MMTTP) Integration

Caledon's MMTTP emphasizes 'complete streets' and multi-modal accessibility, which provides a critical foundation for managing freight in a way that balances goods movement with other modes of travel. Although not freight-exclusive, this plan embeds supportive policies for transportation demand management (TDM), road safety improvements, and long-term corridor planning that can align with logistics strategies. These policies are further analysed in Section # of this Report.

Intermunicipal & Regional Collaboration

The Town has engaged with the Region of Peel's Goods Movement Strategic Plan and participated in broader regional studies, such as Peel's Transportation Master Plan and the Smart Freight Centre initiatives. These collaborations offer opportunities for joint infrastructure planning, enforcement harmonization, and shared data systems related to truck volumes and goods movement patterns.

Illegal Truck Parking Study

In 2023, the Town conducted foundational research to guide long-term logistics planning, with the development of its 'Illegal Truck Parking in the Town of Caledon: Analysis & Study'. This report identified 25 initiatives across six key focus areas. Several of these initiatives speak directly to the current land use strategy mandate.

2.0 | Community Overview & Issues Analysis

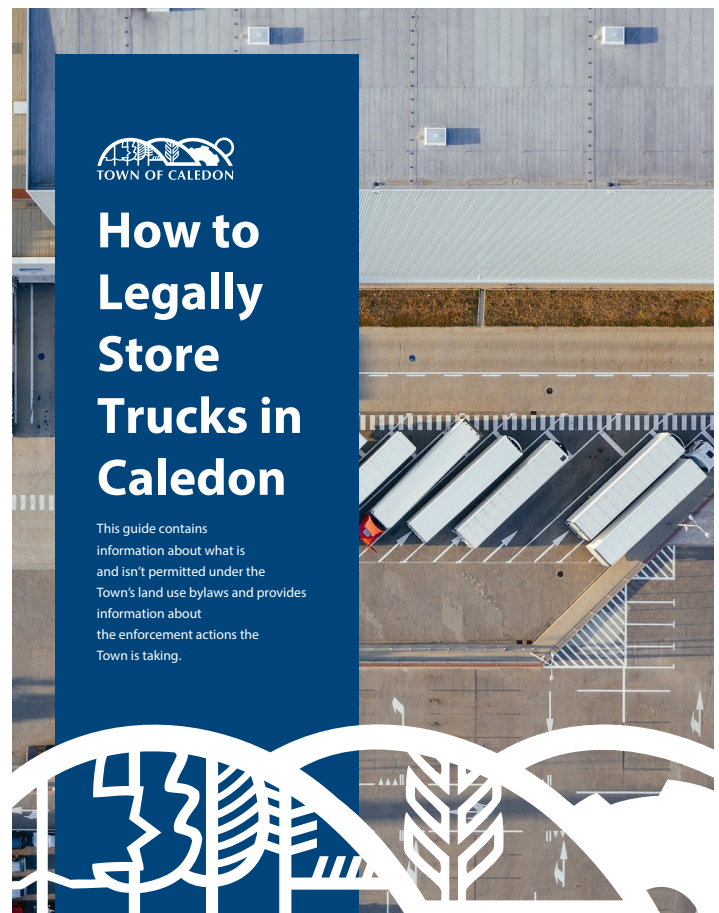
Recommendations included, clearer zoning by-law definitions to distinguish between short-term parking, long-term trailer storage, and fleet depots; exploring temporary use zoning as a regulated; differentiated parking standards based on facility type (e.g., fulfillment centres vs. distribution centres), mandatory on-site truck parking, and stronger site design guidelines such as screening, buffering, and traffic circulation; and integrating truck parking into all municipal planning documents while identifying strategic locations for legal parking and ensuring municipally owned lands are not inadvertently converted into unauthorized yards. These recommendations are further analysed in Section # of this Report.

Growth Management Phasing Plan

As part of its Official Plan implementation, Caledon has developed a Growth Management Phasing Plan to guide the timing and sequencing of development across the municipality. This plan is designed to ensure that growth occurs in an orderly, infrastructure-supported manner that aligns with fiscal sustainability and community planning objectives. For logistics and employment-related uses, the phasing plan helps direct new development to areas with existing or planned infrastructure capacity, such as servicing, transportation access, and proximity to employment clusters. It also serves as a policy signal to discourage premature or speculative applications for logistics facilities in areas not prioritized for near-term urban expansion.

Employment Land Needs Assessment

Complementing the phasing plan, the Town has undertaken an Employment Land Needs Assessment to evaluate the quantity, location, and suitability of employment lands required to meet long-term growth projections. This assessment helps define the appropriate mix of industrial, logistics, and office uses and informs land designation decisions in the Official Plan. It provides a critical evidence base to ensure that employment lands are located in areas that are both market-attractive and context-sensitive. By identifying gaps in the current land supply and recommending targeted expansions,



the assessment also helps protect agricultural and environmental lands from inappropriate conversion while facilitating logistics investment in planned areas.

Public Education & Outreach

The Town has recognized the value of community engagement in promoting compliance and building awareness of logistics-related regulations. In support of its enforcement and planning initiatives, the Town has developed a dedicated public education campaign addressing illegal land use and trucking activities. This includes an online information portal 'Illegal Land Use and Trucking – Town of Caledon' (www.caledon.ca/en/living-here/illegal-land-use-trucking.aspx) and the publication of a clear, accessible guide titled 'Illegal Land Use – Trucking & Zoning By-law Guide'. These resources help residents and landowners understand where truck parking and logistics operations are permitted, what constitutes a by-law violation, and how to report concerns.

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Ongoing By-law Enforcement & Monitoring Enhancements

In parallel with the creation of the Task Force, the Town has also invested in strengthening its ongoing by-law enforcement capacity. This includes increased staffing, more frequent site inspections, and enhanced coordination with Peel Region and the Ontario Provincial Police (OPP) for safety-related infractions. The Town has begun exploring options for digital enforcement tools, complaint tracking software, and automated monitoring systems to improve responsiveness and accountability. These tools aim to identify repeat offenders, track geographic hotspots, and inform future zoning or licensing interventions. Where appropriate, the Town is also pursuing prosecutions and stop-work orders for egregious or persistent violations.

These efforts demonstrate that Caledon is shifting from reactive enforcement toward a comprehensive, policy-led framework that anticipates and accommodates freight needs in appropriate locations. By combining direct enforcement, forward-looking planning, and regulatory reform, the Town is better positioned to support economic growth while minimizing the negative externalities of unregulated logistics activity. Further opportunities include:

- Embedding logistics-supportive infrastructure (e.g., truck lay-bys, rest areas) into capital planning.
- Developing a freight-specific zoning overlay or licensing program.
- Integrating enforcement tracking into centralized GIS systems for proactive monitoring.
- Caledon's evolving response underscores a commitment to both innovation and accountability, aiming to preserve community character while enabling modern goods movement within a clear and enforceable land use framework.

2.5 Public Consultation To-date

To gauge public perceptions and concerns around illegal trucking parking, a public survey conducted between March 30 and April 28, 2024, captured widespread concern from Caledon residents regarding illegal trucking operations and land use violations, particularly involving unauthorized truck yards, container storage, and site alterations across rural and residential properties. Feedback emphasized the profound impact on safety, the environment, community character, and property values. Respondents conveyed a sense of frustration with a perceived lack of enforcement and called for stronger action and clearer land use policy.

Residents described daily experiences with unsafe road conditions, traffic congestion caused by transport trucks on inappropriate routes, and aggressive or inattentive driving by operators. Environmental concerns were especially pronounced, including reports of illegal fill dumping, soil and groundwater contamination, and floodplain encroachment.

A recurring theme was the erosion of rural and agricultural identity, with many noting farm properties have been informally converted into truck yards or container storage lots. This has created a sense that Caledon is “turning into an industrial zone”, with many residents indicating concerns over the erosion of the rural area.

Importantly, the survey did not just reveal complaints—it also yielded constructive insights that align with a proactive land use strategy. For instance, residents voiced strong support for the designation of specific lands for legal truck parking and storage, especially on industrial lands already zoned for outdoor storage, paired with proper setbacks and screening. Some suggested exploring temporary permissions for satellite truck parking on underutilized industrial sites as a transitional solution, provided it was clearly regulated and monitored.

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Respondents also called for tighter zoning definitions, particularly prohibiting truck parking in residential, agricultural, and environmentally sensitive areas. Several comments proposed that new warehouse or logistics facilities should be required to provide on-site truck parking, thereby reducing overflow and informal spillover onto adjacent lands. Design suggestions included mandatory screening, lighting controls, and minimum setbacks to minimize land use conflicts.

Another recurring idea was the creation of visible signage on non-compliant sites, identifying them as under investigation or in violation of municipal by-laws, similar to health inspection notices in restaurants. This would help increase transparency, reduce community confusion, and deter commercial engagement with illegal operations. Others advocated for the public mapping of legal trucking operations, or even a registry of licensed truck yards, to help distinguish between compliant and non-compliant businesses.

Finally, the survey reinforced that the Town's complaint-driven enforcement model is widely seen as inadequate. Many residents urged a shift to proactive monitoring and inspections, including the use of aerial imagery or coordinated regional enforcement efforts. Higher fines, faster court processes, license revocations, and, in extreme cases, considerations for property seizure were also suggested as deterrents to prevent repeat offenses and signal that Caledon takes illegal land use seriously.

3.0 | Planning Framework Analysis

The section is intended to establish a clear policy foundation for the proposed Land Use Strategy by analyzing the planning frameworks that shape how and where freight-related uses can occur. As the Town faces mounting pressures from illegal trucking operations, rapid urban growth, and the anticipated impacts of Highway 413, it is essential to understand the existing policy environment—at the provincial, regional, and municipal levels—that governs land use compatibility, infrastructure planning, and employment area protection. By critically reviewing these frameworks, this section helps identify both the opportunities and constraints that will influence how Caledon can accommodate logistics activity in a way that aligned with the Town’s planning objectives.

PROVINCIAL PLANNING STATEMENT, 2024

Under the *Planning Act*

3.1 Provincial Planning Statement (2024)

The Provincial Planning Statement, 2024 (PPS 2024) is the Province’s statement of land use policy and provides direction on land use planning in Ontario, including the protecting employment areas, optimizing transportation systems, and supporting the long-term viability of goods movement infrastructure. Several key policies are directly relevant to Caledon’s efforts to address illegal trucking and plan for future freight and logistics uses.

Protecting Employment Lands in Strategic Locations

Section 2.8.2 of PPS 2024 directs planning authorities to protect employment areas located near major goods movement corridors, including those identified in provincial transportation plans. These areas are to be safeguarded for uses that rely on access to transportation infrastructure, such as warehousing, goods movement, and manufacturing. While the Town’s new Official Plan

acknowledges this policy direction, there is an opportunity to provide clearer direction around the strategic allocation of employment lands to capitalize on the future Highway 413 corridor and ensure the right lands are available for future logistics and freight-supportive development.

This section also emphasizes the importance of long-term planning for the viability of employment areas, including a focus on clustering freight and logistics operations in locations where they can function efficiently, and away from incompatible land uses. This aligns well with Caledon’s need to actively manage where truck parking, logistics, and warehousing can be appropriately located.

Transportation Systems & Demand Management

Section 3.2 of the PPS outlines the importance of developing safe, efficient, and future-oriented transportation systems that support both the movement of people and goods. This includes maximizing the use of existing and planned infrastructure and applying transportation demand management (TDM) strategies to influence travel behaviour—such as route choice, frequency, and travel time. For Caledon, this could be implemented through designated truck routes, improved staging areas to reduce truck traffic on residential and rural roads, and land use buffers and site design standards to reduce impacts on sensitive land uses.

Corridor Protection & Compatibility

Section 3.3 reinforces the need to protect major goods movement corridors—including both existing and planned infrastructure—such as the proposed Highway 413. Development that may preclude or interfere with these corridors is not to be permitted. Additionally, any new development proposed on adjacent lands must be compatible with the long-term function of these corridors and should be designed to minimize and mitigate adverse impacts.

For Caledon, this reinforces the need for land use policies and development controls that ensure new industrial or freight-related development is

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appropriately located, supports the long-term viability of freight infrastructure, and does not conflict with sensitive uses near transportation corridors. It also means protecting existing designated truck routes from incompatible development to ensure they remain effective and a preferred choice for trucking operations.



3.2 Ontario D-Series Guidelines

The Ministry of Environment Conservation & Parks (MECP) D-Series Guidelines are intended to assist land use planning authorities in evaluating land use compatibility for a wide range of intensive/noxious land uses such as industrial facilities, sewage treatment plants, and landfills. These guidelines aim to prevent or minimize adverse effects—such as traffic, noise, odour, dust, vibration, and safety risks—that can result from the encroachment of incompatible land uses, particularly when sensitive uses (such as residential uses) are proposed in proximity.

The D-6 Guideline: Compatibility Between Industrial Facilities is the relevant guideline with respect to planning for freight and logistics uses. It provides a framework for maintaining appropriate separation distances and applying mitigation measures in areas where industrial operations and sensitive land uses may conflict. The guideline is intended to apply during the development approvals stage, but compatibility should be considered at the earliest possible stage of planning to support long-term coexistence of industrial and non-industrial areas and to that end, the guidelines are encouraged to be considered during the development of official plans.

Based on the D-6 classification system, industrial uses fall under one of three classes of uses:

- **Class I:** Small-scale operations self-contained plant or building with daytime operations only, and infrequent movement of products and/or heavy trucks and no outside storage.
- **Class II:** Medium-scale facilities with periodic outputs of minor annoyance, outdoor storage, and frequent daytime truck movement.
- **Class III:** Large-scale logistics operations with continuous movement of goods and shift workers, large volumes of truck traffic, and a high probability of generating major off-site impacts.

Each class comes with recommended minimum separation distances:

Industry Class	Recommended Minimum Distance	Potential Influence Area
Class I	20 metres	70 metres
Class II	70 metres	300 metres
Class III	300 metres	1,000 metres

It is likely that most trucking, freight, and logistics operations would be considered either as Class II or Class III industries for the purposes of the Guidelines, given their requirements for outside storage/parking of vehicles and the truck traffic volumes they create.

For Caledon, these guidelines underscore the importance of maintaining buffers between freight uses and sensitive uses, especially as logistics-related development continues to expand. These guidelines inform official plan policies, zoning by-law provisions, and site plan control tools—ensuring that freight infrastructure can operate effectively while minimizing land use conflicts and protecting community well-being.

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3.3 Ontario Freight-Supportive Guidelines

The Ministry of Transportation's (MTO) Freight-Supportive Guidelines (FSG) provide additional provincial guidance for integrating freight considerations into land use and transportation planning. The Guidelines are designed to help municipalities and planning authorities support the efficient movement of goods, while minimizing conflicts between freight-related activities and other land uses.

The FSG highlight the economic importance of freight and logistics and encourages municipalities to take an active, integrated approach to planning for goods movement—particularly in the face of increasing land use pressures and urban growth. Although not a regulatory document, the FSG offers practical tools and best practices that municipalities can implement through their official plans, zoning by-laws, site plan control, transportation master plans, and community improvement planning. Key areas of focus within the guidelines include:

- **Land Use Planning** – Encourages the designation of freight-supportive areas, particularly near major transportation infrastructure (highways, intermodal terminals, etc.), while emphasizing the need to avoid encroachment from sensitive land uses. Municipalities are advised to identify and protect employment lands suited for freight and logistics through clear land use policies and compatible zoning.
- **Transportation Network Planning** – Recommends the development of designated truck routes, staging areas, and rest stops, and emphasizes first- and last-mile connectivity between industrial/employment areas and the regional transportation network. It also promotes infrastructure upgrades (e.g., turning radii, road widths, signage) to support safe and efficient truck movement.
- **Site Design** – Provides detailed site planning considerations such as separate truck and passenger vehicle circulation, adequate

staging and loading areas, screening, and noise/light mitigation measures to reduce land use conflicts. These principles are especially relevant for warehousing, distribution centres, and truck parking facilities.

- **Policy Tools & Implementation** – Recommends the integration of freight considerations into municipal decision-making, including official plan policies, secondary plans, and development review processes. It also encourages stakeholder engagement with the freight and logistics industry to understand operational needs and ensure policies are grounded in real-world use cases.

For Caledon, the FSG offers a clear, evidence-based rationale for introducing land use policies and design standards that better accommodate trucking and logistics uses, while protecting the rural character, residential areas, and environmental assets of the community. The guidelines also support a balanced approach—one that enables growth in the goods movement sector without compromising safety, environmental quality, or land use compatibility.

3.4 Bill 240 - Peel Transition Implementation Act

In December 2024, the Province of Ontario introduced Bill 240, the 'Peel Transition Implementation Act', which—if passed—will restructure the delivery of key municipal services across the Region of Peel. The legislation proposes that, effective July 1, 2026 (or another date determined by the Minister), jurisdiction over regional roads and stormwater infrastructure will be transferred from Peel Region to the local municipalities of Brampton, Mississauga, and Caledon. While waste collection responsibilities will shift only in Mississauga, the governance and financial implications of this restructuring are significant for all affected municipalities.

For Caledon, this transition has important implications for land use planning and logistics

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infrastructure, particularly as the Town prepares for growth related to future freight activity and major corridors like Highway 413. With Caledon set to take direct ownership and maintenance responsibility for key transportation infrastructure, the Town will have increased autonomy—but also increased responsibility—for managing truck traffic, road capacity, and infrastructure upgrades that support goods movement.

Under the Bill, the Province will appoint a Provincial Land and Development Facilitator who will lead the coordination process between municipalities. While water and wastewater remain under regional control for now, the Province has indicated it may explore further service realignments in future. This governance shift underscores the importance of inter-agency coordination and forward-looking planning for transportation and logistics land uses, as Caledon prepares for greater independence in infrastructure delivery.

3.5 Region of Peel Official Plan

As of July 1, 2024, the Town of Caledon has assumed responsibility for interpreting and implementing the Region of Peel Official Plan (RPOP) as it applies locally. The RPOP provides a strategic framework to manage growth to 2051, with the 2051 New Urban Area in the southern periphery of Caledon identified as a key growth node for both residential and employment uses. Schedule E-1 of the RPOP outlines this Regional Urban Boundary and designates these lands for future urban development, including Employment Areas that will be critical for accommodating logistics and freight-based activities.

The Plan emphasizes complete, compact, and transit-supportive communities, requiring local municipalities to plan for staging and sequencing of development, protect natural and cultural heritage, and integrate land use with multi-modal transportation infrastructure. Specifically, planning for the 2051 New Urban Area must support a mix of residential, retail, and employment uses, coordinated with transportation networks that include provisions for goods movement. The

RPOP also directs Caledon to identify Employment Areas, establish density and population targets, and ensure that future development supports long-term infrastructure and climate goals.

This direction provides an important policy foundation for advancing a proactive land use strategy to support logistics and truck-related uses, while balancing broader growth management, infrastructure, and environmental planning considerations.

3.6 Region of Peel Goods Movement Long Term Plan

The Region's 'Goods Movement Long Term Plan' (2019) is Peel Region's strategic planning framework for improving the efficiency, safety, and sustainability of goods movement across the Region. It recognizes Peel's critical role within the Greater Golden Horseshoe's freight network and aims to support continued economic growth through coordinated land use and transportation planning. The Plan focuses on several key priorities:

- Protecting and enhancing major goods movement corridors, including highways, arterial roads, and intermodal connectors;
- Integrating land use and transportation planning, ensuring freight-intensive uses are directed to appropriate locations with access to key infrastructure;
- Improving first-mile/last-mile connections to ensure that industrial and employment areas can effectively interface with the regional and provincial freight network;
- Identifying and supporting freight-supportive employment lands, particularly in areas with high access to goods movement infrastructure; and,
- Promoting collaboration with municipalities, industry stakeholders, and other levels of government to align infrastructure investments and policy frameworks.

The Plan provides important policy direction that has informed both the Region of Peel Official Plan

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and Caledon's Future Caledon Official Plan. It supports the development of freight-compatible land use designations, protection of employment areas for logistics and warehousing uses, and planning for infrastructure that can accommodate long-term growth in goods movement.

For Caledon, the Plan underscores the need to align its land use strategy with the Region's freight network priorities, especially in the context of planned infrastructure investments such as Highway 413, and to ensure that logistics and industrial growth occurs in well-connected, strategically designated areas.

3.7 Current Caledon Official Plan

The current Town of Caledon Official Plan (1978) establishes the long-term vision and policy framework for managing land use, infrastructure, and growth across the municipality. It serves as a guiding document for municipal decision-making, development approvals, and zoning implementation. In March 2024, the Town of Caledon adopted its new official plan "Future Caledon", which is still pending approval from the Province – until such a time as the new OP is approved, the current OP remains in force.

Relevant Land Use Designations

A key component of the Plan is its approach to employment land designations, which are broadly categorized into Prestige Industrial, General Industrial, and Dry Industrial areas. While these designations can accommodate some degree of freight and trucking activity due to the nature of industrial land uses (e.g., warehousing, processing, manufacturing), the Plan places notable limitations on dedicated truck parking, open storage, and heavy logistics operations.

- **Prestige Industrial:** areas are fully serviced and intended to accommodate high-quality development with a strong architectural and urban design standard. Although these areas can accommodate warehousing and other truck-attracting uses, open storage is generally not permitted (per Section 5.5.4.4), limiting their suitability for outdoor truck or trailer storage.

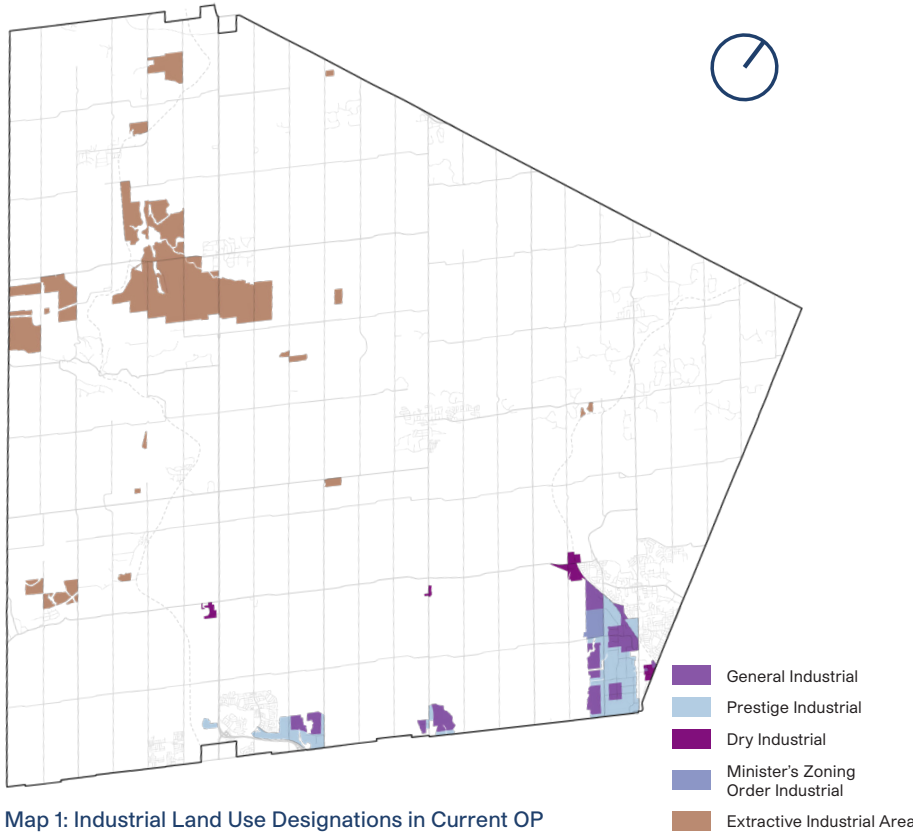
- **General Industrial:** lands are also fully serviced and offer the widest range of permitted uses, including warehousing and transportation terminals. These areas are strategically located near arterial roads and 400-series Highways to support truck access. Accessory outdoor storage is permitted, making this designation somewhat more compatible with logistics functions—though not explicitly designed for large-scale trucking operations or standalone yards.
- **Dry Industrial:** areas are serviced by private water and wastewater systems and are intended for industrial uses with low water and wastewater requirements, which would ostensibly include many warehousing, distribution, and trucking facilities. Notably, open storage is permitted here, and the list of compatible uses includes trucking-related activities and warehouses—making this designation the most aligned with freight-intensive uses. However, the geographic extent of Dry Industrial lands is limited across Caledon.

In addition to these industrial land uses, Extractive Industrial areas also warrant mention. While not logistics-oriented in the traditional sense, mineral resource operations generate substantial truck traffic and are relevant to the broader conversation around goods movement. Section 5.11 of the OP permits truck storage, parking, and maintenance within these areas.

The Land Use Schedules of the current OP identify that the majority of freight-oriented land uses are concentrated in the southern and southeastern parts of Caledon, particularly around Bolton and along the municipal borders with Brampton and Vaughan. These areas host the bulk of the Town's industrial land supply and are generally well-positioned relative to regional highways. Map 1 provides an overview of employment and extractive uses designated in the current OP.

Schedule J of the Caledon OP goes further by classifying freight corridors by capacity. However, no formal system exists to align freight-supportive land uses with these corridors.

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Map 1: Industrial Land Use Designations in Current OP
Mapping data provided by the Town of Caledon

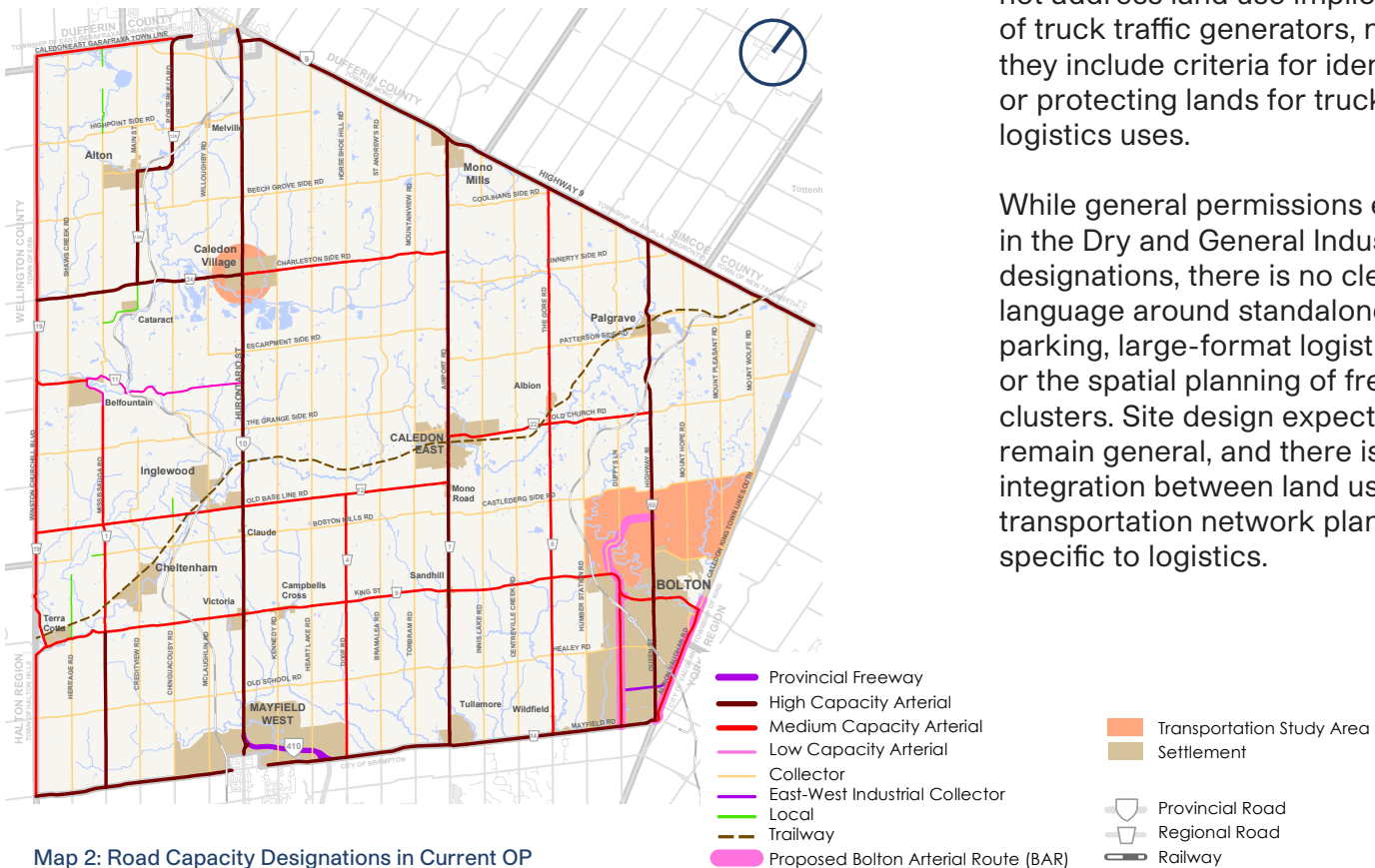
Trucking & Goods Movement Policies

Section 5.9.5.10 of the OP is dedicated to trucking and goods movement. While high level, it includes several key directions relevant to this mandate:

- Through truck traffic is encouraged on high-capacity arterial roads;
- Medium-capacity arterials and collectors may serve as connectors but are not intended for sustained truck travel; and,
- Truck traffic is prohibited on local roads.

These policies are primarily network-focused, with an emphasis on routing and minimizing conflicts with incompatible uses. They do not address land use implications of truck traffic generators, nor do they include criteria for identifying or protecting lands for trucking or logistics uses.

While general permissions exist in the Dry and General Industrial designations, there is no clear policy language around standalone truck parking, large-format logistics, or the spatial planning of freight clusters. Site design expectations remain general, and there is little integration between land use and transportation network planning specific to logistics.



Map 2: Road Capacity Designations in Current OP
Mapping data provided by the Town of Caledon

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Despite this, the current OP provides limited guidance specific to site development or design for freight-intensive uses. Section 5.5.7 outlines general expectations for industrial development and storage, including:

- Requirements to mitigate land use conflicts through buffering and sensitive siting.
- Landscaping and screening expectations for industrial and storage facilities.
- A policy discouraging open storage in locations with high visual exposure (5.5.7.3).

3.8 Adopted Future Caledon Official Plan

The Future Caledon Official Plan was adopted by Caledon Council in March 2024 and represents a significant modernization of the Town’s planning framework, aligning with the PPS, and regional policy directions. Although the Plan is not yet in effect, pending approval by the Province, it provides a progressive foundation for managing growth, employment land protection, and goods movement through to 2051.

Growth Forecasts & Land Use Vision

The Future Caledon OP establishes ambitious population and employment forecasts, underscoring the scale of planned growth:

	2021	2041	2051
Population	81,000	200,000	300,000
Households	24,000	65,000	90,000
Employment	32,000	80,000	125,000

Source: Town of Caledon Growth Management and Phasing Plan, November 2024, Watson & Associates Economists Ltd.

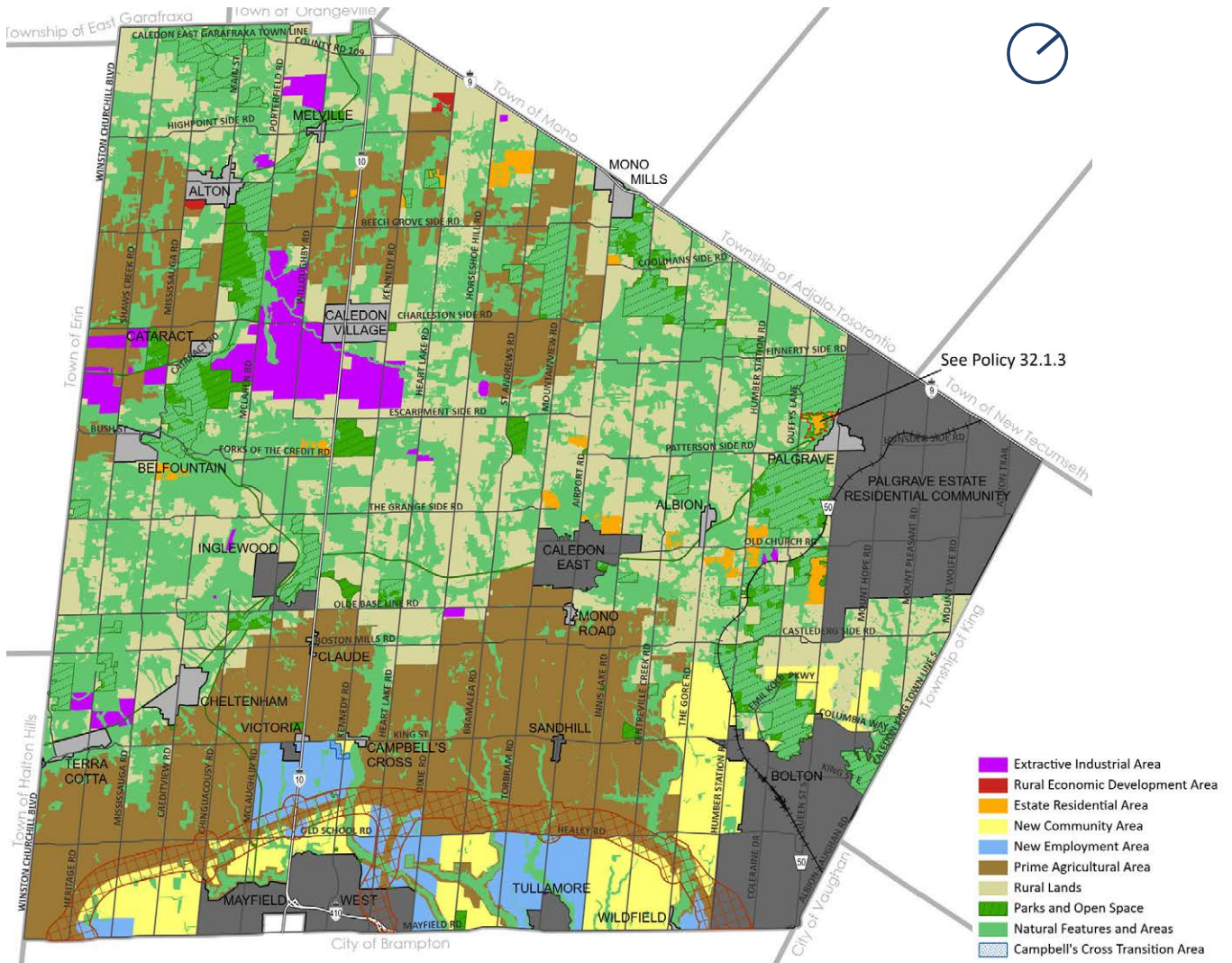
This represents a nearly fourfold increase in population and employment by 2051, requiring coordinated infrastructure investment and proactive land use planning.

The OP maintains a structure that is generally consistent with the current planning framework but introduces key changes to reflect Caledon’s evolving growth context—most notably, the Settlement Area Boundary Expansion (SABE), the identification of New Community and New Employment areas, and the establishment of a Goods Movement District overlay to support the logistics and trucking sector.

The SABE & Secondary Plans

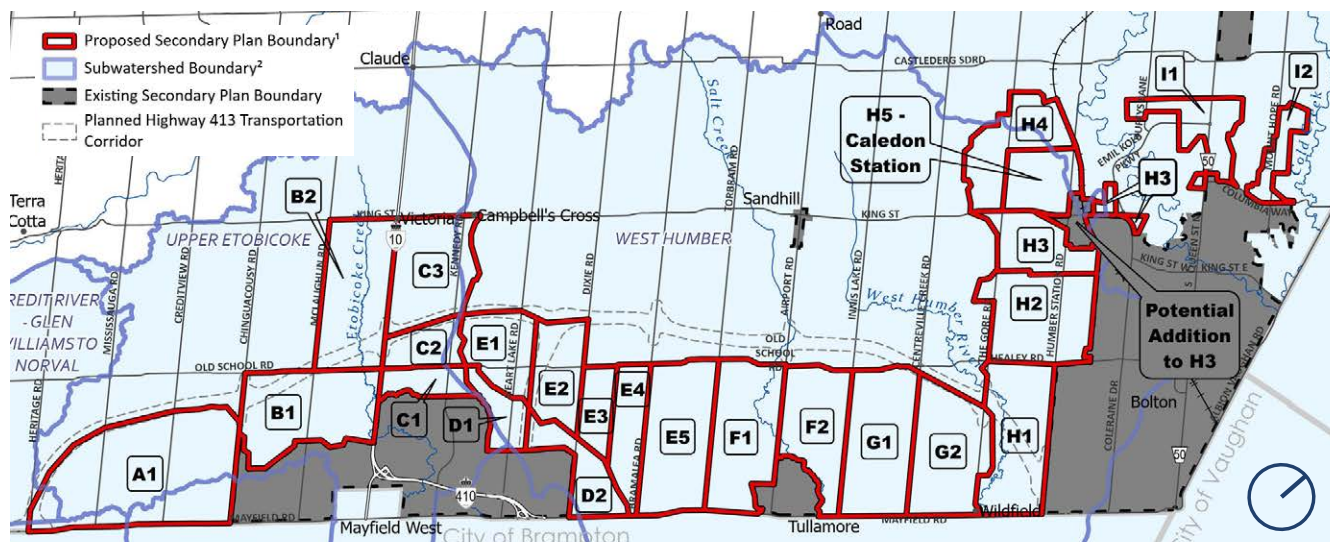
To accommodate growth, the Future Caledon OP introduces the SABE, a significant expansion area primarily located along the Town’s southern boundary and the planned Highway 413 corridor. The SABE is comprised primarily of lands designated for New Community and New Employment, which are intended to be developed through future secondary planning processes. The SABE and remainder of the Town’s land use is shown in Schedule B4 of the Official Plan on the opposite page (Map 3). At present, the SABE includes approximately 24–25 secondary plan areas, 13 of which contain lands designated as New Employment Area. These secondary plan areas are shown on Map 4 (opposite).

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Map 3: Excerpt from Schedule B4 of Future Caledon Official Plan - Land Use

Mapping data provided by the Town of Caledon



Map 4: Excerpt from Figure F3 of Future Caledon Official Plan - Secondary Planning Areas

Mapping data provided by the Town of Caledon

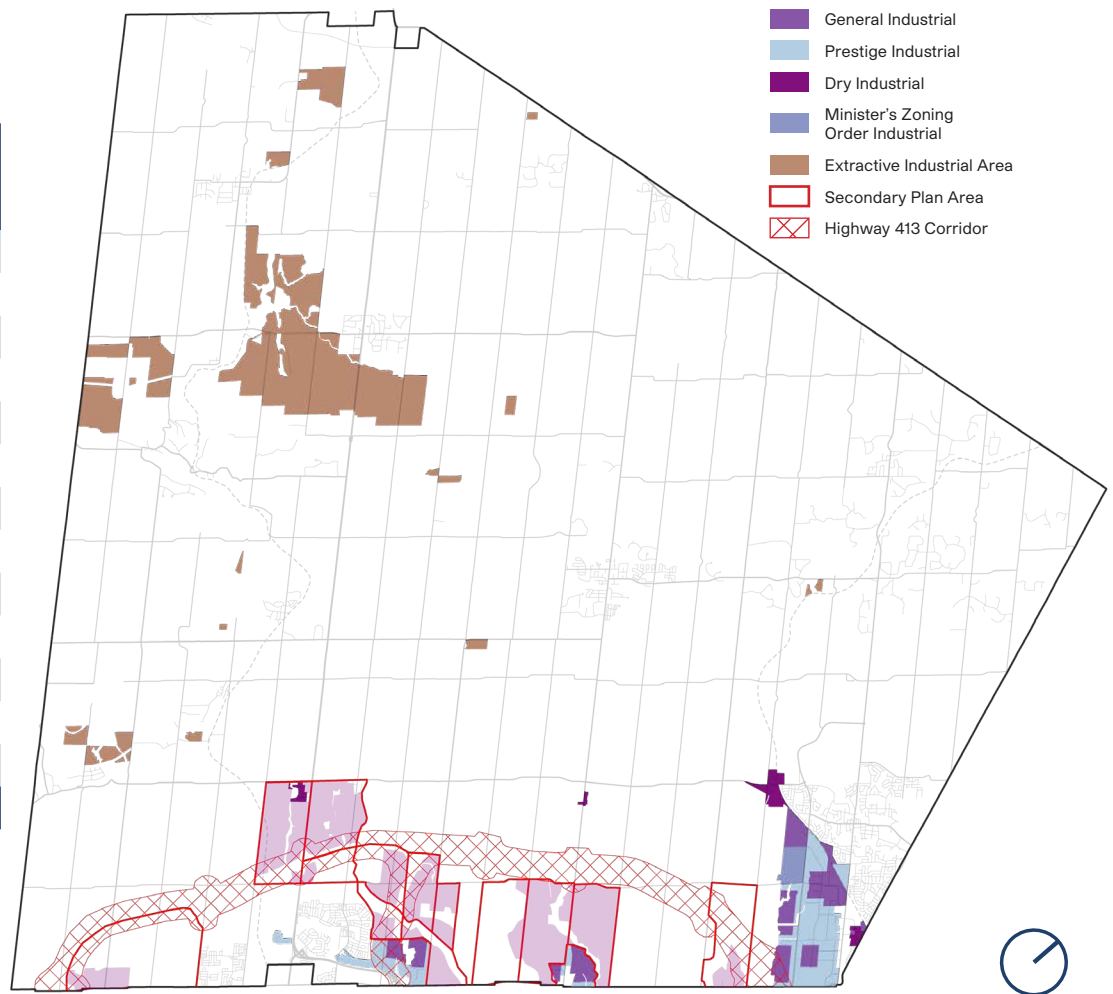
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Further to the above, the Map below provides a clear comparison of existing industrial lands in the existing OP (solid colours) and “new employment areas” identified in the Future Caledon OP (light purple). As shown, these are primarily located adjacent to the Highway 413 corridor (red hatched area). The solid red borders indicate a future secondary plan boundary.

Plan	Total Area* (Ha)	Emp Area* (Ha)	Emp. Share
A1	770	100	13%
B2	421	300	71%
C2	139	16	12%
C3	354	289	82%
D1	118	45	38%
D2	161	90	56%
E1	238	112	47%
E2	196	128	65%
E3	116	90	77%
E5	423	47	11%
F1	397	311	78%
F2	319	286	90%
H1	388	63	16%
Total	4,040	1,877	47%

*Approximate measurement in hectares

Source: Re:Public Urbanism & Town of Caledon Mapping Data



Map 5: Secondary Plan Areas Containing New Employment Lands

All of the “New Employment Areas” fall within the following secondary plan areas. These areas together account for 1,877 hectares of New Employment lands—representing roughly 46.5% of the SABE’s total area. Table 1 above identifies the breakdown of each secondary plan area with corresponding New Employment land share.

The timing and prioritization of these secondary plans will likely be key issue in developing the Land Use Strategy. Since development in these areas cannot proceed until secondary plans are adopted, Caledon will need to consider a phased and strategic approach to implementation—particularly to ensure the employment land supply keeps pace with demand for logistics and trucking operations. Factors such as infrastructure readiness, Highway 413 development, and balancing population/employment growth should be central to the prioritization of secondary planning. As discussed later in this section, Caledon’s 2024 Growth Management Phasing Plan addresses this in part, however, additional direction in the Official Plan may be warranted to clarify the intended function and prioritization of employment lands.

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Plan Implementation

The Plan introduces a three-phase implementation approach:

- **Phase 1** includes the overarching policy text and growth management structure;
- **Phase 2** will include the development of intensification area policies, trucking and goods movement policies, review of existing secondary plan(s); and,
- **Phase 3** will see the preparation of secondary plans for the 2051 New Urban Area along the southern boundary of the Town focused around the planned Highway 413 corridor. These secondary plans will provide more detailed guidance for new community areas and employment lands, including future logistics uses.

Relevant Land Use Designations

The Future Caledon OP maintains the “Prestige” and “General” Employment Area categories but refines their role and function. Key distinctions include:

- **Prestige Employment Areas** explicitly prohibit goods movement and logistics uses, as well as outdoor storage, in order to maintain a higher design standard and compatibility with adjacent uses.
- **General Employment Areas** permit a broader range of industrial uses but still restrict goods movement and logistics uses by default, unless the lands fall within the Goods Movement District (GMD) overlay. The GMD overlay is discussed in further detail below.

This reinforces the need to carefully plan for the co-location of Prestige and General Employment Areas, particularly where the former abut higher truck-generating uses.

A central policy issue emerging from this structure is that, without appropriate interim provisions or alternative locations, trucking and logistics operators may struggle to find suitable land, which could perpetuate the types of unauthorized uses the Town is seeking to address. This challenge

further underscores the importance of the GMD overlay.

Relevant Policies

Section 11.6 of the OP recognizes the critical role that goods movement plays in supporting economic growth, employment, and regional connectivity. The Plan outlines a framework for managing the safe and efficient movement of freight by road, rail, and air, while minimizing its impact on local communities and sensitive land uses. Central to this framework is the development of a coordinated and strategic goods movement network, which will be advanced through collaboration with the Region of Peel, the Province, and industry stakeholder. Other salient policies of Section 11.6 include:

- Completing a dedicated Goods Movement and Logistics Land Use Strategy to inform the planning and development of freight-supportive uses in appropriate locations and to help identify a clearly defined truck route network that prioritizes connections to regional arterials and provincial highways.
- Directing heavy vehicles to regional arterials and provincial highways and restricted on local roads except for local deliveries. Seasonal load restrictions may be imposed, and the Town reserves the authority to regulate truck usage via “No Heavy Truck” by-laws.
- The policies also promote the clustering of freight-generating uses near highway corridors and other strategic infrastructure, including Highway 413, which is identified as a key long-range freight corridor serving Caledon’s southern employment areas.
- From a land use planning perspective, the Plan encourages freight-intensive activities to locate near major arterials and intermodal freight facilities. Intermodal, rail, and air-based freight are acknowledged as important components of a multimodal goods movement system. The Town will review and update its transportation network regularly.
- The policies also include provisions to

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support the accommodation of Long Combination Vehicles (LCVs), promote the role of rail in goods movement, and plan for the needs of agricultural vehicles. Furthermore, the Town is committed to ensuring adequate truck parking infrastructure and may require truck parking studies for major developments and secondary planning exercises to better assess and manage freight-related land use impacts.

Section 23.9 of the OP introduces a Goods Movement District designation as an overlay within the broader General Employment Area framework. This designation reflects the Town's recognition of the growing role of logistics, e-commerce, and goods movement activities, both locally and regionally. It provides a planning mechanism to identify and support appropriate areas for freight-intensive land uses while maintaining compatibility with surrounding uses.

The overlay is to be applied through the preparation of secondary plans and guided by the Town's forthcoming Goods Movement and Logistics Land Use Strategy (the subject of this mandate). Its primary objective is to provide long-term, stable locations for large-scale warehousing, distribution, truck parking, and container or outdoor storage activities.

Key objectives of the GMD designation include restricting new sensitive land uses that could compromise logistics operations; limiting ancillary uses to only those that directly support primary logistics functions; and ensuring appropriate buffers and separations from adjacent uses. These measures help reduce the potential for land use conflicts and support operational efficiency within freight nodes.

Permitted uses within the overlay include all uses allowed under the General Employment Area designation, as well as specific logistics-related uses such as large-scale warehousing, goods movement operations, major office uses, and outdoor storage including containers and truck parking. This range of uses offers flexibility while

still maintaining a strong industrial character.

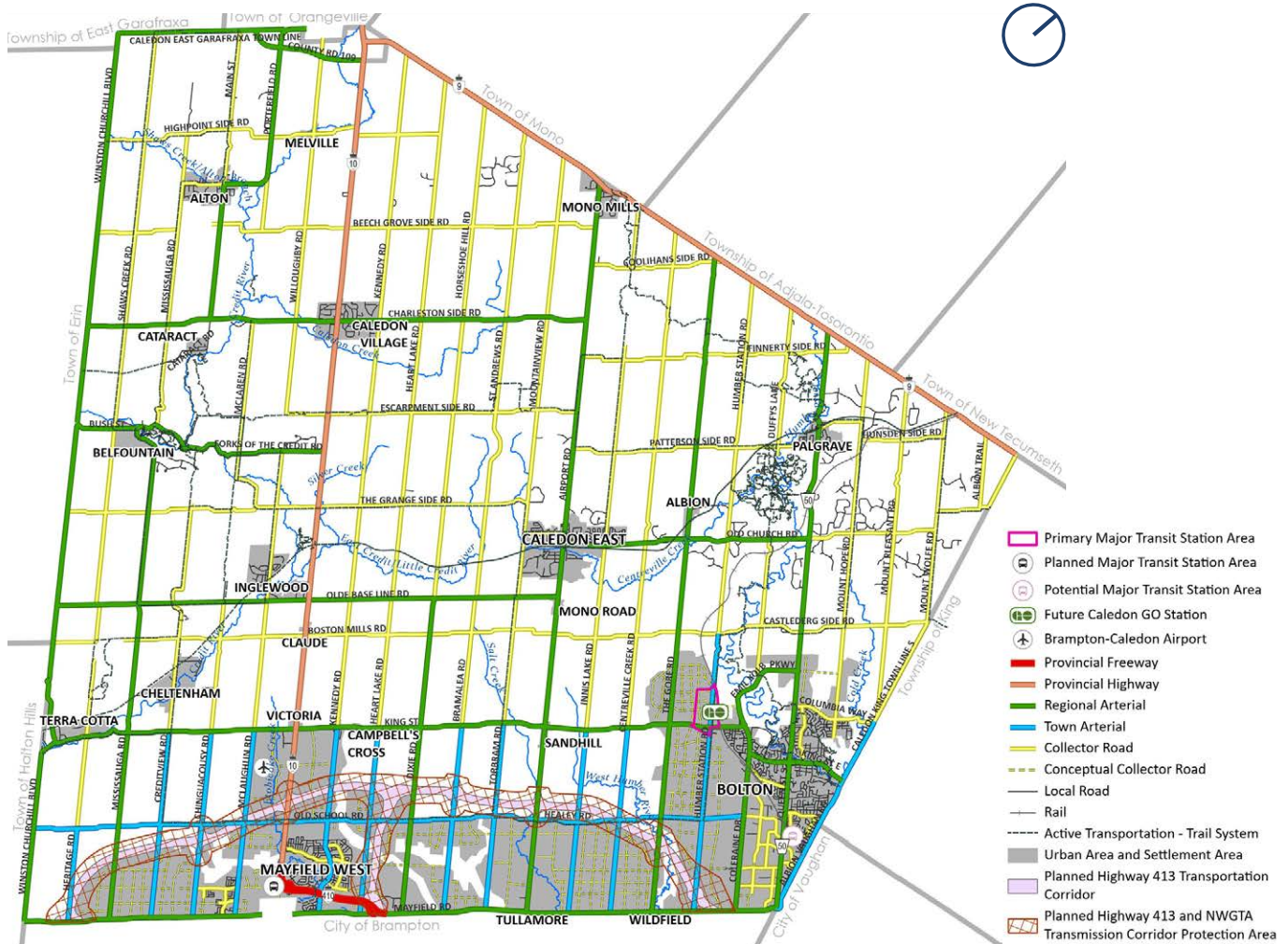
The implementing zoning by-law is expected to define maximum building heights and specific standards for open storage. Additional development policies stipulate that high-impact operations—such as salvage yards or asphalt plants—should not be located on corner lots adjacent to arterial, regional, or provincial roads. Truck and trailer parking associated with these uses will be required to be screened from public view and adjacent land uses using landscaping, berming, and fencing, ensuring compatibility with the surrounding urban form.

For the current mandate, this framework provides an important policy lever and implementation pathway—ensuring that land use decisions around trucking and logistics are integrated into Caledon's future urban structure, and that suitable lands are allocated and protected for goods movement in alignment with both regional infrastructure and broader growth objectives. The outcome of this mandate will see the establishment of siting criteria and design/policy guidelines for the establishment and development of freight-intensive, logistics, and other trucking-related uses.

The Future Caledon OP establishes a more detailed goods movement framework than the current plan, supported by updated road classifications from the 2024 Multi-Modal Transportation Master Plan (MMTMP). The Town-wide Transportation Network (Schedule C1 in the Future Caledon Official Plan) is shown on the opposite page.

While these provisions are a positive step, the OP stops short of addressing broader issues with trucking operations, such as interim accommodation, regional demand management, and criteria for siting standalone facilities/identification of Goods Movement District Overlays. More specific policy direction may be warranted under future amendments or implementation tools, most likely through the secondary planning process.

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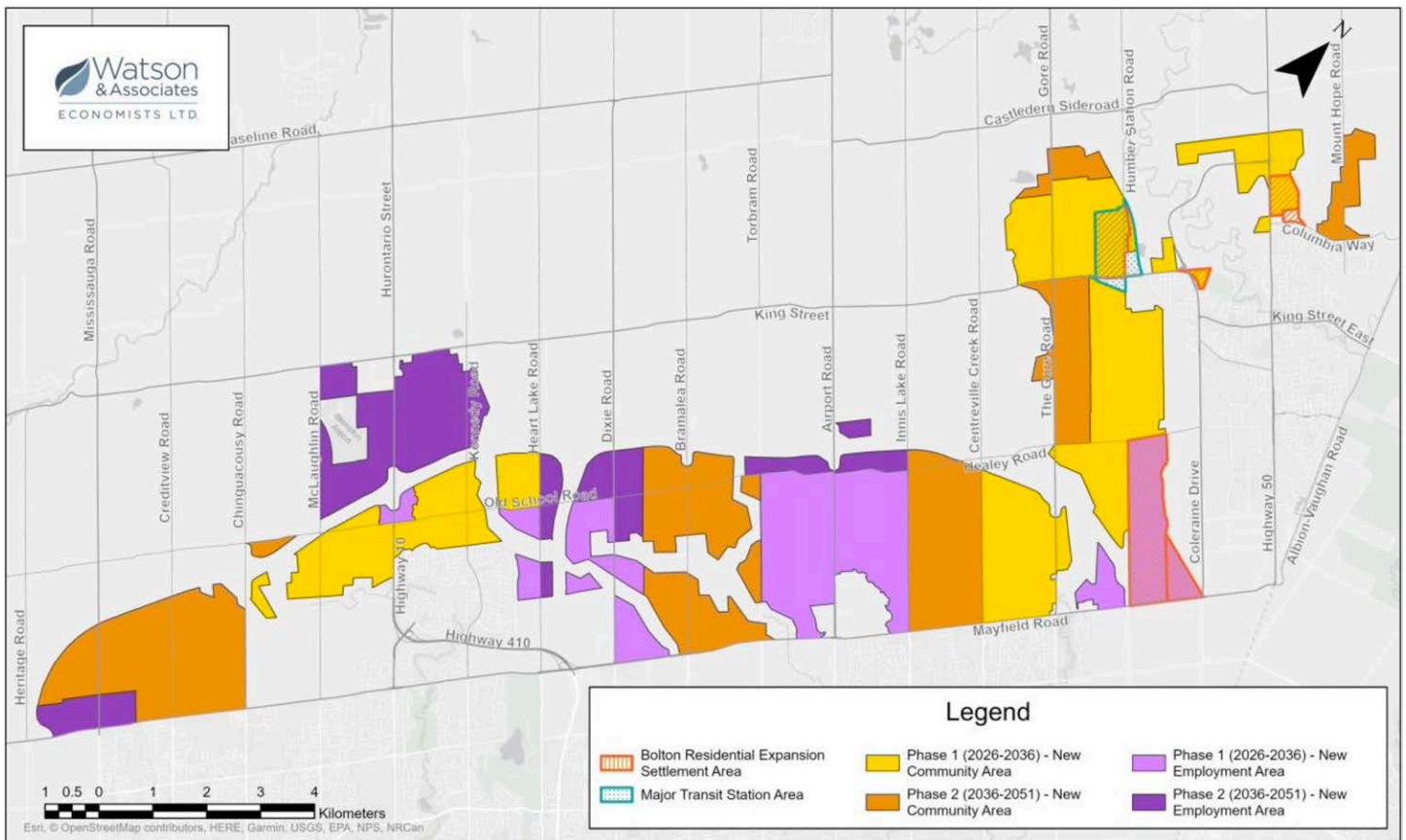


Map 6: Future Caledon Town-Wide Transportation Network
 Mapping data provided by the Town of Caledon

Several general policy areas also have relevance to logistics and truck parking, and will be important to consider as part of the planning and design process for future facilities:

- Urban Heat and Stormwater (Section 5): Encourages green infrastructure and tree planting within hardscaped areas such as large-format parking lots.
- Design Guidelines (Section 7): Recommends landscaping, pedestrian separation, and screening for truck and trailer parking.
- Land Use Compatibility (Section 8.3): Reinforces the need to buffer employment areas from sensitive land uses and may be strengthened with reference to provincial D-Series Guidelines.
- Planning for Specific Uses (Section 8.6): Offers an opportunity to introduce policies for freight-intensive uses and dedicated truck parking/staging areas.
- Accessory Truck and Trailer Parking (Section 23.5): Permits truck parking in rear and side yards only, subject to year-round screening.

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Map 7: Town of Caledon Growth Management & Phasing Plan, Figure ES-1

Source: Town of Caledon Growth Management and Phasing Plan, November 2024, Watson & Associates Economists Ltd.

3.9 Caledon Growth Management & Phasing Plan

In late 2024, the Town of Caledon finalized a Growth Management and Phasing Plan (GMPP) to provide strategic direction on how and when growth should occur across the municipality, with particular emphasis on the new settlement areas identified within the Settlement Area Boundary Expansion (SABE). While the GMPP does not establish specific timelines for the preparation of individual secondary plans, it offers important insight into how and when the Town intends to prioritize growth-related planning work, infrastructure investments, and development approvals across its expanded settlement areas.

The GMPP supports the Town’s vision of accommodating 300,000 residents and 125,000 jobs by 2051 through a phased, fiscally responsible, and infrastructure-efficient manner. The document serves as a critical policy bridge between the broader objectives of the Future Caledon Official Plan and the more detailed implementation work to be conducted through secondary planning. Key elements of the GMPP include:

- A two-phase development timeline: Phase 1 lands may begin development between 2026 and 2036, while Phase 2 lands are permitted to develop between 2036 and 2051. These phases apply to both New Community Areas and New Employment Areas within the SABE.
- Phase classifications were determined based on servicing feasibility, proximity to existing infrastructure, and alignment with the Town’s broader planning priorities, including transit readiness and complete community objectives.

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- A fiscal impact assessment demonstrating that while operating deficits are expected through 2029, growth-related revenues are projected to offset these deficits beginning in the early 2030s, with longer-term surpluses increasing over time.

While the plan does not assign specific timing to each individual secondary plan, it provides a high-level indication of how the Town may sequence planning work to support development readiness. Map 7 (above) illustrates the general phasing geography.

For logistics and employment land planning, the GMPP is an essential context piece. It suggests that the majority of the Town's New Employment Areas will begin to undergo planning and development processes in the 2026–2036 window, with others to follow in the subsequent 15-year period. This reinforces the need to:

- Align Goods Movement District overlays and logistics-focused employment policy implementation with the GMPP's phasing strategy;
- Prioritize planning efforts in Phase 1 areas where early servicing and infrastructure upgrades will enable more immediate development activity; and,
- Consider the financial and infrastructure implications of shifting employment areas forward in the phasing schedule—particularly where truck parking, goods movement, and logistics are anticipated to drive demand.

The GMPP also confirms the Town's commitment to integrating employment growth into its broader growth management strategy. It places emphasis on balancing residential and employment development to avoid job-housing mismatches, optimize servicing efficiency, and support a more resilient and diverse tax base. For the purposes of this strategy, the GMPP provides a valuable reference point for situating short-, medium-, and long-term goods movement land use planning efforts.

3.10 Zoning By-law (By-law No. 2006–50)

The Town of Caledon's Zoning By-law serves as the primary regulatory tool for implementing official plan policies and regulating most development in the Town. However, when it comes to freight-intensive land uses—particularly those related to logistics, trucking, and trailer storage—the current Zoning By-law presents a number of limitations. These include outdated use definitions, limited permissions for standalone truck parking, and inconsistencies between defined terms and zone-level permissions. While not the sole factor driving the rise of informal or unauthorized truck yards across Caledon, these regulatory constraints do contribute to the issue by failing to provide a clear and comprehensive framework for accommodating truck-oriented uses.

Definitions

Section 3 of the Zoning By-law defines a Transportation Depot as:

“a lot used principally for the parking, storage, servicing, hiring, loading or unloading of tractor trailers, buses or other fleet vehicles such as but not limited to, taxis, limousines and tow truck including owner-operators, and must include a building containing a use directly related to the parking, storing, dispatching, servicing, hiring, loading or unloading of such fleet vehicles. This may include the temporary storage of goods or wares prior to shipment, and/or a maintenance building but does not include a tractor trailer repair facility, motor vehicle body shop, motor vehicle compound, motor vehicle repair facility, motor vehicle service centre or motor vehicle towing facility. But does not include any cannabis or industrial hemp use defined in this By-law.”

Similar versions of this definition can be found in different zoning by-laws across Ontario developed in the early 2000's and 2010's; however, given the evolution of the freight industry/trucking practices, many municipalities are shifting toward new, more delineated definitions that separate logistics from transit or other transportation-oriented uses.

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The By-law does not have a definition or specific use for Tractor Trailer Parking, any parking for transportation depot requires an accessory use or building directly related to the main use. Notwithstanding this the By-law contains site specific special exceptions in the Prestige Industrial Zone that allows tractor trailer parking which is defined as: ‘tractor trailer storage, accessory use’, for the purpose of this zone, no tractor trailer storage is permitted in the front yard or exterior side yard / no tractor trailer storage shall exceed 5.0m in height / all tractor trailer storage areas shall be screened with year-round screening.”

Additionally, the By-law defines Tractor Trailer, Tractor Trailer Repair Facility, and related terms. Importantly, while the By-law provides a definition for “Tractor Trailer Repair Facility,” this use is not permitted in any zone—highlighting a disconnect between defined terms and practical permissions.

Without a defined or permitted standalone truck parking use class—and with “open storage” explicitly prohibited across most zones—there is no zoning pathway to legalize truck yards or trailer storage unless they are accessory to a permitted industrial use.

General Provisions and Restrictions

The general provisions of the By-law further constrain the development of freight-focused uses:

- Open Storage is prohibited as a principal use and, where permitted as an accessory use, is subject to height (6 m), lot coverage (50%), and screening requirements (2 m fencing).
- Section 4.32 prohibits open storage as a use altogether unless otherwise specified—effectively excluding standalone storage yards from most zones.
- Section 5.2.20 prohibits tractor trailer parking or storage on any lot in a residential, agricultural, or environmental zone. Even within industrial zones, parking must be screened by a building or solid fencing. While these standards aim to preserve compatibility, they also restrict options for

rural-based operators or small-scale truck owners, some of whom may have suitable space on rural lots.

Notably, the By-law allows for one commercial motor vehicle per dwelling under 4,500 kg (or a school bus) in rural and agricultural zones but does not provide any flexible framework for owner-operators who may own a tractor trailer unit. For reference, vehicles under this weight limit include pickup trucks (~3,500 kg), light commercial vans (~2,500 kg), full size SUVs (~3,200 kg), and light-duty class 2–3 cube/box trucks (~4,400 kg). There may be an opportunity to consider increasing the flexibility here without threatening the integrity of the rural area/land use compatibility through clear, prescriptive language.

Parking Standards

The Zoning By-law’s non-residential parking standards primarily address employee and patron parking for commercial and industrial uses. While provisions exist for loading spaces, the By-law does not include any specific guidance or requirements for heavy vehicle parking or staging areas—uses that are fundamental to the operation of logistics, warehousing, and freight-focused businesses.

As the freight and logistics sector continues to evolve, many operators are relying on fewer on-site employees and increasingly larger volumes of goods movement. This shift has created a growing mismatch between traditional parking requirements—typically tied to gross floor area—and the actual operational needs of these facilities. In many cases, rigid minimum parking requirements may force operators to allocate valuable land for employee vehicle parking that is unnecessary, at the expense of truck parking, staging areas, or more efficient site layouts.

This issue speaks to a broader planning debate around the role of parking minimums. From an industry perspective, it is often argued that users themselves are best positioned to determine how much parking is needed, and that zoning should allow for greater flexibility. At present,

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Caledon’s zoning does not provide a mechanism for assessing or responding to the unique parking profiles of freight-intensive uses.

The lack of tailored standards, combined with the absence of permissions for standalone truck parking, may be contributing to the prevalence of informal or unauthorized truck yards in Caledon. In reviewing its industrial parking standards, the Town should consider:

- Whether parking minimums remain necessary or desirable for freight/logistics developments;
- How to integrate site design standards that prioritize truck circulation, staging, and driver needs;
- Opportunities to permit flexible site-specific parking strategies through zoning or site plan approval.

As part of a broader zoning modernization effort, rethinking how parking is regulated in freight-intensive employment areas could play a key role in improving both land use efficiency and enforcement outcomes.

Permitted Uses & Industrial Zone

The Transportation Depot use – again, the “logistics-focused” use is permitted only in Serviced (MS) and Unserviced (MU) Industrial Zones. However, several site-specific zone exceptions in the Prestige Industrial (MP) Zone (e.g., MP-579, MP-580, MP-650, MS-649) permit “accessory tractor trailer storage,” many of which fall within areas otherwise zoned for Prestige Industrial uses—a category that generally excludes heavy industrial or open storage uses.

This patchwork of permissions presents challenges:

- There is no permitted zone for standalone truck parking or trailer storage not tied to an associated industrial use, despite many of the other permitted uses in industrial zones being heavily reliant on trucking.
- “Accessory tractor trailer storage” is inconsistently applied and undefined in the

By-law.

- Freight-supportive uses are effectively confined to site-specific permissions or subject to interpretive flexibility during enforcement and approvals.

Considering the several site-specific exceptions for trailer parking, the Town should consider re-evaluating its approach to Prestige Industrial lands, including location and land use criteria, and whether their strategic value can better align with accommodations for logistics/freight-oriented uses.

3.11 Caledon Multi-Modal Transportation Master Plan (2024)

The Town of Caledon’s Multi-Modal Transportation Master Plan (MMTMP), adopted in 2024, serves as a long-range strategic framework for coordinating transportation infrastructure with the Town’s land use and growth management objectives. Developed in conjunction with the Future Caledon Official Plan, the MMTMP seeks to support future population and employment growth—particularly within the Town’s southern urban expansion areas and around the future Highway 413 corridor—through an integrated and future-ready transportation system.

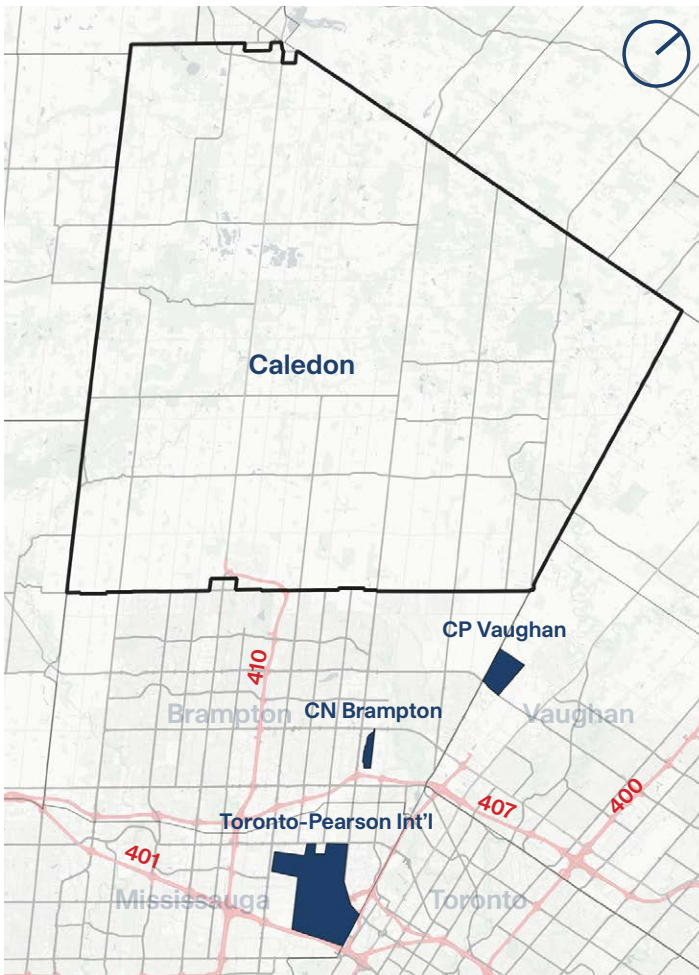
A key focus of the MMTMP is enhancing Caledon’s capacity to accommodate freight movement and logistics activity. The plan highlights the importance of efficient transportation access to employment lands, resource areas, and regional trade infrastructure as a core enabler of local economic competitiveness. Section 5.4 specifically identifies the growing significance of goods movement and forecasts a substantial increase in truck traffic in response to rising consumer demand and Caledon’s projected 2051 population of 300,000 residents.

The Town’s strategic proximity to three major intermodal terminals positions it favourably within the regional logistics network:

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- CN Brampton Intermodal Terminal, located approximately 10 km from Caledon and 12 km from Bolton
- CP Vaughan Intermodal Terminal, approximately 4 km from Bolton
- Toronto-Pearson International Airport, approximately 20 km from the southern boundary of the Town.

All facilities are accessed primarily via Highways 407 and 427, underscoring the need for strong freeway linkages and the strategic placement of logistics uses near these corridors. A map illustrating the spatial relationship of these terminals to Caledon is included below, along with the planned Highway 413 development corridor.



Map 8: Major Intermodal Logistics Facilities Near Caledon

Mapping data provided by the Town of Caledon

Truck Movement and Network Planning Considerations

The MMTMP outlines the current policy direction for managing truck movement in Caledon while identifying emerging gaps and opportunities for improvement. Key considerations include:

- Trucks are directed primarily to arterial roads, especially those under the jurisdiction of Peel Region.
- Truck restrictions are governed through municipal by-laws, often implemented in response to road geometry or community safety concerns.
- While Peel Region has identified a Strategic Goods Movement Network (as outlined in Table 5-4 in the Plan), the Town currently does not support certain designated routes—such as Horseshoe Hill Road and Mountainview Road—due to road geometry and safety limitations.

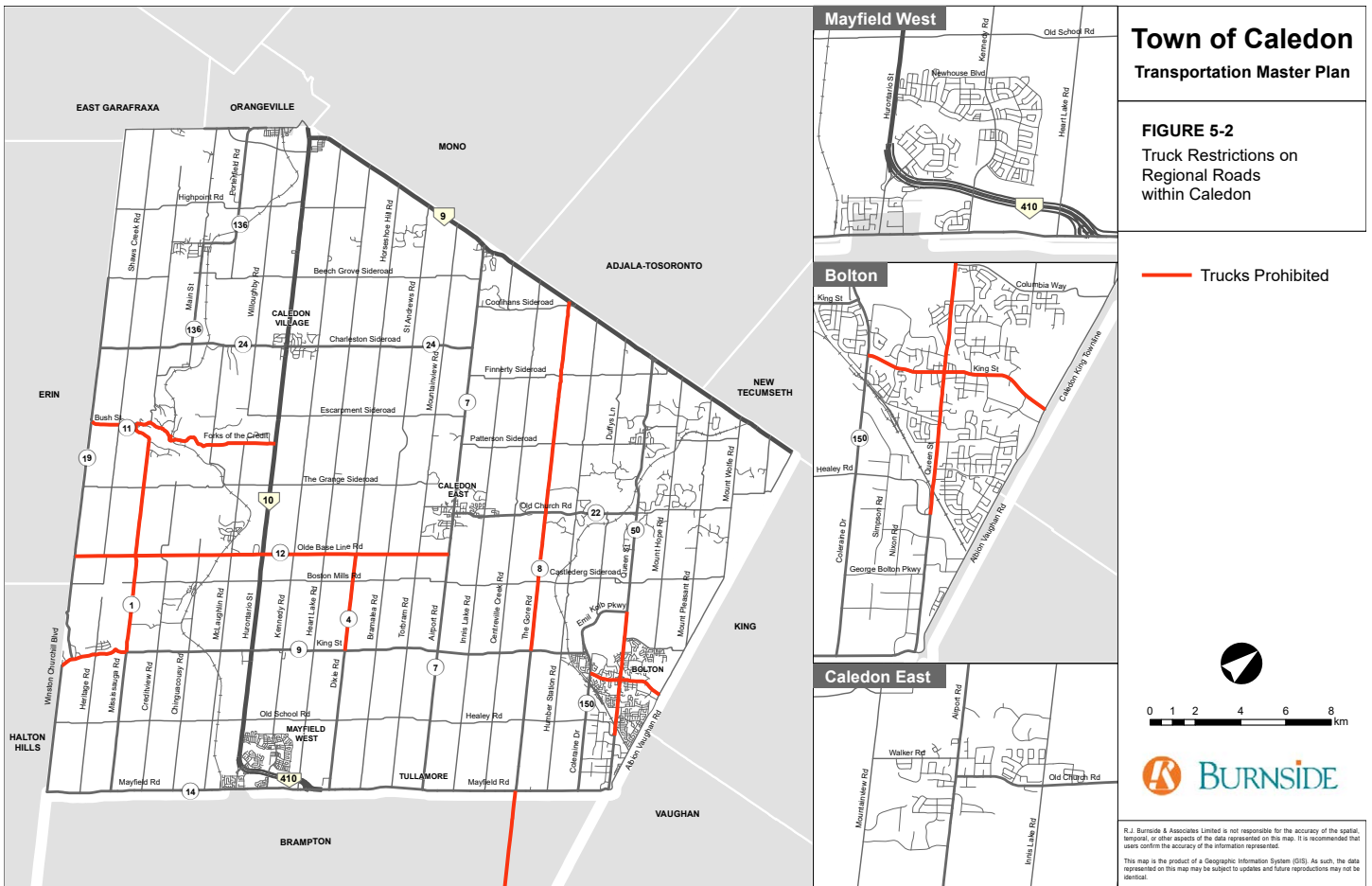
A central issue identified in the MMTMP is the absence of formal truck route classification criteria at the local level. This has left the Town without a consistent methodology for determining which municipal roads are appropriate for truck access or how to manage truck routing in conjunction with local land use and road design.

To address this gap, the plan recommends that the Town establish a standardized truck route framework, with criteria grounded in:

- Engineering feasibility and structural capacity
- Road rehabilitation and long-term capital investment considerations
- Minimization of conflicts with residential uses, schools, and other sensitive community areas

The development of such a framework is seen as essential to improving clarity around truck access, supporting infrastructure upgrades, and reducing friction between freight movement and neighbourhood-scale mobility objectives. Figure 5-2 from the MMTMP, shown on Map 9, identifies truck restrictions in Caledon.

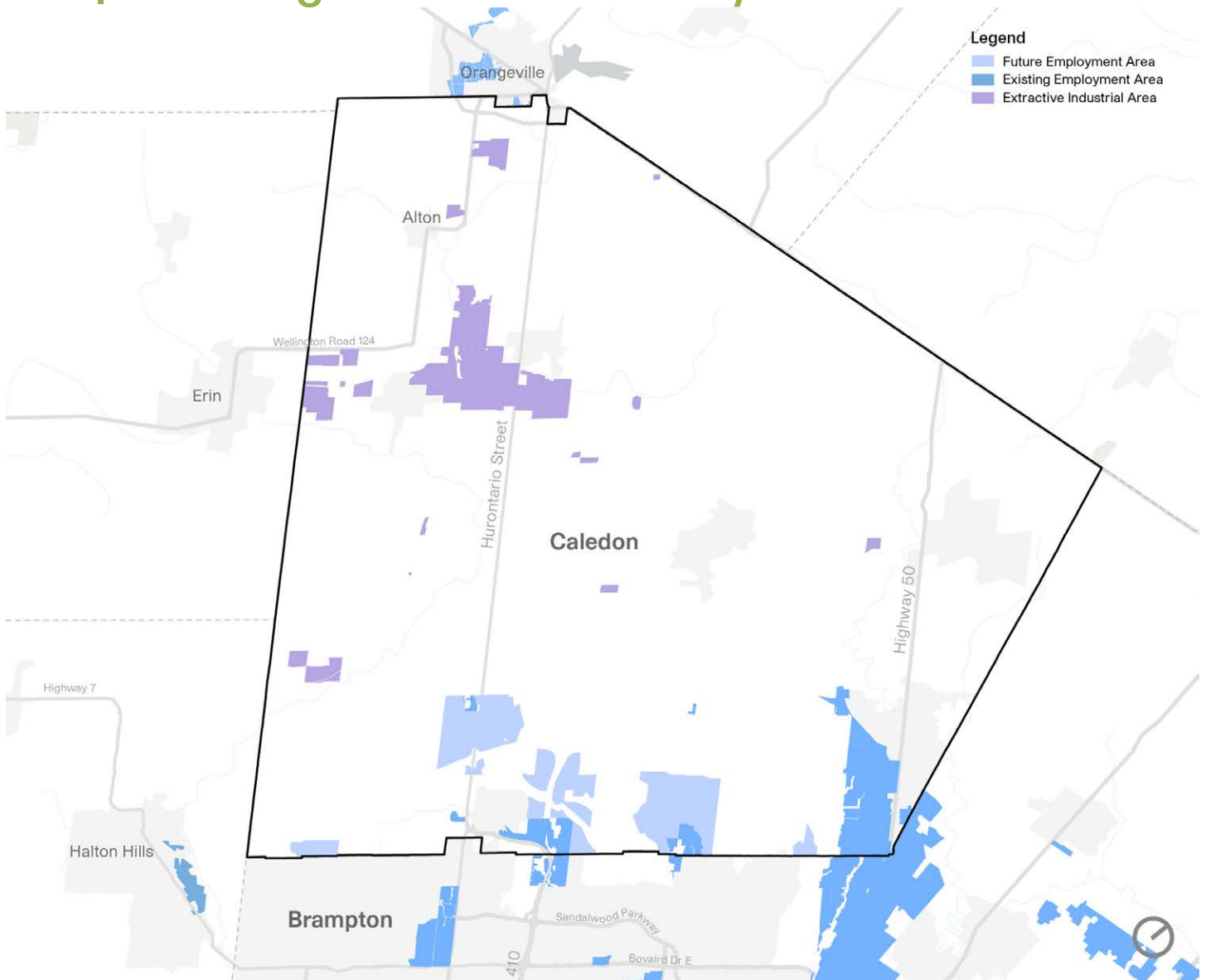
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Map 9: Town of Caledon Multi-Modal Transportation Master Plan Figure 5-2: Truck Restrictions

Mapping data provided by the Town of Caledon

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Map 10: Town of Caledon Current and Future Employment Lands

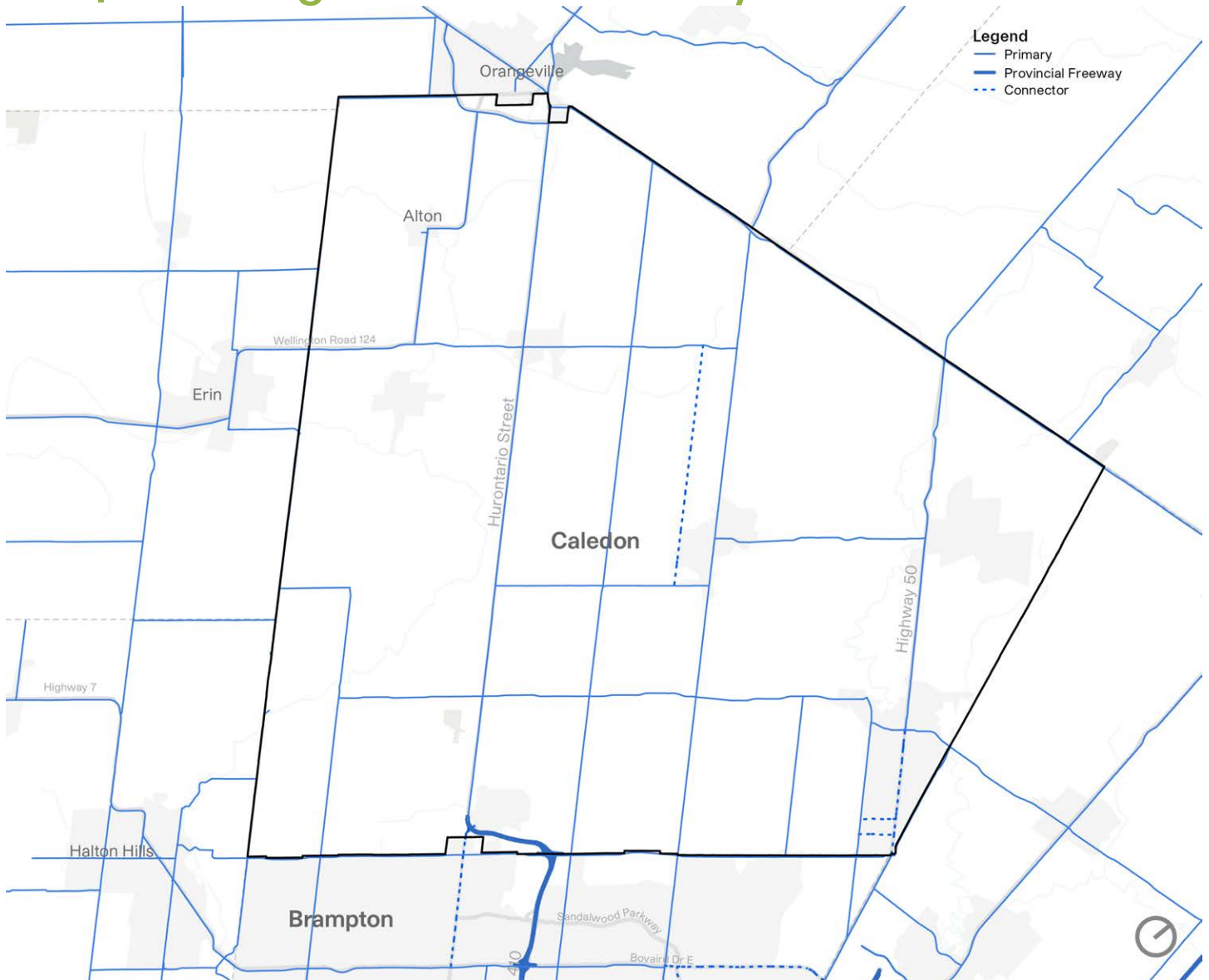
Mapping data provided by the Town of Caledon

3.12 Spatial Analysis: Employment Areas

This map provides a spatial overview of existing and planned employment areas within the Town of Caledon, as well as their relationship to adjacent municipalities such as Brampton, Erin, and Orangeville. The existing employment lands, shown in dark blue, are primarily concentrated along Caledon’s southern boundary, especially adjacent to the City of Brampton and major transportation corridors such as Highway 410 and Highway 50. These areas include established industrial and logistics hubs that are already integrated into the regional goods movement network.

The future employment areas, depicted in light blue, illustrate a strategic expansion of the employment land base to accommodate long-term growth. These future designations are heavily concentrated in the south and southeast portions of Caledon, particularly within the Settlement Area Boundary Expansion (SABE) lands. Their proximity to existing industrial clusters and regional transportation infrastructure illustrates a deliberate approach to promoting employment growth near major corridors while minimizing land use conflicts with residential and rural areas. The spatial distribution also reflects an emphasis on economic development along the urban edge, leveraging existing connections to Brampton and planned improvements such as Highway 413. This configuration supports both near- and long-term opportunities for logistics, warehousing, and goods movement uses.

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Map 11: Town of Caledon Strategic Goods Movement Network (as referenced in Region of Peel Official Plan)

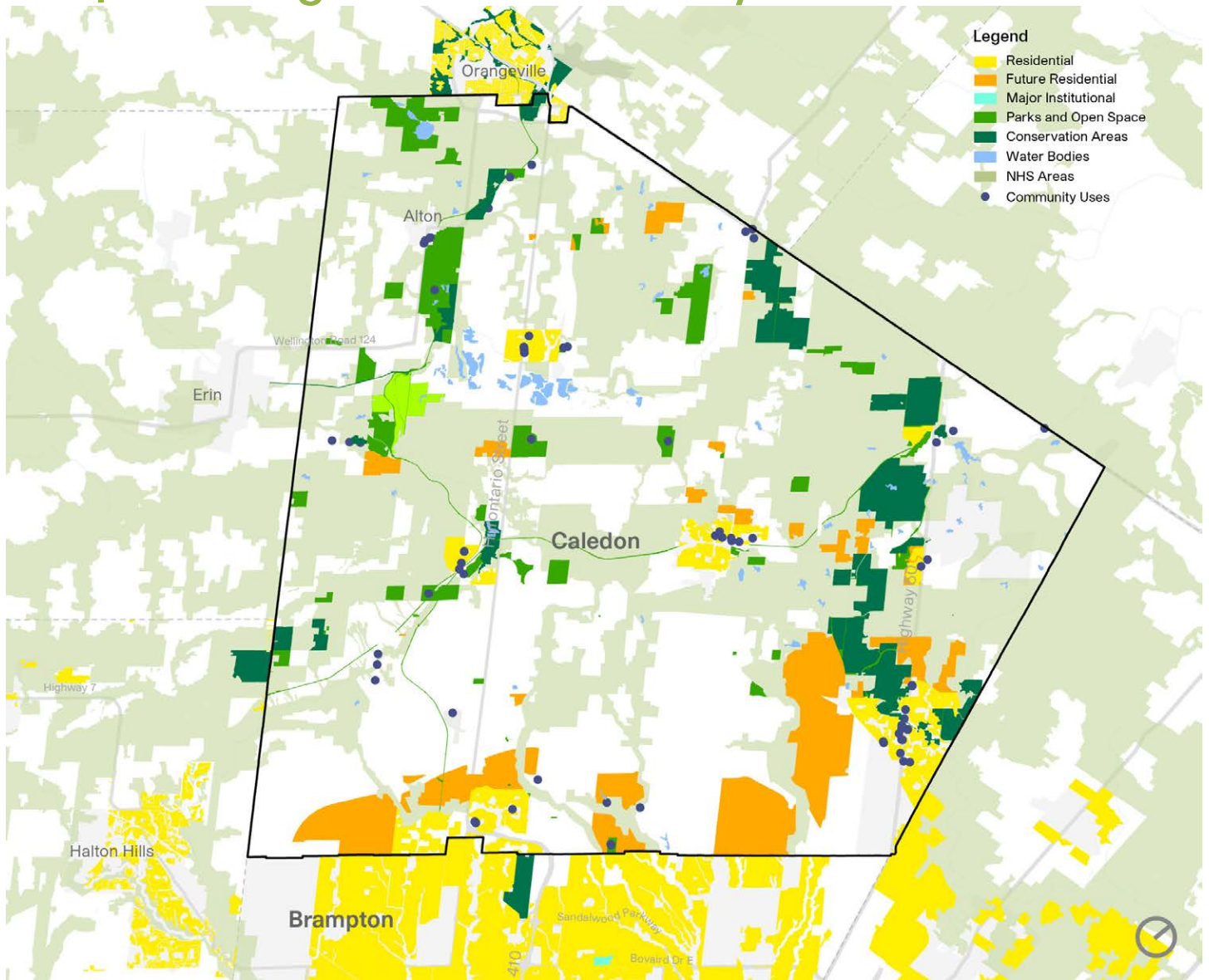
Mapping data provided by the Town of Caledon

3.13 Spatial Analysis: Truck Routes

This map illustrates the primary transportation corridors designated for goods movement within the Town of Caledon and surrounding area. The network includes three types of routes: primary arterial roads, provincial highways/expressways, and connector routes and highlights the major arteries critical to regional and interregional freight mobility, emphasizing connections to Brampton and the broader Greater Golden Horseshoe goods movement system.

Key routes such as Highway 410 and sections of Highway 50 serve as the backbone of Caledon’s goods movement infrastructure, supported by a network of primary and connector roads extending north-south and east-west. Notably, the inclusion of conceptual or proposed corridors, such as the dashed lines representing connector routes, signals ongoing planning efforts to strengthen access between industrial growth areas and provincial highways. The configuration underscores Caledon’s strategic role in regional freight logistics, especially in relation to the Settlement Area Boundary Expansion (SABE) and proposed employment lands. As the Town continues to evolve as a logistics hub, the map serves as a critical reference for aligning land use, transportation infrastructure, and economic development priorities.

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Map 12: Town of Caledon Sensitive Land Uses

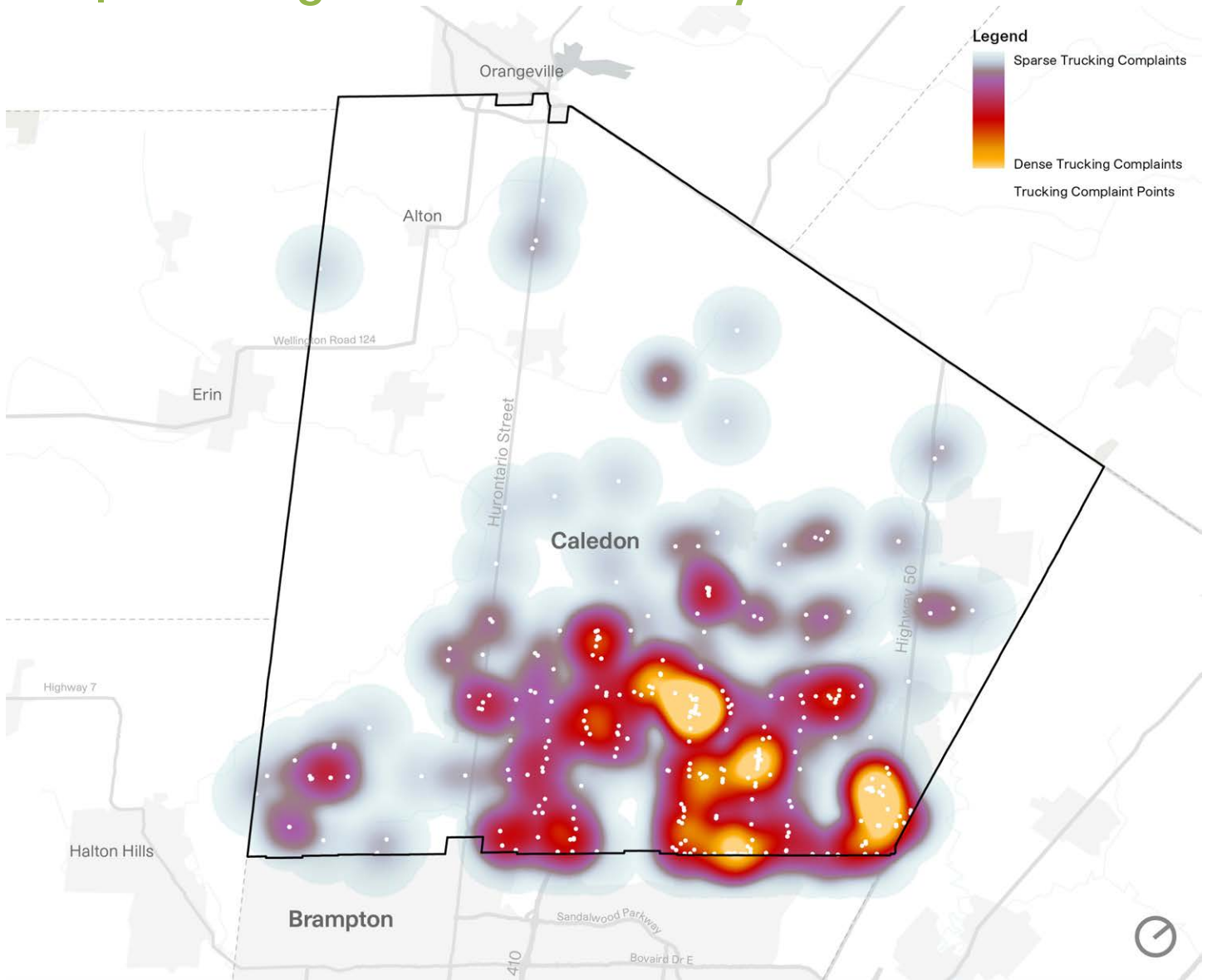
Mapping data provided by the Town of Caledon

3.14 Spatial Analysis: Sensitive Land Uses

Map 12 presents a composite view of land uses across the municipality that may be considered sensitive to industrial and freight-related development. These include existing and future residential areas, major institutional sites, parks, conservation areas, natural heritage system (NHS) features, and community facilities. The broad spatial distribution of these uses—especially in the southern and eastern parts of Caledon—highlights key considerations for planning logistics and goods movement facilities in a manner that minimizes land use conflicts.

Residential and future residential areas (shown in yellow and orange) are widely distributed across the Town, with significant concentrations along the Brampton boundary, near Valleywood, and east of Highway 50. These zones are particularly important from a compatibility and impact mitigation standpoint, especially regarding truck traffic, noise, and emissions. Conservation areas, NHS features, and parks further constrain the potential footprint for logistics operations and underscore the need for careful site design, buffering, and routing of freight movement. The map underscores the imperative for a nuanced planning approach that accounts for land use compatibility, environmental protection, and community well-being, particularly in Caledon’s rapidly urbanizing southern corridor.

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Map 13: Town of Caledon Trucking-Related Complaints

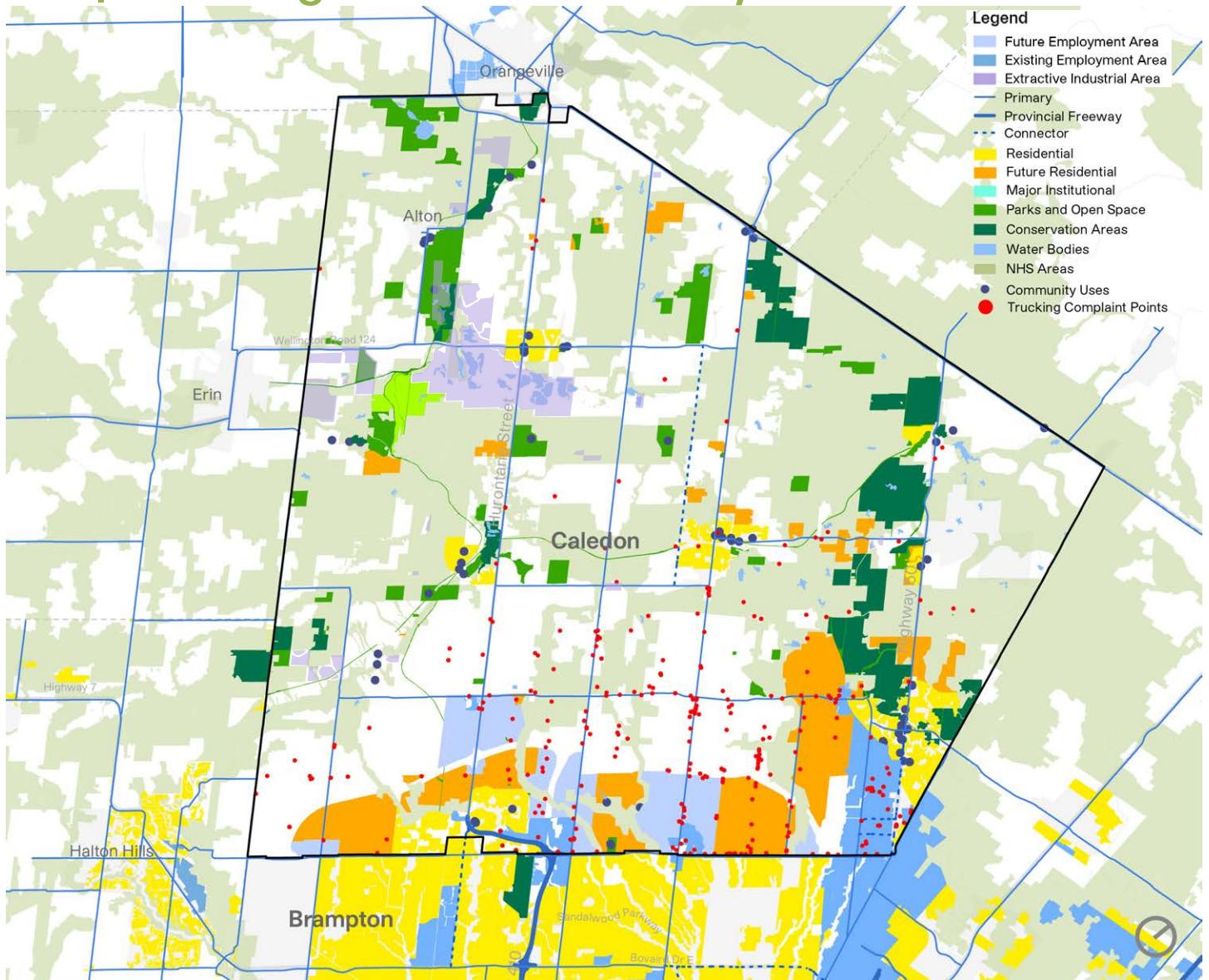
Mapping data provided by the Town of Caledon

3.15 Spatial Analysis: Trucking-Related Complaints

Map 13 visualizes the spatial distribution and density of public complaints related to trucking activity across the municipality. Using a heat map overlay, it distinguishes between areas of sparse complaints (blue tones) and dense concentrations (red to yellow tones), with individual complaint points marked in white. The southern half of Caledon, especially along the Brampton boundary and extending east toward Highway 50, emerges as the most heavily affected area, showing intense clustering of complaints related to trucking impacts.

This pattern aligns with the Town’s areas of most significant growth pressure, logistics development, and proximity to major transportation corridors. It also reflects resident concerns around illegal truck yards, noise, traffic congestion, and safety risks in transitional or rural-residential contexts.

3.0 | Planning Framework Analysis



Map 14: Town of Caledon Existing/Future Logistics Network Compared with Sensitive Land Uses and Trucking Related Complaints

Mapping data provided by the Town of Caledon

3.16 Spatial Analysis: Summary

This map offers a layered visualization of the municipality’s evolving logistics framework and its interaction with sensitive land uses and designated logistics infrastructure. By combining current and planned employment lands, the strategic goods movement network, residential and environmental features, and trucking complaint locations, the map provides a comprehensive spatial basis for assessing compatibility issues and informing policy.

A prominent pattern in the southern and southeastern parts of Caledon reveals a high concentration of trucking-related complaints directly adjacent to or overlapping with future employment lands and logistics corridors. This clustering is particularly notable along Mayfield Road, near Highway 50, and in the areas bordering Brampton—zones characterized by a dense mix of planned industrial/logistics uses and established or expanding residential communities. These overlaps represent clear potential land use conflicts, where the intensification of freight and industrial activity may exacerbate impacts on adjacent homes, institutions, parks, and natural features.

3.0 | Planning Framework Analysis

The presence of sensitive uses, such as residential neighbourhoods, future residential lands, major institutional areas, and NHS/conservation lands, in proximity to or interspersed within logistics corridors and employment areas presents a critical planning challenge.

From a land use planning perspective, the map underscores several important considerations:

- **Strategic Separation:** There is a need to reinforce physical and policy separation between logistics-heavy zones and sensitive land uses. This may include the implementation of designated transition areas, setbacks, or landscape buffers, particularly in SABE lands where development is still in a formative stage.
- **Secondary Planning Priorities:** Future employment areas with the greatest adjacency to sensitive uses should be prioritized for early and detailed secondary planning. This would allow the Town to proactively design logistics-supportive policies, including truck routing, site design standards, and land use permissions that reduce the risk of incompatible outcomes.
- **Truck Parking & Routing Policies:** The high concentration of complaints in key growth areas reflects the need to better manage truck flows, informal parking, and access through improved route planning and parking infrastructure. Land use tools, such as zoning overlays or temporary-use permissions, should be aligned with transportation strategies to ensure coherence.
- **Mitigation through Design & Regulation:** For already urbanized areas like Bolton, where land use conflicts may be more entrenched, site-specific design guidelines and enforcement tools (e.g., screening, noise attenuation, and truck access restrictions) will be vital in mediating community impacts.

4.0 | Contemporary Approaches & Best Practices

As Caledon develops a comprehensive strategy to address freight-related land use challenges, it is critical to examine how other jurisdictions are responding to similar pressures. Reviewing contemporary approaches and best practices allows the Town to learn from real-world applications and industry professionals to identify proven solutions and adapt policies to suit its unique geographic and community context. These insights not only help refine local planning tools but also ensure that Caledon’s strategy aligns with current standards, innovation, and regulatory trends across the region and beyond.

4.1 Long Term Planning for Freight – Ottawa, ON

Faced with a growing shortage of strategically located employment lands near major transportation corridors, the City of Ottawa recognized the need to protect and integrate freight-related land uses within its long-term planning framework. In response, Ottawa’s new Official Plan introduced dedicated land use designations for Industrial and Logistics and Rural Industrial and Logistics areas to secure land for logistics and truck-based operations and reduce land use conflicts.

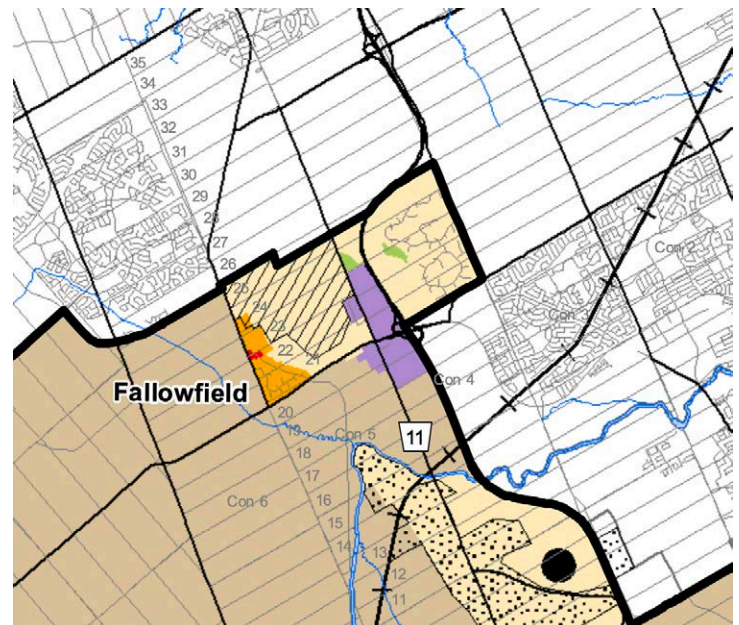
Summary of Approach/Practice

Ottawa’s strategy includes designating specific areas for freight-intensive activities, with policies that prioritize large-parcel industrial uses in key transportation corridors and emphasize compatibility with adjacent land uses. The Industrial and Logistics designation:

- Preserves land in strategic goods movement locations for warehousing, logistics, outdoor storage, and truck parking.
- Minimizes land use conflicts with adjacent sensitive areas through separation, site planning, and buffering.
- Restricts ancillary uses that may erode the industrial land base or introduce competing demands.

The Rural Industrial and Logistics designation:

- Supports larger-scale logistics or storage yards that may not fit in urban industrial zones.
- Targets locations near highways while minimizing disruption to rural character.
- Clusters uses to reduce scattered development and land use compatibility issues.



DESIGNATIONS / DÉSIGNATIONS

	Agricultural Resource Area / Zone de ressources agricoles
	Rural Countryside / Campagne rurale
	Greenspace / Espace vert
	Rural Industrial and Logistics / Industrie rurale et logistique
	Village / Village
	Village Core / Centre du village

Source: City of Ottawa Official Plan, Schedule B9, 2024

Policies for both designations focus on land preservation, buffering, screening, and access design. Ottawa’s Official Plan also integrates provincial land use compatibility guidelines (D-Series) to address potential impacts such as noise, dust, and vibration.

4.0 | Contemporary Approaches & Best Practices

Key Takeaways

The following are key takeaways relevant to the Caledon context:

- Dedicated freight-supportive land use designations help protect strategically located lands and ensure long-term compatibility.
- Integration with transportation infrastructure and provincial policy reinforces effective goods movement planning.
- Ottawa’s approach offers a useful precedent for Caledon’s Goods Movement District overlay and supports the need for early planning, secondary plans, and proactive zoning.
- The model highlights how rural and urban freight needs can be addressed through tailored policy tools and design guidance.
- This structured, forward-looking approach offers a compelling reference for Caledon as it moves forward with secondary planning and zoning updates in growth areas like the Settlement Area Boundary Expansion (SABE) lands.

4.2 Zoning Implementation for Logistics Operations – Ottawa, ON

Following the adoption of its new Official Plan, the City of Ottawa initiated a comprehensive update of its Zoning By-law, which is currently in draft form. This exercise offers a key example of how municipalities can translate logistics-supportive policies into enforceable regulations—a necessary process for Caledon as it prepares for secondary plans and future zoning updates.

Summary of Approach/Practice

Ottawa’s draft Zoning By-law introduces a suite of tools to regulate freight-intensive uses and support Official Plan implementation. These tools are designed to clarify use permissions, define logistics-related activities, and establish site-specific performance standards. The table below summarizes the key elements:

Category	Details
Key Use Definitions	Truck Transport Terminal: Premises (not including loading stations) used for parking four or more heavy vehicles awaiting dispatch. Storage Yard: Land used for outdoor storage, including vehicles, equipment, materials, or an accessory maintenance garage.
Permitted Zones	Urban Zones: Heavy Industrial (IH), Industrial and Logistics (IL), Ottawa Airport Economic District (EDA), Airport Transportation (T1) Rural Zones: Rural Industrial and Logistics (RIL), Rural General Industrial (RG), Rural Heavy Industrial (RH)
Outdoor Storage	In rural zones, outdoor storage is prohibited in front/exterior yards and must be screened from public streets and residential zones by a 1.8-metre opaque screen. In urban zones, outdoor storage is more flexible but still regulated.
Dedicated Logistics Zones	Industrial and Logistics (IL): Warehousing, truck terminals, storage yards, light industrial, ancillary commercial uses Rural Industrial and Logistics (RIL): Truck terminals, storage yards, heavy equipment servicing, indoor cannabis, ancillary retail/services

4.0 | Contemporary Approaches & Best Practices

Category	Details
Residential/ Rural Parking	Definition: Heavy vehicles include RVs, trailers, commercial trucks, etc. Urban Areas: Tractor-trailers and trailers are not permitted on residential lots. Rural Areas: Max. two trucks/trailers per lot; not allowed in front/exterior yards; must maintain a 3-metre setback from lot lines.

This approach provides a clear regulatory distinction between logistics uses and general industrial operations, while balancing compatibility requirements across urban and rural settings.

Key Takeaways

The following are key takeaways relevant to the Caledon context:

- Ottawa’s approach provides a scalable zoning model that clearly defines and regulates logistics uses across contexts.
- Dedicated zones, clear use definitions, and location-specific standards offer zoning clarity and land use compatibility.
- Addressing heavy vehicle parking on residential and rural lots through regulated permissions could help Caledon manage informal parking demand.
- Caledon may consider allowing limited rural residential parking to reduce pressure on illegal truck yards while maintaining appropriate standards and enforcement.

4.3 Satellite Truck Storage Permissions – Brampton, ON

Like Caledon, the City of Brampton does not currently permit standalone truck parking; it must be an accessory use to a permitted business and directly related to on-site operations. However, the City has recognized increasing demand for truck parking and the proliferation of illegal truck storage as key land use challenges requiring intervention.

Summary of Approach/Practice

In February 2025, Brampton introduced a City-initiated Zoning By-law Amendment (ZBLA) to expand truck parking permissions on underutilized industrial lands. This amendment enables “satellite parking,” where tractor-trailers may be parked on industrial sites that are not directly connected to the business operating on the lot. The goal is to increase the legal supply of truck parking while maintaining compatibility with surrounding land uses.

Key proposed changes include:

- Trucks must be stored on lots with an existing building; parking on vacant land remains prohibited.
- Storage is only permitted in industrial zones where outdoor storage is already allowed.
- Trucks cannot occupy required parking spaces, loading areas, driveways, or landscaped spaces.
- The height of parked trucks/trailers must not exceed 4.15 metres.
- Screening, fencing, and landscaping are required to minimize visual impacts.

4.0 | Contemporary Approaches & Best Practices

Key Takeaways

The following are key takeaways relevant to the Caledon context:

- While the amendment expands legal options for truck parking, it does not permit standalone truck storage facilities, limiting broader applicability for independent operators.
- Strong compliance and enforcement measures will be necessary to prevent satellite parking from becoming a loophole for unregulated yards.
- Brampton’s approach demonstrates how municipalities can leverage existing industrial sites to expand truck parking supply with clear parameters.
- Exploring temporary or accessory truck parking solutions in industrial areas.
- Embedding detailed zoning standards for location, screening, and site functionality.
- Balancing demand for truck parking with compatibility and enforcement priorities.

Council approval and public notification, offering transparency and allowing the municipality to detect potential illegal truck yards before they are established.

The by-law prohibits site alterations in environmentally sensitive areas, floodplains, and designated employment lands, preventing unauthorized land use changes that could facilitate truck depot development. Commercial fill operations, which are often linked to illegal trucking sites, are strictly regulated and subject to immediate enforcement action.

To further support enforcement, the by-law mandates that landowners submit designated haul routes, which allows the municipality to monitor truck traffic and track potentially unpermitted activity. If a landowner causes road damage or exceeds traffic thresholds, they are held accountable. In cases of non-compliance, the City may issue immediate stop-work orders and impose fines of up to \$100,000. Landowners can also be required to restore sites that were illegally altered.

4.4 Site Alteration & Fill, Brampton, ON

The City of Brampton’s Site Alteration By-law 119-2024 establishes a comprehensive regulatory framework for land grading, fill placement, and site modification activities. While designed primarily to protect environmental features and control development impacts, the by-law has also become a critical enforcement tool in curbing illegal truck parking operations—an issue that similarly affects the Town of Caledon.

Summary of Approach/Practice

Brampton’s site alteration framework enables early intervention and effective enforcement through a combination of permit requirements, land use restrictions, traffic monitoring, and penalties. Landowners must obtain municipal approval before undertaking any grading or filling activity. Larger-scale proposals also require



4.0 | Contemporary Approaches & Best Practices

Key Takeaways

The following are key takeaways relevant to the Caledon context:

- Site alteration controls serve as an early-warning system for detecting and preventing unauthorized trucking operations.
- The by-law empowers the municipality to act before illegal yards become established.
- Enforcement provisions create strong deterrents and assign clear financial responsibility for non-compliant activity.
- For Caledon, similar by-law mechanisms could support proactive monitoring of fill and site grading activities linked to informal logistics operations, especially in rural and agricultural areas.

4.5 Freight and Goods Movement Strategy – Toronto, ON

In 2020, the City of Toronto adopted its Freight and Goods Movement Strategy (FGMS), a comprehensive roadmap designed to enhance the efficiency, safety, and sustainability of goods movement across the city. Developed in response to rapid urban growth, e-commerce proliferation, and evolving delivery technologies, the FGMS aims to balance economic competitiveness with livability, equity, and environmental responsibility. Toronto's strategy reflects an increasing municipal awareness of freight as an essential land use and transportation function that must be deliberately integrated into long-range planning frameworks.

The FGMS was informed by a rigorous planning process involving literature review, stakeholder engagement, freight modelling, and policy development. It builds upon existing municipal policies such as Vision Zero, the Curbside Management Strategy, and the Official Plan, while filling a critical gap by providing a city-wide lens for goods movement. A notable feature of Toronto's approach is its inclusion of pandemic-responsive pilot programs, such as off-peak

deliveries and cargo bike promotion, which have laid the groundwork for more adaptive freight systems.

Summary of Best Practice / Approach

Toronto's FGMS stands out for its explicit land use planning integration. The strategy calls for the inclusion of freight considerations in Official Plan reviews, emphasizing the protection of employment lands and the mapping of a Strategic Truck Network (STN) to preserve efficient access to key industrial corridors. It also commits to avoiding land use conflicts in residential and equity-seeking areas through land use separation and improved site design policies.

Key components of the strategy include revisions to development standards and loading requirements. Toronto has proposed modernized site design guidelines that consider emerging delivery trends, including the need for larger on-site loading zones, better queuing capacity, and clear access for last-mile delivery modes. There is also a push for more flexible urban land use solutions, such as shared parcel lockers and urban consolidation centres, to reduce the footprint of freight in high-density neighbourhoods.

Innovation plays a key role in the strategy. The City supports the continued pilot testing and potential regulation of new delivery technologies, including automated vehicles and cargo bikes. This is tied to broader curbside management reforms and the use of digital tools to manage delivery permitting. Modal diversification is also promoted through policies supporting alternative freight modes that reduce the reliance on large trucks in the downtown core.

Sustainability is woven throughout the FGMS, aligning with Toronto's TransformTO Climate Action Strategy. The strategy encourages green freight infrastructure such as electric vehicle charging for fleets and site planning for low-emission goods movement. These policies support broader municipal objectives around climate adaptation, air quality, and noise reduction.

4.0 | Contemporary Approaches & Best Practices

Key Takeaways

The following are key takeaways relevant to the Caledon context:

- Freight mobility objectives must be embedded in long-range municipal planning tools, including Official Plans, zoning by-laws, and infrastructure master plans.
- Freight-supportive industrial lands—especially those near intermodal corridors—should be shielded from conversion to incompatible uses through zoning reinforcement and land banking tools.
- Development review processes must incorporate freight design needs, such as adequate turning radii, on-site queuing space, and noise buffering, to minimize impacts on adjacent sensitive uses.
- Cities should leverage underutilized public and private spaces (e.g., parking lots, vacant sites, laneways) for interim or flexible freight uses like parcel lockers and micro-hubs.
- Planning freight infrastructure with attention to vulnerable neighbourhoods can reduce negative externalities, improve air quality, and support public health.
- Implementation depends on collaboration between planning departments, transportation agencies, enforcement bodies, and private-sector carriers—highlighting the value of governance mechanisms such as the Smart Freight Centre.

4.6 Understanding Goods Movement– Transport Canada

Transport Canada's 2021 report, *Understanding Goods Movement in Canada: Trends and Best Practices*, offers a national perspective on the state of goods movement, presenting a framework for understanding the challenges and opportunities facing municipalities, provinces, and federal agencies in freight planning. The report was developed in response to the growing complexity of freight systems in Canada, particularly as

urbanization, trade volumes, e-commerce, and environmental concerns reshape how goods are transported and stored. The paper stresses the role of municipalities in accommodating freight demands through coordinated land use planning, multimodal infrastructure development, and environmental management.

Summary of Best Practice/Approach

The report outlines a multi-faceted, systems-based approach to freight planning. Central to its message is the need for coordinated planning across jurisdictions and between sectors. Municipalities are encouraged to integrate freight considerations into their Official Plans, zoning by-laws, and infrastructure investment frameworks. This includes protecting freight corridors and industrial lands while ensuring compatibility with residential and institutional uses.

Key strategies emphasize a shift toward a multimodal freight system, balancing road freight with expanded rail, marine, and air networks. Road infrastructure should continue to support last-mile logistics, but capacity challenges and environmental concerns necessitate greater reliance on alternatives. Terminal infrastructure and intermodal hubs are cited as important nodes that require regional planning and investment.

Sustainability plays a central role. Municipalities are urged to facilitate the adoption of low-emission vehicles, electrified fleets, and energy-efficient warehouse design. The report supports off-peak delivery programs, urban consolidation centres, and other innovations that can mitigate noise, congestion, and emissions in urban areas.

Data and analytics are highlighted as critical planning tools. The report encourages the use of freight data from private carriers, GPS systems, and national statistics to assess bottlenecks, model demand, and inform transportation master planning. These tools can help municipalities predict future freight needs and calibrate infrastructure upgrades accordingly.

The report concludes by emphasizing collaboration. Successful freight planning depends

4.0 | Contemporary Approaches & Best Practices

on partnerships between municipalities, provinces, Indigenous communities, industry stakeholders, and the federal government. Public-private governance models and cross-jurisdictional forums are seen as essential to developing shared goals and implementing effective solutions.

Key Takeaways

The following are key takeaways relevant to the Caledon context:

- Municipalities should embed freight considerations into their official plans and zoning by-laws to ensure long-term land use compatibility.
- Protecting strategic employment lands and freight corridors is essential to preserving space for goods movement in the face of urban growth and development pressures.
- Freight-supportive land uses must be clearly defined and appropriately separated from sensitive land uses such as residential and institutional areas.
- Temporary or transitional freight-related uses on underutilized or future development lands should be managed through time-limited zoning tools to avoid entrenchment.
- Integrated land use and transportation planning enables more efficient infrastructure investment and supports sustainable community growth.

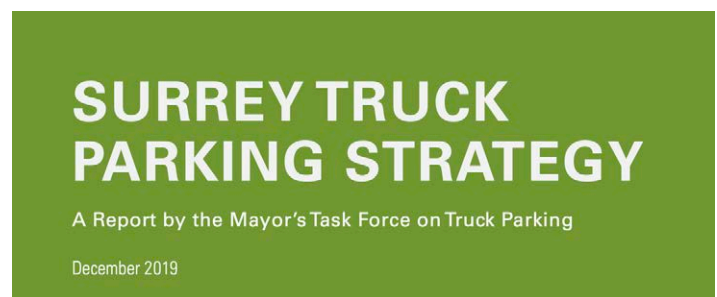
4.7 Truck Parking Strategy, Surrey, BC

The City of Surrey, BC has experienced long-standing issues with illegal truck parking, particularly in areas undergoing rapid urbanization where truck storage demand has exceeded zoned capacity. These issues mirror those in Caledon, including misuse of rural properties, limited enforcement capacity, and evolving logistics needs. Surrey's proactive response included a Mayor's Task Force on Truck Parking, a 2019 Truck Parking Strategy, and a series of implementation initiatives over the last year.

Summary of Approach/Practice

Surrey introduced a Truck Parking Facility Permit process that requires new truck parking facilities to obtain both a Development Permit and a Truck Parking Facility Permit. This framework is supported by codified site design and operational standards. Access and circulation rules prohibit vehicles from backing into properties from public roads and require driveways to accommodate large vehicles, including emergency services. Drainage and environmental standards mandate on-site water quality systems, potential detention features, and special protections for sites near fish-bearing streams. Full site paving, designated queuing zones, marked and numbered stalls, and screening measures—such as fencing or landscaping to 1.5 metres—are required to manage visual impact and orderly operations. Sites on the Vulnerable Aquifer Map must undergo review by a Qualified Environmental Professional.

In March 2024, Surrey City Council approved a temporary leasing initiative for four City-owned properties to be used for truck parking, adding 150 spaces citywide. This initiative involves a public-private partnership with a selected operator



Source: Surrey Truck Parking Strategy, City of Surrey, 2019

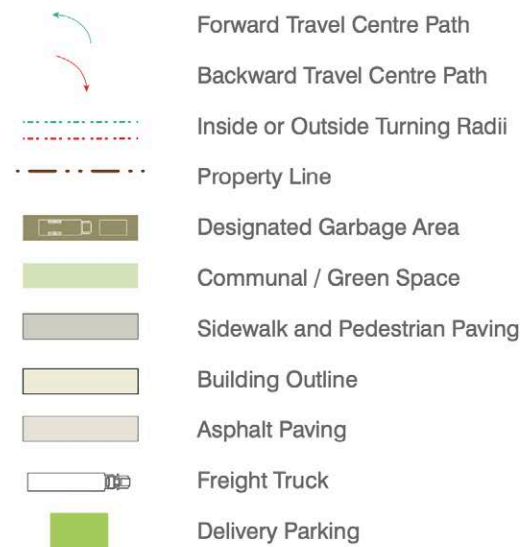
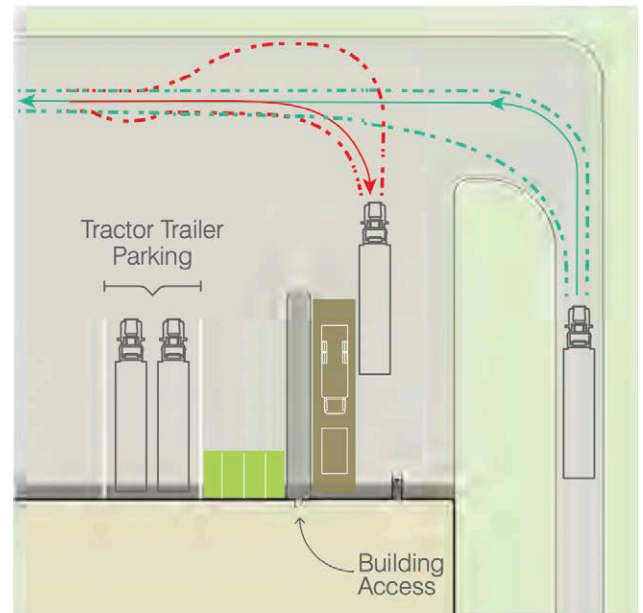
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responsible for daily operations, maintenance, and administration. Surrey invested \$2 million to prepare the sites through tree clearing, gravel surfacing, and access improvements, all recoverable through licensing agreements and tax revenue. The approach serves as a model for interim solutions using surplus or underutilized municipal lands.

Key Takeaways

The following are key takeaways relevant to the Caledon context:

- Establishing a dedicated permitting system with site and environmental performance standards helps formalize truck parking.
- Interim leasing of public land offers quick relief to illegal parking pressures with minimal long-term municipal burden.
- Clear design expectations—including queuing zones, screening, and stall marking—can guide future site plan standards.
- Surrey’s approach demonstrates how enforcement can be balanced with opportunity, creating legal pathways for trucking operations while closing off unregulated alternatives.



Source: Freight-Supportive Guidelines, Ontario Ministry of Transportation, 2016

4.8 Site Design, MTO Freight Supportive Guidelines

The Ontario Ministry of Transportation’s Freight-Supportive Guidelines (FSG) provide a set of best practices for planning and designing freight-oriented sites, with a focus on operational efficiency, safety, and compatibility with surrounding land uses. These guidelines serve as a valuable reference for Caledon as it develops land use strategies and regulatory tools to support truck parking and logistics development—particularly for future employment lands and truck-intensive uses.

Further to the broader overview provided at the start of this report, two key sections have been highlighted as they directly apply to Caledon’s context. Sections 3.1 and 3.2 of the FSG offer

targeted design direction applicable to a wide range of freight-related facilities, including distribution centres, warehouses, and truck yards.

Common Freight Site Design Principles (Section 3.1)

This section outlines site design elements that apply across all freight-oriented developments. Key features include:

- Crime Prevention Through Environmental Design (CPTED) - Use open sightlines, perimeter fencing, lighting, and security

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cameras to deter theft and vandalism, while enhancing visibility and safety in truck yards.

- **Site Access & Circulation** - Design driveways and access points to accommodate truck turning radii, with separate entrances for trucks and passenger vehicles where possible. Signage should warn of frequent truck activity.
- **Emergency Access** - Ensure fire routes comply with Ontario Building Code standards (minimum 6m width, 12m turning radius, 5m clearance), and avoid truck staging areas obstructing emergency routes.
- **Loading Areas** - Position loading docks at the side or rear of buildings, incorporate angled “saw-tooth” designs for tight sites, and provide canopies for weather protection.
- **Waste Management** - Locate garbage and recycling facilities away from public view, ensure screening, and avoid conflicts with truck circulation and emergency access.

Industrial Site-Specific Design Considerations (Section 3.2)

For logistics and industrial developments, additional design considerations are highlighted to support heavy freight volumes while ensuring compatibility with nearby uses:

- **Building Placement** - Balance efficient truck access with urban design goals. In urban contexts, maintain consistent setbacks while providing rear or side yard access for loading.
- **Yard Layout & Circulation** - Provide adequate truck staging areas to prevent queuing on public roads. Separate truck routes from employee and visitor parking, and allocate space for courier or last-mile vehicles.
- **Pedestrian Safety & Site Compatibility** - Include sidewalks and distinct pedestrian zones. Use landscaping, walls, or green buffers to screen truck operations from adjacent residential or sensitive land uses.
- **Traffic Efficiency & Lighting** - Design for large

vehicle manoeuvres using turning templates. Ensure adequate on-site lighting to support safety and night-time operations.

- **Buffering and Transition to Adjacent Land Uses** - Incorporate administrative buildings, berms, or landscaping to act as buffers between truck yards and public streets or non-industrial uses.

Key Takeaways

The following are key takeaways relevant to the Caledon context:

- **Establish Site Design Standards for Truck Parking and Logistics Uses** - Develop urban design guidelines or zoning provisions that regulate circulation, access, fencing, and dock design, especially for high-volume sites.
- **Improve Access and Routing** - Require dedicated truck access routes and separate driveways for industrial and non-industrial traffic to reduce congestion and conflicts on local roads.
- **Mandate Truck Staging Space** - Ensure sufficient on-site queuing and staging areas to prevent spillover parking on roadsides and adjacent properties.
- **Enforce Visual and Acoustic Buffering** - Introduce minimum standards for landscaping, fencing, and sound attenuation to protect sensitive uses and improve compatibility.
- **Implement Security and Safety Standards** - Require security measures such as lighting, fencing, and camera systems as standard for all long-term truck storage and parking facilities.

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4.9 RV & Trailer Storage, Clarington, ON

While not directly related to trucking, the Municipality of Clarington's approach to rising RV and trailer storage demand in rural areas offers useful parallels for Caledon. In 2021, Clarington launched a planning study in response to unauthorized storage operations emerging on agricultural lands within its expanded urban boundary—lands designated for future development but currently left vacant. This context closely resembles Caledon's Settlement Area Boundary Expansion (SABE), which includes agricultural lands slated for urban employment growth.

Summary of Approach/Practice

Clarington's study investigated potential policy mechanisms to accommodate RV storage in a way that acknowledged the temporary nature of these uses. Among the options considered were amendments to urban zoning provisions for clarity, new rural RV storage permissions based on lot size, and temporary permissions for commercial storage on undeveloped urban-designated lands.

The resulting framework proposed allowing interim storage uses on such lands under a tightly controlled policy structure. Permissions would be issued through temporary use by-laws and supported by Official Plan policies that preserve long-term development intentions. All interim uses would be required to be reversible, ensure compatibility through screening and design standards, and prioritize future residential or employment development as secondary plans advance.

Key Takeaways

The following are key takeaways relevant to the Caledon context:

- Vacant urban-designated lands can serve a temporary role in accommodating unmet storage needs.
- Temporary use permissions, paired with clear sunset clauses, prevent long-term

entrenchment of incompatible uses.

- Caledon can explore applying similar policies to SABE employment lands for truck parking.
- A flexible yet controlled approach offers a pragmatic path to balance immediate logistics needs with long-term planning goals.

4.10 Policy Guide on Freight – American Planning Association

In 2016 the American Planning Association (APA) developed a national freight policy guide to assist planners in integrating freight considerations into transportation, environmental, and land use planning. Recognizing the increasing complexity and volume of freight operations across North America, the guide provides direction for balancing economic efficiency with community health, safety, and sustainability. Its recommendations offer a comprehensive policy framework where freight impacts are growing and planning responses must evolve.

Summary of Best Practice/Approach

The APA guide outlines eight interrelated policy areas to guide effective freight system planning and regulation:

1. **Economic Integration:** Freight systems should be recognized as critical infrastructure supporting local and regional economies. Policies should enhance freight productivity and network capacity.
2. **Environmental Stewardship:** Mitigation of environmental impacts—such as air quality degradation and noise—is vital. Support is encouraged for low-emission vehicles and clean fuel infrastructure.
3. **Community and Social Responsibility:** Freight-related decisions must incorporate community input, especially from disproportionately impacted populations. Placemaking and equity are core components.
4. **Congestion Management:** Multimodal

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strategies should be used to relieve congestion, such as designated freight corridors and last-mile coordination with active transportation and transit.

5. **Safety, Security, and Resiliency:** Freight systems must be resilient to disruptions and safe for operators and surrounding communities. Emergency preparedness and secure routing are emphasized.
6. **Innovation and Technology:** Adoption of advanced logistics technologies—including real-time data, smart infrastructure, and vehicle automation—should be prioritized to improve performance and minimize impacts.
7. **Coordination and Collaboration:** Multi-level governance and public-private partnerships are necessary for cohesive freight strategies. Freight planning should be integrated with regional and economic development planning.
8. **Funding and Data:** Dedicated funding mechanisms and reliable freight data are essential to support system improvements and informed decision-making.

Key Takeaways

The following are key takeaways relevant to the Caledon context:

- Freight planning must be embedded in broader land use, transportation, and environmental strategies.
- Proactive policies can mitigate the negative externalities of freight while enabling economic benefits.
- Strong governance, data, and community engagement are essential components of effective freight policy.

5.0 | Conclusion & Preliminary Recommendations

5.1 Conclusion

The Town of Caledon is facing increasing pressures associated with the growth of its goods movement and logistics sector—pressures that are both expected and intensifying. These challenges are driven by rapid population and employment expansion, the introduction of Highway 413, and broader industry trends in how goods are stored and distributed. As demand for logistics space and truck parking continues to rise, Caledon’s current land use framework—spanning its Official Plan, Zoning By-law, and development review processes—has shown limitations in addressing this evolution.

This report has identified key policy, regulatory, and implementation gaps that are contributing to the proliferation of unauthorized trucking uses, inadequate parking supply, and land use conflicts in rural and employment areas. As Caledon transitions toward the implementation of the Future Caledon Official Plan and accompanying secondary plans, it must concurrently establish a more responsive, coordinated, and enforceable planning framework to guide logistics-related development.

The following preliminary recommendations are provided to help align future land use planning tools with the Town’s economic and transportation goals, while mitigating ongoing enforcement challenges and land use compatibility concerns.

5.2 Official Plan Recommendations

As part of the development of a logistics land use strategy, the following opportunities and considerations should be explored to inform the future strategy and implementation frameworks:

5.2.1	Assess the applicability of the Ministry of Transportation of Ontario’s Freight-Supportive Guidelines (2016), particularly regarding site design and infrastructure standards, and evaluate how they may be adapted for Caledon’s context.
5.2.2	Investigate options for establishing clear policy criteria to support the identification and mapping of Goods Movement District (GMD) overlays, particularly within new employment areas in the Settlement Area Boundary Expansion (SABE).
5.2.3	Explore the development of locational and design criteria for standalone truck parking facilities, with emphasis on proximity to employment areas or alignment with designated goods movement corridors.
5.2.4	Examine the potential to introduce truck route designation criteria that would guide the identification, maintenance, and potential restriction of truck movements on Caledon’s local road network.
5.2.5	Consider ways to embed freight-related policy language more directly into the secondary planning framework to ensure consistent treatment of issues such as truck parking, logistics clustering, and roadway capacity across planning areas.
5.2.6	Evaluate the need for a secondary plan prioritization framework that balances residential and employment growth, infrastructure readiness, and goods movement linkages. The recently completed Growth Management Phasing Plan may serve as a foundational input.

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5.2.7 Assess the feasibility of interim-use or temporary-use zoning permissions that could accommodate truck-related operations in New Employment Areas prior to full secondary plan completion.

From a strategic growth perspective, the Town may also wish to:

- Examine opportunities to embed truck parking and logistics considerations across all long-range planning documents, including the Official Plan, Transportation Master Plan, and Employment Land Strategy.
- Identify and evaluate strategic industrial lands that may be appropriate for truck parking and logistics operations, focusing on sites with existing or planned servicing and access to goods movement corridors.
- Review current protocols for managing the sale and repurposing of public lands to ensure that municipally owned parcels are not informally converted into unauthorized truck storage areas.

5.3 Zoning By-law Recommendations

To modernize and clarify the Town’s zoning approach for logistics and freight-related land uses, the following areas should be explored further:

5.3.1 Evaluate the current zoning terminology and consider the introduction of new freight-specific definitions and categories to improve clarity and enforcement. For example, the existing “Transportation Depot” use could be split into more precise terms such as “Truck Transport Terminal,” “Freight Parking Facility – Short-Term” (for rest areas), and “Freight Parking Facility – Long-Term” (for trailer storage).

5.3.2 Investigate the need to define tractor-trailer parking spaces with clear dimensional standards and site circulation requirements to ensure functionality and safety.

5.3.3 Consider introducing a definition for “Tandem Parking” and provide clarity on whether and where this configuration is permissible.

5.3.4 Assess the possibility of revising permissions to allow limited heavy vehicle parking in rural areas outside settlement boundaries, subject to site screening, setbacks, and performance standards.

5.3.5 Explore where and how standalone truck parking facilities could be permitted in industrial zones that align with transportation and land use objectives.

5.3.6 Review the potential for creating a dedicated Industrial Logistics Zone aligned with the Goods Movement District overlay in the Official Plan. This zone would explicitly accommodate truck-intensive and logistics operations.

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- 5.3.7** Identify opportunities to integrate relevant provisions from the MTO Freight-Supportive Guidelines into zoning regulations to promote consistency with provincial best practices.
- 5.3.8** Analyze how truck parking requirements can be tailored to different logistics facility types (e.g., cross-dock terminals, fulfillment centres, warehouses), and consider revisions to zoning tables to reflect these distinctions.
- 5.3.9** Examine whether temporary zoning permissions could be used to enable truck parking in New Employment Areas prior to the completion of secondary planning, using performance-based criteria to mitigate potential impacts.

5.4 Secondary Planning & Process Recommendations

To ensure consistent and forward-looking integration of logistics and goods movement across Caledon's land use planning framework, several areas should be examined further in the context of secondary planning:

- 5.4.1** Evaluate how the Goods Movement District overlays, freight-related site design criteria, and truck routing considerations can be consistently applied across all new and updated secondary plans, particularly in the Settlement Area Boundary Expansion (SABE) areas.
- 5.4.2** Identify opportunities to update existing secondary plans in legacy urban areas, such as Bolton, to better reflect modern freight planning principles and evolving logistics needs.
- 5.4.3** Investigate the potential for a structured sequencing strategy for secondary plan development that aligns with forecasted employment growth, infrastructure servicing capacity, and the delivery timelines for major transportation infrastructure such as Highway 413. The Growth Management Phasing Plan may provide a useful starting framework for this analysis.

5.5 Design Guidelines & Site Plan Control Recommendations

Site plan control and urban design standards offer important regulatory tools for managing the form and function of freight-intensive development. The following areas should be explored further:

- 5.5.1** Assess the potential for differentiated truck parking standards through the site plan control process. This may include tailoring requirements based on facility type, such as high-cube warehouses, regional fulfillment centres, and third-party logistics (3PL) providers.

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5.5.2 Investigate the need to require adequate on-site truck and trailer parking to prevent overflow into adjacent roads, vacant lots, or unauthorized areas. Clear parking ratios and dimensional guidelines may help reinforce compliance.

5.5.3 Explore the development of site design standards specific to truck-intensive uses. These may include landscaping and screening requirements, traffic circulation expectations (such as turning radii and designated access points), and the orientation and treatment of loading areas to mitigate noise, visual impact, and safety concerns.

5.6 Site Alteration Control Recommendations

As part of broader efforts to improve enforcement and proactively manage land use conflicts, revisions to the Town's site alteration and grading by-law should be considered. These initiatives could support earlier detection of unauthorized trucking and freight-related activities, particularly in rural and agricultural areas:

5.6.1 Explore opportunities to amend the existing site alteration by-law to strengthen its capacity to identify and respond to early signs of illegal truck yard development. Enhanced monitoring, clearer definitions, and expanded enforcement mechanisms may be useful areas of focus.

5.6.2 Assess the feasibility of introducing specific permit triggers and associated penalties related to unapproved land alteration, infrastructure installation, or unauthorized site grading. Such provisions could help deter speculative activity and provide the Town with a stronger enforcement foundation.

5.7 Licencing & Enforcement Recommendations

To strengthen the Town's enforcement framework and ensure alignment between licencing requirements and land use objectives, the following areas merit further review and consideration:

5.7.1 Explore opportunities to modernize existing licencing tools and frameworks to ensure that commercial trucking and logistics operators comply with basic land use compatibility, environmental protection, and operational safety standards. This could include a review of application procedures, compliance checks, and renewal criteria.

5.7.2 Assess the benefits of implementing a tiered enforcement model that distinguishes between high-impact, large-scale illegal operations and smaller-scale, low-impact infractions. A differentiated model could allow for more efficient allocation of enforcement resources and proportional responses based on severity.

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- 5.7.3** Investigate opportunities to enhance coordination with adjacent municipalities—particularly Brampton—and the Region of Peel to establish shared enforcement protocols, harmonized regulations, and joint monitoring strategies. Such efforts may help address cross-boundary violations and align responses to regional trucking trends.

5.8 Recommendations for Existing Unauthorized Sites

A more nuanced approach to managing existing unauthorized truck yard operations should be explored. Recognizing that a uniform enforcement strategy may not be feasible or equitable across all cases, the following considerations could inform a tiered and context-sensitive response:

- 5.8.1** Acknowledge that a “one-size-fits-all” enforcement model may not account for the varying scale, impact, and history of existing unauthorized sites. Some locations may warrant formalization options, while others should be prioritized for immediate enforcement.
- 5.8.2** Explore formalization pathways for low-impact or less intrusive operations, such as through temporary use zoning, enhanced screening or buffering requirements, or conditional use recognition. These tools could provide a regulated transition framework while preserving long-term planning objectives.
- 5.8.3** Prioritize enforcement on high-impact or environmentally sensitive sites where public health, safety, or ecological integrity are at risk. A tiered response may help ensure enforcement resources are directed to the most critical locations.
- 5.8.4** Consider policy precedents such as Clarington’s RV/boat storage approach, which applied transitional recognition of certain uses subject to clear, enforceable conditions and time limits. A similar model may help Caledon manage current pressures without enabling long-term non-compliance.
- 5.8.5** Monitor MPAC property assessment changes for parcels that have shifted from agricultural use to de facto truck yards. Assessment trends may serve as a signal for enforcement or financial planning, and could inform the Town’s ongoing site tracking and compliance monitoring.

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5.9 Other Recommended Municipal Initiatives

To address truck parking shortages and relieve pressure on informal or illegal facilities, the Town may wish to explore municipal leadership opportunities in land acquisition, facility development, and public-private partnerships. The following initiatives could be explored:

5.9.1	Investigate the feasibility of municipally owned or operated truck parking facilities, structured similarly to public parking lots or self-storage facilities for trucks. These could serve as regulated, accessible alternatives for operators lacking compliant sites.
5.9.2	Identify potential sites for municipal land acquisition—particularly within the SABE or near major goods movement corridors—that could accommodate legal truck parking and logistics staging areas.
5.9.3	Evaluate a shared-use facility model in which a municipally owned property is leased to a single logistics operator or a cooperative of drivers. This model could centralize parking while ensuring regulatory oversight.
5.9.4	Consider a revenue-neutral operating model in which user fees are set at a level sufficient to recover operational and maintenance costs, reducing the need for public subsidy while offering a service that lowers enforcement demand.



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