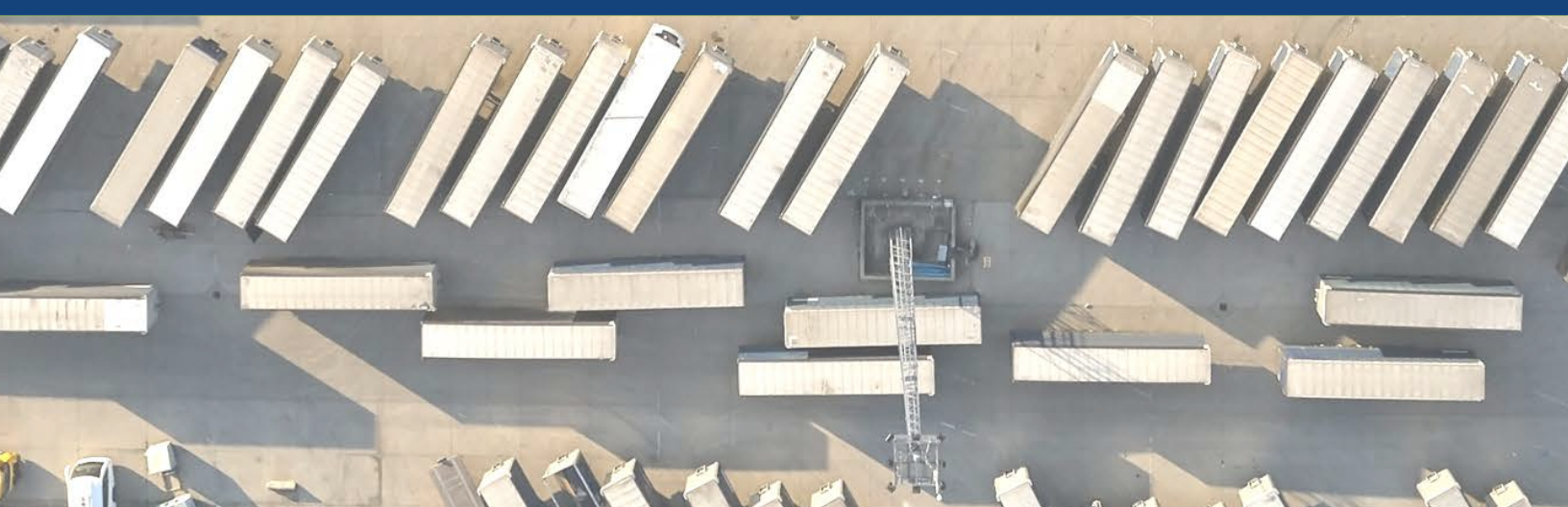




Logistics Land Use Strategy

April 2026





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

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Territorial Acknowledgement

Indigenous Peoples have unique and enduring relationships with the land.

Indigenous Peoples have lived on and cared for this land throughout the ages. We acknowledge this and we recognize the significance of the land on which we gather and call home.

We acknowledge the traditional Territory of the Huron-Wendat and Haudenosaunee Peoples, and the Anishnabek of the Williams Treaties.

This land is part of the Treaty Lands and Territory of the Mississaugas of the Credit First Nation.

We honour and respect Indigenous heritage and the long-lasting history of the land and strive to protect the land, water, plants and animals that have inhabited this land for the generations yet to come.

Town of Caledon

Logistics Land Use Strategy

April 2026

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1 | Introduction

The Town of Caledon Logistics Land Use Strategy is a framework for guiding how the Town plans, regulates, and manages logistics and goods movement operations as it grows. It is both a land use and transportation strategy, one that recognizes that the efficient flow of freight is essential to Caledon's economic prosperity and resiliency, but that it must also be balanced with the Town's broader planning and design objectives including protection of community character and well-being, the creation of complete communities, and the protection of the natural environment.

Caledon is in the process of planning for significant growth in the near future. Once primarily rural and agricultural, the Town is now part of one of Canada's fastest-growing urban regions. Its proximity to the 400-series highway network, international airports, and major rail corridors and intermodal facilities makes it a natural gateway for logistics, warehousing, and manufacturing. A key priority over the coming years will be to balance the protection of Caledon's rural landscape and community character with economic development opportunities.

1.1 | Strategy Purpose

The purpose of this document is to ensure that planning for Caledon's logistics and goods-movement system:

- Supports the implementation of the Town's Official Plan "Future Caledon" and Multimodal Transportation Master Plan;
- Supports economic opportunities for industry, natural resource operations, and agricultural operations;
- Protects community well-being by managing traffic, noise, and negative visual impacts from logistics operations;
- Promotes sustainability and resiliency through proper land use planning and smarter site planning for freight operations;
- Identifies enforcement tools to manage illegal trucking operations and truck parking; and
- Prioritises clarity and fairness to logistics operators and the public through clear policies, design standards, and enforcement mechanisms.

1.2 | Setting the Context

Over the past decade, Caledon has experienced rapid growth in logistics and warehousing activity, particularly in the southern parts of the Town, near the Highway 50 corridor and the Mayfield West area. This growth has brought investment and jobs, but also new challenges: pressure on the transportation network, conflicts over land use, and concerns about environmental impact.

The Town's Logistics Land Use Strategy, Multi-Modal Transportation Master Plan (MMTMP), and Future Caledon Official Plan together provide the foundation for a coordinated response. This Strategy brings those elements together under a single vision: a safe, efficient, and sustainable freight network that supports Caledon's evolving role within the regional economy.

The Strategy recognizes that goods movement does not end at municipal boundaries. Trucks traveling through Caledon are part of a larger regional system connecting neighbouring communities such as Brampton, Vaughan, Orangeville, and beyond. Caledon's approach must therefore coordinate with regional partners, the Ministry of Transportation Ontario (MTO), and neighbouring municipalities to ensure consistency in road design, route designation, and enforcement.

While this strategy is primarily focused on land use planning considerations related to logistics and goods movement, operational transportation matters will continue to be addressed through departmental coordination and related transportation and traffic initiatives.

The southern area of Caledon, specifically Bolton, is experiencing significant growth given rapid urbanization of Brampton and Vaughan to the south and east. The graphic on the right shows how Bolton has grown over the last 20 and 40 years.



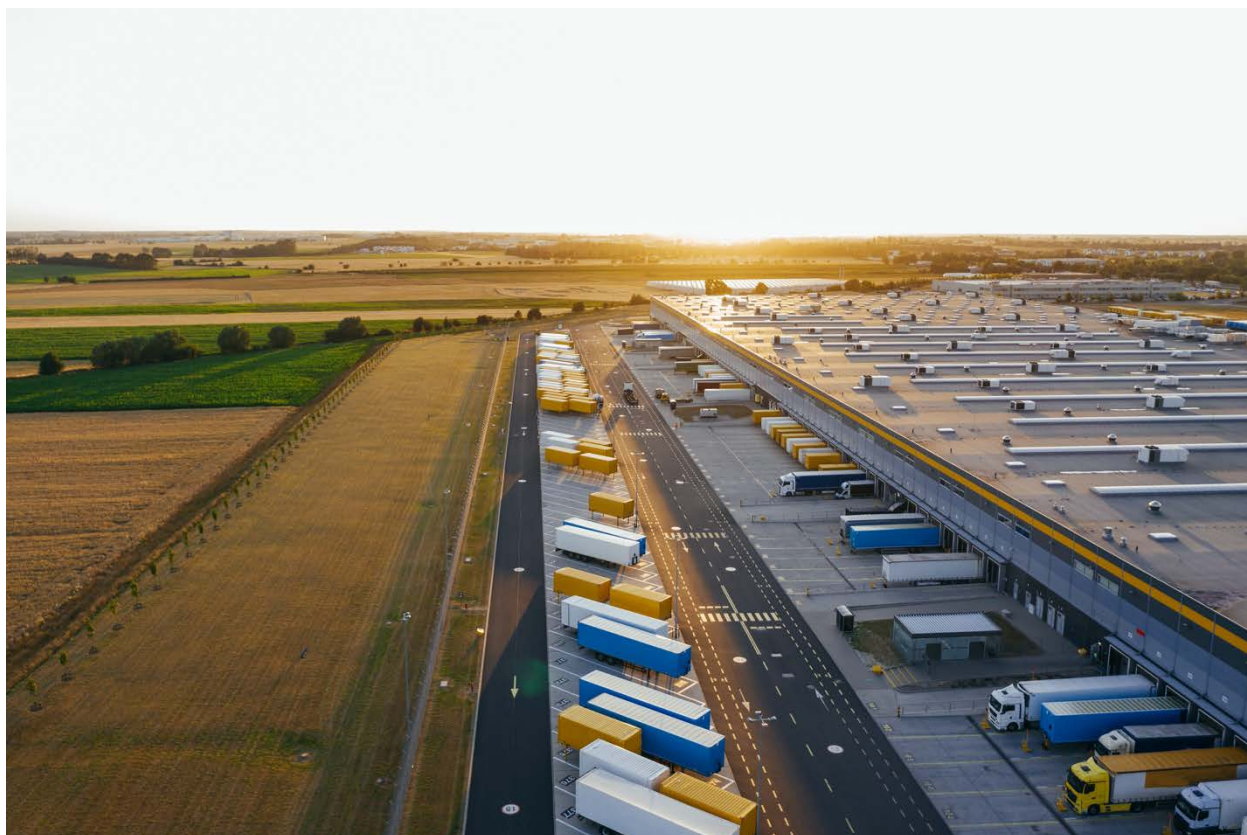
1.3 | Integrating the Strategy within the Town's Planning Framework



This Strategy is intended to support the Town's planning framework. The Future Caledon Official Plan (OP) establishes the Town's long-term direction for how growth, infrastructure, and land use will evolve, and the logistics and goods movement sector is a critical component of that vision, contributing to Caledon's economic vitality and regional competitiveness. This Strategy has been prepared to align with and support the Official Plan framework, helping to maintain coherence across planning policies and decision-making related to logistics and goods movement.

By anchoring the Strategy in the vision and guiding principles that form the basis of the Town's planning framework, the Town can ensure that it supports broader community goals and reinforces transparency and predictability for residents, businesses, and developers. The Official Plan envisions Caledon as a sustainable, healthy, and connected community with a thriving local economy, supported by principles that emphasize environmental stewardship, protection of agricultural and natural systems, well-managed growth, complete communities, and integrated transportation and infrastructure planning. Together, these principles provide a foundation for considering how logistics and goods movement can be accommodated in a manner that is compatible with the Town's long-term vision.

This Strategy is also intended to complement and build upon the Town's broader planning framework and related initiatives. In addition to the Future Caledon Official Plan, this includes the Multi-Modal Transportation Master Plan, the Town's Climate Change Action Plan, and regional initiatives such as the Peel Freight and Goods Movement Framework. Together, these plans provide a coordinated basis for advancing logistics and goods movement planning in Caledon and have informed the development of this strategy.



1.4 | How This Strategy Will Be Used

This document is intended to:

- Guide updates to the Official Plan, Zoning By-law, and design standards;
- Support enforcement and policy advocacy efforts;
- Inform transportation and capital investment decisions; and
- Communicate to residents, businesses, and community partners how Caledon is managing logistics in a balanced, forward-looking manner.

As freight technology, regional plans, and community expectations evolve, the Strategy will be reviewed periodically to ensure it continues to reflect Caledon's vision as a sustainable, healthy, connected and complete community with a thriving local economy.

2 | What is Logistics & Goods Movement?

2.1 | The Role of Logistics in Caledon's Economy

Goods movement is an important component of Caledon's economy. Every day, thousands of trucks, delivery vans, and service vehicles move through the town's roads, connecting farms, factories, warehouses, and retailers to markets across Ontario and beyond. This network of activities—known collectively as *logistics*—encompasses the storage, handling, and distribution of goods, as well as the supporting infrastructure that enables these functions.

Caledon's location at the northern edge of the Greater Toronto Area (GTA) places it at a strategic crossroads. The Town connects regional employment areas in Brampton and Vaughan to northern Ontario and Western Canada. As e-commerce, agri-food, and manufacturing industries evolve, Caledon is increasingly recognized as a regional logistics hub.

2.2 | What is Goods Movement?

“Goods Movement” refers to the transportation of raw materials, manufactured products, and consumer goods by various modes including truck, rail, air, and boat. In Caledon, trucking is a key component of the economy, linking:

- Industrial and employment lands;
- Provincial highways (10, 410, 50, 9, and future 413);
- Local businesses and agricultural producers;
- Mineral aggregate operations; and
- Urban centres and rural hamlets.

These activities occur across a variety of facility types, such as distribution warehouses, freight terminals, cross-docking facilities, and truck yards or outdoor storage areas. These uses can vary significantly in their scale, intensity, and operational characteristics, resulting in different land use compatibility considerations. Recognizing these distinctions is important to inform future zoning, site design, and development review.

2.3 | Issues & Challenges to be Addressed

2.3.1 | Growth and Transformation

The Town's population and employment base is projected to nearly quadruple by 2051 (Future Caledon, 2025), with new industrial and logistics developments emerging near Mayfield West, Bolton, and along Highway 50. Without proactive planning, this growth could strain infrastructure and increase community impacts.

2.3.2 | Infrastructure Constraints

Many of Caledon's roads, including Town arterials, were not originally designed to accommodate sustained heavy truck volumes or the loading demands of modern freight vehicles. Roadway geometry, pavement structure, bridge load limits, and seasonal restrictions (such as spring load periods) can pose constraints for goods movement. Targeted upgrades, route management, and coordinated infrastructure planning will be required to support freight activity safely and to reduce operational impacts on the Town's road network.

2.3.3 | Land-Use Conflicts

Trucking operations can create friction when located too close to residential or agricultural areas. Issues include:

- Noise, air quality, and vibration from trucks;
- Dust and lighting impacts;
- Visual incompatibility with rural and community landscapes; and
- Unauthorized truck parking and depot activity.

2.3.4 | Illegal Trucking and Enforcement Gaps

Illegal truck yards and storage uses have proliferated, especially in southern Caledon. The Town's Illegal Land Use Task Force (ILUTF) has made progress on the issue, but limited authority under provincial legislation constrains enforcement. Clearer zoning, stronger penalties, and inter-agency cooperation are required.

2.3.5 | Environmental & Climate Impacts

Freight contributes to greenhouse gas emissions and local air pollution. Caledon's sustainability goals, outlined in its Climate Change Action Plan, call for lower-emission transport systems. Providing a supportive environment to transition to electric vehicles, optimizing routing, and supporting off-peak deliveries will help alleviate environmental and climate impacts.

2.3.6 | Community Expectations

Residents and businesses expect balanced outcomes: a prosperous economy that supports jobs and tax revenue, alongside safe, quiet, and livable neighbourhoods. The recommendations outlined in this Strategy are intended to support the development of policy tools to achieve both outcomes.

3 | Strategy Objectives

The objectives of this Strategy (outlined below) are intended to guide the Town's approach to logistics and goods movement planning and to inform future policy development, zoning, and other enforcement/regulatory initiatives.



Plan Freight-Supportive Land Use

Foster a land use planning framework that directs logistics and goods movement uses to appropriate designated lands and limits this activity outside of those areas.



Provide Direction for a Safe & Efficient Goods Movement Network

Support the identification and planning of appropriate routes and infrastructure to manage traffic, reduce conflicts, and minimize impacts on the transportation network.



Protect Quality of Life for Residents

Inform land use compatibility, buffering, and design requirements to mitigate impacts of logistics and goods movement on sensitive land uses such as dwellings, schools, and natural features.



Enhance Enforcement & Accountability

Support stronger zoning provisions, licensing approaches, and enforcement mechanisms to address and prevent illegal or non-compliant operations.



Advance Sustainability & Resilience

Encourage the integration of sustainable freight practices, including low-emission technologies, efficient land use patterns, and operational measures such as off-peak delivery.

4 | Strategic Directions

The Strategic Directions outlined in this section establish a coordinated framework to guide how the Town will plan for, manage, and regulate logistics and goods movement activities. Building on the Town’s broader planning framework, these directions translate the Strategy’s objectives into a series of focused actions and recommendations that will inform future policy development, zoning updates, infrastructure planning, and enforcement approaches. Together, they are intended to support a balanced approach that accommodates economic growth while addressing land use compatibility, transportation, and community impacts associated with goods movement. Implementation of these directions will require further study, ongoing coordination with internal departments and external partners, and continued refinement through future planning and regulatory processes.

4.1 | Direction #1: Freight-Supportive Land Use Planning

4.1.1 | Designate Freight Districts & Associated Policies

The Town will prioritize the establishment of a Goods Movement District (GMD) as an overlay and associated policy framework to guide where logistics, warehousing, and goods-movement-related industries are most appropriate. The GMD is intended to provide strategic direction for accommodating goods movement. The identification and implementation of the GMD overlay, and the associated Official Plan policy framework, will be advanced by the Town’s future Official Plan update(s). More specific recommendations are presented in Appendix B.



The GMD Overlay will:

- Identify lands that are strategically located to serve regional freight activity while remaining compatible with surrounding land uses;
- Support the long-term availability of lands for logistics and employment area uses;
- Ensure that new goods-movement facilities are developed in a manner that aligns with available infrastructure, safety standards, and broader planning and economic development objectives; and,
- Provide a clear framework for evaluating new or expanded logistics proposals through secondary planning, zoning, and site plan review.

The identification of GMD overlay areas in Official Plans should be informed by:

1. **Transportation Connectivity** – Direct or immediate access to provincial or regional highways and proximity to major arterial and collector roads capable of accommodating heavy vehicle volumes and turning movements.
2. **Infrastructure and Servicing Capacity** – Availability or future availability of municipal water, wastewater, stormwater, and other utilities, as well as adequate road geometry, capacity, and intersection design to support freight vehicles.
3. **Land Use Compatibility** – Separation from existing or planned sensitive land uses through buffering, transition areas, topography, or intervening non-sensitive uses, and alignment with provincial guidelines for land use compatibility, noise, dust, and traffic.
4. **Economic Development Priorities** – Ensuring that a sufficient supply of land is identified within the GMO to support long-term employment growth and the Town’s economic competitiveness, and spatially aligning the GMO with the Town’s growth management and economic development priorities.
5. **Environmental Considerations** – Avoiding development in or immediately adjacent to the Town’s natural heritage system and natural hazards by ensuring appropriate separation and mitigation measures between the GMO and these features and areas.
6. **Community & Land Use Planning Context** – Ensuring consistency with approved secondary plans, the Official Plan, and the Town’s growth management and phasing framework.

4.1.2 | Review & Modernize Zoning

The Town’s current Zoning By-law (2006-50) predates many logistics and good movement uses and activities that have become more prevalent in recent years. As a result, certain definitions and performance standards do not fully address freight-related considerations or functions, such as standalone truck parking, staging areas, trailer storage, or intermodal container storage. Through the upcoming Comprehensive Zoning By-law Review, the Town will consider updates to how these and other logistics-related uses are defined and regulated, with the aim of better supporting legitimate operations that align with the Town’s policy objectives and planning framework. The zoning directions identified through this Strategy should be considered as part of that broader process. More specific recommendations are presented in Appendix C.

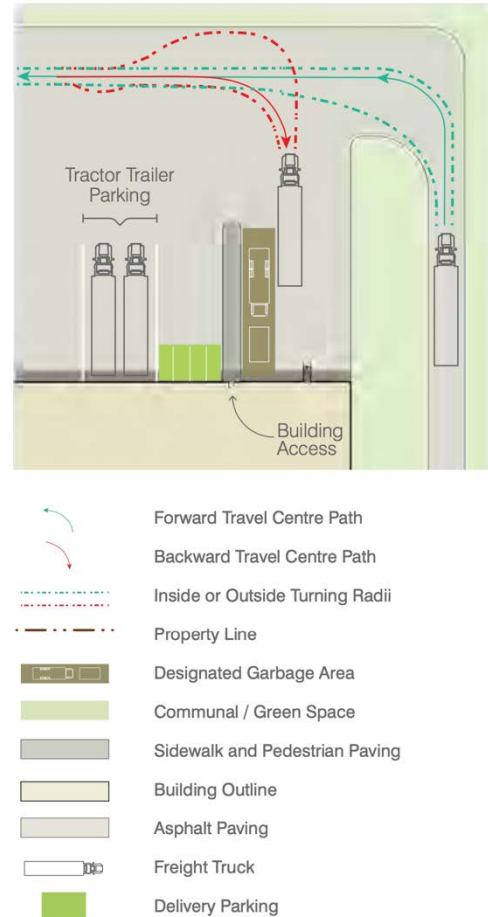
To this end, updates to the Zoning By-law should:

1. **Clarify & Update Use Definitions** – Establishing clear, freight-specific definitions that distinguish between logistics, warehousing, and various forms of truck storage and dispatch.
2. **Introduce Performance Standards for Truck Parking and Storage** – Establishing consistent standards to ensure freight-related uses are developed in appropriate locations and designed to mitigate off-site impacts. Key elements may include:
 - i. separation from residential, institutional, and environmental zones through buffering and screening;
 - ii. site design standards addressing circulation, lighting, noise, and access management, including adequate on-site queuing to avoid spillover onto public roads; and,
 - iii. truck-specific parking dimensions and staging requirements, recognizing the diversity of vehicle types and operational models.
3. **Apply Setbacks, Berms, and Natural Buffers** – Introducing minimum setback and buffering requirements, including landscaped berms and layered tree planting, to mitigate visual and acoustic impacts.
4. **Introduce a Logistics-Focused Zone Framework** - Considering the establishment of a dedicated logistics-oriented industrial zone to implement the Goods Movement Overlay and provide more direct permissions and performance standards for goods movement uses.

4.1.3 | Site Plan Standards & Review

The Town will review its Site Plan Control (SPC) process to ensure that all logistics, warehousing, and trucking-related developments achieve safe, functional, and visually compatible site design. This will include:

1. Updating the SPC application requirements for logistics operations to incorporate development-specific materials including:
 - i. a truck circulation plan with swept-path analysis for long combination vehicles;
 - ii. truck and passenger vehicle circulation plans, showing separate access routes and queuing space; and,
 - iii. loading and dock design drawings, indicating capacity, orientation, and visibility from public streets.
2. During the site plan review process, staff should apply evaluation criteria focused on:
 - i. ensuring internal truck movements occur without reversing onto public rights-of-way;
 - ii. verifying that loading and storage areas are visually buffered;
 - iii. ensuring that building orientation, landscaping, and lighting minimize impacts on adjacent uses.
3. To promote accountability, the Town may review SPC performance periodically to identify recurring issues or design challenges and update internal SPC templates and conditions to reflect lessons learned from enforcement and monitoring.



4.1.4 | Review Urban Design Guidelines

The Town will review and, where necessary, update its Urban Design Guidelines to ensure they adequately address the form, character, and function of modern logistics, warehousing, and goods-movement developments. Any update should ensure that design guidance reflects current best practices in industrial urban design and freight site planning. The review should be focused on updating for screening and interface treatment between logistics facilities and adjacent land

uses and specifying minimum guidance for berming, fencing, and layered landscaping to obscure loading areas, trailer storage, and mechanical infrastructure from public view.

4.1.5 | Develop Guidance for Temporary Use Applications

The Town will develop clear guidance for reviewing temporary zoning by-law amendment applications related to trucking, logistics, and outdoor storage uses to support consistency, transparency, and defensibility in decision-making. While the Planning Act allows temporary uses for up to three years (renewable for limited periods), these provisions are intended to accommodate legitimate transitional or interim uses, not to bypass the Town’s long-term planning framework. Given the Town’s experience with temporary zoning applications related to truck storage and depot uses, the Town should establish clear criteria and procedural expectations for assessing when a goods-movement-related temporary use may be considered appropriate. This direction should be advanced through the Town’s broader Official Plan and Zoning By-law updates, and should consider:

1. Demonstrated alignment with the intent of the Official Plan and the planned long-term function of the land;
2. Demonstration that the temporary use will not create or perpetuate adverse effects related to safety, environmental impacts, or land use compatibility;
3. A site restoration or relocation plan demonstrating how the site will be remediated or restored at the end of the temporary period; and,
4. Evidence that the applicant is actively pursuing a permanent, permitted alternative.

The Town should also identify circumstances where temporary use applications would not generally be supported, such as on prime agricultural lands, in proximity to sensitive uses, or where the proposal would require significant servicing or infrastructure investment inconsistent with the intent of temporary use provisions.

4.2 | Direction #2: Developing a Safe, Efficient, & Connected Logistics Network

4.2.1 | Adopt & Align with the Regional Network Hierarchy

Given the intra-regional nature of goods movement that will, by their nature, cross municipal jurisdictions, the Town should adopt and align with the Region of Peel’s Strategic Goods Movement Network (SGMN) to ensure



consistency in freight planning and operations across municipal boundaries. The SGMN identifies a hierarchy of primary, connector, and restricted truck routes designed to move goods efficiently and safely throughout the Region. Caledon should formally recognize this hierarchy within its own policy framework, incorporating corresponding local connector and collector routes through future updates to the Official Plan and Multi-Modal Transportation Master Plan (MMTMP).

The Region has initiated the Peel–Caledon Arterial Road Truck Study, and the Town is participating in this study to review and update the designated truck network in Caledon that aligns with Town priorities and community needs. The outcomes of this study will help inform future updates to the Town’s truck route network, signage, enforcement areas, and roadway design standards.

The Town should also ensure that truck route signage, enforcement areas, and roadway design standards are consistent with regional classifications, supporting a unified and predictable network for freight operators while improving safety and reducing confusion for all road users.

4.2.2 | Participate in Network Development Studies

Continue to collaborate in regional and provincial studies that shape the future of freight mobility in Peel and the Greater Golden Horseshoe. This includes collaboration on corridor protection, truck route optimization, and emerging logistics area planning led by the Region of Peel and the MTO. The Town will continue to share available information on truck volumes, land-use changes, and employment area development to support evidence-based decision-making to help ensure that future network refinements reflect local conditions, including around key employment areas, rural routes, and planned connections to the Highway 413 corridor.

4.2.3 | Advance Safe & Sustainable Freight Corridors

Collaborate with the Region of Peel and MTO to advance the design, operation, and maintenance of safe, efficient, and sustainable freight corridors. This includes supporting design standards that accommodate larger trucks and emerging vehicle technologies while maintaining safety for all road users. Caledon should advocate for freight safety audits, intersection and bridge upgrades, and designated staging areas along major industrial routes such as Mayfield Road and Coleraine Drive. Working with regional partners, the Town should explore the integration of low-emission freight infrastructure, including electric truck charging and idle-reduction zones, within Goods Movement Districts.

In response to concerns raised by the Caledon community regarding truck traffic in Caledon East and Alton, the Town is planning a one-year pilot truck prohibition. This pilot would prohibit truck traffic on Airport Road between King Street and Charleston Sideroad; Old Church Road from Airport Road to Highway 50; and

Porterfield Road between Charleston Street and Highway 109. This initiative demonstrates the Town's proactive approach to improving road safety and managing truck traffic in sensitive community areas while maintaining a clear and strategic freight network.

4.2.4 | Leverage Provincial & Regional Initiatives

Recognizing that effective goods movement depends on coordination at higher levels of government, Caledon will align its planning efforts with the MTO's Freight-Supportive Guidelines and the 2041 Regional Transportation Plan. The Town will participate in emerging partnerships such as the Peel Freight Data Sharing Framework to contribute local freight data, monitor network performance, and share best practices.

4.2.5 | Plan for Integration with Highway 413 and Employment Lands

As Highway 413 advances through planning and design, Caledon will collaborate closely with the Region of Peel and the MTO to ensure that the new corridor supports local and regional freight needs. The Town will work to identify strategic access points and connecting routes between Highway 413 and designated GMO areas to minimize traffic spillover into rural and residential areas.

4.3 | Direction #3: Managing Impacts & Improving Enforcement

4.3.1 | Regulatory Audit

Conduct a comprehensive legal and regulatory audit to review and modernize all by-laws, policies, and enforcement procedures affecting logistics and goods movement to ensure that Caledon's regulatory framework is clear, enforceable, and aligned with best and contemporary practice.

The audit should examine:

1. **Zoning & Land Use Permissions** – clarifying and updating definitions and zone performance standards from an enforceability / defensibility lens, and identifying inconsistencies or gaps between the Zoning By-law, Property Standards By-law, and Site Plan Control provisions that may create barriers to the effective prosecution of unauthorized and non-compliant land uses and operations.
2. **Licensing & Permitting** – review the municipal business licensing framework to determine whether licensing tools could support enforcement of existing zoning and by-law provisions related to logistics operations, particularly in addressing unauthorized or non-compliant activities.
3. **By-law Enforcement Powers & Penalties** – examining procedures for investigations, orders, and prosecutions across departments and evaluating whether current penalty levels, inspection authorities, and timelines for enforcement actions are sufficient to deter ongoing violations.



4.3.2 | Stronger Enforcement Powers & Penalties

Current powers under Ontario's Planning and Municipal Acts are limited in enforcement and penalty strength. To deter ongoing violations, the Town will pursue legislative and procedural improvements through both advocacy and local by-law reform. This includes:

1. Advocating to the Province of Ontario for higher maximum fines and enabling legislation for Administrative Monetary Penalties (AMPs) under the Planning Act to allow the Town to impose immediate, proportionate fines without lengthy court proceedings.

Section 4 | Strategic Directions

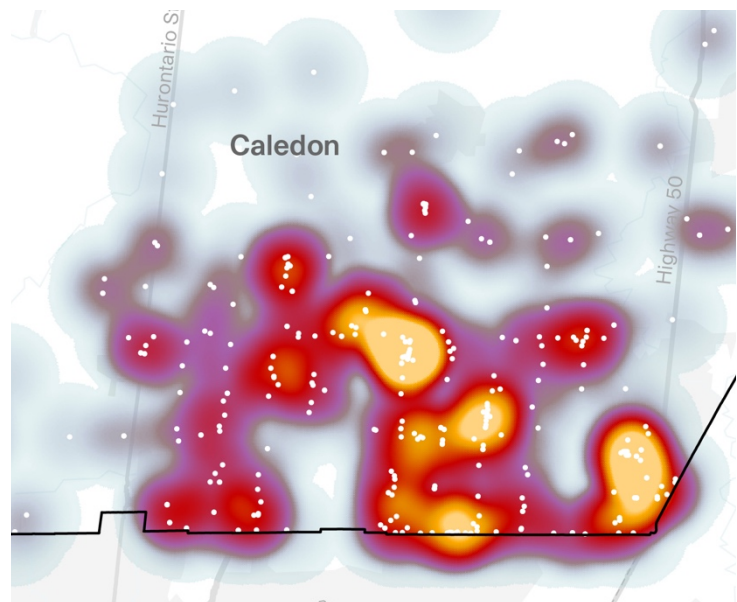
2. Advocating to the Province of Ontario for the authority to register orders on title to ensure unresolved violations follow the property, discouraging speculative misuse.
3. Introduce a graduated penalty system, where repeat offences trigger escalating fines and potential injunctions.

4.3.3 | Development of a Unified Enforcement Dashboard

The Town will explore expanding its use of GIS-based mapping and case management systems into a unified digital dashboard that will allow staff to track the life cycle of each case in real time, identify recurring problem areas, and produce reports for Council, management, and the public. Integrating enforcement data with the Town's existing planning, transportation, and permitting systems will create a shared foundation for cross-departmental collaboration, ensuring that enforcement activity is understood in relation to land use, infrastructure, and community impacts.

4.3.4 | Continue to Maintain a GIS-Based Complaint Map

Continue to maintain a GIS-based complaint and enforcement map to allow both staff and the public to visualize enforcement hotspots, track case status, and identify trends across Caledon. The map may potentially be integrated with the Town's asset management system, linking enforcement data to road maintenance, stormwater, and infrastructure records where violations or illegal trucking activity have caused physical impacts to assist in understanding the economic and fiscal impacts from illegal trucking operations.



4.3.5 | Strengthen Data Partnerships & Sharing

Collaborate with the Region of Peel, MTO, and neighbouring municipalities to share enforcement and freight-movement data. Coordinated data-sharing agreements would allow Caledon to compare truck routing patterns, identify regional enforcement hotspots, and align inspection efforts across jurisdictions. This collaboration could also contribute to regional data initiatives such as the Peel Freight Data Sharing Framework and the Regional Goods Movement Task Force,

ensuring that Caledon’s local insights inform regional freight policy and network management.

4.4 | Direction #4: Promoting Sustainability & Innovation

4.4.1 | Supporting the Transition to Cleaner Vehicle Technologies

The Town will promote the transition to electric and low-carbon freight vehicles by encouraging logistics developers and fleet operators to plan for future charging infrastructure in new and existing employment areas. Through the site plan control process, the Town should require developers to demonstrate that adequate space, conduit, and power capacity are reserved to support the future installation of EV chargers for heavy-duty trucks, delivery vans, and employee vehicles. The Town will also collaborate with the Region of Peel, local utilities, and industry partners to explore opportunities for shared or public charging stations in key freight corridors and the GMO, particularly near Highway 410, Mayfield Road, and future Highway 413 interchanges.

4.4.2 | Last Mile Solutions

Retain experts in micro-mobility and engage with local operators to explore pilot projects for micro-distribution hubs, small-scale facilities located within existing industrial areas or municipal properties where goods can be consolidated before local delivery and serving as bases for e-cargo bikes, small electric vans, or other low-emission vehicles, reducing the number of large trucks entering residential and main street areas. Through partnerships with private carriers, community organizations, and the Region of Peel, the Town will identify potential pilot locations near key corridors and commercial nodes such as Bolton, Caledon East, and Mayfield West.



4.4.3 | Green Site Design

Through the site plan control process, Caledon will consider incorporation of site-specific green design measures that directly address environmental impacts while maintaining functional efficiency including:

1. Encouraging the use of high-performance or semi-permeable pavements where feasible, as well as integrated stormwater management features such as linear bioswales along truck aisles, oil-grit separators, and vegetated

detention ponds. Developers will be encouraged to design these features as part of the site's functional layout, using stormwater facilities and tree buffers as dual-purpose landscape screens along sensitive edges or public frontages.

2. Encouraging the provision of truck parking areas with electrical hook-ups or “shore power” to allow refrigerated trucks or idling vehicles to operate without running diesel engines.
3. Encourage building orientation and design that optimize natural lighting and ventilation in warehouses, use of reflective or green roofing to minimize heat absorption, and installation of EV charging infrastructure sized for heavy-duty use. Where feasible, rainwater harvesting systems may be integrated to support vehicle washing or landscape irrigation, reducing pressure on municipal water systems.
4. Promote the use of dense vegetative buffers and berming with native tree and shrub species specifically selected for particulate capture and noise mitigation. These green buffers should be strategically located along loading areas, truck queuing lanes, and property boundaries adjacent to sensitive land uses, contributing to both functional and ecological performance.

5 | Implementation

This section outlines how the Town will advance the recommendations of the Logistics Land Use Strategy through phased actions, coordinated roles, and sustained communication with industry, the community, and partner agencies. Implementation is intended to be incremental, flexible, and aligned with broader planning initiatives, including updates to the Official Plan, Zoning By-law, Secondary Plans, and the Multi-Modal Transportation Master Plan.

5.1 | Phased Implementation Plan

Implementation of the Strategy will occur in stages to align with municipal capacity, development activity, and the timing of regional and provincial initiatives such as Highway 413. The phased approach ensures that foundational policy work is completed first, followed by infrastructure improvements, operational enhancements, and long-term system optimisation.

Phase 1: Strategize

1. Finalize and implement the Goods Movement District overlay and supporting Official Plan policies.
2. Update and modernize the Town's Zoning By-law to introduce new logistics-related definitions, zones, and performance standards.
3. Launch initial industry and agency coordination tables, including discussions with the Region of Peel and MTO on network alignment.
4. Establish baseline data and performance metrics related to freight activity, parking demand, and enforcement.

Phase 2: Develop & Test Alternatives

1. Implement updated zoning regulations, including consideration for the establishment of a new Logistics Industrial Zone.
2. Install or update truck route signage consistent with regional classifications.
3. Initiate targeted infrastructure upgrades in priority freight corridors, including intersection geometry improvements to accommodate heavy vehicles.
4. Pilot micro-logistics and last-kilometre solutions in strategic areas such as Bolton or Mayfield West.

Phase 3: Refine Approaches & Processes

1. Expand Goods Movement District areas where supported by servicing capacity and Secondary Plan completion.
2. Identify and secure locations for satellite truck and trailer parking facilities and rest areas.
3. Advance partnerships for EV charging infrastructure, smart logistics technologies, and shared freight facilities.
4. Integrate freight planning considerations into capital projects and transportation system improvements.

Phase 4: Optimize Logistics and Goods Movement Planning

1. Conduct a comprehensive review of freight policies, zoning, and performance metrics.
2. Refine truck routing, enforcement strategies, and logistics land supply based on observed conditions.
3. Publish periodic updates to Council summarizing progress, gaps, and emerging opportunities.
4. Embed freight considerations into long-term Town-wide investment, growth, and climate strategies.

5.2 | Roles and Responsibilities

Effective implementation of the Logistics Land Use Strategy will require ongoing coordination across multiple levels of government, as well as collaboration with industry and community partners. The Town will work with regional and provincial departments and agencies, business and industry partners, and local community members to support the advancement of the Strategy's recommendations. This will be supported through continued engagement, information sharing, and coordination with relevant partners to align land use planning, transportation planning, infrastructure investment, and enforcement approaches. As specific initiatives are advanced, roles and responsibilities will be further defined in collaboration with the appropriate agencies and partners.

5.3 | Funding and Resource Considerations

Successful implementation of the Logistics Land Use Strategy will require coordinated and predictable funding. The Town will rely on development charges and capital works budgets to support necessary infrastructure upgrades and will seek provincial and federal grants that promote zero-emission freight and goods movement innovation. Opportunities for public-private partnerships, including micro-hub deployment or shared freight infrastructure, will be explored to leverage

industry expertise and investment. The Town may also use cost-recovery mechanisms within municipal by-laws to help fund enforcement activities and ensure long-term fiscal sustainability.

5.4 | Communication and Engagement

Ongoing communication and engagement will help maintain transparency, build public understanding, and support informed decision-making throughout the implementation of the Strategy. The Town will use a variety of engagement tools, including organizing freight forums, online surveys, and open houses related to truck route or zoning updates. Visual mapping, dashboards, and progress infographics will be considered to make freight planning accessible and to keep residents and businesses informed as the Strategy evolves.

5.5 | Performance Measurement & Continuous Improvement

To support informed decision-making and continuous improvement in planning for logistics and goods movement, it is recommended that the Town explore how performance indicators and related data can be tracked and used to better understand trends, evaluate outcomes, and inform future policy and planning decisions. The approach to monitoring, including data sources, responsibilities, and reporting mechanisms, should be further defined through coordination with municipal departments, regional and provincial partners, and industry participants. To this end, Table 5.5 presents a series of example indicators that may be considered to support future monitoring efforts, subject to data availability and ongoing collaboration.

Table 5.5: Recommended Key Performance Indicators

| Example Metric | Purpose |
|--|----------------------------------|
| Area or percentage of employment lands in proximity to designated truck routes | Land-use efficiency |
| Congestion and traffic volumes on designated truck routes | Freight efficiency |
| Area or percentage of GMD overlay developed vs. vacant | Logistics land supply protection |
| Number of logistics operations established or expanded | Economic health |
| Uptake of low-emission technologies and sustainable site design features | Climate performance |
| Trends in non-compliant logistics-related activities and resolution timelines | Regulatory effectiveness |
| Volume and nature of land use compatibility complaints related to freight | Impact monitoring |
| Number, nature, and location of truck/logistics-related road incidents | Public safety |
| Progress in advancing identified actions and initiatives | Strategy accountability |



6 | Conclusion

Caledon is at a critical stage in managing growth, where economic opportunity, logistics activity, and community expectations must be carefully balanced. This Strategy provides a framework to guide how the Town plans for and manages logistics and goods movement in a manner that supports economic prosperity, protects community character, and advances broader planning objectives.

Through coordinated land-use planning, infrastructure investment, enforcement, and collaboration with local, regional, and provincial partners, the Town of Caledon can support logistics and goods movement in a way that is efficient, safe, and compatible with the Town's long-term vision.

Appendices

- A. Recommended Approach to Identifying the Goods Movement District Overlay
- B. Official Plan Recommendations to Consider
- C. Zoning By-law Recommendations to Consider
- D. References & Resources
- E. Logistics Land Use Strategy Background Report

Appendix A | Recommended Approach to Identifying the Goods Movement District Overlay

B.1 | Summary of Recommended Methodology and Approach for the Preliminary Goods Movement Overlay

A preliminary Goods Movement District (GMD) Overlay approach was developed through a step-by-step spatial analysis to identify employment lands with the greatest potential to support logistics and goods movement activities. The methodology combines land-use designations, compatibility screening, and proximity to major freight infrastructure to produce a technically defensible and policy-aligned overlay. Any resulting overlay using this methodology will be further refined through detailed Secondary Planning processes and consultation.

Step 1 – Identify Existing and Future Employment Lands

Identify all lands currently designated for employment in the Town’s Official Planning framework, excluding New Employment Areas. The purpose of the GMD Overlay is to identify locations within existing Employment Areas that would be most suitable for goods movement.

Step 2 – Apply “Negative” Impact Buffers

To pre-emptively avoid environmental constraints and land-use conflicts, a series of separation buffers should be applied around sensitive features and incompatible areas. These include:

- a 300 m buffer from current and future Community Areas to align with PPS guidance and MECP Class III industrial separation;
- a 70 m buffer from Commercial Areas consistent with Class II industrial separation; and
- a 14 m buffer from the Highway 413 corridor in accordance with Ministry of Transportation (MTO) minimum setback requirements.

These buffers ensure logistics uses are not directed toward sensitive land uses. Caledon’s Natural Heritage System and associated features are already mapped and accounted for in current and future growth areas, and planning policy/best practice will ensure avoidance or mitigation of impacts on these features.

Step 3 – Apply “Positive” Impact Buffers

To identify lands with the strongest locational advantages for freight activity, positive proximity buffers should be applied around key transportation infrastructure. These include:

- a 1,500 m radius around existing and future highway interchanges, consistent with PPS direction to locate goods movement uses near high-capacity corridors; and
- a 500 m radius along the Strategic Goods Movement Network, reflecting a typical lot depth for logistics operations observed in Caledon.

These buffers prioritize areas with strong connectivity and access efficiency.

Step 4 – Cross-Reference Layers and Identify Candidate Areas

Eligible employment lands should then be cross-referenced with the negative and positive buffers. Areas that remain free of major constraints while benefiting from advantageous proximity to the freight network should be retained as candidate sites for consideration in the overlay. This step ensures the overlay reflects both suitability and opportunity.

Step 5 – Technical Review and Boundary Refinement

Any preliminary overlay should be reviewed with Town staff and relevant community partners to confirm boundary accuracy, evaluate local contexts, and identify any areas requiring adjustment. Consideration should include future development on New Employment Areas, the potential to refine certain setbacks, and the need to review site-specific conditions such as buffering, access, or environmental interface through future detailed planning.

Step 6 – Identify the Preliminary Goods Movement Overlay

The culmination of the above steps should result in an informed preliminary Goods Movement District Overlay that identifies lands most suitable for long-term logistics and goods movement uses. These areas represent the most compatible and well-located lands based on available policy, mapping, and environmental information.

This stage of the overlay is intended as a first iteration to guide Official Plan implementation and strategic decision-making. Its boundaries will be refined through Secondary Plans, which will assess local conditions, confirm access requirements, evaluate compatibility, and define site-specific design and mitigation measures.

Appendix B | Official Plan Recommendations to Consider

This appendix outlines a series of strategic directions intended to strengthen the Town's Official Plan framework for goods movement and logistics. These recommendations are designed to support safe, efficient, and modern freight activity in Caledon while reinforcing land use compatibility, protecting employment land supply, and aligning with regional and provincial transportation planning initiatives.

The directions below focus primarily on strengthening Sections 11.6 and 11.7 to clarify expectations related to truck movement and parking, and refining Section 23.9 to enhance the Goods Movement District (GMD) overlay framework. Together, these recommendations provide a more coordinated and policy-driven basis for managing goods movement in Caledon and guiding future Secondary Planning and zoning implementation. All of the following recommendations should be reviewed and refined in coordination with Town staff as part of the broader Official Plan update and Employment Lands Review processes.

B.1 | Section 11.6 – Trucking and Goods Movement

Section 11.6 should be strengthened to more clearly articulate the Town's role in developing, maintaining, and coordinating a comprehensive and integrated goods movement network. The updated direction should reflect Caledon's evolving position within the regional freight system and reinforce the Town's commitment to safe, efficient, and sustainable goods movement across all modes.

B.1.1 Network Alignment and Regional Coordination

The Official Plan should clearly state that the Town will work with the Province, the Region of Peel, and other relevant agencies to develop and maintain an integrated and strategic goods movement network that supports the safe and efficient movement of goods by road, rail, and air, while minimizing conflicts with vulnerable road users and sensitive land uses. Policy direction should:

- Confirm reliance on the Region of Peel's Strategic Goods Movement Network (SGMN) as the foundational framework for truck route planning until such time as a Town-specific truck network is defined or updated;
- Support the identification and refinement of a designated truck route network for Caledon that reflects local priorities and community considerations;
- Reinforce participation in regional and provincial freight studies and corridor planning initiatives; and

- Emphasize coordinated planning for key corridors and strategic employment areas, including connections associated with Highway 413 and other major goods movement routes.

This approach ensures that local land use and development decisions are aligned with broader goods movement objectives and infrastructure planning efforts.

B.1.2 Freight-Supportive Design and Development Review

The Official Plan should provide clearer direction regarding the evaluation and design of truck-intensive development proposals. Policies should state that the Town will refer to applicable provincial guidelines and industry best practices when reviewing logistics, warehousing, and truck-related applications.

This direction should reinforce expectations for:

- Safe and efficient truck circulation;
- Site layouts that minimize conflicts between heavy vehicles, passenger vehicles, and pedestrians;
- Appropriate separation and buffering from sensitive land uses; and
- Design measures that support compatibility and mitigate potential impacts.

Embedding this direction in Section 11.6 will strengthen the Town's ability to apply consistent and defensible design standards through secondary planning, zoning, and site plan control.

B.1.3 Alternative, Small-Scale, and Micro-Logistics Solutions

Section 11.6 should also more explicitly recognize the importance of alternative and small-scale goods movement solutions in supporting efficient local delivery while reducing heavy-vehicle activity in Community Areas. The Official Plan should direct the Town to work with the Province, the Region of Peel, transportation service providers, and industry partners to explore and support:

- Last-Kilometre and Last-Metre delivery approaches;
- Micro-logistics and micro-distribution formats;
- Emerging and lower-impact delivery modes, such as small electric delivery vehicles, cargo bikes, and other sustainable urban freight models.

Policies should further indicate that:

- Opportunities for micro-logistics facilities, such as micro-depots or small-format cross-dock or fulfilment hubs, may be identified where appropriate;
- Secondary Plans should integrate consideration of last-kilometre and micro-logistics needs, including enabling policies and zoning provisions for appropriately scaled facilities; and

- The Town will coordinate with regional and industry partners to promote innovation, improve local goods movement networks, and respond to evolving logistics technologies and practices.

Together, these directions support a more sustainable and adaptable freight system, reduce reliance on heavy vehicles in sensitive areas, and better align goods movement planning with community design objectives.

B.2 | Section 11.7 – Parking Management

Section 11.7 should be strengthened to more directly address the growing demand for truck parking, trailer storage, and intermodal container storage across Caledon. The Official Plan should establish clearer expectations for on-site truck staging and storage as part of development approvals, and should also provide direction for how the Town will plan for broader truck parking needs through partnerships, zoning standards, and longer-term facility planning.

B.2.1 On-Site Truck and Container Management

Policies should establish clear expectations that development proposals involving the loading or unloading, parking, or storage of trucks, tractor trailers, or intermodal containers demonstrate adequate on-site capacity. This includes requiring applicants to identify all truck-related parking, staging, and storage areas on submitted plans, and to demonstrate that circulation and parking layouts can safely accommodate heavy vehicles. The intent is to prevent reliance on public roads for queueing, staging, or layovers, and to ensure that truck-intensive activities are appropriately managed within Employment Areas through development review.

B.2.2 Satellite Parking, Layover Facilities, and Implementation Tools

The Official Plan should also provide direction for how Caledon will plan for and accommodate truck parking and storage needs more broadly. This includes supporting collaboration with the Region of Peel, provincial agencies, industry partners, and other relevant organizations to identify and implement solutions that reduce inappropriate truck parking and support safe and efficient goods movement.

This policy direction should include consideration of a range of implementation tools, including establishing truck-specific parking requirements and performance standards through the Zoning By-law, exploring neighbourhood- or area-specific satellite truck and trailer parking facilities within appropriate Employment Areas, and evaluating opportunities for municipal land acquisition or joint development and operational partnerships. Where appropriate, the Town should also support the provision of rest-stop or layover facilities in proximity to major goods movement corridors, including Highway 413.

B.3 | Section 23.9 – Goods Movement District (GMD) Overlay

Section 23.9 should be refined to strengthen and clarify the Goods Movement District framework as an overlay applied to designated Employment Areas (as opposed to a standalone designation). The overlay approach enables the Town to identify and protect preferred locations for logistics-intensive uses while maintaining the underlying employment designation and allowing refinement through Secondary Planning/Zoning.

The Official Plan should clearly articulate that:

- The GMD is applied as an overlay to General or other Employment Area designations;
- The overlay identifies lands strategically suited for goods movement based on transportation access, parcel configuration, servicing capacity, land use compatibility, and environmental considerations;
- The overlay may initially be applied at a broad scale and subsequently refined through the preparation or update of Secondary Plans; and
- Final boundaries and detailed policy direction will be confirmed through Secondary Planning and implemented through zoning.

B.3.1 Priority Uses Within the Overlay

Policies should clarify that logistics, warehousing, distribution, freight transfer, truck terminals, trailer and container storage, and associated outdoor storage are priority uses within lands subject to the GMD overlay. At the same time, policies should recognize that other employment uses may be permitted, provided they do not compromise the availability of large, contiguous parcels or undermine the long-term goods movement function of the overlay area (i.e. do not want to “sterilize” employment lands).

B.3.2 Development Direction Within the Overlay

Section 23.9 should provide stronger development direction to ensure long-term viability of logistics lands. This includes discouraging lot fragmentation, encouraging parcel assembly where appropriate, and promoting site designs that accommodate heavy vehicle circulation and on-site staging. Policies should also support appropriate buffering and screening from public streets and sensitive land uses and encourage electrification and emerging logistics technologies consistent with sustainability objectives.

B.3.3 Relationship to Zoning Implementation

The Official Plan should provide clear direction that lands subject to the GMD overlay be implemented through an appropriate zoning framework, including consideration of a dedicated Logistics Industrial zone. Policies should clarify that while the underlying Employment Area designation remains in place, zoning for

GMD lands should reflect their priority logistics function. The Plan should also reinforce that logistics-intensive uses may not be appropriate in other Employment Areas unless specifically supported through policy.

B.3.4 Interim Uses Within the GMD Overlay

Recognizing that Secondary Planning may occur over an extended timeframe in future growth/Employment Areas, Section 23.9 should provide direction regarding interim goods movement uses within lands identified by the overlay, which may be used to review interim or temporary use applications which may technically be “premature”.

Policies should allow consideration of lower-impact interim uses, provided that such uses:

- Do not fragment lands or preclude long-term logistics development;
- Do not create adverse environmental or transportation impacts;
- Can be fully removed or restored without compromising future development; and
- Align with the intent of the Official Plan’s temporary use provisions.

This direction will help manage transitional conditions while protecting the long-term integrity of designated logistics lands.

Appendix C | Zoning By-law Recommendations to Consider

This appendix outlines a series of strategic recommendations intended to improve Caledon’s regulatory framework to better manage goods movement and logistics activities and to support implementation of the Goods Movement District overlay in the Future Caledon Official Plan.

The recommendations focus on modernizing definitions, strengthening general and parking provisions, and restructuring industrial zones to more clearly direct truck-intensive and goods movement uses to appropriate locations. While these directions are informed by detailed draft amendment concepts, they are intended to guide – rather than predetermine – the Town’s forthcoming comprehensive Zoning By-law update. All recommendations should be reviewed and refined in coordination with Town staff and considered through a comprehensive lens as part of the broader Employment Lands and Zoning By-law review processes.

C.1 | Updated and New Definitions

The Town’s current Zoning By-law contains several definitions related to industrial activity, storage, and transportation; however, some of these definitions are dated and do not fully reflect the scale, diversity, and operational realities of modern freight and logistics activity. As part of the comprehensive zoning update, the Town should modernize and clarify freight-related definitions to improve consistency, reduce overlap, and strengthen enforceability. This work should focus on ensuring that goods movement uses are clearly categorized and differentiated based on their operational characteristics and impacts.

Key directions include:

- Introducing a “Tractor Trailer Storage Yard” or similar definition to address uptick in illegal operations and absence of provisions for these uses.
- Introducing clearer distinctions between different types of industrial uses that rely on trucking and goods movement – e.g., warehousing, transport terminal, heavy vehicle repair, truck/trailer storage
- Introducing definitions for intermodal containers and intermodal operations to appropriately account for these facilities in the future (along with some preliminary provisions to regulate them), including the distinction between accessory container storage and larger-scale container staging or trans-shipment activities.

- Refining broader industrial and storage-related definitions to ensure that logistics-focused activities are directed to appropriate zones consistent with the Official Plan.

Overall, updated definitions should support clearer interpretation for applicants and the public, strengthen enforcement capacity, and ensure that truck-intensive and goods movement uses are clearly aligned with the Town's Goods Movement District framework.

C.2 | General Provisions and Performance Standards

In addition to updated definitions, the comprehensive zoning update should introduce freight-specific general provisions that establish consistent and measurable performance standards for truck- and logistics-related uses.

These provisions should provide clearer regulatory direction for uses such as tractor trailer storage yards and intermodal container storage, including standards addressing:

- Internal circulation and design vehicle accommodation;
- On-site stacking and queueing requirements to prevent reliance on public roads;
- Screening and buffering from public streets and non-industrial zones;
- Surface treatment and site maintenance requirements; and
- Limitations on repair, servicing, or accessory activities where not otherwise permitted.

The zoning update should also consider strengthening separation distance requirements between truck-intensive uses and Residential Zones, and clarifying where accessory truck or trailer parking may occur within industrial areas. Particular attention should be given to preventing the incremental conversion of vacant or underutilized industrial lots into de facto long-term storage yards without appropriate permissions and performance standards.

The objective of these provisions is to create enforceable standards that clearly define how compliance is measured while allowing appropriate operational flexibility within designated employment areas.

C.3 | Parking and Heavy Vehicle Provisions

The zoning update should refine existing parking regulations to better address heavy vehicles, truck storage, and agricultural contexts. This should include:

- Re-evaluating when and where commercial motor vehicles and tractor trailers may be parked or stored in certain zones;

- Maintaining reasonable allowances for farm-related vehicles and equipment associated with legitimate agricultural operations, as well as considering permissions for limited large truck parking on rural properties that meet specific criteria;
- Consider implementing truck-specific standards for truck and/or trailer parking spaces numbers and dimensions, parking aisle widths, and ingress/egress, or alternatively, identifying tractor trailer storage areas on site plans;
- Prohibiting truck and trailer parking in sensitive land use areas except where expressly permitted; and
- Requiring appropriate screening and minimum setbacks for permitted heavy vehicle parking.

The intent is to balance flexibility in rural and agricultural areas with the prevention of inappropriate truck storage in non-industrial contexts, particularly where such activity may generate compatibility or safety concerns.

C.4 | Industrial Zone Restructure and Introduction of “Logistics Industrial (ML)” Zone

Given the direction established in the OP for encouraging goods movement activities to the Goods Movement Overlay, the industrial zones should reflect this. The following recommendations are intended to guide future updates to the Town’s zoning by-law and to help simplify how the different types of industrial activities are regulated.

The recommendations for the industrial zones are generally as follows:

- Maintain the “Prestige Industrial (MP) Zone”.
- Merge the “Serviced Industrial (MS) Zone” and “Unserviced Industrial (MU) Zone” into a single “General Industrial (MG) Zone”. Zone provisions should be updated to reflect servicing arrangements for the lot (i.e. minimum lot area, frontage, lot coverage, etc. for serviced lot vs. unserviced lot)
- Review permitted uses in employment designations in the official plan and update permitted use tables accordingly.
- In accordance with the direction established in the Goods Movement District (GMD) overlay of the OP, establish a new “Logistics Industrial (ML) Zone” to implement this policy direction.
- The location of ML-zoned lands should be determined in accordance with the Goods Movement Overlay described in the OP and the Logistics Land Use Strategy. Permitted uses should be generally aligned with those associated with logistics and goods movement and trucking.

A broader exercise of OP and PPS conformity (beyond the scope of the LLUS review) will need to be undertaken with the industrial zones to align with permitted uses in employment lands.

Appendix D | References & Resources

The following references and resources were review and used in the development of this Strategy:

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17. Region of Peel. (2022). Peel Goods Movement Background Report.
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22. Transportation Association of Canada (TAC). (2013). Pavement Asset Design and Management Guide. <https://www.tac-atc.ca/en/publications-and-resources>
23. Transportation Association of Canada (TAC). (2017). Geometric Design Guide for Canadian Roads. <https://www.tac-atc.ca/en/publications-and-resources>
24. World Health Organization (WHO). (2018). Environmental Noise Guidelines for the European Region. <https://www.who.int/europe/publications/i/item/9789289053563>

Appendix E | Logistics Land Use Strategy Background Report

(attached under separate title)