

On April 22, 2026, the Town of Caledon hosted a virtual Community Information Session to present the Logistics Land Use Strategy and gather input from members of the public and interested parties. The session provided an overview of the background and purpose of the study, as well as the key recommendations presented in the Strategy document. Following this, participants were invited to submit questions and comments for the project team to respond to.

This document provides a summary of the questions and responses discussed during the Community Information Session.

Question: When will the Town define where truck and trailer storage will be permitted, given ongoing concerns and increasing pressure from illegal operations? What happens in the meantime?

Response: The Town recognizes the urgency associated with truck and trailer storage and related enforcement concerns.

Recent Provincial changes to Employment Area policies, and approval of the Town's Official Plan by the Province with modifications, have affected the range of employment uses that must be accommodated and how they are to be planned for.

As a result, the Town is undertaking an Employment Lands Review alongside a Comprehensive Zoning By-law Review to assess appropriate locations for truck and trailer storage in alignment with Provincial policy direction for locating Employment Areas.

The Logistics Land Use Strategy establishes a criteria-based framework to guide these decisions and inform the review of development applications in the interim, until more detailed policy and zoning implementation is advanced through the Employment Lands Review and the Comprehensive Zoning By-law Review.

Question: What is the status of the Goods Movement District Overlay, and how will logistics uses be regulated moving forward?

Response: The Goods Movement District Overlay was originally intended as a tool to help direct logistics uses to appropriate areas within employment lands. However, Provincial policy direction for Employment Areas now permit logistics uses broadly within such areas.

In response, the Town is focusing on refining and “right-sizing” its employment land designations through the Employment Lands Evaluation. This process will determine where logistics uses are permitted and where other employment uses should be directed.

As a result, a separate overlay may no longer be required. However, the methodology developed through this Strategy will still be used to inform future land use designations and zoning standards.

Question: Was consideration given to service roads or dedicated truck access along the future Highway 413?

Response: The Strategy considers the future construction of Highway 413 as a key component of the transportation network and prioritizes locating logistics uses near planned interchanges and major transportation routes to improve access and reduce conflicts with local traffic.

More detailed elements, such as service roads or dedicated ramps, have not yet been defined. These will be considered through future secondary planning processes and coordination with the Province and other agencies as the corridor is developed.

Question: Can the Town encourage more efficient warehouse design, such as multi-storey buildings, to reduce land consumption and accommodate truck parking?

Response: Alternative built forms, including multi-storey warehousing, have been implemented in other jurisdictions and may be considered in Caledon. The appropriateness of these approaches will be evaluated through future planning and zoning work, including the development of updated standards for employment areas.

Question: How will the Town address the shortage of truck parking and rest facilities?

Response: The need for additional truck parking and rest facilities is recognized as a significant issue. The Town has identified this as part of its background work and is continuing discussions with the Province, the Region, and industry representatives.

Future opportunities may include coordination with Highway 413 planning, as well as exploring partnerships or alternative approaches to providing rest facilities in or around the Town. Further policy direction will be developed as part of ongoing work.

Question: Will there be limits on the concentration of truck and trailer storage in specific areas, such as Bolton?

Response: The Town recognizes concerns regarding the concentration of truck-related uses in certain areas, particularly where employment lands have historically been located. One of the key factors contributing to the current concentration of industrial/trucking activity in Bolton is the fact that it contains a significant amount of the Town's employment land base due to historical growth and planning over the last 20-30 years.

The Strategy aims to manage and avoid further concentration by guiding future logistics uses to alternative appropriate locations in the Town as it grows. As new employment areas develop, particularly along future growth corridors, there will be greater opportunity to distribute these uses more evenly and reduce pressure on existing communities.

Question: Why does Caledon's approach differ from municipalities like Oakville, where employment uses are more directly aligned with highways?

Response: Caledon's land use pattern reflects its unique planning history and local context. In particular, uncertainty around the Highway 413 corridor and evolving growth plans have resulted in a mix of community and employment areas along the corridor. As planning for these areas continues, there will be opportunities to refine the location of employment uses, improve transportation connections, and better separate logistics activity from residential areas.



Logistics Land Use Strategy

Community Info Session Q&A Summary

April 22, 2026

Question: Are there opportunities to incorporate additional infrastructure, such as inspection stations or other supporting facilities?

Response: Suggestions such as introducing an inspection station in the Bolton area are noted. These types of facilities would require some coordination with Provincial agencies and may be considered as part of broader transportation infrastructure and goods movement planning as the Town continues to grow.