

MY MALTON



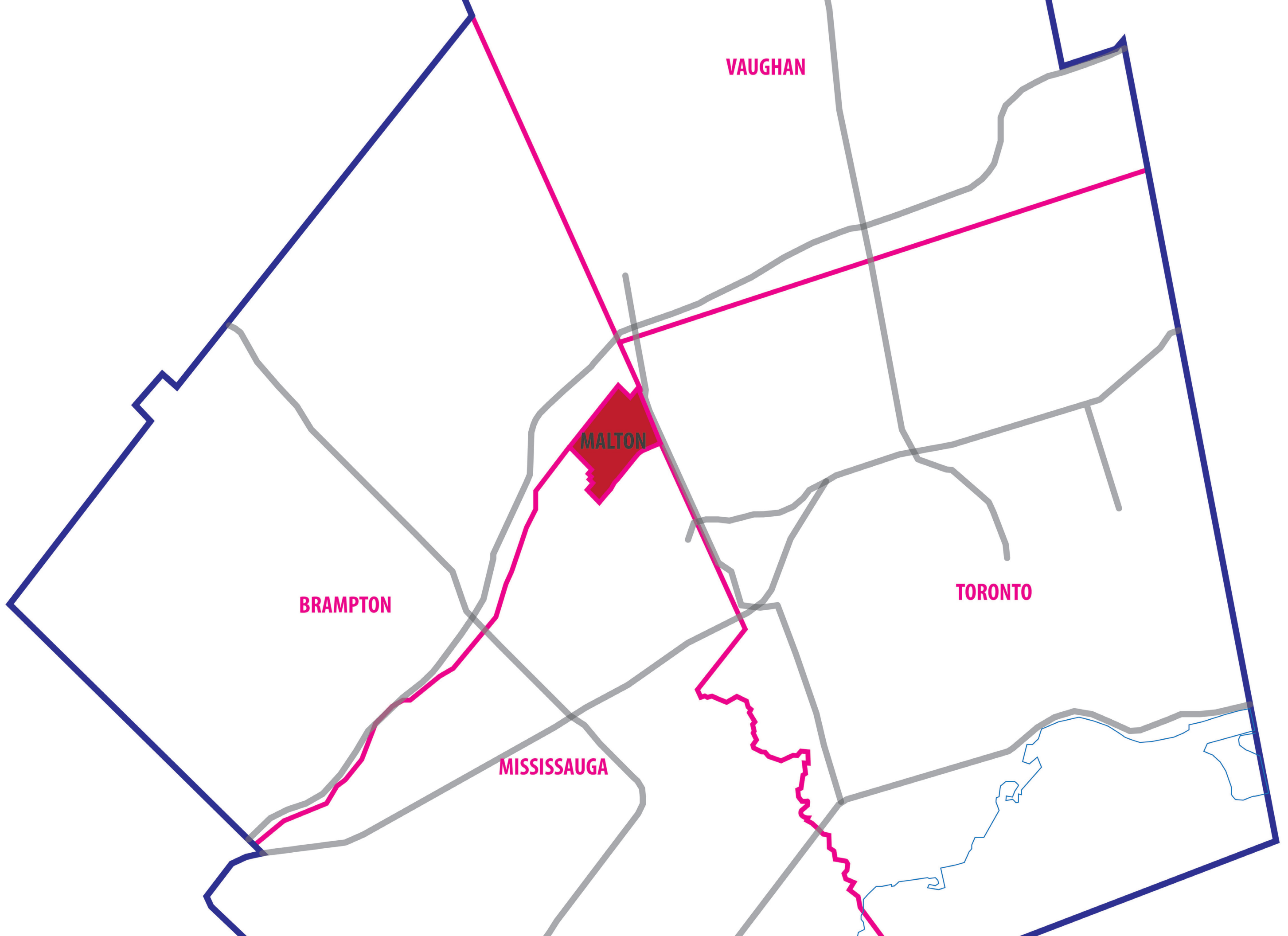
COMMUNITY VISIONING

BACKGROUND REPORT

MAY 2015



**URBAN
STRATEGIES
INC .**



VAUGHAN

MALTON

BRAMPTON

MISSISSAUGA

TORONTO

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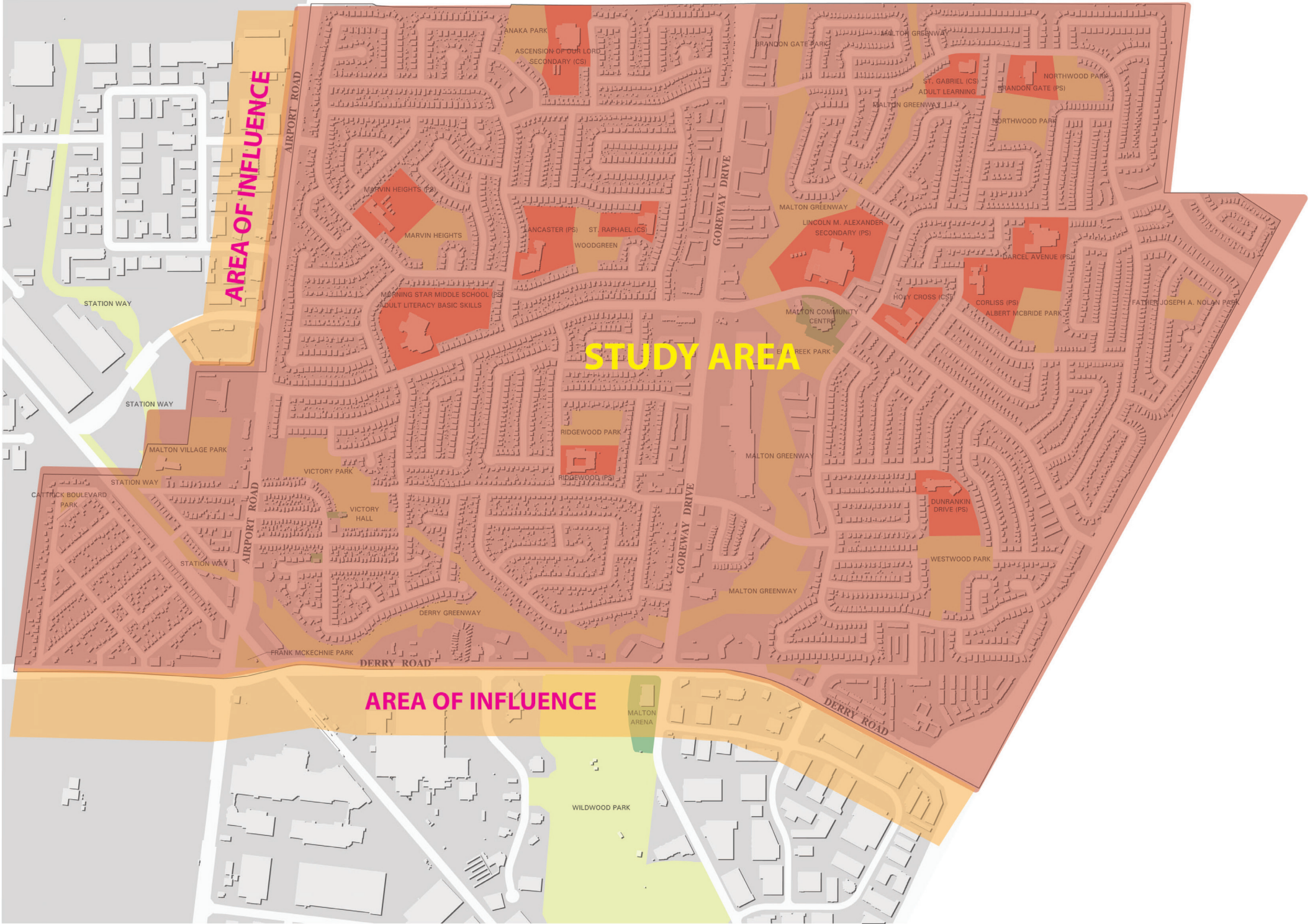
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Map 1: Study Area for the MyMalton Community Visioning

Introduction

Malton is often thought of as a community at the edge of Mississauga, detached from the rest of the city due to the presence of the airport and surrounding employment areas. However, for Malton residents their proximity to Brampton, Toronto, and Vaughan places them in the heart of the Greater Toronto Area (GTA). Although Malton has grown into a mature residential neighbourhood, residents often describe the area as exhibiting a village feel due to the strong sense of community amongst its people.

The purpose of the MyMalton project is to develop a community vision, guiding principles, and to identify community needs that can be translated into revised planning policies. The community visioning plan will engage with local stakeholders and community residents from Malton, along with key City and Region of Peel staff to help determine the current needs and future directions for the community. The vision and guiding principles will support and provide direction to City staff in updating policies within Mississauga's Official Plan, and will form the basis of a new Cultural Plan for the Malton community.

This report constitutes a synthesis of background research collected during the first phase of the project, including Malton's history from its early settlement to mature community, a review of relevant policy documents, and a summary of key messages heard during initial stakeholder consultations.



Figure 1: The bridge from Elmcreek Park to the Malton Greenway



History of the Malton Community

Early Years

Malton is named after the hometown of one of the community's earliest settlers Richard Halliday, who arrived in Upper Canada around 1820 from the market town of Malton located in Yorkshire County, England. After Halliday cleared his land and set up shop as a blacksmith, Malton became a convenient location for new settlers to take up farming within the community as they could easily obtain the necessary farming tools due to Halliday's trade. By the time Toronto Township (the former municipality that would later become Mississauga) was incorporated in 1850, Malton had grown into a community of about 350 people with a growing commercial district at the four corners of Malton Sideroad (which refers to Derry Road today) and Sixth Line (Airport Road).

In 1854, the Grand Trunk Railway line was constructed through Malton, connecting the community down to Union Station in Toronto, and west over to Guelph eventually reaching Sarnia by 1859. The railway helped to transform Malton from a small farming community into a thriving shipping town that primarily exported wheat from local grain mills. Stiff competition with the Credit Valley Railway, which ran through Toronto Township in 1879, proved problematic for Malton and caused a drastic loss of business for local industries. The Grand Trunk Railway was pushed to bankruptcy in 1919, and was

purchased by the Canadian National Railway (CN Rail) in 1923. Commuter rail operation later began in 1974, and continues to operate today via the Malton GO Station.

The Malton Airport and the Aircraft Industry

Following the collapse of the Grand Trunk Railway, Malton's economy remained stagnant until 1938 when the completion of the Malton Airport (now the Lester B. Pearson Airport) quickly turned things around for the community. That year, the National Steel Car Company opened up a manufacturing plant specializing in aircraft carriers. Shortly after, several other businesses, which were either directly or indirectly related to the aircraft industry, began operating and Malton's population began to grow dramatically. National Steel Car Company was expropriated by the federal government during the Second World War to become Victory Aircraft Ltd. It was sold to an aeronautical manufacturing conglomerate operating under the name of A.V. Roe Company after the war ended in 1945.

In 1949 the airport was serving 400,000 passengers annually, growing into Canada's main international airport and eventually becoming purchased by the federal government in 1958. By this time, Malton was gaining an international reputation as a leader in aeronautical engineering and design. The A.V. Roe Company was a major employer for Malton, including increasing numbers of highly talented engineers who were responsible for developing the famous supersonic jet fighter Avro Arrow,

as well as North America's first passenger aircraft, the Jetliner. At its height, the aircraft manufacturing industry in Malton employed 22,000 people amongst four different companies. However, with the halting of the Avro Arrow's production in 1959 at the order of Prime Minister Diefenbaker, the aeronautical industry quickly subsided.

Subdivisions and Population Growth

From the 1950s onwards, a number of subdivisions were developed in Malton which form the various neighbourhoods that comprise the community today. This includes the Victory Village war time housing in the 1940s, the Ridgewood Subdivision (originally referred to as the Malton Defence Homes Subdivision), Marvin Heights in the late 1950s, and the Westwood Subdivision in the 1960s.

Although the community was experiencing considerable growth, news articles from the 1960s describe Malton's expressions of isolation from Toronto Township; both physically due to the large amount of land occupied by the Toronto Airport, as well as socially and politically. Residents felt that Toronto Township was neglecting to provide the amenities needed for Malton's growing population, despite the large amount of tax dollars assessed from Malton's robust industrial base. Several attempts were made by Malton at the Ontario Municipal Board to seek separation from Toronto Township and to become incorporated as its own village. These attempts were unsuccessful, and Malton became a part of the newly amalgamated Town of Mississauga. A news article from

Figure 2 (left): Unveiling of the Avro Arrow, produced in Malton at the A.V. Roe Company

SOURCE: Toronto Star File Photo, Ghost of the Avro Arrow haunts the F-35, article published April 4, 2012.

URL: http://www.thestar.com/opinion/editorialopinion/2012/04/04/ghost_of_the_avro_arrow_haunts_the_f35.html

1968 continues to describe Malton's feelings of isolation from the surrounding region.

The 1970s saw the construction of several prominent Malton landmarks. In 1971, the Westwood Mall was completed, becoming Malton's first commercial shopping plaza. The mall was expanded shortly after in 1975 to create more retail space, including the grocery supermarket addition.

The International Centre opened in 1972, which today continues to be one of Canada's largest multi-purpose convention centres. The original Grand Trunk Railway, later purchased by CN Rail, began operating GO Transit lines in 1974, connecting Malton with Toronto, Brampton, and Guelph. The construction of the Malton Community Centre was completed in 1977, was renovated in 2005 and 2010, and continues to be well-used and an important community gathering place for local residents today.

Modern Day Malton

Since the 1980s, the remaining tracts of vacant land within Malton became developed predominantly into subdivisions of single-detached homes. Today, Malton has many of the features as well as challenges typically associated with a mature community. These include issues of automobile overreliance, lack of walkability and pedestrian infrastructure, and the separation of uses resulting in reduced connectivity.

While the post-war period saw waves of Italian and Polish immigrants settle in Malton, the 70s and 80s saw this shift to the South Asian and Caribbean population, who continue to make up the predominant demographic in Malton today.



Figure 3: Single-detached homes characterize modern day Malton

Policy Review

The following section provides an overview of the high level policy documents that inform and offer direction to the City of Mississauga’s Official Plan, with particular attention given to their relevancy and applicability to the Malton community.

In general, Malton has a limited amount of vacant land, and is also affected by airport noise regulations that constrains development west of Goreway Drive. What this signifies for Malton is that new community projects or initiatives will need to be strategic in nature, taking advantage of opportunities for improvements to existing sites, and smaller to medium scale redevelopments in appropriate locations.

Provincial Policy Statement

The Provincial Policy Statement (2014) includes policies on the managing and directing of land use to build strong, healthy communities. This includes policies encouraging the efficient use of land to maximize the usage of existing infrastructure, promote sustainability, protect the environment, ensure public safety, and facilitate economic growth. The Provincial Policy Statement is supportive of development patterns that consist of the intensification and redevelopment of existing built-up areas, as well as the provision of a range and mix of housing options.

Due to the fact that the Provincial Policy Statement is a high-level policy document intended to guide land

development at a provincial-wide scale, it does not contain policies that directly speak to the Malton community, but instead discusses the overall direction for all communities across the province. Hence, all policies relevant to Malton are applicable.

Places to Grow

The Growth Plan for the Greater Golden Horseshoe (GGH) is a regional plan for growth and development that aims to curb urban sprawl, conserve agricultural and natural heritage areas, revitalize downtowns, and protect areas of employment. The Growth Plan provides residential and employment growth targets to 2041 for municipalities within the Greater Golden Horseshoe, and mandates that the Official Plans of all included municipalities must conform to the Growth Plan’s targets and policies.

In order to achieve higher densities and restrain greenfield development, the Growth Plan requires that a minimum 40% of all residential development must be contained within the existing built-up area through intensification and redevelopment. The Growth Plan identifies 25 Urban Growth Centres throughout the GGH as focus areas for intensification intended to be developed into mixed-use, transit-oriented, and pedestrian friendly environments. One of these Urban Growth Centres is found within Mississauga’s downtown area and is generally located around Hurontario Street between Highway 403 and the QEW.

Although no Urban Growth Centre is designated within Malton, the Growth Plan continues to support varying

scales of intensification and mixed-use development in appropriate locations across all communities throughout the GGH, including Malton. Due to the fact that Malton is already a built-up area, all development is generally considered to be intensification.

The Growth Plan is supportive of the creation of complete communities that offer a variety of options to live, work, learn, shop, and play. This includes the provision of a range and mix of affordable housing options that meet the needs of people of all ages. The Growth Plan also supports opportunities for the development of a wider range of transportation options, including public transit and active modes such as walking or cycling. This also includes transportation for the movement of goods, which is of particular importance due to Malton’s proximity near the Airport. The Growth Plan prioritizes transit and goods movement activities over the needs of single occupancy automobiles, with the aim of reducing traffic congestion.

Recognizing that achieving these goals will require additional investment in our communities, the Growth Plan encourages the creation of a range of community infrastructure to meet the needs of the growing population and to help foster complete communities.

The Growth Plan provides protection for areas of employment by stating that they may only be converted to non-employment uses through the completion of a municipal comprehensive review. Although the Growth Plan does not designate employment areas itself, it provides for the protection of these lands within a municipality’s Official Plan. Malton is surrounded by lands

towards the south, west, and north that are designated as employment areas by Mississauga and Brampton’s Official Plans. As long as these lands continue to be designated for employment, they will continue to be protected by the policies of the Growth Plan, and by each municipality’s Official Plan. More discussion on the Mississauga Official Plan is found later in this document.

Region of Peel Official Plan

The purpose of the Region of Peel’s Official Plan is to provide a long-term strategy that takes a coordinated and comprehensive approach to planning for growth and development across the region. The Regional Official Plan is intended to be a broad policy document focusing on regional level goals, and does not typically speak to neighbourhood level matters. Instead, the Regional Plan provides direction on the natural environment, cultural heritage, regional population and employment forecasts, the regional urban structure, and the provision of regional services.

The Regional Plan directs the highest density developments to be located within the Urban Growth Centres and the Regional Intensification Corridors. Although Malton is not located near either of these designated growth areas, the Region of Peel Official Plan encourages the creation of healthy complete communities throughout the Region, which generally includes intensified, compact urban forms, a wide range and mix of housing, employment, recreational, and cultural activities, that are served and connected by a multi-modal transportation system.

City of Mississauga Strategic Plan & Action Plan

The City of Mississauga’s Strategic Plan, adopted in 2009, is a long term vision created to guide the development of the city until 2050. The Strategic Plan signified a major shift away from Mississauga’s history of suburban greenfield development, embarking the city’s transformation into a vibrant and urban mixed-use community. The Strategic Plan is Mississauga’s highest level strategic document, defining the City’s priorities, short and long-term goals, and providing the overall direction for the city. The City of Mississauga Action Plan is a complementary document intended to activate on the goals and principles of the Strategic Plan, describing and reporting on the ‘how-to’ aspects involved.

Five major pillars are identified within the Strategic Plan, including ‘move’, ‘belong’, ‘connect’, ‘prosper’, and ‘green’. Each pillar is described below:

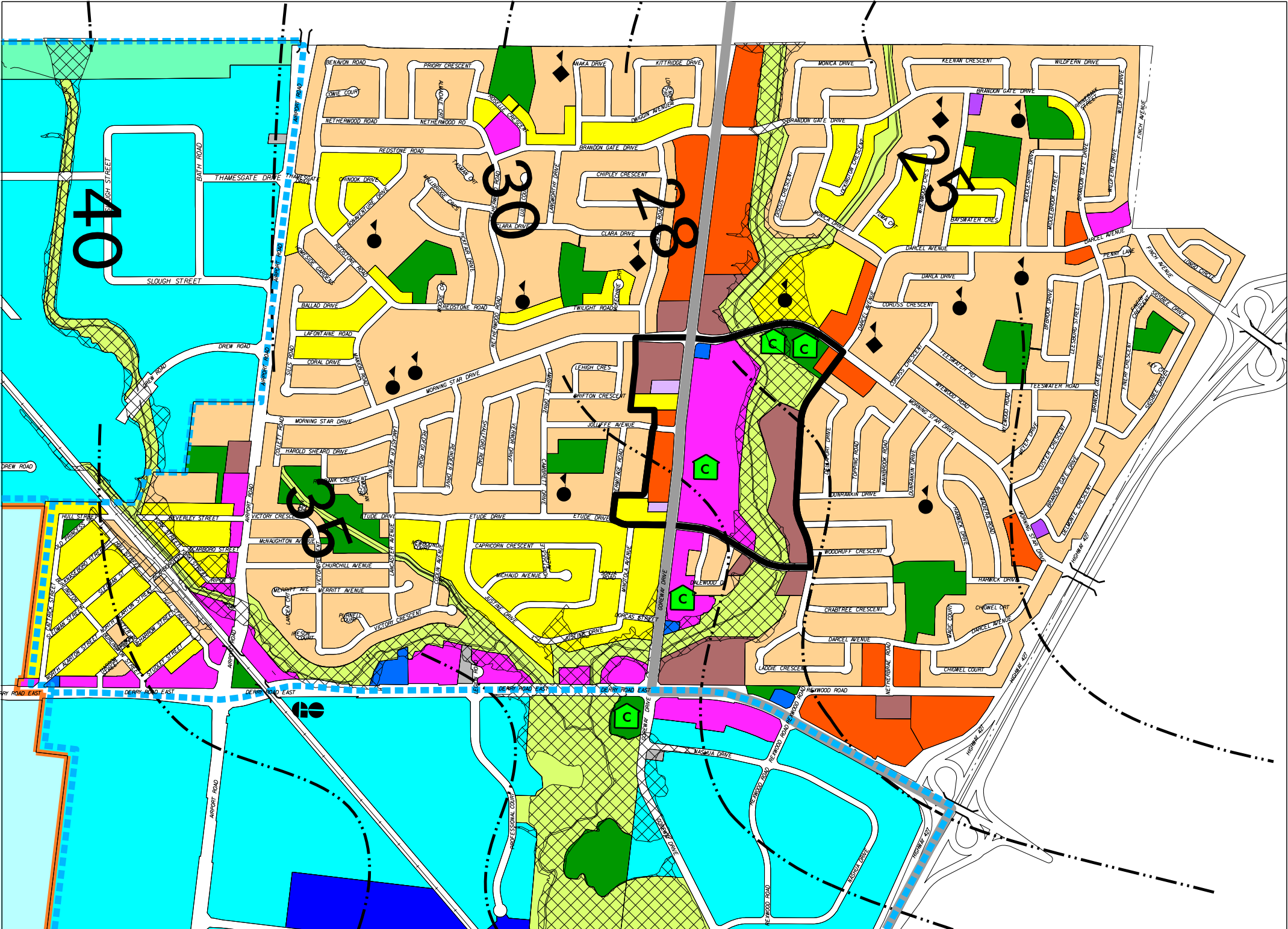
- Move: developing a transit-oriented city and decreasing reliance on the automobile with the goals of contributing to environmental responsibility, providing better connectivity throughout the city, making transit reliable and more convenient, and fostering transit-oriented development.
- Belong: ensuring youth, older adults, and newcomers find Mississauga a desirable place to live; a place young professionals choose to locate, where people can age in place, and where newcomers feel welcomed.

- Connect: creating complete communities by developing walkable and connected neighbourhoods that place their priorities on the pedestrian.
- Prosper: cultivating creativity and innovation by fostering and developing talent, and providing the infrastructure and services necessary to attract innovative businesses.
- Green: exercising environmental responsibility, conserving the natural environment, and promoting a sustainable ‘green’ culture.

The Strategic Plan offers an ambitious vision for achieving significant long-term change in Mississauga’s communities, including Malton, and recognizes many of the infrastructure and liveability improvements that will be required over time in order to transform the city.

City of Mississauga Official Plan

A new Official Plan was adopted by Mississauga City Council in 2010, and similar to the Strategic Plan it represents a significant shift in the City’s approach to planning. Realizing that the city can no longer continue to grow by developing greenfield land, the new Official Plan aims to create a more sustainable Mississauga that continues to promote economic development and achieve growth in appropriate areas, while also fostering healthy complete communities and striving to protect the city’s natural and cultural heritage assets.



LAND USE DESIGNATIONS

- | | |
|----------------------------|---------------------|
| Residential Low Density I | Business Employment |
| Residential Low Density II | Industrial |
| Residential Medium Density | Airport |
| Residential High Density | Institutional |
| Downtown Mixed Use | Public Open Space |
| Downtown Core Commercial | Private Open Space |
| Mixed Use | Greenbelt |
| Convenience Commercial | Parkway Belt West |
| Motor Vehicle Commercial | Utility |
| Office | To Be Determined |

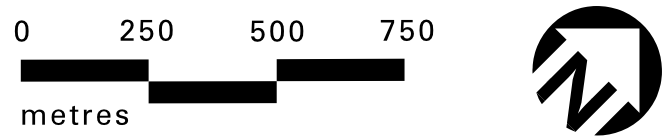
BASE MAP INFORMATION

- | | |
|---|-------------------------|
| 1996 NEP/2000 NEF Composite Noise Contours | GO Rail Transit Station |
| LBPIA Operating Area Boundary See Aircraft Noise Policies | Public School |
| Natural Hazards | Catholic School |
| | Community Facilities |

City Structure

- | | |
|----------------|----------------------|
| Downtown | Corporate Centre |
| Major Node | Employment Area |
| Community Node | Special Purpose Area |
| Neighbourhood | |

Map 2: Excerpt from Mississauga Official Plan, Schedule 10 - Land Use Designations



Malton Land Use Designations

One of the most fundamental aspects of an Official Plan document are the Land Use Designations (see Map 2: Excerpt from Mississauga Official Plan, Schedule 10 - Land Use Designations). Primarily, the Malton Neighbourhood contains ‘Low Density Residential’ land uses. Clusters of ‘High Density Residential’ land uses are found at Derry Road and Goreway Drive, around Goreway and Morning Star Drive, and on Darcel Avenue. ‘Medium Density Residential’ uses are located along Goreway Drive, and east of Goreway along Rexdale, Derry Road, and Morning Star.

Other significant Land Use Designations include the Mixed Use areas on Goreway such as the Westwood Mall site, and parts of Derry and Airport Roads. These locations currently consist of commercial uses, but are designated to also allow the incorporation of residential uses in the form of mixed-use buildings.

Mississauga City Structure

The primary function of Mississauga’s City Structure, as described within the Official Plan, is to direct growth to the appropriate locations throughout the city. The City Structure distinguishes between the various functions performed by different areas across the city (see Map 3: Excerpt from Mississauga Official Plan, Schedule 1B - City Structure). Some areas are predominantly residential; others are office or industrial, while some areas such as the downtown contain a mix of uses. In some areas, intensification is encouraged.

Malton is primarily designated as ‘Neighbourhood’, with the central area that includes Westwood Mall and the Malton Community Centre designated as a ‘Community Node’.

Goreway Drive (between Derry Road and the CN Railway), Derry Road, and Airport Road are each classified as ‘Corridor’ (see Map 4: Excerpt from Mississauga Official Plan, Schedule 1C - Corridors). Mississauga’s Corridors generally refer to the arterial roads that connect communities and are locations where people experience the city on a day-to-day basis. The Official Plan policies for the Corridors encourage them to develop into compact, mixed use, transit supportive areas, with buildings oriented towards the street.

Malton Community Node Polices

The Official Plan describes Mississauga’s Community Nodes as intensification areas where growth should be directed, with the key goal of achieving an appropriate balance between population and employment. Generally, mixes of residential and commercial uses are permitted within Mississauga’s Community Nodes, with buildings ranging from two to four storeys in height.

Currently, Malton’s Community Node contains a ratio of 3.6 persons per 1 job, which falls outside the Official Plan’s target average ratio range of 1.2 to 2.1 persons per job. This indicates the need for the creation of more employment within Malton’s Community Node area.

Policies specific to the Malton Community Node area

encourage the linking of commercial developments with public parks and other community infrastructure through the construction of walkways, underpasses, bridges, and overall improved streetscapes.

There are currently policies related to the Westwood Mall lands that discuss improved pedestrian linkages, the creation of focal points, improved parking areas, and guidance on the location and design of new buildings along Goreway Drive.

Westwood Mall Policies

The area on the north side of the mall is identified as a focal point that needs to be developed for enhanced pedestrian connections, improved building massing treatments, improved parking lot circulation, and general streetscape improvements. The entrance way adjacent from Jolliffe Avenue is also identified as a focal point in need of strengthened identity through the use of built form, landscaping, signage, and lighting improvements.

The policies also discuss the parking areas on the Westwood Mall site, explaining the need for them to facilitate safe passage of pedestrians, cyclists, and vehicles throughout the parking lot by ensuring adequate site lines, sidewalks, and lighting, as well as landscape islands to help delineate vehicular routes.

A set of policies also exists to guide the development of new buildings along Goreway Drive on the Westwood Mall property. The policies are intended to facilitate a more urban and pedestrian friendly frontage, preventing

parking from locating between the building and the street, improving the architectural facades of building walls facing the street, relocating service areas to the internal side lanes of buildings, and clearly delineating pedestrian access areas connecting to building entrances.

Malton Neighbourhood Policies

The primary intent of the ‘Neighbourhood’ areas within Mississauga’s Official Plan is to protect stable residential areas. Although this does not preclude change from occurring, Neighbourhoods are not Intensification Areas and new development must be sensitive to the existing neighbourhood character and land use patterns.

The Malton Neighbourhood is characterized as a stable residential area that is primarily low to medium density. Higher residential densities exist along the Airport Road, Goreway Drive, and Derry Road Corridors.

Urban design policies specific to the Malton Neighbourhood encourage the creation of open space connections that provide linkages between commercial developments with public parks or community facilities. They also speak to the importance of preserving the character and cultural landscape of the Village of Malton and the Victory War Time Housing areas.

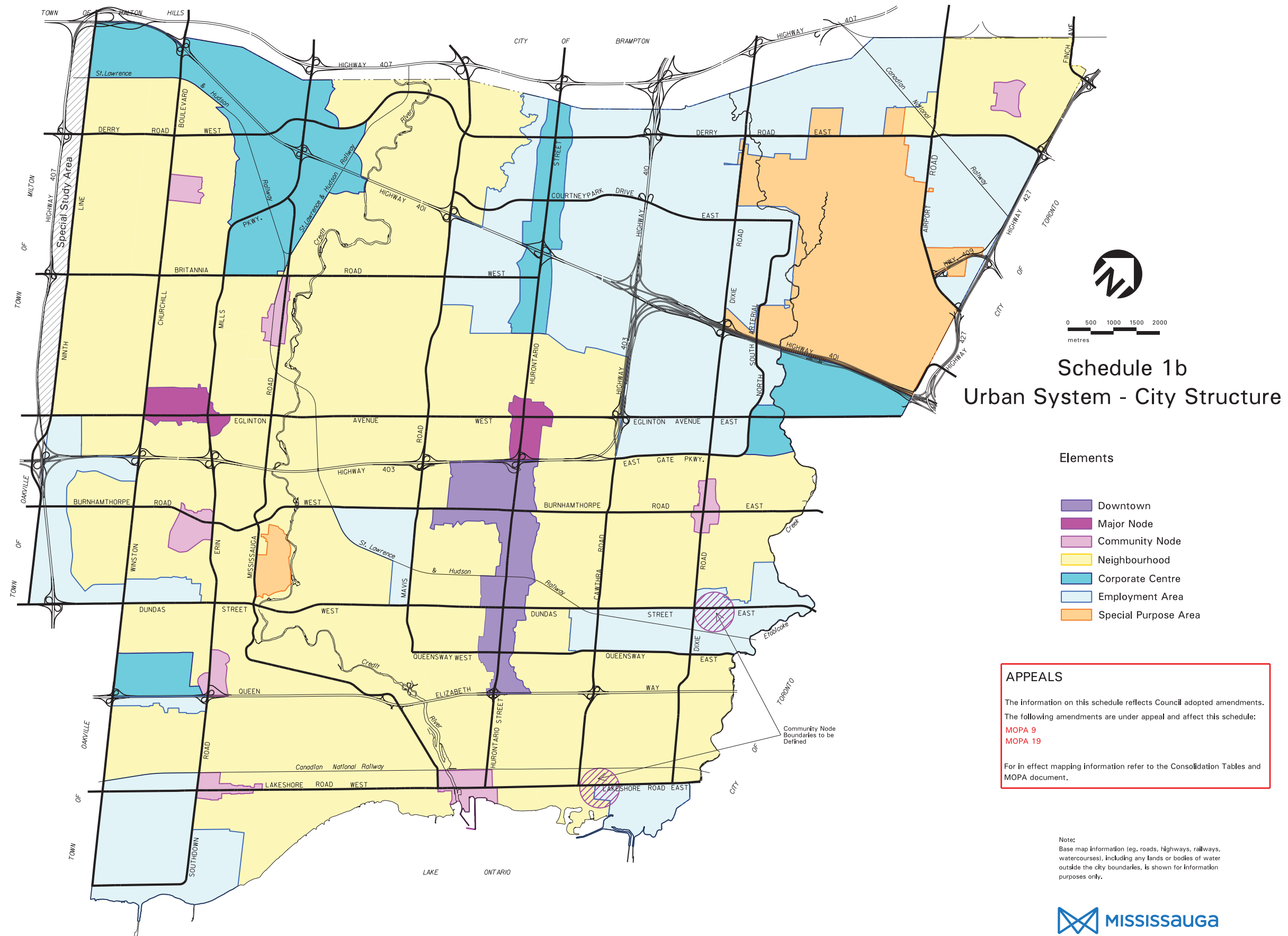
Special site policies for improving pedestrian connections are identified for the commercial properties along Airport Road. Similar policies also apply to Goreway Road between Etude and Derry, which seeks the improvement of pedestrian connections, and the creation of a more

urban street with parking areas and service areas pushed towards the side or rear of buildings, improved architectural facades, and clear pedestrian connections.

Major Transit Stations

Areas that are located within a 500m radius of Major Transit Stations are identified in the Official Plan as Intensification Areas. This includes the area around the Malton GO Station.

On the south side of Derry Road East, the lands can be intensified with Business Employment Uses. Residential intensification on the north side of Derry Road East is not permitted due to Airport Noise Policy restrictions.

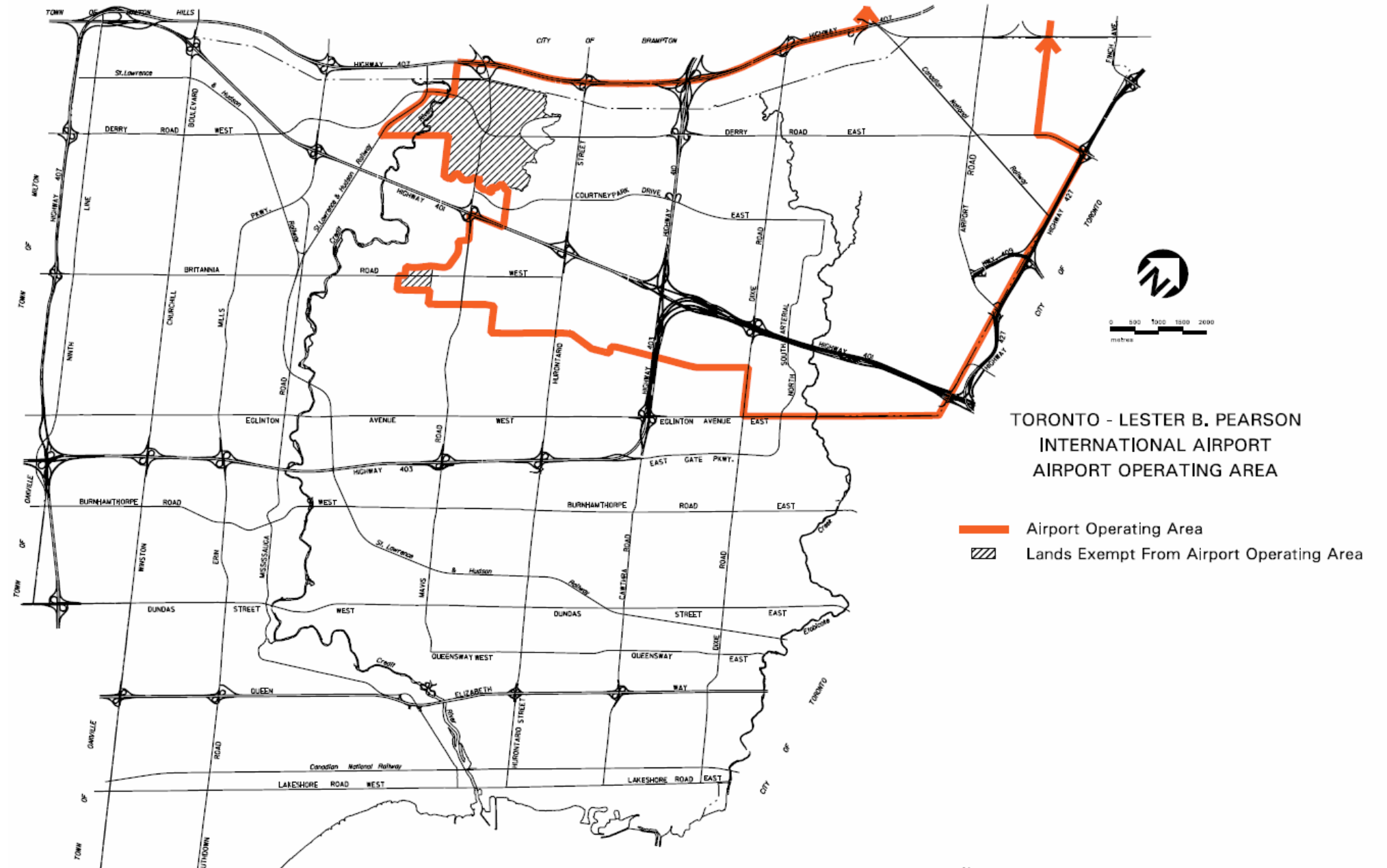


Map 3: Excerpt from Mississauga Official Plan, Schedule 1B - City Structure

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Airport Noise Policies

Due to the potential impact that aircraft noise can have on adjacent sensitive land uses, such as the residential uses, the Official Plan contains a set of restrictions on development in areas near the Toronto Pearson International Airport. Residential and other sensitive land uses in Malton are subject to these policies, with restrictions determined by the Airport Operating Area (see Map 5) and the Composite Noise Contours, both established by Transport Canada (see Map 6).



Map 5: Excerpt from Mississauga Official Plan, Map 6-1
The Airport Operating Area boundaries are depicted in red, and includes the areas of Malton west of Goreway Drive and south of Derry Road East

Generally, proposed residential development on lands west of Goreway Drive have restrictions. Lands which are located above the 35 Composite Noise Contour can only build the number of dwelling units that is currently permitted by the Zoning By-law. Lands which are located below the 35 Composite Noise Contour and Goreway Drive can increase the density but not greater than what is in the immediately adjacent existing residential development.

These policies are a major constraint on residential development in Malton, west of Goreway Drive.



Map 6: Airport Noise Composite Contours

Mississauga Culture Master Plan

The Mississauga Culture Master Plan (CMP), approved in 2009, provides a framework and a longer term vision that identifies key opportunities and strategies that the new Culture Division can implement over the next five years to help transform Mississauga into a culturally significant Canadian city. The Plan recommends key actions to build financial stability and increase the organizational capacity of cultural organizations, strengthen cultural infrastructure at the neighbourhood level, strengthen the flow and access to information about cultural resources and activities and leverage public works and private sector development to enhance cultural resources and create artful, livable communities.

The actions recommended in the Culture Plan support the five pillars for change of the Strategic Plan. Its strategic directions complement those of the Growth Management Strategy and the Official Plan Review. The Culture Plan sets out strategies and processes to develop and maintain cultural vitality in Mississauga – the fourth pillar of sustainability. It introduces the cultural lens that along with economic, environmental and social policies are the key tools of a sustainable plan to re-urbanize and transform Mississauga. The CMP is due for a revision in 2016 that would serve as a Plan going forward to 2021.

Heritage Legislation

The work of Heritage Planning is based on the following legislation:

- Heritage Property Bylaw
- Ontario Heritage Act
- Provincial Policy Statement, Cultural Heritage & Archeology

Public Art Master Plan (in process)

The primary intent of the Public Art Master Plan (PAMP) is to establish a design outline to guide Mississauga’s public art plan for the next 5 years. The PAMP builds upon existing planning, development, and revitalization initiatives within Mississauga, and will commence in consultation with City staff, key stakeholders, and the public.

The PAMP has identified the following five (5) priority zones for Public Art with associated curatorial themes for each:

1. Existing Infrastructure Projects
2. Heritage Sites
3. Pedestrian Zones within Community Nodes
4. Waterfront
5. Major Transit Hubs and Corridors

The PAMP raises recommendations designed to guide the development and implementation of a successful public art program over the next five (5) years, detailing specific temporary and permanent public art installments, their maintenance, an acquisition strategy, and organizational

approaches. In order to successfully implement the PAMP, the Culture Division will need to continue to initiate partnerships with other institutions and the private sector, to continue to engage the public and key stakeholders, to formalize a process for considering public art at the beginning of planning and capital improvement processes, and to sufficiently staff public art initiatives.

Cultural Policy (in process)

The purpose of this project is to develop, and seek Council’s approval of a cultural policy framework which defines the cultural characteristics of the City, and strengthens a sense of belonging and cultural identity. The policy will serve as a guide to future decisions related to the City’s cultural development including investment and programming, and service priorities over the next 15 years. The policy framework will also provide the foundation for future plans:

- Revised Culture Master Plan (2015) – a comprehensive long range plan to guide the growth and development of culture in the city. A master plan establishes a vision that is supported by priority recommendations and actions;
- Community Cultural Plans – an operational plan which provides direction on cultural growth and development priorities and resource allocation at the community level;
- Strategic Plans – plans to provide strategic direction for achieving the stated goals and objectives of the Master Plan and Community Cultural Plans; and
- Annual Business Plan – to identify priorities for achieving the Cultural Master Plan, Strategic Plans, and Community Culture Plans.

Summary of Stakeholder Consultations

In March and April 2015, Urban Strategies Inc. along with City of Mississauga Policy Planning staff conducted a series of key stakeholder consultations in order to gain a focused and unique perspective on opportunities and challenges in the Malton Community.

Those stakeholder consultations included the following individuals and groups:

- Councillor Carolyn Parrish, Ward 5;
- Members of the Malton Community Building Project, including the staff from the City of Mississauga's Community Services Department;
- Malton Neighbourhood Services;
- Peel Regional Police, including the Community Liaison Officer responsible for Malton; and
- Representatives from Fieldgate Properties, owners of Westwood Mall.

Some of the important messages that we heard were:

- There is a strong need to provide youth with a resource centre to develop, practice, display and perform various types of art. Many suggested the development of a new youth centre for achieving these goals.
- There are no permanent gathering spaces or large public spaces in Malton. Many have identified a desire for a 'Celebration Square' styled place to be located in Malton. Participants noted that potential locations for public squares are Wildwood Park and the Sikh Temple on Airport Road. There is also a desire for family restaurants or other social gathering places in Malton, as current options are very limited.
- Many new or recent immigrants to Canada settle in Malton, due to the relatively affordable cost of housing. Many recent immigrants are part of young families that would benefit from improved awareness of existing employment services, as well as affordable access to civic services (i.e. recreation, sports, after-school programs) or event spaces. Some expressed the need for better utilization of empty schools in the evenings and in the summer.
- Although housing is relatively affordable in Malton, there are still continued issues of "invisible homeless" particularly amongst seniors and youth.
- There is interest in a new vision for Wildwood Park, as it is a popular destination for the Malton community. Participants expressed the need for improved signage

outside of Wildwood Park to better inform residents and visitors about its presence and its location. The intersection of Derry Road and Goreway Road needs major improvement to create better connections between Malton and Wildwood Park.

- Participants identified a need for improving the relationship between the Malton community and the City of Mississauga, increasing the awareness of Malton's unique qualities
- Community safety at Westwood Mall continues to be an issue at times during the night. Elmcreek Park and the Malton Greenway, located behind the mall, can be a troublesome area and uncomfortable for residents due to past reports of criminal activity. Inadequate lighting, naturalization, and maintenance in along the Malton Greenway affects visibility and reduces the 'eyes on the park' effect. Many expressed a need for an overall cleanup of debris and garbage throughout the park.
- The owner's of Westwood Mall have made significant investments in the property since it was acquired. New retail condos are tailored to the Malton community in the hopes of creating something to similar to Markham's Pacific Mall. Infill development on the Westwood Mall site has been proposed, and includes several buildings adjacent to Goreway Drive. The owners of the property have identified the boulevard treatment of Goreway Drive as being in need of major reinvestment and ongoing maintenance.

- Some have expressed plans to remove the existing Malton Archways on Airport Road and replace them with a Sheridan student designed archway featuring airplanes.
- There is a desire to engage the Greater Toronto Airport Authority to discuss relaxing development restrictions in Malton to allow for new development and investment in the community.
- Some would like to explore declaring a portion of Malton as a “Community Improvement Area”.
- There were questions on whether the Malton Arena was serving the needs of the Malton community.
- Pedestrians crossing Morning Star Drive have a difficult time, especially between Lincoln Alexander High School, the bus terminal and the Community Centre.



Figure 4: The Malton Arches on Airport Road

Preliminary Observations

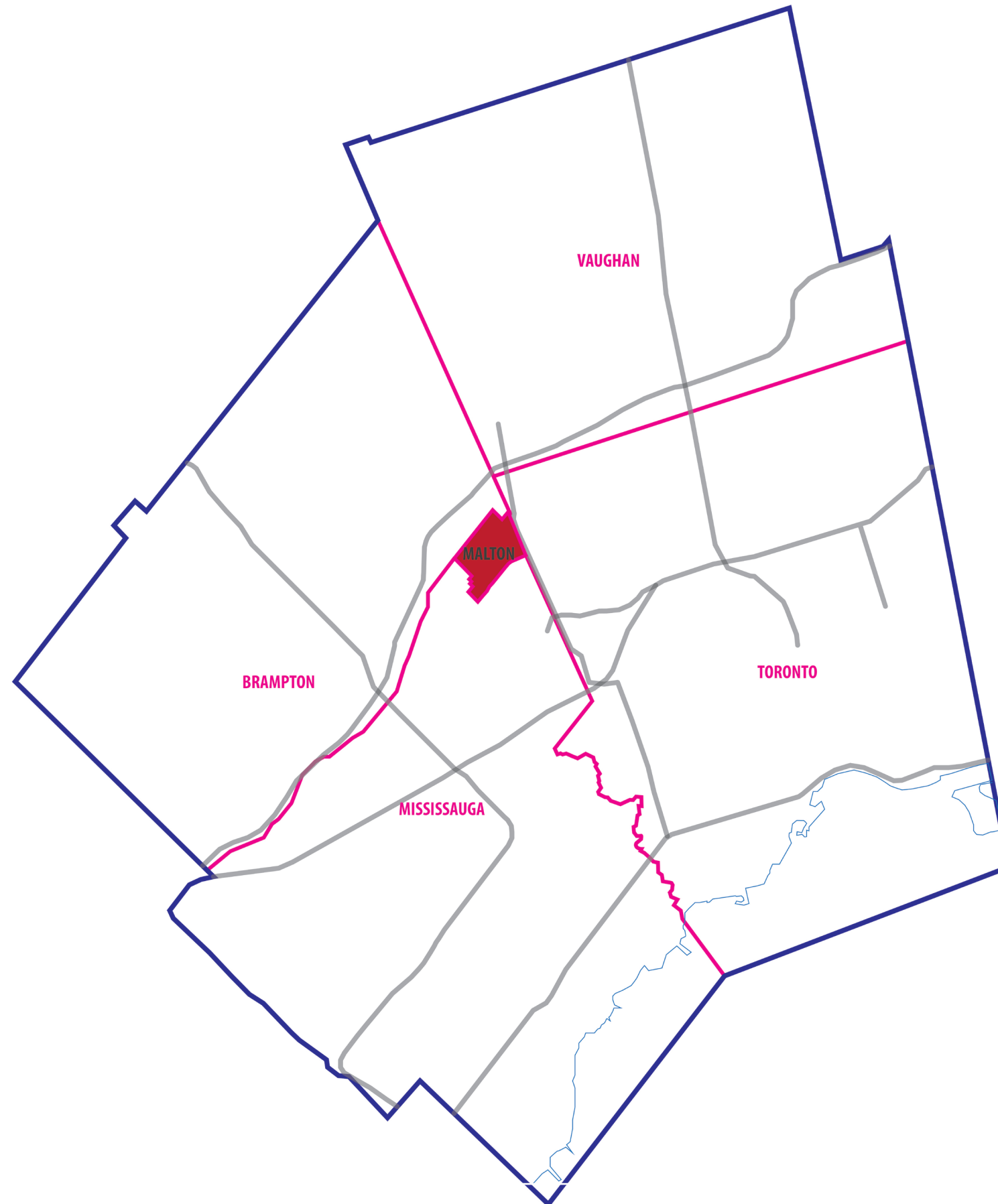
The following maps represent preliminary observations based on site visits, stakeholder consultations, desktop research and presentations from various City and Peel Region staff, including:

- City Planning - Design & Development;
- City Planning - Policy;
- MiWay;
- City Community Services - Parks Planning
- City Community Services - Heritage and Culture;
- City Transportation and Works;
- Peel Region Human Services;
- Peel Region Transportation;
- Peel Regional Police; and
- Peel Regional Planning - Walkability

Malton in the Middle

The notion that Malton is an isolated community at the edge of Mississauga was heard throughout the stakeholder meetings.

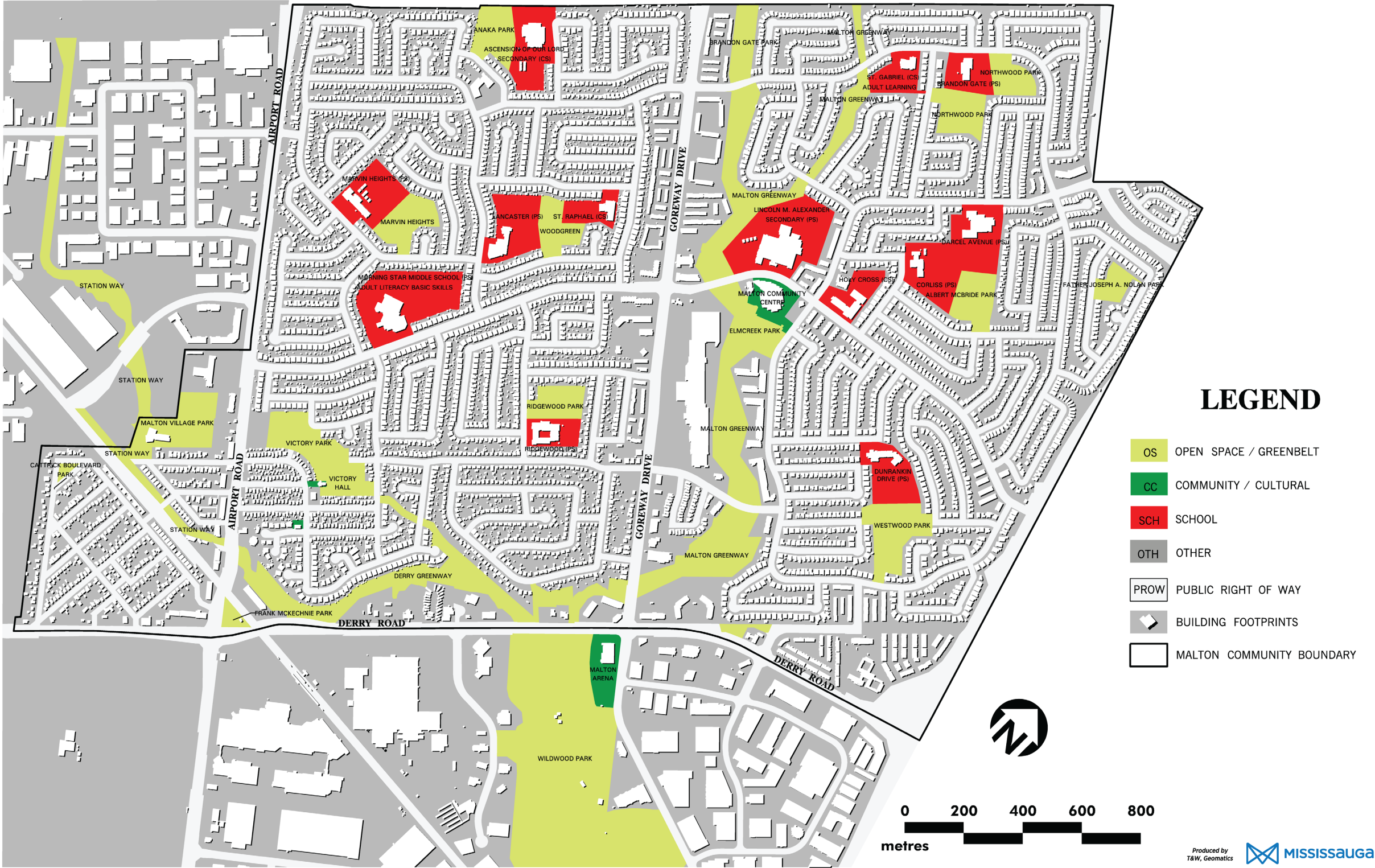
Though that may be the outside perception, the daily lives of Malton residents do not seem to take heed to that notion. In fact, Malton has a unique geographic location in that it essentially borders three different municipalities. Malton is actually in the middle of the GTA's northwest region and is not as isolated as perceived.



Map 7: Malton in the context of the Greater Toronto Area

Malton's Suburban Composition

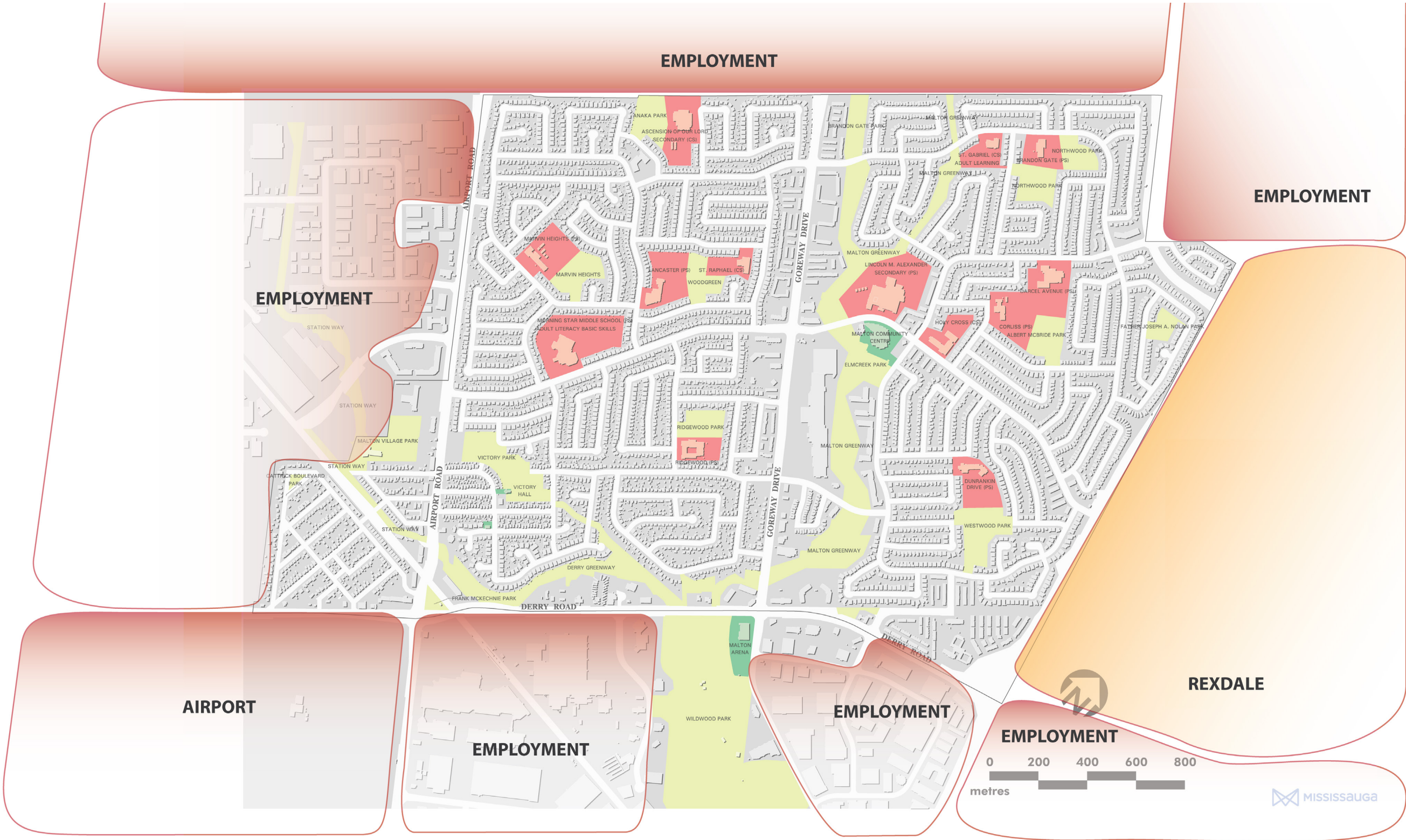
The map shown below reveals the suburban composition of the Malton community, comprised predominantly of single-detached subdivisions and lacking a functional street-grid. As a result of this layout, Malton residents are heavily dependant on the automobile, and thus walkability suffers. Many of the commercial structures, such as those along Goreway Road, are set back away from the street, creating a pedestrian unfriendly atmosphere. Similarly, cyclist safety may be compromised due to the presence of high speed automobile traffic.



Map 8: Malton's Suburban Composition

Physical Constraints Surrounding Malton

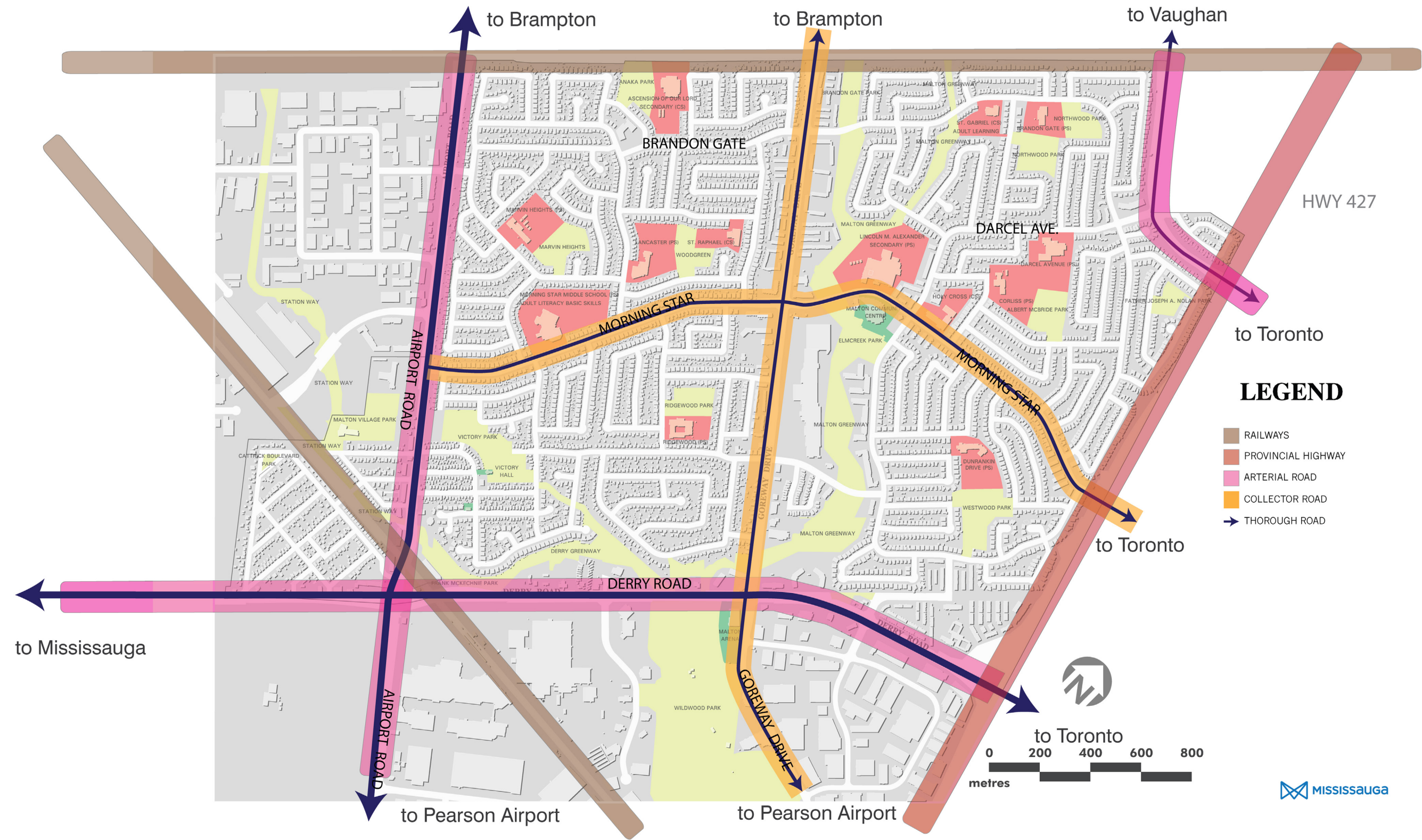
Malton is enclosed by various barriers that physically distance the community from surrounding parts of Mississauga or the GTA. The most well known example is the Pearson Airport towards the southwest, but other examples include the tracts of employment lands on the north, west, and south sides. These barriers create a situation where Malton has no neighbouring residential areas located directly adjacent to its border. An exception to this is the Toronto neighbourhood of Rexdale on the east, of which Malton has strong ties.



Map 9: Physical constraints surrounding Malton

Malton's Major Roads and Corridors

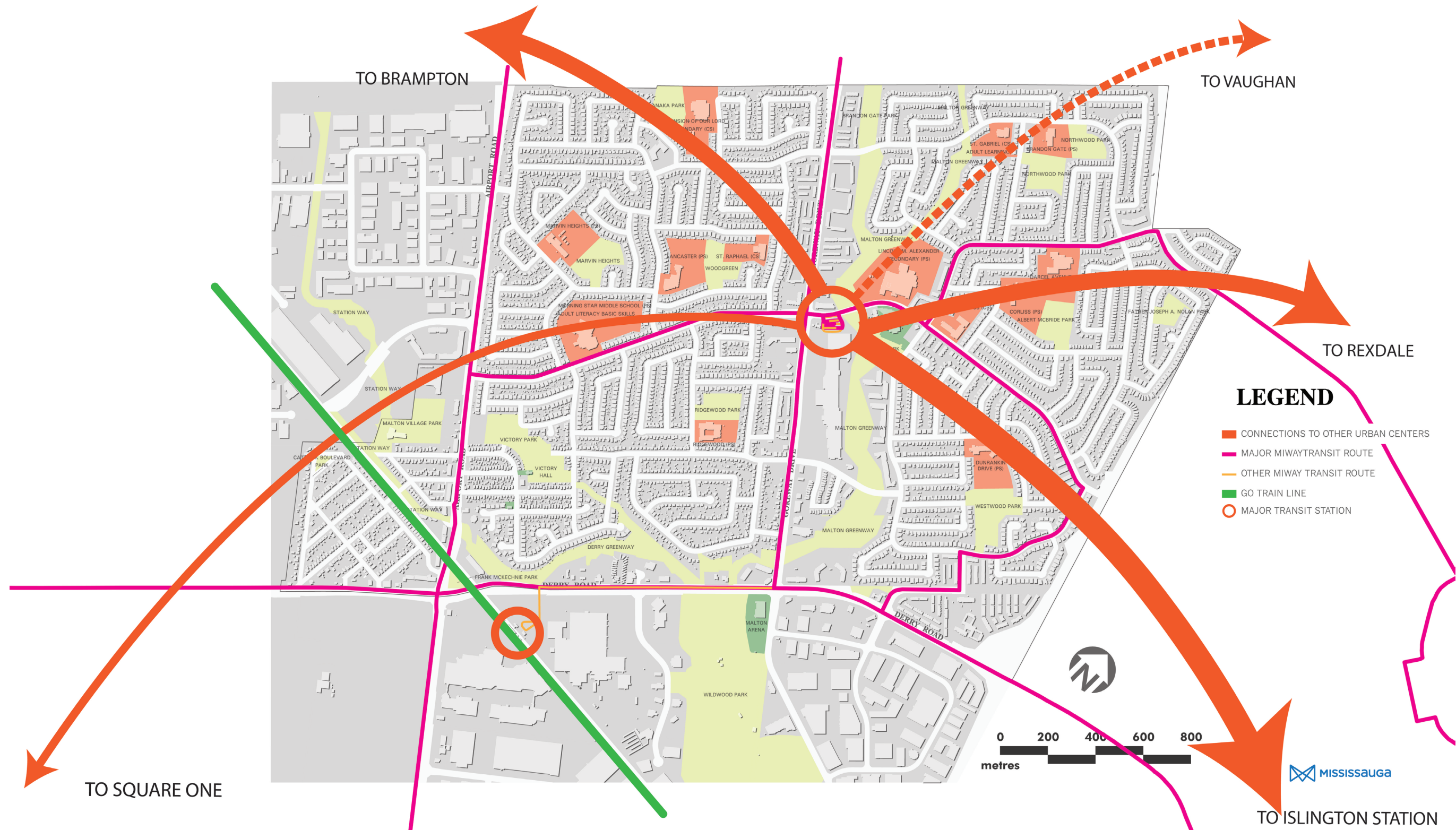
The major roads and corridors shown here are the locations of the majority of Malton's commercial activities, and also provide connection to surrounding communities.



Map 10: Major Roads and Corridors

Malton's Connections with the Greater Toronto Area

Transit connections are important to Malton, providing residents a means of commuting to jobs outside the neighbourhood or visiting other parts of the GTA. Buses to Brampton, Islington Station and Rexdale in Toronto, and Square One in Mississauga, all depart from the bus terminal located at Westwood Mall. No transit service currently exists connecting Malton directly with Vaughan, although this connection is shown here due to Malton's strong cultural ties with the Vaughan community.



Map 11: Connections with surrounding areas

Parks and Green Spaces in Malton

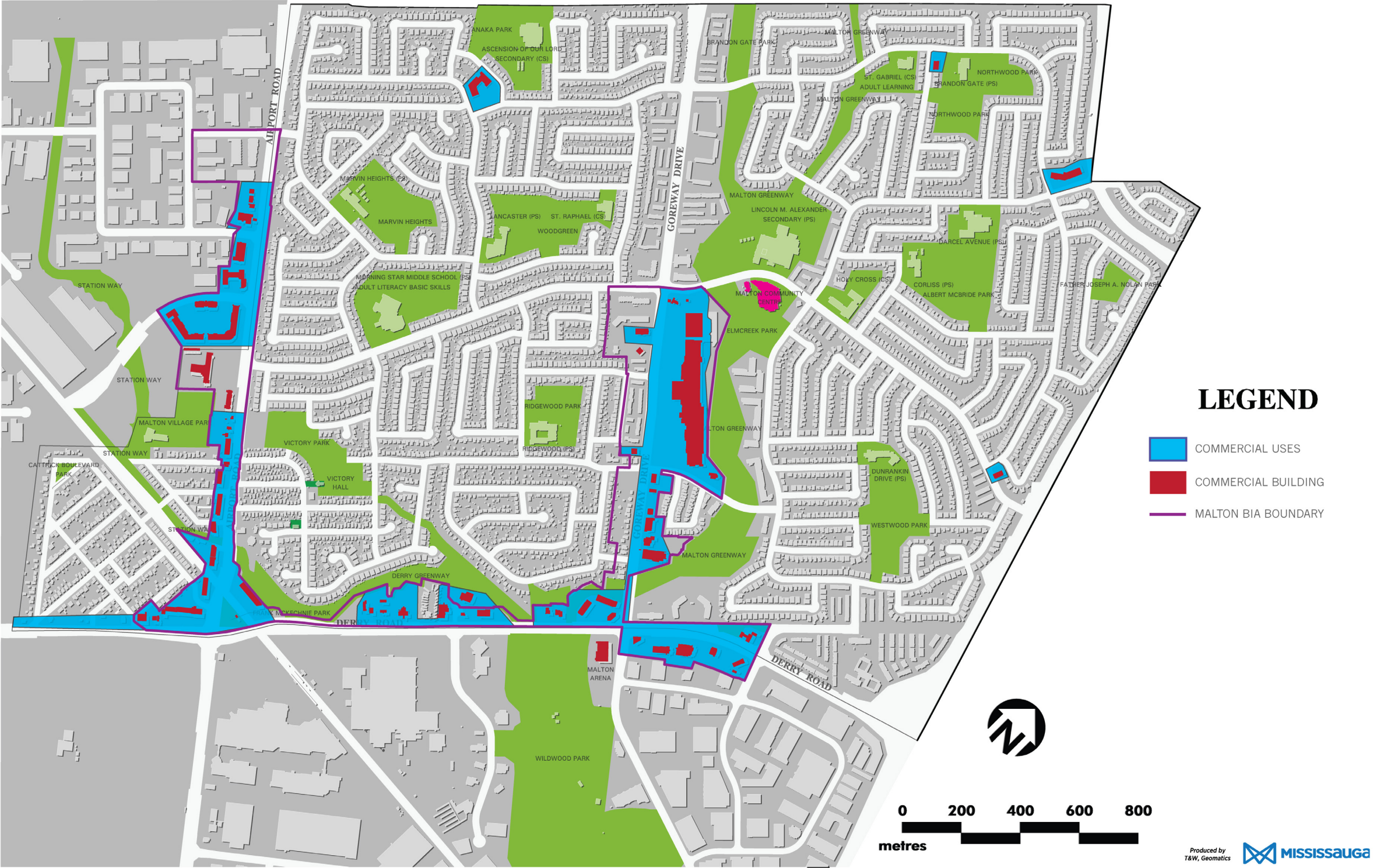
The illustration of Malton’s parks, green spaces and school lands reveals that these lands connect to many of the community’s major nodes of activity, including the Westwood Mall, the Great Punjab Centre, as well as the commercial areas along Goreway, Derry, and Airport.



Map 12: Parks and Green Spaces

Commercial Activity in Malton

The blue areas indicate the commercial uses in Malton, which forms a “U” from Airport Road down to Derry, over to Goreway and up towards the Westwood Mall. Together, these commercial areas represent the location of day-to-day activity for Malton residents. Smaller isolated commercial plazas are also located across the community.



Map 13: Areas of Commercial Activity

