

Square One Drive & City Centre Drive Municipal Class Environmental Assessments

Public Information Centre #1

Thursday, March 26, 2026



Welcome!

*Thank you for joining us to learn about and provide input on two
Municipal Class Environmental Assessment Studies for Square One Drive & City Centre Drive*

Why are we here?



To share information and gather input on...

- Study purpose, process and schedule
- Background and existing conditions
- Identified problems and opportunities
- Alternative solutions being considered



How can you participate?



Review the display material



Fill out a comment sheet



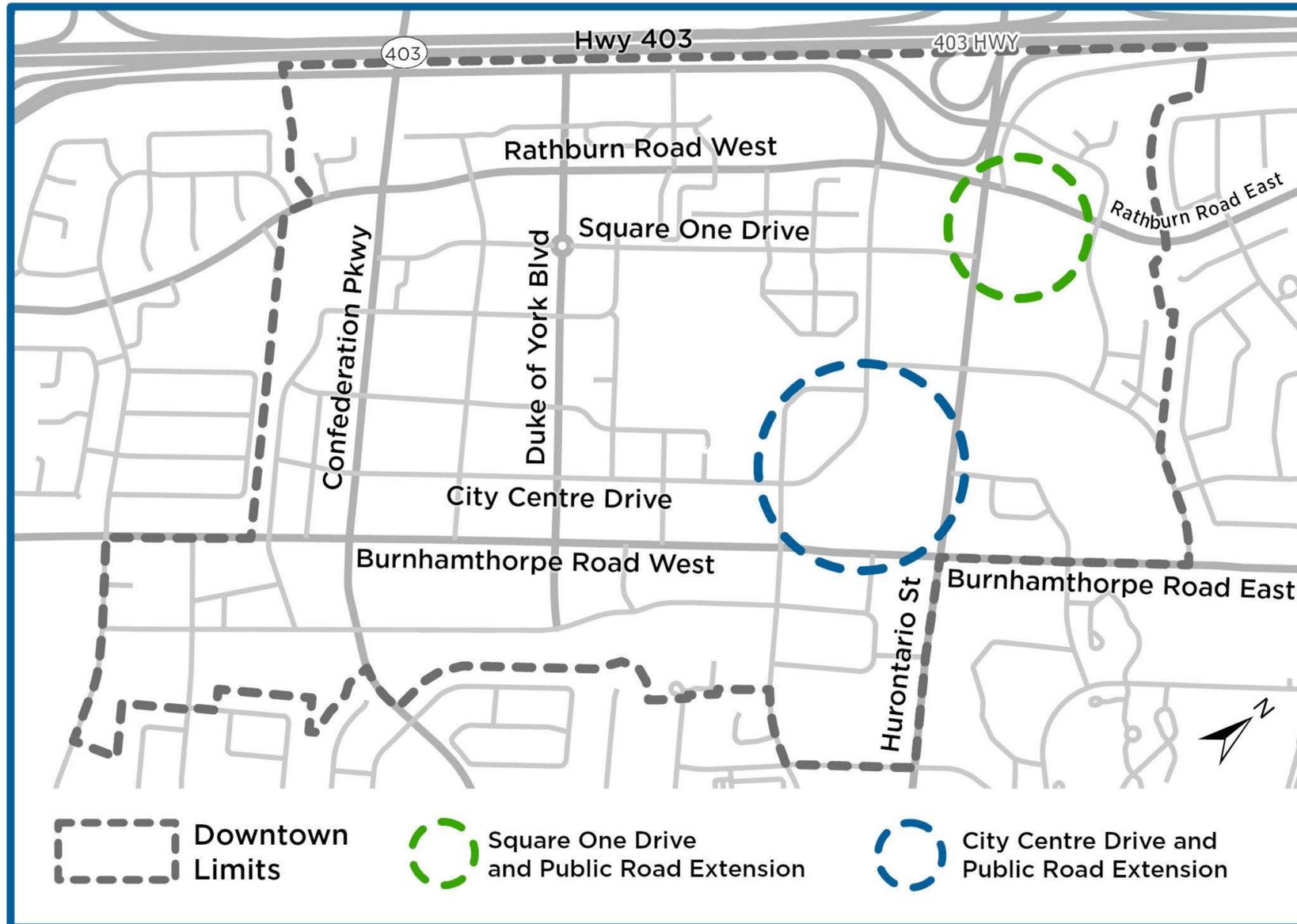
Ask questions and discuss your comments with the project team



Visit the City of Mississauga's webpage to stay involved as the studies progress

Study Purpose

The City of Mississauga is conducting two concurrent planning studies for road improvements in the City Centre



What are the objectives of these studies?

- Plan for long-term (2041) transportation needs in downtown Mississauga
- Improve connectivity and access for all modes of transportation
- Support future development and contribute to a vibrant downtown

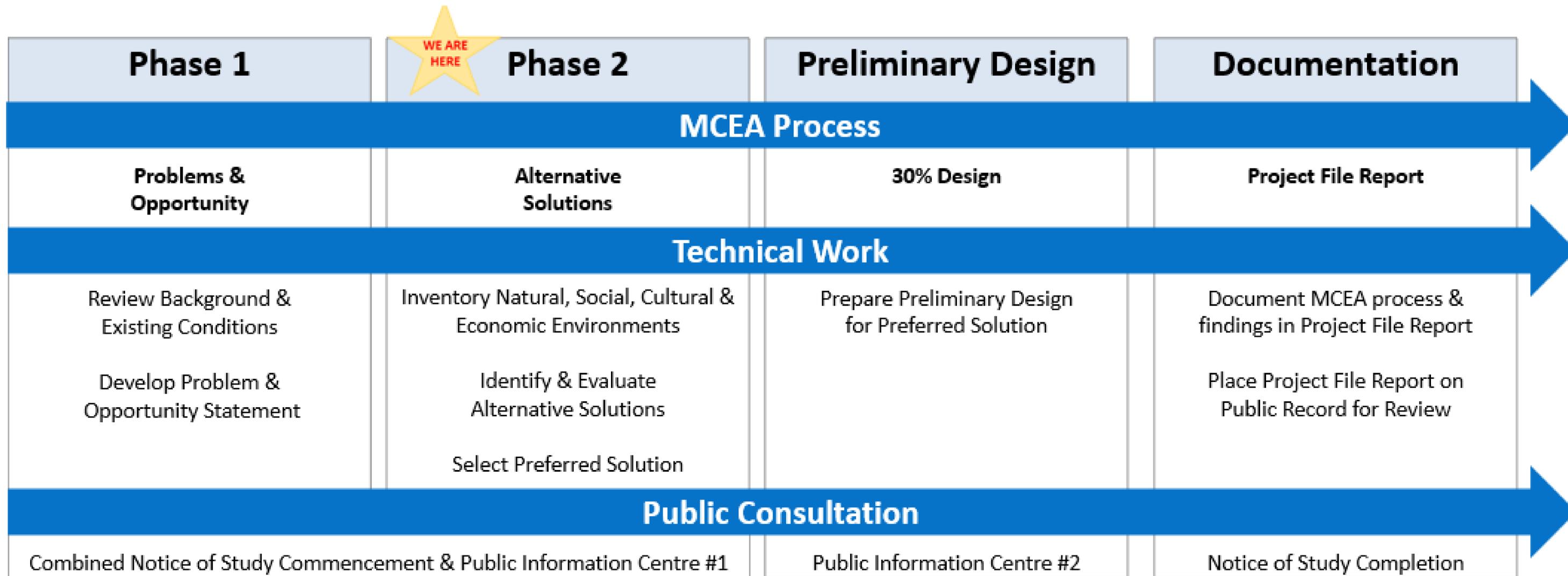
Why are the studies being completed together?

- Due to the proximity of the study areas and integration of the transportation network
- To streamline the study process
- While the studies have some shared technical analysis, the unique challenges and complexities of each area will shape context-sensitive recommendations for each project

Study Process

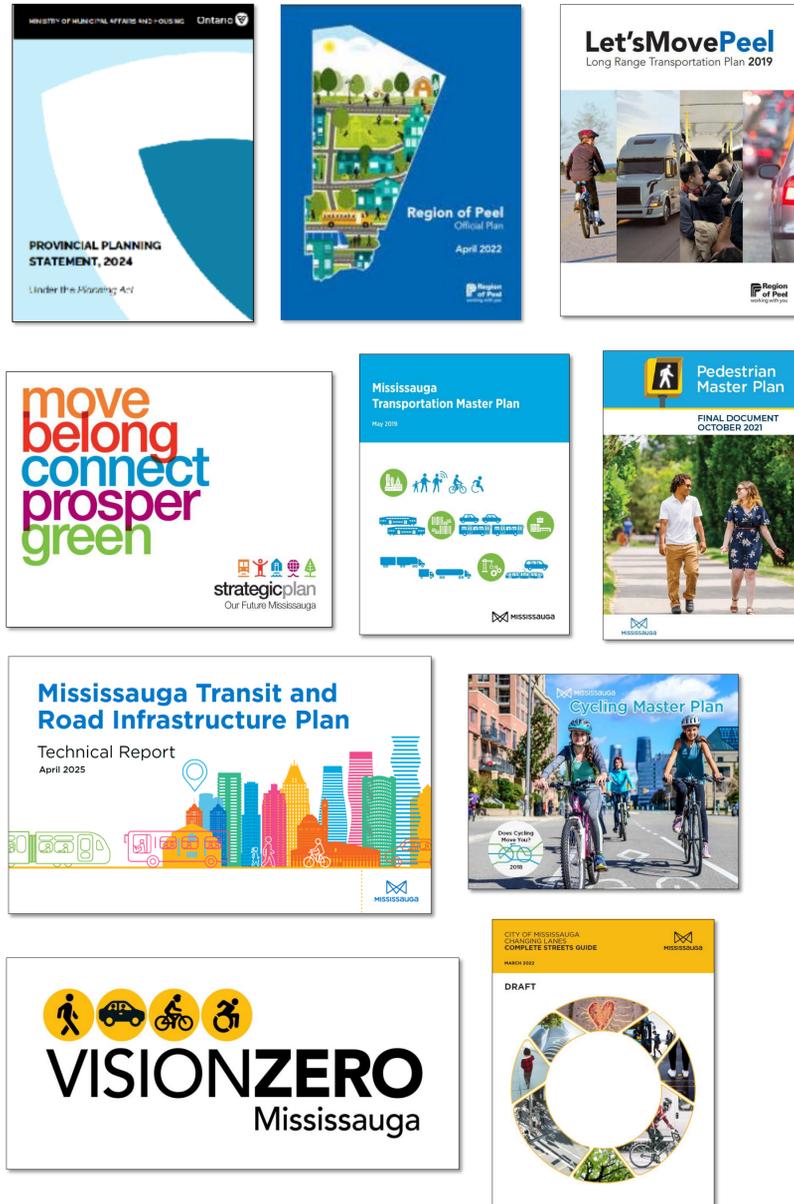
The studies have been initiated as ‘Schedule B’ projects in accordance with the Municipal Class Environmental Assessment (2024)

The Municipal Class Environmental Assessment (MCEA) is a planning and design process for municipal infrastructure and is approved under the Ontario *Environmental Assessment Act*. The ‘Schedule B’ study process will include:



Background

Provincial, Regional & Municipal Plans and Policies guide and inform the MCEA studies



Key Planning Context

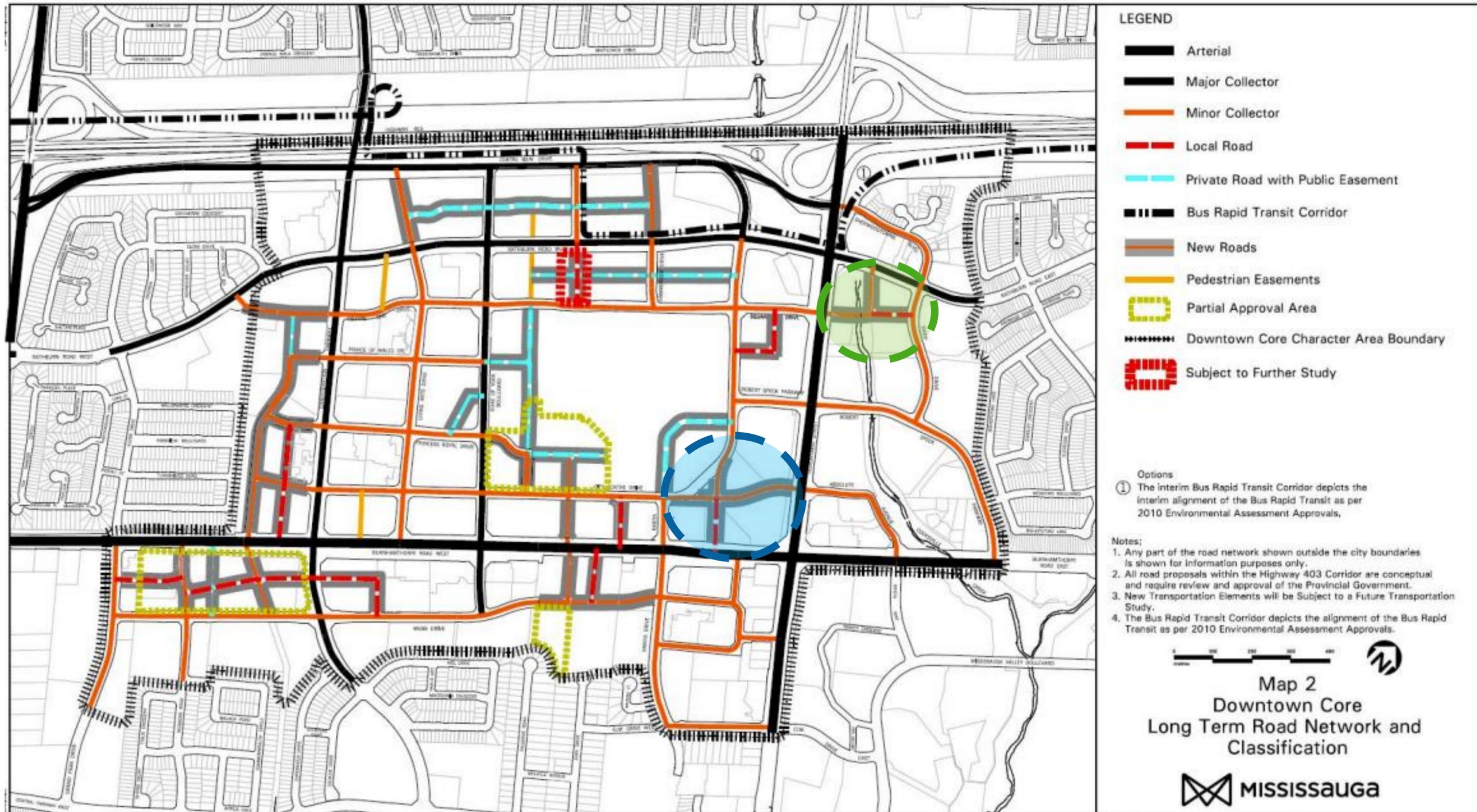
..guides how the City will grow and develop

- Identifies the study areas within a Strategic Growth Centre where much of the City's population and employment growth will occur
- Identifies Square One Drive and City Centre Drive extensions in the Downtown Core Long Term Street Network
 - Extensions are classified as Minor Collector with Local Road connections
 - Right-of-way width is 26 m for Minor Collector and 23 m for Local Road

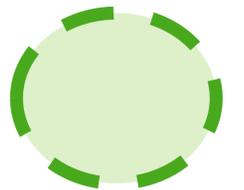
...multi-modal transportation master plan for Mississauga's downtown core

- Emphasizes active transportation and complete streets, identifies opportunities to improve connectivity, provides new routing options, and supports transit, walking, and cycling
- Recommends Square One Drive and City Centre Drive extensions to support the multi-modal fine-grained street network

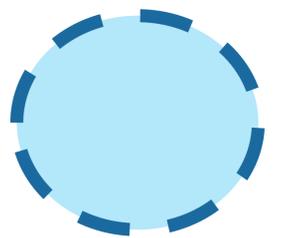
Background – Official Plan



Note: the alignment of potential new roads shown on Map 2 are conceptual only



Square One Drive and Public Road Extension

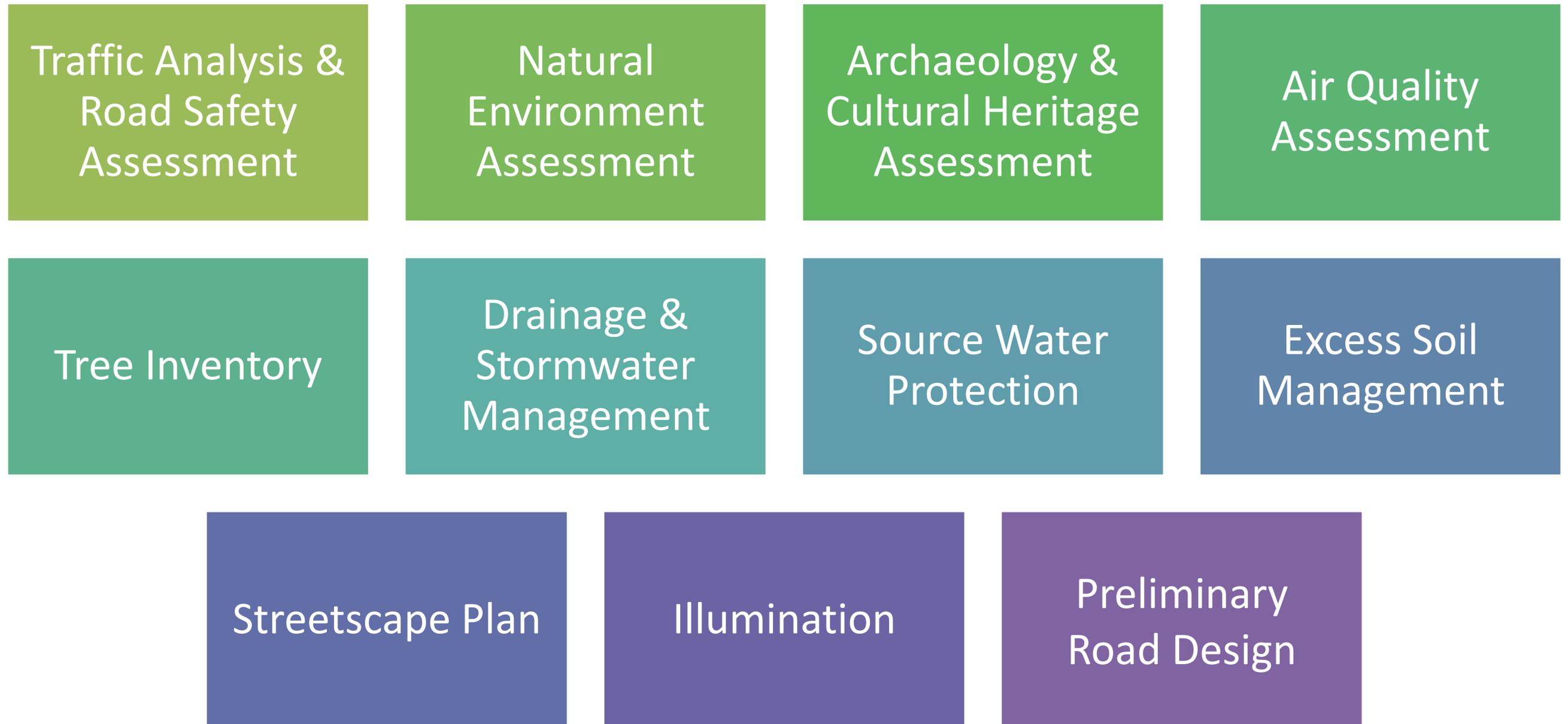


City Centre Drive and Public Road Extension

Excerpt from Mississauga Official Plan 2051, Chapter 12 Downtown Core

Key Components of the MCEA Studies

Several technical studies provide input to the MCEA process



Certain components are currently underway while others will be initiated as the studies progress

Traffic Analysis

Traffic analysis is being carried out to:

- Review existing (2016) and assess future (2041) transportation needs in Downtown Mississauga.
- Evaluate how the road network will operate with and without the extensions.
- Assess how potential improvements will support future growth and accommodate multi-modal access needs.

Projected Growth (2016 to 2041) in Downtown Mississauga

Population growth by 135%

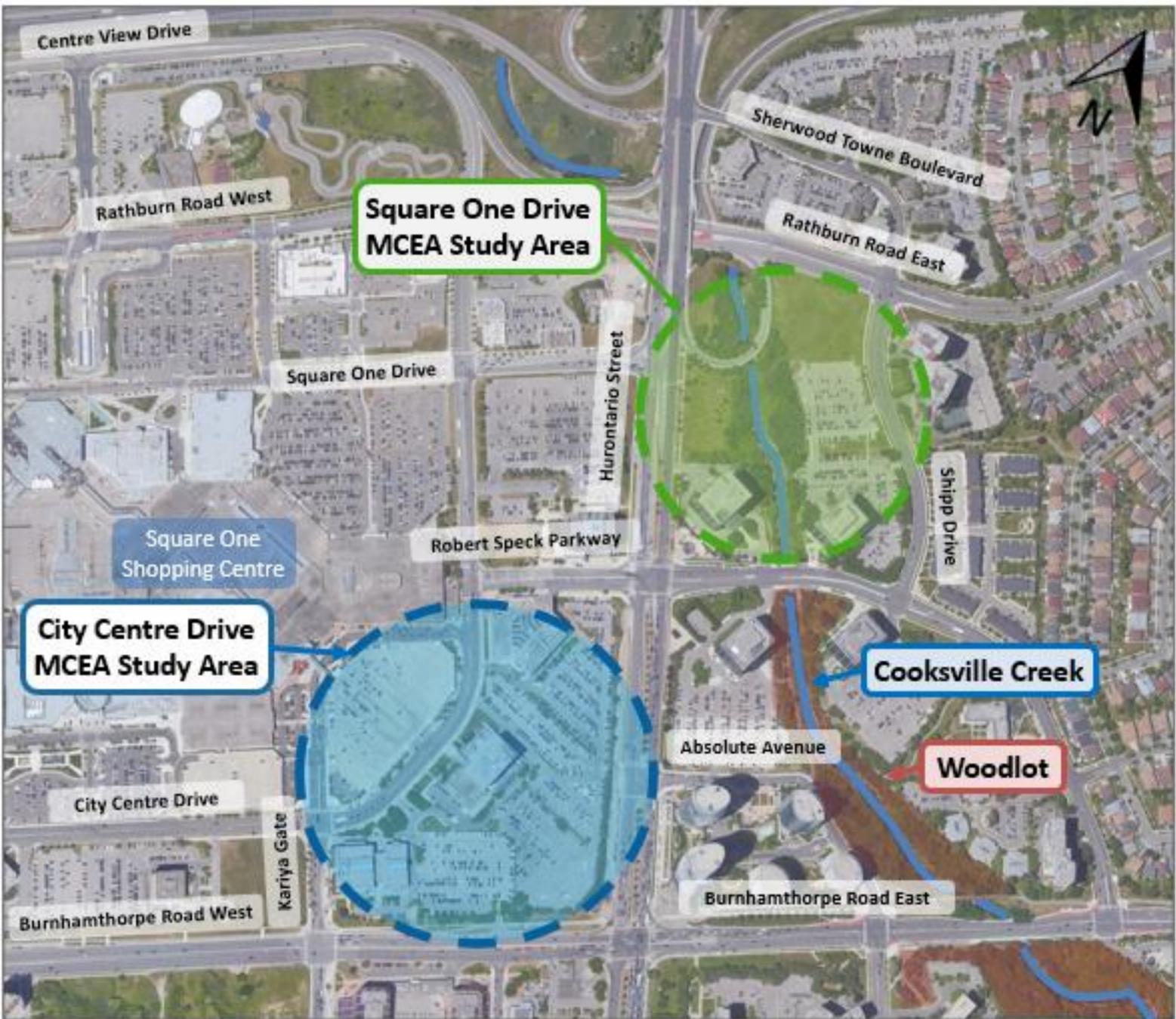
Employment growth by 53%

Square One Drive and City Centre Drive Study Areas

- Existing conditions (2016) operate at an acceptable level.
- Future conditions (2041) show that Square One Drive and City Centre Drive road extensions will not worsen the transportation network.

Traffic analysis findings support the extension of Square One Drive and City Centre Drive to align with future development and provide more direct routes to key destinations for all travel modes.

Natural Heritage



(Google Earth Imagery dated 6/8/2018)

Natural Heritage Feature	Presence in Study Area
Habitat of Endangered and Threatened Species	Likely none, to be confirmed by field survey
Provincially Significant Wetlands	None
Unevaluated Wetlands	None
Significant Valleylands / Hazard Lands	None
Woodlands	Early successional woodland present along Cooksville Creek
Significant Wildlife Habitat	Likely none, to be confirmed by field survey
Fish Habitat	Cooksville Creek
Areas of Natural and Scientific Interest	None

Field investigations planned for **Spring 2026** to confirm and gather additional information

What is an “**early successional**” woodland?
 It is a young forest experiencing rapid growth and transition. It occurs when a landscape is recovering from a change and is beginning to grow back into a forest.

Archaeology & Cultural Heritage

Square One Drive Study Area

- Some portions of grassed areas east of Hurontario Street have archaeological potential. Stage 2 archaeological assessment is recommended for these areas.
- Remaining study areas have been previously disturbed and do not require further assessment.
- No properties are designated under the *Ontario Heritage Act* or listed on the City's Register of Heritage Properties.



Meadow area north of Cooksville Creek (looking northeast)



15 Square One Drive, Potential Built Heritage Resource (BHR) with potential Cultural Heritage Value or Interest (CHVI)

City Centre Drive Study Area

- Study areas have been previously disturbed and do not require further assessment.
- No properties are designated under the *Ontario Heritage Act* or listed on the City's Register of Heritage Properties.
- Several nearby buildings have contextual value as important landmarks and play an important role in defining the evolving and contemporary urban character of the downtown core.



Parking lot east of City Centre Drive that has been previously disturbed (looking north northeast)



50 & 60 Absolute Avenue, Potential Built Heritage Resource (BHR) with potential Cultural Heritage Value or Interest (CHVI)

The background features a white square on the left side, which is partially overlapped by a large, dark blue triangle pointing downwards from the top-left corner. To the right of this triangle, there are two overlapping triangles: a medium blue one pointing downwards and a lighter blue one pointing upwards, creating a complex geometric pattern.

Square One Drive

Square One Drive – Study Area



(Google Earth Imagery dated 6/8/2018)

Key Features

- 1 Hazel McCallion Light Rail Transit (LRT)**
Under construction on Hurontario Street with transit stops at Robert Speck Parkway and Burnhamthorpe Road and transit connections at Rathburn Road
- 2 One Lane Ramp**
From eastbound Rathburn Road East to Hurontario Street
- 3 Cooksville Creek**
Natural Heritage Feature

Square One Drive – Problems and Opportunities

Problems



- Downtown Mississauga is transitioning to an urban, high-density, mixed-use community and needs supporting infrastructure that is oriented towards active mobility and access to public transit



- Few multi-modal connections exist from the existing and future communities east of Hurontario Street to downtown. As the area redevelops, there will be increasing travel demand on other east-west roads in the network (Rathburn Road East and Robert Speck Parkway)

Opportunities



- Improve multi-modal access and connectivity within the existing and planned communities east of Hurontario Street and the broader area, including to public transit and key destinations such as Square One Shopping Centre, City Centre Transit Terminal, and Hazel McCallion Light Rail Transit (LRT)



- Support the City's vision for a fine-grained street network with smaller, urban scale blocks and a high-quality public realm



- Enhance safety, accessibility, and continuity in the downtown active transportation network by providing facilities for users of all ages and abilities
- Provide for future access to currently vacant lands to support development/redevelopment of the block

Square One Drive – Alternative Solutions

Alternative Solutions to address the Problems & Opportunities

- 1 Do Nothing:** Maintain the transportation network ‘as is’. Used for comparison purposes only

- 2 Manage Transportation Demand:** Develop strategies to manage future travel demand downtown and promote sustainable modes

- 3 Upgrade Parallel Roads Beyond Planned Programs:** Undertake capital improvements on other east-west roads

- 4 Extend Square One Drive:** Extend Square One Drive from Hurontario Street to Rathburn Road East and Shipp Drive

Square One Drive – Evaluation Factors

Transportation



Natural Environment



Social Environment



Cultural Environment



Economic Environment



Utilities and Municipal Infrastructure



Square One Drive – Evaluation Summary

Criteria	Alternative 1	Alternative 2	Alternative 3	Alternative 4
	Do Nothing	Transportation Demand Management	Upgrade Other Roads	Extend Square One Drive
Transportation	Less Preferred	Acceptable	Acceptable	Preferred
Natural Environment	Preferred	Acceptable	Less Preferred	Less Preferred
Social Environment	Less Preferred	Acceptable	Acceptable	Preferred
Cultural Environment	Preferred	Acceptable	Less Preferred	Acceptable
Economic Environment	Preferred	Acceptable	Acceptable	Acceptable
Utilities & Municipal Infrastructure	Preferred	Acceptable	Acceptable	Less Preferred
Addresses Problem & Opportunities Statement	No	Partially	Partially	Yes
Evaluation Results	Carried Forward for Comparison Purposes Only	Currently Implemented Through City Policies	Not Carried Forward	Preferred

RECOMMENDED

Square One Drive – Preliminary Preferred Solution

Extend Square One Drive

What does this mean for Downtown Mississauga?



Better Connectivity

Creates a complete and more connected fine-grained street network



More Travel Options

Improves walking, cycling, and transit access



Easier Access to Destinations

Makes it simpler to reach key destinations, offices, and community spaces



Supports Future Growth

Accommodates planned residential and employment growth



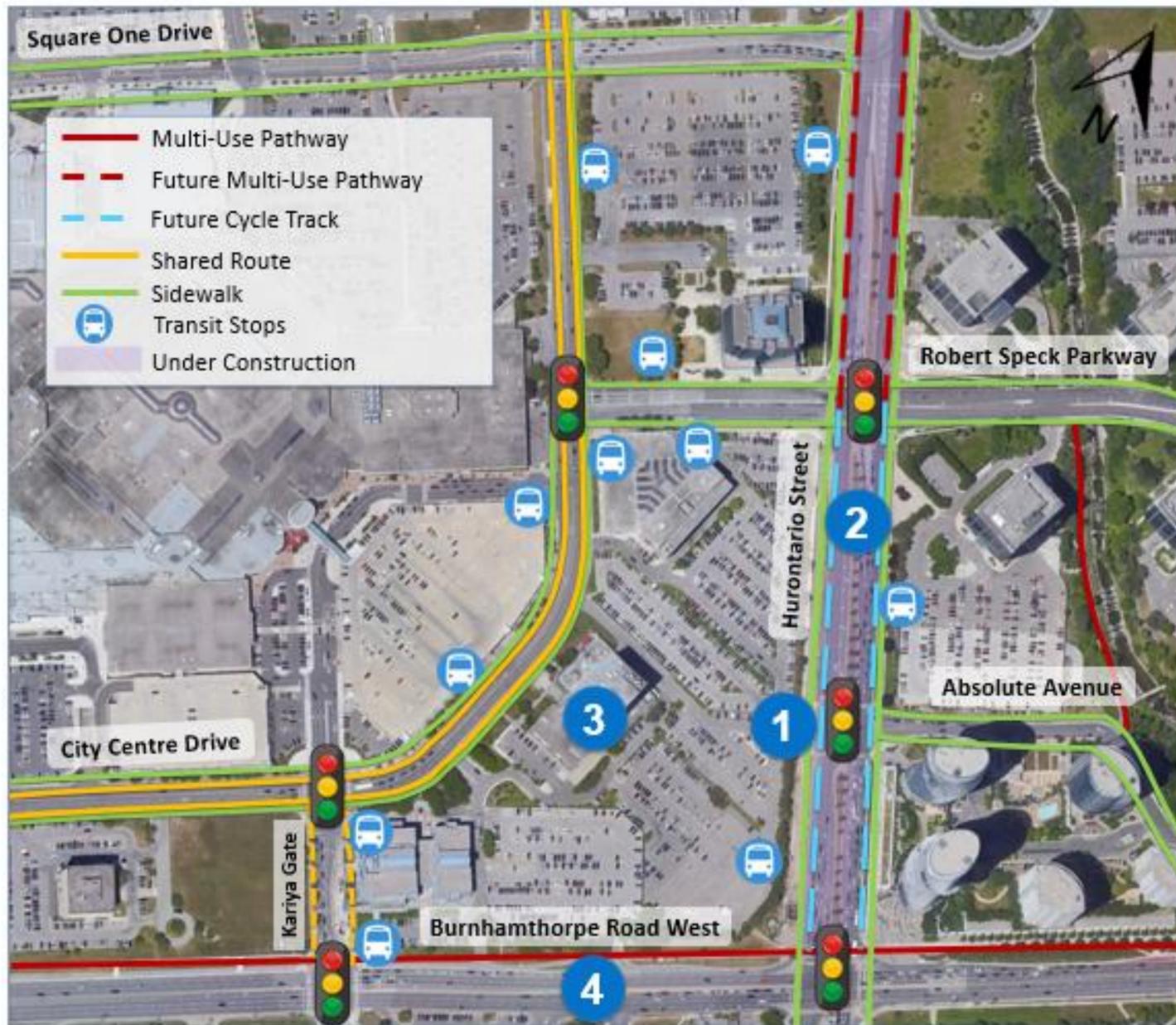
Works with the Hazel McCallion Light Rail Transit (LRT)

Aligns with the LRT and potential Hazel McCallion Line extension alignment

The background features a white space on the left and a blue space on the right, separated by a diagonal line. The blue space is composed of several overlapping triangles in different shades of blue, creating a dynamic, geometric pattern.

City Centre Drive

City Centre Drive – Study Area



(Google Earth Imagery dated 6/8/2018)

Key Features

- 1 Hurontario Street & Absolute Avenue**
Steep grade on west side of the intersection
- 2 Hazel McCallion Line Light Rail Transit (LRT)**
Under construction on Hurontario Street with transit stops at Robert Speck Parkway and Burnhamthorpe Road and transit connections at Rathburn Road
- 3 Existing Office / Commercial Use with Surface Parking and Garage**
- 4 Potential Hazel McCallion Line Extension Alignment**

City Centre Drive – Problems and Opportunities

Problems

-  • Downtown Mississauga is transitioning to an urban, high-density, mixed-use community and needs supporting infrastructure that is oriented towards active mobility and access to public transit
-  • City Centre Drive currently connects areas near the western edge of downtown (Confederation Parkway) through to the eastern side but offers limited multi-modal connectivity to other arterial and major collector roads.
-  • Lack of pedestrian connectivity between Hurontario Street and Square One Shopping Centre and surrounding destinations is evident by the pathway between Hurontario Street and the parking lot on City Centre Drive and pedestrians jaywalking across City Centre Drive in the study area.

Opportunities

-  • Improve multi-modal access and overall connectivity downtown and to the Hazel McCallion Light Rail Transit
-  • Support the City's vision for a fine-grained street network with smaller, urban scale blocks and a high-quality public realm
-  • Enhance safety, accessibility, and continuity in the active transportation network downtown by providing facilities for users of all ages and abilities

City Centre Drive – Alternative Solutions

Alternative Solutions to address the Problems & Opportunities

1

Do Nothing: Maintain the transportation network 'as is'. Used for comparison purposes only

2

Manage Transportation Demand: Develop strategies to manage future travel demand downtown and promote sustainable modes

3

Upgrade Parallel Roads Beyond Planned Programs: Undertake capital improvements on other east-west roads

4

Extend City Centre Drive: Extend City Centre Drive from Kariya Gate to Hurontario Street and Burnhamthorpe Road West

City Centre Drive – Evaluation Factors

Transportation



Natural Environment



Social Environment



Cultural Environment



Economic Environment



Utilities and Municipal Infrastructure



City Centre Drive – Evaluation Summary

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Supports Future Growth

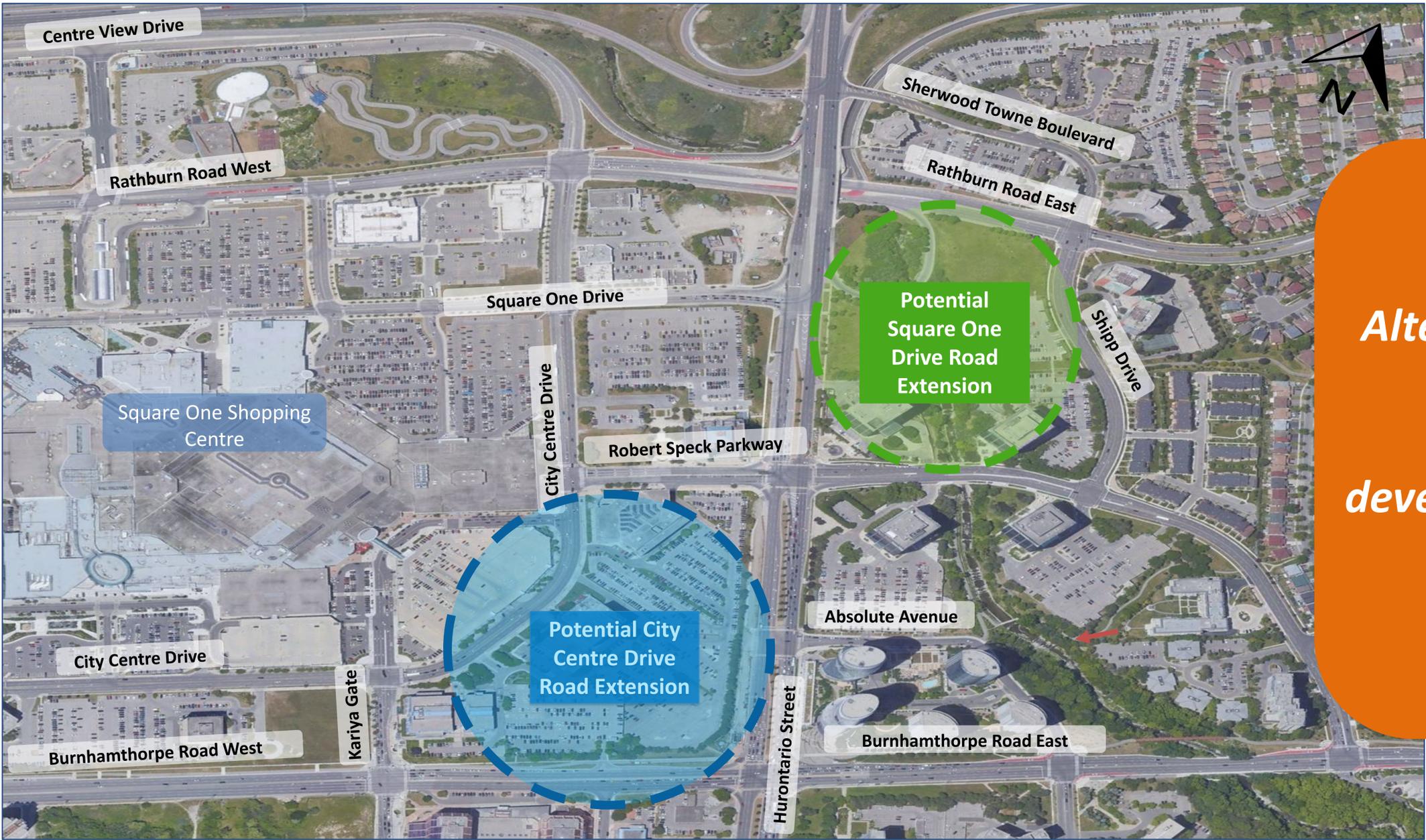
Accommodates planned residential and employment growth



Works with the Hazel McCallion Light Rail Transit (LRT)

Aligns with the LRT and potential Hazel McCallion Line extension alignment

Potential Road Extensions – Conceptual Alignments



Alternative alignments for the potential road extensions will be developed in the next phase of the project

Next Steps & Schedule

**Recommended
Solution &
Preliminary Design
Fall 2026**

**Public
Information
Centre #2
Winter 2026/2027**

**Project File Report
Spring 2027**

**Detailed Design &
Construction***

*Detailed design and construction timing to be confirmed and subject to budget approval by Council.

**Please scan the QR code to provide
your comments by April 9, 2026**



Additional Comments or Questions?



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