

# City of Mississauga

## Downtown Mobility Hub & Transitway Connection: Transit & Rail Project Assessment Process

Public Information Centre #1

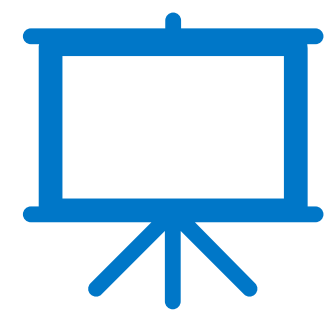
Thursday, June 4, 2026



## Welcome!

Thank you for joining us to learn about and provide input on the Transit and Rail Project Assessment Process (TRPAP) Studies for the Downtown Mobility Hub and Transitway Connection

### How can you participate?



Review the display material.



Fill out a comment sheet.



Ask questions and discuss your comments with the project team.



Send us any additional questions or comments afterward to [dmhtc@mississauga.ca](mailto:dmhtc@mississauga.ca).



Visit the City of Mississauga's webpage to stay involved as the studies progress: [Mississauga.ca/dmhtc](https://Mississauga.ca/dmhtc)

## Overview of Public Information Centre

### Why are we here?

- Introduce the project.
- Provide an overview of the Transit & Rail Project Assessment Process (TRPAP).
- Describe environmental and technical studies.
- Present existing environmental conditions.
- Seek comments and feedback.

### Land Acknowledgement

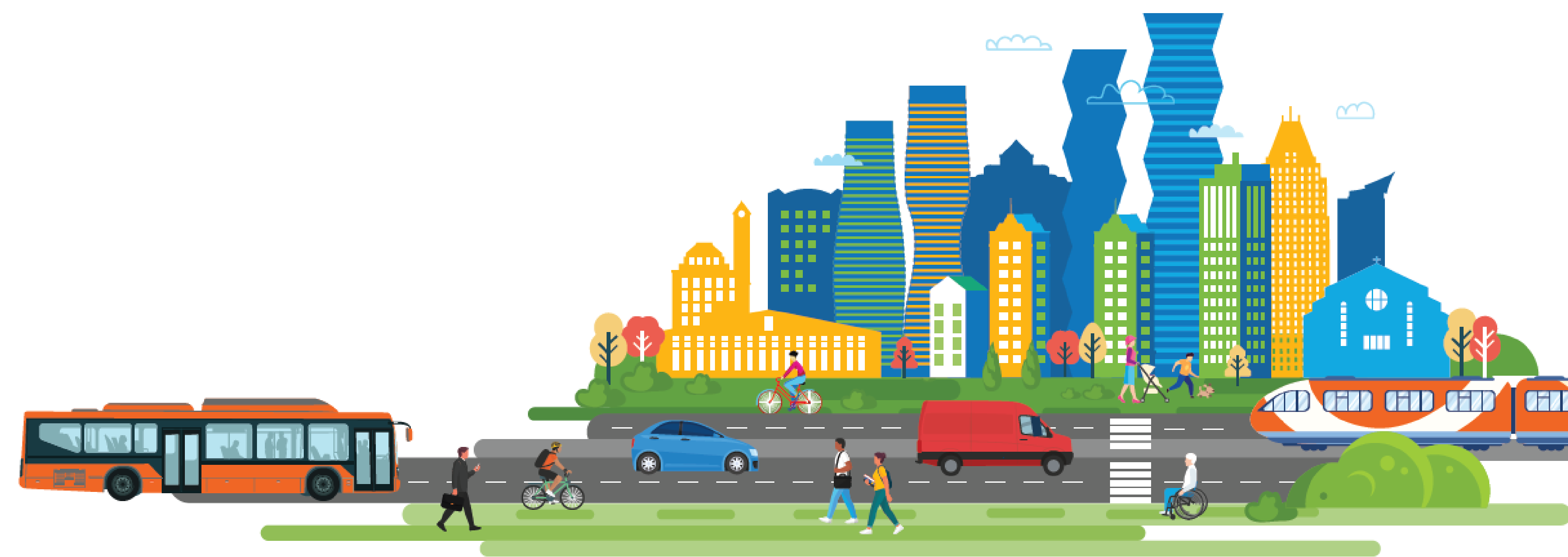
We acknowledge the lands which constitute the present-day City of Mississauga as being part of the Treaty and Traditional Territory of the Mississaugas of the Credit First Nation, The Haudenosaunee Confederacy, and The Huron-Wendat and Wyandot Nations. We recognize these peoples and their ancestors as peoples who inhabited these lands since time immemorial. The City of Mississauga is home to many global Indigenous peoples.

## Project Overview & Objectives

- MiWay's City Centre Transit Terminal currently operates at capacity and its location presents opportunities to enhance overall passenger experience.
- With Hazel McCallion Light Rail Transit, growing transit ridership needs to be better accommodated in the area.
- To support growth and advance the City's vision for a more connected and vibrant downtown, the City is planning a new Downtown Mobility Hub and Transitway Connection.
- The new Mobility Hub will integrate MiWay and GO Transit services, making all modes of travel more accessible and convenient.
- Integration of the Transitway through the Downtown Core will improve bus travel times and reduce traffic congestion.

### Key improvements include:

- Contribution to placemaking by creating a vibrant, connected, active downtown environment.
- More direct pedestrian connections.
- Easier transfers between transit services.
- Integration of local and regional transit services.



## Project Background & Timeline

★ WE ARE HERE

### Prior to 2026

**2014 & 2015:** Workshops among landowners, the City of Mississauga and Metrolinx.

**2017 to 2021:** Initial Business Case led by Metrolinx.

**2020:** Square One Master Plan developed.

**2025:** Council approval for land exchange.

### 2026

Commence pre-planning phase of TRPAP and stakeholder engagement.

Collect existing conditions information.

Conduct impact assessment.

Concept design.

### 2027

Refine design.

Continue to engage with stakeholders.

Notice of Commencement – TRPAP

Prepare Environmental Project Report (EPR)

Notice of Completion – TRPAP

Prepare a preliminary design cost estimate.

### Future Outlook

Finalize funding.

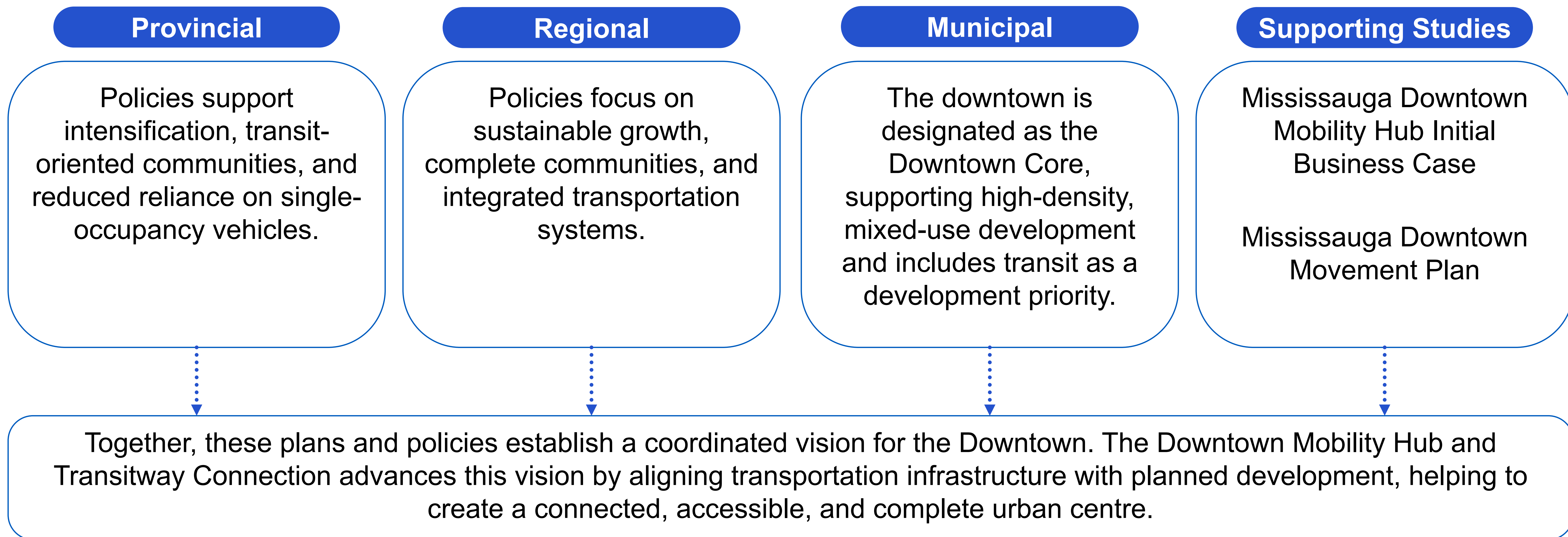
Proceed to detail design.

Future procurement of construction contract.

Initiate construction.

## Project Planning & Policy Context

The Mississauga Downtown Mobility Hub is guided by a range of provincial, regional, and municipal plans that shape growth, transportation, and land use in the area.



## Design Considerations

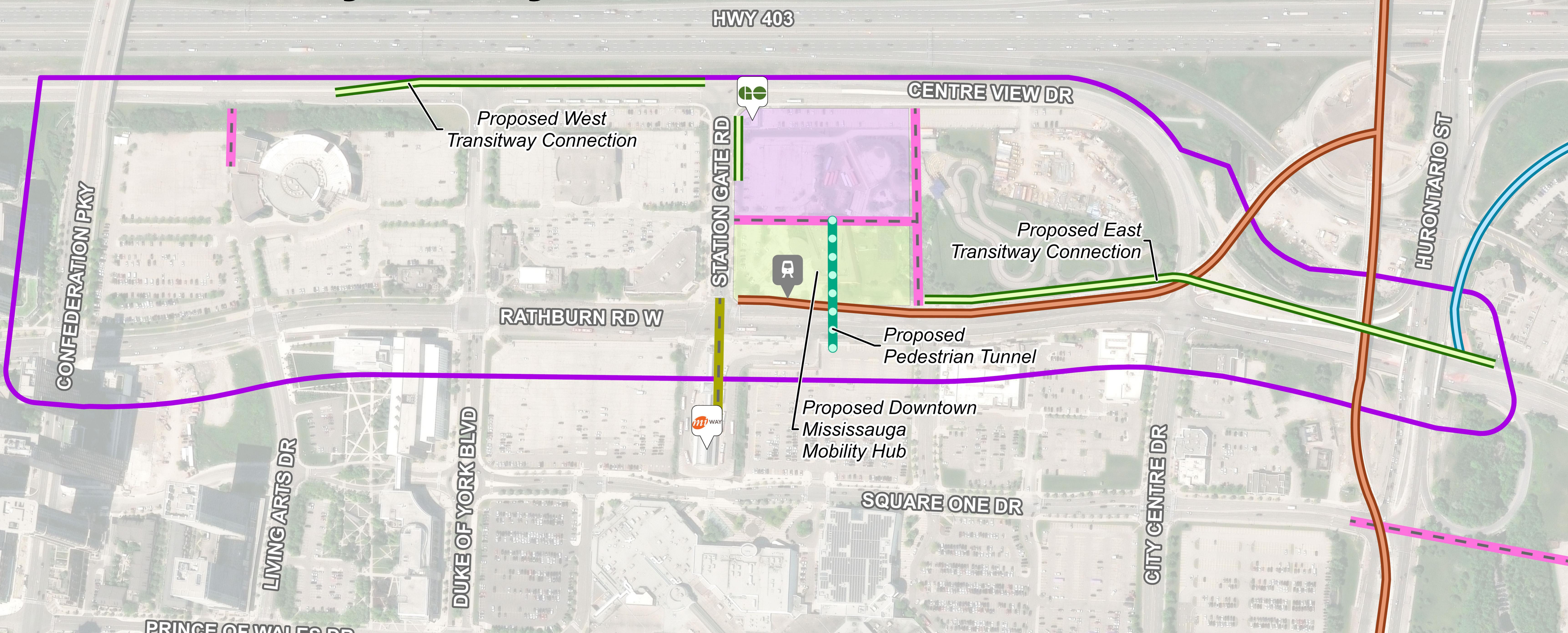
Project Component	Description
<b>Mobility Hub Transit Components</b>	A new underground transit terminal with dedicated bus bays and layover spaces for both MiWay and Metrolinx GO Bus services to support efficient transit operations.
<b>Pedestrian Tunnel</b>	An underground north-south pedestrian walkway (tunnel) to facilitate efficient pedestrian movement between bus platforms and the Light Rail Transit stop. The Light Rail Transit design includes considerations to accommodate a future underground pedestrian tunnel.
<b>Public Realm and Open Space</b>	Design priorities will focus on the pedestrian experience, including active, high-quality street-level façades and features that enhance safety, comfort, and shelter. The public realm may include pedestrian pathways, street trees, lighting, seating, wayfinding, cycling amenities, wind protection measures, and opportunities for public art. Together, these elements will help create an attractive and welcoming environment for transit users and the broader community.

## Design Considerations


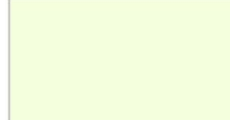










Project Component	Description
Development Opportunities	The design will explore opportunities for potential development above the Mobility Hub. Development opportunities will be reviewed to be consistent with the City's vision for the Downtown to become a dynamic, walkable, urban centre.
Western Transitway Connection	An extension of the Mississauga Transitway* is being planned between Station Gate Road and Living Arts Drive along the north side of Centre View Drive. The connection will accommodate bus-only lanes and transit priority measures, including potential roadway realignments where required. These improvements will help provide efficient access to the Mobility Hub for buses, reduce delays, and improve the reliability of transit services connecting to the hub.
Eastern Transitway Connection	An underground extension of the Mississauga Transitway* is being planned along the north side of Rathburn Road West between Hammerson Drive and the existing Transitway east of Hurontario Street. This dedicated bus-only connection will link the Mobility Hub to the existing Transitway network, providing a direct and efficient route for transit services. The design will be coordinated with the Hazel McCallion Light Rail Transit structures. Some roadway realignment may be required to accommodate bus-only lanes and transit priority measures.

*\*A transitway is a dedicated roadway or corridor reserved mainly for public transit vehicles, such as buses or light rail, allowing them to move faster and more reliably by avoiding regular traffic.*

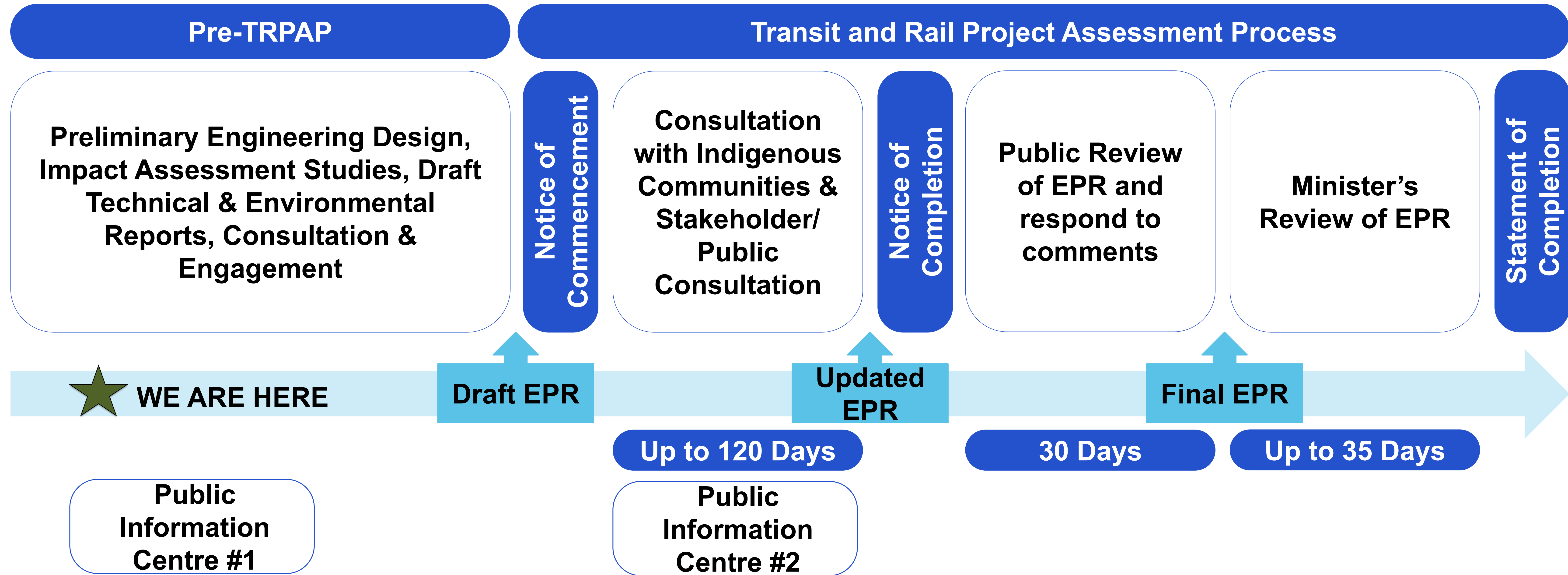
# Preliminary Study Area



## Legend

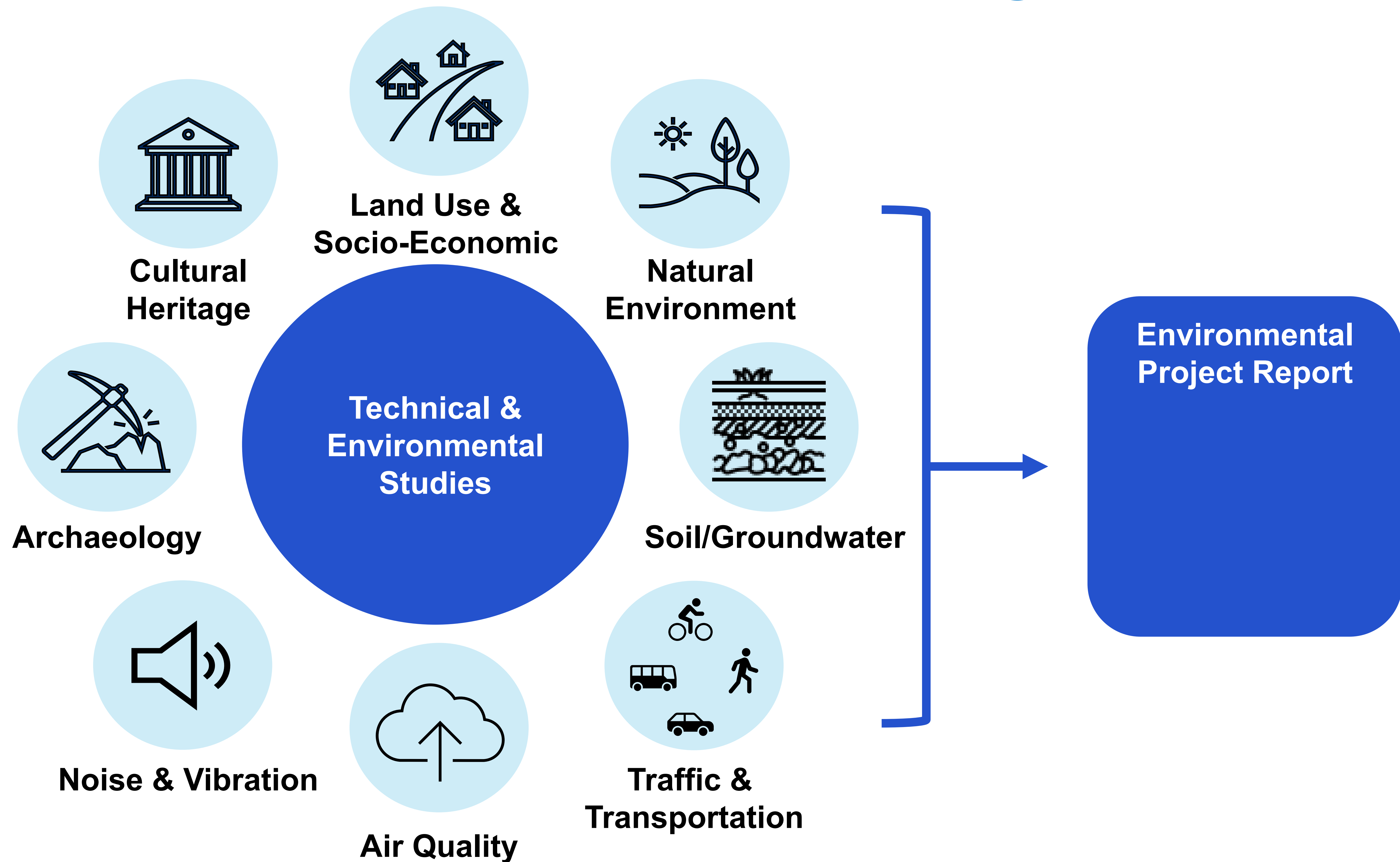
-  Preliminary Study Area
-  Proposed Downtown Mississauga Mobility Hub
-  Development Site (By Others)
-  City Centre Transit Terminal (CCTT)
-  Square One GO Bus Terminal
-  Rathburn LRT Stop (By Others)
-  Proposed Transitway Connection
-  Proposed Pedestrian Tunnel
-  Hazel McCallion LRT (By Others)
-  Existing Mississauga Transitway
-  Road Extension (By Others)
-  Potential Future Extension of Station Gate Road

## Transit and Rail Project Assessment Process



In accordance with Ontario Regulation 231/08 under the *Environmental Assessment Act* (Amended February 2024), the City of Mississauga is following the TRPAP for the proposed Downtown Mobility Hub and Transitway Connection. The TRPAP applies to projects undertaken by municipalities that involve new or expanded transit infrastructure. Per the regulation, the project qualifies for the TRPAP because it includes a new passenger station, a new passenger pick-up/drop off area, a new linear component of a transit system, widening or extending a linear component of a transit system and widening a road to create transit lanes for bus.

## Environmental Studies & Reporting



## Natural Environment

A Natural Environment study will identify existing natural heritage features in the study area as well as potential impacts on terrestrial and aquatic environment and habitats. Key components being reviewed as part of the study include:



**Wildlife**



**Designated Natural Areas**



**Aquatic and Terrestrial Habitat**

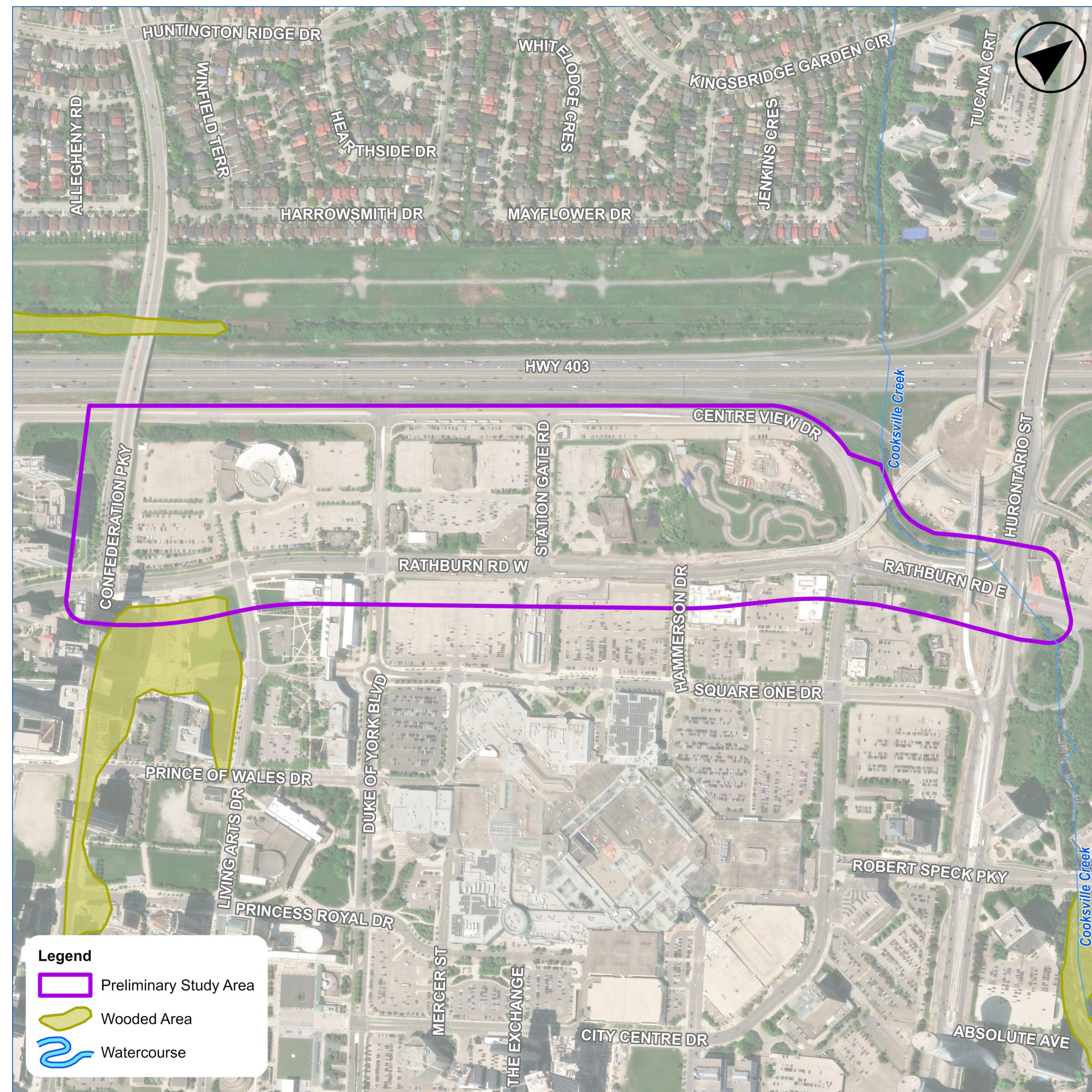


**Species at Risk**

Regulatory requirements such as the *Migratory Birds Convention Act*, *Endangered Species Act* and *Species at Risk Act* will be met. Best management practices, mitigation strategies, and species-specific mitigation measures will be implemented, as required, in consultation with applicable regulatory agencies such as the Ministry of the Environment, Conservation and Parks and Environment Canada.



## Existing Conditions: Natural Environment



Natural Heritage Feature	Presence in Study Area based on desktop review
Habitat of Engendered and Threatened Species	No
Provincially Significant Wetlands	No
Unevaluated Wetlands	No
Designated Natural Areas	No
Woodlands	No
Significant Wildlife Habitat	No
Fish Habitat	Yes – Cooksville Creek
Species at Risk (SAR)	None expected
Areas of Natural and Scientific Interest	No

Additional field investigations are planned for Summer 2026 to confirm and gather additional information.

## Archaeology

Governed by provincial standards and guidelines issued by the Ministry of Citizenship and Multiculturalism, an archaeological study is carried out by licensed professional archaeologists.

A Stage 1 Archaeological Assessment will be undertaken for the project.

The purpose of the assessment is to determine:

The potential for the presence of undocumented archaeological resources.

Whether known archaeological resources exist within the Study Area.



Study Area overlaid on 1954 aerial photography.



Study Area overlaid on 1995 aerial photography.

## Cultural Heritage

The Cultural Heritage Report: Existing Conditions & Preliminary Impact Assessment looks at properties (structures and landscapes) with known or potential cultural heritage value or interest. It assesses the potential effects from the proposed project and recommends mitigation measures to minimize any adverse effects.

The purpose of the report is to determine whether known or potential built heritage resources and/or cultural heritage landscapes exist within the study area.

Based on the results of the background research and field review, no known or potential built heritage resources and/or cultural heritage landscapes were identified in the Study Area.

As there are no anticipated impacts to cultural heritage resources, mitigation measures are not required.



*Rathburn Road West, looking southwest towards Confederation Parkway and City Centre Precinct.*

## Land Use & Socio-Economic

The land use and socio-economic study is conducted to understand current and future conditions in the study area and assess potential effects the project may have on those features/uses.

### Desktop Study

A desktop review is conducted to identify significant land use and socio-economic features, including:



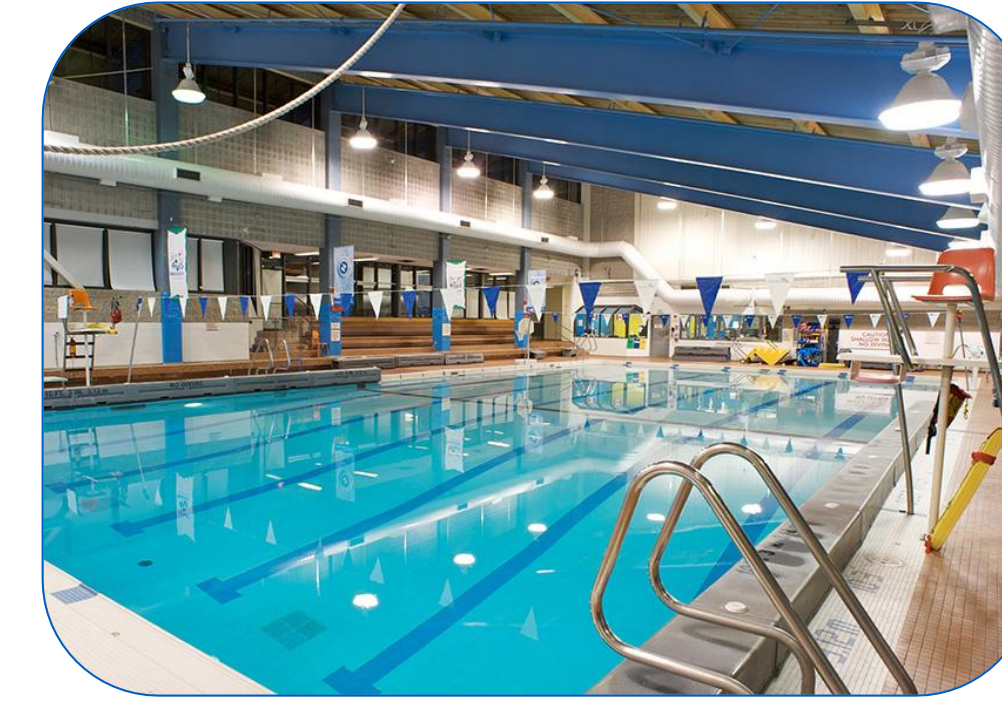
**Commercial  
Areas**



**Institutional  
Uses**



**Employment  
Lands**



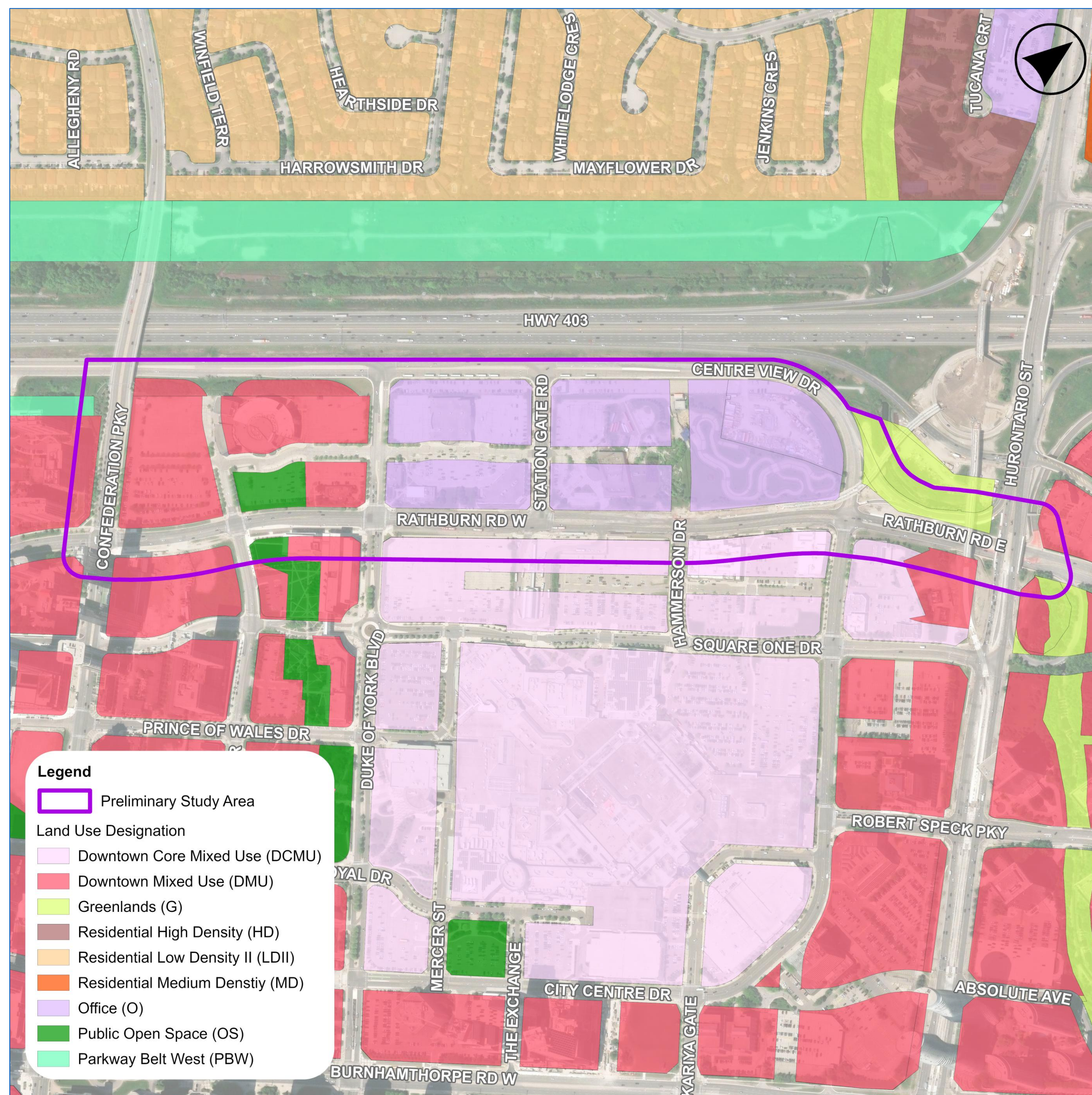
**Recreational  
Uses**



**Parks & Open  
Spaces**

Where possible, design will avoid impacts to land use and socio-economic features, and support future land uses and the development vision for the Downtown Core.

## Existing Conditions: Land Use & Socio-Economic



### Land Use Features

- Provincial Planning Statement focuses growth and development in Strategic Growth Areas
- Per the City of Mississauga Official Plan, the study area is:
  - Located within the Strategic Growth Area – Downtown Core
  - Designated as Office, Downtown Mixed Use, and Public Open Space

### Socio-Economic Features

- City Centre Transit Terminal and Square One GO Bus Terminal
- Nearby Square One Shopping Centre
- Sheridan College located at 4180 Duke of York Boulevard
- Pedestrian sidewalks located along existing roadways
- Ted Ho multi-use trail located along Rathburn Road West
- Mississauga City Hall/Celebration Square at 300 City Centre Drive
- Living Arts Centre at 4141 Living Arts Drive

## Transportation & Traffic

Analysis is underway to evaluate current conditions and forecast transportation needs for 2041 and 2051 within the study area. Traffic conditions will be analyzed during busy (peak) and quieter (off-peak) times using advanced modelling tools.



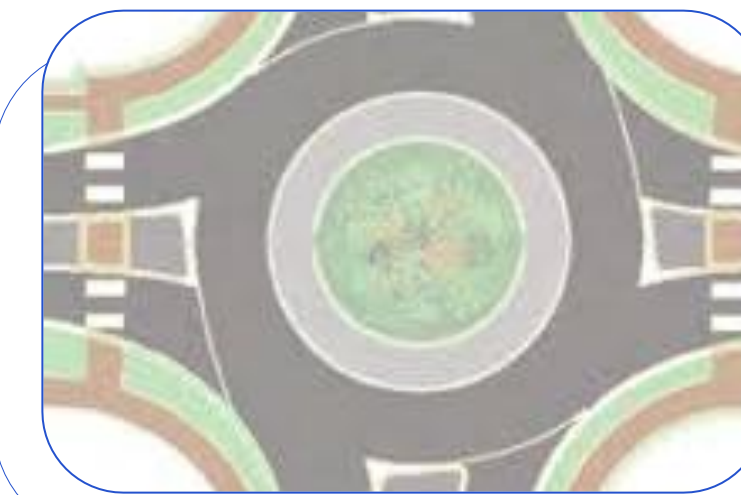
Multimodal and complete streets, including accessibility and active mobility



On-street bus stops



Roadway requirements, such as green space and boulevards



Roundabouts



Stop signs and transit signal priority

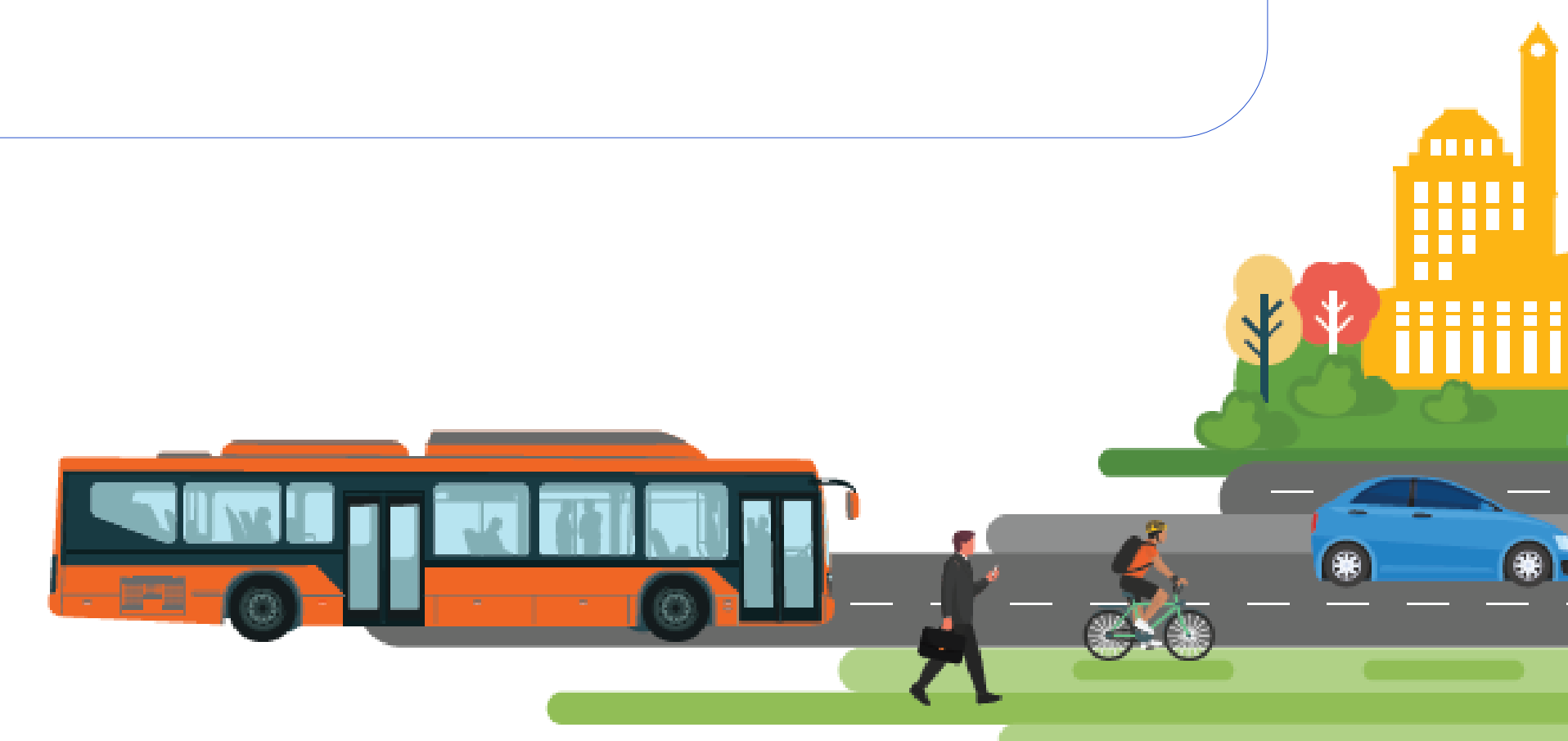


Operation analysis at Mavis Road

**Projected Growth (2016 to 2041) in Downtown Mississauga will increase travel demand**

Population growth by 135%

Employment growth by 53%



## Noise & Vibration

Analysis is underway to evaluate current conditions and forecast potential noise and vibration levels within the study area. The noise and vibration study components may include:

**Ontario**



Review of noise by-laws, noise protocols, and provincial noise level standards.



Modelling to evaluate potential changes in noise and vibration levels.

Mitigation measures will be identified to reduce potential noise and vibration impacts on surrounding areas, where feasible for sensitive receptors.

## Air Quality

Analysis is underway to evaluate current conditions and forecast potential air quality emissions resulting from the Mississauga Downtown Mobility Hub and Transitway Connection. The air quality study components may include:

**Ontario**



**Peel Region**

Review of Peel Public Health and provincial guidelines.



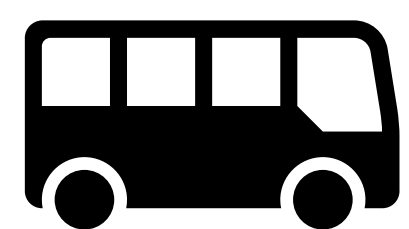
Modelling to evaluate potential changes in air quality emissions.

Mitigation measures will be identified to reduce potential air quality impacts on surrounding areas, where feasible.

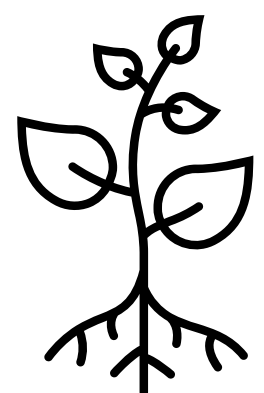
## Climate Change

The Ministry of Environment, Conservation and Parks has prepared a guide to describe how the environmental assessment process shall incorporate consideration of climate change impacts, including means of identifying and minimizing potential impacts by considering:

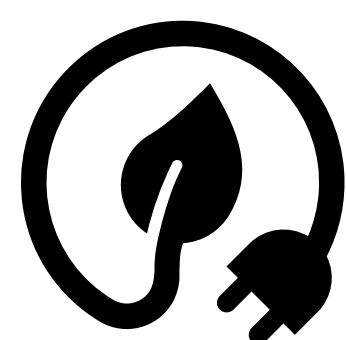
### Mitigation strategies to reduce the Project's impact on climate change.



Increase use of public transportation to reduce greenhouse gas emissions.

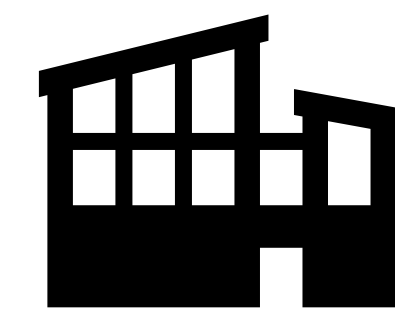


Planting and landscaping efforts to capture carbon.

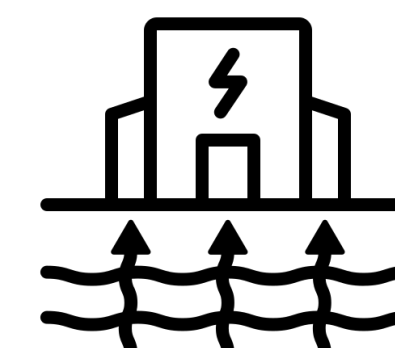


Support lower energy use through efficient building, lighting, and design.

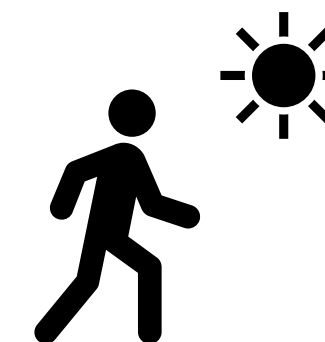
### Adaptation strategies to increase the Project's resilience to climate change.



Select building materials to reduce effects of extreme heat.



District energy: geothermal heating and cooling.



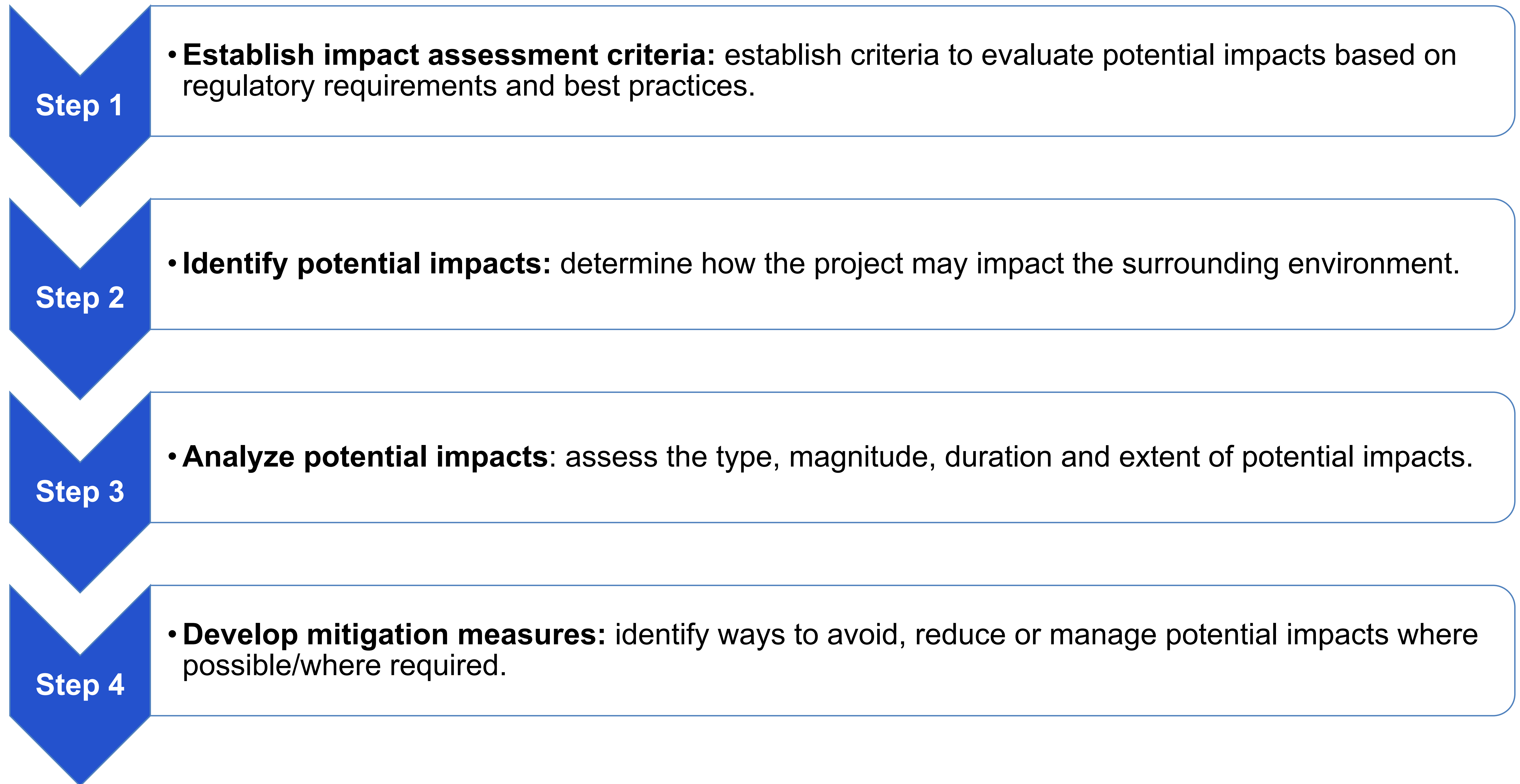
Increase shade along pedestrian routes.



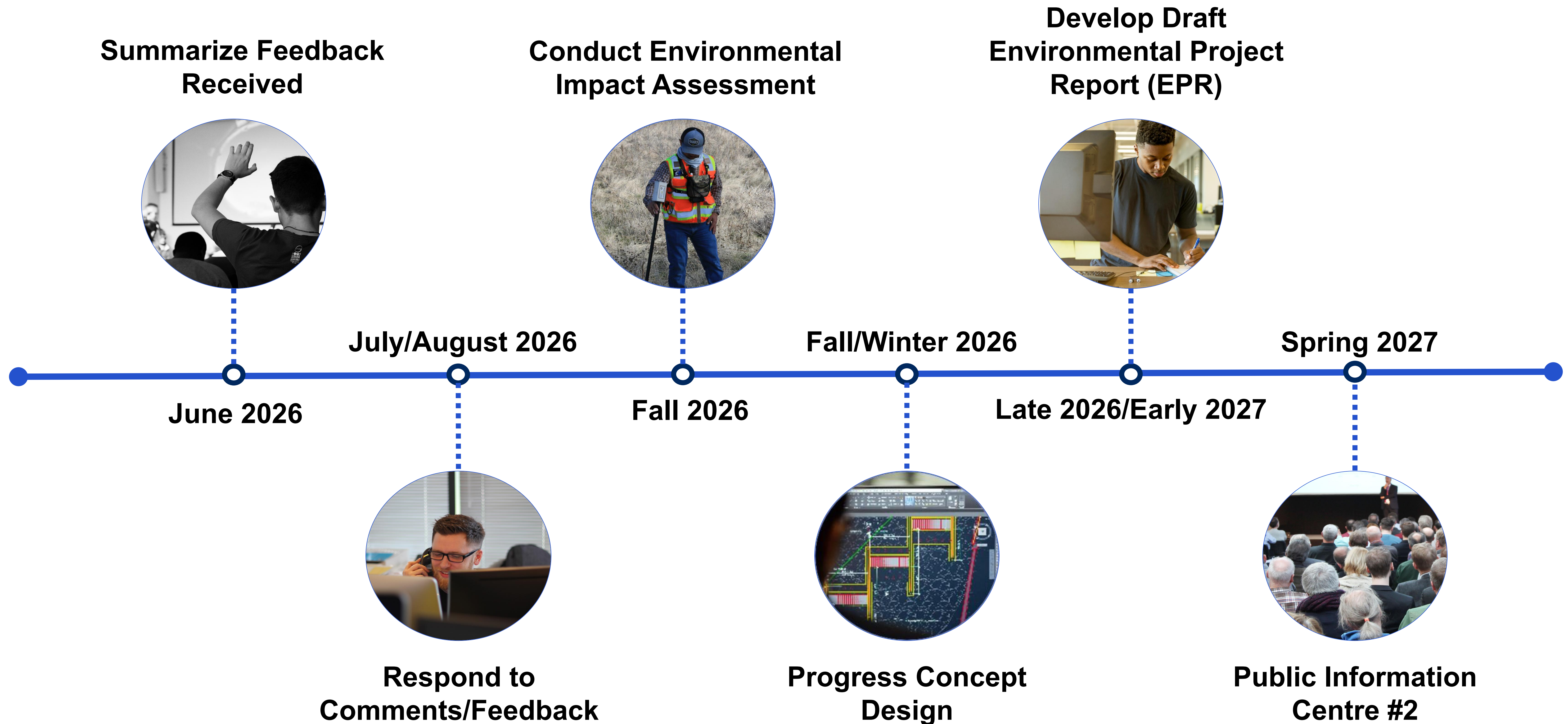
Low Impact Development (LID) measures for managing runoff.

Considering climate change under the guide is meant to result in a project that is more resilient to future climate conditions and supports the protection of local ecological integrity.

## Impact Assessment Process



## Next Steps



## Your Feedback: Questions

Please use this space to share any questions or overall feedback you have about the Downtown Mobility Hub & Transitway Connection and the information shared during this public meeting.

Share your thoughts by connecting with a member of the project team, or by writing your thoughts down on a sticky note.



Send us any additional questions or comments afterward to [dmhtc@mississauga.ca](mailto:dmhtc@mississauga.ca)



## Your Feedback: Comments



Additional questions or comments?  
E-mail us at [dmhtc@mississauga.ca](mailto:dmhtc@mississauga.ca)

With respect to existing conditions in the study area, what are we missing? Provide your input.

What components of the Mobility Hub and Transitway Connection are most important to you?



## Your Feedback: Comments



Additional questions or comments?  
E-mail us at [dmhtc@mississauga.ca](mailto:dmhtc@mississauga.ca)

How do you currently move through the study area (walking, cycling, transit, driving), and what challenges do you experience today that the project team should consider?

What information do you want to learn more about at future public meetings on this project?

