REVIEWED SCENARIO



MISSISSAUGA / EVIDENCE UPDATE / 4 OCTOBER 2026

Future Mississauga

A citywide atlas of change

Explore Mississauga's waterfront, downtown and neighbourhoods. Completed Block Nine, supplied GO proposal geometry and reference-derived South Banks roofs remain included. The Tranmere warehouse scheme is omitted following an October project-team update. Source dates and detail vary.

MODEL LIMIT

A researched scenario with City geometry and individually sourced refinements. Source dates and detail vary. Proposed buildings are not a prediction; significant geometry gaps remain.

City 3D model



MISSISSAUGA / 01

Downtown

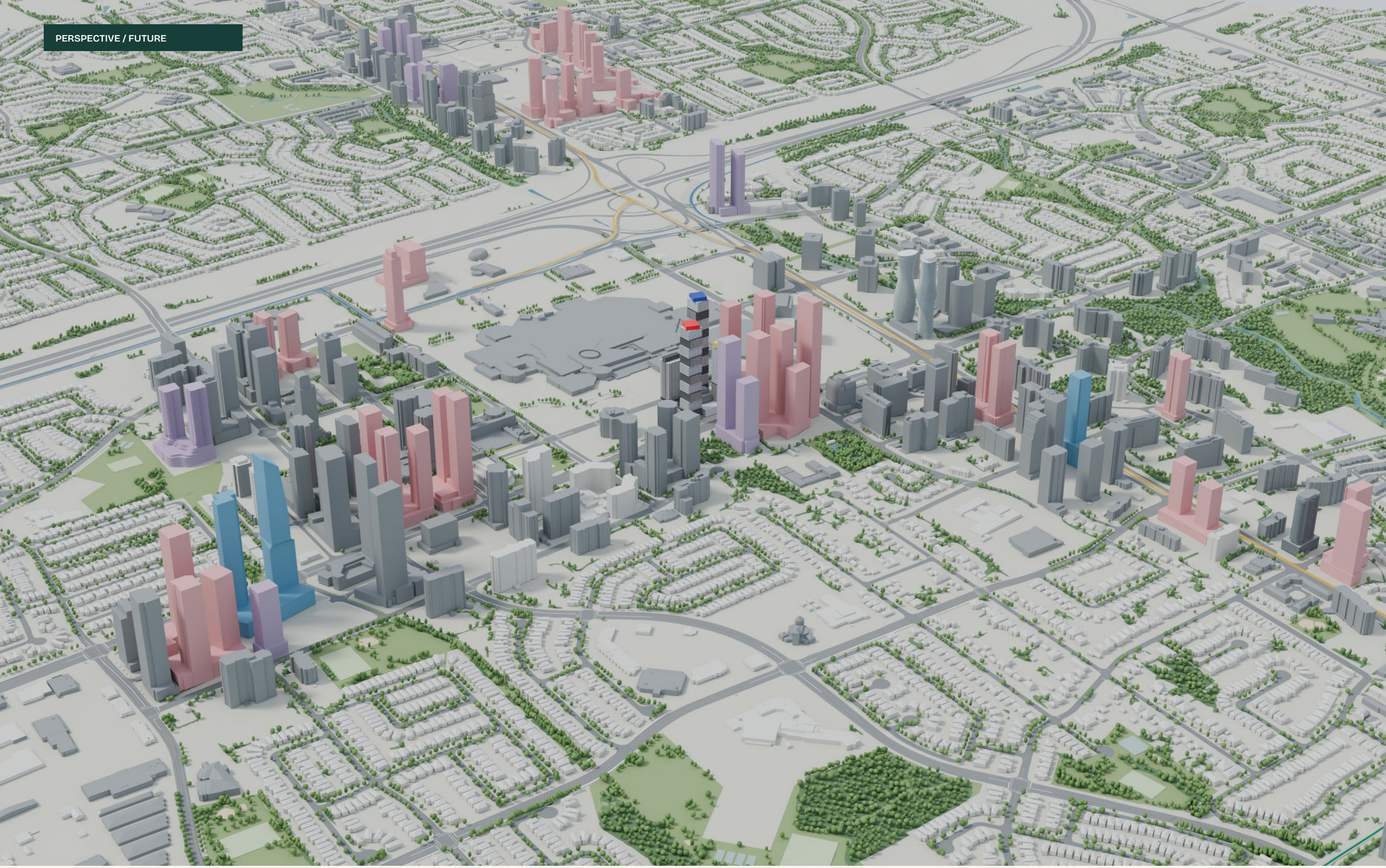
A growing skyline around Square One

M City, Exchange District and Square One District shape the future skyline. Completed Block Nine is shown with developer-reference tower forms and approximate heights. The Hurontario LRT serves City Centre; its separate downtown extension remains in planning.

MODEL LIMIT

M3 upper form and stepped crown are approximate. M4 recorded progress stops at level 41. M5 is an unverified developer proxy, future-only. Absolute rotations interpolate source anchors. Voya's connected podium and curved park-side balconies follow published plans; dimensions and floor details remain approximate.

Block Nine: North and South towers · M City construction · Square One application · Exchange District · Absolute architecture



THE CITY AT A CLOSER SCALE

Downtown

A composed architectural perspective

The closer camera reveals sourced building shapes, mapped streets and layered landscape. Lighting, tree crowns and surface finishes serve the illustration; this is a rendered model, not a future photograph.

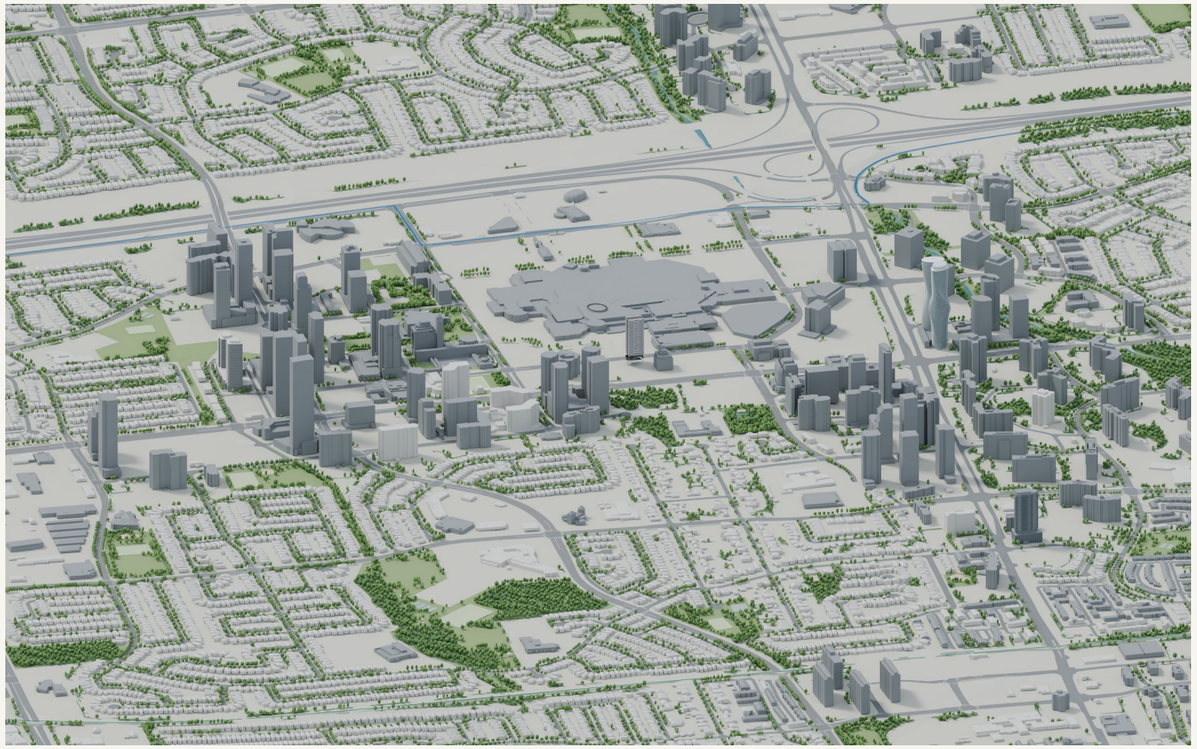
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Block Nine: North and South towers | M City construction | Square One application | Exchange District | Absolute architecture

Downtown

01 / MUNICIPAL BASELINE



The same view compares dated municipal context with the retained development scenario. A status correction does not turn an older source capture into a current survey.

02 / RETAINED DEVELOPMENT



M3 upper form and stepped crown are approximate. M4 recorded progress stops at level 41. M5 is an unverified developer proxy, future-only. Absolute rotations interpolate source anchors. Voya's connected podium and curved park-side balconies follow published plans; dimensions and floor details remain approximate.

Absolute World

The Marilyn Monroe towers

Two distinct completed towers: 175.6 m and 157.9 m, with 56 and 50 floors. The corrected model removes overlapping source solids and reconstructs the twisting floorplates from architect-authored evidence.

MODEL LIMIT

Intermediate rotations, floor elevations and facade details include disclosed interpolation. Plan scale and City registration are approximate. This is not a certified as-built model.

MAD Architects **Primary CTBUH case study**



LANDMARK AND INFRASTRUCTURE / MODEL DETAIL

A connected junction

Hurontario / Highway 403 / City Centre

The reconciled paired tracks follow the mapped City Centre branch and elevated Highway 403 crossing. GO rail and the Transitway extend the citywide transit picture, with 37 station locators across the three systems in Mississauga.

MODEL LIMIT

Routes follow scene depth: bridges, buildings and terrain can hide sections behind them. Track offsets and vertical profiles remain illustrative. The separate downtown extension awaits a verified track layout.

Metrolinx core project Mississauga Transitway



SKYLINE SEQUENCE / 01

The captured skyline

Dated municipal baseline

City 3D model M City construction

The baseline combines municipal capture with the reviewed Absolute correction. Other completed buildings may still appear at an older captured height. This is not a September 2026 aerial survey.

RECONSTRUCTION LIMIT

M3 upper form and stepped crown are approximate. M4 recorded progress stops at level 41. M5 is an unverified developer proxy, future-only. Absolute rotations interpolate source anchors. Voya's connected podium and curved park-side balconies follow published plans; dimensions and floor details remain approximate.



SKYLINE SEQUENCE / 02

The city taking shape

Separately dated construction evidence

City 3D model M City construction

Construction stages use separate published dates. Heights need source elevations; unknown gaps remain explicit. Tree crowns use future-envelope clearances, so the landscaping is not a dated construction survey.

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SKYLINE SEQUENCE / 03

The retained future

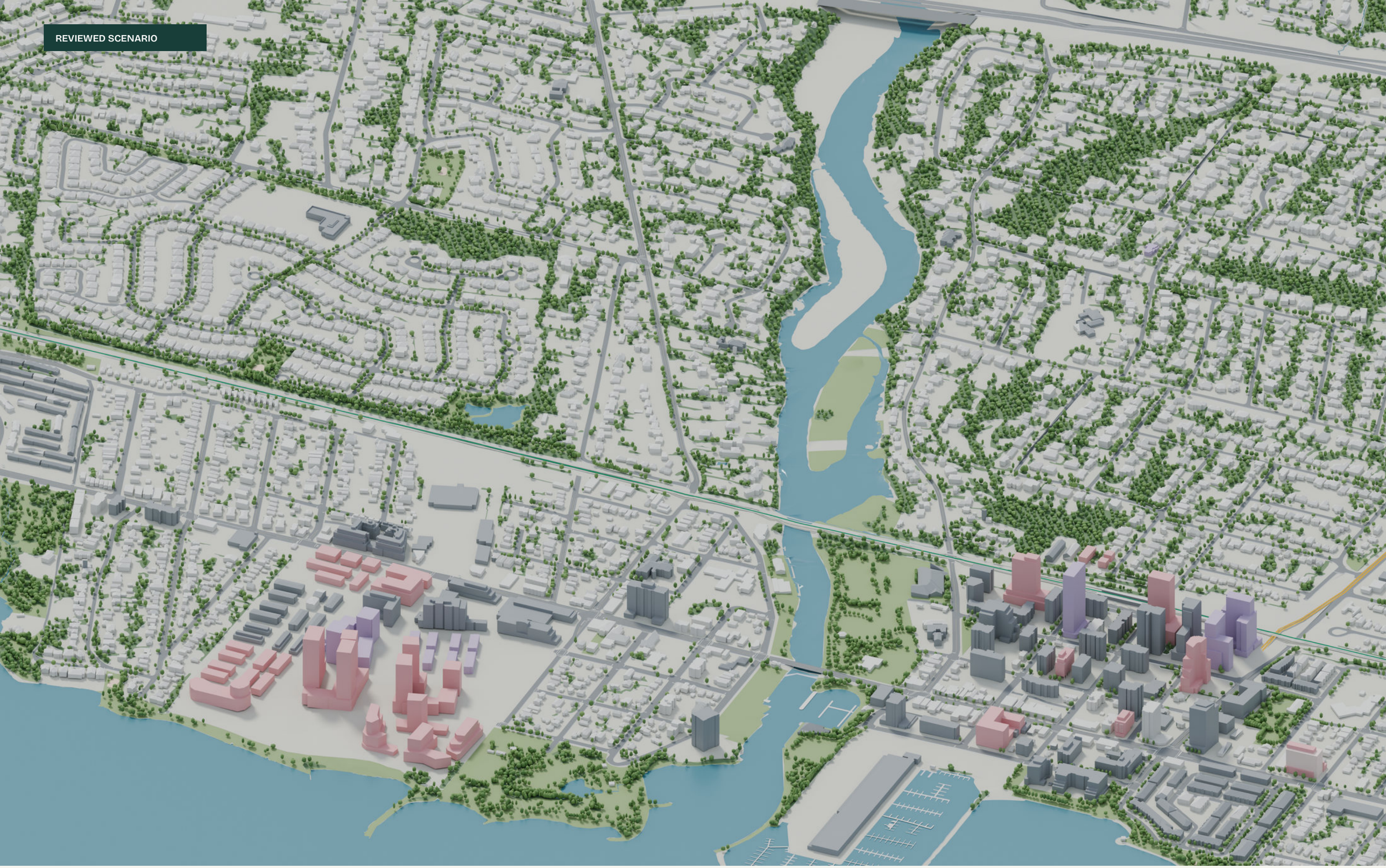
Construction, proposals and unresolved versions

City 3D model M City construction

The same camera adds retained proposals and violet unresolved source versions. Confirmed superseded designs and duplicate versions are removed. No common completion year is assumed.

RECONSTRUCTION LIMIT

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MISSISSAUGA / 02

Port Credit

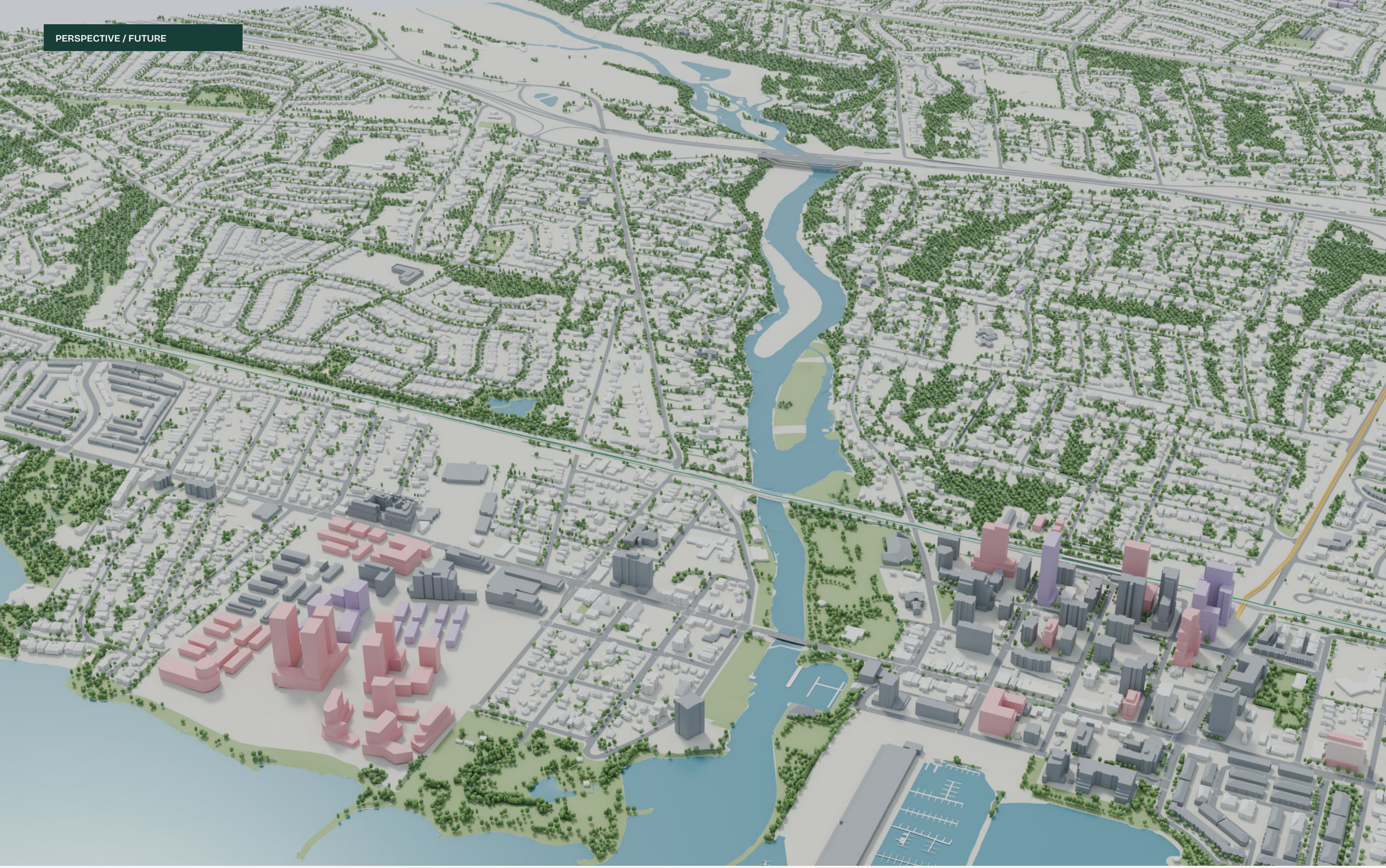
Waterfront neighbourhoods and a new transit terminus

Brightwater extends the waterfront neighbourhood west of the Credit River. New infill around Port Credit GO accompanies the future LRT terminus, while the marina lands follow a separate planning and environmental-assessment process.

MODEL LIMIT

Revised infill follows dated plans and settlements. Brightwater additions use approximate concept massing and estimated heights. Other obsolete designs stay excluded. Marina approvals do not establish construction funding.

Brightwater planning | Park Street decision | Marina project | Plan source | Plan source



THE CITY AT A CLOSER SCALE

Port Credit

A composed architectural perspective

The closer camera reveals sourced building shapes, mapped streets and layered landscape. Lighting, tree crowns and surface finishes serve the illustration; this is a rendered model, not a future photograph.

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THE LAKESHORE IN PROFILE

Port Credit

Retained development in its coastal setting

Brightwater planning | Park Street decision | Marina project | Plan source | Plan source

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MISSISSAUGA / 03

Lakeview

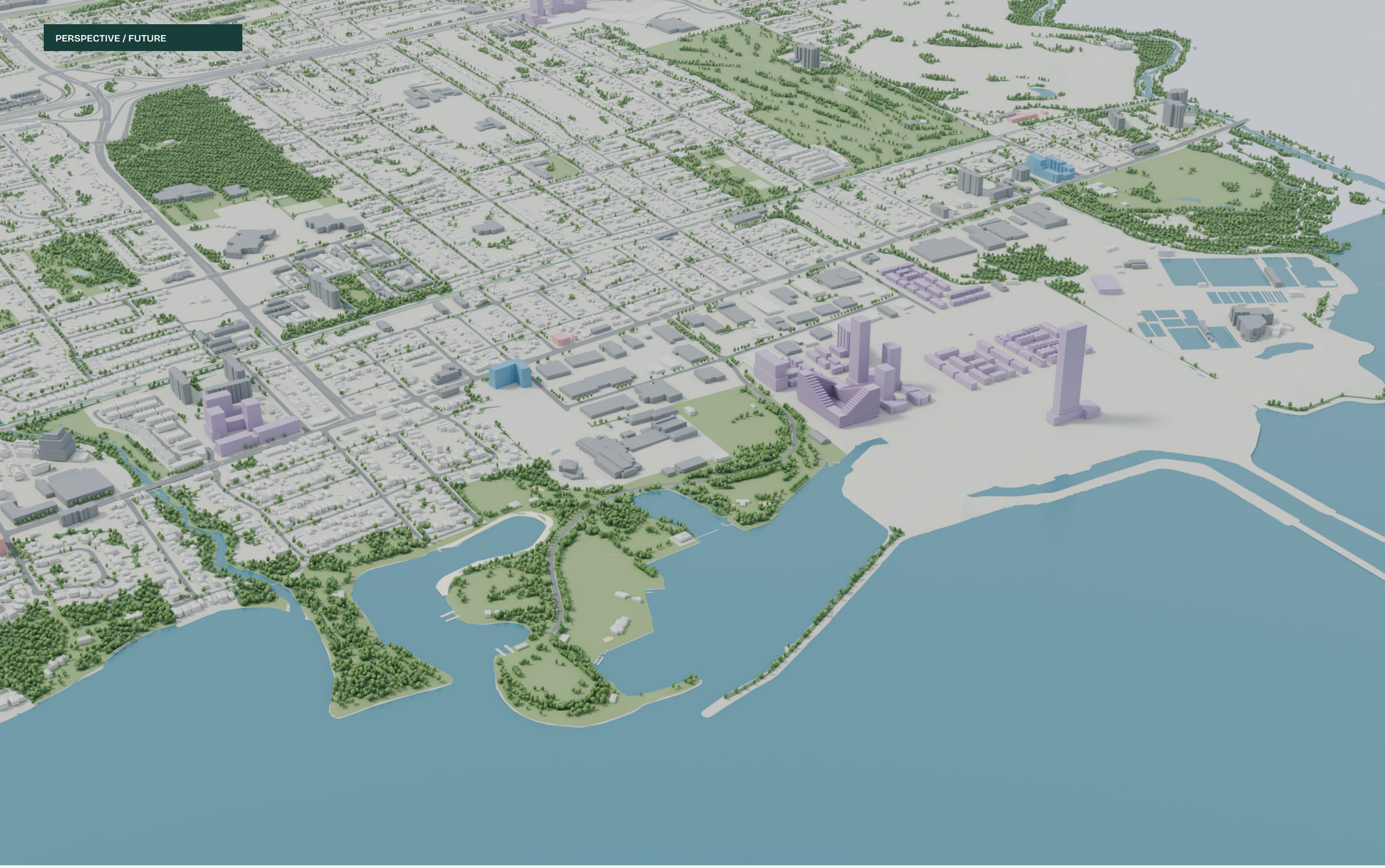
A new neighbourhood on the industrial waterfront

Lakeview Village South Banks plans Pier House Aura plans

Lakeview Village's current programme combines 12,000 homes, employment and public space. Harbourwalk's terraced form, South Banks and Pier House townhomes, and Aura's expanded context sit alongside retained municipal phase massing.

MODEL LIMIT

Harbourwalk follows published terraced forms; height and detail are approximate. South Banks roof forms follow shared references; dimensions remain approximate. Its advertised 2029 occupancy is a marketing target. Municipal phase massing and some Aura rows remain generalized or unresolved.



THE CITY AT A CLOSER SCALE

Lakeview

A composed architectural perspective

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THE LAKESHORE IN PROFILE

Lakeview

Retained development in its coastal setting

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MISSISSAUGA / 04

Clarkson

Change around the GO station

Two distinct proposals shape the research here: the provincial Clarkson GO transit-oriented community and the revised Royal Windsor redevelopment. Existing industrial and residential neighbourhoods provide their urban context.

MODEL LIMIT

Clarkson GO uses Zeidler's supplied seven-tower massing, separate from Royal Windsor. Placement and grade remain approximate. One height conflict is unresolved; schematic forms establish neither final facades nor a construction date.

Clarkson GO TOC Royal Windsor application Plan source



THE CITY AT A CLOSER SCALE

Clarkson

A composed architectural perspective

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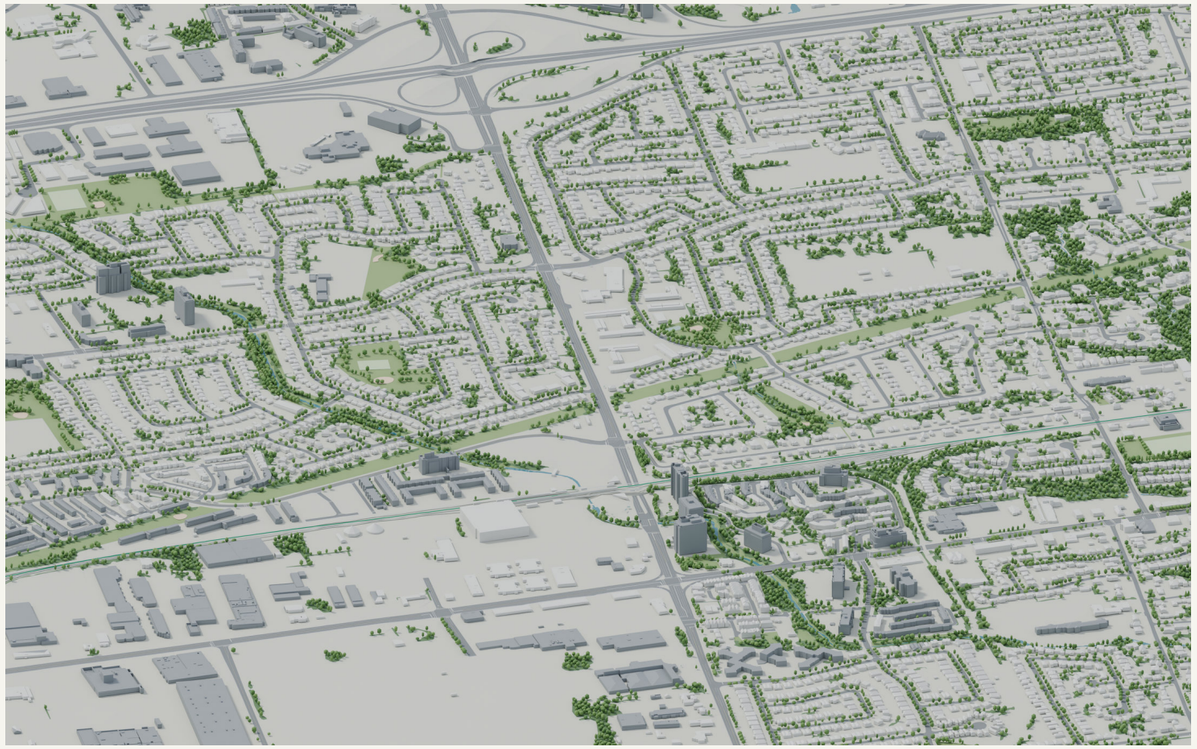
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Clarkson

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THE LAKESHORE IN PROFILE

Clarkson

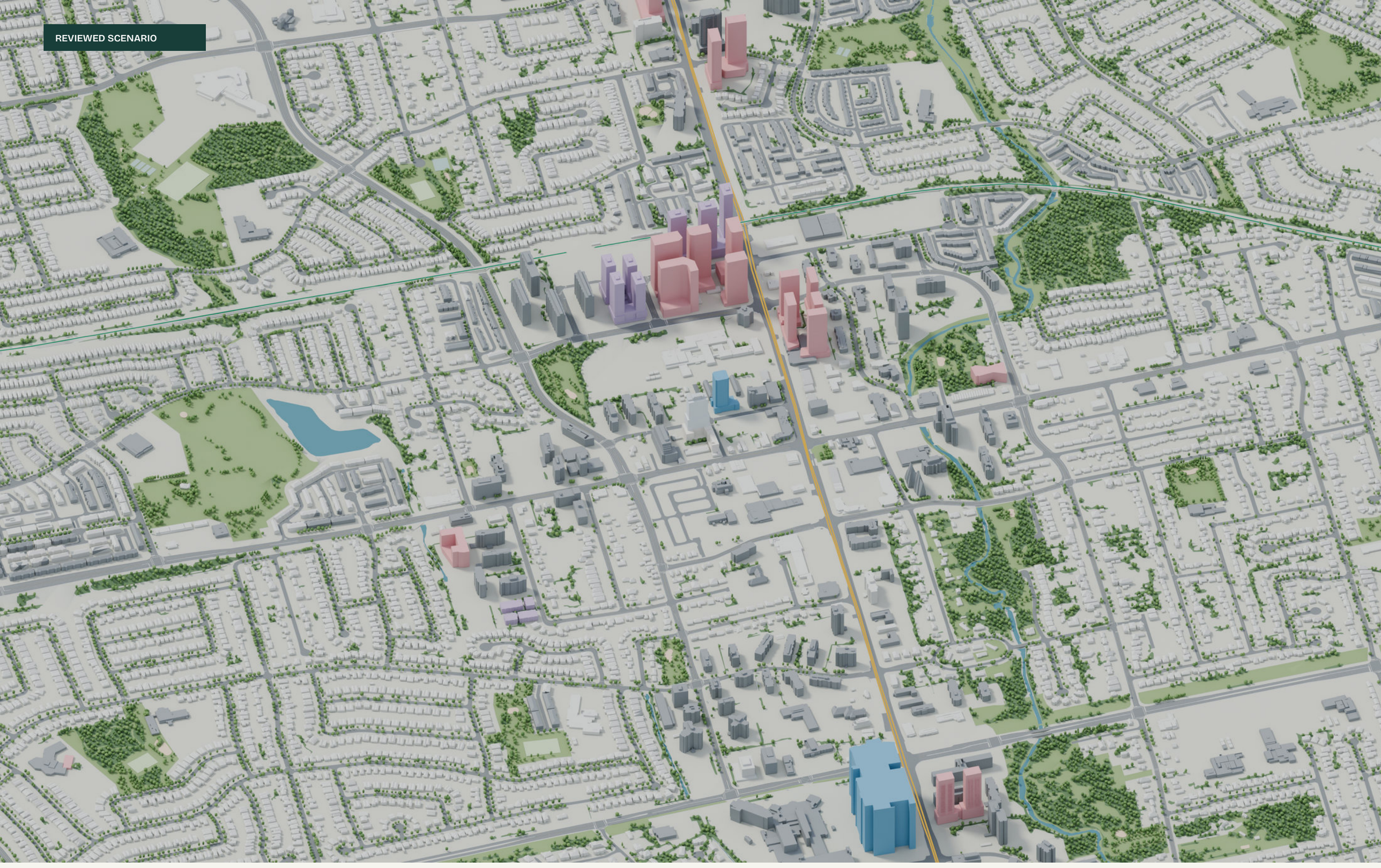
Retained development in its coastal setting

Clarkson GO TOC Royal Windsor application Plan source

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MISSISSAUGA / 05

Cooksville

A meeting point for transit, housing and health care

The completed 32-storey Alba at Fairview joins Cooksville's existing context. Proposals cluster around Cooksville GO, Hurontario and Dundas. The 34-storey model at 51-55 Dundas West follows submitted plans and retains the heritage building.

MODEL LIMIT

Alba follows approved plans with approximate details. Cooksville GO uses Arup's supplied Step 4 geometry for seven towers, podiums and roofs. Terrain integration remains approximate; this proposal does not establish approval or construction.

Alba approved plans Cooksville GO TOC 51-55 Dundas plans Hospital project Plan source



THE CITY AT A CLOSER SCALE

Cooksville

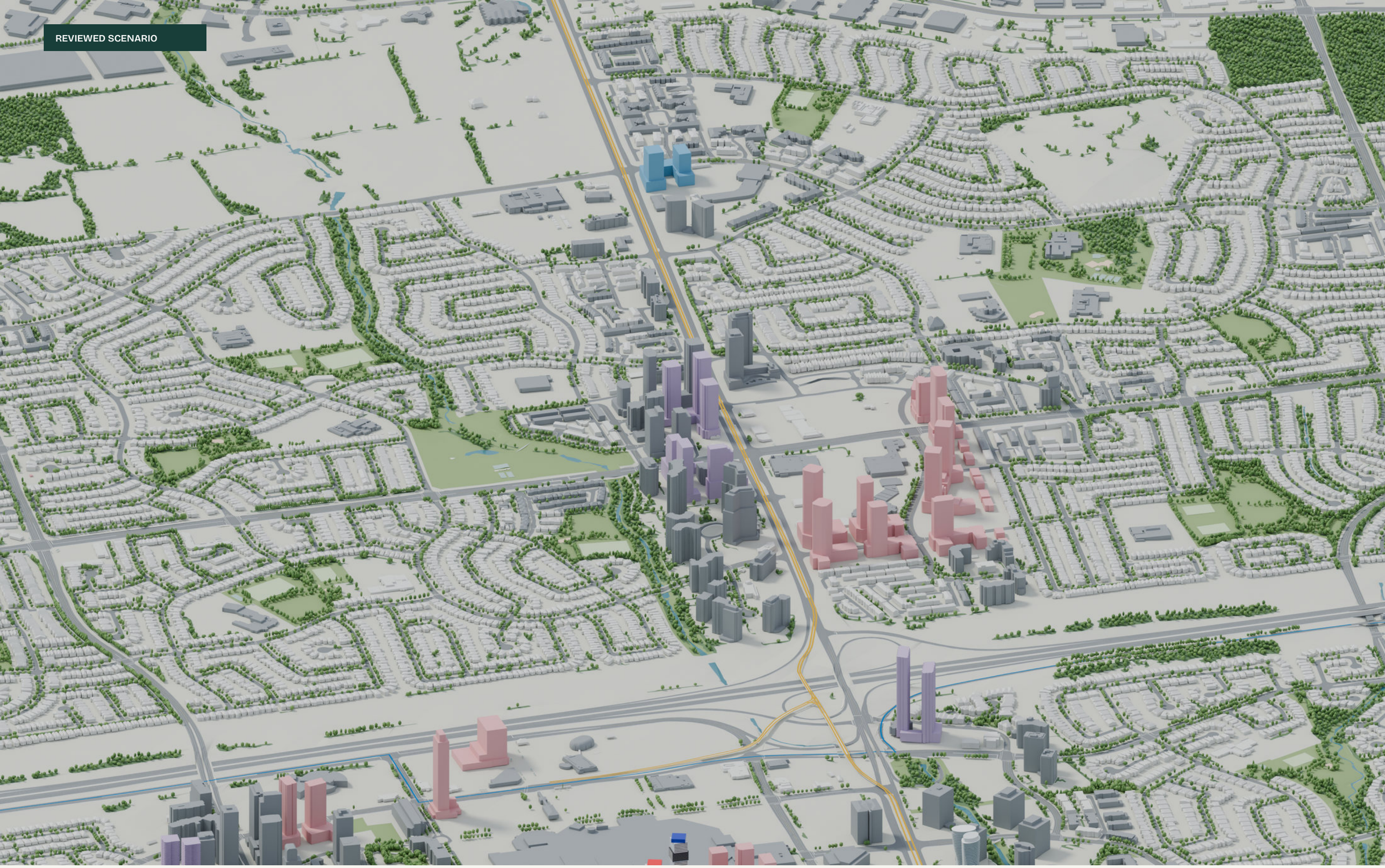
A composed architectural perspective

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Alba approved plans Cooksville GO TOC 51-55 Dundas plans Hospital project Plan source



MISSISSAUGA / 06

Uptown & Hurontario

Housing along the north-south corridor

Pinnacle Uptown grows along Hurontario. Across Eglinton, the settled 30 Eglinton West proposal adds three buildings of 29, 36 and 31 storeys. Its model follows the approved stepped envelopes and retains the existing office and heritage building.

MODEL LIMIT

30 Eglinton is approved-envelope massing, not final architecture. Podium outlines and grade are approximate; construction and completion dates remain unverified. Gemma and Perla have occupancy evidence; source detail varies across the view.

30 Eglinton approval

Uptown phases

Perla Towers at Pinnacle Uptown

Plan source



THE CITY AT A CLOSER SCALE

Uptown & Hurontario

A composed architectural perspective

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30 Eglinton approval Uptown phases Perla Towers at Pinnacle Uptown Plan source



MISSISSAUGA / 07

Erin Mills

A mall district enters a new chapter

The Erin Mills Town Centre northwest proposal was revised after Council accepted a settlement in June 2026. The updated nine-tower plan ranges from 20 to 37 storeys. Other nearby applications follow separate processes.

MODEL LIMIT

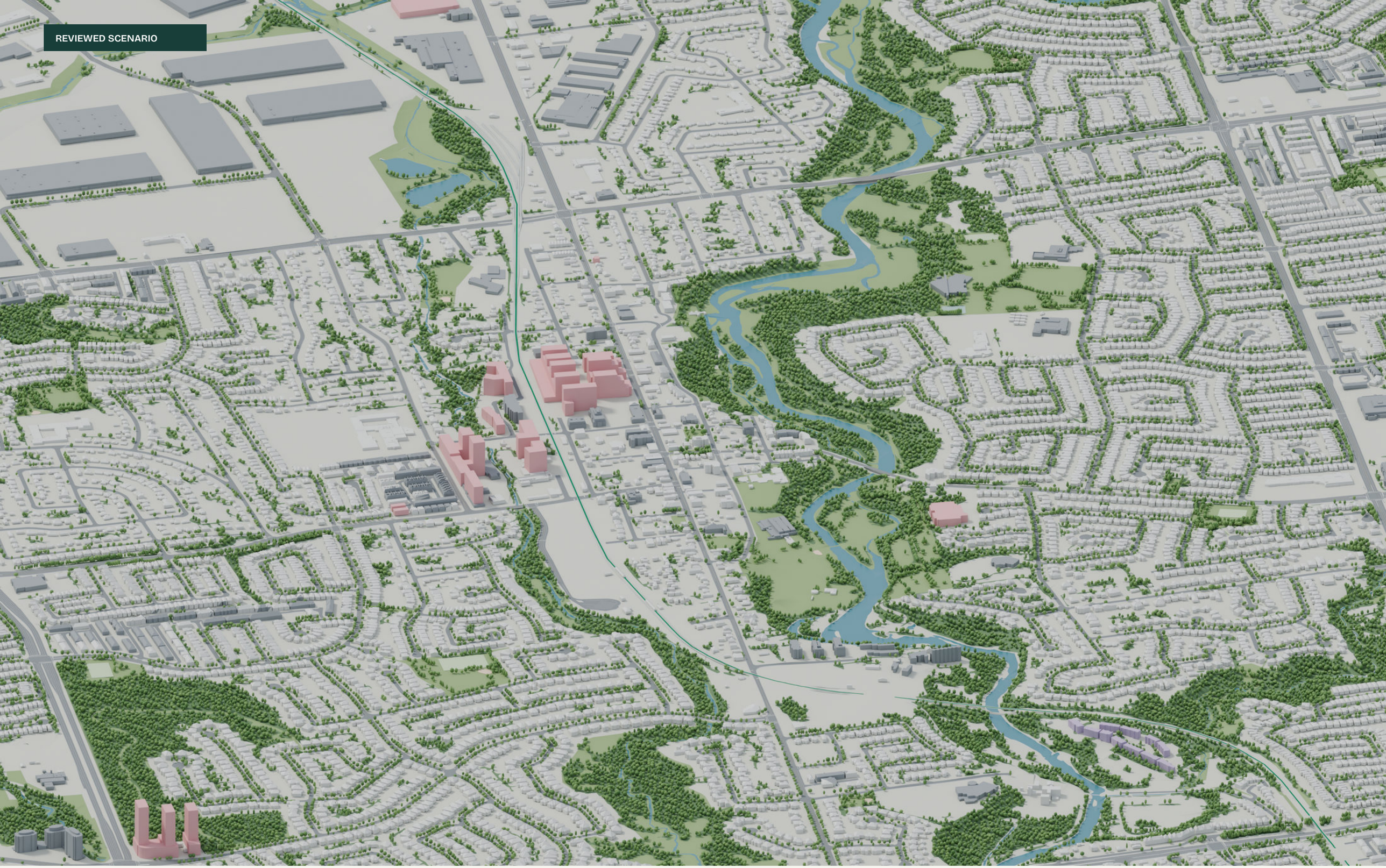
The settlement site plan changes tower footprints and heights. Its drawn storeys are known, but metre heights in the revised model are estimated. Conflicting older 4099 Erin Mills source shapes stay excluded.

Northwest mall application

4099 Erin Mills revision

Erin Centre application

Plan source



MISSISSAUGA / 08

Streetsville

Infill around an established village

Applications around Queen Street, Tannery Street, Thomas Street and Rutledge Road propose new housing within and around the existing village. The railway, street pattern and established low-rise neighbourhoods remain visible in the model context.

MODEL LIMIT

Several major applications are appealed. A source-inventory match establishes application identity, not a guaranteed building height or delivery date. Detailed architecture remains subject to the planning record.

Streetsville Centre Tannery application Thomas Street application



MISSISSAUGA / 09

Meadowvale & Lisgar

Residential infill and new employment space

Housing applications along Glen Erin Drive, Winston Churchill Boulevard and Ninth Line sit beside new logistics and data-centre proposals. This district view places those changes within a large suburban and employment landscape.

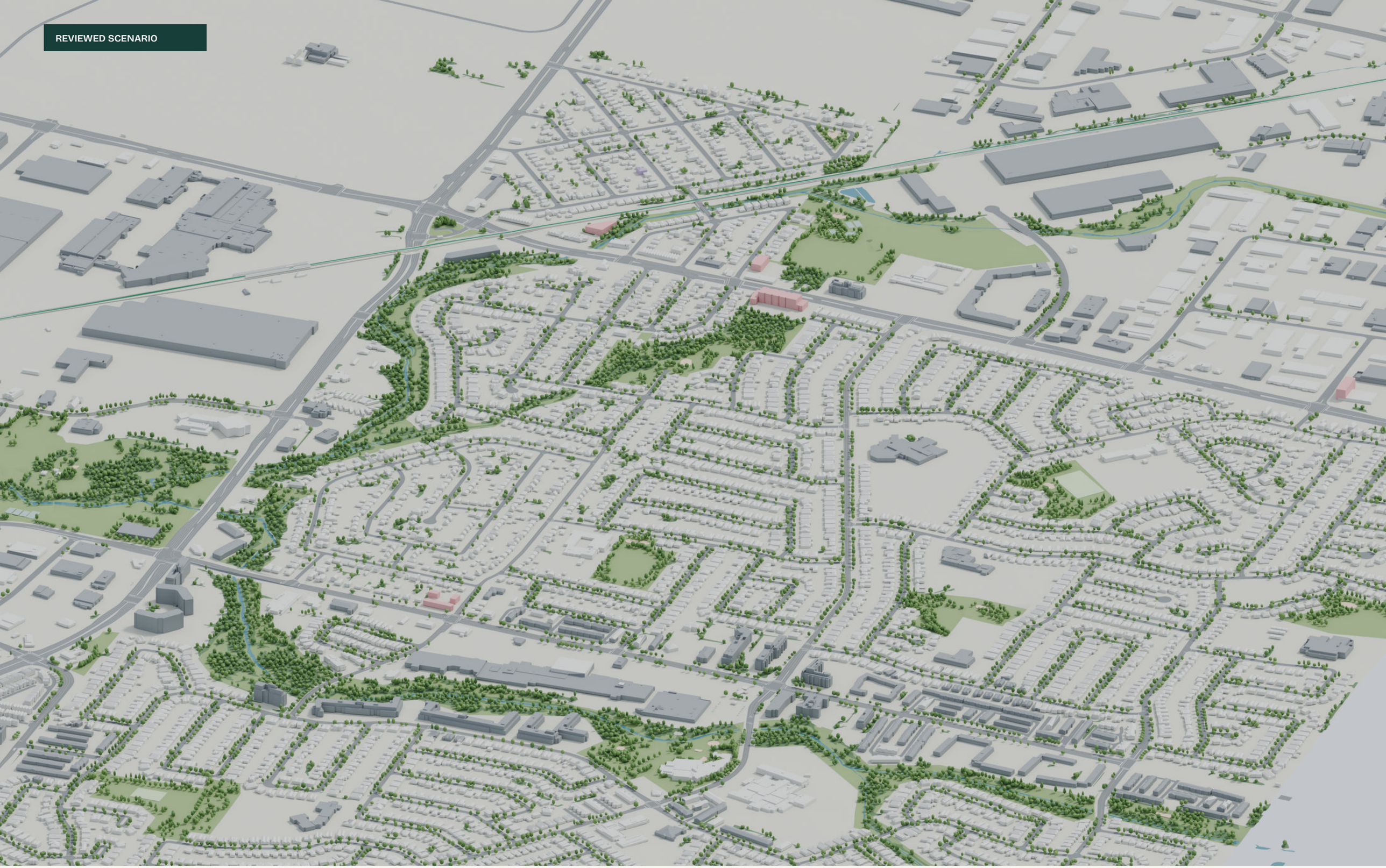
MODEL LIMIT

The Glen Erin planning framework does not confirm the delivery status of each building. Several newer Ninth Line and Tenth Line submissions have research records but no verified current shape in the source model.

Glen Erin decision

Winston Churchill project

Ninth Line application



MISSISSAUGA / 10

Malton

Incremental change in the northeast

Applications on Beverley Street, Goreway Drive and Brandon Gate Drive add to the municipal development inventory. Their context includes established housing, the railway and airport-related employment.

MODEL LIMIT

Secondary corroboration can use indexed forum text. The model does not independently confirm every submitted dimension, approval condition or construction stage. Source forms remain dated municipal massing.

Beverley application

Goreway application

Brandon Gate decision



MISSISSAUGA / 11

Dixie & Applewood

The Dundas corridor and neighbourhood infill

The Dundas corridor combines housing proposals with neighbourhood infill. New plan-derived models add 1315 Bough Beeches at 13 storeys and Chelsea buildings B4, B5 and B6 at 20 storeys each, retaining the existing buildings.

MODEL LIMIT

Bough and Chelsea use dimensioned plans and survey registration, with about 1 m placement allowance. Balcony and facade details remain simplified; Chelsea terrace notches are omitted. These are proposed envelopes.

Bough Beeches plans	Chelsea 2026 plans	1225 Dundas revision	Plan source	Plan source



MISSISSAUGA / 12

Erindale & Sheridan

Corridor change beside established neighbourhoods

Fowler Drive and the Dundas corridor contain current residential applications, while Argyle Road contributes infill nearer Cooksville. The view retains the surrounding low-rise city and valley landscape as source context.

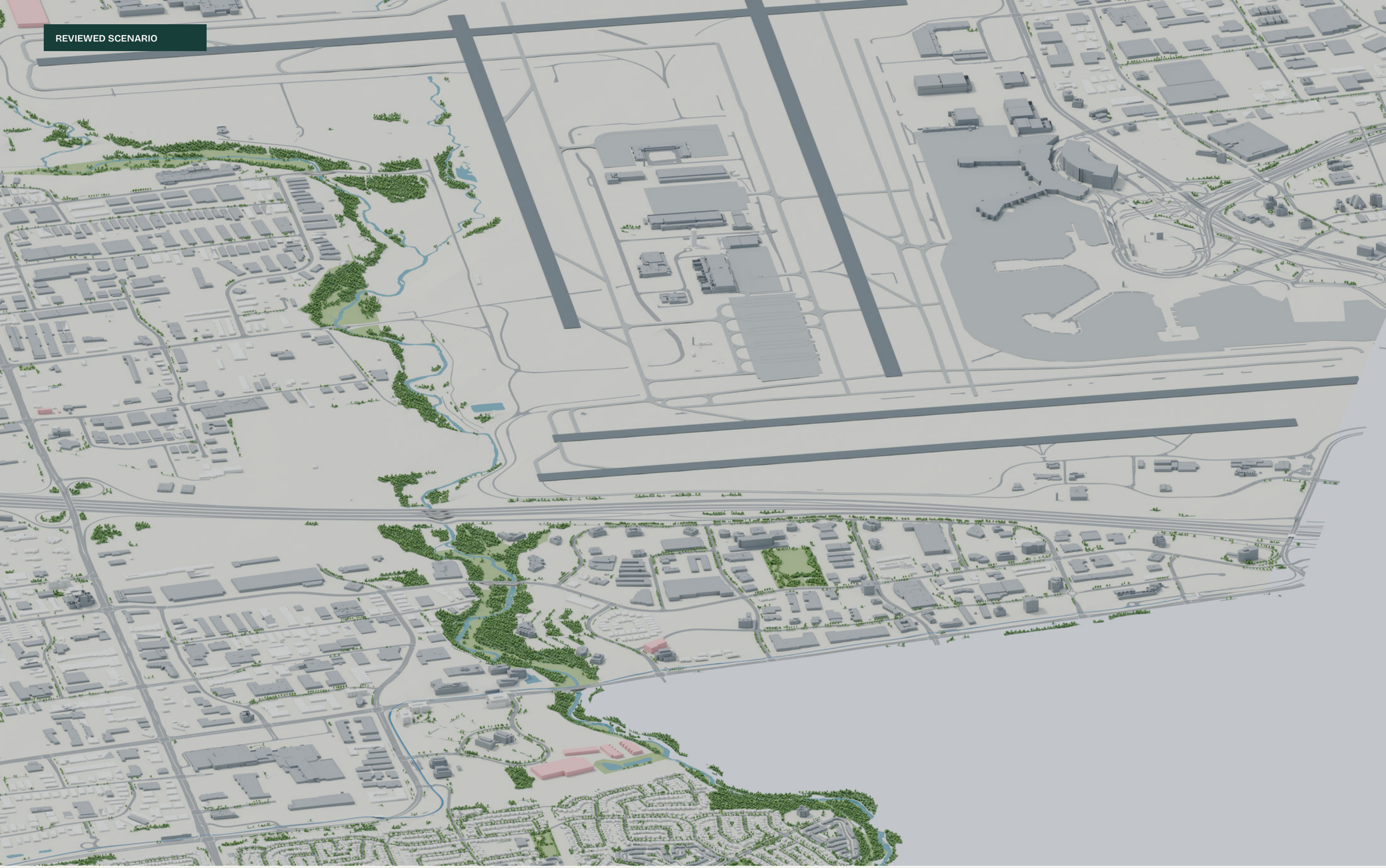
MODEL LIMIT

Abacot Hill is revised to 41 homes; the older 56-home source layout is excluded and its replacement is unmodelled. District views overlap and are not official planning boundaries.

Fowler application

3033 Dundas application

Argyle application



MISSISSAUGA / 13

Airport & Corporate

The city beyond its residential skyline

Mississauga's airport and corporate lands are essential to its future urban form. The municipal model includes employment and industrial development components as well as residential towers elsewhere in the city.

MODEL LIMIT

Employment-area forms remain dated massing; final architecture and occupancy are unverified. Tranmere is omitted after its architect reported it is not proceeding. The City still lists Withheld; formal cancellation is not established.

City 3D model



MISSISSAUGA / 14

Heartland & Gateway

A retail and employment landscape in transition

Hurontario-area industrial and commercial applications sit within a wider landscape of shopping centres, employment lands and established neighbourhoods. The LRT corridor passes through the eastern side of this part of the city.

MODEL LIMIT

Mall-policy direction is not approval for a specific set of towers. No speculative Heartland skyline is added. Source dates and the level of project-specific verification vary across the district.

6333 Hurontario application

7140 Hurontario application

Courtney Valley application

Read the city. Read the limits.

Colour separates context from construction and proposals. The image describes a documented scenario; it does not promise that every proposal will be built. Exchange retains its City textures and phase-specific states.

Existing city

Larger existing buildings use a softer medium grey; small surrounding buildings stay pale. Source dates vary.

Construction

Dated progress evidence; future views may show a planned envelope. Read the selected mode.

Proposed development

Retained source proposals. Geometry and permissions can change.

Uncertain geometry

Unresolved versions and explicitly approximate additions. Retained by default; read their distinct limits.

Transit network

Gold HML, green GO and blue Transitway follow scene depth. Buildings, bridges and terrain can hide routes behind them. Profiles remain illustrative.

HOW THE SCENARIO WAS ASSEMBLED

Keep the actual source forms.

Source outlines stay fixed. Supported road and bridge profiles use dated native elevations; newer QEW and Highway 401 heights are estimates, not as-built surveys. Inland ponds follow terrain at their mapped edges; Lake Ontario uses an illustrative 75 m ASL level. Water levels are not surveyed.

Reconcile versions.

Later drawings and decisions can supersede a municipal snapshot. Confirmed obsolete shapes are excluded. Unresolved source versions remain violet by default; the strict verified option hides them.

Retain older live proposals.

Age, receivership, an inventory omission or a workflow status does not prove official cancellation.

Separate reconstructed envelopes.

Source-derived models retain dated plans and registration limits. Absolute interpolates documented rotation anchors. New Bough, Chelsea and Dundas envelopes disclose simplified detail. Aura heights and M3 crown terraces remain approximate.

Trees use public inventory coordinates plus illustrative canopies within actual City wooded-area polygons. Crown sizes are illustrative. Source dates vary, including 2024 downtown LiDAR; no September 2026 survey is claimed.

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City 3D model **Ontario terrain** **Ontario licence** **OpenStreetMap attribution** **Metrolinx LRT**

An evidence trail behind the views.

113

RESEARCH RECORDS

Includes masterplans, phases and completed buildings.

181

MUNICIPAL GROUPS

Every source group received an inventory and web review.

30

SOURCE TILES

153,021 converted source components citywide.

WHAT WAS CHECKED

The record contains 1,560 research operations and 441 distinct linked project-source URLs. The operations include searches, page reads, downloads and failed attempts; they represent 1,463 distinct query/URL strings, not 1,560 websites.

2 project records have one cited URL. 3 records identify a single publisher. 3 records lack complete publisher labels. Multiple pages from one publisher are not independent corroboration. Application matches establish identity, not geometric certification.

WHERE TO CONTINUE

The research folder contains the project register, operation log, municipal audit, accuracy review and revision ledger. Together they explain retained, uncertain, duplicated and superseded forms. The refinement manifest adds dated drawings for each new model, registration, status and geometric limits. Context detail has separate terrain, road and transit provenance.

District views overlap geographically. Do not add their building totals together. The composed city overview uses all thirty reviewed source tiles; the interactive overview simplifies low-rise context for performance.

PRIMARY REFERENCE PORTALS

City 3D model · City active applications · Metrolinx projects · UrbanToronto

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