

URBAN DESIGN BRIEF

4243 SIXTH LINE, OAKVILLE

Town of Oakville, ON

East & West Transportation

February 2026

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1.0

**DESIGN VISION, GUIDING
PRINCIPLES & OBJECTIVES**

1.1 Purpose & Intent

This Urban Design Brief (UDB) has been prepared by MBTW-WAI Group in support of the ZBA application to permit the proposed industrial development of lands municipally known as 4243 Sixth Line, (hereafter, referred to as the “Subject Site”), located in the Town of Oakville.

The purpose of this Urban Design Brief is to establish a comprehensive urban design, built form and landscape framework for the proposed development. The document will introduce a design vision, goals and principles that will guide the development to ensure that it is complementary to its surroundings and compatible with the Town of Oakville’s overall vision and policy framework.

The Urban Design Brief provides building and landscape guidelines which address how the design of the subject site properly complies with the goals and requirements of relevant Town of Oakville’s policies and requirements concerning urban design and compatibility with the surrounding context.

1.2 Design Vision

The proposed development will be a safe and attractive industrial development in the Town of Oakville. The proposed development consists of the following within the property line:

- **Two (2)** Industrial buildings
- **One (1)** Future Office Building (*currently an existing two (2) storey house, to be converted at a later date*)
- **Landscape Areas** comprising of: Proposed Memorial Monument, Entry Features and Landscaped Buffer Zone (*located adjacent to Highway 407 & Sixth-Line*)

The design vision of the proposed development aims to provide an innovative and safe design for future employees and visitors on the Subject Site. The Subject Site will positively contribute to the image of Town of Oakville by expressing high quality urban and architectural design through intelligent site planning, built form and landscape elements.

This vision statement is supportive of the principles and guidelines set out in the following documents:

1. [The Regional Plan: Official Plan for the Halton Planning Area](#)
2. [Livable Oakville: 2009 Town of Oakville Official Plan](#)
3. [North Oakville East Secondary Plan \(Office Consolidation March 2023\)](#)
4. [North Oakville Urban Design & Open Space Guidelines](#)



1.3 Guiding Principles & Objectives

The proposed development will be guided by the following design objectives:

- 1. Promote** sustainable development by integrating green building technologies into the development proposal;
- 2. Produce** high quality design in areas of high visibility, specifically at the intersection of Highway 407 and Sixth Line and the proposed road edges;
- 3. Provide** appropriate landscape buffers and / or transition zones along the entire parameter of the site, especially along the transition zones between Highway 407 to the North, the surrounding undeveloped land to the East & South, and Sixth Line to the West.
- 4. Consolidate** driveways, where possible, to minimize interruptions along active transportation routes and within the Subject Site's public realm;
- 5. Adhere** to the Province of Ontario and the Town of Oakville's Design Framework and Design Policies, while implementing intelligent and innovative design within the Subject Site.

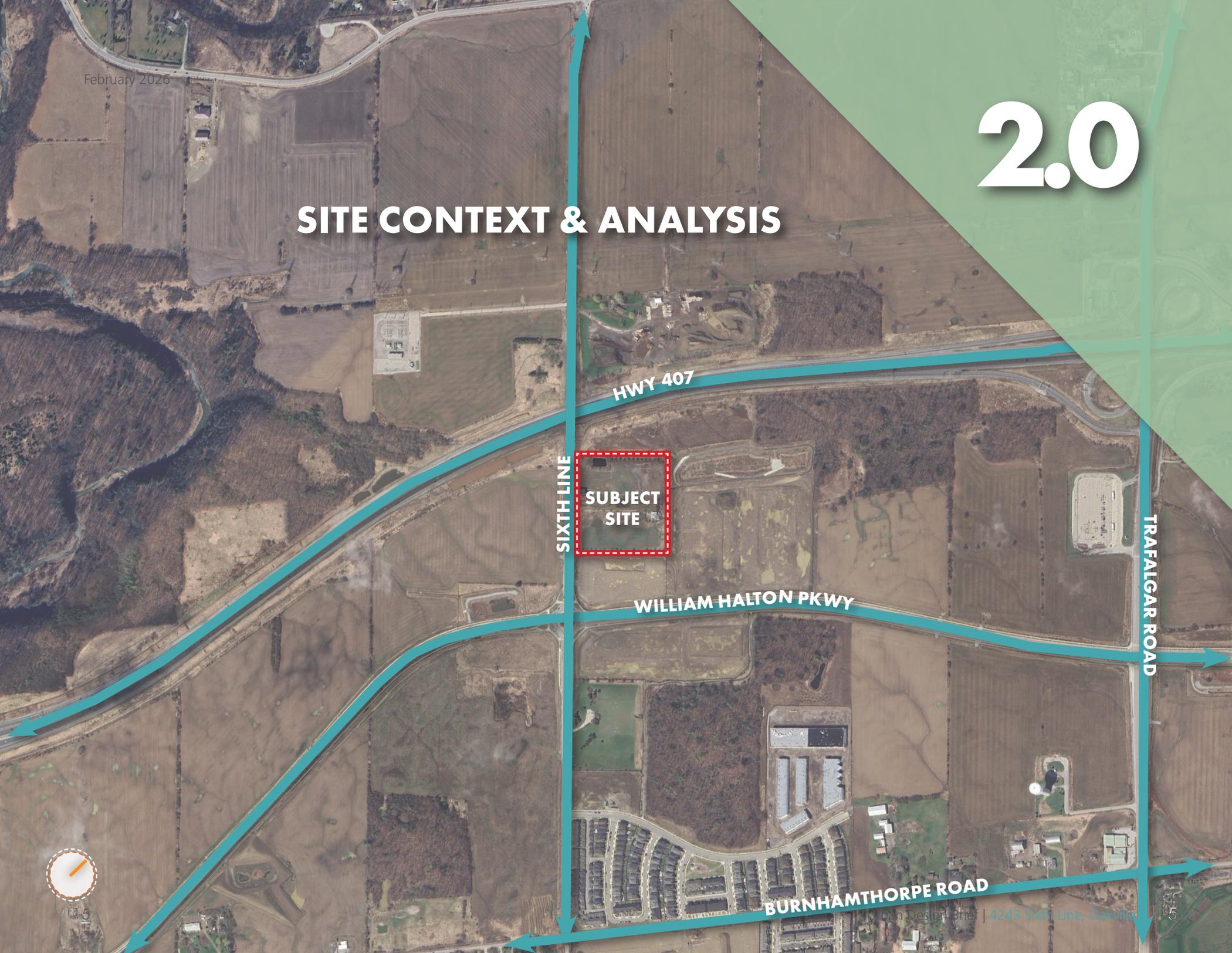


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February 2026

2.0

SITE CONTEXT & ANALYSIS



SIXTH LINE

SUBJECT SITE

HWY 407

WILLIAM HALTON PKWY

TRAFFALGAR ROAD

BURNHAMTHORPE ROAD



2.3 Policy Framework

February 2026

2.3.1 Halton Region Official Plan

The Halton Region Official Plan, or commonly referred to as ‘The Regional Plan’, is a guiding document for land use planning in Halton Region, providing policies for managing growth and its impacts on the region’s social, economic, and natural environment.

As of July 2024, The Regional Plan is a Local Plan of the four local municipalities in Halton: Burlington, Halton Hills, Milton, and Oakville, and aims to clarify and assist in the delivery of Regional services and responsibilities as set out in the Planning Act, the Municipal Act, and other pertinent Provincial legislation.

It is the vision of Halton Region to create development that is focused on building healthy communities. According to The Regional Plan, a healthy community is one:

1. *“That fosters among the residents a state of physical, mental, social and economic well-being;*
2. *Where residents take part in, and have a sense of control over, decisions that affect them;*
3. *That is physically so designed to minimize the stress of daily living and meet the life-long needs of its residents;*
4. *Where a full range of housing, employment, social, health, educational, recreational and cultural opportunities are accessible for all segments of the community;*
5. *Where mobility is provided primarily through an affordable, convenient, safe and efficient public transportation system and non-motorized travel modes; and*
6. *Where the principles of sustainability are embraced and practised by residents, businesses and governments.” (page 7)*

The Regional Plan provides roles and responsibilities for the Town of Oakville, doing so through implementing broad policy direction on strategic matters related to land use and design. As per Map 1: Regional Structure, the Subject Site is located within the ‘Urban Area’ designation. This designation accommodates growth and intensification with the goal to provide an appropriate range and balance of employment uses including industrial, office and retail uses to meet long-term needs of the Region.

The proposed development will adhere to policies provided in The Regional Plan to provide the North East Oakville area with industrial and office uses that are context sensitive, convenient, and safe for future employees. In addition, the proposed development will seamlessly integrate into the existing and future urban fabric of the North East Oakville area due to its close proximity to the Highway 407 and surrounding transit corridors which will provide future employees with convenient access to the proposed development and the surrounding community.

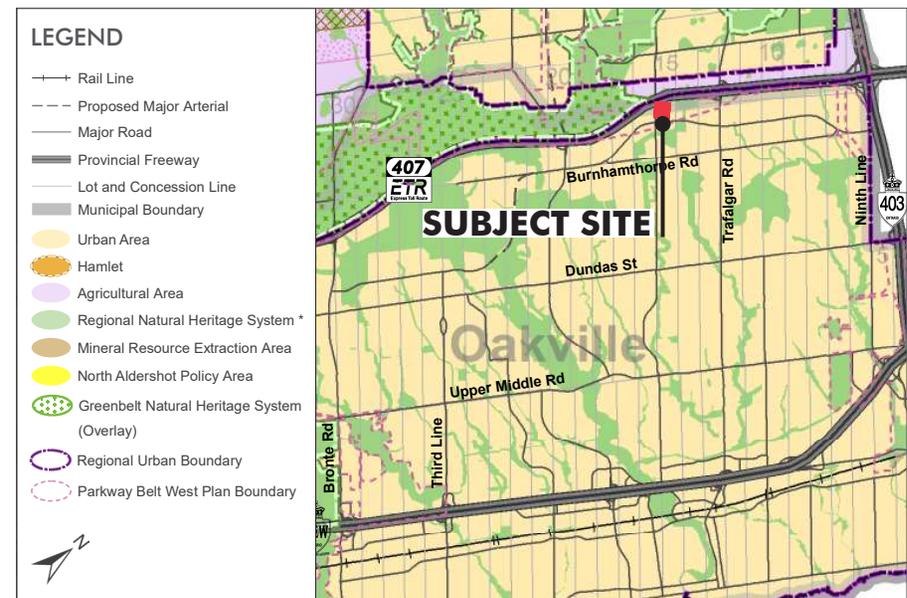


Figure 1: Halton Region Official Maps: Map 1 - Urban Regional Structure

2.3.2 Livable Oakville

The Livable Oakville Plan ('LOP') (2009 Town of Oakville Official Plan 'The Plan') incorporates all modifications, subsequent approvals and amendments to the Plan in effect as of April 22, 2025. The LOP sets out how lands shall be used and how growth should occur through to 2031.

The LOP aims to provide the Town of Oakville with the following guiding principles:

1. Preserving & Creating a Livable Community
2. Providing choice throughout the Town
3. Achieve Sustainability

Schedule A1, 'Urban Structure', provides the basic structural elements for the Town with the exceptions of lands located within The North Oakville East and West Secondary Plans areas. The North Oakville East and West Secondary Plans are not part of the LOP and provide a separate policy framework with a land use pattern and policies for the lands between Dundas Street and Highway 407. The Subject Site is located within the North Oakville East Secondary Plan area therefore the following policy will provide contextual reference for the purpose of this UDB and will provide guidance for existing and proposed development surrounding the Subject Site.

Under the LOP, the Subject Site is currently located within 'Employment Areas' on the Subject Site as seen in Figure 2. As noted in Schedule A1, the schedule does not represent land use designations. The Subject Site is located directly adjacent to Highway 407 and Sixth Line, and in close proximity to William Halton Pkwy and Burnamthorpe Road. In addition, the Subject Site is located within a 30 min walk to the nearest regional transit priority corridor/busway corridor along Trafalgar Road which includes the existing Trafalgar Rd + Highway 407 GO Carpool and the Trafalgar Rd. @ Hwy. 407 Park & Ride parking lot, located at the intersection of Highway 407 & Trafalgar Road.

Overall, the proposed development will integrate into the existing framework by providing a landmark of industrial and office uses within the site to create a sustainable employment development and unique destination for the North East Oakville area, and the Town of Oakville as a whole.

Further policy direction and detail for the Subject Site can be found in the following policy sections, outlining the goals and objectives which officially apply to the proposed development.

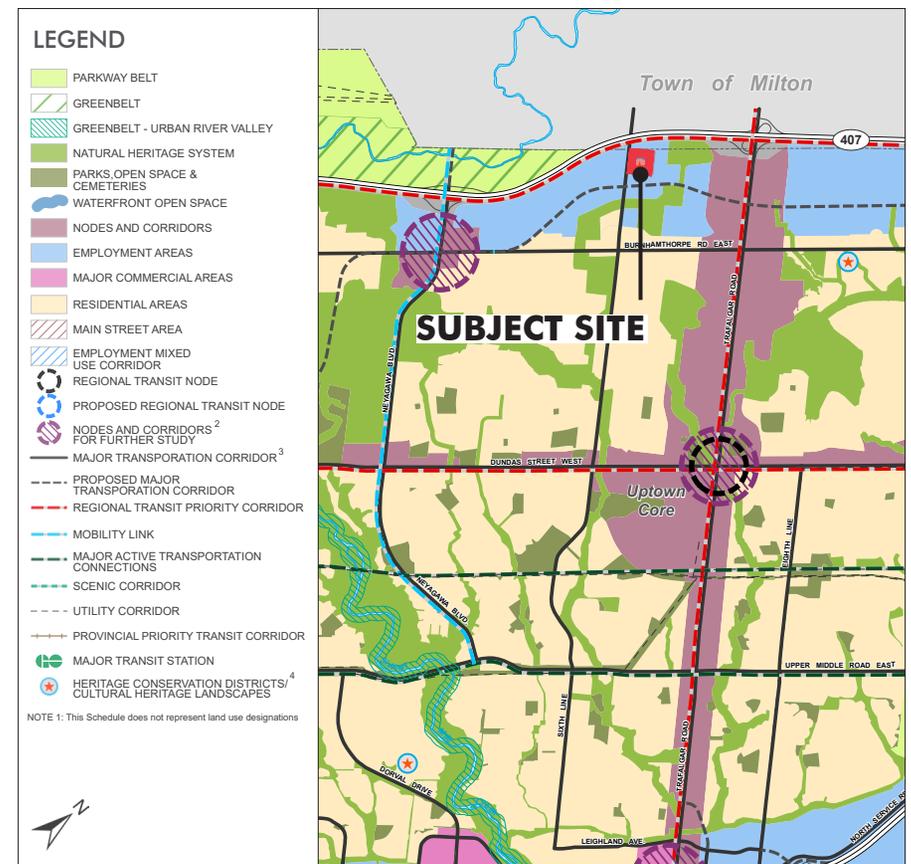


Figure 2: Town of Oakville Official Plan Schedule A1 - Urban Structure, with the Subject Sites Boundary.

2.3.3 North Oakville East Secondary Plan

The North Oakville East Secondary Plan (NOESP), consolidated in March 2023, establishes a detailed planning framework for the future urban development of the North Oakville East Planning Area (also referred to within the document and for purposes of this UDB as ‘The Plan Area’, and as ‘North Oakville East’). The NOESP provides detailed policies which guide the implementation of future development in The Plan Area. The Plan Area aims to provide objectives for future developments that reflect Oakville’s distinct historical roots and small-town heritage with nodal development, prestige industry, and green linkages continuing to define Oakville’s unique landscape.

The North of Oakville aims to act as a model of smart growth and social diversity to enhance the Town’s reputation for excellence and its capacity to link the past, present and future.

The Subject Site is located within the NOESP area and is designated ‘Employment Area’ within the North Oakville East Master Plan Map. In addition, the Subject Site is located adjacent to Highway 407 and Sixth Line, which provide safe and efficient transportation corridors to the proposed development.

The following transportation designations apply to the Subject Site:

- **Highway 407:** ‘Provincial Freeway’ & ‘Transitway’
- **Sixth-Line:** ‘Minor Arterial Road’ & ‘Transit Corridor’

As per Figure NOE 2 - Land Use Plan, the Subject Site is designated ‘Employment District’. As outlined in the NOESP, Employment Districts refer to land designed to accommodate development of predominantly employment generating uses including a wide range of industrial and office development. Limited retail and service commercial uses designed to serve the businesses and employees will also be permitted within the Employment Districts.

In addition, the primary focus of the ‘Employment District’ designation on Figure NOE2 is to protect and establish a range of development opportunities for employment generating industrial, office and service employment uses.

Where applicable, the range and scale of uses are to be designed to be sensitive to the adjacency and compatibility with residential neighbourhoods, or to reflect a visible location on and exposure to highway corridors and major roads.

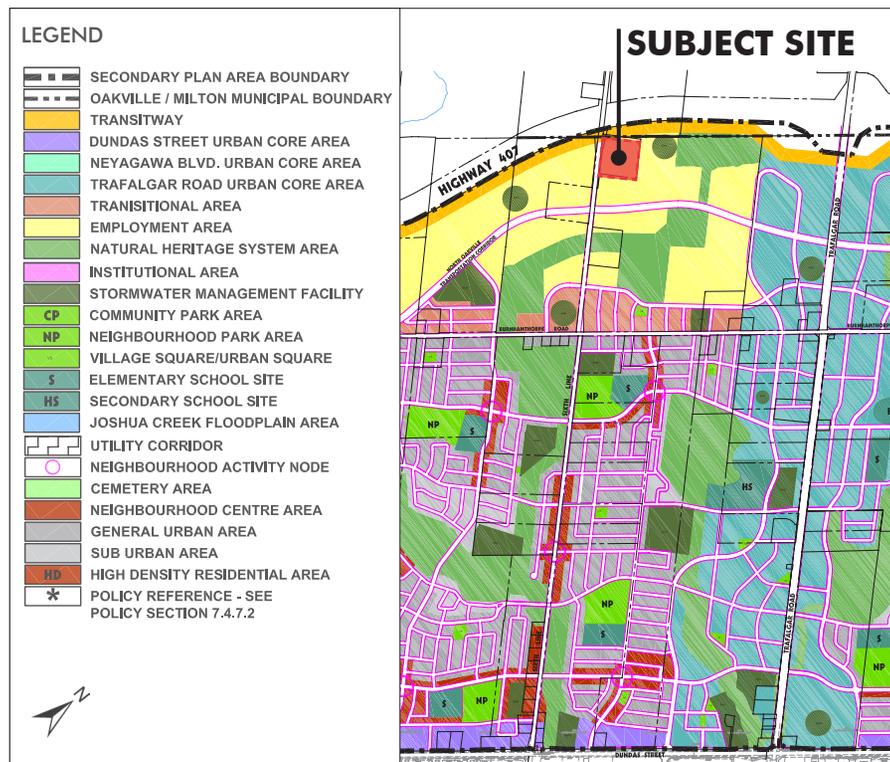


Figure 3: North Oakville Master Plan Map

Specifically regarding 'Employment' outlined in Section 7.2.3.3, The Plan Area aims to create employment development that will provide the following which are applicable to the proposed development:

1. Create employment districts which provides for a range of employment opportunities with access to major freeways, arterial road and transit systems;
2. Create a range of employment opportunities in residential, commercial, mixed use and employment areas;
3. To reflect the strategic land use objectives as set out within the Halton Urban Structure Plan (April, 1994) especially regarding high quality, prestigious employment type uses along the Provincial Freeways;
4. Create employment districts which complements and integrates with the existing built form elements that are intended to remain within the

community, and incorporate the best community planning and urban design practices available while integrating the area's Natural Heritage Component of the Natural Heritage and Open Space System;

5. Minimize travel time, traffic, greenhouse gases, servicing costs and energy costs through a variety of mechanisms, and particularly by providing an efficient land use arrangement with a mix of employment uses and tenures in close relationship to residential areas;
6. To plan for and promote higher order employment densities at appropriate locations that maximize employment opportunities, particularly on areas where higher order/frequent transit service is planned.

With regards to Urban Design, Section 7.2.3.4 outlines that development within The Plan Area will provide the following which are applicable to the proposed development:

1. To promote building design variety that promotes an active, safe pedestrian realm within the streetscape;
2. To design street sections that promote a sense of scale and provide for pedestrian comfort;
3. To promote building forms that address the street and minimize the impact of garages and service areas on the streetscape.
4. To create high quality employment areas which are easily accessed by trucks and other vehicular traffic, as well as transit, bicycles and pedestrians.

With regards to Transportation, Section 7.2.3.5 outlines that development within The Plan Area will provide the following which are applicable to the proposed development:

1. To establish a transportation system that complements and supports the existing and future urban structure and land use pattern.

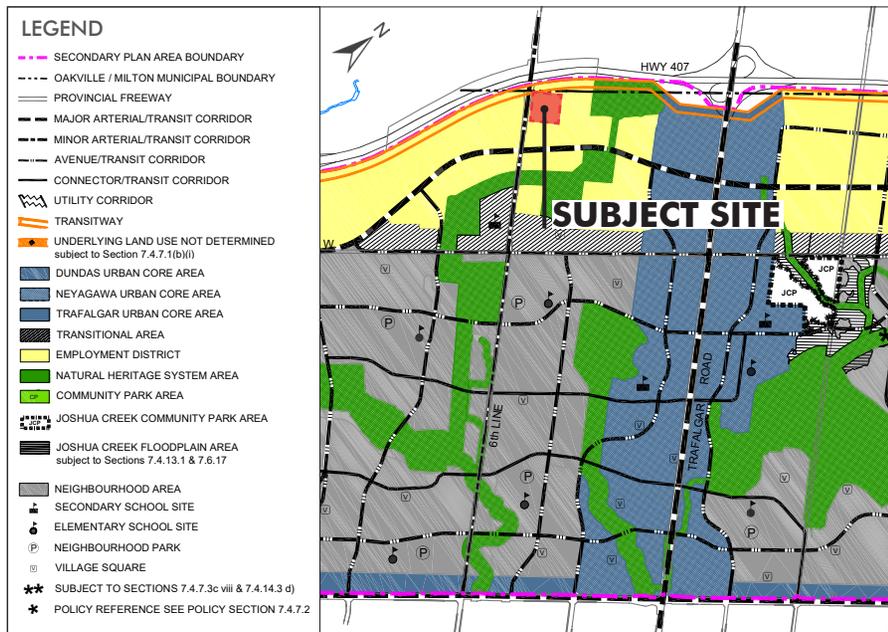


Figure 4: North Oakville Secondary Plan - Figure NOE 2, Land Use Plan

2. *To promote both local and higher order transit opportunities through land use arrangements, building orientation and streetscape design.*

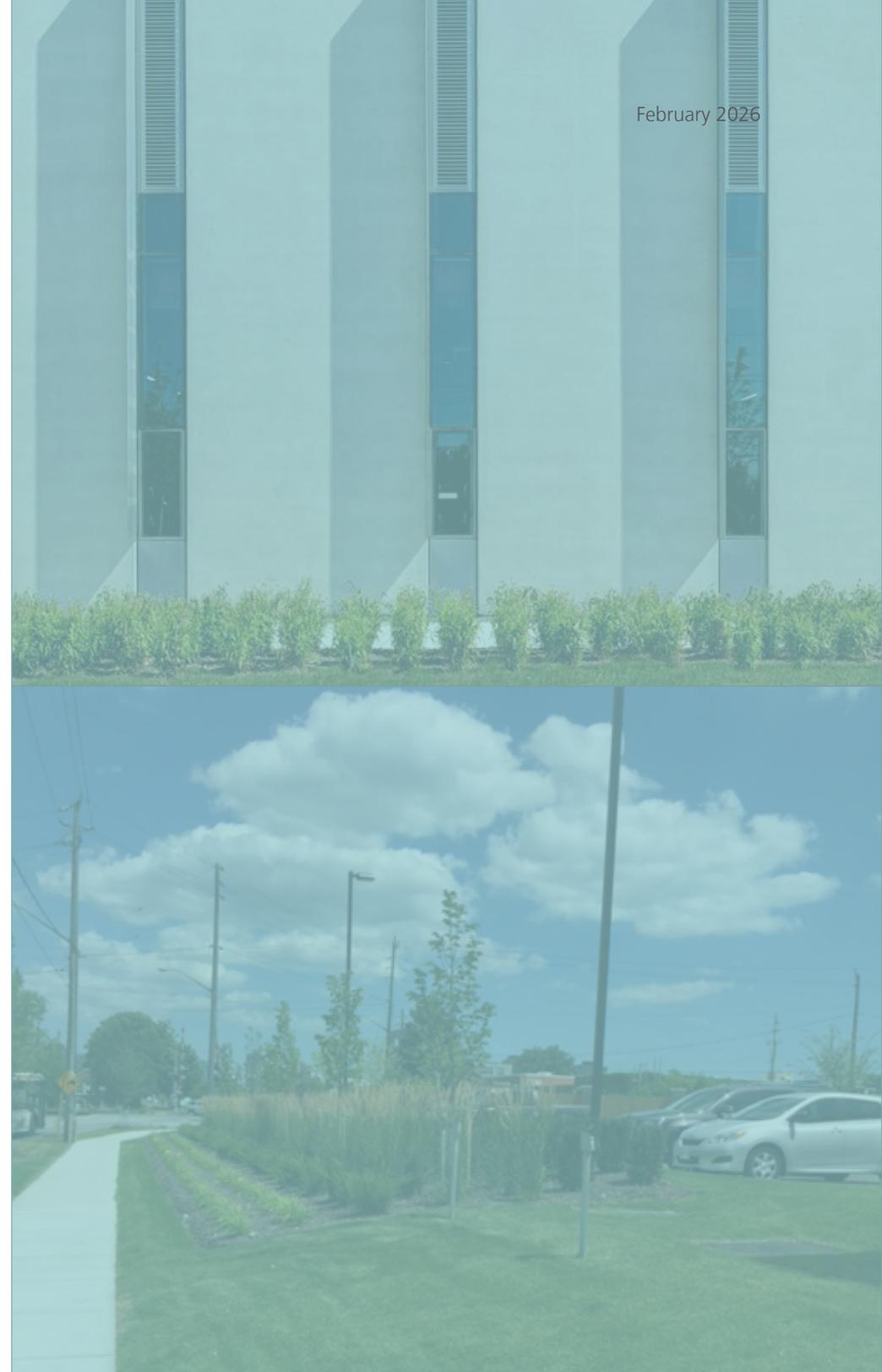
With regards to Servicing, Section 7.2.3.6 outlines that development within The Plan Area will provide the following which are applicable to the proposed development:

1. *To provide for water and wastewater services, together with storm drainage works, reflecting the requirements of the various levels of government and minimizing their impact on the natural environment.*
2. *To ensure that the development industry absorbs its share of the cost in the provision of the necessary infrastructure.*

With regards to Cultural Heritage, Section 7.2.3.7 outlines that development within The Plan Area will provide the following which are applicable to the proposed development:

1. *To encourage, where appropriate and feasible, the incorporation of cultural heritage resources, including their adaptive reuse, as part of the development of North Oakville East.*

Overall, the proposed development conforms to the policies of the North Oakville East Secondary Plan (NOESP). The NOESP design strategy is structured to build upon the Town wide design strategy to aid in the achievement of a high-quality employment area. The goal is to create a visually pleasing and well-connected industrial development that acts as a landmark and gateway to the surrounding urban area.



2.3.4 North Oakville Urban Design & Open Space Guidelines

The North Oakville Urban Design Guidelines (NOUDG) establishes the overall community design vision and principles for the entire North Oakville area. The key principles as identified in the NOUDG include:

1. **Create a Sustainable Natural Heritage and Open Space System**
2. **Provide Access and Visibility to Open Space**
3. **Create a Sustainable Street Transportation Network**
4. **Create Compact, Walkable Mixed-Use Development**
5. **Provide a Variety of Housing**
6. **Preserve and Extend Residential Enclaves and Cultural Heritage**
7. **Sustainable Development**
8. **Provide a Vital Setting for Employment Uses**

With the exception of principles 5 and 6 above, which are not applicable to the Employment District, all these principles will be respected for the proposed development.

As stated in the NOUDG, lands designated Employment District in the North Oakville East Secondary Plan are located in the area between Highway 407 and Burnhamthorpe Road. The Employment Districts permit a full range of employment uses including industrial, office and service employment uses. Higher design standards are required for employment buildings located on the most highly visible sites, including those fronting on to Highway 407 abutting the Natural Heritage and Open Space System, parks, the Transitional Area and the Urban Core Areas. However, regardless of location, employment uses are expected to achieve a level of urban design quality that is highest at building frontages and front yards facing the street and other publicly visible areas.

Specific to Employment Districts, the NOUDG provides for three primary land use categories which include: Light Employment, General Employment and Service Areas. The proposed development will adhere to the 'Light Employment' category, as stated in the NOUDG:

- *Light Employment Areas include a range of light industrial and office uses as well as ancillary retail uses. These uses shall be located at the most visible locations along Highway 407 and Higher Order Transit Corridors.*

The proposed development will adhere to the NOUDG standards to provide the Town of Oakville with a sustainable and well-rounded industrial development. The following urban design guidelines will apply to the subject site and provide guidance for the proposed development design:

With regards to Site Access & Circulation, Section 8.1.2 outlines the following guidelines which are applicable to the proposed development:

- a. "Where parking, loading and service requirements are substantial, a separate entrance driveway and service access driveway may be provided.*
- b. A pedestrian walkway should be provided between the public sidewalk and main building entrance. Walkways should be a minimum width of 1.5 metres.*
- c. Pedestrian walkway paving material should differ in material and appearance from vehicular routes. A variety of materials may be used, including stone, concrete and unit brick pavers.*
- d. Landscaped islands or other appropriate treatments, should be included in surface parking areas to delineate and enhance main driveways, subdivide parking area into smaller "courts" and improve edge conditions between the public road, buildings, open space areas and adjoining properties."*

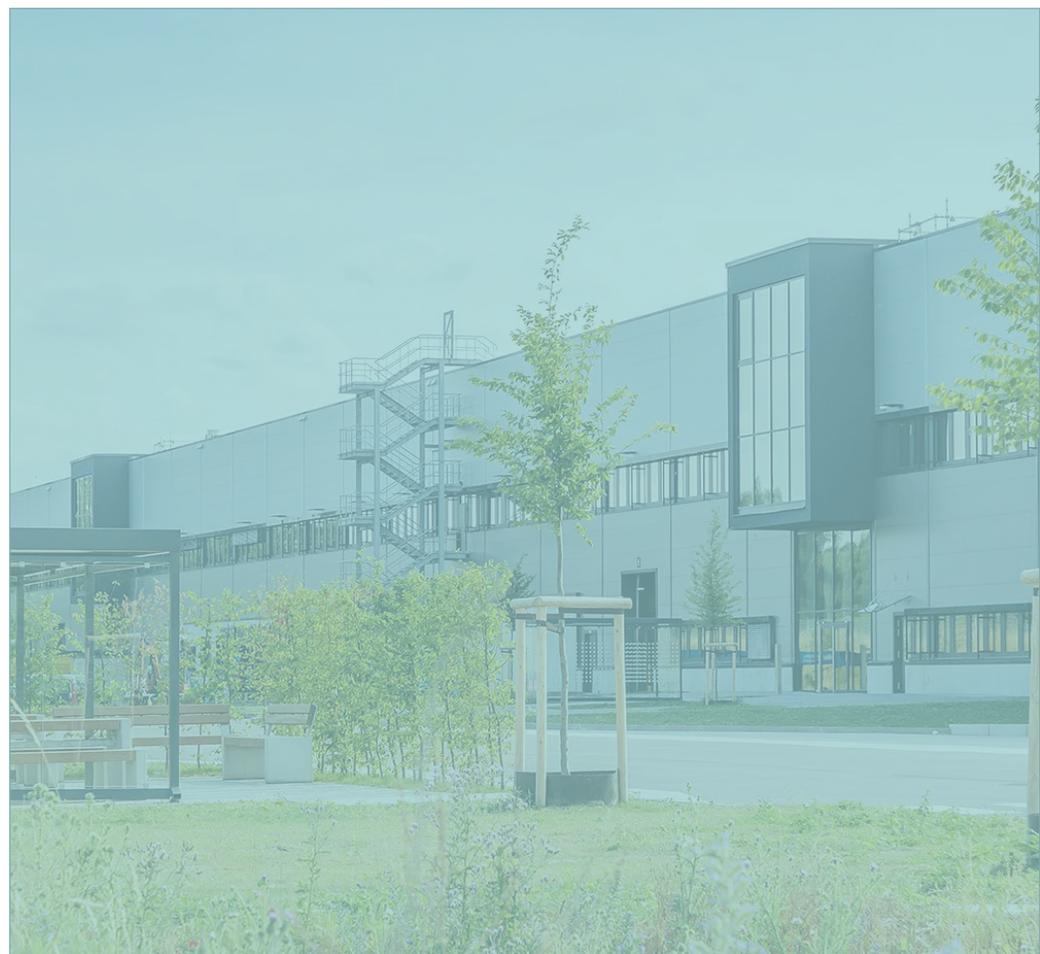
With regards to Building Design, Section 8.2.1 outlines the following guidelines which are applicable to the proposed development:

- a. *“A substantial building façade fronting the public street close to the setback line is encouraged to define a more urban street edge except where conditions such as site topography, integration of building forecourts, limited front yard parking, or other conditions warrant a larger building setback.*
- b. *To enhance building visibility and quality, built form and massing should emphasize key elements including building entrances and forecourts. In particular, variations in articulation of the building envelop are encouraged. The guidelines also recognize the potential benefit of allowing employment areas to display campus-like character, with coherent and consistent architecture that establishes a recognizable identity.*
- c. *Building massing should relate appropriately to neighbouring residential or mixed-use properties with respect to privacy, noise and shadow impact.*
- d. *Building heights should be determined on an individual basis according to use, site context, adjacent development and impact on views to the Natural Heritage and Open Space System. Where feasible, multi-storey buildings should be developed to use land and resources more efficiently.”*

With regards to Light Employment Design, Section 8.2.3 outlines the following guidelines which are applicable to the proposed development:

“Light employment uses are encouraged to be located on the edges of the Employment District and along Highway 407, the New North Oakville Transportation Corridor and adjacent to the Natural Heritage and Open Space System, the Transitional Area and the Urban Core Areas. A high development standard is therefore required.

- a. *In general, building heights should respond to function and site specific considerations including development phasing, location and adjacent land use.*
- b. *The most substantial treatments to the building should be applied to the façade fronting the public street.*
- c. *Loading and service areas should be located at the rear or side yards, and should be screened from public view through architectural screening, landscape buffering, berming or a combination of these treatments.”*



2.1 The Site

The subject site is located on the southeast corner of the intersection of Highway 407 and Sixth Line. The lands are approximately 38,941 square meters (9.62 acres) and are currently located on an existing lot which includes a 2-storey brick house, open landscape, existing pond, and existing cell tower. The subject site is square in shape and is surrounded by undeveloped land and natural heritage system (NHS) area.

The surrounding conditions consist of the following:

To the North: Highway 407, Petrie's Quality Topsoil, Natural Heritage System (NHS), undeveloped land, Trafalgar Carpool Lot, Green Yard Landscaping Snow Removal, CSL Group LTD.

To the East: William Halton Pkwy, Burnhamthorpe Road, Undeveloped Land, Natural Heritage System (NHS), Trafalgar Road Parking / Trafalgar Rd + Highway 407 GO Carpool & Trafalgar Rd. @ Hwy. 407 Park & Ride lot, Vic Hadfield Golf & Learning Centre, Joshua Crossing Family Church, Low-Rise Residential Community.

To the South: Sixth Line & William Halton Pkwy intersection & roundabout, Burnhamthorpe Road, Low-Rise Residential Community, Dr. David R. Williams Public School, Natural Heritage System (NHS), East Morrison Creek Trail Rainbow, Bowbeer Parkette, Fowley Park, Trafalgar Road & Dundas Street East Shopping Centre, St. Gregory the Great Catholic Elementary School,

To the West: Sixth Line, Highway 407, Undeveloped Land, Natural Heritage System (NHS), Glenorchy Conservation Area, Oakville Executive Golf Courses - Angel's View & Mystic Ridge, Camp Omagh.



Figure 5: Current conditions of the Subject Site as of 2024, highlighting its proximity to Sixth-Line, Highway 407, and William Halton Pkwy.

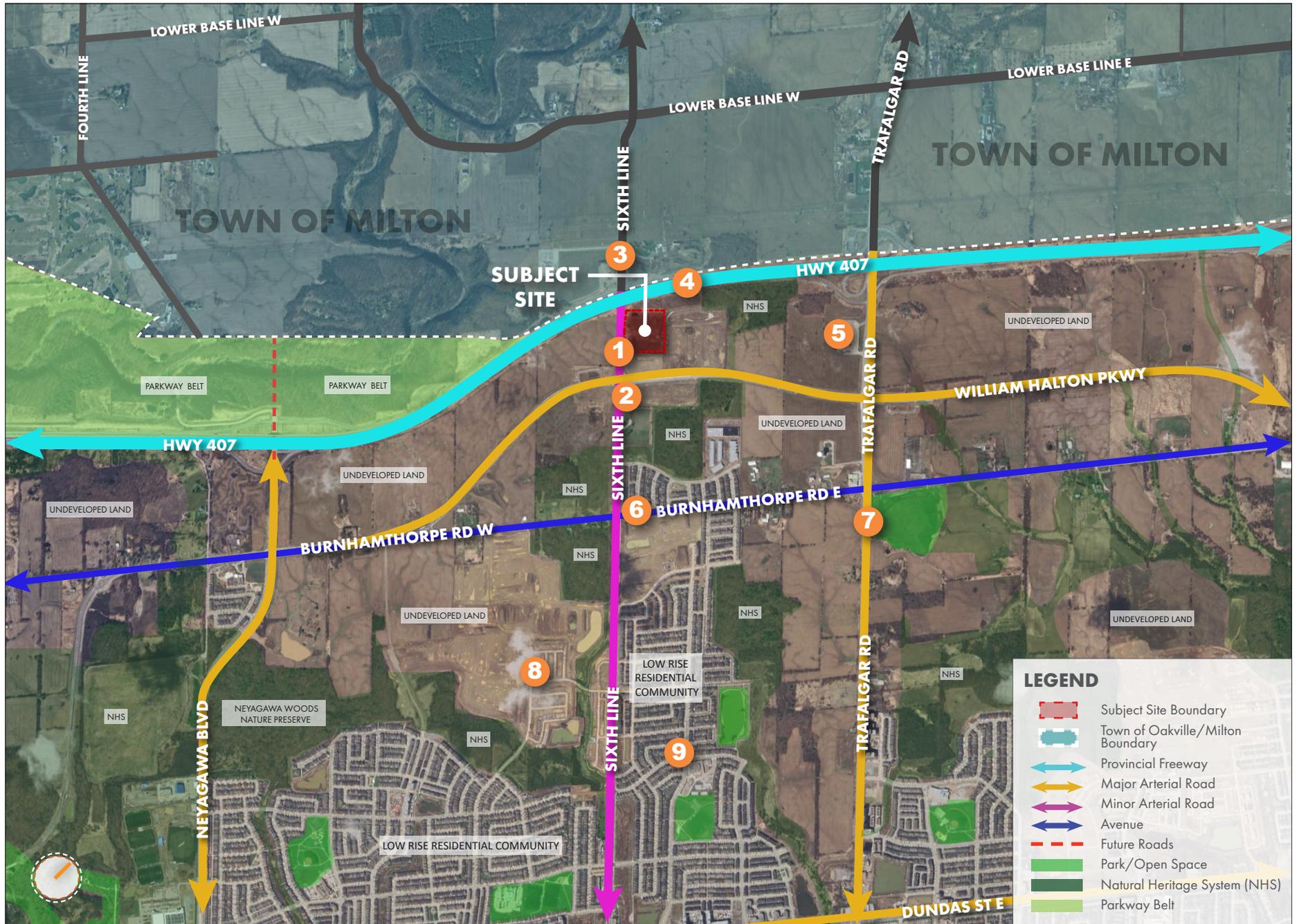


Figure 6: Context Map



View of the Subject Site, looking north along Sixth-Line.



View looking north-west of the Subject Site, at the William Halton Pkwy & Sixth-Line intersection & round-about.



View looking south-east towards Highway 407, along Sixth-Line.



View of the Sixth-Line & Highway 407 intersection, looking south along Highway 407.



View of the Trafalgar Rd + Highway 407 GO Carpool & Trafalgar Rd. @ Hwy. 407 Park & Ride parking lot, looking north along Trafalgar Road.



View of the surrounding Low-Rise Residential Community, south of the Subject Site, looking north-east along Burnhamthorpe Road.



View of the Vic Hadfield Golf & Learning Centre, looking east along Trafalgar Road.



View (aerial) of the undeveloped land, south of the Subject Site, facing the north.



View of Dr. David R. Williams Public School & the Low-Rise Residential Community, located East of the Subject Site.

2.2 Opportunities & Constraints



PUBLIC REALM

- Proximity to Highway 407, Sixth-Line, and William Halton Pkwy provides connections to Oakville’s surrounding community.
- The closest ‘Bus Corridors’ are located along Trafalgar Road to the north-east, and Dundas Street West to the south of the Subject Site. These provide limited transit connection for pedestrians. Although there is still access to the 22, 40 and 41 GO Bus routes which run along Trafalgar Road within a 30 min walk and 5 min drive from the Subject Site.
- Well-suited location for future employment uses due to it’s proximity to 400 series Highways (Highway 407 & 403) and convenient access to the surrounding low-rise residential community to the south.



BUILT FORM

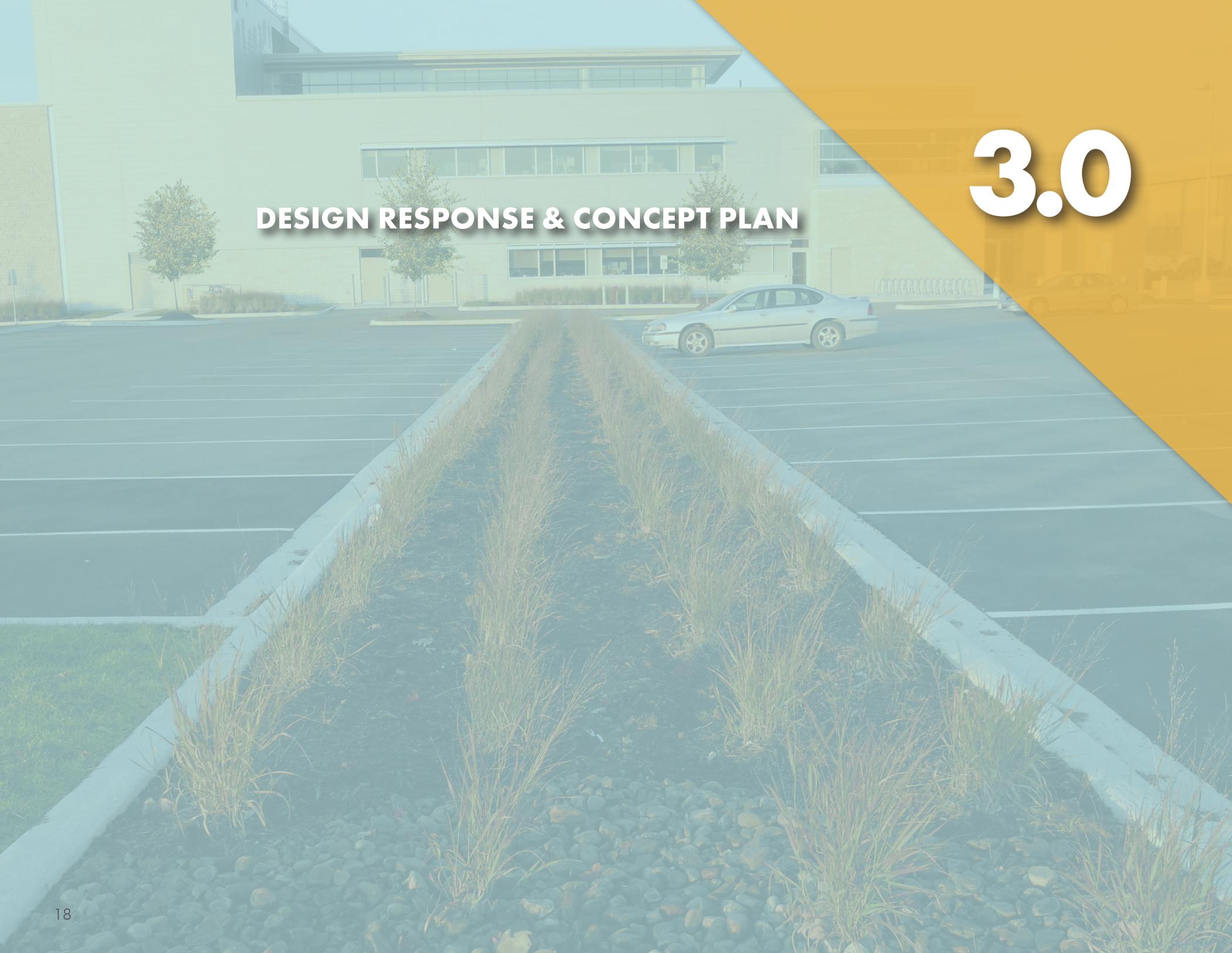
- Assigned ‘Employment Area’ provides the opportunity to create a landmark of industrial and office uses within the site to create a unique destination for the Town of Oakville.
- Opportunity to provide an industrial development within the proposed built form.
- Opportunity to activate the streetscape by providing enhanced street landscaping and conveniently accessible on-site parking.
- Opportunity to utilize architectural design (materials, massing, detailing) to visually attract pedestrians.
- Opportunity to utilize sustainable design solutions to design intelligent stormwater management ponds on site and buildings with sustainable environment-sensitive materials.



SUSTAINABILITY

- Careful consideration given to the Natural Heritage System located in close proximity to the Subject Site (north-east & south of the proposed development).
- Opportunity to provide visual & physical connections to adjacent existing parks/open spaces and the surrounding Natural Heritage System through context-sensitive architecture and stormwater management design.
- Opportunity to implement environmentally friendly built form and landscape design elements to protect and enhance the surrounding natural spaces and provide pedestrian-friendly, pleasant and safe public realm.
- Opportunity to provide new employment within close proximity to the existing low-rise residential housing, and current mobility networks.

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DESIGN RESPONSE & CONCEPT PLAN

3.0

3.1 Development Proposal

The proposed development will be designed in coordination with neighbouring properties to provide a well connected and attractive design through the use of intelligent building design & landscaping, complementary building materials, direct pedestrian connections and reduced setbacks.

The proposed design will be designed as a context sensitive and sustainable industrial development within the North East Oakville area. The development will integrate into the existing framework by providing a landmark design of both industrial and office uses to create a unique destination for the North East Oakville area, and the Town of Oakville as a whole.

The proposed development includes two (2) industrial buildings and one (1) future office building. Building A & Building B are proposed to each be one (1) storey tall with a maximum height of 8.69m. Table 1 provides a breakdown of the proposed buildings total square footage.

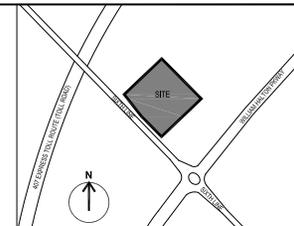
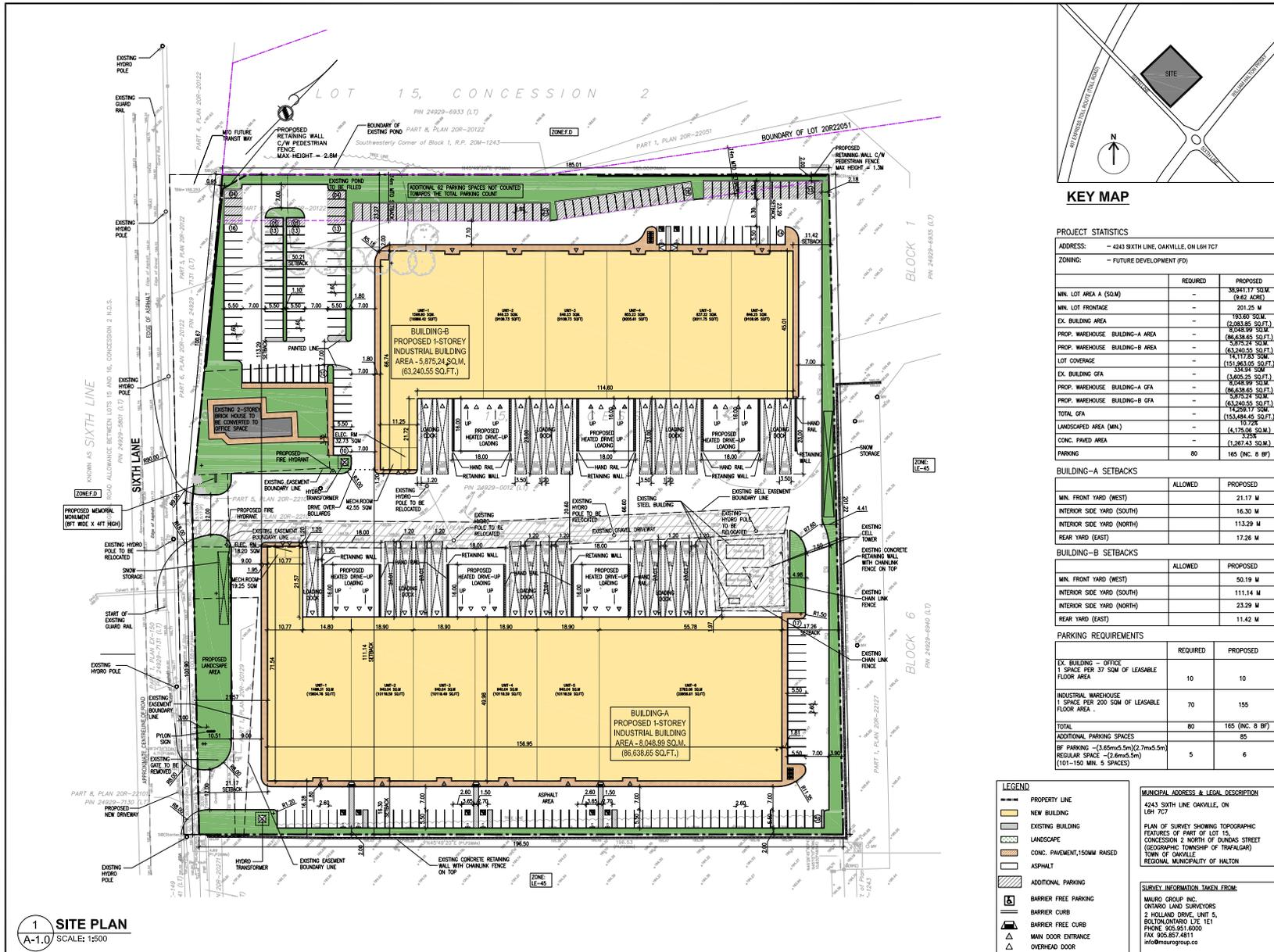
The proposed development will also include a future office building within the site. An existing two (2) storey brick house located within the site, adjacent to Sixth-Line and Building B which will be converted to an office space at a later date.

In addition, the proposed development will introduce a memorial monument adjacent to the office building and Sixth-Line. Signage and gateway design will also be included to provide landmark features to the site.

Table 1 – Development Proposal Data

	TOTAL
Building A	86,638 sf 8,048 m ²
Building B	63,240 sf 5,875 m ²
Existing Building / Future Office Building	3,605 sf 334 m ²
Total:	153,484 sf 14,259 m ²





PROJECT STATISTICS
 ADDRESS: - 4243 SIXTH LINE, OAKVILLE, ON L6H 7C7
 ZONING: - FUTURE DEVELOPMENT (FD)

	REQUIRED	PROPOSED
MIN. LOT AREA A (SQ.M)	-	38,911.77 SQ.M
MIN. LOT FRONTAGE	-	201.25 M
EX. BUILDING AREA	-	18,800 SQ.M
PROP. WAREHOUSE BUILDING-A AREA	-	(2,203.85 SQ.FT.)
PROP. WAREHOUSE BUILDING-B AREA	-	(6,048.99 SQ.M)
PROP. WAREHOUSE BUILDING-A AREA	-	(66,438.65 SQ.FT.)
PROP. WAREHOUSE BUILDING-B AREA	-	(5,875.28 SQ.M)
LOT COVERAGE	-	14,177.83 SQ.M
EX. BUILDING GFA	-	(15,343.94 SQ.FT.)
PROP. WAREHOUSE BUILDING-A GFA	-	(2,203.85 SQ.FT.)
PROP. WAREHOUSE BUILDING-B GFA	-	(66,438.65 SQ.FT.)
TOTAL GFA	-	14,259.17 SQ.M
LANDSCAPED AREA (MIN.)	-	(4,175.38 SQ.M)
CONC. PAVED AREA	-	(1,267.43 SQ.M)
PARKING	80	165 (INC. 8 BF)

BUILDING-A SETBACKS

	ALLOWED	PROPOSED
MIN. FRONT YARD (WEST)		21.17 M
INTERIOR SIDE YARD (SOUTH)		16.30 M
INTERIOR SIDE YARD (NORTH)		113.29 M
REAR YARD (EAST)		17.26 M

BUILDING-B SETBACKS

	ALLOWED	PROPOSED
MIN. FRONT YARD (WEST)		50.19 M
INTERIOR SIDE YARD (SOUTH)		111.14 M
INTERIOR SIDE YARD (NORTH)		23.29 M
REAR YARD (EAST)		11.42 M

PARKING REQUIREMENTS

	REQUIRED	PROPOSED
EX. BUILDING - OFFICE 1 SPACE PER 37 SQ.M OF LEASABLE FLOOR AREA	10	10
INDUSTRIAL WAREHOUSE 1 SPACE PER 200 SQ.M OF LEASABLE FLOOR AREA	70	155
TOTAL	80	165 (INC. 8 BF)
ADDITIONAL PARKING SPACES		85
BF PARKING - (3.65m x 5.5m) (2.7m x 5.5m) REGULAR SPACE - (2.6m x 5.5m) (101-150 MIN. 5 SPACES)	5	6

LEGEND

- PROPERTY LINE
- NEW BUILDING
- EXISTING BUILDING
- LANDSCAPE
- CONC. PAVEMENT, 150MM RASSED
- ASPHALT
- ADDITIONAL PARKING
- BARREN FREE PARKING
- BARREN CURB
- BARREN FREE CURB
- MAIN DOOR ENTRANCE
- OVERHEAD DOOR

MUNICIPAL ADDRESS & LEGAL DESCRIPTION
 4243 SIXTH LINE OAKVILLE, ON L6H 7C7
 PLAN OF SURVEY SHOWING TOPOGRAPHIC FEATURES OF PART OF LOT 15, CONCESSION 2 NORTH OF BUNNAS STREET (GEOGRAPHIC TOWNSHIP OF TRAVELERS) TOWN OF OAKVILLE REGIONAL MUNICIPALITY OF HALTON

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26 FEB. 2024
 PROJECT NORTH

26 FEBRUARY 2026
 PRELIMINARY CONCEPT
 NOT FOR CONSTRUCTION
 MUNICIPAL APPROVAL REQUIRED
 RE-ISSUED FOR 78A

No.	Date	Version	Dwn.
11.	26 FEB. 2024	RE-ISSUED FOR 78A	NC.
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8.	23 JUN 2025	ISSUED FOR COORDINATION	NC.
7.	18 JUL 2024	ISSUED FOR REVIEW	NC.
6.	21 FEB 2024	ISSUED FOR PRELCON	NC.
5.	26 JAN 2024	ISSUED FOR REVIEW	NC.
4.	23 JAN 2024	ISSUED FOR PLANNER REVIEW	NC.
3.	14 DEC 2023	ISSUED FOR COORDINATION	JH.
2.	13 DEC 2023	ISSUED FOR COORDINATION	JH.
1.	22 NOV 2023	ISSUED FOR CLIENT AND PLANNER REVIEW	JH.

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PROJECT:
PROPOSED INDUSTRIAL & WAREHOUSE DEVELOPMENT AT 4243 SIXTH LINE, OAKVILLE, ON

DRAWING TITLE:
SITE PLAN

DRAWN BY: JH **DATE:** 18 JUL 2023
CHECKED BY: NM **SCALE:** AS NOTED

PROJECT NO.: **DRAWING NO.:**
23-32 A-1.0

Figure 7: Proposed Site Plan, prepared by n Architecture Inc.

3.2 Circulation Network

The proposed development will integrate into the existing road network and the surrounding neighbourhood through a carefully organized circulation network system.

The Subject Site is bound by two (2) roads:

- **Highway 407:** Provincial Freeway that forms the north-western edge of the Subject Site
- **Sixth Line:** Minor Arterial Road that forms the western edge of the Subject Site

The proposed design will provide ample space for vehicular and pedestrian circulation which will allow for safe connections to the interior and exterior portions of the site and provide efficiency and productivity throughout the subject site. Driveway access to all buildings within the development is provided directly from Sixth-Line via two (2) site access points. Direct connections to each building and parking areas will be provided through ample parking and loading spaces.

To support circulation throughout the site, the proposed development will provide 1.35 - 2.0 metre sidewalks within the development to provide safe and accessible circulation for pedestrians. In addition, a sidewalk network will be provided along the western portion of the site, connecting to the future office building. This connection will provide an ease in transition between the proposed office space and Buildings A & B. The proposed development will have well-maintained sidewalks that separate pedestrians from vehicles and other hazards, minimizing the risk of accidents and improving overall site usability.

Main building entrances along with office spaces will be situated adjacent to each buildings pedestrian parking spaces located on the south side of Building A and north side of Building B.

3.3 Parking & Loading

Parking and loading spaces are accommodated across the subject site, distributed in a predominantly linear fashion alongside each of the proposed industrial buildings. The number of loading spaces provided exceeds the municipal requirements.

In total 165 parking spaces are provided throughout the development, which include 155 industrial warehouse parking spaces and 10 office building parking spaces. A total of 26 loading dock spaces are provided, which are distributed along the sides of each of the proposed buildings.

Parking spaces will be provided primarily on the north and south extents of the subject site and on the north-western portion of the subject site. The loading dock spaces will be located internally within the subject site to minimize visual obstruction from the surrounding public realm.

Landscaped islands are intended to break up parking areas to increase visibility and pedestrian connectivity thereby reducing vehicle-pedestrian conflicts. The landscape buffers have been incorporated and designed to effectively screen undesirable views from the public realm. Treatments within these buffers are provided in more detail in Section 4.1 of this document.

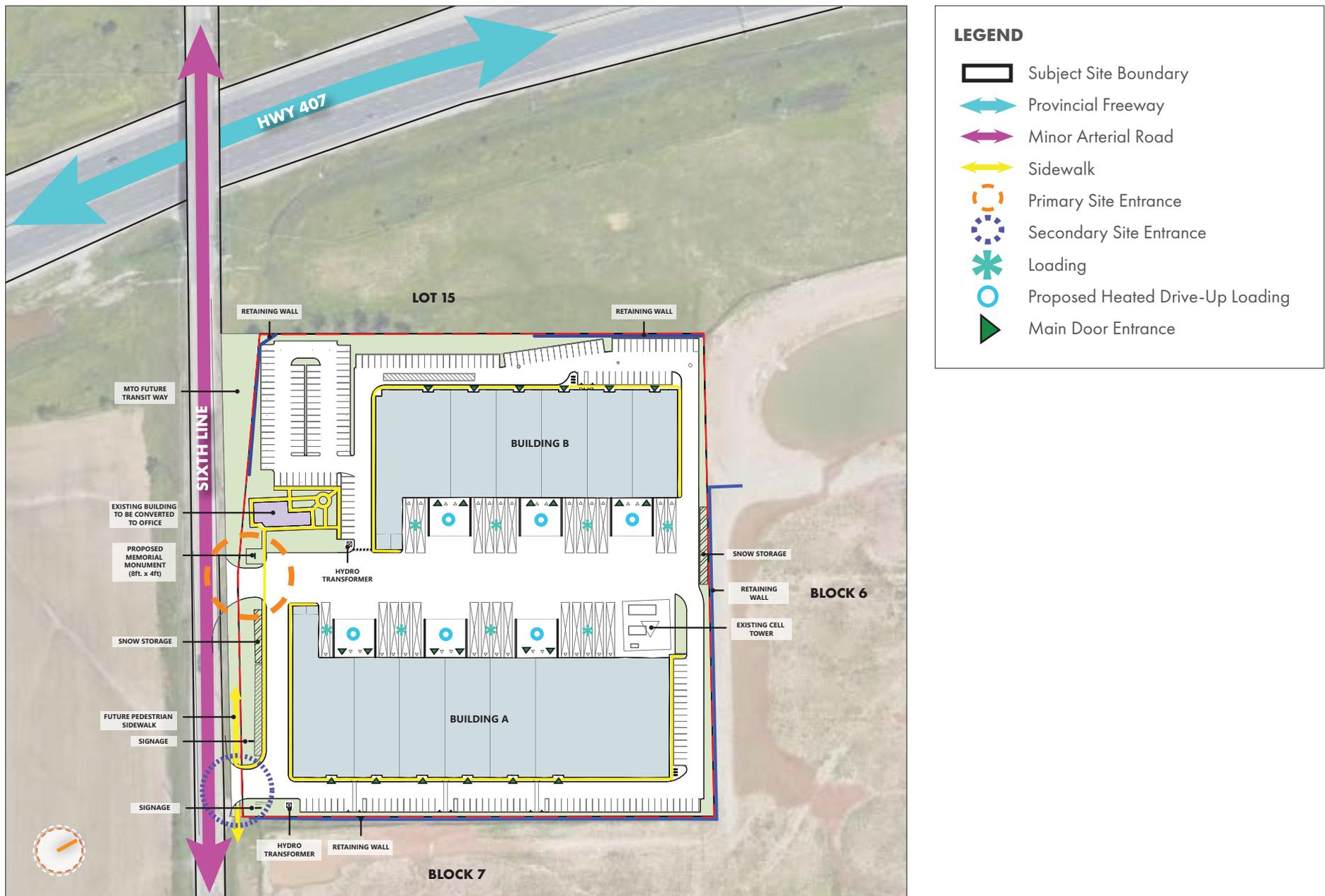


Figure 8: Circulation Network, prepared by MBTW Group

3.4 Proposed Built Form

As previously discussed, the proposed development will be compatible with and complement the proposed pattern of urban development. The proposal will incorporate appropriate setbacks to protect the surrounding undeveloped land and the surrounding public roads.

Buildings A & B are rectangular in shape, while the proposed future office building design will be determined at a later date. The proposed architecture is consistent with the typical modern industrial building design.



3.5 Building Orientation

The proposed buildings are oriented in a east-west direction, running parallel to Highway 407. Main building entrances will be sited along the parking lots and all entrances will provide direct connections to the pedestrian sidewalk network surrounding the buildings. This will create a pedestrian-friendly environment by fronting the buildings along the public parking lot and streetscape.

The buildings are designed with simple geometric shapes, as described above. The distance between the building faces and the property line provides ample space for setbacks, parking and landscape buffers. Front, interior, exterior and rear yard setbacks will be provided to define the street edge and site edge.

Additionally, the proposed design will adhere to CPTED (Crime Prevention Through Environmental Design) principles by implementing unobstructed views of the parking areas and pedestrian walkways from Sixth-Line. These areas will be oriented towards the public spaces and aim to be well lit, with special attention given to those acting as main pedestrian walkways.

Landscape elements will be selected as to not obstruct views of the parking areas from the public road. More information on the implementation of the proposed landscape can be found in Section 4.0.

3.6 Building Height & Massing

Both of the proposed industrial buildings have been designed at a consistent height of 8.69 metres. Building massing is proposed to reflect a simple geometric shape. Building articulation, achieved through change of materials, is used to break up the length of the building face along the public realm, providing variety and interest, described in more detail in Section 3.7.

Building A

Building A is the largest of the two industrial buildings located on the southern portion of the subject site. It has a simple rectangular shape with six (6) main entrances along the southern facade of the building, and six additional entrances along the northern facade/the loading docks. The building will be one (1) storey tall with a height of 8.69 metres.

Building B

Building B is the smallest of the two industrial buildings located on the northern portion of the subject site. It has a simple rectangular shape with six (6) main entrances along the northern facade of the building, and six additional entrances along the southern facade/the loading docks. The building will be one (1) storey tall with a height of 8.69 metres.

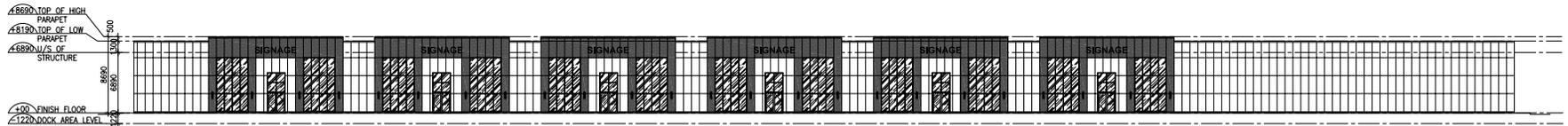
Future Office Building

Currently, there is an existing two storey tall brick house located on the western portion of the site. This building will be developed into the office space for the proposed development at a later date. Further detail of the building design will be determined at a later design stage.

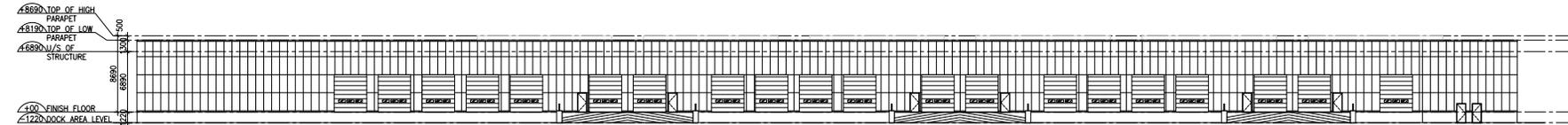
For all of the proposed industrial buildings, the proposed building articulation (discussed in Section 3.7), combined with landscape buffers (discussed in Section 4.1) will ensure a high quality public realm along the adjacent road edges.



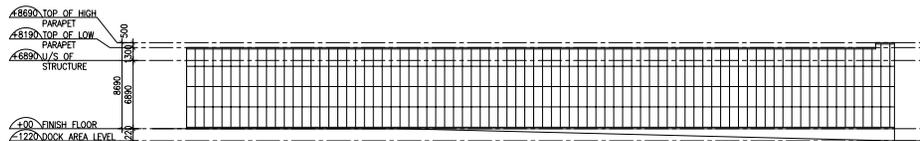
BUILDING A ELEVATIONS



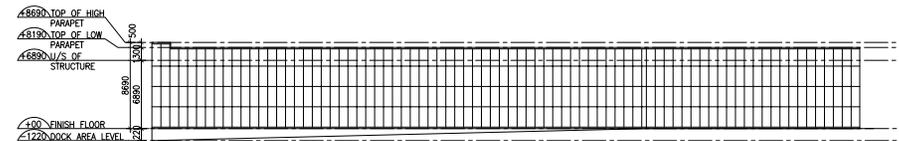
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Aa-3.0 SCALE: 1:250



2 NORTH ELEVATION
Aa-3.0 SCALE: 1:250



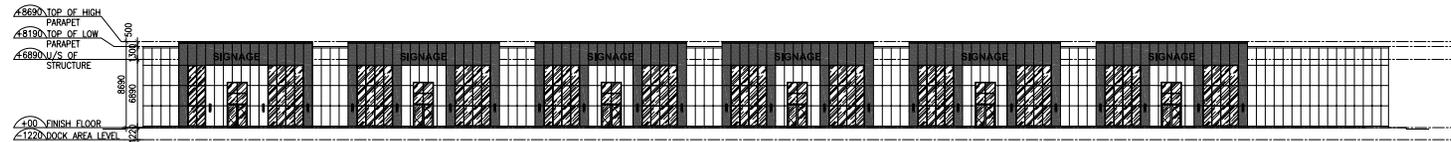
3 WEST ELEVATION
Aa-3.0 SCALE: 1:250



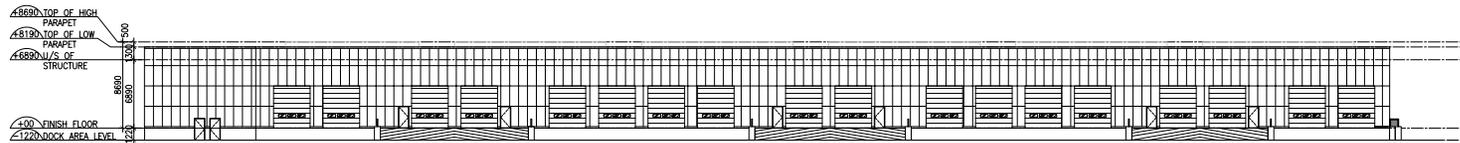
4 EAST ELEVATION
Aa-3.0 SCALE: 1:250

Figure 9: Building A Elevations, prepared by n Architecture Inc.

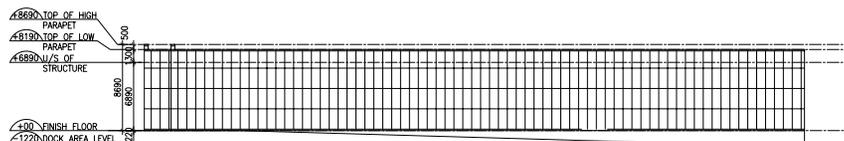
BUILDING B ELEVATIONS



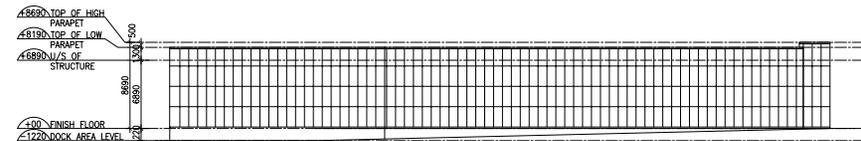
1 **NORTH ELEVATION**
Ab-3.0 SCALE: 1:250



2 **SOUTH ELEVATION**
Ab-3.0 SCALE: 1:250



3 **WEST ELEVATION**
Ab-3.0 SCALE: 1:250



4 **EAST ELEVATION**
Ab-3.0 SCALE: 1:250

Figure 10: Building B Elevations, prepared by n Architecture Inc.

3.7 Materials, Colours, Signage

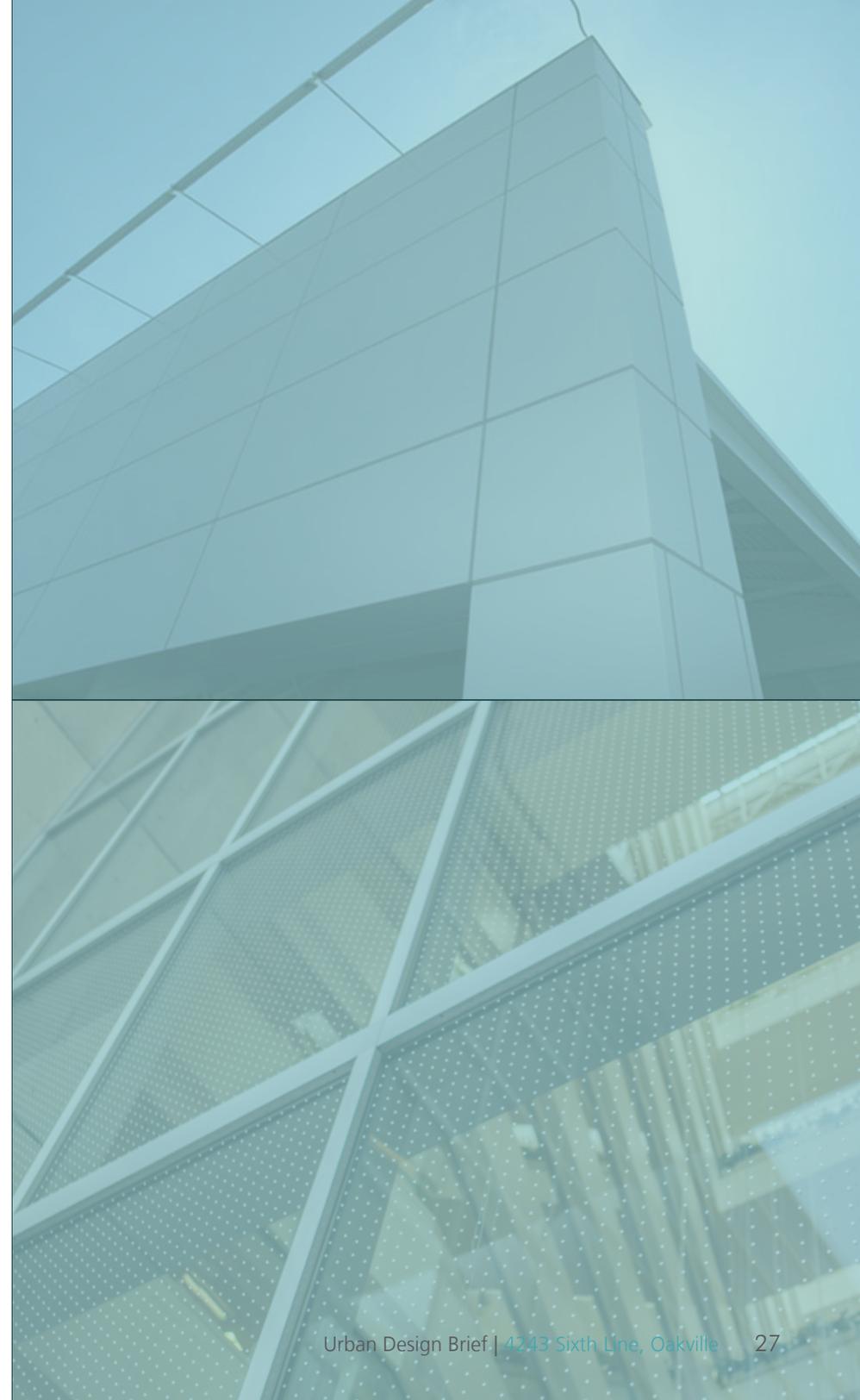
All of the proposed industrial buildings are designed with the same colour and material palette, in a manner that clearly and effectively articulates building entrance locations. The proposed materials include glass which is incorporated strategically along the building elevations to break up the building mass and identify primary entry points. Building A and Building B will incorporate vertical elements along the expanse of the warehouses to break up the building length, and the use of glass amid the predominantly grey panel elevations assists in adding visual variety and interest along the majority of the publicly exposed building face. Building entrance locations are highlighted through the use of glass and building recesses. Side elevations have a consistent grey material treatment. Rear elevations consist mostly of grey material treatment coupled with white loading dock spaces.

Large amounts of glazing and signage will be used on the ground floor, fronting the north and southern extents of the site, the parking spaces and the surrounding public realm to create visual interest.

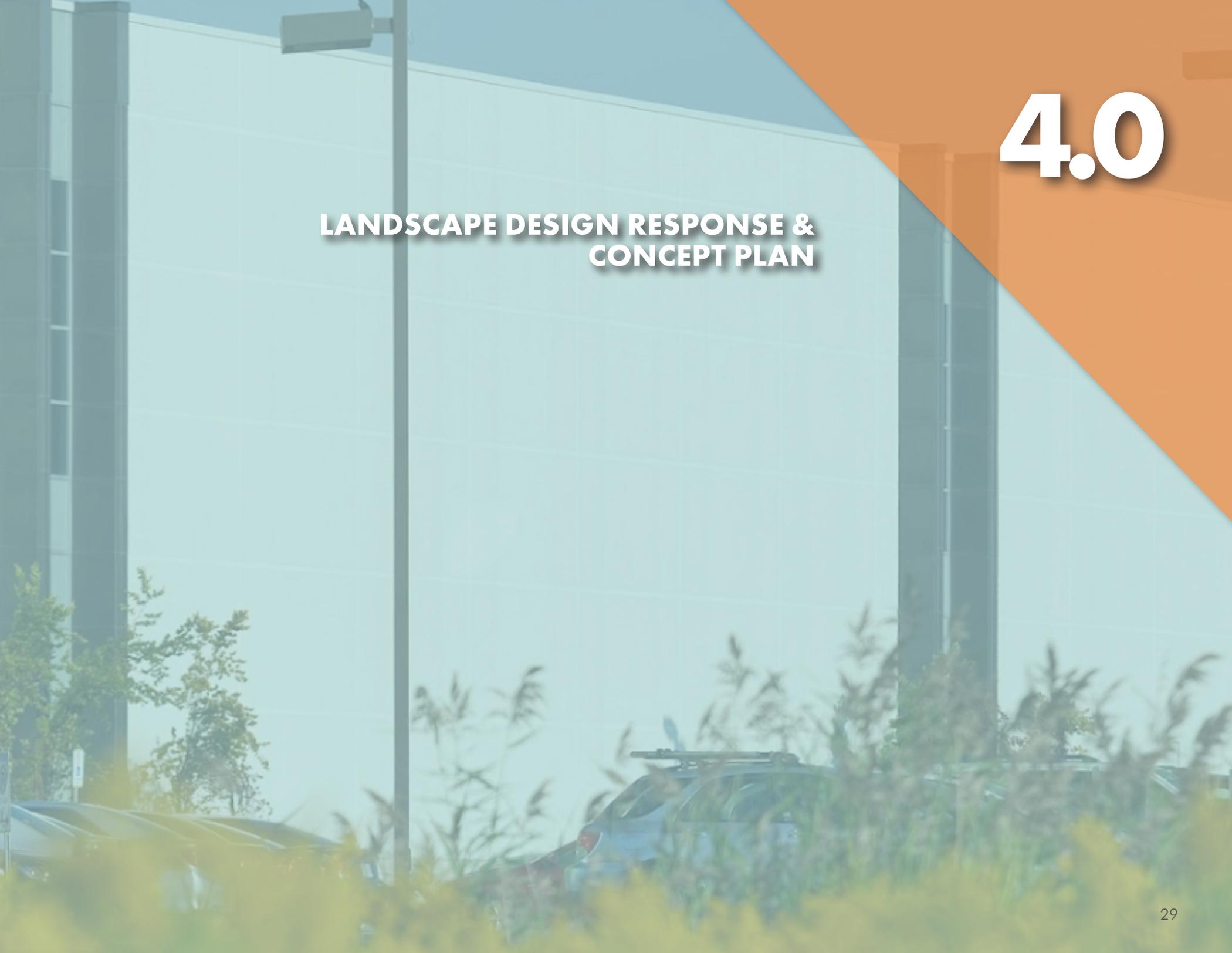
Intelligent planting design and specialty paving treatment will be located adjacent to the proposed office space to provide visual appeal for pedestrians. Further detail of the materiality of the office building will be determined at a later date.

Along Sixth-Line, a high level of building articulation will be provided through consistent facade elements to provide visual interest. To highlight the importance of the site entrance, special gateway treatment shall be provided with a memorial monument, signage, gateway features and enhanced planting.

High quality and functional building materials will be carefully selected at the site plan stage to achieve a high standard of design and building sustainability.



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4.0

LANDSCAPE DESIGN RESPONSE & CONCEPT PLAN

4.1 Development Proposal

The proposed landscape concept plan, prepared by MBTW Group is shown in Figure 14 on page 31 of this document and demonstrates the following aspects and the Town of Oakville's relevant guidelines and policies applicable to the site.

Within the Town of Oakville's NOESP, Section 7.5.9 Landscape Design states that the applicable policies of Part C, Section 10.13, Urban Forests of the Town of Oakville Official Plan shall apply and the Town shall establish specific landscaping requirements in the Urban Design and Open Space Guidelines to ensure:

- a) *the creation of a human scale within new development;*
- b) *the enhancement of pedestrian comfort;*
- c) *the provision of features which contribute to the definition of public open space, framing of views and focal points, direction of pedestrian movement and demarcation of areas with different functions; and,*
- d) *landscape design that promotes the use of native species and enhancement of ecological stability and integrity.*

The proposed development will comply with these requirements to produce high-quality landscape design that focuses on a functional and low-maintenance design which incorporates elements of sustainability and enhances the site's overall aesthetic appeal while meeting the requirements of the industrial zoning and regulations.

In addition, the proposed landscape design will provide the following elements, contributing to enhancing the Town's public realm and providing high-quality landscape design which will complement the industrial built form and surrounding context.

1. Front yards will be designed to create a visually attractive streetscape through the use of pedestrian connections, landscaping and signage/entry features. Side yards will incorporate a landscape strip/buffer,

where feasible, to create appropriate edge treatments for neighbouring context. Rear yards will provide a landscaping strip along the rear property line which creates a buffer for the natural channel areas.

2. Native trees and low ground cover will be used between the public realm and parking which ensures that services and views remain unobstructed.
3. The proposed street pattern will promote safe and efficient circulation for various modes of transportation.
4. Enhanced landscaping will be implemented on the outer perimeter of the site and will require special treatment through intelligent and provocative landscape design. This will consist of naturalized planting of native trees and shrubs of various sizes to create an appropriate buffer for the development.

Overall, the landscape design supports the Town's guidelines and principles of protecting the Town of Oakville's open space and implements intelligent landscape design while enhancing the natural features within the subject site and in the community.

For a more detailed review of the landscape design, refer to the landscape concept plan on page 31.





Figure 11: Landscape Concept Plan, prepared by MBTW Group

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5.0

SUSTAINABILITY PRACTICES

5.1 Economic Vitality

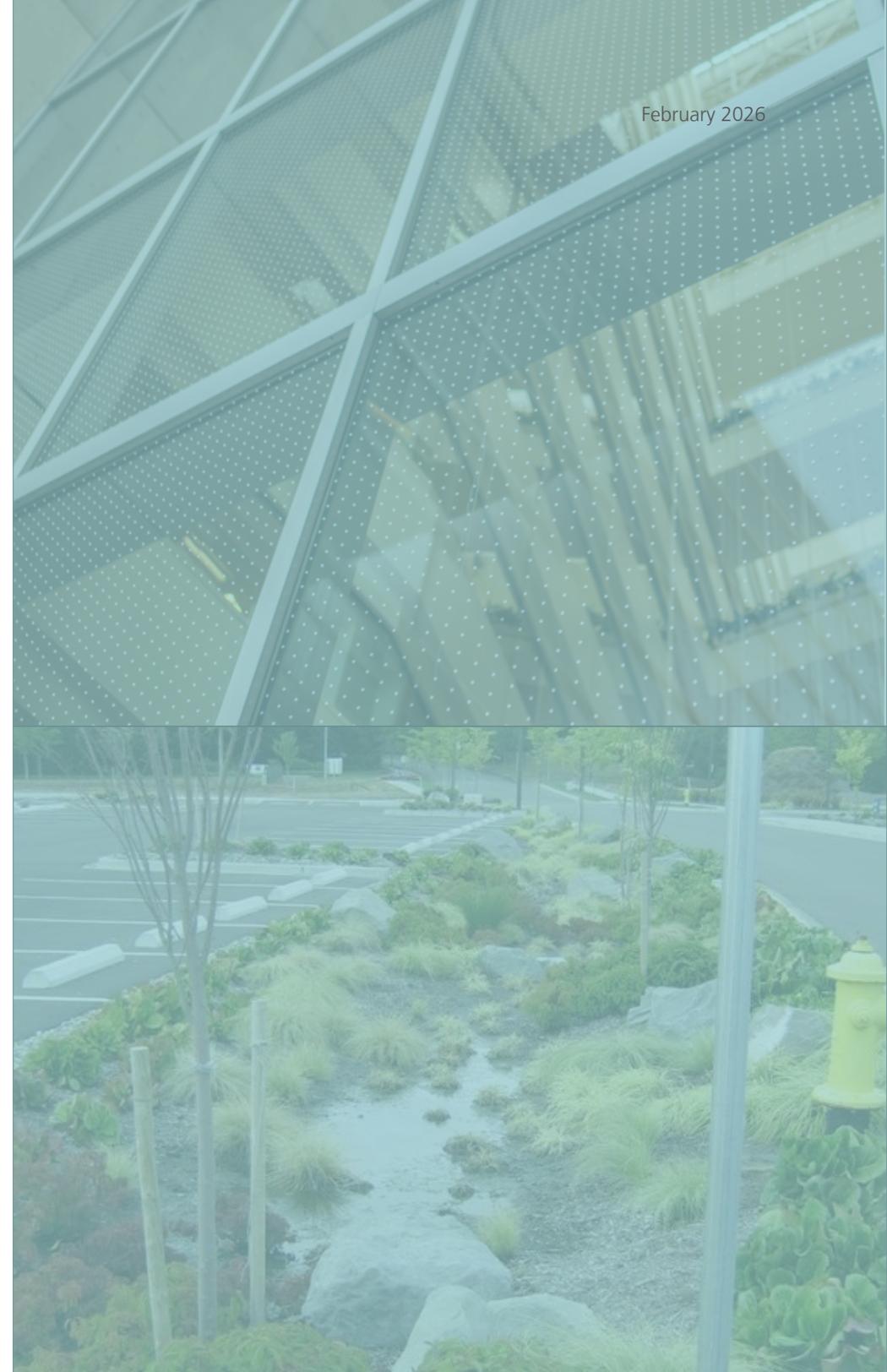
The proposed development is consistent with provincial, regional and municipal objectives relating to business opportunities and economic competitiveness. The proposed development is located in a designated employment area, with existing and planned infrastructure that will support future community and economic development. It contributes to the Town of Oakville's economic vitality and continued success within the Region, and across the Province.

5.2 Sustainable Building Features

The design will explore opportunities to integrate renewable energy systems into the building façade, roof, and on-site lighting mechanisms. Other opportunities to reduce energy consumption throughout the site using mechanical technology such as natural cooling and passive solar design will be considered. Durable building materials will be utilized to extend building life-cycles, and where possible, come from recycled sources.

5.3 Landscape Management Strategies

The proposed development will incorporate prescribed sustainable design principles and standards through the creation of appropriate buffers and setbacks to key features of the surrounding undeveloped landscape. Other features including drought tolerant planting to eliminate need for irrigation while enhancing the visual perception of the public realm, light coloured sidewalks and overall parking areas to reduce urban heat island effect, efficient site layout, native tree species (where feasible), and permeable pavers in visitor parking areas where possible. In addition, locations of snow storage will be carefully selected to prevent toxic substances from entering the greater stormwater run-off system.



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APPENDIX 'A'



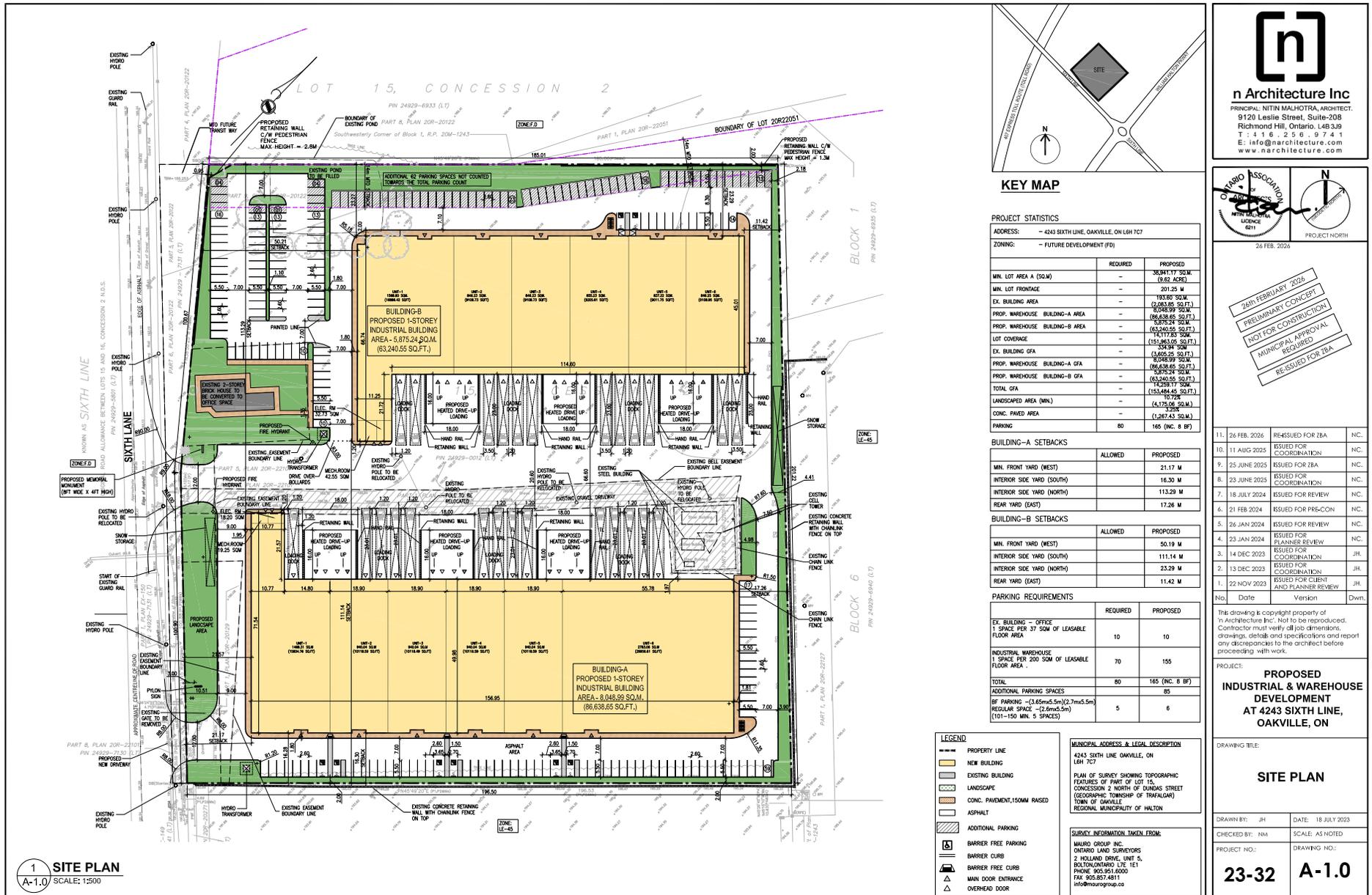


Figure 12: Proposed Site Plan, prepared by n Architecture Inc.

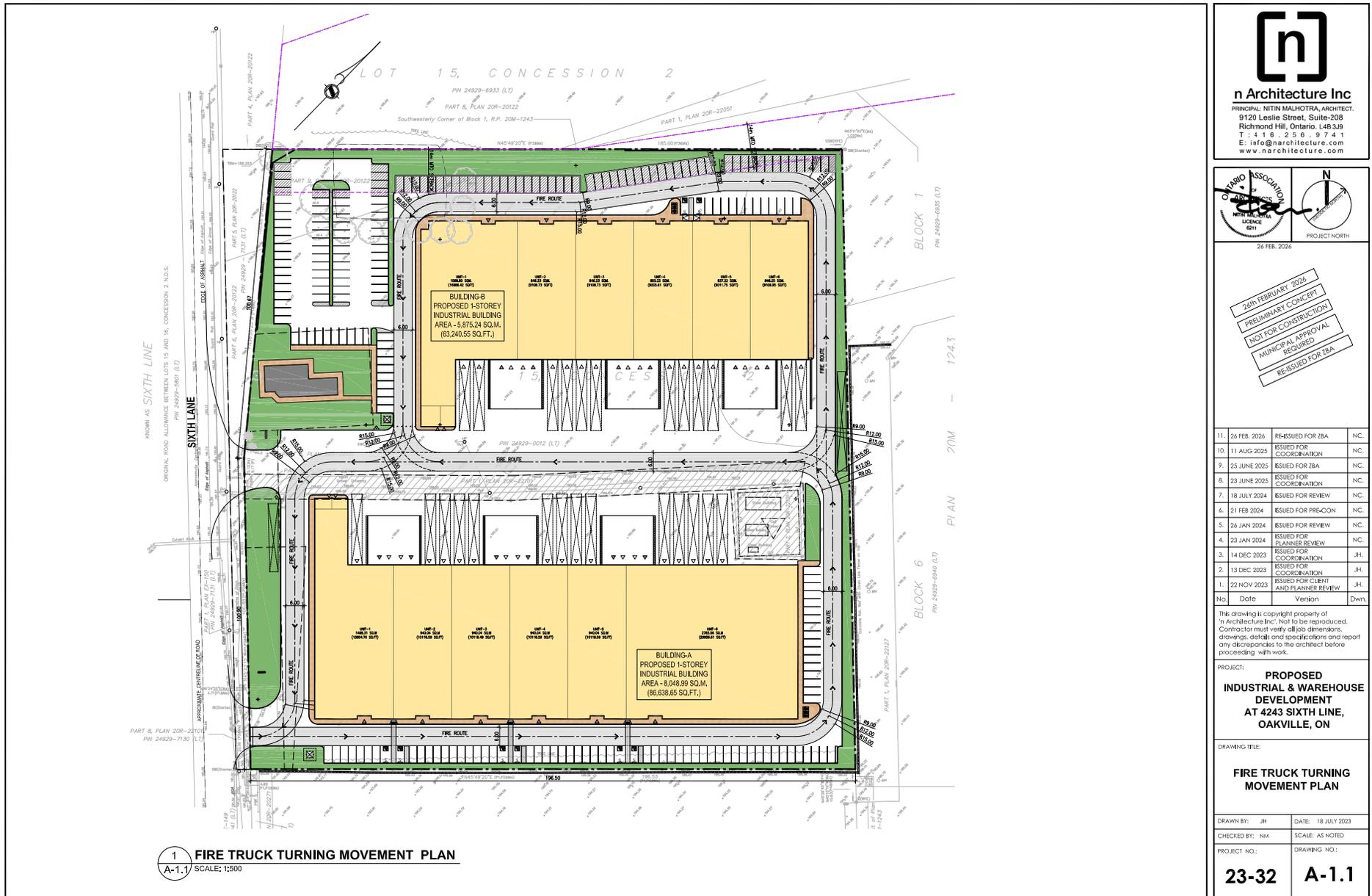
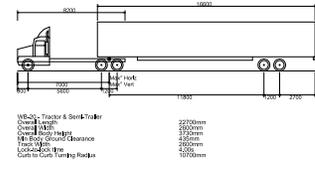
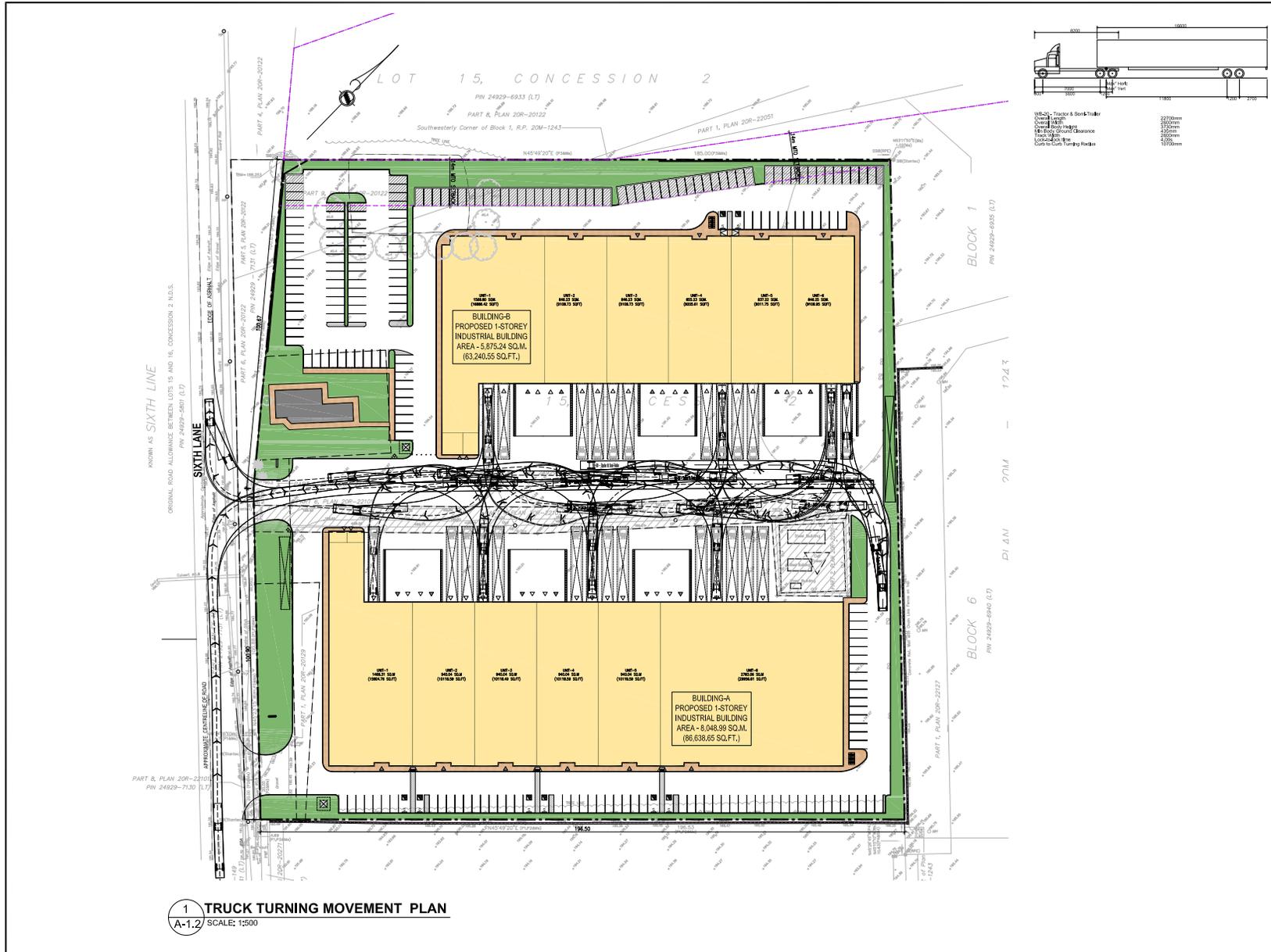


Figure 13: Proposed Fire Truck Turning Movement Plan, prepared by n Architecture Inc.



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26 FEB. 2026

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PROJECT:
PROPOSED INDUSTRIAL & WAREHOUSE DEVELOPMENT AT 4243 SIXTH LINE, OAKVILLE, ON

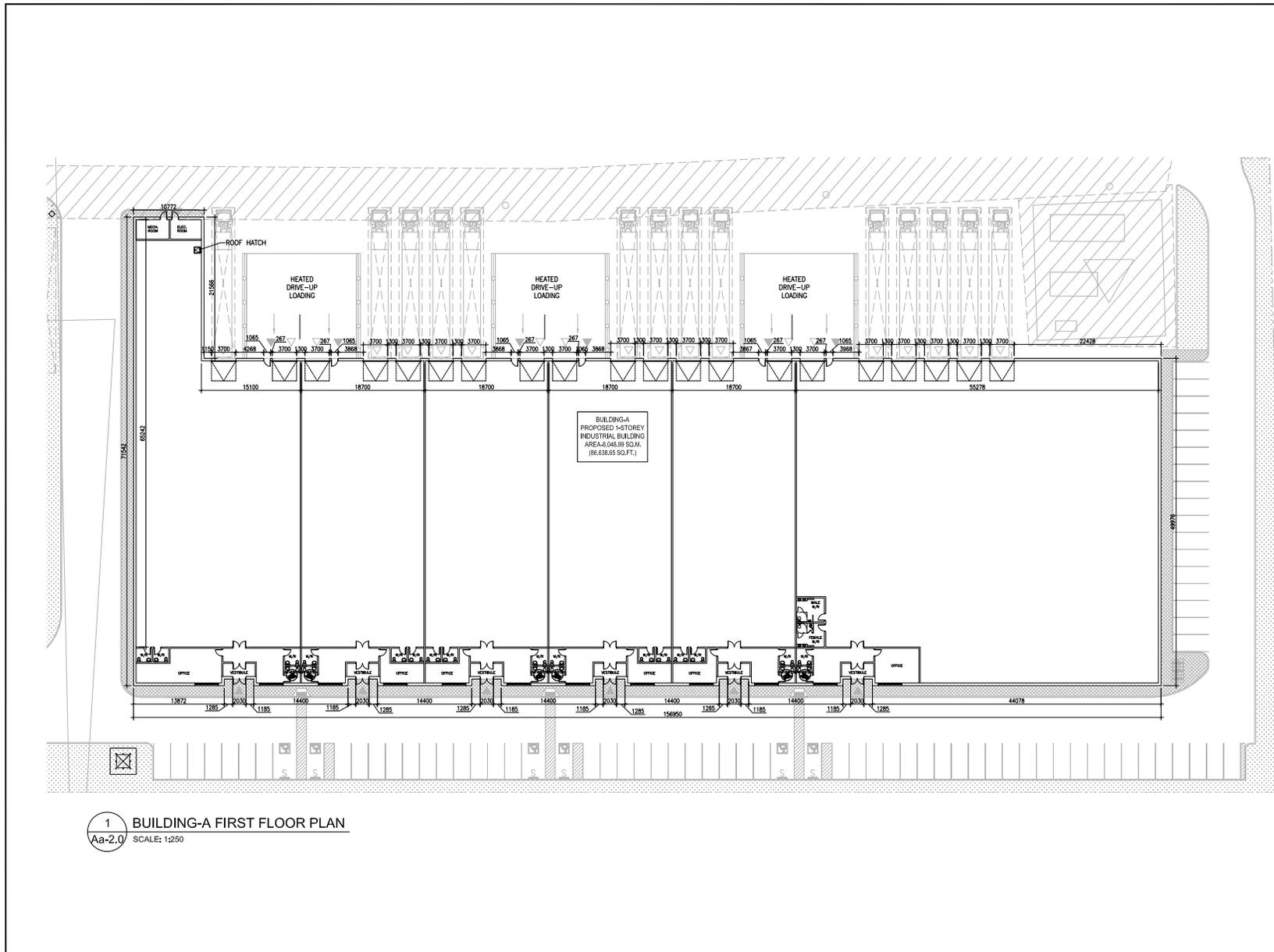
DRAWING TITLE:
LOADING TRUCK TURNING MOVEMENT PLAN

DRAWN BY: JH DATE: 18 JULY 2023
 CHECKED BY: NM SCALE: AS NOTED

PROJECT NO.: DRAWING NO.:
23-32 A-1.2

1 TRUCK TURNING MOVEMENT PLAN
 A-1.2 SCALE: 1:500

Figure 14: Proposed Truck Turning Movement Plan, prepared by n Architecture Inc.



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No.	Date	Version	Dwn.

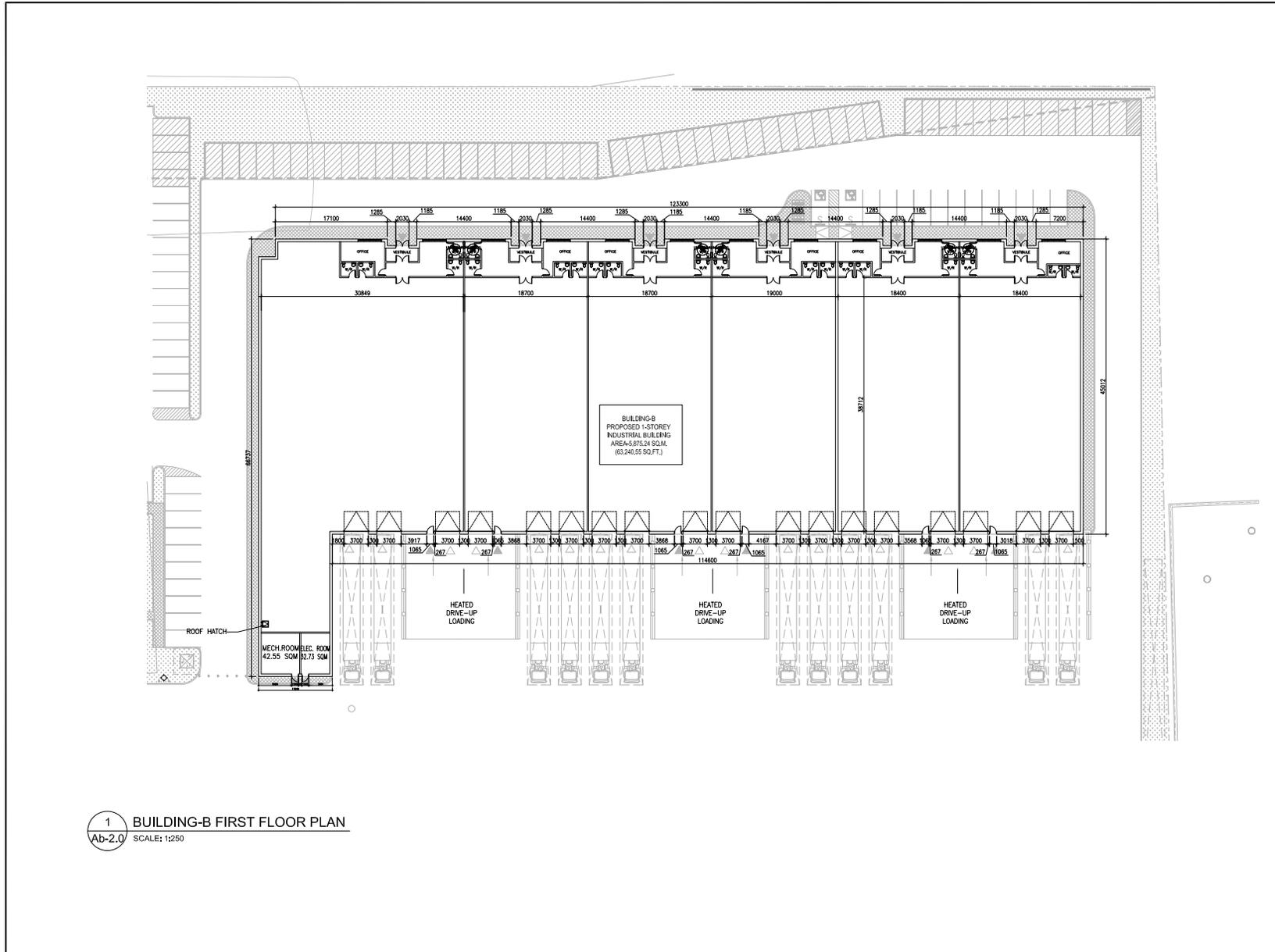
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PROJECT: **PROPOSED INDUSTRIAL & WAREHOUSE DEVELOPMENT AT 4243 SIXTH LINE, OAKVILLE, ON**

DRAWING TITLE: **BUILDING-A FIRST FLOOR PLAN**

DRAWN BY: JH	DATE: 18 JULY 2023
CHECKED BY: NM	SCALE: AS NOTED
PROJECT NO.: 23-32	DRAWING NO.: AA-2.0

Figure 15: Proposed Building A First Floor Plan, prepared by n Architecture Inc.



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PROJECT:
PROPOSED INDUSTRIAL & WAREHOUSE DEVELOPMENT AT 4243 SIXTH LINE, OAKVILLE, ON

DRAWING TITLE:
BUILDING-B FIRST FLOOR PLAN

DRAWN BY: JH DATE: 18 JULY 2023

CHECKED BY: NM SCALE: AS NOTED

PROJECT NO.:
23-32 DRAWING NO.:
AB-2.0

Figure 16: Proposed Building B First Floor Plan, prepared by n Architecture Inc.



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