URBAN DESIGN BRIEF

APPLICATIONS FOR
OFFICIAL PLAN AMENDMENT & ZONING BY-LAW AMENDMENT

CASTLEGROVE DEVELOPMENTS INC.

97 BOWER STREET

DECEMBER 2025

P-3458

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1.0 INTRODUCTION

The "**Subject Lands**", municipally known as 97 Bower Street are located on the north side of Bower Street, east of Main Street North, north of Mill Street East and south of the Goderich-Exeter/Metrolinx Guelph Subdivision rail line (the "**rail line**"). The Subject Lands are approximately 0.96 hectares (2.37 acres) in size with 18.41 metres of frontage on the north side of Bower Street. The site is currently vacant and contain a woodlot in the north-western portion of the lands.

The purpose of the submitted Applications is to amend the Town's Official Plan and Zoning By-law 2010-0050 to implement a high-density residential development on the Subject Lands. The Applications will facilitate the development of a five (5) storey residential apartment building, with eighty (80) residential units. A total of ninety-two (92) parking spaces are proposed with fifty-nine (59), twelve (12) of which are visitor spaces, at grade and thirty-three (33), contained in a one level underground parking structure, the ("**Proposed Development**").

Applications for Site Plan Approval will be submitted at a later date once the Owner's consulting team has had an opportunity to consider preliminary comments.

The Subject Lands are also located within the Acton GO Major Transit Station Area ("**MTSA**"). The MTSA's are intended to contribute significantly to residential intensification and to produce developments at transit supportive densities in a proximity-based approach. The submitted Applications will facilitate the development of the presently underutilized lands for a high-density, residential development within an MTSA, implementing the goals and directions of the Provincial, Regional and Municipal policy framework

This Urban Design Brief is intended to be read in conjunction with the Planning Justification Report prepared by KLM Planning Partners Inc. This brief is intended to:

- Establish design principles and objectives to ensure an appropriate integration of the proposed residential development with the existing and planned context of the area;
- Describe and illustrate an overall design strategy for the proposed development on the Subject Lands; and,
- Address matters such as building typology, massing, pedestrian orientation and accessibility and integration into the surrounding neighbourhood.

2.0 SITE AND CONTEXT

2.1 Context

The Subject Lands are legally described as Lots 268 and 272 on Registrars Compiled Plan 1098 in the Town of Halton Hills (the "**Town**"), in the Region of Halton (the "**Region**"). The Subject Lands are 0.96 hectares (2.37 acres) in size and are located approximately 400 metres, or a six-minute walk from the Acton GO Station. Additionally, the Proposed Development is located within walking distance to several communty facilities such as:

- Prospect Park is located 800 metres (eleven-minute) walking distance, with access to the downtown Acton Market and Fairy Lake.
- Halton Hills Public Library is located within 450 metres (six-minute) walking distance.
- Robert Little Public School is located within 750 metres (eleven-minute) walking distance of the site.
- Knox Presbyterian Church is located within 450 metre (six-minute) walking distance.
- The Dufferin Rural Heritage Community Centre is located within 700 metres (ten-minute) walking distance, which offers access to the Acton Agricultural Society and the Acton Soccer Club.

2.2 Surrounding Uses

The Subject Lands are surrounded by a variety of land uses as described below:

North: The rail line abuts the Subject Lands to the north, followed by designated as "Low Density Residential Area" and "Private Open Space Area" within the Town's Official Plan. Further north are the Halton Hills Public Library and the Robert Little Public School.

East: Lands designated "General Employment Area" as per the Town's Official Plan. The lands include the rail line as well as industrial uses. Further east are residential uses consisting of primarily single detached residential dwellings.

South: The Acton Downtown Area is directly south of the Subject Lands followed by residential uses consisting of single detached dwellings along with various commercial uses including restaurants, and shops..

West: Halton Hills Hydro abuts the Subject Lands to the west, followed by Single detached residential dwellings and commercial and institutional uses such as a post office and the St. Alban's Anglican Church.

2.3 Transit

The Proposed Development is located within 400 metres (six-minute) walking distance of the Acton GO Station. Additionally, Acton GO bus stops are located roughly 190 metres (three-minute) walking distance of the site. The Kitchener Line operates through the Acton GO Station, connecting future residents to stations between downtown Kitchner and Union Station in the City of Toronto. GO Transit 31 bus operates between the university of Guelph and Union Station in the City of Toronto. The route has 55 stops. GO Transit bus 33 operates between the University of Guelph and Mount Pleasant GO, with 39 stops. Future residents will have access to different methods of transportation, contributing to the connectivity of the area, supporting the creation of complete communities and helping to reduce the dependency on automobiles and single occupancy vehicle trips.

3.0 OPPORTUNITIES AND CONSTRAINTS

3.1 Opportunities

The Subject Lands at 97 Bower Street present a significant opportunity for intensification within the Town of Halton Hills, consistent with the Urban Design policies of the Halton Hills Official Plan that promote compact built form, efficient use of land, and transit-supportive densities. The site is located within walking distance of the Acton GO Train Station and is served by multiple local and regional bus routes, positioning the development to support active transportation and reduced automobile dependence.

The proximity to transit, combined with access to the Acton downtown area, schools, parks, and community amenities, creates an opportunity to introduce a mid-rise residential building that contributes to housing diversity and supports the Town's objectives for complete, walkable communities. The site's setback from Bower Street prevents the mid-rise building from dominating the street edge, protecting the existing low-rise appearance of the neighbourhood. In addition, adjacency to natural features, and nearby woodlot, provides an opportunity to incorporate landscaped buffers, views, and open space amenities that enhance the overall residential environment.

3.2 Constraints

The development of the Subject Lands is informed by several physical and contextual constraints that have shaped the proposed design. These include the presence of the active rail corridor to the north-east, requiring an appropriate 30 metre setback, noise and vibration mitigation, and safety considerations in accordance with Town, Region and Provincial policies. A defined woodlot and associated ecological constraints on and adjacent to the site require the establishment of a minimum woodland setback and limits of development, which reduce the developable area and influences building placement.

The surrounding context is characterized predominantly by low-rise, single-detached residential dwellings. As such, the Official Plan's urban design policies emphasize the need for appropriate transition in height, massing, and scale to ensure compatibility with adjacent neighbourhoods. The irregular site geometry and the need to accommodate vehicular access, servicing, fire routes, and parking, while prioritizing pedestrian connections, also represent key design considerations.

4.0 PROPOSED DEVELOPMENT

The proposed development consists of a five-storey, mid-rise residential building located at 97 Bower Street in the Town of Halton Hills. The building has been carefully designed to provide an appropriate form of residential intensification that is compatible with the surrounding neighbourhood while making efficient use of land within a Major Transit Station Area, in close proximity to the Acton GO and existing transit services.

The building is organized with a clearly defined principal entrance with adequate setbacks from the rear yards of existing low-rise residential units, protecting the low-rise public street edge on Bower Street. The ground floor accommodates a residential lobby and facilities, including indoor amenity

space, mail room, bicycle storage, waste storage, and service areas. These uses are strategically located to activate the building front, support daily resident needs, and minimize conflicts between pedestrian and service functions. Barrier-free access is provided from the public sidewalk to the main entrance, ensuring universal accessibility.

Residential units are located on all five storeys and are designed to provide a range of unit sizes and layouts to support housing diversity. Private outdoor amenity in the form of balconies and terraces is integrated into the building design, contributing to resident comfort while adding visual articulation to the façades. Windows and balconies are strategically positioned to maximize natural light and views of the woodlot and natural areas.

Parking is primarily accommodated within an underground parking structure accessed via a ramp from the surface parking area away from the main entrance to the building. This approach minimizes the visual impact of parking and allows the ground level of the site to be prioritized for pedestrian circulation, landscaping, and amenity spaces, consistent with the Town's urban design policies. Limited at-grade servicing and loading areas are provided and are screened through building placement, fencing, and landscaping to reduce visibility from the street and neighbouring properties.

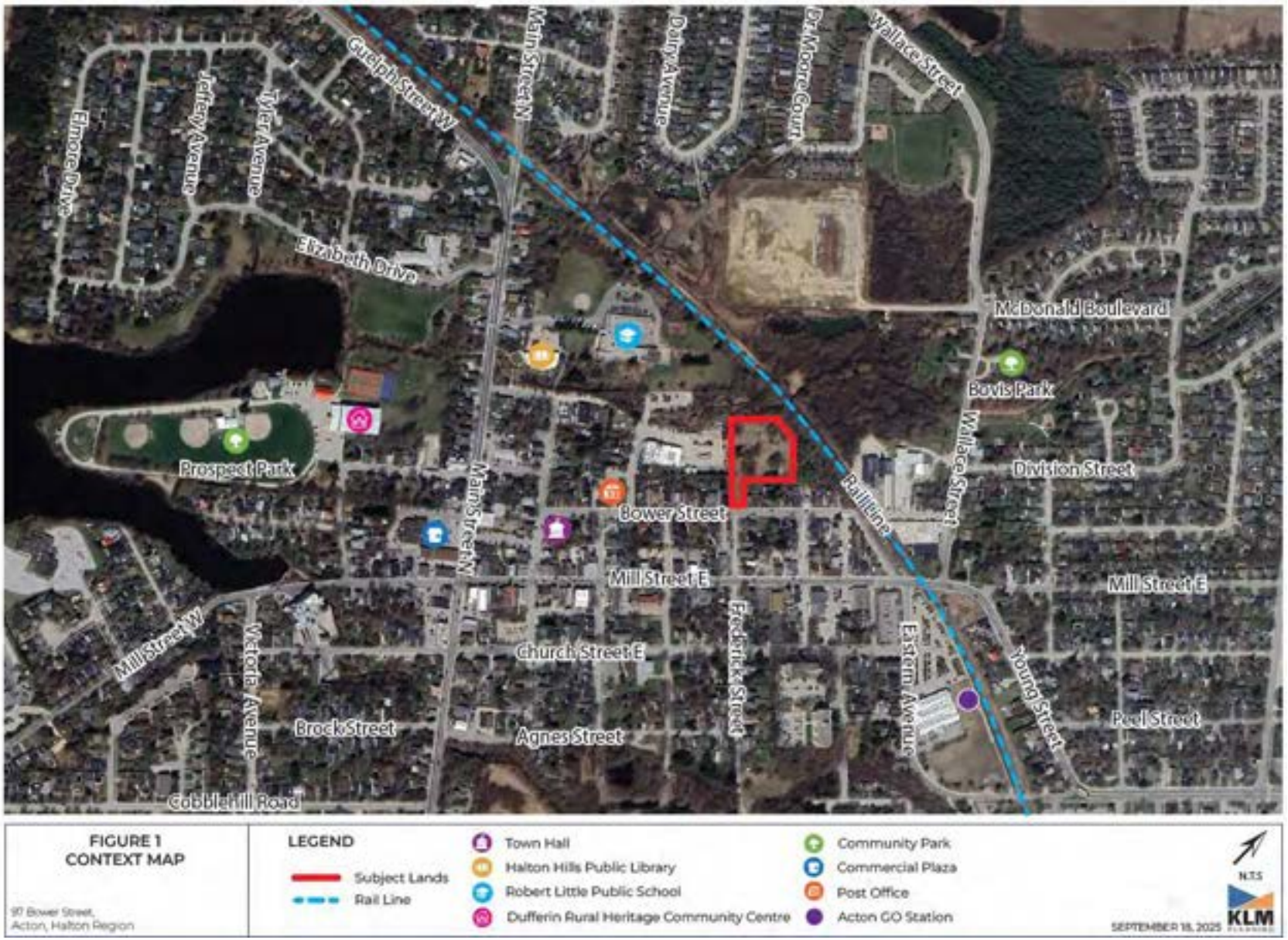
The building massing has been shaped to respond to both the site context and adjacent land uses. The base of the building is designed at a pedestrian-oriented scale, with walkways along the adjacent woodlot and connecting to Bower Street. Upper storeys are modulated through façade treatments and light colours to reduce the perceived height and bulk of the building and to provide an appropriate transition to the surrounding low-rise residential neighbourhood.

Setbacks from the active rail corridor and the adjacent woodlot have been incorporated into the site design in accordance with Town policies and technical requirements. A minimum 30 metre setback from the railway and a minimum 10-metre setback from the significant woodland are provided, with these areas enhanced through compensatory landscaping and naturalized planting. These setbacks serve to address safety, noise, vibration, privacy, and environmental considerations while contributing to the overall site design.

Pedestrian circulation is a defining element of the proposed development. Clearly defined, well-lit walkways connect the building entrance to Bower Street, internal amenity spaces, bicycle parking, and underground parking access. These routes are designed to be intuitive, safe, and accessible year-round. Bicycle parking is provided to support active transportation and leverage the site's proximity to transit.

Overall, the proposed development represents a well-designed mid-rise residential form that responds to its context through appropriate height, massing, setbacks, and site organization. The architectural and site design work together to deliver a high-quality residential environment that supports transit use, protects the existing public realm, and aligns with the Town of Halton Hills Official Plan objectives for compact, complete, and livable communities.

Figure 2 – Context Plan



5.0 POLICY CONTEXT

5.1 Town of Halton Hill Official Plan

The Subject Lands are within the "Urban Area" as per Schedule A6-1 - Acton Built Boundary and Intensification Areas and are designated "Low Density Residential Area" as per Schedule A6 - Acton Urban Area Land Use Plan in the Town of Halton Hills Official Plan. Permitted uses in the "Low Density Residential Area" designation include but are not limited to single detached dwellings, semi-detached dwellings and duplex dwellings. Further the maximum building height within this designation is three (3) storeys in height, therefore an Official Plan Amendment ("**OPA**") is required in order to facilitate the development as proposed.

An OPA Application to amend the Town of Halton Hills Official Plan to modify the land use designation, redesignating the Subject Lands to "High-Density Residential Area" and establish an appropriate policy framework to guide the development of the Subject Lands has been submitted to the Town of Halton Hills.

5.2 Town of Halton Hills Zoning By-law 2010-0050

The Subject Lands are currently zoned "Low Density Residential One (LDR1-4 (6)(H1)" and "Environmental Protection One (EP1) as per Zoning By-law 2010-0050. The "Environmental Protection One" Zone does not permit residential uses and the "Low Density Residential One" Zone permits uses including but not limited to single detached dwellings, semi-detached dwellings, apartment dwellings, bed and breakfast establishments, among others. The maximum permitted height in this zone is 11 metres, and therefore and amendment to the Zoning By-law ("**ZBA**") is required in order to facilitate the Proposed Development.

A ZBA Application to amend the Town of Halton's Zoning By-law 2010-0050, as amended, to rezone the Subject Lands to a "High Density Residential – Exception (HDR)" Zone and "Environmental Protection (EP)" Zone to establish site-specific provisions to facilitate the development as proposed has been submitted to the Town of Halton Hills.

6.0 DESIGN CONSIDERATIONS

6.1 Public and Private Realm

The proposed development is designed to clearly define and enhance both the public and private realms, consistent with the Official Plan's urban design objectives. The low-rise public realm along Bower Street is maintained through a significant building setback and landscaped features. Sidewalks are provided to connect the building entrance with the public sidewalk network, transit stops, and surrounding neighbourhood amenities.

Private outdoor amenity areas are provided at grade which are designed to be functional, accessible, and visually buffered through landscaping and fencing, providing residents with usable outdoor areas while minimizing impacts on pedestrian circulation.

6.2 Streetscape, Roads and Circulation

Vehicular access to the site is provided from Bower Street in a manner that minimizes disruption to the public streetscape and prioritizes pedestrian safety. The internal driveway, vehicular roundabout with mountable curbs and drop-off areas are designed to accommodate residents, visitors, service vehicles, and emergency access while maintaining a compact and efficient site layout. Parking is primarily accommodated underground and at grade in a manner that reduces visual prominence from the street, consistent with Official Plan policies that discourage surface parking from dominating the streetscape.

Pedestrian circulation is a key organizing element of the site design. Direct, barrier-free pedestrian connections link the principal building entrance to public sidewalks, internal amenity spaces, and parking areas. Bicycle parking is provided to support active transportation and leverage the site's proximity to the GO Station and existing bus routes. Streetscape improvements, including landscaping, lighting, and sidewalks, contribute to a safe, comfortable, and attractive pedestrian environment.

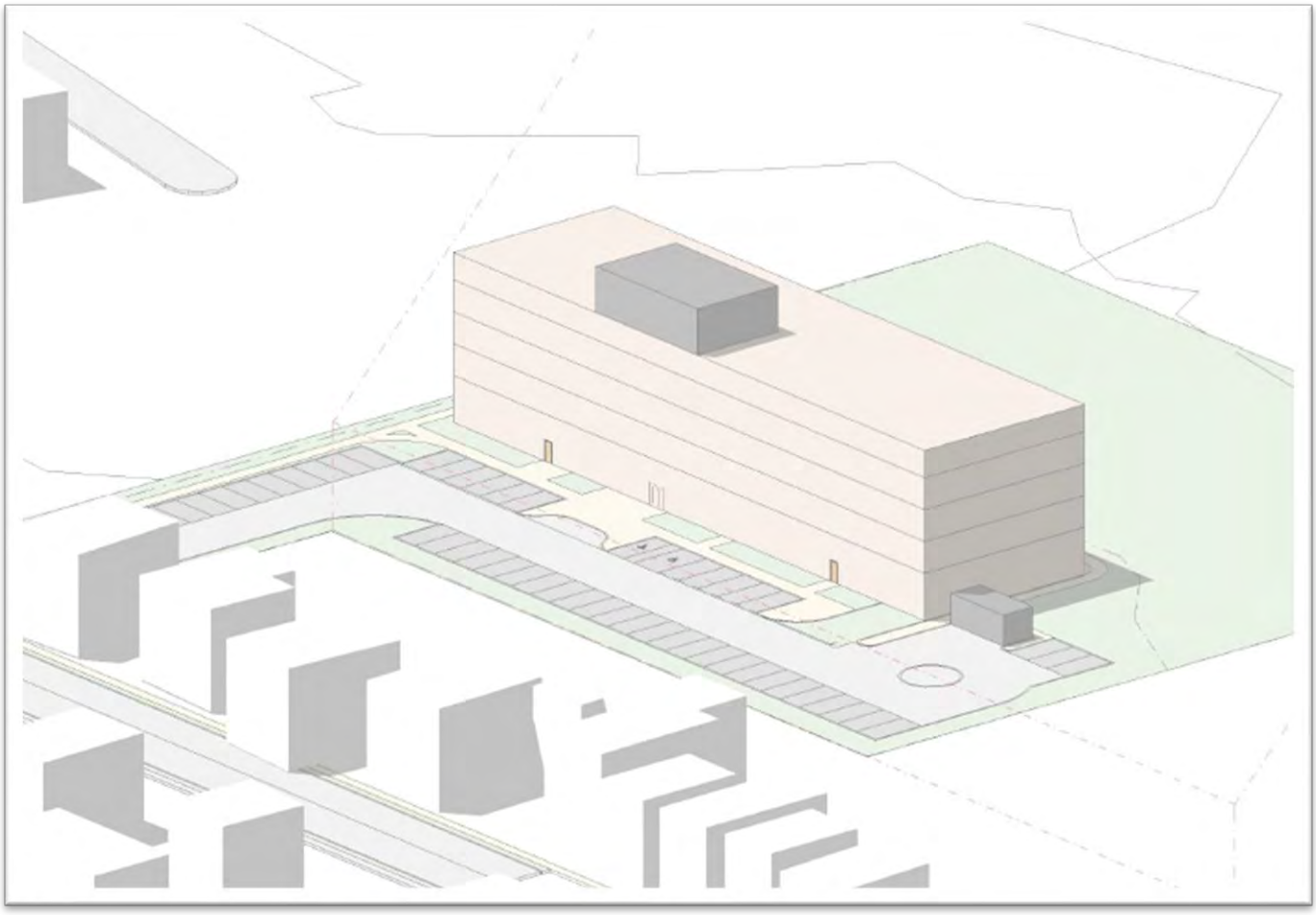
6.3 Architectural Design

The proposed five-storey residential building has been designed with regard for its context through careful consideration of setbacks, height, massing, and architectural articulation, in accordance with the Town's urban design policies. The building is setback from the railway corridor and the adjacent woodlot to address safety, noise, privacy, and environmental considerations, while allowing for landscaped buffers and pedestrian walkways that soften the building's interface with these features.

Building height and massing are organized to provide an appropriate transition to the surrounding low-rise residential context. The building has been set back to reinforce the existing low-rise pedestrian scale along Bower Street, while upper storeys are visually stepped back and modulated through façade colours, material changes, and balcony design to reduce perceived bulk. The overall density reflects efficient land use within a transit-supportive location, remaining consistent with the scale and character envisioned by the Official Plan for strategic intensification areas.

Clear, well-lit pedestrian walkways connect the building entrance to the public sidewalk on Bower Street, outdoor spaces and internal amenity areas, enhancing accessibility for residents and visitors. The architectural expression emphasizes high-quality materials, changes in façade colours, and strong vertical and horizontal articulation to create visual interest and contribute positively to the evolving character of the area. Collectively, the proposed design achieves a balanced approach to intensification that supports transit use, respects natural and built constraints, and delivers a high-quality residential environment consistent with the Urban Design policies of the Town of Halton Hills Official Plan.

Figure 2 – Architectural Render



6.4 Landscape

The proposed landscape design has been prepared by Landscape Planning Landscape Architects in accordance with the Urban Design policies of the Town of Halton Hills Official Plan, which emphasize high-quality, coordinated landscape treatment that enhances the public realm, supports pedestrian comfort, protects natural features, and contributes to the creation of complete and attractive communities. The landscape plan for the Subject Lands complements the architectural design and site layout, while responding to the site's environmental constraints and transit-oriented context.

Along Bower Street, the landscape treatment creates a welcoming entrance through a combination of new deciduous street trees, low shrubs, and perennials that provide visual interest, shade, and seasonal variation. A continuous pedestrian sidewalk, framed by landscaped areas and decorative fencing where appropriate, contributes to a safe, comfortable, and visually appealing pedestrian environment consistent with Official Plan policies encouraging walkability and active transportation. Hardscape elements, including concrete paving and unit pavers, are strategically located to define primary pedestrian routes, building entrances, and amenity spaces, while maintaining barrier-free access throughout the site.

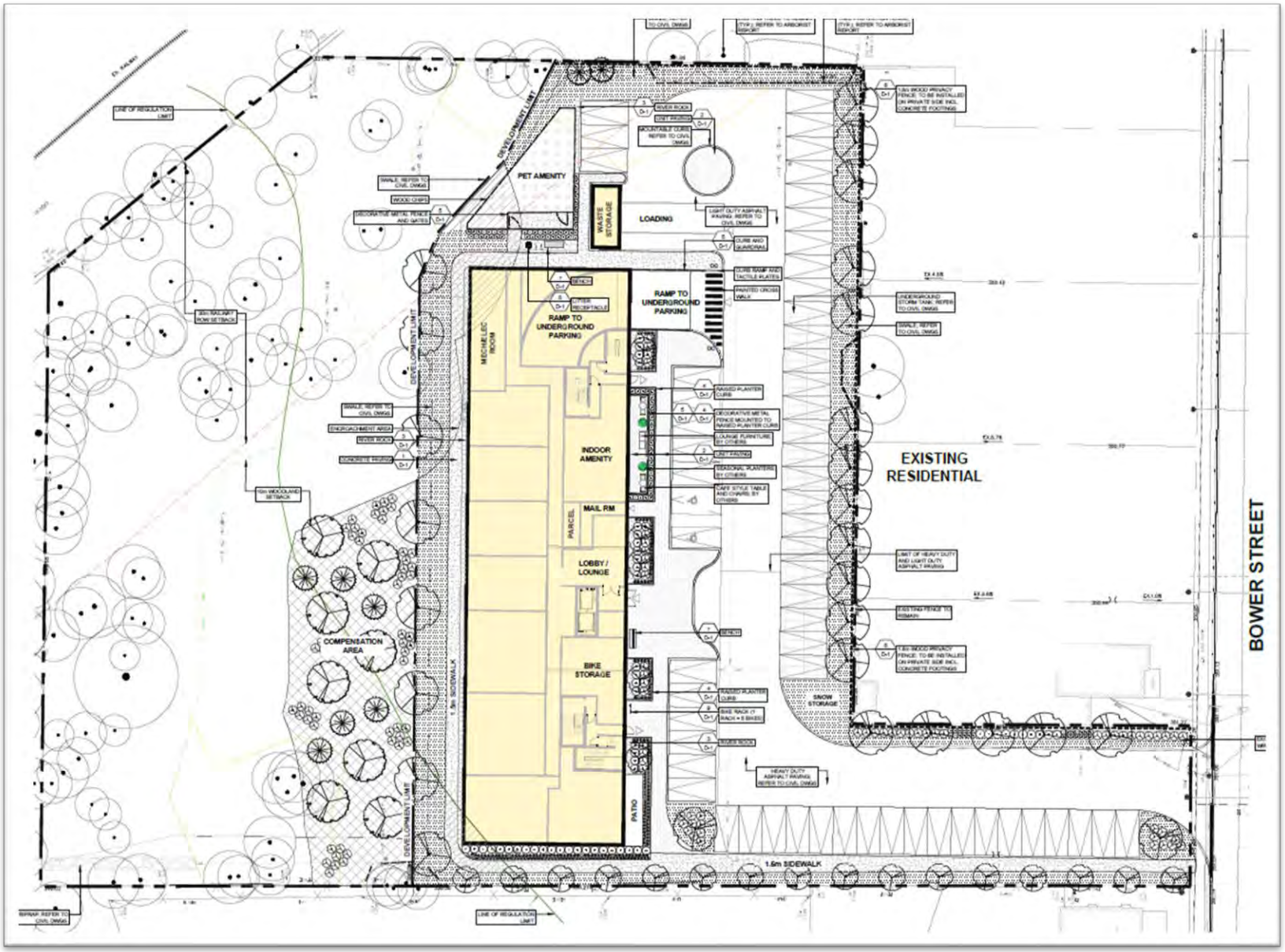
The interface between the public and private realms is clearly articulated through changes in paving materials, raised planters, and landscaping. Decorative metal fencing mounted on raised planter curbs are used selectively to define private areas without creating a visually impermeable edge, thereby maintaining opportunities for natural surveillance and a positive relationship with the street. Site furnishings, including benches, bicycle racks, and waste receptacles, are integrated into the landscape design to support daily use by residents and visitors, particularly given the site's proximity to the Acton GO Train Station and local transit routes.

Special consideration has been given to the treatment of the rail corridor and woodland edges. A minimum 30-metre setback from the railway right-of-way and a 10-metre setback from the woodlot are maintained and enhanced through landscaped buffers, compensation planting, and naturalized treatments. These areas incorporate a mix of native and adaptive trees, shrubs, and groundcover to reinforce ecological function, provide visual screening, and mitigate noise and visual impacts, consistent with Official Plan policies related to environmental protection and compatibility. Existing trees identified for retention are protected during construction through tree protection fencing, and new planting is designed to supplement and strengthen the existing natural features.

Private outdoor amenity areas, including patio spaces and a designated pet amenity area, are landscaped to provide functional, comfortable, and visually attractive spaces for residents. These areas are buffered from adjacent properties and service areas through fencing and planting, ensuring privacy while maintaining clear internal circulation. Snow storage areas are discreetly located and designed to minimize impacts on landscaped areas and pedestrian routes.

Overall, the landscape design contributes to a cohesive and high-quality development that enhances the public realm, respects natural features, and supports the Town of Halton Hills' urban design objectives. Through the coordinated use of planting, hardscape, fencing, and site furnishings, the proposed landscape plan reinforces the development's compatibility with its surroundings while creating an attractive, pedestrian-oriented residential environment.

Figure 3 – Landscape Plan



6.5 Amenities

The proposed development incorporates a range of indoor and outdoor amenities designed to support residents' daily lives, encourage social interaction, and contribute to the creation of a complete and livable residential environment, consistent with the Urban Design policies of the Town of Halton Hills Official Plan. These policies emphasize the provision of functional, accessible, and well-located amenity spaces that enhance quality of life and support compact, transit-oriented development.

Indoor amenity spaces are centrally located within the building and include a residents' lounge and multipurpose amenity area directly connected to the building lobby. These spaces are designed to accommodate a variety of activities, including informal gatherings, remote work, and small community events, and benefit from convenient access, natural light, and proximity to building services such as mail and bicycle storage. The location of these amenities encourages daily use and reinforces a sense of community among residents.

Outdoor amenity areas are provided at grade and are directly accessible from the indoor amenity spaces, creating a seamless indoor–outdoor relationship. These areas include landscaped patio spaces with seating and café-style tables, providing opportunities for passive recreation, socialization, and relaxation. A designated pet amenity area is also provided, reflecting contemporary housing needs and reducing potential conflicts within shared landscaped spaces. These amenities are buffered from the adjacent street, parking area, and neighbouring properties through landscaping, fencing, and strategic siting to ensure comfort and privacy.

Street-facing amenities and features are integrated into the site design to enhance the building façade. Pedestrian-oriented elements such as benches, bicycle parking, and clear, accessible walkways contribute to an inviting public realm with convenient access to Bower Street. Bicycle parking is conveniently located to support active transportation and capitalize on the site's proximity to the Acton GO Train Station and local bus routes, aligning with Official Plan policies that promote reduced automobile dependence and multimodal mobility.

The design and placement of both public and private amenities prioritize safety, accessibility, and visibility. Barrier-free routes connect amenity spaces to building entrances, sidewalks, and parking areas, ensuring universal access for residents and visitors. Landscaping, lighting, and natural surveillance are used to create comfortable and secure spaces that are usable throughout the day and across seasons.

Collectively, the proposed public and private amenities are appropriately scaled to the development, thoughtfully integrated into the site and building design, and responsive to the needs of future residents. These amenities support the Town of Halton Hills' objectives for high-quality residential development by fostering social interaction, promoting active lifestyles, and enhancing the overall livability of the community.

6.6 Shadow Study

A Shadow Study was undertaken by 4 Architecture Inc. for March 21st and September 21st at hourly intervals starting from 10:00am to 4:00pm, in order to assess the incremental shadow impact of the

proposed building. The shadow impact analysis demonstrates that the proposed new residential development will not have any significant impact on the surrounding context. None of the adjacent properties, public outdoor amenity areas, open spaces, public parkland, sidewalks and other public realm features are impacted by shadow casting.

7.0 CONCLUSION

The proposed five-storey residential development at 97 Bower Street represents a well-designed and appropriate form of intensification that aligns with the Urban Design objectives and policies of the Town of Halton Hills Official Plan. The development makes efficient use of an underutilized site within a Major Transit Station Area, walking distance of the Acton GO Train Station and existing transit routes, supporting the Town's goals for compact, transit-supportive, and complete communities.

The site and building design demonstrate a strong response to context through careful attention to height, massing, setbacks, and transitions to surrounding low-rise residential uses. The proposed setbacks from the railway corridor and woodlot, combined with landscaped buffers and compensation planting, address safety, environmental protection, and compatibility considerations while enhancing the overall site design. The building's architectural expression and pedestrian-oriented frontage contribute positively to the evolving character of the area and reinforce a high-quality public realm along Bower Street.

The integration of thoughtfully designed public and private amenity spaces, high-quality landscaping, and safe, accessible pedestrian circulation enhances resident livability and supports daily activity. Parking and servicing are accommodated in a manner that minimizes visual impacts and prioritizes the pedestrian experience, consistent with the Town's urban design direction.

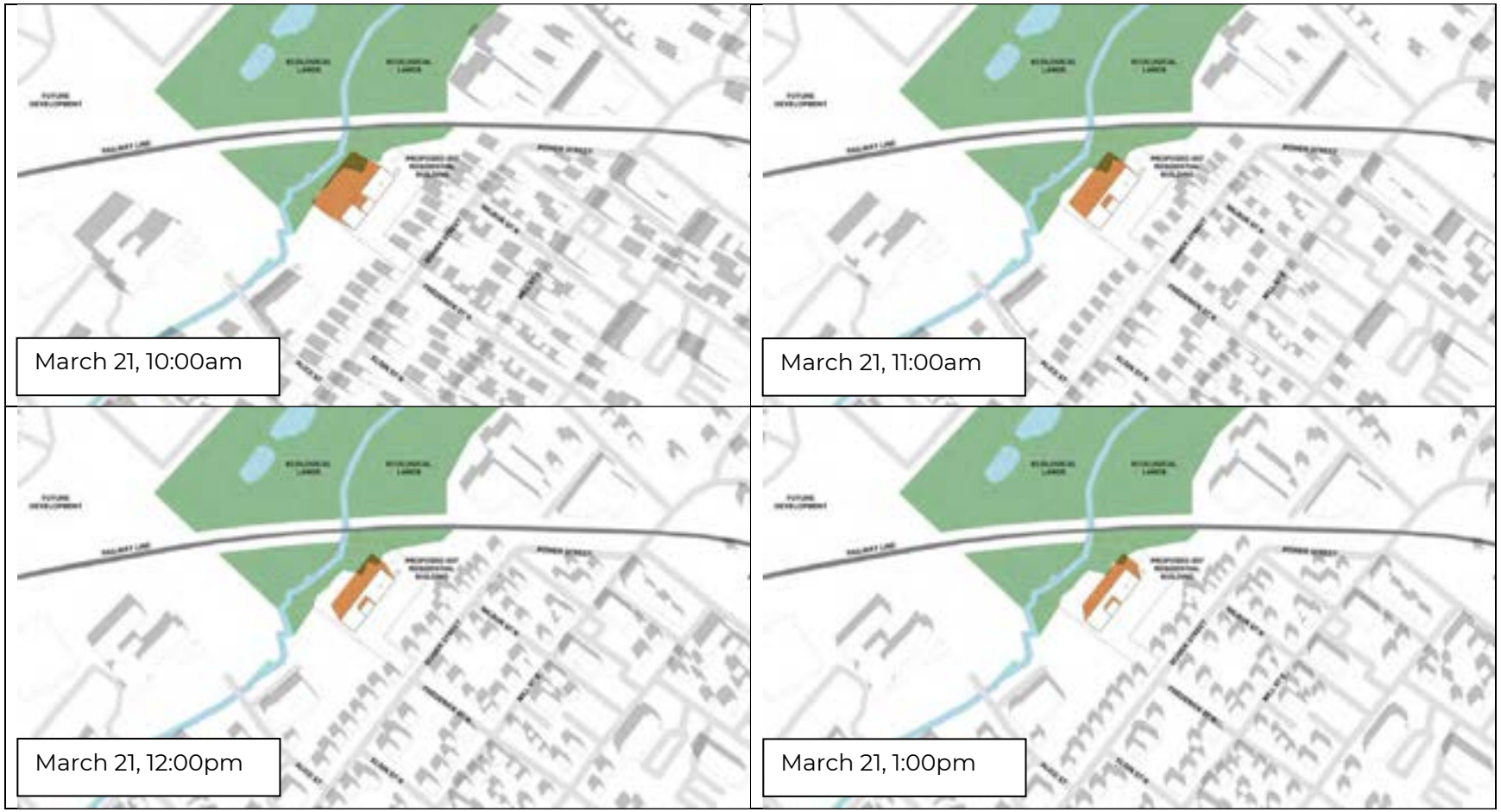
Overall, the proposed development achieves a balanced approach to intensification by respecting existing neighbourhood character, protecting natural features, and leveraging proximity to transit and community amenities. Through coordinated architectural, landscape, and site design, the proposal represents good planning and sound urban design and is consistent with the intent of the Town of Halton Hills Official Plan.

KLM Planning Partners Inc.

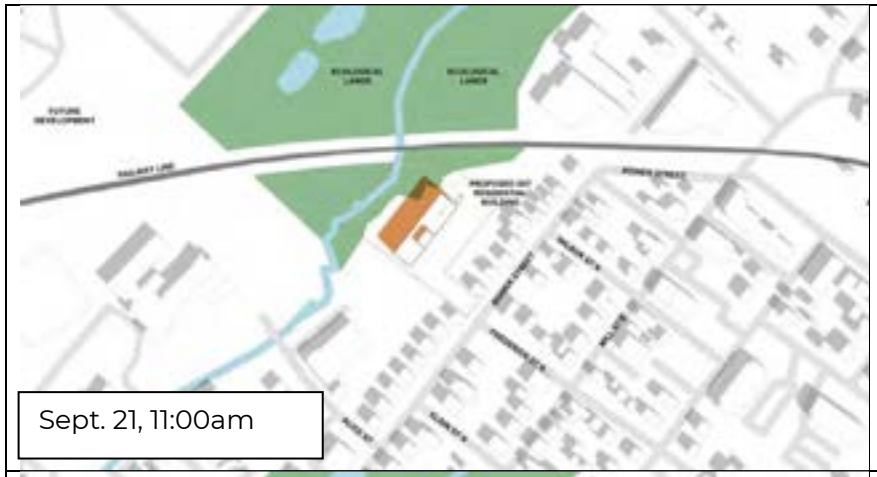


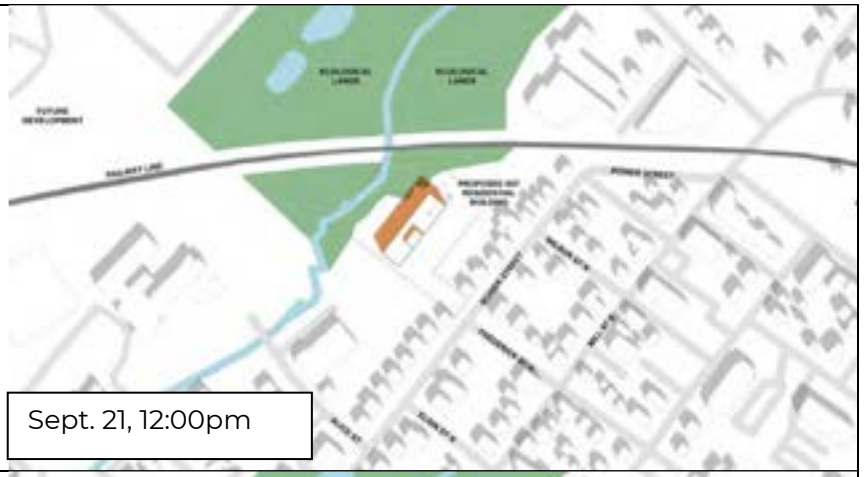
Ian Franklin, BPHIL, BURPI, MCIP, RPP
Senior Planner

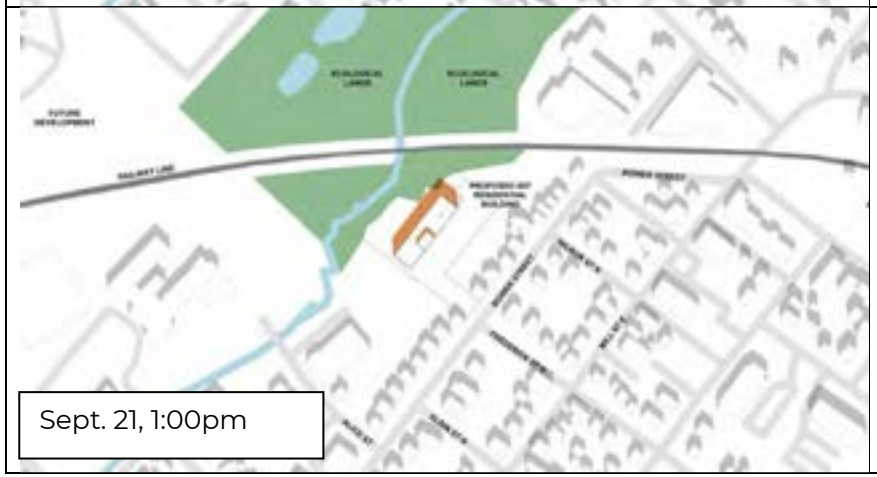
Figure 4 – Shadow Study

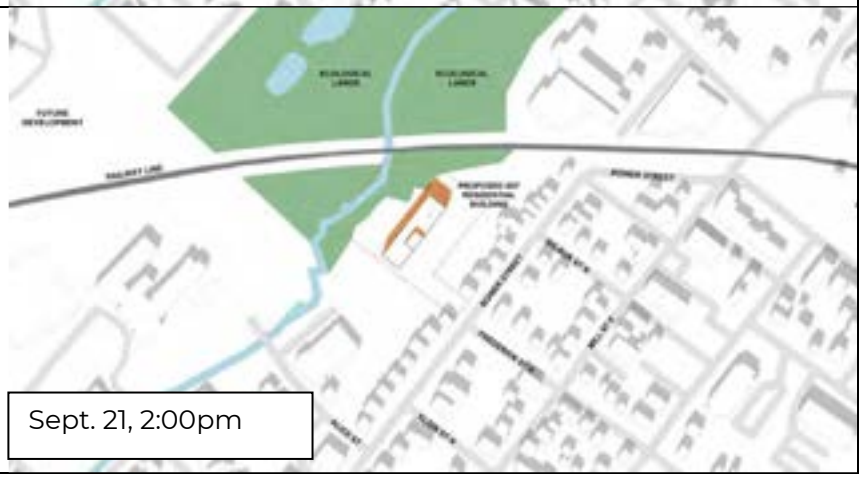


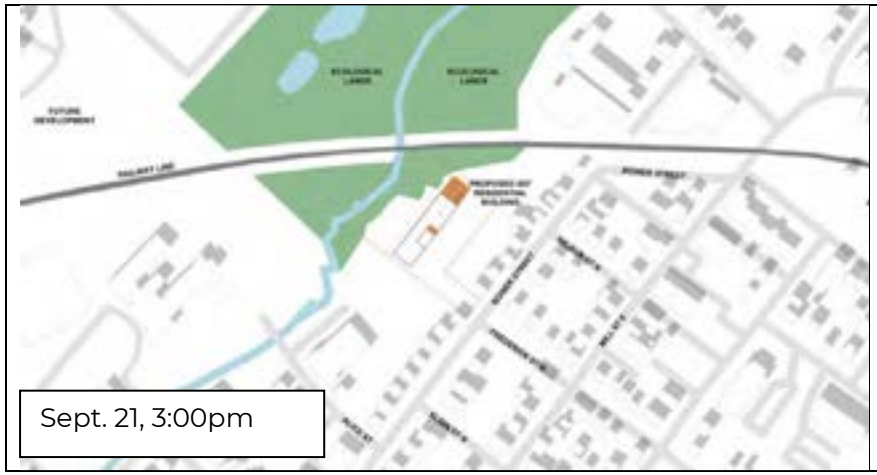

March 21, 2:00pm
March 21, 3:00pm
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Sept. 21, 10:00am

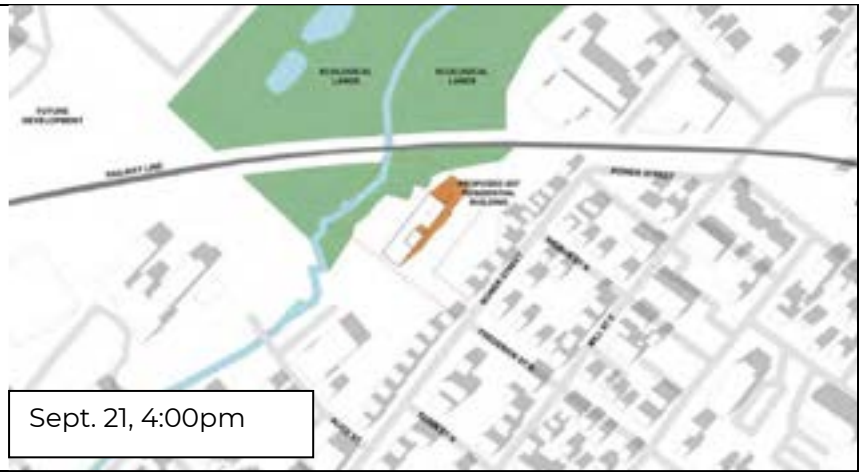

Sept. 21, 11:00am


Sept. 21, 12:00pm


Sept. 21, 1:00pm


Sept. 21, 2:00pm


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