

01 Subdivision Design


Applicant: Rampen Holdings Inc. Date: Oct. 13/22
 Applicant Signature: [Signature]
 Site Address: 1086 Burnhamthorpe Road East
 Planning File No.: _____


- Highlighted items are requirements
- Check-off the Sustainability features that are proposed for the development
- Town staff will check-off the "Explanation Req'd" column
- Items are explained on the following pages

	✓	No.	Items	Explanation Req'd	# of Points
Development Form	<input checked="" type="checkbox"/>	1.	Subdivision design reflects the Master Plan designations for the property	<input type="checkbox"/>	5
	<input checked="" type="checkbox"/>	2.	Subdivision design introduces a modified grid road system	<input type="checkbox"/>	2
	<input checked="" type="checkbox"/>	3.	Subdivision design reflects applicable Cycling Strategy	<input type="checkbox"/>	1
	<input checked="" type="checkbox"/>	4.	Phasing plan shows roads required for Transit to be built first	<input type="checkbox"/>	3
	<input checked="" type="checkbox"/>	5.	Development contains a mix of uses in conformance with the Master Plan	<input type="checkbox"/>	3
	<input checked="" type="checkbox"/>	6.	Block length maximum: 250m	<input type="checkbox"/>	2
	<input type="checkbox"/>	7.	Development to be LEED ND certified	<input type="checkbox"/>	6
	<input checked="" type="checkbox"/>	8.	Development includes adaptive reuse of heritage structures	<input type="checkbox"/>	2
	<input checked="" type="checkbox"/>	9.	Improve public space by providing community spaces for uses such as plazas, public art, and/or creating connections to adjacent natural features	<input type="checkbox"/>	2
	<input checked="" type="checkbox"/>	10.	Continuous sidewalks on both sides of all public roads (excludes roads through or adjacent to the Natural Heritage System)	<input type="checkbox"/>	3
	<input type="checkbox"/>	11.	For high-density development, minimize surface parking by providing: At least 40% of parking provided as structured, or underground parking; or	<input type="checkbox"/>	2
<input type="checkbox"/>		At least 50% of parking provided as structured or underground parking	<input type="checkbox"/>	3	
Air Quality/ Energy Efficiency	<input checked="" type="checkbox"/>	12.	Greater densities are placed at Neighbourhood Centres or Urban Centres near transit facilities	<input type="checkbox"/>	4
	<input checked="" type="checkbox"/>	13.	High-efficiency street lighting	<input type="checkbox"/>	1
	<input checked="" type="checkbox"/>	14.	Developers distribute sustainability handout to all new owners	<input type="checkbox"/>	1
	<input checked="" type="checkbox"/>	15.	Ground-related dwelling(s) to be Energy Star Certified	<input type="checkbox"/>	4
	<input type="checkbox"/>	16.	Building(s) to be LEED Certified	<input type="checkbox"/>	5
	<input checked="" type="checkbox"/>	17.	Energy Star compliant appliances	<input type="checkbox"/>	2
	<input type="checkbox"/>	18.	Development supports or is connected to a district energy project	<input type="checkbox"/>	6
Water Management	<input checked="" type="checkbox"/>	19.	The following Water Quality targets are achieved: • at least 80% removal (Enhanced Treatment) of total suspended solids; and, • no increase in Total Phosphorus loading after development	<input type="checkbox"/>	3
	<input checked="" type="checkbox"/>	20.	Erosion control provided to the threshold of the most "erosion-sensitive" portion of the receiving watercourse.	<input type="checkbox"/>	2
	<input type="checkbox"/>	21.	Innovative Stormwater Management Design plan used that demonstrates less reliance on end-of-pipe facilities and more on conveyance and at-source strategies. This may include: a) Employs a treatment train approach with a minimum of three treatment units; or, b) Innovative pond design	<input type="checkbox"/>	5
	<input type="checkbox"/>			<input type="checkbox"/>	3
	<input type="checkbox"/>	22.	Implement green infrastructure (i.e. bioswales) within some of the public right-of-ways subject to the Town approval.	<input type="checkbox"/>	3
	<input checked="" type="checkbox"/>	23.	One or more of the following green upgrade options will be available for home buyers/ land buyers: • A xerophytic/native plant and/or rain garden landscape package; • Rain barrels; and/or, • Cisterns	<input type="checkbox"/>	1
	<input checked="" type="checkbox"/>			<input type="checkbox"/>	2
<input type="checkbox"/>	<input type="checkbox"/>			3	

✓	No.	Items	Explanation Req'd	# of Points
<input checked="" type="checkbox"/>	24.	Natural Heritage System shown in compliance with the North Oakville Subwatershed Study	<input type="checkbox"/>	4
<input checked="" type="checkbox"/>	25.	All lands within the Natural Heritage system to be in public ownership	<input type="checkbox"/>	3
<input type="checkbox"/>	26.	Public views and accessibility to the Natural Heritage System (NHS) is maintain by:	<input type="checkbox"/>	2
		a) Maintaining 50% of the NHS bounded by a combination of roads and open space; or, b) Maintaining 75% of the NHS bounded by a combination of roads and open space	<input type="checkbox"/>	4
<input type="checkbox"/>	27.	Innovative subdivision or building design credit	<input type="checkbox"/>	Up to 7
Total possible points: 84 (Applicable points will vary depending on the specific application)			TOTAL	50

Natural Heritage

 = All Applicable items that are highlighted as "requirements"

 = 60-74% of Applicable Points

 = Greater than 75% of Applicable Points

Explanation of Items

1. Subdivision design reflects the Master Plan designations for the property

The North Oakville Master Plan is designed with sustainable development as an underlying principle: it proposes mixed-use development to reduce the number of automobile trips; it contains a modified street grid road pattern that encourages more efficient provision of transit; and it contains a Natural Heritage System that protects and links natural features. The Town encourages subdivision design to closely reflect the Town's Master Plan. Conformance to the master plan principles should be addressed in the Planning Justification Report.

2. Subdivision design introduces a modified grid road system

A modified grid road system, as shown on the Town's Master Plan, enhances the opportunities to provide transit. The grid also disperses and reduces the length of vehicular trips. Cul-de-sacs will generally be permitted only when warranted by site conditions. The Town expects all subdivision design plans to show a modified grid road system.

3. Subdivision design reflects applicable Cycling Strategy

Building cycling infrastructure will encourage more persons to use cycling as a transportation mode. Implementing the applicable Cycling Strategy will create a connected and cohesive cycling network. Road design, subdivision layout, and signage should reflect this plan.

4. Phasing plan shows roads required for Transit to be built first

The North Oakville Secondary Plan contains "transit first" policies. The phasing of large subdivisions shall proceed in a manner that will be supportive of the early provision of transit services and in compliance with the North Oakville Transit Plan and Transit Guidelines.

5. Development contains a mix of uses in conformance with the Master Plan

The provision of mixed-uses in conformance with the North Oakville Secondary Plan and Master Plan will assist in creating a more pedestrian-friendly environment by ensuring that most people are within a five minute walk of local shops and services.

6. Block length maximum: 250m

The length of street blocks contributes to the creation of a pedestrian-friendly environment. Blocks should be short and regular in length to make walking efficient and allow for variation in routes. Where it is impossible or undesirable to provide short blocks, wide public mid-block pathways could be provided as an alternative. The Town expects all subdivision design plans to show short and regular blocks. In Employment areas, the Town recognizes that due to the land use, block lengths may be slightly larger (i.e., in the order of 300m).

7. Development to be LEED ND certified

The LEED for Neighborhood Development Rating System integrates the principles of smart growth, urbanism, and green building. The program provides independent, third-party verification that a development's location and design meet accepted high standards for environmentally