

SCAP MATRIX - NON-RESIDENTIAL

DATE							
11-Apr-24							
PROJECT NAME							
10045 Highway 26							
		TOTAL POSSIBLE	TOTAL EARNED	SCORE	STAFF RECOMMENDATION	SCORE	
		80	42.5	53%	23	29%	
CATEGORY + CRITERIA		MEASURE	POINTS POSSIBLE	APPLICANT EVALUATION	APPLICANT JUSTIFICATION	STAFF RECOMMENDATION	STAFF COMMENTS
A	EFFICIENT USE OF LAND AND ORDERLY DEVELOPMENT						
A1	Lands are within built boundary and/or within an existing built up neighbourhood	No - 0 Yes - 5	5	5	The lands are designated and zoned for the proposed use. Lands are vacant and are directly adjacent to long standing industrial developments. Lands are within built boundary.	5	Schedule 'F' - Urban Structure identifies the lands as Inside Built Boundary (Designated/Available Lands), and are adjacent to existing developments.
If response to A1 is 'No' please answer A2 and A3. If response to A1 is 'Yes', please do not answer A2 and A3.							
A2	Development represents an orderly and sequential greenfield expansion of the community outward from the existing built-up area	No - 0 Yes - 2.5	2.5	0	N/A	0	N/A
A3	Greenfield development meets or exceeds the density targets in the Town Official Plan	No - 0 Yes - 2.5	2.5	0	N/A	0	N/A
A4	Development includes a mix of land uses, especially those that provide for live-work arrangements	No - 0 Yes - 5	5	0	Industrial Area. Residential in an industrial area is not permitted.	0	The development does not include a mix of land uses.
A5	Development represents transit supportive development based on density and proximity (i.e. 400-800 meters measured by radius from the property boundary unless there are physical or topographic barriers preventing access) to existing or planned transit routes	No - 0 Yes - 2.5	2.5	2.5	Closest transit would be at Elliott Avenue (280 m) which is a connection of the Collingwood Crosstown Service. The OnDemand would also pick up on this same route. Also in close proximity to trail system which supports active transportation.	2.5	The Crosstown Route has a stop on Elliott Avenue at Saint Clair Street (~450 m) and Sandford Fleming Drive at Sixth Line (~750 m).
A6	Development facilitates the re-development of a contaminated site	No - 0 Yes - 2.5	2.5	0	Lands are not contaminated.	0	Lands are not contaminated.
			15	7.5		7.5	
B	CONSERVATION AND SUSTAINABLE DEVELOPMENT						
B1	Development incorporates low impact / sustainable development, as it relates to water efficiency and reduced wastewater flow from development projects	Degree of Compliance: Scale 0-5	5	3	The development is for individual industrial units which are anticipated to have overall low water requirements (limited to washrooms and kitchenette for staff). Fixtures would be low water useage.	1	One point provided for the inclusion of low flow fixtures.
B2	Development which will achieve LEED, Energy Star or other similar certification or equivalent, as determined by the Town	Degree of Compliance: Scale 0-5	5	0	Additional points may be available to be claimed once construction details are provided.	0	Noted.
B3	Developments that incorporate green development standards or methods that contribute to the sustainability of the development such as passive solar design, climate change resilient buildings/infrastructure, and naturalized stormwater management features	Degree of Compliance: Scale 0-5	5	3	SWM provides active storage volume. The SWM concludes that the SWM plan supports the concept of an environmentally sustainable development.	1	The provision of SWM is required and does not go above and beyond. The proposed SWM system will be underground and incorporates landscaping surrounding the storm drains, however there is no naturalized component. The proposed water quality control will remove 82% of total suspended solids, exceeding the minimum requirement of 80%.
B4	Development protects, restores, conveys into public ownership, and/or enhances a natural heritage feature, including maintenance or enhancement of the tree canopy	Degree of Compliance: Scale 0-5	5	2.5	The tree canopy is 34%. There are no natural heritage features on site.	1	The subject lands are currently a vacant woodlot with no natural heritage features. The proposed development is expected to remove all trees on the lot. One point awarded for exceeding the 30% minimum tree canopy in the UDM.
			20	8.5		3	
C	INFRASTRUCTURE AND PUBLIC FACILITIES						

C1	Development includes the completion, upgrade or reconstruction of required key infrastructure, such as road connections between development areas, transit facilities and/or water and sewage infrastructure	Degree of Compliance: Scale 0-10	10	3	This site is a vacant parcel of land that abuts industrial uses on the north and south side. The lands is a triangular parcel with frontage along Hwy 26. The development does not require any road or servicing connections - however the proposal does building on a vacant parcel of industrial lands - that abut industrial lands. the site utilizes an existing entrance and easement, and will development a new industrial site within Collinwood.	0	The site will connect to existing servicing infrastructure and is not proposing upgrades.
C2	Development includes the completion, upgrade or reconstruction of active transportation infrastructure (e.g. trails, bicycle lanes or separated corridors, sidewalks, bike storage areas, etc.) in the public or private realms or both	Degree of Compliance: Scale 0-5	5	2	Existing sidewalk along Highway 26 will be utilized and development will connect to this sidewalk.	1	The site will connect to the existing sidewalk on Highway 26.
C3	Developments that enable the provision of public facilities and/or community benefits beyond those facilities which are required to be provided by the developer by legislation including, but not limited to park improvements, new park construction, development of public active transportation systems, and streetscape improvements or other key elements of public infrastructure	Degree of Compliance: Scale 0-5	5	0	There is no direct trail crossing, however there is a sidewalk that traverses the frontage along HWY 26 which will remain uninterrupted during construction. There is also a trail connection to the north which is in close proximity to the site.	0	There are no public facilities or community benefits proposed for this development.
			20	5		1	
D	ECONOMIC DEVELOPMENT						
D1	Development that adds a significant number of new jobs to the local economy	1 point/5 jobs up to 5 points	5	5	The development will provide industrial units that will allow businesses to stay or relocate to area. Units can be varied in size to accommodate both incubator businesses as well as expansion or larger businesses.	1.5	The proposed development will facilitate manufacturing and storage space which may enable businesses to expand and hire throughout the community. Staff have estimated one new job per unit, for a total of 7 new jobs. Additional points may be awarded with additional justification / rationale for the number of jobs being provided.
D2	Development supports the goals and objectives of applicable economic development master plan	Degree of Compliance: Scale 0-5	5	5	The development will support the Eco MP. The development will establish jobs, will promote investment (new businesses, relocation of businesses and expansion of businesses), and will support the reduction in red tape for businesses to establish themselves. The units will be plug and play type buildings. Ease of deliveries, access, parking and will allow a business to include admin, warehousing, workshop, technology etc - all in one complex.	3	Staff acknowledge the development will support the Economic Development Action Plan in the three areas noted. Additional justification for how the development directly contributes to the specific Goals, Objectives, and/or Metrics of the EDAP is required to earn additional points.
D3	Development enhances the Downtown or a main street as a focal point of activity and commerce	Degree of Compliance: Scale 0-5	5	3.5	Highway 26 at this location is a main thoroughfare (gateway). Extensive architectural design and landscaping accommodated a high level of urban design.	3	The proposed development is not located Downtown, but Highway 26 is an arterial road and a gateway entrance to the Town from the west. The proposal will provide additional continuity of development, and the applicant has been collaborative to provide a well-designed façade to address Highway 26.
			15	13.5		7.5	
F	COMMUNITY IMPACTS/BENEFITS						
F1	The application preserves sites/buildings of historical interest and/or complies with the requirements of any applicable heritage district plan	No - 0 Yes - 2	2	0	NA	0	N/A
F2	Development will facilitate the removal or improvement of a land use conflict	Degree of Compliance: Scale 0-2	2	2	Lands are within an industrial area and abut NSG and Storage facility. The development is industrial and therefore reduces potential for future land use conflicts.	0	There is no land use conflict being resolved.
F3	Includes urban design or architectural control and implementation in accordance with or exceeding any applicable master plan or guideline	Degree of Compliance: Scale 0-6	6	6	The development includes two buildings, Building B located adjacent to Highway 26. Based on Lakeshore Mountainside UDM criteria. Building materials and colour schemes represent the UDM criteria/architectural style. Proposed building materials include metal siding/stone with wood accents. Colours sophisticated and suit the character of area. Metal siding which will clad the majority of the elevations is dark grey colour. Stone used along base and vertical elements up to roofline are light grey. Brown wooden accent elements will be used throughout each facade. Accent walls at entrance use light grey stone and brown wood materials.	4	The proposed development is generally consistent with the Lakeshore and Mountainside Recreation architectural style in the UDM. There's a potential for an improved design outcome should it be possible to front proposed Building 'B' onto Highway 26 and relocate the row of parking at the front of the site to behind the building. Additional points may be awarded in this category with the resolution of the urban design comments and removing the parking from the front of the site.
			10	8		4	