



CITY OF CAPE TOWN
ISIXEKO SASEKAPA
STAD KAAPSTAD

Case ID 1500159042

**Erf 10790, 11 Joubert Street,
Parow Valley**

Development Management

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Date: 26 January 2026 (rev 2 – 29 April 2026)

Reference: 1500159042 (council application)

Contact:



APPLICATION FOR REZONING AND CONSENT: ERF 10790 PAROW AT 11 JOUBERT STREET

1 INTRODUCTION

This application seeks Council's approval for the consent and rezoning of a residential (R1) property in Parow to Local Business 2 (LB2), to establish a **small scale motor repair garage** (motor workshop). The site is strategically located in a mixed-use area along Joubert Street. The property is located in close proximity to General Business and Industrial Land uses, Connaught Road serves as a natural buffer between residential and business zones. The proposal is in line with the spatial transformation trends in the area, where properties are increasingly transitioning from residential to business and industrial land uses.

The proposed motor workshop will provide an invaluable service to the local community. The site's accessibility to public transport, and major throughfare routes make it highly accessible. The site is situated along a block of land uses that are predominantly general business & industrial in nature.

1.1 APPLICATIONS

The following applications are made in terms of the City of Cape Town Municipal Planning Amendment By-law, 2025:

- Section 42 (a) for ***Rezoning from Residential 1 (R1) to Local Business 2 (LB2).***
- Section 42 (i) for ***Consent Use to permit a motor repair garage for a small scale motor workshop.***
- Section 42 (b) for **permanent departure** to permit the carports to be within the 8m centerline.

ANNEXURES:

- Annexure 1: LAND USE APPLICATION FORMS
- Annexure 2: SG DIAGRAM
- Annexure 3: DEED OF TRANSFER
- Annexure 4: POWER OF ATTORNEY
- Annexure 5: SITE PLANS

2 PROPERTY DETAIL

2.1 Property and General Information

Erf number	ERF 10790 Parow
Diagrams	SG No. 1770/1945 (Annexure 2)
Property extent:	732m ²
Registered Owner:	
Title Deed number	(refer to Annexure 5: Deed of Transfer)
Title Deed Conditions	None
Applicant	Urban Solution (Power of Attorney – Annexure 4)
Current Zoning	Single Residential 1 (SR1)
Current land use	Motor workshop and dwelling house
Current Access	Joubert Street
Any unauthorised work	Yes, administrative penalty application submitted (1500157712)
Previous approvals granted	None

2.2 Location and Surrounding Context Analysis

Site Analysis

The property falls within the Tygerberg District of the City of Cape Town Municipality and is located in the suburb of Parow Valley. The property is situated on the corner of Joubert & Rissik Street (site address: 11 Joubert Street).

The property is a single residential dwelling that has been converted to a portion for the motor workshop and the other portion remains residential. Minor portion of the workshop is currently occupying the existing building. The intention of this application is to regularize the current land use through appropriate legal processes with the local authority.



Figure 2.1: Property Concerned 1

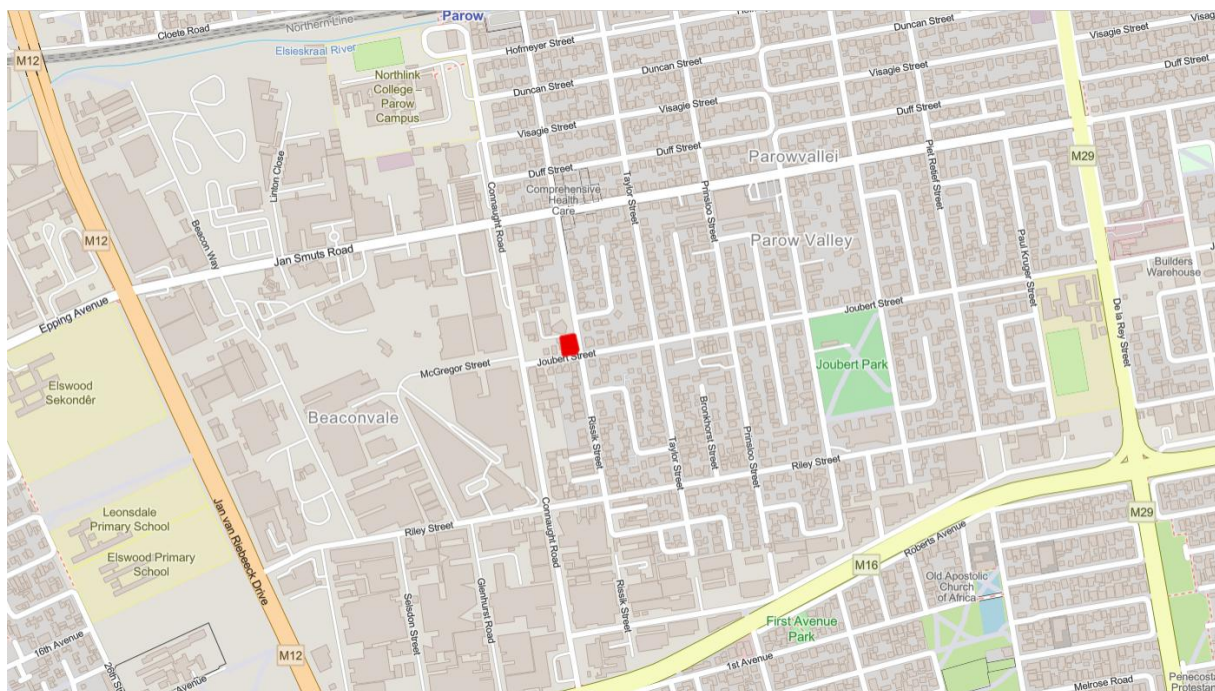


Figure 1.2: Property Concerned 2

Local Context Analysis

The property is located in Parow Valley, Parow, an area characterized by a mixed-use patterns of residential and industrial land use. **Connaught Road** serves as a transitional zone between business and residential areas, the property directly links with the Connaught road towards the west, making it a strategic point for rezoning to business. The surrounding zoning map (Figure 1.3) illustrates a combination of R1, LB, GB, and GI zones. The variety land uses supports the argument that the area is undergoing a transformation to a more diverse land-use character.

The trend of the zoning of the neighboring properties shows a shift from strictly residential to more business-oriented uses, underscoring the property's suitability for such a transition. It must be noted that there are already five business that are in operation along Joubert Street, these business range from hardware, water drum seller & buyer and B&B accommodation (according to Google Maps Streetview). Therefore it can be said that a precedence has already been set for the transition from purely residential land uses to business and mixed land uses along Joubert Street.(See Figure 1.4: Local Context)

The sites strategic position on the edge of the the block between the above-said land uses offers an opportunity for a land-use change that aligns with the broader spatial planning objectives of the area of encouraging mixed land uses and intensification.

Strategic Road Network Context

Connaught Road, located to the west of Joubert Street is a high-activity route accommodating a range of land uses and links Parow Valley to neighbouring areas, including general hardware

businesses, commercial and small general medical practices. The proximity to this route enhances the viability of rezoning for business purposes, as accessibility and visibility are critical factors for commercial land uses. The location of the site ensures that a motor fitment workshop will benefit from the activity levels without negatively impacting the residential area to the east.

Buffer and Interface Function

Rezoning the property to LB2 for a motor workshop contributes positively to the urban morphology of the area by providing a buffer or transitional zone between the more intensive business uses and the residential lands uses. Motor workshops differ in size and intensity, as the nature of the work determines the scale. The proposed land use is classified as medium-low impact business as there will be minor servicing of vehicles.



Figure 1.3: Zoning Map



Figure 1.4: Local Context Map

3 DEVELOPMENT PROPOSAL

3.1 Proposed usage of the property

The motor workshop operates from a portion of the main building on the property, comprising several specific functional areas that are required to operate the business. The building layout includes a reception area, office, staff lockers and toilet. These rooms form part of the existing residential structure that was approved when the house was built. The new additions to the property comprises of a two new service bays. The operating hours of the facility will align to normal business working hours, and will not impact surrounding residential properties.

The residential dwelling will be retained, for a 3 bedroom house, where the owner lives, which is a permitted right in terms of the LB2 zoning.

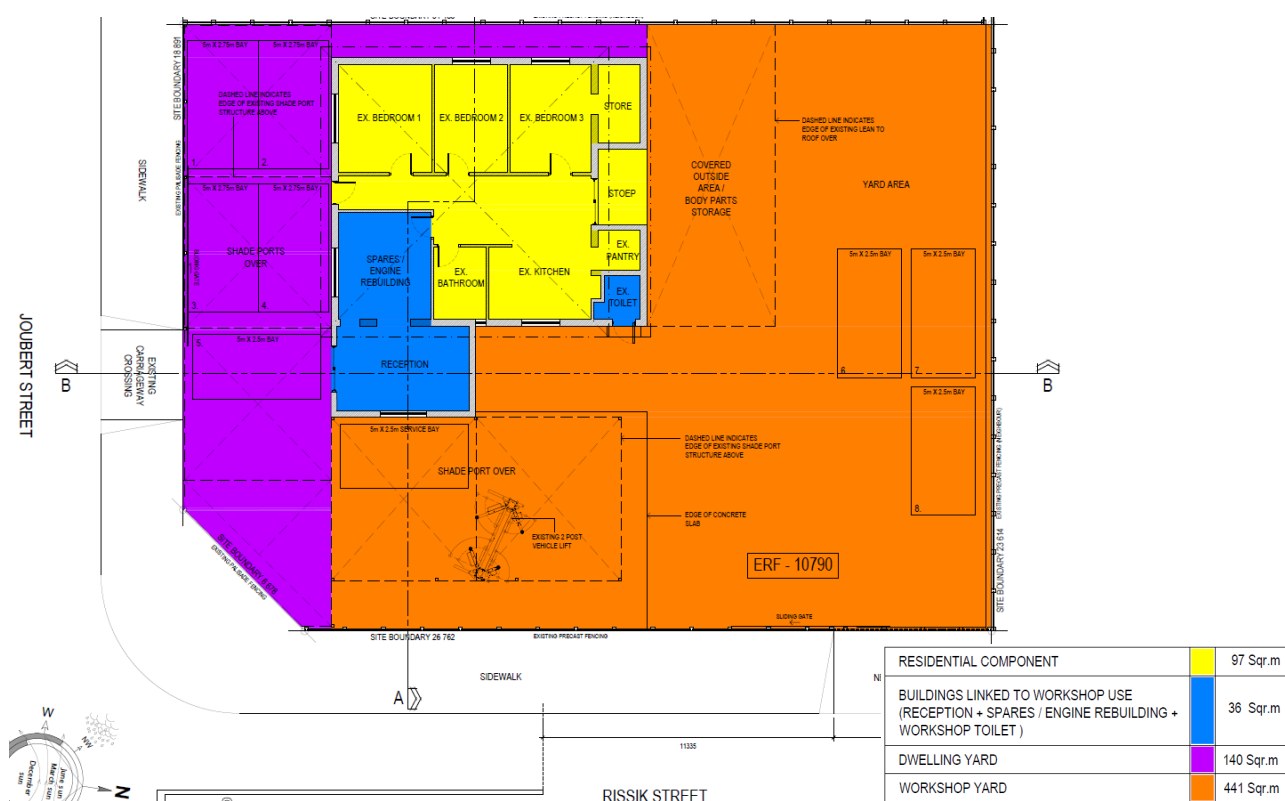


Figure 2.1: Site Plan

3.2 Proposed Land Use Planning Applications, in terms of the MPBL, 2015 (amended 2019)

- Rezoning Application: Rezoning from Residential 1 (R1) to Local Business 2 (LB2).
- Consent Use Application: To permit the use of the site for a **motor repair garage** for a (small scale motor workshop). The application is made in terms of section 42 (i), to be read with section 57 of the DMS.
- Permanent departure to permit the carports to be within the 8m centerline.

4 MOTIVATION

4.1 Consistency with any applicable spatial development framework - (MPBL section 99 (1)(b)).

4.1.1 Western Cape Provincial Spatial Development Framework (WCPSDF), 2014.

The WCPSDF has now been framed by the objectives of the National Development Plan (NDP). Specifically looking at the urban and rural transformation agenda and its human settlement targets. The human settlement targets encourage people to live closer together as well as closer to their work. The proposal is well located in terms of access to the local community, therefore is consistent with WCPSDF.

4.1.2 Cape Town Municipal Spatial Development Framework (CTMSDF), 2023.

According to the Consolidated Spatial Plan Concept of the Cape Town Municipal Spatial Development Framework (MSDF), the subject property is strategically located within the Urban Inner Core and in close proximity to a Development Corridor, areas prioritized for increased development intensity. These zones are characterized by higher densities, mixed land use, and greater connectivity to public infrastructure, which supports sustainable urban growth. The framework encourages land-use diversification and the integration of public amenities, such as schools, to enhance accessibility for local residents.

The subject property has sufficient bulk and infrastructural capacity, including road access, utilities, and proximity to public transport networks, making it suitable for the conversion of the existing residential dwelling into a small scale motor fitment workshop. The intensification of this site aligns with spatial planning objectives, particularly the promotion of facilities within walkable distances in residential neighborhoods.

In terms of zoning, the site falls within an area of a mix of uses, and the site being Residential Zone 1 (R1). The existing urban fabric is conducive to a small to medium-sized businesses, minimizing any disruptive impact on surrounding land uses. Additionally, the subject property's proximity to an economic node enhances the opportunity for local employment and economic activity, further contributing to the area's socio-economic upliftment. The proposed Local Business zoning is therefore appropriate for the subject property.

This proposal is consistent with the MSDF's focus on mixed-use development and the integration of social infrastructure, supporting both community cohesion and economic growth in the region.

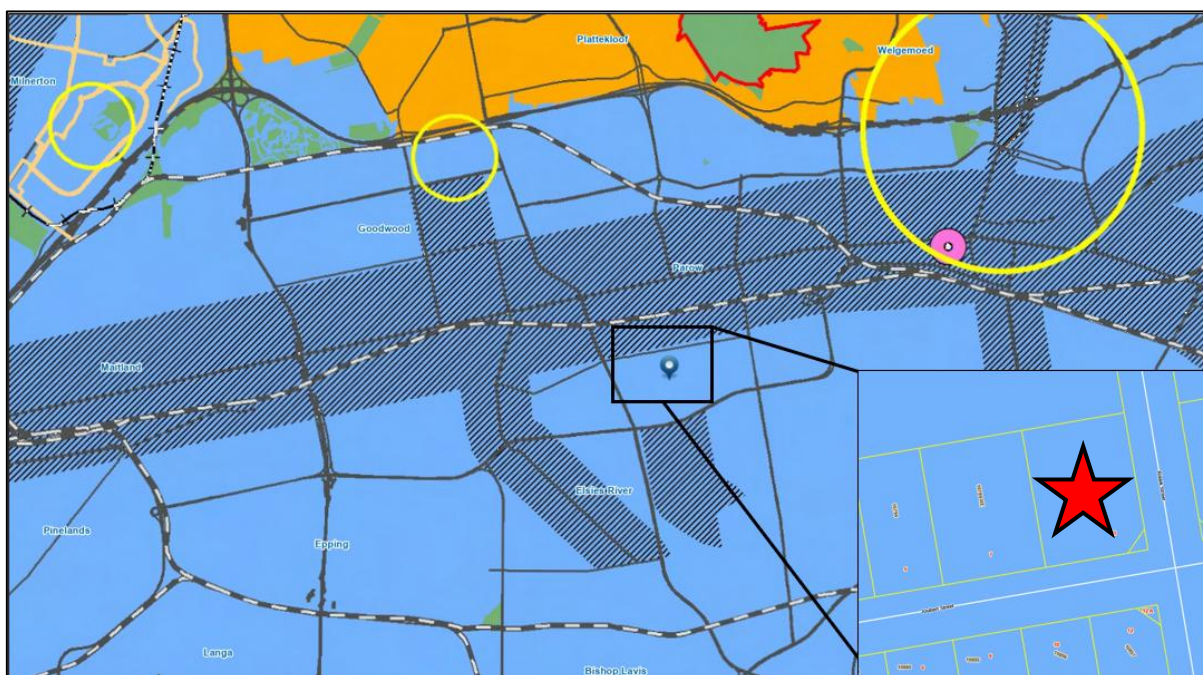


Figure 3.1: Extract from CTMSDF

4.1.3 Tygerberg District Plan 2023

The subject property is positioned within a area that is characterised by intense industrial land uses towards the west and urban development surrounding. Therefore the proposal aligns with the sub-district's vision of optimizing the integration of land uses, supporting densification, facilitating land use intensification along high accessibility routes, encouraging land use transformation, and promoting businesses opportunities that are in close proximity to public transport routes & interchanges and fostering small business development.

On a broader scale, the subject property is located within the established urban footprint of Parow Valley, in close proximity to the Voortrekker Road / rail corridor and the wider Bellville–Parow activity spine, with the Tygerberg Hospital precinct forming a prominent regional generator to the east. In spatial planning terms, the Tygerberg District Plan (2023) structures growth around accessible corridors and nodes, using district and sub-district guidance to direct appropriate intensification, land-use change and investment toward areas that are already well-served by movement networks and services.

The conversion of the existing residential dwelling into an small scale motor workshop fits seamlessly into this vision by integrating different land uses, it will play a role to facilitate land use intensification & transformation of property that can be utilized optimally. Against this policy context, the proposed conversion of the existing dwelling to accommodate a vehicle workshop (service trade) while retaining a 3-bedroom owner's dwelling represents a compatible "live and work" outcome that supports local economic opportunity in an accessible location. The District

Plan's intent to achieve greater mixed use and activity in appropriate areas, particularly close to major routes and economic opportunities, supports the introduction of small-scale employment-generating uses where they can be serviced by existing infrastructure and where they reduce the need for longer trips to access everyday services.

The requested Local Business 2 (LB2) zoning is considered an appropriate mechanism to manage this transition, as it provides a policy-aligned framework to accommodate business/service activities while enabling the retention of a residential component and enforcing development parameters and operational controls. Importantly, the proposal can be conditioned and designed to ensure compatibility with the surrounding neighbourhood character through measures such as on-site parking and loading, controlled access, limits on operating hours, noise and nuisance attenuation, appropriate signage, and screening of service yards/waste areas. In this way, the development advances the District Plan's objectives of efficient land use, sustainable urban management and spatial transformation without undermining adjacent residential amenity.



Figure 3.2: Extract from Tygerberg District Plan

4.2 Approval of the application would not have the effect of granting the property the development rules of the next subzone within a zone - (MPBL section 99 (1)(d)).

The proposals do not grant the development rules of the next subzone.

4.3 Consideration in terms of applicable spatial development framework - (MPBL section 99 (2)(a)).

Refer to Sections 3.1.1 - 3.1.3.

4.4 Compliance with relevant criteria contemplated in the development management scheme - (MPBL section 99 (2)(b)).

The MPBL provides the mechanism to make applications to rezone the properties. The proposed applications are therefore consistent with the MPBL, whereby it duly applies for the applications detailed in Chapter 2 of this report.

The proposal has been assessed in terms of the LB2 development controls and found to be compliant (i.e. height, building lines, floor factor, and parking/access).

4.5 Compliance with any applicable policy approved by the City to guide decision making - (MPBL section 99 (2)(c)).

4.5.1 Cape Town Integrated Development Plan (IDP) 2017-2022

The City of Cape Town's five-year Integrated Development Plan (IDP) serves as the City's primary strategic framework, built on five key pillars: creating an opportunity city, a safe city, a caring city, an inclusive city, and a well-run city. The IDP outlines the City's priorities and development goals, focusing on areas that will enable the realization of these objectives. Central to the City's strategy is the promotion of spatial transformation to address historical imbalances and improve access to opportunities for all residents.

A key strategy in achieving spatial transformation is the Transport-Orientated Development (TOD) approach, championed by the Transport and Development Authority (TDA). TOD emphasizes higher-density, mixed-use developments along key public transport corridors, such as Bus Rapid Transit (BRT) routes and rail station precincts, to promote more equitable urban development. By increasing density and diversifying land uses in these strategic locations, the City aims to overcome spatial disparities and reduce the socio-economic divide.

The proposed motor repair garage in this mixed-use area will contribute directly to these objectives by introducing a necessary public service and diversifying the land uses within the neighborhood. The service outlet is critical to fostering inclusivity in urban spaces, particularly in areas where access to quality is limited. The establishment will not only provide much-needed opportunities but will also enhance the socio-economic fabric of the area by offering a key service outlet that specialises in motor repair service.

From a technical perspective, Its location within an urban area also promotes affordability and inclusivity options in a context that encourages sustainable, compact urban living.

4.5.2 Transit Orientated Development (TOD) Strategic Framework

TOD is defined as a long-term development strategy to address spatial inequality, improve public transport affordability, and address sprawl, driven by the integration of sustainable public transport and strategic land use intervention. It is built on the principles of affordability, accessibility, efficiency, intensification, and densification. The compliance with the core TOD principles is discussed below:

PRINCIPLE:	COMPLIANCE:
Affordability – reduce the cost of public transport to commuters and the cost of providing public transport to the City.	The use of the site as a local community service supports the principles mentioned. The site is highly accessible as it is strategically located in close proximity to a residential area & near a high activity route (Connaught Road), this will reduce the need for long commutes to the place of employment.
Accessibility – facilitate equal access to social and economic activity through strategic urban development and the provision of safe public transport.	
Efficiency – provide an environment and level of service that reduces trip lengths and dependence on private vehicles.	
Intensification & Densification – manage the desired form, composition and location of urban development conducive to affordable, accessible and efficient public transport.	

4.5.3 Economic Growth Strategy

The overarching objective of the economic growth strategy is to stimulate growth and employment and address the fundamental economic imbalances in terms of employment and poverty throughout the City. The strategic framework focuses on encouraging the City to shift its status to the “Opportunity City”, which is envisaged to consist of various mechanisms that aid in weighing out the imbalances.

The proposal aligns with the economic growth strategy's objectives. The economic benefit of the proposal facilitates employment and entrepreneurship – allowing a small scale motor workshop to operate.

4.6 The desirability of the proposed use or development of land - (MPBL section 99 (2)(d)).

Refer to section 3.10 of this report.

4.7 Impact on existing rights - (MPBL section 99 (2)(e)).

Given the legal planning required mentioned in the previous sections and the assessment of desirability below, it is motivated that the proposals will have a minimal impact on the existing rights of surrounding property owners. The following main points can be mentioned:

- The rezoning is to permit an existing use, which has not caused an impact on the surrounding property owners, as the work primarily occurs within the property and does not cause noise or environmental pollution. The rezoning is to a business land use, there are several businesses currently operating in the street and vicinity of Parow Valley, as it borders Beaconvale which is primary an industrial hub.

With the above mentioned, we are of the opinion that the proposal does not negatively impact the area and the surrounding owners. The following positive impact refers:

- The use of the site will provide increased surveillance of the adjacent properties and onto the street.
- The provision of an essential service in close proximity to the local residents and local transport & logistics businesses.
- The capital investment into the site may have a positive effect on stimulating economic activity for the immediate area.

4.8 Other considerations prescribed in relevant national or provincial legislation - (MPBL section 99 (2)(g)).

4.8.1 Title deed Conditions

There are no restrictive title deed conditions that impact the proposed development.

4.8.2 Compliance with the Development Principles in SPLUMA and LUPA

Section 7 of the Spatial Planning Land Use Management Act (SPLUMA) and Section 59 of the Western Cape Land Use Planning Act (LUPA) describe five (5) development or planning principles that all new development should consider, namely: spatial justice, spatial sustainability, efficiency, good governance, and spatial resilience. The proposed development contributes to these principles in the following ways:

- The principles of **spatial justice** are fulfilled through the improved utilisation of land. This application may not solve the spatial justice crisis, but it is a step towards minimising the imbalances.
- The principles of **spatial sustainability** are fulfilled through development that is spatially compact, resource frugal and within the municipality's means.

Rezoning the property from residential 1 to local business 2 zone is a suitable zoning for the site in respect of its location. The new zoning allows the subject property to be used for the essential community service and retain a dwelling house.

- The principles of **efficiency** are fulfilled by maximising the site's potential relative to its urban context.
- The principle of **spatial resilience** requires flexibility in land use management systems and policies to ensure sustainable livelihoods for communities most likely affected by economic and environmental shocks. This will be achieved by utilising the mechanisms available in the CTMPBL; applying for the intensification of land use, and implementing the principles of relevant policies, as mentioned in this report. This application hereby supports the spatial resilience principle.
- **Good administration** is a function of the government and is thus not applicable to this proposal.

4.8.3 City of Cape Town Municipal Planning By-Law

The City of Cape Town Municipal Planning By-law provides the mechanism for land use applications. Section 99 of the By-Law sets out the criteria for deciding land use applications.

Street centreline setback in terms of Item 56(d) of the DMS:

The DMS provides the following definition:

'**street centreline setback**' means the line delimiting the area measured from the centre line of a particular public street, within which no building or other structure, including a boundary fence, may be erected;

Items 56(d) states that the City may require a street centreline setback for all buildings or structures to be set back 8m from the centre line of the abutting public street (see below).

(d) Street centreline setback
The City may require a street centreline setback, in which case—
(i) all buildings or structures on the land unit shall be set back 8,0 m from the centre line of the abutting public street or streets; and
(ii) item 122 shall apply.

Item 122 provides some discussion on the provision, but no actual reasoning for the street centerline setback.

122 Street centreline setback or other land for road widening
[Heading substituted by City of Cape Town: Municipal Planning Amendment By-law, 2025 (wef 1 October 2025)]

The portion of a land unit falling within a street centreline setback area or any other land ceded for road widening purposes shall be excluded for the purpose of determining coverage and maximum floor space, unless the owner transfers the portion concerned to the City free of charge. In such case, the portion shall be included for the purpose of determining coverage or maximum floor space on a land unit and the street building line would be deemed to be 0m.

A street centreline setback is intended to protect land that may be required for future road widening or road-related public infrastructure. Where required by the City, buildings and structures must be set back 8,0 m from the centre line of the abutting public street. The provision therefore serves a public road planning function and should be applied where there is a clear need linked to road widening, traffic safety, services, or future road improvements.

We are of the opinion that the street centreline setback need not be implemented in this instance, as no specific road widening requirement. The application is for rezoning to LB2 to permit a workshop in a transitional area where similar industrial-type activities already exist in the surrounding context. Any potential land use impacts can be addressed through normal development parameters and conditions of approval, rather than sterilising a portion of the property through an 8,0 m centreline setback without a confirmed public road purpose.

4.8.4 National Environmental Management Act (25 of 1998)

The National Environmental Management Act and EIA Regulations identify certain activities that may be detrimental to the environment. This proposed development does not trigger the need for an environmental process.

4.8.5 National Heritage Resource Act (Act 25 of 1999)

Section 38 lists a host of development categories, which, if pursued, requires that the responsible heritage resource authority, Heritage Western Cape (HWC), be notified. As the building is over 60 years, the BDM process will require HWC approval. This is not required for the rezoning process.

4.9 Whether the application complies with the requirements of this By-law - (MPBL section 99 (2)(h)).

This application complies with the By-Law requirements, as it makes the relevant applications to support the proposal.

4.10 Evaluation of Desirability - (MPBL Section 99(3)).

a) Socio-economic impact – (3)(a)

- The proposal provides an affordable essential local community service.
- The motor repair garage will create employment and an income for the owner.

- The investment into the property concerned encourages investment into the area and creating improvement in the broader community. The proposal encourages land-use change and economic development in the area. This will allow more people to have access to these minor motor repair services.
- Retaining the residential component supports home business and retains accommodation for the family.

d) Compatibility with surrounding land uses – (3)(d)

The local context and how the subject property fits therein are discussed in section 1 of this report. To reiterate, the subject property is situated within a residential area, that is transitioning into a mixed-use area. Appropriate medium land-use intensification is encouraged (this may include residential business or a mix of the land uses) as mentioned previously in section 3.5.2 of this report.

The subject property is located on the edge of a residential block/precinct, and is therefore regarded as appropriate for the Local Business 2 (LB2) zoning, as the majority of LB2 zoned properties are situated along the same block and street. The properties opposite the subject property (to the south & west) are General Business 1 and Local Business 2.

The proposed development to rezone the property to Local Business 2 zoning and apply for Consent makes provision for a motor repair garage to function and service the local community and surroundings. It is therefore evident that the proposal is consistent and compatible with the surrounding land uses. See section 1.2.2 of this report for a detailed contextual analysis.

(e) Impact on external engineering services – (3)(e)

The site is located in an area where the City encourages land use intensification and has committed to servicing these sites where capacity is available.

It is not expected that the proposed use will have a significant increase in the capacity on the existing bulk services. The relevant departments to provide input on their requirements at the circulation stage of the application. The input and requirements will be implemented once the decision is granted.

(f) Impact on safety, health and wellbeing of the surrounding community – (3)(f)

Given the compatibility of the proposal with the surrounding urban fabric, we do not anticipate that there will be a negative impact on the safety, health and wellbeing of the

surrounding community. It is more likely to positively impact the area as it will allow more people to use the area (improved surveillance).

As the subject property shares common boundaries with 1) a church that operates mainly on Sunday when the business is closed, and 2) a residential property used for commercial/industrial purposes, it is not expected that the proposed use cause and nuisance in terms of noise or air pollution on these properties. Any nuisance or impact on neighbouring properties will be managed by the conditions of approval.

The operating hours of the facility will align to normal business working hours, and will not impact surrounding residential properties (see chapter 2 of this report for the specified operating hours).

Analysis of the Unauthorised aspects of the property:

The existing house has been converted to operate the business. Minor changes have been made to the existing structure – in order to convert existing bedrooms into staff services/office areas. Conditions of approval will enforce building plans and relevant compliance.

The aspects to remedy any impacts:

There are no other foreseeable impacts as it is expected that it is compatible use with the surrounding character of land uses in the immediate area, and being on the edge of the residential block, this provides a buffer type aspect to the other land uses to the east and south of the residential precinct. Conditions of approval will enforce relevant conditions by key departments after formal internal circulation.

(g) Impact on heritage – (3)(g)

Not applicable, the site is not in a demarcated heritage area as per City Viewer.

(h) Impact on the biophysical environment – (3)(h)

Not applicable as no trees or significant vegetation will be removed.

(i) Traffic impacts, parking, access and other related considerations – (3)(i)

Traffic Impacts

- The proposed land use does not generate a large amount of traffic activity that is out of the ordinary. The business is expected to service approximately **2-5 cars per day**.
- Given the mixed-use nature of the area, and the current transition occurring. It is expected that the proposal will have minimal impact in traffic generation.

- The site is located off major roads (**Connaught Road**), minimizing any adverse impact on traffic flow or pedestrian movement. The surrounding road network is capable of handling this minor increase in traffic without adverse effects.
- The business will utilise an organised appointment based schedule that clients will have to book a slot in order to be serviced, in this manner traffic generation to the area will be controlled.

Access

The site proposes two **carriageway crossings (CWC)** to provide access:

- Joubert Street: Accommodates parking bays for the dwelling.
- Rissik Street: Accommodates parking bays for the workshop

Parking and Congestion

- 8 standard parking bays for the workshop, including bays for the dwelling off Joubert Street.

(j) Imposition of Mitigating Conditions – (3)(j)

The relevant departments will impose the normal conditions of approval.

5 CONCLUSION AND REASONS FOR DECISION

Reasons for the recommended decision for **APPROVAL** relating to the application for the Rezoning and Consent Use may be summarised as follows:

- The proposed Rezoning and Consent Use application for a motor repair garage and retaining of the dwelling represents a well-considered development that meets the needs of the local community and industrial area at large, while maintaining compatibility with area.
- The low-impact nature of the use, adequate parking provision and seamless integration into the mixed-use context, ensures minimal disruption to the surrounding environment.
- The proposal provides an essential community service, which is of an affordable nature, while supporting the transition of this area into a vibrant mixed-use zone.
- The motor repair garage will create employment and income for the owner. The proposal presents an investment in the area, encouraging further investment into the area and creating improvement in the broader community. This is supported in the Economic Growth Strategy and spatial planning policies that encourage efficient use of land within the urban edge, thereby stimulating economic activity.
- The proposal encourages land-use change and economic development in the area. This will allow more people to have access to these minor motor repair services.
- The application aligns with the City of Cape Town's policies and guidelines, particularly the MSDF 2023 and the District Plan 2023, and it has been motivated in accordance with the desirability points of Section 99 of the Municipal Planning By-Law and found to be desirable.
- The proposal is compatible with the surrounding built environment.
- The proposal will not materially negatively impact the surrounding area.
- The existing rights of the surrounding neighbours will not be significantly negatively affected.

For these reasons, the application is submitted to Council for favorable consideration, as it represents a desirable and sustainable use of the site that serves the surrounding community and aligns with broader municipal goals.

Dane Leo

For **URBAN SOLUTION**