

Detailed Information and Preliminary Planning Analysis

Owner: 2415054 Ontario Inc.

1075 Canadian Place

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1. Proposed Development

The applicant proposes to permit a parking lot for 135 commercial motor vehicles for a period of three years. A temporary rezoning application is required to permit the proposed temporary use (refer to Section 4 for details concerning the proposed amendments).

Development Proposal		
Application submitted:	Received: June 3, 2021 Deemed complete: July 13, 2021	
Developer/ Owner:	2415054 Ontario Inc.	
Applicant:	Land & Building Experts	
Number of units:	n/a	
Existing Gross Floor Area:	vacant	
Proposed Gross Floor Area:	n/a	
Height:	n/a	
Lot Coverage:	n/a	
Floor Space Index:	n/a	
Landscaped Area:	23%	
Net Density:	n/a	
Road Type:	Public Road	
Anticipated Population:	n/a	
Parking:	Required: n/a	Provided: 135
Green Initiatives:	n/a	

Supporting Studies and Plans

The applicant has submitted the following information in support of the applications which can be viewed at <http://www.mississauga.ca/portal/residents/development-applications>:

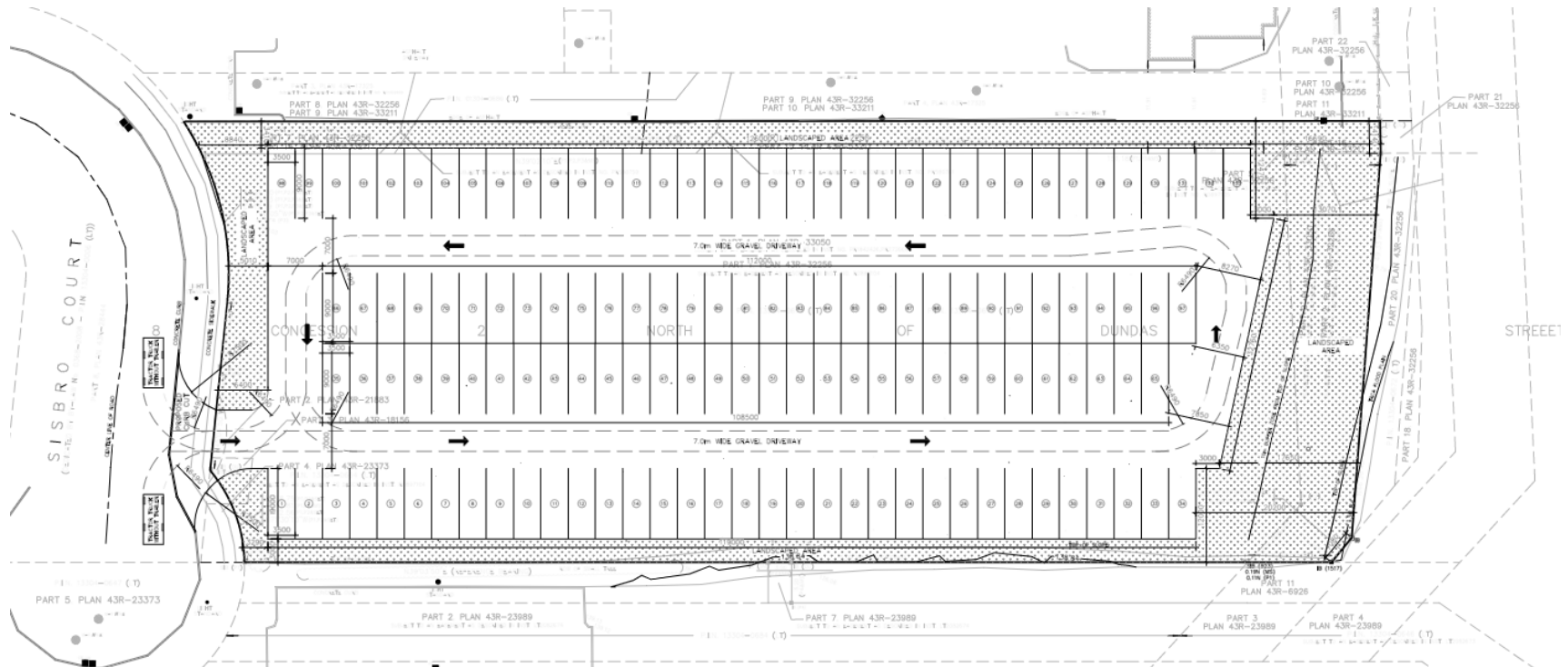
- Planning Justification Report
- Concept Site Plan
- Draft Zoning By-law
- Arborist Report
- Environmental Impact Study
- Slope Stability Report
- Stormwater Management Brief
- Functional Servicing Notes
- Grading and Servicing Plans

The application is not subject to review by the Urban Design Advisory Panel.

Application Status

Upon deeming the application complete, the supporting studies and plans were circulated to City departments and external agencies for review and comment. These comments are summarized in Section 6 of this appendix and are to be addressed in future resubmissions of the application.

No pre-application community meeting was held, but correspondence by the public has been received. Refer to Section 5 of this appendix for a summary of written submissions received about the application.



Concept Site Layout

2. Site Description

Site Information

The property is located at the east end of Canadian Place which is located south of Eglinton Avenue East and east of Tomken Road within the Northeast Employment Area. The site is currently vacant.



Aerial of subject site

Property Size and Use	
Frontages:	53 m (173.8 ft.)
Depth:	151 m (495.4 ft.)
Gross Lot Area:	0.82 ha (2.0 ac.)
Existing Uses:	vacant



Street view of subject site facing east from Canadian Place

Site History

- 1995 – Committee of Adjustment application to permit an outdoor driving range and batting cage in an **M1** (Industrial 1) zone
- June 20, 2007 – Zoning By-law 0225-2007 came into force. The subject lands were zoned **D** (Development) and **E2** (Employment 2). The **D** zone permits the existing non-conforming uses to remain, but not expand
- November 14, 2012 – Mississauga Official Plan came into force designating **Business Employment** and **Greenlands** in the Northeast Employment Area
- 2017 – Preliminary application (PAM) to permit a dome over the driving range (no formal application submitted)
- 2019 – Preliminary application (PAM) to permit a commercial parking lot (no formal application submitted)

3. Site Context

Surrounding Land Uses

The subject site is rectangular in shape and located on the northeast side of Canadian Place. To the north is an Industrial plaza with a range of uses including restaurant and take out restaurant, medical and dental office, personal service and other office uses. To the east is Little Etobicoke Creek. To the immediate south is a vacant parcel of land and beyond that is Philip Pocock Catholic Secondary School. To the west is

Canadian Place and a vacant lot, beyond which are industrial buildings.

The surrounding land uses are:

North: Industrial Plaza
 East: Little Etobicoke Creek
 South: Vacant Land, Philip Pocock Catholic Secondary School
 West: Canadian Place, vacant land and industrial buildings

Neighbourhood Context

The subject property is located in the Northeast Employment Area, where development began in the early 2000s and continues to develop today. The surrounding neighbourhood contains commercial and employment uses located on Eglinton Avenue East and Tomken Road.

North of the site is Eglinton Avenue East, which is identified as a Corridor in Mississauga Official Plan. The corridor has a variety of commercial and employment uses.



Aerial photo of 1075 Canadian Place

Demographics

Based on the 2016 census, the existing population of the Northeast Employment Area (West) area is 215 (due to Tyndall Retirement and Nursing Home) with a median age of this area being 85 (compared to the City's median age of 40). 10% of the neighbourhood population are of working age (15 to 64 years of age), with 2% children (0-14 years) and 88% seniors (65 years and over). By 2031 and 2041, the population for this area is forecasted to be 300 and 300 respectively. The average household size is 2 persons with 0% of people living in apartments in buildings that are five storeys or more. The mix of housing tenure for the area is 0 units (0%) owned and 0 units (0%) rented with a vacancy rate of approximately 0.9%*. In addition, the number of jobs within this Character Area is 87,199. Total employment combined with the population results in a PPJ for Northeast Employment Area (West) of 31 persons plus jobs per ha.

*Please note that vacancy rate data does not come from the census. This information comes from CMHC which demarcates three geographic areas of Mississauga (Northeast, Northwest, and South). This specific Character Area is located within the Northeast geography. Please also note that the vacancy rate published by CMHC is ONLY for apartments.

Other Development Applications

The following development applications are in process or were recently approved in the immediate vicinity of the subject property:

- File SP 22-59 W3 – 1060 Eglinton Avenue East – application submitted for an 8 storey long term care building
- File SP 19-70 W3 – 1030 Canadian Place – application in process for a one storey building with 3 take out restaurants
- File OZ 19-2 W3 – 900 Eglinton Avenue East – application in process for a place of religious assembly.
- File SPM 18-29 W3 – 1010-1022 Eglinton Avenue E – application in process for a 2 storey office building
- File OZ 17-7 W3 – 1108 and 1094 Eglinton Avenue East – application in process for two storey building containing retail commercial uses including motor vehicles

Community and Transportation Services

This application will have minimal impact on existing services in the community.

In comments dated October 21, 2021, Community Services notes that the subject site is adjacent to a City owned Park, which has an area of 12.8 hectares (31.8 ac.), is zoned **G1** (greenlands) and falls within a natural heritage system. Prior to zoning by-law approval, a buffer with a **G2-Exception** (greenlands) zone is to be applied between the City owned Greenbelt lands and the temporary parking lot. Details of the buffer based on the staking of the limits of the natural heritage system will be determined through an Environmental Impact Study (EIS). When the appropriate limits have been established, the lands will be gratuitously dedicated to the City.

The following major MiWay bus routes currently service the site:

- Route 51 – Tomken Road
- Routes 7 - Airport

- Route 35 – Eglinton – Ninth Line
- Route 87 – Meadowvale Skymark
- Route 302 - Philip Pocock – Bloor West

- Route 307 - Philip Pocock – Bloor East

4. Summary of Applicable Policies, Regulations and Proposed Amendments

The *Planning Act* requires that Mississauga Official Plan be consistent with the Provincial Policy Statement and conform with the applicable provincial plans and Regional Official Plan. The policy and regulatory documents that affect this application has been reviewed and summarized in the table below. Only key policies relevant to the application have been included. The

table should be considered a general summary of the intent of the policies and should not be considered exhaustive. In the sub-section that follows, the relevant policies of Mississauga Official Plan are summarized. The development application will be evaluated based on these policies in the subsequent recommendation report.

Policy Document	Legislative Authority/Applicability	Key Policies
Provincial Policy Statement (PPS)	<p>The fundamental principles set out in the PPS apply throughout Ontario. (PPS Part IV)</p> <p>Decisions of the council of a municipality shall be consistent with PPS. (PPS 4.1)</p> <p>The Official Plan is the most important vehicle for implementation of the Provincial Policy Statement (PPS 4.6)</p>	<p>Natural features and areas shall be protected for the long term. (PPS 2.1.1)</p> <p>Development shall generally be directed to areas outside of hazardous lands. (PPS 3.1.1)</p> <p>Sites with contaminants in land or water shall be assessed and remediated. (PPS 3.2.2)</p>
Growth Plan for the Greater Golden Horseshoe (Growth Plan)	<p>The Growth Plan applies to the area designated as the Greater Golden Horseshoe growth plan area. All decisions made on or after May 16, 2019 in respect of the exercise of any authority that affects a planning matter will conform with this Plan, subject to any legislative or regulatory provisions providing otherwise. (Growth Plan 1.2.2)</p>	<p>Municipalities will continue to protect any natural heritage features and areas in a manner that is consistent with the PPS and may continue to identify new systems in a manner that is consistent with the PPS. (Growth Plan 4.2.2.6)</p>
Region of Peel Official Plan (ROP)	<p>The Region of Peel approved MOP on September 22, 2011, which is the primary instrument used to evaluate development applications. The proposed development applications were circulated to the Region who has advised that in its current state,</p>	<p>The ROP identifies the subject lands as being located within Peel's Urban System. The portions of the lands associated with Little Etobicoke Creek are considered Regional Core Greenlands.</p> <p>General objectives of ROP, as outlined in Section 5.3, include conserving the</p>

Policy Document	Legislative Authority/Applicability	Key Policies
	<p>the applications meet the requirements for exemption from Regional approval. Local official plan amendments are generally exempt from approval where they have had regard for the <i>Provincial Policy Statement</i> and applicable Provincial Plans, where the City Clerk has certified that processing was completed in accordance with the <i>Planning Act</i> and where the Region has advised that no Regional official plan amendment is required to accommodate the local official plan amendment. The Region provided additional comments which are discussed in Section 8 of this Appendix.</p>	<p>environment, achieving sustainable development, establishing healthy complete communities, achieving intensified and compact form and mix of land uses in appropriate areas that efficiently use land, services, infrastructure and public finances, while taking into account the characteristics of existing communities and services, and achieving an urban form and densities that are pedestrian-friendly and transit supportive.</p> <p>Identify, protect and support the restoration and rehabilitation of the Greenlands System in Peel. (ROP 2.3.1)</p> <p>Development and site alteration within the Core Areas of the Greenlands System are prohibited, with the exception of limited wildlife management, conservation, and passive recreational type uses. (ROP 2.3.2.6)</p> <p>More detailed mapping of the Core Areas of the Greenlands System will be provided in the area municipal official plans and will be further determined on a site specific basis through studies, as may be required by the area municipalities through the local planning approval process, in consultation with the Region and relevant agencies. An amendment to the Plan is not required for minor boundary adjustments to the Core Areas of the Greenlands System. (ROP 7.2.2.3)</p>

Mississauga Official Plan

The policies of Mississauga Official Plan (MOP) implement provincial directions for growth. MOP is generally consistent with the PPS and conforms with the Growth Plan, Greenbelt Plan, PBWP and ROP. An update to MOP is currently underway to ensure MOP is consistent with and conform to changes resulting from the recently released Growth Plan, 2019 and Amendment No. 1 (2020).

Existing Designation

The lands are located within the Northeast Employment Area and are designated **Business Employment** and **Greenlands**. The **Business Employment** designation permits a variety of employment uses including, but not limited to, banquet hall, commercial parking facility, commercial school, financial institution, manufacturing, motor vehicle body repair, overnight accommodation, restaurant, and transportation facilities. The portion of the lands designated **Greenlands** are not proposed to be altered as part of this application and a 10 meter buffer will

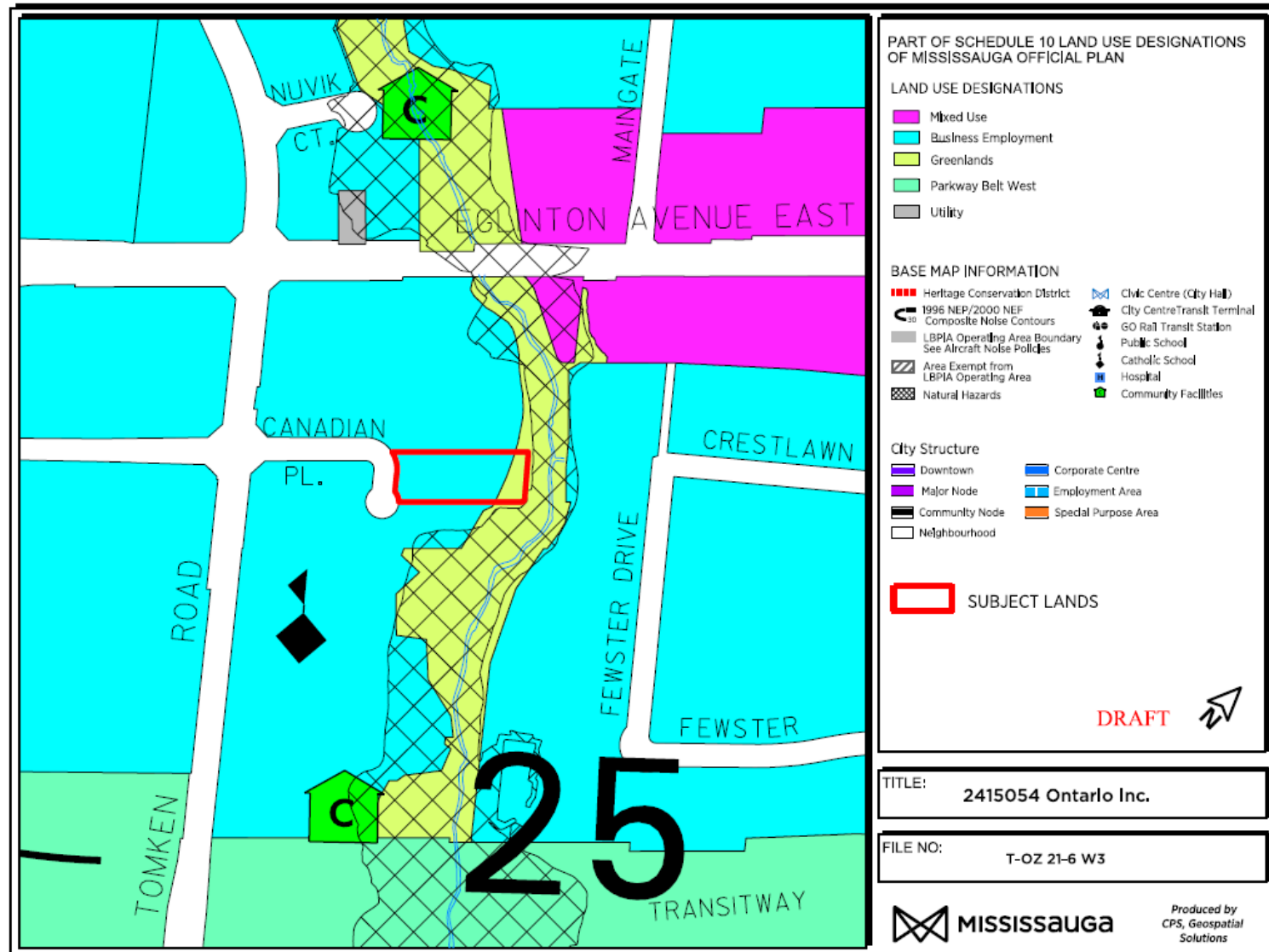
be required. An Environmental Impact Study (EIS) was submitted in support of this application and the limits of the required buffer will be determined through the review and acceptance of the EIS.

The subject property is within 600 m (1,968.5 ft.) of the Tomken-403 BRT Station and, therefore, may be located within a “planned” Major Transit Station Area (MTSA) as defined by the Region of Peel. The boundaries for the MTSA will be delineated through a future municipal comprehensive review process, to be undertaken by the Region of Peel. Link for MTSA information:

<https://mississauga.maps.arcgis.com/apps/dashboards/dc8aa0db74ef49949e76a3330fe77016>

Proposed Designation

The applicant is not proposing to change the Business Employment designation.



Excerpt of Northeast Employment Area

Relevant Mississauga Official Plan Policies

The following policies are applicable in the review of this application. In some cases the description of the general intent summarizes multiple policies.

	General Intent
Chapter 5 Direct Growth	<p>Mississauga will establish strategies that protect, enhance and expand the Green System. (Section 5.2.1)</p> <p>Development will be sensitive to the existing and planned context and will include appropriate transition in use, built form, density and scale. (Section 5.3.5.6)</p>
Chapter 6 Value The Environment	<p>Mississauga will ensure land use compatibility (Section 6.1.1 e.)</p> <p>Buffers are vegetated protection areas that provide a physical separation of development from the limits of natural heritage features and Natural Hazard Lands. Buffers will be determined on a site specific basis as part of an Environmental Impact Study to the satisfaction of the City and conservation authority. (Section 6.3.7 and Section 6.3.8)</p> <p>The exact limit of components of the Natural Heritage System will be determined through site specific studies such as an Environmental Impact Study. (Section 6.3.10)</p> <p>The Natural Heritage System will be protected, enhanced, restored and expanded by ensuring that development in or adjacent to the Natural Heritage System protects and maintains natural heritage features and their ecological functions and placing those areas into public ownership. (Section 6.3.24.a & b)</p> <p>Lands identified as or meeting the criteria of a Significant Natural Area, as well as their associated buffers will be designated Greenlands and zoned to ensure their long term protection. (Section 6.3.26)</p> <p>Development and site alteration will not be permitted within erosion hazards associated with valleylands and watercourse features. In addition, development and site alteration must provide appropriate buffer to erosion hazards, as established to the satisfaction of the City and conservation authority. (Section 6.3.47)</p>
Chapter 9 Build A Desirable Urban Form	<p>Mississauga will develop an urban form based on the urban system and the hierarchy identified in the city structure as shown on Schedule 1: Urban System. (Section 9.1.1)</p> <p>Development proposals will demonstrate compatibility and integration with surrounding land uses and the public realm by ensuring adequate privacy, sunlight and sky views are maintained. (Section 9.5.1.9)</p> <p>Noise will be mitigated through appropriate built form and site design. Mitigation techniques such as fencing and berms will be discouraged. (Section 9.5.1.12)</p>

	General Intent
	<p>Site development will be required to incorporate stormwater best management practices, protect the environment, preserve significant trees, incorporate techniques to minimize urban heat island effects and provide landscape that beautifies the site. (Section 9.5.2.11)</p> <p>Where surface parking is permitted, the parking should incorporate stormwater best management practices, provide safe and legible raised walkways, incorporate universal design standards. The parking should be configured to allow future development, provide appropriate landscape treatment to provide shading of parking areas and a landscape buffer at the street edge. (Section 9.5.5.3)</p>
Chapter 10	<p>Mississauga will encourage a range of employment opportunities reflective of the skills of the resident labour force. (Section 10.1.1)</p> <p>Mississauga will identify and protect lands for a diversity of employment uses to meet current and future needs. (Section 10.1.2)</p> <p>Mississauga will facilitate the operation and where appropriate, the expansion of existing businesses as permitted by this Plan. In some locations, alternative land uses may be identified to encourage the relocation of existing businesses to allow the lands to redevelop in accordance with the planning vision for the area. Development proponents may be required to submit satisfactory studies prior to development. (Section 10.1.6)</p>
Chapter 11 General Land Use Designations	<p>Lands designated Greenlands are associated with natural hazards and/or natural areas where development is restricted. (Section 11.2.3.1)</p> <p>Permitted uses on Greenlands include conservation related uses, including flood control and/or erosion management, passive recreational uses are also permitted. (Section 11.2.3.2)</p>
Chapter 19 Implementation	<p>City Council may pass by-laws to authorize the temporary use of land for a purpose that is otherwise prohibited by the zoning by-law, as permitted by the provisions of the Planning Act (Section 19.9.1)</p> <p>A temporary use which conforms to this Plan may be permitted by a temporary use by-law to allow (Section 19.9.2):</p> <ul style="list-style-type: none"> a. an unfamiliar use on a trial basis; b. the use of an available building until the rehabilitation or redevelopment of the building for a use permitted by this Plan is warranted by future market conditions; or c. the use of vacant land for a parking lot that would otherwise not be permitted. <p>19.9.3 The following conditions will apply to all uses permitted by a temporary use by-law (Section 19.9.3):</p> <ul style="list-style-type: none"> a. extensions of the period of temporary use may be permitted by subsequent by-laws but should generally not continue for more than a total of ten years for a temporary use of a garden suite and three years in all other cases as per the Planning Act; b. no new buildings or expansion of buildings, except for temporary or movable structures, will be permitted; c. the temporary use permitted must be compatible with adjacent land uses, or measures to mitigate any adverse impacts must be applied; d. no adverse impacts on traffic or transportation facilities in the area may result, and sufficient parking must be provided on-site; e. no adverse impact on community infrastructure; f. no adverse impacts on the assessment base; g. the temporary use will not jeopardize the eventual planned land use; and h. temporary buildings must conform to the property standards by-law.

Mississauga Zoning By-law

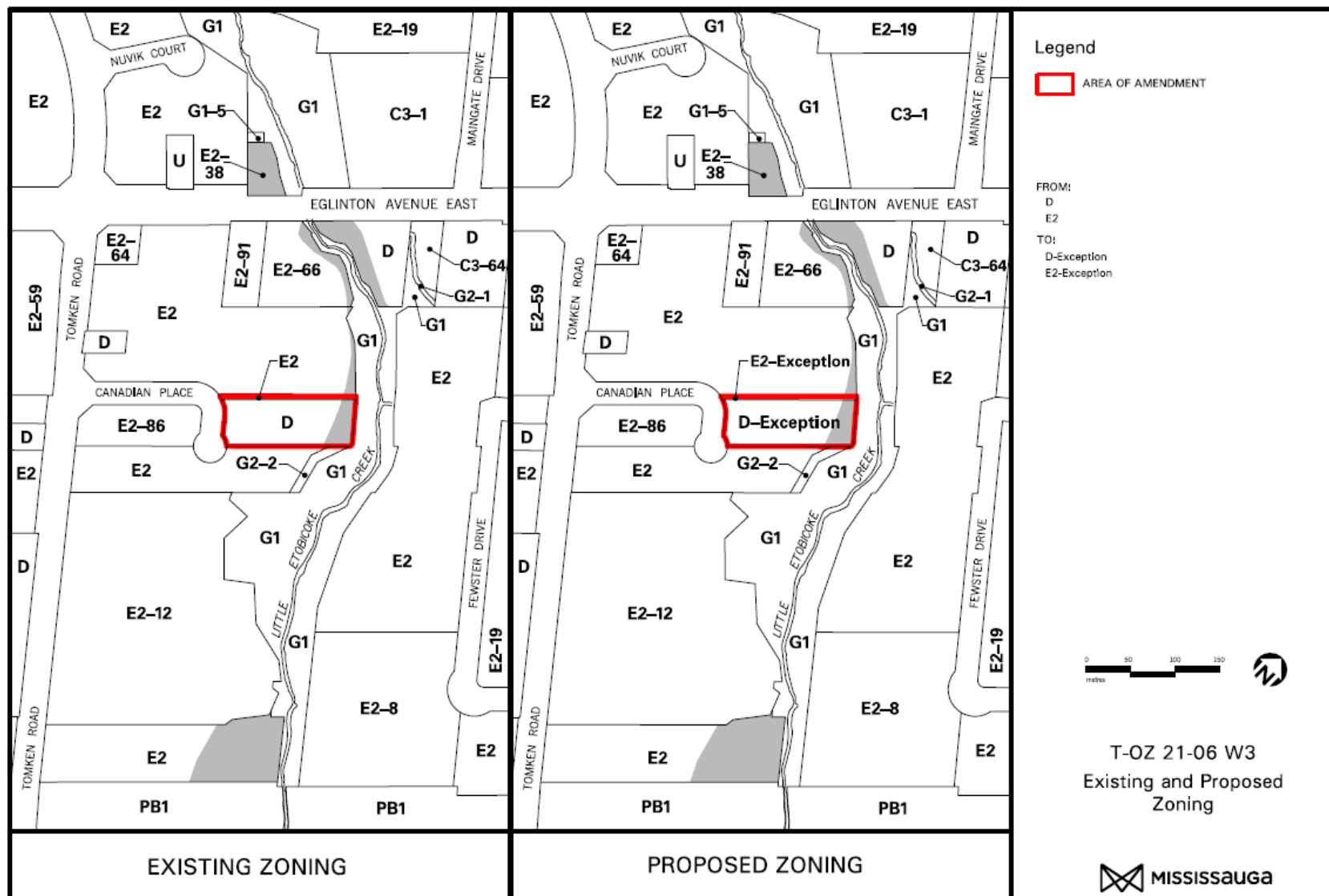
Existing Zoning

The portion of the site proposed for the temporary use is currently zoned **D** (Development), which permits only the legally existing structures and uses to remain and **E2** (Employment), which permits a range of employment and commercial uses.

Proposed Zoning

The applicant is proposing to temporarily zone the property to permit to permit a parking lot for 135 commercial vehicles for a period of three years.

Through the processing of the application staff may recommend a more appropriate zone category for the development in the Recommendation Report.



Excerpt of Zoning Map 27

Proposed Zoning Regulations

Zone Regulations	E2 (Employment 2) Zone Regulations	D (Development) Zone Regulations	Proposed E2 – Exception (Temporary) and D-Exception (Temporary) Zone Regulations
Permitted Uses	A range of employment uses including but not limited to manufacturing facility, truck terminal, warehouse distribution facility, restaurant, veterinary clinic, overnight accommodation, truck fuel dispensary facility, and parking lot.	A building or structure legally existing on the date of passing of this By-law and the existing legal use of such building or structure	A parking lot for 135 commercial motor vehicles
Regulations	<p>Minimum landscape buffer to a street – 4.5 m (14.7 ft.)</p> <p>Minimum landscape buffer abutting an Employment Zone – 0.0 m (0.0 ft.)</p> <p>Minimum landscape buffer abutting a Greenbelt Zone – 4.5 m (14.7 ft.)</p>	The erection of new buildings or structures and the enlargement or replacement of existing buildings and structures shall not be permitted	<p>The use be permitted on a temporary basis for a period not longer than 3 years from the date of approval</p> <p>Minimum landscape buffer to a street – 3.29 m (10.8 ft.)</p> <p>Minimum landscape buffer abutting an Employment Zone – 3.5 m (11.5 ft.)</p> <p>Minimum landscape buffer abutting a</p>

Zone Regulations	E2 (Employment 2) Zone Regulations	D (Development) Zone Regulations	Proposed E2 – Exception (Temporary) and D-Exception (Temporary) Zone Regulations
	<p>Parking, Loading and Stacking Lane Regulations</p> <p>All parking areas, driveways and loading areas shall have a minimum overall vertical depth of 15.0 cm comprised of a stable surface such as asphalt, concrete, pervious materials or other hard-surfaced material. (0212-2015)</p>	<p>Parking, Loading and Stacking Lane Regulations</p> <p>All parking areas, driveways and loading areas shall have a minimum overall vertical depth of 15.0 cm comprised of a stable surface such as asphalt, concrete, pervious materials or other hard-surfaced material. (0212-2015)</p>	<p>Greenbelt Zone – 13.1m (42.9 ft.)</p> <p>Shall not apply</p>

by area business owners.

5. Community Questions and Comments

A pre-application community meeting was not held, however, Notice of Complete Application was issued and signage posted on the site. A number of written comments have been received

The following comments made by the community as well as any others raised at the public meeting will be addressed in the Recommendation Report, which will come at a later date.

Neighbouring business owners/operators raised concerns about the truck traffic, pedestrian vehicular safety, public health

due to exhaust and damage to the existing road network.

this claim and are unable to find evidence of this.

One comment was received claiming that these lands are encumbered as they are intended for parking required by the neighbouring commercial development. Staff have reviewed

6. Development Issues

The following is a summary of comments from agencies and departments regarding the application:

Agency / Comment Date	Comments
Toronto and Region Conservation Authority (October 12, 2021)	TRCA staff have completed their review of the submitted materials and is satisfied that the proposed development is located sufficiently outside of the adjacent features and hazards on the property. Staff provided several comments relating to stormwater management and buffer plantings that will need to be addressed as part of future site plan application or TRCA permitting stages. Some of the items to be dealt with include quality of runoff, erosion sediment control and planting restoration.
City Community Services Department – Park Planning Section (October 21, 2021)	CS staff notes that the subject site is adjacent to a City owned Park identified as Park (P-259), which has an area of 12.87 hectares (31.8 ac.), zoned G1 and is within a natural heritage system. Prior to zoning by-law approval, a buffer with a G2-Exception zone is to be applied between the City owned Greenbelt lands and the temporary parking lot. Details of the buffer based on the staking of the limits of the natural heritage system will be determined through the Environmental Impact Study. Once the appropriate buffer is established, the lands will be required to be gratuitously dedicated to the City.
City Transportation and Works Department (April 6, 2022)	<p>Technical reports and drawings have been submitted and are under review to ensure that engineering matters related grading, servicing, stormwater management, traffic and environmental compliance can be satisfactorily addressed to confirm the feasibility of the project, in accordance with City requirements.</p> <p>Based on a review of the materials submitted to date, the owner has been requested to provide additional technical details and revisions prior to the City making a recommendation on the application.</p> <p>Stormwater A Stormwater Management (SWM) Brief, prepared by Land & Building Experts, dated April 29th, 2021, was submitted in support of the proposed development. The purpose of the report is to evaluate the proposed development impact on the municipal drainage system (e.g. storm sewers, etc.) and to mitigate the quality and quantity impacts of stormwater run-off generated from the site. Mitigation measures may include improvements to existing stormwater servicing infrastructure, new infrastructure and/or on-site stormwater management controls. A proposed gravel lot is being proposed with no storm outlet, the catch basins are proposed to be directed to an underground stormwater chamber. The applicant is to clarify how runoff drainage is to be accommodated, confirm capacity and maintenance related to the proposed infiltration chambers. Approval of the proposed plan is also required from the</p>

Agency / Comment Date	Comments
	<p>Toronto and Region Conservation Authority.</p> <p>The applicant is required to provide further technical information to:</p> <ul style="list-style-type: none"> • demonstrate the feasibility of the proposed storm system and clarify the proposed outlet, and, • demonstrate that there will be no impact on the City's existing drainage system <p>Traffic Although there are no new buildings proposed for the subject lands, additional traffic information has been requested to be submitted and reviewed as part of the next submission. This requested information is to include the expected vehicular activity on site, turning templates for ingress and egress to Canadian Place and turning movement diagrams depicting internal site circulation.</p> <p>Environmental Compliance An Environmental Site Screening Questionnaire and Declaration (ESSQD) form, dated March 1, 2021, was submitted in support of the proposed use of the vacant lot as a temporary commercial parking lot. As staff has observed the presence of fill materials for the surfacing of the property, a written document, prepared by a Qualified Person as specified in Section 5 of Ontario Regulation 153/04 as amended, must be provided to the satisfaction of the Transportation and Works Department. The document must reference all applicable guidelines and regulations and provide a statement regarding the fill material located on-site is geotechnically and environmentally suitable, or will otherwise be or has been removed.</p> <p>Noise The proposal is for a temporary parking lot and is not considered a noise sensitive land use under the definitions outlined in the provincial Environmental Noise Guideline-NPC-300. Should the proposal change or the rezoning is not proposed as 'temporary' and allow all Business Employment uses (including overnight accommodations, funeral establishment, financial institution, commercial school, etc.) a noise report will be required to evaluate the potential impact both to and from the proposed development and recommend mitigation measures to reduce any negative impacts.</p> <p>Engineering Plans and other information The applicant has submitted a number of technical plans and drawings (i.e. Grading and Servicing Plans), which need to be revised as part of subsequent submissions.</p>
Other City Departments and External Agencies	<p>The following City Departments and external agencies offered no objection to these applications provided that all technical matters are addressed in a satisfactory manner:</p> <ul style="list-style-type: none"> - Alectra - Arborist (City Property and Private Property) - Region of Peel - Transit - Fire - Imperial Oil - Sun-Canada Pipeline

Development Requirements

There are engineering matters including: grading, environmental, servicing and stormwater management that will require the applicant to enter into agreements with the City. Prior to any development proceeding on-site, the City will require the submission and review of an application for site plan approval.

will bring forward a recommendation report to a future Planning and Development Committee meeting. It is at this meeting that the members of the Committee will make a decision on the applications.

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7. Section 37 Community Benefits (Bonus Zoning)

Section 37 community benefits (bonus zoning) is not considered applicable for the current proposal as no official plan amendment is required and the net increase in height and density above existing zoning permissions does not meet the eligibility requirements of Corporate Policy 07-03-01 – Bonus Zoning.

8 Next Steps

Based on the comments received and the applicable Mississauga Official Plan policies, the following matters will have to be addressed:

- Is the proposed temporary use compatible with the existing and planned character of the area?

Upon satisfying the requirements of various City departments and external agencies, the Planning and Building Department