

Planning Report

DATE 13 April, 2026



To: Middleton Planning Advisory Committee

Prepared By: Ethan Oderkirk, Planner

Date: 13 April, 2026

Reference: Amendment to the Municipal Planning Strategy and Land-use Bylaw to Redesignate and Rezone 18 King Street Lot 1, PID 05079264, and Lot 2 05180641, Middleton, to allow extension of the Bruce Auto Group GM dealership parking lot.

Recommendation:

That Council approve the amendment to the Municipal Planning Strategy and change the designation and rezone PID 05079264 and PID 05180641 (18 King Street) from Residential to Residential Mixed Use and proceed by way of Development Agreement.

Part 1. Background

1.1. Project Summary

Property Owner(s)	Justin Barker Bruce Auto Group
Civic Address	18 King Street, Middleton
PID(s)	Lot 1 - 05079264 Lot 2 - 05180641
Designation	Residential (R)
Zone	Residential (R)
Proposed Designation	Residential Mixed Use (RMU)
Proposed Zone	Residential Mixed Use (RMU)
Area	~0.30 acres (1218.9 square meters)
Existing Land Use	Residential
Adjacent Land Uses	Residential and Residential Mixed-Use



1.2. Location and Site Description:

The Town of Middleton received an application to amend the Municipal Planning Strategy (“MPS”) and Land Use Bylaw (“LUB”) from Justin Barker, the President of Bruce Auto Group on 14 November 2026. The proposal involves extending the dealership parking lot onto 18 King Street (“Subject Property”), land that is directly adjacent to the dealership. PID 05069264 and PID 05180641, the Subject Property is located on King Street in the Town of Middleton within Annapolis County. The Subject Property, which contains the two PIDs, has an approximate area of 0.30 acres (1218.9 sqm) and has direct street frontage onto King Street.

The Subject Property sits at the edge of an established residential neighbourhood. The area consists primarily of low-density dwellings set within mature landscaping. The built form reflects a traditional residential pattern, with defined front yards, private driveways, and pedestrian-oriented streetscapes. These elements contribute to a stable and recognizable neighbourhood character.



Figure 1 – Subject Property (Red) & Existing Dealership (Blue)

The Subject Property is zoned Residential (R). The Residential Zone permits a variety of residential building forms as-of-right, including single unit dwellings, semi-detached and duplex dwellings, townhouses, multiple unit dwellings, and grouped dwellings, as well as short-term rentals and certain existing institutional-style residential uses. The maximum number of dwelling units permitted on a lot in the Residential Zone is six (6), subject to meeting the applicable lot area, frontage, setback, height, and parking requirements set out in the Land Use By-law.

To the north, the Bruce Auto Group GM dealership fronts onto Main Street. Main Street accommodates a mix of residential uses, commercial and service-oriented businesses, and accessory parking areas. To the south, residential uses continue, along with the Middleton Curling Club located at 6 King Street.

The existing Bruce Auto Group dealership lands are both the RMU designation and RMU zoning (See *Figure(s) 2 & 3 below*). The RMU Zone permits a mix of residential and commercial uses, including single unit dwellings, semi-detached and duplex dwellings, townhouse dwellings, multiple unit dwellings, grouped dwellings, retail and service uses, offices, personal service shops, restaurants, and automotive sales establishments. The RMU Zone accommodates areas where residential and commercial uses coexist and where limited commercial activity can function in proximity to residential development.

Municipal water, sanitary sewer, and stormwater services are available to service the Subject Property. Public Works reviewed the proposal and identified no concerns with stormwater management, sanitary sewer capacity, water servicing, or traffic. Park Street provides sufficient stormwater capacity to support a connection from the Subject Property. The proposal does not introduce new access points or additional structures, limiting additional demands on municipal infrastructure at this stage.

Any future servicing, access, and site-specific matters will be subject to review and approval by the Town of Middleton and all other applicable authorities. Detailed site design, access management, parking layout, hours of operation, buffering, lighting fixtures, stormwater management, and landscaping considerations will be addressed through the development agreement process, should council determine compatibility with the existing residential neighbourhood is met.

1.3. Application and Process

The applicant applied to amend the Municipal Planning Strategy and Land Use By-law to enable expansion of Bruce Auto Group GMs commercial parking lot onto the Subject Property.

The Subject Property is designated Residential (R) under the Municipal Planning Strategy and zoned Residential (R) under the Land Use By-law. Parking associated with an automobile dealership is not permitted under the current designation or zoning requiring a redesignation and rezoning to Residential Mixed-Use.

The proposed amendment package would permit the accessory parking lot by development agreement. The proposal does not include new access points to the site and does not propose

the construction of any new buildings or structures. The existing commercial operation would not be impacted by the development agreement, which would apply only to the Subject Property.

1.4. Site Context & Dealership History

The RMU Zone previously carried a Highway Corridor (HC) designation, which permitted automotive sales and service uses as-of-right, including the existing Bruce Auto Group operation.

In 2007, staff approved a Development Permit to expand the dealership onto 12 Park Street. That approval allowed the demolition of a single-unit dwelling and the extension of the dealership's parking area. The expansion maintained an active commercial presence along Park Street as the service shop directly abuts the street, providing repair functions as well as a defined entrance to the commercial lot. The built form along Park Street shifted toward a more commercial pattern and supported consistent vehicle movement associated with the dealership, increasing the overall traffic.

The proposal for King Street follows a similar pattern in that it removes a single-unit dwelling to accommodate parking expansion. However, unlike the 2007 expansion, the proposal does not introduce commercial frontage along King Street. Instead, the design retains mature trees along the street, establishing a landscaped buffer between King Street and the parking area. These measures reduce the visual presence of the parking lot and preserve the established residential streetscape.

The intent of MPS Policy R13 is to ensure that new development maintains the existing neighbourhood character.

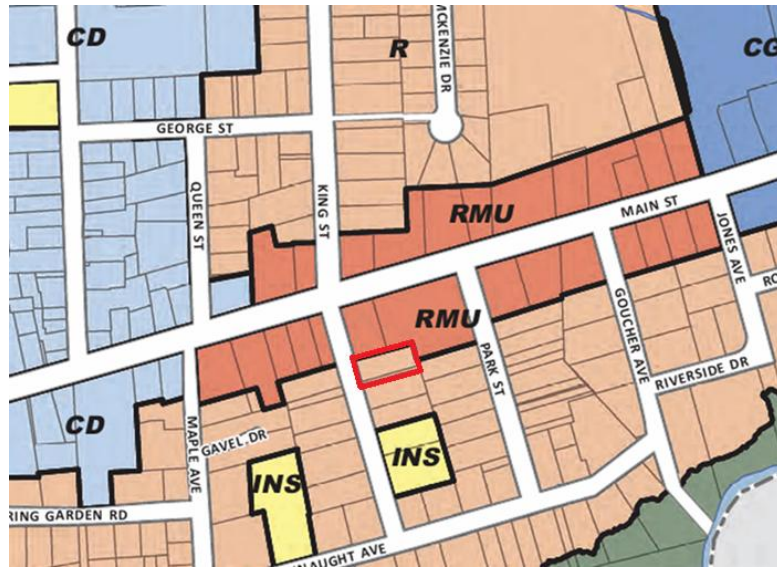


Figure 2 Subject Property Designation

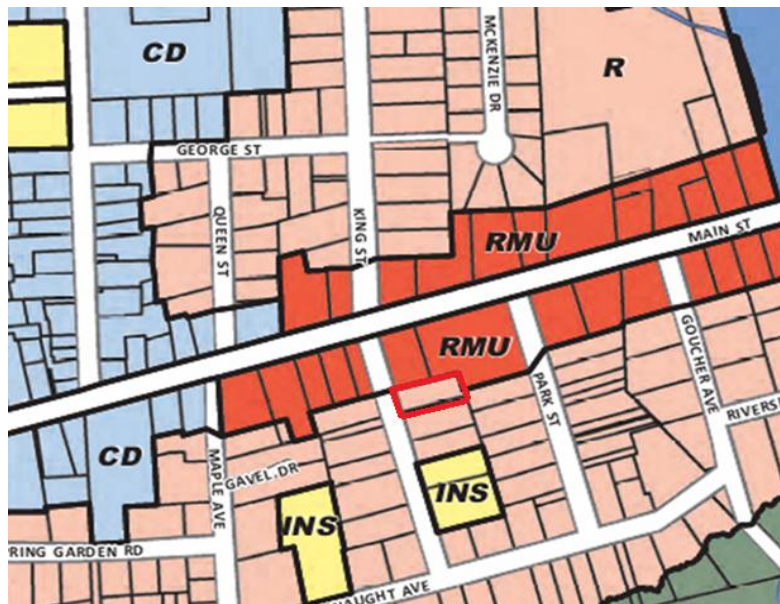


Figure 3 Subject Property Zoning

1.5. Public Information Meeting

The Town held a Public Information Meeting (PIM) for the proposal February 19th, 2026. This provided an opportunity for the public to voice their comments and concerns to staff and the applicant. Below are a list comments presented by the public during the meeting.

Public Comment	Comment and Response
Stormwater	Stormwater pooling and flooding neighbouring yard after grading occurred. Staff Response: <ul style="list-style-type: none"> We have required the applicant to provide a conceptual stormwater plan.
Lighting	Lighting will increase on the neighbouring properties. Staff Response <ul style="list-style-type: none"> Lighting fixtures on the preliminary site plan are focused away from the neighbouring property with shading to prevent exposure. Applicant explained these are effective. Lighting will be a measure addressed within the Development Agreement.
Assessment Value	The assessment value of the property will lose taxation for the Town. <ul style="list-style-type: none"> The current assessed value of the property with a residential unit is 226,900\$. PVSC provided a preliminary assessment which indicated that the lot, if used for parking, would be valued between 60 and 70,000\$.
Traffic	Increased traffic will be introduced to King Street. Staff Response: <ul style="list-style-type: none"> Public Works has indicated no traffic concerns with the proposal. The parking lot will be access through the adjacent lot.
Site access	Car transport vehicle going down King will offload cars creating more traffic. Staff Response: <ul style="list-style-type: none"> There will no change to the existing delivery of vehicles to the site.
Employee Parking	Employee parking along Park Street consumes street parking. Applicant Response <ul style="list-style-type: none"> Employee parking should not spread as the existing workforce will not choose to park as an inconvenience.

Part 2. Discussion

2.1. Policy Review

The Middleton Municipal Planning Strategy (“MPS”) establishes the Residential Designation primarily for housing while recognizing that land use patterns evolve over time. To respond to this

change, the MPS creates the Residential Mixed Use (RMU) designation to accommodate a mix of residential and limited commercial uses in areas that support downtown activity and remain compatible with the surrounding neighbourhood. Main Street demonstrates this transition, where residential and commercial uses function together in an established mixed-use setting.

The Municipal Planning Strategy identifies commercial activity as fundamental to the Town's sustainable growth and long-term prosperity, encouraging a broad range of retail, service, office, hospitality, and related commercial uses within designated areas to allow economic growth. The MPS commercial goal in Middleton supports business retention and commercial growth where infrastructure capacity exists and where development can integrate with surrounding land uses.

Policy IM13 directs Council to consider amendments to the Land Use By-law only where they align with the intent of the MPS. The proposed redesignation and rezoning align with the Strategy by recognizing the Subject Property's functional relationship to an established commercial use and by applying a zoning framework that requires site-specific compatibility controls.

Policy R3 directs Council to create and apply the Residential Mixed-Use designation in areas where a mix of residential and commercial uses are consistent the character of the existing residential area. Policy R3 states:

“It shall be the intention of Council to create a Residential Mixed-Use Designation on the Generalized Future Land Use Map and encourage a mix of residential and commercial uses that are consistent with the character of existing residential structures.”

Policy R4 identifies Main Street between Queen Street and Jones Avenue as the primary location for the RMU designation. Although the Subject Property is located on King Street, it sits directly adjacent to the existing RMU Zone, and forms part of an established commercial block anchored by Bruce Auto Group. The proposed redesignation reflects this existing development pattern and supports the mixed-use intent of the MPS.

Policy IM8 treats designation boundaries on the Generalized Future Land Use Map as fixed. To proceed with the proposal, Council must amend the MPS to redesignate the Subject Property from Residential to Residential Mixed-Use. This amendment recognizes the site's established commercial context and aligns the designation with its current and intended function.

Policy R13 requires Council to consider the expansion of existing commercial structures and uses within the RMU Zone only by Development Agreement. The policy does not provide an as-of-right or site plan approval pathway. A Development Agreement is therefore mandatory for this proposal. Policy R13 states:

“It shall be the intention of Council to consider the expansion of existing commercial structures and existing commercial uses and the development of new structures for commercial use within the Residential Mixed Use (RMU) Zone only by Development Agreement. In addition to criteria contained in Policies IM15 and IM16, the design of all structures, the configuration of parking, and the provision of landscaping shall be consistent with the primary residential character of Main Street.”

Through the Development Agreement process set in Policies IM15 and IM16, Council can regulate site-specific matters such as but not limited to buffering, lighting direction, parking layout, landscaping, hours of operation, stormwater, snow clearing, and noise mitigation. These controls directly address compatibility with the surrounding residential neighbourhood and ensure the development maintains the residential character intent identified in the MPS.

The applicant's preliminary site plan incorporates measures that support this objective, including a 15-foot landscaped buffer along King Street and between adjacent residential, fencing along the southern property line, and lighting directed northward to reduce impacts on adjacent homes. The Development Agreement will secure these measures and require their implementation.

Taken together, Policies IM13, IM8, R3, and R13 establish both the authority and the required mechanism to consider the proposal. The redesignation aligns the property with an established mixed-use area, and Policy R13 requires a Development Agreement set out by Policies IM15 and IM16 to ensure the expansion integrates appropriately with the surrounding residential context and fulfills the intent of the Municipal Planning Strategy.

2.2. Planning Analysis:

The proposal for the Subject Property requires Council to decide on whether it amends the Municipal Planning Strategy to redesignate the lands from Residential to Residential Mixed Use (RMU), amend the Land Use By-law to rezone the lands from Residential (R) to RMU, and direct that development proceed by Development Agreement.

The proposal will permit the demolition of an existing single-unit dwelling and extension of the adjacent Bruce Auto Group commercial parking onto the Subject Property. The decision before Council does not centre on whether the dealership requires additional parking; rather, Council must determine whether this site-specific expansion can occur in a manner that maintains the established residential character along King Street and aligns with the intent of MPS policies R3 and R13.

The Subject Property sits at the edge of an established residential neighbourhood characterized by low-density dwellings, defined front yards, private driveways, mature trees, and a pedestrian-oriented streetscape. These elements create a consistent and recognizable residential pattern along King Street. Lands to the north form part of the existing automotive dealership along Main Street, where there are commercial and service-oriented uses. This location creates a clear transition area between commercial and residential contexts. The proposal must respond to this edge condition by ensuring that commercial-supportive functions do not erode the residential character of King Street.

The existing Bruce Auto Group dealership lands carry both the RMU designation and RMU zoning. Extending the RMU designation and zone to the subject property would align the zoning boundary with the established commercial operation and recognize the functional relationship between the dealership and the proposed parking expansion. From a land use perspective, expanding the RMU boundary to include lands directly adjacent to an existing RMU-zoned property represents a logical continuation of the current zoning pattern, subject to securing compatibility measures through the Development Agreement process.

In land use planning, compatibility does not require that adjacent uses be identical; rather, it requires that different uses coexist without creating unreasonable adverse impacts on one another. Two uses may differ in function or intensity yet remain compatible if their scale, form, traffic patterns, noise, lighting, and visual presence respect the surrounding context. Compatibility focuses on outcomes such as how development affects neighbouring properties and the greater environment. Where potential impacts arise, mitigation measures such as buffering, landscaping, fencing, lighting controls, building orientation, access management, and operational restrictions can reduce conflict. These tools work by managing the interface between uses, softening visual transitions, limiting nuisance effects, and reinforcing established streetscape patterns. When applied through enforceable mechanisms such as a Development Agreement, mitigation measures allow municipalities to accommodate change, while protecting neighbourhood character.

The MPS enables RMU zones in areas where a mix of residential and limited commercial uses reflect the character of the existing area. The intent of the relevant policies is to ensure that development maintains neighbourhood character and minimizes adverse impacts on surrounding residential properties. The subject lands currently fall within the Residential designation; therefore, Council must first amend the MPS to extend the RMU designation. Following redesignation, Council must amend the LUB to apply the RMU Zone. The RMU framework requires that expansions of commercial structures and uses proceed by Development Agreement. The MPS establishes the policy direction, while the LUB and Development Agreement provide the regulatory tools. The Development Agreement serves as the primary lever to secure detailed design, buffering, lighting, access, and operational controls that ensure compatibility over time.

The proposal would convert a residential lot to a surface parking area, accessory to an automotive dealership. This change represents a clear shift in land use from residential occupancy to a commercial-supportive function. Although the proposal does not introduce additional building mass or height, it expands the functional footprint of the dealership and increases the area devoted to vehicle storage. Council must consider compatibility in terms of use, scale, traffic generation, noise, lighting, and visual impact.

In terms of scale and built form, the expansion increases impervious surface area and visible vehicle presence along the residential edge. Even without new structures, an expanded parking field can alter perceptions of scale due to paving, parked vehicles, snow storage, and lighting infrastructure. The proposal mitigates these impacts by avoiding commercial frontage along King Street, retaining mature trees along the street line, and introducing a landscaped buffer between the street and the parking area. These measures reduce the visual dominance of the parking lot and preserve the established rhythm of the streetscape. The absence of a building along King Street limits the perception of a commercial shift, and the retained vegetation maintains continuity with adjacent residential properties.

With respect to access and traffic, the proposal does not introduce a new entrance onto King Street and does not alter the existing access configuration associated with the dealership. This approach prevents King Street from functioning as a commercial access corridor and reinforces its residential role. Public Works reviewed the proposal and identified no concerns with traffic

impacts or servicing capacity. Municipal water and sanitary sewer services are available, and King Street provides sufficient stormwater capacity to accommodate the proposal. While servicing capacity does not present a constraint, the Development Agreement can address stormwater management practices associated with increased impervious area to ensure appropriate drainage and runoff control.

Parking areas generate vehicle movement, door closures, lighting, and seasonal maintenance activity that differ from typical residential patterns. Council can address these impacts through the Development Agreement. The DA can alter the parking layout and stall count, prohibit new access points to King Street, and require defined internal circulation to prevent informal cut-through movements near residential properties. Council can require landscaped buffers of a defined width, tree retention measures, and replacement planting where removal becomes necessary. The DA also can secure fencing or screening along residential boundaries to reduce visual and operational impacts, including materials used.

Lighting represents a critical compatibility consideration. Council can require full cut-off fixtures, limit mounting heights, direct lighting away from adjacent dwellings, and require lighting plans that demonstrate minimal light trespass at property lines only for the Subject Property. Lighting on the existing property can not be controlled. Operational controls can restrict outdoor storage, prohibit vehicle servicing or display functions on the subject lands, and address hours of use, snow storage locations, and maintenance activities. These provisions constitute the principal levers available to Council to manage compatibility and maintain neighbourhood character.

In 2007, staff approved a Development Permit to expand the dealership onto 12 Park Street. That expansion removed a dwelling and extended parking while maintaining active commercial frontage along Park Street through the presence of a service building and defined entrance. The built form along Park Street shifted toward a commercial pattern and supported consistent dealership-related activity. The current proposal also removes a dwelling; however, it does not introduce commercial frontage or a new entrance along King Street. Instead, the design emphasizes buffering, tree retention, and visual screening to maintain the residential edge condition. This distinction reduces the functional and visual shift along King Street compared to the earlier Park Street expansion.

The Subject property zoning of Residential (R) permits single unit dwellings, semi-detached and duplex dwellings, townhouse dwellings, multiple unit dwellings, and grouped dwellings as of right. Section 7.3 of the Land Use Bylaw limits development on a lot in the Residential (R) Zone to a maximum of six (6) dwelling units. As a result, the owner may develop the property for residential purposes with up to six (6) dwelling units, provided the development meets the applicable lot area, frontage, setback, height, servicing, and parking requirements of the Land Use By-law.

Based on preliminary discussions with Property Valuation Services Corporation (PVSC), the estimated assessed value of the subject property, if utilized primarily for parking purposes, is in the range of \$60,000 to \$70,000. The current assessed value of the property, under its existing residential use, is \$226,900.

The property currently has a residential assessment, with a capped taxable assessment of \$132,700 in 2025. At the Town's residential tax rate of \$1.82 per \$100 of assessment, the property

generates approximately \$2,415.14 in municipal taxes. The proposed parking lot use would reduce the assessed value to an estimated \$60,000 to \$70,000. At the Town's commercial tax rate of \$4.30 per \$100 of assessment, the property would generate approximately \$2,580.00 to \$3,010.00 in municipal taxes. Although the proposed use would lower the overall assessed value, the higher commercial tax rate would increase in municipal tax revenue compared to the current capped residential assessment

Overall, Council must determine how to balance commercial expansion with neighbourhood protection; the MPS expressly supports economic activity and commercial stability as core planning objectives. Where appropriate controls secure compatibility with adjacent residential properties, extending the RMU designation to support the continued function and growth of an established business aligns with the Town's stated policy direction.

2.3. Draft Development Agreement

Attached to this report is a draft development agreement. Main regulatory requirements of this DA include:

- 3.2.1 Requirement of a Stormwater Management Plan
- 3.3.1 The intended use of Subject Property
- 3.3.2 Driveway access Requirements
- 3.3.3 Requirements for consolidation with north adjacent PID for street access
- 3.3.4 Landscaped buffering requirements along King Street & south adjacent residential property – including retaining mature trees in buffer
- 3.3.5 Lighting Controls Requirements
- 3.3.6 Parking requirements
- 3.3.7 Maintenance of Property and Landscaped Buffer
- 3.3.8 Permitted Hours of Operation Control & Winter Maintenance

Part 3. Recommendations and Draft Motions

3.1. Summary

The application requests amendments to the Municipal Planning Strategy and Land Use By-law to redesignate and rezone the subject lands from Residential to Residential Mixed Use (RMU) to permit the demolition of an existing single-unit dwelling and the expansion of the adjacent Bruce Auto Group parking area. The subject property sits at the edge of an established residential neighbourhood along King Street, where low-density dwellings, mature trees, and a defined streetscape establish a consistent residential character. The principal planning consideration is whether the proposed expansion can occur while maintaining an established neighbourhood character.

The proposal would convert a residential lot to a surface parking area accessory to the existing dealership. While the expansion does not introduce new building mass or height, it increases the functional footprint of the commercial use. The proposal does not create a new access onto King Street, does not introduce commercial frontage along the street, and retains mature vegetation

with a landscaped buffer between the parking area and the public right-of-way. Public Works has identified no concerns related to traffic or servicing capacity.

Compatibility between commercial-supportive parking and adjacent residential uses depends on managing visual impact, lighting, drainage, and operational effects. The Development Agreement provides the primary mechanism to secure enforceable mitigation measures, including site layout controls, landscaped buffering, tree retention, lighting direction and height restrictions, fencing or screening where necessary, stormwater management requirements, and operational limitations. These controls represent the key levers available to Council to ensure the expanded parking area integrates respectfully within the existing neighbourhood context.

If Council supports the amendments and secures appropriate mitigation measures through a Development Agreement, the proposal can create a functional relationship between the subject lands and the existing dealership, while maintaining the established residential streetscape along King Street.

Options

The proposed redesignation and rezoning represent a targeted, site-specific extension of the RMU framework to recognize the functional relationship between the subject lands and the existing dealership. The principal planning issue remains the protection of established neighbourhood character along King Street. At the same time, Council must consider the role of the dealership as an established commercial use and the broader objective of supporting local economic activity. This application requires Council to balance the opportunity for commercial growth and operational efficiency against the need to protect residential character, streetscape continuity, and adjacent property stability. Council holds three options:

- 1. Approve the amendments to redesignate and rezoning PID 05079264 and PID 05180641 from Residential to Residential Mixed-Use (RMU) and proceed by Development Agreement**

Council may approve the redesignation and rezoning and proceed by Development Agreement that secures mitigation measures such as buffering, landscaping, fencing, tree retention, lighting controls, defined access, and stormwater management. This approach would allow the parking lot while using the Development Agreement to manage compatibility and minimize impacts on the surrounding neighbourhood.

- 2. Refuse the amendments**

Council may refuse the application and retain the existing Residential (R) zoning. This option preserves the current development rights, which allows up to six (6) dwelling units by development permit, and maintains the established residential framework along King Street.

- 3. Approve with modifications or defer for further information**

Council may direct revisions to the proposal prior to approval, such as enhanced buffering, reduced parking layout, additional tree retention, or further technical review of stormwater and lighting. This option allows Council to seek a revised design that better balances commercial function with neighbourhood protection before making a final decision.

If Council supports the amendments and secures appropriate mitigation measures through the Development Agreement, the proposal can accommodate the expanded parking function while maintaining the established residential streetscape and minimizing adverse impacts on surrounding homes.

3.2. Staff Recommendation to PAC:

Staff have reviewed the proposed amendments to the Municipal Planning Strategy and Land Use By-law for 18 King Street (PIDS 05079264 and 05180641) and evaluated the application against the intent of the RMU policies, compatibility considerations, and the surrounding residential character and context.

The primary planning consideration is whether Council can maintain the established residential character along King Street while introducing a commercial accessory use. Staff find that the Development Agreement process provides the appropriate mechanism to secure buffering, lighting controls, site layout requirements, stormwater management measures, and operational limitations necessary to ensure compatibility.

Staff recommend the following for the Planning Advisory Committee's consideration:

That the Planning Advisory Committee recommend that Council:

1. That the Planning Advisory Committee recommend that Council give First Reading to the proposed amendments to the Municipal Planning Strategy and Land Use By-law to redesignate and rezone 18 King Street (PIDS 05079264 and 05180641) from Residential to Residential Mixed Use (RMU); and
2. PAC recommends that Council give initial consideration to the draft Development Agreement; and
3. Schedule a Public Hearing.

3.3. Proposed Motion for PAC:

Be it resolved THAT the Planning Advisory Committee recommends that Municipal Council:

1. That the Planning Advisory Committee recommend that Council give First Reading to the proposed amendments to the Municipal Planning Strategy and Land Use By-law to redesignate and rezone 18 King Street (PIDS 05079264 and 05180641) from Residential to Residential Mixed Use (RMU); and
2. PAC recommends that Council give Initial Consideration to the attached draft development agreement; and
3. Schedule a Public Hearing.

Part 4. Appendices:

Appendix A: Summary of Policy Evaluation

Appendix B: Site Plan

Appendix C: Conceptual Stormwater Management Plan

Appendix D: Draft Development Agreement

Appendix E: Public Letters

Appendix F: PVSC Assessment Value

Appendix G: Public Information Meeting Minutes

Appendix A: Summary of Evaluation Criteria

Policies	Comment and Concerns
<p>MPS Policy R3 – Generalized Future Land Use It shall be the intention of Council to create a Residential Mixed-Use Designation on the Generalized Future Land Use Map and encourage a mix of residential and commercial uses that are consistent with the character of existing residential structures.</p>	<p>The proposal seeks to redesignate the Subject Property from Residential to Residential Mixed Use to support an accessory parking use associated with an existing commercial operation.</p>
<p>MPS Policy R13 - Residential Mixed-Use Zone – Development Control It shall be the intention of Council to consider the expansion of existing commercial structures and existing commercial uses and the development of new structures for commercial use within the Residential Mixed Use (RMU) Zone only by Development Agreement. In addition to criteria contained in Policies IM15 and IM16, the design of all structures, the configuration of parking, and the provision of landscaping shall be consistent with the primary residential character of Main Street.</p>	<p>The proposed amendments enable the expansion of parking accessory to an existing commercial use. The application does not include new buildings or the expansion of commercial structures at this time. Policy R13 provides Council with the ability to require a Development Agreement should future commercial expansion or site development be proposed, ensuring that parking layout, landscaping, and compatibility with nearby residential uses receive review.</p>
<p>MPS Policy IM12 - General Implementation and Administration – Development Control It shall be the intention of Council to consider the following development only by Development Agreement, pursuant to enabling policies contained in this Strategy and subject to criteria contained in Policies IM15 and IM16:</p>	
<p>(b) the expansion of existing commercial structures and existing commercial uses and the development of new structures for commercial purposes within the Residential Mixed Use (RMU) pursuant to Policy R14;</p>	<p>The current application seeks amendments to the Municipal Planning Strategy and Land Use By-law only and does not propose new structures or building expansion. Policy IM12(b) confirms that, should the applicant propose future expansion of commercial structures or uses beyond what is permitted as-of-right, Council may require a Development Agreement. This policy ensures that the rezoning does not remove Council’s ability to regulate future development</p>

	impacts and supports approval of the amendments at the policy and zoning stage.
<p>MPS Policy IM17 - General Implementation and Administration</p> <p>In considering amendments to the zoning in the By-law or, entering into Development Agreements, in addition to all other criteria as set out in various policies of this planning strategy, Council shall have regard for the following matters:</p>	
(a) That the proposal is in conformance with the intents of this Strategy and with the requirements of all other Town By-laws and regulations;	The proposal is reasonably consistent with the intent of Municipal Planning Strategy and all other Town By-laws and regulation
(b) That the proposal is not premature or inappropriate by reason of:	
(i) the financial capability of the Town to absorb any costs relating to the development;	There are no known cost implications to the town.
(ii) the adequacy of sewer and groundwater to support the proposed density of development;	No impact
(iii) the adequacy and proximity of school, recreation, and other community facilities;	No impact
(iv) the adequacy of road networks adjacent to, or leading to, the development;	No new entry points are proposed for the site. Public Works reviewed the plan and has indicated no concerns.
(v) the potential for the contamination of water courses or the creation of erosion or sedimentation;	No known impacts
(vi) stored water capacity for fire protection;	No impacts
(vii) the potential for damage to or destruction of historical buildings and sites.	N/A
(c) That controls are contained in a Land Use By-Law or a Development Agreement so as to reduce conflict between the development and any other adjacent or nearby land use by reason of:	
(i) type of use;	Parking lot

(ii) emissions, including air and water pollutants and noise;	Light emission is controlled by directional lighting fixtures facing away from the adjacent residential properties.
(iii) height, bulk, and lot coverage of the proposed building;	There is an increase to non permeable surface proposed on the Subject Property. Stormwater management will be regulated by DA
(iv) traffic generation, access to and egress from the site, and parking;	There are no new access points to King Street. Traffic Authority has no concerns
(v) open storage;	To be regulated by the DA
(vi) signs;	To be regulated by the DA
(vii) similar matters of planning concern.	
(d) Suitability and development costs of the proposed site in terms of steepness of grades, soil and geological conditions, marshes, swamps or bogs , and proximity of highway ramps, railway rights-of-way, and other nuisance factors.	No know areas of concern
(e) Provision is made for buffering, landscaping, screening, and access control, to reduce potential incompatibility with adjacent land uses and traffic.	Site plan includes buffering along the southern boundary adjacent to residential property. The plan shows a 15-foot landscaped green space buffer between the edge of the proposed parking area and the southern property line, along with a fence along the Subject Property south boundary. DA to include buffering measures to reduce potential impacts on adjacent residential uses