

Summary of Policy Review

The following policies, amongst others, apply to the proposal.

Provincial Planning Statement (2024)

Theme and Policy	Summary of Policy or Issue	Staff Response
Planning for People and Homes Policies: 2.1.6, 2.2.1 b) and 2.3.1.2	Planning authorities should support the achievement of complete communities by accommodating an appropriate range and mix of land uses, housing options, transportation options with multimodal access, employment, public service facilities and other institutional uses (including schools and associated childcare facilities, long term care facilities, places of worship and cemeteries), recreation, parks and open space,	<p>The proposed development supports the achievement of complete communities and the provision of a range of housing types by introducing a 12 storey mixed use building containing 118 one bedroom, 30 two bedroom, and 13 three bedroom units. The mix of unit types, together with the proposed commercial space, promotes a mix of land uses and housing options.</p> <p>The subject property is located at the southwest corner of the Highway No. 8 and Dewitt Road intersection and in proximity to commercial, institutional, and open space uses. Hamilton Street Railway operates a route (Route 55) along Highway No. 8 and there are transit stops in proximity to the subject lands. With regards to planned transit,</p>

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	<p>and other uses to meet long term needs.</p> <p>Planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected needs of current and future residents of the regional market area by permitting and facilitating all housing options required to meet the social, health, economic and wellbeing requirements of current and future residents, promoting densities for new housing which efficiently use land, and requiring transit supportive development in proximity to transit, including corridors.</p>	<p>Highway No. 8 is identified as the 'B-Line' forming part of the BLAST^x rapid route network. The subject property is located between the LRT terminus at Eastgate Square and the Winona Crossing Hub. The HSR Next Report envisions buses serving the site approximately every 10 minutes on average. An existing bike lane is located on Dewitt Road running from the property north toward Barton Street.</p> <p>Orchard Park Secondary School is approximately 150 metres northeast of the subject site, and St. Clare of Assisi Catholic Elementary School is approximately 90 metres to the south. Both schools are within a convenient walking distance from the subject site.</p> <p>Sherwood Meadows Park, Sherwood Park, and Dewitt Park are all also within a convenient walking distance from the subject lands.</p> <p>The proposed development will provide a greater range of housing types and achieve the planned urban structure while the increased density will support the</p>

Theme and Policy	Summary of Policy or Issue	Staff Response
	Land use patterns within settlement areas should be based on densities and a mix of land uses which efficiently use land and resources, optimize existing and planned infrastructure and public service facilities, support active transportation, are transit supportive, as appropriate.	use of existing and planned transit and commercial uses as well as active transportation networks. The proposal is consistent with these policies.
Settlement Areas Policy: 2.3.1.1	Settlement areas shall be the focus of growth and development. Within settlement areas, growth should be focused in, where applicable, strategic growth areas, including major transit station areas.	The proposed development is located within a settlement area. The proposal is consistent with this policy.

Niagara Escarpment Plan (2017)

Theme and Policy	Summary of Policy or Issue	Staff Response
<p>Urban Area</p> <p>Part 1.7.4 and Part 1.7.5.1</p>	<p>Proposed uses and the creation of new lots may be permitted, subject to conformity with Part 2, Development Criteria, the Development Objectives and, where applicable, zoning by-laws that are not in conflict with the Niagara Escarpment Plan.</p> <p>All development shall be of an urban design compatible with the scenic resources of the Escarpment. Where appropriate, provision for maximum heights, adequate setbacks and screening are required to minimize the</p>	<p>The subject property is located outside of the Niagara Escarpment Development Control Area. As such, a Development Permit is not required from the Niagara Escarpment Commission for the proposal.</p> <p>A Holding Provision has been included for the resubmission of a revised Visual Impact Assessment, which is intended to ensure the design is compatible with the escarpment's scenic resources.</p> <p>The proposal conforms to these policies upon satisfaction of the Holding Provision.</p>

Theme and Policy	Summary of Policy or Issue	Staff Response
	visual impact of urban development.	

Urban Hamilton Official Plan

Theme and Policy	Summary of Policy or Issue	Staff Response
Residential Intensification Policies: B.2.4.1.1, B.2.4.1.4, and B.2.4.2.2	<p>Residential intensification shall be encouraged throughout the entire built-up area.</p> <p>Proposals are evaluated based on the following:</p> <ul style="list-style-type: none"> • The relationship with existing neighbourhood character; • Contribution towards achieving a range of dwelling types and tenures; • Compatible integration with the surrounding area; 	<p>The proposal is for residential intensification within the built-up area in an existing neighbourhood with low rise residential uses to the south and west and commercial uses to the east and north. The proposal provides an increase in density and contributes to a mix and range of housing types.</p> <p>The proposed building includes setbacks and stepbacks that maintain or exceed current standards for mid rise buildings adjacent to residential uses. The increased setbacks and stepbacks contribute to achieving an appropriate scale and form that transitions from the uses to the west and south, while</p>

	<ul style="list-style-type: none">• Contribution to achieving the planned urban structure;• Existing infrastructure capacity;• Incorporation of sustainable design elements;• Contribution towards supporting active transportation and transit;• Contribution to transit-supportive development;• Availability of public community facilities/services; and;• The ability to retain natural attributes of the site;	<p>also appropriately mitigating shadow and overlook/privacy impacts.</p> <p>The proposal contributes to the planned urban structure as it provides a midrise mixed use building along a "Secondary Corridor." There are also existing and proposed midrise buildings nearby of similar scale. A Holding Provision is included to ensure water and wastewater capacity will be appropriately addressed prior to any development on the lands. Green or sustainable building infrastructure such as geothermal heating is currently being contemplated.</p> <p>The proposal provides 124 bicycle parking spaces supporting active transportation and is adjacent to Dewitt Road which has bike lanes on both the east and west sides of the road. The development is transit supportive and is in proximity to existing and planned transit service. The proposal is also within walking distance to schools, parks, and community facilities.</p> <p>The draft Zoning By-law, as recommended, preserves space for landscaped areas. Through the Site Plan</p>
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		Control stage, measures to enhance natural attributes such as landscaping and tree protection will be further considered.
	Residential intensification within the "Neighbourhoods" designation in the built-up area shall consider matters such as, but not limited to, compatibility with adjacent land uses, relationship with nearby buildings and lot patterns, transitions in height and density, relationship of the proposed lot(s) with the lot pattern and configuration within the neighbourhood, the provision of amenity space, the ability to respect and maintain or enhance the streetscape patterns including block length setbacks and building separations, the ability to complement the existing functions	<p>The proposed development will introduce a 12 storey building to the area, which is considered a mid rise built form and there are existing and planned mid rise built forms in the area such as 495 Highway No. 8, an existing seven storey building approximately 80 metres west of the site and 490 Highway No 8, approximately 130 metres west of the site where a nine storey building received approval of a zoning by-law amendment in 2021. The proposed building will be appropriately stepped back from single detached dwellings to the south and to the west. The proposed building does not provide habitable windows or balconies along its western most façade nor its southern most facade reducing potential overlook concerns on properties to the west. The proposal exceeds the minimum requirements for indoor and outdoor amenity area for a mixed use building.</p>

	of the neighbourhood, the conservation of cultural heritage resources and infrastructure and transportation capacity and impacts.	The proposal complies with the policy.
Urban Design Policies – General Policies and Principles Policies B.3.3.2.2 – B.3.3.2.10	<p>The principles in Policies B.3.3.2.3 through B.3.3.2.10 inclusive, shall apply to all development and redevelopment, where applicable. These principles include:</p> <ul style="list-style-type: none"> • Fostering a sense of community pride and identity; • Creating quality spaces; • Creating places that are safe, accessible, connected, and easy to navigate; • Enhancing the character of the existing environment; • Creating places that are adaptable to the future; 	<p>The proposal includes 161 dwelling units and 453 square metres of ground floor commercial space which supports a mix of uses that are found within the area and community.</p> <p>The proposed development is designed to contribute to the creation of a quality space that is safe and connected.</p> <p>The existing land uses to the north and east are commercial and low density uses are to the west and south. The introduction of a mixed use building contributes to the range and mix of housing options in the area and contributes to the area's evolution. The proposed development is a built form that is transit supportive, compact, and uses underutilized land. The proposal exceeds the indoor and outdoor amenity</p>

	<ul style="list-style-type: none">• Promoting the reduction of greenhouse gas emission and protecting and enhancing the natural environment;• Enhancing physical and mental health; and,• Designing streets as a transportation network and as public spaces.	<p>area requirements and is within convenient walking distance to public parks and a public pool.</p> <p>The proposal complies with the policies.</p>
Urban Design Policies – Built Form Policy B.3.3.3.2	<p>New development shall be designed to minimize impact on neighbouring buildings and public spaces by:</p> <ul style="list-style-type: none">• Creating transitions in scale to neighbouring buildings;• Ensuring adequate privacy and sunlight to neighbouring properties; and,• Minimizing the impacts of shadows and wind conditions.	<p>The proposal provides regulated setbacks and setbacks from the low density dwellings to the south by providing a regulated transition from its rear lot line. The proposal is also applying a standard setback and setback regulation from the western side lot line allowing for an appropriate buffer and transition in scale to the land uses to the west.</p> <p>A Sun Shadow Study, prepared by CS & P Architects dated March 31, 2026, updated June 1, 2026, was submitted in support of the applications. The proposal meets and exceeds the minimum required amount of</p>

		<p>sunlight on neighbouring private amenity areas and meets the City's guidelines for sun/shadow.</p> <p>A Wind Study, prepared by SLR dated December 8, 2025, was submitted. The proposed development achieves conditions appropriate for intended usage (i.e. walking on sidewalks, standing/sitting at entrances, bus stops, and amenity areas). Wind mitigation measures such as screening the rooftop amenity areas and providing canopies in particular locations will be further reviewed during the Site Plan Control stage.</p> <p>The proposal complies with this policy.</p>
Archaeology Policy: B.3.4.4.3	<p>In areas of archaeological potential identified on Appendix F-4 – Archaeological Potential, an archaeological assessment shall be required and submitted prior to or at the time of application submission.</p>	<p>The subject property meets three of the 10 criteria used by the City of Hamilton and the Ministry of Citizenship and Multiculturalism for determining archaeological potential. A Stage 1-2 Archaeological Assessment, prepared by Archaeological Consultants Canada dated April 18, 2023, was submitted to the City and the Ministry of Citizenship and Multiculturalism. The Province confirmed receipt of the</p>

		report in a letter dated July 28, 2023. Staff are of the opinion that the municipal interest has been satisfied. The proposal complies with this policy.
Noise Policies Policy: B.3.6.3.1	Development of noise sensitive land uses, in the vicinity of provincial highways, parkways, minor or major arterial roads, collector roads, truck routes, railway lines, railway yards, airports, or other uses considered to be noise generators shall comply with all applicable provincial and municipal guidelines and standards.	The subject property is within the vicinity of neighbouring commercial uses and is located on Highway No. 8 and Dewitt Road. Highway No. 8 is a Major Arterial road, and Dewitt Road is a Collector road as shown on Schedule C – Functional Road Classifications of the Urban Hamilton Official Plan. A Noise Study, prepared by WSP, dated December 11, 2025, updated June 12, 2026, was submitted in support of the applications, which assessed stationary and road noise impacts to the proposed sensitive land uses. Noise control measures such as central air conditioning and warning clauses will be implemented through the Site Plan Control stage to ensure indoor sound levels meet applicable standards. The proposal complies with this policy.

<p>Trees</p> <p>Policy: C.2.11.1</p>	<p>The City recognizes the importance of trees and woodlands to the health and quality of life in our community. The City shall encourage sustainable forestry practices and the protection and restoration of trees and forests.</p>	<p>A Tree Inventory and Preservation Plan, prepared by Kuntz Forestry dated December 20, 2024, assessed a total of 19 trees. 17 trees are proposed to be removed (including 7 public trees). These trees will be removed to accommodate the proposed building and associated driveway, sidewalks, and grading.</p> <p>The Tree Protection Plan has not been approved. In accordance with the City's requirements, trees greater than 10 cm DBH that are removed will be subject to a 1:1 replacement ratio, to be addressed through a detailed Landscape Plan and updated Tree Protection Plan at the future Site Plan Control stage. Natural Heritage staff recommend that, where feasible, native species representative of the local area be planted to support ecological diversity and contribute to long term environmental quality. This approach aligns with the City's policy direction to protect, restore, and enhance the urban forest and supports sustainable landscape practices on redevelopment sites.</p> <p>The proposal complies with this policy.</p>
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<p>Transportation</p> <p>Policy: C.4.5.12</p>	<p>A Transportation Impact Study shall be required for an Official Plan Amendment and/or a major Zoning By-law Amendment.</p>	<p>A Transportation Impact Study, prepared by LEA Consulting Limited dated December 10, 2025, was submitted. Site-generated traffic by the proposed development is not anticipated to impact the transportation network.</p> <p>The proposal complies with this policy.</p>
<p>Infrastructure</p> <p>Policy: C.5.3.6</p>	<p>All new development and redevelopment within the urban area shall be connected to the City's water and wastewater system.</p>	<p>A Functional Servicing and Stormwater Management Report, prepared by WalterFedy dated April 9, 2026, was submitted. A holding provision is required to address sanitary capacity. Staff have no concerns with the proposed development</p> <p>The proposal complies with this policy.</p>
<p>Urban Corridors</p> <p>Policies: E.2.4.12, E.2.4.16, and E.2.4.17</p>	<p>Secondary Corridors are currently characterized, in large measure, by single use buildings. The intent is to evolve the Secondary Corridors to an increasing proportion of multiple storey, mixed use buildings in small</p>	<p>The subject lands are adjacent to low rise single detached dwellings; therefore the proposal provides a gradation in building height from the south and from the west to minimize overlook and be compatible with surrounding land uses. A Sun Shadow Study, prepared by CS & P Architects dated March 31, 2026, updated June 1, 2026, was submitted which</p>

	<p>cluster locations with at grade retail and service commercial uses.</p> <p>New development shall respect the existing built form of adjacent neighbourhoods where appropriate by providing a gradation in building height. New development shall locate and be designed to minimize the effects of shadowing and overview on properties in adjacent neighbourhoods.</p> <p>Reductions in parking requirements shall be considered in order to encourage a broader range of uses and densities to support existing and planned transit routes.</p>	<p>demonstrates that the development does not unduly overshadow adjacent sensitive land uses.</p> <p>The proposal originally requested a reduction to overall parking ratio from 0.65 spaces per unit to 0.6 spaces per unit. The revised proposal no longer requires a reduction to the parking ratio.</p>
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<p>Neighbourhoods Designation – General Policies</p> <p>Policies: E.3.2.1, and E.3.2.3</p>	<p>Areas designated “Neighbourhoods” shall function as complete communities, including the full range of residential dwelling types and densities as well as supporting uses intended to serve the local residents.</p> <p>The following uses are permitted:</p> <p>Residential dwellings, including second dwelling units and housing with supports, open space and parks, local community facilities/services, and local commercial uses.</p>	<p>The proposed development consists of 161 dwelling units with a mix of one, two and three bedroom units.</p> <p>The proposal increases the density of residential units and provides an alternative dwelling type within the neighbourhood. The proposed multiple dwelling and ground floor commercial space are permitted uses in the “Neighbourhoods” designation.</p> <p>The proposal complies with this policy.</p>
<p>Neighbourhoods Designation – Scale and Design and Residential Uses – General Policies</p>	<p>The existing character of established Neighbourhoods designated areas shall be maintained. Residential intensification within these areas</p>	<p>The proposed development represents a compatible form of infill within the neighbourhood and will provide a greater range of housing types and achieve the planned urban structure. The increased density will support the use of existing and planned transit and</p>

<p>Policy: E.3.2.4</p>	<p>shall enhance and be compatible with the scale and character of the existing residential neighbourhood in accordance with Section B.2.4 – Residential Intensification and other applicable policies of this Plan.</p>	<p>commercial uses. Review of residential intensification policies is included earlier in this policy review.</p> <p>The proposal complies with this policy.</p>
<p>Medium Density Residential – Function</p> <p>Policies: E.3.5.1, E.3.5.2, and E.3.5.4</p>	<p>Medium density residential areas are characterized by multiple dwelling forms on the periphery of neighbourhoods in proximity to major or minor arterial roads, or within the interior of neighbourhoods fronting on collector roads.</p> <p>Uses permitted in medium density residential areas shall include all forms of multiple dwellings.</p> <p>Local commercial uses may be permitted on the ground floor of</p>	<p>The proposal is for a 12 storey mixed use building.</p> <p>The subject lands are at the periphery of the Highway Valley neighbourhood and is located at the intersection of a major arterial road and collector road.</p> <p>The building will also accommodate 453 square metres of ground floor commercial space. The ground floor commercial fronts Highway No. 8. The Local Commercial policies are provided later in the policy review.</p> <p>The proposal complies with these policies.</p>

	buildings containing multiple dwellings, subject to the provisions of Section E.3.8 – Local Commercial.	
Medium Density Residential – Scale Policy:E.3.5.8	<p>For medium density residential uses, the maximum height shall be six storeys, but the height may be increased to 12 storeys without an amendment to this Plan, provided the Applicant demonstrates that:</p> <ul style="list-style-type: none"> the development shall provide for a mix of unit sizes to accommodate a range of household sizes and income levels, to be implemented through the Zoning By-law; the development shall incorporate sustainable building and design principles 	<p>The proposal is for a 12 storey mixed use building and provides a mix of one, two and three bedroom units. Sustainable design principles such as energy efficiency techniques and low impact development approaches will be reviewed at the Site Plan Control stage. Currently, geothermal heating and an electric vehicle parking stacking system are being considered as indicated by the proponents in their submission materials. A Sun Shadow Study, prepared by CS & P Architects dated March 31, 2026, updated June 1, 2026, was submitted, which demonstrates that the development does not unduly overshadow adjacent sensitive land uses and their private outdoor amenity areas (i.e. rear yards). The proposal incorporates setbacks from the adjacent residential land uses to the south which are included in the amending by-law to ensure there is an appropriate transition. The</p>

	<p>including but not limited to the use of locally sourced and/or recycled materials, water conservation, energy efficiency techniques, and low impact development approaches;</p> <ul style="list-style-type: none">the development shall not unduly overshadow or block light on adjacent sensitive land uses, the public realm, and outdoor private amenity areas;buildings are progressively stepped back from adjacent areas designated Neighbourhoods. The Zoning by-law may include an angular plane requirement to set out an appropriate transition and stepping back of heights; and,	<p>revised proposal is also applying a standard setback and setback regulation from the western side lot line allowing for an appropriate buffer and transition in scale to the land uses to the west. Staff also note that the westerly and southerly façades closest to the lot line do not contain windows to habitable room or balconies to further limit privacy/overlook impacts.</p> <p>The proposal complies with these policies.</p>
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	<ul style="list-style-type: none"> buildings are stepped back from the street to minimize the height appearance from the street, where necessary. 	
Medium Density Residential – Design Policy: E.3.5.9	<p>Development within “Medium Density Residential” category shall be evaluated on the basis of the following criteria:</p> <ul style="list-style-type: none"> Developments should have direct access to a collector or major or minor arterial road; Development shall be integrated with other lands in the “Neighbourhoods” designation with respect to density, design, and physical and functional considerations; and, Development shall be comprised of sites of suitable 	<p>The proposed development has direct vehicular access from a collector road and direct pedestrian accesses along a major arterial road. The proposed development will have an appropriate transition from “Neighbourhoods” designated lands to the south and west and will mitigate overlook impacts on lands to the south and west through design.</p> <p>The proposal exceeds the landscaping, outdoor and indoor amenity area requirements, provides adequate parking and has demonstrated that it’s height and massing are compatible with surrounding existing and future uses. Access and circulation are designed to function safely and efficiently by limiting the lands to one driveway accessed from a collector road rather than from the busier major arterial road.</p>

	<p>size and provide adequate landscaping, amenity features, on-site parking, and buffering if required. The height, massing, and arrangement of buildings and structures shall be compatible with existing and future uses in the surrounding area.</p> <ul style="list-style-type: none">• Access to the property shall be designed to minimize conflicts between traffic and pedestrians both on-site and on surrounding streets;• The City may require studies to demonstrate that the height, orientation, design, and massing of a building or structure shall not unduly overshadow, block light, or	<p>A Visual Impact Assessment, prepared by Gladki Planning Associates dated December 30, 2025, updated June 2026, found that the originally proposed 11 storey building would have limited to negligible visual impact from the majority of assessed viewpoints. Niagara Escarpment Commission staff have requested that the Visual Impact Study be updated. A Holding Provision has been included to require an updated Visual Impact Study to the satisfaction of the Niagara Escarpment Commission.</p> <p>The proposal complies with this policy, subject to the satisfaction of the Holding Provision.</p>
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	<p>result in the loss of privacy of adjacent residential uses.</p> <ul style="list-style-type: none">• A building higher than six storeys shall take into account the impact on public view corridors and general public views of the area of the Niagara Escarpment, waterfront, cultural heritage landscapes, and other parts of the City.	
<p>Local Commercial</p> <p>Policies: E.3.8.2, E.3.8.4, E.3.8.8</p>	<p>The following uses shall be permitted:</p> <ul style="list-style-type: none">• retail and service uses such as a craftsperson shop, day nursery, commercial school, financial establishment, office, motor vehicle service station, personal service, place of worship, repair service,	<p>As indicated earlier in this policy review, the proposal considers 453 square metres of ground floor commercial, as such, the Local Commercial policies are applicable. The proposed Mixed Use Medium Density (C5, 970, H220) Zone permits a variety of commercial uses that coincide with the permitted uses of the Local Commercial designation.</p>

	<p>restaurant, studio, art gallery, tradesperson shop, and veterinary service; (OPA 64)</p> <ul style="list-style-type: none">• medical offices or clinic, provided it has direct access to an arterial road and is adjacent to other local commercial uses; and,• residential uses, in accordance with Policy E.3.8.10. <p>Local commercial uses may be permitted in the following built forms:</p> <ul style="list-style-type: none">• small single-use buildings such as those occupied by a convenience store or a medical office;	<p>The proposal is a multiple storey building with commercial use on the ground floor, with residential units above.</p> <p>Policy 3.8.10 indicates that residential units located in the same building as local commercial uses shall generally be located above the ground floor. The policy indicates that some components of the residential use may be located in ground floor areas in the rear of buildings. In this case, the ground floor will mostly be used for retail and common spaces for the building's residents (i.e. lobby room, gym, and garbage room).</p> <p>The intent of the policy is to adequately separate residential and ground floor commercial uses. The proposal's ground floor residential uses are at the proposed building's southeast section (facing Dewitt Road), whereas the building's commercial space is located at the northwestern portion of the building. The proposed building is "L" shape, and staff find the uses are appropriately separated on the ground floor,</p>
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	<ul style="list-style-type: none">• a plaza form at varying scales containing multiple commercial uses;• a main street configuration with multiple commercial uses; or,• multiple storey buildings with the local commercial uses on the ground floor and residential units above. <p>Residential units located in the same building as local commercial uses shall generally be located above the ground floor. Some components of the residential use may be located in ground floor areas in the rear of buildings. All commercial space shall be located on the ground floor with the primary entrances to the</p>	<p>with the commercial uses appropriately located on the higher order road (Highway No. 8).</p> <p>The proposal complies with these policies.</p>
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	commercial space through the principal façade of the building.
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Western Development Area Secondary Plan - Volume 2 – B.7.1

Theme and Policy	Summary of Policy or Issue	Staff Response
Medium Density Residential Designations Policy: B.7.1.1.4 a) and b)	<p>In addition to Section E.3.5 – Medium Density Residential of Volume 1, the following policies shall apply to the Medium Density Residential designations identified on Map B.7.1-1– Western Development Area - Land Use Plan:</p> <p>In the Medium Density Residential 3 designation:</p> <ul style="list-style-type: none"> Notwithstanding Policy E.3.5.8 of Volume 1, the maximum permitted height shall be nine storeys; and, 	<p>The “Medium Density Residential 3” designation permits 50 to 99 units per hectare and building heights up to nine storeys.</p> <p>The proposed Official Plan Amendment is to redesignate the lands from “Local Commercial” to “Medium Density Residential 3” and add a Site Specific Policy which would permit a maximum density of 503 units per hectare and a maximum height of 12 storeys. A Holding Provision is included to ensure adequate infrastructure capacity will be in place to appropriately service the lands. The subject lands are on a major arterial at the periphery of the neighbourhood, and the proposal is within walking distance to commercial, institutional, and open space uses. The proposal provides an appropriate transition</p>

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	<ul style="list-style-type: none">the density shall range from 50 to 99 units per net residential hectare.	<p>in height and built form to adjacent low-density residential areas to the west and south, while contributing to a broader mix of housing types. The development makes efficient use of existing infrastructure and services and aligns with the planned urban structure. The proposal is within an evolving area that is seeing higher densities develop along the arterial corridor.</p> <p>Staff support the proposed Official Plan Amendment.</p>