

D. J. K. Land Use Planning

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April 20, 2023

Planning, Building and Growth Management Department  
City of Brampton  
2 Wellington Street West,  
Brampton, Ontario  
L6Y 4R2

Attn: Mr. Steve Ganesh, MCIP, RPP Commissioner

Re: City of Brampton Planning and Development Committee April 24, 2023

**Recommendation Report – City-initiated Official Plan Amendment –  
Major Transit Station Areas – City-wide**

Report Number: Planning, Bld & Growth Mgt-2023-239

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I represent the Fifth Avenue Group, the owner of 83 Wilson Avenue, and 14 & 16 Centre Street North, Part of Lots 43, 44 & 45, Wellington Block, Registered Plan BR-5, City File: OZS-2020-0025. In 2021, Council provided zoning approval to permit a 9-storey apartment building containing 82 units on this property.

This letter is provided in response to the Recommendation Report by Michelle Gervais and Claudia LaRota, item 7.2, titled *Recommendation Report – City-initiated Official Plan Amendment – Major Transit Station Areas – City-wide*.

We have participated in the MTSA focus group discussions and provided a letter in response to the February 13, 2023, Public Meeting, outlining our support for the initiative to review and update the Official Plan policies to guide development in the MTSAs, as well as our concerns with some wording in these policies that we feel runs counter to Council's (*and the Province's*) direction to allow unlimited height and density in the Urban Growth Centre.

The property owned by Fifth Avenue Group falls within the *Primary Major Transit Station Area 4 - Centre Street*. The proposed policies would therefore apply to this property. We believe that there is merit and an opportunity to increased height and density for the Fifth Avenue Group property due to its superior location in the *Centre Street Primary MTSA*.

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Acknowledging that Council has given direction to permit unlimited height and density in the Urban Growth Centre along Queen Street, these interim policies should recognize that higher buildings with higher densities will be required to interface with other land uses, including residential areas.

To truly recognize the goal of intensification of *Primary* MTSA's, the policy language should be more defined and clearly promote higher built form and densities even when they abut other land uses, including residential areas. To that end, I have taken the liberty of adding some wording to the policies noted below in **bold**, for your consideration.

Section 3.2.5.1 b) "*Concentrate the highest intensity within close proximity to the transit station or stop **(within 2 minute walk)** and, **provided it does not contradict achieving MTSA density targets**, transitioning to a lower intensity built form for properties that do not have frontage along existing or planned high order transit corridors, to achieve an appropriate transition to established low density residential areas.*"

Section 3.2.5.2 b) "*appropriate transitions in height and density to adjacent established low density residential uses **provided it does not contradict achieving MTSA density targets.***"

We would be happy to discuss this matter further to develop appropriate policy language.

Please advise of any future meetings and adoption of the MTSA policies.

Respectfully submitted,

*Dan Kraszewski*

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cc. Fifth Avenue Group  
M. Gervais, MCIP, RPP Policy Planner, Planning & Design  
Peter Fay, City Clerk