



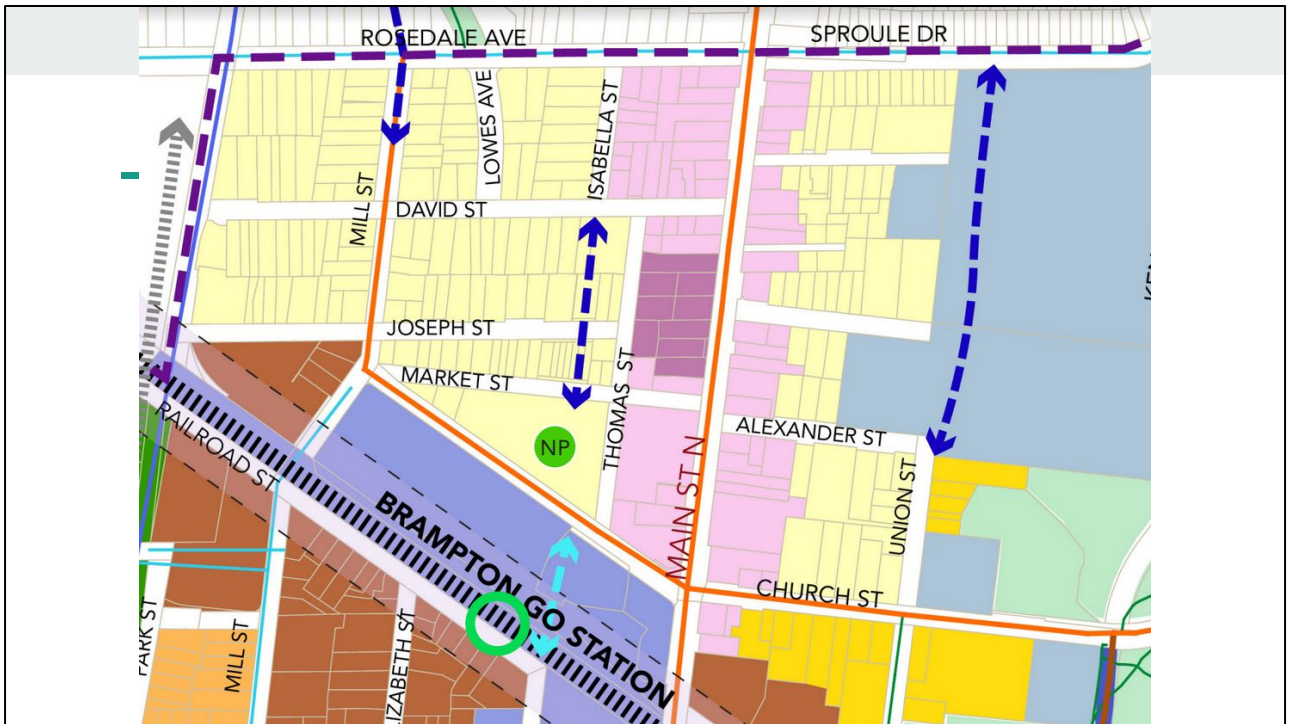
# Brampton's MTSA reviews

Planning is planning to fail the provincial housing targets

Brampton's MTSA Review, AKA What the heck is Brampton's Planning Department thinking?



Brampton's Planning Department is ripping off Toronto's failed avenues strategy, this zoning pattern where we have high density on rapid transit corridors, that steps down to medium density, and backs on to low density is absolutely absurd. The planning department is seriously proposing that there should be low density housing within a 100 metre walk of a BRT stop. This is absolutely indefensible, if they were proposing high rise to Wilson (100m deep), and then mid rise from Wilson to Church (100-300m deep), this could be defensible from a transit/pedestrian perspective, but as is, the way the Planning department is planning MTSA's, the City cannot meet the housing targets, it just isn't mathematically possible with how they are planning. Church Street, is planned to go all the way to Brampton GO, if you were serious about cycling as a viable mode of transportation, the blocks fronting onto Church and Centre Streets should also be planned for medium density with ground floor permitted (though not required).



Here is the MTSA for downtown Brampton, this is even more indefensible than for Centre Street, the planning department is literally saying “yes, a single detached house is a perfectly reasonable use of land across the street from the GO station”. When I was at the MTSA meeting, they tried to argue that “well, we don’t know where the transit station is going to be”, but that is the bus terminal, and doesn’t change that the GO station is on the north side of the tracks. If this low density was instead medium density, it might be defensible for a GO station and a BRT station, but if you want an LRT extension, really this should all be high density. The low density area in the northwest is ten gross hectares, how can Brampton seriously defend that much area should be excluded from intensification when it is within a ten minute walk of two, and in the future maybe three higher order transit stations? At Church and Union Streets, they map low density surrounded on three sides by medium density or higher, an easy walk to Brampton GO, how is this defensible?