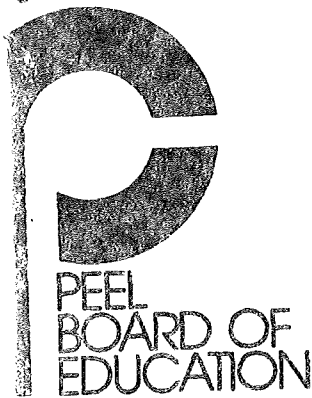




Director of Education and Secretary
J.A. Fraser, B.A., M.Ed.

Superintendent of Academic Affairs
R.N. Chalmers, B.A., M.Ed.

Superintendent of Business Affairs and Treasurer
M.D. Roy, C.A.

Rec B40203
M

January 31, 1984.

Mr. T. Moy,
Planner,
Plans Administration Branch,
Ministry of Municipal Affairs
& Housing,
777 Bay Street,
14th Floor,
Toronto, Ontario.
M5G 2E5

Dear Mr. Moy:

Re: Amendment No. 26 to the Official Plan
for the City of Brampton Planning Area
File No: 21-OP-0031-026

The Board has examined the above-noted application and advises
the following:

Page 8 Section 8.2

"the reservation of an approximately 3.25 hectare public school
site", should be revised to read, "the reservation of a 3.64
hectare - 4.0 hectare public school site". This would keep the
acreage consistent with the requirements of the draft plan of
subdivision.

.../2

Comments

Schedule A

The Board has difficulty in understanding why the Snelgrove Field Office on the west side of Highway No. 10, south of No. 17 Side-road is designated "Institutional", when the adjacent Public Works property carries a residential designation.

Should these not be consistent?

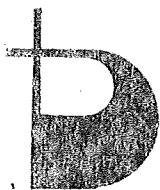
Yours truly,

A handwritten signature in cursive script, appearing to read "S. Hare", written in dark ink.

Stephen Hare,
Planning Officer,
Planning and Resources.

SH:ps

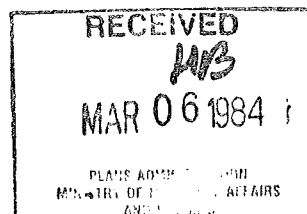
cc: P. Allen
F. Dalzell
T. Reilly



8

THE DUFFERIN-PEEL ROMAN CATHOLIC SEPARATE SCHOOL BOARD
LE CONSEIL DES ECOLES SEPARÉES CATHOLIQUES ROMAINES DE DUFFERIN ET PEEL

February 27, 1984



Mr. T. Moy
Planner
Plans Administration Branch
The Ministry of Municipal Affairs
and Housing
777 Bay Street, 14th Floor
Toronto, Ontario
M5G 2E5

Dear Mr. Moy:

Re: Amendment No. 26 to the Official Plan for
The City of Brampton Planning Area
Your File No: 21-OP-0031-026

The Board is satisfied that Clause 8.3 on page 8 of Amendment No. 26 adequately covers the Board's potential need for a separate school site in this area of Brampton, and that the precise location and configuration of the site will be determined at the plan of subdivision stage, taking into account the criteria in the Board's site policy.

With respect to the Snelgrove Special Study Area - the lands bounded by 17th Sideroad, Highway Number 10 and the northern City limits (clause 2.10.1.2. page 2), it should be noted that the Board anticipates a possible need for a site in there, either in lieu of, or in addition to, the site in Amendment No. 26. It is anticipated that this need will be more clearly defined by the time the City proceeds with an official plan amendment for the area in July, 1985.

Yours truly,

Sherryl Daoust

Sherryl Daoust
Planner

SAD:tb

c.c. P. Allen, Region of Peel
F. Dalzell, City of Brampton
J. Greeniaus, Peel Board of Education

1 copy # 14

CP Rail

R. F. Sward, P. Eng.
Division Engineer
672-7800

Our File 620.4-OR-12.17

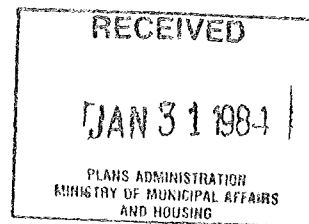
Nutkins

reply
ase
er to:
, Yuen,
Eng.

January 16, 1984

Ministry of Municipal Affairs and Housing
777 Bay Street
14th Floor
TORONTO, Ontario
M5G 2E5

Attention: Mr. Tom Moy, Planner
Plans Administration Branch
Central and Southwest



REC'D 1 COPY

Dear Sir:

Re: Amendment Number 26, to the Official Plan for the City
of Brampton Planning Area, file No. 21-OP-0031 026

This is further to my letter of January 13, 1983, in connection with the abovenoted Amendment Number 26 to the Official Plan for the City of Brampton Planning Area.

CP Rail has reviewed the proposed amendment and has no objections to the zoning of industrial lands abutting Railway land as depicted in Schedules "A and B".

Non-industrial uses abutting Railway land, on the other hand, are not compatible with railway operations. The health, welfare and convenience of potential users could be adversely affected by railway activities. The obvious danger to the general public, noise and disturbances caused by the operation of trains have prompted largely ineffective protective methods such as chain link fencing and earth berms. Chain link fences have been used to combat trespassers onto Railway rights of way but many accidents are still occurring. Earth berms are not effective in quieting locomotive noise. As such, CP Rail strongly recommends

. . . 2

Comments

- 2 -

that non-industrial uses; namely, public and commercial recreation facilities and community services, mentioned in item 5.2.1 of the amendment should not be permitted in designated light industrial areas.

Trusting you will take the appropriate action, we have no further comments and returned herewith are your documents.

Yours truly,


 G. A. Nutkins
Superintendent

attach