

## **PRIORITY AND KEY INITIATIVES COMMITTEE – DECEMBER 5, 2011**

### **PAN/PARAPAN AM GAMES** **TORONTO 2015** **EXPRESSION OF INTEREST** **CYCLING VELODROME**

#### **Recommendation**

The City Manager, the Commissioners of Finance, Community Services, Legal and Administrative Services, the Director of Economic Development and the Director of Legal recommend:

That Council direct staff not to proceed further with a submission of a formal Expression of Interest to Toronto 2015 for the location of a permanent velodrome sports facility in Vaughan.

#### **Contribution to Sustainability**

N/A

#### **Economic Impact**

The economic impact is unknown at this time. Construction costs for the facility were estimated in a report to the City of Hamilton General Issues Committee on August 29, 2011 to be \$35 to \$45 Million, plus other capital costs including servicing, of which the interested municipalities are requested to commit 44%, being approximately \$22 million. The municipality is to provide the site in addition to the contribution to capital costs since the facility will be owned by the municipality after the games.

#### **Communications Plan**

Council's decision will be communicated to Toronto 2015.

#### **Purpose**

The purpose of this report is to seek Council direction regarding the submission of a formal Expression of Interest to Toronto 2015 for the location of a permanent velodrome sports facility in Vaughan for the Toronto 2015 Games

#### **Background - Analysis and Options**

On October 12, 2011, a letter was sent to various municipalities in the Greater Toronto area from the Toronto 2015 Pan/Parapan Am Games Organizing Committee, the not-for-profit organization that has been granted the mandate to deliver the Toronto 2015 Games. Toronto 2015 was requesting expressions of interest from qualified municipalities who possess both the desire and financial ability to locate and build a permanent enclosed velodrome on a suitable site in their communities. Attachment 1 is the letter which sets out the criteria municipalities must meet as part of their expression of interest. It is Toronto 2015's intent to provide a permanent velodrome as part of its efforts to enhance the legacy of sport infrastructure in the greater Golden Horseshoe region. As is indicated in the letter, based on a recent decision by the City of Hamilton to limit funding to a proposed permanent velodrome in its community, the velodrome sports facility is the only major 2015 Games sports venue remaining for site selection and the timelines are therefore, very tight.

On October 18, 2011, Council authorized the submission of a non-binding letter of expression of interest to Toronto 2015 for the location of the Velodrome sports facility in Vaughan, which was sent on October 20, 2011.

## Required Agreements

Toronto 2015 requires that a binding agreement be executed by November 30, 2011. There is a Multi Party Agreement for the Games dated November 5, 2009 which has six original parties: Canada, Ontario, City of Toronto, Canadian Olympic Committee, Canadian Paralympic Committee, and the Ontario 2015 Pan Am Games Bid Corporation. The agreement provides for Infrastructure Ontario to be the project manager for the capital projects for the Games, which includes the velodrome and includes the municipal share as 44%. Staff was advised that amendments to this agreement are not forthcoming. It also provides that a Facility Agreement will be entered into by the municipality regarding the contribution, which would be the agreement covering various aspects of the construction of the facility. The Agreement also anticipates a Joinder Agreement to be executed by the municipality in order for the City to be bound by the Multi Party Agreement. The Expression of Interest was due by the end of November, however Toronto 2015 has granted a verbal extension of this deadline until after this Priorities & Key Initiatives Committee meeting.

There is also a Memorandum of Understanding in respect of the Velodrome Facility as part of the Project which contemplates three parties: Toronto Organizing Committee for the 2015 Pan American and Parapan American Games (Toronto 2015), Ontario Infrastructure and Lands Corporation (Infrastructure Ontario), and the City of Vaughan. The MOU sets forth the roles relationships, mutual expectations, joint and separate responsibilities and accountability mechanisms of and among the parties.

## Multi Party Agreement and Memorandum of Understanding

There is an executed Multi Party Agreement for the Games dated November 5, 2009 which has six original parties: Her Majesty the Queen in Right of Canada as represented by the Minister of Canadian Heritage and Official Languages and the Minister of State (Sport), Her Majesty the Queen in Right of Ontario as represented by the Minister of Health Promotion, City of Toronto, Canadian Olympic Committee, Canadian Paralympic Committee, and Ontario 2015 Pan Am Games Bid Corporation. The Multi Party Agreement provides that Infrastructure Ontario will be the project manager for the capital projects for the Games, which includes the Velodrome, and provides that the municipal share is 44%. The Multi Party Agreement contains a form of Joinder Agreement that the City would execute in order to be bound by the Multi Party Agreement.

In addition to the Multi Party Agreement, there will also be a Memorandum of Understanding in respect of the Velodrome Facility that contemplates three parties: Toronto Organizing Committee for the 2015 Pan American and Parapan American Games ("Toronto 2015"), Ontario Infrastructure and Lands Corporation ("Infrastructure Ontario"), and the City of Vaughan. The purpose of the Memorandum of Understanding is to set forth the roles, relationships, mutual expectations, joint and separate responsibilities and accountability mechanisms of and among the parties. It is the responsibility of the City of Vaughan to provide at the City of Vaughan's sole cost a construction ready fully remediated site for the Velodrome Facility with adequate services to the property line. The Memorandum of Understanding further provides that the relationship between the parties will be more clearly defined in a definitive Facility Agreement which, among other things, shall determine the roles, relationships, joint and separate responsibilities, authorizations and obligations of the parties with respect to project delivery, games use, and legacy considerations. Toronto 2015 has not yet provided a draft Facility Agreement for review.

## Sites

Four sites were discussed with the Toronto 2015 Pan/Parapan Am Games organizing Committee (TORONTO 2015):

- Concord Thornhill Regional Park
- Vaughan Grove Sports Park

- Maple North Regional Park
- Block 18 District Park

*Attachment L1* illustrates the sites in a city-wide perspective.

All four sites meet the preliminary site criteria that reflect the needs of Toronto 2015 with respect to the velodrome. Municipalities must be able to meet all of the criteria below as part of their expression of interest.

The site is owned by the municipality - possibly as part of an existing recreation complex.

1. The site is situated within 60 kilometres of the Pan Am Athletes' Village in Toronto.
2. The site must have a potential building footprint of 300 feet x 400 feet and a development site of 5 to 6 acres is required.
3. At the sole cost of the municipality, the site must be in a construction-ready state by January 31, 2013. This includes:
  - Compliance with official planning and zoning requirements;
  - Site fully remediated to Ministry of the Environment regulations;
  - Applicable environmental assessment completed;
  - Adequate services to the property line;
  - Demolition and removal of any structures completed.
4. The municipality will commit to provide 44% of capital costs and Toronto 2015 to provide 56% of capital costs.
5. The municipality must have the capacity to act quickly with approvals and funding such that a binding agreement can be signed by November 30, 2011.
6. The municipality must demonstrate legacy value for long-term cycling and community use.
7. There should be convenient access to public transit.

The following sites were ranked by Toronto 2015 Pan/Parapan Am Games Organizing Committee as follows in order of preference:

- 1a. **Concord Thornhill Regional Park:** This site is owned by the City, but the land is not vacant. Depending on the orientation of the building, the size of the building footprint and parking requirements, the velodrome facility could potentially displace existing senior soccer field(s). In addition, Glen Shields Soccer Club is currently seeking a partnership with the City to develop a senior soccer artificial turf field within the park site. Existing driveways and parking areas may also need to be redesigned. (Attachment 1-L2)
- 1b. **Vaughan Grove Regional Park:** This site is currently leased from the Ontario Realty Corporation and is not vacant. Similar to the Concord Thornhill site, the velodrome facility could potentially displace existing senior soccer field(s) depending on the final footprint and orientation of the building. In addition, existing driveways and parking areas may need to be expanded. (Attachment 1-L3)
2. **North Maple Regional Park:** This site is owned by the City and is currently vacant, but the lands are currently proposed for a regional park. The velodrome facility can compliment recreational uses that have been proposed within the regional park site. (Attachment 1 - L4)
3. **Block 18 Community Centre and District Park Site:** This site is partially owned by the City and the land is vacant, but it is the proposed site of a future district park and community centre. (Attachment 1 - L5)

(See *Attachment 2 "Velodrome Site Analysis"* for further site details.)

Staff's assessment of the four sites suggests that **North Maple Regional Park** would be the preferred site as nothing is being displaced.

### Project Description

The proposed velodrome is approximately 10,500 square metres (112,980 sqft) with 3,500 spectator seats. Velodrome track and seating are assumed to be a permanent facility with the option of adding various recreational facilities within the infield of the velodrome, such as a non-standard soccer field and tennis, basketball and volleyball courts.

Parking requirements are based on the City's Zoning By-Law for an "All Season Sports Facility" and are required to include 1 parking space for every 3 persons in the maximum design capacity and has been illustrated as an area that would accommodate approximately 1200 parking spaces.

As per the terms of reference for a velodrome facility, the following assumptions about velodrome specifications include:

- International standard (UCI) 250 metre cycling track
- Spectator seating for 3,500
- Indoor facility within a solid structure for year round use
- Parking for 1200 vehicles

A velodrome could be used by high performance track cycling specialists, recreational cyclists seeking cross-training opportunities, community-based learn to ride programs and possibly school board programming from York Region and the GTA. The Canadian National Cycling Team has committed to 120 days use of the track per year.

### Capital Costs

Based on staff investigation, there are two cost estimates (Pan Am Games and Infrastructure Ontario), as well as Carson City, California and Ogden, Utah that provide a comparative budget estimate. In order to arrive at a more accurate estimate, preliminary design work is required.

#### **PRELIMINARY COST - PAN-AM GAMES COMMITTEE**

120,000 sq ft @ \$265 per sq ft

Facility construction	\$31,800,000.00
Cash allowance	\$ 318,000.00
Design contingency	\$ 2,798,400.00
Escalation construction	\$ 636,000.00
<b>subtotal</b>	<b>\$35,552,400.00</b>
Project Ancillary - construction	\$ 3,529,800.00
Construction risk	\$ 2,226,000.00
Furnishing & equipment	\$ 2,544,000.00
<b>subtotal</b>	<b>\$ 8,299,800.00</b>
<b>Sub total of construction</b>	<b>\$43,852,200.00</b>
Post contingency - 6%	\$ 1,908,000.00
Furnishing, equipment and IT	\$ 1,590,000.00
<b>subtotal</b>	<b>\$ 3,498,000.00</b>
<b>TOTAL ESTIMATED BUDGET</b>	<b><u>\$47,350,200.00</u></b>

**PRELIMINARY COST – INFRASTRUCTURE ONTARIO**

111,881 sq ft @ \$265 per sq ft

Facility Construction	\$29,648,465.00
Cash allowance	\$ 592,969.30
Design contingency	\$ 4,447,269.75
Escalation construction	\$ 592,969.30
<b>subtotal</b>	<b>\$35,281,673.35</b>

Project Ancillary - construction	\$ 3,290,979.62
Construction risk	\$ 2,075,392.55
Furnishing & equipment	\$ 2,371,877.20
<b>subtotal</b>	<b>\$ 7,738,249.37</b>

**Sub total of construction \$43,019,922.72**

Post contingency - 6%	\$ 1,778,907.90
Furnishing, equipment and IT	\$ 1,482,423.25
<b>subtotal</b>	<b>\$ 3,261,331.11</b>

**TOTAL ESTIMATED BUDGET \$46,281,253.87**

**PRELIMINARY COST – PROPOSED OGDEN VELODROME (1/20/09)**

181,400 sq ft @ \$76 per sq ft

Facility Construction	<b>\$13,786,400.00</b>
Project Ancillary - construction	
General Condition	\$ 471,272.00
Winter Condition	\$ 75,000.00
Contractors Fees	\$ 1,007,885.00
<b>subtotal</b>	<b>\$ 1,554,157.00</b>

**TOTAL ESTIMATED BUDGET \$15,340,557.00**

The proposed Ogden Velodrome would be part of a 160,000-square-foot field house that is to include 10 indoor tennis courts, a 250-meter cycling track, a concrete in-line skating rink and an archery facility. Construction of this facility has not started yet and is still in the fund-raising phase.

The estimated budget of \$15 million compared to average capital costs of velodromes worldwide this amount is considered to be incomplete. As this project is not yet designed, the cost estimates are high level.

**HOMEDEPOT CENTER VELODROME, CARSON CITY, CALIFORNIA**

The Home Depot Center contains the only indoor international standard velodrome in North America. It is part of a 125-acre, \$150 million development in Carson, featuring state-of-the art stadiums and facilities for soccer, tennis, track & field, cycling, lacrosse, rugby, volleyball, baseball, softball, basketball and other sports. Designated as an "Official U.S. Olympic Training Site," The Home Depot Center is the nation's most complete training facility for Olympic, amateur and professional athletes.

Created around a 27,000-seat soccer stadium, 8,000-seat tennis stadium, 10,000-seat track & field facility and a 2,450-seat indoor velodrome, the complex is located on the campus of California State

University, Dominguez Hills. The Home Depot Center is home to Major League Soccer's Los Angeles Galaxy and Chivas USA. In addition, the site is the U.S. Soccer Federation's (USSF) national team training headquarters and the location of the United States Tennis Association's (USTA) USA High Performance National Training Center. The development is also designated as an official training site for USA Cycling and USA Track & Field.

The velodrome cost was \$15 million, but would only have included the cost of the addition of a velodrome to a huge complex. It does not include showers or change rooms. Other significant costs to build a new standalone building on a virgin site are not reflected in this total.

### Multi-Purpose Uses

The inclusion of other sport courts provides for a multi-use facility. Models of multi-use facilities exist elsewhere in the world.

Considerations were made to include other facilities such as:

- Non-standard dimension indoor soccer field
- Tennis, basketball, ball hockey and volleyball courts
- Space for conventions or performances
- Recreational (non-standard dimension) running track

Indoor soccer fields are in demand, but the interior dimension of a velodrome does not allow for a senior soccer field. The dimensions would allow for a standard mini field and would be used mostly as a practice field.

Outfitting the velodrome with basketball, volleyball and/or ball hockey courts is a viable option, but demand for these facilities is limited.

The interior of the velodrome track could also potentially be used for conferences or performances, but this would require additional capital costs such as additional seating, acoustical upgrades, etc. that are not included in the capital estimate provided.

A 250 metre (non-standard size) running track is a common inclusion in velodromes because of the similar shape. This could be used recreationally by residents looking for an indoor facility to walk or run.

### City Ownership and Operation

#### Operations

Generally, a Velodrome facility generates revenue from the following operations:

- Training and Development (National/Provincial Team H.Q.)
- Annual memberships & Daily/hourly Rates – users accessing the track
- Club Track Rental – Local area clubs and associations in Southern Ontario
- Spectator Events – Provincial/National/International
- Use and programming (fees) of infield and ancillary space
- Naming rights, sponsorship and concession activity

The split of revenues based on the above cannot be determined at this time. However, in an ideal scenario the Velodrome would have a good balance between elite athlete usage of the track and development of high-performance athletes, and accessibility of the venue for recreational uses for all

local residents. Nevertheless, each element is an important contribution to the overall financial operating performance of the facility.

### Anchor Tenant

The City of Hamilton's consultants, Sierra Planning and Management undertook site visits to multiple velodrome facilities to better understand the Velodrome model and their associated financial operating models. Although the research identified that no two sites are operated with the same model, one key theme that was identified was that all velodromes have anchor tenants and in the best cases there are links with national cycling associations for use of the facility as an elite training centre e.g., ADT Event Centre/Velodrome located at the Home Depot Centre in Carson, California (suburb of Los Angeles) which is home to the United States National team and also serves as the training site for the Canadian Cycling team. The Canadian team currently travels to Carson because there is no other facility in Canada or the United States that is sanctioned by the International Sport Federation for cycling. The Hamilton report goes on to further state that tenants provide guaranteed programming as well as expertise in the sport, including coaches who become an asset to the facility. Furthermore, velodrome facilities often will have office space that can be leased to additional sport organizations – these organizations may be linked to the in-field related athletic programming and not solely anchored in cycling related sports.

### Use and Programming: Other facility Uses

In addition to the cycling related potential, the velodrome facility has the potential to program for the community in a range of non-cycling sports. The City would have an opportunity to add to the design of the in-field area to be a flexible space to accommodate other paying uses. Uses that could be considered could be; Event Space/Multi-Purpose and Meeting Rooms, Artificial Turf for Mini-Soccer, Field Hockey, Football, Tennis, Cricket, Badminton, Volleyball, Basketball, Futsal, Track and Field, Bocce, Gymnastics, and Fitness Centre. However, as each of the in-field activities has a certain degree of appropriateness it is more important to position the space with a degree of flexibility which will accommodate the most programming options.

### Operating Income

Through the business plan development process the City of Hamilton's consultation team also identified that the indicative net operating income from the Velodrome facility (excluding legacy funding) if built in Hamilton would range from approximately \$1.162 million per year to \$1.325 million per year with associated expenses of approximately \$1.267 million per year. Thus, the initial findings quantified that the facility could be operated, with moderate projections, at a near break-even model. However, the consultants also cautioned that no single Velodrome facility except the ADT Centre in Carson California broke-even and relied on some type of subsidy such as a legacy fund or government grant/incentive.

The operational and expense assumptions were based on the following:

- City maintains 100 percent ownership and operations.
- City maintains 100 percent of ownership and out sources management of the operations.

Staff has not had the opportunity to validate the information or the demand for such a facility in the City of Vaughan. The City did receive a letter of support from the Canadian Cycling Association which is provided as Attachment 3.

### Legacy Funding

The Pan/Parapan AM Velodrome Facility has been identified and designated as one of three "Legacy" capital projects for Toronto 2015. From an ongoing operational point of view, having the

legacy designation means that it will have ongoing access for the life of the building (which could be 25 years or more) to operational funding from the \$70 million legacy fund that is being established by the provincial and federal governments.

The multi-party agreement regarding the legacy fund states that “Canada will contribute up to Sixty-Five million dollars and Ontario will contribute Five million dollars for a total of up to Seventy million dollars to the Toronto 2015 Legacy Fund to be managed by the Toronto 2015 Pan/Parapan American Legacy Games Fund Corporation.”

The allocation of earnings from the Toronto 2015 Legacy funds is subject to the legacy plan to be created by HostCo which may:

- Vary either the attribution percentages or Legacy Facilities (The Canadian Institute for Sport Ontario/Pan American Aquatic Centre, The Pan American Athletics Stadium and The Pan American Velodrome);
- Pay the Operating and capital costs, including capital upgrades of the Games’ Facilities; and
- Support development and participation programs as follows:
  - 75 percent of remaining earnings will be provided to the owners or, where applicable, operators, to be used to contribute to the operating costs and capital maintenance costs of the following facilities provided that the Facilities are maintained in a condition which meets the requirements of the International Sports Federations’ standards as the at the time of the Games for hosting major international competitions.
  - The remaining 25 percent of the earnings will be used for programs to support the National and Provincial high performance athletes, coaches, sport development and participation.

#### Funding

The proposed funding source for the \$22 million would be long term debt paid over a 10 or 20 year term through property taxes, as the City currently does not have reserves set aside for this purpose and a reallocation of Development Charge funding is not recommended. The cost of debenturing the \$22 million at an annual interest rate of 5% would be:

- Amortized over 10 years - \$1,411,236 annually
- Amortized over 20 years - \$876,397 annually

#### Relationship to Vaughan Vision 2020/Strategic Plan

This report recommends a change from the priorities previously set by Council and the necessary resources have not been allocated.

#### Regional Implications

None

#### Conclusion

Given the short time-frame with which to analyze and respond to the Expression of Interest, the significant capital commitment and the desire not to increase the property tax burden, staff recommend that Council direct staff not to proceed further with a submission of a formal Expression of Interest to Toronto 2015 for the location of the velodrome sports facility in Vaughan.



**Attachments**

- Attachment 1: Proposed Sites for the Velodrome
- Attachment 2: Velodrome Site Analysis
- Attachment 3: Letter from the Canadian Cycling Association

**Report prepared by:**

Clayton D. Harris, City Manager  
Marlon Kallideen, Commissioner of Community Services  
Janice Atwood-Petkovski, Commissioner of Legal and Administrative Services, City Solicitor  
Barbara Cribbett, Commissioner of Finance, City Treasurer  
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Respectfully submitted,

Clayton D. Harris, CA  
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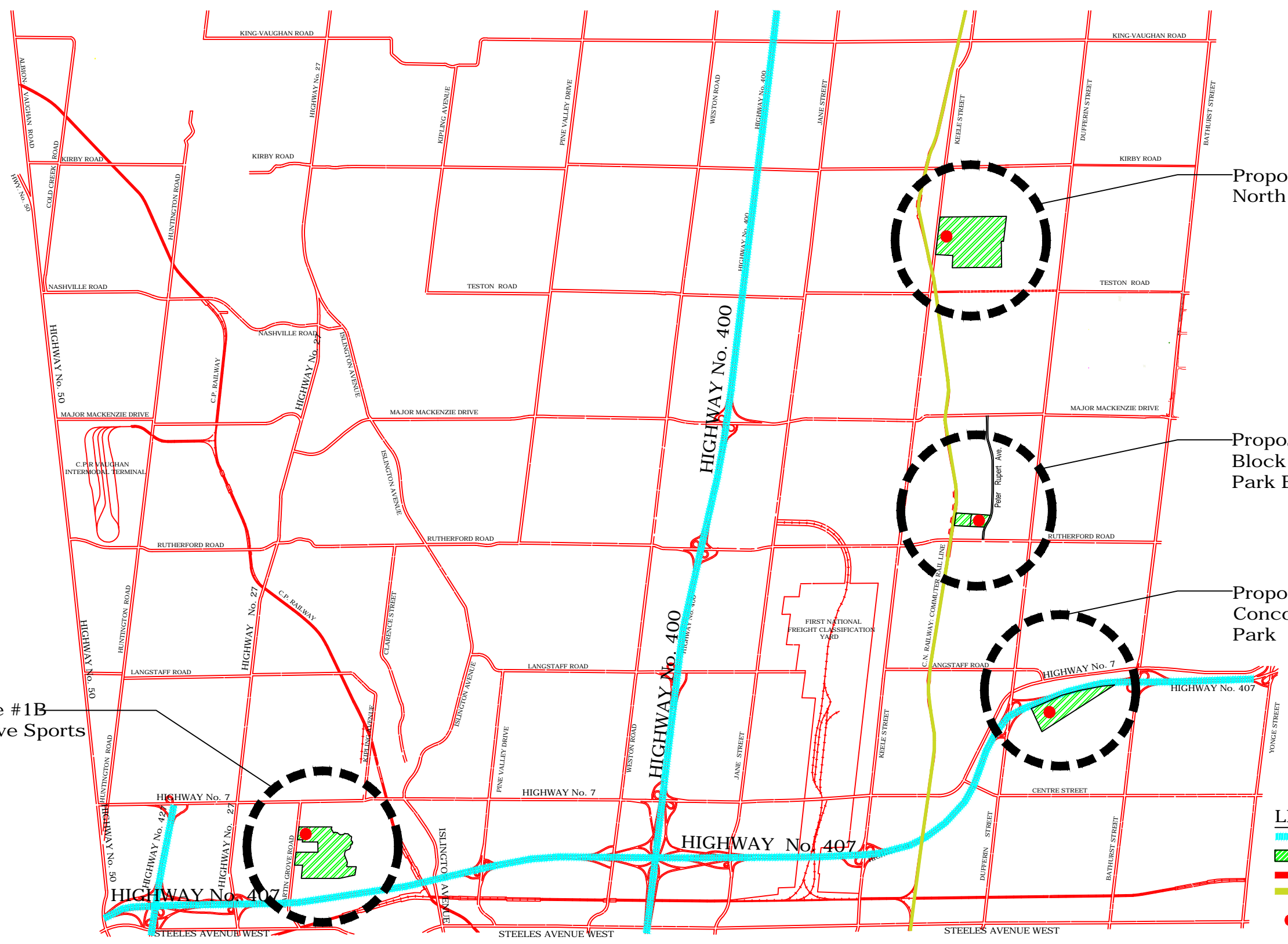







Proposed Site #1B  
Vaughan Grove Sports  
Park

Proposed Site #2  
North Maple Regional Park

Proposed Site #3  
Block 18 Proposed District  
Park Expansion

Proposed Site #1A  
Concord Thornhill Regional  
Park







- LEGEND**
-  400 SERIES HWY
  -  PROPOSED SITE
  -  ROADS
  -  COMMUTER RAIL LINE
  -  VELODROME LOCATION



PROPOSED VELODROME  
SITE LOCATION MAP

L1



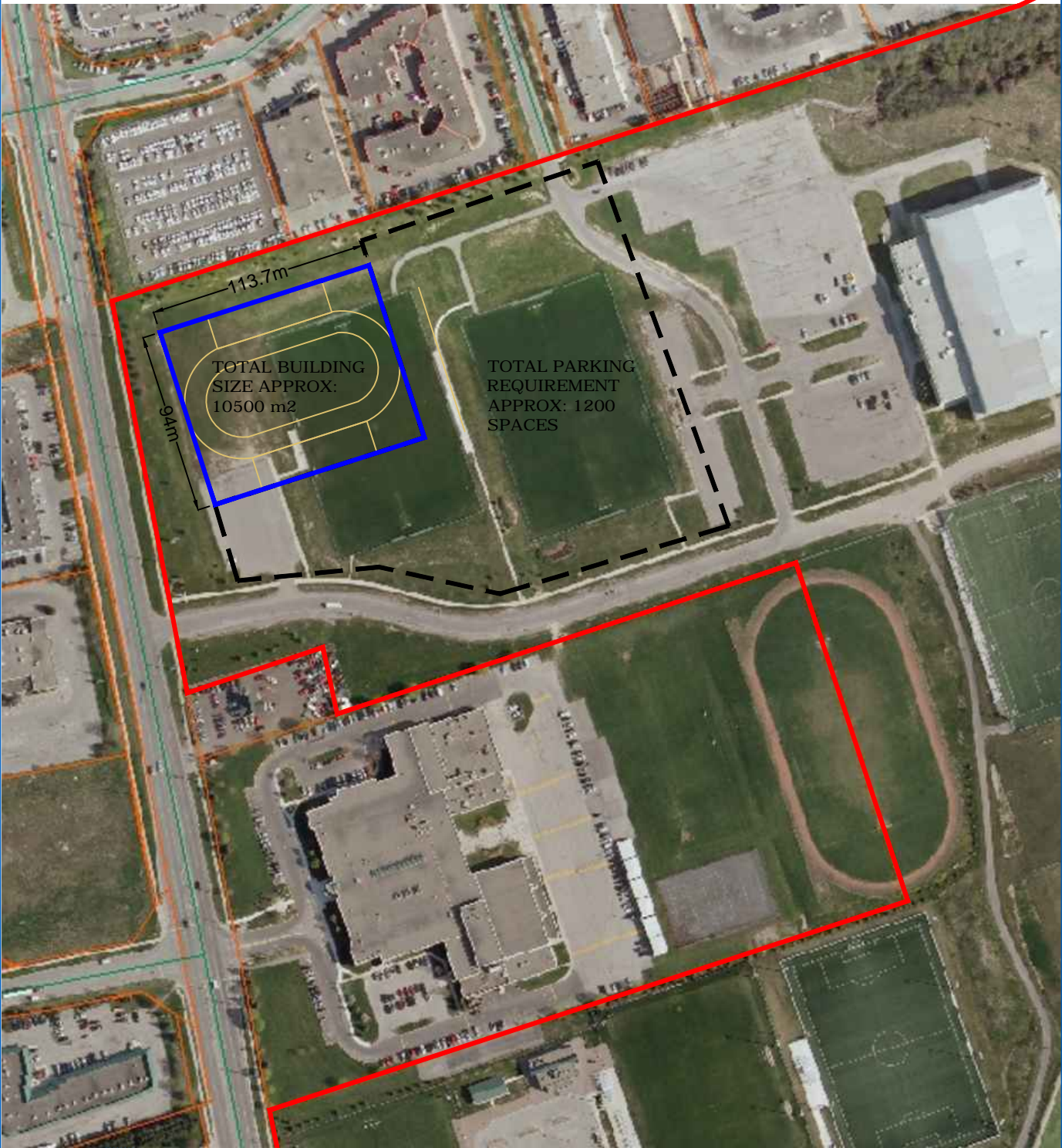
-  - Proposed Building Footprint
-  - Parking Requirement (one spot per 3 people, based on 3500 seat capacity)
-  - Velodrome Track (250m), UCI Category 1
-  - Property Boundary







**Concord Thornhill  
Regional Park Site #1A**



**L2**



-  - Proposed Building Footprint
-  - Parking Requirement (one spot per 3 people, based on 3500 seat capacity)
-  - Velodrome Track (250m), UCI Category 1
-  - Property Boundary







**Vaughan Grove  
Sports Park Site #1B**



**L3**



-  - Proposed Building Footprint
-  - Parking Requirement (one spot per 3 people, based on 3500 seat capacity)
-  - Velodrome Track (250m), UCI Category 1
-  - Property Boundary







**North Maple  
Regional Park Site #2**



**L4**



-  - Proposed Building Footprint
-  - Parking Requirement (one spot per 3 people, based on 3500 seat capacity)
-  - Velodrome Track (250m), UCI Category 1
-  - Property Boundary



**Block 18 Proposed District  
Park Expansion Site #3**



**L5**



## Attachment 2: Velodrome Site Analysis

	Block 18 District Park	Vaughan Grove Sports Park	Concord Thornhill Regional Park	Maple North Regional Park
<b>Site Considerations</b>				
<b>Is the site large enough to accommodate the size of a Velodrome stadium?</b>	No	Yes	Yes	Yes
<b>Are the lands currently vacant?</b>	Yes	No	No	Yes, but are proposed for a Regional Park
<b>Are the lands owned by the City?</b>	No	No	Yes	Yes
<b>Are the lands development ready?</b>	Yes	Yes	Yes	Yes, please note that the existing site conditions along the regional park frontage will require the relocation of a substantial volume of stockpiled topsoil.
<b>Are the lands serviced (sanitary, storm and water)?</b>	Yes, services are accessible.	Yes, site is fully serviced.	Yes, site is fully serviced.	Yes, services are accessible.
<b>Comments regarding existing uses:</b>	Site is currently vacant.	Proposal will displace existing recreational uses. Removal of two premium senior soccer fields to accommodate building and parking requirements may need to be considered. Existing driveways and parking areas may need to be expanded.	Proposal will displace existing recreational uses. Will require removal of two premium senior soccer fields and one senior soccer field to accommodate building and parking requirements. Existing driveways and parking areas may need to be redesigned. Hydro corridor to the south will help mitigate potential light pollution, traffic, on street parking building heights issues, etc.	Site is currently vacant.
<b>Transport and Access</b>				
<b>Is the site in close proximity to a highway(s)?</b>	No	Yes. Subject site is close to Hwy 427 and Hwy 407.	Yes. Subject site is accessible from Hwy 407 Via Dufferin Street	Yes. Subject site is close to Hwy 400.

	Block 18 District Park	Vaughan Grove Sports Park	Concord Thornhill Regional Park	Maple North Regional Park		
<b>Zoning Requirements</b>						
<b>Parcel Zoning Designation</b>	The parcel is zoned RD3 Residential Detached Zone Three subject to exception 9(1226)	The parcel is zoned PB1 Parkway Belt Open Space Zone	The parcel is zoned PB2 Parkway Belt Complementary Use Zone	A Agricultural Zone	M4 Pits and Quarries Industrial Zone	This parcel is zoned OS1 Open Space Conservation Zone subject to exception 9(756).
<b>Additional Comments Regarding Zoning</b>				The A zone permits recreational uses which include bowling greens, curling rinks, private or municipal swimming pools, skating rinks and tennis courts. Other recreational uses may not be permitted.	M4 zone does not permit recreational uses.	The portion of the lands zoned OS1 and subject to exception 9(756) permits public recreational uses as defined in section 2.0 and no buildings or structures are permitted within the OS1 lands.
<b>Permitted Use:</b>	Recreational Uses as defined in section 2.0 of By-law 1-88 are permitted.	Recreational Uses as defined in section 2.0 of By-law 1-88 are permitted.	Only outdoor recreational uses are permitted.	Under the current official plan passive and active recreational use is permitted; however, no building shall be constructed on lands designated for open space. An application for Official Plan Amendment exemption may be required. Under the new Vaughan Official Plan (VOP), which is under consideration and final approval by Region, an amendment would not be required.		
<b>Set back Requirements:</b>	Requirements include : minimum setbacks of 15.0m, maximum building height of 11.0m, maximum lot coverage of 20 percent, a minimum lot frontage of 20.0m and required parking.	Requirements include: minimum setbacks of 15.0m, maximum building height of 11.0m, a maximum lot frontage of 20.0m and required parking.	Requirements include: minimum setbacks of 15.0m, maximum building height of 11.0m, a maximum lot coverage of 10 percent, a maximum lot frontage of 20.0m and required parking.	Setbacks for the A zone are a minimum of 15.0m, maximum building height of 11.0m, maximum lot coverage of 20 percent, a minimum lot frontage of 20.0m and required parking.		Lands zoned OS1 zone cannot be used in calculating lot frontage, lot area, coverage or yards.
<b>Special Requirements:</b>	If the proposal is an all season sports facility it would not be permitted. This parcel may be located within the Oak Ridges Moraine. The Planning Department should be consulted.	If the proposal is an all season sports facility it would not be permitted. No buildings or structures other than for conservation or flood control projects are permitted within the flood plain.	If the proposal is an all season sports facility it would not be permitted	The Oak Ridge Maraine (ORM) plan requires a minimum of 90 metre setback from any building to an OS5 Open Space Environmental Protection Zone, which may trigger the requirement for a Natural Heritage Evaluation Report to demonstrate that what is proposed will not have adverse impacts on the Oak Ridges Moraine, to the satisfaction of the TRCA and City of Vaughan.		
<b>Does the proposal conform to the current Official Plan?</b>	Yes	Yes, provided that the development conditions noted in the official plan are satisfied. Otherwise an official plan amendment may be required.	Yes	No		



	Block 18 District Park	Vaughan Grove Sports Park	Concord Thornhill Regional Park	Maple North Regional Park
<b>Adjacent Land Use</b>				
<b>North</b>	Open Space Lands to the North.	Existing Industrial/ Commercial lands to the North	Highway 407 to the North	Existing residential community located to the North.
<b>East</b>	Proposed Residential lands to the east	Open Space Lands to the East	Existing Residential lands to the East	Open Space Lands to the East
<b>West</b>	Existing GO Commuter line to the west	Existing Commercial lands to the West	Existing Commercial and Institutional lands to the West	Proposed Residential lands to the West
<b>South</b>	Proposed Catholic Secondary School to the South	Existing Institutional lands to the South	Hydro Corridor to the South	Existing commercial lands to the south.
<b>Are the lands accessible?</b>	Yes. Lands are accessed by an internal public road.	Yes. Lands are accessible by a Regional Road.	Yes. Lands are accessible by an internal public road.	Yes. Lands are accessible by a Regional Road.
<b>TRCA Consultation required?</b>	Yes. Subject lands are abutting lands to the north zoned OS5 Open Space Environmental Protection Zone. Water course through subject lands are shown on site mapping.	Yes. The lands are subject to the approval of the Toronto Region Conservation Authority.	No	Yes. The majority of the lands are within an open space zone with a watercourse and will require the Toronto Region Conservation Authority involvement in the approval process.
<b>GO Transit Consultation required?</b>	Yes. Consultation should be given due to the existing GO Commuter line to the west of the subject lands.	No	No	No
<b>York Region Consultation required?</b>	Yes. Although subject lands front onto a municipal internal road, anticipated volumes of traffic may impact Rutherford Road.	No	No	Yes. A signalized traffic entrance into the site may be required to accommodate the volumes of traffic that may impact Keele Street.
<b>MTO Consultation required?</b>	No	No	Yes. Ministry of Transportation will need to be consulted regarding southerly property limit with respect to building setbacks.	No



CANADIAN CYCLING  
ASSOCIATION

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T 613 248 1353

F 613 248 9311

November 11, 2011

Clayton D Harris  
City Manager  
City of Vaughan  
Office of the City Manager  
2141 Major Mackenzie Drive  
Vaughan, Ontario  
L6A 1T1

Dear Mr. Harris:

The Canadian Cycling Association has been engaged with the Toronto 2015 Host Co organizing committee in the discussions around the planning and location of the indoor velodrome for the 2015 Pan American Games.

We understand that a study commissioned for the City of Hamilton by Sierra Planning on the velodrome's business case has been provided to your staff. It sets out the usage plan and rental rates that users would pay for access to the velodrome and for other complimentary sports in the infield area. The high performance cycling partners; the Canadian Cycling Association and the Ontario Cycling Association are in agreement with the rental rates and use patterns set out in the study. In addition to the rental commitment, the high performance partners would also work together to put in place a high level of coaching support for the athletes that would train at the facility. Those coaches would assist the many cycling clubs, schools and community based programs that would make use of the velodrome throughout the year.

In the area of hosting, Canada has a proud record of bringing international events to communities that are of the highest order including World Cups, World Championships (Masters, Elite, Junior, Para) and Pan American Championships. This facility will allow Canadian track cyclists to perform at home in front of Canadian supporters and that will give exposure to both the sport and the community in which the events are held. Vaughn could become Canada's cycling capital!

Both the Canadian Cycling Association and the Ontario Cycling Association would make this facility the home of their high performance track programs. It would be the National Track Cycling Training Centre. In addition, Ontario Cycling would be interested in putting its provincial office in the velodrome as a renter of approximately 2,000 square feet.

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With this stated, the Canadian Cycling Association looks upon this Pan American Games legacy as a unique and timely opportunity that may not occur again in Canada's most heavily populated area for decades. The fact that the velodrome will be one of three Games facilities that will qualify for operational funding from the Games legacy fund provides the sponsor community with a level of financial support that is unprecedented in relation to major facilities.

This is why our commitment is to a permanent indoor velodrome which will build the sport of cycling in southern Ontario and Canada for the long term. If Vaughn is prepared to build that facility, the CCA and other high performance stakeholders will be strong and committed partners in its operation.

We look forward, with considerable interest, to the determination of Vaughn's commitment to a permanent indoor velodrome.

Yours very truly,

A handwritten signature in black ink, appearing to read "Greg Mathieu". The signature is fluid and cursive, with a large initial "G" and a long, sweeping underline.

Greg Mathieu  
CEO / Secretary General

cc. J. Crosscombe (OCA)  
I. Troop (Toronto 2015)