

19-0P-15-138

AMENDMENT NO. 138

TO THE

OFFICIAL PLAN

FOR THE

TOWN OF VAUGHN

PLANNING AREA

-6

Amendment No. 138
to the
Official Plan for the
Vaughan Planning Area

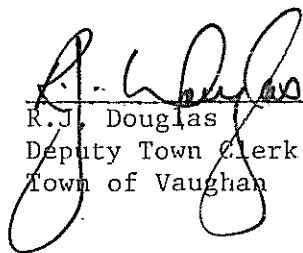
This amendment to the Official Plan for the Vaughan Planning Area, which has been adopted by the Council of the Town of Vaughan is hereby approved in accordance with section 17 of The Planning Act as Amendment No. 138 to the Official Plan for the Vaughan Planning Area.

Date June 4/82.....

D. McHugh

D. McHugh, Director (Acting)
Community Planning Review Branch
Central & Southwest

I, ROBERT JOSEPH DOUGLAS, Deputy Town Clerk of The Corporation of the Town of Vaughan in the Regional Municipality of York, do hereby certify that the attached is a duplicate original copy of By-law Number 293-81, passed by the Council of the Town of Vaughan on the 18th day of January, 1982.


R.J. Douglas
Deputy Town Clerk
Town of Vaughan

DATED at the Town of Vaughan
this 26th day of January, 1982.

THE CORPORATION OF THE TOWN OF VAUGHAN

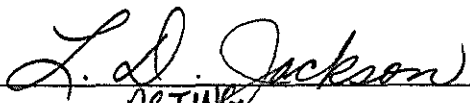
BY-LAW NUMBER 293-81

A By-law to adopt Amendment Number 138 to the Official Plan of the Vaughan Planning Area.

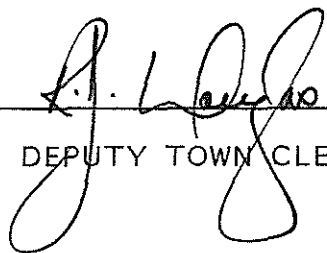
The Council of The Corporation of the Town of Vaughan ENACTS AS FOLLOWS:

1. THAT the attached Amendment Number 138 to the Official Plan of the Vaughan Planning Area, consisting of the attached text, is hereby adopted.
2. THAT the Town Clerk is hereby authorized and directed to make application to the Ministry of Housing for approval of the aforementioned Amendment Number 138 to the Official Plan of the Vaughan Planning Area.
3. This By-law shall come into force and take effect on the day of the final passing thereof.

READ a FIRST and SECOND time this 18th day of January, 1982.




ACTING
MAYOR

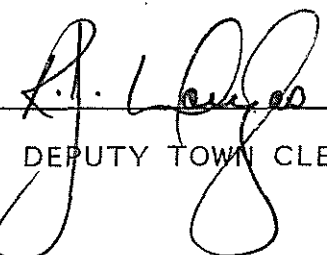


DEPUTY TOWN CLERK

READ a THIRD time and finally passed this 18th day of January, 1982.



ACTING
MAYOR



DEPUTY TOWN CLERK

AMENDMENT NUMBER 138

TO THE

OFFICIAL PLAN OF THE VAUGHAN PLANNING AREA

The following text constitutes Amendment Number 138 to the Official Plan to the Town of Vaughan Planning Area.

Also attached herewith but not constituting part of the Amendment are Appendices I, II, III and IV.

1. PURPOSE

- i) The purpose of this Amendment is to include an amphitheatre and related parking as a permitted use within the "northern part" of the "Theme Park" area, as defined in Official Plan Amendment Number 74. In addition, the Amendment will exclude "campgrounds" as a permitted use within the same area, and establish appropriate policies with respect to the amphitheatre development.

2. BACKGROUND

- i) The lands are currently designated for "Theme Park" purposes, pursuant to Official Plan Amendment Number 74. Uses permitted on this part of the Theme Park, referred to as the "northern part" (Attachment #1) are "a campground or trailer park and a service station". A hotel or motel was a permitted use in this area pursuant to Amendment Number 74, but was deleted and located in the "southern part" of the Theme Park, pursuant to Amendment Number 114. The Town currently wishes to further amend Amendment Number 74 to delete the campground use presently permitted, and include as a permitted use an open air "amphitheatre" subject to the policies contained herein.
- ii) The amphitheatre is proposed to contain a maximum seating capacity of 20,000 patrons with 7,000 seats to be "covered" and the remaining 13,000 patrons to be located on grassed slopes.
- iii) In considering the Amendment, the Town reviewed a number of studies prepared in support of the Amendment, and the comments of a number of affected government bodies. A Staff Report considered by the Town examining the amphitheatre proposal and supporting studies is included as Appendix III. The minutes of a public meeting, at which time the proposal was considered by Town Planning Committee, form Appendix II.

3. BASIS

The decision to amend the Official Plan and to permit an amphitheatre within the "northern part" of the Theme Park, is based on the following:

- i) The proposed amphitheatre is a compatible and complementary use to the existing Theme Park operation and will be compatible with adjacent existing land use.
- ii) Traffic volumes on the Regional and Provincial road network are considered to be satisfactory to the Region of York and the Ministry of Transportation and Communications subject to policies and agreements to provide appropriate attendance restrictions and traffic monitoring. Such policies are included in the Amendment to ensure that the conditions of approval required by the Region of York and the Ministry of Transportation and Communications are implemented.
- iii) Sanitary and water services can be provided to the development within the existing overall servicing allocation to the Theme Park. Storm water management will be handled within the overall Storm Water Management Design for the Theme Park previously approved.
- iv) It is expected that the operation of the theatre will have no significant effect on the existing noise environment in the adjacent residential areas.
- v) Development of the site will be subject to the execution of a development agreement between the Town and the applicants. This agreement will ensure that matters such as facility design, landscaping and berming, and parking and access will be provided to the satisfaction of the Town of Vaughan and other advisory bodies.

4. POLICIES

- i) Official Plan Amendment Number 74 is amended as follows:
 - a) The first sentence in Paragraph (b) "Location of Uses" is replaced by the following;

"The uses permitted on the northern part of the subject lands, ie. north of Major Mackenzie Drive, shall be restricted to an amphitheatre with a maximum covered seating capacity of 7,000 persons and a maximum uncovered seating capacity of 13,000 persons, parking areas and a service station."

- b) The following paragraphs are added to Paragraph (a) of Section 3

"Development Policies";

"The amphitheatre shall be subject to restrictions on attendance and hours of operation and a traffic monitoring programme. The details of these restrictions and requirements shall be established in a tri-party agreement between the Town, the Region of York and the owners of the Amphitheatre lands and the Theme Park. The agreement shall give consideration to matters such as those set out in Appendix IV and shall be executed prior to the implementing zoning by-law coming into force.

Traffic in the vicinity of the amphitheatre shall be monitored for a period of at least one operating year after commencement of operation of the amphitheatre. During the first operating year, attendance and hours of operation shall be limited in accordance with the tripartite agreement. The tripartite agreement shall provide that in the event the monitoring programme reveals an undue impact on the traffic in the vicinity of the amphitheatre then the restrictions on the hours of operation and/or attendance may be amended by the Region and the Town in consultation with the Ministry of Transportation and Communications, after hearing the representations of the owners of the Amphitheatre lands and the Theme Park.

The tripartite agreement shall also provide that in the event that the traffic monitoring programme reveals no undue impact on the vicinity of the Amphitheatre, restrictions on hours of operation and attendance may be lifted by the Region and the Town in consultation with Ministry of Transportation and Communications, provided such restrictions may be reimposed if conditions change thereafter such that the traffic monitoring programme reveals any undue traffic impact in the vicinity of the Amphitheatre.

- c) Paragraph (g) of Section 3 "Development Policies" as established in Official Plan Amendment Number 114 is deleted and the following added as Paragraph (1) to the said Section;

"(1) Although additional uses are permitted by Amendment Number 138 to this plan and additional lands (20.23 ha) as identified by Amendment Number 114 to this plan, are added to the Theme Park area, the initial servicing allocation made to the initial 240 acre site will not be increased. The water consumption will not exceed 910,000 gallons each day."

d) The following paragraph be added to Section 3 "Development Policies";

"(m) The amphitheatre shall incorporate all noise attenuation features including such matters as berms, building materials and building orientation as may be required by the Ministry of the Environment to ensure that the noise environment of the adjacent residential community of Maple is not detrimentally affected."

5. IMPLEMENTATION

The policies of this Amendment shall be implemented in the following manner:

- (a) the execution of the development agreement required pursuant to Section 4(i)(b) of this Amendment;
- (b) the approval of an amendment to the restricted area zoning by-law;
- (c) the execution of a site plan agreement pursuant to Section 40 of The Planning Act.

6. INTERPRETATION

The provisions of the Official Plan, as amended from time to time, regarding interpretation of the Official Plan, shall apply also with respect to this Amendment.

**OFFICIAL PLAN AMENDMENT NO. 138 to the
VAUGHAN OFFICIAL PLAN showing**


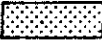



**PART LOTS 19, 20 & 21 CONCESSION 5 In the
TOWN OF VAUGHAN**

PLANNING DEPARTMENT

SCALE : 1" = 1000'

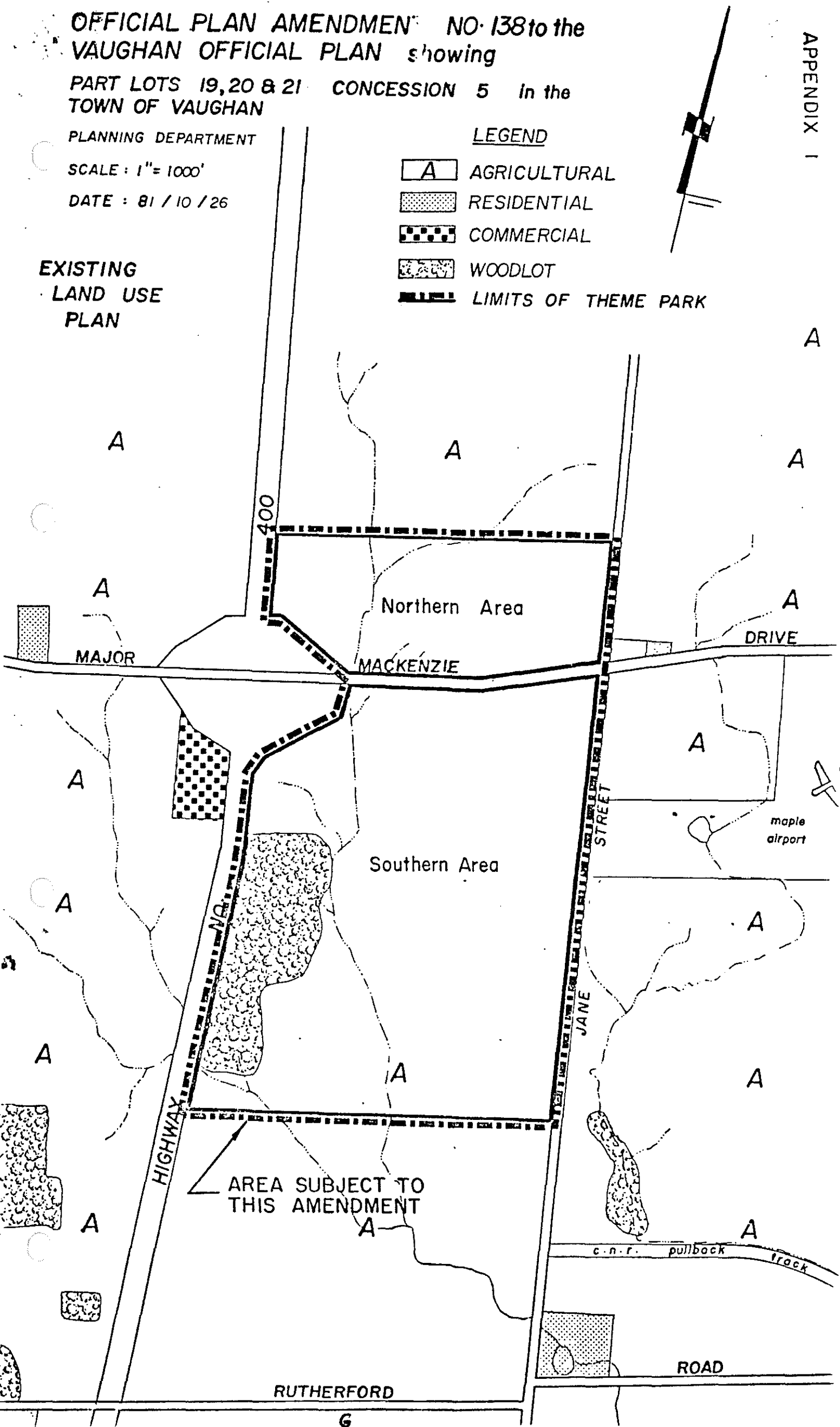
DATE : 81 / 10 / 26

LEGEND

-  AGRICULTURAL
-  RESIDENTIAL
-  COMMERCIAL
-  WOODLOT
-  LIMITS OF THEME PARK

**EXISTING
LAND USE
PLAN**

APPENDIX I



AREA SUBJECT TO
THIS AMENDMENT

RUTHERFORD

APPENDIX II

1. APPLICATION TO AMEND THE OFFICIAL PLAN OF THE VAUGHAN PLANNING AREA AND ZONING BY-LAW 2523 CANADA'S WONDERLAND FILES OP.24.80 AND Z.38.80

LOCATION

Part of Lot 21, Concession 5, located on the north side of Major Mackenzie Drive, immediately east of Highway #400, comprising of approximately 35.378 ha.

PROPOSAL

To amend Official Plan Amendment #74 (Theme Park) to specifically include an amphitheatre with a "covered" seating capacity of 7,000 people, and an "uncovered" seating capacity of 13,000 people. The combined capacity of the facility is 20,000 persons, and is intended to be sited immediately east of Highway #400, north of Major Mackenzie Drive. East of the amphitheatre to Jane Street will be located parking areas to serve both the existing Park and the proposed amphitheatre. A preliminary site plan for the amphitheatre proposal forms Attachment #2.

Mr. P.P. Ginou, representing the applicant, was present and spoke to the matter.

Mr. Jack Burke of Maplewood Music Theatre, the company that will operate the amphitheatre, was present and spoke to the matter giving details of the type of entertainment planned by the Company.

Mr. McCormack, Mr. Ford, Mr. Wilson and Mr. Carr were present to answer any questions regarding the different aspects of this proposal.

Several residents of Maple were present to express their concerns, in particular - noise, traffic and how much control the Town would have if problems arose.

The Chairman requested comments from various members of the staff.

Mr. Somerville, Chief Administrative Officer for the Town, stated that the Town could not legislate numbers of people or hours of operation, but these must be resolved through goodwill and understanding between the parties concerned.

Mr. Sutton, Director of Planning, stated that the Official Plan would not specify controls.

Mr. T.O. Fraser, Solicitor for the Town, stated that certain conditions were enforceable by way of a Site Plan Agreement voluntarily entered into by all parties concerned.

MOVED by Councillor Hollingshead
seconded by Councillor Davidson

That Official Plan Amendment application OP.24.80 and Zoning Amendment application Z.38.80 be approved in principle, subject to the following:

- I. That the Official Plan Amendment contain provisions to ensure:
 - (a) that the site development agreement with the applicants include a provision to limit the capacity of the amphitheatre if, in the opinion of the Ministry of Transportation and Communications or the Region of York, unacceptable traffic impacts to occur or are identified in actual future traffic monitoring.
 - (b) that the site development agreement be approved by the Ministry of the Environment, Ministry of Transportation and Communications and the Region of York, prior to the execution by the Town of Vaughan.

TIE VOTE - This Item is to be brought forward to Council.

ITEM 1

P.81.226

APPLICATION TO AMEND THE OFFICIAL PLAN OF THE VAUGHAN PLANNING AREA AND ZONING BY-LAW 2523 CANADA'S WONDERLAND FILES OP.24.80 AND Z.38.80

LOCATION

Part of Lot 21, Concession 5, located on the north side of Major Mackenzie Drive, immediately east of Highway #400, comprising of approximately 35.378 ha.

PROPOSAL

To amend Official Plan Amendment #74 (Theme Park) to specifically include an amphitheatre with a "covered" seating capacity of 7,000 people, and an "uncovered" seating capacity of 13,000 people. The combined capacity of the facility is 20,000 persons, and is intended to be sited immediately east of Highway #400, north of Major Mackenzie Drive. East of the amphitheatre to Jane Street will be located parking areas to serve both the existing Park and the proposed amphitheatre. A preliminary site plan for the amphitheatre proposal forms Attachment #2.

RECOMMENDATION

That Official Plan Amendment application OP.24.80 and Zoning Amendment application Z.38.80 be approved, subject to the following:

- I. That the Official Plan Amendment contain provisions to ensure:
 - (a) that the site development agreement with the applicants include a provision to limit the capacity of the amphitheatre if, in the opinion of the Ministry of Transportation and Communications or the Region of York, unacceptable traffic impacts to occur or are identified in actual future traffic monitoring.
 - (b) that the site development agreement be approved by the Ministry of the Environment, Ministry of Transportation and Communications and the Region of York, prior to the execution by the Town of Vaughan.

EXISTING DEVELOPMENT CONTROL

Official Plan

The lands are designated for "Theme Park" purposes pursuant to Official Plan Amendment #74, which includes a variety of permitted "theme park" uses. Although "indoor and outdoor theatres for live and filmed shows" is included as a permitted use in Amendment #74, the proposed amphitheatre is clearly of a greater scale and intensity than that intended by the amendment.

In addition, the Official Plan restricts the uses on the northern part of the subject lands, i.e. north of Major Mackenzie Drive, to "campground, trailerpark, a service station, and parking". (A hotel was permitted by OPA #74, but has been relocated to south of Major Mackenzie Drive by OPA #114.)

As a result, an amendment to the Official Plan is necessary to include the proposed amphitheatre as a major permitted use and to permit its location in the Theme Park area north of Major Mackenzie Drive.

Zoning

By-law 156-77 as amended by By-law 93-81, restricts land use on the Theme Park area north of Major Mackenzie Drive to campgrounds, trailer park, parking and service station. An amendment to the by-law provisions is therefore required to include an amphitheatre as a permitted use, and to include appropriate provisions for its development.

EXISTING LAND USE

The lands are currently used for trailer and bus parking and access to the existing theme park operation. The specific site intended for the amphitheatre is currently vacant, although perimeter berming and landscaping is in place and regrading of the area has occurred.

ADJACENT LAND USES

South

The existing theme park is located to the south, and may be accessed from the subject lands via an underpass under Major Mackenzie Drive.

West

Abutting the western boundary of the site is Highway #400.

North

An intensive chicken operation exists on a 49 acre property immediately to the north of the subject lands. The operation consists of prefabricated metal building, and an associated office/residence. These buildings front onto Jane Street with general agricultural lands located to the rear, abutting Highway #400. North of this property, land use is predominantly agricultural with scattered rural residences.

East

Land use to the east is predominantly agricultural (Shur-Gain Farms). A residence is located at the northeast corner of Major Mackenzie Drive and Jane Street, and three residences and accessory buildings are located at the southeast corner of that intersection. Further to the southeast is located the Maple Airport.

The current limits of the Maple Community are located approximately 5,000 feet from the proposed amphitheatre site.

COMMENTS FROM NEIGHBOURHOOD CIRCULATION (June 17th, 1980)

Circulated to all households in Maple; (19) nineteen replies were received, all in opposition. The nature of opposition is as follows:

1. Traffic congestion.
2. Noise and crowd control.
3. Overall "impact" on community, and need for community to adjust to current operations.

COMMENTS FROM AGENCIES CIRCULATED

The following agencies had no comments or objections:

Ministry of Agriculture and Food, Metropolitan Toronto and Region Conservation Authority, Vaughan Hydro, Vaughan Fire Chief, Town Clerk, Regional Health Unit, Vaughan Parks and Recreation Department.

Ministry of the Environment

"Recommendations for noise abatement included in a noise impact analysis report prepared by S.S. Wilson and Associates Consulting Engineers, call for a specific layout of the stage, seating area, location of loudspeakers, their controlled directional characteristic, and for an acoustic barrier designed to reduce sound propagation toward the nearest residence.

While the above recommendations are valid and thought largely effective in controlling sound propagation, an additional measure, in the form of an absorptive treatment to be applied to the acoustical barrier, should be included in the recommendations. Such absorptive treatment will minimize reflections which would be, otherwise, responsible for increased sound levels at noise sensitive locations northeast of the theatre. A material selected for the absorptive treatment should be weather resistant and have absorption coefficient of minimum 0.8 in 500 Hz and 1 kHz band frequencies.

It is expected that, with the above recommendations, the operation of the theatre will have no significant effect on the existing noise environment in the adjacent residential areas."

Regional Engineering Department

"We are concerned about the traffic existing from the theatres on Sundays conflicting with the regular Sunday recreational traffic and the Canada's Wonderland Park generated traffic on Highway #400 and Regional roads in the area. We are not convinced that these facilities can accommodate the total additional traffic on Sundays which the theatre has potential to generate. We would have no objections to this proposal if the following conditions can be imposed:

- (a) The total attendance on a Sunday at the theatre is not to exceed 12,000 people;
- (b) A minimum of 5,000 of these 12,000 seats are to be sold as combination tickets (i.e. - sold to people who are also attending Canada's Wonderland). Therefore, a maximum of 7,000 seats can be sold to people who are going to the theatre exclusively.
- (c) Performances on Sundays are to start not earlier than 9:00 p.m. and Canada's Wonderland is to close not later than 10:00 p.m. on Sunday.

These restrictions are to be implemented immediately upon the opening of the theatre. Over the first season of operation monitoring of the traffic situation in the area will be conducted and if it is found that the theatre is not adversely affecting or expected to affect traffic flow in the area the restrictions will be revised or lifted altogether. However, it should be agreed by the owners that should the monitoring show that it is necessary to increase the restrictions on the operation of the theatre, they would co-operate in this regard.

The internal parking and traffic circulation for the theatre traffic is to be arranged so that exiting traffic is distributed to Highway #400 via both the Major Mackenzie Drive West (Y.R. 25) and Rutherford Road (Y.R. 73) interchanges through Canada's Wonderland's road system.

This Department will require that channelization, illumination and signalization at the intersection of Major Mackenzie Drive West and Weston Road (Y.R. 56) be constructed by the Region at the expense of the applicant.

Comments should be obtained from the Ministry of Transportation and Communications as we understand that they have concern over the Sunday evening situation as well and possibly Friday evenings."

Regional Planning Department

There is no objection to this proposal from a planning standpoint. It is suggested that the comments from the Ministry of Transportation and Communications, Regional Engineering Commissioner and the Regional Medical Officer of Health be obtained.

Building Standards Department

From a construction viewpoint, the subject lands are suitable for the proposed development. Additional parking requirements should be considered and every effort made to minimize the effect of the amphitheatre on local traffic patterns.

Town Engineer

Traffic - it is obvious that the Major Mackenzie traffic through the Village of Maple will increase as expected and the degree of increase is noted. The start time of the Theatre is to commence at 9:00 P.M. on Sunday and Friday evening performances in order to obtain greater availability of highway traffic on to Highway #400.

The other two concerns regard the noise report and the actual structure as it relates to the Illinois noise report. The noise report as presented is based almost entirely on theoretical analysis with only background noise levels taken in 1976 as being actual. The report is based on a theoretical analysis in Illinois where a 60 ft. difference between stage level and top of berm was to be constructed. We have no idea how the proposal in Maple relates to the Illinois example regarding the physical structure to be built.

Detailed comments are shown as Attachment #3 to this Staff Report.

Ministry of Transportation and Communications

Written comments not received when report drafted. Verbal comments indicate that M.T.C. has a similar position to that of the Region of York.

STAFF COMMENTS

Planning Staff considers the proposed amphitheatre to be a compatible and complimentary use to the existing theme park operation. Traffic circulation and parking will be handled by existing access roads and parking areas of the Theme Park, the current hard servicing provisions (water, sewer and storm drainage) have sufficient capacity to accommodate the proposal. The amphitheatre is considered to be compatible with adjacent existing land use. Any future planning of adjacent lands can ensure the continuation of this compatible relationship.

Traffic volumes are the primary concern regarding the development. The Town Engineering Department has advised that due to the timing of the Theme Park and Amphitheatre shows, the effect of the amphitheatre will be to create a second evening peak, the existing peak being from 10 p.m. to 11 p.m., when the Theme Park closes, a new second peak will now occur from 11:45 p.m. to 12:45 a.m., when the amphitheatre show finishes. Both peaks could create a traffic volume along Major Mackenzie Drive between Jane and Keele Streets of approximately 930-950 vehicles per hour.

This is well within the capacity of Major Mackenzie Drive of approximately 1600 vehicles per hour.

The Region of York has identified a potential traffic impact of Theme Park/Amphitheatre traffic conflicting with Sunday southbound traffic on Highway #400. As a result, specific restrictions on Sunday attendance is recommended. It is noted that such restrictions will also lower traffic volumes on Major Mackenzie Drive.

Planning Staff recommend with respect to traffic that the Official Plan Amendment include a policy to limit the capacity of the Amphitheatre if in the opinion of the Region of York of Ministry of Transportation and Communication, unacceptable traffic impacts are being incurred. The implementation and details of such a policy should be incorporated into a site development agreement, which can include the specific requirements as set out in the Regional Engineering comments. M.T.C. requirements may be handled in a similar fashion.

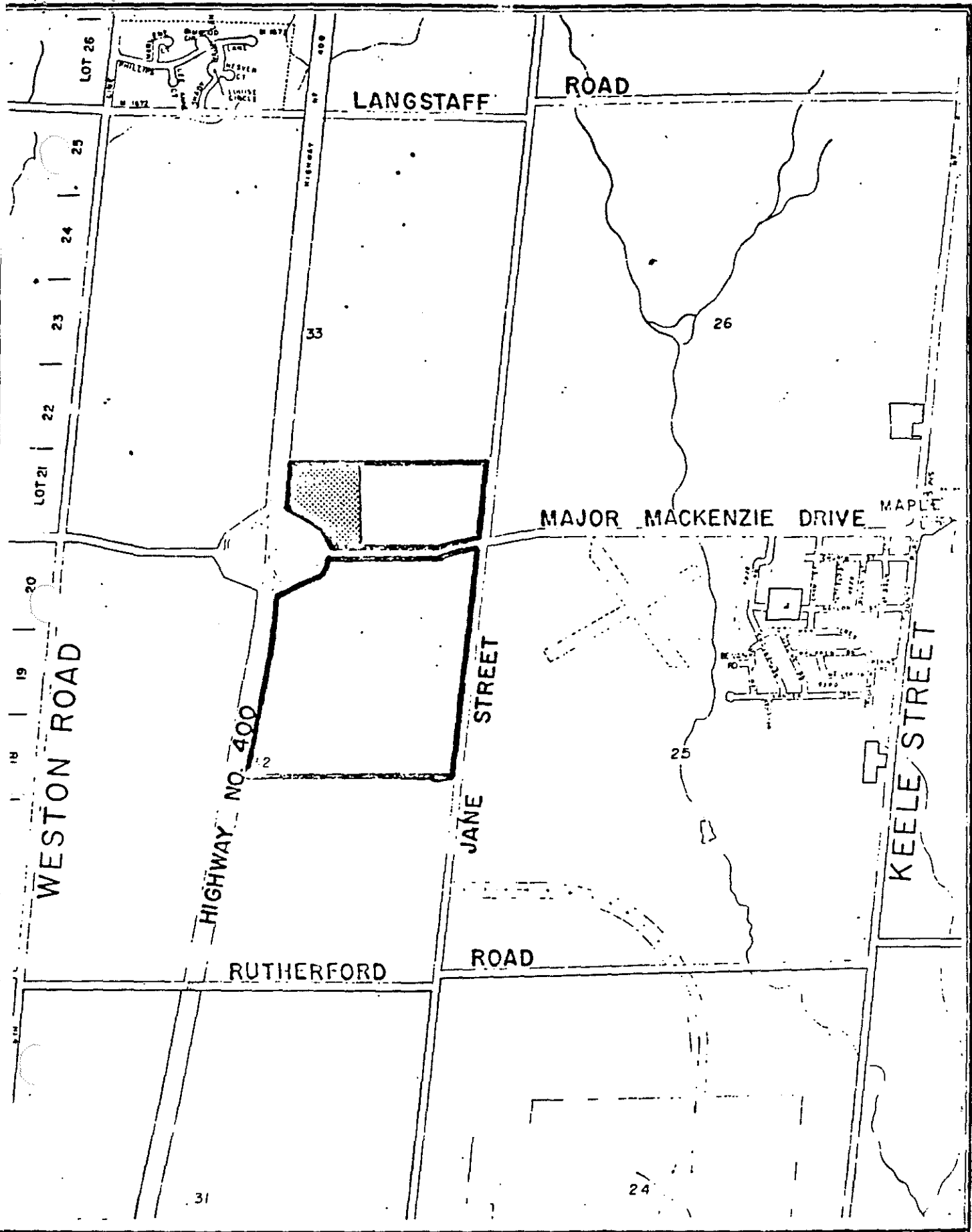
A second matter of concern is that of noise from the amphitheatre impacting on existing residential areas. The Ministry of the Environment has reviewed the noise report prepared by consultants for Canada's Wonderland, and subject to the recommendations as stated, is satisfied that the operating of the theatre will have no significant effect on the existing noise environment in the adjacent residential areas. In order to ensure proper development of the site from a noise attenuation viewpoint, Planning Staff recommend that the Ministry of the Environment approve the required site plan and related site plan agreement prior to its execution by the Town. Such a provision should be included in the Official Plan Amendment.

Subject to the inclusion of appropriate policies regarding noise attenuation and the control of traffic volumes, Planning Staff is satisfied with the proposed Amphitheatre development. It is noted that pursuant to the Town's "site development" by-law, a site plan agreement between the applicants and the town will be required. This can ensure further matters such as landscaping, berming and architectural perspectives as well as implementing provisions regarding noise attenuation and traffic volumes.

ATTACHMENTS

1. Location Map
2. Site Plan
3. Detailed comments from Town Engineering Department


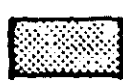
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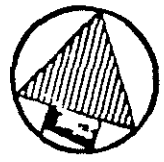


ATTACHMENT No.: 1
 REPORT No.: P. 81. 226
 APPLICANT: Canada's Wonderland
 FILE No.: OP.24.80 and Z.38.80
 LOCATION: Pt. Lot 21, Con. 5

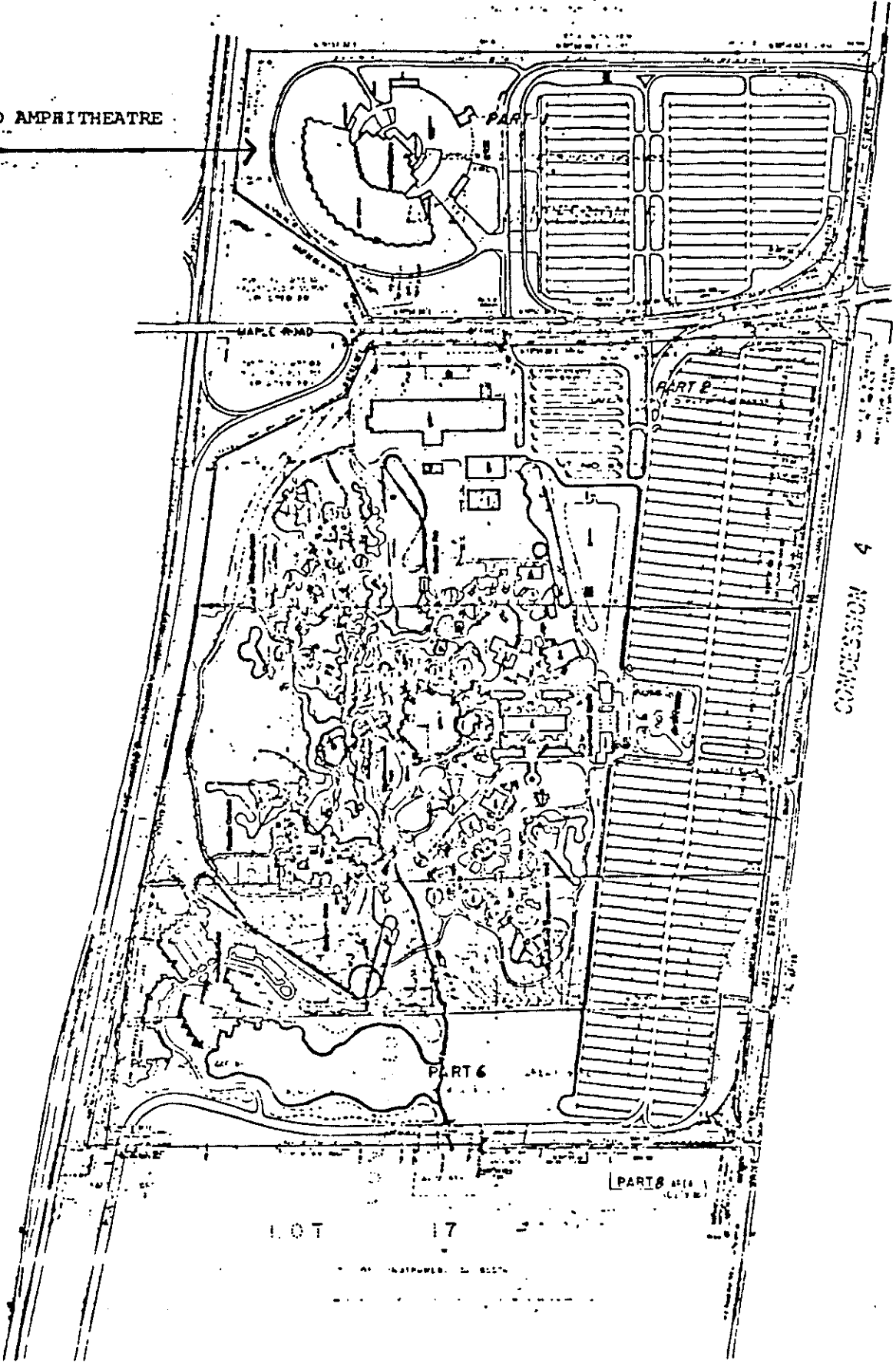
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LEGEND

-  THEME PARK LANDS
-  PROPOSED AMPHITHEATRE



PROPOSED AMPHITHEATRE



ATTACHMENT No.: 2
 REPORT No.: P. 81.226
 APPLICANT: Canada's Wonderland
 FILE No.: OP.24.80 and Z.38.80
 LOCATION: Pt. Lot 21, Con. 5

NOT TO SCALE

LEGEND

 SUBJECT LANDS



VAUGHAN

INTER-DEPARTMENT MEMO

To: JOHN STEVENS

Date: AUG. 28/81

From: T. PARRY

Subject: CANADA'S WONDERLAND
PROPOSED AMPHITHEATRE
file OP.24.80

I have the following comments on the above proposal.

TRAFFIC In so far as the Town of Vaughan's road system is concerned there should be little or no impact from traffic generated by this proposal. The major access routes to the site are Regional and Provincial roads and if they are satisfied that the traffic can be accommodated we would have no objections.

WATER SUPPLY By agreement with the Town the Canada's Wonderland site is limited to an average water consumption of 910,000 imperial gallons of \$5.00/thousand gallons. Based on the water metre readings taken for the period April, May and June, 1981 the average daily consumption is 275,000 for the existing development. Should the Amphitheatre proceed the restrictions on water consumption should not be a problem.

SEWAGE 240 acres (97 hectares) of industrial sewage allocation was given to the Canada's Wonderland site in the York Durham Sanitary Trunk Sewer Scheme. The average sewer flow from the 240 acres is limited to 910,000 imperial gallons per day. Based on current water consumption figures and the projected sewer flows from the Amphitheatre noted in the Marshall Macklin Report the allocation will not be exceeded by this development.

STORM DRAINAGE The original approval of the Storm Water Management Design included this site and therefore adequate provision has been made for storm flows.

NOISE The Noise Impact Analysis for the Amphitheatre concludes that there will be no significant noise effect to the residents of Maple. Several assumptions were made in arriving at this conclusion. No detailed drawings of the structure were available and the configuration of the theatre and amplifying equipment have been assumed. In addition, the expected sound emissions for the theatre have been assumed to be the same as those expected from a similar theatre proposed in Illinois. No actual measurement of sound from the Illinois theatre are included in the report. In arriving at the composite 40dBA contour defining the limit of noise due to the theatre and theme park, the noise emissions from the park were based on projections for the park and not actual readings. The only measured readings included in the report are the background noise levels taken in 1976 prior to the Park Development.

Based on the projected noise contours in the report it would appear that the sound emissions from the theatre heard at any residence in the area would be lower than the existing background noise levels.


CANADA'S WONDERLAND
PROPOSED AMPHITHEATRE con't

NOISE con't

It is recommended that this report be updated to include present measured background noise levels that would take into consideration the existing park operation. Actual measurements should be taken at the Illinois theatre.

It is recommended that the Ministry of the Environment approve the report and any means of sound attenuation proposed in the site.

Yours Truly,


Thomas E. Parry, P.Eng.
Assistant Town Engineer

TEP/lid

VAUGHAN

INTER-DEPARTMENT MEMO

To: R. H. Kraft,
Town Engineer

Date: August 27th, 1981

From: J. N. Kimble,
Senior Engineering Assistant

Subject: CANADA'S WONDERLAND
PROPOSED AMPHITHEATRE

I have now completed a review of Cole Sherman's traffic impact reports dated June 1980 and November 1980 for the proposed Maplewood Music Theatre and have the following comments:

1. The analysis as completed by Cole Sherman indicates that the road network adjacent to the site has sufficient carrying capacity to accommodate total 1986 traffic. (Components include amphitheatre, theme park and back-ground traffic).
2. One of the time periods examined within the report was Sunday night between 11:45 P.M. and 12:45 A.M., the peak period when amphitheatre traffic will be exiting to the external road network. During this time period, traffic volumes on Major Mackenzie Dr. in the Maple area will be increased. The magnitude of the proposed traffic increase and its resulting impact is assessed by comparing the proposed traffic volumes with existing conditions.

Compiled below are examples of Sunday night traffic counts which illustrate both existing and proposed traffic volumes on Major Mackenzie Dr. between Jane St. and Keele St.

<u>Time Period</u>	<u>Major Mackenzie Traffic Volumes Between Jane St. and Keele St.</u>		
	<u>Eastbound</u>	<u>Westbound</u>	<u>Total - Two Way</u>
(a) Sunday July 1980 (Prior to Theme Park)			
10 P.M. to 11 P.M.	358	233	591
11 P.M. to 12 Midnight	272	154	426
(b) Sunday August 23, 1981 (Theme Park in Operation)			
10 P.M. to 11 P.M.	740	190	930
11 P.M. to 12 Midnight	350	120	470
(c) Projected 1986 Sunday Night (Amphitheatre and Theme Park)			
11:45 P.M. to 12:45 A.M.	713	233	946

.....2


Mr. R. H. Kraft

Canada's Wonderland
Proposed Amphitheatre

The above table indicates that by 1986 when both the amphitheatre and the theme park are in operation, Sunday night traffic conditions between 11:45 and 12:45 A.M. will be approximately equal to existing 1981 traffic conditions between 10:00 P.M. and 11:00 P.M. Sunday evenings.

3. It is stated in the study that Sunday and Friday evening performances would commence at 9:00 P.M. as apposed to 8:30 P.M. start time for all other shows. This shift in performance start time is required due to available Highway 400 capacity. By shifting the start time one half hour, existing amphitheatre traffic can be accommodated on Highway #400 without Highway #400 exceeding its design capacity.

JNK:ldm


J. N. Kirble, C.E.T.,
Senior Engineering Assistant

APPENDIX IV

Nature of Provisions to be Contained
in Tripartite Agreement

1. The total attendance at the theatre on the last day of a weekend is not to exceed 12,000 people.
2. A minimum of 5,000 of these 12,000 seats are to be sold as combination tickets (i.e. - sold to people who are also attending Canada's Wonderland). Therefore, a maximum of 7,000 seats can be sold to people who are going to the theatre exclusively.
3. Performances on the last day of a weekend are to start not earlier than 9:00 p.m. and Canada's Wonderland (but not the amphitheatre) is to close not later than 10:00 p.m.
4. These restrictions are to be implemented immediately upon the opening of the theatre. Over the first season of operation, monitoring of the traffic situation in the area will be conducted. If it is found that in the opinion of the Region of York and the Town of Vaughan in consultation with the Ministry of Transportation and Communications the theatre is not adversely affecting or expected to affect traffic flow in the area, the restrictions will be revised or lifted altogether. Should the monitoring show that in the opinion of the Region of York or the Town of Vaughan in consultation with the Ministry of Transportation and Communications it is necessary to increase the restrictions on the hours of operation and attendance at the amphitheatre, such restrictions may be increased.