

1. The notification sign notes that the zoning bylaw amendment is for a parking lot, would there be a separate amendment for the proposed construction staging area?

There is a separate Zoning By-law Amendment application going forward to Planning Committee on January 14th about permitting off-site construction-related uses and staging grounds essential to the construction of the LRT System. The development application number is D02-02-12-0072 and can be found on the City's Development Application Search page:

<http://app01.ottawa.ca/postingplans/home.jsf?lang=en>.

2. The notification also notes that the parking lot would be for 3 years, when would be the scheduled start dates and end dates? What would be the necessary process if the timeline had to be extended?

The start date for the temporary use would begin when it is approved by Council and the by-law is enacted. It is the end date that is specified in the Planning Report, which can be up to three years after the by-law is enacted. The applicant (this case, the City) would be required to apply for an extension of the temporary use of up to a maximum of 3 years.

This Zoning By-law Amendment application is really about evaluating if the proposed use is appropriate and site plan control application (which has not been submitted yet) looks at the site details such as setbacks, design issues, and landscaping. I would like to note that it is possible to add zoning provisions if considered appropriate to this temporary zoning by-law such as specifying minimum setbacks (where parking spaces would not be permitted) and landscaping requirements.

The rough site plan concept which has been circulated is a rough draft, more of a back of the envelope sketch to estimate number of parking spaces. It is quite difficult to tell if aisle and driveway widths, parking space sizes, setbacks are in conformity to the zoning. I would suggest that this concept is used for discussion purposes only recognizing that the site plan when submitted (which would look to the appropriate zoning by-law provisions and other related regulations such as from the RVCA) could vary quite a bit from this concept layout. I saw correspondence that there is concern regarding the rear 20m setback related to the proximity to the River. Generally there is a 30m setback from a floodplain line

3. What other sites to did the City consider for the parking lot?

The City did consider a number of alternate sites. I hope to be able to provide some details on that consideration process on Wednesday night and obtain your feedback on that.

Please note this information was not provided Wed night and has been requested again.

4. Was a traffic analysis study completed? If so could we please get a copy.

A traffic study has not yet been conducted. That, and any other potential studies that might be required with this proposal, is something that Hieu and I are hoping to provide more information about to the community on Wednesday night.

5. Was an Environmental Assessment conducted? If so, could we please get a copy.

I can confirm that we provided the Councillor's office with a copy of the Confederation Line project EA today and we will be putting it back up

on our website later this week so that any member of the public can access it.

6. We understand that the City has certain legal obligations to the University and that an MOU is being prepared with the University, are there guidelines that outline these legal requirements in the preparation of such MOUs and if so, could we please get a copy.

As it relates to the MOU with the University of Ottawa, it is an appendix to the Confederation Line staff report. I have attached the staff report and the legal appendix that contains the MOU for your reference.