City of Iqaluit

PARKING STUDY

October 2024
25004

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Iqaluit

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1 INTRODUCTION

Iqaluit is the capital city of the Nunavut Territory, located near the mouth of the Sylvia Grinnell River and abutting Frobisher Bay. The City of Iqaluit has a population of 7,429 people according to the 2021 Canadian census. The population of Iqaluit is projected to reach at least 13,050 people by the year 2030, as indicated in the City of Iqaluit General Plan Zoning By-law No. 898 (2020). Projected population growth and planned densification necessitates a review of existing transportation infrastructure, including vehicle parking, to support housing diversity and optimize development potential within the City.

With the goal of reducing vehicle parking requirements and decreasing associated demand for parking and vehicle-based travel, the City has identified the need to undertake a Parking Study to address existing and future parking concerns and leverage opportunities to improve policies, operations, and the provision of parking within Iqaluit.

1.1 STUDY PURPOSE AND BACKGROUND

The City of Iqaluit's Housing Action Plan calls for a review of existing parking standards to explore opportunities to reduce or eliminate vehicle parking requirements. The goal of this study is to analyze the characteristics of parking demand for various types of land uses within the City's Core Area and surrounding neighbourhoods, and to assess gaps in the City's approach to parking and strategies to decrease demand for parking. One of the unique aspects of parking in Iqaluit is that there is no on-street parking. As such, this Parking Study provides recommendations to amend existing parking policies, by-law standards, and regulations for off-street parking and operations. The Parking Study has been centered on the key goal of providing an efficient and appropriate supply of vehicle parking to accommodate existing demand and support future intensification within designated growth areas.

The Parking Study for the City of Iqaluit was undertaken in three (3) main phases, as further detailed below.

1.1.1 Phase 1: Parking Data Collection & Stakeholder Engagement

Phase 1 laid the foundation to formulate the study recommendations. Phase 1 tasks identified the existing parking landscape and context-specific challenges related to parking. A parking inventory, parking utilization surveys, and consultation with key stakeholders helped identify existing parking issues and opportunities for improvement.

Existing Parking Inventory

- Site visit to confirm existing conditions, identify potential obstructions and parking trends, and compile a parking supply inventory (including accessible, ATV, and snowmobile) for select sites throughout the City.

Existing Parking Demand/Utilization

- Parking utilization surveys for select sites throughout the City to understand existing site parking conditions, utilization, and demand.

Stakeholder Consultation

- In-person and virtual meetings with property owners/managers of the surveys sites to gain insight into the parking challenges experienced in the City and to gather suggestions for improvements.

1.1.2 Phase 2: Planning & Policy Review

Phase 2 involved reviewing existing conditions and best practices from comparable municipalities to develop recommendations for future parking improvements and parking policy direction. The objective of this phase was to determine the regulatory framework governing the City's parking and identify strategies used in other municipalities to improve parking policies in the City of Iqaluit.

Existing Policy and By-law Review

- Review of current policy documents and Zoning By-law parking standards that guide parking provisions for off-street parking in the City to establish an existing parking and transportation policy context.

Municipal Best Practice Review

- Review of best practices in parking policy, management, and enforcement strategies employed by comparable regions in the Canadian Territories and Alaska.

1.1.3 Phase 3: Future Demand & Recommendations

Phase 3 involved analyzing collected parking data and forecasting future demand to recommend strategies to improve existing parking policies in the City. Phase 3 tasks built upon the review of existing conditions and best practices from comparable municipalities to develop recommendations for future parking improvements and parking policy direction.

Gaps in Parking Policies

- Review parking utilization data to determine gaps in parking availability and policies, including areas of high or low demand.

Recommended Improvements to Zoning By-law Standards and Parking Management

- Identify opportunities to amend existing policies and standards, focusing on reducing auto dependency and parking supply requirements. Recommended strategies also consider the opportunity to manage recreational vehicle demand (i.e., ATVs and snowmobiles) to accommodate various travel modes within the City.

1.2 STUDY LIMITATIONS

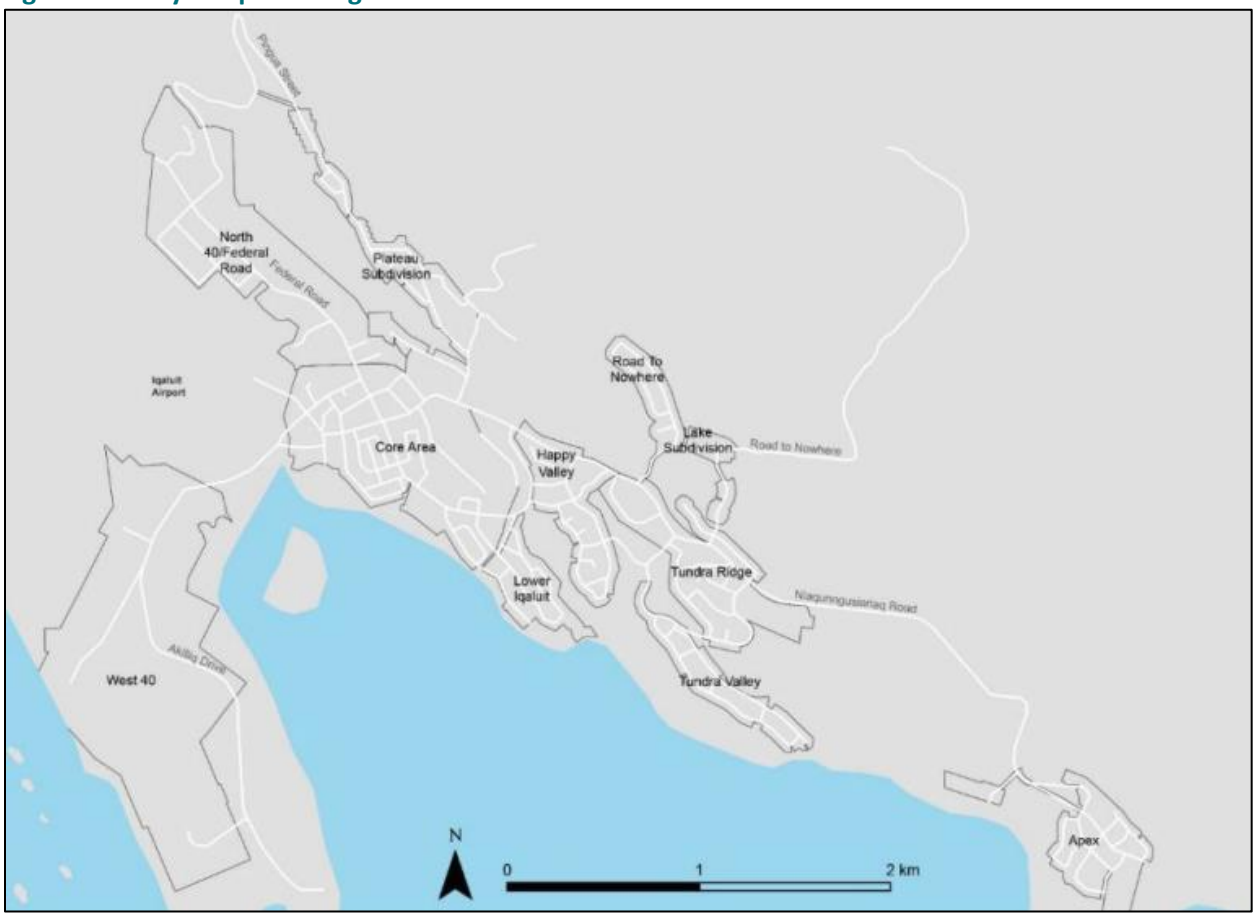
The Parking Study was undertaken in spring/summer, with data collection and observations occurring in June 2024. Through discussions with City staff and stakeholder groups, it is understood that parking demand may experience some seasonal variation, but the extent of this variance is not currently known. As a result, no seasonal adjustment factors were applied to the survey results. Study recommendations were developed based on the observed parking data and other industry resources to provide a set of concrete and actionable strategies for the City to implement. It is LEA's professional opinion that the survey findings are reflective of typical parking conditions in the City of Iqaluit, but to further validate the

study results it is recommended that the City undertake ongoing monitoring of parking demand and travel behavior to ensure that by-law requirements and policies remain current.

1.3 STUDY AREA

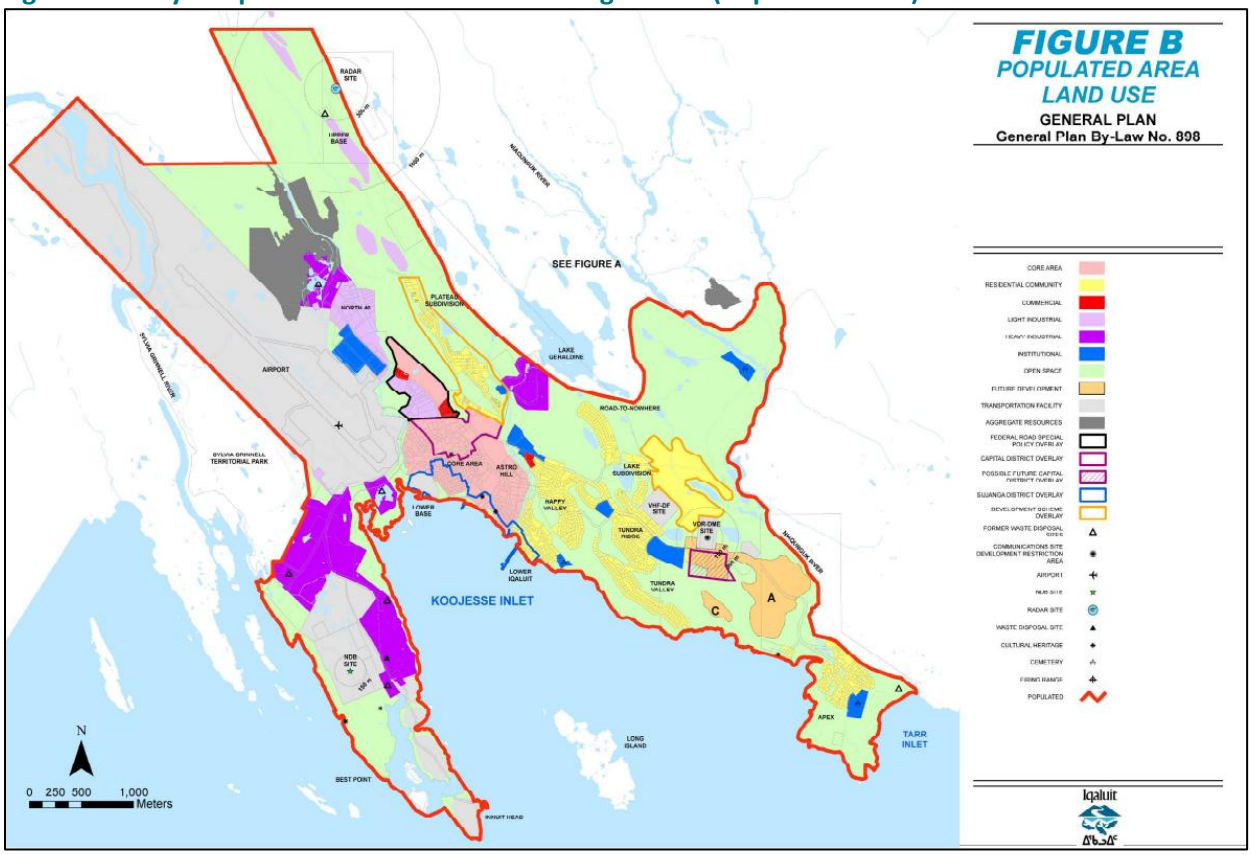
The Parking Study focuses on the City of Iqaluit Core Area and surrounding neighbourhoods. **Figure 1-1** illustrates the various neighbourhood within the City and **Figure 1-2** illustrates the general land use designations present within the City. The Core Area represents the city centre where the majority of the City's commercial and institutional uses and key points of interest can be found. The neighbourhood surrounding the Core Area includes predominantly residential developments and subdivisions such the Plateau Subdivision, Tundra Ridge, Road to Nowhere, and Lake Subdivision.

Figure 1-1: City of Iqaluit Neighbourhoods



Source: City of Iqaluit Transportation Master Plan, 2022

Figure 1-2: City of Iqaluit – General Land Use Designations (Populated Area)



Source: City of Iqaluit General Plan By-Law No. 898

2 BACKGROUND PLANNING & POLICY REVIEW

A review of municipal planning and policy documents was conducted to provide a greater understanding of the City of Iqaluit's transportation and parking landscape. Through this examination, general transportation goals and parking policy directions were identified.

The following review of existing parking policies was used to identify current challenges, deficiencies in parking policies, and opportunities to reduce parking provisions and enhance parking management.

2.1 CITY OF IQALUIT GENERAL PLAN (2020)

The City of Iqaluit's General Plan (2020) contains policies for managing the physical development of the City to the year 2030, at which point the projected population is expected to reach over 13,000 people. The General Plan aims to develop a vibrant Core Area and Capital District to emphasize the City's cultural heritage and ensure its continued economic success. Section 5.1.2 of the General Plan contains a number of parking management and vehicle circulation policies for the Core Area focused on reducing visual impact of parking areas, controlling parking for a more defined and distinguished urban form, providing adequate off-street parking supplies, and supporting safe pedestrian movement.

The General Plan also provides opportunities for a cash-per-space contribution which allows an applicant to meet the parking minimums by using off-site municipal parking stalls (no further than 75m from the lot boundary). Furthermore, proponents of eligible institutional developments can also receive parking reductions using shared parking facilities as Council will consider the use of shared parking between adjacent uses to allow for the more efficient use of land. It is understood that shared parking is currently considered for institutional uses only.

2.2 CITY OF IQALUIT TRANSPORTATION MASTER PLAN (2022)

The Transportation Master Plan (2022) was prepared to evaluate the City's transportation network and provide strategic recommendations related to road, snowmobile trails, active transportation, and public transit, aimed at meeting the needs of existing and future residents. The City has seen high growth in automobile ownership which has been fueled by free parking and limited alternative travel options. A stakeholder engagement exercise was conducted in February and March 2020 for the Transportation Master Plan. During the engagement exercise, participants indicated various parking challenges that they experience in the City including pedestrian safety issues from back-out parking, a lack of available spaces at Northmart, Arctic Ventures, and the Aquatic Centre, and a lack of parking facilities for alternative travel choices including snowmobiles and ATVs.

The Transportation Master Plan (2022) included parking management measures which were informed by the stakeholder engagement exercise. These strategies include implementing paid parking, increasing capacity and parking utilization at existing facilities (including for alternative vehicles), unbundled parking, developer agreements to transfer parking spaces to another development, and improved wayfinding and signage at parking facilities.

2.3 HOUSING ACTION PLAN & ADDENDUM (2021)

The Iqaluit Housing Action Plan (2021) was developed to improve the current and future housing challenges in the City of Iqaluit. A total of 1,400 additional housing units are planned for Iqaluit by 2031.To

accommodate densification and increase housing diversity, the Housing Action Plan recommends reducing or eliminating parking requirements by analyzing the current parking utilization within the City and identifying appropriate parking requirements. A specific action in the Housing Action Plan Addendum (2023) recommends reducing the Zoning By-law 899 residential parking requirements in the Core Area from 1 per 2 dwelling units to 1 per 3 dwelling units. It also recommends increasing visitor parking requirements from 1 per 15 dwelling units to 1 per 10 dwelling units.

2.4 CITY OF IQALUIT ZONING BY-LAW STANDARDS

2.4.1 Traffic, Parking, and Walkways By-law 625

By-law 625 was approved in 2006 to manage the use of roadways and walkways in the City of Iqaluit. Section 3 of the by-law includes provisions for parking. Given that none of the roadways in the Iqaluit have been designed for on-street parking, no driver shall park their vehicle on a roadway. Furthermore, a person shall park a vehicle within designated parking areas and parking stalls. The by-law also includes a list of fines for items including unauthorized parking and failure to park in designated areas.

2.4.2 City of Iqaluit Zoning By-law 899

Zoning is the principal means of implementing the policies of the General Plan. By-law No. 899 regulates the use of land, erection and use of buildings and structures, yard requirements, parking and loading space requirements, and similar matters in the City of Iqaluit. General parking policies are provided in By-law No. 899 including policies regarding the required supply, design of parking spaces, and use of parking areas. Parking shall be required for any use, building or structure and the requirements are separated by zones.

Parking Dimension Requirements

Parking space dimension requirements are provided in Section 6.4 of Zoning By-law 899. All perpendicular parking spaces should have a minimum width of 2.7m, a minimum length of 6.0m, and an aisle width of 6.5m except for accessible parking spaces which should have a minimum width of 3.66m. Parallel parking spaces should have a minimum width of 2.7m, a minimum length of 6.7m, and an aisle width of 3.6m.

Residential & Visitor Parking Requirements

The minimum number of residential and visitor parking spaces required for developments are indicated in Section 6.1 a) of By-law 899. The parking requirements for various residential developments are shown in **Table 2-1**. An exhaustive list of residential and visitor parking standards is provided in By-law 899.

Table 2-1: Zoning By-law Parking Requirements – Residential Uses

Residential Land Use	Minimum Parking Spaces Required
Multiple family dwelling in a R2, RC, or S Zone outside the Core Area	1 per dwelling unit + 1 visitor per 6 dwelling units
Multiple family dwelling in an R3 Zone outside the Core Area	1 per dwelling unit + 1 visitor per 10 dwelling units
Dwelling units in a B1, B2, B3, or P Zone outside the Core Area	1 per 2 dwelling units + 1 visitor per 10 dwelling units
Dwelling units in a R2, R3, S, B1, CD, or P Zone in the Core Area	1 per 2 units + 1 visitor per 15 units
Dwelling units in a B1, CD, or P Zone in the Core Area, as defined by the General Plan	1 per 2 units + 1 visitor per 20 units

Non-Residential Parking Requirements

The minimum number of non-residential parking spaces required for new development is indicated in Section 6.1 b) to d) of By-law 899. The parking requirements for various commercial, institutional, and industrial developments are shown in **Table 2-2**. An exhaustive list of non-residential parking standards is provided in By-law 899. Off-street parking requirements for land uses not listed in Section 6 of the by-law shall be determined by the Development Officer based on the amenities in the zone and similar types of uses in the by-law.

Table 2-2: Zoning By-law Parking Requirements – Non-Residential Land Uses

Non-Residential Land Use	Minimum Parking Spaces Required
Office, retail store, personal service, business services, bank, neighbourhood convenience stores or similar uses	1 per 50m^2 of gross floor area
Restaurant and bars	1 per 10m^2 of gross floor area of dining area and drinking establishment
Hotels	1 per 8 suites or rooms
Educational facility (elementary)	1.5 per classroom
Educational facility (high school, college, or similar)	2.5 per classroom
Recreation facility	4 per ice sheet or court plus 5 per 100m^2
Warehouse, open storage or yards or similar use	1 per 500m^2 of gross floor area

Accessible Parking Requirements

The minimum number of accessible parking spaces required for developments is outlined in Section 6.3 of By-law 899 and applies to high density residential, commercial, institutional/public, and industrial uses. The minimum of number of accessible parking spaces are based on the total number of parking spaces required per Section 6.1 of By-law 899 and should be provided in accordance with the rates summarized in **Table 2-3**.

Table 2-3: Zoning By-law Parking Requirements – Accessible Parking

Total Parking Spaces Required	Accessible Parking Spaces Required (min)
0-5	0
6-25	1
26-50	2
51-75	3
76-100	4
101-150	5
151-200	6

Use of Parking Area

Section 6.18 of By-law 899 stipulates the use of parking space and areas in which off-street parking should only be used for the parking of a vehicle with a valid license plate, except for snowmobiles, all-terrain vehicles, and vehicles associated with an automotive service garage, automotive sales or rental establishment, and a heavy equipment and vehicle yard.

Commercial Vehicles in Residential Zones

Section 6.19 and 6.20 of By-law 899 stipulates the use of commercial vehicles in residential zones in which no person should use any lot in a residential zone for parking or storing a commercial vehicle having gross

vehicle weight more than 2 tons nor should a person use the lot for storage of more than one (1) commercial vehicle.

Off-Site Parking Spaces

The City of Iqaluit provides the opportunity to off-site required parking in the CD, B1, and B2 zones with the approval of Council provided that:

- The off-site parking area is located within 75m of the lot boundary where the building or use is located;
- The number of off-site parking spaces does not exceed 25% of the total required; and
- The off-site parking area is landscaped in accordance with Development Permit requirements.

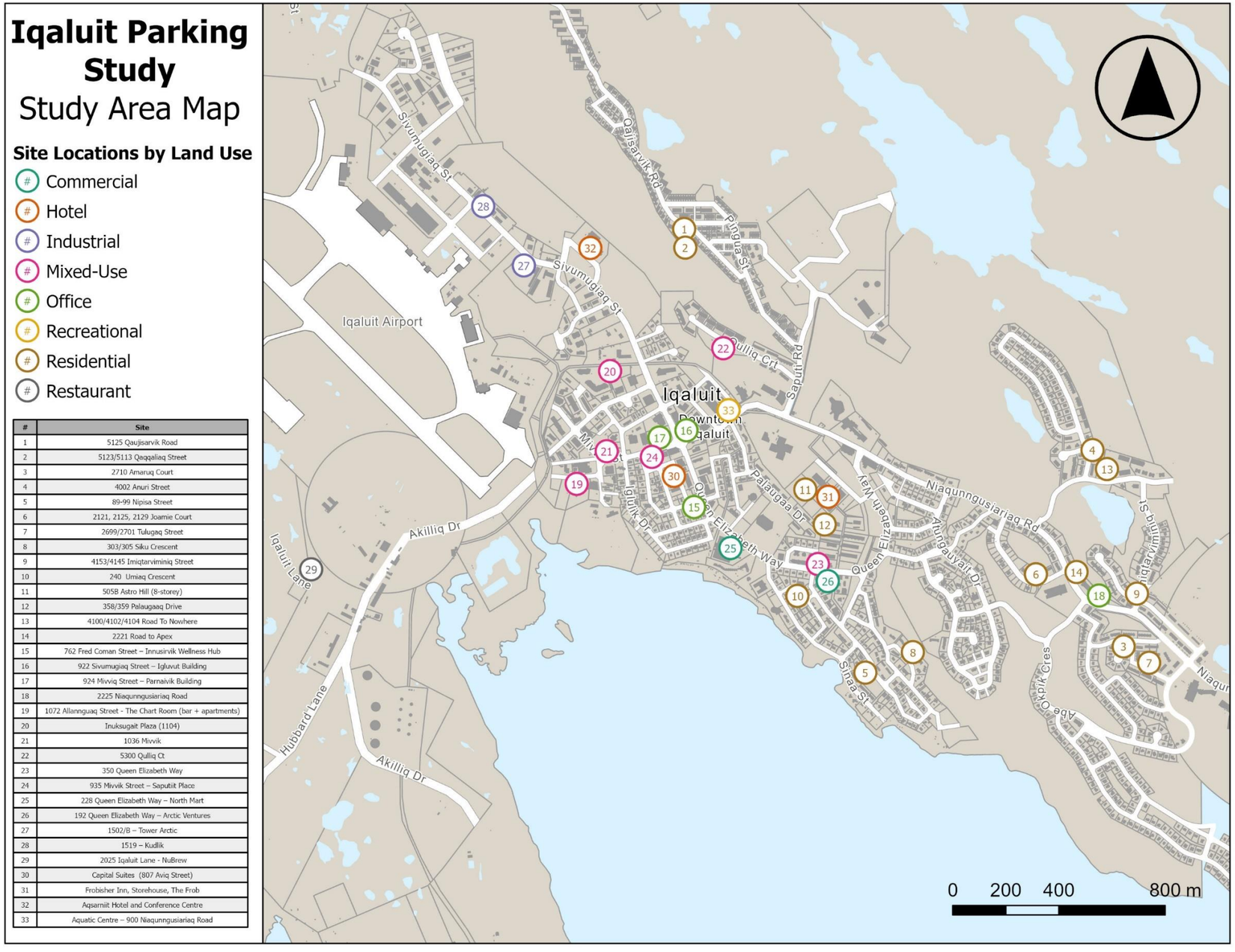
3 EXISTING PARKING CONDITIONS

A review has been undertaken of the existing parking conditions for various sites within the study area. This exercise was completed to establish the base conditions for parking by land use with the existing policy framework in place to confirm the challenges and opportunities to be addressed by this study.

3.1 PARKING INVENTORY & SITE OBSERVATIONS

A total of 33 sites with varying land uses were surveyed as detailed in **Table 3-1**. The location of the surveyed sites by land use is illustrated **Figure 3-1** and provided in **Appendix A**.

Figure 3-1: Survey Site Locations by Land Use



#	Site
1	5125 Qaujisarvik Road
2	5123/5113 Qaqqaliaq Street
3	2710 Amaruq Court
4	4002 Anuri Street
5	89-99 Nipisa Street
6	2121, 2125, 2129 Joamie Court
7	2699/2701 Tulugaq Street
8	303/305 Siku Crescent
9	4153/4145 Imiqtarviniq Street
10	240 Umiaq Crescent
11	505B Astro Hill (8-storey)
12	358/359 Palaugaaq Drive
13	4100/4102/4104 Road To Nowhere
14	2221 Road to Apex
15	762 Fred Coman Street – Innusirvik Wellness Hub
16	922 Sivumugiaq Street – Igluvut Building
17	924 Mivviq Street – Parnaivik Building
18	2225 Niaqunngusiariaq Road
19	1072 Allannguaq Street - The Chart Room (bar + apartments)
20	Inuksugait Plaza (1104)
21	1036 Mivvik
22	5300 Qulliq Ct
23	350 Queen Elizabeth Way
24	935 Mivvik Street – Saputiit Place
25	228 Queen Elizabeth Way – North Mart
26	192 Queen Elizabeth Way – Arctic Ventures
27	1502/B – Tower Arctic
28	1519 – Kudlik
29	2025 Iqaluit Lane - NuBrew
30	Capital Suites (807 Aviq Street)
31	Frobisher Inn, Storehouse, The Frob
32	Aqsarniit Hotel and Conference Centre
33	Aquatic Centre – 900 Niaqunngusiariaq Road

Table 3-1: Number of Surveyed Sites by Land Use

Land Use	# of Surveyed Sites
Residential	14
Medium Density Residential	10
High Density Residential	4
Mixed-Use Residential & Office or Commercial	6
Office	4
Commercial	2
Restaurant	1
Hotel	3
Industrial/Boarding House	2
Recreational Facility	1
Total	**33**

An inventory of the parking supply was documented including the total number of parking spaces and number of accessible spaces provided at each site. The available parking supply was estimated based on signage and the size of the lot where lane markings were not provided. Site observations were also documented including the number of obstructed spaces (i.e., spaces occupied by waste/storage), derelict vehicles, and snowmobiles present on-site. The parking inventory and site observations are summarized below and provided in **Table 3-2**.

- Approximately 1,247 parking spaces were counted, of which 28 (2%) were accessible stalls.
- The highest number of derelict vehicles (11) was observed at 4153/4145 Imiqtarviminiq Street.
- The highest number of snowmobiles (3) was observed at 505B Astro Hill.
- Obstructed spaces were not observed at the majority of surveyed sites. The exceptions are 358/359 Palaugaaq Drive with 1 obstructed space and Capital Suites with 12 obstructed spaces.

Table 3-2: Parking Inventory and Site Observations

#	Site	Total Supply	Total Accessible	# of Derelict Vehicles	# of Snowmobiles	# of Obstructed Spaces
Residential						
1	5125 Qaujisarvik Road	8	0	0	0	0
2	5123/5113 Qaqqaliaq Street	50	2	2	1	0
3	2710 Amaruq Court	9	0	2	0	0
4	4002 Anuri Street	17	0	1	2	0
5	89-99 Nipisa Street	14	0	1	2	0
6	2121, 2125, 2129 Joamie Court	51	2	0	1	0
7	2699/2701 Tulugaq Street	18	0	5	0	0
8	303/305 Siku Crescent	4	0	0	0	0
9	4153/4145 Imiqtarviminiq Street	34	0	11	0	0
10	240 Umiaq Crescent	7	0	2	2	0
11	505B Astro Hill (8-storey)	99	2	0	3	0
12	358/359 Palaugaaq Drive	17	0	0	2	1

#	Site	Total Supply	Total Accessible	# of Derelict Vehicles	# of Snowmobiles	# of Obstructed Spaces
13	4100/4102/4104 Road To Nowhere	119	2	9	0	0
14	2221 Road to Apex	24	0	1	0	0
Office						
15	762 Fred Coman Street – Innusirvik Wellness Hub	10	0	0	0	0
16	922 Sivumugiaq Street – Igluvut Building	35	2	0	0	0
17	924 Mivviq Street – Parnaivik Building	46	0	0	0	0
18	2225 Niaqunngusiariaq Road	11	1	1	0	0
Mixed-Use Residential & Office or Commercial						
19	1072 Allannguaq Street - The Chart Room (bar + apartments)	22	0	3	0	0
20	Inuksugait Plaza (1104)	169	2	0	0	0
21	1036 Mivvik	24	0	2	2	0
22	5300 Qulliq Ct	39	1	0	0	0
23	350 Queen Elizabeth Way	24	0	0	0	0
24	935 Mivvik Street – Saputiit Place	32	1	1	0	0
Commercial (Department Store)						
25	228 Queen Elizabeth Way – North Mart	33	1	0	0	0
26	192 Queen Elizabeth Way – Arctic Ventures	20	1	0	0	0
Industrial/Boarding House						
27	1502/B – Tower Arctic	24	0	0	0	0
28	1519 – Kudlik	52	0	3	0	0
Restaurant						
29	2025 Iqaluit Lane - NuBrew	20	1	0	0	0
Hotel						
30	Capital Suites (807 Aviq Street)	24	2	0	0	12
31	Frobisher Inn, Storehouse, The Frob	47	1	0	0	0
32	Aqsarniit Hotel and Conference Centre	72	4	0	0	0
Recreational Facility						
33	Aquatic Centre – 900 Niaqunngusiariaq Road	72	3	0	0	0
	Total	**1,247**	**28**	**44**	**15**	**13**

3.2 PARKING UTILIZATION SURVEYS

The following sections summarize the parking utilization survey results including the survey methodology and the overall observed parking demand for each land use. Detailed parking survey summaries are provided in **Appendix B**.

Parking utilization surveys were conducted on five (5) days over two (2) consecutive weeks in June 2024. During each survey, a LEA staff member circulated the parking lot, recording all vehicles parked on-site. Survey data was collected at 1-hour intervals. The parking utilization surveys were conducted at all 33 sites during their operating hours or typical peak period, as summarized in **Table 3-3**.

Table 3-3: Parking Utilization Survey Periods

Land Use	# of Sites	Parking Survey Date and Period
Residential	14	Saturday June 15, 2024: 11AM – 11PM Tuesday June 18, 2024: 6PM – 11PM
Office	4	Tuesday June 18, 2024: 8AM – 5PM Wednesday June 19, 2024: 8AM – 5PM
Mixed-Use Residential + Office/ Commercial	6	Wednesday June 19, 2024: 8AM – 12AM (1) Friday June 21, 2024: 6PM – 11PM
Commercial (Department Store)	2	Tuesday June 18, 2024: 8AM – 10PM (1) Saturday June 22, 2024: 8AM – 11:00PM
Industrial/Boarding House	2	Tuesday June 18, 2024: 8AM – 5PM Wednesday June 19, 2024: 8AM – 5PM
Restaurant	1	Tuesday June 18, 2024: 4PM – 11PM Friday June 21, 2024: 6PM – 11PM Saturday June 22, 2024: 4PM – 11PM
Hotel	3	Tuesday June 18, 2024: 8AM – 11PM (1) Wednesday June 19, 2024: 6PM – 11PM (2) Friday June 21, 2024: 6PM – 11PM Saturday June 22, 2024: 8AM – 11PM (1)
Recreational Facility	1	Tuesday June 18, 2024: 8AM – 11PM Friday June 21, 2024: 6PM – 11PM Saturday June 22, 2024: 8AM – 11PM

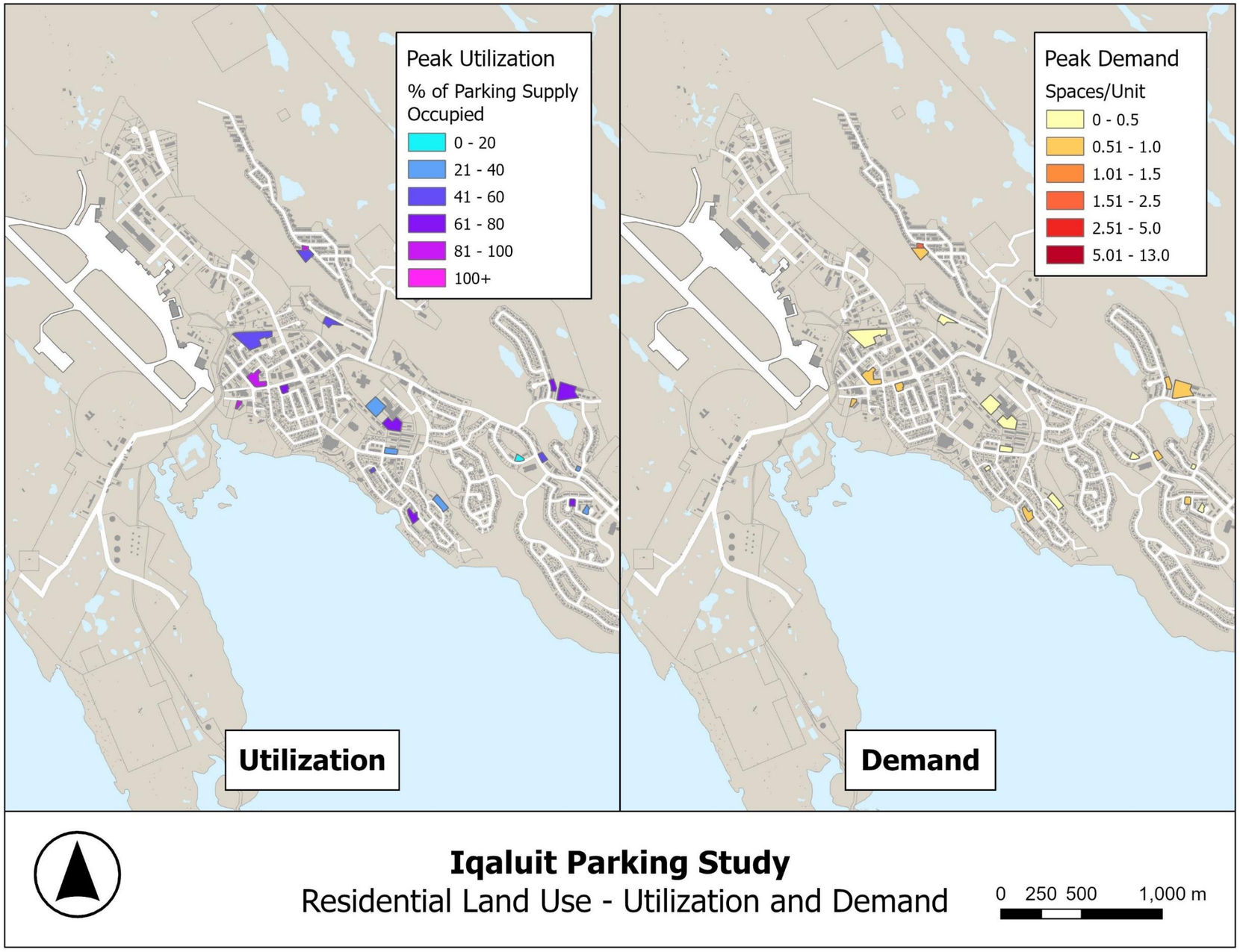
Notes: (1) – Survey start times/end times adjusted based on hours of operation.
(2) – The survey on Wednesday June 19, 2024, was only conducted for capital suites to understand weekday residential demand.

The overall parking demand for each land use was calculated based on the number of occupied spaces divided by the number of residential units or non-residential gross floor area (GFA). Of note, the number of derelict vehicles were not factored into the parking demand calculation. It was assumed that issues associated with the disposal of derelict vehicles would be resolved through related policy and enforcement changes.

3.2.1 Observed Residential Demand

The following sections summarize the observed residential parking demand. A detailed breakdown of the parking demand observed by land use, density, and location (Core Area vs. Non-Core Area) is summarized below. **Figure 3-2** illustrates the peak utilization and peak demand at all residential sites.

Figure 3-2: Observed Residential Peak Utilization and Peak Demand



3.2.1.1 High-Density Residential

As summarized in **Table 3-4**, four (4) high-density residential developments were surveyed. A weighted average rate of 0.47 spaces per unit was observed with a peak rate of 0.88 spaces per unit at 2221 Road to Apex. Less than 75% of the supply across all high-density residential sites was occupied during the peak period.

Table 3-4: High-Density Residential Demand Observed

#	Site Location	Site Stats	Neighbourhood	Zone Category (By-Law 899)	Res Parking Supply	Observed Peak Parking Demand		
						Observed Spaces	Utilization (%)	Demand (sp./Unit)
11	505B Astro Hill	100 units	Core Area	B1	87 sp.	31 sp.	36%	0.31 sp./unit
12	358/359 Palaugaaq Drive	46 units	Core Area	R3	17 sp.	12 sp.	71%	0.26 sp./unit
13	4100/4102/4104 Road To Nowhere	108 units	Lake Subdivision	R3	115 sp.	69 sp.	61%	0.64 sp./unit
14	2221 Road to Apex	16 units	Tundra Ridge	CD	24 sp.	14 sp.	58%	0.88 sp./unit
							Weighted Average	**0.47 sp./unit**
							By-law 899 Requirement	**0.50 sp./unit**

3.2.1.2 Medium-Density Residential

As summarized in **Table 3-5**, ten (10) medium-density residential developments were surveyed. A weighted average rate of 0.52 spaces per unit was observed with a peak rate of 1.60 spaces per unit at 5125 Qaujisarvik Road. Less than 75% of the supply across all medium-density residential sites was occupied during the peak period. The exception was at 5125 Qaujisarvik Road where all spaces were occupied during the peak period.

Table 3-5: Medium-Density Residential Demand Observed

#	Site Location	Site Stats	Neighbourhood	Zone Category (By-Law 899)	Res Parking Supply	Observed Peak Parking Demand		
						Observed Spaces	Utilization (%)	Demand (sp./Unit)
1	5125 Qaujisarvik Road	5 units	Plateau	R2	8 sp.	8 sp.	100%	1.60 sp./unit
2	5123/5113 Qaqqaliaq Street	36 units	Plateau	RC	50 sp.	29 sp.	58%	0.81 sp./unit
3	2710 Amaruq Court	6 units	Tundra Ridge	R2	9 sp.	6 sp.	67%	1.00 sp./unit
4	4002 Anuri Street	12 units	Road to Nowhere Subdivision	R2	17 sp.	11 sp.	65%	0.92 sp./unit
5	89-99 Nipisa Street	10 units	Lower Iqaluit	R2	14 sp.	10 sp.	71%	1.00 sp./unit
6	2121, 2125, 2129 Joamie Court	45 units	Tundra Ridge	R2	51 sp.	6 sp.	12%	0.13 sp./unit

#	Site Location	Site Stats	Neighbourhood	Zone Category (By-Law 899)	Res Parking Supply	Observed Peak Parking Demand		
						Observed Spaces	Utilization (%)	Demand (sp./Unit)
7	2699/2701 Tulugaq Street	20 units	Tundra Ridge	RC	18 sp.	7 sp.	39%	0.35 sp./unit
8	303/305 Siku Crescent	6 units	Lower Iqaluit	R2	4 sp.	1 sp.	25%	0.17 sp./unit
9	4153/4145 Imiqtarviminiq Street	24 units	Lake Subdivision	R2	34 sp.	9 sp.	26%	0.38 sp./unit
10	240 Umiaq Crescent	10 units	Core Area	R2	7 sp.	4 sp.	57%	0.40 sp./unit
							Weighted Average	**0.52 sp./unit**
							By-law 899 Requirement	**0.50 sp./unit**

3.2.1.3 Mixed-Use Residential

As summarized in **Table 3-6**, six (6) mixed-use residential developments were surveyed. A weighted average rate of 0.38 spaces per unit was observed with a peak rate of 1 space per unit at 1072 Allannguaq Street. Less than 85% of the supply across all mixed-use residential sites was occupied during the peak period. The exception was at 1072 Allannguaq Street where 100% utilization was observed. However, it should be noted that this site provides only 1 residential parking space.

Table 3-6: Mixed-Use Residential Demand Observed

#	Site Location	Site Stats	Neighbourhood	Zone Category (By-Law 899)	Res Parking Supply	Observed Peak Parking Demand		
						Observed Spaces	Utilization (%)	Demand (sp./Unit)
19	1072 Allannguaq Street - The Chart Room	Restaurant: 245m^2 Res: 1 unit	Core Area	B1	1 sp.	1 sp.	100%	1.00 sp./unit
20	1036 Mivvik	Office: 545m^2 Res: 30 units	Core Area	B1	20 sp.	17 sp.	42%	0.57 sp./unit
21	Inuksugait Plaza (1104)	Commercial & Office: 6,517m^2 Res: 113 units	Core Area	CD	102 sp.	43 sp.	85%	0.38 sp./unit
22	5300 Qulliq Ct	Office: 1,661m^2 Res: 22 units	Core Area	R2	6 sp.	3 sp.	50%	0.14 sp./unit
23	350 Queen Elizabeth Way	Office: 721m^2 Res: 24 units	Core Area	R3	11 sp.	4 sp.	36%	0.17 sp./unit
24	935 Mivvik Street – Saputiit Place	Office: 545m^2 Res: 30 units	Core Area	B1	25 sp.	16 sp.	64%	0.53 sp./unit

#	Site Location	Site Stats	Neighbourhood	Zone Category (By-Law 899)	Res Parking Supply	Observed Peak Parking Demand		
						Observed Spaces	Utilization (%)	Demand (sp./Unit)
							Weighted Average	0.38 sp./unit
							By-law 899 Requirement	0.50 sp./unit

3.2.1.4 Core Area Residential

As summarized in **Table 3-7**, nine (9) Core Area residential developments were surveyed. A weighted average rate of 0.35 spaces per unit was observed with a peak rate of 1 space per unit at 1072 Allannguaq Street. Less than 85% of the supply across all Core Area residential sites was occupied during the peak period. The exception was at 1072 Allannguaq Street where 100% utilization was observed. However, it should be noted that this site provides only 1 residential parking space.

Table 3-7: Core Area Residential Demand Observed

#	Site Location	Site Stats	Neighborhood	Zone Category (By-Law 899)	Res Parking Supply	Observed Peak Parking Demand		
						Observed Spaces	Utilization (%)	Demand (sp./Unit)
19	1072 Allannguaq Street - The Chart Room	Restaurant: 245m^2 Res: 1 unit	Core Area	B1	1 sp.	1 sp.	100%	1.00 sp./unit
20	Inuksugait Plaza (1104)	Commercial & Office: 6,517m^2 Res: 113 units	Core Area	CD	102 sp.	43 sp.	42%	0.38 sp./unit
21	1036 Mivvik	Office: 545m^2 Res: 30 units	Core Area	B1	20 sp.	17 sp.	85%	0.57 sp./unit
22	5300 Qulliq Ct	Office: 1,661m^2 Res: 22 units	Core Area	R2	6 sp.	3 sp.	50%	0.14 sp./unit
23	350 Queen Elizabeth Way	Office: 721m^2 Res: 24 units	Core Area	R3	11 sp.	4 sp.	36%	0.17 sp./unit
24	935 Mivvik Street – Saputiit Place	Office: 545m^2 Res: 30 units	Core Area	B1	25 sp.	16 sp.	64%	0.53 sp./unit
11	505B Astro Hill	100 units	Core Area	B1	87 sp.	31 sp.	36%	0.31 sp./unit
12	358/359 Palaugaaq Drive	46 units	Core Area	R3	17 sp.	12 sp.	71%	0.26 sp./unit
10	240 Umiaq Crescent	10 units	Core Area	R2	7 sp.	4 sp.	57%	0.40 sp./unit
							Weighted Average	0.35 sp./unit
							By-law 899 Requirement	0.50 sp./unit

3.2.1.5 Non-Core Area Residential

As summarized in **Table 3-8**, eleven (11) non-Core Area residential developments were surveyed. A weighted average rate of 0.59 spaces per unit was observed with a peak rate of 1.60 spaces per unit at 5125 Qaujisarvik Road. Less than 75% of the supply across all non-Core Area residential sites was occupied during the peak period. The exception was at 5125 Qaujisarvik Road where 100% utilization was observed.

Table 3-8: Non-Core Area Residential Demand Observed

#	Site Location	Site Stats	Neighbour hood	Zone Category (By-Law 899)	Res Parking Supply	Observed Peak Parking Demand		
						Observed Spaces	Utilization (%)	Demand (sp./Unit)
1	5125 Qaujisarvik Road	5 units	Plateau	R2	8 sp.	8 sp.	100%	1.60 sp./unit
2	5123/5113 Qaqqaliaq Street	36 units	Plateau	RC	50 sp.	29 sp.	58%	0.81 sp./unit
3	2710 Amaruq Court	6 units	Tundra Ridge	R2	9 sp.	6 sp.	67%	1.00 sp./unit
4	4002 Anuri Street	12 units	Road to Nowhere Subdivision	R2	17 sp.	11 sp.	65%	0.92 sp./unit
5	89-99 Nipisa Street	10 units	Lower Iqaluit	R2	14 sp.	10 sp.	71%	1.00 sp./unit
6	2121, 2125, 2129 Joamie Court	45 units	Tundra Ridge	R2	51 sp.	6 sp.	12%	0.13 sp./unit
7	2699/2701 Tulugaq Street	20 units	Tundra Ridge	RC	18 sp.	7 sp.	39%	0.35 sp./unit
8	303/305 Siku Crescent	6 units	Lower Iqaluit	R2	4 sp.	1 sp.	25%	0.17 sp./unit
9	4153/4145 Imiqtarviminiq Street	24 units	Lake Subdivision	R2	34 sp.	9 sp.	26%	0.38 sp./unit
13	4100/4102/4104 Road To Nowhere	108 units	Lake Subdivision	R3	115 sp.	69 sp.	61%	0.64 sp./unit
14	2221 Road to Apex	16 units	Tundra Ridge	CD	24 sp.	14 sp.	58%	0.88 sp./unit
							Weighted Average	**0.59 sp./unit**
							By-law 899 Requirement	**0.50 sp./unit**

3.2.2 Observed Residential ATV Demand

Table 3-9 summarizes the observed ATV demand at all residential sites which illustrates an average rate of 0.07 spaces per unit (or 1 ATV per 14 units). Inuksugait Plaza had the highest observed ATV demand with a total of 10 ATVs observed.

Table 3-9: Residential ATV Demand Observed

#	Site Location	Site Stats	Neighbourhood	Zone Category (By-Law 899)	Observed Peak ATV Demand	
					ATV	Demand (sp./Unit)
1	5125 Qaujisarvik Road	5 units	Plateau	R2	2	0.40 sp./unit
2	5123/5113 Qaqqaliaq Street	36 units	Plateau	RC	3	0.08 sp./unit
3	2710 Amaruq Court	6 units	Tundra Ridge	R2	0	-
4	4002 Anuri Street	12 units	Road to Nowhere Subdivision	R2	4	0.33 sp./unit
5	89-99 Nipisa Street	10 units	Lower Iqaluit	R2	1	0.10 sp./unit
6	2121, 2125, 2129 Joamie Court	4 units	Tundra Ridge	R2	1	0.02 sp./unit
7	2699/2701 Tulugaq Street	20 units	Tundra Ridge	RC	2	0.10 sp./unit
8	303/305 Siku Crescent	6 units	Lower Iqaluit	R2	0	-
9	4153/4145 Imiqtarviminiq Street	24 units	Lake Subdivision	R2	1	0.04 sp./unit
10	240 Umiaq Crescent	10 units	Core Area	R2	0	-
11	505B Astro Hill	100 units	Core Area	B1	7	0.07 sp./unit
12	358/359 Palaugaaq Drive	46 units	Core Area	R3	2	0.04 sp./unit
13	4100/4102/4104 Road To Nowhere	108 units	Lake Subdivision	R3	7	0.06 sp./unit
14	2221 Road to Apex	16 units	Tundra Ridge	CD	2	0.13 sp./unit
19	1072 Allannguaq Street - The Chart Room	Restaurant: 245m^2 Res: 1 unit	Core Area	B1	1	1.00 sp./unit
20	Inuksugait Plaza (1104)	Commercial & Office: 6,517m^2	Core Area	CD	10	0.09 sp./unit

#	Site Location	Site Stats	Neighbourhood	Zone Category (By-Law 899)	Observed Peak ATV Demand	
					ATV	Demand (sp./Unit)
		Res: 113 units				
21	1036 Mivvik	Office: 545m^2 Res: 30 units	Core Area	B1	2	0.07 sp./unit
22	5300 Qulliq Ct	Office: 1,661m^2 Res: 22 units	Core Area	R2	1	0.05 sp./unit
23	350 Queen Elizabeth Way	Office: 721m^2 Res: 24 units	Core Area	R3	1	0.04 sp./unit
24	935 Mivvik Street – Saputiit Place	Office: 545m^2 Res: 30 units	Core Area	B1	2	0.07 sp./unit
				Summary	Max ATV Spaces: 10 (Inuksugait Plaza)	Average Rate: 0.07 sp./unit

3.2.3 Observed Visitor Demand

The following section summarizes the estimated visitor parking demand at residential sites. Of the 20 total residential sites surveyed, delineated parking between residents, visitors and/or commercial patrons were provided for only three (3) sites (505B Astro Hill, 4100/4102,4104 Road to Nowhere, and 5300 Qulliq Ct). Given this limited sample size, the remaining mixed-use sites were analyzed to estimate the typical visitor demand within the City. Understanding the potential for overlap between visitors and commercial patrons at mixed-use sites, it was generally assumed that 50% of the commercial/office demand during the last survey period (late night) was visitor demand, as the typical demand for commercial/office uses peak during the day and decreases in the evening (i.e., minimal to no parking demand would be expected beyond operating hours). The remaining 50% of the occupied spaces were assumed to be commercial fleet vehicles parked overnight.

Estimated peak demand at all residential sites are illustrated in **Figure 3-3**. As detailed in **Table 3-10**, the resulting visitor demand was estimated to be 0.06 spaces per unit.

Figure 3-3: Estimated Visitor Peak Demand

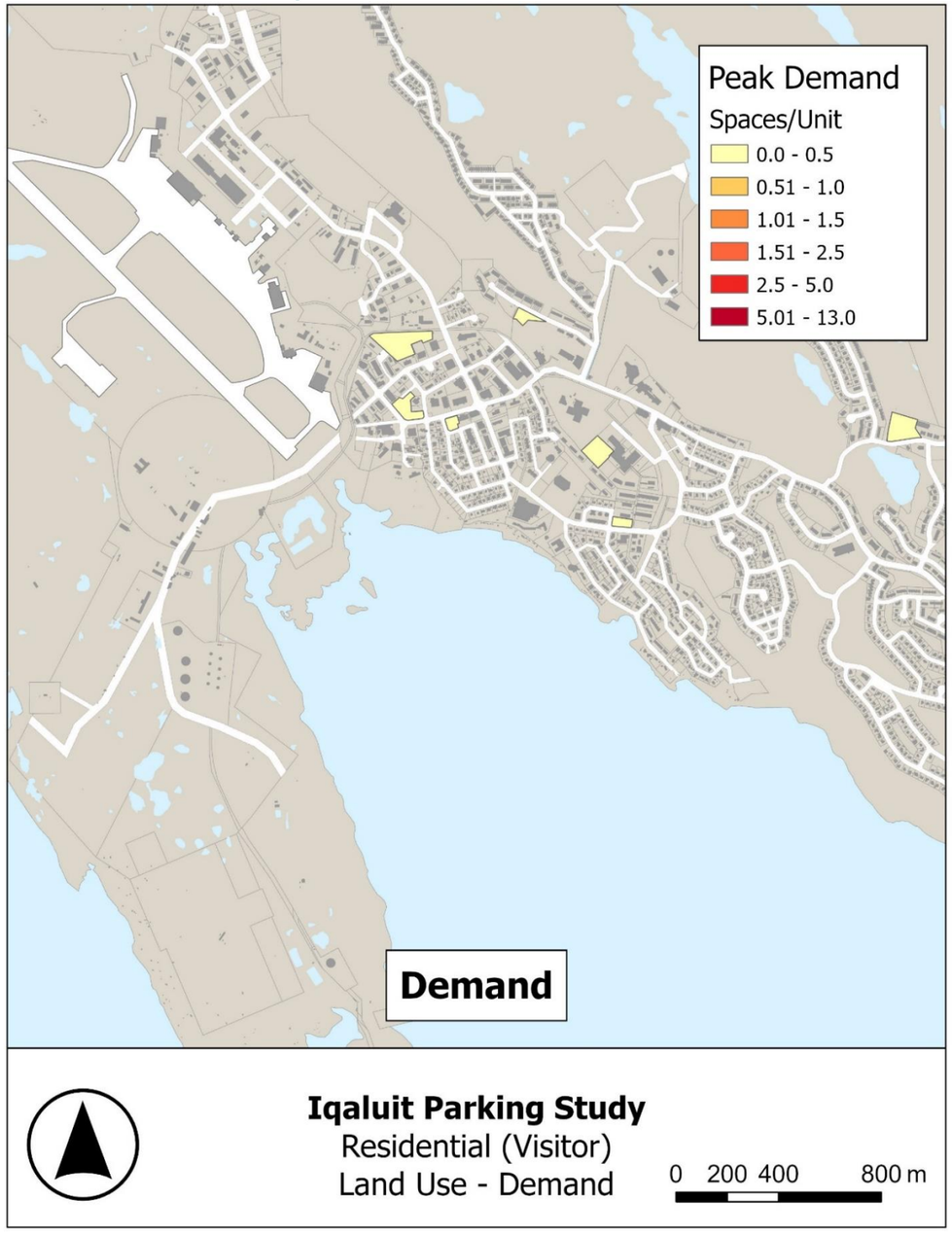


Table 3-10: Visitor Estimated Demand – Residential & Mixed-Use Sites

#	Site Location	Site Stats	Neighbourhood	Zone Category (By-Law 899)	Vis Parking Supply	Estimated Peak Parking Demand	
						Observed Spaces	Demand (sp./Unit)
Sites with Delineated Visitor Parking							
11	505B Astro Hill	100 units	Core Area	B1	12 sp.	6 sp.	0.06 sp./unit
13	4100/4102/4104 Road To Nowhere	108 units	Lake Subdivision	R3	5 sp.	3 sp.	0.02 sp./unit
22	5300 Qulliq Ct	Office: 1,661m^2 Res: 22 units	Core Area	R2	6 sp.	3 sp.	0.14 sp./unit
Site w/o Delineated Visitor Parking – Estimated Demand							
21	1036 Mivvik	Office: 545m^2 Res: 30 units	Core Area	B1	-	3 sp.	0.10 sp./unit
20	Inuksugait Plaza (1104)	Commercial & Office: 6,517m^2 Res: 113 units	Core Area	CD	-	7 sp.	0.06 sp./unit
23	350 Queen Elizabeth Way	Office: 721m^2 Res: 24 units	Core Area	R3	-	2 sp.	0.08 sp./unit
24	935 Mivvik Street – Saputiit Place	Office: 545m^2 Res: 30 units	Core Area	B1	-	1 sp.	0.03 sp./unit
						Estimated Weighted Average	0.06 sp./unit
						By-law 899 Requirement	0.05-0.10 sp./unit

3.2.4 Observed Office Demand

The following section will detail the observed office parking demand for the nine (9) office sites surveyed. **Figure 3-4** illustrates the peak utilization and peak demand at all office sites.

Table 3-11 summarizes the observed demand by sites with office uses only and mixed-use sites with office GFA. For office only sites, a weighted average rate of 0.82 spaces per 100m^2 of GFA was observed. For mixed-use sites with office GFA, a weighted average rate of 1.09 spaces per 100m^2 of GFA was observed. This yields an overall weighted average rate of 0.95 spaces per 100m^2 for all office sites with a peak rate of 2.02 spaces per 100m^2 at 1036 Mivvik.

Furthermore, the majority of the surveyed office sites resulted in a utilization rate well below 90%. The exceptions are 762 Fred Coman Street where overflow parking was observed on-street and at 1036 Mivvik where vehicles were parked at unmarked areas on the north side of the lot.

Figure 3-4: Observed Office Peak Utilization and Peak Demand

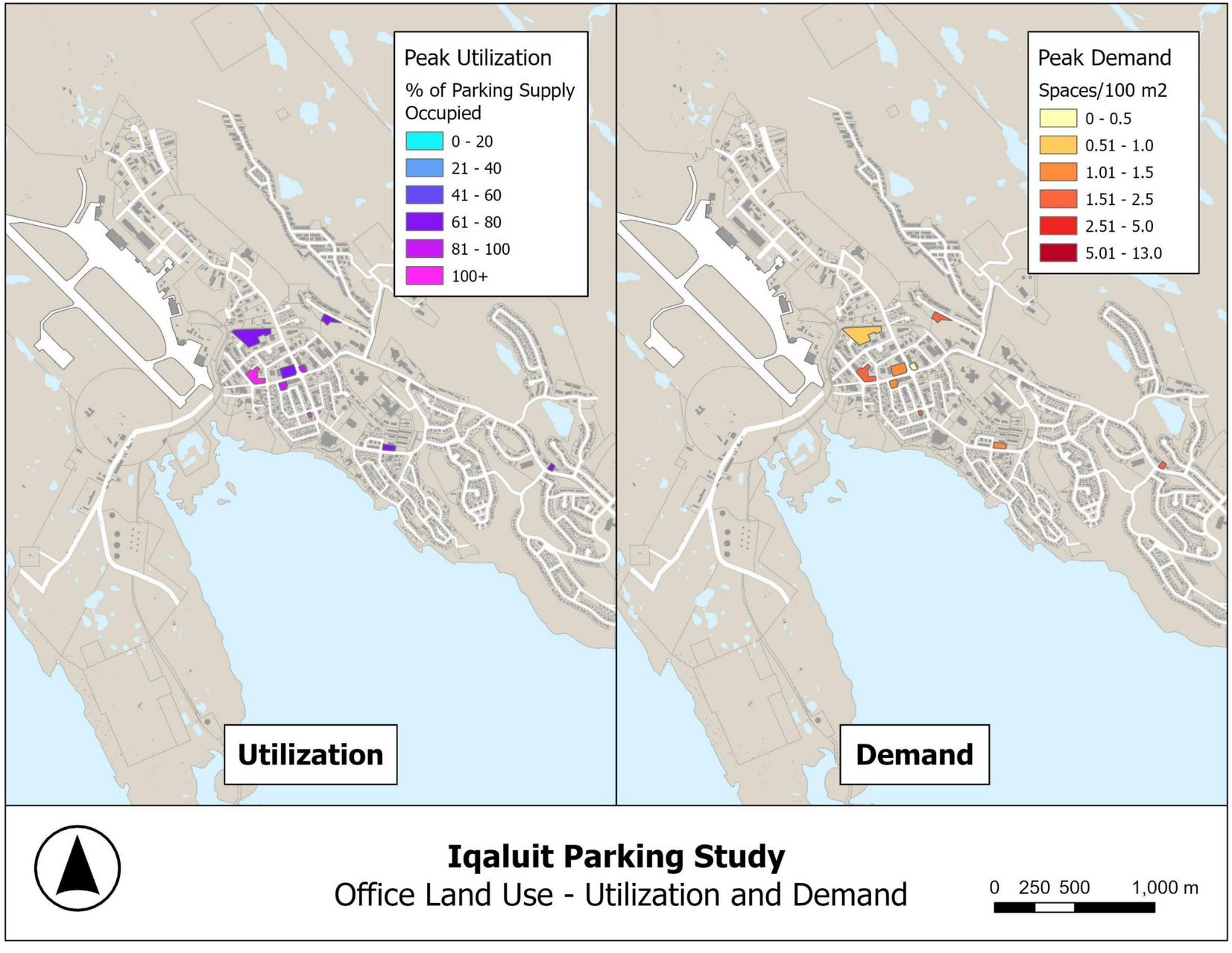


Table 3-11: Office Demand Observed

#	Site Location	Site Stats	Neighbour hood	Zone Category (By-Law 899)	Office Parking Supply	Observed Peak Parking Demand		
						Observed Spaces	Utilization (%)	Demand (sp./100m²)
Office Only								
15	762 Fred Coman Street – Innusirvik Wellness Hub	Office: 744m²	Core Area	B1	10 sp.	14 sp.	140%	1.88 sp./100m²
16	922 Sivumugiaq Street – Igluvut Building	Office: 7,044m²	Core Area	CD	35 sp.	34 sp.	97%	0.48 sp./100m²
17	924 Mivviq Street – Parnaivik Building	Office: 2,800m²	Core Area	CD	46 sp.	35 sp.	76%	1.25 sp./100m²
18	2225 Niaqunngusiariaq Road	Office: 348m²	Tundra Ridge	B1	11 sp.	7 sp.	64%	2.01 sp./100m²
							Weighted Average	**0.82 sp./100m²**
Mixed-Use with Office GFA								
20	Inuksugait Plaza (1104)	Commercial & Office: 6,517m² Res: 113 units	Core Area	CD	69 sp.	49 sp.	69%	0.75 sp./100m²
21	1036 Mivvik	Office: 545m² Res: 30 units	Core Area	B1	4 sp.	11 sp.	275%	2.02 sp./100m²
22	5300 Qulliq Ct	Office: 1,661m² Res: 22 units	Core Area	R2	28 sp.	31 sp.	76%	1.87 sp./100m²
23	350 Queen Elizabeth Way	Office: 721m² Res: 24 units	Core Area	R3	13 sp.	10 sp.	77%	1.39 sp./100m²
24	935 Mivvik Street – Saputiit Place	Office: 545m² Res: 30 units	Core Area	B1	8 sp.	8 sp.	89%	1.47 sp./100m²
							Weighted Average	**1.09 sp./100m²**
							Overall Weighted Average	**0.95 sp./100m²**
							By-law 899 Requirement	2 sp./100m²

3.2.5 Observed Industrial/Boarding House Demand

The following section will detail the observed industrial parking demand for the two (2) industrial sites surveyed. Peak utilization and peak demand at all industrial sites are illustrated in **Figure 3-5**.

Table 3-12 summarizes the observed demand by boarding house and industrial GFA. A weighted average rate of 2.78 spaces per 100m^2 of GFA was observed with a weighted average of 0.92 spaces per unit for the boarding house. Observed utilization at both industrial sites was 87-88%.

Figure 3-5: Observed Industrial/Boarding House Peak Utilization and Peak Demand

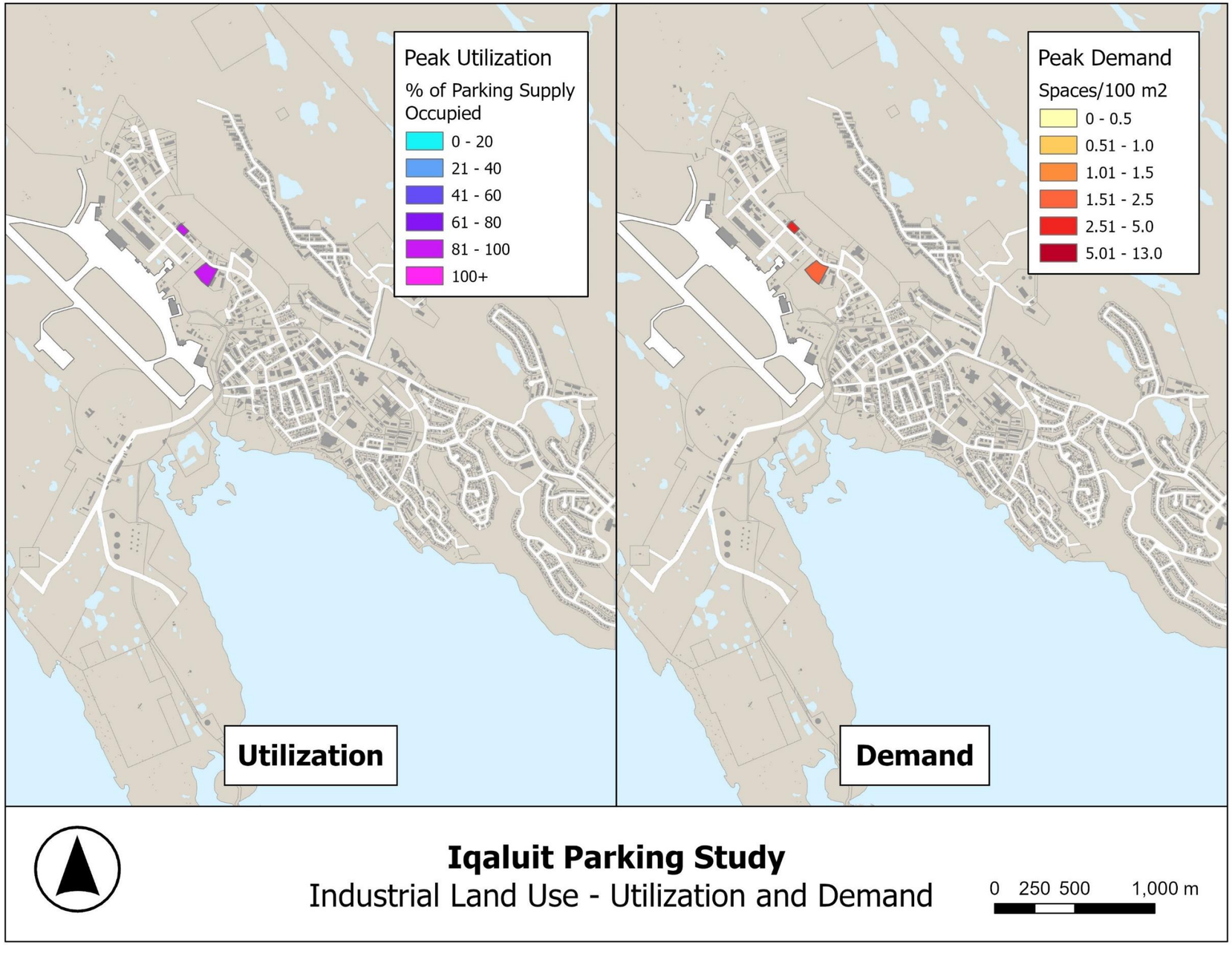


Table 3-12: Industrial/Boarding House Demand Observed

#	Site Location	Site Stats	Neighbourhood	Zone Category (By-Law 899)	Industrial Parking Supply	Observed Peak Parking Demand		
						Observed Spaces	Utilization (%)	Demand (sp./100m² or sp./unit)
27	1502/B – Tower Arctic	Industrial: 1,080m² Boarding House: 63 units	North 40/Federal Road	M1	24 sp.	21 sp.	88%	Industrial: 1.94 sp./100m² Boarding House: 0.33 sp./unit
28	1519 – Kudlik	Industrial: 1,290m² Boarding House: 9 units	North 40/Federal Road	M1	52 sp.	45 sp.	87%	Industrial: 3.49 sp./100m² Boarding House: 5 sp./unit
							Weighted Average	**Industrial: 2.78 sp./100m² Boarding House: 0.92 sp./unit**
							By-law 899 Requirement	**0.20 sp./100m²**

3.2.6 Observed Commercial

The following sections will detail the observed commercial parking demand.

3.2.6.1 Department Store

Peak utilization and peak demand at all commercial department store sites are illustrated in **Figure 3-6**.

The observed commercial demand for North Mart and Arctic Ventures is summarized in **Table 3-13**. Of note, it is recommended that these sites be categorized as department store land uses to differentiate between smaller scale retail/commercial developments. Based on the demand, a weighted average rate of 0.81 spaces per 100m² of GFA was observed. Furthermore, the observed utilization at both department store sites was high at 95% and 100%.

Figure 3-6: Observed Retail – Department Store Peak Utilization and Peak Demand

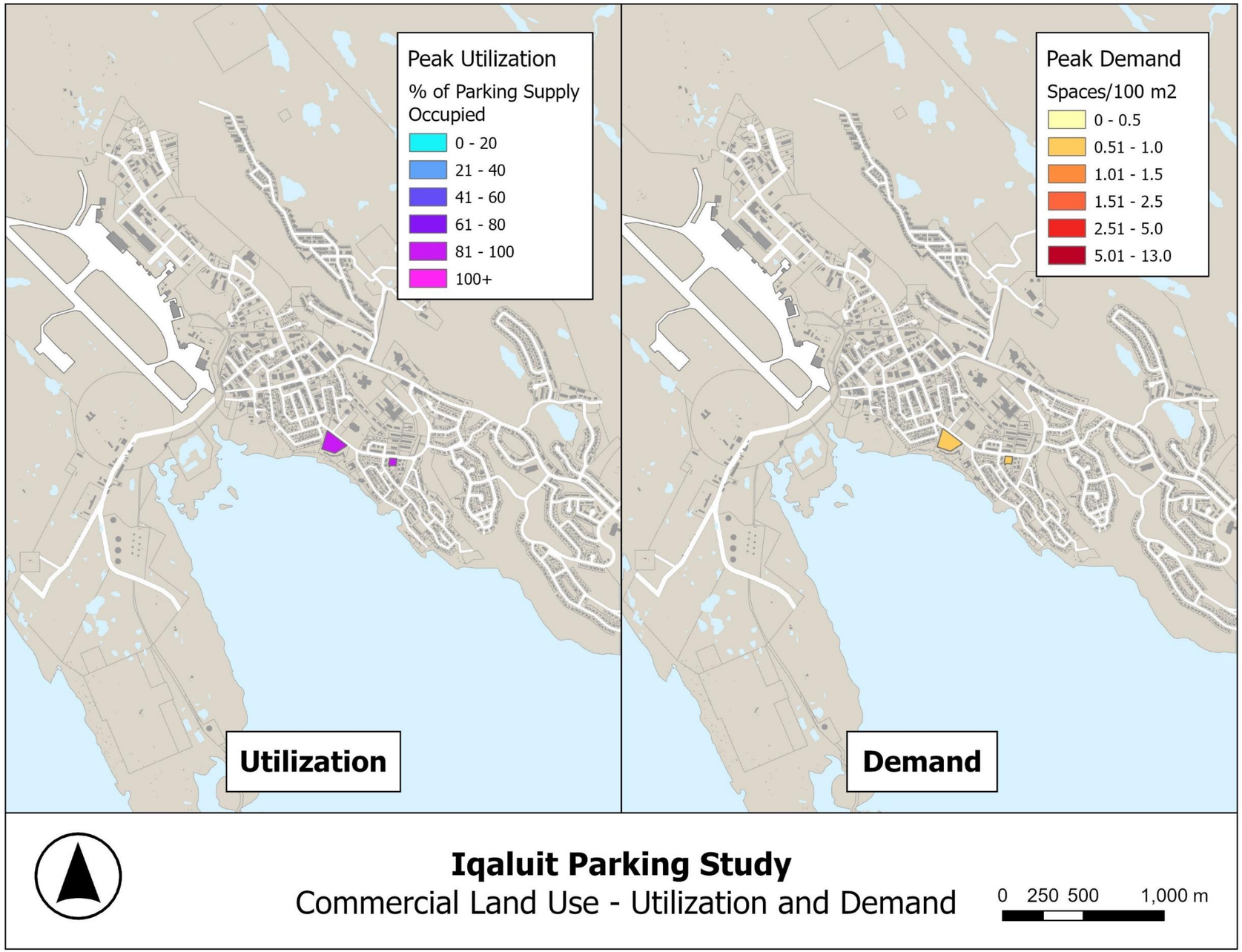


Table 3-13: Department Store Demand Observed

#	Site Location	Site Stats	Neighbour hood	Zone Category (By-Law 899)	Commercial Parking Supply	Observed Peak Parking Demand		
						Observed Spaces	Utilization (%)	Demand (sp./ 100m^2)
25	228 Queen Elizabeth Way – North Mart	4,500m^2	Core Area	B1	33 sp.	33 sp.	100%	0.73 sp./100m^2
26	192 Queen Elizabeth Way – Arctic Ventures	1,950m^2	Core Area	B1	20 sp.	19 sp.	95%	0.97 sp./100m^2
							Weighted Average	0.81 sp./100m^2
							By-law 899 Requirement	2 sp./100m^2

3.2.6.2 Restaurant/Bar

Peak utilization and peak demand at all restaurant sites are illustrated in **Figure 3-7**.

As summarized in **Table 3-14**, four (4) restaurant/bars were surveyed, including the restaurants located within the Frobisher Inn and Aqsarniit Hotel. Of note, delineated parking between hotel visitors/employees and restaurant patrons was not provided at both hotel sites. As such, the restaurant demand was derived by adjusting the observed peak demand using shared parking percentages from ULI Shared Parking 3rd Edition. The resulting weighted average rate observed for restaurant uses was 5.64 spaces per 100m^2 of GFA with a peak rate of 13 spaces per 100m^2 at Aqsarniit Hotel. Detailed ULI Shared Parking calculations are provided in **Appendix C**.

Furthermore, the majority of the surveyed restaurant sites resulted in a utilization rate well below 80%. The exception is Nubrew with an observed peak utilization of 100%.

Figure 3-7: Observed Restaurant Peak Utilization and Peak Demand

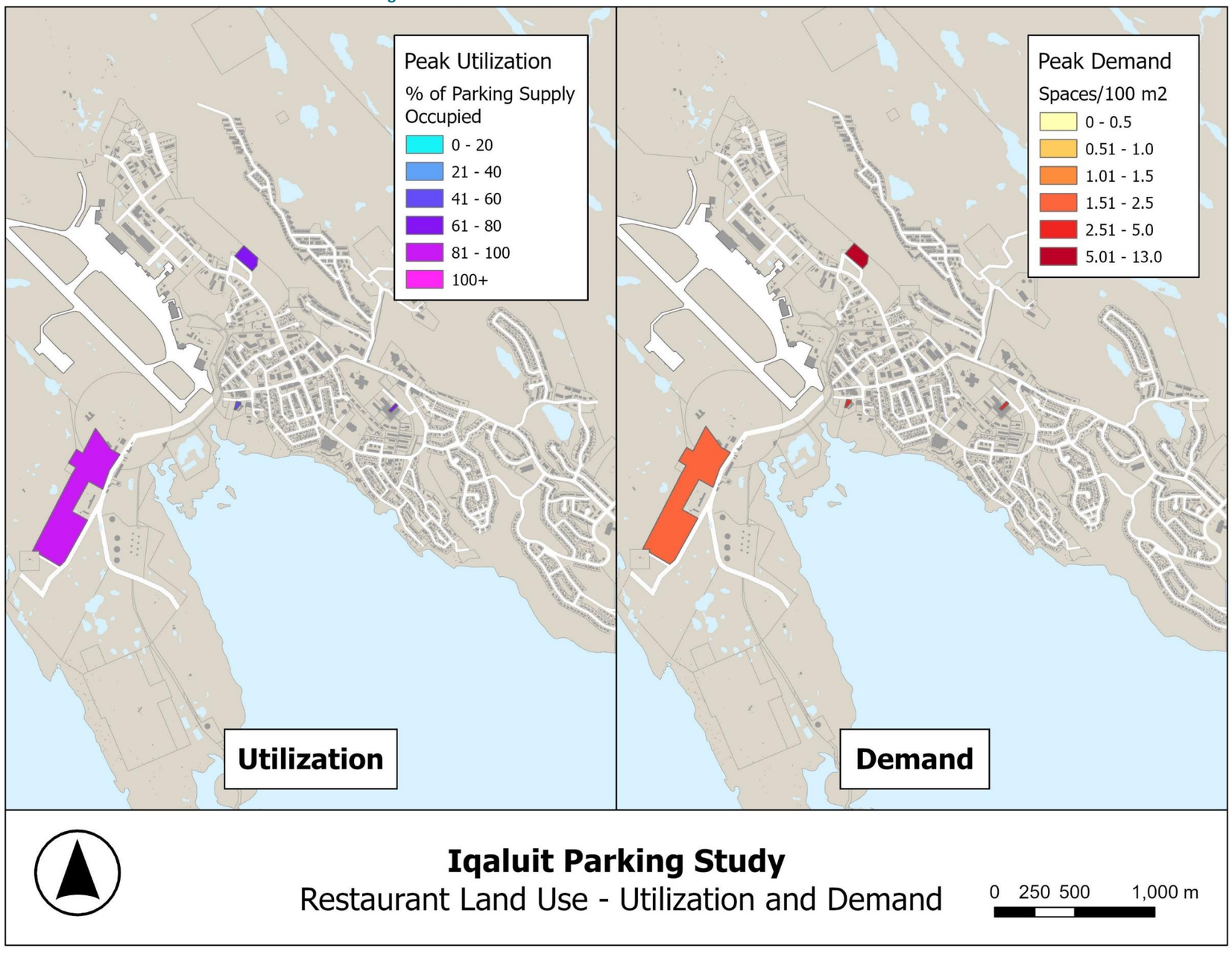


Table 3-14: Restaurant/Bar Demand Observed

#	Site Location	Site Stats	Neighbourhood	Zone Category (By-Law 899)	Commercial Parking Supply	Observed Peak Parking Demand		
						Observed Spaces	Utilization (%)	Demand (sp./ 100m²)
29	2025 Iqaluit Lane - NuBrew	Restaurant: 801m²	West 40	M2	20 sp.	20 sp.	100%	2.50 sp./100 m²
19	1072 Allannguaq Street - The Chart Room (bar + apartments)	Restaurant: 245m² Res: 1 unit	Core Area	B1	21 sp.	10 sp.	48%	4 sp./100m²
31	Frobisher Inn, Storehouse, The Frob	Restaurant: 700m² Hotel: 95 suites	Core Area	B1	48 sp.	36 sp. (1)	75%	5 sp./100m²
32	Aqsarniit Hotel and Conference Centre	Restaurant: 454m² Hotel: 94 suites	North 40/Federal Road	B1	76 sp.	58 sp. (1)	76%	13 sp./100m²
							Weighted Average	5.64 sp./100m²
							By-law 899 Requirement	10 sp./100m²

Note: (1) – Based on assumed restaurant demand, derived by adjusting peak demand using shared parking percentages from ULI Shared Parking 3rd Edition

3.2.6.3 Recreation Facility

As summarized in **Table 3-15**, one (1) recreation facility was surveyed which yielded an observed recreational parking demand rate of 2.36 spaces per 100m² of GFA. Peak utilization and peak demand are illustrated in **Figure 3-8**.

Figure 3-8: Observed Recreation Facility Peak Utilization and Peak Demand

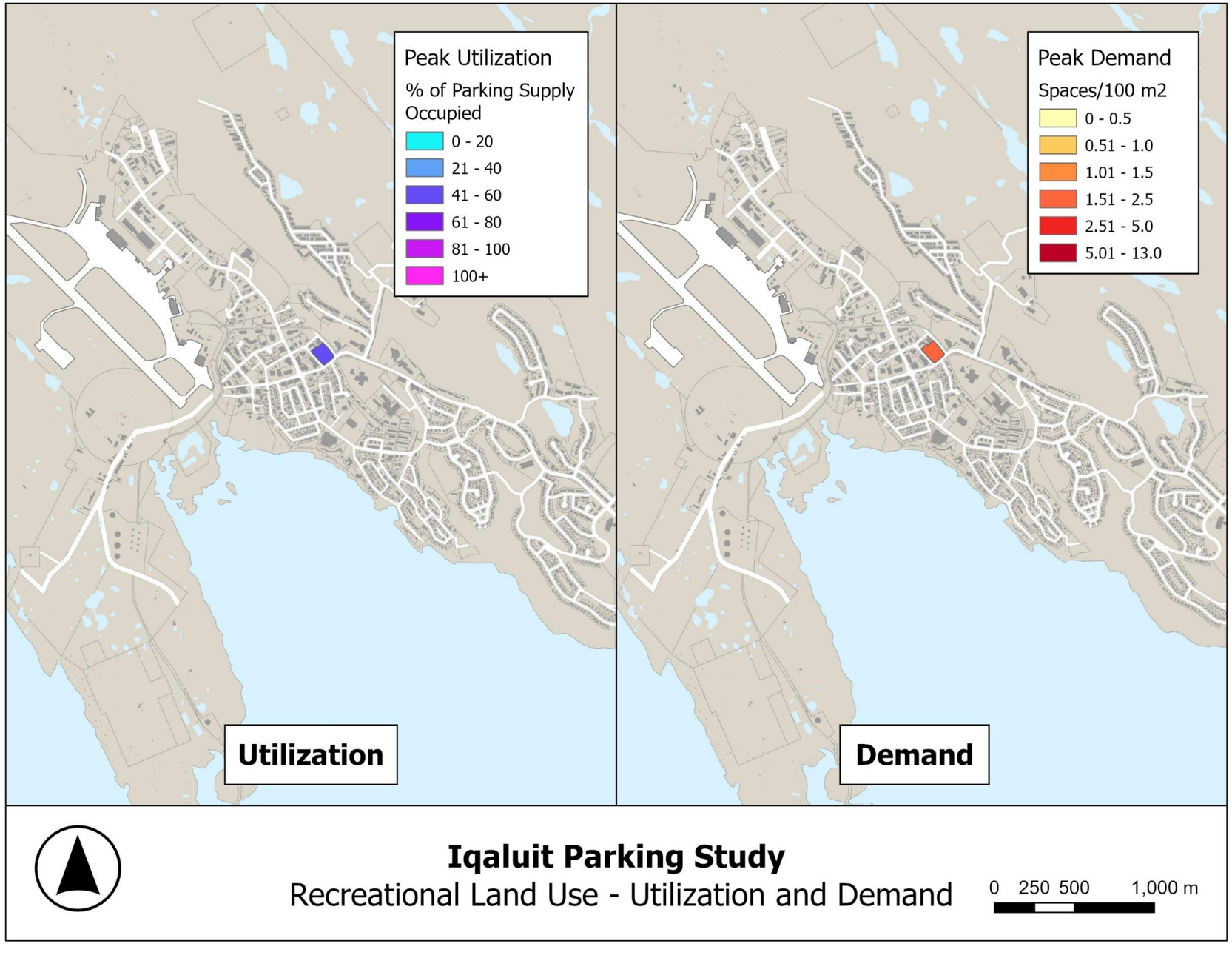


Table 3-15: Recreation Facility Demand Observed

#	Site Location	Site Stats	Neighbour hood	Zone Category (By-Law 899)	Commercial Parking Supply	Observed Peak Parking Demand		
						Observed Spaces	Utilization (%)	Demand (sp./ 100m²)
33	Aquatic Centre – 900 Niaqunngus iariaq Road	1,271m² GFA	Core Area	CD	72 sp.	30 sp.	42%	2.36 sp./100m²
							Weighted Average	2.36 sp./100m²
							By-law 899 Requirement	5 sp./100m²

3.2.7 Observed Hotel Demand

The following section will detail the estimated parking demand for the three (3) hotel sites surveyed. Peak utilization and peak demand at all hotels sites are illustrated in **Figure 3-9**.

As summarized in **Table 3-16**, three (3) hotel sites were surveyed. Of note, weighted averages are provided in the summary table. Delineated parking between hotel visitors/employees and restaurant patrons was not provided at the Frobisher Inn and Aqsarniit Hotel. As such, the hotel demand was derived by adjusting the observed peak demand using shared parking percentages from ULI Shared Parking 3rd Edition. The resulting weighted average rate observed for hotels was 0.18 space per suite with a peak rate of 0.24 spaces per suite at Aqsarniit Hotel. Detailed ULI Shared Parking calculations are provided in **Appendix C**. Furthermore, all hotel sites surveyed resulted in a utilization rate well below 50%.

Figure 3-9: Observed Hotel Peak Utilization and Peak Demand

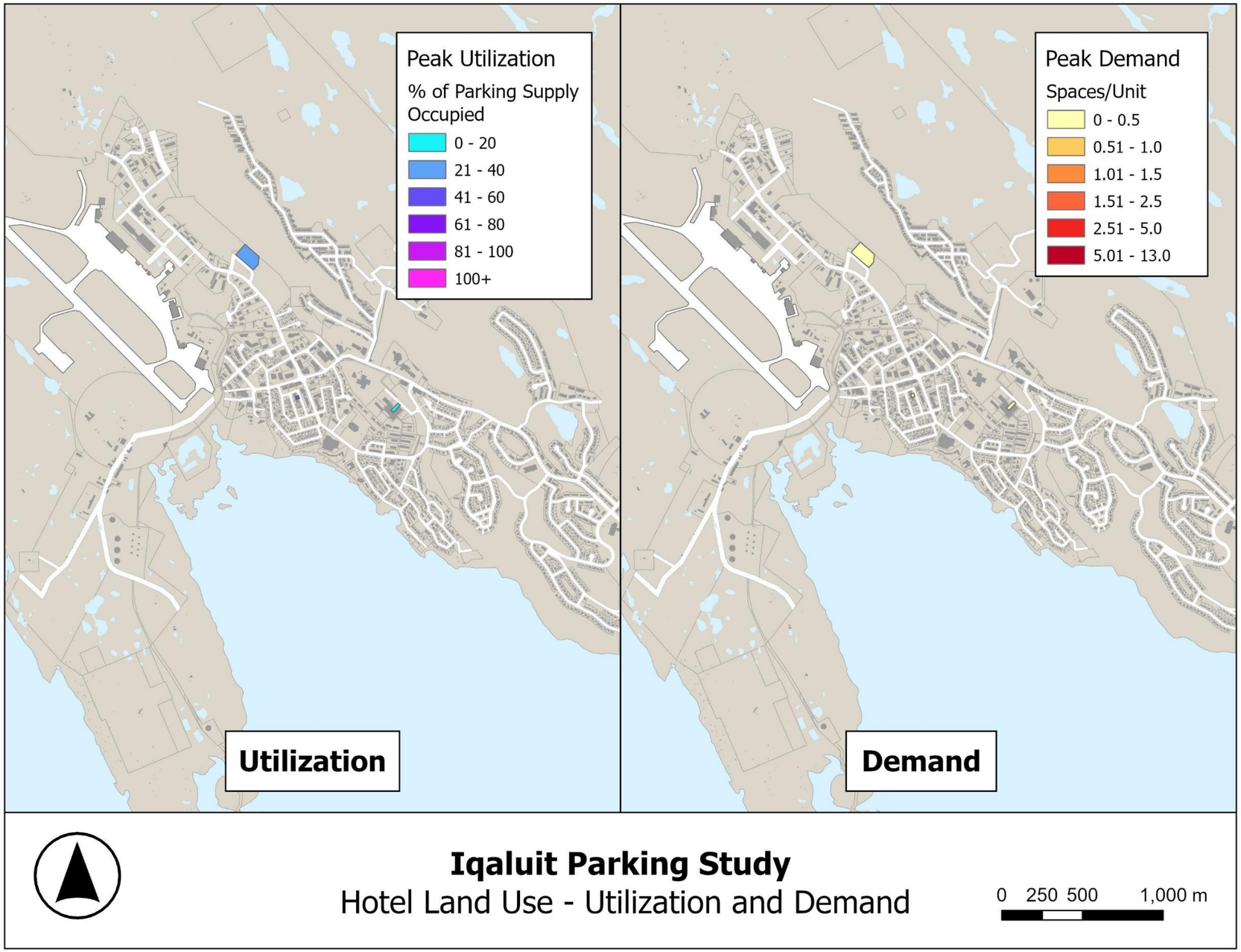


Table 3-16: Hotel Estimated Demand

#	Site Location	Site Stats	Neighbour hood	Zone Category (By-Law 899)	Commercial Parking Supply	Observed Peak Parking Demand		
						Observed Spaces	Utilization (%)	Demand (sp./suite)
30	Capital Suites (807 Aviq Street)	Hotel: 48 suites Res: 17 units	Core Area	B1	26 sp.	11 sp.	42%	0.23 sp./suite
31	Frobisher Inn, Storehouse, The Frob	Restaurant: 700m^2 Hotel: 95 suites	Core Area	B1	48 sp.	8 sp. (1)	17%	0.08 sp./suite
32	Aqsarniit Hotel and Conference Centre	Restaurant: 454m^2 Hotel: 94 suites	North 40/Federal Road	B1	76 sp.	23 sp. (1)	30%	0.24 sp./suite
							Weighted Average	0.18 sp./suite
							By-law 899 Requirement	0.13 sp./suite

Note: (1) – Based on assumed hotel demand, derived by adjusting peak demand using shared parking percentages from ULI Shared Parking 3rd Edition

3.2.8 Summary of Results

Table 3-17 provides a summary of the observed parking rates for all land uses.

Table 3-17: Parking Utilization Survey Results Summary

Land Use		Observed/Estimated Peak Parking Demand Rate
		Rate
Residential	High Density	0.47 sp./unit
	Medium Density	0.52 sp./unit
	Mixed-Use	0.38 sp./unit
	Core Area Housing	0.35 sp./unit
	Non-Core Area Housing	0.59 sp./unit
	Overall	0.45 sp./unit
	ATV	0.07 sp./unit
Visitor (est.)		0.06 sp./unit
Office	Office Only	0.82 sp./100m^2 of GFA
	Office (Mixed-Use)	1.09 sp./100m^2 of GFA
	Overall	0.95 sp./100m^2 of GFA
Industrial	Industrial	2.78 sp./100m^2 of GFA
	Boarding House	0.33 sp./unit
Commercial	Retail (Department Store)	0.81 sp./100m^2 of GFA
	Restaurant/Bar	5.64 sp./100m^2 of GFA
	Recreational	2.36 sp./100m^2 of GFA
Hotel		0.18 sp./suite

4 STAKEHOLDER CONSULTATION

In-person and virtual meetings with property owners and managers of the surveyed sites were undertaken to introduce the study's goals and to gain personal insight into the parking challenges experienced in the City. A survey questionnaire was also circulated to the property representative of each survey site. The following section provides an overview of the consultation undertaken and feedback received from interviewed property owners and managers.

4.1 KEY STAKEHOLDER GROUPS

Six (6) key stakeholder groups were consulted by LEA between June 2024 to July 2024 to gain preliminary feedback regarding the vision for the project as well as site-specific issues or concerns with parking. **Table 4-1** summarizes the comments and concerns from the in-person and virtual meetings.

Table 4-1: Summary of Comments or Concerns (Key Stakeholder Groups)

Stakeholder Group	Date	Summary of Comments or Concerns
NCC Development	June 18, 2024 (In-person)	• There is a lack of municipal parking lots in the Core Area. • Parking signage is not abided by, and by-law enforcement is weak. • There are issues with derelict vehicles where illegal and abandoned vehicles are not towed, taking up potential parking areas. Repair costs are greater than bringing in a new vehicle. • NCC properties have a designated space on-site for snow clearing which is then trucked off-site. However, there are a limited number of contractors for snow clearing. • There is a higher demand for office parking than residential parking. • There are issues with garbage pick-up due to illegal parking blocking off access and limited signage.
Government of Nunavut (GN)	June 19, 2024 (virtual)	• There is a lack of parking at mixed-use sites and a high demand for office parking at GN sites. Additional overflow lots were implemented to accommodate the demand. • Parking should be better mandated at the building permit stage. Suggests updating zoning by-law requirements given the forecasted population growth and future vehicle demand. • Snowmobile parking is not an issue; however, suggests allocating areas for 4-wheelers and skidoos at GN sites. • Suggests exploring alternative travel options (e.g., transit) as the City of Iqaluit is running out of useable land area.
Government of Nunavut – Community & Government Services Planning	June 21, 2024 (virtual)	• Parking lots are generally large gravel pads. Clear signage and pavement markings are not common due to snow and ice. Creates potential issues for parking spillover onto roads/yards especially when setbacks do not meet the minimum requirement. • There are issues with garbage pick-up due to illegal parking blocking access and limited signage. There is also a lack of enforcement for parking. By-law officers allocate time to other matters. • Communities have accessible parking requirements in their Zoning By-laws, but it's not well enforced. • No concerns with residential parking supply; however, non-residential land uses have a high demand for parking.

Stakeholder Group	Date	Summary of Comments or Concerns
Nunavut Housing Corporation	June 19, 2024 (virtual)	• Parking is generally not defined and existing parking configurations are not safe. This leads to confusion for users on where to park. • Parking should also consider demand for skidoos with access to electrical outlets. • There are issues with derelict vehicles and the cost of disposal. • There is a lack of municipal public parking in the Core Area. Public parking should be clearly signage and enforced.
Nunastar & Astro Hill	June 19, 2024 (In-person) & July 11, 2024 (virtual)	• Astro Hill has designated daytime parking for the office component; however, parking delineation is an issue. The lack of stall markings leads to excessive buffers between cars. • Enforcement is not an issue for Astro Hill. There has not been a need to involve by-law for illegal parking nor have there been issues with derelict vehicles on-site. • Generally, there are no parking issues or complaints at the Astro Hill site. Parking is generally underutilized, with the exception of office parking. • Taxi demand will occasionally exceed the supply and staff have requested a maximum of 4 vehicles dwelling in the parking lot at once.
Northview	June 20, 2024 (In-person)	• There is a lack of office parking supply for commercial tenants. • Concerned with the amount of illegal and derelict vehicles on Northview properties. There's limited parking enforcement and limited opportunity to remove derelict vehicles from private property. • Many existing buildings are not built to plans or predate zoning requirements leading to an inadequate parking supply. • The municipal downtown lot is rarely used due to lack of signage and electrical plugs.

5 BEST PRACTICE REVIEW

A review of municipal best practices for parking management and enforcement strategies, funding methods, and case studies from comparable municipalities has been conducted to identify key takeaways for the City of Iqaluit. The following municipalities were examined for the best practices review:

- The City of Yellowknife;
- The City of Whitehorse;
- The Town of Churchill; and
- The City of Fairbanks, Alaska.

The municipalities included in the best practices review were selected based on their similar geographical contexts, population size, and built form compared to the City of Iqaluit.

The best practices review began with a comprehensive desktop review of the general existing conditions, current bylaws, and the parking systems for each municipality. This initial phase involved gathering information from municipal websites and official documents. Following this, the project team attempted to reached out to transportation and enforcement staff in each municipality to confirm the study findings. However, only the City of Yellowknife staff were reachable during the review. The collected data was then analyzed to identify common practices, challenges, and innovative solutions.

5.1 PARKING SUPPLY

The Zoning By-law requirements for parking standards were examined across all comparable municipalities. Minimum parking rates refer to the ratio of parking spaces required for different land uses. The examination of the Zoning By-law requirements of comparable municipalities is a benchmarking exercise that will assess the appropriateness of The City of Iqaluit's Zoning By-law parking rates. The residential and non-residential parking rates between the comparable municipalities and the City of Iqaluit are shown in **Table 5-1** and **Table 5-2**, respectively.

It is also important to note that the non-residential parking rates between municipalities are calculated inconsistently in which the unit of measurement varies between Gross Floor Area (GFA), number of seats, and number of employees. The rates and units have been maintained from the respective by-laws for the purpose of this benchmarking exercise.

Table 5-1: Zoning By-law Requirements for Comparable Municipalities – Residential Uses

Land Use	Yellowknife	Whitehorse	Churchill	Fairbanks	Average of Comparable Municipalities	City of Iqaluit
Single-Detached Semi-Detached Townhouse	1 sp./unit *No Minimum Required for Downtown*	2 sp./unit	0.5 to 1 sp./unit	1 sp./unit; 1 additional sp./ bedroom over four bedrooms	1.15 sp./unit	1 sp./unit
Apartment	Min: 0.8 sp./unit; Max: 2 sp./unit	1 sp./unit	0.5 to 1 sp./unit	1 sp./unit; 1 additional sp./ bedroom	1 sp./unit	1-0.5 sp./unit

Land Use	Yellowknife	Whitehorse	Churchill	Fairbanks	Average of Comparable Municipalities	City of Iqaluit
	No Minimum Required for Downtown			over four bedrooms		
Residential Visitor	N/A	1 sp./ 7 unit for apartments	N/A	N/A	1 sp./ 7 unit	0.17-0.05 sp./unit

Table 5-2: Zoning By-law Requirements for Comparable Municipalities – Non-residential Uses

Land Use	Yellowknife	Whitehorse	Churchill	Fairbanks	City of Iqaluit
Restaurant	1-2 sp./100m^2 *No Minimum Required for Downtown*	1 sp./5 seats	1 to 3 sp./100m^2	1 sp./3 seats	1 sp./10m^2
Retail	0.5-1 sp./100m^2 *No Minimum Required for Downtown*	1 sp./50m^2 Over 1,000m^2; or 1 sp./32m^2 Under 1,000 m^2	1 to 3 sp./100m^2	1 sp./18m^2	1 sp./50m^2
Office	2-3 sp./100 m^2 *No Minimum Required for Downtown*	1 sp./33 m^2	0.5 to 2 sp./100m^2	1 sp./18m^2	1 sp./50m^2
Industrial	3-5 sp./100m^2	1 sp./250m^2	1 to 3 sp./100m^2	3 sp./ 4 employees	1 sp./500m^2
Institutional	1.5-2 sp./100m^2 *Minimum Required for Downtown*	2 sp./class for elementary; 5 sp./class for high school; 10 sp./class for post-secondary	0.5 to 1 sp./100m^2	N/A	1.5 sp./class for elementary; 2.5 sp./class for high school
Hotel	0.3 - 1 sp./room *Minimum Required for Downtown*	0.5 sp./bed or 1 sp./100m^2	0.5 to 1.5 sp./bed	0.75 sp./bed	0.13 sp./suite
Recreation Facility	2-3 sp./100m^2 *Minimum Required for Downtown*	1 sp./5 seats or 2 sp./100m^2	0.5 to 1 sp./100m^2	N/A	5 sp./100m^2

Based on the benchmarking exercise, the City of Iqaluit has similar residential parking rates compared to the other municipalities. While Yellowknife, Churchill, and Fairbanks do not have residential visitor parking standards, the rate for the City of Iqaluit is generally lower than Whitehorse's requirement.

In terms of the non-residential parking rates, the City of Iqaluit has similar retail, office, and institutional parking rates compared to the other municipalities. However, Iqaluit's restaurant and recreation facility parking rate is higher than other municipalities and lower for industrial and hotel land uses.

Based on a review of comparable municipalities and their parking standards, there is an opportunity for the City of Iqaluit to revisit current parking rates to ensure requirements appropriately reflect existing conditions. Furthermore, as discussed in **Section 5.6** below, the City of Yellowknife does not have a parking minimum for sites located in its Downtown to support densification and revitalization. While Yellowknife has a more extensive transportation network and parking system (including on-street parking), there is an opportunity for the City of Iqaluit to adopt a similar strategy or a reduced set of parking requirements for the Core Area to avoid an oversupply of parking and increase housing options.

5.2 DEMARCATED PARKING SPACES

The best practices review revealed that several municipalities have highlighted the importance of clearly marked or signed parking spaces to ensure the efficient use of space and to prevent conflict. Whitehorse has implemented a policy requiring all parking spaces, especially in shared or public areas, to be clearly marked and/or with the appropriate signage. This measure aims to optimize space and minimize conflicts among users. This includes designated spots for specific types of vehicles. These guidelines are detailed in the municipal planning and zoning documents. In addition, Fairbanks addresses the issue through specific zoning codes that ensure parking spaces are properly marked and utilized.

Clear demarcation of parking spaces is a common best practice among the reviewed municipalities. By adopting similar policies, the City of Iqaluit can enhance its available parking supply, reduce potential conflicts, and ensure the efficient use of parking lots.

5.3 RECREATIONAL ATVS AND SNOWMOBILES

The management of ATV and snowmobile parking can ensure safe and efficient operations within parking areas. In Yellowknife, ATV and snowmobile parking requirements are not included in the City's Zoning By-law. There are no designated areas for ATVs in general parking areas, nor are there specific spaces designated through the planning approval process. Despite their common presence in the city, discussions with Yellowknife staff revealed that ATVs and snowmobiles generally follow good parking practices, and complaints from the community are rare. While Whitehorse does not have dedicated ATV and snowmobile parking requirements in the Zoning By-law, their Official Community Plan recognizes the influx of recreational vehicles in the City during the summer months and that these vehicles have specific access requirements and parking considerations. Fairbanks also does not have specific regulations for parking ATVs and snowmobiles detailed in its general parking ordinances. However, these vehicles fall under broader vehicle and traffic regulations.

It is evident that the comparable municipalities have a similar prevalence of recreational vehicles but minimal regulation of recreational vehicle parking. While comparable municipalities have not expressed issues, it is understood that ATV and snowmobiles play a vital role in daily transportation in Iqaluit. Implementing parking ratios and regulations for these vehicles would thus help organize parking facilities, reduce confusion, and optimize the use of lot space. To ensure that ATV and snowmobiles are properly accounted for, it is recommended that City of Iqaluit introduce zoning requirements for recreational vehicles and consider the provision of ATV and snowmobile parking as part of the development review process.

5.4 SNOW REMOVAL POLICIES

Effective snow removal is essential for maintaining safe and accessible urban environments during the winter months. In Yellowknife, snow removal policies are outlined in the City's by-laws. Snow cannot be left on city property or dumped in unauthorized areas. Only snow from sidewalks can be pushed onto the street. The City informs residents of snow removal operations through notices which also restricts on-street parking. If a vehicle obstructs snow removal it will be towed, and the owner will be invoiced for the associated costs. Whitehorse enforces temporary parking restrictions during snow removal operations to ensure streets are cleared efficiently. Residents must comply with snow removal notices. In Fairbanks, snow removal is typically managed by the borough's public works or a similar division. Detailed policies and procedures are in place to ensure that parking spaces and roadways are kept clear during snow events. This approach ensures that snow removal is systematic and efficient, maintaining accessibility and safety.

Effective snow removal practices can help improve parking operations during winter. Although not covered by the scope of this study, it is recommended that the City of Iqaluit request snow removal plans for all development types illustrating where snow will be stored as part of the development review process. This will ensure that there is dedicated on-site space for snow storage and avoid a situation where snow removal occupies functional parking spaces.

5.5 PARKING MANAGEMENT AND ENFORCEMENT

5.5.1 Paid Parking

User fees from paid parking can be used for the recovery of capital and operating costs associated with public parking. The paid parking rates of the comparable municipalities are indicated in **Table 5-3.**

Table 5-3: Paid Parking User Fees by Municipality

Type	Yellowknife	Whitehorse	Iqaluit
On-Street	$2.5/hour (Max. 2 hours metered parking); $1/hour (Max. 9 hours metered parking)	Free for residents; $1/hour for non-residents (Max. 2 hours)	N/A

Across the comparable municipalities, parking rates range from $1/hour to $2.50/hour for on-street parking. It is noted that the City of Yellowknife has two (2) full-time parking enforcement officers. By comparison, the City of Iqaluit does not permit on-street parking and all municipal parking stalls are typically dedicated to developments who pay the municipality to use stalls within a municipal lot.

5.5.2 Derelict Vehicles

Managing derelict vehicles is essential for maintaining the functionality of city streets and properties. In Yellowknife, derelict vehicles are not a significant issue according to discussions with municipal staff. However, if a vehicle is abandoned, the City acts by towing it away. The owner is then invoiced for the towing and cleanup costs. This framework ensures that abandoned vehicles do not clutter public spaces and that the responsibility for removal is on the vehicle owner. Whitehorse also has a strict policy regarding broken-down vehicles. Derelict vehicles must not be abandoned on public or private property. Owners are required to remove inoperative vehicles within 48 hours. This regulation helps keep parking areas unobstructed and ensures that derelict vehicles do not become a nuisance. Similarly, Fairbanks

addresses the issue through specific ordinances that fall under the borough's code enforcement process. These ordinances dictate that no off-street parking space shall be used as an off-street loading facility, ensuring that spaces are reserved for functional vehicles.

Effective management of derelict vehicles is important to ensure parking areas are operational. By implementing policies similar to those in Yellowknife, Whitehorse, and Fairbanks, the City of Iqaluit can ensure that abandoned vehicles are promptly removed, thereby maintaining the parking supply for functioning vehicles. Introducing a car disposal fee could further incentivize owners to responsibly manage their vehicles.

5.6 CASE STUDY - YELLOWKNIFE NO PARKING MINIMUMS IN DOWNTOWN

The City of Yellowknife has implemented an Open Option Parking policy requiring no minimum parking for all uses in its downtown area. This policy allows developers and businesses to provide their desired amount of parking based on market demand. This decision was driven by a desire to create a more pedestrian-friendly environment and reduce dependency on private vehicles. This policy was also introduced to increase infill and densification, as the previous by-law requirements resulted in 40% of the total area of Downtown Yellowknife being used as surface parking.

Based on conversations with City staff at Yellowknife, it is understood that for new developments within downtown that have a reduced supply of residential parking, it is the responsibility of vehicle owners and residents to arrange their own off-site parking if they require it. Previously, parking passes were available to accommodate on-street parking within downtown, but this program was cancelled in 2022. Residents can purchase parking spaces for municipal parking lots or buy parking passes for 9-hour parking zones at a rate of $125.00 per month. However, the walking distance from municipal parking lots to new development sites has been highlighted as an issue, particularly during the winter months.

In response, the Yellowknife City Council and City staff have emphasized the importance of making the downtown area more walkable and accessible without a vehicle. This push for no vehicle parking minimums is part of a broader strategy to encourage walking, cycling, and the use of public transportation. It should be noted that Yellowknife has existing alternative modes of transportation that residents can rely on, such as YKTransit, providing bus routes through Yellowknife. The City also has a range of active transportation infrastructure, such as bike lanes and sidewalks along most urban streets. Having the built infrastructure to allow for alternative modes of transportation is necessary when promoting reduced vehicular dependency.

It should be noted that there have been a limited number of developments in the downtown area without parking. However, a notable example is a proposed 10-story residential building with zero residential vehicle parking. This reflects Yellowknife's Open Option Parking vision to create a pedestrian-friendly downtown.

The Open Option Parking policy in Yellowknife offers the City of Iqaluit valuable guidance for reducing its residential parking requirements in the downtown area. The City of Iqaluit can promote a more pedestrian- and transit-friendly environment and reduce its dependence on vehicles by taking a similar approach, which is in line with emerging transportation planning practices. The example of Yellowknife illustrates that removing minimum parking requirements can help promote more infill and densification, optimizing the use of valuable downtown land. The City of Iqaluit could benefit from lowering its residential parking requirements, as demonstrated by the survey results which indicated that demand is

typically lower than the available supply. As seen in Yellowknife, alternative modes of transportation, such as public transit and active transportation infrastructure, currently exists within the City. However, alternative transportation options are currently limited in Iqaluit, which makes the City vehicular reliant. It is recommended that the City consider reduced parking requirements and concurrently explore initiatives to enhance active transportation and public transit options, allowing residents to choose from multiple modes of transportation. This policy change can help lead to a more sustainable and denser urban core.

6 PARKING NEEDS AND OPPORTUNITIES

The City of Iqaluit Parking Study aims to develop effective parking strategies to improve the current and parking future needs of the local community. A review of the existing conditions and consultation with key stakeholder groups has highlighted a number of emerging challenges and opportunities to be addressed by this study. This section outlines the identified challenges and opportunities to improve the City's parking management and needs:

- Minimum Parking Rates and Standards
- Designated ATV/Snowmobile Parking
- Supplementary Parking Reduction Strategies
- Mixed-Use Shared Parking
- Cash-in-Lieu and Municipal Parking Expansion
- Disposal of Derelict Vehicles
- Delineation of Parking Spaces

The City has seen strong growth in automobile ownership which has been fueled by the availability of free parking and limited alternative travel options. The community has also indicated various parking challenges associated with the safety, supply, and utilization of existing off-street parking facilities. The following sections detail recommendations to optimize the available supply and manage future supply within the City to accommodate demand.

6.1 MINIMUM PARKING RATES AND STANDARDS

Existing Conditions

Residential Parking Standards (Dwelling Units): The minimum residential parking standard for *Dwelling Units* within and outside the Core Area is 0.50 spaces per unit while the minimum visitor parking standards range between 0.10 to 0.05 spaces per unit. Based on the parking survey results, the average observed residential demand within the Core Area was 0.35 spaces per unit and outside the Core Area was 0.59 spaces per unit. Furthermore, the average estimated visitor demand was 0.06 spaces per unit across all areas. While the observed residential demand for sites outside the Core Area and overall visitor demand are comparable to the current by-law standards, it is evident that sites within the Core Area experience lower parking demand, leading to an underutilization of the existing parking supply. These results were supported by feedback from key stakeholder groups who have indicated little to no concerns with the existing residential parking supply at most sites.

Non-Residential Parking Standards (Commercial - Office): The Zoning By-law currently groups all commercial uses, including office, retail store, personal service, business services, bank, convenience stores, and similar uses into a single category. The minimum commercial parking standard for all areas is 1 space per 50m^2 (or 2 spaces per 100m^2) of GFA. Based on the parking survey results, the average observed office demand was 0.95 spaces per 100m^2. This evidence indicates that office sites within the City experience lower parking demand than the current by-law standards.

It should be noted that the utilization rates at several office developments were observed to exceed 100% (i.e., the demand was higher than the available supply). This is further supported by feedback from key stakeholder groups who have indicated that the City experiences a higher demand for office parking than other uses. The observed high utilization rates can be attributed to existing buildings not being built to

plan or predating the current zoning requirements, resulting in an inadequate parking supply. As such, while several office sites were observed with high utilization rates, the resulting demand rate is lower than the current by-law standards.

Non-Residential Parking Standards (Industrial): The minimum industrial parking standards for all areas is 1 space per 500m^2 (or 0.20 spaces per 100m^2) of GFA. There are currently no parking requirements for boarding house units. Based on the parking utilization survey results, the average observed industrial/boarding house demand was 2.78 spaces per 100m^2 or 0.92 spaces per unit. This evidence indicates that industrial sites within the City experience higher demand than the current by-law standards; however, observed utilization remains below 90%.

Non-Residential Parking Standards (Commercial – Department Store): Based on the parking survey results, the average observed department store demand was 0.81 spaces per 100m^2. These results indicate that department stores within the City experience lower demand than the current by-law standards.

The utilization rate for North Mart and Arctic Venues was observed at 100% and 95%, respectively (i.e., the supply is reaching or at capacity during peak periods). This is further supported by community feedback which noted that parking demand associated with North Mart overflows onto neighbouring properties. Similar to the surveyed office sites, the high utilization rate can be attributed to existing buildings not being built to plan or predating the current zoning requirements. As such, while both department stores were observed with high utilization rates, the resulting demand rate is lower than the current by-law standards.

Non-Residential Parking Standards (Restaurant): The minimum restaurant parking standards for all areas is 1 space per 10m^2 (or 10 spaces per 100m^2) of GFA. Based on the parking survey results, the average estimated restaurant demand was 5.64 spaces per 100m^2. These results indicate that restaurant sites within the City experience lower demand than the current by-law standards.

Non-Residential Parking Standards (Recreation Facility): The minimum recreation facility parking standard for all areas is 5 spaces per 100m^2. Based on the parking survey results, the observed demand for the Aquatic Centre was 2.36 spaces per 100m^2. These results indicate that the existing recreation facility experiences lower demand than the current by-law standards.

Non-Residential Parking Standards (Hotel): The minimum hotel parking standard for all areas is 0.13 spaces per suite. Based on the parking survey results, the average estimated hotel demand was 0.18 spaces per suite. In general, hotels within the City experience slightly higher demand than the current by-law standards.

Overall, the existing parking demand within the City is generally either on par or lower than the current by-law standards for the majority of the surveyed land uses. The exceptions are industrial and hotel land uses where the observed demand was higher than the existing standards. There is an opportunity to update the parking standards within the Zoning By-law to better reflect the observed parking demand and support the City's sustainable mobility objectives. A reduction in by-law standards would support the City's densification goals by minimizing the land needed for new surface parking, thereby enabling additional housing particularly in the Core Area. For land uses where the observed parking demand exceeded the current by-law requirements, an appropriate increase in the by-law standards is recommended to prevent parking spillover and better manage demand for off-street parking lots.

Recommendations

Based on the parking survey results, updates to the minimum parking requirements in Zoning By-law 899 are recommended to reflect current transportation trends, enhance future land use efficiency, and better align with broader municipal transportation goals. A summary of the recommended parking rates is provided in **Table 6-1**. Generally, the recommended parking rates have been slightly reduced or remain the same. Of note, the following recommendations assume that issues related to derelict vehicles are improved through enhanced management and enforcement (see **Section 6.6**).

Table 6-1: Summary of Recommended Parking Rates

Land Use	Existing Minimum Rate	Recommended Minimum Rate	Change
Residential (Dwelling Units – Core Area) (1)	0.50 sp./unit	0.33 sp./unit	Reduction
Residential (Dwelling Units – Non-Core Area) (1)	0.50 sp./unit	0.50 sp./unit	No Change
Visitor (Dwelling Units) (1)	0.05-0.10 sp./unit	0.05-0.10 sp./unit	No Change
Commercial – Office	2 sp./100m^2	1 sp./100m^2	Reduction
Industrial/Boarding House	0.20 sp./100m^2	0.20 sp./100m^2	No Change (2)
Commercial – Department Store	2 sp./100m^2	1 sp./100m^2	Reduction
Restaurant	10 sp./100m^2	6 sp./100m^2	Reduction
Recreation Facility	5 sp./100m^2	5 sp./100m^2	No Change (2)
Hotel	0.13 sp./suite	0.18 sp./suite	Increase

Note: (1) – No changes are recommended for all other residential subcategories listed in Section 6.1a) of Zoning By-law 899
(2) – Insufficient data (1-2 survey sites)

In addition to the above recommendations, the following changes are recommended with respect to how parking requirements are displayed in the Zoning By-law:

- For consistency, express ratios for all non-residential land uses per 100m^2 of GFA; and
- Add two (2) new commercial subcategories: 1) Commercial – Department Store and 2) Commercial – Office
- Add a new residential subcategory for recreational vehicles such as snowmobiles and ATVs (see **Section 6.2** for additional details)

A reduction in the minimum parking standards is recommended for several land uses where the current by-law standards exceed observed parking demand. The review of comparable municipalities has also indicated a clear direction to reduce parking requirements, especially within downtown areas, to revitalize these core areas and encourage intensification. A reduction in the parking standards will increase land use efficiency by reducing the amount of surface parking required and free up valuable land for other purposes. The proposed reduction in parking standards will also help promote reduced dependency on private vehicles and support planned investments in multi-modal transport options. It should be noted that reducing parking requirements will not reduce the supply of parking for existing buildings but enable new developments to provide an appropriate parking supply that better reflects the community's needs. The reduction in parking standards should be supplemented by additional strategies to offset potential impacts such as expanding off-street municipal parking lots (see **Section 6.5**) and the promotion of Transportation Demand Management measures (see **Section 6.3**).

A slight increase to the existing parking standards is recommended for hotel uses to accommodate anticipated demand and improve accessibility for visitors. The increase to hotel parking standards is recommended to better manage demand from the various uses within a hotel and prevent parking spillover.

No changes are recommended to the requirements for residential dwelling units outside of the Core Area and residential visitors as the observed demand is comparable to the current parking standards. In addition, despite having an observed demand significantly higher than the current parking standards, no changes are recommended for the industrial and recreational facility land uses. While the parking utilization results provide insight into the parking operations at the 2 industrial sites and 1 recreation facility, the small sample size may not accurately reflect existing conditions and could over or underestimate demand associated with these land uses. To ensure that associated parking needs are adequately met, it is recommended that the City regularly monitor parking demand associated with industrial and recreational land uses to determine if future by-law changes are required.

Ongoing monitoring of parking demand for all land uses is recommended to ensure that the City by-law standards reflect current parking demand. This can be accommodated by hiring and training casual staff to perform parking surveys on an annual or bi-annual basis, as is common practice in other jurisdictions. Alternatively, the City can require new developments seeking a parking reduction to undertake on-site or proxy parking utilization surveys which can be compiled in a reference database by the City.

6.2 ATV PARKING STANDARDS AND DESIGNATED ATV PARKING

Existing Conditions

Snowmobiles and ATVs are a commonly used travel alternative for Iqaluit residents. However, there are currently no by-law parking requirements for recreational vehicles and many parking lots do not have appropriate designated areas for snowmobiles and ATVs. Based on consultation with key stakeholder groups and through site observations, it is understood that there is a desire for dedicated snowmobile and ATV parking to support alternative travel choices. Based on the parking surveys conducted at residential sites, an average ATV demand rate of 0.07 spaces per unit was observed.

It is recommended that the City introduce parking requirements for snowmobiles and ATV parking as part of the comprehensive zoning by-law to enable a reduction in passenger vehicle use and support alternative travel modes.

Recommendations

A new by-law subcategory is recommended to support recreational vehicle parking in residential developments. A minimum rate of 0.07 spaces per unit is recommended for new residential developments to ensure dedicated space is provided for alternative travel options. Based on typical industry guidance, each stall is recommended to be 2.5m x 1.6m.

New developments should also consider additional on-site storage to accommodate off-season long-term parking for snowmobiles or ATVs. It is recommended that the City monitor demand for snowmobile and ATV parking on an ongoing basis to ensure that the parking requirements reflect current demand. Snowmobile and ATV parking should be clearly signed within the parking lot to delineate where passenger vehicle parking and recreational vehicle parking is permitted (see **Figure 6-1**).

Figure 6-1: Example 'Snowmobile Parking'

6.3 SUPPLEMENTARY PARKING REDUCTION STRATEGIES

Existing Conditions

As noted in **Section 6.1** and based on the parking survey results, there is an opportunity to reduce parking standards to increase land use efficiency and support investments in multi-modal transport options. To support a reduction in parking standards, additional supplementary strategies are recommended to offset potential impacts and encourage alternative travel modes.

Recommendations

The following strategies are recommended to supplement reduced parking standards:

- **Public Transit:** It is understood that the City is exploring the possibility of introducing public transit in the community. This service is highly encouraged as it will offer a viable mobility alternative for carless households. It is recommended that public transit service be initial introduced in the Core Area at a free or reduced fare to incentivize adoption and build ridership in the area of the City with the lower vehicle usage and highest number of employment and commercial destinations. Successful adoption will for service to be gradually expanded to other areas of Iqaluit.
- **ATV Parking:** As recommended in **Section 6.2**, dedicated parking for recreational vehicles, including snowmobiles and ATVs is recommended to encourage alternative travel modes. This can help reduce passenger vehicle use and the need for an oversupply of on-site vehicle parking.
- **Mixed-Use Shared Parking:** It is noted that many Core Area sites are developed with at-grade or several levels of commercial units. Mixed-use sites are well suited to support a reduced parking supply if they contain complimentary land uses (i.e., residential and office) with partially offsetting parking demand. As recommended in **Section 6.4**, shared parking should be explored for mixed-use development within the Core Area to optimize the provision of vehicle parking.

- **Transportation Demand Management (TDM):** TDM is a set of strategies that strive towards a more efficient transportation network by influencing travel behaviour. Effective TDM measures can reduce vehicle usage and encourage residents to engage in alternative travel modes. It is recommended that the City requires a TDM plan as an approval condition for developments pursuing a reducing parking supply, detailing infrastructure, financial, or educational measures to support a reduced supply and limit single-occupant vehicle trips.
- **Cash-in-Lieu and Municipal Parking:** Cash-in-lieu allows developers who do not meet the applicable zoning by-law parking requirements to pay a value to the municipality to offset the construction and maintenance of municipal parking. As recommended in **Section 6.1**, to facilitate reduced parking standards and the redevelopment of smaller lots, the City should keep their cash-in-lieu policies to develop and maintain municipal parking within the Core Area.

6.4 MIXED-USE SHARED PARKING

Existing Conditions

The Core Area contains several buildings developed with at-grade or several levels of commercial units. These mixed-use sites are well suited to support a reduced parking supply if they contain complimentary land uses with different parking demand patterns. As evidenced by the parking utilization surveys, shared parking trends are already observed at many mixed-use sites where parking is either unsigned or signage is poorly enforced. This pattern highlights a clear opportunity to explore and implement shared parking strategies to enhance overall parking efficiency.

Recommendations

It is recommended that the City explore implementing a mixed-use parking policy to support a further reduction in the required parking supply. A shared parking strategy can reduce the total parking required by allowing parking spaces to service multiple users at different times within a day. A common approach is allowing residential visitor parking to be shared with non-residential uses given that visitor parking demand usually occurs in the evening time period, while low demand is typically observed during the morning and midday periods. By contrast, weekday demand for non-residential (commercial or office) parking generally occurs in the morning and midday period during their hours of operation, with demand declining in the evening. Based on the observed parking demand and guidance from the Shared Parking – Third Edition Report (dated March 2020) published by the Urban Land Institute (ULI) together with the National Parking Association (NPA), the following shared parking percentages are recommended and summarized in **Table 6-2**.

Table 6-2: Summary of Recommended Shared Parking Percentages

Land Use	Weekday Morning	Weekday Afternoon	Weekday Evening
Residential Visitor	20%	20%	100%
Commercial – Office	100%	100%	15% (1)
Commercial – Retail	35%	100%	80% (2)
Commercial – Department Store	50%	100%	85%
Hotel	80%	70%	100%
Restaurant	15%	75%	100% (2)

Note: (1) – 15% is allocated to office evening to accommodate potential overnight fleet vehicles
(2) – A further reduction can be considered depending on typical store operating hours

Parking percentages are applied with shared parking by multiplying each use by its time of day percentage for each time period. 100% constitutes the highest parking demand and corresponds to the by-law requirement. The highest parking supply required across each time period would constitute the total shared parking required.

Example:

A shared parking lot for commercial office, restaurant, and residential visitor use. For this hypothetical site, the by-law requirement is 8 commercial office, 5 restaurant, and 10 residential visitor spaces if shared parking is not pursued. The time of day requirements would be as follows:

- *Weekday Morning: 8 (100% office) + 1 (15% restaurant) + 2 (20% visitor) = 11 spaces*
- *Weekday Afternoon: 8 (100% office) + 4 (75% restaurant) + 2 (20% visitor) = 14 spaces*
- *Weekday Evening: 1 (15% office) + 5 (100% restaurant) + 10 (100% visitor) = **16 spaces***

A minimum shared parking supply of 16 spaces would be required. If parking was provided separately, a total of 23 spaces would be required. Shared parking allows for a 30% reduction in the total parking required by leveraging the offsetting peak periods of demand for each land use.

Shared parking is a popular strategy that has been employed by many municipalities throughout North America. The above guidance with respect to time of day utilization does not need to be codified in the zoning by-law and can instead be utilized as a set of guidelines for evaluating each new development to allow for collaborative discussions. By adopting a flexible approach, the City can determine which sites are suitable candidates for shared parking and a reduced total parking supply.

While shared parking strategies are recommended, policies can remain flexible to accommodate the unique characteristics of each development and allow for collaborative discussions between developers and the City. By adopting a flexible approach, developers can tailor parking solutions to specific demands of the site. By strategically managing parking resources through a shared parking approach, the City can support reduced parking supplies and optimize future parking demand.

Note: sharing residential parking is not common practice in other jurisdictions but could be implemented if parking is not individually assigned. The demand profile of residential parking demand would generally be similar to residential visitors during the weekday morning/afternoon/evening.

6.5 CASH-IN-LIEU AND MUNICIPAL PARKING EXPANSION

Existing Conditions

Section 5.1.2 of the City's General Plan includes policies for the Core Area aimed at addressing concerns with respect to pedestrian and vehicular circulation. Notably, the City intends to promote increased use of existing municipal lots or acquire new lots in the Core Area for municipal parking. These lots can provide dedicated off-site parking for new developments through a cash-per-space contribution. It is understood that the City has an existing Cash-in-Lieu of Parking Policy and a publicly accessible municipal lot located near the corner of Queen Elizabeth Ii Way & Mivvik Street.

There is an opportunity to further develop the municipal parking supply to support reduced parking standards and refine the City's cash-in-lieu policies to provide off-site parking for new developments.

Recommendations

The City of Iqaluit General Plan indicates that the City will accept cash per space payments from eligible developments. It is recommended that the City continue to refine its cash-in-lieu parking policies to maintain existing municipal parking infrastructure and facilitate the acquisition of new properties for additional parking lots. By allowing developers to contribute funds in lieu of providing the full on-site parking requirements, the City can invest in strategically located municipal parking lots in central parts of the Core Area. This approach ensures that new off-site parking facilities are accessible to a wide range of properties, promoting convenience and efficiency. Centralized municipal lots can effectively accommodate developments providing less on-site parking than what the zoning by-law stipulates, thereby supporting higher density and mixed-use projects without compromising accessibility. Additionally, refining the cash-in-lieu policies will enable the City to better manage parking resources and reduce the need for excessive surface parking on private properties.

In the short term, it is recommended that the City install improved signage and wayfinding at the existing municipal lot to ensure that residents are aware it is available for public use. In the medium-term, it is recommended that the City explore potential sites for additional municipal parking within the Core Area. Alternatively, the existing municipal lot or nearby public assets such as the overflow lot for the Aquatic Centre could be redeveloped to include an above-grade parking structure, subject to construction feasibility, that would support additional parking supply without requiring land acquisition.

6.6 DISPOSAL OF DERELECT VEHILCES

Existing Conditions

Based on site observations and consultation with key stakeholder groups, it is understood that the City is currently facing a significant issue with derelict vehicles as it is often more cost-effective for owners to replace a car rather than pay for its removal. It is also difficult for property managers to manage derelict vehicles as by-law officers do not enforce illegal parking on private property. As evidenced by the survey data, numerous sites have abandoned or non-operational vehicles on-site. Notably, 11 derelict vehicles were observed at 4153/4145 Imiqtarviminiq Street and at least 1 derelict vehicle was observed on the majority of the surveyed residential sites. The absence of a formal system to manage and remove derelict vehicles leads to the inefficient use of land that could otherwise be utilized for parking or other productive purposes. Derelict vehicles also pose a safety and environmental risk if they deteriorate over an extended time period.

Recommendations

It is recommended that the City explore and implement strategies to manage and remove derelict vehicles effectively through further consultation with the Government of Nunavut. Potential initiatives include requesting that the Government of Nunavut introduce a vehicle import fee or additional registration fee designed to cover the costs associated with vehicle disposal. Such fees would help fund the removal and proper disposal of abandoned vehicles, alleviating the burden currently placed on private property owners and managers. Additionally, establishing a streamlined process for vehicle registration and removal could further support these efforts by creating a systematic approach to tracking and addressing derelict vehicles. By implementing these strategies, the City and Government

of Nunavut can significantly reduce the presence of abandoned vehicles, reclaim valuable parking and developable space, and improve the overall aesthetic and functionality of parking areas across the City.

6.7 DELINEATION OF PARKING SPACES PER USE

Existing Conditions

Based on site observations and consultation with key stakeholder groups, it is understood that the current approach to parking can result in inefficiencies due to the lack of clear delineation between different parking uses. For example, the lack of stall markings often leads to drivers leaving an excessive buffer between adjacent vehicles.

Recommendations

While pavement markings for stall delineation are not practical due to the City's heavy snowfall and ice conditions, a more effective solution would be to require new development to implement prominent signage and lane markings on adjacent barriers or building walls. Well-placed and easily readable signage can provide guidance for approaching drivers and ensure that parking spaces are utilized more efficiently, reducing confusion and improving the overall management of parking resources throughout the City. In addition, it is recommended that all types of parking be clearly designated for their intended use (e.g., residential, commercial, or visitor) to avoid uncertainty regarding where drivers should be parking.

7 SUMMARY OF RECOMMENDATIONS AND NEXT STEPS

The recommendations from this Parking Study have been informed by a comprehensive review of the existing parking policies and operations, a review of best practices in comparable municipalities, parking data collection, and through stakeholder consultation.

7.1 SUMMARY OF RECOMMENDATIONS

The recommendations of this study include those targeted at parking policies and/or processes. The policy and process recommendations are summarized in **Table 7-1**.

Table 7-1: Summary of Recommendations

Category	Type	Area of Impact	Recommendations

Minimum Parking Rates and Standards	Policy	City-wide	• Express minimum parking requirement ratios for non-residential land uses per 100m^2.
			• Create two (2) new commercial subcategories:
			  • 1) Commercial – Departments Store
			  • 2) Commercial – Office
			• Reduce Core Area residential parking rate to 1 per 3 (or 0.33 sp./unit).
			• Reduce office parking rate to 1 sp./100m^2.
			• Reduce department store rate to 1 sp./ 100m^2.
			• Reduce restaurant rate to 6 sp./ 100m^2.
			• Increase hotel rate to 0.18 sp./suite.
			• Regularly monitor parking demand for industrial and recreational land uses.

Designated Recreational Vehicle Parking	Policy & Process	City-wide	• Create a new residential subcategory for recreational vehicles. A minimum rate of 0.07 spaces per unit and a minimum stall size of 2.5m x 1.6m is recommended. • Consider additional on-site storage to accommodate off-season long-term parking for snowmobiles or ATVs. • Implement clear signage for snowmobiles and ATV parking. • Regularly monitor ATV and snowmobile parking demand.

Supplementary Parking Reduction Strategies	Process	Core Area	• Implement opportunities to support a reduced residential parking rate. Strategies include:
			  • Introducing public transit in the community
			  • Requiring dedicated parking for recreational vehicles
			  • Employing a shared parking approach in mixed use developments
			  • Requiring a TDM plan as an approval condition for developments pursuing a reduced parking supply.
			  • Maintaining cash-in-lieu policies and explore opportunities to expand municipal parking supply within the Core Area.

Mixed-Use Shared Parking	Policy & Process	Core Area	• Explore implementing mixed-use parking policies and strategies to optimize the use of parking lots and allow

Category	Type	Area of Impact	Recommendations
			parking spaces to service multiple users at different times within a day. • Ensure policies are flexible to accommodate the unique characteristics of each development.
Cash-in-Lieu and Municipal Parking Expansion	Policy	Core Area	• Maintain cash-in-lieu policies and encourage context appropriate intensification in the Core Area. • Maintain the existing municipal lot near Queen Elizabeth Way & Mivvik Street. • Install improved signage and wayfinding at the existing municipal lot. • Invest in new off-site parking facilities to better manage parking resources and reduce the need for excessive surface parking on private properties.
Disposal of Derelict Vehicles	Policy & Process	City-wide	• Request that the Government of Nunavut introduce import fees and/or additional registration fees designed to cover the costs associated with derelict vehicle disposal.
Delineation of Parking Spaces	Process	City-wide	• Require new developments to provide parking spaces that are clearly marked with appropriate signage.

7.2 IMPLEMENTATION STRATEGY FOR RECOMMENDATIONS

The implementation of the recommendations of this study should be undertaken in a logical manner that minimizes overall disruption to local residents and businesses; is clear and easily communicable for members of the public, stakeholders, and City staff; and is feasible and effective for the City in terms of timing, cost, and resources or further studies required. The implementation strategy for each recommendation is summarized in **Table 7-2**. The following definitions are provided for timing and cost implications:

Timing:

- Short-Term: Within the next year (in 2024/2025)
- Medium-Term: Within the next five to ten years (by 2034)

Cost:

- Capital: Physical infrastructure with capital and maintenance costs.
- Program: Staff resources required.
- Effort: a qualitative estimate based on staff resources required.

Table 7-2: Implementation Approach for Study Recommendations

Category	Type	Timing	Cost Type	Effort	Next Steps
Minimum Parking Rates and Standards	Minimum Parking Rates	Short-Term	Program	Low	• Amend parking rates in Zoning By-law 899. • Regularly monitor parking demand.
Designated Recreational Vehicle Parking	Minimum Parking Rates	Short-Term	Program	Low	• Amend parking rates in Zoning By-law 899.
	Revise Approvals Process	Short-Term	Program	Low	• Revise development approvals process to consider recreational vehicle parking. • Regularly monitor ATV/snowmobile parking demand.
	Signage	Short-Term	Program	Low	• Require new developments to implement signage.
Supplementary Parking Reduction Strategies	Reduction Strategies	Short-Term	Capital & Program	Medium	• Explore parking reduction strategies to support reduced parking standards in the Core Area.
Mixed-Use Shared Parking	Shared Parking Strategies	Short-Term	Program	Low	• Explore shared parking strategies for new developments in the Core Area
Cash-in-lieu and Municipal Parking Expansion	Cash-in-Lieu Policy	Short-Term	Program	Low	• Maintain cash-in-lieu policies and encourage context appropriate intensification in the Core Area.
	Municipal Parking Expansion	Medium-Term	Capital & Program	Medium	• Maintain the existing municipal lot at Queen Elizabeth Way & Mivvik Street. • Install signage and wayfinding at the existing municipal lot. • Invest in new off-site parking facilities based on demand.
Disposal of Derelict Vehicles	Removal of Derelict Vehicles	Medium-Term	Program	Medium	• Introduce import fees and additional registration fees to cover the cost of removing derelict vehicles.
Delineation of Parking Spaces	Signage	Short-Term	Program	Low	• Require new developments to implement signage.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