

CITY OF IQALUIT
PLANNING & DEVELOPMENT COMMITTEE OF THE WHOLE MEETING #06
August 6, 2013 at 6:00 PM
CITY COUNCIL CHAMBERS

PRESENT FROM COUNCIL

Mayor John Graham
Deputy Mayor Mary Wilman
Councillor Romeyn Stevenson
Councillor Simon Nattaq
Councillor Mark Morrissey

ABSENT

Councillor Kenneth Bell
Councillor Joanasie Akumalik
Councillor Terry Dobbin

PRESENT FROM ADMINISTRATION

John Mabberi-Mudonyi, A/Chief Administrative Officer
Valerie Collin, A/City Clerk
Jennifer Catarino, A/Director, Planning and Development
Jeanie Eeseemailee, Senior Interpreter/Translator
Rachel Ootoova, Senior Interpreter/Translator

ADOPTION OF AGENDA

Motion PL13-17

Moved by: Councillor Stevenson
Seconded by: Deputy Mayor Wilman

That the agenda be adopted as amended:

Delete Item 3(b) – Verbal Presentation – Rezoning of Lot 1 Remainder,
Block 1087, Plan 184 (Building 1560)

Unanimously Carried

1. MINUTES

None

2. DECLARATION OF INTEREST

None

3. DELEGATIONS

- a) Iqaluit Airport Presentation
Government of Nunavut

Mr. John Hawkins thanked the committee for allowing him the opportunity to present and introduced Barry Reimer, Chief Operating Engineer and Chileab Yue, Project Officer with the Government of Nunavut.

Mr. Reimer noted that they will provide updated information on the Iqaluit Airport Project including:

- scope of the project
- project schedule
- city involvement
- land use and site plan
- memorandum of understanding for land swap
- development permit

He advised that the project will include the development of a new air terminal building, a new combined services building on airport land, repaving of the runway and taxiways and providing an area at the airport for future growth of businesses. The selection of the preferred proponent was completed in June 2013; the execution of the contract will be completed in September 2013. A development permit will be required for the project and the application will be submitted in late August or September 2013. It is anticipated that construction of the new airport will be completed in December 2017.

Mr. Hawkins noted that the project team has had extensive engagement with city staff since 2010 regarding issues the city expressed with the new proposed airport and its location. An updated presentation was made to Council in April 2012 and multiple meetings between the city and proponents for the project took place during the proposal process; additional meetings with city staff and the preferred proponent occurred in July 2013.

A memorandum of understanding is being drafted for the land swap; this must receive cabinet approval and Council approval in the future. The project team will be working closely with the city on the development permit application and a consultation will be held with the city for the provision of municipal services to the construction camp.

Mr. Hawkins advised that the Government of Nunavut is interested in exchanging parcels of land with the city to acquire five thousand eight hundred (5,800) square metres for the airport project. The city requires land for future development; one hundred and forty thousand (140,000) square metres of land in the West 40 is being proposed for the initial transfer to the Government of Nunavut. They anticipate signing the Memorandum of Understanding on September 10, 2013.

Mr. Reimer explained that the preferred proponent is responsible for submitting the development permit application; they met with city staff on July 5, 2013 to provide the design overview and review the development permit submission requirements. They anticipate submitting the development permit application to the Planning and Development Department in late August or early September 2013.

Councillor Stevenson expressed his concern with the fact that access to the city will change and Federal Road is not in good condition. He has expressed this concern several times and hopes that the city and the Government of Nunavut can work together to conduct paving upgrades to Federal Road. He understood that the paving of Federal Road was not the responsibility of the Government of Nunavut but also believed that it was not only the city's responsibility. It was not the city's decision to change the location of the airport and the access road to the city.

Mr. Reimer suggested that a proposition be made for further discussions with the Government of Nunavut.

Deputy Mayor Wilman agreed with Councillor Stevenson asked if the updated presentation was the final plan for the airport project or if residents, Council and other individuals still had the opportunity to provide comments, suggestions or ideas for potential changes to the project. She believed that the proposed land swap required further discussion as some parcels of land may be contaminated; if the city is to swap parcels of land, they should ensure that the land is not contaminated, and if it is, it should be addressed prior to being transferred to the city.

Mr. Hawkins advised that an environmental assessment would be conducted on any land to be transferred to the city if the state of it is unknown, prior to the transfer, and any contamination would also be addressed prior to the transfer to the city.

Mayor Graham asked if prior required clean-ups of contaminated lands that were identified by Transport Canada years ago would remain the responsibility of Transport Canada prior to those lands being transferred to the city.

Mr. Hawkins confirmed that this would remain the responsibility of Transport Canada and the terms and conditions of the land clean-up would remain in the land transfer agreement.

Councillor Morrissey also agreed with Councillor Stevenson that the city and the Government of Nunavut should work together to ensure that Federal Road is improved. He noted that he spoke with a few business owners located on Mivvik Street who expressed concerns with the fact that they would experience a loss in business once the new airport is developed; many individuals visit these businesses while waiting for their flight. He asked if there had been consideration to extend Mivvik Street as an alternate access road to the airport in case an emergency were to occur and Federal Road was not accessible and asked for clarification on the area for future growth of businesses.

Mr. Hawkins advised that the extension of Mivvik Road had been considered some time ago but would be taking required space on the airside; further information would need to be provided at a later date as the reason for it no longer being considered is unknown. He believed it to be unfortunate that the new airport needed to be located in a separate area, far away from its current location, but the current location is not sufficient for the new air terminal building. Unfortunately, businesses will possibly experience a loss in business but this was the only available area for the new airport. Upper Base could be used as an alternate access to the airport, despite its distance from the new airport.

Councillor Nattaq also believed that Federal Road should be paved to beautify the access road to the city.

Mr. Hawkins advised that the airport would be interested in businesses on the airside that would develop commercial and hanger space for air services.

Deputy Mayor Wilman asked what the old air terminal building will be used for.

Mr. Hawkins advised that they do not have use plans for the old terminal building to date; this will be identified once the development of the new terminal begins. It will most likely be used as office space for administrative purposes.

Councillor Morrissey stated that he will be making a motion during the next Council meeting on August 13th to ask Administration to explore the possibility to include the upgrades to Federal Road in the Memorandum of Understanding with the Government of Nunavut.

c) Verbal Presentation – Jim Little

The delegate was not in attendance.

4. DEFERRED BUSINESS AND TABLED ITEMS

None

5. NEW BUSINESS

- a) Arctic Co-operatives Ltd – Development Proposal (Addition)
Jennifer Catarino, A/Director, Planning and Development

Administration stated that Arctic Co-operatives Limited submitted a development proposal letter and preliminary plans to planning staff on July 22nd, 2013. They are proposing to develop a two-storey addition (11m x 15m) on the west side of the existing grocery store that would measure eleven (11) metres by fifteen (15) metres. The addition will contain loading and storage facilities on the ground floor, with lift access to the basement storage area; the second floor of the addition will add retail space to the store.

The original store development in 1989 was approved with a requirement for twenty one (21) parking spaces; the store addition would require three (3) additional parking spaces. Therefore, the total required parking for the store would be twenty four (24) spaces.

The plans propose that the nine legal non-conforming parking spaces remain at the front of the building; the remaining fifteen (15) required parking spaces would be located on Lot 2 in a new parking area as well as the two required spaces for the furniture store. The sea container storage units on Lot 2 would be moved to accommodate the new parking area and a path from the parking area to the front entrance of Arctic Ventures is being proposed.

Administration advised that the lots are designated Core Area in the General Plan permitting the existing grocery store use. Lot 5 contains the Arctic Ventures grocery store with parking in the front along Queen Elizabeth Way; the approved plan shows nine parking spaces in the front yard and twelve spaces along the western lot line. As back-out parking was permitted under the old zoning by-law, these nine spaces are considered legal non-conforming and the twelve spaces along the western lot line are not used. As a result, overflow parking at the front of the building is sometimes an issue.

There is an easement along the eastern lot line of Lots 2 and 5 for the purpose of power poles. To support the design process, the applicant is seeking comments from the committee on the proposed parking strategy. In order to make the parking area at the rear convenient and safe to use, staff suggested that the applicant explore the following design suggestions:

- pathway link to front entrance
- east side of building in easement

- use of west side of building
- personal grocery loading service
- lighting for parking area and pathway

Administration noted that the proposal complies with all zoning requirements including the number of parking spaces, building height, access and setbacks, except for the side yard of the addition. The setback would be one point nine (1.9) metres, whereas the requirement is two (2.0) metres; this variance is considered minor in nature.

Mayor Graham believed that perhaps, the extension to the building could be developed in the back of the building to prevent the current parking issues that exist.

Councillor Morrissey expressed his support for additional lighting in the area, especially if parking will be located at the back, as well as security cameras. He asked if they currently have signs for accessible parking, and if not, will they be installed as part of this project.

Administration advised that they do not have accessible parking signs at the moment and noted that the existing parking spaces would be grandfathered in from the old zoning by-law; it could be suggested that a few of the new parking spaces be designated as accessible parking when the development permit is presented to Council.

Councillor Stevenson supported the idea of having the parking spaces located at the back of the building but believed that this proposal was quickly drafted and perhaps more details and review is required; they should have at least two or three accessible parking spaces and they should ensure that the addition to the building would be safe and properly organized. Signage should be installed to warn oncoming traffic that there is a loading zone and perhaps the entrance to the building should be at the back of the building rather than the front; this would be safer for shoppers as well as pedestrians.

Administration advised that discussions took place with the applicant regarding relocating the entrance at the back of the building but it was identified that the basement is used as warehouse space and was not feasible for the applicant; this idea can be discussed with the applicant once again as a recommendation from Council.

Councillor Nattaq believed that the proposal was rushed and was not carefully reviewed; they should also install an elevator if an additional floor will be developed to provide access for those with disabilities. He stated that he would only support the proposal if the entrance to the building was moved to the back, if additional parking spaces, as well as accessible parking spaces, were provided and if additional lighting was installed in the area. He believed the current

proposal to be very dangerous and unsafe for pedestrians as well as oncoming traffic.

Administration noted that if the loading area is approved at the front of the building, there will also be a retaining wall developed closer to the Employee's Union Office and will prevent residents from parking along the road, towards the building, as they currently do.

Mayor Graham also believed that they could relocate the sea containers used for storage and develop the loading area at the back of the building.

Councillor Morrissey suggested that a taxi stand also be developed to avoid the current situation of taxis parking behind parked vehicles and creating a blind spot for other vehicles who are trying to back up onto the road.

Deputy Mayor Wilman stated that she often parks on the far end, closer to the Employee's Union office and exits through the side of that building rather than backing up on to the road; there is oncoming traffic and you cannot always see when it is clear to go.

6. IN CAMERA SESSION

None

7. ADJOURNMENT

Motion PL13-18

Moved by: Councillor Stevenson
Seconded by: Deputy Mayor Wilman

That the meeting be adjourned at 7:35pm.

Unanimously Carried

Mayor Graham
Chairperson

Jennifer Catarino
A/Director, Planning and Development

Approved by City Council on the **12th** day of **November**, 2013, AD.