

**Vol. 1
Community
Priorities**

Infrastructure for a Sustainable Pond Inlet



**Prepared for the Government of
Nunavut By Aarluq Consulting Inc.
Approved by the Hamlet Council of
Pond Inlet February 10, 2011**

Infrastructure for a Sustainable Pond Inlet

Volume One: Community Priorities

A report prepared for the Government of Nunavut by Aarluk Consulting Inc.

Approved by the Hamlet of Pond Inlet February 10, 2011 and submitted to the Government of Nunavut, Department of Community and Government Services

Acknowledgements

Through the fall of 2009 and winter of 2010, twenty-three Nunavut communities prepared Integrated Community Infrastructure Sustainability Plans (ICISPs). ICISPs will help communities identify and achieve goals for environmental, cultural, social and economic sustainability.

The result of the process will be an infrastructure plan for each community that is long-term, reflects community goals and priorities, meets the needs and interests of all residents and groups, and is based on sustainability principles and goals. In the short-term, these plans will provide a useful and practical framework for identifying and justifying future infrastructure projects.

More broadly, these plans represent a first step in the broader process of creating a long-term, comprehensive sustainability plan for each Nunavut community.

The development of the ICISPs was coordinated by the Nunavut Community Infrastructure Advisory Committee (NCIAC) and the Government of Nunavut's Department of Community and Government Services (CGS).

Funding for the development of the ICISPs was provided under the Gas Tax Fund (GTF) of the Government of Canada.

We would particularly like to thank the following residents of (insert community name) for their assistance in this planning.

- Mayor Abraham Kublu;
- Members of Pond Inlet Hamlet Council;
- Hamlet Staff;
- All those who came out and participated in the community planning session and open forum. Your commitment to your community's future is appreciated.

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1 Executive Summary

Between 2005 and 2015 the Government of Nunavut (GN) will receive \$97.5 million from the federal Gas Tax Fund to support environmentally sustainable municipal infrastructure projects that help ensure cleaner air, cleaner water and reduced greenhouse gas emissions. Those funds will be managed by the Nunavut Community Infrastructure Advisory Committee (NCIAC), which is mandated to work with Nunavut communities to define their long-term infrastructure requirements and priorities, and to help link those needs to a framework of integrated community sustainability planning.

In 2009 GN and the NCIAC began to develop community-specific Integrated Community Infrastructure Sustainability Plans (ICISPS). This is an important preliminary step in the development of broader, more comprehensive Integrated Community Plans (ICPs), which would integrate ICISPS with other community plans for economic development, health and wellness, and other areas.

The ICISP initiative focused on identifying priority infrastructure investments, looking primarily at network infrastructure like roads, bridges, water and wastewater systems), buildings, and equipment. The plans were to be developed through a series of community consultations, research of existing plans and priorities, key person interviews, and a framework of initial sustainability goals prepared by NCIAC and expanded by each community.

Preparation for the Pond Inlet ICISP began in the fall of 2009. The community consultation meeting was held on March 9, 2010. A draft was provided to Council for



review and approved on February 10, 2011. The ICISP was revised to reflect their input, and was submitted to CGS as a final report on this community's planning process.

The specific infrastructure investment priorities identified by the people of Pond Inlet are set in table format in this volume, and explored in greater depth in Volume 2 of this report.

Many of Pond Inlet's sustainable infrastructure issues are shared with other communities across Nunavut. These include challenges arising from geography and climate, a young and growing population served by already overburdened infrastructure, and a limited economy. Other major considerations identified by

community members included economic changes from the mining sector that will require infrastructure.

Increased mineral exploration activity and the construction and operation of new projects will have a dramatic impact on the community from many perspectives – economically, environmentally, socially, and culturally. With respect to infrastructure, these economic growth pressures have amplified the pressure on infrastructure particularly in the following areas:

- Transportation (airport, roads, marine)
- Power, energy and fuel
- Housing
- Education
- Health Services
- Water and Sewer

Climate change was identified as a concern during consultations. Long term planning should consider appropriate infrastructure to mitigate the impacts of climate change, protect the coast, secure slopes, and improve the engineering of roads and building foundations.

2 Guide to the Report

This report summarizes the findings and recommendations of a planning process conducted by the Government of Nunavut and the Hamlet of Pond Inlet from fall 2009 to spring 2010.

Section 1, the Executive Summary, describes the background and goals of this planning process, and summarizes the key findings set out in these two volumes.

Section 3 provides a brief overview of community demographics.

Section 4 summarizes the criteria used by this project and by community participants to set sustainability infrastructure priorities.

Section 5 presents community infrastructure priorities of the community in tabular format, organized by priority. The table also identifies infrastructure projects eligible for funding under the Gas Tax Fund.

Section 6 identifies the community's existing infrastructure systems, and the main elements that make up each system. It describes the current condition and capacity of such systems and any issues identified in relation to them. Finally, this section identifies infrastructure investment that is already planned as well as recommendations for future infrastructure investment that supports community sustainability goals and is based on community priorities identified during consultations.

Volume Two of the report includes;

- A list of the documents consulted and people interviewed in the development of this plan;
- A list of participants at community meetings;
- A fuller profile of Pond Inlet, including a discussion of demographic and socio-economic conditions, and trends that are likely to influence community infrastructure needs and investments in the future, as well as existing community vision statements and major community goals related to infrastructure.
- A comprehensive set of community infrastructure sustainability goals based on document review, interviews, and the community consultation meetings.

3 Overview of the Community

The community of Pond Inlet is located in North eastern tip of Baffin Island on the south shore of eclipse Sound, facing the magnificent mountains of Bylot Island. At 72° 41' 81" North and 77° 58' 82" west, Pond Inlet is 644 km (400) miles above the Arctic Circle. The nearest communities are Arctic Bay to the west and Clyde River to the south. Iqaluit, the capital of the new Nunavut territory and the nearest major center, is located 1062 km (600 miles) to the south.

In 1984, a three meter strand of yarn was found at a Dorset site outside of Pond Inlet. Recently, this yarn has been identified as the same type spun from Arctic hare and goat hair used by the Norse that occupied Greenland around 1250AD. This artifact and others at the site suggest that the Vikings were the first Europeans to visit northern Baffin Island. These visits may have been expeditions to trade with the Inuit of the Pond Inlet region, or attempts to find the lands that could support their farming culture. Another climatic change, the Little Ice Age, eventually drove the Norse out of the area.

The name "Ponds Bay" was first given to the land about 5 km east of the present settlement in 1818.

John Ross, a British explorer, named the area after John Ponds, at that time the Astronomer Royal. The first white settlers to the community moved the name over to town's present location but there was no Inuktitut name for this site, the Inuit referred to it as Mittimatalik, meaning "Where Mittima is buried" (referring to a grave that use to be located beside a large rock that is located beside Joshua Katsak's residence) The Inuit got stuck with the Inuktitut name.

In 1906-07, Captain Joseph Bernier, Leader of the Canadian Government expedition sent to establish sovereignty over the Arctic Islands.

In the summer of 1921 Hudson's Bay Company established a post at Pond Inlet, about 13 km west of Igarjuar.

The 2006 Census reported the total population of Pond Inlet to be 1315, of which approximately 47.1% were female and 52.9% male.

The population of Pond Inlet grew by 5.6% between 1996 and 2001, and grew by 7.8% between 2001 and 2006. This rate of growth was slightly lower than the territorial average of 10.2% in the same time period. Based on these rates of growth the estimated population of Pond Inlet in 2020 is 2,233. The average age of residents is 20.8 years, slightly lower than the average age of all Nunavut residents at 23 years, and significantly lower than the general Canadian population which averages 39 years of age.

Pond Inlet's population is relatively young, with nearly 36.9% of the population under the age of 15. In Nunavut 34% of the population is under the age of 15 compared with the 18% of the Canadian population in this age cohort.

The economy in Pond Inlet can be characterized as mixed, with traditional subsistence activities, including hunting, fishing, trapping and gathering, coinciding with wage based economic activities. Residents participate in a variety of occupations, but are predominantly employed in: sales and service occupations; social science, education, government service and religion occupations; business finance and administration occupations; and trades, transport and equipment operators and related occupations. The wildlife economy continues to play an important role in Pond Inlet and contributes to the foundation of Inuit culture and economy.

Pond Inlet experiences lower participation rates¹ and higher unemployment rates than for the Territory as a whole. In the 2006 Census it was reported Pond Inlet had a participation rate of 59.9% and an unemployment rate of 22%. This compares to the territorial participation rate of 65.3% and an unemployment rate of 15.6% in 2006.

With respect to educational achievement the 2006 Census reported that, among the population age 15 and over, 61% had no certificate, diploma or degree (including high school), while 7.2% reported the highest level of educational achievement to be high school certificate or equivalent.

4.2% of the population reported a trades or apprenticeship-related certification or diploma as their highest level of educational achievement. With respect to other post-secondary education outcomes, 18% of residents reported a non-university diploma or certificate and 9% reported a university certificate, diploma or degree.

In view of the demographic and socio-economic conditions reported above, it can be anticipated that population growth will have one of the most significant impacts on the



infrastructure requirements of the community. As a consequence of significant overall growth in the demographic under the age of twenty, there will be an increasing need to provide housing, education, and recreation infrastructure. In addition, infrastructure that supports economic development will be required to ensure that residents have employment opportunities in the community.

¹ The participation rate is defined as the percentage of the population aged 15 and over that is in the labour force and either employed or unemployed.

Population growth associated with an influx of new residents drawn to jobs and opportunities in the mining sector and government will also continue to influence the demand for community infrastructure in key sectors.

Baffinland and other potential resource (mining) sector developments will have large socio-economic impacts on the community and infrastructure.

In the short and medium term essential infrastructure systems such as housing, water and waste as well as education, health and recreation infrastructure will have increased demands placed upon them. The need for robust infrastructure systems, including in transportation and communication, that support economic development and the mining sector in particular has gained prominence and urgency.

Economic growth will bring economic diversity to the community and region. With a changing economy, the population will both attract, and demand, new services in the community. Infrastructure to support a growing private sector economy will require serviced development lots, support infrastructure such as hotels and restaurants, and additional recreation activities.

During the next five years other infrastructure systems, including health services and facilities, public safety and security systems, and infrastructure that supports heritage, culture and arts will remain important to Pond Inlet as a sustainable community.

4 Community Sustainability Goals and Priorities

As part of the Pond Inlet planning workshop, community participants reviewed eight general sustainability goals developed to help guide the preparation of ICISPs. These propose that sustainable community infrastructure should:

1. Meet basic human needs.
2. Achieve a sustainable economy and self-reliance.
3. Ensure equitable access for all residents and financial sustainability.
4. Promote individual and community health and well-being.
5. Use resources efficiently.
6. Reduce waste and hazardous waste.
7. Protect and promote Inuit culture, heritage and language.
8. Protect the environment and eco-systems.

In addition to the sustainability goals presented as part of the ICISP process, the consultations identified the following sustainability priorities to be addresses through infrastructure:

- Provide residents with the basic requirements for life: clean drinking water, local food supply, quality housing for everyone, education and training, health care and safety;
- Support growth of the economy so that Pond Inlet can develop as a regional hub, with adequate and appropriate transportation and communications systems and facilities;
- Increasing energy efficiency and minimize environmental pollution;
- Promote Inuit culture, heritage and language.

5 Summary of Community Infrastructure Needs

5.1 Community Infrastructure Needs, By Time Frame

Table 1 below sets out Pond Inlet’s Integrated Community Infrastructure Sustainability Plan. It identifies infrastructure needs and priorities in the short-term (ST – within the next 5 years), medium term (MT – within 5 to 10 years) and long-term (LT – within 10 to 15 years). These priorities are based on community consultations, the current condition and capacity of existing infrastructure, and community-identified goals, priorities and needs for future infrastructure development.

Each infrastructure investment priority is linked with the sustainability goals that it supports.

Table 1. Integrated Community Infrastructure Sustainability Plan

Infrastructure System and Asset Description	Issues and Action Required (New/Replace/Renovate or Repair)	Sustainability Goals Supported by Investment				
		Environment	Economic	Social	Cultural	Other Community Goals
SHORT-TERM INFRASTRUCTURE PRIORITIES						
Hamlet Office Vol. 1, Sec. 6.1.1 Vol. 2, Sec. 5.1	Renovate municipal offices and fire hall complex (1-2 years)	✓	✓	✓	✓	
Municipal Garages and Buildings Vol. 1, Sec. 6.1.2 Vol. 2, Sec. 5.2	Renovate old arena into parking garage- (1-2 years).	✓	✓	✓		
Municipal Vehicles Vol. 1, Sec. 6.1.3 Vol. 2, Sec. 5.3	Replace older vehicles	✓	✓	✓		
Fire Services Vol. 1, Sec. 6.1.5 Vol. 2, Sec. 5.5	<i>See Hamlet Office</i>	✓	✓	✓	✓	
Search and Rescue Vol. 1, Sec. 6.1.6 Vol. 2, Sec. 5.6	Replace all Search and Rescue vehicles	✓	✓	✓	✓	

Infrastructure System and Asset Description	Issues and Action Required (New/Replace/Renovate or Repair)	Sustainability Goals Supported by Investment				
		Environment	Economic	Social	Cultural	Other Community Goals
Traditional Economy Vol. 1, Sec. 6.2.1 Vol. 2, Sec. 5.8	New HTO Office		✓		✓	
Road Maintenance Vehicles and Equipment Vol. 1, Sec. 6.2.2 Vol. 2, Sec. 5.9	Community road development and drainage		✓		✓	
	Quarry Site and equipment		✓		✓	
	Access Road to Iviisaat		✓		✓	
	Bull Dozer		✓		✓	
Airport Infrastructure Vol. 1, Sec. 6.2.3 Vol. 2, Sec. 5.10	Airport Fencing		✓			
	Airport Entrance public safety barrier		✓			
	Quarry Site and equipment <i>(See also Transportation and Roads)</i> to supply road, access trail and runway surface materials		✓			
	Pick up truck		✓			
	Dump Truck/plow		✓			
	One way plow		✓			
Marine Infrastructure Vol. 1, Sec. 6.2.4 Vol. 2, Sec. 5.11	Harbour breakwater and dock, including cruise ship landing area	✓	✓	✓		

Infrastructure System and Asset Description	Issues and Action Required (New/Replace/Renovate or Repair)	Sustainability Goals Supported by Investment				
		Environment	Economic	Social	Cultural	Other Community Goals
Communications Vol. 1, Sec. 6.2.5 Vol. 2, Sec. 5.12	Increase internet bandwidth		✓	✓		
Commercial Facilities Vol. 1, Sec. 6.2.6 Vol. 2, Sec. 5.13	Hotel room increase		✓			
Culture, Heritage, Language and Arts Vol. 1, Sec. 6.3.1 Vol. 2, Sec. 5.14	Nattinak Centre renovations and expansion		✓		✓	
	Territorial Campground Construction completed (2-5 years).		✓		✓	
Recreation Facilities Vol. 1, Sec. 6.3.2 Vol. 2, Sec. 5.15	Swimming Pool			✓	✓	
	Baseball Diamond			✓	✓	
	Playground			✓	✓	
Elders and Youth Facilities Vol. 1, Sec. 6.3.3 Vol. 2, Sec. 5.16	Elders bus			✓	✓	
Health and Wellness Infrastructure Vol. 1, Sec. 6.4 Vol. 2, Sec. 5.17	Ambulance (would require a parking space)	✓	✓	✓	✓	

Infrastructure System and Asset Description	Issues and Action Required (New/Replace/Renovate or Repair)	Sustainability Goals Supported by Investment				
		Environment	Economic	Social	Cultural	Other Community Goals
Elementary/ High School Vol. 1, Sec. 6.5.1 Vol. 2, Sec. 5.18	School bus		✓	✓		
Daycare Vol. 1, Sec. 6.5.2 Vol. 2, Sec. 5.19	Daycare centre		✓	✓		
Public Housing Vol. 1, Sec. 6.6.1 Vol. 2, Sec. 5.21	Construction of new two and three bedroom units	✓	✓	✓	✓	
	Housing Association warehouse	✓	✓	✓	✓	
	Serviced building lots zoned for residential development of various density			✓		
Staff Housing Vol. 1, Sec. 6.6.2 Vol. 2, Sec. 5.22	Staff housing renovations	✓	✓	✓	✓	
Water Vol. 1, Sec. 6.7.1 Vol. 2, Sec. 5.23	Water truck (1-2 years)	✓				
	Pump house upgrades for electricity, back up generator and chlorination system	✓				
	Water reservoir fencing	✓				
Wastewater and Sewage Disposal Vol. 1, Sec. 6.7.2 Vol. 2, Sec. 5.24	Two Sewage trucks	✓				

Infrastructure System and Asset Description	Issues and Action Required (New/Replace/Renovate or Repair)	Sustainability Goals Supported by Investment				
		Environment	Economic	Social	Cultural	Other Community Goals
Solid Waste Vol. 1, Sec. 6.7.3 Vol. 2, Sec. 5.25	Garbage truck	✓				
	Recycling and waste sorting area	✓				
MEDIUM-TERM INFRASTRUCTURE PRIORITIES						
Hamlet Office Vol. 1, Sec. 6.1.1 Vol. 2, Sec. 5.1	Expand municipal offices – preferred approach would be expansion into fire hall with new fire hall built	✓	✓	✓	✓	
Municipal Garages and Buildings Vol. 1, Sec. 6.1.2 Vol. 2, Sec. 5.2	Once parking garage issue is resolved, build a new mechanics garage	✓	✓	✓		
Fire Services Vol. 1, Sec. 6.1.5 Vol. 2, Sec. 5.5	New fire hall	✓	✓	✓	✓	
Power/Energy Infrastructure Vol. 1, Sec. 6.1.7 Vol. 2, Sec. 5.7	Tank farm expansion	✓	✓	✓	✓	
	Power Plant upgrades	✓	✓	✓	✓	
Traditional Economy Vol. 1, Sec. 6.2.1 Vol. 2, Sec. 5.8	Community Freezer		✓		✓	

Infrastructure System and Asset Description	Issues and Action Required (New/Replace/Renovate or Repair)	Sustainability Goals Supported by Investment				
		Environment	Economic	Social	Cultural	Other Community Goals
Road Maintenance Vehicles and Equipment Vol. 1, Sec. 6.2.2 Vol. 2, Sec. 5.9	Access Road to Utuk Lake		✓		✓	
	Access Road to Mt. Herodier, Salmon River, Qilalukkat/Akuat		✓		✓	
	Sand Spreader		✓		✓	
	Front End Loader		✓		✓	
	Dump Truck		✓		✓	
Airport Infrastructure Vol. 1, Sec. 6.2.3 Vol. 2, Sec. 5.10	Airport Garage		✓			
Marine Infrastructure Vol. 1, Sec. 6.2.4 Vol. 2, Sec. 5.11	Erosion control	✓	✓	✓		
	Sealift staging area	✓	✓	✓		
Communications Vol. 1, Sec. 6.2.5 Vol. 2, Sec. 5.12	Cellular phone service		✓	✓		
Commercial Facilities Vol. 1, Sec. 6.2.6 Vol. 2, Sec. 5.13	Commercial business centre		✓			
	Commercial Warehousing		✓			

Infrastructure System and Asset Description	Issues and Action Required (New/Replace/Renovate or Repair)	Sustainability Goals Supported by Investment				
		Environment	Economic	Social	Cultural	Other Community Goals
Culture, Heritage, Language and Arts Vol. 1, Sec. 6.3.1 Vol. 2, Sec. 5.14	Parks Canada Office		✓		✓	
Health and Wellness Infrastructure Vol. 1, Sec. 6.4 Vol. 2, Sec. 5.17	Wellness and Healing Treatment Centre	✓	✓	✓	✓	
Public Housing Vol. 1, Sec. 6.6.1 Vol. 2, Sec. 5.21	Construction of new units for single persons, and large families	✓	✓	✓	✓	
	Construction of Elder multi-plex units	✓	✓	✓	✓	
Water Vol. 1, Sec. 6.7.1 Vol. 2, Sec. 5.23	Water truck	✓				
	Water reservoir capacity increase	✓				
	Secondary water source pumping station and line	✓				
Wastewater and Sewage Disposal Vol. 1, Sec. 6.7.2 Vol. 2, Sec. 5.24	Sewage truck	✓				
	Sewage Lagoon remediation	✓				
Solid Waste Vol. 1, Sec. 6.7.3 Vol. 2, Sec. 5.25	New solid waste site	✓				

Infrastructure System and Asset Description	Issues and Action Required (New/Replace/Renovate or Repair)	Sustainability Goals Supported by Investment				
		Environment	Economic	Social	Cultural	Other Community Goals
LONG-TERM INFRASTRUCTURE PRIORITIES						
Traditional Economy Vol. 1, Sec. 6.2.1 Vol. 2, Sec. 5.8	Meat and Fish Processing Plant		✓		✓	
Airport Infrastructure Vol. 1, Sec. 6.2.3 Vol. 2, Sec. 5.10	Packer		✓			
	Snowblower		✓			
	Airport relocation		✓			
Public Housing Vol. 1, Sec. 6.6.1 Vol. 2, Sec. 5.21	Construction of new units for of all sizes	✓	✓	✓	✓	
Communications Vol. 1, Sec. 6.2.5 Vol. 2, Sec. 5.12	Satellite repeater stations on the land (10-20 years)		✓	✓		

6 Community Infrastructure Profile

This part of the report provides a concise overview of infrastructure systems and elements currently in place in the community. For each system, it describes:

- The current condition and capacity of each system
- Any issues identified with the system
- Investments that are already planned
- Recommendations for sustainable infrastructure investment based on community-identified priorities

For the purposes of this part, community infrastructure systems are organized under the following broad categories:

- Public Services Infrastructure
- Economic Infrastructure
- Cultural Infrastructure
- Health and Wellness Infrastructure
- Education Infrastructure
- Housing Infrastructure
- Environmental Infrastructure



6.1 Public Services Infrastructure

6.1.1 Hamlet Office

Table 2. Hamlet Office

Asset	Acquired (Year)	Projected Useful Life (Year)	Years of Remaining Life	Issues
Fire Hall, New & Office Complex	1996	2036	26	<ul style="list-style-type: none"> • Current capacity is not sufficient to accommodate all hamlet staff. • Offices require renovations: faulty pipes and sewage system, air leakage at windows, poor ventilation, walls are cracking due to foundation issues. • There is a problem with one boiler that frequently does not work and due to this the sewage lines are freezing and causing sewage backup into the council chambers • Office and fire hall require emergency generator. Due to one boiler not working, often personal heaters are used- these use a lot of power and trip the breakers frequently
Old Hamlet Office 209	1966	2006	(-4)	
Infrastructure Priorities and Planned Investments		<ul style="list-style-type: none"> • No planned investments identified in GN Capital Plan Estimates, Gas Tax Fund, Municipal Rural Infrastructure Fund, Building Canada Fund, or other funds. • Hamlet Council identified investment in hamlet office renovation as priority 8 of 12 and an emergency generator for the office as priority 10 of 12 in the 2010 NCIAC biennial planning process. For more details refer to Section 5.1.4 in Volume 2. 		

Recommendations	<ul style="list-style-type: none"> • Renovate municipal offices required – in short-term (1-2 years) • Expand municipal offices – preferred approach would be expansion into fire hall with new fire hall built – in the medium term (5-10 years)
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6.1.2 Municipal Garages and Buildings

Table 3. Municipal Garages and Buildings

Asset	Acquired (Year)	Projected Useful Life (Year)	Years of Remaining Life	Issues
3 BAY PARKING GARAGE, #1 (D93) 409	1980	2020	10	<ul style="list-style-type: none"> • Fair condition • Some garages are very old, many over 20 years, and need to be demolished- old insulation in many buildings
Workshop Garage,	1970	2010	0	<ul style="list-style-type: none"> • Poor condition- unheated
Workshop	1970	2010	0	<ul style="list-style-type: none"> • Poor condition- unheated
PPD Storage Container			10	
PW&S Warehouse (GN)	1970	2010	0	<ul style="list-style-type: none"> • Obsolete
3 Bay Parking Garage #2	1970	2010	0	
3 Bay Maintenance Garage (D197)	1980	2020	10	<ul style="list-style-type: none"> • Mechanics garage can't be used for primary purpose- used mainly for parking.
2 Bay Parking Garage	1980	2020	10	
Steel Storage Shed on Skids beside D197	1970	2010	0	

Asset	Acquired (Year)	Projected Useful Life (Year)	Years of Remaining Life	Issues
Cargo Storage Container #1	1985	2025	15	
Cargo Storage Container #2	1985	2025	15	
Infrastructure Priorities and Planned Investments	<ul style="list-style-type: none"> • No planned investments identified in GN Capital Plan Estimates, Gas Tax Fund, Municipal Rural Infrastructure Fund, Building Canada Fund, or other funds. • Hamlet Council identified investment in a 3 bay garage as priority 12 of 12 in the 2010 NCIAC biennial planning process. For more details refer to Section 5.2.4 in Volume 2 • The community’s old arena will be renovated to a large parking garage to replace obsolete buildings once the new arena complex is operational 			
Recommendations	<ul style="list-style-type: none"> • Renovate old arena into parking garage- short term (1-2 years). • Once parking garage issue is resolved, build a new mechanics garage- medium term (5-10 years). • Demolish all of garages and workshops and replace with new combined use facilities 			

6.1.3 Municipal Vehicles

Table 4. Municipal Vehicles

Asset	Acquired (Year)	Projected Useful Life (Year)	Years of Remaining Life	Issues
2007 Ford Ranger	2007	2014	4	<ul style="list-style-type: none"> Warranties on small vehicles are of little value- buying 2 year old vehicles is more cost effective. Training for new mechanical systems- new vehicles not the same as old ones Road dust screwing up air intake centre on vehicles
2000 Suzuki Grand Vitara JX	2005	2012	2	<ul style="list-style-type: none"> Poor condition
2002 Ford F350 XL Diesel Crew Cab	2005	2012	2	<ul style="list-style-type: none"> Very poor condition
2002 Ford F150 Super Cab 1/2 Ton	2005	2012	2	<ul style="list-style-type: none"> Fair condition but high mileage
2000 GMC Sierra 4x4 Pickup	2008	2015	5	
2005 Ford Ranger FX4 4x4 Pickup (Bylaw)	2008	2015	5	
2006 Ford Expedition	2006	2013	3	
Infrastructure Priorities and Planned Investments		<ul style="list-style-type: none"> No planned investments identified in GN Capital Plan Estimates, Gas Tax Fund, Municipal Rural Infrastructure Fund, Building Canada Fund, or other funds. No priorities were identified by Council for NCIAC in 2006, 2008 or 2010. 		

Recommendations	<ul style="list-style-type: none"> • Replace older vehicles (ie. 2000 Suzuki and 2002 Ford Diesel) (short term) • Replace all Search and Rescue vehicles, and repeat on a five year cycle (short term) • Ongoing replacement of older vehicles
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6.1.4 Law Enforcement / RCMP

Table 5. Law Enforcement

Asset	Acquired (Year)	Projected Useful Life (Year)	Years of Remaining Life	Issues
Detachment				<ul style="list-style-type: none"> • Climate change a concern in general for infrastructure: Hill above RCMP compound is steep (up to 30 deg angle), slope erosion may interfere with the buildings- not only that, but if permafrost goes than a lot of houses are at risk by the shore. Especially if the shoreline erodes as well.
Staff Housing				
Infrastructure Priorities and Planned Investments	<ul style="list-style-type: none"> • No planned investments identified in GN Capital Plan Estimates, Gas Tax Fund, Municipal Rural Infrastructure Fund, Building Canada Fund, or other funds. • No priorities were identified by Council for NCIAC in 2006, 2008 or 2010. 			
Recommendations	<ul style="list-style-type: none"> • Study issues of infrastructure security and stability • No immediate infrastructure investment identified 			

6.1.5 Fire Services

Table 6. Fire Services

Asset	Acquired (Year)	Projected Useful Life (Year)	Years of Remaining Life	Issues
Fire Hall, New & Office Complex (also listed above)	1996	2036	26	<ul style="list-style-type: none"> • Too small to accommodate truck • Same issues as hamlet office (see above)
Old Fire Hall	1980	2020	10	
2008 Sterling Fort Garry Fire Truck	2008	2028	18	<ul style="list-style-type: none"> • Fire truck maintenance cannot be done inside sometimes, so safety walk around of truck has to be done outside- when it's cold people hurry and stuff gets missed
Infrastructure Priorities and Planned Investments	<ul style="list-style-type: none"> • No planned investments identified in GN Capital Plan Estimates, Gas Tax Fund, Municipal Rural Infrastructure Fund, Building Canada Fund, or other funds. • No priorities were identified by Council for NCIAC in 2010. For more details see Volume 2, Section 5.5.4 			
Recommendations	<ul style="list-style-type: none"> • Renovate municipal offices/fire hall complex –short-term (1-2 years) • New fire hall – medium term 			

6.1.6 Search and Rescue

Table 7. Search and Rescue

Asset	Acquired	Projected Useful Life	Remaining Life	Issues
1996 R3 MOD. #M5238113 Snowmobile	2000	2007	(-3)	
1997 R2 MOD. #M4937794 Snowmobile	1997	2004	(-6)	
1998 R1 MOD. #5857573 Snowmobile	1998	2005	(-5)	
Infrastructure Priorities and Planned Investments	<ul style="list-style-type: none"> No planned investments identified in GN Capital Plan Estimates, Gas Tax Fund, Municipal Rural Infrastructure Fund, Building Canada Fund, or other funds. No priorities were identified by Council for NCIAC in 2006, 2008 or 2010. 			
Recommendations	<ul style="list-style-type: none"> Replace all Search and Rescue vehicles, and repeat on a five year cycle- short term 			

6.1.7 Power/Energy System Infrastructure

Table 8. Energy Infrastructure

Asset	Acquired (Year)	Projected Useful Life (Year)	Years of Remaining Life / capacity	Issues
QEC Power plant generators	1992	2009	(-1)	
	1984	2020	10	
	2009	2064	54	
	2009	2043	33	
2 diesel tanks			Capacity 6,008,784 L	
1 gasoline tank			Capacity 950,658 L	
4 Jet A-1 (2 at airport)			Capacity 2,008,200 L	
4 emergency tanks			Capacity 369,105 L	
Infrastructure Priorities and Planned Investments	<ul style="list-style-type: none"> No planned investments identified in GN Capital Plan Estimates, Gas Tax Fund, Municipal Rural Infrastructure Fund, Building Canada Fund, or other funds. No priorities were identified by Council for NCIAC in 2006, 2008 or 2010. 			
Recommendations	<ul style="list-style-type: none"> Tank farm expansion – medium term (5-10 years) Power Plant upgrades - medium term (5-10 years) 			

6.2 Economic Infrastructure

6.2.1 Traditional Economy

Table 9. Traditional Economy

Asset	Acquired (Year)	Projected Useful Life (Year)	Years of Remaining Life	Issues
HTO Office	?			<ul style="list-style-type: none"> Poor condition- no central heating or water system
Community Freezer (GN)				
Infrastructure Priorities and Planned Investments	<ul style="list-style-type: none"> No planned investments identified in GN Capital Plan Estimates, Gas Tax Fund, Municipal Rural Infrastructure Fund, Building Canada Fund, or other funds. No priorities were identified by Council for NCIAC in 2010. For more details see Volume 2, Section 5.8.4 The 2004 Pond Inlet CED plan identified a goal to develop a meat processing plant. A feasibility study is to be undertaken 			
Recommendations	<ul style="list-style-type: none"> Access Roads (see Transportation) Search and Rescue Vehicles (see Hamlet Vehicles) HTO Office – short term Community Freezer – medium term Meat and Fish Processing Plant- long term 			

6.2.2 Transportation - Road Maintenance Vehicles and Equipment

Table 10. Road Maintenance Vehicles and Equipment

Asset	Acquired (Year)	Projected Useful Life (Year)	Years of Remaining Life	Issues
1985 Caterpillar Loader 936	1985	2003	(-7)	<ul style="list-style-type: none"> Will require replacement in a few years
2003 Volvo - Grader 720B	2003	2021	11	
2003 Case Loader 721D	2003	2021	11	<ul style="list-style-type: none"> Poor condition- breaks down
2003 Caterpillar 420D backhoe loader	2008	2026	16	
1980 Hiniker - Sand Spreader	1980	1998	(-12)	<ul style="list-style-type: none"> Not in use or serviceable
1997 Caterpillar Wheel Dozer	1997	2015	5	<ul style="list-style-type: none"> Poor condition
Farm Wagon McCoy Bros. 9 Ton	1972	1979	(-31)	<ul style="list-style-type: none"> Fair, but obsolete.
Wheel Loader - Caterpillar	1996			<ul style="list-style-type: none"> Not Operational
Access Roads				

<p>Infrastructure Priorities and Planned Investments</p>	<ul style="list-style-type: none"> • No planned investments identified in GN Capital Plan Estimates, Gas Tax Fund, Municipal Rural Infrastructure Fund, Building Canada Fund, or other funds. • Hamlet Council identified investment in a an access road to Iviisaat as priority 4 of 12, a bull dozer as priority 5 of 12, an access road to Utuk Lake as priority 7 of 12, and a designated quarry site as priority 11 of 12 in the 2010 NCIAC biennial planning process. For more details refer to Section 5.9.4 in Volume 2 • Roads inside the community require rebuilding
<p>Recommendations</p>	<ul style="list-style-type: none"> • Community road development and drainage- short term • Quarry Site and equipment - short term • Access Roads in the following order: <ul style="list-style-type: none"> • Road Iviisaat (short term) • Road to Utuk Lake (medium term) • Mt. Herodier, Salmon River, Qilalukkat/Akuat (medium term) • Bull Dozer (short term) • Hamlet owned heavy equipment in the following order: <ul style="list-style-type: none"> • Sand Spreader (medium term) • Front End Loader (medium term) • Dump Truck (medium term)

6.2.3 Transportation – Airport Infrastructure

Table 11. Airport

Asset	Acquired (Year)	Projected Useful Life (Year)	Years of Remaining Life	Issues
Airport Terminal (GN)	2006			<ul style="list-style-type: none"> • Airport requires a heated garage • Hamlet is concerned about public safety on road in front of airport terminal building. Passengers exit terminal onto roadway, and cross street to parking lot
Airport Runway and Apron	Last rehabilitation in 1990			
Trailer c/w tank & dispenser hose	1970	1977	(-33)	
Truck - Runway (pickup/other)	2003			
Truck - Dump/Plow S/A	1987	2009	(-1)	
Packer - Wobbly Wheel	1977			
Packer - Wobbly Wheel	1998			<ul style="list-style-type: none"> • Obsolete
Plow - One Way	1987	2015	5	
Snowblower - Self-Propelled	1998	2023	13	

<p>Infrastructure Priorities and Planned Investments</p>	<ul style="list-style-type: none"> • No planned investments identified in GN Capital Plan Estimates, Gas Tax Fund, Municipal Rural Infrastructure Fund, Building Canada Fund, or other funds. • Hamlet Council identified investment in a jet runway as priority 6 of 12 in the 2010 NCIAC biennial planning process. For more details refer to Section 5.10.4 in Volume 2
<p>Recommendations</p>	<ul style="list-style-type: none"> • Airport Fencing – short term • Airport Entrance public safety barrier – short term • Quarry Site and equipment (See Transportation and Roads) to supply runway surface materials – short term • Airport Garage – medium term • Airport heavy and mobile equipment on the following priority <ul style="list-style-type: none"> • Pick up truck (short term) • Dump Truck/plow (short term) • One way plow (medium term) • Packer (long term) • Snowblower (long term) • Airport relocation (long term)

6.2.4 Transportation – Marine Infrastructure

Table 12. Marine Transportation

Asset	Acquired (Year)	Projected Useful Life (Year)	Years of Remaining Life	Issues
Marine Dock				<ul style="list-style-type: none"> • Shoreline erosion is a concern, particularly for low lying neighborhoods. Community would like an erosion control pan along with the harbour development • Docking facility requirements must address increasing cruise ship traffic (off loading up to 300 people at a cruise ship) • Safety requirements around sealift staging and mooring area required, such as fenced staging/storage
Mooring bollards				
Infrastructure Priorities and Planned Investments		<ul style="list-style-type: none"> • No planned investments identified in GN Capital Plan Estimates, Gas Tax Fund, Municipal Rural Infrastructure Fund, Building Canada Fund, or other funds. • Hamlet Council identified investment in the dock as priority 3 of 12 in the 2010 NCIAC biennial planning process. For more details refer to Section 5.11.4 in Volume 2 • Community has been seeking a breakwater since the 1980’s. Have met with DFO to plan the development, but no funding has been provided for infrastructure until recent announcement for Pond Inlet to receive funding for harbour development 		
Recommendations		<ul style="list-style-type: none"> • Harbour breakwater and dock, including cruise ship landing area (short term) • Erosion control (medium term) • Sealift staging area (medium term) 		

6.2.5 Communications

Table 13. Communications

Asset	Acquired (Year)	Projected Useful Life (Year)	Years of Remaining Life	Issues
Infrastructure Priorities and Planned Investments		<ul style="list-style-type: none"> • No planned investments identified in GN Capital Plan Estimates, Gas Tax Fund, Municipal Rural Infrastructure Fund, Building Canada Fund, or other funds. • No priorities were identified by Council for NCIAC in 2006, 2008 and 2010. 		
Recommendations		<ul style="list-style-type: none"> • Increase internet bandwidth (short term) • Cellular phone service (medium term) • Satellite repeater stations on the land (long term) 		

6.2.6 Commercial Facilities

Table 14. Commercial Facilities

Asset	Acquired (Year)	Projected Useful Life (Year)	Years of Remaining Life	Issues
Co-Op Inns North Hotel				
Co-op Store				
Northern store				
Blackpoint Lodge				
Infrastructure Priorities and Planned Investments		<ul style="list-style-type: none"> • No planned investments identified in GN Capital Plan Estimates, Gas Tax Fund, Municipal Rural Infrastructure Fund, Building Canada Fund, or other funds. • No priorities were identified by Council for NCIAC in 2010. For more details see Volume 2, Section 5.13.4 • The Pond Inlet CED Plan identified the need for banking and automotive commercial infrastructure 		
Recommendations		<ul style="list-style-type: none"> • Hotel room increase (short term). • Commercial business centre (medium term) • Commercial warehousing (medium term) 		

6.3 Cultural Infrastructure

6.3.1 Culture, Heritage, Language and Arts

Table 15. Culture, Heritage, Language and Arts

Asset	Acquired (Year)	Projected Useful Life (Year)	Years of Remaining Life	Issues
Nattinak Visitor Center and Library (GN)	1996			<ul style="list-style-type: none"> Limited space and climate controls for all the functions of the building.
Campground Facility (GN)	Approx 2006			
Parks Canada Industrial lot for vehicles				
Parks Canada Office (rented from Hamlet)				
Parks Canada Staff House #702				
Parks Canada Staff House #715				
Parks Canada Staff House #1033				
Parks Canada Staff House #1035				
Territorial Campground				

Infrastructure Priorities and Planned Investments	<ul style="list-style-type: none"> No planned investments identified in GN Capital Plan Estimates, Gas Tax Fund, Municipal Rural Infrastructure Fund, Building Canada Fund, or other funds. No priorities were identified by Council for NCIAC in 2010. For more details see Volume 2, Section 5.14.4
Recommendations	<ul style="list-style-type: none"> Nattinak Centre renovations and expansion (short term). Territorial Campground Construction (short term). Parks Canada Office (medium term)

6.3.2 Recreation Facilities

Table 16. Recreation Facilities

Asset	Acquired (Year)	Projected Useful Life (Year)	Years of Remaining Life	Issues
Old Community Hall (overflow and Storage)	1977	2017	7	<ul style="list-style-type: none"> Old community hall/arena is 30 years old- was shut down but has been opened up again because there was no other facility.
Old Arena/Curling Rink	1983	2023	13	<ul style="list-style-type: none"> To be converted to Parking Garage when new arena complete
New Community Hall 821	2008	2048	38	
New Arena	2010/2011	2050/51	40	<ul style="list-style-type: none"> Under construction
1996 Playfield	1996	2014	4	

<p>Infrastructure Priorities and Planned Investments</p>	<ul style="list-style-type: none"> • No planned investments identified in GN Capital Plan Estimates, Gas Tax Fund, Municipal Rural Infrastructure Fund, Building Canada Fund, or other funds. • No priorities were identified by Council for NCIAC in 2010. For more details see Volume 2, Section 5.15.4 • The Pond Inlet CED Plan identifies the desire for a swimming pool in town
<p>Recommendations</p>	<ul style="list-style-type: none"> • Swimming Pool (short term). • Baseball Diamond (short term). • Playground (short term).

6.3.3 Elders and Youth Facilities

Table 17. Elders and Youth Facilities

Asset	Acquired (Year)	Projected Useful Life (Year)	Years of Remaining Life	Issues
<p>Infrastructure Priorities and Planned Investments</p>	<ul style="list-style-type: none"> • No planned investments identified in GN Capital Plan Estimates, Gas Tax Fund, Municipal Rural Infrastructure Fund, Building Canada Fund, or other funds. • No priorities were identified by Council for NCIAC in 2006, 2008 and 2010. 			
<p>Recommendations</p>	<ul style="list-style-type: none"> • Elders bus (short term). • Seniors Housing (SEE PUBLIC HOUSING) 			

6.4 Health and Wellness Infrastructure

Table 18. Health and Wellness Facilities

Asset	Acquired (Year)	Projected Useful Life (Year)	Years of Remaining Life	Issues
Health Centre	2004			
Infrastructure Priorities and Planned Investments	<ul style="list-style-type: none"> No planned investments identified in GN Capital Plan Estimates, Gas Tax Fund, Municipal Rural Infrastructure Fund, Building Canada Fund, or other funds. No priorities were identified by Council for NCIAC in 2006, 2008 and 2010. 			
Recommendations	<ul style="list-style-type: none"> Ambulance (would require a parking space)- short term Wellness and Healing Treatment Centre (medium term) 			

6.5 Education Infrastructure

6.5.1 Elementary / High School

Table 19. Schools

Asset	Acquired (Year)	Projected Useful Life (Year)	Years of Remaining Life	Issues
Ulaajuk Primary School (GN)	1987, renovated in 1994 & 2002			<ul style="list-style-type: none"> Heating system malfunctioning (O+M)
Nasivvik High School (GN)	1999			
School bus				<ul style="list-style-type: none"> Inadequate to meet needs, additional bus required

Asset	Acquired (Year)	Projected Useful Life (Year)	Years of Remaining Life	Issues
Infrastructure Priorities and Planned Investments		<ul style="list-style-type: none"> No planned investments identified in GN Capital Plan Estimates, Gas Tax Fund, Municipal Rural Infrastructure Fund, Building Canada Fund, or other funds. No priorities were identified by Council for NCIAC in 2006, 2008 and 2010. 		
Recommendations		<ul style="list-style-type: none"> School bus (short term). 		

6.5.2 Day Care

Table 20. Day Care

Asset	Acquired (Year)	Projected Useful Life (Year)	Years of Remaining Life	Issues
Day Care Portable				<ul style="list-style-type: none"> Not functioning
Naurainnuk Day Care Society				<ul style="list-style-type: none"> Requires renovations
Nasivvik Day Care				<ul style="list-style-type: none"> Full
Pond Inlet Head Start				<ul style="list-style-type: none"> Not functioning
Infrastructure Priorities and Planned Investments		<ul style="list-style-type: none"> No planned investments identified in GN Capital Plan Estimates, Gas Tax Fund, Municipal Rural Infrastructure Fund, Building Canada Fund, or other funds. No priorities were identified by Council for NCIAC in 2006, 2008 and 2010. 		
Recommendations		<ul style="list-style-type: none"> Daycare centre (short term). 		

6.5.3 Adult Education

Table 21. Adult Education

Asset	Acquired (Year)	Projected Useful Life (Year)	Years of Remaining Life	Issues
Student Hostel				
Adult Educ. Centre (NAC)	2009			
Old Adult Educ. Centre				<ul style="list-style-type: none"> • Surplus bldg. / vacant
Infrastructure Priorities and Planned Investments		<ul style="list-style-type: none"> • Planned investments identified in GN Capital Plan Estimates and the NAC Capital Plan are examined in Volume 2, Section 5.20.3 • No priorities were identified by Council for NCIAC in 2006, 2008 and 2010. 		
Recommendations				

6.6 Housing Infrastructure

6.6.1 Public Housing

Table 22. Public Housing

Asset	Acquired (Year)	Projected Useful Life (Year)	Years of Remaining Life	Issues
97 Single Family units	Before 1990			
16 Single Family units	1990 and after			
5 Single Family units	No date			
26 Duplexes	Before 1990			
18 Duplexes	1990 and after			
4 Multi family units	Before 1990			
12 Multi family units	1990 and after			
16 NHC Leased units				
1 Cold Storage				
1 Office Warehouse				
1 Storage				
Infrastructure Priorities and Planned Investments	<ul style="list-style-type: none"> Planned investments identified in GN Capital Plan Estimates and the NHC Capital Projections are examined in Volume 2, Section 5.21.3 No priorities were identified by Council for NCIAC in 2010. For more details see Volume 2, Section 5.21.4 			

Recommendations

- Housing Association warehouse (short term)
- Renovation of existing housing to address mould (health concerns) (short-term)
- Serviced building lots zoned for residential development of various density (short-term)
- Construction of new two and three bedroom units (short-term)
- Construction of new units for single persons, and large families (medium-term)
- Construction of Elder multi-plex units (medium-term)
- Construction of new units of all sizes (long-term)

6.6.2 Staff Housing

Table 23. Staff Housing

Asset	Acquired (Year)	Projected Useful Life (Year)	Years of Remaining Life	Issues
3 BDRM STAFF HOUSE				
Hamlet House D126, building 103	1975	2015	5	
Hamlet House D127, building 556	1975	2015	5	
Hamlet Staff House D142	2006	2044	34	
Infrastructure Priorities and Planned Investments	<ul style="list-style-type: none"> No planned investments identified in GN Capital Plan Estimates, Gas Tax Fund, Municipal Rural Infrastructure Fund, Building Canada Fund, or other funds. No priorities were identified by Council for NCIAC in 2006, 2008 and 2010. 			
Recommendations	<ul style="list-style-type: none"> Staff housing renovations (short term 1-5 years). 			

6.7 Environmental Infrastructure

6.7.1 Water

Table 24. Water System

Asset	Acquired (Year)	Projected Useful Life (Year)	Years of Remaining Life	Issues
Reservoir				
Water Truck Fill Station	1988	2028	18	<ul style="list-style-type: none"> • Having a pre-chlorination stage for water before filling trucks was mentioned as a desire- currently, truck drivers add chlorine to each truck. If they screw up and add too much or too little, they have to dump whole load and drive back. • There is only one generator at pumping station, more power support is needed in case the one generator goes down • There is turbidity in the water due to the fact that the water source is still- chlorine doesn't necessarily take care of turbidity (if too much chlorine is used – trihalomethanes are produced). If an alternative source is found, if it seems cleaner than the current source, it may not require as much treatment.
1994 Ford Water Truck	1994	2001	(-9)	
1999 Sterling Model L7501 Water truck	2000	2007	(-3)	
2000 Sterling LT8513 Water Truck	2003	2010	0	

Asset	Acquired (Year)	Projected Useful Life (Year)	Years of Remaining Life	Issues
2005 Freightliner M2-106 Tandem Water Truck	2006	2013	3	
2006 Freightliner M2-106 Tanker	2006	2013	3	
2009 Sterling Water Truck	2009	2016	6	
Infrastructure Priorities and Planned Investments	<ul style="list-style-type: none"> • No planned investments identified in GN Capital Plan Estimates, Gas Tax Fund, Municipal Rural Infrastructure Fund, Building Canada Fund, or other funds. • Hamlet Council identified investment in a water truck as priority 1 of 12 and the water lake as priority 9 of 12 in the 2010 NCIAC biennial planning process. For more details refer to Section 5.23.4 in Volume 2 			
Recommendations	<ul style="list-style-type: none"> • Water truck (short term) • Pump house upgrades for refill pump, electricity, back up generator and chlorination system (short term) • Water reservoir fencing (short term) • Water truck (medium term) • Water reservoir capacity increase (medium term) • Secondary water source pumping station and line (medium term) 			

6.7.2 Waste Water and Sewage Disposal

Table 25. Waste Water and Sewage Disposal

Asset	Acquired (Year)	Projected Useful Life (Year)	Years of Remaining Life	Issues
1993 GMC Sewage Truck	1993	2000	(-10)	<ul style="list-style-type: none"> Poor condition
1999 Sterling Model L7501 Sewage Truck	2000	2007	(-3)	<ul style="list-style-type: none"> Poor condition
1995 GMC Top Kick convert to Sewage Truck	1995	2002	(-8)	<ul style="list-style-type: none"> Poor condition (converted fire truck)
2005 Freightliner M2-106 Tandem Vacuum Truck	2006	2013	3	
Sewage Lagoon	2005	2035	25	<ul style="list-style-type: none"> Community is concerned the lagoon does not meet current standards for the long term
Infrastructure Priorities and Planned Investments	<ul style="list-style-type: none"> No planned investments identified in GN Capital Plan Estimates, Gas Tax Fund, Municipal Rural Infrastructure Fund, Building Canada Fund, or other funds. Hamlet Council identified investment in a new sewage truck as priority 2 of 12 in the 2010 NCIAC biennial planning process. For more details refer to Section 5.24.4 in Volume 2 			
Recommendations	<ul style="list-style-type: none"> Two Sewage trucks (short term) Sewage Lagoon remediation (short term) One Sewage truck (medium term) 			

6.7.3 Solid Waste Disposal

Table 26. Solid Waste

Asset	Acquired (Year)	Projected Useful Life (Year)	Years of Remaining Life	Issues
1999 Ford F800 Garbage Truck	2000	2007	(-3)	
Solid Waste site				<ul style="list-style-type: none"> The Pond Inlet solid waste site has not been engineered (meaning there is no barrier). No known leaching is reported at the time of the consultation; however there is no berm around the solid waste site to prevent leakage. No sorting is done in the waste stream. Lack of adequate fencing means garbage blows out of the dump and into the sewage lagoon, causing issues with the sewage treatment.
Contaminated waste site				<ul style="list-style-type: none"> Contaminated soil waste site is lined pond. Contaminated soil is placed in site and rotated every year. Site may need expansion in the future to take more soil from power plant area and development sites.
Infrastructure Priorities and Planned Investments	<ul style="list-style-type: none"> No planned investments identified in GN Capital Plan Estimates, Gas Tax Fund, Municipal Rural Infrastructure Fund, Building Canada Fund, or other funds. No priorities were identified by Council for NCIAC in 2006, 2008 and 2010. Hamlet is requesting GN plan for a new solid waste site 			
Recommendations	<ul style="list-style-type: none"> Garbage truck (short term) Recycling and waste sorting area (short term) New solid waste site (medium term) 			

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7.2 Acronyms

Table 27. Acronyms

AHI	Affordable Housing Initiative
CEDP	Community Economic Development Plan
CGS	Department of Community and Government Services, GN
GN	Government of Nunavut
GTF	Gas Tax Fund
ICISP	Integrated Community Infrastructure Sustainability Plan
MFU	Multi-family unit
MTO	Municipal Training Organization
NAM	Nunavut Association of Municipalities
NCIAC	Nunavut Community Infrastructure Advisory Committee
NHT	Nunavut Housing Trust
NPC	Nunavut Power Corporation
SAO	Senior Administrative Officer
SFU	Single family unit

7.3 Key Definitions and Terms

Table 28. Key Definitions and Terms

Cultural Sustainability	A community's capacity to develop, retain and protect its culture and identity, and transmit that culture to future generations.
Economic Sustainability	The capacity of a community to maintain a stable and diversified economy that has minimal negative impacts on the environment and uses appropriate technologies and renewable resources where possible.
Environmental Sustainability	The capacity of a natural environment to meet human needs while remaining balanced and healthy, without damage to air, land, water or wildlife.
Social Sustainability	The ability of the community, individuals and families to ensure the basic needs of all residents with respect to food, shelter and safety are met, that there are opportunities for community and personal development, and that there is social equity in the community.
Goal	A broad statement that describes some aspect of the future the community hopes to achieve.

Sustainability goals	Goals that will preserve and enhance the culture, the society, the economy and the environment of a community, at a cost that the community can afford over time.
Infrastructure	The facilities, systems and equipment that provide public services and support private sector economic activity, including network infrastructure (e.g., roads, bridges, water and wastewater systems), buildings, machinery and equipment.
Infrastructure System	A set of linked infrastructure elements that collectively make up a "system". For example, a reservoir, pipes, a water truck, a purification plant, and a pumping station are all parts of a water infrastructure system.
Planning	The process of developing a long-term vision of what a community will be like in the future, and determining what specific steps and resources it will need to achieve that vision.