# Vol. 2 Consultation Report

# Infrastructure for a Sustainable Pond Inlet

**Prepared for the Government of Nunavut By Aarluk Consulting Inc.**

**Approved by the Hamlet Council of Pond Inlet February 10, 2011**

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## Table 1. 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 |

### Table 2. 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. |

# 1 Introduction

## *1.1 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.

**Volume One** of the report is set up as follows:

**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.

## *1.2 Project Background*

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 includes representatives from the Department of Community and Government Services (CGS); Nunavut Association of Municipalities (NAM); Department of Finance; and other GN departments, when needed.

This Committee was 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.

To achieve this, the Committee began a planning process, working with 24 communities in Nunavut[1] to develop community-specific plans identifying infrastructure investments that would meet the basic, current needs of individuals, families and the community as a whole, without imposing a burden on future generations.

The planning process focused specifically on infrastructure - primarily network infrastructure like roads, bridges, water and wastewater systems), buildings, and equipment. While many infrastructure projects in the past have focused on immediate needs, this planning process encouraged communities to take a longer term view, looking ahead for five or more years into the future.

In the summer of 2009, GN and the NCIAC developed a detailed consultation plan, data collection tools, and research schedule. They also prepared a set of draft sustainability goals to begin discussions at the community level.

Preparation for the Pond Inlet ICISP began in the fall of 2009. Background information was collected, analyzed, and organized into a detailed community profile (see Volume 2, Section 5).

A community consultation meeting was held in Pond Inlet on March 9, 2010. Initial findings from the research were presented to a group of community representatives, who used that background information to help determine what sustainability means to the community, what the sustainability goals of Pond Inlet are, and what infrastructure investments could help achieve those goals in the next five to twenty years. In addition, a community radio phone in show was held the same day during the evening to gather further community input on infrastructure issues and priorities. In total 33 residents phoned to provide comments over an hour and a half show.

Input from the research and community meetings was analyzed into a draft ICISP, which was then submitted to CGS for review.

[1] Iqaluit was not included in this process.

The draft ICISP was finalized, translated, and provided to the Hamlet Council. The ICISP was then revised to reflect their input, and was submitted to CGS as a final report on this community's planning process.

# 2 Conditions Influencing Sustainable Infrastructure Needs and Priorities

The geography and climate of Nunavut contribute to the high cost of acquiring materials and services, and building and maintaining community infrastructure. Buildings, facilities, equipment and vehicles depreciate very quickly as a result of the harsh climate, conditions of use (e.g. local road conditions), poor storage conditions and inferior maintenance (e.g. lack of proper staff training and certification).

Nunavut's population is young and growing. This growth will put pressure on already overburdened infrastructure, including in areas such as housing, water, sewage and solid waste, and infrastructure systems in the public safety, education, health care and recreational sectors.

According to the 2008 Nunavut Economic Outlook, the key areas of employment in Nunavut are likely to be the public sector, mining, fisheries, oil and gas exploration, transportation and tourism. Sustainable community infrastructure must support existing economic activity and emerging opportunities in these sectors, stimulate economic diversification, and enable greater participation in mainstream and traditional economic activities.

The traditional economy is also an important component of life, well-being and sustainability. It contributes in-kind income, provides country food and traditional medicines, and incorporates commercial activity like soapstone carving, arts and crafts.

Social conditions are similar in most Nunavut communities. The number and condition of housing units is inadequate, a problem exacerbated by the lack of serviceable lots the poor condition of heavy equipment in the community, and lack of capacity to build access roads to new lots.

Overcrowding and poor housing conditions contribute to high rates of infant mortality, respiratory illness and violence.

Social conditions and trends suggest both a short-term and ongoing need for investment in community education, housing, health and recreation and related infrastructure systems.

While Inuit culture and language remain strong, these are increasingly under threat from southern cultural influences via modern communications technologies, reduced reliance on traditional foods and economic pursuits, the continued loss of Elders and traditional language speakers, and a a growing disconnection between Elders and youth.

The protection and promotion of Inuit culture, language and heritage can be achieved through investment in infrastructure systems that support the traditional economy, recreational infrastructure and facilities that bring community members together to share and transmit culture, language and heritage.

## 2.1 Existing vision statements and major community goals that relate to the ICISP

The Pond Inlet Community Economic Development Plan (2004) contains the following Vision Statements:

1. Mittimatalik will be a healthy community with adequate recreational and social infrastructure, housing, and resources to deal with social issues that arise.
2. Mittimatalik will be a thriving community with a diversified economy, relying on natural and human assets – the wildlife, tourism and mineral resources, traditional land-based and artistic skills, and business know how.
3. Mittimatalik will be a hub for the northern Qikiqtani region, both in terms of economic activity and relations with other communities in terms of tourism and other development, and as a transportation hub that may potentially have a jet airstrip, an active shipping schedule, and a breakwater and deepwater wharf.

## 2.2 Issues that could impede Sustainability

Consultations in Pond Inlet identified the following community concerns that could be considered impediments to sustainability if not addressed by planning as the community continues to grow and the economy changes;

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

Adequate planning is required to ensure infrastructure is in place to support this sector so that the economic benefits are realized for the community.

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

# 3 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:

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

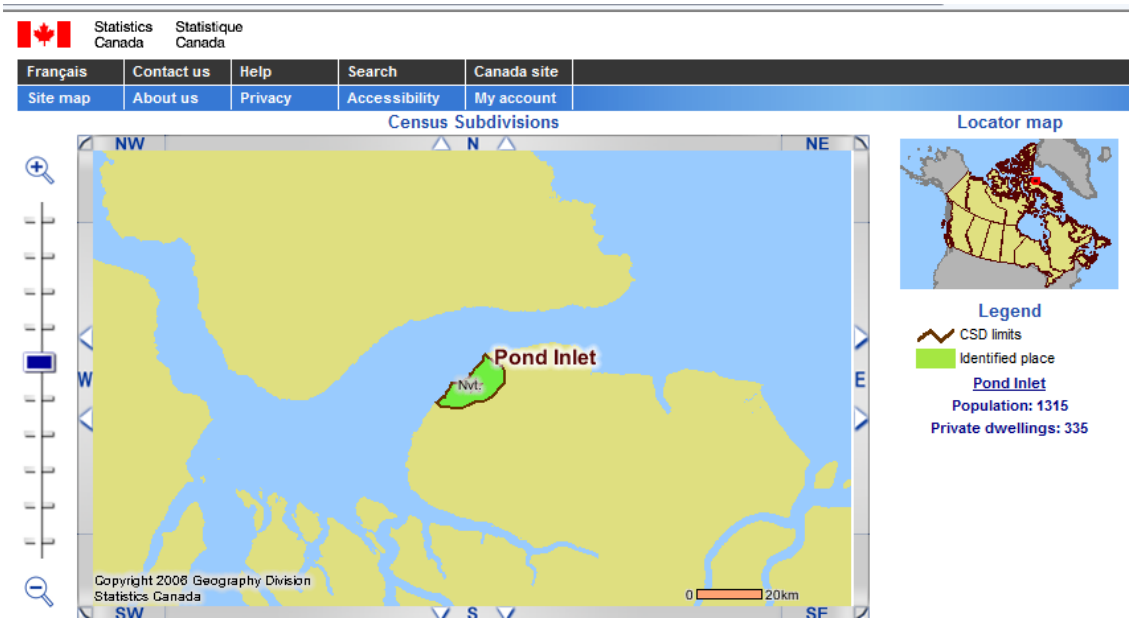
Infrastructure sustainability in Pond Inlet should:

- 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.

# 4 Community Profile

## 4.1 Location and History

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 72º 41' 81" North and 77º 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.




*Map 1 – Community of Pond Inlet*

## 4.2 Demographics

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.

**Table 3. Total Census Population**

| Year | 1996 | 2001 | 2006 |
|---|---|---|---|
| **Total Population** | 1155 | 1220 | 1315 |
| **Females** | 615 | 650 | 695 |
| **Males** | 540 | 570 | 620 |

Source: Statistics Canada, 2006 Census, Community Profiles – Pond Inlet

Table 4 below provides a picture of the age composition of Pond Inlet's population, based on Census data. 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.

**Table 4. Age Characteristics**

| Age Group | Total Population | | |
|---|---|---|---|
| | 1996 | 2001 | 2006 |
| **Total** | 1155 | 1220 | 1315 |
| **Age 0 – 4 yrs** | 170 | 185 | 170 |
| **Age 5 – 14 yrs** | 350 | 320 | 315 |
| **Age 15 – 19 yrs** | 130 | 155 | 160 |
| **Age 20 – 24 yrs** | 85 | 100 | 120 |
| **Age 25 – 54 yrs** | 360 | 400 | 470 |
| **Age 55 – 64 yrs** | 35 | 45 | 65 |
| **Age 65 – 74 yrs** | 15 | 20 | 20 |
| **Age 75 yrs and over** | 10 | 5 | 5 |
| **Average age** | 21.2 | 18.4 | 20.8 |

Source: Statistics Canada, 2006 Census, Community Profiles – Pond Inlet

**Table 5. Total Census Families**

| | Census | |
|---|---|---|
| | **2001** | **2006** |
| **Total number of census families** | 285 | 310 |

Source: Statistics Canada, 2006 Census, Community Profiles – Pond Inlet

## *4.3 Economy*

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. The wildlife economy continues to play an important role in Pond Inlet and contributes to the foundation of Inuit culture and economy. The following table indicates the percentage of Pond Inlet residents in 2006 who participated in the harvesting of country food:

**Table 6. Table 4 Harvesting of Country Food**

| | Census 2006 |
|---|---|
| **Hunted in the past 12 months (2006)** | 66 |
| **Fished in the past 12 months (2006)** | 69 |
| **Gathered wild plants (berries, etc.) in the past 12 months** | 79 |

Source: Statistics Canada, 2006 Profile of Aboriginal Children Youth and Adults

Pond Inlet experiences lower participation rates[2] 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.

[2] 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.

**Table 7. Participation and Unemployment Rates**

| | Census | | |
|---|---|---|---|
| | **1996** | **2001** | **2006** |
| **Participation rate** | 59.5 | 57.6 | 59.9 |
| **Unemployment rate** | 26.3 | 25.3 | 22 |

Source: Statistics Canada, 2006 Census, Community Profiles – Pond Inlet

Table 8 below shows that 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.

**Table 8. Experienced Labour Force by Occupation**

| | Census | |
|---|---|---|
| | **2001** | **2006** |
| **Total experienced labour force 15 years and over** | 395 | 490 |
| **Management occupations** | 40 | 45 |
| **Business, finance and administration occupations** | 40 | 85 |
| **Natural and applied sciences and related occupations** | 10 | 10 |
| **Health occupations** | 10 | 0 |
| **Social science; education; government service and religion** | 70 | 95 |
| **Art; culture; recreation and sport** | 25 | 15 |
| **Sales and service occupations** | 105 | 130 |
| **Trades; transport and equipment operators and related occupations** | 85 | 85 |
| **Occupations unique to primary industry** | 0 | 15 |
| **Occupations unique to processing; manufacturing and utilities** | 0 | 0 |

Source: Statistics Canada, 2006 Census, Community Profiles – Pond Inlet

## *4.4 Education*

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.

**Table 9. Educational Attainment (Census 2006)**

| | Total | Male | Female |
|---|---|---|---|
| **Total population 15 years and over** | 835 | 445 | 390 |
| **No certificate; diploma or degree** | 510 | 270 | 240 |
| **High school certificate or equivalent** | 60 | 30 | 35 |
| **Apprenticeship or trades certificate or diploma** | 35 | 25 | 0 |
| **College; CEGEP or other non-university certificate or diploma** | 150 | 80 | 70 |
| **University certificate or diploma below the bachelor level** | 10 | 0 | 0 |
| **University certificate; diploma or degree** | 75 | 30 | 40 |

Source: Statistics Canada, 2006 Census, Community Profiles – Pond Inlet

## *4.5 Housing*

**Table 10. Number of Private Dwellings**

| | Census | |
|---|---|---|
| | **2001** | **2006** |
| **Total - Number of private occupied dwellings** | 270 | 315 |
| **Number of owned dwellings** | 60 | 55 |
| **Number of rented dwellings** | 210 | 250 |

Source: Statistics Canada, 2006 Census, Community Profiles – Pond Inlet

**Table 11. Dwellings Requiring Major Repair**

| | Census | |
|---|---|---|
| | **1996** | **2006** |
| **Dwellings requiring major repair - as a % of total occupied private dwellings** | 55=20.4 | 17.5 |

Source: Statistics Canada, 2006 Census, Community Profiles – Pond Inlet

**Table 12. Dwellings With More Than One Person Per Room**

| | Census | |
|---|---|---|
| | **1996** | **2006** |
| **% of occupied dwellings with more than one person per room** | 29.1 | 23.8 |

Source: Statistics Canada, 2006 Census, Community Profiles – Pond Inlet

## *4.6 Summary*

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.

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 all of the following infrastructure that will be discussed.

- More disposable income, more people passing through town, etc.
- More demand for fuel, landing and expediting services (marine and air)
- More commercial and retail space requirements
- More accommodations

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.

# 5 Infrastructure Worksheets

## *5.1 Hamlet Office*

### 5.1.1 System ID

| | |
|---|---|
| **Infrastructure Category** | Public Services / Community Governance |
| **Infrastructure System** | Hamlet Office |

### 5.1.2 System Description: Technical

| Component Asset | Acquired (Year) | Projected Useful Life (Year) | Years of Remaining Life | Capacity / Utilization | Condition Rating |
|---|---|---|---|---|---|
| Fire Hall, New & Office Complex | 1996 | 2036 | 26 | Inadequate space-overcrowded | Poor to fair |
| Old Hamlet Office 209 | 1966 | 2006 | (-4) | | |

- Offices require renovations: faulty pipes and sewage system, air leakage at windows, poor ventilation, walls are cracking due to foundation issues.
- Office and fire hall require emergency generator

- Fire hall is part of complex and is impacted by mechanical issues of Hamlet office building. For example 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
- If a stand alone fire hall is built in the future, expand Hamlet offices into the existing hall

### 5.1.3 Infrastructure Planned Investment (Resources Have Been Committed)

- No planned investments identified in GN Capital Plan Estimates, Gas Tax Fund, Municipal Rural Infrastructure Fund, Building Canada Fund, or other funds.

### 5.1.4 Infrastructure Priorities (No Resources Have Been Committed)

| NCIAC Priorities | 2006 | 2008 | 2010 |
|---|---|---|---|
| Hamlet Office Renovation | 10 out of 12 | 6 out of 10 | 8 out of 12 |
| Emergency Generator Hamlet Office (EMO, SAR, Fire fighting capacity) | | 10 out of 10 | 10 out of 12 |

### 5.1.5 Infrastructure Priorities Identified in Community Consultations

- 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 years)

## *5.2 Municipal Garages*

### 5.2.1 System ID

| | |
|---|---|
| **Infrastructure Category** | Public Services / Municipal Services |
| **Infrastructure System** | Municipal Parking Garages, Warehouses and Related Buildings |

### 5.2.2 System Description: Technical

| Component Asset | Acquired (Year) | Projected Useful Life (Year) | Years of Remaining Life | Capacity / Utilization | Condition Rating |
|---|---|---|---|---|---|
| 3 BAY PARKING GARAGE, #1 (D93) 409 | 1980 | 2020 | 10 | Shop/parking | Fair |
| Workshop Garage | 1970 | 2010 | 0 | Storage | Poor-unheated |
| Workshop | 1970 | 2010 | 0 | Storage | Poor-unheated |
| PPD Storage Container | | | 10 | Storage | |
| PW&S Warehouse (GN) | 1970 | 2010 | 0 | workshop | obsolete |
| 3 Bay Parking Garage #2 | 1970 | 2010 | 0 | Parking-sewage | |

| Component Asset | Acquired (Year) | Projected Useful Life (Year) | Years of Remaining Life | Capacity / Utilization | Condition Rating |
|---|---|---|---|---|---|
| 3 Bay Maintenance Garage (D197) | 1980 | 2020 | 10 | | |
| 2 Bay Parking Garage | 1980 | 2020 | 10 | Parking-water/airport | Fair |
| Steel Storage Shed on Skids beside D197 | 1970 | 2010 | 0 | Storage | Ok |
| Cargo Storage Container #1 | 1985 | 2025 | 15 | Storage | Ok |
| Cargo Storage Container #2 | 1985 | 2025 | 15 | Storage | Ok |

- There are a number of old / derelict buildings and garages in Pond Inlet on municipal lots. Some garages are very old, many over 20 years, and need to be demolished- old insulation (asbestos?) in many buildings. There is a need to remove these facilities over time and use the lots for more intensive development and new infrastructure.
- Better/safer environment for staff is a priority to address through improvements to these hamlet facilities
- Mechanical & parking garage replacements and overhead door remotes are needed. Mechanics garage can't be used for primary purpose- used mainly for parking. Replace after parking is addressed, making sure buildings are suited to new equipment size.

### 5.2.3 Infrastructure Planned Investment (Resources Have Been Committed)

- No planned investments identified in GN Capital Plan Estimates, Gas Tax Fund, Municipal Rural Infrastructure Fund, Building Canada Fund, or other funds.

### 5.2.4 Infrastructure Priorities (No Resources Have Been Committed)

| NCIAC Priorities | 2006 | 2008 | 2010 |
|---|---|---|---|
| 3 bay garage | 2 out of 12 | 3 out of 10 | 12 out of 12 |

- A three bay municipal garage has been identified as a community priority for parking. The community's old arena will be renovated to a large parking garage to replace obsolete buildings once the new arena complex is operational

### 5.2.5 Infrastructure Priorities Identified in Community Consultations

- Renovate old arena into parking garage
- Once parking garage issue is resolved, build a new mechanics garage
- Demolish all of garages and workshops and replace with new combined use facilities

## *5.3 Municipal Vehicles*

### 5.3.1 System ID

| | |
|---|---|
| **Infrastructure Category** | Public Services / Municipal Services |
| **Infrastructure System** | Municipal Vehicles |

### 5.3.2 System Description: Technical

| Component Asset | Acquired (Year) | Projected Useful Life (Year) | Years of Remaining Life | Capacity / Utilization | Condition Rating |
|---|---|---|---|---|---|
| 2007 Ford Ranger | 2007 | 2014 | 4 | REC | Excellent |
| 2000 Suzuki Grand Vitara JX | 2005 | 2012 | 2 | MLO office | Poor |
| 2002 Ford F350 XL Diesel Crew Cab | 2005 | 2012 | 2 | | Very poor |
| 2002 Ford F150 Super Cab 1/2 Ton | 2005 | 2012 | 2 | Foreman | Fair- high mileage. |
| 2000 GMC Sierra 4x4 Pickup | 2008 | 2015 | 5 | DPW | Fair |

| Component Asset | Acquired (Year) | Projected Useful Life (Year) | Years of Remaining Life | Capacity / Utilization | Condition Rating |
|---|---|---|---|---|---|
| 2005 Ford Ranger FX4 4x4 Pickup (Bylaw) | 2008 | 2015 | 5 | Bylaw | Good |
| 2006 Ford Expedition | 2006 | 2013 | 3 | SAO Office | Excellent |

- Municipality self finances small vehicles. Replacement schedule- buying 2 yr old vehicles as planned [Replace old vehicles with units that are lease returns (2 years old)]. Hamlet repairs of vehicles are done as required, it is generally more effective to have a scheduled replacement period. Warranties on small vehicles are of little value- buying 2 year old vehicles is more cost effective. Trucks tend to have a 5 year life span
- Short term goal is that no light vehicles should be more than 10 years old. Fleet should be standardized to the same make – either Ford, Dodge, or GMC - but not imported vehicles. Staff training is required for new mechanical systems- new vehicles not the same as old ones
- More fuel efficient vehicles would serve the community in all aspects in providing support services.
- Road dust screwing up air intake centre on vehicles
- Vehicle power conditioners needed to provide consistent power, brown outs and surges cause problems

### 5.3.3 Infrastructure Planned Investment (Resources Have Been Committed)

- No planned investments identified in GN Capital Plan Estimates, Gas Tax Fund, Municipal Rural Infrastructure Fund, Building Canada Fund, or other funds.

### 5.3.4 Infrastructure Priorities (No Resources Have Been Committed)

- No priorities were identified by Council for NCIAC in 2006, 2008 and 2010.

### 5.3.5 Infrastructure Priorities Identified in Community Consultations

- Replace older vehicles (i.e. 2000 Suzuki and 2002 Ford Diesel) Short term (1-5 years)
- Ongoing replacement of older vehicles

## *5.4 Law Enforcement/RCMP Infrastructure*

### 5.4.1 System ID

| | |
|---|---|
| **Infrastructure Category** | Public Services / Public Safety |
| **Infrastructure System** | RCMP |

### 5.4.2 System Description: Technical

| Component Asset | Acquired (Year) | Projected Useful Life (Year) | Years of Remaining Life | Capacity / Utilization | Condition Rating |
|---|---|---|---|---|---|
| Detachment | | | | 4 officers | Good- recently renovated |
| Staff Housing | | | | | Good |

- Not sure about uselful life and current status of facilities and staff housing as RCMP not involved in past hamlet planning
- 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. Therefore foundation upgrades, slope stabilization, a community drainage plan and shoreline erosion control are important.

### 5.4.3 Infrastructure Planned Investment (Resources Have Been Committed)

- No planned investments identified in GN Capital Plan Estimates, Gas Tax Fund, Municipal Rural Infrastructure Fund, Building Canada Fund, or other funds.

### 5.4.4 Infrastructure Priorities (No Resources Have Been Committed)

- No priorities were identified by Council for NCIAC in 2006, 2008 and 2010.

### 5.4.5 Infrastructure Priorities Identified in Community Consultations

- Study issues of infrastructure security and stability
- No immediate infrastructure investment identified

## *5.5 Fire Services Infrastructure*

### 5.5.1 System ID

| | |
|---|---|
| **Infrastructure Category** | Public Services / Fire Services |
| **Infrastructure System** | Municipal Vehicles |

### 5.5.2 System Description: Technical

| Component Asset | Acquired (Year) | Projected Useful Life (Year) | Years of Remaining Life | Capacity / Utilization | Condition Rating |
|---|---|---|---|---|---|
| Fire Hall, New & Office Complex (also listed above) | 1996 | 2036 | 26 | Too small to accommodate truck | Poor to fair (see Hamlet office) |
| Old Fire Hall | 1980 | 2020 | 10 | | |
| 2008 Sterling Fort Garry Fire Truck | 2008 | 2028 | 18 | | |

- Same issues with mechanical and structural deficiencies in the building (need addressed in short term).
- Fire hall is too small to accommodate truck and the tasks required to maintain and service vehicle
- Fire truck maintenance cannot be done inside sometimes, so safety walk around of truck has to be done outside.

### 5.5.3 Infrastructure Planned Investment (Resources Have Been Committed)

- No planned investments identified in GN Capital Plan Estimates, Gas Tax Fund, Municipal Rural Infrastructure Fund, Building Canada Fund, or other funds.

### 5.5.4 Infrastructure Priorities (No Resources Have Been Committed)

| NCIAC Priorities | 2006 | 2008 | 2010 |
|---|---|---|---|
| Fire Truck | 5 out of 12 | | |

### 5.5.5 Infrastructure Priorities Identified in Community Consultations

- Renovate municipal offices/fire hall complex –short-term (1-2 years)
- New fire hall – medium term (5 - 10 years)

## *5.6 Search and Rescue Infrastructure*

### 5.6.1 System ID

| | |
|---|---|
| **Infrastructure Category** | Public Services / Search and rescue |
| **Infrastructure System** | Municipal Vehicles |

### 5.6.2 System Description: Technical

| Component Asset | Acquired (Year) | Projected Useful Life (Year) | Years of Remaining Life | Capacity / Utilization | Condition Rating |
|---|---|---|---|---|---|
| 1996 R3 MOD. #M5238113 Snowmobile | 2000 | 2007 | (-3) | | Fair |
| 1997 R2 MOD. #M4937794 Snowmobile | 1997 | 2004 | (-6) | | Fair |
| 1998 R1 MOD. #5857573 Snowmobile | 1998 | 2005 | (-5) | | Fair |

### 5.6.3 Infrastructure Planned Investment (Resources Have Been Committed)

- No planned investments identified in GN Capital Plan Estimates, Gas Tax Fund, Municipal Rural Infrastructure Fund, Building Canada Fund, or other funds.

### 5.6.4 Infrastructure Priorities (No Resources Have Been Committed)

- No priorities were identified by Council for NCIAC in 2006, 2008 and 2010.

### 5.6.5 Infrastructure Priorities Identified in Community Consultations

- Replace all Search and Rescue vehicles, and repeat on a five year cycle- Short term (1-5 years)

## *5.7 Power / Energy System Infrastructure*

### 5.7.1 System ID

| | |
|---|---|
| **Infrastructure Category** | Public Services |
| **Infrastructure System** | Power / Energy |

### 5.7.2 System Description: Technical

| Component Asset | Acquired (Year) | Projected Useful Life (Year) | Years of Remaining Life | Capacity / Utilization | Condition Rating |
|---|---|---|---|---|---|
| QEC Power plant | 1992 | 2009 | (-1) | 720 kW | |
| | 1984 | 2020 | 10 | 720 kW | |
| | 2009 | 2064 | 54 | 550 kW | |
| | 2009 | 2043 | 33 | 550 kW | |
| 2 diesel tanks | | | | 6,008,784 L | |
| 1 gasoline tank | | | | 950,658 L | |
| 4 Jet A-1 (2 at airport) | | | | 2,008,200 L | |
| 4 emergency tanks | | | | 369,105 L | |

- Qulliq Energy Corporation has a power plant in town that supplies the community with diesel driven electricity.
- GN PPD manages Tank Farm

- Power plant upgrades included more fuel efficient and less polluting generators
- Short term - power and fuel supply are keeping pace with community demand. Current capacities are not inclusive of commercial demand growth driven by increase in resource (mineral) sector growth. If mining sector activity increases in Pond Inlet or the region, the demand for fuel may increase beyond capacity in next five year period
- Longer term - continued monitoring of capacity and expansion of infrastructure to meet demand as required

### 5.7.3 Infrastructure Planned Investment (Resources Have Been Committed)

- No planned investments identified in GN Capital Plan Estimates, Gas Tax Fund, Municipal Rural Infrastructure Fund, Building Canada Fund, or other funds.

### 5.7.4 Infrastructure Priorities (No Resources Have Been Committed)

- No priorities were identified by Council for NCIAC in 2006, 2008 and 2010.

### 5.7.5 Infrastructure Priorities Identified in Community Consultations

- Tank farm expansion – medium term (5-10 years)
- Power Plant upgrades - medium term (5-10 years)

## *5.8 Infrastructure Supporting the Traditional Economy*

### 5.8.1 System ID

| | |
|---|---|
| **Infrastructure Category** | Economic Infrastructure |
| **Infrastructure System** | Traditional Economy |

### 5.8.2 System Description: Technical

| Component Asset | Acquired (Year) | Projected Useful Life (Year) | Years of Remaining Life | Capacity / Utilization | Condition Rating |
|---|---|---|---|---|---|
| HTO Office | ? | | | | Poor- no central heating or water system |
| Community Freezer (GN) | | | | | Adequate |

- Access roads (trail to Ivisaat, Mt. Herodier) – *[included on transportation/roads infrastructure worksheet]* are required for traditional economy to continue to support the community. Residents need access roads to reach harvest areas, to reduce degredation of the tunfra in travel areas, and to minimize the wear and tear on vehicles used when harvesting.
- Hamlet has offered the HTO space in the old community centre, but the facility needs approximately $85K in renovations to be habitable.
- Search and Rescue (see Search and Rescue) – maintaining search and rescue vehicles supports the traditional economy. Improved communications systems on the land (see Communications) will also impact on the traditional economy

- Community freezer will require upgrades as community grows. Existing facility will not be sufficient if a meat processing plant is developed. Mid-term planning required for new community freezer

### 5.8.3 Infrastructure Planned Investment (Resources Have Been Committed)

- No planned investments identified in GN Capital Plan Estimates, Gas Tax Fund, Municipal Rural Infrastructure Fund, Building Canada Fund, or other funds.

### 5.8.4 Infrastructure Priorities (No Resources Have Been Committed)

| NCIAC Priorities | 2006 | 2008 | 2010 |
|---|---|---|---|
| Meat processing plant / Freezer | | (rated secondary, but not ranked) | |

- The 2005 Pond Inlet CED plan identified a goal to develop a meat processing plant. A feasibility study is to be undertaken.

### 5.8.5 Infrastructure Priorities Identified in Community Consultations

- Access Roads (see Transportation)
- HTO Office – short term (1-5 years)
- Community Freezer – medium term (5-10 years)
- Meat and Fish Processing Plant- long term (10-15 years)

## *5.9 Transportation System – Road Maintenance Equipment and Vehicles*

### 5.9.1 System ID

| | |
|---|---|
| **Infrastructure Category** | Economic Infrastructure / Transportation |
| **Infrastructure System** | Transportation System - Equipment and Vehicles |

### 5.9.2 System Description: Technical

| Component Asset | Acquired (Year) | Projected Useful Life (Year) | Years of Remaining Life | Capacity / Utilization | Condition Rating |
|---|---|---|---|---|---|
| 1985 Caterpillar Loader 936 | 1985 | 2003 | (-7) | | Fair |
| 2003 Volvo - Grader 720B | 2003 | 2021 | 11 | | Excellent |
| 2003 Case Loader 721D | 2003 | 2021 | 11 | | Poor- breaks down |
| 2003 Caterpillar 420D backhoe loader | 2008 | 2026 | 16 | | Good |
| 1980 Hiniker - Sand Spreader | 1980 | 1998 | (-12) | Not in use | Not serviceable |
| 1997 Caterpillar Wheel Dozer | 1997 | 2015 | 5 | | Poor |

| Component Asset | Acquired (Year) | Projected Useful Life (Year) | Years of Remaining Life | Capacity / Utilization | Condition Rating |
|---|---|---|---|---|---|
| Farm Wagon McCoy Bros. 9 Ton | 1972 | 1979 | (-31) | | Fair, but obsolete. |
| Wheel Loader - Caterpillar | 1996 | | | | Not Operational |
| Access Roads | | | | | |

- Older front end loader will require replacement in a few years
- Bulldozer needed, lots of money spent on rentals from coop
- Hamlet rents heavy equipment from the Co-op for development, hauling and road work. Although this contracting is good for economic development, it is not financially sustainable in the long term for the Hamlet to depend on contracted heavy equipment
- Dust control needed
- Hamlet is contemplating road fines- Supposed to be three layers of gravel on roads, but this is down to one layer in many areas (top portions have eroded)
- No drainage plan or drainage control- not set to standard grates, need culverts (some aren't working- there isn't even a spring runoff plan)
- Road development requires quarry site with gravel crushing and sorting equipment to provide road base and topping gravel, and development site gravel

### 5.9.3 Infrastructure Planned Investment (Resources Have Been Committed)

- No planned investments identified in GN Capital Plan Estimates, Gas Tax Fund, Municipal Rural Infrastructure Fund, Building Canada Fund, or other funds.

### 5.9.4 Infrastructure Priorities (No Resources Have Been Committed)

| NCIAC Priorities | 2006 | 2008 | 2010 |
|---|---|---|---|
| Bull Dozer = D6 | 4 out of 12 | 5 out of 10 | 5 out of 12 |
| Access Road Iviisaat | 9 out of 12 | 8 out of 10 | 4 out of 12 |
| Designated Quarry site | | 9 out of 10 | 11 out of 12 |
| Dump/Plow Truck | 3 out of 12 | | |
| Sand Dispersal Truck | 8 out of 12 | | |
| Trail to Qilalukkat/Akuat | 12 out of 12 | | |
| Road to Utuk Lake | | | 7 out of 12 |

- Bull dozer required immediately
- Community wants access roads developed (Mt. Herodier, Salmon river, Utuk Lake, campground Ivisaat,etc). ATVs dig up archaeological grounds on way to Salmon River- need beach barriers.
- Roads inside the community require rebuilding

### 5.9.5 Infrastructure Priorities Identified in Community Consultations

- Community road development and drainage- short term (1-5 years)
- Quarry Site and equipment - short term (1-5 years)

- Access Roads in the following order:
  - Road Iviisaat (short term 1-5 years)
  - Road to Utuk Lake (medium term 1-5 years)
  - Mt. Herodier, Salmon River, Qilalukkat/Akuat (medium term 5-10 years)
- Bull Dozer (short term 1-2 years)
- Hamlet owned heavy equipment:
  - Sand Spreader (medium term 1-5 years)
  - Front End Loader (medium term 1-5 years)
  - Dump Truck (medium term 1-5 years)

## *5.10 Transportation System- Airport Infrastructure*

### 5.10.1 System ID

| | |
|---|---|
| **Infrastructure Category** | Economic Infrastructure |
| **Infrastructure System** | Airport |

### 5.10.2 System Description: Technical

| Component Asset | Acquired (Year) | Projected Useful Life (Year) | Years of Remaining Life | Capacity / Utilization | Condition Rating |
|---|---|---|---|---|---|
| Airport Terminal (GN) | 2006 | | | | Good |
| Airport Runway and Apron | Last rehabilitation in 1990 | | | Minor overlay planned for 2010 | Fair |
| Trailer c/w tank & dispenser hose | 1970 | 1977 | (-33) | | Good |
| Truck - Runway (pickup/other) | 2003 | | | Planned replacement years 2010/2018 | |
| Truck - Dump/Plow S/A | 1987 | 2009 | (-1) | Planned replacement 2010 | |

| Component Asset | Acquired (Year) | Projected Useful Life (Year) | Years of Remaining Life | Capacity / Utilization | Condition Rating |
|---|---|---|---|---|---|
| Packer - Wobbly Wheel | 1977 | | | obsolete | n/a |
| Packer - Wobbly Wheel | 1998 | | | Planned replacement 2023 | |
| Plow - One Way | 1987 | 2015 | 5 | | |
| Snowblower - Self-Propelled | 1998 | 2023 | 13 | | |

- As of 2010, the terminal and runway are in good shape and adequate, but if more planes start to come due to mining/medivacs/regular scheduled planes, the community is concerned the runway would become inadequate and costly to maintain.
- Community members expressed interest in a new location for the airport to move it away from the centre of town, in addition to adding a concrete runway. Concrete runway would reduce maintenance cost.
- Airport Terminal Building renovation schedule set on a ten year cycle
- Airport requires a heated garage
- Airport heavy and mobile equipment requires replacement on regular schedule, with priority being airport truck and dump truck/plow
- 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
- If a new terminal is developed, a small business could run inside of the terminal.

- Airport runway upgrades require additional gravel materials. Hamlet quarry site development and equipment are required to sustain the airport runway beyond the stockpiled material.

### 5.10.3 Infrastructure Planned Investment (Resources Have Been Committed)

- No planned investments identified in GN Capital Plan Estimates, Gas Tax Fund, Municipal Rural Infrastructure Fund, Building Canada Fund, or other funds.

### 5.10.4 Infrastructure Priorities (No Resources Have Been Committed)

| NCIAC Priorities | 2006 | 2008 | 2010 |
|---|---|---|---|
| Jet runway | | (rated primary, but not ranked) | 6 out of 12 |

- Airstrip/Runway planned for a minor overlay in 2010 (stockpiled overlay material only sufficient for minor work) and a second minor overlay in 2012.
- Dust suppressant on site will be applied in 2010 and additional dust suppressant work to be undertaken in 2015
- Airport fencing planned for 2010. Current airstrip is impact by erosion issues in the community. Community drainage planning would elevate some runway erosion, but Hamlet expressed long term concern that location of airstrip in the town will mean the problem worsens as more development occurs around the airport.

### 5.10.5 Infrastructure Priorities Identified in Community Consultations

- Airport Fencing – short term (1-2 years)
- Airport Entrance public safety barrier (short term 1-2 years)
- Quarry Site and equipment (See Transportation and Roads) to supply runway surface materials (short term 1-5 years)

- Airport Garage (medium term 5-10 years)
- Airport heavy and mobile equipment on the following priority
  - Pick up truck (short term 1-2 years)
  - Dump Truck/plow ( short term 1-5 years)
  - One way plow (short term 5 years)
  - Packer (long term 10-15 years)
  - Snowblower ( long term 10-15 years)
- Airport relocation (long term 10-15 years)

## *5.11 Transportation System- Marine Infrastructure*

### 5.11.1 System ID

| | |
|---|---|
| **Infrastructure Category** | Economic Infrastructure / Marine |
| **Infrastructure System** | Marine Infrastructure Systems |

### 5.11.2 System Description: Technical

| Component Asset | Acquired (Year) | Projected Useful Life (Year) | Years of Remaining Life | Capacity / Utilization | Condition Rating |
|---|---|---|---|---|---|
| Marine Dock | | | | | |
| Mooring bollards | | | | | |

- 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 area
- Community drainage plan impact on harbour area

### 5.11.3 Infrastructure Planned Investment (Resources Have Been Committed)

- No planned investments identified in GN Capital Plan Estimates, Gas Tax Fund, Municipal Rural Infrastructure Fund, Building Canada Fund, or other funds.

### 5.11.4 Infrastructure Priorities (No Resources Have Been Committed)

| NCIAC Priorities | 2006 | 2008 | 2010 |
|---|---|---|---|
| Dock | | (Rated primary, but not ranked) | 3 out of 12 |

- 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

### 5.11.5 Infrastructure Priorities Identified in Community Consultations

- Harbour breakwater and dock, including cruise ship landing area (short term 1-5 years)
- Erosion control (medium term 5-10 years)
- Sealift staging area (medium term 5-10 years)

## *5.12 Communications*

### 5.12.1 System ID

| | |
|---|---|
| **Infrastructure Category** | Economic Infrastructure / Communications |
| **Infrastructure System** | Communications |

### 5.12.2 System Description: Technical

| Component Asset | Acquired (Year) | Projected Useful Life (Year) | Years of Remaining Life | Capacity / Utilization | Condition Rating |
|---|---|---|---|---|---|
| None | | | | | |

- Search and Rescue use radio and satellite communications
- Northwestel provides phone service within the community.
- CBC radio broadcasts on an FM station, with daytime local programming.
- The local Coop offers cable TV, though many people have Bell ExpressVu satellites
- Internet service is available at the school or the library free of charge.
- Canada Post office
- Internet Connectivity Type: High-Speed (QINIQ)
- Community Access Program (CAP) Sites:  concern with location of CAP site

- Community economic development plan requires improved communications system to support activities of resource companies, support financial transactions as Pond Inlet becomes a hub of economic activity, and improve interconnectivity with the rest of the territory.

### 5.12.3 Infrastructure Planned Investment (Resources Have Been Committed)

- No planned investments identified in GN Capital Plan Estimates, Gas Tax Fund, Municipal Rural Infrastructure Fund, Building Canada Fund, or other funds.

### 5.12.4 Infrastructure Priorities (No Resources Have Been Committed)

- No priorities were identified by Council for NCIAC in 2006, 2008 and 2010.

### 5.12.5 Infrastructure Priorities Identified in Community Consultations

- Increase internet bandwidth (short term 1-5 years)
- Cellular phone service (medium term 5-10 years)
- Satellite repeater stations on the land (long term 10-15 years)

## *5.13 Commercial Facilities*

### 5.13.1 System ID

| | |
|---|---|
| **Infrastructure Category** | Economic Infrastructure / Commercial |
| **Infrastructure System** | Commercial Facilities |

### 5.13.2 System Description: Technical

| Component Asset | Acquired (Year) | Projected Useful Life (Year) | Years of Remaining Life | Capacity / Utilization | Condition Rating |
|---|---|---|---|---|---|
| Co-Op Inns North Hotel | | | | | |
| Co-op Store | | | | | |
| Northern store | | | | | |
| Blackpoint Lodge | | | | Currently used by Canadian North | |

- The community wants infrastructure that keeps pace with growth in the community's population and economy. Providing economic services to resource development associated with the Baffinland/Mary River site is a priority in the Hamlet's economic development plan.
- Pond Inlet also wants to be a regional hub for north Baffin, in terms of economic enterprise and transportation.
- Investments in accommodations (number of hotel or B&B rooms) is required to provide spaces for increased economic activity

- Commercial space for offices required (suggestions included renovation of one of the Hamlet's surplus buildings as a business centre), or private development of a business centre
- Warehousing space required for commercial enterprise
- The CED plan and community consultations also identified other economic development infrastructure requirements: Taxi, Public storage units, Convenience store, banking and automotive repair commercial infrastructure.

### 5.13.3 Infrastructure Planned Investment (Resources Have Been Committed)

- No planned investments identified in GN Capital Plan Estimates, Gas Tax Fund, Municipal Rural Infrastructure Fund, Building Canada Fund, or other funds.

### 5.13.4 Infrastructure Priorities (No Resources Have Been Committed)

| NCIAC Priorities | 2006 | 2008 | 2010 |
|---|---|---|---|
| Local Hotel development | | (rated primary, but not ranked) | |
| Banks | | (rated primary, but not ranked) | |
| Commercial Automotive Center | | (rated primary, but not ranked) | |

### 5.13.5 Infrastructure Priorities Identified in Community Consultations

- Increase hotel accommodation spaces (short term 1-5 years).
- Commercial business centre (medium term 5 - 10 years)
- Commercial Warehousing (medium term 5 – 10 years

## *5.14 Culture, Heritage, Language and Arts*

### 5.14.1 System ID

| | |
|---|---|
| **Infrastructure Category** | Cultural Infrastructure |
| **Infrastructure System** | Culture, Heritage, Language and Arts |

### 5.14.2 System Description: Technical

| Component Asset | Acquired (Year) | Projected Useful Life (Year) | Years of Remaining Life | Capacity / Utilization | Condition Rating |
|---|---|---|---|---|---|
| Nattinak Visitor Center and Library (GN) | 1996 | | | | Inside good, outside needs repairs |
| Campground Facility (GN) | Approx 2006 | | | | |
| Parks Canada Insustrial lot for vehicles | | | | | |
| Parks Canada Office (rented from Hamlet) | | | | | Building requires replacement |
| Parks Canada Staff House #702 | | | | | |
| Parks Canada Staff House | | | | | |

| Component Asset | Acquired (Year) | Projected Useful Life (Year) | Years of Remaining Life | Capacity / Utilization | Condition Rating |
|---|---|---|---|---|---|
| #715 | | | | | |
| Parks Canada Staff House #1033 | | | | | |
| Parks Canada Staff House #1035 | | | | | |
| Territorial Campground | | | | | |

- Parks Canada owns an industrial lot where it stores vehicles and equipment, but hopes to build a garage on the lot in the next 2 years
- Nattinnak Centre requires expansion for archives/heritage centre services (climate control and security). Library- currently no longer central for community use. It is opened one evening a week and offers a wide selection of material. There is currently not a CAP site in the library due to space limitations.
- Increased staff hours (i.e. full time positions) for both visitor centre manager and local librarian are needed. This would allow access to seasonal workers, summer students, third party funding that is currently unavailable as there is no full time staff. VSM could then run cultural programs and LL could run language programs. Increased hours would then attract higher qualified staff for these positions.
- Territorial Camp ground construction was not completed in 2008, and camp ground needs regular maintenance and repair Parks Canada plans to build a new office in 2010/11 adjacent to the RCMP building.

- The community economic development plan wants to promote culture and heritage as an economic activity. The Heritage Centre provides services for the sector that could be enhanced through increased programming funding and enhanced facilities (improvements to the archives).

### 5.14.3 Infrastructure Planned Investment (Resources Have Been Committed)

- No planned investments identified in GN Capital Plan Estimates, Gas Tax Fund, Municipal Rural Infrastructure Fund, Building Canada Fund, or other funds.

### 5.14.4 Infrastructure Priorities (No Resources Have Been Committed)

| NCIAC Priorities | 2006 | 2008 | 2010 |
|---|---|---|---|
| Parks Canada Development | | (Rated tertiary, but not ranked) | |

### 5.14.5 Infrastructure Priorities Identified in Community Consultations

- Nattinak Centre renovations and expansion (short term 1-5 years).
- Territorial Campground Construction (short term 1-5 years).
- Parks Canada Office (medium term 5-10 years)

## *5.15 Recreation Infrastructure*

### 5.15.1 System ID

| | |
|---|---|
| **Infrastructure Category** | Cultural Infrastructure |
| **Infrastructure System** | Recreation Infrastructure |

### 5.15.2 System Description: Technical

| Component Asset | Acquired (Year) | Projected Useful Life (Year) | Years of Remaining Life | Capacity / Utilization | Condition Rating |
|---|---|---|---|---|---|
| Old Community Hall (overflow and Storage) | 1977 | 2017 | 7 | | |
| Old Arena/Curling Rink | 1983 | 2023 | 13 | | To be converted to Parking Garage when new arena complete |
| New Community Hall 821 | 2008 | 2048 | 38 | | |
| New Arena | 2010/2011 | 2050 | 40 | | Under construction |
| 1996 Playfield | 1996 | 2024 | 4 | | |

- New hockey rink is being developed (to be open in 2010/2011)

- Old community hall/arena is 30 years old - was shut down but has been opened up again because there was no other facility. New community hall building is constructed but space limitation still an issue for larger community events (such as Christmas). New hall will eventually link to the new arena when it is completed
- Both school's gyms are also open at selected times for community sports.
- Playground was not replaced when the community hall site design was prepared. Additional playgrounds are required as the community grows
- A baseball diamond has not yet been developed
- Currently only outdoor swimming in summer.

### 5.15.3 Infrastructure Planned Investment (Resources Have Been Committed)

- No planned investments identified in GN Capital Plan Estimates, Gas Tax Fund, Municipal Rural Infrastructure Fund, Building Canada Fund, or other funds.

### 5.15.4 Infrastructure Priorities (No Resources Have Been Committed)

| NCIAC Priorities | 2006 | 2008 | 2010 |
|---|---|---|---|
| Arena completion | 1 out of 12 | 2 out of 10 | |
| Baseball Diamond | 11 out of 12 | | |
| Community Hall | Not rated | | |

- The Pond Inlet CED Plan identifies the desire for a swimming pool in town
- The CED plan and consultation process link recreation with achieving culture and heritage goals, and with health among residents (particularly youth).

### 5.15.5 Infrastructure Priorities Identified in Community Consultations

- Community consultations identified recreational programming that would benefit the community and could be integrated into existing facilities, such as a skate board park, basketball, ball/street hockey
- Swimming Pool (short term 1-5 years).
- Baseball Diamond (short term 1-5 years).
- Playground (short term 1-5 years).

## *5.16 Elders and Youth Facilities*

### 5.16.1 System ID

| | |
|---|---|
| **Infrastructure Category** | Cultural Infrastructure |
| **Infrastructure System** | Elders and Youth Infrastructure |

### 5.16.2 System Description: Technical

| Component Asset | Acquired (Year) | Projected Useful Life (Year) | Years of Remaining Life | Capacity / Utilization | Condition Rating |
|---|---|---|---|---|---|
| | | | | | |

- Senior housing was identified as a priority of the Hamlet and members of the community.

### 5.16.3 Infrastructure Planned Investment (Resources Have Been Committed)

- No planned investments identified in GN Capital Plan Estimates, Gas Tax Fund, Municipal Rural Infrastructure Fund, Building Canada Fund, or other funds.

### 5.16.4 Infrastructure Priorities (No Resources Have Been Committed)

| NCIAC Priorities | 2006 | 2008 | 2010 |
|---|---|---|---|
| Seniors Housing | | (rated secondary, but not ranked) | |

### 5.16.5 Infrastructure Priorities Identified in Community Consultations

- Transportation for the Elders was identified as a need, such as a small bus to move Elders around the community.(short term) 1-5 years
- Seniors housing (short term 1-5 years).

## *5.17 Health Infrastructure*

### 5.17.1 System ID

| | |
|---|---|
| **Infrastructure Category** | Health Infrastructure |
| **Infrastructure System** | Health Infrastructure |

### 5.17.2 System Description: Technical

| Component Asset | Acquired (Year) | Projected Useful Life (Year) | Years of Remaining Life | Capacity / Utilization | Condition Rating |
|---|---|---|---|---|---|
| Health Centre | 2004 | | | | |

- The local Health Centre is open weekdays from 9am to 5pm, staffed by registered nurses who treat routine health problems. Nurses are also on call for emergencies. Doctors, dentists, and other specialists visits town on a regular basis.

### 5.17.3 Infrastructure Planned Investment (Resources Have Been Committed)

- No planned investments identified in GN Capital Plan Estimates, Gas Tax Fund, Municipal Rural Infrastructure Fund, Building Canada Fund, or other funds.

### 5.17.4 Infrastructure Priorities (No Resources Have Been Committed)

- No priorities were identified by Council for NCIAC in 2006, 2008 and 2010.
- The Community Wellness plan and CED plan identify goals for the health sector that support the sustainability goals of Pond Inlet. Community sees the link between health and the sustainability (all four areas) as inseparable.

- Hamlet was interested in supporting the proposal of the Qaumariaq Wellness Society (QWS) to convert the old health centre into a wellness centre, but funding was not available for the plan. QWS would like to have in community treatment to support people with life skills; to address stresses as resource sector introduces new ways of less and issues associated with increased separation and income; and foster youth in the community. Such a centre could support the north Baffin region

### 5.17.5 Infrastructure Priorities Identified in Community Consultations

- Ambulance (would require a parking space)- short term (1-5 years)
- Wellness and Healing Treatment Centre (medium term 5-10 years)

## *5.18 Elementary and High School Infrastructure*

### 5.18.1 System ID

| | |
|---|---|
| **Infrastructure Category** | Education Infrastructure |
| **Infrastructure System** | Elementary/High School Infrastructure |

### 5.18.2 System Description: Technical

| Component Asset | Acquired (Year) | Projected Useful Life (Year) | Years of Remaining Life | Capacity / Utilization | Condition Rating |
|---|---|---|---|---|---|
| Ulaajuk Primary School (GN) | 1987, renovated in 1994 & 2002 | | | Capacity of 440/43% utilization | |
| Nasivvik High School (GN) | 1999 | | | Capacity of 321/ 89% utilization | |
| School bus | | | | | |

- Ulaajuk School houses classes from kindergarten to grade six. Ulaajuk School was built in 1987, renovated in 1994 and received a new addition in 2002; they now have a full sized gym, woodshop, and additional classrooms. The population of Ulaajuk School is approximately 190 students (the capacity is 440, meaning a 43% utilization rate). Very good building however the heating system in Ulaajuk Elementary doesn't work
- Built in 1999, Nasivvik High School is for grades seven to twelve. The approximate population at Nasivvik High School is about 286 students (the capacity is 321, meaning a 89% utilization rate).

- Bussing system is inadequate- 34 passenger bus to support approx 450 students. Approx half of the student population requires bus transportation to school. However an additional bus would require adequate parking space.

### 5.18.3 Infrastructure Planned Investment (Resources Have Been Committed)

- No planned investments identified in GN Capital Plan Estimates, Gas Tax Fund, Municipal Rural Infrastructure Fund, Building Canada Fund, or other funds.

### 5.18.4 Infrastructure Priorities (No Resources Have Been Committed)

- No priorities were identified by Council for NCIAC in 2006, 2008 and 2010.

### 5.18.5 Infrastructure Priorities Identified in Community Consultations

- School Bus (short term 1-5 years)
- Ulaajuk heating system replacement (short term 1-5 years)

## *5.19 Daycare Infrastructure*

### 5.19.1 System ID

| | |
|---|---|
| **Infrastructure Category** | Education Infrastructure |
| **Infrastructure System** | Daycares |

### 5.19.2 System Description: Technical

| Component Asset | Acquired (Year) | Projected Useful Life (Year) | Years of Remaining Life | Capacity / Utilization | Condition Rating |
|---|---|---|---|---|---|
| Day Care Portable | | | | Not functioning | |
| Naurainnuk Day Care Society | | | | | Requires renovations |
| Nasivvik Day Care | | | | Full | |
| Pond Inlet Head Start | | | | Not functioning | |

- Naurainnuk Day Care and Pond Inlet Head Start provide child support services within the community. Funding request from Hamlet to renovate Naurainnuk Daycare have not been approved to date.
- Day care portable was closed and not operating at the time of the consultation in 2010
- Youth Headstart program is not functioning in Pond Inlet at the time of the consultation in 2010

- Community has not previously identified daycare as a priority, although consultations found the daycare facility requires upgrade and the program lacks ongoing financial support and operational capacity to be functional. The lack of daycare was reported to create a burden on working parents that impact on the community economic development goals, and is a social stress on families.

### 5.19.3 Infrastructure Planned Investment (Resources Have Been Committed)

- No planned investments identified in GN Capital Plan Estimates, Gas Tax Fund, Municipal Rural Infrastructure Fund, Building Canada Fund, or other funds.

### 5.19.4 Infrastructure Priorities (No Resources Have Been Committed)

- No priorities were identified by Council for NCIAC in 2006, 2008 and 2010.

### 5.19.5 Infrastructure Priorities Identified in Community Consultations

- Daycare centre (short term 1-5 years).

## *5.20 Adult Education Infrastructure*

### 5.20.1 System ID

| | |
|---|---|
| **Infrastructure Category** | Education Infrastructure |
| **Infrastructure System** | Adult Education |

### 5.20.2 System Description: Technical

| Component Asset | Acquired (Year) | Projected Useful Life (Year) | Years of Remaining Life | Capacity / Utilization | Condition Rating |
|---|---|---|---|---|---|
| Student Hostel | | | | 10 bedroom hostel | |
| Adult Educ. Centre (NAC) | 2009 | | | | |
| Old Adult Educ. Centre | | | | Surplus bldg. / vacant | |

- Arctic College has a community learning centre in the community built in 2009. The old building is vacant.
- The 10 bedroom hostel is used by Dept of EDU- TLC, QSO. There is currently no student housing in Pond Inlet.
- The student hostel was reported as an under-utilized facility that could either house students attending college programs in Pond Inlet, or could be converted into a Bed and Breakfast to offer needed accommodation in the community.

### 5.20.3 Infrastructure Planned Investment (Resources Have Been Committed)

| GN Capital Estimates | Dept. | Budget | Cap. Fund. | Years |
|---|---|---|---|---|
| Community Learning Centre Replacement | NAC | 3750k | GN Main | 2009-11 |

| NAC Capital Plan | Budget | Years |
|---|---|---|
| Community Learning Centre Replacement | 50k | 2010-11 |

### 5.20.4 Infrastructure Priorities (No Resources Have Been Committed)

- No priorities were identified by Council for NCIAC in 2006, 2008 and 2010.

### 5.20.5 Infrastructure Priorities Identified in Community Consultations

- None identified

## *5.21 Public Housing*

### 5.21.1 System ID

| | |
|---|---|
| **Infrastructure Category** | Housing Infrastructure |
| **Infrastructure System** | Public Housing |

### 5.21.2 System Description: Technical

| Component Asset | Acquired (Year) | Projected Useful Life (Year) | Years of Remaining Life | Capacity / Utilization | Condition Rating |
|---|---|---|---|---|---|
| 97 Single Family units | Before 1990 | | | | 93 |
| 16 Single Family units | 1990 and after | | | | 93 |
| 5 Single Family units | No date | | | | 95 |
| 26 Duplexes | Before 1990 | | | | 87 |
| 18 Duplexes | 1990 and after | | | | 97 |
| 4 Multi family units | Before 1990 | | | | 95 |
| 12 Multi family units | 1990 and after | | | | 95 |
| 16 NHC Leased units | | | | | |

| Component Asset | Acquired (Year) | Projected Useful Life (Year) | Years of Remaining Life | Capacity / Utilization | Condition Rating |
|---|---|---|---|---|---|
| 1 Cold Storage | | | | | |
| 1 Office Warehouse | | | | | |
| 1 Storage | | | | | |

- Public housing waitlist continues to exceed the available units in the community. Pond Inlet has a high percentage of units built in the 1960's and 70's that have been renovated, however residents feel there needs to be a plan to replace these units with new homes that have better insulation and ventilation. Greatest demands for housing reported through the consultation were for single units (1 bedroom) and large family units (3-4 bedrooms). Report by housing association on actual waitlist requests was not provided during the consultation and research.

**Number of Private Dwellings**

| | Census | |
|---|---|---|
| | **2001** | **2006** |
| **Total - Number of private occupied dwellings** | 270 | 315 |
| **Number of owned dwellings** | 60 | 55 |
| **Number of rented dwellings** | 210 | 250 |

Source: Statistics Canada, 2006 Census, Community Profiles – Pond Inlet

**Dwellings Requiring Major Repair**

| | Census | |
|---|---|---|
| | **1996** | **2006** |
| **Dwellings requiring major repair - as a % of total occupied private dwellings** | 55=20.4% | 17.5 |

Source: Statistics Canada, 2006 Census, Community Profiles – Pond Inlet

**Dwellings With More Than One Person Per Room**

| | Census | |
|---|---|---|
| | **1996** | **2006** |
| **% of occupied dwellings with more than one person per room** | 29.1 | 23.8 |

Source: Statistics Canada, 2006 Census, Community Profiles – Pond Inlet

### 5.21.3 Infrastructure Planned Investment (Resources Have Been Committed)

| GN Capital Estimates | Dept. | Budget | Cap. Fund. | Years |
|---|---|---|---|---|
| M&I Retrofit | NHC | 3115k | 1911k GN Main, 1204k CMHC | 2009-14 |

| NHC Capital Projection (AHI) | SFD | Duplex | Multi-plex | Years |
|---|---|---|---|---|
| 14 units | 9 | | 1 | 2010-11 |

- NHC Status Reports:
- NHC Housing Construction 2008-09 (NHT): Two five plexes
- NHC Housing Construction 2009-10 (NHT): Unavailable

### 5.21.4 Infrastructure Priorities (No Resources Have Been Committed)

| NCIAC Priorities | 2006 | 2008 | 2010 |
|---|---|---|---|
| Warehouse and Office for Housing Assn | | (rated tertiary, but not ranked) | |

### 5.21.5 Infrastructure Priorities Identified in Community Consultations

- Housing Association warehouse (short term 1-5 years)
- Renovation of existing housing to address mould (health concerns) (short-term: 1-5 years)
- Serviced building lots zoned for residential development of various density (short-term: 1-5 years)
- Construction of new two and three bedroom units (short-term: 1-5 years)
- Construction of new units for single persons, and large families (medium-term: 5-10 years)
- Construction of Elder multi-plex units (medium-term: 5-10 years)
- Construction of new units of all sizes (long-term: 10-15 years)

## *5.22 Staff Housing*

### 5.22.1 System ID

| | |
|---|---|
| **Infrastructure Category** | Housing Infrastructure |
| **Infrastructure System** | Staff Housing |

### 5.22.2 System Description: Technical

| Component Asset | Acquired (Year) | Projected Useful Life (Year) | Years of Remaining Life | Capacity / Utilization | Condition Rating |
|---|---|---|---|---|---|
| 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 | | |

- GN staff housing (managed by the Housing Association) had excess stock at the time of the consultation. Old buildings pre 1970s should be demolished- no more renovations to old units. Health hazards due to mould. Staff housing/GN units are more vacant and more public housing is greatly needed. Proper ventilation is needed in many units. (short term to medium term)
- Need more locally trained journeymen.

- Need more warehouse space
- Reduced number of overcrowded units would help with health issues and a heated warehouse needed to protect investments

### 5.22.3 Infrastructure Planned Investment (Resources Have Been Committed)

- No planned investments identified in GN Capital Plan Estimates, Gas Tax Fund, Municipal Rural Infrastructure Fund, Building Canada Fund, or other funds.

### 5.22.4 Infrastructure Priorities (No Resources Have Been Committed)

- No priorities were identified by Council for NCIAC in 2006, 2008 and 2010.

### 5.22.5 Infrastructure Priorities Identified in Community Consultations

- Staff housing renovations (short term 1-5 years).

## *5.23 Water*

### 5.23.1 System ID

| | |
|---|---|
| **Infrastructure Category** | Environmental Infrastructure |
| **Infrastructure System** | Water |

### 5.23.2 System Description: Technical

| Component Asset | Acquired (Year) | Projected Useful Life (Year) | Years of Remaining Life | Capacity / Utilization | Condition Rating |
|---|---|---|---|---|---|
| Reservoir | | | | | |
| Water Truck Fill Station | 1988 | 2028 | 18 | | |
| 1994 Ford Water Truck | 1994 | 2001 | (-9) | | Replacement required |
| 1999 Sterling Model L7501 Water truck | 2000 | 2007 | (-3) | | |
| 2000 Sterling LT8513 Water Truck | 2003 | 2010 | 0 | | |

| Component Asset | Acquired (Year) | Projected Useful Life (Year) | Years of Remaining Life | Capacity / Utilization | Condition Rating |
|---|---|---|---|---|---|
| 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 | | |

- Having a pre-chlorination stage for water (automated chlorination control) 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 or a backup generator is needed in case the one generator goes down A new refill pump is a priority.
- More obvious and enforced signage to keep people away
- Adding a fence around the water reservoir was mentioned as a key priority. It would keep animals/people/vehicles/garbage away. Use snow fencing to kill two birds with one stone (build up snow in reservoir for more water) (short term)
- A secondary water source may be needed in the long term. There are other sources of water examined in the past which could be used- lake beyond current reservoir, a creek that is flowing into it, etc

- 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.
- The community is concerned about the water source (not protected from contamination, long term source quantity). Population statistics support the need for identification of a new water source or an increase in the capacity of the existing source. Options include pumping into existing reservoir from a secondary source and capturing more snow melt through use of snow barrier fencing
- Water truck replacement is required, with long term plan for regular replacement schedule for water trucks

### 5.23.3 Infrastructure Planned Investment (Resources Have Been Committed)

- No planned investments identified in GN Capital Plan Estimates, Gas Tax Fund, Municipal Rural Infrastructure Fund, Building Canada Fund, or other funds.

### 5.23.4 Infrastructure Priorities (No Resources Have Been Committed)

| NCIAC Priorities | 2006 | 2008 | 2010 |
|---|---|---|---|
| Power and Right of way (road) installation to Water Lake truck fill. | | 1 out of 10 | |
| Water Truck | 7 out of 12 | 4 out of 10 | 1 out of 12 |
| Water Line Replacement | Not rated | | |
| Water Lake | | | 9 out of 12 |

### 5.23.5 Infrastructure Priorities Identified in Community Consultations

- Water truck (short term 1-2 years)

- Pump house upgrades for new refill pump, electricity, backup generator and chlorination system (short term 1-2 years)
- Water reservoir fencing (short term 1-2 years)
- Water truck (medium term 5-10 years)
- Water reservoir capacity increase (medium term 5-10 years)
- Secondary water source pumping station and line (medium term 5-10 years)

## *5.24 Wastewater and Sewage Disposal*

### 5.24.1 System ID

| | |
|---|---|
| **Infrastructure Category** | Environmental Infrastructure |
| **Infrastructure System** | Wastewater and Sewage Disposal |

### 5.24.2 System Description: Technical

| Component Asset | Acquired (Year) | Projected Useful Life (Year) | Years of Remaining Life | Capacity / Utilization | Condition Rating |
|---|---|---|---|---|---|
| 1993 GMC Sewage Truck | 1993 | 2000 | (-10) | | Poor |
| 1999 Sterling Model L7501 Sewage Truck | 2000 | 2007 | (-3) | | Poor |
| 1995 GMC Top Kick convert to Sewage Truck | 1995 | 2002 | (-8) | | (old fire truck converted to sewage truck) poor |
| 2005 Freightliner M2-106 Tandem Vacuum Truck | 2006 | 2013 | 3 | | Good |
| Sewage Lagoon | 2005 | 2035 | 25 | | Large, lined cell. |

- Sewage lagoon is a large, lined cell. The system is an in-cell treatment that happens in the single cell (as opposed to a multiple cell filtration system). Community is concerned the lagoon does not meet current standards for the long term
- Sewage treatment and service to homes is of concern to the community in the present and for the long term. At present there is concern about: Lack of reliable sewage trucks. Three trucks require replacement in the short term and Sewage lagoon leakage and environmental contamination

### 5.24.3 Infrastructure Planned Investment (Resources Have Been Committed)

- No planned investments identified in GN Capital Plan Estimates, Gas Tax Fund, Municipal Rural Infrastructure Fund, Building Canada Fund, or other funds.

### 5.24.4 Infrastructure Priorities (No Resources Have Been Committed)

| NCIAC Priorities | 2006 | 2008 | 2010 |
|---|---|---|---|
| Sewage Truck | 6 out of 12 | 7 out of 10 | 2 out of 12 |
| Sewage Lagoon Reclamation | Not rated | | |

- Sewage truck replacements required for three vehicles
- Sewage lagoon leak has been a persistent problem for two seasons. Study of leak is planned for 2010 to determine the appropriate course of action

### 5.24.5 Infrastructure Priorities Identified in Community Consultations

- Two sewage trucks (short term 1-5 years)
- Sewage Lagoon remediation (short term 1-2 years)

- One Sewage Truck (medium term)

## *5.25 Solid Waste*

### 5.25.1 System ID

| | |
|---|---|
| **Infrastructure Category** | Environmental Infrastructure |
| **Infrastructure System** | Solid Waste |

### 5.25.2 System Description: Technical

| Component Asset | Acquired (Year) | Projected Useful Life (Year) | Years of Remaining Life | Capacity / Utilization | Condition Rating |
|---|---|---|---|---|---|
| 1999 Ford F800 Garbage Truck | 2000 | 2007 | (-3) | | Good |
| Solid Waste site | | | | | |
| Contaminated waste site | | | | | |

- Hamlet reports the truck has been refurbished and is in good working order at the time of the consultation, but a new truck will be needed in the short term
- 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. A garbage sorting and recycling program are desired by the community. Community members would like a recycling program in place to reduce waste going to the dump (metal sorting, wood sorting, plastics recycling). No program to reduce the number of plastics bags has been adopted in the community, although plastic bag litter and burning are concerns in the community

- Lack of adequate fencing means garbage blows out of the dump and into the sewage lagoon, causing issues with the sewage treatment.
- 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.
- Truck can be rebuilt (cab/chassis replaced) although it is cheaper just to buy a new one. Not funded by the GN

### 5.25.3 Infrastructure Planned Investment (Resources Have Been Committed)

- No planned investments identified in GN Capital Plan Estimates, Gas Tax Fund, Municipal Rural Infrastructure Fund, Building Canada Fund, or other funds.

### 5.25.4 Infrastructure Priorities (No Resources Have Been Committed)

- No priorities were identified by Council for NCIAC in 2006, 2008 and 2010.
- Hamlet is requesting GN plan for a new solid waste site

### 5.25.5 Infrastructure Priorities Identified in Community Consultations

- Garbage truck (short term 1-2 years)
- Recycling and waste sorting area (short term 3-5 years)
- New solid waste site (medium term 5 - 10 years)

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# 7 Interviewees, consultation calendar, and list of local meeting participants

Consultations on the development of this Integrated Community Infrastructure Sustainability Plan included interviews with key officials responsible for or knowledgeable about existing infrastructure and infrastructure needs in Pond Inlet. This included interviews or informal meetings with the following individuals either prior to, during or following community based consultation activities:

- Abraham Kublu, Mayor
- Mike Richards, SAO
- Colin Saunders, CEDO
- Philippa Ootoowak, Pond Inlet Library/Archives Society

Consultations on the Integrated Community Infrastructure Sustainability Plan were held in Pond Inlet on March 9, 2010. An initial planning workshop was held with representatives of governments and organizations in Pond Inlet, followed by a community radio phone in show in the evening to gather further community input on infrastructure issues and priorities. In total 33 residents phoned to provide comments over an hour and a half show. This public input was included in the development of the plan.

### *Workshop – Stakeholders*

- Abraham Kublu, Mayor
- Mike Richards, SAO
- Colin Saunders, CEDO
- Joshua Idlout, Hamlet Council
- Rebecca Killiktee, Hamlet Council
- Billy Merkosak, Hamlet Council
- James Atagootak, Hamlet Council
- Philippa Ootoowak, Pond Inlet Library/Archives Society
- Jonathan Palluq, GN- CGS, Assistant Regional Director
- Martha Gibbons, GN- ED&T
- Jeeteetah Kalluk, QSO
- Moses Koowark
- Jaykolasie Killiktee
- Charles Banfield, Nasivvik High School Principal