# Community Government of Whatì

# Micro-Economic Analysis of the All-Season Road

March 2015

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# 1. Executive Summary

The Community Government of Whatì was approached by the Department of Transportation to prepare a **Micro-Economic Analysis of the All-Season Road** and review the economic impacts to the community and residents.

Although the Tłįchǫ Government has recently completed a *Traditional Knowledge Study*, as well as a *Socio-Economic Impact Study*, the Community Government of Whatì felt that the true financial benefits to the community, the Tłįchǫ region, the territory and the country may not have been strongly emphasized. The Community Government of Whatì felt that the focus of both reports were more centred on social issues and mitigations, as opposed to economic benefits, many of which would actually be resolved by the construction of an All-Season Road.

While the *Socio-Economic Impact Study* more than adequately addresses the social issues and mitigations either currently underway, or soon to be underway, this report is intended to provide more focus and support for the initiative to construct an All-Season Road from Highway 3 into Whatì.

Construction of an All-Season Road will bring benefits of resource development, in the initial form of the NICO Mine north of Whatì, however the All-Season Road must also viewed as a stand-alone project that will, in itself, bring direct benefit to and for the residents of the Community Government of Whatì.

> "One of the majour challenges facing Tłįchǫ leadership is getting people off social assistance, teaching them to be self-sufficient, and helping them to become part of mainstream society."
>
> (Chief Alfonz Nitsiza)

It should be noted from the very beginning that Chief and Council of the Community Government of Whatì strongly support the All-Season Road development. In fact, some longer-serving members of Council have explained that the topic of an All-Season Road has been discussed and supported by previous Councils as far back as the 1980s. They have repeatedly mentioned that the costs associated with living in Whatì is very high due to the absence of an All-Season Road and that an All-Season Road will bring economic stability, less dependancy on social assistance, and sustainability to the community and region.

The construction of an All-Season Road will bring 2 to 3 years of employment during the mobilization, construction and de-mobilization, to hundreds of people ... many of whom either do and will live in Whatì or the Tłįchǫ Region. Further, 8 to 10 people in Whatì may very well comprise the daily maintenance and safety crews that will maintain the road ***after***

construction. Unlike the construction positions, these are 'forever jobs' because the entire road length will always require some form of daily inspection and maintenance.

Ignoring the construction period and only focusing on the annual road maintenance **after construction**, there will be a strong ripple impact with up to 10 new jobs in Whatì. Direct benefit to the residents of Whatì may be gauged by Fortune Minerals comments where it is noted that each job equates to an annual average salary and benefits of approximately $70,000 per year.

If only 10 new jobs were created as a result of annual road maintenance, after construction, that would equate to $700,000 being brought into the community. That amount of money translates into future investment in the community via home-ownership, supporting the local grocery store and service station, as well as purchasing goods in Yellowknife that cannot be purchased locally (trucks, furniture, clothing, etc). The territorial and federal governments also receive income tax revenues from these new positions.

If the All-Season Road is truly the precursor to resource extraction in the Tłı̨chǫ Region, then the royalties revenue from resource extraction will also significantly benefit the coffers from the Territorial and Federal governments. Indeed, an initial investment of, say, $140 Million for the All-Season Road would quickly be recouped from royalties of the first 20 year mining project as taxes & royalties paid would be estimated to exceed $520 Million. Then, as Fortune Minerals has advised the Tłı̨chǫ Government, there is a potential for a further series of mines to be developed, thus creating over a 100 years in mining development and taxes & royalties to be paid.

Mining and road construction are very similar industries. The majority of the businesses opportunities and skill sets developed are transferrable between highway construction and mining. The businesses tend to be labour intensive and will assist in significantly increasing the employment rate for the community. Further, this employment will stimulate additional opportunity, whether in mining, highway maintenance, support and service industries and even social opportunities for sectors such as a Day Care/Child Development Centre for children of those employed. The community is looking at the short, medium, and long term viability and benefits to Whatì and the region.

## 2. Community Background

The Community Government of Whatì has a population of 523 (2007) with an annual average growth rate of about 1.7%. Using normal growth projections, it is estimated that the population for 2017 would be 550 people. This figure does not reflect the possibility of in-migration as a further catalyst of population increase.

Whatì is physically situated about 100 kilometres from Yellowknife by air. Except for a short period of time in the winter season, when an ice road is constructed over Marion Lake, Whatì is **only accessible by air** for most of the year. During the ice road season, travel between Whatì to Yellowknife requires about 3.0 to 3.5 hours of driving time which is often limited to 50 k/hr or less due to ice road portage conditions.

That **access restriction has a financial impact** on the economy of the community. Businesses are reluctant to establish because of the small market population and the low employment rate within the community. Further, costs of maintaining a business in Whatì are higher due to the fact that supplies can only be brought into the community economically (by truck) during the short winter ice road season. Otherwise, all goods are brought into the community by air freight, which is expensive and unpredictable.

Whatì's population is predominantly aboriginal, with about 95% Tłįchǫ and 5% non-aboriginal, yet employment among the non-aboriginal residents is 100%, whereas the employment among the aboriginal population is about 45%.

### 2.1 Community Infrastructure Information

- There are approximately 115 residential dwellings, 61% owned and 39% rented.
- Key **public service facilities** include the Mezi Community School (K-12), Aurora College Adult Education Campus, Community Health Centre (2 nurses), RCMP Detachment (2 members), Community Store, NTPC power generation station.
- Key **public and recreational facilities** include the Community Government Administration Office, Tłįchǫ Government (local presence) Administration Office, Culture Centre, Arena and Youth Centre.

- Key **municipal services infrastructure** includes the Fire Hall, 4-Bay Maintenance Garage, 2-Bay Wood Shop (for Housing Corp service agreement), Cold-Storage Quonset, 80' x 100' Steel Cold-Storage (under construction), Water Treatment Plant, and Sewage Wetland Treatment.

- Various **municipal mobile equipment** includes loaders (2), graders (2), skid-steer (1), water trucks (3), sewer trucks (3), dump trucks (2), trackhoe (1) and garbage truck (1), as well as various pickups. Emergency equipment includes fire pumper (1) and medevac transport van (1).

## 3. Road: Pre-Construction Phase Impact

When construction of an All-Season Road is approved there will almost immediately be noticeable benefits to the local economy in Whatì.

It is anticipated that the Pre-Construction Phase would begin around the Ice Road Season so as to assist in mobilizing required equipment from both ends of the road to be constructed. That is, one construction camp would be established near Highway 3, which may have little direct impact on the working population in Whatì, however the second camp is expected to be constructed on the Whatì portion of the new road, and that site will have a direct impact on the community.

Local residents who are unemployed, or under-employed, equipment operators will be called upon for work in preparing the road construction sites, including areas for marshaling equipment, work-trailers, camp-trailers, construction site equipment & supply storage areas. Additionally, labourers/workers will be required for clearing rights-of-way for the road itself, as well as easements for the road and for related borrow-pits and service areas.

Most of these positions will be temporary in nature, whether only creating employment for weeks or months, but they will be new positions and will provide benefit to the local economy by creating temporary employment for Whatì residents.

It is important to note that many Whatì residents are accustomed to short-term temporary employment because there are so few full-time permanent positions available in the community. Therefore, whereas some people might not jump at an opportunity for a short-term employment position, many Whatì residents would be pleased with such positions, however temporary.

While actual numbers of skilled and unskilled workers has yet to be determined, it should be noted that each position for heavy equipment operator, truck driver, or labourer that is given to a Whatì resident will have a **Multiplier Effect** on the local and regional economy. This multiplier effect will continue throughout the term of the construction project and long into the maintenance aspect of the completed road.

Each wage earner in Whatì brings money into the community to support local business at the same time that they reduce the need for social financial support. Therefore, the GNWT will experience a reduction in social service support payments at the same time. The GNWT will be in the unique position of collecting income taxes as opposed to subsiding incomes. Paycheques will be spent both locally as well as in businesses in Yellowknife (Kingland Ford, Independent Grocers, Marks Work Wear, etc.)

**Example of How the Multiplier Effect Works** *(The Multiplier Effect, by Tejvan Pettinger on November 2, 2011 in economics*)

- If the government spent an extra £2 billion on the NHS this would cause salaries / wage to increase by £2 billion, therefore National Income will increase by £2 billion.
- However with this extra income, workers will spend, at least part of it, in other areas of the economy.
- For example, if they spent 50% of the extra income there would be another £1 billion injected into the economy. e.g. shopkeepers would earn money from increased sales.
- This extra spending would cause an increase in output, therefore firms would employ more workers and pay higher salaries.
- Therefore these workers will also increase their spending. This will lead to another injection into the economy, causing higher Real GDP
- In other words, if you increase salaries in the NHS, it isn't just NHS workers who benefit from higher incomes. It is also related industries and service industries who see some benefits.

While some of the positions will require specialized professionals, many of these positions will be filled by other people from the NWT, if not specifically from the Tłı̨chǫ Region (including Whatì).

During the **Pre-Construction Phase**, contractors will also commence building stockpiles of road-base materials. Because most of the road base raw materials seem to be located at either end of the road project, as opposed to throughout the length of the project, construction and stockpiling of pit-run, screened and crushed gravel may commence within the boundaries of the Community Government of Whatì. Because the Community Government has several valuable natural stock locations, local residents will be able to easily work in the these locations and return home between their scheduled shifts.

As experienced in the Winter of 2013, when Rowe's Construction brought a gravel crusher into Whatì to build inventory for a summer road-building project within the community, the

contractor was able to run their crusher 24/7 with selected staff coming from the community who commuted the 4 or 5 kilometres daily. Should similar borrow pits and stock-pile pits be located within the Community Government boundaries, the short distance may still support a daily commute for some workers, reducing the camp-costs for construction while providing a stable family environment for these workers.

It does not go without saying that the Community Government of Whatì would benefit from both the sale of resource material, either directly from the royalties attached to the sale of raw materials, or through the equipment rental of the loaders, the dump trucks, the trackhoe or the dozer. In such areas where the Community Government would recognize benefit from equipment rental or resource revenue, those funds would enable re-investment of newer mobile equipment as well as updating other community infrastructure.

While some aspects of the **Pre-Construction Phase** will be short-term, *(such as right-of-way brush-clearing)* there will be some aspects that will commence in this phase and continue through the Construction Phase and Post-Construction Phase *(such as gravel stock-piling)*.

## 4. Road: Construction Phase Impact

As the All-Season Road mobilization is completed, and road engineering work is finalized, actual road construction could begin from both directions: Highway 3 constructing northward and from Whatì constructing southward. It has been estimated that actual road completion might require as much as 24 months, however the actual link of the two sections would undoubtedly happen sooner thus allowing the freer transport of resource materials for the full road construction.

While the entire project would employ several hundreds of workers, including heavy equipment operators and truck drivers, it is important to remember that there will be a large number of semi-skilled support positions required for a project of this magnitude: Flag people, mechanics, fuel truck operators, survey teams, first aid people, cooks, camp maintenance staff, and labourers to do everything from shovel snow or empty garbage cans at the camp-sites, or act as swampers on trucks and mobile equipment.

While some of the positions will required specialized trained professionals, many of these trades positions will be filled by people from the NWT, if not specifically from the Tłı̨chǫ Region ... including Whatì ... for the positions of equipment operators & drivers, maintenance staff (camp & equipment), service staff and safety staff.

## 5. Road: Post-Construction Phase

As the All-Season Road construction project winds down, it will require a number of months to clean up and remove all evidences of the construction cycle. Service and support camps will need to be dismantled and transported out. Borrow-pits and cleared service areas may need to be restored with natural habitat. This process may require a year or more, depending of the locations and situations.

While some of the positions will required specialized professionals, many of these positions will be term in nature and will be considered labourer or equipment operator positions, which can be filled by people from the NWT, if not specifically from the Tłįchǫ Region (including Whatì).

Important here is the recognition that, while the construction phases are ending, the annual road maintenance cycle will be beginning. It is anticipated that the Department of Transportation will advertise for contracted support of the newly-created road, and the service provider will require to provide equipment and operators to complete daily road maintenance. This staff may comprise up to 10 people, including supervisors, equipment operators, safety personnel and labourers, who maintain the road after initial construction. It is expected that many of these workers would come from Whatì due to proximity and the ability to easily commute .

> "The whole intent of the Tłįchǫ Land Claims was the Tłįchǫ want to look after our own affairs."
> *(Chief Alfonz Nitsiza)*

The community recognizes that the completion of the road construction project from Highway 3 to Whatì is not an end, but a beginning. The road from the community to the mine will also need to be maintained for many years. Roads drive exploration and the Tłįchǫ region is rich with minerals. Opportunities are heightened for exploration projects in this area that can and should be headquartered out of the community of Whatì, further enhancing and sustaining investment and long term revenue generation within the community. Once the infrastructure is in place in our community, Whatì can become a market firm specializing in mineral exploration activities along with construction and maintenance. This will assist in providing a long lasting sustainable base for our community going forward.

Should the All-Season Road be used as an access route to a resource road to a mine site (to be built later), then heavier mining truck traffic will require greater care and maintenance than might be generally required by non-resource road developments.

This daily/monthly/annual road maintenance will create new employment that may create new full-time employment for Whatì residents. Using the statistics provided by **NWT Bureau of Statistics**, each 1% increase in employment for Whatì translates to $3^1/_3$ more people being employed.

Finally, one subtle benefit that will be realized will be the opportunity to no longer build a significant portion of the annual ice road construction. When the All-Season Road is completed, approximately 60 kilometres of ice road constructed each year over Marion Lake to the Wekweetì Junction will no longer be required to be constructed and maintained.

As was experienced during late January 2015, a broken pressure ridge closed the lake portion of the ice road. While this was an anomaly, it may very well be a precursor to other issues that Department of Transportation may have to respond to as a result of changing climates in the NWT. Regardless, an All-Season Road would eliminate one-leg of the winter ice road construction in the Tłı̨chǫ Region. Drivers from Gametì and Wekweetì will still require ice road construction to link into the All-Season Road, until such time as these communities can also be linked together by extending the All-Season Road and looping the entire road around to connect to the resource road north of Yellowknife.

Although the community will no longer be involved in the construction of this 60 km portion of the winter road, winter road construction to Gameti and Wekweètì will continue to benefit the community. As such, the benefits associated with the all-weather road and subsequent mining opportunities far outweighed the revenues generated by that section during that short construction season.

Note: Although the concept may at first sound a bit far-fetched at this time, the reality is that to make all the resources available for development in the Tłı̨chǫ Region, a “hub-and-spoke” road concept is not only logical but simply a matter of time.

## 6. Community Services Impacts

With the construction of an All-Season Road, some local community services will be impacted and the community support agencies will need to prepare for increased service demands or requirements.

- While there is currently no ambulance service in Whatì, an All-Season Road will necessitate providing this service in the community. While there may be some who find this as an added expense, in reality it will be perceived locally as an increased benefit. Currently the community depends on well-intentioned but untrained citizens to assist in the case of a road accident or in transporting a loved-one from a home to the Health Centre. An actual ambulance service would provide security to those traveling on the All-Season Road (and even the resource road north to a future mine site).

- Additional or new people relocating to Whatì, especially those who are employed, would mean that added people would be available to volunteer for community services such as the Volunteer Fire Department.

- Our Water Treatment Plant is designed to accommodate more people than currently supported by our current distribution network. Added residents could be accommodated by our water distribution network and could create another position in the utility department for Water Treatment Plant operations.


## 7. Economic Development Impacts & Opportunities

With the construction of an All-Season Road, new economic development opportunities will become available that may not otherwise be created. An All Season Road, coupled with Whati's close proximity to the NICO Mine site will create additional need for accommodation in the community for tourism, private sector and government business. A hotel with restaurant would provide local employment opportunities for those interested in hotel management, the culinary arts and would also provide positions such as maids and maintenance staff. The asset would draw more people to do business in Whatì thereby providing additional spin-off opportunities. From a road construction perspective, providing support to construction camps provides opportunities for residents to learn many of the skills that will be required to operate and staff a local hotel post-construction.

For example:

- While a Hotel & Restaurant are required in the community, pressure for the Tłı̨chǫ Investment Corporation (TIC), or some private entity, to proceed with the project will increase significantly with the development of an All-Season Road. Current TIC plans are to commence construction in 2016/2017.

- Currently, with severely restricted ground transportation access, it is not economically feasible for most businesses to survive, let alone thrive, in Whatì. An All-Season Road will make it more economically-feasible for businesses to exist and thrive due to the reduced costs associated with year-round accessible ground transportation. Local stores will be able to charge less for their goods and still make a reasonable profit.

- Whatì currently supports very little in the way of small business. However, an All-Season Road will make small business more feasible. Small businesses that provide local services will become more possible, whether it be a laundromat, a barber shop, a taxi business, a towing business, a small engine mechanical repair business, or a vehicle maintenance & tire shop.

- Increased hours of service for the community store and the gas station could be justified during the All-Season Road construction phases.

- As a result of the 2015 Strategic Plan discussions, Council has agreed that there is an importance with proceeding with an Economic Development Officer to work out of the Community Government Office in the near future.

- As a result of Council actions initiated in 2014, the NWT Housing Corporation has agreed to commence with development of a Local Housing Organization (LHO) in Whatì. The LHO Administration Office is set to open the summer of 2015.

- As a result of perceived community need, the Housing Corporation will commence construction of an 8-Unit Senior's Complex in 2016.

It should also be noted that as of the 2009 Census (Appendix 3), Whatì had a working population of 360 people of labour force age, with 156 (approximately 43%) working, compared to the Territorial average of 67%. If 10 full-time employment positions are created for residents of Whatì, that equates to a 3%. While 3% may not sound impressive, those 10 new positions in Whatì would have the same percentage equivalency of creating 359 new positions in Yellowknife.

**Example of How Percentage Comparisons Calculated**

| | |
|---|---|
| • Whatì - Population 15 & Over (Possible Workforce) | 360 |
| • Whatì - Population Employed | 156 |
| • Whatì - Employment Percentage | 156/360= 43% |
| • Whatì - Employment Increase of 10 new people | 166/360= 46% |
| • Yellowknife - Population 15 & Over (Possible Workforce) | 15,775 |
| • Yellowknife - Population Employed | 12,576 |
| • Yellowknife - Employment Percentage | 12,576/15,775= 79% |
| • Yellowknife - Increase by 3% | 15,775 * 0.82 = 12,935.5 |
| • Yellowknife - Increased Employed | 12,935-12,576 = 359 |

Providing support to the construction activities taking place close to the community will provide considerable new labour opportunities and experience in and the development of supply chain management supporting these industries and the community. Post construction, the close proximity to the NICO mine, and the broad activities that take place at that site would cause locals stores to stock a wider variety of items, providing better selection for residents and expanding overall sales from within the community.

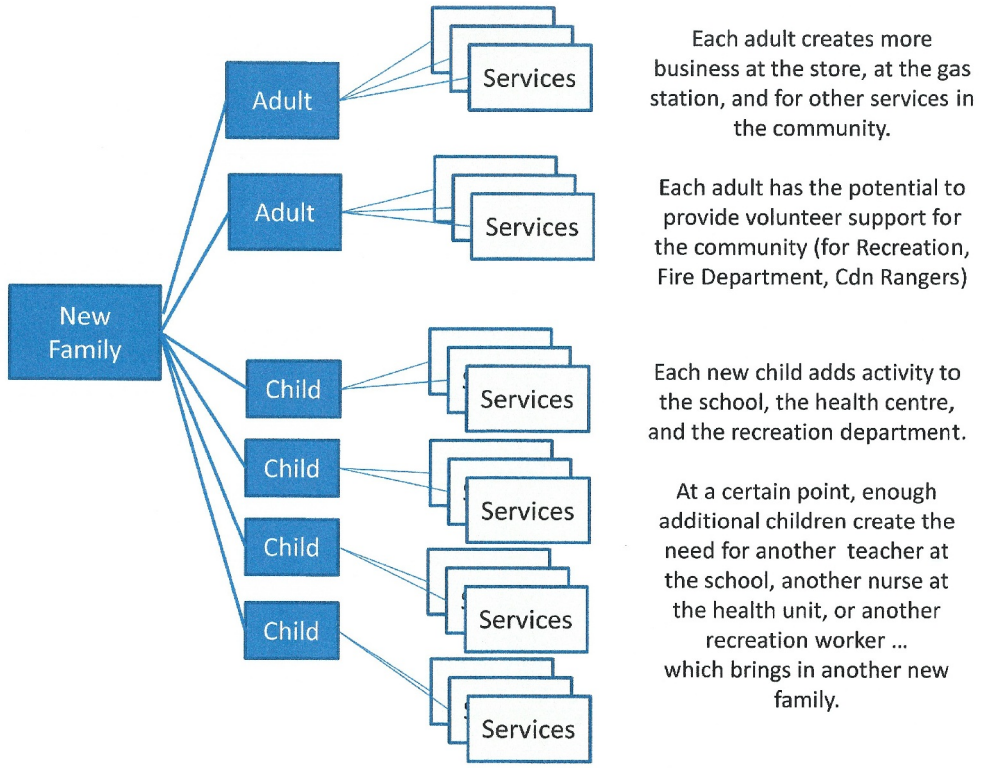
When a resource mine proceeds, either during the All-Season Road construction or shortly thereafter, new businesses could be considered, such as:

- Bus services from the airport to the mine-site
- Freight expediting between Yellowknife and the mine-site, as well as from the Whatì Airport to the mine-site
- Service & support businesses, such as laundry or baking services

All of these businesses are labour intensive and will assist in significantly increasing the employment rate for the community, which in turn will reduce expenditures by the GNWT on social assistance programs. Additionally, an increase in employed residents will precipitate a requirement for child care which in turn provides more employment and stimulates an increasingly broader scope of employment opportunities. With increasing

income, residents are in a better position to invest in their homes and family and further improve the quality of life in their community.

Along with each resident who finds employment, as noted in Graphic #1, there is a benefit with each new family that moves into Whatì and who comes either employed or to be employed.




The project would provide logical links and relationships supporting long term employment. It is important to note that the road construction activities will not only exist on the Whatì to Highway 3 portion, but further opportunity is anticipated in constructing the 30 kilometre road from Whatì to NICO. With the economies of scale these two projects provide, the community can leverage and help ensure a more experienced and competitive workforce. The community of Whatì has developed capacity internally with respect to heavy equipment operators, a key position for mining and construction work, and will continue to work to provide occupational training and development to our people.

## 8. Land Development Impacts

Although not a comprehensive list, the following projects have been discussed as being needful in the near future, especially if an All-Season Road commences:

- Hotel & Restaurant (construction plans already underway)
- 8-Unit Senior's Complex (construction plans already underway)
- Biomass District Heating Utility (business investigation plans already underway)
- Expansion of the runway
- Hangers at the Airport
- New Industrial Buildings / Storage Yards (areas designated in the new Land Use Plan)
- Commercial / Office Space (areas designated in the new Land Use Plan)
- New Residential Development (areas designated in the new Land Use Plan)
- Additional School/Classroom Space (areas designated in the new Land Use Plan)
- Gymnasium for central Recreation Area

In May 2014, Council for the Community Government of Whatì adopted the first Land Use Plan for the community. Although a plan was started in 2000, it was not completed. The 2014 details residential, commercial and industrial growth areas, as well as recognizing areas for industrial growth areas around the airport.

*A copy of the Land Use Plan, map and text, is included in Appendix 2 of this report.*

## 9. General Community Benefits

The cost of living in Whatì is already high, and will not go down without an All-Season Road. Food security is an issue due to the costs of bringing fresh foods and produce in via air freight. At approximately $1.50/pound, items such as milk and potatoes become very expensive. An All-Season Road would significantly reduce the costs associated with transporting food and other essentials.

'Air Only' access to Whatì means that residents must add the costs associated with air fare and air freight to almost every purchase. As a result, local purchases can prove to be very expensive. (e.g.: 2 litre milk - $9.00, 1 litre engine oil - $20.00, etc.)

As Chief Alfonz Nitsiza often notes, the days of Tłįchǫ people solely making a living off the land are gone. They must be gain some marketable skills and learn to make a living in a modern world. They cannot purchase heating oil or pay electrical bills bartering with furs, they must pay cash, and that means having and holding some form of employment. Employment in Whatì is difficult to find INSIDE the community. There are only so many jobs with the Community Government of Whatì, the Tłįchǫ Government, or Dev Corp. All other traditional equipment operator, driver or labouring jobs usually entail a rotation outside the community while working for a mine.

> "Everything costs money. If the Tłįchǫ Government is going to provide services to our people, we need to look at resource development as a responsible means to generating the funds to cover those service costs."
> *(Chief Alfonz Nitsiza)*

Therefore,

- CONSTRUCTION jobs that involve building an All-Season Road are both precious and valuable because, in many cases, the jobs will last for a 1 to 3 years and provide needed employment to local residents.

- MAINTENANCE jobs will evolve for the All-Season Road and, although not as plentiful as during the construction cycle, those jobs will last for decades and provide needed employment to local residents.

Chief Nitsiza notes, however, that the Tłįchǫ people seem to have become **Net Exporters** of skilled and educated talent. Because there are limited employment opportunities for graduating and/or educated youth in the Tłįchǫ communities, Tłįchǫ youth are forced to seek employment either in Yellowknife or in the Provinces. As a result, the Tłįchǫ culture is further weakened as their youth leave the Tłįchǫ Region as opposed to staying and strengthening it from within.

## 10. Fortune Minerals Comments

When approached about the community economic benefits of an All-Season Road for the community of Whatì , Rick Schryer, Director of Regulatory and Environmental Affairs for Fortune Minerals was not short in his estimate of benefits for and to Whatì:

Mr Schryer explains, *"The principal benefit for the construction of the (All-Season Road) is to provide Whatì with a reliable, all-season access to the community that will improve the quality of life and lower the cost of living. Whatì is currently isolated and must count on a winter road for its annual resupply.*

*The benefits of the (All-Season Road) to the community of Whatì can be generally summarized as follows:*

- *Improved access to Tłı̨chǫ lands for the Tłı̨chǫ people to support* ***traditional land use*** *practices;*

- ***Reduced isolation*** *in the community of Whatì and, in the longer term, even Gameti and Wekweetì should find benefit from the highway extension;*

- ***Improved quality of life*** *through reduction in the cost of living for the supply of basics such as food, clothing and other consumables and bulk goods;*

- ***Greater mobility*** *for Tłı̨chǫ and Whatì residents to obtain services such as medical and dental care and reduced costs for the Government of the Northwest Territories to provide these services;*

- *Greater mobility of Tłı̨chǫ citizens to travel to Behchokǫ̀ and Yellowknife for shopping, education and employment;*

- *The road would reduce the cost of building* ***additional hydro power*** *at the existing Snare Hydro Electric System such as Site 7 and would also provide Snare Hydro with better access to reduce operating costs and maintenance of these facilities;*

- *The NICO* ***mine****, which will produce bulk concentrate that must be shipped south,* ***cannot exist without the highway*** *being built;*

- *The road becomes an enabler reducing the development cost of building additional power generation facilities on the La Martre River, which already has economic studies for the development of a ~13 MW* ***run-of-river hydro development*** *or, up to 30 MW of conventional hydro power;*

- *The NICO mine would become a major customer for the power generated a the La Martre River facility and provide long-term income to the community and the Tłı̨chǫ Government;*

- *The **hydro expansions** would support the long-term plans for the Northwest Territories Power Corp. to expand power generation and extend the Yellowknife electrical grid so that new mines can affordably connect into the grid;*

- *The **hydro expansions** would allow the community of Whati to connect into the grid and **eliminate the need** for expensive and environmentally less-desirable diesel power;*

- *The road would allow for the development of **additional economic activities** in Whatì and the other Tłı̨chǫ communities such as **tourism** associated with fishing, hunting, and the waterfall on the Lac La Martre River, and potentially support new forestry activities;*

- *Accommodations to support a tourist trade in Whatì are currently being considered and could take the form of a single multi-room facility or several smaller individual cabins that would have more of a rustic appeal;*

- *Access to the fish camp on Lac La Martre could be staged out of Whati and provide guide, maintenance and catering jobs to local residents on a seasonal basis;*

- *The **road would open up additional lands for exploration**, particularly in the Great Bear Magmatic Zone, Indin Lake Greenstone Belt and Camsell River / Eldorado Silver Districts where there are advanced exploration and development projects, including the Sue-Dianne Copper-Silver-Gold deposit and other IOCG targets, the Damoti Lake, Colomac, Lexindin, Kim and Cass Gold Deposits, the Treasure Lake Base Metal deposit, and the Terra, Silver Bear and Eldorado Silver Mines;*

- *Additional exploration is required in order to maintain the Northwest Territories mining industry (largest private sector employer and responsible for 50% of GDP), which is maturing and requires **new mineral development** to sustain the economy under devolution;*

- *Greater economic activity in the Tłı̨chǫ territory would encourage youth to seek opportunities for employment and stay in Whatì and other Tłı̨chǫ communities instead of leaving for Yellowknife or southern Canada;*

- *Better control of access to Tłı̨chǫ Lands to manage access to drugs, alcohol, and squatters and the unauthorized exploitation of wildlife since the road will go through Whatì;*

- *Provides Tłı̨chǫ and Whatì **youth** with access to all of the road serviced parts of the Northwest Territories for **sporting and cultural events**;*

- *Allows for the community of Whatì to become a bedroom community for the NICO*

*mine and daily commuter access to the mine and attractive alternative mine rotations;*

- *This road also removes the uncertainty and cost of developing a winter road every season to the community of Whatì and in the future - Gameti. Recent experience has shown that a warm winter is problematic for a community solely reliant on winter road service for all of its fuel and large scale items. An all-season road would eliminate the need for winter road construction and operation which is currently over several sensitive water bodies;*

- *The highway and mine will* ***increase access*** *to Northwest Territories and Tłı̨chǫ businesses to provide goods and services within the Tłı̨chǫ region;*

- *The highway will* ***reduce the burden*** *on community and government cash flow by reducing the* ***need to stockpile fuels and supplies*** *between winter road seasons;*

- *An all-weather road would* ***reduce the danger of fuel spills*** *in the event a truck falls through the ice and becomes submerged.*

Further, when discussing the benefits of the NICO Mine proceeding, which can only happen when an All-Season Road is constructed, Mr Schryer explains: *"As stated earlier, the (All-Season Road) is required for the NICO Mine development to be feasible. Without the construction of the (All-Season Road) the mine will not be developed. The (All-Season Road) will generate a wide variety of business opportunities for the Northwest Territories, the Tłı̨chǫ people, and the community of Whatì. In the short term, construction of the road will require the hiring of building contractors and their equipment.*

*There already exists equipment of the size required to build the road in Whatì. Fortune will need to hire building contractors for the construction of its access road into the mine. Once built, the (All-Season Road) will provide several business opportunities for the community of Whatì, a number of which are listed below.*

*The NICO mine will generate several small business opportunities that can be completed in Whatì such as laundry service, filter preparation, trucking, road maintenance, etc. Once built, exploration for additional mineral resources can proceed at a much more cost effective rate and provide numerous business and employment options for the community of Whatì and the Tłı̨chǫ people as a whole.*

*The specific benefits of the NICO Mine to the economy of the community of Whatì and the Northwest Territories are as follows:*

- *The capital costs to construct the NICO Project is $589 million, $350 million of which is for the mine and concentrator in the Northwest Territories;*

- *Additional working capital and overrun facilities are estimated at $35 million;*

- *Goods and Services (e.g. power, labour, fuel, parts, tires, reagents, freight) purchased through the NICO Mine will amount to $1.4 billion (direct wages not included);*

- ***Taxes and royalties from the NICO Mine will be approximately $520 million** which will be divided between the GNWT and Tłı̨chǫ Governments according to the formula developed under the Tłı̨chǫ Agreement and Devolution;*

- *There will be an increase in the tax base, GDP and earnings from additional economic activity;*

- *The construction of the **NICO mine will generate approximately 300 jobs.** Fortune has committed to maximizing the employment of Tłı̨chǫ people, many of which will come from Whati ;*

- ***Average annual wage (including overtime and employee contributions to pension and benefit plans) will be at or above $70,000;***

- ***Direct employment during life of mine is 3,261 person years**;*

- *Total direct employment with contracted underground workers **peaks at 269 jobs** during the first two years;*

- *Total direct employment without the underground operations **peaks at 188 jobs** per year;*

- *Indirect employment (i.e., jobs in supporting industries such as contractors) during life of mine is **1,335 person years**;*

- *Induced employment (jobs created when the labour earnings (from direct and indirect impacts) are spent (e.g., on stores, gas stations, hotels, etc.) during life of mine is **2,026 person years**;*

- ***Total employment during life of mine is 6,622 person years;***

- *Fortune has developed plans, strategies, and commitments for the NICO Project to maximize direct employment, contracting, advancement, and retention of Wek'èezhìi Settlement Area residents and other Aboriginal and northern people;*

- *Fortune is developing a second chance program aimed at bringing people with criminal records back into the work force;*

- *Employment at the NICO Mine will increase skills and capacity for future opportunities;*

- *Employment will increase family and disposable income;*

- *There will also be an increase in opportunities for education and training during the life of the mine;*

- *Fortune will provide opportunities for apprenticeships where there are sufficient available journeymen and eligible apprentices;*

- *Fortune will develop a strategy directed at women to create more opportunities for women to work and advance at the site;*

- *Fortune will provide summer employment for students on the NICO Mine, giving priority to those from the Tłı̨chǫ communities;*

- *An Employee and Family Assistance Program will be offered to support all employees when working at the mine site;*

- *Education completion rates are expected to be positively affected by the NICO Mine;*

- ***Construction of the access road will also generate approximately 100 jobs.*** *Fortune expects much of this work will be staged out of Whatì;*

- ***There will be long term maintenance jobs for the road*** *(e.g., grading, snow removal, repairs) that can be* ***based out of Whatì;***

- *The NICO Mine will use the facilities at the Whatì airport which will generate employment in Whatì and improve existing infrastructure;*

- *There will be an increase in employment and procurement levels from new businesses as a result of the mine;*

- *The NICO Mine will improve employee and business capacity building through continued training and transferable skills development;*

## 11. Report Summary

If there is a question as to whether there will be an economic development benefit to the Community Government of Whatì if the All-Season Road is constructed, the question is not being asked in Whatì. There is a general feeling of confidence that the road will provide long-term benefit and bring the community closer to self-sustainability.

While few, if any, communities in the NWT as truly sustainable without government intervention. Unlike some roads that are built in the Northwest Territories to ensure national sovereignty, or to simply link two or more communities, the Whatì All-Season Road will provide a return on investment to all participants: the Tłįchǫ Government, the Territorial Government, and the Federal Government. The All-Season Road will almost immediately enable resource development in the region which will create royalty revenues for several orders of government.

At the same time, the increased employment will reduce demands on social services dependancy by enabling dependant users to transition to more lucrative employment positions.

Whatì Chief Alfonz Nitsiza has noted that, should the All-Season Road be built AND the NICO Mine proceed, there could be **multiple generations** of the Tłįchǫ people, from Whatì as well as throughout the Tłįchǫ region, who will live and work in this area. Aside from the economic benefit, it will also provide **cultural strength** to the Tłįchǫ people.

Chief Alfonz Nitsiza often reminds, both Council and staff, that it is each and every Tłįchǫ persons task to protect the Culture, Heritage and Language of the Tłįchǫ. An All-Season Road does that by ensuring that the Tłįchǫ people in the Region have a **long-term reason to stay**. The All-Season Road provides for both short-term and long-term employment for the Tłįchǫ Region.

# Appendix 1

## 2014 Strategic Plan Brochure

# Community Government of Whati

## Strategic Plan 2014-2019

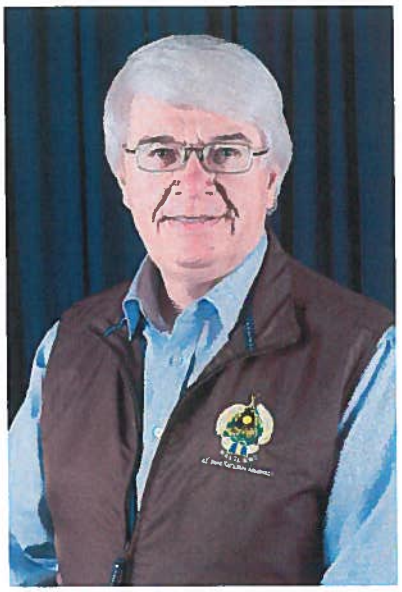
## *"Our Focus for the Future"*

## Messages from the Chief & SAO

*Message from Chief Alfonz Nitsiza:*

*In November 2013, after the newly-elected Council received their orientation to better understand their responsibilities, Council gathered with Administration for a two-day session with Municipal & Community Affairs to create a set of goals and objectives for the next five years. Council wants to make Whatì one of the best community's in the Northwest Territories.*

*This Five Year Strategic Plan will become the 'umbrella' covering all of the other plans that we have in our community. To ensure that it continues to be relevant and reflect the needs of our residents, Council will revisit this Five year Strategic Plan each year to update it, and push it out for another year.*



*Message from SAO, Larry Baran:*

*Chief and Council recognize that it is the employees of the Community Government of Whatì that work each day to make the community better for the residents, and to achieve the goals and objectives established in their Strategic Plan.*

*Administration and Staff of the Community Government of Whatì commits to focus on the goals and objectives established by Chief and Council in the 2014 Strategic Plan. Each quarter, we will report on the progress of these goals and objectives and, as these goals are reached, our employees will celebrate the success along with Council.*

# Table of Contents

**Vision Statement:**

*"Whatì will be a healthy and safe place to live, raise a family, visit and operate a business"*

**Mission Statement:**

*"The Community Government of Whatì supports residents in achieving a good quality of life through the delivery of efficient and effective infrastructure programs and services that adapt to our evolving needs."*

**Values**

When our Chief, Council, and staff gather to accomplish our plan, our words, decisions and actions will be guided by the following values and principles:

- Our strong identity of being Tłı̨chǫ from Whatì celebrates the unique pride, character and beauty of our community.
- We respect our relationships and partnerships. This is inherent in our culture.
- Our quality of Life for all inclusive of culture, language, and the traditional way of life.
- Our actions are always responsible and we are accountable for our decisions.
- We are inspirational to people especially the youth with the goal of *"being strong like two people"*.

**Current Situation:**

Whatì is a growing community with many new and exciting changes that will have impact on our water, land, roads and community life. Our Chief, Council and staff outlined what is impacting our community that could affect us. We categorized them into four categories - Strengths, Weaknesses, Opportunities and Threats.

**Current Community STRENGTHS:**

- Chief and Council work hard to provide strong leadership to the staff so that programs and services are provided without interruption.
- Whatì is a majestic community with clean water and land.
- Tłı̨chǫ culture and language thrive in the community.
- In the spirit of Tłı̨chǫ unity, a sense of pride and community exists.
- Self-Government enhances governance and creates harmony and strengthens the ability to build capacity.

**Current Community WEAKNESSES:**

- Roads have not been upgraded for many years since being built, and the community is dependent on winter road.
- Language for younger generation is at risk.
- Youth Leaders are not available to work with youth or youth support staff.
- Being responsive to staff capacity is difficult.
- Sharing information timely with the public is challenging.

**Current Community OPPORTUNITIES:**

- All-weather road will bring opportunities that we can capitalize upon.
- New *Gas Tax Funding* for community infrastructure will again be available, but with more flexibility in the past.
- Future Federal Government funding programs for infrastructure, such as the *Building Canada Fund II*, will be available in the near future.
- Business & economic development initiatives are available.
- Legacy funds from mining companies are available.
- Devolution will bring new opportunities.
- Traditional food opportunities (fisheries, caribou) are available.

**Current Community THREATS:**

- Food stability & security (traditional foods).
- Financial dependency on government.
- All-weather road can bring social and other issues.
- Devolution is not well understood and the long-term impacts are unknown.

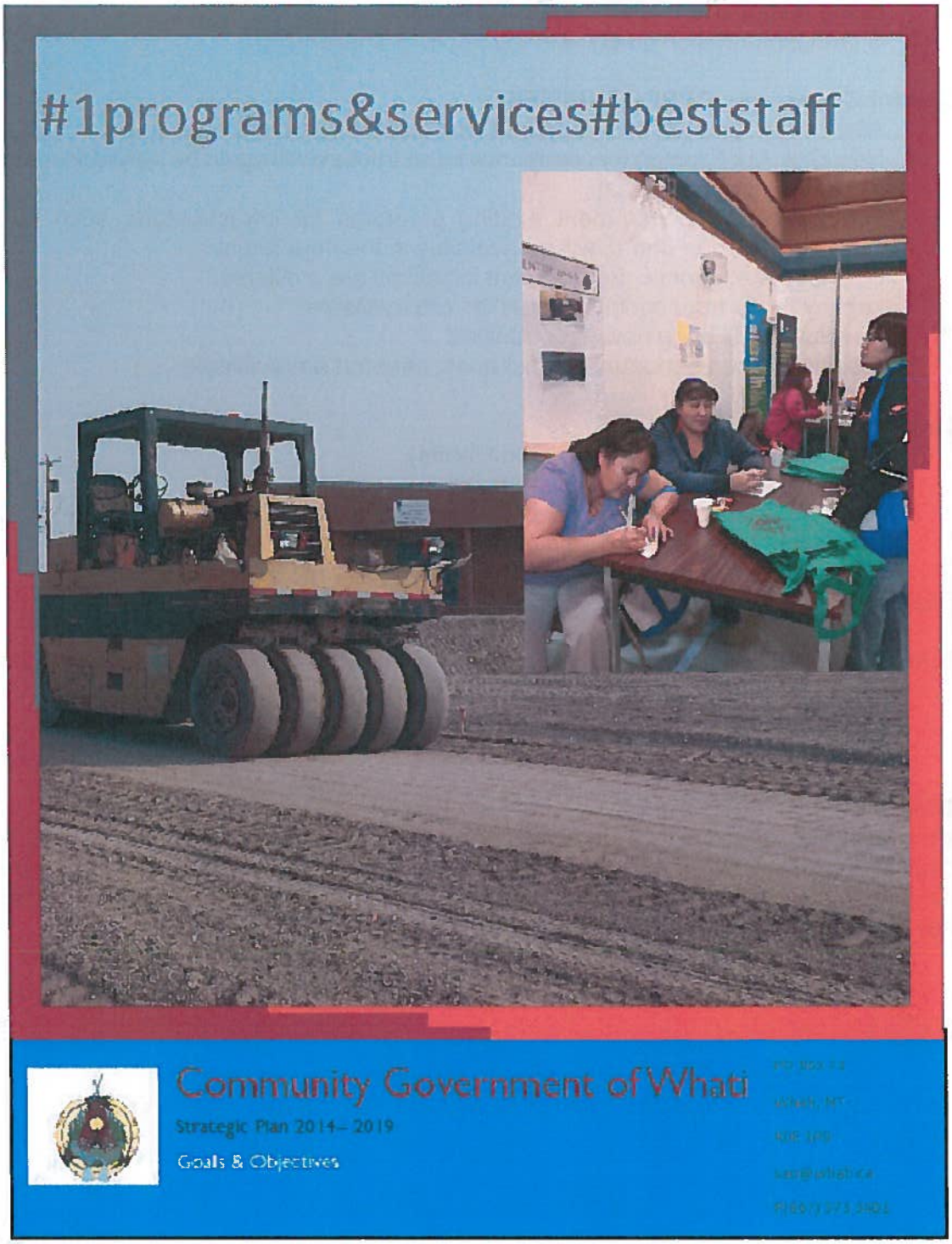
This Strategic Plan will be for five (5) years from 2014-2015 until 2019-2020.

During these five years, Council will focus on the following goals, objectives, and actions:

**GOALS**

After reviewing what Council's mission and vision were for the community, and after identifying what the role of the community government should be, and after consulting with the community at the April 23, 2014 public meeting, Chief and Council were able to refine their list to the following priorities as follows:

## Goal 1: Strong Program and Service Delivery



## Goal 1: Strong Program and Service Delivery

Objective 1.1: Improve Public Communication using many forms of communication tools to clearly communicate the actions and intentions of the Community Government

Strategic Actions:
- Community Government Website
- Seasonal Fliers
- Host Regular Public Meetings every three (3) months
- Re-establish the local radio station

Objective1.2: Improve the quality of the municipal roads for health and safety of residents

Strategic Actions:
- Rebuild roads in the Old Section of Whatì.
- Rebuild the road to the Airport.
- Better quality of road surface within Whatì *(i.e. chip seal).*

Objective1.3: Build Human Resource Capacity of Staff

Strategic Actions:
- Complete/implement Human Resource Plan.
- Complete job descriptions for all staff.
- Staff Appreciation Event & Activities.
- Annual Performance Reviews completed.
- Train and develop staff.
- Continue/create mentorship opportunities.

Objective1.4: Effective administration that is supportive of services

Strategic Actions:
- Maintain current infrastructure with Asset Management System
- Provide Emergency Services as defined by Council
- Managers report to Council monthly
- Plan to meet obligations of Water license and regulations for Water Treatment Plant
- SAO Annual Report that review organizational structure/ supports

Objective1.5: Create a responsive Fire Department

Strategic Actions:
- Define level of service based on capacity and need
- Meet and expand level of service as capacity grows
- Support training and development for Fire Chief and volunteers

## Goal 2. Strong Leaders

## Goal 2. Strong Leaders

Objective 2.1: Strengthen leadership of Council

Strategic Actions:

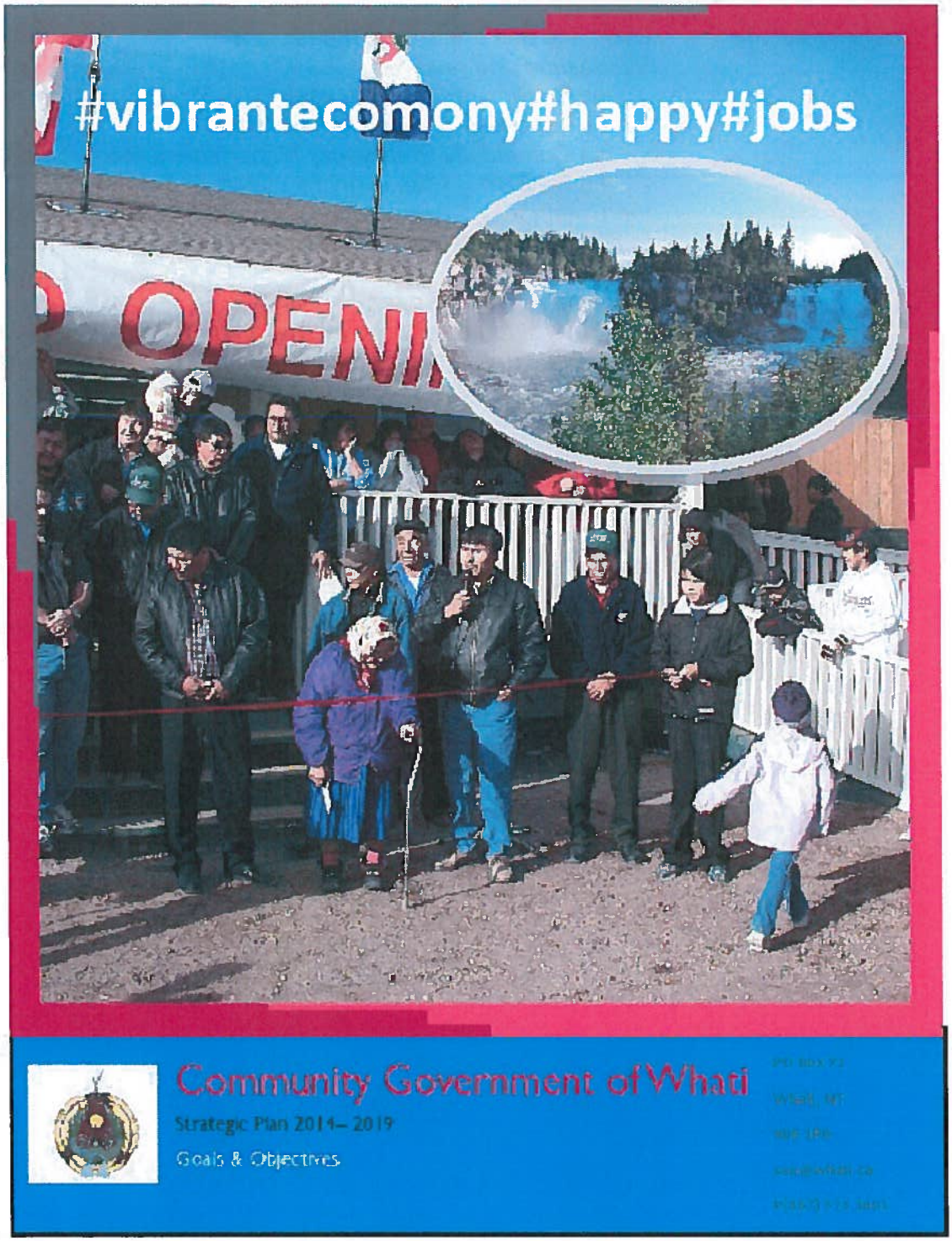
- Complete and Implement Plans
  *By creating and reviewing:*
  - *the Strategic Plan every year,*
  - *the Land Use Plan every two years,*
  - *the Community Emergency Management Plan each year,*
  - *the Resiliency Plan every two years,*

  *the Community Government of Whatì will be able to respond to changing demands and needs within the community.*

- Train and develop Council
  *For Council to be effective in their governance roles, Council also needs training to better understand their responsibilities and the changing government environment that they are working within.*

- Develop Council Portfolios/ Committees
  *For Council to better understand and monitor the operations of the Community Government of Whatì departments and functions, and to ensure that there is the needed transparency and accountability expected by the public, Council may establish various committees, both temporary and permanent, to provide this over-sight.*

## Goal 3: Vibrant Local Economy (business & tourism)



## Goal 3: Vibrant Local Economy (business & tourism)

Objective 3.1: Develop & support a Local Economic Develop Strategy

Strategic Actions:

- Research with MACA Council's role in supporting economic sustainability.
  *To ensure that Council is being effective in supporting a vibrant local economy, Council will develop a local economic development strategy with realistic goals and objectives.*

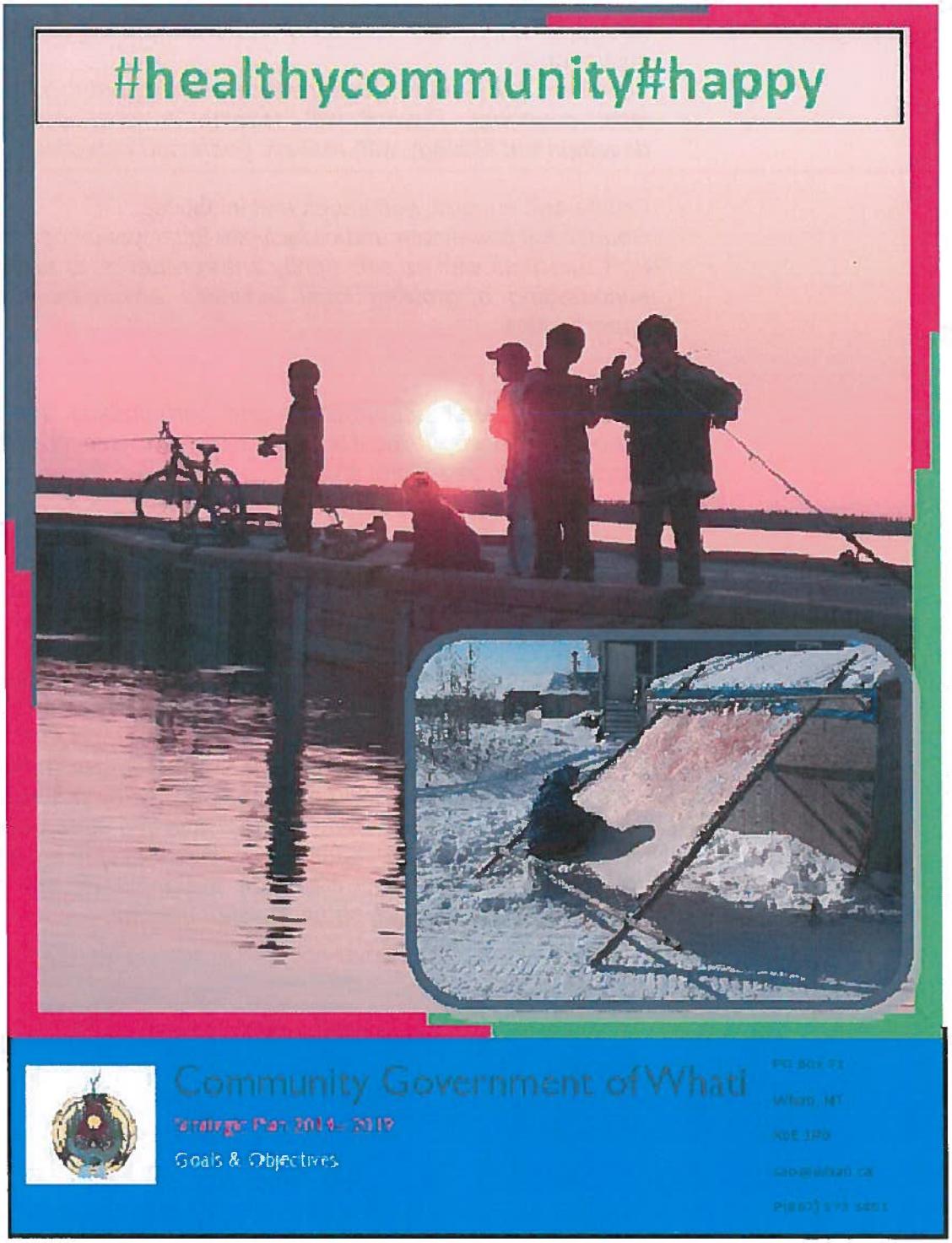
- Create and support workshops and initiatives.
  *Council will coordinate and/or facilitate local workshops, both for Council as well as community entrepreneurs, to assist in encouraging a growing local business environment and opportunities.*

- Hotel & Café
  *Council will seek opportunities and partnerships that will support and/or create local businesses and provide more local services, such as a hotel & café.*

- Office Space for Private Business & Government Services
  *Council recognizes that to support increased local services and/or increased business offices, there is a need for additional office space above what is currently available.*

- Monitor Community Government Organizational Structure
  *With the increased demands of Council for economic development growth, Council is also concerned that the Community Government staff, both management and front-line staff, may be assigned too heavy a workload by passing on these additional duties. Rather than risk losing staff, Council wants to monitor these workloads to ensure that staff are given the opportunities to grow with their assignments, and that additional staff can & will be hired when needful.*

## Goal 4. Healthy Community



## Goal 4. Healthy Community

Objective 4.1 Support Elders and the Community

Strategic Actions:
- Lobby for Social Services specifically for Elders.
- Advocate & Provide a Home Maintenance Program for Elders.
- Lobby for Social Services for Residents.
- Support Whatì Inter-Agency by being active participant & providing regular reports to Council.

Objective 4.2: Develop Gardens and Greenhouse Program

Strategic Actions:
- Feasibility study of a community greenhouse.
- Enhance the community garden.

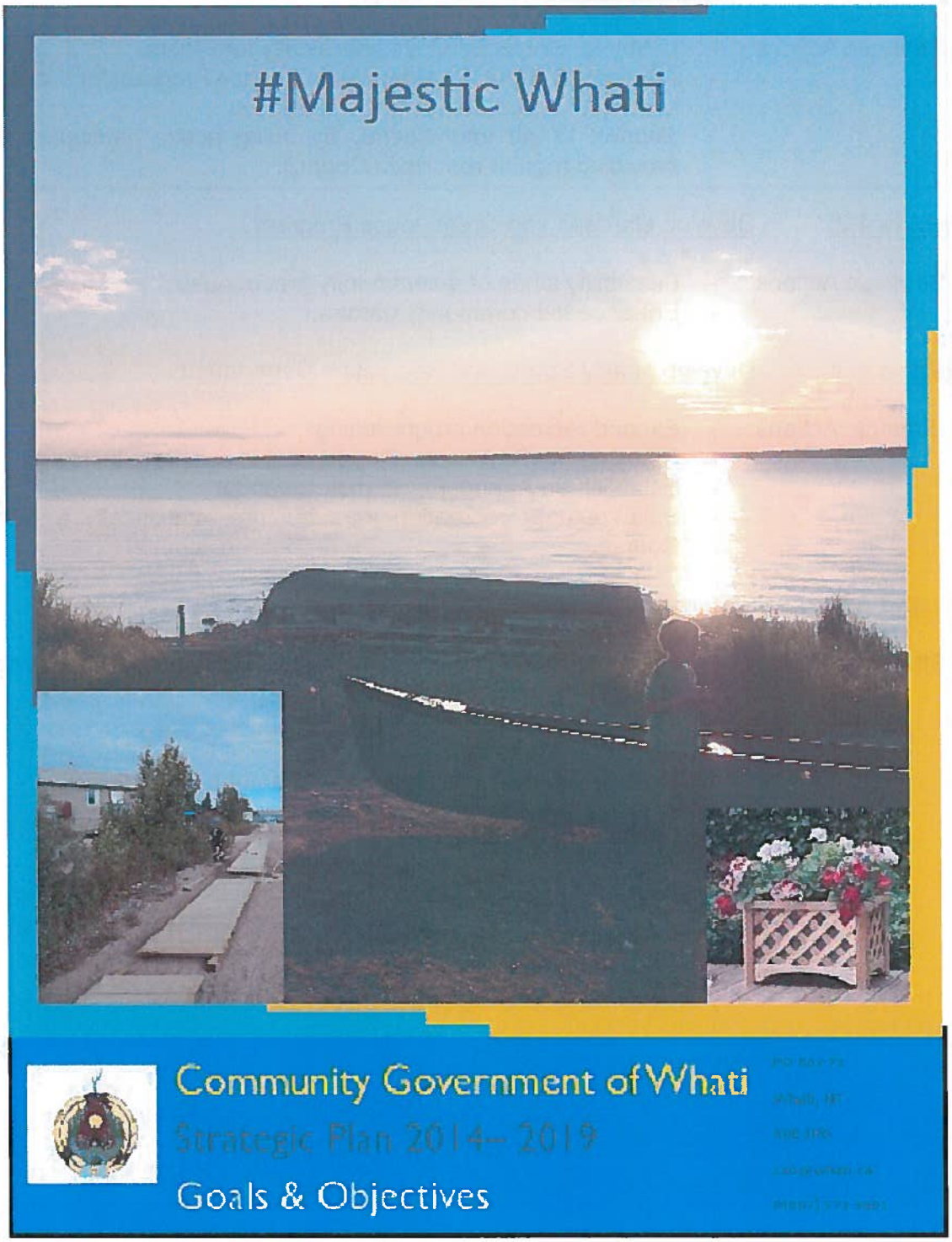
Objective 4.3: Develop quality Sports and Recreation Department

Strategic Actions:
- Expand recreation programming.
- Relocate the Recreation Department to separate building
- Establish an Annual Recreation Calendar
- Build outdoor recreation infrastructure, specifically a Golf Course.

Objective 4.4: Culture and Heritage

Strategic Actions:
- Complete feasibility of a community-owned meat-processing and hide-tanning facility.
- Establish and create Heritage Site.
- Develop a Museum.
- Support Annual Hand Game Tournament.

## Goal 5 Majestic Whatì



## Goal 5 Majestic Whatì

Objective 5.1: Community Beautification

Strategic Actions:

- Plant trees throughout the Community.
  *Council wants to 'green-up' the community, by re-planting trees within the community, around Community Government buildings, parks, etc.*

- Grow grass on Community Government properties.
  *As an attractive form of dust control, Council recognizes that grassed areas not only provides a solution, but creates a warmer more attractive community.*

- Provide Flower boxes for Elders.
  *Council recognizes that flower boxes, if made available to the Elders, would not only make the community more attractive but would provide a source of pride and accomplishment for the elders in the community.*

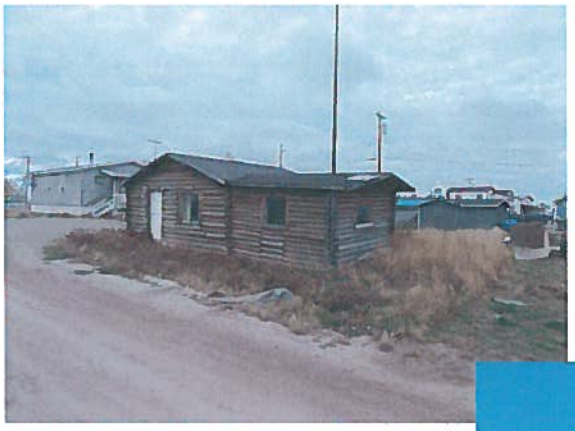
- Welcome to Whati sign(s).
  *Council recognizes that community signage, such as Welcome to Whatì, creates more pride in the community as well as provides an noticeable label for visitors.*

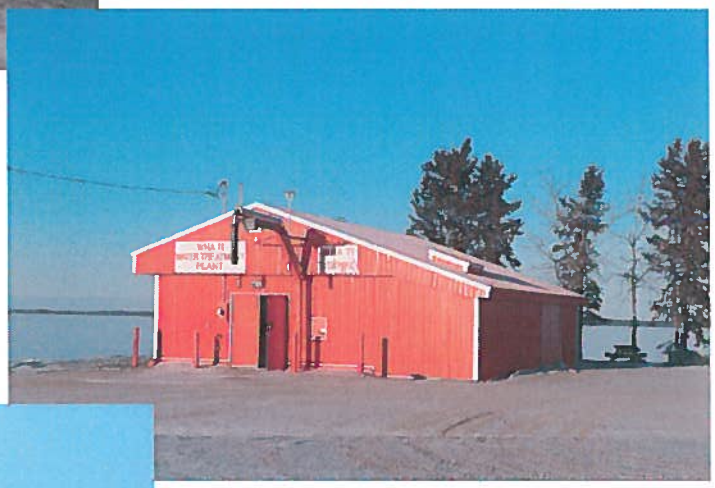
- Develop 10th annual Assembly Logo.
  *Council wants to provide a distinct logo to celebrate the 10th Annual Assembly & Gathering to be held in Whatì in July 2014, and one that can be used to supplement the existing logo.*

- Add more boardwalks each year.
  *Council wants to provide an attractive and safer way for children and elders to walk within the community and boardwalks create an attractive and cost-effective alternative to walking in the streets. Council wants to create a network of walking trails, with boardwalks, throughout the community to encourage both safety and exercise.*

# Appendix:

## Detailed Goals, Objective & Strategies (2014 to 2019)

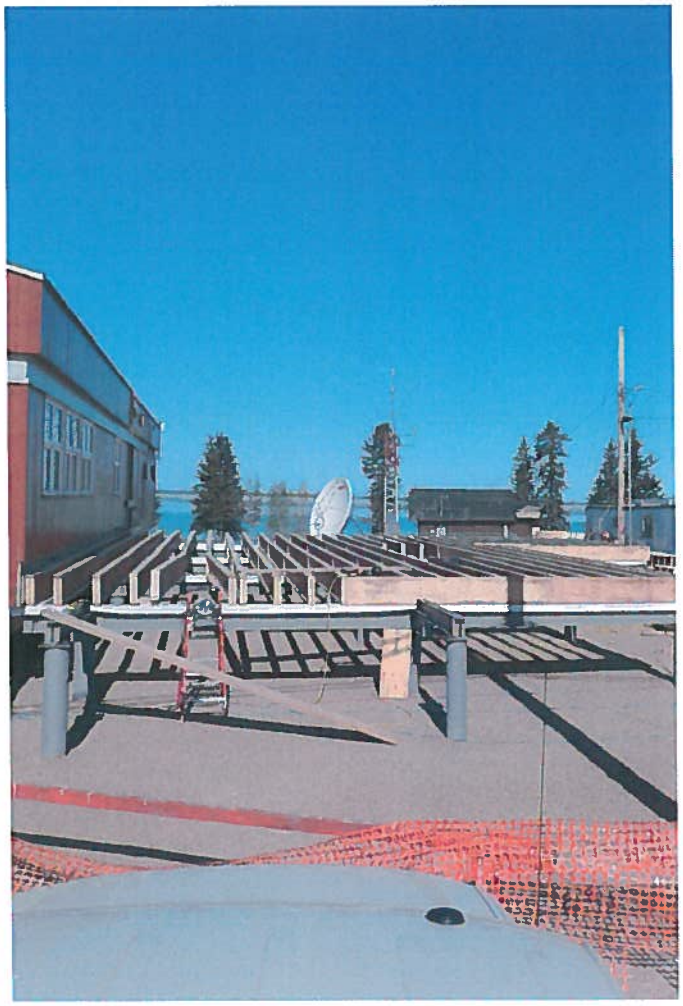




# Appendix 2

# Land Use Plan

# 2014
# Whatì Land Use Plan



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Preface

## The Tłı̨chǫ Community Government of Whatì
## MEMORANDUM

To: Chief & Council June 16, 2014

From: Larry Baran, SAO

Re: **2014 Whatì Land Use Plan**

**Summary:**
Each community in the NWT should have a Land Use Plan in place to provide for the orderly development and expansion of the community.

As the attached report clearly demonstrates, and after the community and territorial consultation, Administration believes that the **2014 Whatì Land Use Plan** meets that objective.

Therefore, Administration respectfully requests that Council provide a Motion of Council to formally accept the **2014 Whatì Land Use Plan** as presented.

**Suggested Motion of Council:**
If Council supports this recommendation, a proposed Motion of Council might be worded as follows:

> Moved by c/, Seconded by c/, that Council adopt the **2014 Whatì Land Use Plan** as presented on June 16, 2014 as included in the attached Figure 1.

Chief and Council
Community Government of Whati

June 16, 2014

## Whatì Land Use Plan

In the fall of 2013, Chief and Council directed that work begin on a Land Use Plan for Whatì. A Land Use Plan is a long term vision for the community that helps prepare for future growth.

In January 2014, maps and information were presented both to Council and to members of the community on some options for growth and development across a variety of land uses – housing, industrial, community uses etc.

As a result of the discussions with Council and with community members, a draft Land Use Plan has been completed. The Land Use Plan provides a tool for Council to review proposals for new development and guidance in considering actions to improve the community.

Some of the important issues that the Land Use Plan has considered include:

1. Potential impacts from the development of the NICO mine
2. Identification of a suitable site for a hotel/restaurant
3. Identify a site for new seniors housing

The Land Use Plan identifies suitable areas for a variety of land uses as well as Actions for Council to consider in implementing the Plan.

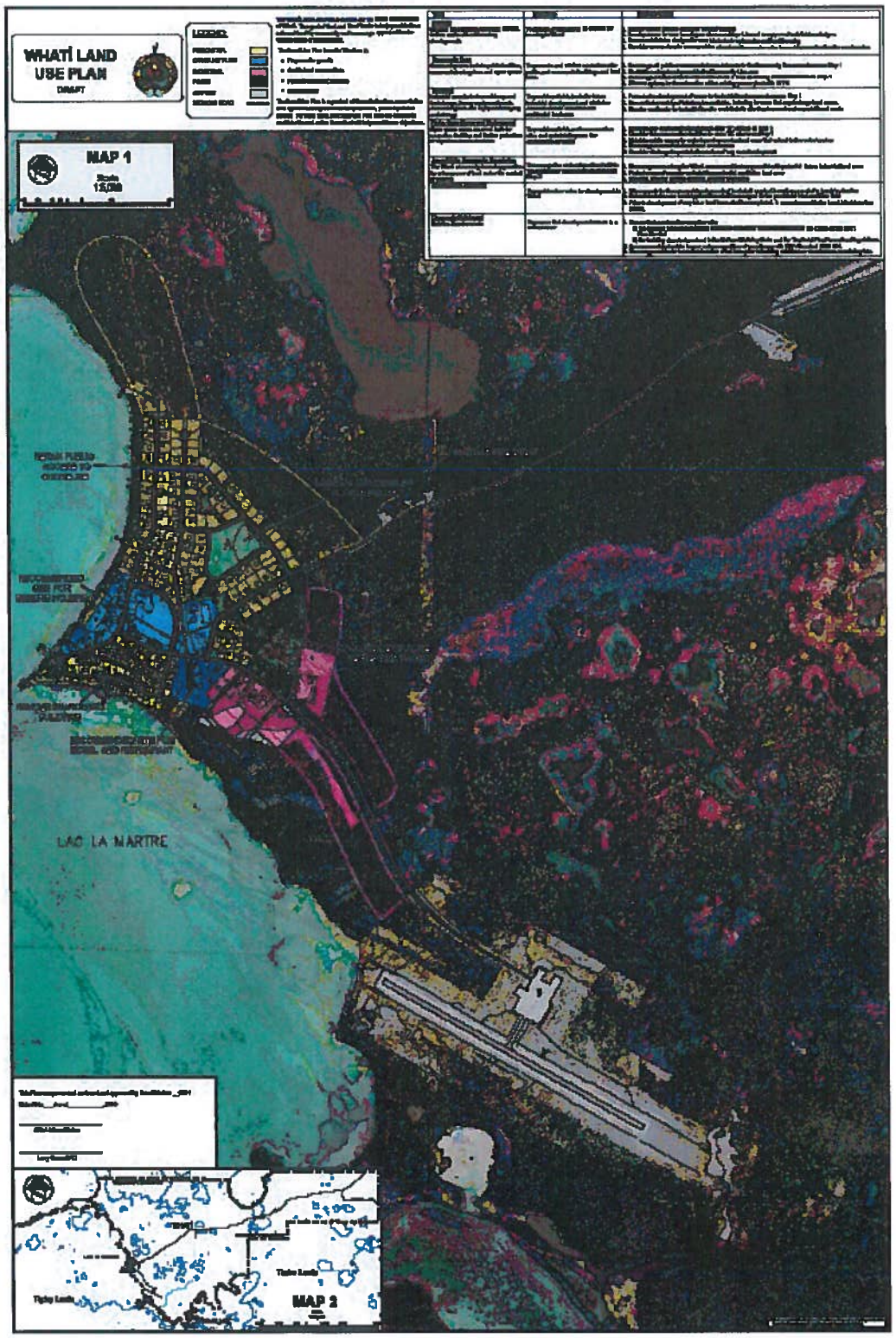
Council is now asked to consider whether the Draft Land Use Plan provides good guidance in the future development of the community. If so, a Council Resolution adopting the Land Use Plan would be required. Once adopted, the Land Use Plan would be displayed in the community, distributed to other government agencies and provide Council with guidance in growth and development issues in the community.

## Council Actions

| Topic | Objectives | Council Actions |
|---|---|---|
| **Housing**<br><br>Housing uses include detached houses, trailers and multi-unit housing developments | To provide a wide range of choices for housing in Whatì | 1. Ensure vacant lots are available for new houses<br>2. Develop areas for new housing as shown on Map 1, based on approved subdivision designs<br>3. Ensure subdivision designs for new lots include options for multi-unit housing<br>4. Consider approaches to remove older, abandoned houses in order to provide opportunities for new housing |
| **Community Uses**<br><br>Community uses include public facilities, commercial enterprises and open space | To promote and retain a central area for public and commercial buildings and land uses | 1. Encourage all public or commercial uses to locate in the Community Use area shown on Map 1<br>2. Restrict housing development in the Community Use area<br>3. Encourage a future hotel/restaurant to locate in area of existing trailers identified on Map 1<br>4. Discuss options for the relocation of the existing power plant with NTPC |
| **Industrial**<br><br>Industrial uses include machinery and fuel storage, heavy equipment yards, contractor yards and equipment staging and storage | To provide suitable lands for future industrial development and minimize conflict between industrial and residential land uses | 1. Promote the development of areas for industrial land use as shown on Map 1<br>2. Ensure that a variety of lot sizes be available, including for uses that require large land areas.<br>3. Require applicants for industrial land to contribute to site development and any additional roads |
| **Parks, Open Space and Environment**<br><br>Open space areas are used both for recreation facilities and for the protection of important natural features | To provide suitable outdoor recreation sites and maintain/improve the appearance of Whatì | 1 Maintain and develop playing fields in area "A", shown on Map 1<br>2. Consider future recreation facilities in area "B", shown on Map 1<br>3. Maintain public access to water by not approving land uses that extend to the water's edge<br>4. Encourage removal of abandoned warehouses<br>5. Consider drainage impacts in the review of any new development |

| | | |
|---|---|---|
| **Areas Within Community Boundaries**<br><br>The Whatì community boundary provides for a large area of land under the control of Council | To manage the undeveloped land within the community boundaries as shown on Map 2 | 1. Discourage uses along the Whatì access road that may conflict with potential future industrial land uses<br>2. Protect areas of granular material from potential conflicting land uses<br>3. Maintain, through regular clearing, existing firebreaks |
| **Development Approvals** | To provide clear rules for development in Whatì | 1. All proposals for the use and development of land shall require Council approval of a Land Application<br>2. Council decisions on Land Applications shall have regard to the provisions this Land Use Plan<br>3. Prior to development of any lot, a land lease shall be completed, in accordance with the Land Administration Bylaw. |
| **Community Safety and Building Requirements** | To ensure that development occurs in a safe manner | 1. Ensure that construction complies with:<br>A) the building setback or separation distances from other buildings required by the Office of the NWT Fire Marshal<br>B) the building standards set out in the National Building Code and the Territorial Fire Prevention Regulations.<br>2. Approve modular/mobile homes only on condition of compliance with CSA Standard Z240 MH.<br>3. Encourage residents to confirm location of lot lines prior to building additions or warehouses on existing lots. |

# Figure 1



# Appendix 3

## NWT Bureau of Statistics Information

Northwest Territories Bureau of Statistics



Whati





# Whati

## Profiles

Statistical Profile (PDF), (Excel)

Infrastructure Profile (PDF)

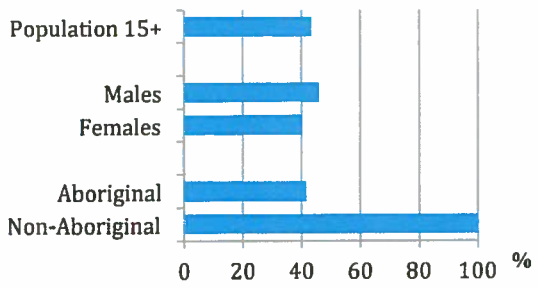
Community at a Glance (PDF)

Whati is located on Lac La Martre at 63°08'N , 117°06'W, 164 air km northwest of Yellowknife.

Although the Northwest Company established a permanent post at the site in 1793, trade continued to centre on the larger and more established posts at Rae and Wrigley. A federal school was built in 1955.

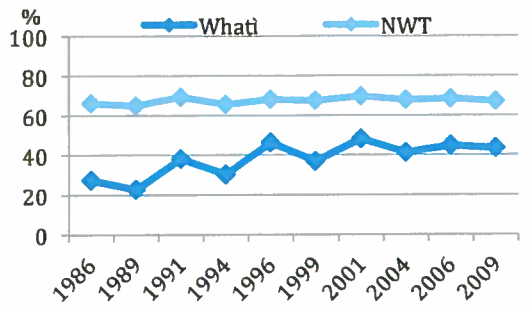
# Labour Force Activity

## 2009 Employment Rates by Selected Characteristics



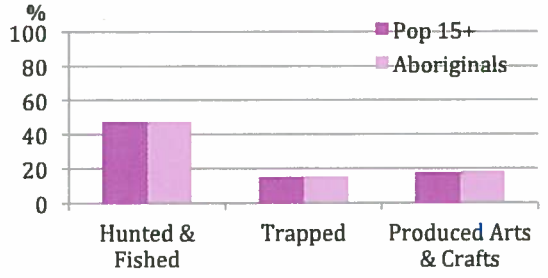

- 43% of the population were employed.
- The employment rate for aboriginal persons was 42%.
- The Whati employment rate is below the NWT rate.

## Employment Rate 1986 to 2009



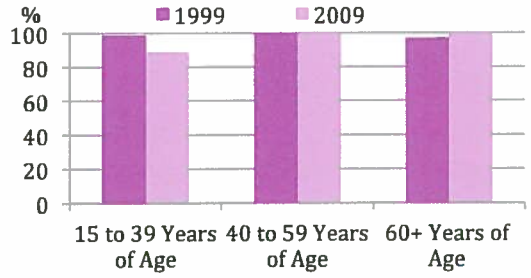

# Traditional Activities and Language

## Participation in Traditional Activities During 2008



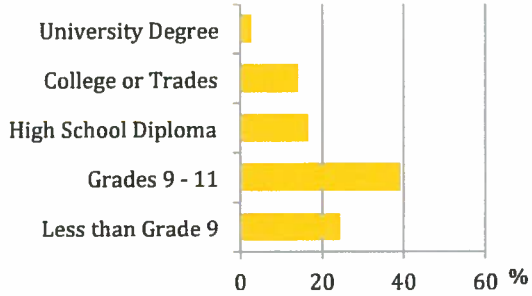

- In 2008, more aboriginals hunted and fished rather than trapped or produced arts & crafts.
- 47% of the aboriginal population hunted and fished in 2008.
- Overall, the proportion of aboriginal persons that speak an aboriginal language fell from 99% in 1999 to 93% in 2009.

## Aboriginals 15+ That Speak an Aboriginal Language 1999 & 2009



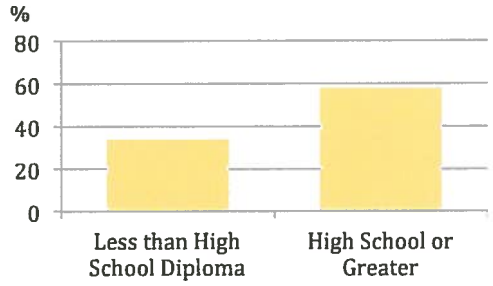

# Education

## Highest Level of Schooling 2009



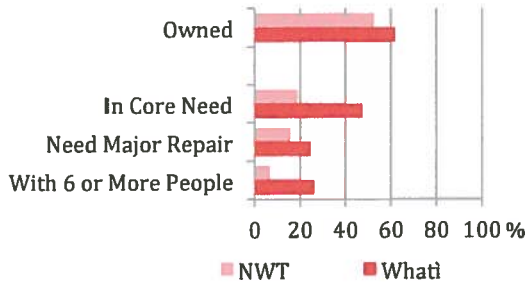

- 34% of the population have at least a high school education.
- Those with a high school education or greater are more likely to be employed.

## Employment Rate by Highest Level of Schooling, 2009



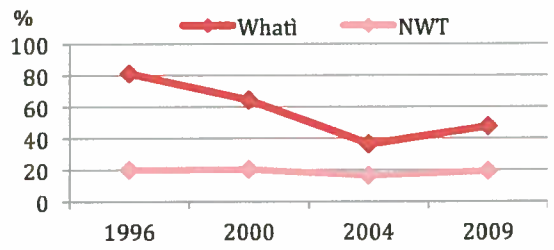
# Housing

## Housing by Selected Characteristics 2009




- 62% of households are owned.
- 47% of the households are in core need.
- The percentage of households in core need has been consistently above the NWT level.

## Households in Core Need 1996 to 2009




# Did You Know ...

- 41% of the population in Whatì smoked in 2009.
- 21% of the population volunteered in 2008.
- 43% of homes have the internet.

You can visit the NWT Bureau of Statistics for additional information for your community:

www.statsnwt.ca

You can contact us at:
(867) 873-7147

This pamphlet contains just a portion of the data available for your community.

You can use community level data for:

- Strategic planning
- Monitoring programs
- Developing funding proposals

# Whatì

## 2009 NWT Community Survey Results

**Thank you for your participation**

Northwest Territories Bureau of Statistics

# Whatì Infrastructure Profile

## Educational Infrastructure

| | |
|---|---|
| Maximum Grade | 12 |
| Community Learning Centre | Yes |
| Aurora Campus | No |
| Aurora Research Centre | No |
| Career Centre | No |

## Transportation Infrastructure

| | |
|---|---|
| All Weather Access Road | No |
| Winter Access Road | Yes |
| Marine Re-supply Facility | No |
| Airport | Yes |
| Air Terminal Building | Yes |

## Communication Infrastructure

| | |
|---|---|
| Postal Service | Non-Accounting |
| Television (Satellite/Cable) | Satellite |
| Radio Stations | 1 |
| 4G Cellular Service (as of 8-20-2013) | No |

## Business Infrastructure

| | |
|---|---|
| Government Financing | 0 |
| Chartered Bank Branches | 0 |
| ATM Service | 0 |
| Grocers | 1 |

## Health Infrastructure

| | |
|---|---|
| Hospital | No |
| Medical Clinic | No |
| Health Centre | Yes |
| Health Cabin | No |
| Women's Shelter/Transition House | No |

## Recreation Infrastructure

| | |
|---|---|
| Community Hall | 1 |
| Arena | 1 |
| Curling Rink | 0 |
| Gymnasium | 1 |
| Swimming Pool | 0 |

## Tourism Infrastructure

| | |
|---|---|
| Lodges/Outfitters | 0 |
| Accommodations | 1 |
| Campgrounds | 0 |
| Parks | 0 |
| Restaurants | 0 |
| Visitor Centre | 0 |

## Housing Infrastructure

| | |
|---|---|
| Private (owned) | 73 |
| Private (rented) | 10 |
| Public Housing (rented) | 16 |
| Staff Housing (rented) | 20 |

## Judicial Infrastructure

| | |
|---|---|
| Number of Police Officers | 2 |
| Correctional Facility | No |
| Young Offenders Facility | No |

## Electricity Infrastructure

| | |
|---|---|
| Type of Electricity Supply | Diesel |
| Supplier of Electricity | NTPC |

## Municipal Infrastructure

| | |
|---|---|
| Fire hall | Yes |
| Sanitation | Trucked |
| Waste Disposal | Solid, Sewage |
| Road System | Gravel |

# Whatì - Statistical Profile

## POPULATION

| | Whatì | Northwest Territories |
|---|---|---|
| *Population (2012)* | | |
| Total | 519 | 43,349 |
| Males | 274 | 22,460 |
| Females | 245 | 20,889 |
| 0 - 4 Years | 54 | 3,316 |
| 5 - 9 Years | 60 | 3,095 |
| 10 - 14 Years | 40 | 2,848 |
| 15 - 24 Years | 88 | 7,060 |
| 25 - 44 Years | 172 | 13,583 |
| 45 - 59 Years | 57 | 8,831 |
| 60 Yrs. & Older | 48 | 4,616 |
| Aboriginal | 507 | 22,065 |
| Non-Aboriginal | 12 | 21,284 |
| *Population Dependency Ratio (2012)* | | |
| < 15 Yrs. | 0.49 | 0.31 |
| 60 Yrs. & Older | 0.15 | 0.16 |
| *Historical Population* | | |
| 2001 | 492 | 40,844 |
| 2002 | 488 | 41,665 |
| 2003 | 479 | 42,561 |
| 2004 | 483 | 43,301 |
| 2005 | 488 | 43,399 |
| 2006 | 479 | 43,198 |
| 2007 | 491 | 43,551 |
| 2008 | 496 | 43,692 |
| 2009 | 493 | 43,637 |
| 2010 | 508 | 43,873 |
| 2011 | 512 | 44,212 |
| 2012 | 519 | 43,349 |
| *Avg. Annual % Growth (01-12)* | | |
| Total Population | 0.4 | 0.5 |
| < 15 Yrs. | -0.2 | -1.4 |
| 60 Yrs. & Older | 2.4 | 5.6 |

## HEALTH & VITAL STATS

| | Whatì | Northwest Territories |
|---|---|---|
| *% of Population that Currently Smoke* | | |
| 2009 | 41.2 | 35.2 |
| *Number of Births* | | |
| 2001 | 9 | 613 |
| 2002 | 7 | 635 |
| 2003 | 10 | 701 |
| 2004 | 13 | 698 |
| 2005 | 13 | 712 |
| 2006 | 8 | 687 |
| 2007 | 16 | 725 |
| 2008 | 8 | 721 |
| 2009 | 11 | 711 |
| 2010 | 14 | 700 |
| *Teen Births* | | |
| 2001 | 3 | 70 |
| 2002 | 2 | 72 |
| 2003 | 2 | 72 |
| 2004 | 3 | 86 |
| 2005 | 4 | 68 |
| 2006 | - | 73 |
| 2007 | 2 | 65 |
| 2008 | 2 | 56 |
| 2009 | 1 | 61 |
| 2010 | 5 | 65 |
| *Number of Deaths* | | |
| 2000 | 1 | 156 |
| 2001 | 4 | 163 |
| 2002 | 1 | 169 |
| 2003 | 2 | 202 |
| 2004 | 2 | 153 |
| 2005 | 2 | 148 |
| 2006 | 4 | 182 |
| 2007 | 1 | 174 |
| 2008 | 2 | 201 |
| 2009 | 1 | 186 |
| *Injury Deaths (inc. suicides)* | | |
| 2000 | - | 31 |
| 2001 | - | 31 |
| 2002 | - | 24 |
| 2003 | 1 | 36 |
| 2004 | - | 23 |
| 2005 | - | 21 |
| 2006 | 1 | 36 |
| 2007 | - | 32 |
| 2008 | - | 29 |
| 2009 | - | 28 |
| *Suicides* | | |
| 2000 | - | 7 |
| 2001 | - | 8 |
| 2002 | - | 8 |
| 2003 | 1 | 10 |
| 2004 | - | 11 |
| 2005 | - | 4 |
| 2006 | - | 5 |
| 2007 | - | 9 |
| 2008 | - | 10 |
| 2009 | - | 7 |

## HOUSEHOLDS & FAMILIES

| | Whati | Northwest Territories |
|---|---|---|
| *% of Households with 6 or More People* | | |
| 1981 | 57.1 | 13.9 |
| 1986 | 50.0 | 11.5 |
| 1991 | 61.5 | 9.8 |
| 1996 | 29.4 | 8.6 |
| 2001 | 35.0 | 7.2 |
| 2004 | 24.2 | 7.0 |
| 2006 | 22.7 | 6.2 |
| 2009 | 26.3 | 6.7 |
| 2011 | 20.0 | 5.6 |
| *Family Structure (2011)* | | |
| Total Family Structure | 120 | 10,930 |
| Husband-Wife | 50 | 5,470 |
| Common-law | 35 | 3,135 |
| Lone Parent | 35 | 2,330 |
| % Lone-Parent Families | 29.2 | 21.3 |
| *Tenure (2009)* | | |
| Total | 118 | 14,522 |
| Owned | 73 | 7,623 |
| Rented | 45 | 6,899 |
| % Owned | 61.9 | 52.5 |
| *% of Households in Core Need* | | |
| 1996 | 81.2 | 19.7 |
| 2000 | 64.3 | 20.3 |
| 2004 | 36.3 | 16.3 |
| 2009 | 47.5 | 19.0 |

## CRIME

| | Whati | Northwest Territories |
|---|---|---|
| *Violent Crimes* | | |
| 2002 | 31 | 3,179 |
| 2003 | 39 | 3,698 |
| 2004 | 48 | 3,857 |
| 2005 | 58 | 3,711 |
| 2006 | 24 | 3,527 |
| 2007 | 31 | 4,025 |
| 2008 | 26 | 3,839 |
| 2009 | 39 | 3,740 |
| 2010 | 89 | 3,717 |
| 2011 | 58 | 3,712 |
| *Property Crimes* | | |
| 2002 | 51 | 6,397 |
| 2003 | 89 | 8,179 |
| 2004 | 75 | 9,018 |
| 2005 | 74 | 8,357 |
| 2006 | 25 | 8,292 |
| 2007 | 48 | 8,807 |
| 2008 | 51 | 8,881 |
| 2009 | 64 | 8,639 |
| 2010 | 92 | 9,814 |
| 2011 | 62 | 10,099 |
| *Other Criminal Code* | | |
| 2002 | 28 | 3,934 |
| 2003 | 27 | 4,068 |
| 2004 | 22 | 5,233 |
| 2005 | 39 | 6,475 |
| 2006 | 25 | 5,695 |
| 2007 | 31 | 5,942 |
| 2008 | 12 | 6,377 |
| 2009 | 31 | 5,949 |
| 2010 | 72 | 6,895 |
| 2011 | 35 | 7,167 |
| *Federal Statutes* | | |
| 2002 | 8 | 655 |
| 2003 | 16 | 595 |
| 2004 | 11 | 632 |
| 2005 | 14 | 742 |
| 2006 | 16 | 534 |
| 2007 | 22 | 665 |
| 2008 | 13 | 815 |
| 2009 | 10 | 832 |
| 2010 | 48 | 1,017 |
| 2011 | 46 | 939 |
| *Traffic* | | |
| 2002 | 3 | 568 |
| 2003 | 9 | 642 |
| 2004 | 6 | 768 |
| 2005 | 13 | 884 |
| 2006 | 3 | 829 |
| 2007 | 2 | 813 |
| 2008 | 15 | 1,051 |
| 2009 | 2 | 813 |
| 2010 | 19 | 882 |
| 2011 | 10 | 760 |
| *Violent Crime Rate (per 1,000 persons)* | | |
| 2002 | 63.5 | 76.3 |
| 2003 | 81.4 | 86.9 |
| 2004 | 99.4 | 89.1 |
| 2005 | 118.9 | 85.5 |
| 2006 | 50.1 | 81.6 |
| 2007 | 63.0 | 92.4 |
| 2008 | 52.2 | 87.9 |
| 2009 | 82.3 | 85.7 |
| 2010 | 186.6 | 84.8 |
| 2011 | 122.6 | 85.0 |
| *Property Crime Rate (per 1,000 persons)* | | |
| 2002 | 104.5 | 153.5 |
| 2003 | 185.8 | 192.2 |
| 2004 | 155.3 | 208.3 |
| 2005 | 151.6 | 192.6 |
| 2006 | 52.2 | 192.0 |
| 2007 | 97.6 | 202.3 |
| 2008 | 102.4 | 203.2 |
| 2009 | 135.0 | 198.0 |
| 2010 | 192.9 | 223.9 |
| 2011 | 131.1 | 231.2 |

## INCOME ASSISTANCE

| | Whati | Northwest Territories |
|---|---|---|
| *Beneficiaries (monthly average)* | | |
| 2003 | 52 | 2,136 |
| 2004 | 62 | 2,058 |
| 2005 | 59 | 1,909 |
| 2006 | 56 | 1,912 |
| 2007 | 48 | 2,024 |
| 2008 | 62 | 2,067 |
| 2009 | 53 | 2,402 |
| 2010 | 63 | 2,314 |
| 2011 | 77 | 2,313 |
| 2012 | 57 | 2,240 |
| *Cases (monthly average)* | | |
| 2003 | 26 | 1,111 |
| 2004 | 31 | 1,110 |
| 2005 | 27 | 1,051 |
| 2006 | 29 | 1,060 |
| 2007 | 24 | 1,121 |
| 2008 | 30 | 1,172 |
| 2009 | 30 | 1,415 |
| 2010 | 39 | 1,429 |
| 2011 | 48 | 1,468 |
| 2012 | 30 | 1,453 |
| *Payments ($000)* | | |
| 2003 | 206 | 8,945 |
| 2004 | 237 | 9,270 |
| 2005 | 200 | 8,610 |
| 2006 | 211 | 8,534 |
| 2007 | 202 | 9,783 |
| 2008 | 318 | 12,048 |
| 2009 | 310 | 14,573 |
| 2010 | 376 | 15,116 |
| 2011 | 470 | 15,810 |
| 2012 | 319 | 15,984 |

## TRADITIONAL ACTIVITIES (2008)

| | | |
|---|---|---|
| Hunted & Fished (%) | 47.2 | 39.4 |
| Trapped (%) | 14.7 | 6.2 |
| Produced Arts & Crafts (%) | 17.5 | 8.7 |
| Households Consuming Country Food (Half or More) (%) | 78.0 | 28.1 |

## ABORIGINAL LANGUAGES

| | | |
|---|---|---|
| *% Aboriginals that Speak an Aboriginal Language* | | |
| 1984 | 99.3 | 59.1 |
| 1989 | 99.1 | 55.6 |
| 1994 | 97.2 | 50.1 |
| 1999 | 98.9 | 45.1 |
| 2004 | 96.9 | 44.0 |
| 2009 | 92.8 | 38.0 |

## EDUCATION

| | Whati | Northwest Territories |
|---|---|---|
| *% with High School Diploma or More* | | |
| 1986 | 14.6 | 51.6 |
| 1989 | 23.2 | 59.8 |
| 1991 | 32.6 | 59.9 |
| 1994 | 23.8 | 63.2 |
| 1996 | 35.7 | 63.5 |
| 1999 | 29.7 | 66.1 |
| 2001 | 36.2 | 64.8 |
| 2004 | 32.8 | 67.5 |
| 2006 | 38.5 | 67.0 |
| 2009 | 33.6 | 69.3 |
| *Employment Rates (2009)* | | |
| Less than High School Diploma | 34.1 | 35.4 |
| High School Diploma or Greater | 58.7 | 81.2 |

## LABOUR FORCE

| | | |
|---|---|---|
| *Participation Rate* | | |
| 1986 | 45.0 | 74.5 |
| 1989 | 48.5 | 74.9 |
| 1991 | 61.7 | 78.2 |
| 1994 | 60.5 | 77.2 |
| 1996 | 62.5 | 77.2 |
| 1999 | 54.8 | 78.3 |
| 2001 | 65.5 | 77.1 |
| 2004 | 59.4 | 75.6 |
| 2006 | 58.5 | 76.5 |
| 2009 | 59.4 | 75.1 |
| *Unemployment Rate* | | |
| 1986 | 33.3 | 11.2 |
| 1989 | 53.0 | 13.2 |
| 1991 | 37.9 | 11.3 |
| 1994 | 50.0 | 14.8 |
| 1996 | 28.6 | 11.7 |
| 1999 | 32.9 | 13.7 |
| 2001 | 28.9 | 9.5 |
| 2004 | 30.7 | 10.4 |
| 2006 | 23.7 | 10.4 |
| 2009 | 27.1 | 10.3 |
| *Employment Rate* | | |
| 1986 | 27.5 | 66.2 |
| 1989 | 22.8 | 65.0 |
| 1991 | 38.3 | 69.3 |
| 1994 | 30.3 | 65.7 |
| 1996 | 46.4 | 68.2 |
| 1999 | 36.8 | 67.5 |
| 2001 | 48.3 | 69.8 |
| 2004 | 41.2 | 67.8 |
| 2006 | 44.6 | 68.6 |
| 2009 | 43.3 | 67.3 |

| | Whati | Northwest Territories |
|---|---|---|
| *Selected Employment Rates (2009)* | | |
| Males | 45.8 | 68.1 |
| Females | 40.1 | 66.4 |
| | | |
| Aboriginal | 41.5 | 49.8 |
| Non-Aboriginal | 100.0 | 83.1 |
| | | |
| 15-24 | 25.3 | 42.0 |
| 25-34 | 53.9 | 75.5 |
| 35-44 | 51.0 | 81.9 |
| 45-54 | 66.7 | 84.3 |
| 55-64 | 46.9 | 74.6 |
| 65 & Over | 18.2 | 17.1 |
| | | |
| *Labour Force Activity (2009)* | | |
| Population 15 & Over | 360 | 33,730 |
| Employed | 156 | 22,702 |
| Available Labour Supply | 58 | 2,616 |
| Not in the Labour Force | 146 | 8,412 |
| | | |
| *Potential Available Labour Supply (2009)* | | |
| Available Labour Supply | 85 | 4,847 |
| % Do Rotational | 58.8 | 57.1 |
| % Male | 64.7 | 59.1 |
| % Aboriginal | 100.0 | 77.2 |
| % Less than High School Diploma | 60.0 | 55.9 |
| | | |
| *Employment Profile (2009)* | | |
| % Gov't, Health, Social Serv, Educ | 46.2 | 43.2 |
| % Goods Producing | 35.3 | 15.5 |
| % Other Industries | 17.3 | 39.2 |
| | | |
| *Annual Work Pattern (2008)* | | |
| % Worked | 63.9 | 79.2 |
| % Worked More than 26 weeks | 53.9 | 77.4 |

## PERSONAL INCOME

| | Whati | Northwest Territories |
|---|---|---|
| *Total Income ($000)* | | |
| 2001 | 6,115 | 1,058,019 |
| 2002 | 6,993 | 1,148,300 |
| 2003 | 7,728 | 1,199,686 |
| 2004 | 8,050 | 1,246,589 |
| 2005 | 8,415 | 1,297,842 |
| 2006 | 8,758 | 1,384,602 |
| 2007 | 9,610 | 1,469,865 |
| 2008 | 10,215 | 1,542,755 |
| 2009 | 10,080 | 1,557,610 |
| 2010 | 10,710 | 1,599,920 |
| | | |
| % Change in Total Inc. (2001-2010) | 75.1 | 51.2 |

| | Whati | Northwest Territories |
|---|---|---|
| *Average Personal Income ($)* | | |
| 2001 | 21,839 | 39,186 |
| 2002 | 24,975 | 42,047 |
| 2003 | 26,648 | 42,572 |
| 2004 | 27,759 | 44,080 |
| 2005 | 30,054 | 46,170 |
| 2006 | 30,200 | 48,396 |
| 2007 | 32,033 | 51,072 |
| 2008 | 31,922 | 52,943 |
| 2009 | 31,500 | 52,998 |
| 2010 | 31,500 | 53,978 |
| | | |
| *Employment Income ($000)* | | |
| 2001 | 4,711 | 935,854 |
| 2002 | 5,570 | 1,016,653 |
| 2003 | 6,238 | 1,058,922 |
| 2004 | 6,442 | 1,101,853 |
| 2005 | 6,760 | 1,145,168 |
| 2006 | 7,096 | 1,208,376 |
| 2007 | 7,965 | 1,294,015 |
| 2008 | 8,335 | 1,356,780 |
| 2009 | 8,155 | 1,356,890 |
| 2010 | 8,620 | 1,388,490 |
| | | |
| % Change in Emp. Inc. (2001-2010) | 83.0 | 48.4 |
| | | |
| *Average Employment Income ($)* | | |
| 2001 | 19,629 | 38,497 |
| 2002 | 22,280 | 41,428 |
| 2003 | 23,992 | 41,904 |
| 2004 | 23,859 | 43,969 |
| 2005 | 26,000 | 45,843 |
| 2006 | 25,343 | 47,856 |
| 2007 | 28,446 | 50,627 |
| 2008 | 28,741 | 52,650 |
| 2009 | 28,121 | 52,983 |
| 2010 | 28,733 | 53,630 |
| | | |
| *Percent Taxfilers Less than $15,000* | | |
| 2001 | 53.6 | 28.8 |
| 2002 | 46.4 | 27.6 |
| 2003 | 44.8 | 28.0 |
| 2004 | 44.8 | 27.3 |
| 2005 | 39.3 | 26.0 |
| 2006 | 41.4 | 24.9 |
| 2007 | 36.7 | 23.3 |
| 2008 | 34.4 | 23.7 |
| 2009 | 40.6 | 23.9 |
| 2010 | 41.2 | 23.3 |
| | | |
| *Percent Taxfilers More than $50,000* | | |
| 2001 | 14.3 | 31.4 |
| 2002 | 17.9 | 34.4 |
| 2003 | 17.2 | 35.1 |
| 2004 | 17.2 | 36.5 |
| 2005 | 17.9 | 38.3 |
| 2006 | 20.7 | 39.9 |
| 2007 | 23.3 | 42.7 |
| 2008 | 21.9 | 43.7 |
| 2009 | 18.8 | 43.6 |
| 2010 | 20.6 | 44.2 |

## FAMILY INCOME

| | Whati | Northwest Territories |
|---|---|---|
| *Average Family Income* | | |
| 2001 | 45,427 | 80,225 |
| 2002 | 53,464 | 87,143 |
| 2003 | 62,091 | 88,244 |
| 2004 | 57,169 | 91,362 |
| 2005 | 64,618 | 96,171 |
| 2006 | 64,033 | 101,622 |
| 2007 | 70,333 | 107,252 |
| 2008 | 77,750 | 111,796 |
| 2009 | 69,154 | 112,119 |
| 2010 | 66,393 | 113,934 |
| *Percent Families Less than $30,000* | | |
| 2001 | 54.5 | 20.8 |
| 2002 | 36.4 | 19.4 |
| 2003 | 18.2 | 20.3 |
| 2004 | 38.5 | 20.2 |
| 2005 | 27.3 | 19.0 |
| 2006 | 25.0 | 18.0 |
| 2007 | 25.0 | 16.6 |
| 2008 | 25.0 | 17.0 |
| 2009 | 30.8 | 16.7 |
| 2010 | 35.7 | 16.4 |
| *Percent Families More than $75,000* | | |
| 2001 | 18.2 | 47.4 |
| 2002 | 18.2 | 50.4 |
| 2003 | 27.3 | 50.7 |
| 2004 | 23.1 | 52.7 |
| 2005 | 27.3 | 55.3 |
| 2006 | 33.3 | 57.1 |
| 2007 | 33.3 | 59.5 |
| 2008 | 33.3 | 60.8 |
| 2009 | 30.8 | 60.7 |
| 2010 | 28.6 | 61.9 |

## PRICES

| | Whati | Northwest Territories |
|---|---|---|
| 2009 Living Cost Diff. (Edm = 100) | 147.5 | .. |
| 2010 Food Price Index (YK = 100) | 138.4 | .. |

## ENVIRONMENT

| | | |
|---|---|---|
| *Average Temperature (°C)* | | |
| January 2003 | .. | .. |
| January 2004 | -29.7 | .. |
| January 2005 | -26.1 | .. |
| January 2006 | -23.8 | .. |
| January 2007 | -21.5 | .. |
| July 2003 | .. | .. |
| July 2004 | 17.1 | .. |
| July 2005 | 14.2 | .. |
| July 2006 | 15.0 | .. |
| July 2007 | 17.2 | .. |

## COMMUNITY LIVING

| | | |
|---|---|---|
| % Who Volunteered in 2008 | 20.6 | 37.7 |
| % of Homes with Internet Access in 2008 | 43.2 | 73.5 |

## SYMBOLS

- zero or too small to be expressed
.. not available
x data suppressed

## SOURCES & NOTES

### Population

*Population and Historical Population*: NWT Bureau of Statistics, GNWT. Estimates are calculated by allocating the demographic components of growth, down to a community level. Sex, age and ethnicity estimates developed by NWT Bureau of Statistics.

*Population Dependency Ratio*: NWT Bureau of Statistics, GNWT. Ratios for < 15 years refer to the number of people less than 15 years of age divided by the number of people between the ages of 15 and 59. Ratios for 60 years and older refer to the number of people 60 years of age or older divided by the number of people between the ages of 15 and 59.

*Average Annual Growth Rate:* NWT Bureau of Statistics, GNWT. Average annual growth rate (AAGR) is calculated as:

$$AAGR = \left( \sqrt[11]{\frac{Pop_{2012}}{Pop_{2001}}} - 1 \right) * 100$$

*Population Projections:* NWT Bureau of Statistics, GNWT. Population projections incorporate assumptions regarding fertility, mortality & migration patterns. These assumptions are reflective of historical patterns, as well as recent trends observed for the Northwest Territories.

### Health & Vital Stats

*% of Population that Smoke:* NWT Bureau of Statistics, GNWT. Refers to the percent of people 15 years of age or older that smoke.

*Number of Births:* Health Statistics Division, Statistics Canada.

*Teen Births:* Health Statistics Division, Statistics Canada. Refers to births to women aged 19 or less.

*Number of Deaths:* Health Statistics Division, Statistics Canada

*Cause of Deaths:* Health Statistics Division, Statistics Canada. Injury deaths are deaths due to accidents, homicide and suicides.

### Household & Families

*Percent of Households with 6 or More People:* Census, Statistics Canada (1981, 1986, 1991, 1996, 2001 & 2006); NWT Bureau of Statistics, GNWT (2004 & 2009). A household refers to an occupied private dwelling.

*Family Structure:* Census, Statistics Canada. Refers to the classification of census families into husband-wife couples, common-law couples, and lone parent families.

*Tenure:* NWT Bureau of Statistics, GNWT. Refers to whether some member of the household owns or rents the dwelling.

*Percent of Households in Core Need:* NWT Bureau of Statistics, GNWT. If a household has any one housing problem (suitability, adequacy, or affordability) or a combination of housing problems, *and* the total household income is below the Community Core Need Income Threshold, the household is considered to be in core need. The core need income threshold is an income limit for each community that represents the amount of income a household must have to be able to afford the cost of owning and operating a home or renting in the private market without government assistance.

### Income Assistance

Note: Due to program changes in 2007, data prior to this year is not directly comparable.

*Beneficiaries (monthly average):* Department of Education Culture & Employment, GNWT. Refers to the monthly average number of recipients of income assistance and their dependents, if any, over the year.

*Cases (monthly average):* Department of Education Culture & Employment, GNWT. Refers to the monthly average number of people requesting and receiving social assistance over the year.

*Payments ($000)*: Department of Education Culture & Employment, GNWT. Refers to the total amount of payments over the year. Payments are recorded for the month for which assistance was received.

### Traditional Activities

*Hunted & Fished (%):* NWT Bureau of Statistics, GNWT, Refers to the percent of people 15 years of age or older that hunted or fished during the year.

*Trapped (%):* NWT Bureau of Statistics, GNWT. Refers to the percent of people 15 years of age or older that trapped during the year.

*Produced Arts & Crafts (%):* NWT Bureau of Statistics, GNWT. Refers to the percent of people 15 years of age or older that made arts and crafts during the year.

*Households Consuming Country Food:* NWT Bureau of Statistics, GNWT. Refers to the percent of households reporting that half, most or all (50% or more) of the meat or fish consumed is harvesting in the NWT.

### Aboriginal Languages

*Percent of Aboriginal that Speak an Aboriginal Language:* NWT Bureau of Statistics, GNWT. Refers to the percent of aboriginal people 15 years of age or older that can speak an aboriginal language well enough to carry on a conversation. Aboriginal languages include Inuktitut, Inuvialuktun, Inuinnaqtun, Dogrib, Cree, Chipewyan, North Slavey, South Slavey, and Gwich'n.

**Education**

*Percent with High School Diploma or More:* Census, Statistics Canada (1986, 1991, 1996, 2001 & 2006); NWT Bureau of Statistics, GNWT (1989, 1994, 1999, 2004 & 2009). Refers to the percent of population 15 years of age or older that have a high school diploma.

*2009 Employment Rates:* NWT Bureau of Statistics, GNWT. Refers to the employment rate for two groups of people: those who do not have a high school certificate, and those with at least a high school certificate. Employment rate refers to the percentage of persons 15 years of age and over who are working at a job.

**Labour Force**

Census, Statistics Canada (1986, 1991, 1996, 2001 & 2006); NWT Bureau of Statistics, GNWT (1989, 1994, 1999, 2004 & 2009).

*Participation Rate*: The percentage of persons 15 years of age and over who are in the labour force. See below for definition of labour force.

*Unemployment Rate:* The percentage of the labour force that was unemployed during the week prior to the survey. See below for definition of labour force.

*Employment Rate:* The percentage of persons 15 years of age and over who were employed during the week prior to the survey.

*Employed:* Refers to persons who during the week prior to the survey: (i) did any work at all, excluding housework, maintenance around the home and volunteer work; or (ii) were absent from their job or business because of vacation, illness, on strike or locked out, etc.

*Unemployed*: Refers to persons who during the week prior to the survey: (i) were without work, had actively looked for work in the previous four weeks and were available for work; or (ii) had been on temporary lay-off and expected to return to their job; or (iii) had definite arrangements to start a new job within the next four weeks.

*Labour Force*: Refers to persons who were either employed or unemployed during the week prior to the survey.

*Not in the Labour Force:* Refers to persons who do not participate in the labour force, they are neither employed or unemployed.

*Potential Available Labour Supply:* Refers to those persons who are unemployed. They can be classified into various categories, including, those who want to do rotational work, gender, ethnicity, or level of schooling.

*Annual Work Pattern:* Work pattern measures the amount of work over a given year. Worked in 2008 refers to the percent of people 15 years of age or older who worked in 2008, while worked more than 26 weeks refers to the percent of workers who worked more than 26 weeks in the year. The weeks need not be consecutive.

**Environment**

*Average Temperature (°C):* Environment Canada. Calculated as the mean daily temperatures, averaged over the reference month. The mean daily temperature is the average between the daily maximum and minimum.

**Community Living**

*% Who Volunteered in 2008:* NWT Bureau of Statistics. Refers to the population 15 years of age and over who volunteered during the year.

*% of Homes with Internet Access in 2008:* NWT Bureau of Statistics.

**Prices**

*Living Cost Differentials:* Price Division, Statistics Canada.

*Food Price Index:* NWT Bureau of Statistics, GNWT.

# WHATÌ LAND USE PLAN

**LEGEND**

- RESIDENTIAL
- COMMUNITY USE
- INDUSTRIAL
- PARKS
- AIRPORT
- EXISTING ROAD

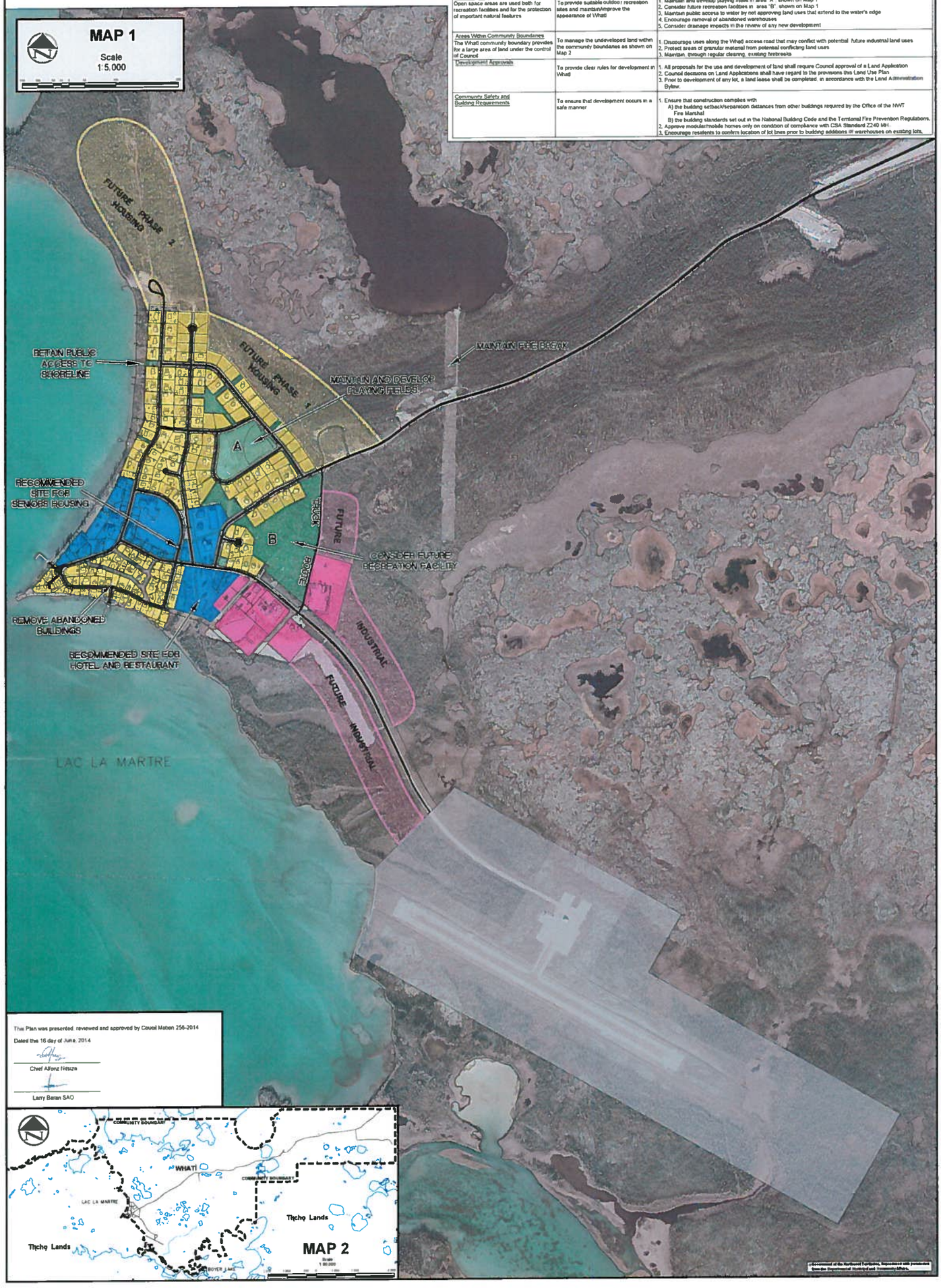
The Whatì Land Use Plan is a guide for the future development of Whatì. The goal of the Land Use Plan is to help provide for a safe and healthy community and encourage opportunities for various types of development.

The Land Use Plan benefits Whatì as it

- Prepares for growth
- Avoids land use conflicts
- Protects important features
- Saves money

The Land Use Plan is a product of Council direction, consultation with agencies and government departments, public input and review. For each topic, the Land Use Plan sets out objectives and lists Council action items that will help meet these objectives.

| Topic | Objectives | Council Actions |
|---|---|---|
| Housing<br>Housing uses include detached houses, trailers and multi-unit housing developments | To provide a wide range of choices for housing in Whatì | 1. Ensure vacant lots are available for new houses<br>2. Develop areas for new housing as shown on Map 1, based on approved subdivision designs<br>3. Ensure subdivision designs for new lots include options for multi-unit housing<br>4. Consider approaches to remove older, abandoned houses in order to provide opportunities for new housing |
| Community Uses<br>Community uses include public facilities, commercial enterprises and open space | To promote and retain a central area for public and commercial buildings and land uses | 1. Encourage all public or commercial uses to locate in the Community Use area shown on Map 1<br>2. Restrict housing development in the Community Use area<br>3. Encourage a future hotel/restaurant to locate in area of existing trailers identified on Map 1<br>4. Discuss options for the relocation of the existing power plant with NTPC |
| Industrial<br>Industrial uses include machinery and fuel storage, heavy equipment yards, contractor yards and equipment staging and storage | To provide suitable lands for future industrial development and minimize conflict between industrial and residential land uses | 1. Promote the development of areas for industrial land use as shown on Map 1<br>2. Ensure that a variety of lot sizes be available, including for uses that require large land areas.<br>3. Require applicants for industrial land to contribute to site development and any additional roads |
| Parks, Open Space and Environment<br>Open space areas are used both for recreation facilities and for the protection of important natural features | To provide suitable outdoor recreation sites and maintain/improve the appearance of Whatì | 1. Maintain and develop playing fields in area "A", shown on Map 1<br>2. Consider future recreation facilities in area "B", shown on Map 1<br>3. Maintain public access to water by not approving land uses that extend to the water's edge<br>4. Encourage removal of abandoned warehouses<br>5. Consider drainage impacts in the review of any new development |
| Areas Within Community Boundaries<br>The Whatì community boundary provides for a large area of land under the control of Council | To manage the undeveloped land within the community boundaries as shown on Map 2 | 1. Discourage uses along the Whatì access road that may conflict with potential future industrial land uses<br>2. Protect areas of granular material from potential conflicting land uses<br>3. Maintain, through regular clearing, existing firebreaks |
| Development Approvals | To provide clear rules for development in Whatì | 1. All proposals for the use and development of land shall require Council approval of a Land Application<br>2. Council decisions on Land Applications shall have regard to the provisions this Land Use Plan<br>3. Prior to development of any lot, a land lease shall be completed, in accordance with the Land Administration Bylaw. |
| Community Safety and Building Requirements | To ensure that development occurs in a safe manner | 1. Ensure that construction complies with<br>A) the building setback/separation distances from other buildings required by the Office of the NWT Fire Marshal<br>B) the building standards set out in the National Building Code and the Territorial Fire Prevention Regulations.<br>2. Approve modular/mobile homes only on condition of compliance with CSA Standard Z240 MH.<br>3. Encourage residents to confirm location of lot lines prior to building additions or warehouses on existing lots. |




This Plan was presented, reviewed and approved by Council Motion 256-2014

Dated the 16 day of June, 2014

Chief Alfonz Nitsiza

Larry Baran SAO

# Appendix 4

## Correspondence - Premier

**the Tłı̨chǫ**
**Community Government of Whatì**
P.O. Box 71, Whati, NT X0E 1P0
(867) 573-3401 Phone
(867) 573-3018 FAX
sao@whati.ca

The Honourable Robert R. McLeod
Government of the Northwest Territories
PO BOX 1320
YELLOWKNIFE NT X1A 2L9

February 3, 2015

Dear Premier McLeod:

**RE: All-Season Road from Highway 3 to Whatì**

On behalf of the Community Government of Whatì, I want to voice an important concern to the Territorial Government regarding the All-Season Road to Whatì.

While an all-season road to Whatì has been discussed for decades, back into the 1960s as far as I can remember, the topic has been of much higher profile these last few years. The reason for this increased discussion, of course, is due to the resource development potential that is now available.

Whereas the oil and gas industry appears to be taking an extended down-turn, development of other natural resources would benefit everyone. For example, the royalty revenues that the Federal and Territorial Government may, on one hand, be *losing* from oil and gas, may very well be supplanted by increased attention to mineral resource development. To make that revenue stream a reality, however, there is a need for all-season road development in the Tłı̨chǫ region: Specifically the link between Highway 3 and Whatì.

True, the All-Season Road will create an access to one Tłı̨chǫ community, however the reality is that it would provide a benefit to more than Whatì. All four Tłı̨chǫ communities, the Northwest Territories, and all of Canada would realize benefit. This is one of those rare *Win-Win-Win-Win* situations. With each phase of development ... whether road construction, mine development, mining activity, and product transportation ... everyone will benefit from the increased employment and business activity.

It is also important to remember that the resource development in the Tłı̨chǫ region will not create benefit for mere decades but, more correctly, a century or more. This infrastructure investment will create *both* a lasting legacy as well as a long-term revenue stream. Finally, not only mineral access made possible, but clean hydro-electric generation becomes economically feasible.

When interest rates at all-time lows, when contractors are increasingly available as the oil and gas industries slow, and when mining companies are eager to find new ventures, Council of the Community Government of Whatì sincerely hopes that the Premier's Office will consider the many benefits of an All-Season Road from Highway 3 to the Whatì Junction.

Council of the Community Government of Whatì looks forward to discussing this initiative with you in more detail in the near future.

Kindest regards,

Chief Alfonz Nitsiza
Community Government of Whatì

cc: Deputy Premier Jackson Lafferty
Honourable J. Michael Miltenberger, Minister of Finance
Honourable Tom Beaulieu, Minister of Transportation, and PW & Services
Honourable Robert C McLeod, Minister of Municipal & Community Affairs, Lands
Honourable David Ramsay, Minister of Justice
Honourable Glen Abernathy, Minister of Health & Social Services
Grand Chief Eddie Erasmus, Tłı̨chǫ Government
Chief Clifford Daniels, Community Government of Behchokǫ̀
Chief David Wedawin, Community Government of Gamètì
Chief Johnny Arrowmaker, Community Government of Wekweètì
Ms Laura Duncan, Executive Director, Tłı̨chǫ Government