



# Integrated Community Sustainability Plan

## Unincorporated Yukon

*The Integrated Community Sustainability Plan (ICSP) for unincorporated Yukon includes a broad set of sustainability principles developed through meetings with citizens and Local Advisory Councils in every unincorporated community.*

*Discussions and research helped to identify priorities for infrastructure investment under the Gas Tax Fund that will bring wide benefit across the territory. Priorities identified in this ICSP will lead toward more sustainable solid waste management and recycling, waste water infrastructure, and active transportation.*



January 2011



**Yukon**  
Government



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## Executive Summary

Under the Canada-Yukon Gas Tax Agreement (GTA) a total of \$97.5 million dollars will be invested in environmentally sustainable infrastructure in Yukon between 2005 and 2014. Of this amount, 7% has been allocated to Yukon Government on behalf of unincorporated Yukon communities. Completion of an Integrated Community Sustainability Plan (ICSP) is the required first step in accessing Gas Tax funds. Eligible project categories under the GTA include the following:

- Water and waster management
- Solid waste management
- Community energy systems
- Public Transit
- Active transportation infrastructure (e.g. bike lanes)
- Building systems improvements that lead to significantly increased energy efficiency
- Community capacity building related to Gas Tax Fund goals

The Canada-Yukon Gas Tax Agreement defines unincorporated communities as “any community in Yukon that is not a municipality established or continued under *Yukon’s Municipal Act* and receives infrastructure services from Yukon.” This includes over 25 distinct communities ranging in population from 10 to 434 and with very diverse characteristics and interests. For instance, it includes remote or sparsely populated areas like Silver City, highway lodges like Johnson’s Crossing, and recreational and/or retirement communities like Tagish and Marsh Lake. It also includes communities like Pelly Crossing where the population is predominately First Nations or communities where there is a mix of First Nation and non-First Nation residents (e.g. Beaver Creek).

As part of the development of the ICSP for Unincorporated Communities, a series of public consultations took place throughout Yukon in the spring of 2009 to engage citizens and to gather information in order to achieve a representative picture of unincorporated Yukon’s infrastructure related issues and needs. Residents were asked to provide their views on a range of ICSP topics including: definitions of sustainability; identification of community values; distribution of Gas Tax Funding; and potential and priority Gas Tax projects. The consultation process resulted in the identification of a broad set of sustainability principles which provided a framework for the development of this plan and to help guide its implementation in future years. Specifically, the residents of unincorporated areas viewed the preservation of the natural environment and the fulfillment of basic human needs as the most integral components of sustainability. Additional factors that were identified included social health and well-being, economic growth, preservation of cultural identity, and the maintenance of rural infrastructure through local funding.

The Gas Tax priority projects that have been identified for 2010-11 and 2011-13 reflect the public’s desire to see funding allocated for small, or relatively inexpensive, infrastructure projects throughout Yukon. This approach will ensure that Gas Tax expenditures benefit as many unincorporated communities and regions of Yukon as possible.

Recognizing that residents of unincorporated communities have expressed a strong desire for better solid waste management facilities - including recycling, reuse and composting programs – the first phase of Gas Tax expenditures for 2010-11 will be focused on projects that meet this objective. Specifically, the types of projects that are proposed for 2010-11 include such things as:

- establishment of storage bins at rural solid waste facilities to enable domestic waste from unincorporated communities to be transported to regional landfills;
- construction of recycling depots and compost facilities;
- improved and standardized signage to assist users to dispose and recycle different waste;
- establishment of education programs; and,
- upgrades to key regional landfill sites to enable domestic waste received from unincorporated areas to be effectively processed and managed

To complement the work that is being done to improve the base infrastructure in rural communities under various infrastructure funding programs such as *Building Canada*, it is proposed that the second phase of Gas Tax expenditures for 2011-13 include a number of priority wastewater projects as well as the development of walking/biking trails to promote active transportation.

It is recognized that the federal government has made a commitment to continue the gas tax program. Consequently, there is ample opportunity for additional projects not currently identified in this ICSP to be considered at a later date.

## **1.0 Introduction**

### **1.1 *Canada-Yukon Gas Tax Agreement and the Integrated Community Sustainability Plan***

On May 26, 2005, the Government of Canada and Government of Yukon signed the *Canada-Yukon Agreement on the Transfer of Federal Gas Tax Revenues Under the New Deal for Cities and Communities 2005-2015*. A total of \$97.5 million dollars of the territory's share of federal gas tax revenues will be invested in environmentally sustainable community infrastructure from 2005-2014 under the original agreement and subsequent four-year extension.

As agreed to by both signatories and the Association of Yukon Communities and Yukon First Nations, Yukon's Gas Tax Fund (GTF) is divided among municipalities (68%), First Nations (25%), and the Yukon government on behalf of unincorporated communities (7%). The 7% allocation for unincorporated Yukon and GTF administration amounts to \$6.825 million dollars between 2005 and 2014.

The Gas Tax Agreement (GTA) requires the completion of an Integrated Community Sustainability Plan (ICSP) by each Eligible Recipient prior to drawing down funds for infrastructure projects. The ICSP process was intended to help communities identify shared values and vision for the future and link these directly to infrastructure initiatives that meet the Gas Tax goals of cleaner air, cleaner water, and reduced greenhouse gas emissions.

As the Eligible Recipient for Gas Tax funding for unincorporated Yukon, the Government of Yukon assumed responsibility for the completion of the requisite ICSP. The GTA set out two options for meeting this requirement: the preparation of one regional ICSP for all unincorporated communities or the preparation of stand-alone ICSPs for each individual community. Given the limited funds available and the nature and the size of the area to be planned, Yukon elected to complete one regional ICSP for unincorporated Yukon.

### **1.2 *Methodology for the Integrated Community Sustainability Plan***

The preparation of a regional ICSP for unincorporated Yukon posed a number of conceptual and logistical challenges from the outset. These included the following:

- Unincorporated Yukon encompasses a wide spectrum of communities and geographic regions that do not necessarily share common values and/or vision;
- Unincorporated Yukon communities vary widely with respect to population size and local infrastructure;
- Only five unincorporated areas have any form of local governance to represent and/or communicate local concerns; and,
- The small populations, low density, and broad geographic distribution of unincorporated Yukon impede efficient and timely public consultation.

Ultimately, a combined consultation and information-gathering approach was employed in order to satisfactorily address the logistical constraints of the regional ICSP and achieve a representative picture of infrastructure-related issues in unincorporated Yukon. Public input on the topics of funding distribution and sustainability was solicited at meetings held in unincorporated communities. Additional information on infrastructure status and needs for unincorporated areas was obtained from meetings held with every First Nation. Information on local values and infrastructure was also obtained from Local Advisory Councils (LACs) for communities in southern Yukon with established LACs.

### 1.2.1 Public Meetings

In the spring of 2009, a seven week-long public consultation tour in support of the ICSP for unincorporated Yukon and the development of a Yukon Infrastructure Plan under Building Canada was undertaken by the Government of Yukon. A team of government representatives from the Departments of Community Services and Highways and Public Works and independent consultants solicited input from Yukoners about their concerns and priorities with respect to base community infrastructure.

The topic of the regional ICSP was included in the discussions at the public meetings in nine unincorporated Yukon communities. In addition, residents living on the periphery of municipalities or in nearby rural communities were encouraged to provide input at the meetings held in incorporated communities. Please refer to Table 1 for a list of the public meetings where input on the regional ICSP was received from members of the public. A complete schedule of public meetings held during the Spring 2009 consultation tour is included in Appendix A.

**Table 1. Public Meeting Schedule in Unincorporated Yukon**

Date	Location	Other Target Communities	Attendees	Questionnaires Received
April 7, 2009	Marsh Lake	n/a	17	4
April 8, 2009	Mount Lorne	n/a	16	7
April 9, 2009	Hootalinqua	n/a	4	2
April 14, 2009	Ibex Valley	Mendenhall	4	2
April 21, 2009	Tagish	n/a	25	13
April 22, 2009	Carcross	n/a	22	11
April 23, 2009	Teslin	Johnson's Crossing	9	4
April 28, 2009	Beaver Creek	n/a	4	1
April 29, 2009	Burwash Landing	Destruction Bay	8	6
<b>TOTAL</b>			<b>109</b>	<b>50</b>

Public input into the regional ICSP was solicited primarily via a questionnaire. Rural Yukon residents were asked for their views on the following ICSP-related topics: definitions of sustainability; distribution of Gas Tax funding; and potential Gas Tax projects for rural Yukon. The complete questionnaire is included in Appendix B.

### 1.2.2 First Nation Government Meetings

Meetings with First Nations were scheduled concurrently with public and LAC meetings throughout Yukon. In some cases, First Nation governments were able to speak to the issues and concerns of outlying rural residential areas. For communities such as of Old Crow and Pelly Crossing, the local First Nation's role as the primary infrastructure/service provider lent particular relevance to this input.

### *1.2.3 Local Advisory Council Meetings*

The regional ICSP for unincorporated Yukon was the topic for five additional meetings held with the LACs for Carcross, Ibex Valley, Marsh Lake, Mount Lorne, and Tagish. At each session, the consultation team worked with LAC members to complete key components of the ICSP template, including: community values; capital project inventory and assessment; social, health, and cultural services inventory and assessment; and environmental inventory and assessment. Please refer to Appendix D for the completed checklists.

## 2.0 Overview of Unincorporated Yukon

### 2.1 Planning Area

The unincorporated portion of Yukon encompasses the vast majority of the territory's total land area of 482,443 square kilometres. The Canada-Yukon Gas Tax Agreement defines unincorporated communities as "any community in Yukon that is not a municipality established or continued under *Yukon's Municipal Act* and receives infrastructure services from Yukon." Please refer to Figure 1 for an overview of incorporated and unincorporated Yukon communities.

### 2.2 Population and Demographics

As of December 2009, approximately 6.9% of the territory's total population lived in unincorporated Yukon<sup>1</sup>.

Yukoners living in unincorporated areas are generally older than the Yukon median age. Numerous unincorporated communities, including Marsh Lake, Tagish and Destruction Bay, have a significantly higher representation of residents aged 50 and older than the Yukon average. These communities have a correspondingly low representation of younger residents.

Notwithstanding these areas, the percentage of people ages 19 and under living in unincorporated Yukon is fairly consistent with the Yukon average. Old Crow, Pelly Crossing, and Ross River have a slightly higher percentage of young people than the Yukon average (28% versus 23%). Please refer to Figure 2.

A slightly higher percentage of the population of unincorporated Yukon is male as compared to the Yukon average of 50%. The discrepancy is greatest in Beaver Creek, Destruction Bay, Tagish, Upper Liard, and very small communities such as Stewart Crossing and Keno City. Please refer to Figure 3

Unincorporated Yukon communities tend to have a higher percentage of resident First Nation citizens than the territory average.

**Table 2** see footnote

### Population Estimates of Unincorporated Yukon Communities

Community
<b>Population ≥200</b>
Carcross <sup>1</sup>
Golden Horn <sup>4</sup>
Hotsprings/Mayo Road <sup>3</sup>
Ibex Valley <sup>2</sup>
Marsh Lake <sup>1</sup>
Mount Lorne <sup>2</sup>
Old Crow <sup>1</sup>
Pelly Crossing <sup>1</sup>
Ross River <sup>1</sup>
Tagish <sup>1</sup>
<b>Population 100 ≤ n &lt; 200</b>
Beaver Creek <sup>1</sup>
Deep Creek <sup>3</sup>
Grizzly Valley/Horse Creek <sup>3</sup>
Jackfish/Shallow Bay <sup>3</sup>
Upper Liard <sup>2</sup>
<b>Population 30 ≤ n &lt; 100</b>
Burwash Landing <sup>1</sup>
Destruction Bay <sup>1</sup>
Henderson Corner <sup>3</sup>
Mendenhall <sup>3</sup>
Nygren <sup>3</sup>
Stewart Crossing <sup>2</sup>
West Dawson/Sunnydale <sup>3</sup>
<b>Population &lt; 30</b>
Braeburn <sup>3</sup>
Champagne <sup>2</sup>
Eagle Plains <sup>3</sup>
Elsa <sup>3</sup>
Johnson's Crossing <sup>3</sup>
Keno City <sup>3</sup>
Rock Creek <sup>3</sup>
Silver City <sup>3</sup>
Squanga Lake <sup>3</sup>
Swift River <sup>3</sup>

<sup>1</sup>Yukon Bureau of Statistics, Dec 2009 Community Populations

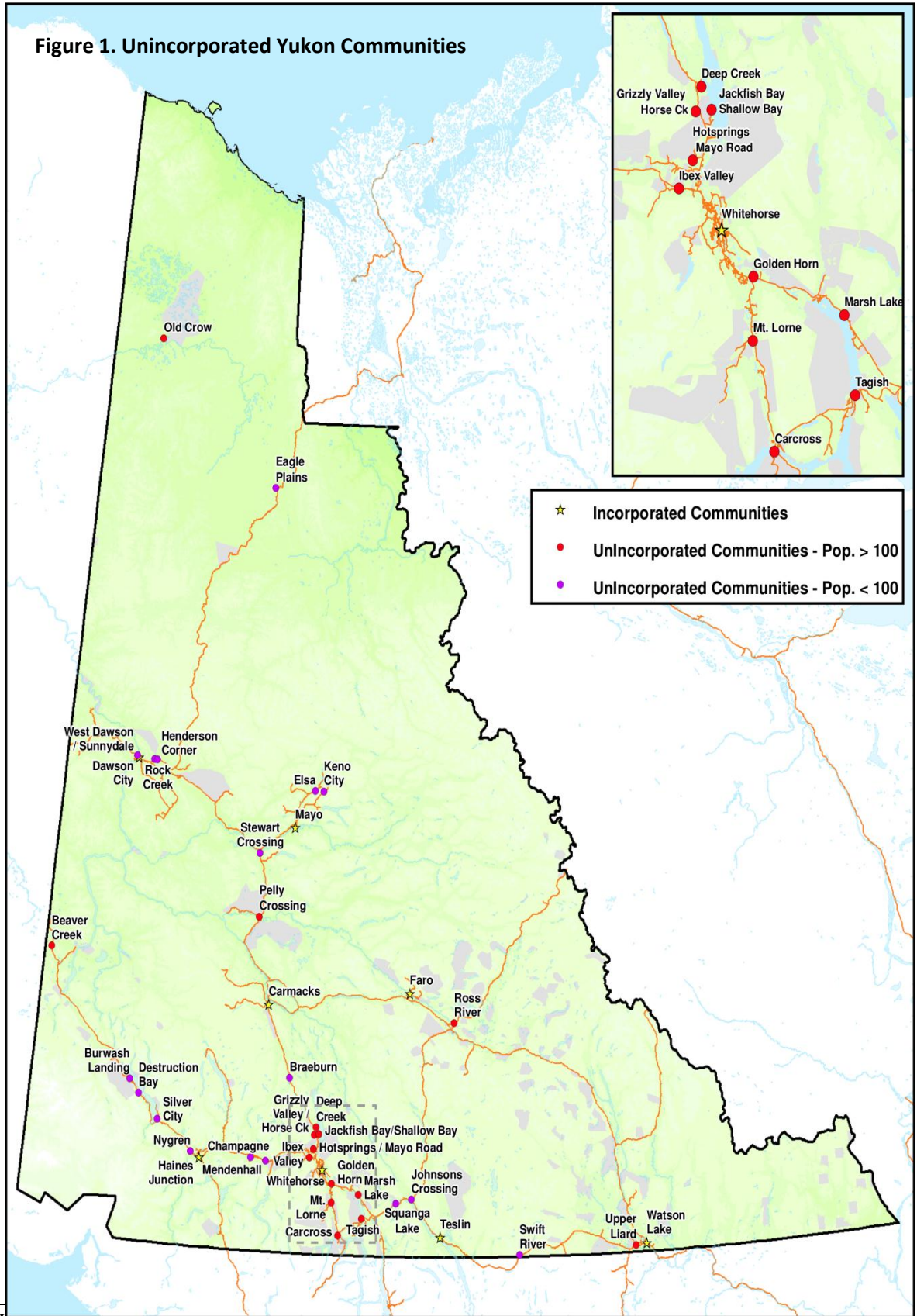
<sup>2</sup>Statistics Canada, 2006 Census Community Profiles

<sup>3</sup>Estimates from Yukon Department of Community Services

<sup>4</sup>2005 Yukon Drinking Water Strategy

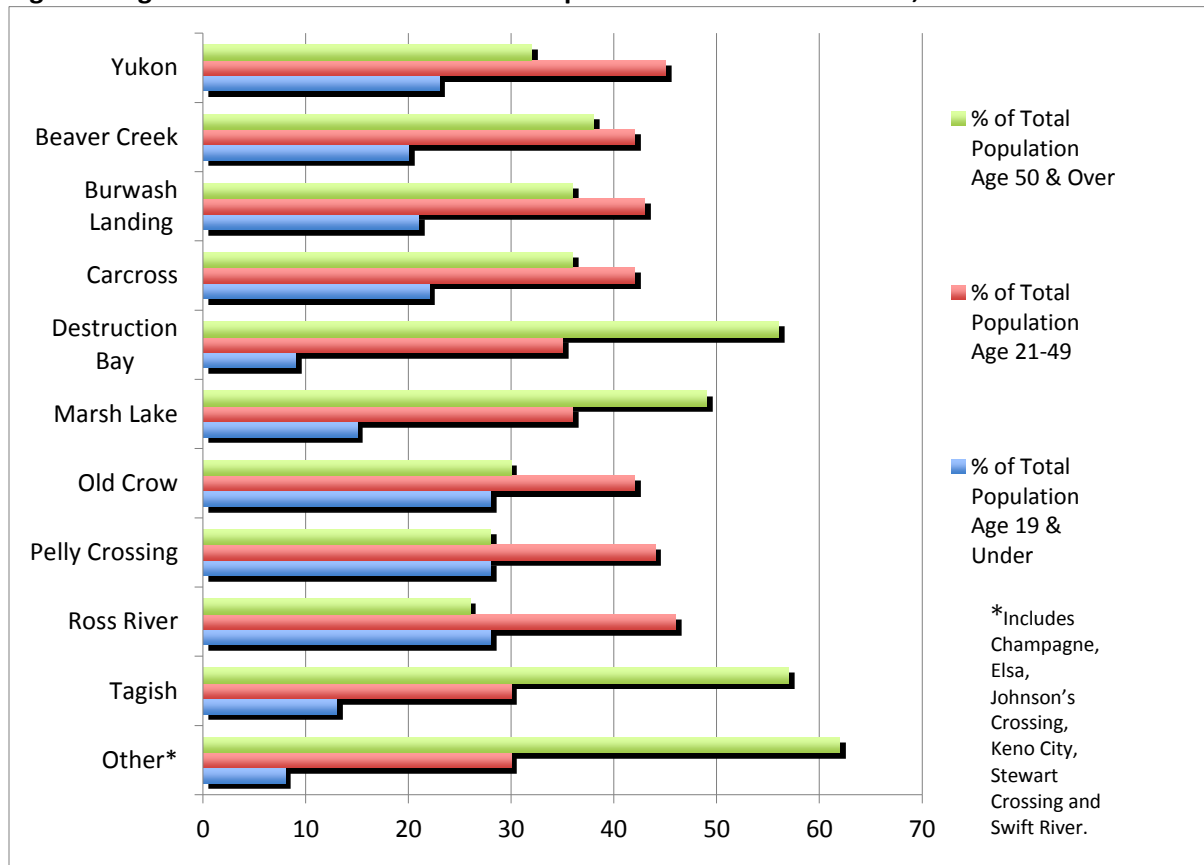
<sup>1</sup> For official statistics, refer to the Yukon Bureau of Statistics and Statistics Canada. Populations presented in Table 2 are estimates based on different sources ranging from 2006-2009. These population estimates may be impacted by seasonal residency, post office boxes in other communities and differing definitions of community borders.

**Figure 1. Unincorporated Yukon Communities**



The communities of Old Crow, Burwash Landing, Pelly Crossing, Ross River, Carcross, and Upper Liard have at least twice as many First Nation residents by percentage of total population than the Yukon average of 25%. The percentage of First Nation residents is markedly lower in Whitehorse's rural residential communities, including Mount Lorne, Marsh Lake, and Tagish. Please refer to Figure 3.

**Figure 2. Age Distribution of Selected Unincorporated Yukon Communities, December 2009**



## 2.3 Types of Unincorporated Areas

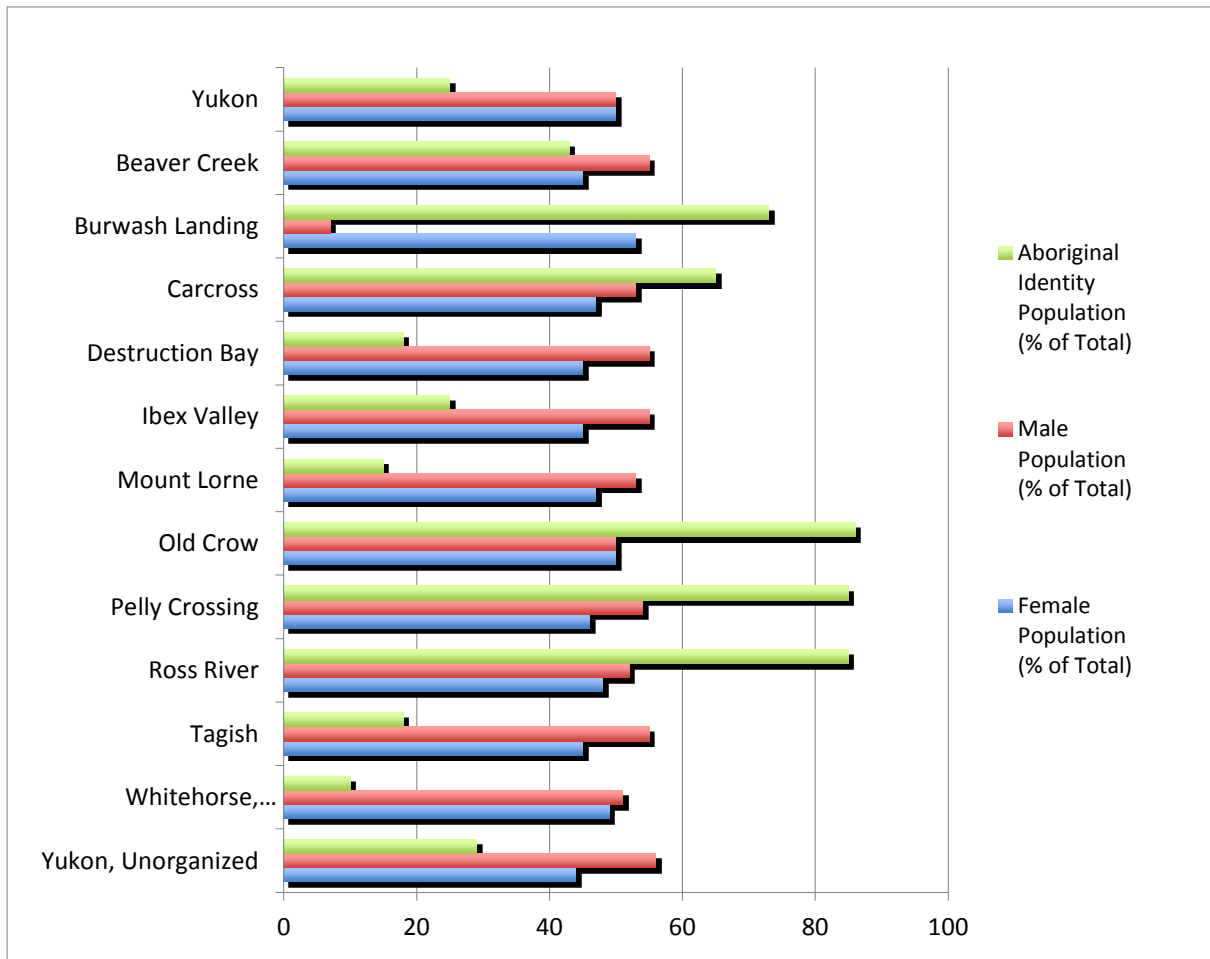
### 2.3.1 Rural Residential Communities

Much of the population of unincorporated Yukon is concentrated in rural residential communities located on the periphery of municipalities. These are essentially “bedroom” communities, with many residents commuting daily for work, school, and extra-curricular activities. Examples of these types of rural residential communities include the Mayo/Hotsprings Road, Henderson Corner, Nygren, West Dawson/Sunnydale and Golden Horn.

Other communities can be considered partly rural residential in nature, with some residents commuting to work and school in nearby municipalities. However, by virtue of increased distances, greater emphasis on rural or subsistence living, a more active local economy, or other factors, there is less emphasis on the nearby municipality. Examples would include communities

such as Mount Lorne, Marsh Lake, Ibex Valley, Mendenhall, Grizzly Valley/Deep Creek, and Jackfish/Shallow Bay. Several of these areas also fall under the category of recreational and/or retirement communities (see Section 2.3.4).

**Figure 3. Gender Distribution and Aboriginal Representation by Yukon Census Subdivision, 2006**



### 2.3.2 Predominant First Nation Population

Several unincorporated areas in Yukon coincide with extensive tracts of First Nation settlement land and a predominantly First Nation population. Examples include Old Crow, Pelly Crossing, Ross River, and Upper Liard. In these communities, the First Nation government provides infrastructure-related services to varying degrees in addition to those services provided by the Government of Yukon.

First Nations receive funding under the Gas Tax Agreement that could be applied towards infrastructure projects in these types of communities. The Government of Yukon may undertake additional projects in these communities, including joint projects with a First Nation. The Vuntut

Gwitchin and Selkirk First Nations and Ross River Dena Council have developed ICSPs for Old Crow, Pelly Crossing and Ross River, respectively.

### *2.3.3 Mixed Population and Jurisdiction*

Many unincorporated Yukon communities feature a mixed First Nation/non-First Nation population and a more equal distribution of First Nation settlement and Crown lands. The communities of Burwash Landing, Carcross, and Pelly Crossing belong to this category. Typically, the delivery of basic community services is a shared responsibility between the local self-governing First Nation and Government of Yukon. Community-based groups often play an important role in providing other community services such as recreation programming.

The communities of Carcross, Ibex Valley, Marsh Lake, Mount Lorne, and Tagish have the only form of local governance in unincorporated Yukon by way of Local Advisory Councils (LACs). LACs do not have taxing, spending or bylaw-making authority, and work in a strictly advisory capacity to the Minister of Community Services, with support from departmental staff.

### *2.3.4 Recreational and/or Retirement Communities*

Some unincorporated Yukon areas are distinctly recreational in nature, whether by design or happenstance. For example, communities such as Marsh Lake and Tagish became recreationally oriented weekend destinations for Whitehorse residents post-World War II. In recent years, many retirement-age cottage owners built year-round residences in these areas, choosing to relocate from Whitehorse for the rural lifestyle. Other areas, such as Squanga or Little Atlin lakes, are still predominantly weekend-oriented but do have a very small year-round population.

The recreational dimension of life is particularly important in communities such as Tagish, Mount Lorne, and Ibex Valley. Many wilderness tour operators and dog mushers have chosen to settle in these areas due to the close proximity to wilderness, trails, lakes and rivers and freedom from bylaws and other government “rules”.

The creation of rural cottage lots outside of Teslin is a relatively new but noteworthy chapter in the evolution of unincorporated Yukon. Co-developed by the Government of Yukon and Teslin Tlingit Council, the cottage lots are being marketed primarily to Whitehorse residents as weekend getaways in a pristine yet accessible setting.

### *2.3.5 Highway Lodges*

A number of very small unincorporated communities have developed around key lodging and staging points along the territory’s highway network. The extent of community infrastructure in these areas is typically limited to the highway lodge itself. Examples include Braeburn, Johnson’s Crossing, Jake’s Corner, Stewart Crossing, Swift River, and Eagle Plains. The local population in these areas is typically less than 30 people.

### *2.3.6 Remote and Unpopulated Areas*

Other unincorporated areas that are home to a very small local population, often remnants of former mining booms or historic transportation routes. Examples include Keno City, Elsa, Champagne, and Silver City. The local population in these areas is typically less than 30 people.

A very small minority of people living in unincorporated Yukon choose to reside in remote and completely unpopulated areas, linked to the rest of the territory via the road network or by plane, boat, or snowmobile.

#### 2.4. *History*

The history of unincorporated Yukon has many parallels to that of incorporated Yukon, both part of a broader national narrative in which small, resident First Nation populations and wilderness gave way to the settlements and byways of non-aboriginal newcomers during waves of exploration, trading, resource extraction, and government assimilation and administration. Each phase gave rise to new communities, and spelled the end for others.

The Yukon's First Nations have inhabited the Yukon for millennia, the earliest evidence of human occupation estimated at 20,000 years old. First Nations people lived in smaller groups and pursued a semi-nomadic lifestyle, moving to different hunting, gathering, and trading locations as the seasons and available resources dictated. This "seasonal round" of subsistence activities largely determined where people made their homes. Many of the communities that comprise unincorporated Yukon today were historically seasonal gathering places for the Yukon's resident aboriginal population.

The first contact between Yukon First Nations and people of European descent occurred in the mid-1800s, when the Hudson's Bay Company established trading posts in Yukon's interior. By the 1870s, prospectors drifted north from the goldfields of British Columbia into Yukon and began working along the Stewart and Yukon rivers.

The discovery of gold in the Klondike region signaled the first major shift from the semi-nomadic lifestyle of the territory's small resident population to the emergence of permanent settlements. Carcross, a seasonal hunting and gathering area for generations, became an established hub for supplies, services, and employment for both First Nation and non-First Nations during the Klondike Gold Rush, while towns such as Forty-Mile were largely abandoned. A number of smaller but nonetheless substantial mineral "rushes" followed on the heels of the Klondike, resulting in the present-day communities of Elsa, Silver City, Burwash Landing, and Keno City (and historic town sites such as Conrad City).

Transportation patterns had a major impact on where and how Yukon's population resided. Settlements grew up along sternwheeler routes along the Yukon and other major rivers. Roadhouses emerged along important land-based routes such as the Dawson Overland Trail. Present-day communities such as Pelly and Stewart Crossing were once important ferry crossings along the wagon trails connecting the southern Yukon to the Klondike and Mayo regions.

The arrival of World War II and building of the Alaska Highway and Canadian Oil (CANOL) pipeline marked another major milestone in the evolution of unincorporated Yukon. The

construction of the Alaska Highway in 1942 gave rise to the present-day communities of Jake's Corner, Swift River, Destruction Bay and Beaver Creek. The construction of the pipeline from 1942-44 saw the present-day communities of Johnson's Crossing and Ross River emerge as important staging and supply points.

The 1950s saw the construction of the Klondike Highway and abandonment of the Yukon River corridor - and communities located along it - as transportation patterns changed yet again. The capital of the territory was moved from Dawson City to Whitehorse, a change consistent with the larger trend of simplifying government administration throughout the territory. For example, the Selkirk First Nation was relocated to the present-day site of Pelly Crossing in order to centralize services and ease government administration. Similarly, the original town site of Ross River was relocated closer to the Campbell Highway in the 1950s.

Since the 1950s, the mining industry, growth of municipalities, rise of rural "lifestyle seekers", highway upgrades and technological advances have played major roles in the evolution of unincorporated Yukon. Mine closures throughout the territory saw communities such as Elsa, Keno City and Clinton Creek lose most of their population base. The growth of municipalities – in particular, Whitehorse - saw the transition of sparsely populated outlying areas to established rural residential communities. The attractiveness of rural living, particularly for newcomers to the territory, contributed to rising land and house prices in these areas, and provided the impetus for continued land development. The completion of major highway reconstruction projects such as the Shakwak Project saw the closure of highway lodges, such as White River and Koidern, as motorists could cover far greater distances with fewer mishaps. In the last two decades, technology such as broadband Internet and cellular communications has narrowed the gap between unincorporated Yukon and the outside world, creating new opportunities for business, learning and community development.

## 2.5 *Biophysical Environment*

Yukon is home to four eco-zones: the Southern Arctic, Taiga Plains, Taiga Cordillera, Boreal Cordillera, and Pacific Maritime (represented by Mount Logan in the territory's southwest corner). The majority of unincorporated Yukon is situated within the Boreal Cordillera ecozone, characterized by mountain ranges, plateaus and river valleys. The remaining ecozones have little to no human population.

The climate of unincorporated Yukon is characterized as subarctic, with long, cold winters and brief, warm summers. The central and northern parts of unincorporated Yukon are heavily influenced by Arctic weather systems, whereas the climate in the south and southwestern parts of the territory tend to be moderated by the Pacific maritime influence and St. Elias Mountains.

Most of unincorporated Yukon is situated within the watershed of its namesake, Yukon, which flows into the Bering Sea of the Arctic Ocean. The southern extent of unincorporated Yukon is dotted with a number of large, narrow, glacier-fed lakes that drain into the Yukon River system – including Atlin, Bennett, Laberge, Kusawa, Kluane, Marsh, Teslin and Tagish. The Liard and Peel watersheds of southeastern and central/eastern Yukon, respectively, collect in the Mackenzie River basin, and the Alsek-Tatshenshini flows directly in the Pacific Ocean from the southwestern Yukon.

Most of unincorporated Yukon is situated within boreal forest, with black spruce, quaking aspen, and balsam poplar being the predominant tree species. The lodgepole pine is encountered throughout southern Yukon, its boundary located in the south-central part of the territory.

Unincorporated Yukon is home to a broad spectrum of large and small mammals, including grizzly and black bears, mountain goats and sheep, woodland caribou, moose, wolves, coyotes, marten, lynx, and hares. Bison and elk were introduced to the territory. The migratory Porcupine caribou herd of northern Yukon is of particular significance to the sustenance of the Vuntut Gwitchin people of Old Crow. Yukon is also home to hundreds of bird species, its location along the Pacific Flyway ensuring annual visits by such migratory species as tundra and trumpeter swans. Yukon’s lakes and rivers host a wide spectrum of fish species, including salmon, lake trout, Arctic char, and Arctic grayling. The Yukon River is the longest freshwater migration route in the world for salmon.

## 2.6 Economy

The territory’s two largest industries, mining and tourism play a significant role in the economy of unincorporated Yukon. A higher proportion of residents working and living in unincorporated areas participate in the primary industries - particularly forestry, trapping, fishing and mining – as compared to residents of Whitehorse. The role of government as an economic driver has been relatively minor in most unincorporated communities; however, the establishment of First Nation administrations and decentralization of some territorial governmental functions has resulted in the creation of full-time professional positions in larger unincorporated communities such as Pelly Crossing, Carcross, Old Crow and Burwash Landing.

Unemployment rates tend to be higher in unincorporated Yukon, and income levels lower. Some unincorporated Yukon communities have unemployment rates over double the Yukon average. However, others – particularly rural residential areas around Whitehorse – have lower than average unemployment. Median incomes follow a corresponding pattern; that is, significantly lower in most parts of unincorporated Yukon, but somewhat higher in most rural residential areas close to Whitehorse.

**Table 3. Unemployment Rate and Median Income by Census Subdivision, Yukon 2006**

Community	Unemployment Rate <sup>1</sup> (%)	Median Income <sup>2</sup>
<b>Yukon Territory</b>	<b>9.4</b>	<b>\$31,352</b>
Beaver Creek	0	-
Burwash Landing	22.2	-
Carcross	20.5	\$19,008
Destruction Bay	22.2	-
Ibex Valley	11.8	\$27,640
Mount Lorne	8.3	\$32,640
Old Crow	7.7	\$23,936
Pelly Crossing	24.3	\$23,680
Ross River	21.2	\$18,496
Tagish	18.2	-
Upper Liard	44.4	-
Whitehorse, Unorganized	7.5	\$33,707
Yukon, Unorganized	15.3	\$26,251

<sup>1</sup>Refers to the unemployed expressed as a percentage of the labour force in the week (Sunday to Saturday) prior to Census Day (May 16, 2006).

<sup>2</sup>Refers to the median income for persons 15 years and over with income.

## 2.7 *Arts and Culture*

Arts and culture are vital contributors to quality of life in many parts of unincorporated Yukon. The unique demographics of unincorporated Yukon lend particular emphasis to the language and cultural tradition of Yukon's First Nations. In many unincorporated Yukon communities, the local First Nation provides a variety of arts and cultural programming, including dancing, carving, beadwork, and traditional games. For example, the community of Carcross is proud to showcase its local First Nation dance troupe, while residents of Pelly Crossing are renowned as some of the North's best stick gamblers.

The natural setting and rural lifestyle that characterize unincorporated Yukon are highly sought after by visual artists, in particular. Many of Yukon's professional artists and crafters make their home in rural Yukon, offering workshops and studio visits. The scenic Southern Lakes region – Carcross, Crag Lake, Mount Lorne, Marsh Lake and Tagish – is a particularly strong draw for Yukon artists and crafters.

The availability of organized arts and culture programming in unincorporated Yukon often depends on individual residents, volunteer organizations, schools, and occasionally - local business. The communities of Mount Lorne, Tagish, and Marsh Lake have regularly scheduled arts and crafts programming based out of their community centres. Local radio, digital filmmaking, and music recording are just a few of the unique initiatives to originate in rural Yukon schools. The Keno City Mining Museum is an example of a local cultural institution that was built through the efforts of local residents. In Beaver Creek, the town's largest seasonal employer (Holland America) stages a summer vaudeville show for the bus tours en route to Alaska.

## 2.8 *Sustainability in the Context of Unincorporated Yukon*

Unincorporated Yukon shares many of the same challenges as Yukon municipalities – and indeed, the entire North - with respect to sustainability. The territory's population of 34,157 people is small, and the unincorporated component represents only 7% of this total, situated in over 25 distinct communities or areas. Yukoners are relatively isolated from the more populated regions of Canada; the closest major centre (Edmonton) is located 2000 kilometres from Whitehorse. Despite living in a relatively isolated and unpopulated part of the world, most Yukoners expect to achieve a high standard of living on par with other people living in developed countries.

Sustainability relates to human demand on resources at the individual, community, and regional level. Yukon's per capita energy consumption is much higher than the national average, due in part to cold climate conditions which create large demands for space heating and other energy consuming devices. The territory's reliance on resources originating in larger centres in the south results in much higher transportation costs and corresponding fuel consumption. For unincorporated areas, the long distances between Yukon communities and a low-density pattern of development place an additional demand on transportation and the use of refined petroleum products. The transportation sector remains the number one contributor to greenhouse gas emissions in Yukon, which in turn affects climate change.

Sustainability refers to the ability of people to meet their basic, life-sustaining needs within their immediate community or region. A large majority of people living on rural residential properties in unincorporated Yukon rely on individual services. However, in some cases the Government of Yukon builds and maintains public infrastructure for drinking water, sewage treatment and solid waste facilities for Yukoners living in unincorporated areas. At the minimum, this infrastructure must meet applicable environmental health, safety and regulatory requirements. Narrowing the gaps in core infrastructure throughout unincorporated Yukon and keeping up with needed improvements is an ongoing challenge for the territorial government.

Another component of sustainability concerns the capacity of the local environment to provide. Subsistence lifestyles are important to rural Yukoners, many of who hunt, gather, and fish to meet at least part of their dietary needs. With a low human population, relative abundance of wildlife and appropriate management in place, this level of harvest may indeed be sustainable. Yukon's short growing season is a major impediment to the development of a large-scale agriculture industry, however. Nonetheless, the past decade has seen substantial growth in the availability of Yukon-grown or produced food products. While reliance on goods and materials originating from outside the territory is unlikely to diminish substantially, factors such as high fuel costs may drive the growth of local services throughout unincorporated Yukon in the future.

In a modern-day context, sustainability might also imply "higher level" needs such as employment, education, health and social services. Community infrastructure has a direct bearing on the ability of people living in unincorporated Yukon to meet these needs. Communications infrastructure such as broadband Internet and cellular service helps rural Yukoners participate in a global village and economy. The construction and maintenance of the territory's highway and road network is crucial to the mining and tourism sectors of the economy in unincorporated areas. Community centres and recreation facilities provide a venue for events and programming that contribute directly to quality of life in rural Yukon. Schools and other social infrastructure not only help build the capacity of local residents but also create stable employment, enhancing the social sustainability of communities. Even small government programs such as Fire Smart are vital to the livelihoods of some residents of rural areas.

Sustainability has a financial component as well. Ideally, the cost borne by government to provide community infrastructure should be recovered through the local tax base. However, the low population and wide geographic distribution of unincorporated Yukon communities render this objective virtually unattainable. There are new opportunities emerging to reduce costs, however. The growth of First Nation administrations throughout unincorporated Yukon poses an excellent opportunity to create new efficiencies in service delivery. The adoption of a regional approach to some infrastructure-related services could also help realize new efficiencies. For example, the recent *Yukon Solid Waste Action Plan* proposes the transition of the territory's solid waste facilities into transfer stations that operate in tandem with the territory's municipal landfills.

Sustainability is a value-laden term in many respects, its definition tending to reflect the worldview of those who employ it. The values at the forefront of life in unincorporated Yukon can be inherently contradictory. Many people living in unincorporated Yukon place a high value on the natural environment and pristine setting they call home. At the same time, human

development – including houses, roads, and associated activity - fragments important wildlife habitat and places pressure on natural resources. Residents of rural residential areas are increasingly recognizing the interrelationships between low density, high costs, land scarcity and the protection of environmentally significant areas. For example, the historical land settlement pattern for the Whitehorse periphery involved larger lot sizes and more disperse development. More recently, there has been a trend towards increased sustainability with compact, planned developments and much smaller rural residential lot sizes that require less land and can be serviced in a more cost-effective manner. For example, residents of the Hotsprings Road and Ibex Valley are now supporting a reduction in the minimum lot size for rural residential properties in order to promote the re-subdivision of existing lots.

### 3.0 Vision, Values & Community Goals

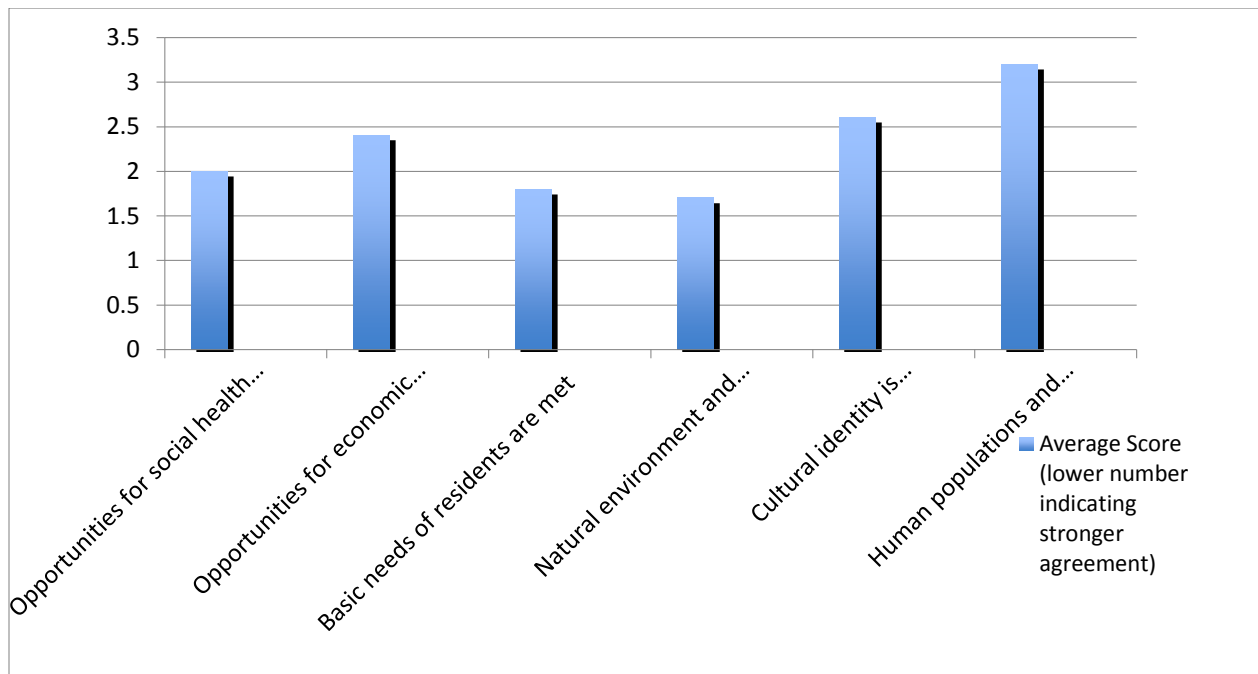
Given the wide range of communities, populations and cultures that comprise unincorporated Yukon, the development of a unified vision statement from which to base the ICSP on was deemed to be impractical. Instead, a representative picture of rural Yukon values and perspectives on sustainability was sought through dialogue with both the public and five LACs.

#### 3.1 Views on Sustainability

During the public consultation tour, Yukoners living in unincorporated areas were asked how they defined the term “sustainability” within the context of rural Yukon. Via a questionnaire, they were specifically asked, “On a scale of 1 to 5, do you agree with the following definitions of sustainability with respect to rural Yukon?” (with 1 indicating strong agreement.) Please refer to Appendix B for the complete questionnaire.

The results indicated that residents of unincorporated Yukon indeed share a broad set of sustainability principles. Residents identified the preservation of the natural environment and fulfillment of basic human needs as integral components of sustainability. Social health and well-being, economic growth, and the preservation of cultural identity were assigned secondary priority. The maintenance of rural infrastructure through local funding was considered least relevant to sustainability in the rural Yukon context. Please refer to Figure 4 for the complete results.

**Figure 4. Definitions of Sustainability in Unincorporated Yukon**



Alternative definitions of sustainability offered by respondents in rural Yukon included:

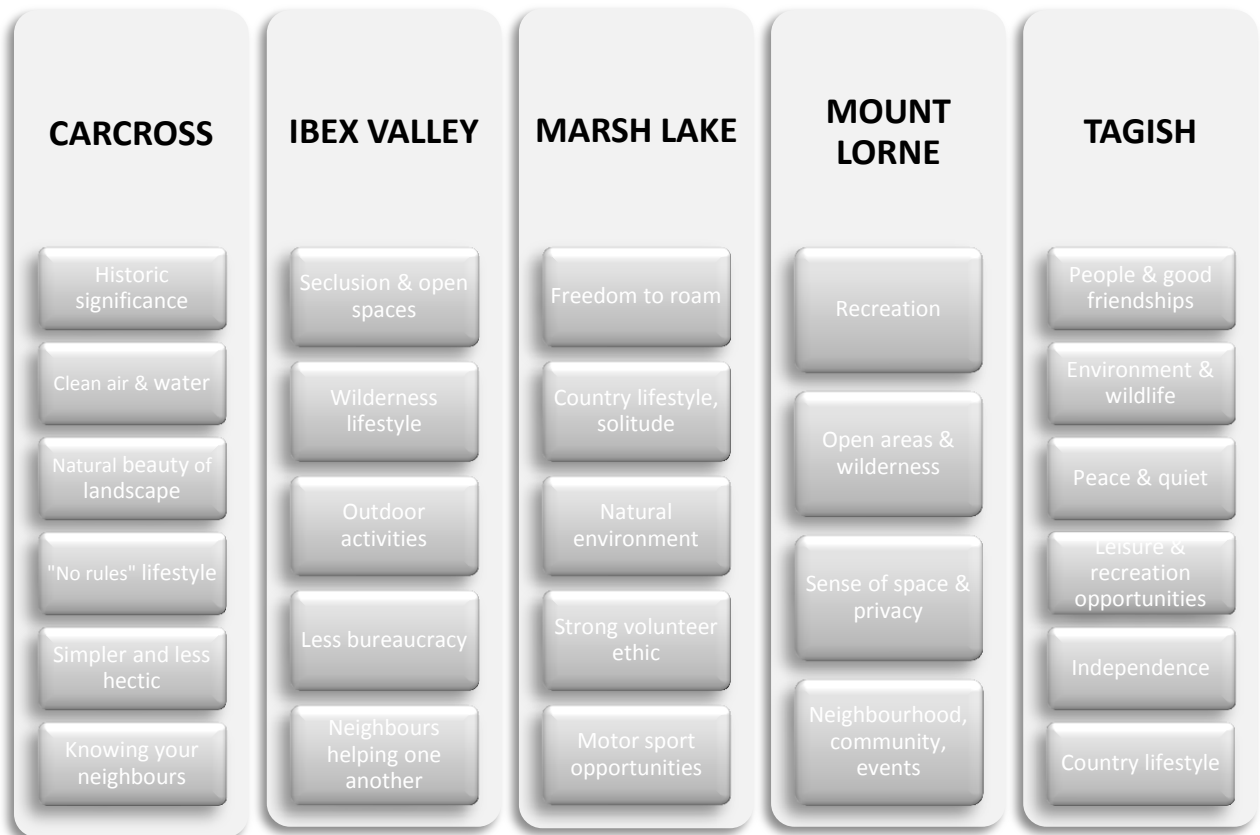
- Living within and respecting ecological limits;

- The ability of future generations to meet their needs isn't compromised;
- Needs of youth, handicapped and seniors are addressed;
- Food security;
- Incentive programs are on par with other provinces; and,
- Industry takes responsibility for waste generation.

### 3.2 Community Values

Each member of the LACs in Carcross, Ibex Valley, Marsh Lake, Mount Lorne, and Tagish was asked to identify three qualities that their fellow residents valued most about their community. The resulting list was then grouped under distinct headings in an effort to summarize each community's values. Please refer to Figure 5 for the summary.

**Figure 5. Community Values in Selected Rural Yukon Areas**



The outcome of this discussion demonstrated that residents of unincorporated areas share a broad set of values. They place a high value on their "rural", "country" or "wilderness" lifestyle. Open spaces, privacy, independence, and freedom to roam (and from bureaucracy) were also cited as being highly valued attributes of life in unincorporated Yukon. At the same time, neighbours and community were highly valued components of life in these particular communities. Most LACs also cited the environment, wildlife, and wilderness as important community values.

## 4.0 Community Assessment

Similar to community characteristics, demographics, and values, the level of community-based infrastructure and services found in unincorporated Yukon ranges widely. The following section provides an overview of the status of core infrastructure – drinking water, wastewater treatment and solid waste management – as well as community-oriented services and infrastructure including health, education, and recreation.

### 4.1 Core Infrastructure

The relative sophistication of core infrastructure – drinking water, wastewater and solid waste – in unincorporated Yukon correlates partly with geographic circumstances, with more densely populated areas tending to have a higher level of organization and low density areas, including rural residential communities, depending primarily on private services. Geographical proximity to larger municipalities plays a major role as well, with an increased level of local infrastructure tending to correspond with increased distance.

Drinking water in unincorporated areas of Yukon is provided by a combination of piped distribution, trucked delivery, wells and surface water. The communities of Pelly Crossing and Beaver Creek have the only piped distribution systems in operation – even though these systems only service a portion of residents. Other communities such as Ross River and Carcross rely on trucked water delivery from a central source. Rural residential communities are typically reliant on private services such as wells and septic systems to meet their basic infrastructure needs. However, public fill points are available at the local fire halls in some areas.

Incorporated communities rely on a combination of methods to treat their wastewater. Septic fields and holding tanks (some of which are serviced by education trucks) are common throughout rural Yukon. Sewage lagoons operate in Burwash Landing, Carcross, Marsh Lake and Old Crow, while other communities such as Ross River and Pelly Crossing utilize smaller septage exfiltration pits. Again, most rural residential communities are dependent on individual services such as septic fields to meet their wastewater treatment needs. Residents in communities such as Upper Liard and Tagish have the option of trucked education with subsequent disposal at a sewage lagoon (in Watson Lake and Carcross, respectively) or private, onsite services. There are no piped sewage distribution systems currently in operation in unincorporated Yukon.

The range of core infrastructure in rural Yukon narrows considerably with respect to solid waste management. Most communities' solid waste facilities can be characterized as limited in terms of waste segregation. Most solid waste facilities have a burn vessel on site and are maintained by local contractors. Reuse areas, recycling stations and composting are rare in unincorporated Yukon. The notable exceptions are the rural residential areas surrounding Whitehorse – specifically Marsh Lake, Mount Lorne, and Deep Creek - where transfer stations are in place and burning has been phased out. (As of November 2009, burning ceased at the Tagish and Carcross facilities. The burn vessels will be phased out at all solid waste facilities in Yukon in 2012 due to new regulatory requirements).

Many communities lack a solid waste facility altogether. In most cases, Yukoners living in these areas can conveniently access municipal solid waste facilities. However, residents living in more

remote or sparsely populated unincorporated areas such as Eagle Plains and Swift River must travel a considerable distance to dispose of their solid waste.

Please refer to Table 4 for more detailed information on the status of core infrastructure in unincorporated Yukon communities.

#### *4.2 Community Services and Infrastructure*

Whereas core infrastructure relates partly to the geographic density of communities, the level of community services and community-oriented infrastructure found throughout unincorporated Yukon corresponds both with population size and proximity to larger centres.

Residents of Beaver Creek, Burwash Landing, Carcross, Destruction Bay, Old Crow, Pelly Crossing and Ross River can access public schools, law enforcement and medical care in their communities – as well as higher education through Yukon College rural campuses in some cases. Rural residential areas such as Marsh Lake and Mount Lorne – despite having higher populations - rely on services provided in nearby Whitehorse (with the exception of the Golden Horn area.)

Senior-level secondary education isn't available in unincorporated Yukon, and students have the option of transferring to the programs in Dawson City, Faro, Haines Junction, Watson Lake, and Whitehorse. Volunteer fire and ambulance services are a vital part of the community in rural Yukon. Even communities with a nursing station are dependent on volunteers to transport patients to hospital in the event of an emergency. There are 16 volunteer fire departments, including fire halls and equipment, located throughout unincorporated Yukon.

Community halls and recreation centres are another vital component to life in unincorporated Yukon, particularly for those areas lacking a school. Most communities – with the exception of the more remote or sparsely populated ones – have a local hall for residents to gather in. There are notable discrepancies, particularly around the Whitehorse area. Marsh Lake and Mount Lorne have well-equipped community centres, while Ibex Valley and the communities around the Mayo/Hotsprings Road and Lake Laberge do not. Recreation facilities, such as swimming pools, skating rinks, and libraries are found throughout rural Yukon; however, the extent of this infrastructure can depend largely on the involvement of local volunteer-based community groups.

The age and condition of community-oriented infrastructure varies widely. Communities such as Marsh Lake have new, spacious community centres, while nearby Tagish and Carcross have older facilities. Fire halls in unincorporated communities are similarly varied.

Please refer to Table 4 for more detailed information on community services and community infrastructure found in unincorporated Yukon.

**Table 4. Status of Community Infrastructure and Services in Unincorporated Yukon**

Community	Drinking Water	Wastewater	Solid Waste	Community Services	Community Infrastructure
Beaver Creek	<ul style="list-style-type: none"> <li>Primarily private wells</li> <li>Two community wells and treatment plants connected to low-flow piped system</li> </ul>	<ul style="list-style-type: none"> <li>Holding tanks with education truck disposal to septage exfiltration pit</li> </ul>	<ul style="list-style-type: none"> <li>SWF – poor segregation, no recycling or re-use</li> <li>Burn vessel</li> </ul>	<ul style="list-style-type: none"> <li>School K-8</li> <li>Nursing station</li> <li>RCMP detachment</li> <li>Volunteer fire/ambulance service</li> <li>Beaver Creek Community Club</li> </ul>	<ul style="list-style-type: none"> <li>Swimming pool</li> <li>Skating/curling rink</li> <li>Community centre</li> <li>Fire hall</li> </ul>
Braeburn	<ul style="list-style-type: none"> <li>Private wells/systems</li> </ul>	<ul style="list-style-type: none"> <li>Private on-site septic systems</li> </ul>	<ul style="list-style-type: none"> <li>SWF – poor segregation, no recycling or re-use</li> <li>Burn vessel</li> </ul>	-	-
Burwash Landing	<ul style="list-style-type: none"> <li>Trucked water delivery</li> <li>Community well and three wells servicing community buildings</li> <li>Chlorination</li> </ul>	<ul style="list-style-type: none"> <li>Holding tanks with education truck disposal to multi-celled lagoon</li> </ul>	<ul style="list-style-type: none"> <li>SWF shared with Destruction Bay – poor segregation</li> <li>Reuse building</li> <li>Burn vessel</li> <li>Recycling depot in town site</li> </ul>	<ul style="list-style-type: none"> <li>School/nursing station in nearby Destruction Bay</li> <li>Volunteer fire/ambulance service</li> <li>Kluane First Nation recreation programming</li> </ul>	<ul style="list-style-type: none"> <li>Community centre</li> <li>Library</li> <li>Fire hall</li> </ul>
Carcross	<ul style="list-style-type: none"> <li>Surface water intake (Lake Bennett)</li> <li>Chlorination</li> <li>Trucked water delivery</li> <li>Some private wells</li> </ul>	<ul style="list-style-type: none"> <li>Holding tanks with education truck disposal to multi-celled lagoon</li> </ul>	<ul style="list-style-type: none"> <li>SWF – poor segregation, no recycling or re-use</li> <li>Open trench burning (discontinued November 2009)</li> </ul>	<ul style="list-style-type: none"> <li>School K-8</li> <li>Nursing station</li> <li>RCMP detachment</li> <li>Volunteer fire/ambulance service</li> <li>Yukon College rural campus</li> <li>Carcross Recreation Committee</li> </ul>	<ul style="list-style-type: none"> <li>Community centre</li> <li>Swimming pool</li> <li>Skating rink/ski trails</li> <li>Library</li> <li>Fire hall</li> </ul>
Champagne	<ul style="list-style-type: none"> <li>Trucked water delivery from Haines Junction</li> <li>Private wells – contamination issues</li> </ul>	<ul style="list-style-type: none"> <li>Private on-site septic systems</li> </ul>	<ul style="list-style-type: none"> <li>SWF – poor segregation, no recycling or re-use</li> <li>Burn vessel</li> </ul>	-	<ul style="list-style-type: none"> <li>Community hall</li> </ul>
Deep Creek	<ul style="list-style-type: none"> <li>Private wells/systems</li> </ul>	<ul style="list-style-type: none"> <li>Private on-site septic systems</li> </ul>	<ul style="list-style-type: none"> <li>Unsupervised transfer station</li> </ul>	-	-
Destruction Bay	<ul style="list-style-type: none"> <li>Private wells/systems</li> </ul>	<ul style="list-style-type: none"> <li>Two communal in-ground septic systems</li> <li>Private on-site septic systems</li> </ul>	<ul style="list-style-type: none"> <li>WF shared with Destruction Bay – poor segregation</li> <li>Reuse building</li> <li>Burn vessel</li> </ul>	<ul style="list-style-type: none"> <li>School K-8</li> <li>Nursing station</li> <li>Volunteer fire/ambulance service</li> <li>Kluane Lake Athletic Association</li> </ul>	<ul style="list-style-type: none"> <li>Community centre</li> <li>Library</li> <li>Fire hall</li> </ul>
Eagle Plains	<ul style="list-style-type: none"> <li>Private wells/systems</li> </ul>	<ul style="list-style-type: none"> <li>Private on-site septic systems</li> </ul>	-	-	-
Elsa	<ul style="list-style-type: none"> <li>Private wells/systems</li> </ul>	<ul style="list-style-type: none"> <li>Private on-site septic systems</li> </ul>	-	-	-
Golden Horn	<ul style="list-style-type: none"> <li>Well/fill point at fire hall</li> <li>Private wells/systems or trucked delivery</li> </ul>	<ul style="list-style-type: none"> <li>Private on-site septic systems</li> </ul>	-	<ul style="list-style-type: none"> <li>School K-8</li> <li>Volunteer fire department</li> </ul>	-

**Table 4 continued. Status of Community Infrastructure and Services in Unincorporated Yukon**

Community	Drinking Water	Wastewater	Solid Waste	Community Services	Community Infrastructure
Grizzly Valley/Horse Creek	<ul style="list-style-type: none"> <li>Private wells/systems</li> </ul>	<ul style="list-style-type: none"> <li>Private on-site septic systems</li> </ul>	-	-	-
Henderson Corner	<ul style="list-style-type: none"> <li>Private wells/systems</li> </ul>	<ul style="list-style-type: none"> <li>Private on-site septic systems</li> </ul>	-	<ul style="list-style-type: none"> <li>Volunteer fire department</li> </ul>	<ul style="list-style-type: none"> <li>Fire hall</li> </ul>
Hotsprings/Mayo Road	<ul style="list-style-type: none"> <li>Private wells/systems or trucked delivery</li> </ul>	<ul style="list-style-type: none"> <li>Private on-site septic systems</li> </ul>	-	<ul style="list-style-type: none"> <li>School K-8</li> <li>Volunteer fire department</li> </ul>	<ul style="list-style-type: none"> <li>Fire hall</li> </ul>
Ibex Valley	<ul style="list-style-type: none"> <li>Private wells/systems</li> </ul>	<ul style="list-style-type: none"> <li>Private on-site septic systems</li> </ul>	-	<ul style="list-style-type: none"> <li>Volunteer fire department</li> </ul>	<ul style="list-style-type: none"> <li>Fire hall</li> </ul>
Jackfish/Shallow Bay	<ul style="list-style-type: none"> <li>Private wells/systems</li> </ul>	<ul style="list-style-type: none"> <li>Private on-site septic systems</li> </ul>	-	-	-
Johnson's Crossing	<ul style="list-style-type: none"> <li>Private systems (surface water)</li> </ul>	<ul style="list-style-type: none"> <li>Private on-site septic systems</li> </ul>	<ul style="list-style-type: none"> <li>SWF – poor segregation, no recycling or re-use</li> <li>Burn vessel</li> </ul>	-	-
Keno City	<ul style="list-style-type: none"> <li>Community well</li> <li>Trucked water delivery</li> <li>Chlorination</li> </ul>	<ul style="list-style-type: none"> <li>Holding tanks with education truck disposal to septage exfiltration pit</li> </ul>	<ul style="list-style-type: none"> <li>SWF – poor segregation, no recycling or re-use</li> <li>Burn vessel</li> </ul>	<ul style="list-style-type: none"> <li>Volunteer fire/ambulance service</li> <li>Keno Community Club</li> </ul>	<ul style="list-style-type: none"> <li>Community centre</li> <li>Library</li> <li>Fire hall</li> </ul>
Marsh Lake	<ul style="list-style-type: none"> <li>Some private systems (surface/wells) and trucked delivery</li> <li>Well/fill point with chlorination at Judas Creek</li> <li>Army Beach well/fill point under construction</li> </ul>	<ul style="list-style-type: none"> <li>Holding tanks with education truck disposal to multi-celled lagoon</li> <li>Private on-site septic systems</li> </ul>	<ul style="list-style-type: none"> <li>Supervised transfer station</li> </ul>	<ul style="list-style-type: none"> <li>Volunteer fire/ambulance service</li> <li>Marsh Lake Community Society</li> </ul>	<ul style="list-style-type: none"> <li>Community centre</li> <li>Library</li> <li>Skating rink/ski trails/playground</li> <li>Fire hall</li> </ul>
Mendenhall	<ul style="list-style-type: none"> <li>Private wells/systems</li> </ul>	<ul style="list-style-type: none"> <li>Private on-site septic systems</li> </ul>	-	-	-
Mount Lorne	<ul style="list-style-type: none"> <li>Community centre has well/fill point</li> <li>Primarily private wells/systems or trucked delivery</li> </ul>	<ul style="list-style-type: none"> <li>Private on-site septic systems</li> </ul>	<ul style="list-style-type: none"> <li>Supervised transfer station</li> </ul>	<ul style="list-style-type: none"> <li>Volunteer fire/ambulance service</li> <li>Lorne Mountain Community Association</li> </ul>	<ul style="list-style-type: none"> <li>Community centre</li> <li>Skating rink/playground</li> <li>Fire hall</li> </ul>
Nygren	<ul style="list-style-type: none"> <li>Private wells/systems</li> </ul>	-	-	-	-
Old Crow	<ul style="list-style-type: none"> <li>Community well</li> <li>Trucked water delivery</li> <li>Chlorination</li> </ul>	<ul style="list-style-type: none"> <li>Holding tanks with education truck disposal to lagoon</li> </ul>	<ul style="list-style-type: none"> <li>SWF – poor segregation, no recycling or re-use</li> <li>Burn vessel</li> </ul>	<ul style="list-style-type: none"> <li>School K-9</li> <li>Nursing station</li> <li>RCMP detachment</li> <li>Yukon College rural campus</li> <li>Volunteer fire/ambulance service</li> <li>Old Crow Recreation Society</li> </ul>	<ul style="list-style-type: none"> <li>Community centre</li> <li>Library</li> <li>Skating rink/ski trails/playground</li> <li>Fire hall</li> </ul>

**Table 4 continued. Status of Community Infrastructure and Services in Unincorporated Yukon**

Community	Drinking Water	Wastewater	Solid Waste	Community Services	Community Infrastructure
Pelly Crossing	<ul style="list-style-type: none"> <li>• Low-flow piped distribution system to many homes</li> <li>• Private wells/systems</li> <li>• Community well and trucked water delivery</li> <li>• Chlorination</li> <li>• Individual wells for community buildings</li> </ul>	<ul style="list-style-type: none"> <li>• Holding tanks with education truck disposal to septage exfiltration pit</li> <li>• Private on-site septic systems</li> </ul>	<ul style="list-style-type: none"> <li>• SWF – poor segregation, no recycling or re-use</li> <li>• Burn vessel</li> </ul>	<ul style="list-style-type: none"> <li>• School K-9</li> <li>• Nursing station</li> <li>• RCMP detachment</li> <li>• Yukon College rural campus</li> <li>• Volunteer ambulance service</li> <li>• Selkirk First Nation recreation programming</li> </ul>	<ul style="list-style-type: none"> <li>• Community centre</li> <li>• Recreation complex with rink, gym, curling, etc.</li> <li>• Fire hall</li> <li>• Swimming pool</li> </ul>
Rock Creek	<ul style="list-style-type: none"> <li>• Community well</li> <li>• Chlorination</li> </ul>	-	-	-	-
Ross River	<ul style="list-style-type: none"> <li>• Community well and trucked water delivery</li> <li>• Chlorination</li> </ul>	<ul style="list-style-type: none"> <li>• Holding tanks with education truck disposal to septage exfiltration pit</li> </ul>	<ul style="list-style-type: none"> <li>• SWF – poor segregation, no recycling or re-use</li> <li>• Burn vessel</li> </ul>	<ul style="list-style-type: none"> <li>• School K-10</li> <li>• Nursing station</li> <li>• RCMP detachment</li> <li>• Yukon College rural campus</li> <li>• Ross River Recreation Society</li> </ul>	<ul style="list-style-type: none"> <li>• Community centre</li> <li>• Fire hall</li> <li>• Library</li> </ul>
Silver City	<ul style="list-style-type: none"> <li>• Private wells/systems</li> </ul>	<ul style="list-style-type: none"> <li>• Private on-site septic systems</li> </ul>	<ul style="list-style-type: none"> <li>• SWF – poor segregation, no recycling or re-use</li> <li>• Burn vessel</li> </ul>	-	-
Squanga Lake	<ul style="list-style-type: none"> <li>• Private wells/systems</li> </ul>	<ul style="list-style-type: none"> <li>• Private on-site septic systems</li> </ul>	-	-	-
Stewart Crossing	<ul style="list-style-type: none"> <li>• Private wells/systems</li> </ul>	<ul style="list-style-type: none"> <li>• Holding tanks with education truck disposal to septage exfiltration pit</li> </ul>	<ul style="list-style-type: none"> <li>• SWF – poor segregation, no recycling or re-use</li> <li>• Burn vessel</li> </ul>	-	-
Swift River	<ul style="list-style-type: none"> <li>• Private wells/systems</li> </ul>	<ul style="list-style-type: none"> <li>• Private on-site septic systems</li> </ul>	<ul style="list-style-type: none"> <li>• SWF – poor segregation, no recycling or re-use</li> </ul>	-	-
Tagish	<ul style="list-style-type: none"> <li>• Some private wells/systems</li> <li>• Well/fill point at Taku subdivision fire hall</li> <li>• Chlorination</li> <li>• Well and water storage building with trucked water delivery (CTFN)</li> </ul>	<ul style="list-style-type: none"> <li>• Holding tanks with education truck disposal to multi-celled lagoon in Carcross</li> <li>• Private on-site septic systems</li> </ul>	<ul style="list-style-type: none"> <li>• SWF – poor segregation, no recycling or re-use</li> <li>• Burn vessel (discontinued in November 2009)</li> <li>• Free store</li> </ul>	<ul style="list-style-type: none"> <li>• Volunteer fire department</li> <li>• Volunteer ambulance from Carcross</li> <li>• Tagish Community Association</li> </ul>	<ul style="list-style-type: none"> <li>• Community centre</li> <li>• Library</li> <li>• Skating rink</li> <li>• Playground</li> <li>• Fire hall</li> </ul>
Upper Liard	<ul style="list-style-type: none"> <li>• Private wells/systems</li> <li>• Some cluster wells</li> <li>• Trucked water delivery from Lower Post for some residents</li> </ul>	<ul style="list-style-type: none"> <li>• Holding tanks with education truck disposal to multi-celled lagoon in Watson Lake</li> <li>• Private on-site septic systems</li> </ul>	<ul style="list-style-type: none"> <li>• SWF – poor segregation, no recycling or re-use</li> <li>• Burn vessel</li> </ul>	<ul style="list-style-type: none"> <li>• Volunteer fire department</li> <li>• Liard First Nation recreation programming</li> </ul>	<ul style="list-style-type: none"> <li>• Community centre</li> </ul>
West Dawson/ Sunnydale	<ul style="list-style-type: none"> <li>• Private wells/systems or trucked water delivery</li> </ul>	<ul style="list-style-type: none"> <li>• Private on-site septic systems</li> </ul>	-	-	-

## **5.0 Existing and Potential Service Agreements**

The limited capacity and infrastructure typical of many unincorporated Yukon areas may necessitate a cooperative approach to service delivery. For example, numerous unincorporated Yukon communities overlap with areas of First Nation jurisdiction, posing an ideal opportunity to achieve improved efficiencies and cost savings with respect to service provision. Other communities are located in reasonable proximity to larger municipalities, facilitating cooperation with the municipal government in certain instances.

All of the existing arrangements and agreements relating to service provision in unincorporated Yukon fall under the Gas Tax categories of drinking water, wastewater, and solid waste. The other notable service arrangement common throughout rural Yukon is the Mutual Aid Agreements between volunteer fire departments, Department of Community Services, and municipalities. Please refer to Table 5 for more detailed information on the service agreements and arrangements current in unincorporated Yukon.

Potential service agreements are currently limited to tentative changes to the Water and Sewer Operating Agreement between the Department of Community Services and Vuntut Gwitchin First Nation, as well as the incorporation of recycling and road snow removal into the existing cooperative arrangements between the two governments.

**Table 5. Existing Service Agreements in Unincorporated Yukon**

Community	Drinking Water	Wastewater	Solid Waste	Other
	<i>System/Agreement Providers (P)/Recipients (R)</i>	<i>System/Agreement Providers (P)/Recipients (R)</i>	<i>System/Agreement Providers (P)/Recipients (R)</i>	<i>System/Agreement Providers (P)/Recipients (R)</i>
Beaver Creek	<u>Small Piped Distribution &amp; Individual Systems</u> P: WRFN & individual service R: WRFN members	<u>Eduction Services</u> P: WRFN/private service R: residential/commercial users <u>Sewage Pit</u> P: YG-CS contract (as required) R: eduction truck access	<u>Solid Waste Facility</u> P: YG-CS Operations contract R: area residents	
Braeburn	N/A – individual systems	N/A – individual systems	<u>Solid Waste Facility</u> P: YG-CS Operations contract (as required) R: area residents	
Burwash Landing	<u>Water Delivery</u> P: KFN service R: area residents	<u>Eduction Services</u> P: KFN R: area residents <u>Sewage Lagoon</u> P: YG-CS Operations contract (as required) R: eduction truck access	<u>Solid Waste Facility</u> P: YG-CS Operations contract R: area residents	
Canyon Creek	<u>Water Delivery</u> P: CAFN service R: CAFN members	N/A – individual systems	<u>Solid Waste Facility (on CAFN land)</u> P: YG-CS Operations contract R: area residents	
Carcross	<u>Water Supply &amp; Delivery</u> P: YG-CS Operations contract R: area residents (subsidized fee for service)	<u>Eduction Services</u> P: CTFN & private sector (fee for service) R: CTFN members & area residents <u>Sewage Lagoon</u> P: YG-CS Operations contract (as required) R: eduction truck access	<u>Solid Waste Facility (Transfer Station)</u> P: YG-CS Operations contract R: area residents	
Champagne	N/A – individual systems	N/A – individual systems	<u>Solid Waste Facility</u> P: YG-CS Operations contract R: area residents (Champagne, Mendenhall, Takhini subdivision)	<u>Mutual Aid Fire Protection Agreement</u> P: CAFN & YG-CS, Area VFDs R: area residents (Mendenhall, Champagne, Ibex Valley)
Dawson - rural	<u>Water Fill Point</u> P: YG-CS Contribution Agreement with KV VFD R: area residents	N/A – individual systems	N/A – City of Dawson operations	<u>Mutual Aid Fire Protection Agreement</u> P: City of Dawson & YG-CS, KV VFD R: area residents

Key: WRFN – White River First Nation; KFN – Kluane First Nation; CAFN – Champagne and Aishihik First Nations; YG-CS – Yukon Community Services; KV – Klondike Valley; VFD – Volunteer Fire Department; CTFN – Carcross/Tagish First Nation

**Table 5 continued. Existing Service Agreements in Unincorporated Yukon**

Community	Drinking Water	Wastewater	Solid Waste	Other
	<i>System/Agreement Providers (P)/Recipients (R)</i>	<i>System/Agreement Providers (P)/Recipients (R)</i>	<i>System/Agreement Providers (P)/Recipients (R)</i>	<i>System/Agreement Providers (P)/Recipients (R)</i>
Deep Creek	N/A – individual systems	N/A – individual systems	<u>Solid Waste Facility</u> P: YG-CS Operations contract R: area residents	
Destruction Bay	N/A – individual systems & fee for service delivery by KFN	<u>Upper &amp; Lower Septic Fields</u> P: YG-CS Operations contract (as required) pump outs to Burwash R: residents on piped collection system	<u>Solid Waste Facility (Metals/Industrial Waste)</u> P: YG-CS Operations contract (as required) R: area residents	<u>Mutual Aid Fire Protection Agreement</u> P: Destruction Bay & Burwash VFDs R: area residents
Johnson’s Crossing	N/A – individual systems	N/A – individual systems	<u>Solid Waste Facility</u> P: YG-CS Operations contract R: area residents	
Keno City	<u>Water Supply &amp; Delivery</u> P: YG-CS Operations Contribution Agreement with Keno Community Club R: area residents	N/A – individual systems	<u>Solid Waste Facility</u> P: YG-CS Operations Contribution Agreement with Keno Community Club R: area residents	<u>Mutual Aid Fire Protection Agreement</u> P: Keno City VFD & Village of Mayo R: area residents
Marsh Lake	<u>Water Fill Points</u> <i>Judas Creek fire hall self-serve fill point, Army Beach commercial self-serve fill point (2010 start)</i> P: YG-CS with Judas Creek VFD & YG-CS staff (Army Beach) R: area residents <u>Water Delivery</u> P: commercial haulers R: area residents (fee for service)	<u>Eduction Services</u> P: private sector (fee for service) R: area residents <u>Sewage Pit</u> P: YG-CS Operations contract (as required) R: eduction truck access	<u>Solid Waste Facility (Transfer Station)</u> P: YG-CS Operations Contribution Agreement with Marsh Lake Solid Waste Society R: area residents	<u>Mutual Aid Fire Protection Agreement</u> P: City of Whitehorse, YG-CS, Judas Creek VFD R: area residents
Mount Lorne	N/A – individual systems & private sector haulers	N/A – individual systems	<u>Solid Waste Facility (Transfer Station)</u> P: YG-CS Operations Contribution Agreement with Mount Lorne Solid Waste Society R: area residents	<u>Mutual Aid Fire Protection Agreement</u> P: City of Whitehorse, YG-CS, Mount Lorne VFD R: area residents
Old Crow	<u>Water Supply &amp; Delivery</u> P: YG-CS and VGFN Water & Sewer Operating Agreement, H&PW JVs YG-CS for services R: area residents (80% charge back to VGFN)	<u>Eduction Services</u> P: YG-CS and VGFN Water & Sewer Operating Agreement, H&PW JVs YG-CS for services <u>Sewage Lagoon</u> P: H&PW JVs YG-CS for services R: eduction truck access	<u>Solid Waste Facility</u> P: YG-H&PW JVs YG-CS Operations for services R: area residents (no charge back to VGFN)	

Key: WRFN – YG-CS – Yukon Community Services; KV – Klondike Valley; VFD – Volunteer Fire Department; VGFN – Vuntut Gwitchin First Nation; JV – Journal Voucher

**Table 5 continued. Existing Service Agreements in Unincorporated Yukon**

Community	Drinking Water	Wastewater	Solid Waste	Other
	<i>System/Agreement Providers (P)/Recipients (R)</i>	<i>System/Agreement Providers (P)/Recipients (R)</i>	<i>System/Agreement Providers (P)/Recipients (R)</i>	<i>System/Agreement Providers (P)/Recipients (R)</i>
Pelly Crossing	<u>Water Supply &amp; Delivery</u> P: SFN service R: SFN & community members (fee for service?)	<u>Eduction Services</u> P: SFN service R: SFN & community members (fee for service?) <u>Sewage Pit</u> P: YG land R: eduction truck access	<u>Solid Waste Facility</u> P: YG-CS Operations contract R: area residents	
Ross River	<u>Water Supply &amp; Delivery</u> P: YG-CS Operations contract R: area residents (subsidized fee for service)	<u>Eduction Services</u> P: RRDC service/private sector R: area residents <u>Sewage Lagoon</u> P: CS-YG Operations contract (as required) R: eduction truck access	<u>Solid Waste Facility</u> P: YG-CS Operations contract R: area residents	
Silver City	N/A – individual systems	N/A – individual systems	<u>Solid Waste Facility</u> P: YG-CS Operations contract R: area residents	
Stewart Crossing	N/A – individual systems	N/A – individual systems	<u>Solid Waste Facility</u> P: H&PW JVs YG-CS Operations for services R: H&PW & area residents	
Tagish	<u>Water Supply</u> YG-CS self-serve well & CTFN commercial well P: YG-CS Operations contract & CTFN operations R: area residents <u>Water Delivery</u> P: CTFN operations R: CTFN members and fee for service	<u>Eduction Services</u> P: CTFN & private sector haulers (haul to Carcross lagoon) R: area residents	<u>Solid Waste Facility (Transfer Station)</u> P: YG-CS Operations contract R: area residents	
Upper Liard	<u>Water Supply &amp; Delivery</u> LFN service & private sector	<u>Eduction Services</u> P: LFN & private sector services	<u>Solid Waste Facility</u> P: YG-CS Operations contract R: area residents	<u>Mutual Aid Fire Protection Agreement</u> P: Town of Watson Lake, YG-CS, Upper Liard VFD R: area residents

Key: SFN – Selkirk First Nation; CTFN –Carcross/Tagish First Nation; LFN – Liard First Nation; YG-CS – Yukon Community Services; RRDC – Ross River Dena Council; VFD – Volunteer Fire Department; JV – Journal Voucher

## 6.0 Prioritizing Gas Tax Projects

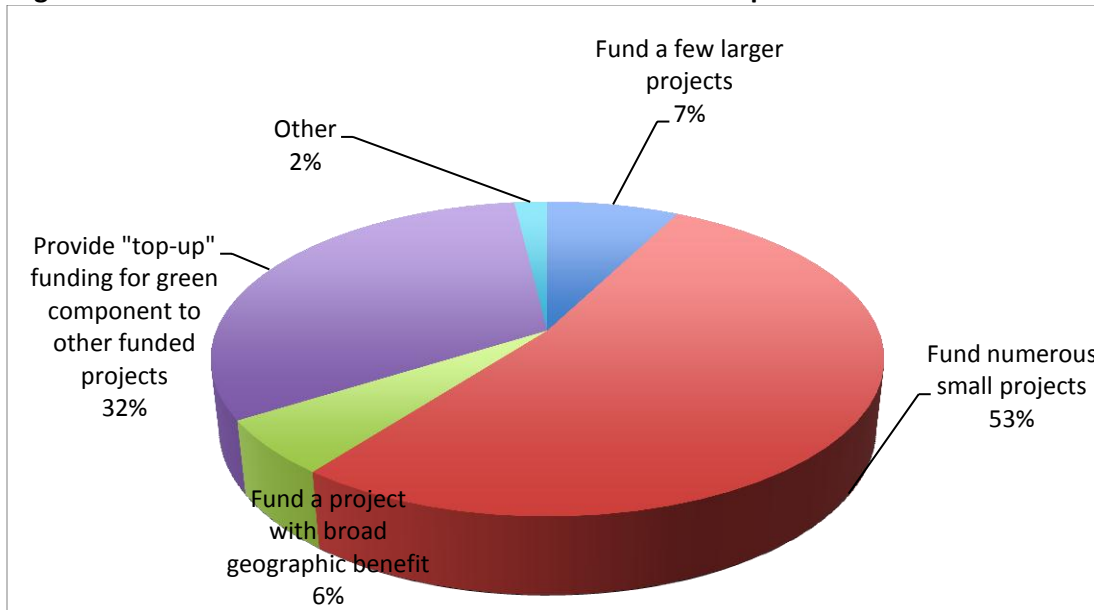
During the course of consultation, input was sought on two key pieces relating to infrastructure in unincorporated Yukon: the desired allocation of Gas Tax funding and specific projects that should be prioritized for funding. The intersection of results for each topic points to the prioritization of small-scale infrastructure projects that benefit individual unincorporated Yukon communities and contribute to improved sustainability and operational efficiency in rural Yukon as a whole.

### 6.1 Distribution of Gas Tax Funds

During the course of public consultations around the Integrated Community Sustainability Plan (ICSP) for unincorporated Yukon, rural Yukon residents were asked to weigh in on the distribution of the Gas Tax funding available. A questionnaire provided four options for consideration and solicited other ideas. Please see Appendix B for the complete questionnaire.

53% of questionnaire respondents indicated a preference for funding small projects that may benefit numerous communities and regions within unincorporated Yukon. 32% supported the use of Gas Tax funding to create a “green” component to other funded projects. The other options presented – funding a few larger projects or one with broad geographic benefit – received little support from rural Yukoners. Please refer to Figure 6.

**Figure 6. Preferred Distribution of Gas Tax Funds for Unincorporated Yukon**



The only alternative suggestion was to analyze potential projects on a cost-benefit basis and fund those with the highest cost-benefit ratio.

## 6.2 Potential Gas Tax Projects

Under the Gas Tax Agreement (GTA), the Government of Yukon may apply to the Community Works Fund on behalf of unincorporated Yukon to build community infrastructure that achieves the Gas Tax Fund (GTF) goals of cleaner air, cleaner water, and/or reduced greenhouse gas emissions (GHGs). Eligible project categories under the GTA include the following:

- Water and wastewater management
- Solid waste management
- Community energy systems
- Public transit
- Active transportation infrastructure (e.g., bike lanes)
- Building system improvements that lead to significantly increased energy efficiency
- Community capacity building related to GTF goals

Please refer to Appendix C for a more detailed list of the eligible project categories under the GTA.

The majority of potential Gas Tax projects for unincorporated Yukon suggested by the public, Local Advisory Councils (LACs), municipal and/or First Nation governments related to the core areas of drinking water, wastewater and solid waste management. Ideas put forward in all GTA categories ranged from capital and technology-intensive to relatively inexpensive and technologically simple.

Drinking water projects proposed during the public consultation process included the following:

- Community wells in rural residential areas where the only public fill point is the local fire hall; and,
- Upgrades and expansions to existing distribution systems.

Wastewater projects brought forward ranged from “big ticket” items such as piped systems and new lagoons to upgrades and repairs to existing lagoons and septic fields.

In virtually every community, local residents expressed a strong desire for better local solid waste management facilities, including recycling, reuse, and composting programs. The communities of Carcross and Tagish were particularly interested in transitioning their local facilities to transfer stations.

The minority of proposed projects related to community energy systems, active transportation, and capacity building. Energy retrofits to community centres were suggested for Beaver Creek and Keno City in the interests of reducing operating and maintenance costs. There was substantial interest in “green” and community energy systems, but very few “shovel-ready” projects put forward for consideration. Instead, most of the potential projects suggested - including wind, geothermal, and landfill gasification - were at the feasibility or conceptual stage.

Residents in Carcross and Tagish recommended that public education around the “3Rs” (reduce, reuse, recycle) be considered a viable potential project related to capacity building.

Several Yukon-wide and regional initiatives were also suggested by First Nation and municipal governments and the public. These included a mobile water testing laboratory to help reduce the high costs of regulatory compliance and environmental management. Similarly, a mobile recycling, shredder and baler unit dedicated to unincorporated Yukon was suggested numerous times. Residents of the Southern Lakes proposed that a geographic and operational “loop” be established to achieve greater public transportation and solid waste management efficiencies.

Please refer to Appendix E for a complete overview of potential Gas Tax project ideas for unincorporated Yukon brought forth by the public, LACs, First Nation and/or municipal governments.

### *6.3 List of Priority Gas Tax Projects*

The Gas Tax priority projects that have been identified for 2010-11 and 2011-13 reflect the public’s desire to have funding allocated for small, or relatively inexpensive, infrastructure projects throughout Yukon. This approach will ensure that Gas Tax expenditures benefit as many unincorporated communities and regions of Yukon as possible.

As described previously, the eligible spending categories under the Canada-Yukon Gas Tax Agreement provide an opportunity for projects to be completed on drinking water, wastewater management, community energy systems, building system improvements, active transportation infrastructure, etc. In many cases, these larger or more expensive projects were proposed during the public consultation process for the ICSP and are now being funded through *Building Canada* or other federal infrastructure funding programs (see Appendix E). In the case, where BCF is not funding the proposed project, a cursory review reveals that some of these projects are ineligible under the Gas Tax program or are still in the conceptual phase and would require further information before they can be properly considered.

Recognizing that residents of unincorporated communities have expressed a strong desire for better solid waste management facilities - including recycling, reuse and composting programs – the first phase of Gas Tax expenditures for 2010-11 will be focused on projects that meet this objective. Nineteen of Yukon’s twenty-seven solid waste facilities are located in unincorporated communities and most of these currently utilize burning vessels for domestic garbage. The *Yukon Solid Waste Action Plan*, released in the Fall of 2009, calls for the phasing out and elimination of the open burning of waste by 2012 and a movement towards a regional approach to solid waste management through the establishment of community transfer stations and regional landfills. In addition, the *Yukon Solid Waste Action Plan* supports the construction of recycling depots and compost facilities in rural areas as well as the establishment of education programs to promote waste diversion.

Consequently, the types of projects proposed for 2010-11 include such things as:

- establishment of storage bins at rural solid waste facilities to enable domestic waste from unincorporated communities to be transported to regional landfills;
- construction of recycling depots and compost facilities;

- improved and standardized signage to assist users to dispose and recycle different waste;
- establishment of education programs; and,
- upgrades to key regional landfill sites to enable domestic waste received from unincorporated areas to be effectively processed and managed

To complement the work that is being done to improve the base infrastructure in rural communities under various infrastructure funding programs, it is proposed that the second phase of Gas Tax expenditures for 2011-13 include a number of priority wastewater projects as well as the development of walking/biking trails to promote active transportation. It is recognized that the federal government has made a commitment to continue the gas tax program. Consequently, there is ample opportunity for additional projects not currently identified in this ICSP to be considered at a later date.

#### *6.4 Plan Approval & Implementation*

As previously noted, the GTA requires the preparation and the approval of an ICSP for unincorporated Yukon before individual projects can be considered for funding. As set out in the GTA, the Yukon program is managed by a Gas Tax Review Committee (GTRC) comprised of six members: two members each from Yukon, the Council of Yukon First Nations and the Association of Yukon Communities. The GTRC is responsible for reviewing and approving all of the ICSPs that are developed by Eligible Recipients as well as any proposed projects that may be considered for funding under the Community Works Fund.

The process for seeking Ministerial approval of this ICSP will involve an initial review of the document by the Department of Community Services. Following this, the ICSP will be forwarded to Cabinet for review and consideration and then submitted to the GTRC for consistency check with the ICSP template as per the Canada-Yukon Gas Tax Agreement. Once the ICSP is approved, individual branches within the Department of Community Services will be responsible for preparing and submitting any detailed project proposals for the GTRC's consideration.

It is recommended that the priorities outlined in the ICSP be reviewed each year in conjunction with the Department of Community Service's annual capital budget planning cycle. This recommendation stems from the recognition that priorities may change according to the availability of funds, future assessments of infrastructure needs, or the potential for the projects listed above to be completed through other infrastructure funding programs, etc. Future amendments to this ICSP may be warranted under such circumstances; if so, the amended ICSP would be sent for Minister approval, followed by review and approval by the GTRC.

**Table 6.1 List of Priority Projects for Unincorporated Yukon, Phase I - Priority Projects (2010/2011)**

\*Phase I and II are lists of potential projects that may be subject to change due to operational requirements, and changing community priorities.

Project	Community	Eligible Project Category
Transfer Stations Trucked Collection Loop	Southern Lakes	1d
Signage	All Solid Waste Facilities	1d
Education Programs (Solid Waste)	All Solid Waste Facilities	2ii
Chipper, Recycling, Composting, Crusher	Carcross	1d
Recycling, Composting	Tagish	1d
Composting, Crusher, Power to Transfer Station	Marsh Lake	1d
Composting	Deep Creek, Mt Lorne, Ross River, Old Crow	1d
Transfer Bins	Silver City/Canyon Creek	1d
Free Store, Cell Construction	Beaver Creek	1d
Transfer Bins, Recycling	Burwash/Destruction Bay, Champagne/Mendenhall, Johnson's Crossing, Upper Liard, Keno City	1d
Crushers, Balers	Regional Landfill Upgrades	1d
Transfer Bins, Composting,	Pelly Crossing	1d

**Table 6.2 List of Priority Gas Tax Projects for Unincorporated Yukon, Phase II - Priority Projects (2011-2013)**

Project	Community	Eligible Project Category
Lagoon upgrades	Carcross	1c
Septic Fields	Destruction Bay	1c
Well upgrades	Ross River	1b
Monitoring Wells (Septic Pit)	Marsh Lake	1c
Walking/Bike Trail	Yukon River Bridge to Carcross Cutoff (Whitehorse)	1f
Walking/Bike Trail	Carcross to Carcross Cutoff	1f

**Table 6.3 List of Priority Gas Tax Projects for Unincorporated Yukon, Potential Projects for Future Consideration**

Project	Community	Eligible Project Category
Walking/Biking Trails	Tagish	1f
Water Treatment Plant	Tagish	1b
Piped sewage system/lagoon	Ross River	1c
Walking path	Old Crow	1f
Community Well	Mount Lorne	1b
Community Well	Johnson's Crossing	1b
Community Well	Ibex Valley	1b
Water Storage Reservoir	Ibex Valley	1b
Community Well	Hotsprings Road	1b
Community Well	Destruction Bay	1b
Piped Sewage system	Carcross	1c
Walking Trails	Burwash Landing	1f
Piped sewage system/lagoon	Beaver Creek	1c
Walking/Recreational/Bike Trails	Hotsprings Road	1f

**APPENDIX A**

**PUBLIC CONSULTATION SCHEDULE**

**Building Canada/Solid Waste Management Strategy/Integrated Community  
Sustainability Plan**

Public Meeting Schedule – Spring 2009

<b>Community</b>	<b>Date</b>	<b>Time</b>	<b>Venue</b>
Watson Lake & Upper Liard	Tuesday, March 31	7:00 pm	Watson Lake Recreation Centre Mezzanine
Faro	Wednesday, April 1	7:00 pm	Sportsman's Lounge
Ross River	Thursday, April 2	7:00 pm	Ross River Community School
Marsh Lake	Tuesday, April 7	7:00 pm	Marsh Lake Community Centre
Mount Lorne	Wednesday, April 8	7:00 pm	Mount Lorne Community Centre
Whitehorse North	Thursday, April 9	7:00 pm	Hootalinqua Fire Hall
Ibex Valley	Tuesday, April 14	7:00 pm	Ibex Valley Fire Hall
Whitehorse	Wednesday, April 15	7:00 pm	Canada Games Centre Meeting Room #2
Carmacks	Thursday, April 16	7:00 pm	Carmacks Recreation Centre
Tagish	Tuesday, April 21	7:00 pm	Tagish Community Centre
Carcross	Wednesday, April 22	7:00 pm	Ghuch Tla Community School
Teslin	Thursday, April 23	7:00 pm	Teslin Recreation Centre
Beaver Creek	Tuesday, April 28	7:00 pm	Beaver Creek Community Centre
Burwash Landing & Destruction Bay	Wednesday, April 29	7:00 pm	Jacquot Building
Haines Junction	Thursday, April 30	7:00 pm	Dezadeash Room, St. Elias Convention Centre
Mayo/Stewart Crossing	Wednesday, May 6	7:30 pm	Mayo Recreation Centre
Keno/Elsa	Thursday, May 7	9:00 am	Keno Library
Pelly Crossing	Thursday, May 7	7:00 pm	Pelly Crossing Community Hall
Dawson City	Monday, May 11	7:00 pm	Odd Fellows Hall

**APPENDIX B**

**PUBLIC QUESTIONNAIRE**



Your Community: \_\_\_\_\_

**Section I. Building Canada Fund**

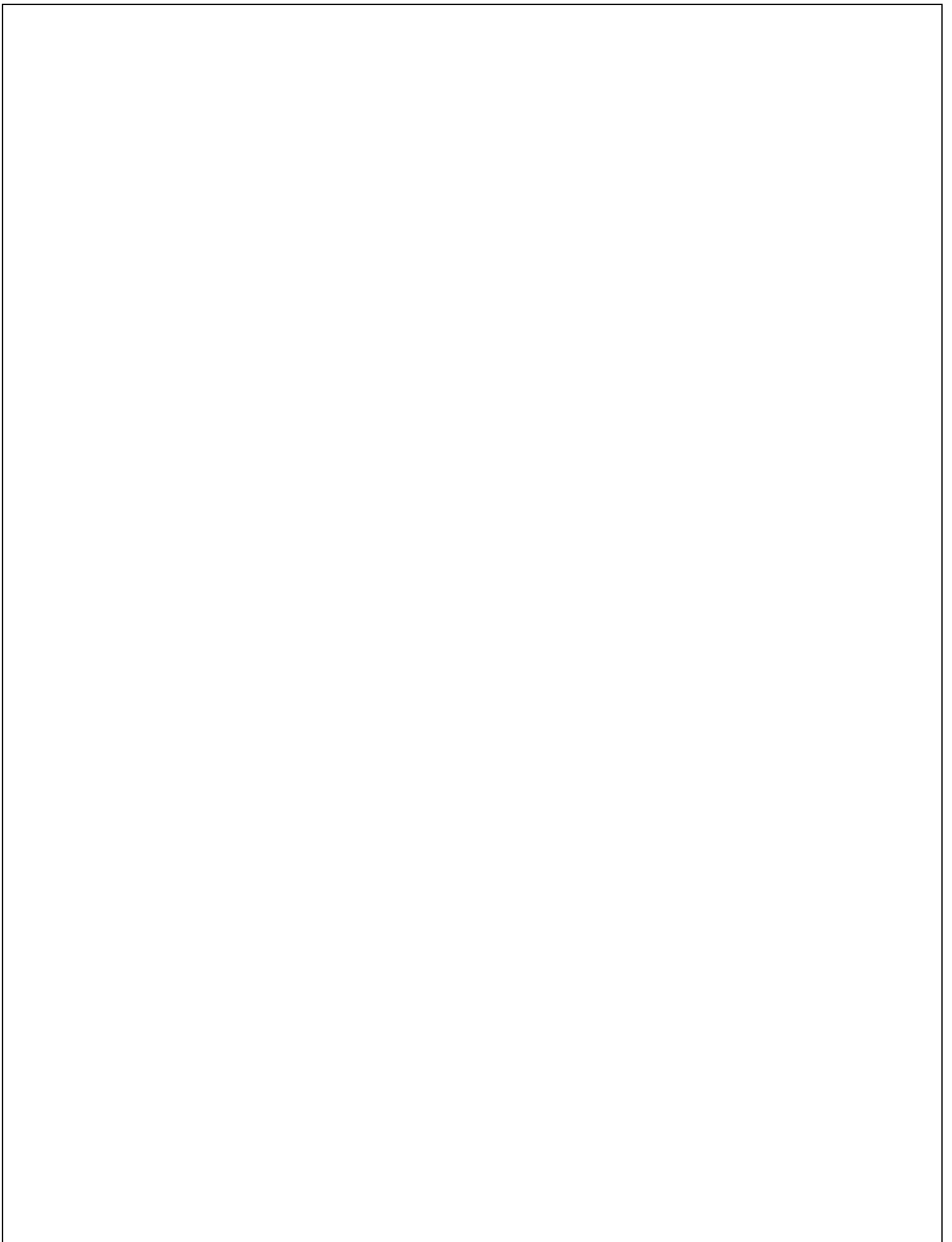
*Under Building Canada, Yukon will receive \$183 million dollars from 2007-2014 for infrastructure projects focusing on the five key categories of **drinking water, wastewater, solid waste, roads and green energy**. The Government of Yukon is developing a Yukon Infrastructure Plan that will prioritize projects for funding based on the input received from municipalities, First Nations and the public.*

1. How important do you feel the following objectives are in determining what projects should receive funding? *(Please rank in order of importance, with #1 being most important).*

- \_\_\_ Address a public health & safety need
- \_\_\_ Meet a regulatory requirement
- \_\_\_ Contribute to local or regional economic development
- \_\_\_ Reduce the community's carbon and/or environmental footprint
- \_\_\_ Reduce residents' monthly living and/or utilities expenses
- \_\_\_ Other? \_\_\_\_\_
- \_\_\_ Other? \_\_\_\_\_
- \_\_\_ Other? \_\_\_\_\_
- \_\_\_ Other? \_\_\_\_\_
- \_\_\_ Other? \_\_\_\_\_

2. With respect to the five key funding categories, what do you think are the most critical infrastructure "gaps" and/or project needs in your community? *(Choose one or more).*

- Drinking water \_\_\_\_\_
- Wastewater \_\_\_\_\_
- Roads \_\_\_\_\_
- Solid waste \_\_\_\_\_
- Green energy \_\_\_\_\_



3. With respect to the five key funding categories, what infrastructure projects should receive priority for funding in your community? (Please indicate your "top three").

- 1. \_\_\_\_\_
- 2. \_\_\_\_\_
- 3. \_\_\_\_\_

4. Do you have any other comments about infrastructure needs in your community and/or the Building Canada Fund?

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**Section II. Integrated Community Sustainability Plan (ICSP)**

*Under the Canada-Yukon Gas Tax Agreement, Yukon is required to complete an Integrated Community Sustainability Plan (ICSP) for all unincorporated (rural) Yukon communities in order to access \$6.825 million dollars in funding until 2014. The goal of the funding is to develop environmentally sustainability community infrastructure that leads to cleaner air and water and reduced greenhouse gas emissions.*

*The categories for funding under the Gas Tax Fund are similar to Building Canada – **drinking water, wastewater, solid waste, roads and green energy**, with **capacity building, public transit, active transportation and building system improvements** also eligible.*

**NOTE: THIS SECTION IS INTENDED FOR RESIDENTS OF RURAL YUKON ONLY!**

5. On a scale of 1 to 5, do you agree with the following definitions of "sustainability" with respect to rural Yukon? (1=strongly agree, 5=strongly disagree)

- 1 2 3 4 5 Human populations and infrastructure are maintained through local funding.
- 1 2 3 4 5 Cultural identity is preserved and/or enhanced.
- 1 2 3 4 5 Natural environment and biodiversity are preserved and/or enhanced.
- 1 2 3 4 5 Basic needs of residents are met.
- 1 2 3 4 5 Opportunities for economic growth are nurtured.
- 1 2 3 4 5 Opportunities for social health and well-being are nurtured.
- 1 2 3 4 5 Other? \_\_\_\_\_
- 1 2 3 4 5 Other? \_\_\_\_\_

6. How should the Gas Tax funding for unincorporated Yukon be distributed?

- Fund a few "larger" projects that could take place in a couple of unincorporated Yukon communities.
- Fund numerous "small" projects that could be undertaken in a greater number of unincorporated Yukon communities e.g., building system improvements, capacity building, municipal building retrofits, etc.
- Fund a single project or limited number of projects that would have the broadest benefit geographically i.e., road upgrade, transmission line, etc.
- Provide "top-up" funding to other projects to help them meet or exceed sustainability goals e.g., add a bike lane to a road or a renewable energy component to a public building
- Other? \_\_\_\_\_

7. Do you have any suggestions for potential Gas Tax projects in rural Yukon (either located in your area or elsewhere)?

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8. Do you have any other comments about the ICSP for rural Yukon and/or the Gas Tax Fund?

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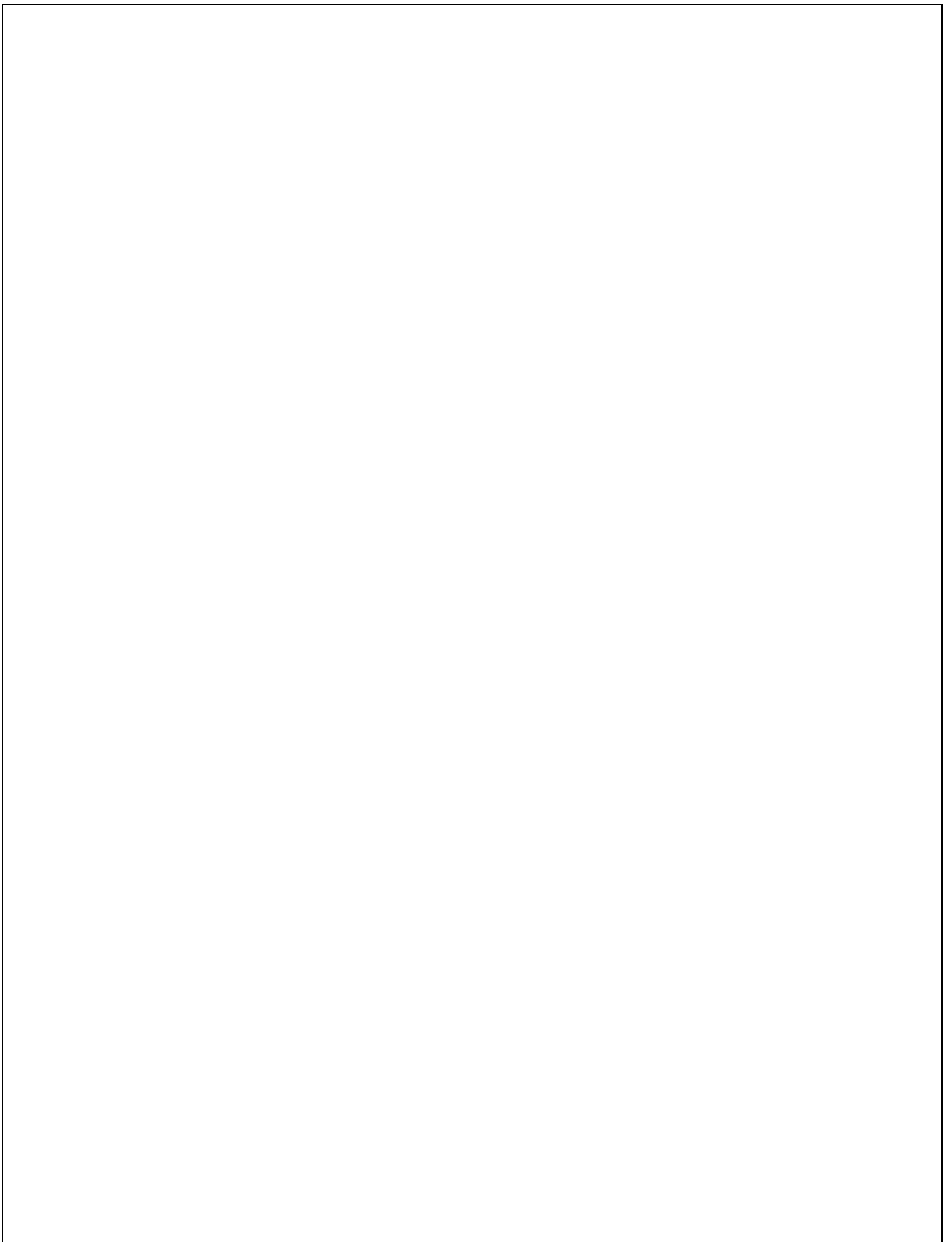
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**PLEASE SEND YOUR COMMENTS BY MAY 22, 2009 TO:**

Department of Community Services (C-9)  
Government of Yukon  
PO Box 2703  
Whitehorse, YT Y1A 2C6  
Fax: (867) 393-6258  
e-mail: [buildingcanada@gov.yk.ca](mailto:buildingcanada@gov.yk.ca)

You can also access this questionnaire on-line at:  
<http://www.infrastructure.gov.yk.ca/buildingcanada/index.html>



## **APPENDIX C**

### **EXCERPT FROM CANADA-YUKON GAS TAX AGREEMENT: ELIGIBLE PROJECT CATEGORIES**

## Schedule A- Eligible Project Categories

### **1) Environmentally Sustainable Municipal Infrastructure (ESMI) projects include the following:**

a) Public transit, e.g.:

i) Rapid Transit: tangible capital assets and rolling stock (includes light rail, heavy rail additions, subways, ferries, transit stations, park and ride facilities, grade separated bus lanes and rail lines);

ii) Transit Buses: bus rolling stock, transit bus stations;

iii) Intelligent Transport System (ITS) and Transit Priority Capital Investments;

iv) ITS technologies to improve transit priority signaling, passenger and traffic information and transit operations;

v) Capital investments, such as transit queue-jumpers and High Occupancy Vehicle (HOV) lanes.

b) Water, e.g.:

Drinking water supply; drinking water purification and treatment systems; drinking water distribution systems; water metering systems.

c) Wastewater, e.g.:

Wastewater systems including sanitary and combined sewer systems; and separate storm water systems.

d) Solid waste, e.g.:

Waste diversion; material recovery facilities; organics management; collection depots; waste disposal landfills; thermal treatment and landfill gas recuperation.

e) Community Energy Systems, e.g.:

i) Cogeneration or combined heat and power projects (where heat and power are produced through a single process);

ii) District heating and cooling projects where heat (or cooling) is distributed to more than one building.

f) Active transportation infrastructure (e.g., bike lanes), local roads, bridges and tunnels that enhance sustainability outcomes.

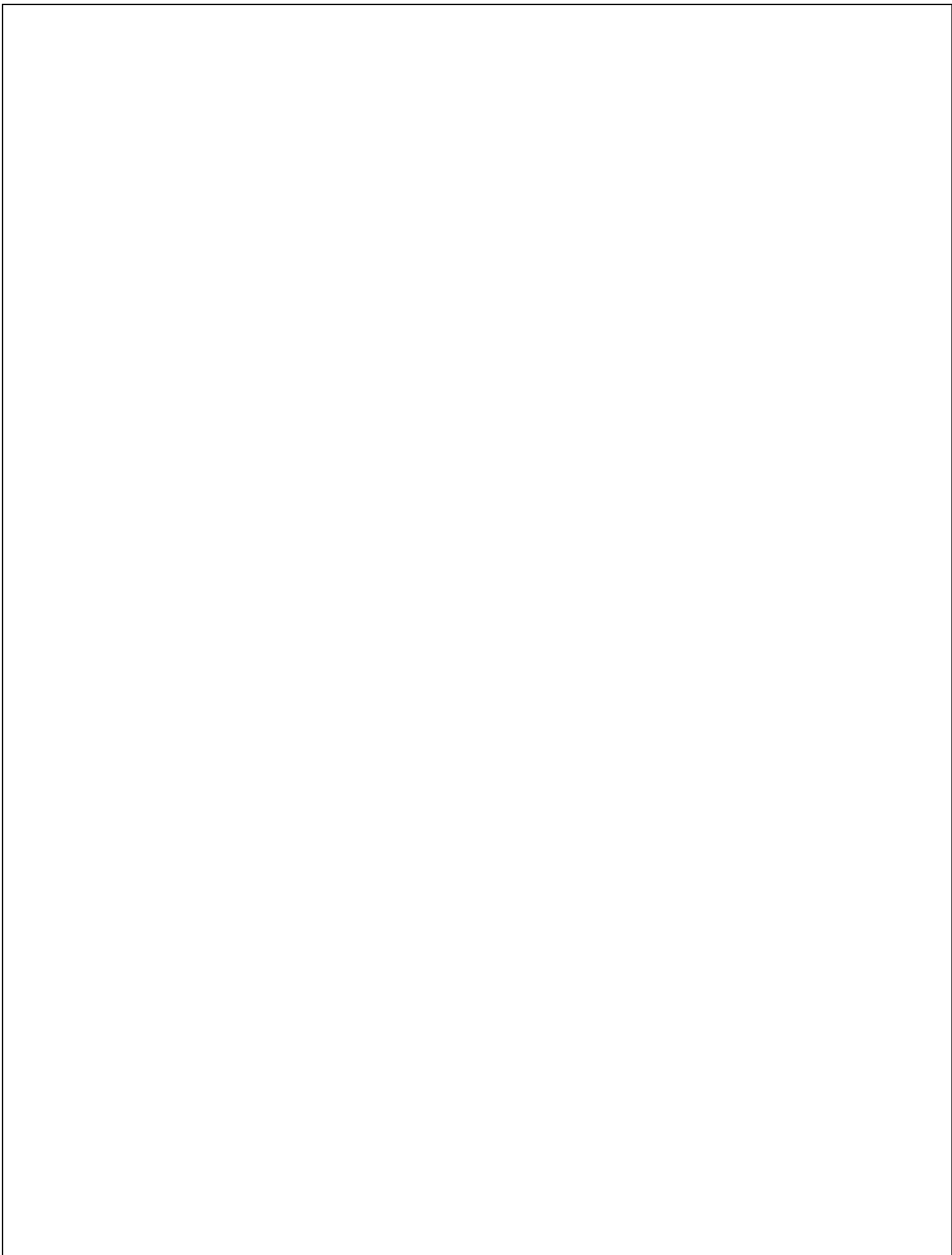
g) Building system improvements that promote significant energy efficiency improvements and/or utility.

### **2) Capacity Building includes the following activities:**

i) Collaboration: building partnerships and strategic alliances; participation; and consultation and outreach;

ii) Knowledge: use of new technology; education and training; research; and monitoring and evaluation;

iii) Integration: planning, policy development and implementation (e.g., environmental management systems, life cycle assessment).



## **APPENDIX D**

**COMPLETED RURAL ICSP CHECKLISTS:  
CARCROSS, IBEX VALLEY, MARSH LAKE, MOUNT LORNE, AND TAGISH**

## **APPENDIX E**

### **LIST OF POTENTIAL GAS TAX PROJECTS FOR UNINCORPORATED YUKON**

Community	Drinking Water	Wastewater	Solid Waste	Active Transportation/ Public Transit	Community Energy Systems	Building System Improvements	Capacity Building
<i>Yukon-wide</i>	<ul style="list-style-type: none"> <li>• Water system engineering assessments</li> <li>• Mobile water testing laboratory</li> </ul>		<ul style="list-style-type: none"> <li>• Mobile recycling shredder-baler</li> <li>• Territory-wide transfer stations: diversion/recycling</li> </ul>				
<i>Regional</i>			<ul style="list-style-type: none"> <li>• Southern Lakes transfer station loop</li> </ul>	<ul style="list-style-type: none"> <li>• Southern Lakes public transit loop</li> <li>• Commuter train from Carcross-Whitehorse</li> </ul>			
Beaver Creek	<ul style="list-style-type: none"> <li>• Distribution system upgrades **</li> </ul>	<ul style="list-style-type: none"> <li>• Piped sewage system with lagoon</li> </ul>	<ul style="list-style-type: none"> <li>• Free store at the SWF</li> </ul>		<ul style="list-style-type: none"> <li>• Waste heat recovery project</li> </ul>	<ul style="list-style-type: none"> <li>• Community centre retrofit **</li> </ul>	
Burwash Landing	<ul style="list-style-type: none"> <li>• Wellhead protection</li> </ul>	<ul style="list-style-type: none"> <li>• Winter upgrades to sewage lagoon *</li> </ul>	<ul style="list-style-type: none"> <li>• Recycling depot at SWF</li> </ul>	<ul style="list-style-type: none"> <li>• Commuter/walking trail</li> </ul>	<ul style="list-style-type: none"> <li>• Geothermal heating/ water system</li> <li>• Wood chip boiler extension*</li> <li>• Solar power for public buildings</li> <li>• Kluane Lake geothermal project</li> </ul>		
Carcross	<ul style="list-style-type: none"> <li>• Back-up water supply investigation **</li> </ul>	<ul style="list-style-type: none"> <li>• Piped sewage system to lagoon</li> <li>• Sludge drying beds</li> </ul>	<ul style="list-style-type: none"> <li>• Recycle/reuse centre</li> <li>• Community composting facility</li> <li>• Wood chipper</li> <li>• Transfer station</li> </ul>	<ul style="list-style-type: none"> <li>• Southern Lakes bike commuter paths</li> <li>• Recreational trails</li> </ul>	<ul style="list-style-type: none"> <li>• Wind power feasibility</li> <li>• Choutla hydro project</li> </ul>		<ul style="list-style-type: none"> <li>• “Zero waste” education programs</li> <li>• “3Rs” education at SWF</li> </ul>
Deep Creek	<ul style="list-style-type: none"> <li>• Central drinking water system</li> <li>• Water upgrades</li> </ul>	<ul style="list-style-type: none"> <li>• Septic upgrades</li> </ul>					
Destruction Bay	<ul style="list-style-type: none"> <li>• Filtration system for community well</li> <li>• Community well</li> </ul>	<ul style="list-style-type: none"> <li>• Collection system repairs</li> <li>• New upper septic field</li> </ul>					
Hotsprings/ Mayo Road	<ul style="list-style-type: none"> <li>• Community well</li> </ul>			<ul style="list-style-type: none"> <li>• Multi-use trail along Hotsprings Road</li> </ul>			
Ibex Valley	<ul style="list-style-type: none"> <li>• Water storage reservoir **</li> <li>• Community well</li> </ul>		<ul style="list-style-type: none"> <li>• Community composting facility</li> </ul>				
Johnson’s Crossing	<ul style="list-style-type: none"> <li>• Community well</li> </ul>						

Community	Drinking Water	Wastewater	Solid Waste	Active Transportation/ Public Transit	Community Energy Systems	Building System Improvements	Capacity Building
Keno City	<ul style="list-style-type: none"> <li>Filtration system for community well</li> <li>Backup well</li> </ul>	<ul style="list-style-type: none"> <li>Relocate septage pit</li> </ul>	<ul style="list-style-type: none"> <li>Recycling depot at SWF</li> <li>Better signage to improve segregation</li> <li>Compost/garbage pick-up service</li> </ul>			<ul style="list-style-type: none"> <li>Community centre retrofit</li> </ul>	
Marsh Lake	<ul style="list-style-type: none"> <li>Judas Creek system upgrades</li> <li>New well at community centre</li> <li>2<sup>nd</sup> supply point at N end of lake **</li> </ul>	<ul style="list-style-type: none"> <li>Assessment/review of lagoon</li> <li>RV sewage disposal</li> </ul>	<ul style="list-style-type: none"> <li>Compactor and sorting bins for transfer station</li> <li>Electricity at transfer station</li> <li>Solar panels at landfill</li> </ul>		<ul style="list-style-type: none"> <li>Landfill gasification project</li> <li>Pilot carbon sequestration project</li> <li>Geothermal project</li> </ul>		
Mount Lorne	<ul style="list-style-type: none"> <li>Community well</li> </ul>			<ul style="list-style-type: none"> <li>Bike lane on South Klondike Highway</li> <li>Car pool program</li> <li>Light rail commuter line</li> </ul>	<ul style="list-style-type: none"> <li>Geothermal project</li> </ul>		
Old Crow	<ul style="list-style-type: none"> <li>Backup water source &amp; Upgrades to water supply system</li> </ul>			<ul style="list-style-type: none"> <li>Walking path around airport</li> </ul>			
Pelly Crossing	<ul style="list-style-type: none"> <li>Water truck service facility &amp; Public works shop**</li> <li>Expansion of piped system</li> </ul>	<ul style="list-style-type: none"> <li>Septic system upgrade</li> <li>Sewage pit improvements **</li> <li>New disposal facility</li> </ul>	<ul style="list-style-type: none"> <li>New landfill</li> </ul>			<ul style="list-style-type: none"> <li>Green building upgrades</li> </ul>	
Rock Creek	<ul style="list-style-type: none"> <li>Upgrades to water supply system</li> </ul>						
Ross River	<ul style="list-style-type: none"> <li>Water well treatment (arsenic)</li> <li>Piped water distribution system</li> </ul>	<ul style="list-style-type: none"> <li>Cluster-style sewage tanks</li> <li>New sewage truck facility **</li> <li>Piped sewage system to lagoon</li> <li>Storm sewer rehabilitation *</li> </ul>			<ul style="list-style-type: none"> <li>Micro hydro feasibility</li> </ul>		
Tagish	<ul style="list-style-type: none"> <li>Construction of water treatment plant **</li> <li>Piped distribution system</li> <li>Upgrades to supply system</li> </ul>	<ul style="list-style-type: none"> <li>Collection system repairs</li> </ul>	<ul style="list-style-type: none"> <li>Recycling centre</li> <li>Composting facility</li> </ul>	<ul style="list-style-type: none"> <li>Walking and biking trails</li> </ul>			<ul style="list-style-type: none"> <li>"3Rs" education at SWF</li> </ul>
Upper Liard	<ul style="list-style-type: none"> <li>Piped system and reservoir</li> </ul>	<ul style="list-style-type: none"> <li>Wastewater project</li> </ul>	<ul style="list-style-type: none"> <li>Compost and recycling</li> </ul>				

\* Project is either underway or has since been completed

\*\*Project now funded or being considered for funding under Building Canada or another funding program