

BEAVER CREEK COMMUNITY PLAN



December 1990

Project #2201-01

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1.0 INTRODUCTION

LAND PLANNING BRANCH

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1.1 BACKGROUND

The unincorporated community of Beaver Creek, the most westerly community in Canada, is a service and administrative centre serving the Canada-U.S. border. Represented by several Federal and Territorial Government agencies, Beaver Creek is a small but tightly-knit community with a wide range of interests and community amenities.

Recognizing that there are both opportunities and constraints to development, the residents of Beaver Creek, along with the Yukon Government, have decided that a future course for the community should be charted. They clearly realize the need to develop a Community Plan that will integrate the goals and objectives of Beaver Creek's residents and effectively manage the impacts of growth and change in the community. To this end, the White River First Nation, the Beaver Creek Community Association, and the Yukon Government have jointly initiated a planning process which will ultimately lead to the formation of a land use management strategy for lands in and around Beaver Creek.

A Community Plan for Beaver Creek will bring together the White River First Nation's development objectives with those of the community at large. This plan was prepared at a time when on-going Land Claims negotiations were proceeding. As such, this plan should be considered an interim document which may require revision once the White River First Nation Final Land Claim selections have been completed. In the interim, this document should be used as a guideline when undertaking any future community development.

1.2 PLANNING PROCESS

This Community Plan reflects the efforts and involvement of the entire Beaver Creek community. The planning process used a participatory approach to identify the community's development goals and aspirations. Community meetings were held and Planning Steering Committee members were contacted regularly. The planning process had three phases:

- I. In the first phase, the project was initiated through discussions with the Planning Steering Committee and the community to define planning objectives. The Steering Committee includes representatives from the White River First Nation, the Beaver Creek Community Association and representatives from the Lands Branch of the Yukon Government. Background information was collected, a community workshop held, and issues were identified during this phase of the project.

- II. In the second phase, a community profile was prepared, with the aid of a door to door survey, including a housing inventory analysis, a housing demand assessment, and general overview of development related issues.
- III. In the third phase, a Land Use Plan, including a short-term implementation strategy, was prepared based on the issues and needs identified in the previous two phases.

1.3 PLANNING OBJECTIVES

Based on the original Project Terms of Reference and through discussion with the Planning Steering Committee, the objectives of the Community Plan include the following:

- establish a cross cultural planning process which would foster meaningful input and dialogue from all sectors of the community;
- prepare a community plan for the overall Beaver Creek community which:
 - a) covers a general area within a 5 kilometre radius of the village centre and includes developable land to the north of the community;
 - b) documents the existing land use pattern and identifies potential development areas as a guide for future development in the community;
 - c) incorporates the recommendations of the Airport Development and Streetscape Plans previously prepared for Beaver Creek; and
 - d) serves as a framework for land use decisions until such time as the land claims process has been finalized in Beaver Creek.
- design an implementation strategy which ensures an on-going development process.

1.4 ACKNOWLEDGEMENTS

The Community Plan was prepared under the direction of the Beaver Creek Planning Steering Committee and representatives of the YTG Lands Branch. The following participated in the planning process.

Planning Steering Committee:

Beaver Creek Community Association

Brent Rodtka, Chair
Roberta Sembsmoen
Rose McPhail
Dorothy Thompson
Walt Dryke

White River First Nation

Margaret Nieman
David Johnny
Billy Blair

YTG Department of Community and Transportation Services

Lands Branch

Ann MacDonald, A/Manager,
Lands, Planning and Policy Unit
Peggy Godson, Planning Liaison

Municipal Engineering Branch

Jeff Boehmer, Engineer

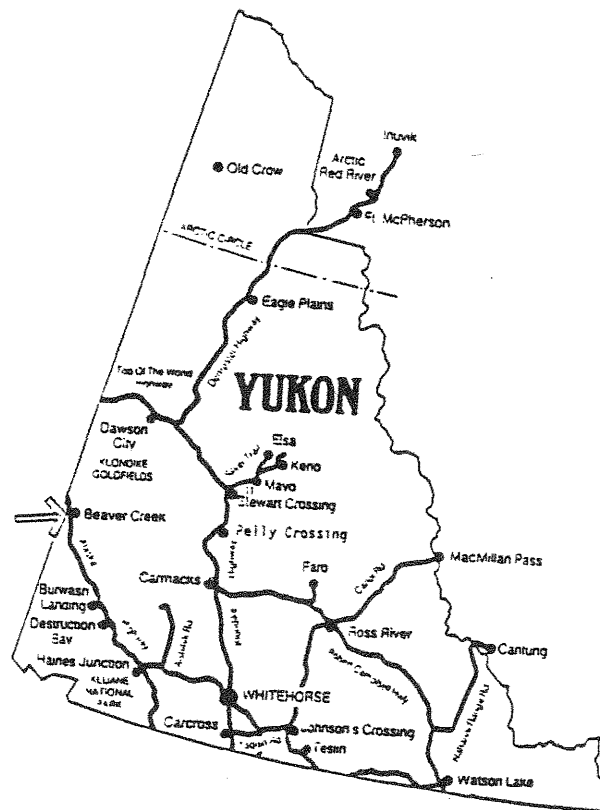
The consultants wish to thank the people listed above for their thoughtful assistance throughout the preparation of this Plan. We would also like to acknowledge the assistance of a number of staff people working in other federal and territorial government departments who provided invaluable information and comments throughout the planning process.

2.0 COMMUNITY PROFILE

This section of the Plan provides a general overview of the physical and development characteristics of Beaver Creek. The purpose of this section is to provide a foundation for the discussion of various issues and development objectives that form the basis for the Plan.

2.1 REGIONAL SETTING

The community of Beaver Creek is located at Mile 1202 on the Alaska Highway. The community is approximately 460 kilometres northwest of Whitehorse and 32 kilometres east of the Alaska-Yukon border (Map 2.1). It is situated near the intersection of the Beaver and Snag Creeks which flow northward to the White River, and eventually the Yukon River. Beaver Creek, which is north of the Kluane and Nutzotin Mountain Ranges, is located roughly 50 kilometres north of the Kluane Game Sanctuary and about 150 kilometres north of Kluane National Park. The developed portion of the community is contained within a Block Land Transfer of 510 hectares in area.



Map 2.1 - Regional Setting

2.2 HISTORICAL SETTING

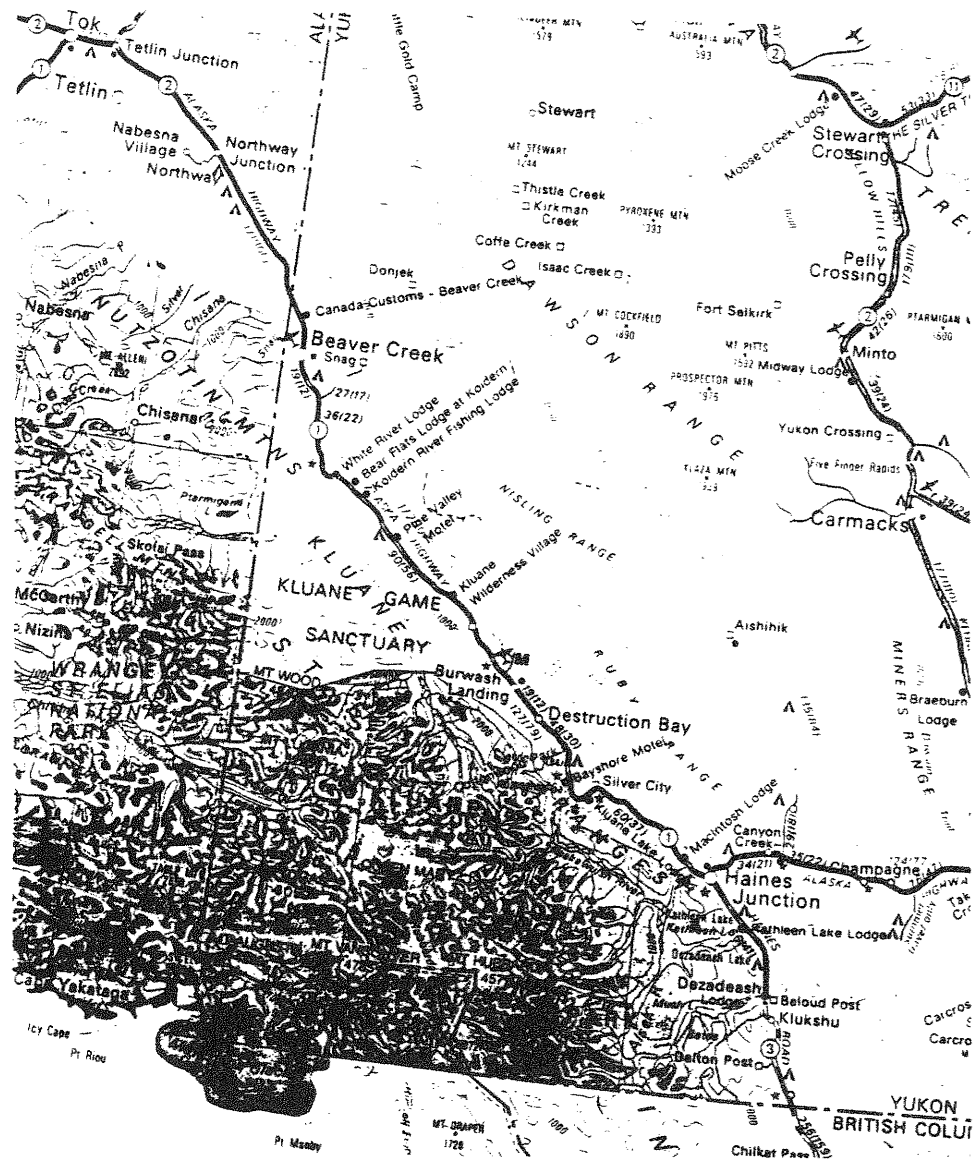
Beaver Creek was first settled in the 1910's to serve as a supply depot along the route between the White River and Chisana goldfields. A Canadian Customs post was established in 1955 and a post office in 1958. The population of Beaver Creek, which has experienced some fluctuation since the 1950's, now numbers 98 permanent residents. The population is expected to increase slowly but steadily due to the increasing popularity of the Kluane area as a tourist destination and with increasing numbers of White River First Nations members settling in Beaver Creek.

The settlement of Beaver Creek owes its current existence to the Alaska Highway. Its transport-oriented services line both sides of the Alaska Highway, while the residential area lies farther away from the route. The settlement functions today as a checkpoint for Canada Customs and Immigration and a service centre for travellers. Its economic base depends, to a large extent, on the seasonal flow of tourists. The community's population fluctuates extensively through the year with up to a 20% increase in the summer as seasonal employment draws temporary residents from southern Canada.

2.3 REGIONAL PHYSICAL CHARACTERISTICS

2.3.1 Soils & Physiography

The community of Beaver Creek is located on relatively flat terrain on the Kluane Plateau between the Dawson and Nutzotin Mountain Ranges. The physical characteristics of the Beaver Creek region are illustrated in **Map 2.2** on the following page. The area surrounding the community is composed of rolling hills and relatively low lying terrain. The community is situated at an elevation of 630 metres above sea level on a glacio-fluvial plain. The region is underlain by crystalline platform bedrock and a layer of sandy gravel, which is suitable for most types of development. The gravel is overlain by up to 1 metre of humus-rich soil. Based on geotechnical experience, undeveloped areas surrounding the Beaver Creek townsite are permanently frozen and the underlying gravel is considered to be thaw-stable. The permafrost has thawed, however, in developed areas within the townsite. There are a number of pingos in the Beaver Creek area.



Map 2.2 - Regional Physical Context

2.3.2 Regional Climate

Prevailing winds in the Beaver Creek area are from the northwest at an average speed of 4 kilometres per hour, but winter winds can blow from the southwest. Wind conditions in Beaver Creek are considered calm for one-third of the time, which is high relative to other Yukon communities.

There are approximately 50 frost free days per year in Beaver Creek, occurring usually between late June and mid-August. The average high and low temperature in Beaver Creek in July is 20.2°C and 6.2°C. In January, these temperatures drop to -25°C and -35°C. The record high temperature for Beaver Creek was 32°C and the record low was -55°C. The coldest temperature ever recorded in North America was -62°C at Snag near Beaver Creek in 1947.

With an average annual precipitation of 437.5 mm., Beaver Creek is situated in one of the wettest areas in the Yukon. The many creeks in the Beaver Creek area are part of the White River drainage system, which flows northwest to the Yukon River. Due to the flat terrain in the area, seasonal runoff of Beaver Creek causes minor flooding to occur every five years or so primarily to the east of the townsite. Floodplain elevations have not been set and investigations have not been conducted on Beaver Creek to determine the extent of inundation due to the lack of gauging stations (Yukon Flood Study, 1974).

2.3.3 Regional Flora & Fauna

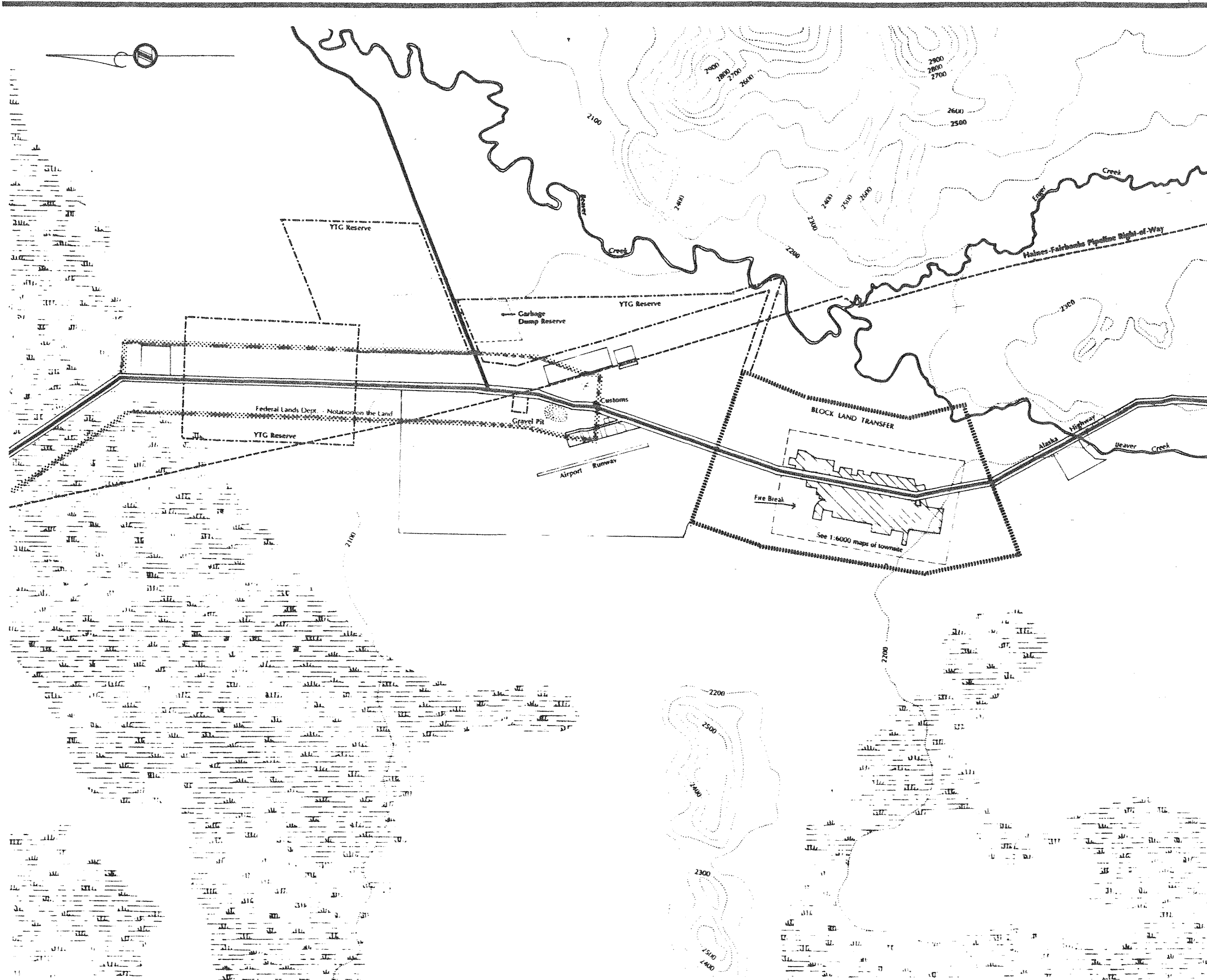
The natural vegetation in the Beaver Creek area is characteristic of a boreal forest with evergreen and deciduous species. The dominant tree species in the Beaver Creek area include black spruce, white spruce, balsam poplar, aspen and birch which co-exist with low lying shrubs and grasses. In undisturbed areas, a layer of moss up to 50 cm thick can be found. The area's waters support salmon, trout, whitefish and grayling. Wildlife in the general Beaver Creek area includes bear, caribou, moose, beaver, wolf, fox, lynx, wolverine, coyote, marten, mink, muskrat, otter, squirrel and weasel.

2.4 COMMUNITY ADMINISTRATION

The community of Beaver Creek is an unincorporated settlement without legislative authority or an official political structure. Land use and development within Beaver Creek's Block Land Transfer (BLT) is currently administered by the Yukon Government through its Department of Community and Transportation Services, Lands Branch. Lands outside the BLT and adjacent

Map 2.3 BEAVER CREEK COMMUNITY PLAN

REGIONAL DEVELOPMENT



BASE MAP SOURCE:
Yukon Community & Transportation Services, Whitehorse; Cadastral maps of Enger Creek
115K 7 SW & Beaver Creek 115K 7 NW, Scale 1:20 000, March 1987

SCALE 1:40 000



DAVID NAIRNE
& ASSOCIATES LTD.

DRAWN BY *L.G.* PROJECT NO
DATE *Oct '90* 2201-01

YTG Reserves are under the jurisdiction of the Federal Government. The location of the BLT and the YTG Reserves is shown on the Regional Context Map, **Map 2.3**.

The two major organizations in the community are the White River First Nation and the Beaver Creek Community Association. The White River First Nation, which was formally recognized by Ottawa in September 1990, is in the process of setting up various programs to administer social development, housing and infrastructure, capital management and economic development on their Reserve lands. The Community Association is involved in a number of activities in Beaver Creek, including the coordination of recreational activities for both the Native and non-Native residents of the community.

2.5 EXISTING LAND USE






The community of Beaver Creek has developed in a linear manner along both sides of the Alaska Highway. The existing pattern of land use is not organized into distinct centres of activity. For example, pockets of residential and community uses are interspersed with the predominantly commercial land uses directly adjacent to the Alaska Highway.

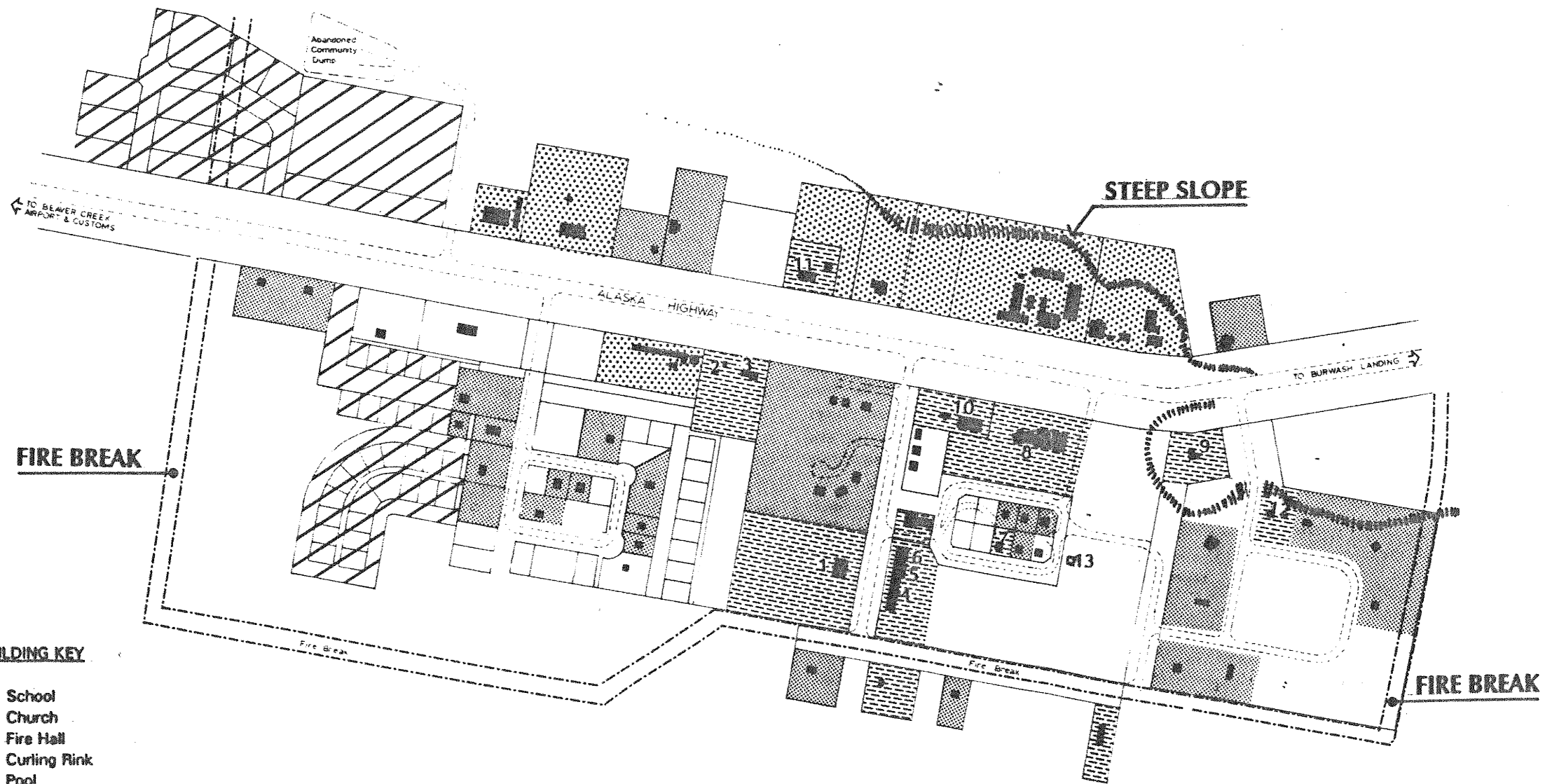
The total developed area within the Beaver Creek BLT measures roughly 43.4 hectares. Developed area is defined as land that has road access and that has an occupied or unoccupied structure on it or remains a vacant lot. As shown in **Map 2.4**, a significant portion of the lands within the Beaver Creek townsite are vacant. The townsite is generally defined on the south, west, and north by the firebreak and to the east by the banks of Beaver Creek. A significant feature of the townsite is the location of two legally registered subdivisions that have never been developed. Based on input from the community and the YTG Land Branch, these subdivisions are unlikely to be developed in their present form.

Table 2.1 on the following page, provides a breakdown of the developed lands within the townsite. The inventory appearing in **Table 2.1** counts White River First Nation's Lands Set Aside as one parcel (Lot 1017) because the individual lots have not yet been legally surveyed. Vacant lots are included in the table below.

BEAVER CREEK COMMUNITY PLAN

EXISTING LAND USE & MAJOR PHYSICAL FEATURES

-  RESIDENTIAL
-  COMMERCIAL
-  COMMUNITY USE
-  UNDEVELOPED SUBDIVISION
-  VACANT



BUILDING KEY

- 1. School
- 2. Church
- 3. Fire Hall
- 4. Curling Rink
- 5. Pool
- 6. Community Hall
- 7. Nursing Home
- 8. Dept. of Highways
Maintenance Yard
- 9. Church
- 10. Dept of Lands, Forests
& Water
- 11. R.C.M.P.
- 12. Band Office
- 13. Water Well

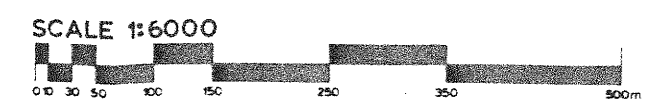


TABLE 2.1: LAND USE WITHIN BEAVER CREEK TOWNSITE

LAND USE	LOTS	AREA (HA)	%
RESIDENTIAL			
Occupied	22	8.5	20.5
Vacant	26	2.8	6.7
Lands Set Aside	1	8.0	19.3
TOTAL RESIDENTIAL	49	19.3	46.5%
COMMERCIAL			
Occupied	8	8.5	20.5
Vacant	4	2.5	6.0
TOTAL COMMERCIAL	12	11.0	26.5%
COMMUNITY USE			
Occupied	12	6.4	15.4
Vacant	0	0	0
TOTAL COMMUNITY	12	6.4	15.4%
OPEN SPACE	1	4.8	11.6%
TOTAL	74	41.5	100.00

Source: • Government of Yukon, Assessment Roll for 1990, Beaver Creek.
 • Canada Land Surveys Records, Reference Plan of Beaver Creek, Yukon Territory, CLSR Plan 71813, Scale 1:2000, last revised June, 1988.

2.5.1 Residential Land Use

Approximately 19.3 hectares or 46.5 percent of the developed land within the Beaver Creek townsite is presently devoted to residential uses. With only 3 residential lots on the east side of the Alaska Highway, existing residential development is concentrated on the west side of the Highway. The above inventory regards the Lands Set Aside on Lot 1017 as 1 large residential lot. There are 7 vacant residential parcels in the White River First Nation's new subdivision on Lot 1017. The inventory also includes 26 vacant residential lots varying in size from 0.07 ha up to 0.32 ha. These vacant lots are scattered throughout the western portion of the townsite.

2.5.2 Commercial Land Use

Approximately 11 hectares, covering 26.5 percent of the developed lands in the townsite are currently devoted to commercial uses. Commercial uses, which provide basic services for the community and travellers, are located on either side of the Alaska Highway. The services include three motels, a gas station, a campground and R.V. Park. A post office is located in the Community Hall.

Four vacant lots are designated as commercial use in tax assessment rolls, and are therefore included in this category.

2.5.3 Community Uses

Approximately 15.4 percent or 6.4 hectares of the townsite's developed land base is presently dedicated to community or recreational use. Recreational and community facilities, such as the school, outdoor playing fields and ball diamond, pool, curling rink and Community Club are concentrated west of and away from the Alaska Highway. The Beaver Creek Fire Hall and R.C.M.P. Detachment, however, are centrally located along the Highway. There are two churches in the community, both centrally located on the west side of the Alaska Highway.

The community use category also includes the NorthwestTel Microwave Station, the Yukon Electric facility, both located to the west of the firebreak. Additional community uses include the Yukon Government Visitor Information Centre and the Highways Maintenance Yard, as well as the Government of Canada Water, Lands and Forests District Office.

2.5.4 Open Space

There is only one developed parcel in the townsite considered as Open Space. This parcel is the balance of the lands occupied by the YTG Highway Maintenance facility and the community's curling rink and hall.

2.5.5 Land Use Outside the BLT/Townsite

A general description of land use and development outside the BLT/townsite is shown on **Map 2.3**. A 15 metre wide allowance for the Haines-Fairbanks Oil Pipeline runs parallel to the Alaska Highway east of the BLT. In addition, the Alaska Highway Gas Pipeline passes to the west of the Airport runway. Approximately 330 hectares of federal land north of Beaver Creek is presently being leased to YTG Department of Highways to operate gravel pits. Another parcel, with an area of 152 hectares, is also being leased to YTG by the federal

government for land fill and access road purposes. The Beaver Creek Airport occupies a total area of approximately 482 hectares. Airport lands consist of three large registered parcels of land which are leased to YTG by the Federal Government for a 99 year period.

A Federal Lands Department "Notation on the Land" has been identified for a 300 metre wide strip on either side of the Alaska Highway. The strip starts at the Canada Customs Station (Mile 1205) and continues westward to the Canada-USA border (see **Map 2.3**). The Notation, which indicates that Canada Customs has an "interest" in the land, requires that all proposals for development within the strip be forwarded by the Federal Lands Department to Canada Customs for their review.

YTG now maintains responsibility for the operation and management of the airport. The Beaver Creek Airport Development Plan, prepared in 1989 by the IMC Consulting Group for YTG, considers the Beaver Creek Air Terminal Building facilities to be adequate to meet aviation demands over the next five years. However, the Plan recommends extending the runway by 384 metres to meet expected aviation demands in the future. The Plan also recommends that commercial/industrial land be reserved along the proposed internal Airport service road to encourage tourist and customs-related activities. A synopsis of the Plan's recommendations are included in **Appendix B** of this document.

2.6 EXISTING INFRASTRUCTURE

This section provides an overview of the existing infrastructure in Beaver Creek and identifies proposed projects related to replacement, renewal or upgrading of specific infrastructure components.

2.6.1 Sewage Disposal

Sewage disposal in Beaver Creek is handled on an individual basis. Most buildings have a septic tank with either a tile drain field or a leaching pit to dispose of sewage. Several other buildings have the sewage hauled to a recently constructed sewage disposal pit located at the landfill site. At least one residence relies only on a pit privy. There is one small piped system in Beaver Creek which services the Canada Mortgage and Housing Corporation (CMHC) houses and Nursing Station. Sewers from these homes are connected to a septic tank and leaching pit.

The current method of sewage disposal is proving to be adequate for the needs of the community, although sewer lines in the piped system occasionally freeze during the winter.

However, given the granular nature of soils in the Beaver Creek area, there is a potential for groundwater contamination which warrants further investigation. YTG Municipal Engineering have identified this condition, and have recommended that a hydrogeological investigation of the Beaver Creek area be conducted in the near future.

If the current method of sewage disposal is to continue, due consideration must be given to lot sizing. A July 1989 report on development of Group 951, Blk 5 Lots by EBA Engineering Consultants Ltd. recommends a minimum lot size of 0.6 ha (1.5 acres) to facilitate a 3 bedroom house, a septic system and a water well.

2.6.2 Water Supply

As with sewage disposal, most water supply in Beaver Creek is currently handled on an individual basis. Nearly all buildings have an individual well, with the exception of the Yukon Housing Corporation (YHC) houses and the Nursing Station which are connected to a common well and pumphouse. One resident hauls his water.

Water quality and quantity is reported to be good. Routine chemical analyses of well water by Health and Welfare Canada show quality to be within Canadian Drinking Water guidelines, and no bacteriological contamination has been detected.

The only water supply problem is associated with occasional freezing of water lines to the YHC houses and to individual houses. Several residents are concerned about the possibility of groundwater contamination caused by leaching of the calcium chloride which is present in the gravel stockpiled at the Grader Station. They wish to have the stockpile relocated to a site away from the community such as the YTG gravel pit. Several residents have also expressed an interest in having a community water system.

2.6.3 Solid Waste Disposal

Solid waste is hauled on an individual basis to the community landfill site, located approximately 3.5 km north of Beaver Creek, beyond the Canada Customs border station. The landfill site was constructed in 1989 under direction of the YTG Municipal Engineering branch. The site is constructed with trenches to accommodate domestic garbage, as well as designated areas for disposal of brush, wood and scrap metal, a sewage disposal pit and a waste oil tank. The landfill is maintained by the YTG Municipal Engineering Branch, Community Operations and contracted to YTG Department of Highways, Beaver Creek Maintenance Camp.

The site is new and has sufficient capacity to meet the needs of Beaver Creek for many years. Residents want to ensure a fence is in place to contain flying debris from the waste disposal site. Other significant concerns are that the site location requires residents to pass through the border station when they haul their garbage, the access road (Sawmill Road) needs upgrading and that the level of maintenance needs improvement.

2.6.4 Roads and Drainage

Roads within the community are gravel surfaced. Surface drainage is generally good, due to the granular nature of the underlying soils. Any surface runoff which does occur is drained by open ditches and culverts. However, several ditches and culverts in the community do not adequately drain the spring runoff, causing ponding and related problems particularly in the eastern portion of the townsite. Residents have indicated that improvements to roads and drainage are a high priority issue. YTG Municipal Engineering have initiated a drainage and road improvements program for Beaver Creek, involving regrading of roads and ditches, adding culverts and surfacing the roads with BST. Road work is expected to continue in 1991 subject to capital funding availability.

The Alaska Highway passes through the community and is the primary transportation corridor in the community. The highway is surfaced with BST and has a straight alignment through the community, but it generally has poor alignment and grades along the entire section from Burwash Landing to the Alaska Border. Improvements to the highway are proposed as part of the Shakwak Highway Improvement Project. Preliminary survey and engineering have been done on the section around Beaver Creek with no dates set for reconstruction.

2.6.5 Electrical Supply

Power is supplied to Beaver Creek through a Yukon Energy Corporation Diesel Generating Station. The station has three generators of 150 kW, 250 kW and 300 kW capacity. The 300 kW generator functions as a standby generator. The highest recent peak load has been 256 kW, in August 1990, well under the total plant capacity of 700 kW. The plant was fitted with automated controls two years ago, and no other upgrades are planned. Yukon Electrical Company maintains the distribution network and street lighting system.

Generally, the level of service of power supply and street lighting is considered to be satisfactory. A few residents are concerned with the frequency of power outages or the need for better street lights. The possibility of utilizing waste heat from the generating station for district heating of community facilities has been given some consideration.

2.6.6 Communications

Telephone service is provided by NorthwestTel via microwave transmitters, and direct-dialing long distance service is available. VHF radio phone service is provided on Channel 5 YJ. Several residents expressed a desire to have toll-free service to Whitehorse.

The only radio and television service is provided by CBC.

Mail is delivered to the Beaver Creek postal outlet each Monday and Thursday from the Whitehorse mail sorting facility.

2.6.7 Fire Protection

Fire protection is provided by the Beaver Creek Volunteer Fire Department. The facilities include a fire hall with a quick-fill overhead water reservoir, one fire truck and portable fire fighting apparatus. A new fire alarm system has recently been installed.

The community is protected from forest fires with a firebreak along the south, west and north sides of the community. The sparse vegetation of the Beaver Creek flood plain east of the community precludes the need for a firebreak on this side. The firebreak has not been well maintained and presently contains a lot of new growth. Residents are very concerned with the danger this poses. They wish to expand and re-cut the boundary of the firebreak so that it will contain all of the developed area of the townsite.

2.6.8 Airport

The Beaver Creek airport is a gravel surfaced runway 1140 m (3740 feet) long and 30 m (100 feet) wide, oriented to correspond with prevailing wind directions. The largest aircraft to use the airport is the DC-3, and the runway can accommodate a variety of smaller turboprop and Short Take-off and Landing (STOL) aircraft.

The Air Terminal Building is operated by Community Aerodrome Radio Station (CARS) contractor who provides air radio services and weather information. Meteorological equipment is located in a compound at the airport. Airport maintenance is provided by the YTG Department of Highways, Beaver Creek Maintenance Camp. Fire protection is provided primarily by the Beaver Creek Volunteer Fire Department, although some emergency crash response kits are located at the Terminal building.

The airport currently handles in the order of 500 aircraft movements per year, with 80% of them occurring between April 1 and September 30 of each year. The majority of users are itinerant (non-local) aircraft in the under 2,000 kg category. There are no significant changes expected to the number or type of aircraft using the airport over the next ten years.

Proposed long term plans are to extend the runway to a 1524 m (5000 feet) length to accommodate water bombers or other critical aircraft.

2.7 EXISTING LAND TENURE

Map 2.5 identifies land ownership patterns within the Beaver Creek townsite. With a total of 19.9 hectares, private and corporate land owners have title to the largest share of developed land within the Beaver Creek BLT. The Government of Yukon is a close second in terms of land ownership, holding title to a total of 19.3 hectares. The Federal Government owns a total of 12.1 hectares within the townsite, including the 8 hectares set aside for the White River First Nation on Lot 1017.

Table 2.2 shows the amount of surveyed land in each of the ownership categories. Lands Set Aside by the White River First Nation is considered as one federally-owned lot, as the individual lots within the parcel have not yet been legally surveyed.

TABLE 2.2: LAND TENURE IN BEAVER CREEK TOWNSITE			
OWNER	# OF PARCELS	AREA (Ha)	%
Private	44	19.9	38.8
Federal	13	12.1	23.6
Territorial	65	19.3	37.6
TOTAL	122	51.3	100.0

Source: Government of Yukon, Assessment Roll for 1990, Beaver Creek.
Canada Land Surveys Records, Reference Plan of Beaver Creek, Yukon Territory, CLSR Plan 71813, 1988.




All lands with specific interests are included within the land tenure totals cited above in the above table.

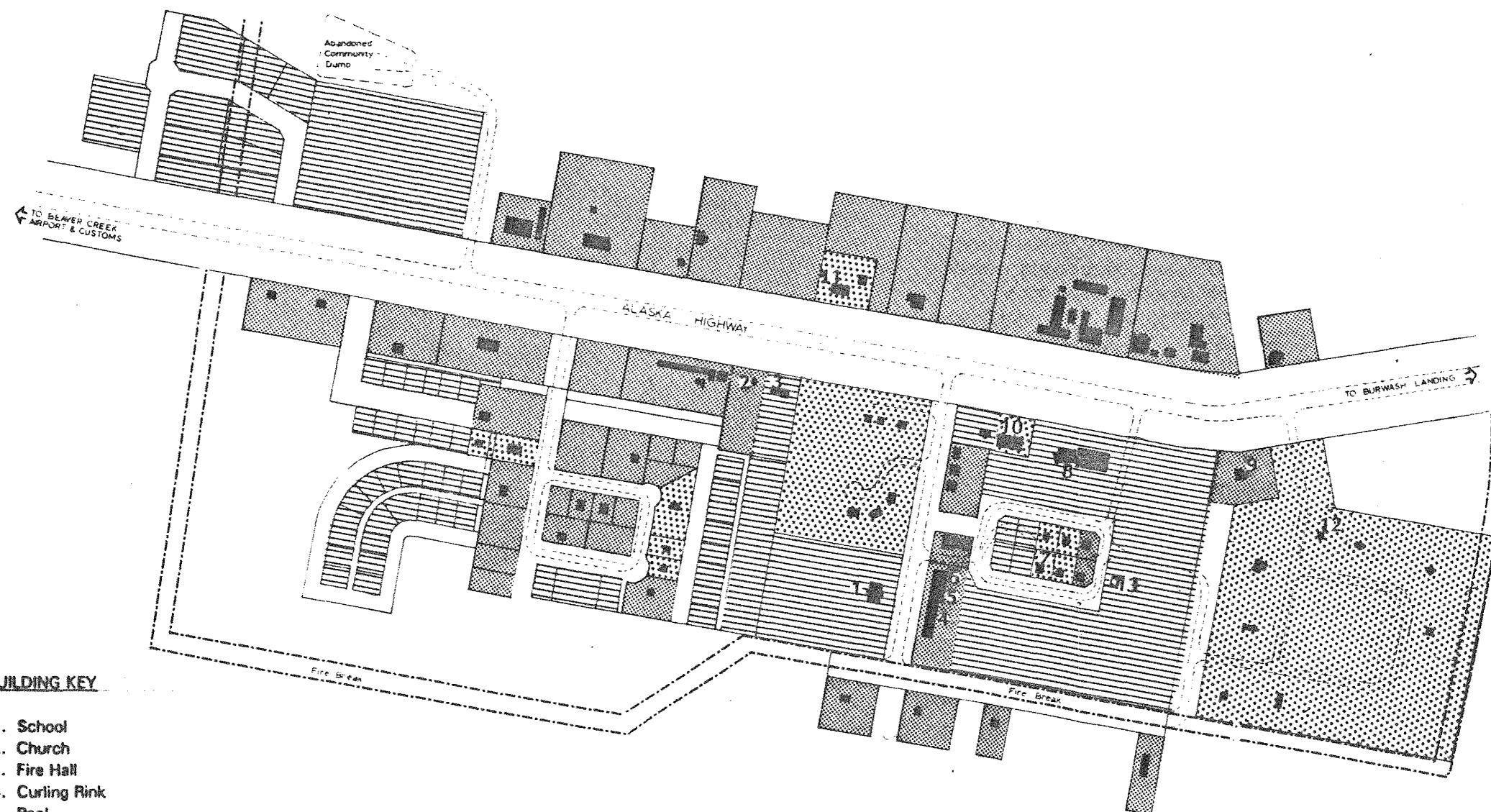


Map 2.5

BEAVER CREEK COMMUNITY PLAN

LAND TENURE

-  GOVERNMENT OF CANADA
-  GOVERNMENT OF THE YUKON
-  PRIVATE



BUILDING KEY

1. School
2. Church
3. Fire Hall
4. Curling Rink
5. Pool
6. Community Hall
7. Nursing Home
8. Dept. of Highways
Maintenance Yard
9. Church
10. Dept of Lands, Forests
& Water
11. R.C.M.P.
12. Band Office
13. Water Well

SCALE 1:6000



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2.8 EXISTING COMMUNITY FACILITIES & SERVICES

Despite Beaver Creek's small population and unincorporated status, the community enjoys relatively good community facilities and services. The Federal Government, the Yukon Government, Beaver Creek Community Club and the White River First Nation are the administrative bodies that oversee the provision of facilities in Beaver Creek.

2.8.1 Community Facilities

The list of facilities in Beaver Creek includes the following:

Federal Government Facilities

- Airport
- Nursing Station
- RCMP Station
- Post Office (franchised)
- Customs Station
- Water, Lands and Forests Station

Government of Yukon Facilities

- Beaver Creek School, ball diamond and playing field
- Beaver Creek Community Library (in school)
- Fire Hall and Fire Truck
- Highways Maintenance Yard
- Community Hall and Curling Rink
- Swimming Pool
- Water Truck and Well
- Tourist Information Centre
- Cemetery
- Waste Disposal Site

White River First Nation Facilities

- Band Office
- Drop-In Centre

Other Facilities

- Roman Catholic Church
- Anglican Church

2.8.2 Community Services

Social Development

At present, the community does not administer any social programs. Community services and programs are administered directly by YTC due to the lack of municipal status for Beaver Creek. The White River First Nation is in the process of setting up the delivery of social programs to its members and expect to administer programs in the areas of housing,

education, health, social and economic development. The provision of day-care is considered to be inadequate and is a high priority in the Native community.

Recreation

Considering the low population of Beaver Creek, recreational services and facilities in the community are varied, in good condition and well used. Beaver Creek residents are involved in a wide range of recreational activities and appear to be enthusiastic about planning and programming their recreational needs. To that end, a *Recreation Plan* is being prepared by Bruce Community Development Consultants for Beaver Creek.

Recreational facilities currently available in Beaver Creek include a swimming pool, curling rink, outdoor skating rink, baseball diamond and playing field. The swimming pool, constructed in 1988, is operational for five months during the summer. The curling rink, with two sheets of ice, is located next to the Community Hall. There is a window from the Community Hall overlooking the rink for viewing purposes. In addition, a small gymnasium is located in the Community Hall. A baseball ball diamond is located on Beaver Creek School property. YTG Department of Education is committed to upgrading and expanding the baseball facilities on school property before 1995. A full-sized ice rink with warm-up facility is located near the Community Hall. The base of the rink is well compacted and may be paved in the future to accommodate multi-purpose recreational activities such as tennis and roller skating.

Education

The Beaver Creek School, operated by the YTG Department of Education, offers kindergarten to grade 8. Students attending secondary school and others wishing to attend post secondary schools must continue their education in Whitehorse or elsewhere. As of September 1990, full time enrollment in Beaver Creek School was 21 students. The teacher considers this enrollment to be near capacity, although an increasing number of children could be attending school as Native families move into the Beaver Creek area. He suggests that when school enrollment exceeds the present capacity of the school, a portable structure could be used to meet the increased student demand.

Beaver Creek School was constructed in 1962 and is still considered to be a well designed and constructed facility. The building is well insulated and new windows have recently been installed. The school facility consists of two classrooms with a library as well as a basement area, which has a small gymnasium, stage, playroom and storage area. The school supports one full-time teacher and a part-time kindergarten teacher. A School Council, an elected body to represent Beaver Creek, is in the process of being established.

Police Protection

Police protection is provided by the RCMP with a staff consisting of 1 corporal and 1 constable. The detachment has an interrogation room, 2 cell blocks, storage, office space and a garage. The constables are also equipped with breathalyzer equipment, 2 snow machines and patrol vehicles. The federal government provides staff housing for the RCMP corporal and constable in the residential section of Beaver Creek. Circuit court is not held in the community, but the constables are required to travel to Whitehorse to appear in court if required. No additional facilities are required to provide police protection to the community at the present time. However, if the population of Beaver Creek increases substantially due to the construction of the proposed pipeline and with White River First Nations members moving to Beaver Creek, additional RCMP staff may need to be recruited in the future.

Health Care

There is limited health care available in Beaver Creek. A residential building located near the Community Hall was converted in the mid-1980's to serve as the Nursing Station. Facilities include an examining room, office, laboratory and storage area in the basement. Although the nurse finds the examining room too small to accommodate the stretcher comfortably, she considers the health facilities are adequate to meet the present needs of the community.

Medical services are provided by 1 part-time resident nurse and volunteer ambulance service out of the fire hall. A doctor from Haines Junction makes regularly scheduled visits to the community every three weeks. Optometry services and facilities for seniors and the handicapped are available in Whitehorse. Travel expenses deemed necessary for medical purposes are paid for by the Yukon Government and Yukon Medical Services Branch. A dentist travels to the community twice a year from the Whitehorse Dental Clinic to perform routine dental work in the community. The major health care concern expressed by the nurse and several residents was the lack of regular dental care.

2.9 DEVELOPMENT CONSTRAINTS AND OPPORTUNITIES

This segment of the Profile provides a summary of the opportunities and constraints that will determine the future development of Beaver Creek. Data used to determine these opportunities and constraints came from existing published information and from several site visits by the consulting team.

Capacity for future development depends on the amount of suitable undeveloped land. As noted in **Section 2.5**, there is vacant land within the townsite itself. Outside the townsite future development will be determined by the following factors:

- development is constrained by Beaver Creek and its floodplain to the east of the townsite;
- the Beaver Creek Airport and its constituent development immediately north of the BLT also restricts community development;
- the Canada Customs 300 metre Notation on both sides of the Alaska Highway controls development between the Customs Station and the U.S. border;
- several large unsurveyed lots north of the BLT are currently being reserved for the use of various YTG departments;
- low land to the north, south and west of the community prevents development in these areas; and
- the firebreak contains development within the townsite to the north, south and west of Beaver Creek.

The above noted development factors leave portions of land to the northeast of the Beaver Creek Airport and BLT as the most suitable areas for new development. The community has indicated a desire to establish a rural residential subdivision in this general area, as indicated on **Map 5.2**.

3.0 POPULATION GROWTH & HOUSING DEMAND

3.1 GENERAL

This section of the Community Plan provides an overview of the population and housing stock in Beaver Creek. Data utilized in this section was compiled from existing published data. A door-to-door survey of the community was also conducted to obtain an up to date and comprehensive database.

3.2 POPULATION

3.2.1 Current Population

Beaver Creek has 98 permanent residents living in 39 households. **Table 3.1** illustrates the age/sex structure of the Beaver Creek community. About 60% of community members are under age 25 while only 25% are over the age of 45. This indicates that Beaver Creek has a very youthful population in the active child bearing years, compared to the Yukon as a whole.

TABLE 3.1: AGE/SEX STRUCTURE: SEPTEMBER 1990

AGE	TOTAL	MALE	FEMALE
0-14	31	14	17
15-24	9	5	4
25-34	19	10	9
35-44	9	5	4
45-54	11	5	6
55-64	3	3	0
65+	9	5	4
age unknown	7	4	3
TOTAL	98	51	47

The youthful age structure may cause future growth rates to increase as young people enter into the family formation years. However, this may be modified because only ten percent of the Beaver Creek population is between the ages 15 and 24, the active family formation years.

Table 3.2, below provides an overview of historical population growth in the community. Due to the nature of the community and its economic base the population has fluctuated quite dramatically over at least the last 10 years.

TABLE 3.2: HISTORIC POPULATION: DEC. 1978 - 1989

YEAR	POPULATION	% ANNUAL CHANGE
1978	117	n/a
1979	130	11.1
1980	119	-8.5
1981	112	-5.9
1982	108	-3.6
1983	111	2.8
1984	122	9.9
1985	na	na
1986	92	-24.6
1987	88	-4.3
1988	90	2.3
1989	92	2.2
1990	98	6.5

Source: Bureau of Statistics, Yukon Statistical Review, 1978 - 1989.
YTC, Department of Health, Health Care Population Estimates, 1978 - 1990.

A review of **Table 3.2** indicates that the 1990 population still has not reached the total population experienced in 1979. It can be assumed that in years of negative growth, out-migration occurred, probably as a result of declining economic prospects in the community or better prospects elsewhere.

Table 3.3 below indicates length of residency in the community.

TABLE 3.3: LENGTH OF RESIDENCY		
TIME PERIOD	NUMBER	%
less than 1 year	8	20%
2 - 5 years	11	28%
6 - 10 years	3	8%
11 - 29 years	7	18%
greater than 30 years	4	10%
unknown	6	15%

Source: Beaver Creek Community Survey, 1990

Almost half of the permanent Beaver Creek population has lived in the community less than 5 years. This would be expected in a community with a high percentage of government employees who are often transferred in and out from other locations. It is also the result of a community who's economic base is entirely service or government oriented.

3.2.2 Population Growth

Due to the historical fluctuations in the community's population growth it is difficult to project future population levels. For example, the community's growth rate over the past 10 years has been approximately -1.6% per year or a declining population. For the purposes of the Beaver Creek Community Plan it has been assumed that the majority of any population growth will be experienced by the White River First Nation including the in-migration impacts of Bill C-31. Significant changes in the community's economic base will be required to alter what is expected to be very modest growth in population and demand for new housing.

3.3 HOUSING

There are 49 single detached housing units in Beaver Creek. Out of the 49, 10 housing units are either vacant or abandoned as of September 1990, and it is estimated that 5 of these dwellings are unfit for occupation and the other 5 may be habitable. Of the 39 inhabited dwellings in Beaver Creek, 10 houses are occupied by White River First Nation members and 29 housing units are occupied by non-Native residents of Beaver Creek. There are 5 housing units on the east side of the Alaska Highway and 44 housing units on the west side of the Highway or on Lands Set Aside.

Because the White River First Nation has only recently formed, they are just at the beginning stages of housing construction. According to INAC, Band members presently occupy four houses on Lands Set Aside on Lot 1017 near the Community Hall. Three additional homes are under construction and will be occupied in 1991. For this reason, these occupants were included in the community survey. The Band also anticipates constructing a Community Hall and Office complex on the central parcel in Lot 1017 in the near future.

Based on the above data, the average number of occupants per housing unit in Beaver Creek is 2.5 (98 people in 39 occupied houses). Considering the low number of occupants per housing unit, there appears to be no need to develop additional housing units to alleviate overcrowding in Beaver Creek at the present time. Only one house occupied by a White River First Nation member may possibly be overcrowded. The new houses constructed on Band land appear to be of sufficient size according to CMHC definitions of crowding.

3.4 VACANT LAND SUPPLY

The supply of vacant residential lots in Beaver Creek along with much of the remaining undeveloped lands within the townsite will more than accommodate anticipated housing demands over at least the next ten years. The White River First Nation's housing demand can be accommodated on Lot 1017 and other agreed to selections under the *1984 Agreement in Principal* located near the compressor station.

4.0 COMMUNITY DEVELOPMENT ISSUES AND OBJECTIVES

This section of the Beaver Creek Community Plan provides an overview of the various development issues and concerns arising from community planning meetings, discussions with government employees, the Planning Steering Committee members, and the door-to-door survey. Opinions and attitudes of the type presented below are useful in identifying development issues and help in determining the community goals and objectives which are incorporated in the Community Plan.

Based on the discussion of community development issues, a series of development objectives are described which form the basis for the Beaver Creek Community Plan.

4.1 COMMUNITY DEVELOPMENT ISSUES

4.1.1 Land Use

Under the general heading of land use, a number of issues were raised by community residents. An overriding concern expressed by the community's residents is that most development should occur within the townsite. There was general agreement that more than enough developable vacant land exists within the townsite to meet foreseeable demands.

Residential Development

- Due to the nature of the soils in the area, several homeowners indicate that they occupy more than one lot in order to accommodate both a well and septic field. This has been confirmed by the results of a 1989 geotechnical evaluation prepared by EBA Engineering Consultants for a specific site in the townsite. The study recommended that the minimum residential lot size for the site should be 0.6 hectares. Based on this recommendation, the generally uniform nature of the soils in the community, and past experience of the residents, it can be expected that this minimum lot size can safely be applied to the entire townsite including any new areas proposed for residential development.
- Residents strongly suggest that the layout of the undeveloped residential subdivision in the northern portion of the townsite be redesigned to include larger lots and a road layout following a more geometrical grid pattern.
- There is significant community support to develop a rural residential subdivision to the northeast of the airport. This subdivision will provide an alternative location for residential use with larger lots.

Community Uses

Residents are in general agreement that Beaver Creek is well endowed with community use facilities. However, the following issues have been raised.

- Some residents suggest that a new baseball diamond be developed behind the curling rink while others suggest that the existing ball diamond next to the school should be enlarged and upgraded. The White River First Nation is concerned that noise from the proposed site behind the curling rink will be a problem for area housing.
- Residents are strongly in favour of centralizing all recreation types of uses in the vicinity of the school and the curling rink.
- A general concern has been expressed about the storage of materials at the Highway Maintenance Station and potential contamination of the water table.

Commercial Development

In general, residents are satisfied that enough lands have been set aside for commercial development. The following issues have been raised:

- Residents suggest that new commercial development should be encouraged to locate on either side of the Alaska Highway and within the general townsite area.
- Residents are in general agreement that the undeveloped industrial subdivision should be redesigned with commercial lots adjacent to the highway and industrial lots in the rear.

4.1.2 Community Infrastructure

Under the general heading of community infrastructure, the following issues have been raised by community residents:

- The roads throughout the townsite should be upgraded and surface drainage facilities should be improved.
- A comprehensive groundwater study should be completed to determine any risks associated with existing or future development in the townsite.
- The townsite firebreak should be re-cut to encompass a larger area and regularly maintained.
- The pit at the new garbage dump should be fenced and regularly maintained.

4.1.3 Other Community Development Issues

In addition to the above noted issues, residents of Beaver Creek raised the following issues:

Development Control

- Most residents recognize that some form of development controls are required to protect their interests.
- Decisions about land dispositions and resource use should have more local input.

Other Planning Projects

- Residents wish to see the Streetscape Plan fully implemented;
- Improvements should be made to the Alaska Highway as part of the Shakwak Highway Improvement Program; and
- The BLT should be expanded to give residents more control over the hinterland surrounding Beaver Creek.

4.2. COMMUNITY DEVELOPMENT OBJECTIVES

4.2.1 Land Use Development Objectives

Land use objectives are summarized below according to major land use type. They involve:

Residential

- redesigning the undeveloped residential subdivision in the northern portion of the townsite;
- providing for a range of residential lot sizes from "townsite lots" to "rural residential lots";
- ensuring that lots in the townsite are a minimum of 0.6 ha in area, which will be large enough to accommodate both individual wells and in-ground sewage disposal;
- relocating the three Canada Customs houses away from the Alaska Highway to the rear of the property by the existing cul-de-sac;

Commercial

- concentrating all commercial development immediately adjacent to the Alaska Highway;
- redesigning the "industrial subdivision" with commercial lots fronting the Alaska Highway and industrial lots in the rear;

- maintaining viability of existing commercial development;
- encouraging commercial development within the townsite area;
- determining the feasibility of promoting tourism facilities and economic development strategies in the community;

Industrial

- redesigning the "industrial subdivision" as noted above;

Community Services and Facilities

- concentrating all new community facility development (such as the new baseball diamond) in the general vicinity of the curling rink and community school;

Infrastructure

- revising and expanding the YTG Five Year Capital Plan to include capital-based objectives arising from this Community Plan;
- undertaking a groundwater investigation study;
- continuing to upgrade roads and drainage throughout the townsite;
- determining the feasibility of securing funds to fully implement the Beaver Creek Streetscape with such items as new signage and sidewalks;
- installing a fence around the pit at the new solid waste disposal site and maintain the facility on a regular basis;
- expanding boundaries of the BLT; and
- re-cutting a new firebreak.

5.0 LAND USE PLAN

The Community Plan for Beaver Creek consists of a recommended Land Use Plan for the community along with an Implementation Strategy.

5.1 INTRODUCTION

Map 5.1 and **Map 5.2** represent the Land Use Plan for Beaver Creek. **Map 5.1** shows recommended land uses for the townsite area while **Map 5.2** shows recommended land uses for the areas surrounding the townsite.

5.2 LAND USE CATEGORIES

Following is a description of the general land use categories shown on both Maps.

5.2.1 Residential

Rural Residential

This land use category has been identified to develop a rural residential subdivision outside Beaver Creek's BLT. Two general areas have been identified for rural residential development on the basis of preliminary air photograph interpretation: one northeast of the Canada Customs station and the other immediately west of the townsite near the Airport (**Map 5.2**). A rural residential subdivision would be developed with minimal improvements and would consist of lots with a minimum area of 5 hectares. Prior to developing either of these options, a detailed geotechnical investigation will be required to determine the suitability of the area for domestic wells and on-site sewage disposal.

Residential

Single family residential housing should be developed in all areas of the developed portion of the townsite identified in **Map 5.1**, including the utilization of the existing vacant lots within the community where sufficient lot area allows both a well and an in-ground sewage disposal system as recommended in **Section 4.2.1** of this document.

Develop a new residential subdivision in the northern portion of the townsite in the general location of the legally surveyed, yet undeveloped subdivision. A conceptual layout for this residential subdivision is shown on **Map 5.3**. The conceptual layout shows lots with a minimum area of 0.6 hectares which conforms with the recommendation included in **Section 4.2.1** of this document. It also follows a geometrical arrangement and provides for future

Map 5.1

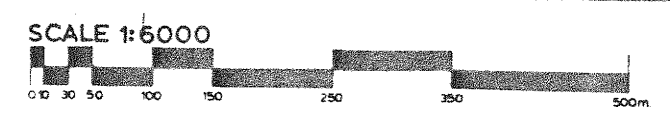
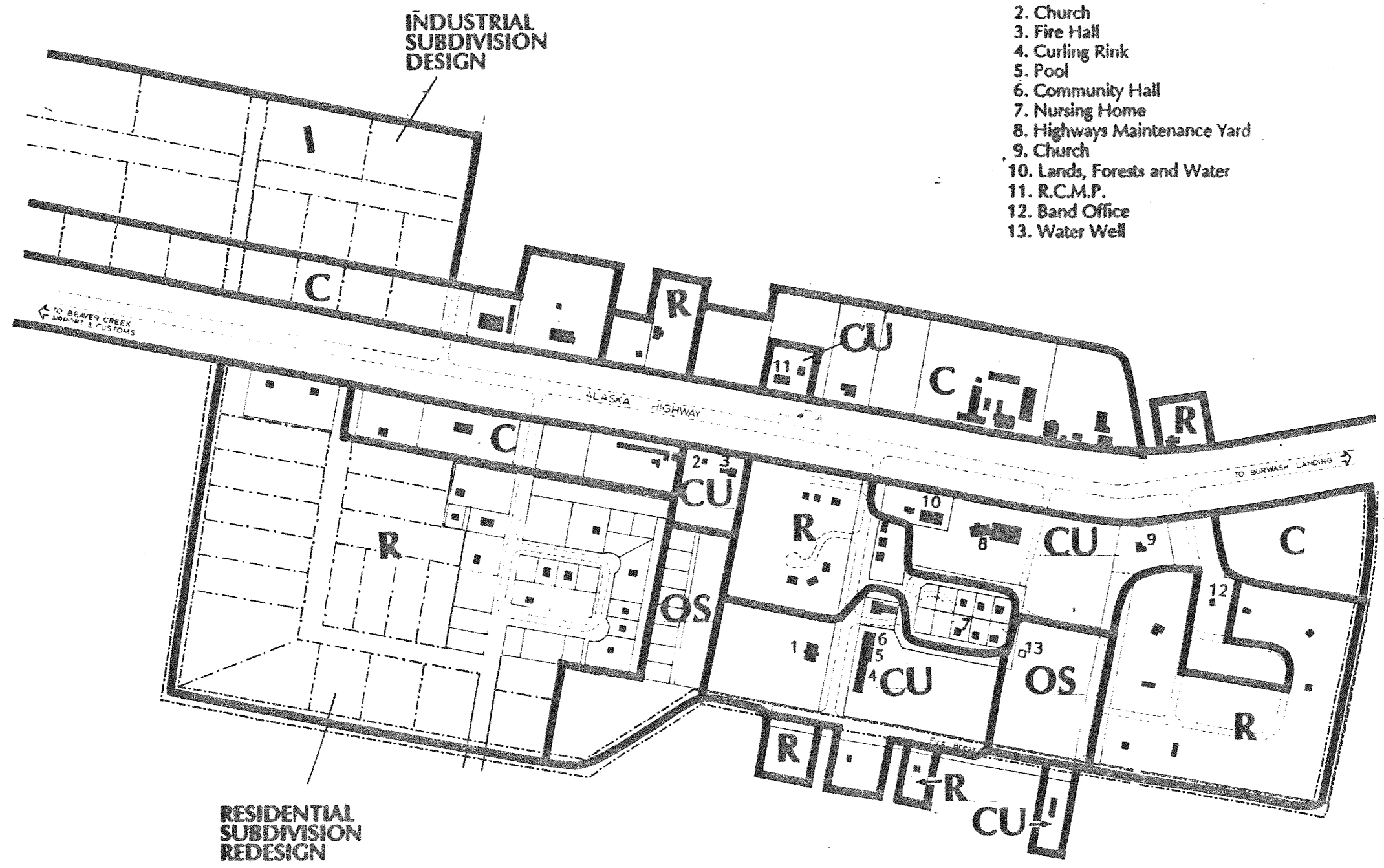
BEAVER CREEK COMMUNITY PLAN

LAND USE PLAN

BUILDING KEY

1. School
2. Church
3. Fire Hall
4. Curling Rink
5. Pool
6. Community Hall
7. Nursing Home
8. Highways Maintenance Yard
9. Church
10. Lands, Forests and Water
11. R.C.M.P.
12. Band Office
13. Water Well

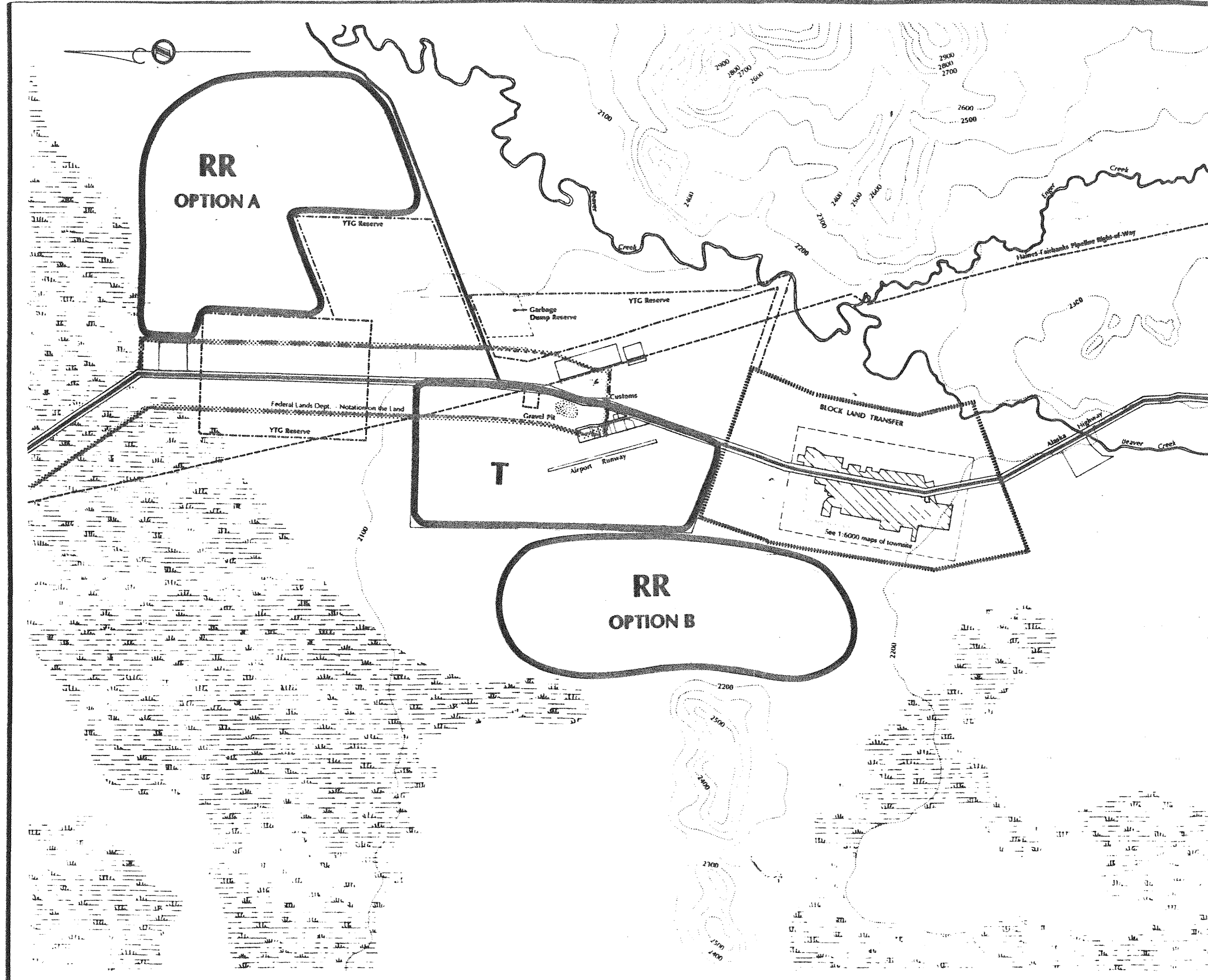
- R** RESIDENTIAL
- C** COMMERCIAL
- CU** COMMUNITY USE
- I** INDUSTRIAL
- OS** OPEN SPACE
- H** HINTERLAND



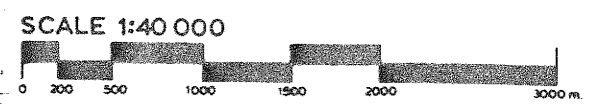
Map 5.2 BEAVER CREEK COMMUNITY PLAN

REGIONAL LAND USE PLAN

- RR** RURAL RESIDENTIAL
- T** TRANSPORTATION
- HINTERLAND

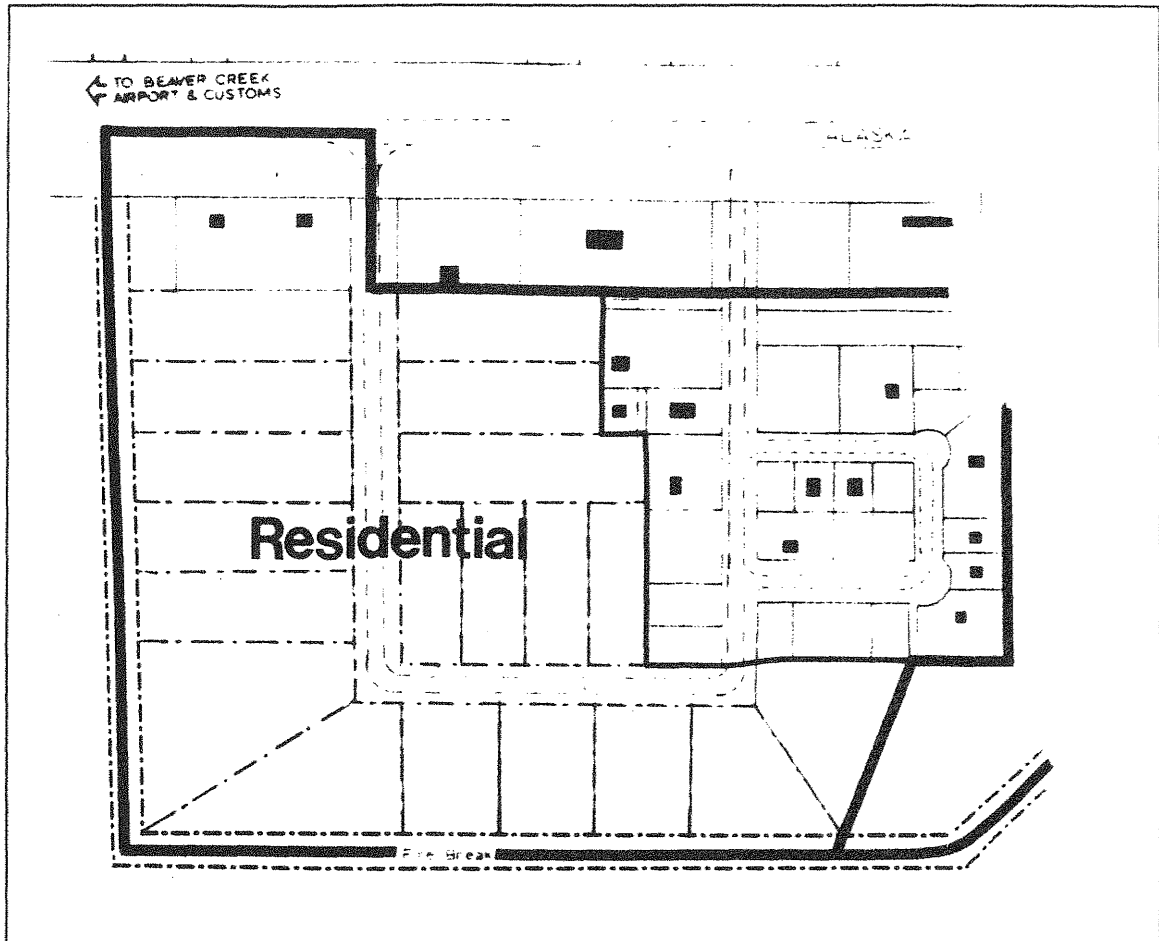


BASE MAP SOURCE:
Yukon Community & Transportation Services, Whitehorse; Cadastral maps of Enger Creek
115K 7 SW & Beaver Creek 115K 7 NW. Scale 1:20 000, March 1987



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expansion. This subdivision, along with the remaining vacant lots in the townsite should more than meet the 10 year demand. The new subdivision should be phased in such a way that lots can be developed when required.



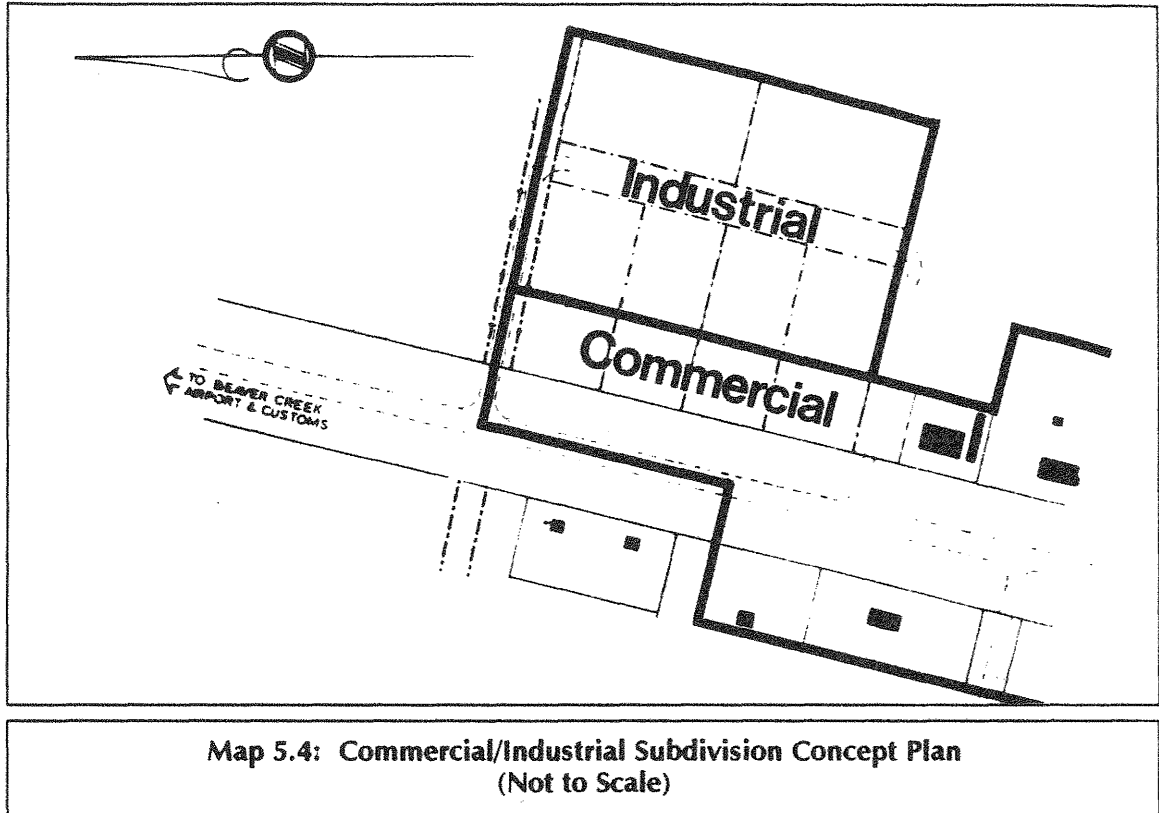
**Map 5.3: Residential Subdivision Concept Plan
(Not to Scale)**

5.2.2 Commercial

Commercial development will continue to be concentrated along the Alaska Highway. Any new commercial development will utilize existing vacant lots along the Highway. Land designated for commercial use near the White River First Nation's Lands Set Aside has limitations to development, as it is situated on low lying land with flooding potential. The site will require an engineering investigation prior to development and could require considerable draining and site reclamation work. The legally surveyed, yet undeveloped "industrial subdivision" in the northern portion of the townsite east of the Alaska Highway needs to be redesigned so that commercial lots front the Highway. A conceptual subdivision layout for this area is shown on **Map 5.4**.

5.2.3 Industrial

Industrial uses will be located in the redesigned "industrial subdivision" as shown in the conceptual layout in **Map 5.4**. The industrial uses are located east of the commercially designated lots.



5.2.4 Community Use

A portion of lands south of the curling rink have been added to existing community use lands as shown on **Map 5.1**. Any new community uses should be developed in this location.

5.2.5 Open Space

The remaining areas not designated for particular uses within the Beaver Creek townsite are designated as Open Space.

5.2.6 Transportation

The area identified as Transportation on **Map 5.2** includes the area dedicated to the Beaver Creek Airport. Airport related uses will be permitted as well as light industrial uses that conform to the airport's height and setback regulations.

5.2.7 Hinterland

These lands are shown on **Map 5.1** and **Map 5.2** as having no land use designation. These lands should only be used for traditional, historical, cultural and recreational uses such as hunting, trapping, fishing and fuel wood cutting by local residents. The Hinterland designation does not preclude the use of lands by the Government of Yukon or the Government of Canada for community and infrastructure improvements.

5.3 IMPLEMENTATION STRATEGY

In order to allow for the implementation of the land use recommendations contained within the Beaver Creek Community Plan, Area Development Regulations should be established. Once the Community Plan has been accepted by the Planning Steering Committee and the community, Area Development Regulations appropriate to Beaver Creek should be drawn up, administered and enforced by the Government of Yukon.

The general purpose of the Area Development Regulations is to provide certainty of land use protection to the residents of Beaver Creek and to also provide clear guidelines to the Government of Yukon when disposing of land in the Beaver Creek area. The regulations are a more flexible form of zoning and are intended:

- to segregate like uses into separately defined areas;
- to establish efficient community development;
- to assist in reducing the incidence of noise, visual, and environmental impacts in the community; and,
- to provide for the health and general welfare of the inhabitants of the community.

APPENDIX A:

**RECOMMENDATIONS OF THE BEAVER CREEK
STREETScape PLAN**

The Streetscape Plan for Beaver Creek was prepared in March, 1988 by Urban Systems Ltd. Consulting Planners and Engineers. The 16 conceptual design elements included in the Streetscape Plan include the following:

1. **Community Identification Entry Signs** - positioned at the north and south entries to the community;
2. **"How Far West" Feature Plaza** - including access roads, parking facilities, benches, and a feature display;
3. **Information Centre** - including parking facilities, playground and picnic area and interpretive signage;
4. **Roadside Clearing and Cleanup** - including clearing, grubbing and removal of refuse throughout the community;
5. **Tree and Shrub Planting** - to improve the aesthetic appearance of the community;
6. **Church and Chapel Access and Parking** - for two unique and historic structures in Beaver Creek;
7. **Railbarriers and Commercial Signs** - to improve the safety and functioning of traffic flows;
8. **Streetlighting** - for safety and informational value;
9. **Highway Seeding** - to improve the appearance of the community;
10. **Crosswalks** - to improve safety conditions;
11. **Highway Signs** - for informational purposes;
12. **Footpaths** - for pedestrian circulation throughout the community;
13. **Territorial Campground** - to provide additional unserviced camping facilities;
14. **Bituminous Surface Treatment** - of roads and parking areas;
15. **Business and Residential Beautification** - to improve the visual quality of Beaver Creek; and
16. **Seating for Pedestrians** - along footpaths in the community.

For more detailed information about streetscape improvements, please refer to the Streetscape Plan for Beaver Creek, available at the YTG, Department of Tourism.

APPENDIX B:

**RECOMMENDATIONS OF THE BEAVER CREEK
AIRPORT DEVELOPMENT PLAN**

The Beaver Creek Airport Development Plan was prepared in 1989 by the IMC Consulting Group for Beaver Creek. The three major planning issues identified in the Plan are that:

1. Future community planning initiatives adjacent to the Airport must comply with airport safety requirements, noise and development standards as identified by Transport Canada;
2. Proximity to the Alaska Highway places restrictions on future airfield and land uses within the Airport Reserve; and,
3. Steep topography and poor building elevations are evident northeast of the runway.

The following is a condensation of the major recommendations of the Plan:

1. Extend the length of the runway from 1140 to 1524 metres and install edge lighting;
2. Establish a terminal Building Reserve around the current building to ensure possible future development of the facility;
3. Designate a reserve northeast of the Airport Terminal Building to accommodate future meteorological, fire fighting, maintenance and helipad services;
4. Ensure that existing and future roadway and utility corridors are considered in all future land use decisions;
5. Preserve the Alaska Highway and Airport Access Road intersection as the only entry to the Airport;
6. Encourage the opportunity to establish tourist, industrial and customs-oriented activities along the proposed internal Airport service road;
7. Development of lands in the vicinity of the Airport should be compatible with aviation safety standards and prior to further development, YTG should enact appropriate land use legislation pertaining to the Airport site; and
8. Protect unassigned lands within the Airport reserves (Lots 44, 45 and 46 in Group 951) for future airport development to serve as a buffer or meet unforeseen needs.

For more detailed information regarding future planning of the Beaver Creek Airport, refer to the Beaver Creek Airport Development Plan available at the YTG, Department of Community and Transportation Services, Aviation and Marine Branch.