

**ROSS RIVER  
COMMUNITY PLAN**

**DRAFT**

# **ROSS RIVER COMMUNITY PLAN**

**September, 1990**

**Project #1925-02/03**

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## TABLE OF CONTENTS

<b>1.0</b>	<b>INTRODUCTION</b>	<b>1</b>
1.1	GENERAL	1
1.2	PLANNING PROCESS	1
1.3	PLANNING OBJECTIVES	2
1.4	PLAN FORMAT	3
1.5	ACKNOWLEDGEMENTS	4
<b>2.0</b>	<b>REGIONAL CONTEXT</b>	<b>5</b>
2.1	REGIONAL SETTING AND ACCESS	5
2.2	HISTORICAL SETTING	6
2.3	REGIONAL PHYSICAL CHARACTERISTICS	7
	2.3.1 Climate and Hydrology	7
	2.3.2 Topography and Surficial Geology	8
<b>3.0</b>	<b>COMMUNITY PROFILE</b>	<b>9</b>
3.1	COMMUNITY ADMINISTRATION	9
3.2	EXISTING LAND USE	9
	3.2.1 Residential	10
	3.2.1 Commercial	10
	3.2.3 Community Use	11
	3.2.4 Transportation	11
	3.2.5 Industrial	11
	3.2.6 Vacant Surveyed Lands	12
	3.2.7 Potential Residential Lot Yield	13
	3.2.8 Vacant Unsurveyed Lands	13
	3.2.9 Existing Development Controls	14
3.3	EXISTING INFRASTRUCTURE	14
	3.3.1 Sewage Disposal	14
	3.3.2 Water Supply	15
	3.3.3 Solid Waste Disposal	15
	3.3.4 Roads and Drainage	16
	3.3.5 Electrical Supply	16
	3.3.6 Communications	16
	3.3.7 Fire Protection	17
	3.3.8 Airport	17
3.4	EXISTING LAND TENURE	17
3.5	EXISTING COMMUNITY FACILITIES AND SERVICES	19
	3.5.1 Community Facilities	19
	3.5.2 Community Services	20
3.6	DEVELOPMENT OPPORTUNITIES AND CONSTRAINTS	21
	3.6.1 Capacity for Future Land Development	22
<b>4.0</b>	<b>POPULATION GROWTH AND HOUSING DEMAND</b>	<b>24</b>
4.1	GENERAL	24
4.2	EXISTING HOUSING	24
4.3	FUTURE HOUSING NEEDS	25
	4.3.1 Current Overcrowding	25
	4.3.2 In-Migration	25
	4.3.3 Population Growth	26
	4.3.4 Future Housing Need Summary	28

<b>5.0</b>	<b>COMMUNITY DEVELOPMENT OBJECTIVES</b>	30
5.1	COMMUNITY CHARACTERISTICS AND ISSUES	30
	5.1.1 Positive Community Characteristics	30
	5.1.2 Negative Community Characteristics	30
	5.1.3 Required Development Improvements	31
5.2	COMMUNITY DEVELOPMENT OBJECTIVES	31
	5.2.1 Development Constraints	31
	5.2.2 Land Use	32
<b>6.0</b>	<b>COMMUNITY PLAN</b>	34
6.1	LAND USE PLAN	34
	6.1.1 Introduction	34
	6.1.2 Land Use Categories	34
6.2	IMPLEMENTATION STRATEGY	38

**APPENDIX A: ROSS RIVER VACANT SURVEYED LAND INVENTORY**

**APPENDIX B: RECOMMENDATIONS OF THE SEWAGE COLLECTION,  
TREATMENT AND DISPOSAL PRE-DESIGN REPORT**

**APPENDIX C: RECOMMENDATIONS OF THE RECREATION PLAN**

## LIST OF FIGURES

<u>No.</u>	<u>Title</u>	<u>Following Page</u>
2.1	Regional Setting	5
3.1.	Existing Land Use	9
3.2	Vacant Lands	12
3.3	Existing Zoning	14
3.4	Land Ownership	17
3.5	Development Suitability	22
4.1	Housing Stock	24
6.1	Land Use - Map 1	Pocket
6.2	Land Use - Map 2	Pocket
6.3	Subdivision Layout Option One	35
6.4	Subdivision Layout Option Two	35

## LIST OF TABLES

<u>No.</u>	<u>Title</u>	<u>Page</u>
3.1	Land Use	10
3.2	Vacant Land	12
3.3	Potential Residential Lot Yield	13
3.4	Land Tenure	18
3.5	Land Interests	18
4.1	Historical Population	26
4.2	Age / Sex Structure, Dec. 1988	27
4.3	10 Year Housing Demand	28

## 1.0 INTRODUCTION

### 1.1 GENERAL

The unincorporated community of Ross River, located in east central Yukon, is experiencing growth pressures due to a moderate increase in the population and slow but steady growth in the regional economy. In order to effectively manage the impacts of growth and change the community of Ross River, consisting of the Ross River Indian Band and the Ross River Community Association, have jointly initiated a planning process which will ultimately lead to the formation of a land use management structure. A significant component of the management structure is a community plan. This document contains the Community Plan for Ross River.

At present, Ross River is governed by Area Development Regulations which are administered by the Yukon Territorial Government (YTG). In addition, the Ross River Indian Band recently completed the preparation of a Physical and Capital Plan to address the requirements of its growing membership, who are the majority in Ross River. The purpose of preparing the Ross River Community Plan was to develop a comprehensive land use plan for the community and bring the Band's development objectives together with the development objectives of the broader community.

This document is to be considered an interim document which will require revision once the Ross River Indian Band final Land Claim selections have occurred. However, this document should be used as a guideline in undertaking any future community plan revisions.

### 1.2 PLANNING PROCESS

The planning process was undertaken in three phases.

- I. In the first phase, the project was initiated through discussions with the Planning Steering Committee, consisting of representatives of the Band and Community Association, and community members to define the planning objectives. Representatives from the Lands Branch of YTG assisted in this phase of the process. Background information was collected, and issues were identified including the existing Area Development Regulations and the Band's new Physical Plan.

- II. In the second phase, a community profile was prepared which included a housing inventory analysis and a housing demand assessment.
- 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 phases. A long term implementation strategy can be developed once the Ross River Indian Band has completed its final Land Claims selections.

During this study, a participatory approach was used to identify the community's physical development goals and aspirations. Community meetings were held, and Planning Steering Committee members were contacted on a regular basis.

### **1.3 PLANNING OBJECTIVES**

The general objectives for the Community Plan, based on the Terms of Reference developed through discussions with members of the Planning Steering Committee, were the following:

- the establishment of a cross cultural planning process which would maximize the generation of meaningful input and dialogue from all sectors of the community;
- the preparation of a community plan for the overall Ross River community which:
  - a) generally encompasses a planning area within an 8 kilometer radius of the village centre which conforms to the existing development control boundary established by YTC;
  - b) identifies particular land uses and development areas as a guide for future development in the community; and
  - c) can be dealt with independently of the on-going land claims process.
- identification of an implementation strategy which ensures the on-going development process.

## 1.4 PLAN FORMAT

The Plan has been divided into five sections:

**1. Introduction**

This section provides an overview of the planning process and project objectives.

**2. The Regional Context**

This section provides a general overview of the Ross River region in terms of its setting, location, access and predominant physical characteristics.

**3. Community Physical Profile**

This section provides an overview of the physical characteristics of Ross River including existing land use, infrastructure, land tenure, community facilities and development opportunities and constraints.

**4. Population Growth and Housing Demand**

This section provides an assessment of housing demand over the next ten years including future residential lot demands.

**5. Overview of Planning Objectives**

This section provides an overview of the various planning issues and objectives that form the basis for the Community Plan.

**6. Ross River Land Use Plan**

This section includes the Land Use plan for Ross River along with a recommended Implementation Strategy.

### **Appendices**

Appendix A: Vacant Land Inventory

Appendix B: Sewer Study Recommendations

Appendix C: Recreation Plan Recommendations

1.5 . ACKNOWLEDGEMENTS

The Community Plan was prepared under the direction of the Ross River Planning Steering Committee and representatives of the YTG Lands Branch:

**Planning Steering Committee**

<i>Ross River Community Association</i>	Jim Chapman Brian Hemsley Gwen Powaschuk
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<i>Ross River Dena Council</i>	Bernadette Etzel Fran Etzel Millie Pauls Nora Ladue
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**YTG Department of Community and Transportation Services**

<i>Lands Branch</i>	Ann MacDonald Dy Robb
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<i>Municipal Engineering Branch</i>	John Grainger
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The consultants wish to thank them for their thoughtful assistance throughout the planning process.

## 2.0 REGIONAL CONTEXT

### 2.1 REGIONAL SETTING & ACCESS

The Community of Ross River is located 360 kilometres northeast of Whitehorse (Figure 2.1). From the Robert Campbell Highway, it is accessible via the Canol Road which intersects the Highway about 10 kilometres southwest of the community. Ross River is situated on the southern bank of the Pelly River, on a slightly elevated gravel terrace, immediately downstream from the mouth of Ross River. The community is also accessible by regular air service from Faro and Whitehorse. Access to the north bank of the Pelly River and the North Canol Highway is via summer ferry service and a winter ice bridge. The River can also be crossed via a pedestrian bridge.



Figure 2.1 - Regional Setting

## 2.2 HISTORICAL SETTING

A community at Ross River was established in the late 1800's, but Native occupancy in the region predates white contact. The traditional Indian territory is extensive, encompassing an area far to the southeast including Frances Lake and the upper reaches of the Hyland River. To the northeast, it extends through the entire Ross River watershed to the Mackenzie Mountains. Westward, it follows the Pelly River downstream through the Tintina Trench to its confluence with the Yukon River. Other lands that were used include the upper portion of the MacMillan River in the north, the headwaters of the Nisutlin River in the southwest and the Little Salmon River in the west.

The people were hunters and gatherers, operating in small groups based on the extended family. These mobile groups moved their settlements seasonally responding to changing patterns of resource harvesting. Although there were no exclusive rights to land ownership, specific use areas for different families were acknowledged.

In 1840, Robert Campbell was employed by the Hudson Bay Company to explore the upper reaches of the Liard River Valley. He reported that the Kaska people had European goods obtained through trade with the Tlingit. He established a trading post in the area but the Kaska continued to trade with the Tlingit who aggressively protected their trading monopoly.

In the 1880's, gold miners attempted to exploit the resources of the Upper Liard and Pelly River valleys, but their efforts were constrained by poor access. However, the introduction of mining in the region led to the breakdown of the Tlingit control over trade in the area and in 1903, a permanent trading post was established across the Pelly River from the present site of the community, near the mouth of the Ross River. A settlement began to grow around this post.

The construction of the Canol oil pipeline and maintenance road in the 1940's gave the Ross River area its first land access to other communities. The Ross River region experienced a marked increase in population growth after the Second World War when the decision was made to locate government offices here to administer various programs. These offices were located downstream from the village on the south side of the Pelly River, at the present site of the community.

In 1962, the settlement was officially relocated to its present location. The Band was officially recognized by Indian Affairs in 1966, and the RCMP relocated its post from the old village

that same year. The Robert Campbell Highway was opened in 1968 to access a mining operation at Faro and a large airstrip was constructed for fire control along the Highway.

In 1982, barite mining was initiated in MacMillan Pass but was unsuccessful. A considerable amount of mineral exploration has been on-going in the region for a number of years although the level of activity has been inconsistent. Recently, Canamax opened a gold mine in the Ketz River area south of Ross River and has provided a small but important economic boost to the community. Development of the vast mineral deposits in the MacMillan Pass area may have significant impacts on Ross River regional economy.

Today, Ross River functions primarily as a residential community, with a small service sector for the region.

## **2.3 REGIONAL PHYSICAL CHARACTERISTICS**

### **2.3.1 Climate and Hydrology**

Ross River is one of the driest areas in the central Yukon with average annual precipitation of 157.5 mm rainfall and 110.0 cm snowfall. The average number of frost-free days is 25 from July 1 to July 27, however, any month can experience frost. The yearly average temperature is -5.3 degrees Celsius with a July mean high of 21.4 degrees Celsius.

Seasonal runoff of the Pelly River has caused two major floods in Ross River. These occurred in 1964 and 1972 and affected only the northern portion of the town which is within the floodplain. A dyke was constructed north of the Pelly River pedestrian bridge during the 1972 flood to buffer the main thrust of the river flow, however, the dyke in its present state is little help against high water (Fenco, Yukon Flood Study, 1974). The dyke will not prevent high water from inundating the community.

### 2.3.2 Topography and Surficial Geology

Ross River is on the Tintina Fault line, between ranges of the Pelly Mountain System and is surrounded by boreal forest with barren rock and tundra patches. There are six sequences of surficial deposits in the Ross River area and the community is situated on three different levels of the terrace.

Ross River is south of the line designated as the southern limit of continuous permafrost, however, it is accepted that Ross River is situated on a patch of permafrost within the discontinuous zone.

### 3.0 COMMUNITY PROFILE

This section of the Plan provides a general overview of Ross River and provides the foundation for the discussion of various issues and development objectives that form the basis of the Plan.

#### 3.1 COMMUNITY ADMINISTRATION

Land use and development in Ross River is currently managed by the Yukon Territorial Government as the community is an unincorporated settlement with no legislative authority. There are two political organizations in the community:

1. Ross River Dena Council (Ross River Indian Band); and
2. Ross River Community Association.

The Band manages development on its lands and administers various programs concerning social development, housing, capital and economic development. The Community Association has a number of interests including the coordination of recreational activities for both the Native and non-Native residents of the community.

#### 3.2 EXISTING LAND USE

The main community of Ross River has developed linearly southward along the Canol Road from the south bank of the Pelly River at the ferry crossing. Existing land use, shown on **Figure 3.1**, can be divided into three distinct centres of activity. On the west side of the highway, there is the predominantly non-Native residential area including most of the community facilities. This area can be referred to as the village core. The second area, to the east of the Canol Road, is the Land Set Aside for the Ross River Dena Council with its core situated in the area near and around the Band office. The third area is the commercial strip along the Canol Road.

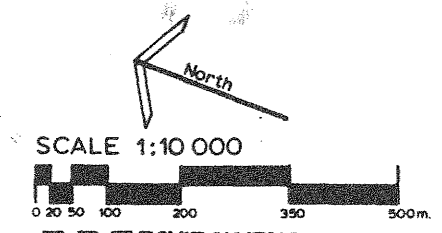
# ROSS RIVER COMMUNITY PLAN

## Existing Land Use

### LEGEND

- RESIDENTIAL**
- Single Family
  - Mobile Home
  - Country Residential
- COMMERCIAL**
- COMMERCIAL
- COMMUNITY USE**
- COMMUNITY USE
- PARK / RECREATION**
- PARK / RECREATION
- TRANSPORTATION**
- TRANSPORTATION
- VACANT / UNDEVELOPED**
- VACANT / UNDEVELOPED
- INDUSTRIAL**
- INDUSTRIAL
  - UNOCCUPIED INDUSTRIAL

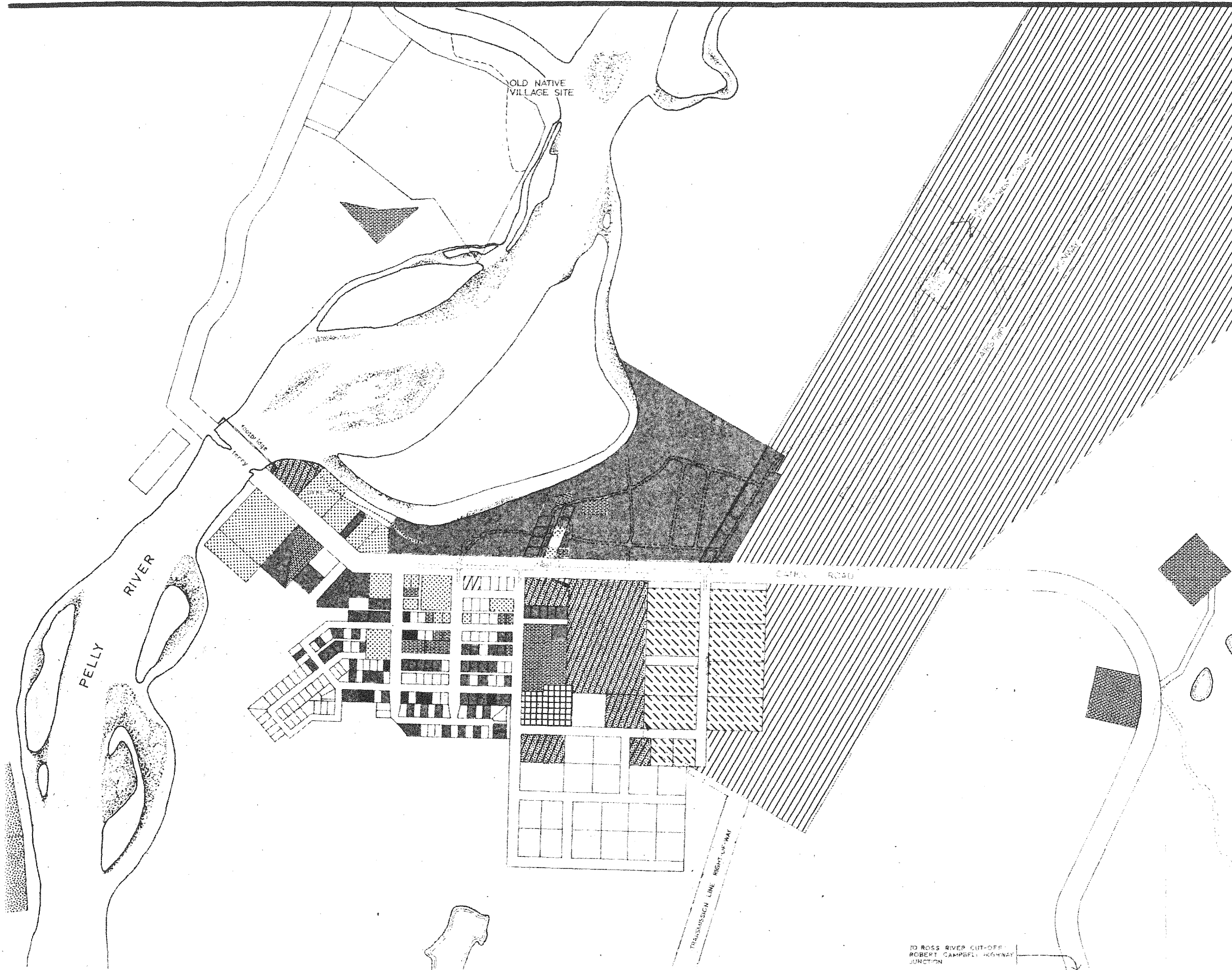
**BASE MAPPING SOURCE**  
 Regional Surveyor - Yukon Territory, Legal Surveys Division, Energy, Mines and Resources Canada, Whitehorse; Photomap #B4-003, Scale 1:5000, 1984



3.1  
 MAP NO.

**DAVID NAIRNE & ASSOCIATES LTD.**  
 PROJECT 1925-02 & 03

DRAWN BY S DREW  
 DATE JULY '90



TO ROSS RIVER CUT-OFF  
 ROBERT CAMPBELL HIGHWAY  
 JUNCTION

Table 3.1 summarizes the amount of surveyed land for each of the land use categories.

**TABLE 3.1**  
**LAND USE**

Land Use	Lots	Area (ha)	%
Residential	83	40.0	10.8
Commercial	19	7.8	2.1
Industrial	9	32.8	8.9
Institutional	15	9.6	2.6
Airport	1	224.5	60.6
Park/Recreation	1	1.4	0.4
Vacant Land	130	54.2	14.6
<b>TOTAL</b>	<b>258</b>	<b>370.3</b>	<b>100.00</b>

Source:     • Government of Yukon, Assessment Roll for 1988, Ross River.  
               • Canada Land Surveys Records, Reference Plan of Ross River, Yukon Territory,  
               Map 53581, Scale 1:2500, last revised June, 1988.

### 3.2.1 Residential

Approximately 40.0 hectares or 10 percent of the surveyed land base in Ross River is devoted to residential uses. Existing residential development is concentrated in two areas on either side of Canol Road. The Base Map for Ross River shows the location of all surveyed lots in the community.

### 3.2.2 Commercial

Commercial uses are located on either side of Canol Road. They provide basic services for the community and travellers. The services range from a motel and two general stores to contractors and gas stations. There is a wash house near the Band's general store. A sub-agency branch for the Canadian Imperial Bank of Commerce is also located in Ross River.

### **3.2.3 Community Use**

Community uses are generally concentrated in two areas of the western half of Ross River. The community school, library, arena, and outdoor playing fields are located in the southern portion of the community while the R.C.M.P. detachment, health station, and the Ross River fire hall are located in the centre of the western residential area of the community. The cemetery is located up the hill south of the community. The Band's cemetery is located on top of a bluff on the north side of the Pelly River close to the site of the Band's original village. There are three churches in the community, one located near the Pelly River at the north end of the village and two located near the school. The post office is located in the hardware/general store.

A limited number of community use facilities are located on Band lands: the Band office, Band hall, old Indian cemetery, Yukon College Community Campus, and a drop-in centre. The Ross River Broadcasting Society operates out of the drop-in centre.

### **3.2.4 Transportation**

The largest land use, by area, is the community airport lands which were granted to YTG by the Federal Government. YTG now maintains responsibility for the operation and management of the airport. Yukon Forest Services and Trans North Turbo Air lease approximately 3.2 hectares of land from YTG near the airport terminal.

The *Ross River Airport Development Plan*, prepared in 1989 by IMC Consulting Group for YTG, recommends minor improvements in the airfield facilities which will allow for future service upgrading when demand is warranted. The Plan also recommends that unused lands to the south of the runway and adjacent to Canol Road be designated for commercial and/or industrial development.

### **3.2.5 Industrial**

The Industrial land uses in Ross River include a machine and welding shop, a YTG Road Maintenance facility, and construction storage yards which are generally located to the south of the community school and west of the Canol Road.

**3.2.6 Vacant Surveyed Lands**

As shown on **Figure 3.2**, approximately 15 percent of the surveyed land in Ross River is vacant and undeveloped. The total vacant land area is approximately 54 hectares consisting of 130 lots of varying size. There are several surveyed parcels within the community. The vacant and undeveloped lands include 10 industrial lots with 3 phase power which are identified on **Figure 3.1** and **3.2**.

**Table 3.2** provides a breakdown of the vacant lots in Ross River.

**TABLE 3.2  
VACANT LAND**

<b>LOT TYPE</b>	<b>WITH ROAD ACCESS</b>	<b>WITHOUT ROAD ACCESS</b>	<b>TOTAL</b>
<b>Small Lots (&lt;0.4 ha):</b>			
- without flooding restrictions	62	21	<b>83</b>
- with minor flooding restrictions	5	7	<b>12</b>
<b>Large Lots (&gt;0.4 ha):</b>			
- with transmission R.O.W.	2 (1.0ha)	1 (0.6ha)	<b>3</b>
- affected by wet lands	1 (0.4ha)	12 (6.8ha)	<b>13</b>
- no development restrictions	11 (12.8ha)	4 (2.3ha)	<b>15</b>
<b>TOTAL</b>	<b>81</b>	<b>45</b>	<b>126</b>




This summary does not include the 4 vacant parcels on the north side of the Pelly River at the site of the original Indian Village.

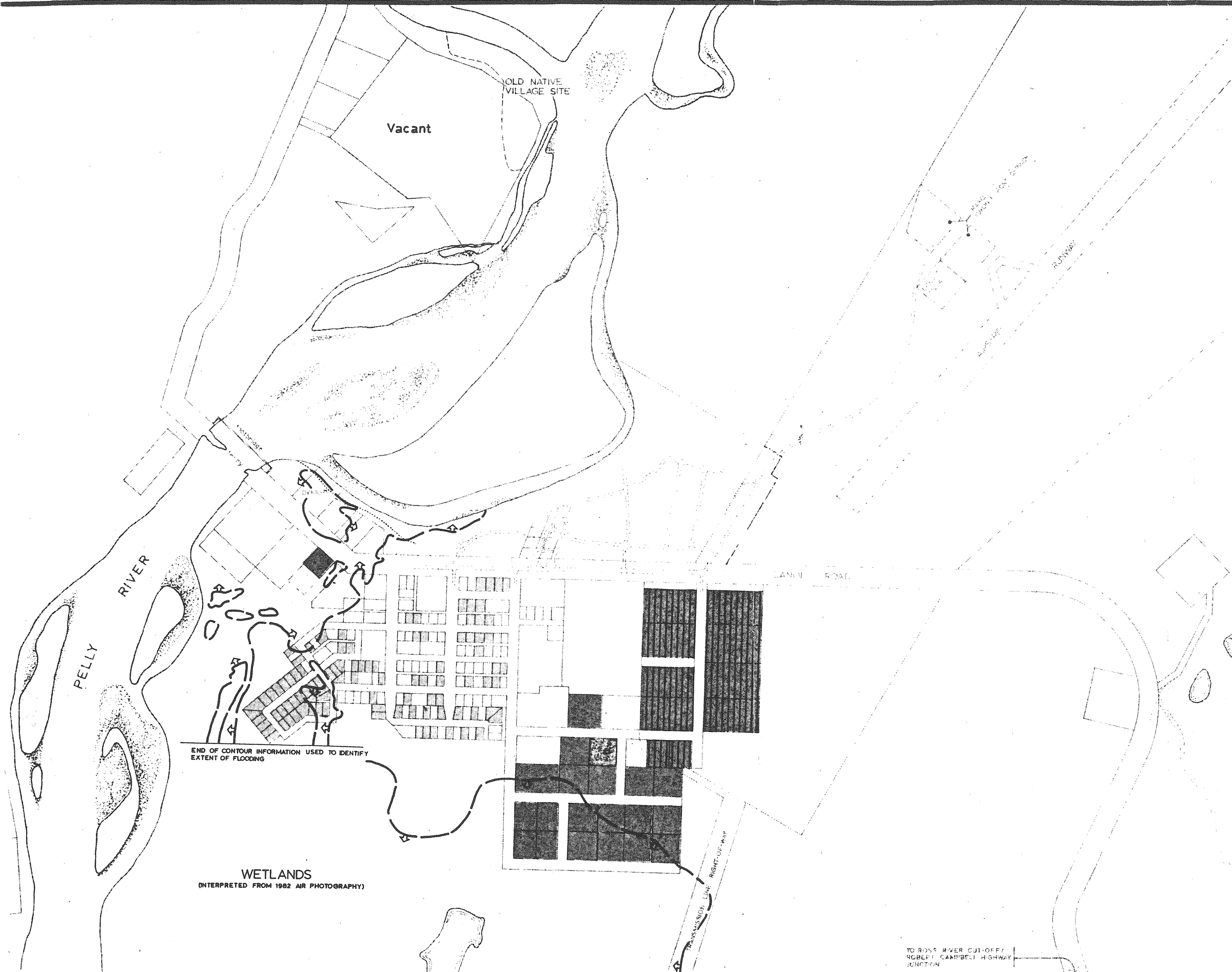
See **Appendix A** for a detailed listing of all surveyed vacant lots in Ross River.

# ROSS RIVER COMMUNITY PLAN

## Vacant Lots

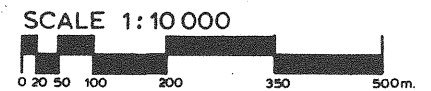
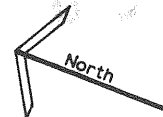
### LEGEND

-  INFILL LOT (95 Lots)
-  LARGE PARCEL (23.8 ha)
-  INDUSTRIAL LOT



**FLOODPLAIN/WETLAND MAPPING SOURCE**  
 - 1982 Federal Air Photography, A26158, #2-6, 1:12 000  
 - Indian & Northern Affairs Canada, Water Resources Division, Whitehorse; Flood Frequency Analysis for the Pelly River at Ross River using 1987 Data

**BASE MAPPING SOURCE**  
 Regional Surveyor - Yukon Territory, Legal Surveys Division, Energy, Mines and Resources Canada, Whitehorse; Photomap #84-003, Scale 1:5000, 1984



3.2  
MAP NO.

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DATE JULY '90

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**3.2.7 Potential Residential Lot Yield**

In order to provide a realistic assessment of the surveyed vacant lands in Ross River, an estimate of the potential residential lot yield has been prepared and is described in **Table 3.3**. The following assumptions were used in deriving the table:

- small lots are doubled up reflecting current usage (minimum new lot size: 0.25 acre);
- large lots are subdivided into 1 acre lots; and
- where necessary, small lots raised above 100 year flood line.

**TABLE 3.3**

**POTENTIAL RESIDENTIAL LOT YIELD**

<b>Small Lots:</b>	
Available Immediately:	31
Require Road Access:	11
Require Fill:	6
<b>Sub Total:</b>	<b>48</b>

<b>Large Lots:</b>	
Available Immediately:	30
Require Road Access:	5
<b>Sub Total:</b>	<b>35</b>

<b>TOTAL POTENTIAL LOT YIELD:</b>	<b>83 LOTS</b>
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**3.2.8 Vacant Unsurveyed Lands**

The majority of the land surrounding the Village is undeveloped and is characterized by sparse population settlement, limited vehicular access and an abundance of natural vegetation, fish and wildlife. While there is little residential development in the area, the surrounding territory is well used by residents of Ross River for either recreation or traditional pursuits.

### 3.2.9 Existing Development Controls

At present, development controls in Ross River are administered by the YTC Department of Community and Transportation Services in the form of Area Development Regulations. These regulations are a form of zoning and are intended:

- to segregate like uses into separately defined areas;
- to establish efficient community development;
- to help reduce 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.

As shown in **Figure 3.3**, a significant portion of Ross River is zoned either residential or park/open space. The main community use (institutional) areas are located along the west side of the Canol Road and accommodate the school, churches and other government facilities. Two commercial zones straddle both sides of the Canol Road: a general commercial zone and a highway commercial zone. Approximately 3 highway commercial zoned lots are within the Pelly River floodplain. These lots are currently unoccupied. An industrial zone has been designated in the southern portion of the village.

## 3.3 EXISTING INFRASTRUCTURE

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

### 3.3.1 Sewage Disposal

Sewage has been disposed of through septic tanks, subsurface tile fields, and earth privies for many years, but the permafrost underlying the community has created problems for the systems. The permafrost has been identified in the layer of silty clay at depths of 0.6 metres to 5.0 metres below the gravel surface soils (Government of Yukon, Municipal Engineering, 1988). The permafrost, high water table and current sewage disposal systems have created the potential for ground water contamination which manifests itself in backwaters, septic tanks and staining water supply wells. In the summer of 1989, YTC installed a temporary sewage seepage pit to dispose of sewage waste from marginally operating septic tank systems

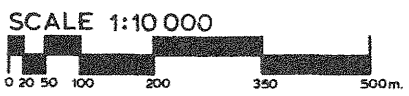
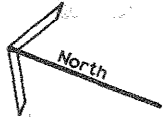
# ROSS RIVER COMMUNITY PLAN

## Existing Zoning

### LEGEND

- R-1 RESIDENTIAL - Single Family, Duplex  
Multi-Family & Mobile Home
- C-1 COMMERCIAL GENERAL
- C-2 HIGHWAY COMMERCIAL
- M INDUSTRIAL
- I INSTITUTIONAL
- PO PARKS/RECREATION & OPEN SPACE
- DC DEVELOPMENT CONTROL
- DEVELOPMENT AREA & ZONE BOUNDARY
- ZONE BOUNDARY

ZONING Yukon Department of Community & Transportation Services, Whitehorse;  
 SOURCE: Ross River Development Area Regulations C.O. 1978/139, Schedule "B"  
 Zoning Map (1986-03-04)  
 BASE MAPPING SOURCE  
 Regional Surveyor - Yukon Territory, Legal Surveys Division, Energy, Mines  
 and Resources Canada, Whitehorse; Photomap #84-003, Scale 1:5000, 1984

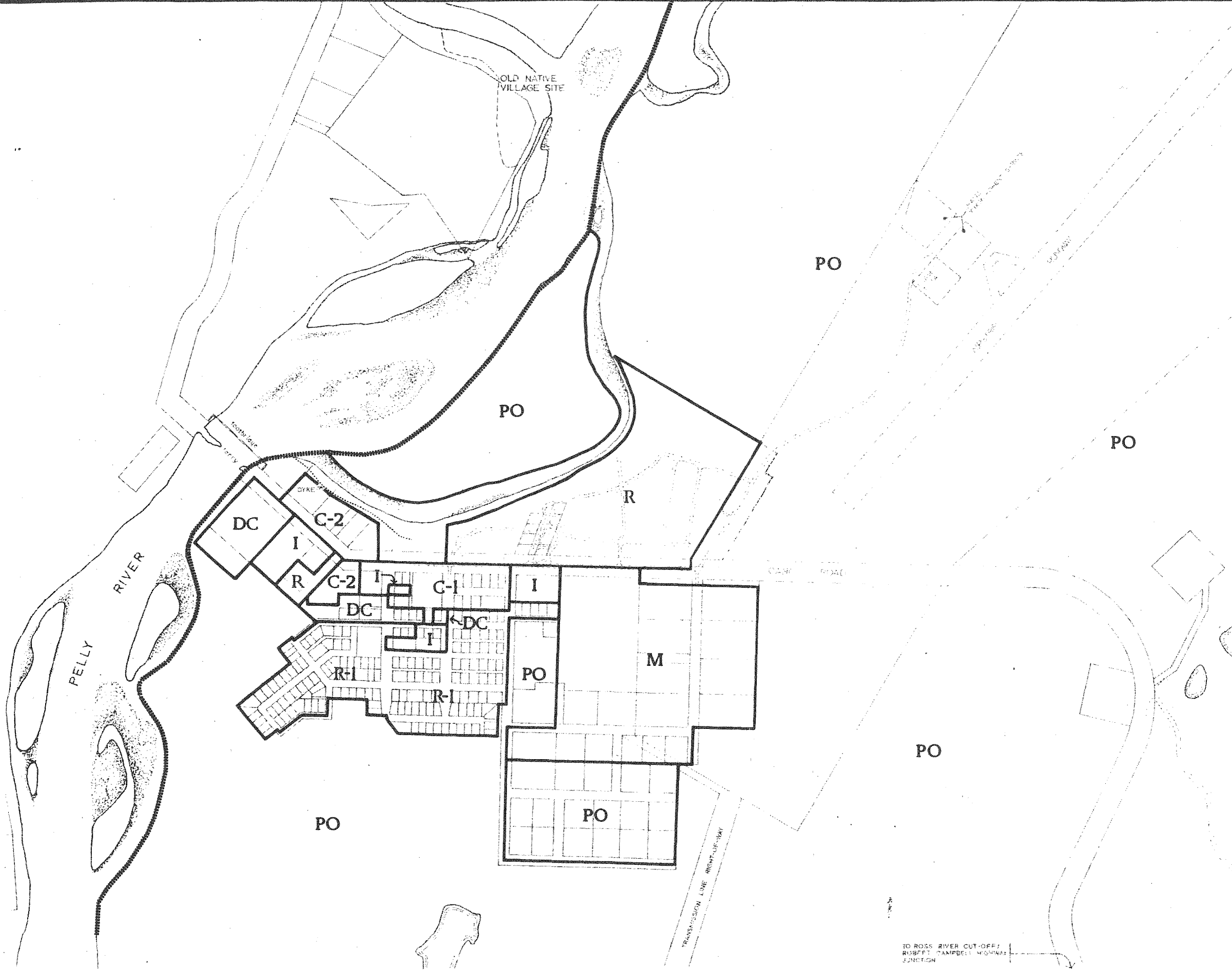


3.3

MAP NO.

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 DATE DEC '88







TO ROSS RIVER CUT-OFF /  
 RUSSELL CAMPBELL HIGHWAY  
 JUNCTION

# ROSS RIVER COMMUNITY PLAN

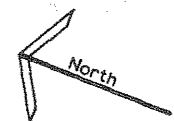
## Land Ownership

### LEGEND

-  PRIVATE
-  YUKON TERRITORIAL GOVERNMENT
-  FEDERAL GOVERNMENT
  - Indian & Northern Affairs Canada
  - Other Federal
-  - Untitled Crown Land

**OWNERSHIP SOURCE**  
 - Yukon Government, Tax Assessment Roll for 1988, Ross River Area  
 - Ross River Indian Band

**BASE MAPPING SOURCE**  
 Regional Surveyor - Yukon Territory, Legal Surveys Division, Energy, Mines and Resources Canada, Whitehorse; Photomap #84-003, Scale 1:5000, 1984

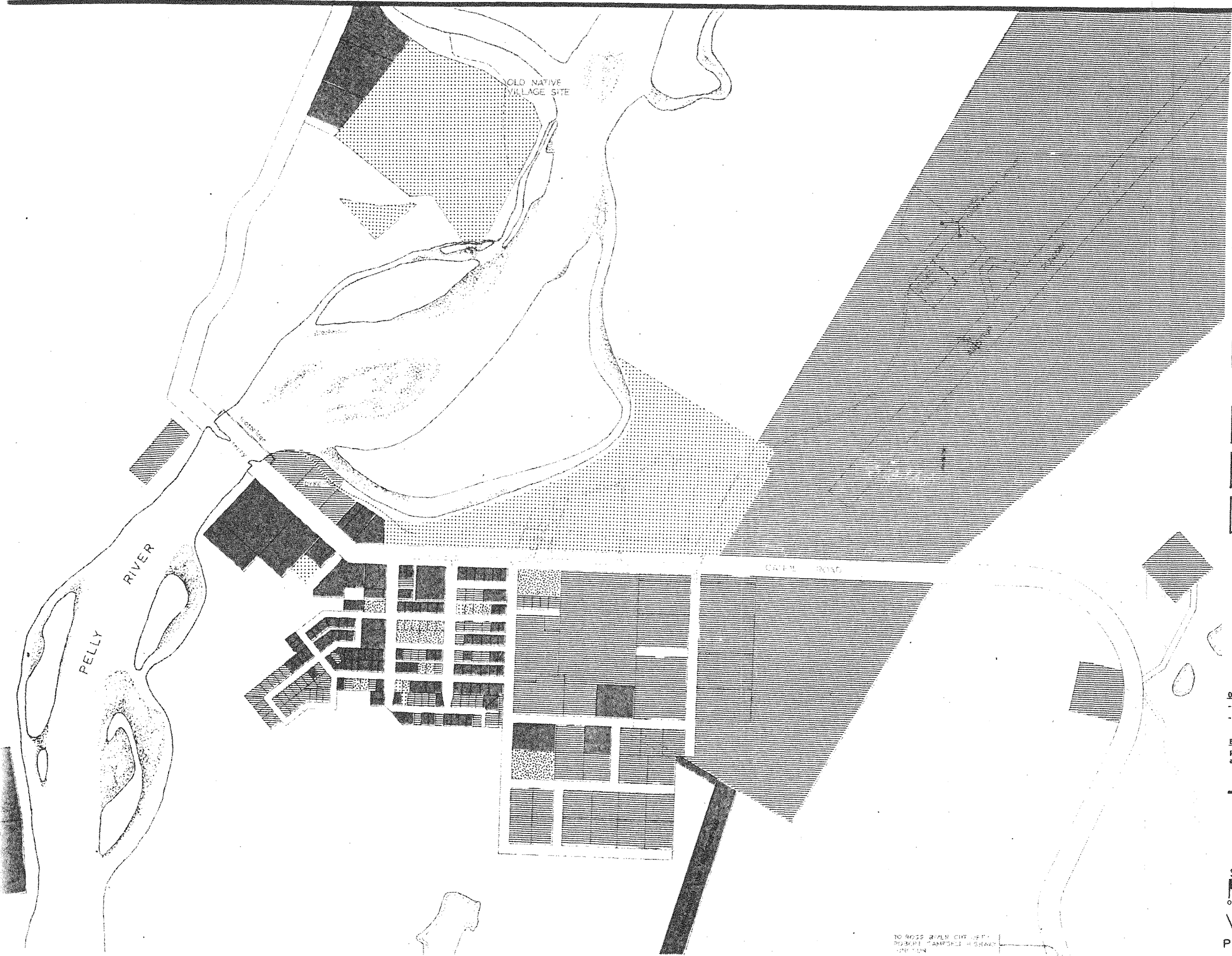


SCALE 1:10,000 m  
 0 20 50 100 200 350 500m

3.4  
 MAP NO.

**DAVID NAIRNE & ASSOCIATES LTD.**  
 PROJECT 1925-02 & 03

DRAWN BY S DREL  
 DATE JAN '90



TO ROSS RIVER CHIEF OF POLICE  
 ROBERT CAMPBELL HIGHWAY  
 1988-1989

and recreational vehicles. The seepage pit is located close to the village's garbage dump. The Band recently purchased a sewage hauling truck to service the village.

Considering problems with the sewage collection and future expansion of the residential areas, YTC's Municipal Engineering Section of the Department of Community and Transportation Services is currently reviewing options to develop a better sewer system for the entire community. A draft report which assesses alternative sewage disposal systems is currently being reviewed by YTC and the community. The final recommendations of the study are included in **Appendix B** to this document.

### **3.3.2 Water Supply**

Both sides of the community are serviced with trucked water service from a new 90 metre deep ground water well and delivered by the Government of Yukon three times a week. Two private shallow wells are also in use. In the past, some of the community, including the motel, was supplied with water from a shallow well and distributed through a patchwork water main distribution system, but in 1975 the system was abandoned.

Water sampling and chemical analysis conducted by Western Industrial Laboratories Ltd. in the 1970's suggested that well water was being contaminated by either septic tank effluent or privies. As a result, the YTC developed the deeper well below permafrost. This new well now serves all of the community and is located adjacent to the fire hall. The water is good quality except for high levels of manganese which slightly exceeds Canadian Drinking Water Standards.

### **3.3.3 Solid Waste Disposal**

All solid waste generated within the community is hauled to a landfill site two kilometres south of Ross River on the South Canal Road. The Band has its own collection service and the rest of the community does its own individual hauling. The site is well screened from the road and has been developed so that segregation of wastes can be achieved. Commercial and residential refuse is placed in an open cut trench, compacted and covered. The Department of Highways maintenance crew service the landfill site.

### **3.3.4 Roads and Drainage**

The Canol Road is an all-weather road, unpaved and gravel based. Calcium chloride dust control is provided on the Canol Road, the Ross River Cut-Off Road and the Robert Campbell Highway. The Campbell highway is also watered in the summer. Canol Road is a secondary road with mud problems in spring and during rainy periods. It is not maintained in the winter except in-town and out to the Campbell Highway. Local roads are constructed of gravel and dirt, and considered to be improperly graded. YTG-Municipal Engineering recently completed a comprehensive road design study for Ross River and anticipates an on-going road upgrading program for the community over the next few years.

Sidewalks are non-existent in the community. Street lighting is of the mercury vapor type and is not considered adequate.

The gravelly nature of the soils in Ross River provide reasonable surface drainage although permafrost prevents deep percolation. There are no underground storm water drainage systems and with Ross River's semi-arid climate, there appears little purpose in undertaking such a project due to expense. There are surface ditches throughout the community. However, as the community develops, consideration could be given to the preparation of an overall drainage plan for the community. YTG recently completed a comprehensive road design study for Ross River and anticipates an on-going road upgrading program for the community over the next few years.

### **3.3.5 Electrical Supply**

Yukon Electric supplies power to Ross River from its Aishihik power project via a spur line from Faro. As well, there is a standby generating plant consisting of three diesel units with the transformer capacity of 350 KW. Residents are concerned with the frequent blackouts that have occurred as a result of community growth and subsequent consumption.

### **3.3.6 Communications**

Telephone service is provided by NorthwestTel and direct long distance dialing is available. Telephone service outside Ross River is provided through a micro-wave system. CBC television service is available via the Anik satellite. Radio is offered by CBC, CHON FM, CKRW and a local broadcasting station. Radio is transmitted from a tower near the learning

centre, and CBC owns property in the western portion of the community currently zoned open space. No significant problems have been identified with these services.

### 3.3.7 Fire Protection

A volunteer fire department is equipped with a pumper truck, portable pump, ladders, breathing apparatus, tanker, hose and hose accessories. The fire hall has rapid-fill tanks and a well water supply. The alarm system has two sirens and pull stations throughout the community. However, the Native Village has only one pull station located across from the general store and additional alarm locations should be considered. A new fire truck has been ordered for the community and will be delivered in mid-1989. No other improvements to the service are currently required.

### 3.3.8 Airport

The Ross River Airport, operated by the Yukon Government, provides air service to and from Whitehorse and is also used as a base for planes involved in forest fire protection. The Yukon Forest Services leases 6 acres for water bomber storage and fire protection equipment. Navigational aids such as non-directional beacon, air radio and weather reports are available but runway lighting is not in place. The runway also used as a fire break, is 1,670 metres long and 30 metres wide. There are no plans for expansion of airport facilities at this time.

## 3.4 EXISTING LAND TENURE

**Figure 3.4** identifies land ownership patterns in Ross River. The Government of Yukon is the principal land owner. They own 290.6 hectares. The Federal Government owns 47.6 hectares with 44.1 hectares set aside for the Ross River Indian Band. Private land totals 32.1 hectares and is located in the central and the residential areas west of Canol Road as well as near the old Indian Village on the north side of the Pelly River. The Band also has a claim to land near the junction of the Ross River Cut-off road and Campbell Highway which covers about 54 hectares.

**Table 3.4**, on the following page, shows the amount of surveyed land in each of the ownership categories. The Land Set Aside category does not include the claimed land at the Ross River Cut-off Road and the Robert Campbell Highway as it is not surveyed land and is outside the Ross River community.

**TABLE 3.4**  
**LAND TENURE**

OWNER	# OF PARCELS	AREA (Ha)	%
Private	115	32.1	8.7
Federal	36	47.6	12.9
Territorial	105	290.6	78.4
<b>TOTAL</b>	<b>256</b>	<b>370.3</b>	<b>100.0</b>

Source: Government of Yukon, Assessment Roll for 1988, Ross River.

Canada Land Surveys Records, Reference Plan of Ross River, Yukon Territory, map 53581, 1988.

**Table 3.5** provides a summary of current land interests in the Ross River area. All lands with specific interests are included within the land tenure totals cited above in **Table 3.4**.

**TABLE 3.5**  
**LAND INTERESTS**

INTEREST	# OF PARCELS	AREA (ha)	%
Federal Land Set Aside	17	44.1	25.8
Band Land Claimed:			
Federal	1	0.9	0.5
Territorial	28	21.6	12.7
Crown Untitled	2	104.0(approx)	61.0
<b>TOTAL</b>	<b>48</b>	<b>170.6</b>	<b>100.0</b>

Source: INAC, Whitehorse, Land Set Aside Inventory, 1989.  
INAC Northern Affairs Administration Branch.  
Ross River Indian Band Land Claims Records.

### 3.5 EXISTING COMMUNITY FACILITIES & SERVICES

Ross River's small population, and its unincorporated status results in limited community facilities and services. The Federal Government, the Yukon government and the Ross River Dena Council are the administrative bodies for the facilities that are currently available in Ross River.

#### 3.5.1 Community Facilities

The list of facilities includes the following:

##### **Federal Government Facilities**

- Airport
- Health Station
- RCMP Station
- Post Office (franchised)

##### **Government of Yukon Facilities**

- Ross River School and play field
- Ross River Community Library (in school)
- Fire Hall and Fire Truck
- Old Community Hall and Curling Rink
- Arena and new, unfinished community hall
- Water Truck and Well
- Cemetery
- Waste Disposal Site

##### **Ross River Dena Council Facilities**

- Band Office
- Band Hall
- Laundry Facility (Wash House)
- Drop-In Centre
- Community Learning Centre
- Group Home
- Indian Cemetery

##### **Other Facilities**

- Roman Catholic Church
- Anglican Church
- Baptist Church

### 3.5.2 Community Services

#### **Social Development**

At present, the community does not administer any social programs. Community services are administered directly by YTG due to the lack of municipal status for Ross River.

Currently, the Band administers the following social programs: Social Assistance's Elders Wood Program, Court Worker, and Northern Native Alcohol and Drug Abuse Program (NNADAP). The Band also operates a group home for young people. Day-care service is considered to be inadequate and is a high priority in the community.

#### **Recreation**

Despite considerable improvements in community recreational services and facilities since 1976, residents would like further progress in recreation planning and programming. To that end, a Recreation Plan for Ross River was recently completed. The recommendations of the Recreation Plan are included as **Appendix C** to this document.

#### **Education**

The Ross River school, operated by the Yukon Government, offers kindergarten to grade 10. However, students wishing to continue with their education must attend school in Whitehorse or elsewhere. As of December 1988, full time enrollment was 84 students, and that enrollment was at capacity.

The school was built in 1975 and was considered to be a well designed and constructed facility. It contains five rooms, has a small library, gymnasium and stage with the capacity for home economics and industrial education. Recently, it has been reported that some rooms are cold and that cracks have been observed in the walls. Community members suspect that the cracks are from shifting in the foundations caused by the melting of the permafrost under the building. They would like to see the school renovated.

Yukon College operates a Community Learning Centre in Ross River which offers academic, trades and general interest courses. An interest has been expressed by local residents for a new expanded facility to accommodate the increasing demand in adult and vocational training.

### **Police Protection**

Police protection is provided by the RCMP with one constable, one corporal and one special Indian constable. They are equipped with boats, snow machines, and patrol vehicles. No additional facilities are required at this time. Circuit court is held in the community hall four times a year.

### **Health Care Services**

There is limited health care available in Ross River. The Health Station has two resident nurses, a visiting doctor from Whitehorse, and an ambulance service out of the fire hall. Ross River residents requiring dental care take advantage of the services provided by the Faro dental clinic. An optometrist, special care centre, senior's home, and facilities for the handicapped are all available in Whitehorse. Travel expenses deemed necessary for medical purposes are paid for by the Yukon Government and Yukon Medical Services Branch.

The major health care concern expressed by some residents was the inadequate medical facilities and space at the health station and the lack of evening medivac emergency services.

## **3.6 DEVELOPMENT OPPORTUNITIES & CONSTRAINTS**

This final part of Community Profile provides an overview of the various development opportunities and constraints that will significantly determine the future development patterns in Ross River. Data used to determine these opportunities and constraints was derived from existing published information and gained from extensive site visits by the consultant.

### 3.6.1 Capacity for Future Land Development

Capacity for future physical development depends on the amount of suitable undeveloped land. Generally speaking, future development of the community is constrained by the Pelly River and its floodplain, the airport and its constituent development restrictions, and the steep river valley slopes to the south. This leaves the surveyed northwest and western portions of the community as the most likely areas for new development. As noted earlier, these areas contain a large number of vacant lots of varying sizes.

**Figure 3.5, Development Suitability**, identifies general development suitability within the Ross River area. Development suitability should be interpreted for broad planning purposes only. For specific site planning and construction purposes, more detailed site investigations should be carried out to confirm the suitability ratings as identified.

There are three development suitability ratings identified on the map which are as follows:




- G Good Suitability:** These areas consist of slopes which are less than 10%, and have soil and terrain conditions which are favorable for development.
- M Moderate Suitability:** These areas may have soil and terrain conditions which pose minor restrictions for development and/or they may have slopes of 10 to 15%.
- P Poor Suitability:** These areas are not suitable for development which require roads or building construction. They are areas which have major soil or terrain restrictions and/or are located in areas with slopes greater than 15%; or in floodplain/wetland areas.

There are four main areas which have been identified for future physical development. In general, the fluvial gravel deposits which underlay most of the town, junction area and old village site are suitable for building foundations. The vacant surveyed land, presently zoned industrial and partly lying within the flight path, on the west side of the Canol Road is suitable for development however flight path restrictions apply in terms of maximum building height. Generally speaking, at the east edge of the industrial subdivision the maximum building height is 25 feet, at the centre of the subdivision the maximum height is 50 feet and the maximum height at the western edge of the subdivision is 65 feet. The Band has identified an interest in acquiring this land for residential development.

# ROSS RIVER COMMUNITY PLAN

## Development Suitability

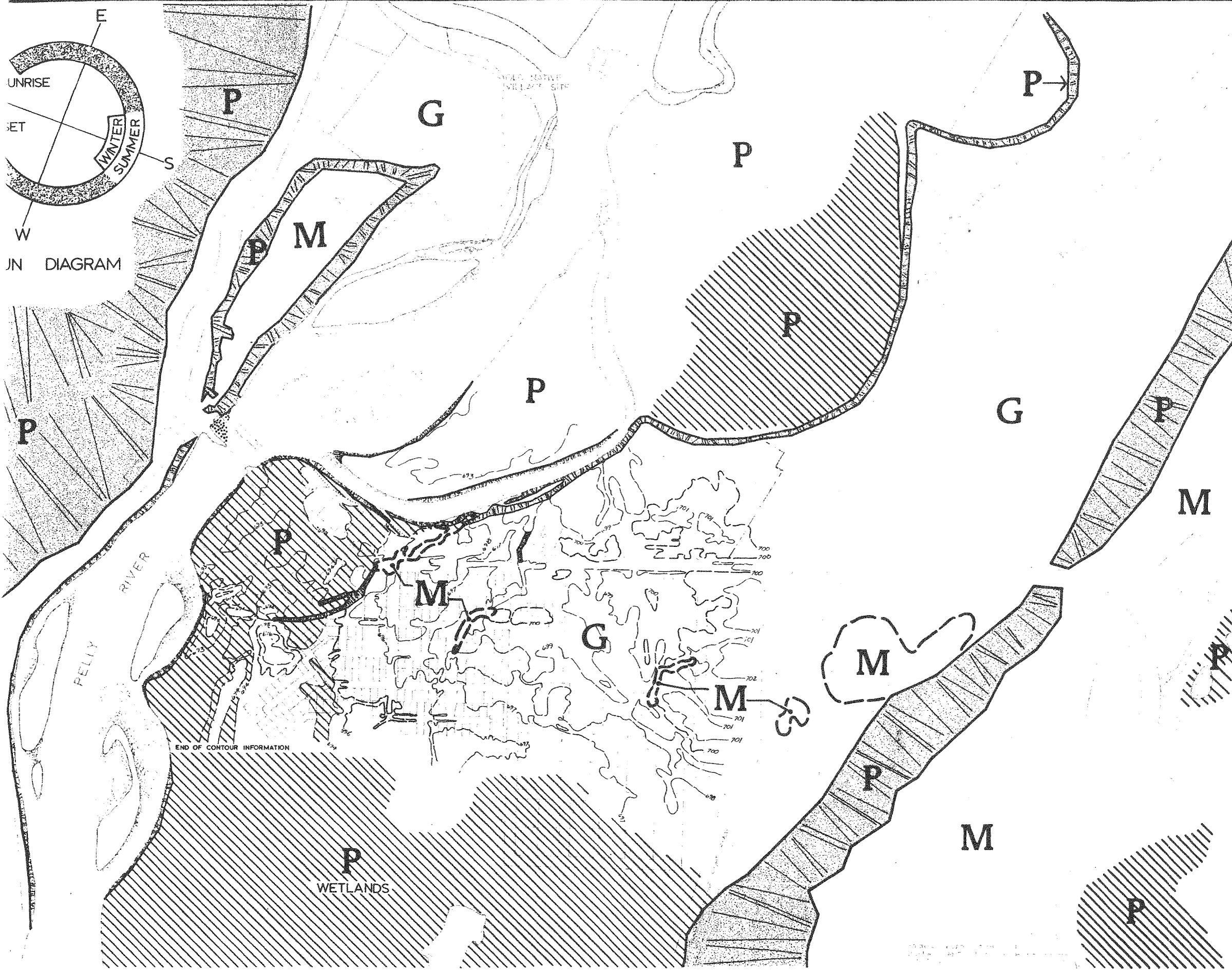
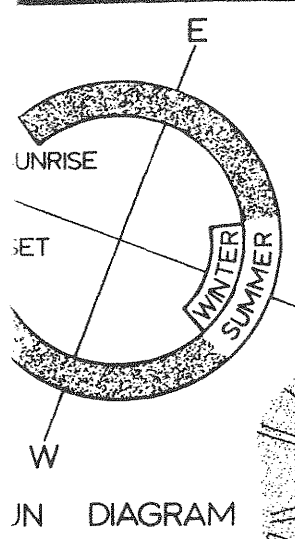
### LEGEND

-  STEEP SLOPE (15+%)
-  FLOODPLAIN / WETLAND
-  SILTING
- G** GOOD SUITABILITY  
Areas having slopes less than 10% with soil and terrain conditions favourable for development
- M** MODERATE SUITABILITY  
Areas having 10 - 15% slopes and/or soil and terrain conditions posing minor restrictions for development
- P** POOR SUITABILITY  
Areas with 15% slopes and/or within a floodplain/wetland area and/or having major soil/terrain restrictions. Intensive development not recommended for these areas

**CONTOUR SOURCE**  
Indian and Northern Affairs Canada, Engineering and Architecture Department; Whitehorse; Planimetric/Contour Map of Ross River, Yukon; 1:2000, 1m contour interval; 1982

**FLOODPLAIN AND TERRAIN SOURCE**  
- Indian and Northern Affairs Canada, Northern Affairs Program, Water Resources Division, Whitehorse; 1989 Flood Frequency Analysis for Penny River at Ross River using 1987 Data  
- National Air Photo Library, Ottawa; Air Photos of Ross River Area, Flight Line A26158, Photo #2-6 and 19-23

**BASE MAPPING SOURCE**  
Regional Surveyor - Yukon Territory, Legal Surveys Division, Energy, Mines and Resources Canada, Whitehorse; Photomap #84-003, Scale 1:5000, 1984



North

SCALE 1:10 000

0 20 50 100 200 350 500m

**3.5**  
MAP NO.

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DRAWN BY S. DREW  
DATE SEPT 89

PROJECT 1925-02 & 03

The other undeveloped areas under consideration for development are situated in the western and northwestern parts of Ross River. Soil conditions in these areas are suitable for development and the areas are surveyed. The western section is currently zoned open space while the northwestern section is zoned residential. In planning terms, these locations are desirable because of their closeness to commercial, school and park areas.

Both the "junction", which is relatively flat, and the old Indian village site, situated on a gentle to moderate slope, are also suitable areas for future development. Recently, a study was completed to determine the feasibility of developing the old Indian village site with residential and community uses. Soils information indicated that the site is considered good for residential development. However, the site's location across the Pelly River and the lack of bridge access limits the level of physical services available to the area.

## 4.0 POPULATION GROWTH & HOUSING DEMAND

### 4.1 GENERAL

The purpose of this section of the Community Plan is to provide an overview of the existing housing stock in Ross River and provide an estimate of future housing and lot needs over the next ten years. The primary objective of this section is to identify the residential lot demands over the next ten years to satisfy anticipated housing demand. The estimated new lot requirement will be compared with vacant lot data in order to determine whether new lots must be developed over the next ten years. Data utilized in this section was derived from existing published data, from the Ross River Indian Band, and from extensive site visits by the consultant.

### 4.2 EXISTING HOUSING

There are 145 housing units in Ross River consisting of 139 single detached dwellings and a group home with six units (Figure 4.1). 91 housing units are occupied by Ross River Band members and 54 housing units are occupied by non-Native residents of Ross River. There are 71 housing units on the west side of Canol Road and 74 housing units on the east side of Canol Road or on the Lands Set Aside. A total of 8 housing units were vacant as of August 1989, however it is unclear whether some or all of the 8 units can safely be occupied.

According to INAC, the majority of houses occupied by Ross River Band members require replacement, however it is assumed that the replaced housing unit will be developed on the same lot. Therefore, replacement requirements will not generate new lot needs.

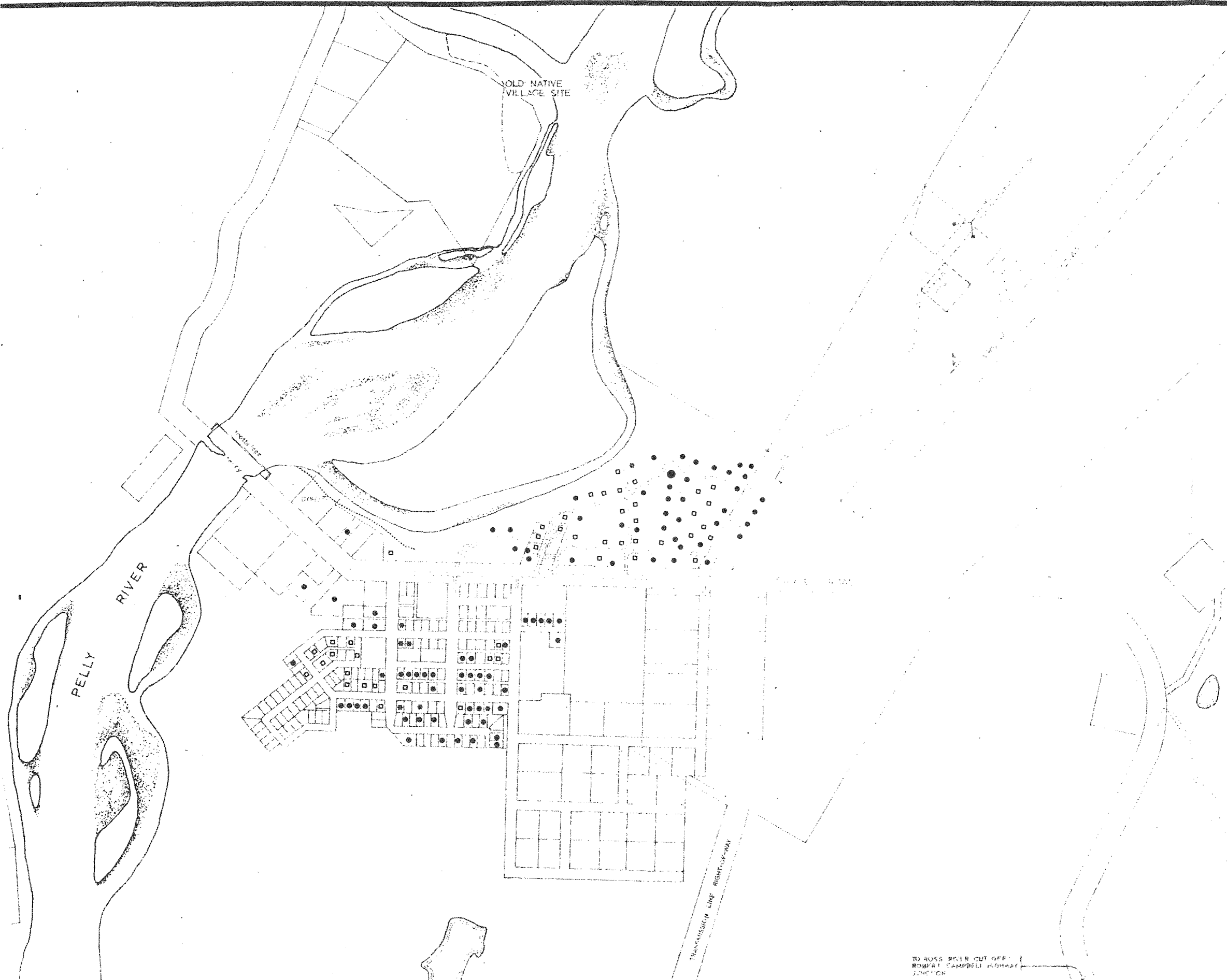
Based on the above data, the average number of occupants per housing unit is 3.0. This figure will be utilized in estimating future housing and lot needs.

# ROSS RIVER COMMUNITY PLAN

## Housing Stock

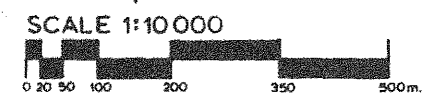
### LEGEND

- FRAMED
  - -Single Family Unit
  - -Multi-Family Unit
- LOG CABIN
- ☆ MOBILE HOME



**HOUSING STOCK SOURCE**  
 - David Nairne & Associates Ltd.; Survey of Housing Locations and Types, 1989  
 - Indian & Northern Affairs Canada, Whitehorse; Band Housing Inventory, 1988  
 - Ross River Indian Band; Household Needs Analysis - Household & Housing Inventory, 1989

**BASE MAPPING SOURCE**  
 Regional Surveyor - Yukon Territory, Legal Surveys Division, Energy, Mines and Resources Canada, Whitehorse.; Photomap #84-003, Scale 1:5000, 1984



4.1

MAP NO.

**DAVID NAIRNE & ASSOCIATES LTD.**

DRAWN BY S. DREW  
 DATE NOV '89

PROJECT 1925-02 & 03

TO ROSS RIVER CUT OFF:  
 ROBERT CAMPBELL HIGHWAY  
 JUNCTION

### 4.3 FUTURE HOUSING NEEDS

In order to determine future housing needs, an analysis of the sources of housing demand is required. Essentially there are three sources of housing demand:

- i) Current overcrowding;
- ii) In-migration; and
- iii) Community population growth.

#### 4.3.1 Current Overcrowding

According to the best data available, there is current need to develop **14** new housing units to alleviate overcrowding. All overcrowding units are occupied by Ross River Band members.

#### 4.3.2 In-Migration

Estimating population in-migration is a difficult exercise due to the uncertainty of many of the factors that determine an individual's or family's decision to relocate themselves to a new community. The main determining factors are access to employment, which is a function of the growth of a community's economic base, access to community services such as education and health care, and the availability of developable land. Changes in Ross River's economic base could significantly alter the rate of in-migration.

For the purposes of this study, the only currently reliable estimate for in-migration is directly tied to the recent change in the Indian Act (Bill C-31) which returned status to previously disenfranchised Native individuals. As a result of Bill C-31, the Ross River Band estimates that up to **25** new housing units will be required over the next 10 years.

### 4.3.3 Population Growth

#### Historical Population Growth

Historical population data for Ross River is available from the Yukon Department of Health and Human Resources and compiled by the Bureau of Statistics. However, due to administrative changes to the Yukon Health Care Records, complete 1984 population figures are unavailable.

As indicated in Table 4.1, data for 1984 is unavailable due to changes in definition and recording procedures. Consequently the growth indicated between 1983 and 1985 cannot be assumed to be actual but instead results from changes in the data collection methods.

**TABLE 4.1**  
**HISTORICAL POPULATION**  
**ROSS RIVER, DEC. 1978 - 1988**

YEAR	POPULATION	% ANNUAL CHANGE
1978	234	n/a
1979	255	9.0
1980	258	1.2
1981	292	13.2
1982	289	-1.0
1983	274	-5.2
1984	na	n/a
1985	373	36.1
1986	396	6.2
1987	376	-5.1
1988	401	6.6
<b>AVERAGE</b>		<b>3.1</b>

Source: Bureau of Statistics, Yukon Statistical Review, 1978 - 1988.

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.

**Current Population Structure**

**Table 4.2** illustrates the age/sex structure of the Ross River community. The male/female ratio is 208/193, showing a relatively even split in the population, which is comparable to the Yukon as a whole. About 46% of community members are under age 25 while only 19.5% are over the age of 45. This is a very youthful population compared to the rest of the Yukon where 39% is under age 25. The young population is in the active child bearing years.

**TABLE 4.2**  
**AGE/SEX STRUCTURE**  
**ROSS RIVER, DEC. 1988**

AGE	TOTAL	MALE	FEMALE
0-14	111	60	51
15-24	73	33	40
25-34	91	49	42
35-44	48	24	24
45-54	29	15	14
55-64	28	16	12
65+	21	11	10
<b>TOTAL</b>	<b>401</b>	<b>208</b>	<b>193</b>

This youthful age structure may cause future growth rates to continue at its high rate as young people enter into the family formation years. However, this may be modified because only eighteen percent of the population are between the ages 15 and 24, the family formation years.

**Projected Population Growth**

Estimates of projected population are based on historical and current natural population growth patterns. The community's growth rate over the past 10 years has been approximately 3% per year which is consistent with a relatively young population.

For the purposes of the Ross River Community Plan it is assumed that an average annual growth rate of 2.6% is realistic. This rate is consistent with the average rate from 1985 - 1988. This rate also assumes a slow, but stable, increase in the economic base, primarily tied to mining activity. The rate could change if economic circumstances in the community change significantly.

Utilizing the assumptions noted above, the population in Ross River in 1999 will be approximately 525. Assuming an occupancy rate of 3.0, approximately 175 housing units will be required to house the residents of Ross River in 1999. This means that 30 new housing units will be required over the next 10 years.

While difficult to determine, it is possible that a number of the returning Bill C-31 families will be included within the overall population growth rate described above. However, for the purposes of this Community Plan it will be assumed that the C-31 housing demand is a net addition to the housing demand generated by population growth.

**4.3.4 Future Housing Need Summary**

Ross River's ten year housing needs are summarized below in **Table 4.3**.

**TABLE 4.3  
ROSS RIVER 10 YEAR HOUSING DEMAND**

SOURCE	DEMAND
Overcrowding	14 units
In-migration	25 units
Population Growth	30 units
<b>TOTAL HOUSING NEED</b>	<b>69 units</b>

Thus, a total of 69 new housing units, on 69 lots, will be required in Ross River over the next ten years. This number does not include replacement housing which, it is assumed, will be constructed on the original lot.

Based on the data included in **Table 3.3** (page 13), there are potentially 83 vacant lots of varying size in Ross River. This total does not include lands at the Old Indian Village site or at the "Junction". Thus, it can safely be stated that the ten year housing need can be accommodated by the existing vacant lot supply in Ross River. If the Ross River Band proceeds with residential development at the Old Indian Village site then the supply of vacant land can be utilized far beyond the ten year horizon.

## 5.0 COMMUNITY DEVELOPMENT OBJECTIVES

This section of the Ross River Community Plan provides an overview of the various development issues and concerns arising from community planning meetings, discussions with government employees and the Planning Steering Committee members. 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.

### 5.1 COMMUNITY CHARACTERISTICS & ISSUES

#### 5.1.1 Positive Community Characteristics

Residents point to the following positive characteristics of the community:

- The community's attractive location by the river;
- The small town atmosphere;
- Sense of privacy;
- The natural wilderness surroundings in the area and the country lifestyle; and
- Slow pace and lack of city type pressures.

#### 5.1.2 Negative Community Characteristics

Residents point to the following negative characteristics of the community:

- Poor sewage disposal system;
- Perception that the Canol Road acts as a physical and psychological barrier dividing the Native and non-Native sides of the community;
- Housing congestion in the Native side of town;
- Lack of business or job opportunities in the community;
- Poor educational system for higher grades; and
- Dusty nature of most local roads.

### 5.1.3 Desired Development Improvements

In general, local residents would like to see the following improvements in the community:

- A better-developed sewer system plus a regular garbage collection service - recommendations of the Sewerage Study are included as **Appendix B**;
- A greater quantity and variety of housing for the Native community;
- Resolution of the Indian Land Claims to allow more secure future development for the community as a whole;
- More and better delivery of education, health, recreational and other social services;
- More street lights, street landscaping and general improvement to street surfacing;
- More co-ordination and co-operation between the Native and non-Native segments of the community;
- A more stable economy with job opportunities; and
- More co-ordination and co-operation between businesses to improve tourism in the community.

## 5.2 COMMUNITY DEVELOPMENT OBJECTIVES

Given the community characteristics and issues described above, and the data contained within the community profile, the Ross River Community Plan must meet the following objectives.

### 5.2.1 Development Constraints

- need to ensure that all new development occurs in areas unencumbered by development constraints such as steep slopes, floodplain, poor soils, high water table, or incompatible land uses
- need to undertake additional floodplain studies to identify Pelly River floodplain boundary, especially north and west of the existing village
- need to ensure that development and height restrictions related to the airport are accommodated
- need to encourage the resolution of all Land Claims negotiations in order to minimize uncertainty

## 5.2.2 Land Use

Land use objectives are summarized below, according to major land use type.

### **Residential**

- need to identify appropriate sites for multi-family housing types to meet the needs of the elderly, singles, and childless couples
- need to identify new housing development areas along with a development phasing plan
- need to provide for a range of residential lot sizes from "urban type lots" to "country residential type lots"

### **Commercial**

- need to identify additional lands for new commercial development
- need to maintain viability of existing commercial development
- need to identify site for a new RV park and campsite
- need to determine the feasibility of promoting additional tourism facilities in the community

### **Industrial**

- need to identify appropriate industrial development sites
- need to promote new industrial development for the community

### **Community Services and Facilities**

- need to secure funding to implement recommendations of Ross River Recreation Plan
- need to determine feasibility of developing community museum
- need to complete interior development of new community arena
- need to identify a suitable site for a new daycare facility and secure funding to develop facility
- need to determine feasibility of expanding existing gym facilities
- need to determine feasibility of expanding Community Learning Facility space

### **Parks and Open Space**

- need to clean up, landscape and generally improve appearance of the designated park site near the Pelly River pedestrian bridge
- need to determine the feasibility of developing additional playground facilities in the community

### **Infrastructure**

- need to revise and expand the YTG Five Year Capital Plan to include capital-based objectives arising from this Community Plan
- need to implement the recommendations of the sewer study
- need to continue implementation of the on-going roads upgrading project
- need to provide additional fire alarm facilities throughout the community
- need to determine the feasibility of expanding and upgrading the current dyke
- need to determine the feasibility of providing additional street lighting throughout the community
- need to determine the feasibility of constructing a vehicular bridge across the Pelly River to provide safe access to potential development on the Old Indian Village site and potential large scale mining activity in the MacMillan Pass area
- need to determine the feasibility of securing funds to improve the Canol Road streetscape with such items as new signage and sidewalks

### **Economic Development**

- need to prepare a comprehensive economic development strategy
- need to develop and implement a job skills training program
- need to determine the feasibility of expanding the community's role as a mining activity service centre

## 6.0 COMMUNITY PLAN

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

### 6.1 LAND USE PLAN

#### 6.1.1 Introduction

**Figure 6.1** and **Figure 6.2** represent the Land Use Plan for Ross River. **Figure 6.1** shows recommended land uses for the developed portion of the community while **Figure 6.2** shows recommended land uses for the areas surrounding the developed portion of the community.

#### 6.1.2 Land Use Categories

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

##### COUNTRY RESIDENTIAL

This land use category has been identified for the following four general areas:

###### *Area One: Old Indian Village*

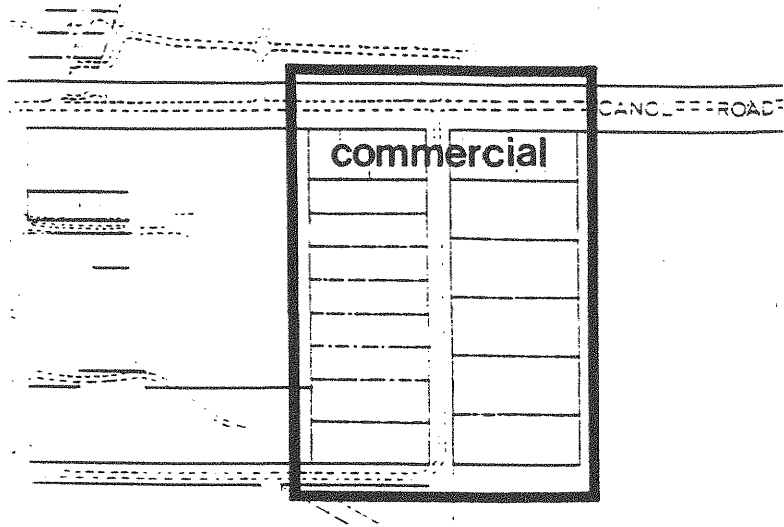
Develop the Old Indian Village site to accommodate large country residential lots up to 2 acres in size with in-ground sewage disposal and trucked water delivery. A back-up water supply system may be required when the Pelly River ferry is out of service and water delivery from the village is not available. A proposed layout for the subdivision is shown on **Figure 6.1**.

###### *Area Two: Canol Road Country Residential Subdivision*

Redesign the existing industrial subdivision into 1 and 2 acre lots and have residential as the primary use with light industrial development as a secondary use. On the following page are two conceptual layouts, **Figure's 6.3 & 6.4**, for the re-design of the existing lot layout. The original costs incurred in the development of the industrial subdivision plus any redesign costs will be recouped through the sale of the new country residential lots.

**Area Two - Canol Road Country Residential Subdivision: Layout Option One**

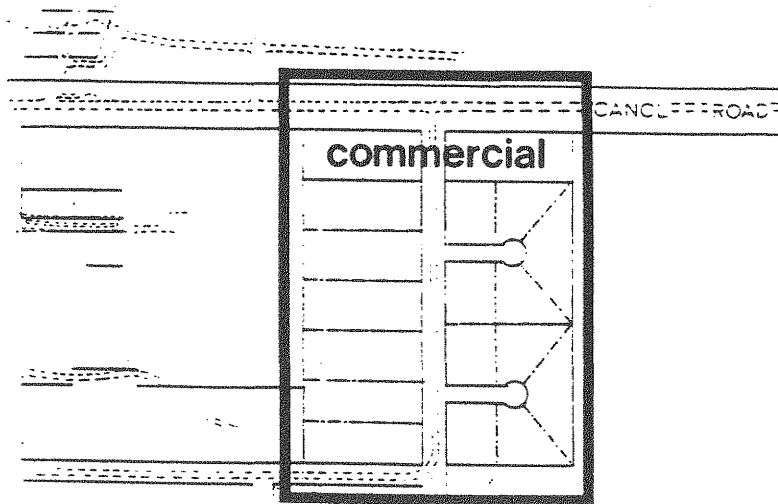
Option One shows two lots abutting Canol Road which are designated for commercial development. The lots are approximately 60 metres deep. The remaining lots, which are designated for country residential use, range in size from 0.6 ha (1.4 ac) to 1.0 ha (2.5 ac).



**Figure 6.3: Canol Road Country Residential Subdivision Layout Option One**

**Area Two - Canol Road Country Residential Subdivision: Layout Option Two**

Option Two shows two lots abutting Canol Road which are designated for commercial development. The lots are approximately 60 metres deep. Option Two will involve the construction of two small cul-de-sacs. The remaining lots, which are designated for country residential use, range in size from 0.4 ha (1.0 ac) to 0.8 ha (2.0 ac).



**Figure 6.4: Canol Road Country Residential Subdivision Layout Option Two**

**Area Three: Village Cemetery - Escarpment Site**

Develop a new country residential subdivision on the escarpment above the main village area and to the west of the village cemetery. The location on **Figure 6.1** is approximate and more detailed site studies will be required prior to development of the subdivision. Consultation with the Ross River Dena. Council should be undertaken in the detailed design of the subdivision to determine an appropriate setback from the Village Cemetery.

**Area Four: Jackfish Lake**

This area is shown on **Figure 6.2**. This area currently contains a limited number of occupied country residential lots up to 5 acres in size in the general vicinity of Jackfish Lake. Prior to additional country residential development in this area a detailed assessment of the potential to develop additional lots should be undertaken.

**RESIDENTIAL**

Single family residential housing should be developed in all areas of the developed portion of the community identified in **Figure 6.1** including the utilization of the existing vacant lots within the community. This bank of vacant lots will more than meet the ten year demand. Multi-family housing should be developed in close proximity to existing community and commercial facilities. Specific multi-family sites have not been identified on the community plan.

**COMMERCIAL**

Commercial development will continue to be located along Canol Road. An additional commercial area has been designated on the two existing eastern lots of the industrial subdivision facing Canol Road. Development on these lots is subject to airport height restrictions.

The lots that are currently zoned as highway commercial in the Ross River Area Development Regulations, that are within the Pelly River floodplain, are not designated commercial in the Land Use Plan.

Commercial development at the junction of the Ross River Cut-Off Road and the Campbell Highway will not be permitted until the following three conditions can be met:

1. there is sufficient demand to warrant developing additional commercial space at this location;

2. there is community support for new commercial development at this location;  
and
3. it can be demonstrated that new commercial development at this location will not adversely affect the existing commercial development within the developed portion of the community.

### COMMUNITY USE

No new lands have been identified for community uses and all existing community facility lands are shown on **Figure 6.1**.

### OPEN SPACE

The area identified as Open Space on **Figure 6.1** covers that area of the community within the Pelly River floodplain where a number of lots are currently occupied. No new development should occur in this area, however existing development can remain as a non-conforming use.

### LIGHT INDUSTRIAL

A significant portion of the existing industrial subdivision retains its industrial classification save for the two commercial lots fronting Canol Road and the interior lots designated country residential. Industrial land, as shown on the plan, is adjacent to existing light industrial uses and is easily accessible to Canol Road. Intrusion into existing and future residential areas is minimized. The existing gravel pit retains its light industrial designation.

### TRANSPORTATION

The area identified as Transportation covers the area dedicated to the Ross River Airport. Airport related uses will be permitted as well as light industrial uses that conform to the airport's height and setback regulations. As noted in the *Ross River Airport Development Plan*, the area within the airport boundary south of the airstrip and adjacent to Canol Road may be developed, on a lease basis, for future commercial and/or light industrial lots subject to the airport height restrictions.

## **GENERAL INDUSTRIAL DEVELOPMENT**

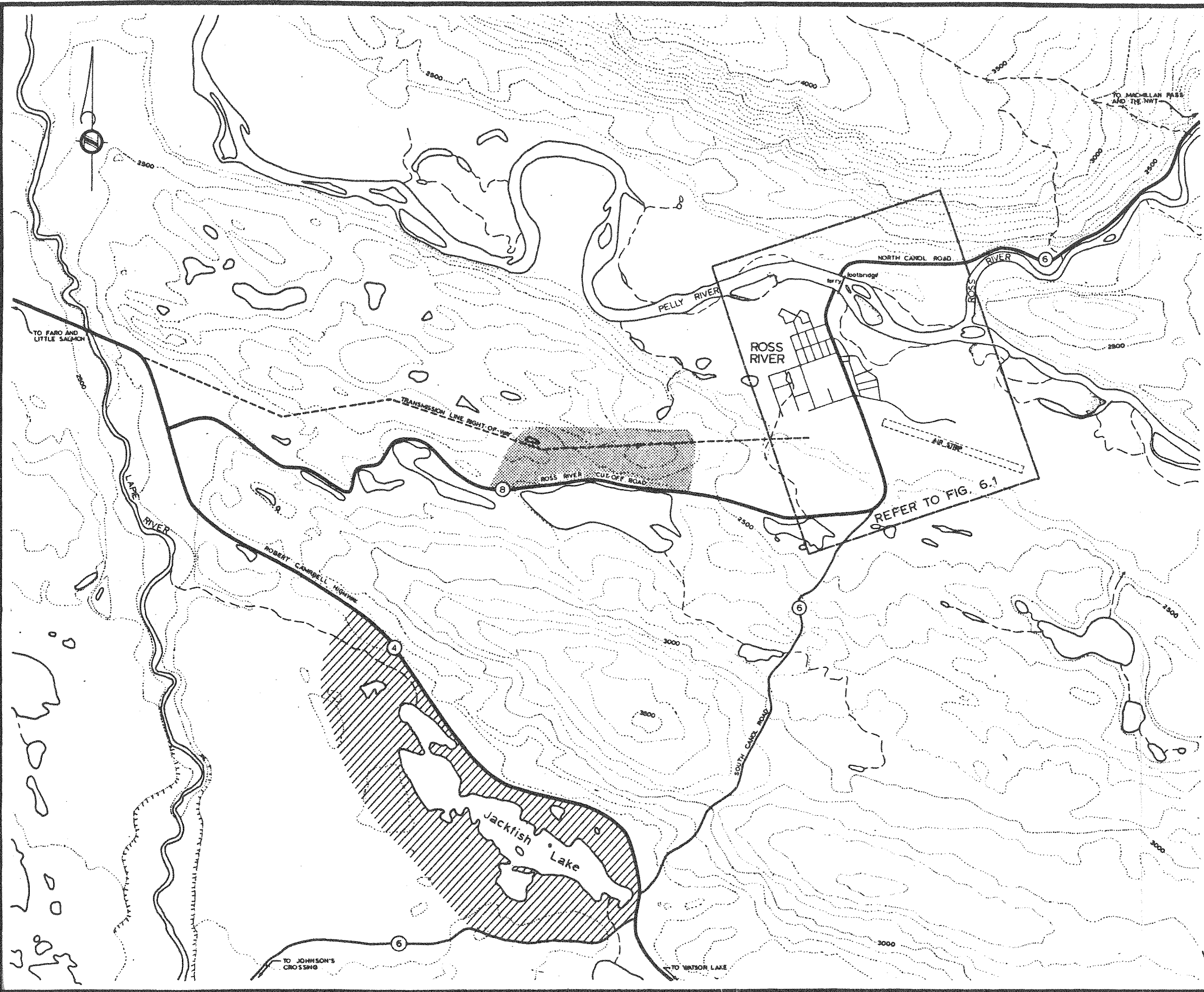
The area shown on **Figure 6.2** including and adjacent to the existing coal lease has been designated for future industrial development, if and when required. Development in this area should only occur after it is determined that insufficient industrial land is available within the village and/or it is felt that the type of industrial use is better suited to the more remote location. Any industrial development must not negatively impact on its surrounding environment.

## **HINTERLAND**

These lands are shown on **Figure 6.1** and **Figure 6.2** as having no land use designation. These lands should only be used for traditional, historical or cultural uses such as hunting, trapping and fishing.

## **6.2 IMPLEMENTATION STRATEGY**




In order to allow for the implementation of the land use recommendations contained within the Ross River Community Plan the current Area Development Regulations must be amended. Once the Community Plan has been accepted by the Planning Steering Committee and the community, the Area Development Regulations should be reviewed closely, inconsistencies identified and addressed, and new Area Development Regulations drawn up. These Regulations will then be administered and enforced by the Yukon Government.



**ROSS RIVER  
COMMUNITY PLAN**

**Land Use Plan**

**LEGEND**

-  COUNTRY RESIDENTIAL
-  INDUSTRIAL
-  HINTERLAND

REFER TO FIG. 6.1



NOTE: CONTOURS ARE IN IMPERIAL MEASUREMENTS  
AT 100 FOOT CONTOUR INTERVALS

**DAVID NAIRN  
& ASSOCIATES LTD.**

JOB NO. 1925-02

**6.2**  
MAP NO.

DRAWN BY S. DREW  
DATE JULY '90

**APPENDIX A**

**ROSS RIVER VACANT SURVEYED LAND INVENTORY**

This inventory of small and large vacant lots in Ross River was compiled from existing data and from site visits. The lot sizes are approximate and are not derived from legal plans.

## SMALL LOT INVENTORY

### A. SURVEYED LOTS WITH EXISTING ROAD ACCESS

<i>NO FLOODING RESTRICTIONS</i>			
LOT NUMBER	LOT SIZE (ha)	LOT SIZE (ac)	LOT SIZE (sq.ft.)
9	0.07	0.17	7,500
10	0.07	0.17	7,500
11	0.07	0.17	7,500
12	0.07	0.17	7,500
16	0.07	0.17	7,500
17	0.07	0.17	7,500
18	0.07	0.17	7,500
26	0.07	0.17	7,500
27	0.07	0.17	7,500
32	0.07	0.17	7,500
33	0.07	0.17	7,500
34	0.07	0.17	7,500
39	0.07	0.17	7,500
40	0.07	0.17	7,500
41	0.07	0.17	7,500
42	0.07	0.17	7,500
45	0.07	0.17	7,500
46	0.07	0.17	7,500
51	0.07	0.17	7,500
55	0.07	0.17	7,500
56	0.07	0.17	7,500
61	0.07	0.17	7,500
69	0.07	0.17	7,500
70	0.07	0.17	7,500
72	0.07	0.17	7,500
74	0.07	0.17	7,500
76	0.07	0.17	7,500
77	0.07	0.17	7,500
85	0.07	0.17	7,500
86	0.07	0.17	7,500
89	0.07	0.17	7,500
95	0.07	0.17	7,500
97	0.07	0.17	7,500
98	0.07	0.17	7,500

(This table continued on next page)

**NO FLOODING RESTRICTIONS (CONTINUED)**

LOT NUMBER	LOT SIZE (ha)	LOT SIZE (ac)	LOT SIZE (sq.ft.)
129	0.05	0.12	5,300
162	0.06	0.15	6,400
163	0.06	0.15	6,400
164	0.07	0.17	7,500
166	0.05	0.12	5,300
167	0.05	0.12	5,300
168	0.05	0.12	5,300
169	0.05	0.12	5,300
171	0.05	0.12	5,300
175	0.05	0.12	5,300
177	0.04	0.10	4,300
182	0.07	0.17	7,500
184	0.08	0.19	8,500
185	0.08	0.19	8,500
186	0.08	0.19	8,500
188	0.07	0.17	7,500
190	0.07	0.17	7,500
192	0.08	0.19	8,500
193	0.08	0.19	8,500
195	0.07	0.17	7,500
197	0.10	0.24	10,600
198	0.10	0.24	10,600
202	0.07	0.17	7,500
204	0.07	0.17	7,500
206	0.07	0.17	7,500
208	0.07	0.17	7,500
209	0.07	0.17	7,500
210	0.07	0.17	7,500

<b>62 LOTS</b>	<b>4.26 ha</b>	<b>10.44 ac</b>	<b>na</b>
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**LOTS REQUIRING FILL**

LOT NUMBER	LOT SIZE (ha)	LOT SIZE (ac)	LOT SIZE (sq.ft.)
91	0.07	0.17	7,500
93	0.09	0.22	9,600
127	0.05	0.12	5,300
151	0.06	0.15	6,400
152	0.06	0.15	6,400

<b>5 LOTS</b>	<b>0.33 ha</b>	<b>0.81 ac</b>	<b>na</b>
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**B. SURVEYED LOTS WITHOUT ROAD ACCESS**

<i>NO FLOODING RESTRICTIONS</i>			
LOT NUMBER	LOT SIZE (ha)	LOT SIZE (ac)	LOT SIZE (sq.ft.)

131	0.05	0.12	5,300
132	0.07	0.17	7,500
133	0.07	0.17	7,500
134	0.07	0.17	7,500
135	0.07	0.17	7,500
136	0.07	0.17	7,500
137	0.07	0.17	7,500
138	0.12	0.29	12,800
139	0.09	0.22	9,600
140	0.07	0.17	7,500
141	0.07	0.17	7,500
142	0.07	0.17	7,500
143	0.07	0.17	7,500
144	0.05	0.12	5,300
145	0.05	0.12	5,300
146	0.05	0.12	5,300
147	0.06	0.15	6,400
158	0.10	0.24	10,600
159	0.07	0.17	7,500
160	0.07	0.17	7,500
161	0.07	0.17	7,500

<b>21 LOTS</b>	<b>1.48 ha</b>	<b>3.63 ac</b>	<b>na</b>
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<i>LOTS REQUIRING FILL</i>			
LOT NUMBER	LOT SIZE (ha)	LOT SIZE (ac)	LOT SIZE (sq.ft.)

148	0.06	0.15	6,400
149	0.06	0.15	6,400
150	0.06	0.15	6,400
153	0.06	0.15	6,400
155	0.07	0.17	7,500
156	0.07	0.17	7,500
157	0.07	0.17	7,500

<b>7 LOTS</b>	<b>0.45 ha</b>	<b>1.10 ac</b>	<b>na</b>
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## LARGE LOT INVENTORY

### C. SURVEYED LOTS WITH EXISTING ROAD ACCESS

<i>NO FLOODING OR WETLANDS RESTRICTIONS</i>			
LOT NUMBER	LOT SIZE (ha)	LOT SIZE (ac)	LOT SIZE (sq.ft.)
117	0.58	1.42	61,900
118	0.58	1.42	61,900
218	1.35	3.31	144,000
219	1.35	3.31	144,000
220	1.20	2.94	128,000
221	1.35	3.31	144,000
222	1.35	3.31	144,000
223	1.50	3.67	160,000
224	1.42	3.48	151,500
225	1.35	3.31	144,000
240	0.81	1.98	86,400
<b>11 LOTS</b>	<b>12.84 ha</b>	<b>31.46 ac</b>	<b>na</b>

<i>WITH TRANSMISSION LINE RIGHT-OF-WAY</i>			
LOT NUMBER	LOT SIZE (ha)	LOT SIZE (ac)	LOT SIZE (sq.ft.)
227	0.50	1.23	53,400
228	0.50	1.23	53,400
<b>2 LOTS</b>	<b>1.00 ha</b>	<b>2.46 ac</b>	<b>na</b>

<i>WITH POSSIBLE WETLANDS RESTRICTIONS</i>			
LOT NUMBER	LOT SIZE (ha)	LOT SIZE (ac)	LOT SIZE (sq.ft.)
99	0.40	1.00	43,600
<b>1 LOT</b>	<b>0.40 ha</b>	<b>1.00 ac</b>	<b>na</b>

**D. SURVEYED LOTS WITHOUT EXISTING ROAD ACCESS**

<i>NO FLOODING OR WETLANDS RESTRICTIONS</i>			
LOT NUMBER	LOT SIZE (ha)	LOT SIZE (ac)	LOT SIZE (sq.ft.)
111	0.58	1.42	61,900
112	0.58	1.42	61,900
114	0.58	1.42	61,900
115	0.58	1.42	61,900
<b>4 LOTS</b>	<b>2.32 ha</b>	<b>5.68 ac</b>	<b>na</b>

<i>WITH TRANSMISSION LINE RIGHT-OF-WAY</i>			
LOT NUMBER	LOT SIZE (ha)	LOT SIZE (ac)	LOT SIZE (sq.ft.)
113	0.58	1.42	61,900
<b>1 LOT</b>	<b>0.58 ha</b>	<b>1.42 ac</b>	<b>na</b>

<i>WITH POSSIBLE WETLANDS RESTRICTIONS</i>			
LOT NUMBER	LOT SIZE (ha)	LOT SIZE (ac)	LOT SIZE (sq.ft.)
101	0.58	1.42	61,900
102	0.58	1.42	61,900
103	0.58	1.42	61,900
104	0.58	1.42	61,900
105	0.46	1.13	49,100
106	0.46	1.13	49,100
107	0.46	1.13	49,100
108	0.46	1.13	49,100
109	0.58	1.42	61,900
110	0.58	1.42	61,900
116	0.58	1.42	61,900
120	0.91	2.23	97,100
<b>12 LOTS</b>	<b>6.81 ha</b>	<b>16.69 ac</b>	<b>na</b>

**APPENDIX B**

**RECOMMENDATIONS OF THE ROSS RIVER SEWAGE  
COLLECTION, TREATMENT, AND DISPOSAL PRE-DESIGN REPORT**

The recently completed Ross River Sewage Collection, Treatment And Disposal Pre-Design Report makes the following recommendations to address the community's sewage treatment and disposal concerns.

***Sewage Collection:***

It has been recommended that a sewage holding tank be installed in every occupied building where an existing disposal system has failed and in new buildings where it has been determined that the soils on the lot and the lot size will not permit conventional in-ground sewage disposal. A sewage holding tank will not be required where a functioning septic system is installed. The sewage would be removed by a sewage eduction tank truck. This option was selected because it can be easily implemented into the existing community, can be easily expanded as the community grows, and it the most cost effective.

If the proposed sewage collection option is implemented, the community strongly urges the Yukon Government to develop a program that can assist the Ross River residents with the cost of installing holding tanks in existing buildings and/or the on-going costs of trucked eduction.

***Sewage Treatment & Disposal***

It has been recommended that a lagoon be constructed west of the existing village adjacent to the wetlands area. The tank eduction truck would collect sewage from the community and deliver it to the lagoon system. The lagoon treatment and storage with seasonal wetland disposal option has been recommended because a lagoon system is simple to operate, there is little chance of system breakdown, there will be no direct discharge to the Pelly River, and the wetlands will provide additional renovation of the lagoon treated wastewater.

It is felt that the recommendations of the Ross River Sewage Collection, Treatment And Disposal Pre-Design Report are a fair assessment of the current sewage collection and treatment situation in Ross River. Should the community grow at a faster rate than is currently anticipated coupled with greater demonstrated need, greater economic growth and possibly with the advent of some form of municipal status, it would be appropriate for the Yukon Government to re-examine these recommendations at some future date.

For a more detailed review of the recommendations please refer to the Ross River Sewage Collection, Treatment And Disposal Pre-Design Report.

**APPENDIX C**

**RECOMMENDATIONS OF THE ROSS RIVER  
RECREATION PLAN**

In January, 1990 the Ross River Recreation Plan was completed for the community. Following are the Plan's main recommendations.

### **Recreation Management**

1. That a qualified Recreation Director be hired for Ross River. It may be desirable to hire a qualified local person (or assist in up-grading a preferred local candidate) for the position so that the likelihood of the person leaving the community is reduced. Besides organizational and management ability in recreation, the person should have a basic knowledge of traditional Native recreation activities.
2. That the Ross River Dena Council explore funding possibilities for cost-sharing the salary of a full-time Recreation Director.
3. That the Recreation Committee be restructured under the umbrella of the Community Association, with a membership reflecting the population distribution of Ross River; to act as a Recreation Advisory Council to the community, with the goal of distributing funding and decision-making in matters regarding facility management.
4. That the Ross River Dena Council assume its role and responsibility on the new Recreation Advisory Council.
5. That a part-time trainee from the community be hired to work with the Recreation Director.
6. That the Recreation Advisory Council utilize the Community Consultant and Indian Recreation Consultant's experience in coordinating meetings and establishing recreational priorities.
7. That the Sports, Arts, and Recreation Branch's programs, workshops and seminars be utilized to their full extent, with representation from the Ross River Recreation Director a priority in out-of-town programs.

## **Recreation Programming**

1. That the drop-in center be recognized as a priority in recreational planning, and that funding from Lotteries Yukon be investigated for upgrading the center.
2. That the drop-in center's radio station research similar community radio stations and their funding sources in order to upgrade and develop the station.
3. That since the Northern Native Alcohol and Drug Abuse Program (NNADAP) workers run the drop-in center, training in recreational programming be explored as an enhancement of their role.
4. Many of the traditional Native recreational activities could be enhanced with effective use of radio to communicate traditions (eg. story telling) as well as advertise local events and explaining their cultural significance.

## **Recreation Facilities**

1. That funding be obtained from Yukon Lotteries for upgrading the ball field.
2. That the possibility of moving the drop-in center to phase 3 of the new arena be considered, subject to the approval of parties involved.
3. Some members of the Native community did not like the location of the new arena and felt the need for a new facility centrally located near the Band office. This facility could combine the present functions of the Band Hall, Community Radio Station and the Drop-in Centre. The facility could provide support for the traditional Native recreational activities.
4. That a totlot and playground site be chosen and designed, and that the existing playground be upgraded.
5. That a seating/park area be designed and landscaped on the arena grounds.
6. That a day-use park area be designed and constructed in the river flats area.
7. That a trail system be developed along the river, for snowmobiling and cross-country skiing.

8. The new arena should be used more effectively for low key cultural exchange programs in the community.
9. The Drop-in Centre should be used more effectively. As it is central to the Native population various cultural training activities should be provided by the Elders of the Dena Council to their youth.

For a more detailed review of the recommendations please refer to the Ross River Recreation Plan.


# ROSS RIVER COMMUNITY PLAN

## Land Use Plan

- CR COUNTRY RESIDENTIAL
- R RESIDENTIAL
- C COMMERCIAL
- CU COMMUNITY USE
- O OPEN SPACE
- M LIGHT INDUSTRIAL
- A AIRPORT
- RESTRICTED INDUSTRIAL
- HINTERLAND

**FLOODPLAIN/WETLAND MAPPING SOURCE**  
 - 1982 Federal Photography, A26158, #2-6, 1:12 000  
 - Indian & Northern Affairs Canada, Water Resources Division, Whitehorse; Flood Frequency Analysis for the Pelly River at Ross River using 1987 Data

**BASE MAPPING SOURCE**  
 Regional Surveyor - Yukon Territory, Legal Surveys Division, Energy, Mines and Resources Canada, Whitehorse; Photomap #84-003, Scale 1:5000, 1984




North

JOB NO 1925-02


6.1

MAP NO.

SCALE 1:5000

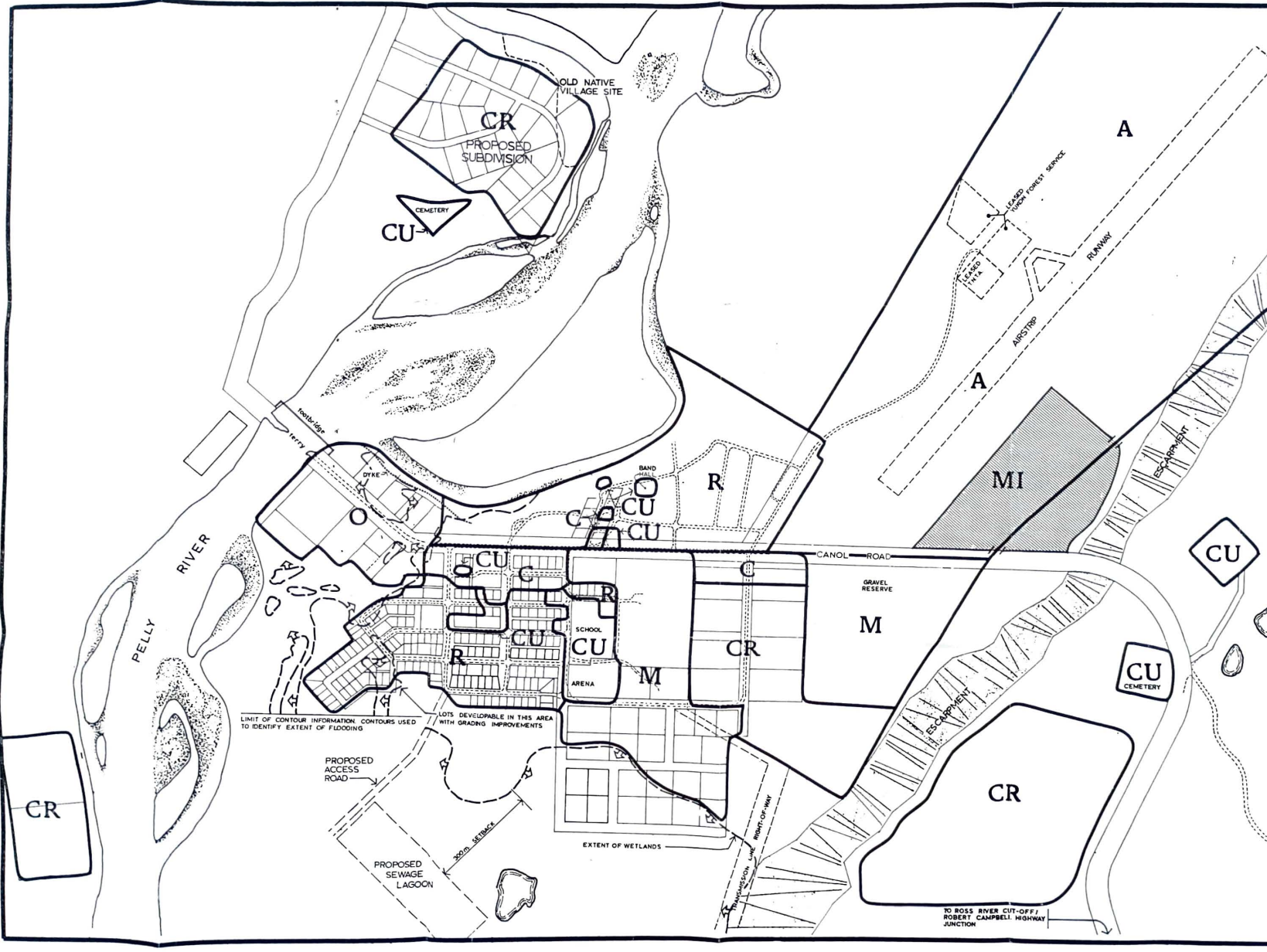


0 20 50 100 200 350 500m



**DAVID NAIRNE & ASSOCIATES LTD.**

DRAWN BY *S. DREW*  
 DATE JULY '90



TO ROSS RIVER CUT-OFF / ROBERT CAMPBELL HIGHWAY JUNCTION

# ROSS RIVER COMMUNITY PLAN C.O. 1978/139



## Legend

### Land Use Description

- Central Commercial
- Highway Commercial
- Industrial
- Institutional
- Residential
- School, Open Space, Recreation



**Yukon**

Energy, Mines and Resources  
Sustainable Development Division  
Land Planning Branch

db Printed: 06 March, 2019

Designations are interpreted from the original plan that was hand-drawn in April 1975 using base information of the time.  
Land Planning digitized to ArcGIS database in August, 2014.  
All base information is up to date as of printed date.

