

Alaska Highway West Local Area Plan Background Report

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Date: July 4, 2024

This document was prepared by Stantec Architecture Ltd. for the Yukon Government Land Planning Branch and the Champagne and Aishihik First Nations. We acknowledge that this project is taking place within the Traditional Territory of the Champagne and Aishihik First Nations.



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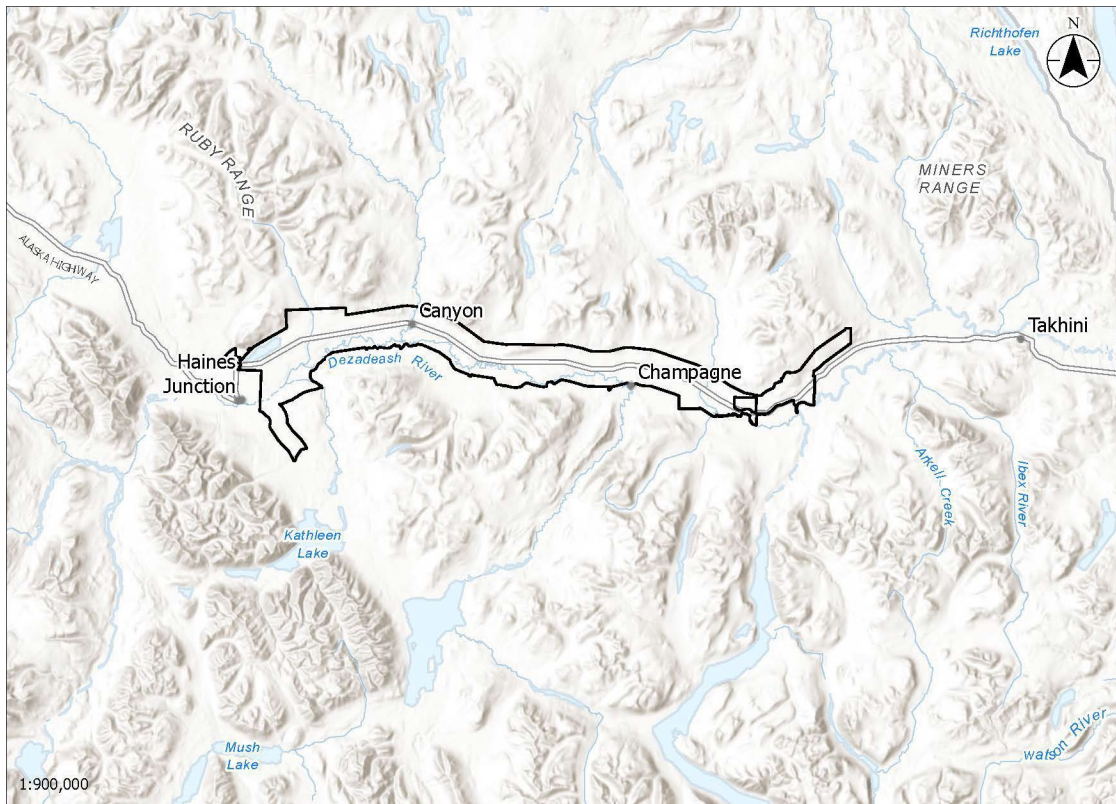


1 Introduction

1.1 The Planning Area

The Champagne and Aishihik First Nations (CAFN) and the Government of Yukon are working together to develop a Local Area Plan for the Alaska Highway West corridor. The purpose of the Local Area Plan is to coordinate land use and prevent future conflicts. This Background Report is the first step in the Local Area Planning process and combines all the relevant information needed to make informed land use decisions as the planning process moves forward.

The Planning Area is approximately 512 square (sq) kilometers (km) and extends along the Alaska Highway corridor from east of Haines Junction to just west of Takhini Subdivision. The Planning Area is roughly 5 km wide, extending 2.5 km north and south of the Alaska Highway. The Planning Area is within the Traditional Territory of the CAFN. Additionally, the traditional territories of CAFN and KDFN (Kwanlin Dün First Nation) overlap with one another within the easternmost portion of the Planning Area with the KDFN. The Planning Area is shown on the inset below and in more detail on *Map 1 – Planning Area and Land Use*. All maps are included in **Appendix A**.



Planning Area Location Map



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The Planning Area includes Canyon, an important residential area for the CAFN and the residential subdivisions at Pine Lake and Marshall Creek Closes, east of Haines Junction. The Planning Area does not include the community of Haines Junction, Mendenhall Subdivision, or the community of Champagne.

The predominate land use in the Planning Area is rural residential, with residents mainly choosing to live on larger rural properties. The Planning Area includes several farms, timber harvest areas, businesses, and recreational opportunities. The Planning Area is also key habitat for elk, bison, and other wildlife.

The Alaska Highway runs through the centre of the Planning Area, providing access to Haines Junction and the Yukon's northwesterly communities (Silver City, Destruction Bay, Burwash Landing and Beaver Creek). This area is unique as it is the key highway junction for those travelling to Alaska. Approaching Haines Junction and Kluane National Park, majestic views of the mountains add to the draw of this area for residents and visitors.

1.2 What is a Local Area Plan?

Local Area planning is a form of collaborative land use planning as identified in Section 26.1 of the CAFN Self-Government Agreement. These plans are intended to guide development in an orderly fashion, minimize land use conflicts, promote sustainable development, and provide residents of the area with some certainty about how land will be used in the future.

For Local Area planning to be successful, information, knowledge, and technical expertise of both the Government of Yukon and CAFN must be mutually understood and considered. The Plan should recognize and promote the history, heritage, and culture of the Yukon First Nation people within the Planning Area. CAFN citizens and other Yukon residents should have the opportunity to share information about the current and past use of the area, and their interests for the future.

1.3 Previous Planning Processes

There have been several previous attempts to get planning underway for the area surrounding Haines Junction. In 2015, there was an agreement between Yukon government and CAFN to begin the Alaska Highway West Local Area Plan process. In 2017, a Memorandum of Understanding was signed between the two governments, a public kick-off meeting was held, and a public survey was undertaken. In 2018, an expression of interest for the planning committee members was circulated, but the process stalled at that point. Attempts to get regional planning underway were also made in previous decades, possibly as early as the 1980s. There has been a specific focus on the area around Pine Lake and the Dezadeash River Valley wildlife corridor.

1.4 How this Background Report was Developed

The CAFN and the Government of Yukon are together overseeing the development of this Background Report. To begin, information was gathered from both governments and brought together to create a draft report. A public engagement process was carried out in June 2023, to introduce the project and gather



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information about the Planning Area and understand what is important to residents and CAFN citizens. This information was used to develop a final Background Report.



2 History

2.1 Pre-contact

The Planning Area has been home to the Southern Tutchone people since time immemorial. The traditional name for the Haines Junction area is Dakwākāda, meaning "high cache". Raised log caches were used in the region by local First Nations people to store dried meat and furs year-round while they hunted and fished nearby. Traditional and subsistence activities have occurred continuously from ancient times until the present, and only in the recent past did they change significantly.

For many thousands of years, seasonal hunting and fishing camps were used, with locations moving to reflect the ever-changing landscape. The area's broad valleys make for good travel routes and a well-used coastal Tlingit trading route headed south, through the Chilkat Pass, to Haines Alaska.

Dakwākāda, with its intersecting trails, has been a good place for camping, harvesting gophers, and a staging place for hunting in the valley and nearby mountains.



CAFN's Heritage, Lands and Resources Staff Hunt for Gophers Near Annie Lake Creek (Photo Credit: CAFN)



2.2 Rapid Change of the 1900s

Non-First Nations people did not enter this area until the 1890s, when Jack Dalton and others began using the coastal Tlingit trading route to Haines Alaska for commercial purposes. In the early 1900s surveyors began using the area's trails to explore, mainly beginning in Haines and heading north through the Chilkat Pass. A few years later, the coastal trading route to Haines was used for commerce and trade and later became known as the Dalton Trail.

The area began to change even more rapidly when gold was discovered by Dawson Charlie and Skookum Jim at Kloo Lake to the west of Haines Junction in 1903. This led to an influx of gold miners heading from Whitehorse following ancient foot paths. The arrival of non-Indigenous people in the area brought not only new goods such as metal traps, dishes, rice and tea, but also social change. Previously, the lives of the Southern Tutchone people were focused on the land, continuing the hunting, fishing and trapping ways of their ancestors. The way of life changed, as people began to make money from trapping, guiding big game hunters and jobs in mining.

In 1904, the Kluane Wagon Road was built from the Whitehorse-Dawson Overland Trail all the way to Silver City. It was based on a traditional trail but deviated in some sections to allow for horses pulling wagons. This route passed through the current location of Haines Junction and was used until the 1940s.



Canyon Creek Bridge 1900s (Photo Credit: Yukon Archives, E.J. Hamacher fonds - Hougen collection, #837)

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Although mining slowed, the routes were still used for commercial and government business. Several roadhouses developed along the Kluane Wagon Road to serve the public travel. The Stony Creek, Mendenhall Landing, Jo-Jo, Champagne, Big Bend, Canyon Creek, and Marshall Creek roadhouses operated through the early 1900s, some for only a few years and some for longer. Settlements grew up gradually around Champagne and Canyon Creek.

The next big change for this area came in the mid-1940s when the Alaska Highway, connecting Dawson Creek British Columbia with Big Delta Alaska, and the Haines Road, going south over the Chilkat Pass to Haines Alaska, were completed. Haines Junction was a construction camp and an important supply and service centre for the U.S. Army Corps of Engineers who were building the Highway. Both the Alaska Highway and the Haines Road were open to non-military through traffic in 1948.



Cabin in Canyon Creek in 1942 Demolished When Alaska Highway Was Built (Photo Credit: CAFN Archive)

The Alaska Highway Maintenance Camp at Milepost 1016 at the junction of these two roads, grew gradually and by the early 1950s, the Haines Junction Townsite had been subdivided and both a school and Royal Canadian Mounted Police (RCMP) station were opened.

This was a period of rapid and profound change for the local Southern Tutchone people. Traditional camps and seasonal settlements, like in Canyon Creek, were demolished during Highway construction. The influx of population from the building of the Highway affected the wildlife population, which led to the implementation of the Kluane Game Sanctuary west of the Highway. Families were suddenly banned



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from harvesting in a large portion of the Traditional Territory. Individuals were then enrolled into the Champagne and Aishihik Indian Bands. Government control through the Indian Act and the Indian Agent began to play a major role, determining where people could live and what they could do. Not allowed to vote, own property or a business, Champagne and Aishihik people were second-class citizens in their own homeland and were forced to assimilate.

Many children were sent to residential schools. The Government also confiscated children and adopted them out to non-Indigenous people. Living in Department of Indian Affairs houses in larger multi-cultural communities was a major change for many. Devastating experiences were common for those who survived residential schools or the experience of being raised in a different culture or larger multicultural communities.

Racism was commonly experienced and diseases such as tuberculosis and measles took their toll. The new economy, language, religion, educational system, and legal system contributed to a sense of confusion and loss of identity. A disproportionate number of Indigenous children were forced into care and fostered or adopted by non-Indigenous families. The traumatic experiences of the 20th century have affected multiple generations and continue today.

2.3 Modern Treaties

In 1973, Yukon First Nation leaders presented the document *Together Today for Our Children Tomorrow* to Canada's Parliament in Ottawa. Champagne and Aishihik's Elijah Smith, Harry Allen, and Dave Joe were leaders in the Yukon-wide land claims negotiation process and instrumental in crafting the Umbrella Final Agreement. This document established the overall framework for a new relationship between Yukon's Indigenous people and both the governments of Canada and Yukon.

The Champagne and Aishihik First Nations was one of the first four Yukon First Nations to negotiate its own final land claims agreement. The land claims agreement process was long and complex. The Final Agreement was signed in 1993. The modern-day treaty and self-government agreement gives CAFN ownership and legislative authority over lands in their traditional territory settlements lands. Further, these agreements empower First Nations self-governance and authority to manage a range of matters including the economy, wildlife, heritage, education, lands, and resource management. These agreements also set out a framework for CAFN's participation in cooperative planning for all lands and resources within their Traditional Territory.

Surveyed CAFN lands fall into three categories; Category A lands over which the First Nation has complete ownership of surface and subsurface; Category B lands, where the First Nation owns the surface rights only; and fee simple lands. More information about these lands can be found in Section 4.3.

KDFN signed their Final Agreement and Self-Government Agreement in 2005. These documents outline the way KDFN citizens govern themselves. Similar to CAFN, the text of the Umbrella Final Agreement is part of KDFN's Final Agreement.

2.4 Archaeology and Heritage Sites

The Planning Area has a long and rich history, both before and after the arrival of Europeans. This history is still evident through the large number of heritage sites. The CAFN and the Government of Yukon maintain records that include information about heritage sites; two of these datasets are the Yukon



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Archaeological Sites Inventory (YASI), and Yukon Historic Sites Inventory (YHSI). These are both restricted datasets and the locations of sites cannot be shown publicly.

The YASI includes records for archaeological sites (i.e. sites that pre-date the arrival of Europeans in the territory) like villages, or ancient camps, and hunting or fishing sites. The physical evidence left behind at archaeology sites are mostly stone tools or fragments from making stone tools, as well as animal bones and charcoal from ancient campfires, since these are what preserve in the forest soils. Other evidence includes obsidian, copper tools, dug out and birch bark canoes, burial sites, as well as Kwaday Dan Ts'incni (Long Ago Person Found) which may also be found in the planning area. Sites in the YASI are protected from disturbances by legislation.

The YHSI is a record of the Yukon's historical places, like old roadhouses, graves, cabins or infrastructure. YHSI sites are also protected by legislation, with exceptions for things like privately owned historical buildings or infrastructure. The YASI and YHSI are both maintained by the Government of Yukon and are updated as heritage sites. Heritage sites are recorded either by members of the public, researchers, or during heritage assessments that are carried out for developments.

There are close to 200 recorded heritage sites in the Planning Area (~140 archaeological sites, ~40 historical sites). Many of the recorded sites are located along the Alaska Highway, or by Champagne (Shadhäla), Canyon (the Yänlin) and near the Mendenhall River (Chù). The oldest archaeological site in the Planning Area dates to around 7,000 years ago and is located near Canyon. Stone tools, including spear points and microblades as well as bison bones were found at the site. This site, along with a site near Pine Lake, where specimens of ancient horse and elk were found, are both registered paleontological sites.

Archaeological excavations at sites along the Alaska Highway near Champagne and the Mendenhall River also recovered microblades, scrapers and projectile points. Some artifacts were made of obsidian (volcanic glass) that would have likely been obtained through trade with people living near volcanic sources either in northern BC or southwest Yukon. One copper artifact was also found during these excavations, and likely dates to more recent times (past 1000 years).

Though few archaeological sites have been studied in detail, they indicate consistent occupation of the area over the millennia. It is very likely that many more sites will be identified through future research and heritage assessments in the area.

There are two heritage reserves in the Planning Area (115A14-002 and 2018-1840) and both are near Canyon. Heritage reserve 115A14-002 is related to the Canyon Creek bridge, which is a significant historical structure that was originally built in the early 1900s as part of the Kluane Wagon Road. Heritage reserve 2018-1840 is related to elevated heritage potential along the high bluffs that overlook the Dezadeash and Aishihik Rivers. There is also an Administrative Hold near Canyon related to heritage sites in the area.



3 Environment

3.1 Landscape and Ecosystem

The Planning Area is located within the Southern Lakes Ecoregion of the Boreal Cordillera Ecozone. The elevation of the Dezadeash River valley is about 585-700 metres above sea level, while the highest elevation is 1239m (Yukon Ecoregions Working Group, 2004). This region is characterized by broad valleys with numerous lakes, streams, and wetlands (Yukon Ecoregions Working Group, 2004).

GEOLOGY

The Planning Area's mountains and valleys are generally a result of underlying bedrock geology and the work of glaciers over the past 30,000 years. The Yukon Geological Survey has mapped six distinct groups of bedrock geology, which are shown on *Map 2 - Surficial Geology*. Three of these groups (Paint Mountain pluton, Pyroxenite Creek, Annie-Ned Batholith) are plutonic, igneous rock that formed between the Cretaceous and Eocene eras deep underground and then gradually rose to the surface and formed. The remaining three (Bear Creek, Kluane Schist and Snow Cap) are all groups of metamorphic rock (Yukon Geological Survey, 2022). There are also few places in the area where the bedrock outcrops occur and instead, sedimentary materials deposited since the last glaciation dominate (Yukon Geological Society, 2021).

North of the Dezadeash River, between Pine Lake and the Aishihik River, undifferentiated tills were deposited during the recurring periods of glaciation. Till deposits are also common east of Pond Creek and north of the Takhini River. Smaller deposits can also be found among the hills north of the Dezadeash River, and east of the Aishihik River (Yukon Geological Society, 2021).

Extensive throughout the terraces of the region are deposits of glacio-lacustrine origin. These sediments are tied to two glacial lakes in the region, Glacial Lake Champagne and Neoglacial Lake Alsek (both outside the Planning Area). Glacial Lake Champagne formed at the end of the last glaciation when Dezadeash River was cut off by the retreating glacier. Neoglacial Lake Alsek formed and drained when the Lowell Glacier blocked the Alsek River to the west on six occasions in the last three thousand years, with the most recent event in the 1800s (Clague & Rampton, 1982). These deposits are mostly fine silts and clays, with sands and fine gravels occasionally found along ancient nearshore and beach environments.

Also found in the midlands above the Aishihik River and between Moose Creek and Champagne are eolian sand dunes and deposits that formed in the recession of the glaciers and glacial lakes; areas now covered with vegetation. Around the wetlands and meltwater ponds, organic material, such as peat, dominate.

Within the Planning Area, active and ancient fluvial (riverine) processes have left an undeniable imprint on the landscape. The Aishihik, Dezadeash, Mendenhall, Kathleen and Takhini Rivers, along with the numerous creeks continue to actively erode and deposit sediments in the channels and flood plains of the



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valley bottoms. Within the active floodplains, which was discerned from mapping breaks in topography and forest disturbances along the banks of the rivers, well sorted layers of sands, and gravels can be found, including the occasional silt oxbows and side channels.

At the outlet of Pine Lake, along the Kathleen River and immediately north of Stony Creek camp, there are numerous and ancient channels that formed from the meltwaters of the receding glaciers. The surficial geology of these areas can be distinguished from regular riverine processes, in that the meltwater pulses created broads and braided channels on the landscape, often perched well above modern day rivers, and dominated by large deposits of poorly sorted sands, gravels and cobble. These ancient channels are valuable in that they often have potential as easily accessible, large, and reliable sources of material for aggregate required for construction.

With the Planning Area, eight minor faults and one major fault are currently mapped (Yukon Geological Survey, 2022). The major fault is the Kluhini River thrust fault, that bisects the Planning Area between Moose and Dune Creeks.

CLIMATE

The Planning Area is characterized as being quite arid due to the rain shadow effect off the St. Elias-Coast Mountains to the west; summarized in *Table 3.1*. Annual precipitation in the area is less than 300 mm, and about a third of this comes as snowfall between October and April. Temperatures in the region are cold overall but highly variable, with an annual average temperature below freezing (-1.4°C), but extremes between -46°C to 31°C recorded between 1970 and 2010 (Environment and Climate Change Canada, 2023). The growing season is short with only four months, June to September, when the daily minimums stay above freezing.

Table 3.1 Climate Normals at Otter Falls (Environment and Climate Change Canada, 2023)

	Jan.	Feb.	Mar.	Apr.	May.	Jun.	Jul.	Aug.	Sept.	Oct.	Nov.	Dec.	Year
Daily Mean Temperature (°)	-16.1	-12.2	-7.7	-0.7	5.9	10.9	13.0	10.8	5.8	-1.5	-11.7	-13.7	-1.4
Daily Maximum Temperature (°)	-11.2	-6.3	-1.1	5.5	12.3	17.4	19.1	16.8	11.4	3.1	-7.2	-9.1	4.2
Daily Minimum Temperature (°)	-21.0	-18.0	-14.3	-6.9	-0.5	4.4	6.8	4.8	0.0	-5.9	-16.2	-18.3	-7.1
Precipitation (mm)	16.2	13.2	12.2	8.5	21.0	43.7	54.5	43.1	31.0	23.5	17.0	14.7	298.6
Rainfall (mm)	0.0	0.1	0.0	0.6	17.7	43.5	54.5	43.1	27.5	7.9	0.0	0.4	195.3
Snowfall (cm)	16.2	13.1	12.2	7.9	3.2	0.2	0.0	0.0	3.6	15.6	17.0	14.3	103.2

WATER AND HYDROLOGY

Situated in the Interior Hydrologic Region (Yukon Ecoregions Working Group, 2004), the largest river in the area is the Takhini River, followed by the Dezadeash, Aishihik, and Mendenhall Rivers, in decreasing order of size. These rivers are fed by the area's numerous creeks. Meltwater ponds and wetlands (mostly



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fens) are common throughout the area, especially on the floodplains and glacio-lacustrine terraces. There are numerous small lakes in the region. The only large body of standing water within the Planning Area is Pine Lake, located in the northwest. Annually streamflow patterns on the larger rivers are characterized by large flows in the spring, peaking in June as result of snow melt. For smaller streams, it is estimated that 40% percent of the annual flows originate from intense but short-lived summer thunderstorms (Yukon Ecoregions Working Group, 2004).

SOILS

Due to the relatively recent recession of the glaciers and the aridity of the climate in the area, mineral soils and peat accumulations in the region are typically weakly weathered and less than one metre in thickness (Yukon Ecoregions Working Group, 2004). These shallow soils are also typically alkaline in the main valleys due to the glacio-lacustrine deposits of calcareous silts and clays deposited here. Relatively thicker organic layers are to be expected in the grasslands, especially on a south facing slope. In areas where the soils are well drained, permafrost is typically discontinuous and has low ice content, but in poorly drained sites the permafrost becomes more continuous and the ice content is high, with active frost churning to be expected.

VEGETATION

Vegetation cover varies widely within the Planning Area. At lower elevations, vegetation is open and closed canopy boreal forests of predominantly white spruce, trembling aspen, balsam poplar, and paper birch. Drier sites include stands of lodgepole pine, with subalpine fir occurring at higher elevations. Alpine tundra with sedge-dominated meadows occurs at the higher elevations, along with rock fields colonized by lichen (Yukon Ecoregions Working Group, 2004).

Where active floodplains or mature stands have not been impacted by wildfire in the last hundred years, white-spruce feather moss forests are common. Similarly, the terraces of the Dezadeash valley are characterized by mixed forests of lodgepole pine and white spruce, with pine being dominate in areas disturbed by fires in the last hundred years. In areas that are north of the Alaska Highway, along Marshall Creek, and east of Mendenhall Landing, there are large open areas of grasslands and alkaline lacustrine depressions, commonly occupied by shrub birch.

Balsam poplar is commonly found in disturbed (e.g., recent wildfire) and riparian areas along streams, but is often replaced by white spruce as the forests recover and successional matures. Paper birch on the other hand, doesn't form any stands of its own, but can be found throughout the Planning Area in stands of mixed tree species. *Map 3 – Vegetation Cover*, shows the current land cover in the Planning Area.



3.2 Wildlife and Habitat

The sections below discuss the wildlife and habitat in the Planning Area and can be seen on *Map 4 – Key Wildlife Habitat*.

MAMMALS

The Planning Area has a varied landscape with different habitats, and thus is home to a wide variety of species of mammals, shown on *Map 4*. Moose habitat is mapped throughout the valley bottoms of the Aishihik, Dezadeash, Kathleen and Mendenhall Rivers. Except for the Aishihik River valley and Northeast of Pine Lake, most of the moose habitat lies south of the Alaska Highway. Elk habitat is mapped throughout the lowlands and midlands of the Planning Area, to the east of Pond Creek, mostly in the Takhini and Ibex River valleys. While common in the region, the key habitat areas for mule deer are around more open forests at Canyon and the open areas in the Takhini River valley.



Elk along the Alaska Highway (Photo Credit: Yukon News)

Dall sheep (thinhorn) habitat has been mapped throughout the Planning Area, in highlands to the east of Marshall Creek and west of the Mendenhall River. Conversely, mountain goat habitat can be only found in the highlands between the Aishihik River and Moraine Lake. Beavers are present in the area and several beaver ponds currently exist in the Mendenhall River valley.

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The Planning Area includes habitat for several species of special conservation concern, including grizzly bear, and woodland bison. Habitat for little brown myotis bats and collared pika is found immediately outside the Planning Area.

The Aishihik population of woodland bison was introduced to the region starting in 1988 (Aishihik Bison Technical Team, 2022). While the population is rebounding and considered among the largest free ranging herds on Earth, is it still in recovery and considered sensitive to habitat loss and human encounters (Aishihik Bison Technical Team, 2022). In the Planning Area, key habitat for the Aishihik bison herd extends from the Ruby Range near Canyon in the west to past Stoney Creek in the east, staying mostly north of the Alaska Highway, except for a small area near Champagne and Mendenhall Landing.



Wood Bison Aishihik Herd (Photo Credit: Government of Yukon Department of the Environment, Kathi Egii)

There are two key areas of grizzly bear habitat mapped with the Planning Area; one near Haines Junction, that follows the valleys of the Kathleen and Dezadeash Rivers, upstream to the confluence with Aishihik River and the second near Champagne and Moraine Lake, occupying both the wet valley bottoms and dry uplands.

There are several herds of wild horses that roam free in the Ibex Valley and through the easternmost section of the Planning Area. Over the years, Yukon Government has tried to capture these wild horses as they are a risk to motorists. Some horses have been corralled, but there are reports that some horses remain in the area.

Outside but near the Planning Area, little brown myotis bats have been mapped as present around Haines Junction and collared pika in the alpine areas to the south of Champagne. There are some woodland caribou herds that can be found near the Planning Area; the Ibex herd is immediately to the south and east of Champagne but currently no herds are known to make use of the Planning Area itself as a corridor or habitat.



BIRDS

Like with mammals, the diversity of bird species in the region is exceptional; with numerous species of waterbirds (e.g., pacific loons, arctic terns), shorebirds such as American golden-plover and the common snipe found at the larger lakes like Pine Lake. Migrant songbirds such as American robin, American pipit and rusty blackbird are found in the forests and riparian area. Waterfowl, including Yukon geese and trumpeter swans are found around the lakes and wetlands. Raptors such as northern goshawk and great horned owls occupy the woodlands, with golden eagles and gyrfalcons roosting in the alpine areas, along with ptarmigan.

Four bird species have areas of key habitat mapped in the Planning Area, three are of special conservation concern. The first species mapped but not currently a conservation concern is the golden eagle which are known to use the alpine areas north of the Alaska Highway, between Pine Lake and Cracker Creek. The migratory rusty blackbird, however, is considered a species of special concern and is reported to spend time in the wetlands and riparian areas of the Kathleen River Valley. The common nighthawk, can also be found around shores of Pine Lake and the community of Haines Junction. Finally, the barn swallow, which can be found in the hills north of the Alaska Highway, west of Mendenhall Landing.

FISH

Native fish species observed in this region include lake whitefish, round whitefish, lake trout, northern pike, and arctic grayling. Additionally, the Takhini River as part of the Yukon River watershed also sustains populations of inconnu, broad whitefish, least cisco and summer runs of chinook salmon.

3.3 Geohazards

PERMAFROST

Following the retreat of glaciers at the end of the last ice age, permafrost formed in the Dezadeash and Takhini River valleys, which make up most of the Planning Area. West of the Aishihik River, permafrost, meltwater ponds and peat mounds are prevalent on the valley terraces and on the floodplains between Marshall Creek and Aishihik River. To the east and between Champagne and Mendenhall Landing, permafrost and meltwater ponds are prevalent both in valley bottom and higher elevations, though to a much lesser extent on the hills north of the Takhini River. Between the Aishihik River and Champagne, some permafrost has been mapped on the valley terraces but is discontinuous and much smaller in area relative to the other described areas. In general, the risk of permafrost expansion and contraction is greatest in areas with lots of fine silts and clays, along the water courses or near the organic deposits, and wetlands often associated with thermokarst (freeze-thaw) collapses.



FOREST FIRES

Although the heavily vegetated portions of the planning area are susceptible to forest fire, there are also large tracts of land that are sparsely vegetated or situated above the tree line, lowering the overall wildfire risk. Within the last 60 years there have been four wildfires of note that have occurred in the Planning Area, summarized in the *Table 3.2*, below.

The beetle-killed spruce forest in the area presents an unusually high potential for fire severity and spread. Dead spruce trees are more likely to ignite from embers and spread more embers as they burn. The volume of dry fuel, both standing and on the surface is higher in a spruce-beetle affected forest.

Table 3.2 Recent Forest fires in Planning Area

Year	Location	Area Burned (ha)
1980	Canyon	1306
1990	Canyon	315
1998	Marshall Creek	3712
2021	Champagne	756

FLOODING AND EROSION

Currently, there are no floodplain maps for the Planning Area, but floods and debris flows have occurred and caused damage to infrastructure in the region in the recent years, including to the Alaska Highway (CBC, 2020) and are expected to increase as a potential threat to human development in the region with climate change.

During the period of the spring freshet, some degree of flooding and bank erosion is expected in valley bottoms along the Aishihik, Dezadeash, Mendenhall and Takhini Rivers. Active bank disturbances and the gentle topography of the valley bottoms suggest that the areas around the Aishihik and Dezadeash Rivers are especially at risk to flooding. Additionally, the construction of the Aishik Generating Station led to changes in the flow along the Aishik River. Berms have been built to mitigate the impacts on private landowners, but some properties are still impacted by high water levels especially during spring melt.



4 Land Tenure

4.1 Overview of Land Ownership

As noted earlier in this report, before the 1890s, the Southern Tutchone people moved through the area, using different camps and routes, depending on the time of year. Once people of European descent began arriving in the Planning Area, the way that land is understood, used, and controlled changed dramatically.

Today, most of the land in the Planning Area is unsurveyed Commissioner’s land directly controlled and owned by the Government of Yukon. *Table 4.1* below and *Map 5 – Land Tenure* provide more information.

Table 4.1 Land Tenure

Type of Tenure	Number of Parcels	Total Area (ha)	% of Planning Area
Public Land (Controlled by The Government of Yukon)	-	38,677.33	75.58%
First Nations Lands	55	10,928.67	21.36%
Champagne and Aishihik First Nations	53	10,927.45	21.35%
Kwanlin Dün First Nation	2	1.23	0.002%
Private Lands	131	1,566.28	3.06%
TOTAL PLANNING AREA		51,172.28	100%

4.2 Yukon Government Land Use

The Government of Yukon controls or manages nearly 76% of the Planning Area. Through leases, reserves, and other types of dispositions, the Government of Yukon has given authority to others to use specific parcels. Just over 21% of Yukon Government lands fall under some type of land disposition and these are summarized in the table below. An administrative reserve is in place that covers the entire Planning Area prohibiting additional land dispositions during the planning process.

Table 4.2 Summary of Government of Yukon Land Dispositions

Type of Tenure	Count	Area (ha)
Agreement for Sale	7	19.63
Rural Residential	7	19.63
Easement	3	181.72
Utility	3	181.72
Lease	9	31.42



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Commercial	2	14.64
Commercial Wilderness - BGO	1	0.37
Industrial	1	1.98
Institutional	1	0.01
Miscellaneous	1	0.98
Quarry	2	4.43
Recreational	1	9.00
Reservation	49	7,982.42
Agricultural	3	1,716.07
Airport	1	10.40
Bridgehead	5	4.67
Environment	1	5.84
Forestry	1	4,744.71
Garbage Dump	1	15.03
Gravel Pit	27	925.42
Heritage	2	63.01
Industrial	4	363.40
Land Claims	1	2.01
Parks & Campground	2	5.40
Rural Residential	1	126.46
TOTAL	68	8,215.19

The above table includes several Yukon Government reservations. In this context ‘reservations’ are an administrative tool used by the government to hold land for a specific future purpose. Some, for example reservations for bridge heads, are long term, whereas some are intended to be used for a shorter term. Details about the four largest reservations are provided in the table below. It is important to note that these reservations are for holding lands and can be changed administratively as land needs change.

Table 4.3 Summary of YG’s Large Land Reservations

Type	Disposition Number	Size (ha)	Notes
Forestry	115A14-040	4,744	This reservation has been in place since 1987 and was created to set aside an area with a large amount of high value timber. Much has been harvested, but there are still significant high values building logs.
Agriculture	2004-0043	926	This reservation is near Marshall Creek and was put in place in 2004. Yukon Government is working with CAFN to develop a plan for this area that may include a mix of leased and titled agriculture lots.
Agriculture	2008-1780	757	This reservation is located south of the Alaska Highway, west of the Mendenhall River. It was once a Grazing Agreement and was put in place in 2008 to hold the land for future grazing agreements or other agricultural planned land projects.



Rural Residential	2009-2080	126	This reservation was put in place in 2009 for rural residential uses. Land Development Branch has limited interest in developing new country residential lots in this area.
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4.3 CAFN Lands

CAFN is a significant landowner within the Planning Area. There are two large Community parcels (CAFN C-4B and CAFN C-3B) between Pine Lake and Haines Junction. There are several Rural Settlement Blocks (CAFN R-14B, CAFN R-73B, CAFN R-43B, and CAFN R-65B and portions of larger Blocks CAFN R-67A, CAFN R-42B, CAFN R-33B, large CAFN R-1B) which fall within the planning Area. There are also several Site-Specific Blocks (S Blocks).

4.4 Private Lands

There are approximately 85 private residential lots in the Planning Area, making up three percent of the total lands. Most of the private lots are held by individuals and used for residential uses. There are also 35 agricultural lots, where people use land for various types of farming or home-based businesses in addition to residential uses. Most of these lots are accessed off the Alaska Highway, while some are accessed using secondary roads or longer driveways.

4.5 Protected Areas

Pine Lake Campground is at the south end of Pine Lake. It offers campsites, a beach, a boat launch, lakeside trails, and a day use area. The Southern Tutchone name for Pine Lake is Tsí Män, which means “red ochre lake,” after the red rock on Paint Mountain.



Pine Lake Campground and Paint Mountain (Photo Credit: Yukon Government)



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Kusawa Territorial Park is outside of the Planning Area, but directly to the south. It was established as a Special Management Area under Chapter 10, Schedule A of Kwanlin Dün First Nation and Carcross/Tagish First Nation Final Agreements. This park protects the ancient travel routes and traditional use of the area, which have been used for thousands of years and continue today. Kusawa Lake is called Nakh Män in Southern Tutchone, which means “rafting across lake”.

Kluane National Park is southwest of the Planning Area. This park includes the St. Elias Mountains and includes seventeen of the country’s 20 tallest mountains, including Mount Logan, Canada’s highest peak. The Southern Tutchone name for Kluane Lake is “n Män” meaning “big fish lake”. In 1943, the Kluane Game Sanctuary was established, and local First Nations were denied access to hunting, fishing, and trapping in a significant portion of their Traditional Territory. This separation caused their special bond with those lands to break, resulting in a great cultural and personal loss that has now affected five generations. With the implementation of their land claim and the establishment of Kluane National Park and Reserve, they have reasserted their right to carry out traditional activities in the park and the surrounding Kluane Game Sanctuary lands. Kluane National Park & Reserve is designated as a Special Management Area under Chapter 10 of the CAFN Final Agreement. CAFN cooperatively manages the park with Parks Canada through the Kluane National Park Management Board.

4.6 Adjacent Lands

KDFN's two large R-blocks (R-80A and R-12A) are immediately adjacent to the planning area. Additionally, the planning area is adjacent to the boundary of the Local Area Plan for the Ibex area (Plan Ibex).



5 People and Community

5.1 Residents

Rural living is one of the most common land uses in the Planning Area. There is no official demographic information available, but the area has roughly 130 privately held lots. According to the 2021 Canadian Census, the number of people per household was 2.2 for Haines Junction, 2.3 for Ibex Valley, 2.3 for Whitehorse and 2.4 for the Yukon overall. Using an estimate of 2.2 people per household on the 90 private lots and adding the 22 people who live in Canyon, gives an estimated population 220.

The key residential areas are shown on *Map 1 – Planning Area and Current Land Use*. *Table 5.1* below describes each of the residential areas and gives an estimated population for each area.

Table 5.1 Residential Areas

Name	Description	Number of Lots	Estimated Population
Within the Planning Area			
Pine Lake and Paint Mountain Subdivisions	Pine Lake and Paint Mountain are two residential subdivisions on the west side of Pine Lake. The Pine Lake subdivision was created in the 1990s, for recreational uses. Area Development Regulations govern how these lots can be used. Paint Mountain Road subdivision was created in 2011.	18	40
Marshall Creek Subdivision	This area was developed as an agricultural subdivision and is accessed from Alaska Highway, just outside the municipal boundary. Lots were created between 2010 and 2016. There are several agricultural dispositions and operations in the area.	15	33
Marshall Creek Road	Located along Marshall Creek Road, there are several homes and agricultural dispositions.	7	15
The Yänlin Chemi (Canyon)	The Yänlin Chemi is a CAFN community located where the Aishihik River crosses the Alaska Highway. There are an estimated 22 full-time residents.	NA	22
Canyon Road/Aishihik River	Along the Alaska Highway, between the Aishihik River and Aishihik Road there are several residential lots. Many of the lots along Canyon Road are relatively new builds, with most subdivisions taking place between 2015 and 2022.	18	40
Mendenhall Area	There are several residences near Mendenhall Subdivision. Note that Mendenhall Subdivision itself is not included in this tally.	12	26
Other Residential Lots	The remaining Planning Area residents live in lots spread out along the Alaska Highway or accessed via secondary roads.	20	44
TOTAL		90	220
Adjacent to the Planning Area			
Mendenhall Subdivision	Mendenhall Subdivision has approximately 54 lots and was developed in the late 1980s and early 1990s. These lots are governed by Area Development Regulations that specify how these lots are to be used.	54	120
Shadhäla (Champagne)	Shadhäla (Champagne) is a CAFN community located on the Dezadeash River along a traditional trade route between the coast and the interior. This area has long been an important gathering point and	17	33



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	trading spot for First Nation people. There are currently 17 people living in Champagne, with 14 occupied dwellings.		
Takhini River Subdivision	The Takhini River subdivision is the newest CAFN community. While the current residential community is new, the location was long used as a summer camp. This area is home to many families with young children and there is a community building with a small community hall, a water treatment facility, a small workshop, the fire truck, and water truck.	30	100

5.2 CAFN Communities

CAFN citizens live in Haines Junction the Yänlin (Canyon) Shadhäla (Champagne) khu Takhini (Kusawa/Takhini), Whitehorse and other communities both inside and outside the Yukon. Only the Yänlin (Canyon) is within the Planning Area, whereas the others are outside.

THE YÄNLIN (CANYON)

The Yänlin (Canyon) is located where the Aishihik River crosses the Alaska Highway. Archaeological evidence from the bluff overlooking the community indicates that the area was used by people of the Little Arm Culture between four and ten thousand years ago. Before the building of the highway, the Äshèyi (Aishihik) people of the area also widely used sites around Otter Falls. It was not until later that the current site of Canyon became a permanent and year-round settlement. Canyon has 25 full time residents, with a population that is generally older than other CAFN communities. The traditional name for the settlement, the Yänlin, means “water flowing through the rocks.” A small community grew at Canyon in the early 20th century and today this area offers its residents the quiet lifestyle of a traditional village.

SHADHÄLA (CHAMPAGNE)

Shadhäla, (Champagne) meaning “little sunny mountain,” is located on a bend of Shadhäla Chù (Dezadeash River). The village is located at the intersection of the main north-south and east-west traditional travel routes and has long been an important gathering spot. Families from throughout the Traditional Territory gathered here during their sh k t (seasonal rounds). Käjèt k and Agunda k (Crow and Wolf clan houses) were located here. An important main tth’än k’e (burial ground) and spirit houses are on the hillside across from Champagne. Shadhäla is still a cultural hub and active village with year-round residents.

The construction of a trading post in 1902 and the establishment of the boundary between BC and the Yukon (resulting in families from Shäwshe and Neskatahin being forbidden to hunt in their traditional territory that was now in BC) provided the catalyst for people to settle in the community. There are currently 33 people living in here, with seventeen occupied dwellings. There is also a community hall (and another older community hall no longer in regular use), a fire hall, an outdoor skating rink, and a playground.





Old Cabins in Champagne (Photo Credit: Explorenorth.com)

NÀKHU/TAKHINI (KUSAWA/TAKHINI)

The Takhini River settlement is one of CAFN's newest communities and is home to many young families. While the current residential community is new, the location was long used as a summer camp. Traditional trails branch out from the site toward Whitehorse, Champagne, and Hutshi. A large forest fire swept through the Takhini area in the 1950s. The first homes were built in this area in the 1990s and there are now 35 homes in the subdivision and approximately 100 residents. After Haines Junction, Takhini is CAFN's largest community. An existing subdivision plan showing 70 vacant lots indicates that this area could be home to more residents in the future. There is a municipal style building that houses a small community hall, a water treatment facility, a small workshop, the fire truck, and water truck. Takhini also has an outdoor skating rink, a playground, and a community garden.

HAINES JUNCTION (DAKWÄKÄDA)

Dakwäkäda, Southern Tutchone for 'High Cache', is home to over 200 CAFN citizens and the headquarters of their government. Dakwäkäda is not a traditional community but was the intersection of several important trails. It was a place where local families cached goods, especially the food that had been caught in the area. This is also the administrative centre for CAFN, with the Administration Building, Healing House a K Cultural Centre, shop buildings, much of the CAFN owned housing, and two apartment buildings located in the community.





Community Feast at Da Kų Cultural Centre During Da Kų Năn Ts'éthhèt 2019 (Photo Credit: DakuCulturalCentre.ca)

5.3 Community Buildings and Facilities

There are limited community facilities within the Planning Area. Outside the Planning Area, but nearby there are small community halls located in Champagne, Mendenhall and Takhini. Students attend school in either Haines Junction or Whitehorse.

5.4 Trails and Recreation

The Planning Area provides access to several popular trails and camping areas. Yukoners and visitors travel the corridor on the way to Haines Junction, Yukon's western communities, Haines, Kluane National Park, and Alaska. The entire Highway corridor has beautiful views, with the Kluane range becoming visible near Haines Junction.

Hiking, fishing, dogsledding, snowmobiling, wildlife viewing, skiing, and other activities are popular, especially near Haines Junction. Visitors and locals alike canoe and raft on the Dezadeash, Kathleen and Takhini Rivers; using put-ins at locations throughout the area.

The most popular hiking trails that are within, or partially within the Planning Area are: Paint Mountain, the Tors, and Stony Creek. The popular Spirit Canyon trailhead is just to the east of the Planning Area. Within the Planning Area is the Pine Lake Campground, near Haines Junction, which has 42 campsites, a boat launch, day use area, and trails.



Outside of the Planning Area, are three (3) recreational sites located along the Aishihik Road. The first is the Otter Falls Recreation Site which has a boat launch, trails, day use camping, as well as the Aishihik Campground, with 16 campsites and a boat launch. The second is the Kusawa Lake Campground, with 52 sites, a boat launch and day use area; and the third is the Takhini River Campground with 12 campsites.



View of Pine Lake from Paint Mountain (Photo Credit: yukonhiking.com)

The Kluane National Park and Reserve is located southwest of Haines Junction. This Park has a campground, short interpretive trails, and access to the longer backcountry trails. The Park also includes the icefields in the St. Elias Mountains and is home to Canada’s highest peak, Mount Logan. This is a world-class destination that attracts visitors for accessible and remote wilderness tourism experiences.

5.5 Businesses and Commercial Operations

For generations, the CAFN people have hunted, trapped, fished, and guided in the area. A rich and diverse traditional economy sustained the people for generations and continues today based on strong, deep-seated cultural and spiritual connections to the land and wildlife. CAFN people continue to participate actively in their traditional economy and rely on traditional land uses to meet a significant portion of their needs.

There are very few businesses or formal jobs within the Planning Area. In the Canyon/Otter Falls area, there are two businesses currently operating. Dimok Timber LTD, a locally owned sawmill with a wide range of products, and the Otter Falls Truck Stop, which includes a gas station, restaurant and RV park. There are also a range of home-based business in the Planning Area including farms, art galleries, and rental cabins.





Otter Falls Truck Stop (Photo Credit: Otterfallscutoff.com)

There are two commercial tourism operations in the Planning Area. Kwaday dun Kenji (Long Ago People's Place) at Champagne on CAFN lands offers a range of day tours and experiences with a focus on Yukon First Nations culture and heritage. Beyond Expeditions is located west of Mendenhall and offers a range of wilderness tourism opportunities, both in the area and across the Yukon. Kluane National Park also provides commercial guiding opportunities, though guides are not necessarily locals.

6 Infrastructure and Public Safety

6.1 Water and Sewer

There is currently no piped water or wastewater services in the Planning Area. For drinking water, residents either have private wells or use water delivery services. There is a community water system operated by the Village of Haines Junction. Water is trucked to Canyon under an agreement with CAFN and to other residents in the Planning Area at their own cost. There is also a water treatment plant in the Takhini Subdivision, and water is trucked to homes in Takhini and Champagne. Outside the Planning Area, Mendenhall has a water treatment plant. Most residences in the Planning Area have their own on-site septic systems; some may also use pump-out systems.

6.2 Solid Waste

There is no solid waste pick-up services within the Planning Area. Residents living in the western part of the Planning Area can pay to use the Regional Solid Waste Facility operated by the Village of Haines Junction. The facility consists of several pits for domestic, compost, metal, brush, and tire waste. A compost area and recycling centre are operated privately by the Haines Junction Recycling Group and is located next to the transfer station. Recycling is shipped to Whitehorse for processing with backhauls from various trucking companies in the territory.

The Canyon landfill site is no longer a disposal facility. This site is on CAFN lands and is operated by Yukon Government. The site has been remediated and is now being operated as a waste transfer facility. Facilities have been developed to allow for sorting of waste.

At Champagne, there is a Solid Waste Transfer Station operated by the Government of Yukon to serve residents. At this site, there are bins to allow for separation of waste and recyclables, and a free store to enable recovery of unwanted materials. The site is unmonitored. Waste is transferred to the City of Whitehorse Waste Management Facility.

Outside the Planning Area, in Takhini, solid waste is currently collected at a transfer area that has bins for disposal with an electric fence to discourage wildlife from entering the area. Waste is transferred to the City of Whitehorse Waste Management Facility.

6.3 Energy

North of the Planning Area at Aishihik Lake is the Aishihik Generating Station, a large hydro plant operated by Yukon Energy. This plant has been in operation since 1975 and produces 25% of total energy made by Yukon Energy. The Aishihik plant is extremely important to Yukon Energy's operations, especially in the winter.



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Electricity generated at the Aishihik plant is moved in a high voltage transmission line from the Aishihik facility south along Aishihik Road and to the east along the Alaska Highway to Whitehorse. There is also a transmission line that runs west along the Highway corridor to Haines Junction and beyond.

Many, but not all, of the residences in the Planning Area have access to electricity. Areas between Canyon and Haines Junction have access to electricity from the transmission line. Electricity is received from the high voltage line at Champagne and at Mendenhall to bring power to residences in those areas. From Mendenhall to the eastern boundary of the Planning Area, power lines are accessible and run along the Highway.

6.4 Telecommunications

Cell coverage is spotty throughout the Planning Area. Northwestel owns a fibre optic cable that runs from Whitehorse west along the Highway and, as of 2023, provides service to customers in Haines Junction. Those outside of Haines Junction and rely on slower DSL (digital subscriber line) service provides service to those in that community. Starlink high-speed satellite internet service became available in the Yukon in late 2022 and some people may also be using this service.

6.5 Transportation and Access

The Government of Yukon's Department of Highways and Public Works (HPW) owns and maintains the Alaska Highway, which is the main road running east to west through the Planning Area. This section of the Highway sees roughly 500 vehicles a day, with significantly more traffic in the summer months. HPW has been undertaking ongoing improvements to the Highway including efforts to widen the road surface, upgrade the driving surface, improve shoulders, and clear vegetation to improve sight lines.



The Alaska Highway near Between Canyon and Champagne (Photo Credit: googlemaps)

HPW is also responsible for the maintenance of local access roads to Pine Lake Subdivision, Marshall Creek Subdivision and Mendenhall. CAFN maintains the road in Canyon, Champagne and Takhini.



These roads are built to various standards; some are bituminous surface treatments (also known as chip seal) and some are gravel.

6.6 Foothills Pipeline Easement

The Alaska Highway Gas Pipeline easement runs east west through the Planning Area. This easement was granted to TransCanada in 1984 and was part of the Alaska Highway Gas Pipeline project, a proposal that would carry gas from Prudhoe Bay Alaska, through the Yukon and northern British Columbia, eventually linking to existing pipeline infrastructure. The easement has been amended several times, last in 2012 to reflect the projects economics and schedule. The easement is currently undeveloped, is 240 m wide and runs north of the Alaska Highway. TransCanada continues to study the feasibility of this project.

6.7 First Responders

Policing services are provided by the RCMP from either Haines Junction or Whitehorse depending on the specific location of the call and operational requirements.

Ambulance services are provided through Yukon Emergency Medical Services through a combination of full-time employees in Whitehorse and Haines Junction local volunteer EMS responders who are paid through honoraria. Ambulances will be dispatched from Whitehorse or Haines Junction depending on the need and operational requirements.

There is a Volunteer Fire Department in Haines Junction. The Department responds to structural and vehicle fires, assists Wildland Fire Management with forest fires and attends accidents and other emergencies when requested. The Fire Hall is co-located with the Ambulance Service, and Klwane Search and Rescue.

There are fire trucks located in Takhini and Champagne however, there are no community members with up-to-date training. There is a Fire Hall in Canyon, which stores an old fire truck. There are active volunteer fire departments located in Mendenhall and Ibex Valley (east of the Planning Area), that could potentially help during fires. Haines Junction's capacity to respond to wildfire suppression is led by the Government of Yukon's Wildland Fire Management Branch.



7 Other Land Uses and Activities

7.1 Agriculture

The Planning Area includes some of the territory's best agricultural lands and is home to several farming operations. In Marshall Creek Agriculture Subdivision, there are several active agricultural operations on land acquired through the Agriculture Planned Land Application Review process. There are also two grazing agreements and 37 agricultural properties in the Planning Area. The current agriculture land program is guided by *Cultivating Our Future: 2020 Yukon Agriculture Policy*. Across the territory, titled agriculture parcels have been developed through the agriculture land program using past and present policies, as well as administered through the *Lands Act and Regulations*, and the *Territorial Lands Yukon Act and Regulations*.

The Government of Yukon has two agricultural reserves in the Planning Area. Reservation 2004-0043 is 927 ha in size and is located adjacent to the existing Marshall Creek Subdivision. This agricultural reserve was put in place in 2004 and the Government of Yukon is currently working with CAFN to develop a plan for this area that may include a mix of leased and titled agriculture lots. Reservation 2008-1780 is 758 ha and is located south of the Alaska Highway, just west of the Mendenhall River. It was once a Grazing Agreement and was put in place in 2008 to hold the land for future grazing agreements or other agricultural planned land projects.

7.2 Hunting and Trapping

Yukon First Nation and non-Indigenous people use the Planning Area for hunting elk, bison, moose and other animals in the area. CAFN citizens harvest a variety of large and small mammals within the Planning Area, though access to these opportunities is limited by the number of private residences that have 1 km no-hunting buffers around them. More information on wildlife habitat can be found in Section 3.2.

Bison were introduced to the Yukon in the late 1980s as part of a national program to help endangered species recover. Since releasing 170 bison, the herd has grown to between 1,200 and 1,400 animals. The herd's range has also grown to include the areas around Aishihik, Sekulmun and Hutshi lakes. One of the goals of the 2012 Bison Management Plan is to limit the herd's size through hunting. The Bison Core Range overlaps with much of the Planning Area, beginning roughly at the Highway and extending north past Aishihik Lake. Bison hunting is permitted in September and October in a 3 km wide corridor north of the Alaska Highway all along the Planning Area. From November to March, bison hunting is not restricted and is permitted throughout the Planning Area.

Elk were introduced to the Yukon in the late 1940s, with additional animals being added over time. It is estimated that the Takhini herd has approximately 200 animals. The Elk Management Plan aims to keep the herd healthy, while managing conflicts with agricultural uses and minimizing motor vehicle accidents. Elk hunting permit areas overlap with the Planning Area, specifically from Cracker Creek to the



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Mendenhall River and running on both sides of the Highway. There is an annual lottery for permits to hunt elk in this area.

There are registered trapping concessions on both sides of the Alaska Highway throughout the Planning Area. CAFN citizens have several traplines within and surrounding the Planning Area.

7.3 Forestry

Commercial forestry operations have a long history in the region and have provided building materials for road construction, settlement, mining operations, and fuelwood. Since the early 1990s, more than 380,000 ha of forest in the Southwest Yukon has been affected by the spruce bark beetle. The spruce bark beetle infestation has dramatically affected the forests in the Planning Area. In areas that have been affected, the overstory is dead white spruce.

The beetle-killed spruce forest in the area presents an unusually high potential for fire risk and spread. Dead spruce trees are more likely to ignite from embers and spread more embers once ignited. The volume of dry fuel, both standing and on the surface, is higher in a spruce-beetle affected forest. Managing forest resources to reduce dead spruce trees, while creating harvesting opportunities has been a priority in the Planning Area.

Several forest management documents are in place to provide guidance to the forest industry. This includes the Strategic Forest Management Plan for CAFN Traditional Territory (2004) and Integrated Landscape Plan for the CAFN Traditional Territory (2006). These are still used by Yukon's Forest Management Branch to set overall direction for forest planning in the area and to guide management decisions.

Several Timber Harvest Plans have been developed for the area. Harvesting under the Pine Lake/Canyon Timber Harvest Project is nearing completion on the south side of the Highway and there are only two active blocks remaining on the north side of the Highway, near Canyon. Harvesting in the Marshall Creek Timber Harvest Project is completed, and road deactivation and reforestation is underway. The Mackintosh East Timber Harvest area is still active, with five years of harvesting likely. Another active area is the Quill Creek Timber Harvest area, which has five to ten years of harvesting left. These are shown on *Map 6 – Forestry and Fuel Abatement Areas*.

There are several high-volume personal use fuelwood areas along the highway corridor. The Forest Management Branch is in discussions with CAFN and others about a pilot project that would allow personal fuelwood harvesting anywhere within 50 m of a public road. This may be rolled out in 2024 and would impact areas west of Mendenhall. There are also a number of permanent sample plots located within the Planning Area that should be maintained (these plots have 20m radius, most of them are set back a fair way from the highway). The sample plots and personal fuelwood areas are shown in *Map 6*.

The Planning Area overlaps with the Haines Junction Community Wildfire Protection Plan (2022) which is complete and has been reviewed by YESAB. This Plan identifies the large-scale fuel abatement and fuel breaks. These are forest treatments on a landscape level and include options such as clear cuts, thinning,



prescribed fire and/or planting fire resilient tree species like Trembling Aspen. These fuel abatement areas are shown in *Map 6*. Wildland Fire Management has also been completing wildfire protection planning for Canyon and Champagne. These areas have fuel reduction activities planned that contribute to a fuel break around Haines Junction.

The Haines Junction Fuel Abatement Plan (2008) applies to a portion of the Planning Area closest to Haines Junction. This FireSmart treatment usual involves thinning tree stands near homes, subdivisions, and neighborhoods in the Wildland Urban Interface. This Plan identifies specific areas where fire hazard should be reduced by removing fuel, areas that should be prioritized and areas where specific FireSmart techniques should be used.

7.4 Gravel Resources

The Government of Yukon Department of Highways and Public Works (HPW) has a number of active gravel pits both within the Planning Area and adjacent to it. The following table describes the current use of each active gravel pit according to HPW. The Planning Area also includes a number of reserves set aside for potential sources of gravel in the future.

Table 7.1 Gravel Resources

Name	Location	Pit ID	Status	Description
Gravel Resources in the Planning Area				
Pine Lake Municipal	Alaska Highway Km 1573.0	115-A-24	Active	This pit is an active granular reserve roughly 27 ha. Material is very sandy and not used for crushing anymore. Several private leases have been issued in the pit to third party contractors.
Marshall Creek Maintenance	Alaska Highway Km 1561.7	115-A-11	Active	This pit is roughly 36 ha and is an active granular reserve with good quality coarse gravel. This pit may be used in future to supply crushed aggregate for road construction but currently the reserve on opposite side of the highway is being used for production.
Marshall Creek	Alaska Highway Km 1561.5	115-A-26	Active	This pit is roughly 24 ha and is an active granular reserve with good quality coarse gravel. This pit is used to supply crushed aggregate for road construction and has several stockpiles on site.
Aishihik Turnoff	Alaska Highway Km 1546.5	115-A-03	Closed Reclaimed	This pit was a historical borrow source used for construction and has been depleted, closed and reclaimed.
Alaska Highway Km1614	Alaska Highway Km 1557.4	115-A-01	Open	This pit is an active borrow pit roughly 8 ha and has not been used in very long time. Very little materials remain. The pit was rehabilitated after construction.
N/A	Alaska Highway Km 1533.5	115-A-04	Closed Reclaimed	This pit was a historical borrow source used for construction and has been depleted, closed and reclaimed.
N/A	Alaska Highway Km 1530.5	115-A-18	Open	This pit is a stockpile site, not used in a very long time. Material is wet silt not deemed suitable for common borrow material.



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N/A	Alaska Highway Km 1525.6	115-A-15	Open	This pit is an active borrow pit, not used in a very long time. Used for subbase and common borrow material.
	Alaska Highway Km 1515.8	115-A-25	Open	This pit is an active borrow pit, not used in a very long time. Only for common borrow materials, not suitable for crushing.
Champagne Rev. 2	Alaska Highway Km 1515.3	115-A-06	Open	This pit is an active borrow pit roughly 21 ha, not used in a very long time. Only for common borrow materials, not suitable for crushing.
Champagne Rev. 1	Alaska Highway Km 1513.4	115-A-05	Open	This pit is an active borrow pit roughly 39 ha, not used in very long time. Only for common borrow materials, not suitable for crushing.
Champagne Rev. 4	Alaska Highway Km 1504.0	115-A-17	Closed	This pit was a historical borrow source used for construction and has since been closed and reclaimed.

7.5 Mining and Mineral Potential

Currently, there are no economical mineral deposits that have been mapped within the Planning Area. Mining claims are granted under a free entry system in the Yukon, meaning that prospectors can explore for minerals on public lands and then stake a claim to acquire rights to those minerals. No mining claims can be staked on Category A First Nation Settlement Lands, or in Parks and Protected Areas, such as the Pine Lake Campground. Current mining claims can be seen in *Map 5 – Land Tenure*.

The Quartz Mining Land Use Regulation establishes a classification system based on varying levels of mining activity. Class I exploration is considered low impact activity, and an environmental assessment would not be required. Class II-IV require government approvals and assessment under the Yukon Environmental and Socioeconomic Assessment Act (YESAA). The guidance and background information provided in a local area plan, or any associated zoning regulations would likely be considered during the assessment.

There are four active quartz claims currently mapped within the Planning Area. Three are located immediately adjacent to each other and are about 21 ha each. These three active quartz claims are east of Marshall creek and were staked in 2021 and due to expire in 2024. The remaining 20 ha quartz claim is located in the eastern portion of the Planning Area, near Stoney Creek and Stoney Creek Camp; it was staked in 1995 and is also due to expire in 2024.

There are also 25 active placer claims in the area, 17 of which are along Stoney Creek, staked between 2018-2021 and due to expire between 2023 and 2025. Another, seven placer claims are along Marshall Creek, which were staked between 1998 and 2021, but have expiry dates in 2023. The final, placer claim was staked in 2020 on north-eastern shore of Pine Lake, near the outlet and has an expiry date of 2023.

7.6 Contaminated Sites

There are two known contaminated sites within the Planning Area and two near the area. The Construction Camp is the first contaminated site and was identified in 2004 when hydrocarbon staining was observed. The impacted soil from this site was stockpiled on tarp and relocated. Samples indicated



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that the soil remaining on site contained PHC concentrations below applicable standards. The second site is on the north side of the Alaska Highway at KM 1564.5. Where in 2001, approximately 300 L of oil was spilt from a truck after a motor vehicle accident. No further action was performed.

Further, there are two contaminated sites near the Planning Area. In 2013, a home heating fuel tank leaked spilling approximately 100L at Lot 37 in Mendenhall. A relocation permit was issued and 20 cubic meters (m³) of soil was relocated to a land treatment facility. In 2010, a spill of diesel and asphalt oil took place at the Quill Creek Pit. An excavation was performed and roughly 90 m³ of PHC contaminated soil was removed from the site.



8 Plans and Legislation

Local Area Planning is not done in isolation as there are several plans and pieces of legislation that apply to the area that will need to be considered.

Existing Territorial, Federal, and First Nation land use plans, policies, programs, as well as applicable provisions of the CAFN Final Agreement and Self-Government Agreement relevant to the management and planning of the area, are summarized in *Table 8.1* below.

Table 8.1 Relevant Plans and Legislation

Document	Description
First Nations Legislation and Plans	
CAFN Final Agreement (FA)	A protected modern treaty agreement that sets out the rights of CAFN within its Traditional Territory. Many chapters of the FA are relevant to planning and management of the Fish Lake area, including: chapters 6 (Access), 11 (Land Use Planning), 12 (Development Assessment), 13 (Heritage), 14 (Water Management), 16 (Fish and Wildlife), 17 (Forest Resources), and 18 (Non-Renewable Resources).
CAFN Self Government Agreement	This agreement sets out the self-governing authority of the First Nation and includes the framework for collaborative planning process such as Local Area Planning.
KDFN Final Agreement (FA)	A protected modern treaty agreement that sets out the rights of KDFN within its Traditional Territory.
KDFN Self Government Agreement	This agreement sets out the self-governing authority of the First Nation and includes the framework for collaborative planning processes such as Local Area Planning (Section 30).
Integrated Landscape Plan for CAFN Traditional Territory	Completed in 2006, this document is intended to guide the development of timber harvesting and fuel abatement projects.
Strategic Forest Management Plan	This Plan was completed in 2012 and is intended to provide a framework and practical guidelines for forest managers and planners.
Shadhāla Draft Community Land Use Plan	A draft plan completed in 2017 for Champagne and the surrounding areas (has not been approved).
KDFN Traditional Territory Land Vision	Completed in 2017, the Land Vision puts forward four mainland-based goals and ensures there is opportunity to maximize them: community development, wildlife, heritage, and revenue generation.
Government of Yukon Legislation and Plans	
Lands Act	Legislation that governs the sale and lease of Commissioners land; including agricultural uses.
Subdivision Act	Legislation that governs how lands in the Territory can be subdivided.
Lands Regulation	Provides details for the sale, lease, and disposition of Commissions lands.
Historic Resources Act	Legislation that protects the land-based heritage resources that are older than 45 years, abandoned and of historical significance on public lands.
Area Development Act	Legislation to regulate development of lands outside of municipalities.
Parks and Land Certainty Act	Legislation that sets out rules for parks and protected areas, including the Pine Lake Campground.
Agricultural Development Areas Regulation	Regulations that govern land uses on several of the agricultural lots in the Planning Area.
Haines Junction Community Wildfire Protection Plan	A Draft Plan completed in 2022 and is a tool to provide guidance on the challenges, risks, and opportunities surrounding the protection of community values from wildfire.



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Species Conservation Plans	There are plans for the Conservation of Grizzly Bears and Wolves and a draft plan underway for the Aishihik Bison herd.
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9 Future Development and Growth

9.1 Population Projections

The population in Whitehorse, the Ibex Valley and Haines Junction have been growing steadily over the last 20 years, with Haines Junction going from 804 people in 2007 to 1,055 in 2024 according to the Yukon Bureau of Statistics (YBS). Whitehorse and the surrounding rural areas growing more quickly than the rest of the territory and the Planning Area.

YBS provides low, medium, and high population growth projections to 2045. As part of this work, YBS provides a preferred projection based on weighing the medium demographic projection with another projection based on economic factors. The preferred projection indicates a population of 67,200 for the Yukon by 2045. Population projections are not available for the Planning Area specifically. We can assume that given the population growth projected for the Yukon, more residential lots will be needed in the Planning Area to satisfy demand in the coming years.

Yukon government currently has three lots for sale in Haines Junction. The Government of Yukon's Land Development Branch and the Town of Haines Junction are also working on an extension to the existing country residential subdivision at Willow Acres in Haines Junction, a serviced residential project east of the a K Cultural Centre and several projects to add residential lots within the Haines Junction municipal boundary.

There was significant interest in residential lots on Canyon Road, and since 2018, ten lots have been developed in this area and sold by the Government of Yukon. CAFN and others have raised concerns about lots being developed without more formal subdivision planning being done. The Government of Yukon has a rural residential land reserve east of Mendenhall that was put in place in 2009 to set the land aside for future development.

9.2 Land Suitability Map

A land suitability map has been created to help identify areas that would be suitable for development. These are shown on *Map 7 – Land Suitability*. Terrain suitability for development is shown in three categories: Generally suitable, conditionally suitable, and unsuitable for development. These suitability classes were assigned according to mapped terrain conditions including surficial geology, soil drainage, slope, and the presence of permafrost or other active geohazards.

Areas classified as “generally suitable” displayed terrain features with slopes generally less than ten percent, having no actively mapped geomorphic hazards (e.g., permafrost or flooding), soils classified as dry or fresh (moderate moisture content), and surficial geology commonly associated with well drained soils and low ice content (e.g., glacio-fluvial gravels).



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Area classified as “conditionally suitable” displayed terrain features with slopes between 10% and 20%, soils mapped as moist, surficial geology associated with a high content of silts and clays (e.g., glacio-lacustrine deposits), and areas where specific considerations for construction was needed.

Area classified as “unsuitable for development” displayed terrain features with slopes greater than 20%, soils wet with poor drainage, active geomorphic hazards present (e.g., gully erosion, permafrost collapses, or flooding), and where the surficial geology made for challenging construction (e.g., bedrock outcrops in the hills).

Stantec notes that the results of this terrain suitable mapping are coarse in resolution due to the nature of the data available to generate the maps. Therefore, the maps offer general recommendations to inform further planning in the Alaska Highway’s West Local Area Plan. These recommendations are not absolute, and site-specific considerations should take priority over the generalizations of the terrain suitability.



10 Public Input

The engagement events for the Alaska Highway West Local Area Planning (LAP) Background Report were held in the first half of February 2024. Four meetings were hosted by the Yukon Government (YG) Land Planning Branch and Champagne and Aishihik First Nations (CAFN); one each in Takhini Subdivision, Champagne, and Haines Junction and one virtual. Stantec assisted with planning the meetings, covering logistics, facilitation, and note-taking.

10.1 Overview of Engagement

ENGAGEMENT GOALS

The broad goals of engagement undertaken for this project are:

- Provide clear, transparent, and meaningful opportunities for participants to share their thoughts about the Draft Background Report with the project team.
- Create awareness for all present and future land users about the engagement process and what opportunities there are to participate.
- Increase general understanding of the LAP process, why it is needed, and its potential impacts.
- Provide opportunities for participants to learn about the Alaska Highway West’s environment, history, and culture thereby enhancing public awareness, appreciation, and enjoyment of the planning area.
- Provide opportunities for CAFN people and other Yukoners to share information about the planning area that can be incorporated into the LAP based on their knowledge and experience using the area; including but not limited to:
 - the areas current and historical uses
 - the history, heritage, and culture of CAFNs people in the Alaska Highway West area
 - the diversity of interests in the Alaska Highway West area

MEETING DATES AND MEETING NOTICE

Meetings were held according to the schedule listed below.

Date	Location	Attendees
February 8 th , 6 pm to 8 pm	Takhini Community Hall	3 members of the public
February 12 th 6 pm to 8 pm	Champagne Community Hall	3 members of the public
February 13 th , 6 to 8 pm	Da Ku Cultural Centre Haines Junction	10 members of the public
February 15 th 6 pm to 8 pm	Online (using Microsoft Teams)	3 members of the public

To let people know about the meetings, each property owner in the Planning Area was mailed a letter that introduced the project and invited residents to attend any of the meetings. CAFN provided notice to their citizens and beneficiaries using social media and email lists.



MEETING STRUCTURE

Each meeting began with a short presentation delivered by Stantec staff, with additional information and context provided by YG and CAFN staff representatives. This presentation provided a high-level introduction to the Local Area planning process, gave an overview of the geography and history of the Planning Area, explained the purpose of the Background Report, and listed next steps. The presentation is provided in **Appendix B**. A handout was also prepared and shared with meeting participants; it is found in **Appendix C**.

In addition, large format maps of the Planning Area were displayed, and participants were invited to provide specific information relevant to the planning process.



Community Meeting at Champagne (Photo Credit: Stantec)

10.2 Comments Received

All the comments received during the four meetings have been summarized below.

EXISTING RESIDENTIAL AREAS

Takhini Subdivision

- The current population of Takhini Subdivision is around 100 and includes many families with young children who choose to live here as it is closer to Whitehorse.
- In Takhini Subdivision there is currently space to expand within the existing neighbourhood. A new community centre is being built and will include community spaces, a kitchen, a gymnasium, and other amenities.

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- The area around Takhini Subdivision was the traditional home to some families who continue to live here and have a long relationship with the land in the area.

Mendenhall

- The existing Mendenhall Subdivision has 100 to 120 full time residents and about a dozen dog teams. There are also several properties with horses and other animals.
- Many people also live in the area surrounding Mendenhall Subdivision.

Champagne

- Champagne has 30 to 35 full time residents; with many more who have recreational/ traditional use cabins.

Marshall Creek Subdivision

- There are roughly 20 full time residents in the Marshall Creek Subdivision.
- An expansion to this area is being planned by YG Agricultural Branch.

CAFN PLANNING AND LANDS

- CAFN would like to see the LAP completed to support organized and thoughtful development in the Planning Area.
- As set out in the CAFN policy, citizens can request a land allocation in one of three categories: residential (1 ha), cabin (0.5 ha), and a traditional area (0.5 ha, fish camp or medicinal plants, no structure).
- CAFN has internal planning processes underway for Champagne, Canyon, Dakwākāda (Haines Junction), and Takhini Subdivision. Currently, CAFN is working to plan engagement for each community.
- No new land allocation requests are being processed until these Plans are completed.
- For this LAP it is important to CAFN that any uses that are planned for YG lands are compatible with existing and planned CAFN uses.
- CAFN parcels are not currently designated as wildlife corridors or conservation areas. It is important to CAFN that appropriate wildlife corridors and conservation areas be identify as part of this planning process and protected regardless of land tenure.
- CAFN is working to develop a land registry. Currently, citizens can't take on a mortgage to build homes on settlement lands. This land registry will require changes to the Lands Act and related policies.
- There are still lots available at Canyon and Takhini, but CAFN will likely be interested in developing new lots in the future for both citizens and for lease to non-citizens.
- Traditionally, CAFN citizens lived in compact communities rather than spread out across a large area.
- Find alternate word for “reserve” or “reservation”; this language has a negative history and meaning for First Nations people.



LOCAL AREA PLANNING PROCESS

- Many meeting participants believe that this plan will benefit residents by providing clarity and certainty to all residents, property owners, and land users.
- Local Area Planning in this area has been talked about for many years. People are frustrated and would like the planning process to move ahead now.
- People would like to see a final LAP that is developed based on an open and transparent process and is reflective of the diverse land users.
- Some meeting participants would like to see more development in the area; more land for agriculture, more land for commercial development and more land for residential development.
- Some people are frustrated with the ongoing moratorium on land applications in the Planning Area; some feel that this is unnecessarily restrictive and has lasted too long.
- Residents have concern about the adoption of new Area Development Regulations that could potentially limit the future development on their properties. Some property owners would like to keep 'no zoning' on their properties.

LAP STEERING COMMITTEE

- The selection process for the Steering Committee should get underway as soon as possible. Members should be selected based on a wide range of interests including agriculture, residential, commercial, forestry, wildlife, conservation, and tourism.
- It will be important to allow people who live outside of the Planning Area to apply to be part of the Steering Committee. Committee members selected should know the area well and should be able to provide local information and context.
- YG, CAFN and their consultants need to do a better job of advertising the planning process, meetings and Steering Committee call for members. Use Facebook, letters to property owners, posters and the Echo newsletter.

RESIDENTIAL DEVELOPMENT

- Any new residential uses should be compact and well-planned rather than strung out along the Alaska Highway.
- Expanded residential use in the Marshall Creek area will limit hunting.
- CAFN has typically not been in favour of new rural residential near the Takhini or Mendenhall subdivisions. People do not want to see increased pressure on lands near Kusawa, which is a very important area to CAFN.
- CAFN may want to develop lands for country residential use; likely on parcels closer to Haines Junction.
- The background report should be updated to provide the history and context for existing YG Rural Residential Reserves and any other relevant information from YG's Land Development Branch.
- Land that is good for agriculture should not be subdivided and used for residential development.
- The LAP should include a clear policy on lot enlargements; many farmers and other property owners would like clarity on when and where these would be allowed.



WILDLIFE

- It is important to plan future development so that wildlife corridors are maintained. This did not happen in Ibex Valley, which has had negative impacts on local wildlife movement and populations.
- CAFN wants to limit additional people living near Kusawa as it is important to protect this special area.
- Key wildlife corridors need to be identified to be protected; many of the corridors run along creeks and wetlands.
- Both elk and bison were introduced species in this area and both populations have been growing. These animals are not typically hunted by First Nations people in this area.
- Both elk and moose in this area have been known to spread ticks.
- Wildlife passing through areas can be very hard on fences; need to consider this when building fences for farm animals.

AGRICULTURAL LANDS AND USES

- The Yukon Agriculture Association (YAA) is a local non-profit, started in 1976, that advocates on behalf of farmers. YAA supports releasing more agricultural land in the Planning Area and elsewhere in the Yukon.
- There are several agricultural properties around Mendenhall and several of these property owners would like to be able to expand their land holding to support their growing farming operations.
- Many farmers need access to more land as their farms grow; and it is always a struggle to make a profit from farming especially with limited land. Often buying a neighbouring property is not feasible due to the high costs of real estate.
- CAFN members shared some concerns about agricultural uses; fences can limit wildlife movements and as the area being farmed grows, hunting is limited in the surroundings.
- In areas with many farms, fencing can extend along the highway for long stretches, limiting wildlife movement.
- YG agricultural land dispositions usually give people seven years to complete a series of improvements before the sale is finalized. Grazing leases are normally 30 years.
- There are up to 37 farms in the Planning Area.
- Only 0.03% of land in the Yukon is used for agriculture.

CLIMATE CHANGE IMPACTS

- It will be important to consider climate change impacts on this area. Need to consider slumping, erosion and landslides near roads and rivers. Some roads may need to be realigned.

PINE LAKE AREA

- Concern about possible development near Pine Lake because it is environmentally fragile. Would like to see this area protected.



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- There have been several studies completed that provide more information about this area. CAFN likely has these studies and can share them.

OTHER LAND USES

- The sawmill at Dimok is currently not operational.
- Many bison hunters travel north of the Takhini Subdivision to hunt.
- Residents would like to have a public gravel source; Stony Pit was available but is now closed.
- Residents want local opportunities for personal fuel wood harvest.



11 Planning Considerations

The following is a summary of key planning issues that will need to be addressed as the planning process for the Alaska Highway West Local Area Plan moves ahead.

Local Area Planning Process

This LAP process has gone through several false starts; residents would like to see this planning process get underway and result in a completed and adopted plan. Residents believe that this plan will be a benefit to all by providing clarity and certainty to residents and land users. Residents would support a LAP that is developed based on an open and transparent process, protects key areas and is reflective of the diverse land users.

CAFN Planning Process

CAFN would like to see the LAP completed to support organized and thoughtful development in the Planning Area. It is important that any proposed land uses on YG lands are compatible with plans for adjacent CAFN lands. Both the LAP process and final document should be complimentary to other CAFN land planning processes. It is expected that the LAP will provide some guidance to the process to review CAFN land allocation requests.

CAFN Traditional Land Use and Cultural Areas

Due to lack of CAFN citizen engagement during the public meetings, traditional uses across the planning area were not properly identified. There are many important traditional use areas within the Planning Area that have seen ongoing use over centuries. There are also many places of cultural significance within the Planning Area, not just on Settlement Land but Crown Land as well. The places of cultural significance need to be understood and taken into account as the development of the plan progresses.

LAP Steering Committee

The selection process for the Steering Committee should be initiated as soon as possible. Any further delay in the committee selection could lead to ongoing delays in the overall planning process.

It will be important to allow people who live outside of the Planning Area to apply to be part of the Steering Committee. Members should be selected to cover the wide range of interests in the area including agriculture, residential, commercial, forestry, wildlife, conservation, and tourism.

Wildlife Corridors

It is important to plan future development so that wildlife corridors are maintained. This did not happen in Ibex Valley, which has had negative impacts on local wildlife movement and populations. Key wildlife corridors need to be identified in order to be protected; many of the corridors along creeks and wetlands.



Residential Development

Some residents would like to see new development including residential and commercial lots and feel that the moratorium on land dispositions, sale agreements and lot enlargements has been limiting growth and has gone on for too long. Others are more cautious and have voiced concerns about impacts of additional people on wildlife and the environment in the Planning Area.

CAFN has typically not been in favour of new rural residential near the Takhini or Mendenhall subdivisions due to the proximity to, and potential impacts on, Kusawa Lake area. CAFN may however want to develop lands for country residential uses, likely on parcels closer to Haines Junction.

Residential development should be clustered in nodes and make efficient use of land while leaving large undeveloped corridors for wildlife movement. There are some residents who do not want to see policies that restrict uses on lots; people want to have freedom to develop lots as they see fit.

As new subdivisions are developed, it will be important to carry out FireSmarting before the lots are sold. This way, tree removal happens before residents move in, so people are not disturbed by noise and do not grow attached to treed areas. Also, the cost of treatment can be rolled in to the sale of lots.

Agriculture Lands and Use

The Planning Area includes some lands with agricultural potential. These lands should be identified and not developed for strictly residential uses. The agriculture reserves in the Planning Area should be reviewed and updated as required. The final Local Area Plan should provide clarity on expansions to parcel and agricultural uses.

Climate Change

There is concern about impacts of climate change in the Planning Area, specifically related to the risk of landslide, slumping and erosion near existing or proposed roads and residential properties.

Pine Lake Area

The area around Pine Lake is noted as being a special area that should be protected. Information about this environmentally fragile area should be reviewed and considered as part of the planning process.



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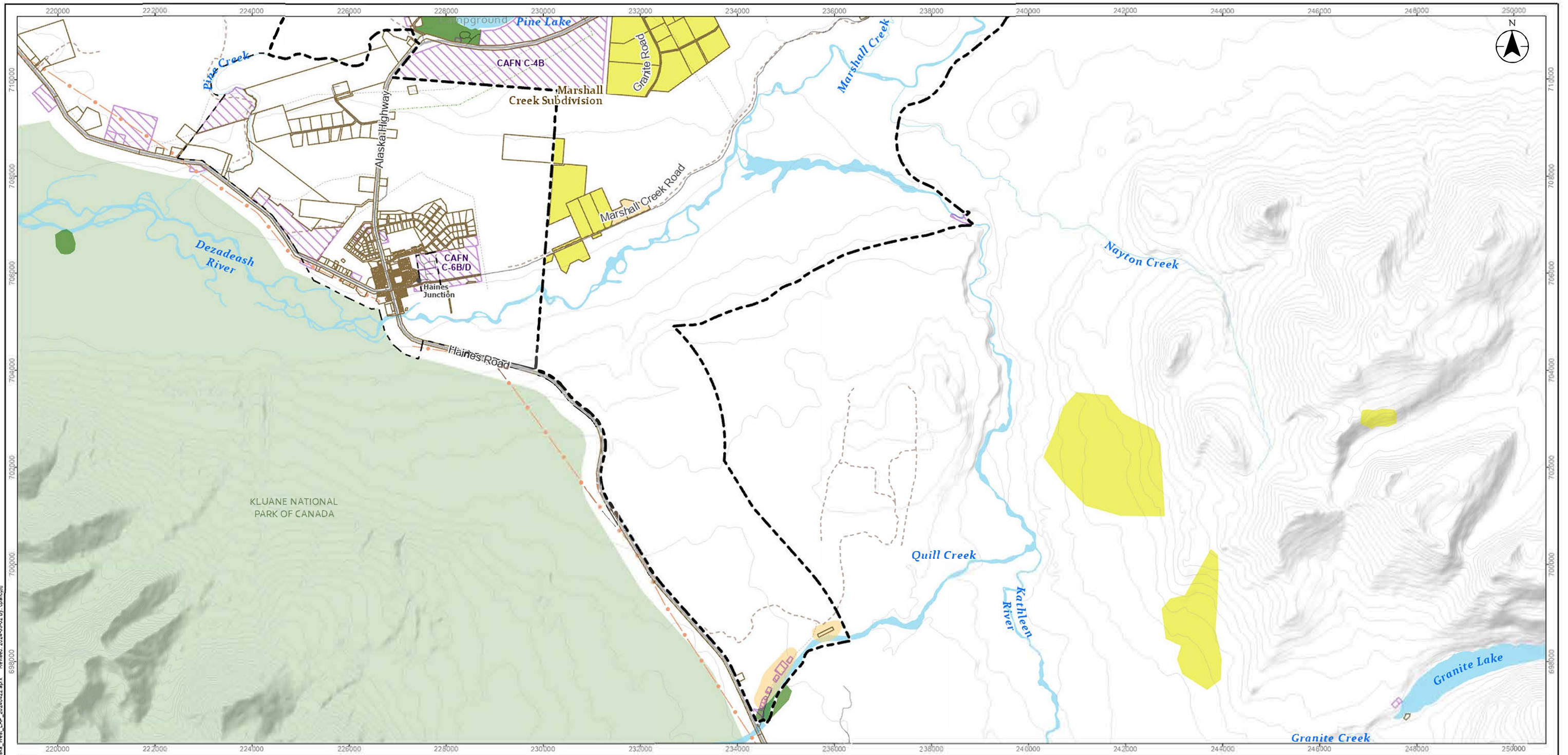
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Appendix A – Project Maps



Map 1: Planning Area Current Land Use (1 of 4)



- | | | | |
|--------------------------------|--------------------|-------------------------|--|
| ● Community | — Arterial | — Watercourses | ▭ Surveyed Land Parcels |
| — Contours - 50k - Canvec | — Roads | ▭ Project Area | ▨ First Nation Settlement Lands - Surveyed |
| — YEC Power Distribution Lines | — Minor Roads | ▭ Parks and Campgrounds | Current Land Use |
| — Pipeline - aboveground | — Limited-use Road | ▭ Waterbodies | ■ Agriculture |
| — Expressway / Highway | — Trail | ▭ Municipal Boundary | ■ Recreation |
| | — Cut line | | ■ Residential |

Notes
 1. Coordinate System: NAD 1983 CSRS Yukon Albers
 2. Data Sources: Government of Yukon, NRCAN, CanVec, Canada Open Data



Project Location
 Alaska Highway
 Near Haines Junction

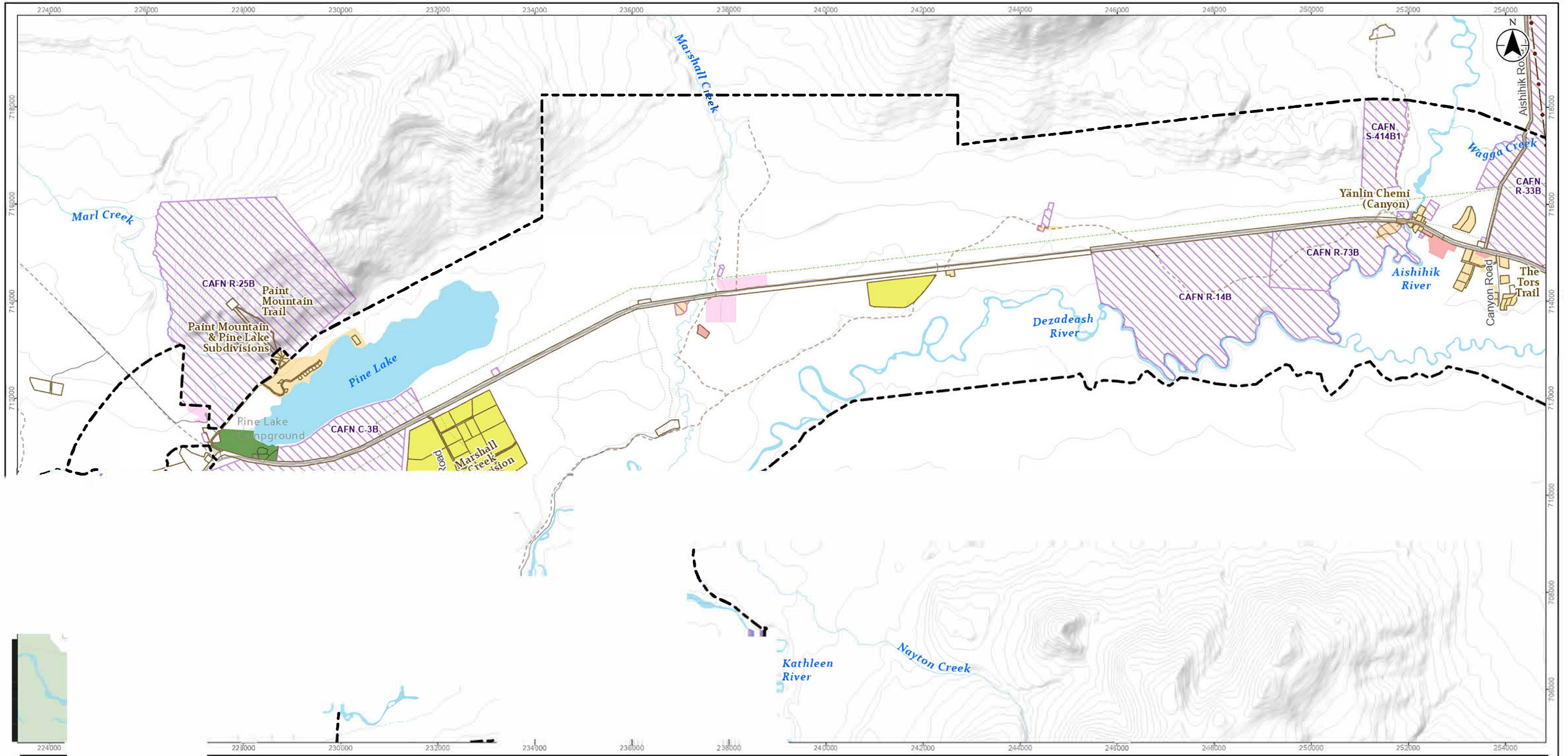
Project Number 14490330-001 REV0
 Prepared by CP on 5/2/2024
 Requested by ZM on 5/2/2024
 Checked by LC on 5/2/2024

Client Project Report
 Yukon Government
 Alaska Highway West
 Local Area Plan

Figure no.
1
 Title
Planning Area and Current Land Use

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Map 1: Planning Area Current Land Use (2 of 4)



- | | | | |
|--------------------------------|--------------------|--|-------------------------|
| ● Community | — Arterial | ▭ Project Area | Current Land Use |
| — Contours - 50k - Canvec | — Roads | ▭ Parks and Campgrounds | ■ Agriculture |
| — YEC Power Lines | — Minor Roads | ▭ Waterbodies | ■ Commercial/Business |
| — YEC Power Distribution Lines | — Limited-use Road | ▭ Municipal Boundary | ■ Gravel Pit |
| — Pipeline - aboveground | — Trail | ▭ Surveyed Land Parcels | ■ Recreation |
| — Expressway / Highway | — Cut line | ▭ First Nation Settlement Lands - Surveyed | ■ Residential |
| | — Watercourses | | |

Notes
 1. Coordinate System: NAD 1983 CSRS Yukon Albers
 2. Data Sources: Government of Yukon, NRCAN, CanVec, Canada Open Data

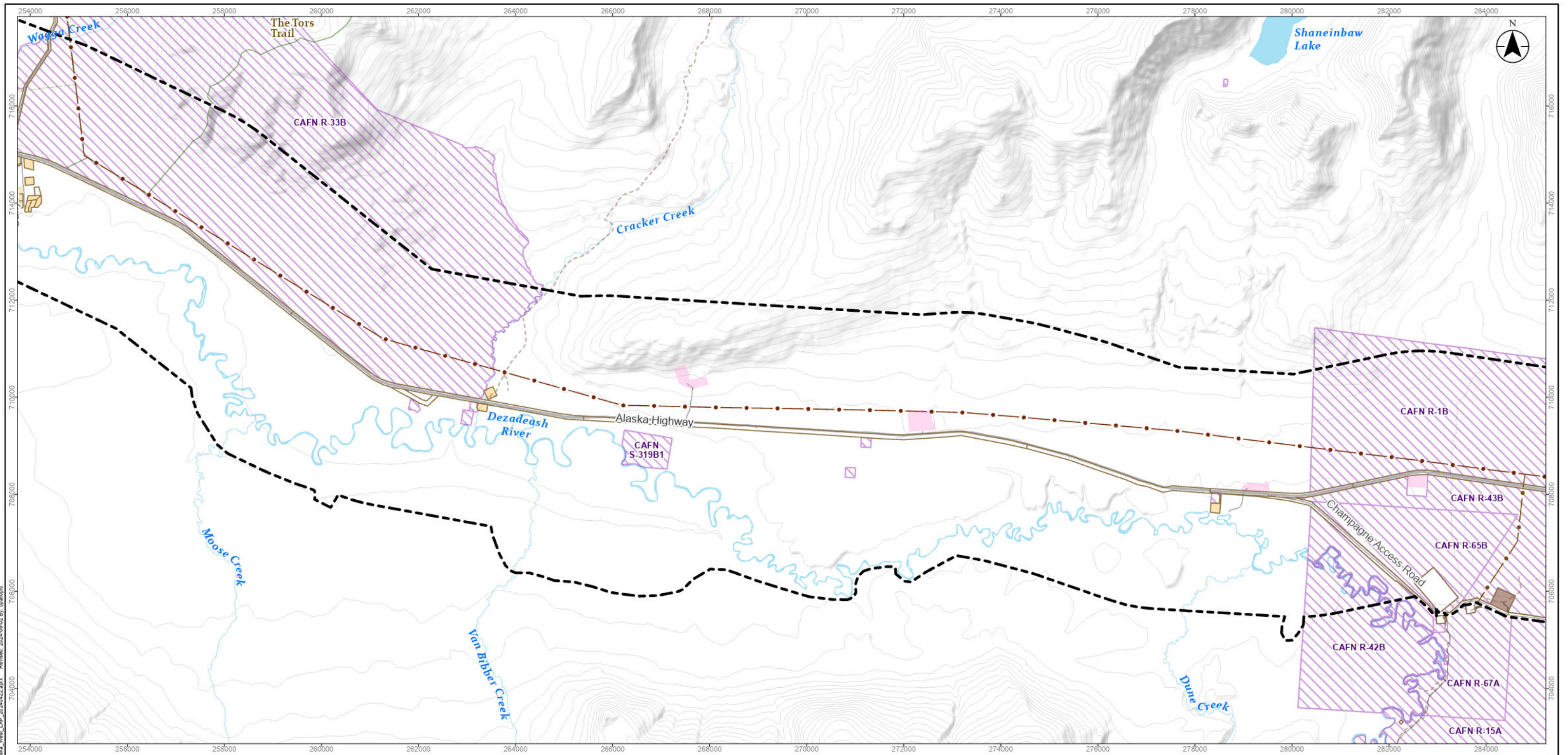


Project Location: Alaska Highway Near Haines Junction
 Project Number: 144903330-001 REV0
 Prepared by: CP on 5/2/2024
 Requested by: ZM on 5/2/2024
 Checked by: LC on 5/2/2024

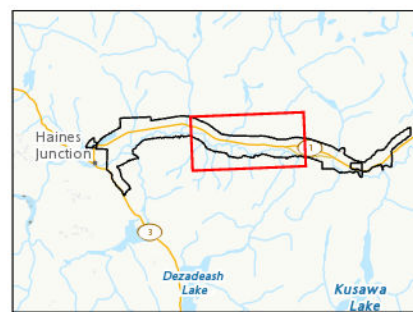
Client: Project Report
 Yukon Government
 Alaska Highway West
 Local Area Plan

Figure no. 1
 Title: Planning Area and Current Land Use

Map 1: Planning Area Current Land Use (3 of 4)



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|--------------------------------|--------------------|--|-------------------------|
| — Contours - 50k - Canvec | — Roads | — Watercourses | Current Land Use |
| — YEC Power Lines | — Minor Roads | — Waterbodies | Commercial/Business |
| — YEC Power Distribution Lines | — Limited-use Road | — Surveyed Land Parcels | Gravel Pit |
| — Transmission line | — Trail | — First Nation Settlement Lands - Surveyed | Landfill |
| — Expressway / Highway | — Cut line | | Recreation |
| | | | Residential |

Notes
 1. Coordinate System: NAD 1983 CSRS Yukon Albers
 2. Data Sources: Government of Yukon, NRCAN, CanVec, Canada Open Data



Project Location: Alaska Highway Near Haines Junction
 Project Number: 144903330-001 REV B
 Prepared by: CP on 5/2/2024
 Requested by: ZM on 5/2/2024
 Checked by: LC on 5/2/2024

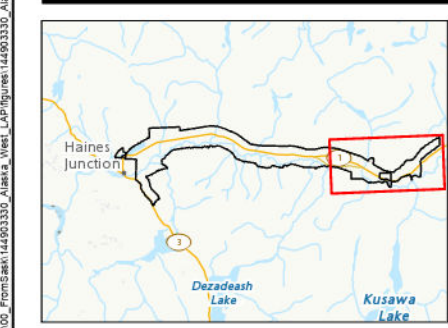
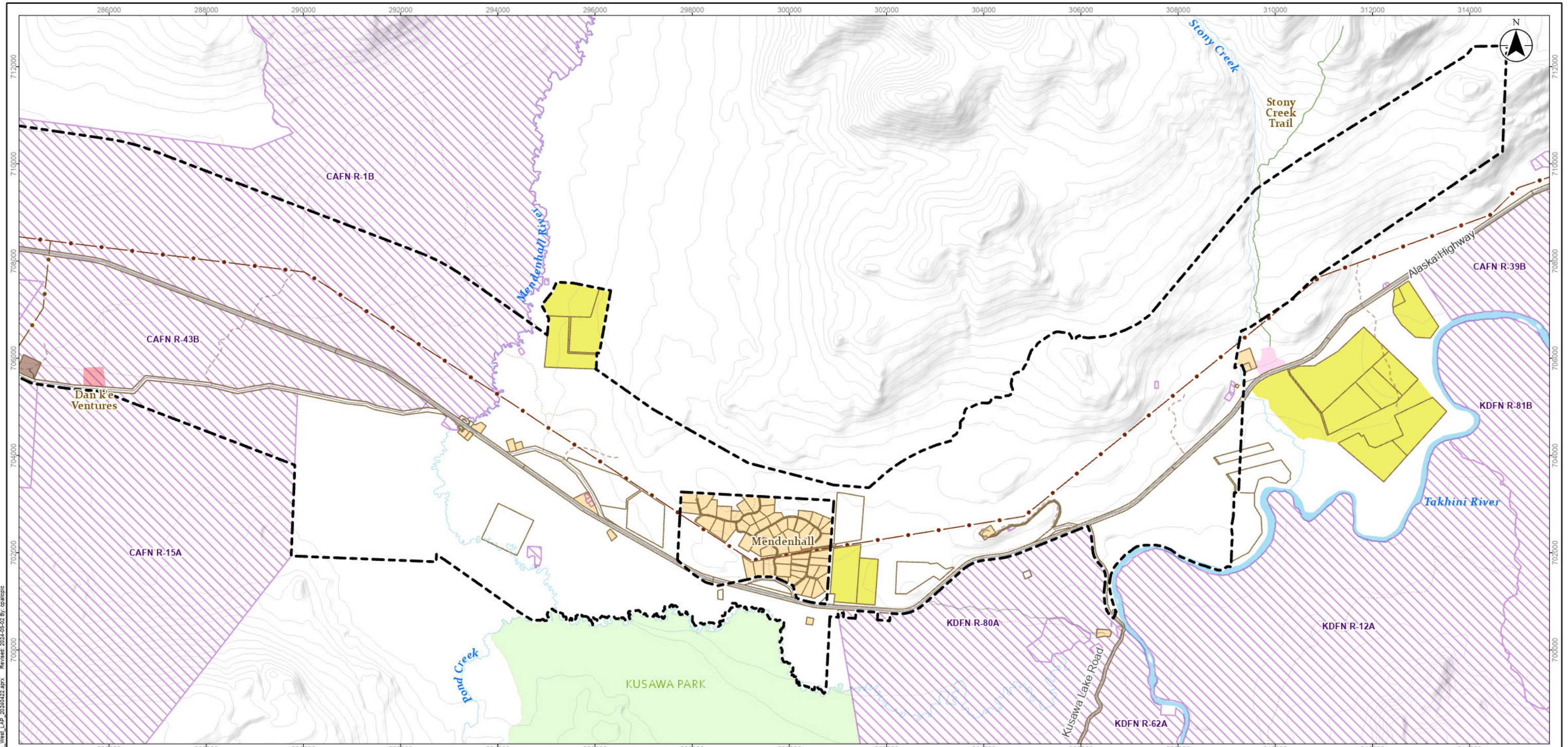
Client/Project/Report: Yukon Government Alaska Highway West Local Area Plan

Figure No.: 1

Title: Planning Area and Current Land Use

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Map 1: Planning Area Current Land Use (4 of 4)



- | | | | |
|---------------------------|-----------------------------|--|-------------------------|
| — Contours - 50k - Canvec | - - - Limited-use Road | Waterbodies | Current Land Use |
| -•-•- YEC Power Lines | Trail | Surveyed Land Parcels | Agriculture |
| -•-•- Transmission line | Cut line | First Nation Settlement Lands - Surveyed | Commercial/Business |
| — Expressway / Highway | — Watercourses | | Gravel Pit |
| — Roads | — Project Area | | Landfill |
| — Minor Roads | — Parks and Protected Areas | | Recreation |

Notes
 1. Coordinate System: NAD 1983 CSRS Yukon Albers
 2. Data Sources: Government of Yukon, NRCAN, CanVec, Canada Open Data



Project Location: Alaska Highway West, Near Haines Junction
 Project Number: 14490330-001 REV B
 Prepared by: CP on 5/2/2024
 Requested by: ZM on 5/2/2024
 Checked by: LC on 5/2/2024

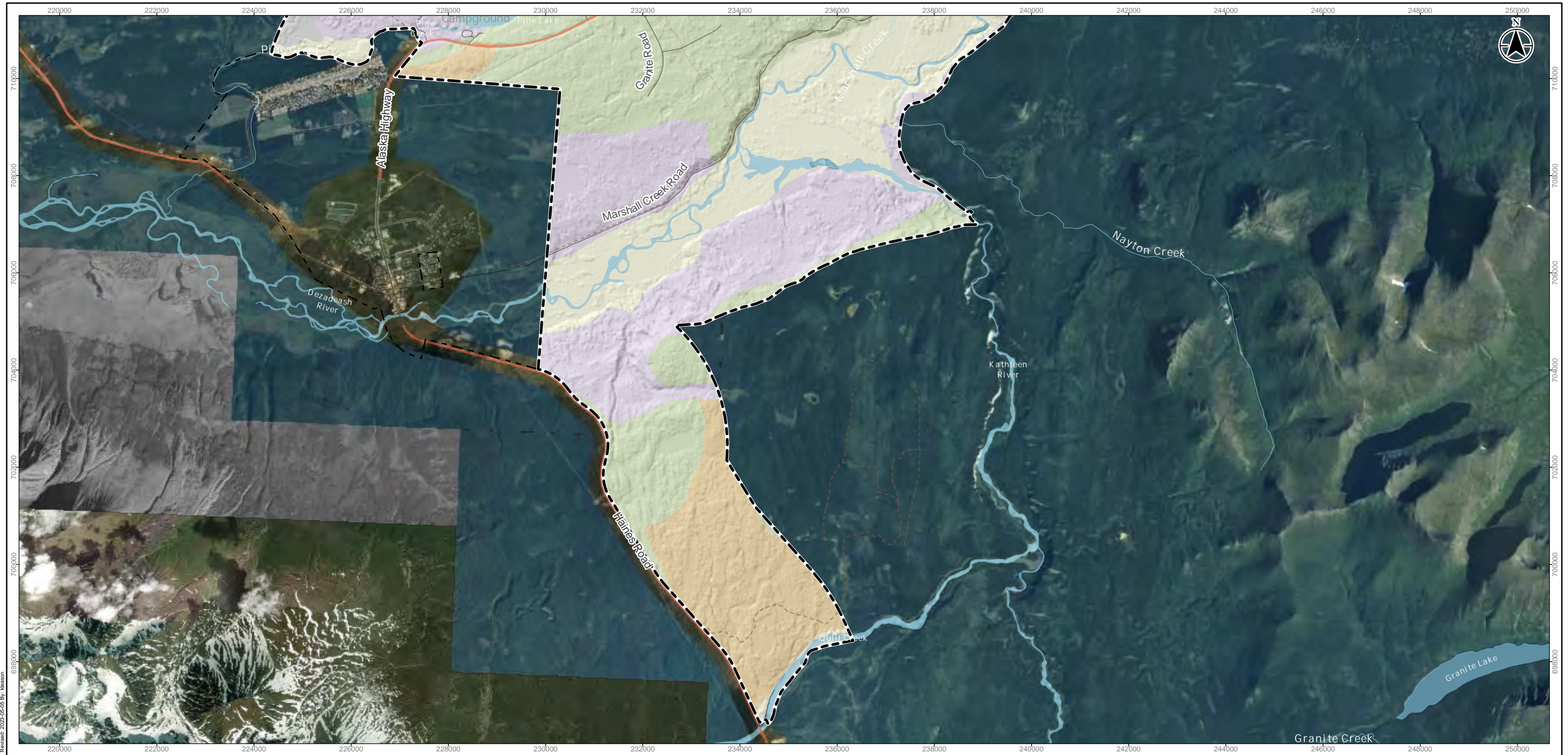
Client/Project/Report: Yukon Government, Alaska Highway West, Local Area Plan

Figure No.: 1

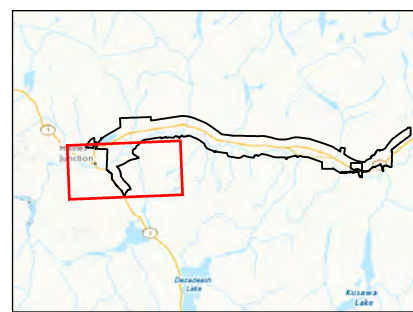
Title: Planning Area and Current Land Use

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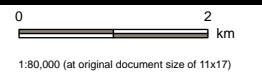
Map 2: Surficial Geology (1 of 4)



Revised: 2023-05-08 By: Keaton
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- | | | | |
|------------------------|------------------------|----------------------|------------------|
| ● Community | — Minor Roads | — Watercourses | Fluvial |
| — Expressway / Highway | - - - Limited-use road | ▭ Project Area | Glaciofluvial |
| — Arterial | ⋯ Trail | ▭ Waterbodies | Glaciolacustrine |
| — Roads | ⋯ Cut line | ▭ Municipal Boundary | Morainal (till) |
| | | | Organic |



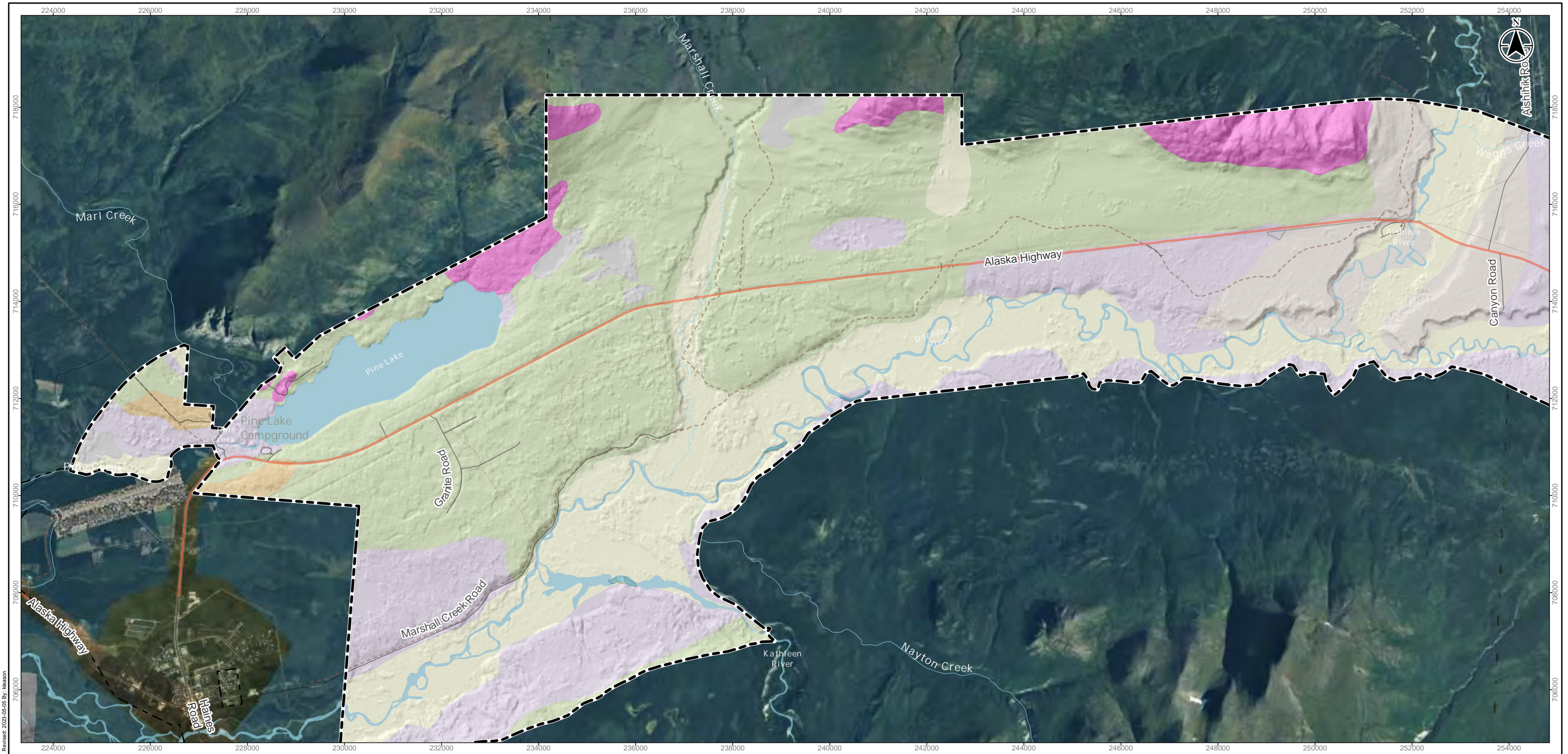
Project Location: Alaska Highway Near Haines Junction
 Project Number: 144903330-004 REVC
 Prepared by: KL on 5/5/2023
 Requested by: ZM on 5/5/2023
 Checked by: LC on 5/5/2023

Client/Project/Report:
 Yukon Government
 Alaska Highway West
 Local Area Plan

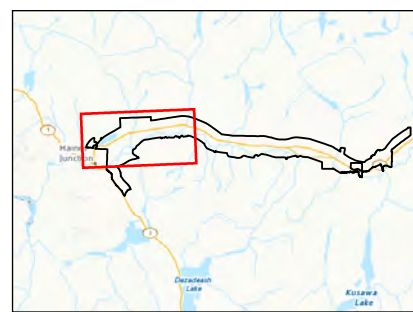
Figure No.: 1
 Title: Surficial Geology Mapbook

Notes
 1. Coordinate System: NAD 1983 CSRS Yukon Albers
 2. Data Sources: Government of Yukon, NRCAN, CanVec, Canada Open Data
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Map 2: Surficial Geology (2 of 4)



Revised: 2023-05-08 By: Keason
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- | | | | | |
|----------------------|------------------------|--------------------|------------------|---------|
| ● Community | - - - Limited-use road | Waterbodies | Eolian | Organic |
| Expressway / Highway | Trail | Municipal Boundary | Fluvial | Bedrock |
| Arterial | Cut line | | Glaciolacustrine | |
| Roads | Watercourses | | Morainal (till) | |
| Minor Roads | Project Area | | | |



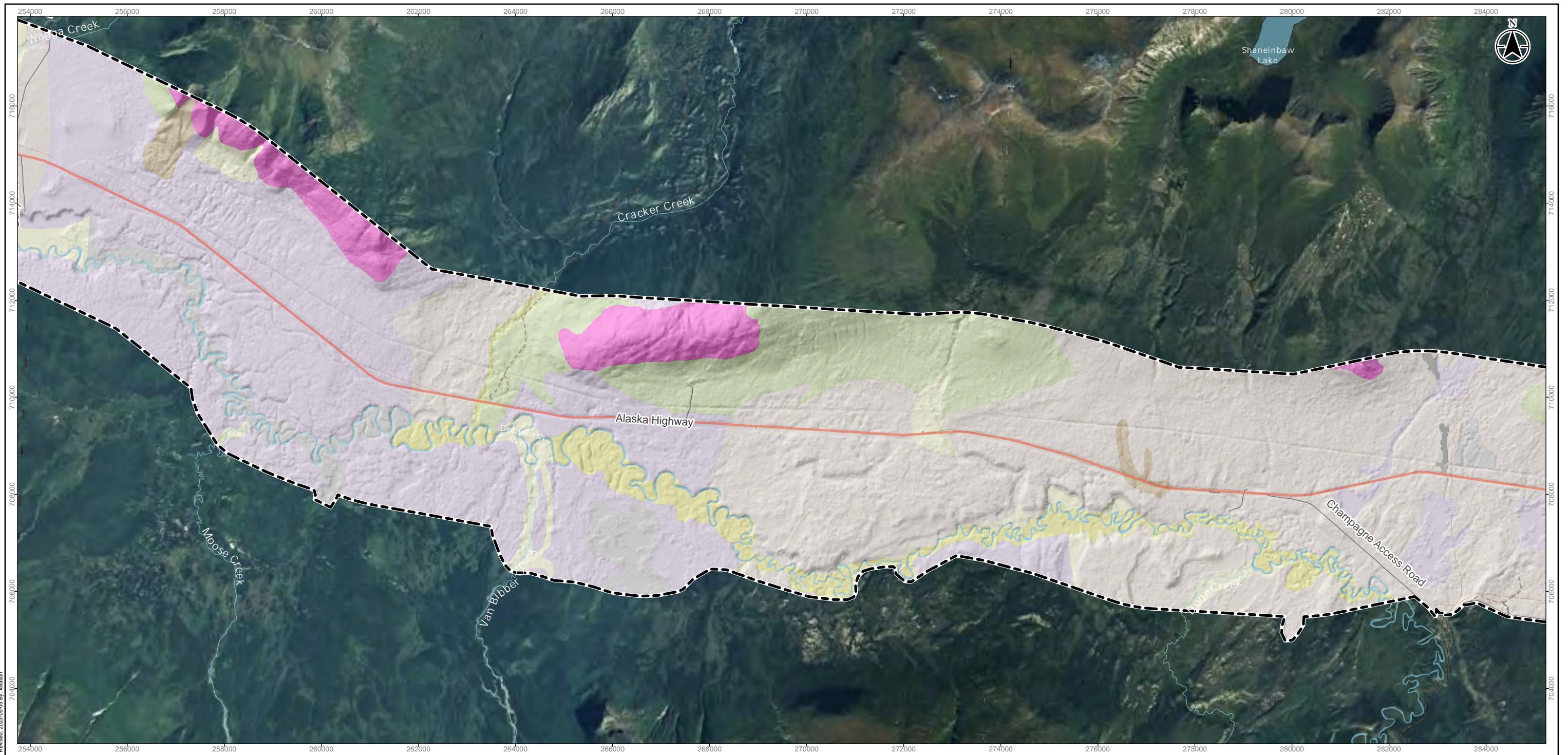
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 Project Number: 144903330-004 REVC
 Prepared by: KL on 5/5/2023
 Requested by: ZM on 5/5/2023
 Checked by: LC on 5/5/2023

Client/Project/Report:
 Yukon Government
 Alaska Highway West
 Local Area Plan

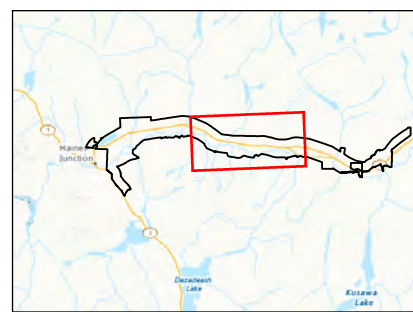
Figure No.: 1
 Title: Surficial Geology Mapbook

Notes
 1. Coordinate System: NAD 1983 CSRS Yukon Albers
 2. Data Sources: Government of Yukon, NRCAN, CanVec, Canada Open Data
 Disclaimer: Stantec assumes no responsibility for data supplied in electronic format. The recipient accepts full responsibility for verifying the accuracy and completeness of the data. The recipient releases Stantec, its officers, employees, consultants and agents, from any and all claims arising in any way from the content or provision of the data.

Map 2: Surficial Geology (3 of 4)



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- | | | | | |
|----------------------|--------------|-------------|------------------|-----------------|
| Expressway / Highway | Trail | Waterbodies | Colluvium | Morainal (till) |
| Roads | Cut line | | Eolian | Organic |
| Minor Roads | Watercourses | | Fluvial | Bedrock |
| Limited-use road | Project Area | | Fluvial (active) | |
| | | | Glaciolacustrine | |

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 1:80,000 (at original document size of 11x17)



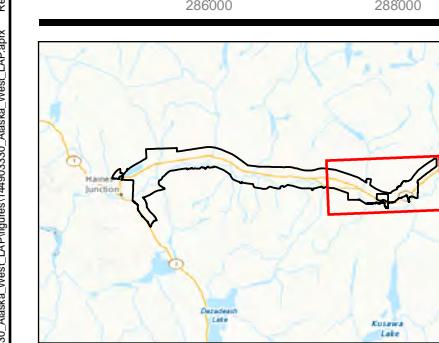
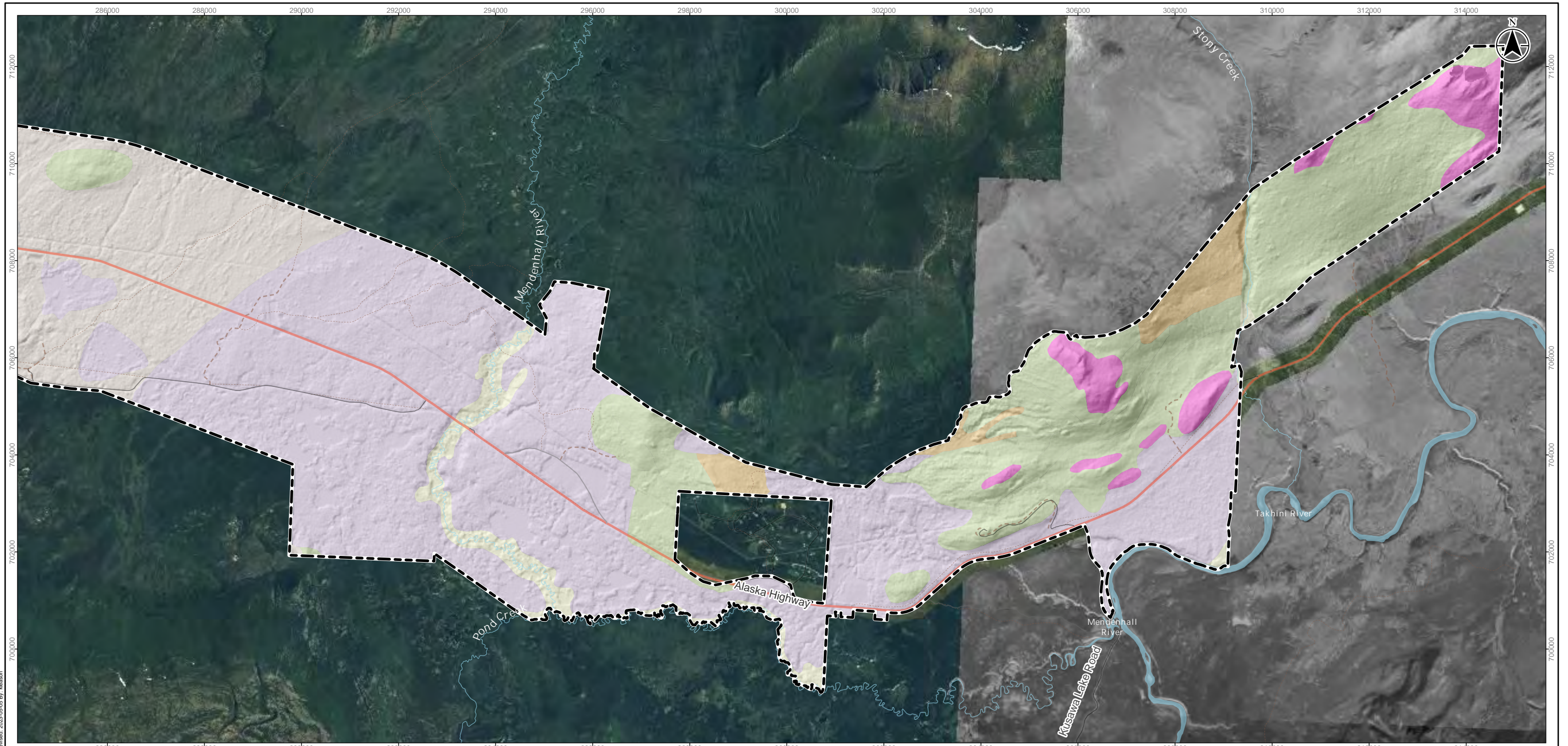
Project Location: Alaska Highway Near Haines Junction
 Project Number: 144903330-004 REVC
 Prepared by: KL on 5/5/2023
 Requested by: ZM on 5/5/2023
 Checked by: LC on 5/5/2023

Client/Project/Report:
 Yukon Government
 Alaska Highway West
 Local Area Plan

Figure No.: 1
 Title: Surficial Geology Mapbook

Notes
 1. Coordinate System: NAD 1983 CSRS Yukon Albers
 2. Data Sources: Government of Yukon, NRCAN, CanVec, Canada Open Data
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Map 2: Surficial Geology (4 of 4)



- | | | | | |
|----------------------|--------------|-------------|------------------|-----------------|
| Expressway / Highway | Trail | Waterbodies | Eolian | Morainal (till) |
| Roads | Cut line | | Fluvial | Organic |
| Minor Roads | Watercourses | | Glaciofluvial | Bedrock |
| Limited-use road | Project Area | | Glaciolacustrine | |

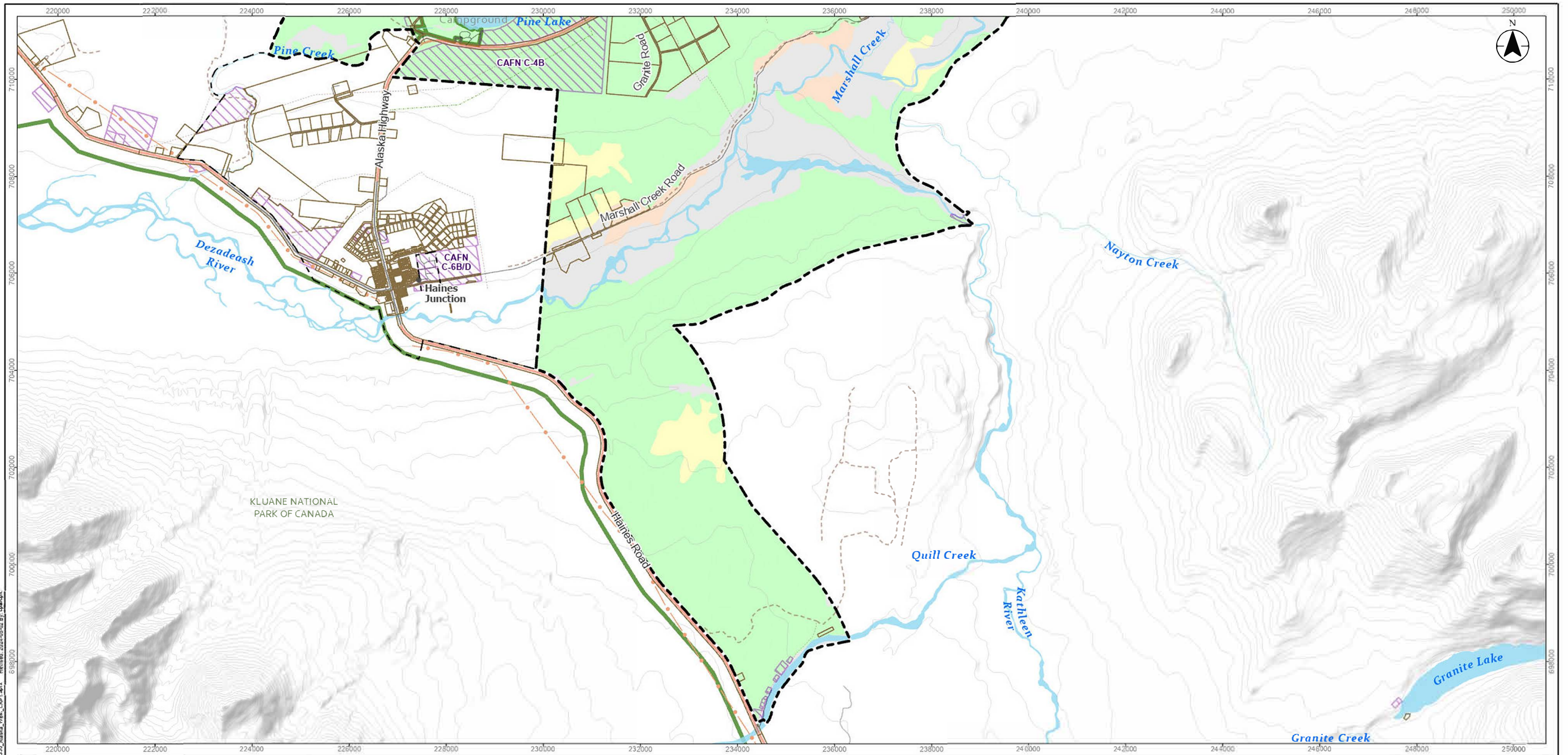
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Stantec
Project Location: Alaska Highway Near Haines Junction
Project Number: 144903330-004 REV C
Prepared by: KL on 5/5/2023
Requested by: ZM on 5/5/2023
Checked by: LC on 5/5/2023

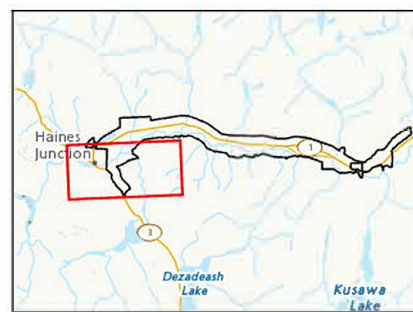
Client/Project/Report:
Yukon Government
Alaska Highway West
Local Area Plan
Figure No.: 1
Title: Surficial Geology Mapbook

Notes
1. Coordinate System: NAD 1983 CSRS Yukon Albers
2. Data Sources: Government of Yukon, NRCAN, CanVec, Canada Open Data
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Map 3: Vegetation Cover (1 of 4)



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 Revised: 2024-05-02 By: gallop
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- | | | | | |
|--------------------------------|------------------------|--|-------------------------|-----------------------------|
| ● Community | — Roads | ⬜ Project Area | ▭ Parks and Campgrounds | Vegetation Inventory |
| — Contours - 50k - Canvec | — Minor Roads | ▭ Waterbodies | | ▭ White Spruce |
| — YEC Power Distribution Lines | - - - Limited-use Road | ⬜ Municipal Boundary | | ▭ Balsam Poplar |
| — Pipeline - aboveground | — Trail | ▭ Surveyed Land Parcels | | ▭ Trembling Aspen |
| — Expressway / Highway | — Cut line | ▭ First Nation Settlement Lands - Surveyed | | ▭ Non-Forested |
| — Arterial | — Watercourses | | | |

Notes
 1. Coordinate System: NAD 1983 CSRS Yukon Albers
 2. Data Sources: Government of Yukon, NRCan, Canvec, Canada Open Data



Project Location: Alaska Highway Near Haines Junction
 Project Number: 14903330-001 REV B
 Prepared by: CP on 5/2/2024
 Requested by: ZM on 5/2/2024
 Checked by: LC on 5/2/2024

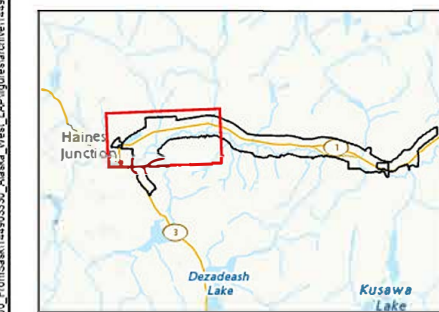
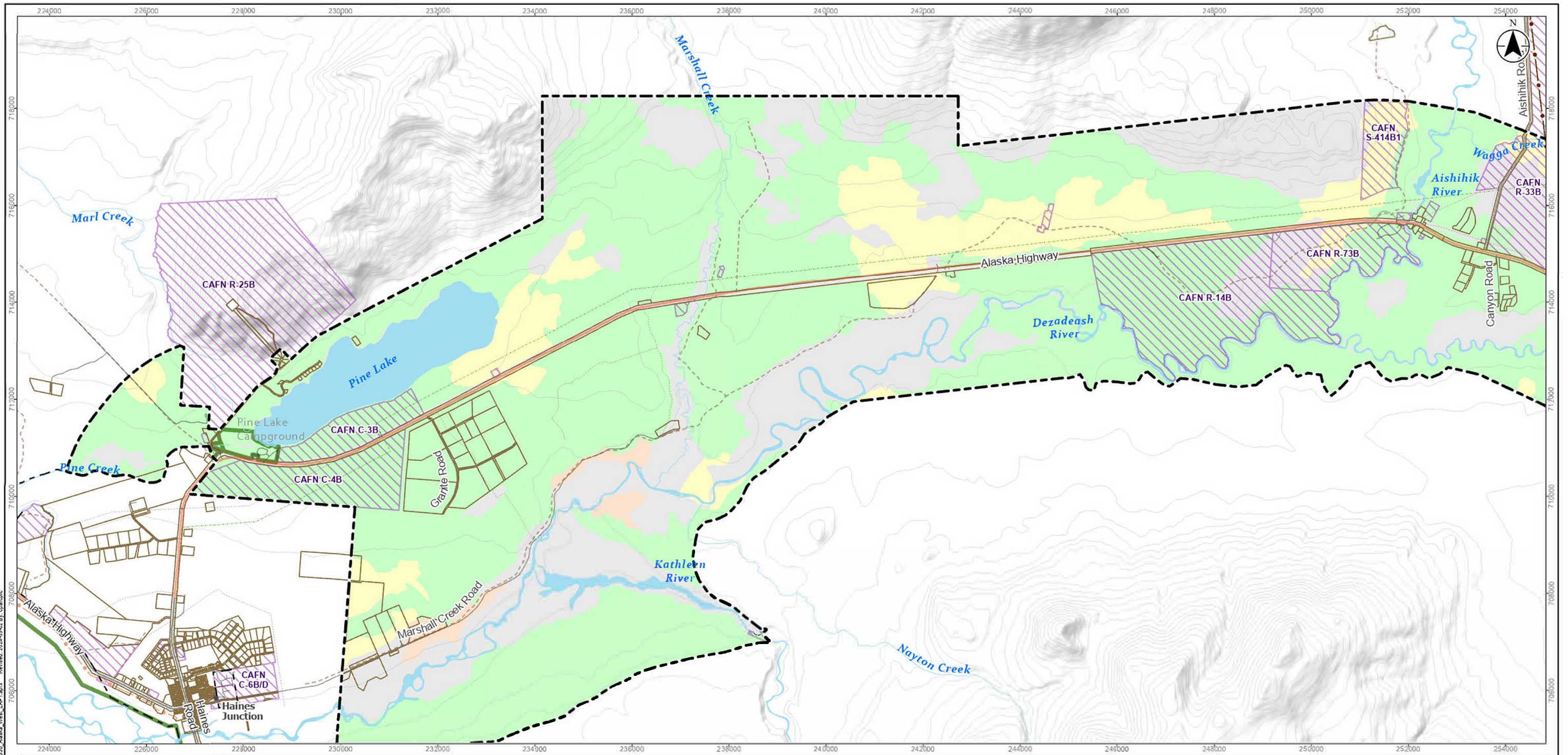
Client Project Report:
 Yukon Government
 Alaska Highway West
 Local Area Plan

Figure No. 3

Title: Vegetation Cover

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Map 3: Vegetation Cover (2 of 4)



- | | | | | |
|--------------------------------|--------------------|--|-------------------------|-----------------------------|
| ● Community | — Arterial | — Watercourses | ▭ Parks and Campgrounds | Vegetation Inventory |
| — Contours - 50k - Canvec | — Roads | ▭ Project Area | ▭ Waterbodies | ▭ White Spruce |
| — YEC Power Lines | — Minor Roads | ▭ Municipal Boundary | ▭ Surveyed Land Parcels | ▭ Balsam Poplar |
| — YEC Power Distribution Lines | — Limited-use Road | ▭ First Nation Settlement Lands - Surveyed | | ▭ Trembling Aspen |
| — Pipeline - aboveground | — Trail | | | ▭ Non-Forested |
| — Expressway / Highway | — Cut line | | | |

0 2 km
1:80,000 (at original document size of 11x17)



Project Location: Alaska Highway Near Haines Junction
Project Number: 144903330-003 REV B
Prepared by: CP on 5/2/2024
Requested by: ZM on 5/2/2024
Checked by: LC on 5/2/2024

Client Project Report:
Yukon Government
Alaska Highway West
Local Area Plan

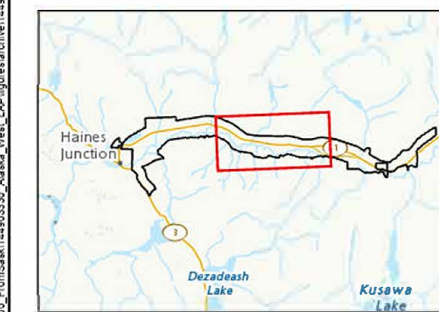
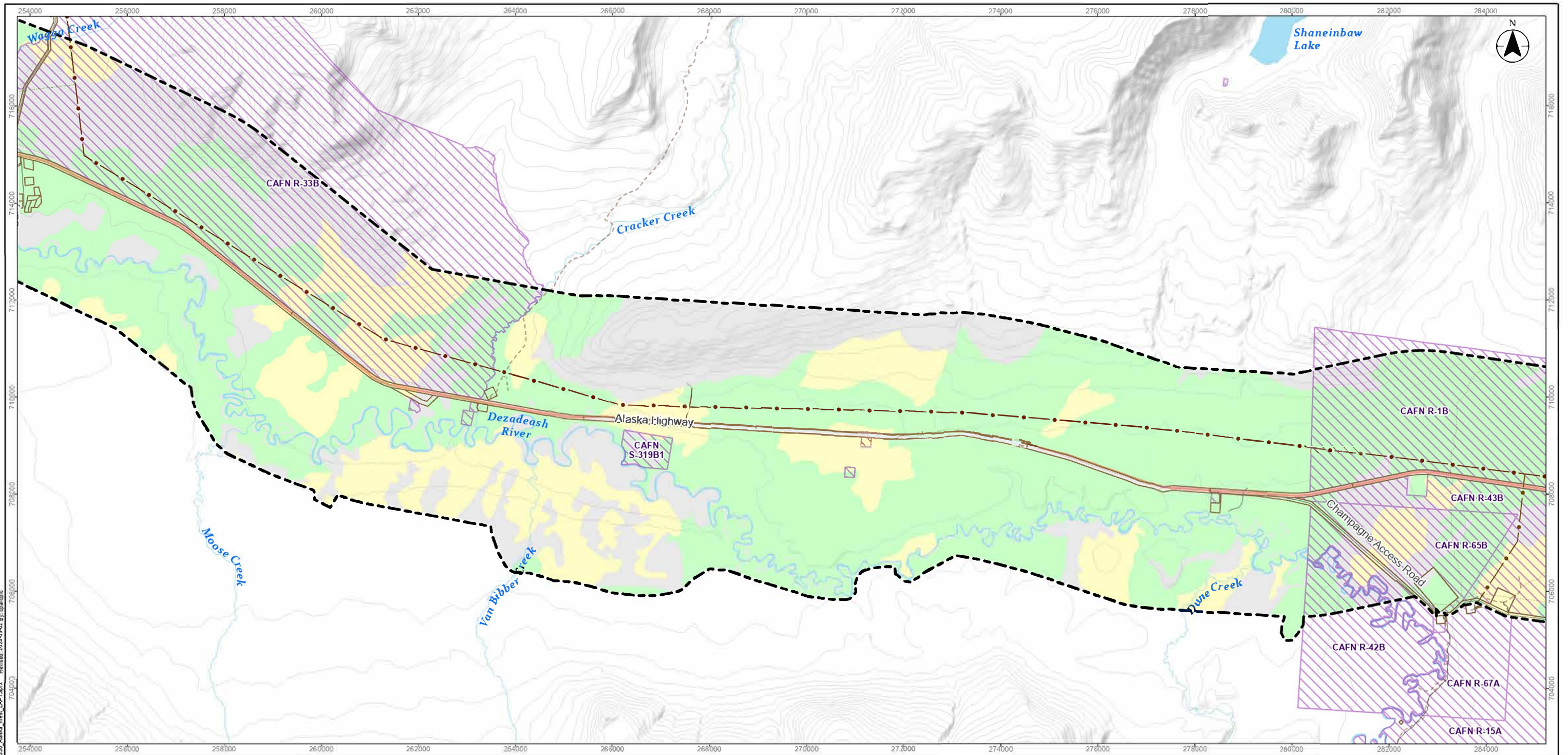
Figure No. 3

Title
Vegetation Cover

Notes
1. Coordinate System: NAD 1983 CSRS Yukon Albers
2. Data Sources: Government of Yukon, NRCan, Canvec, Canada Open Data

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Map 3: Vegetation Cover (3 of 4)



- | | | | |
|--------------------------------|--------------------|--|-----------------------------|
| — Contours - 50k - Canvec | — Roads | — Watercourses | Vegetation Inventory |
| — YEC Power Lines | — Minor Roads | — Waterbodies | ■ White Spruce |
| — YEC Power Distribution Lines | — Limited-use Road | ■ Surveyed Land Parcels | ■ Trembling Aspen |
| — Transmission line | — Trail | ■ First Nation Settlement Lands - Surveyed | ■ Non-Forested |
| — Expressway / Highway | — Cut line | | |

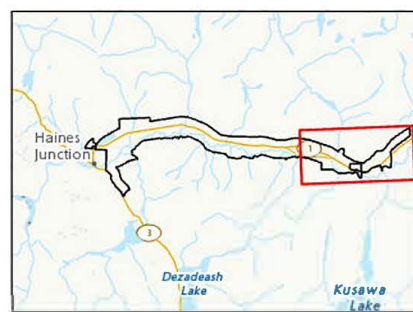
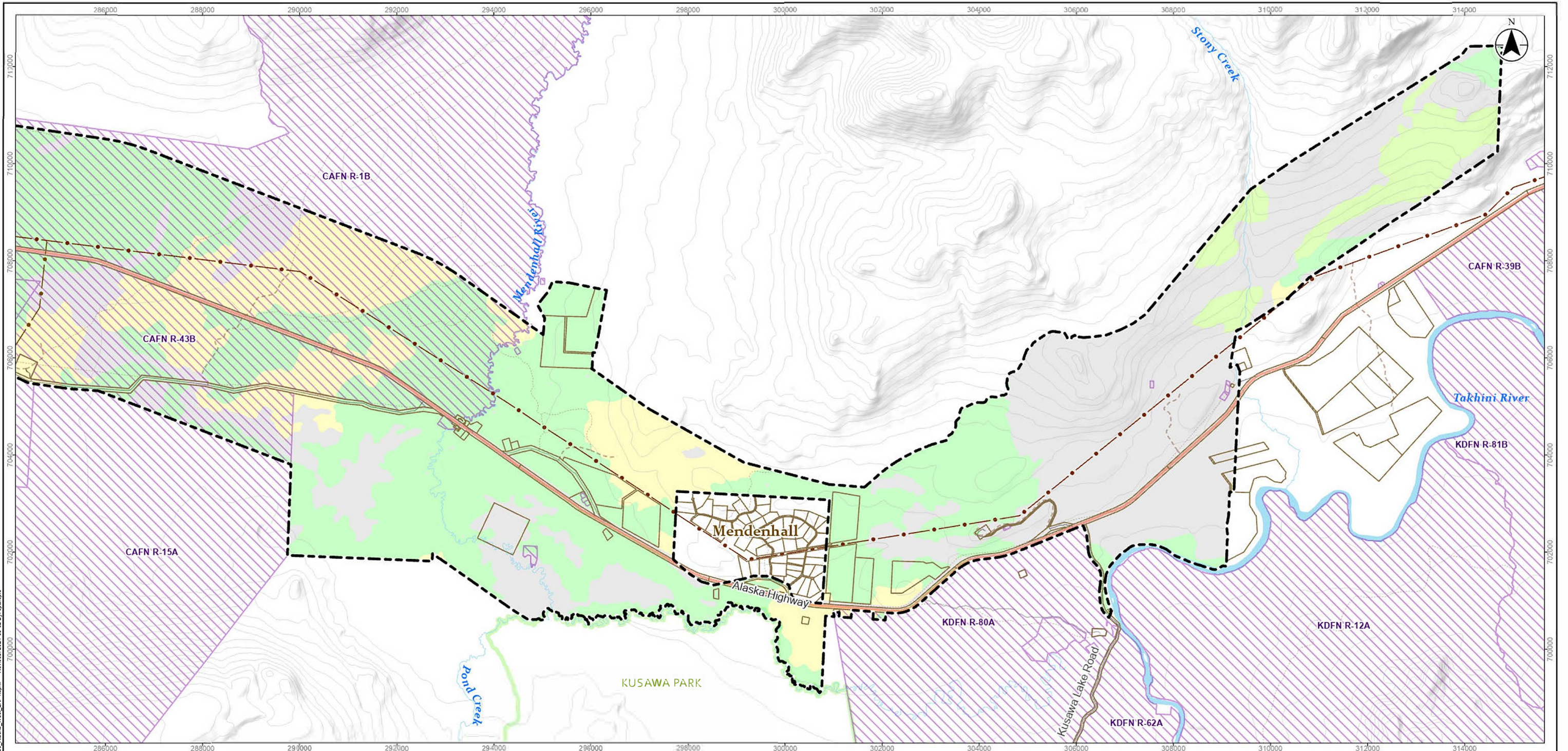
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Stantec
Project Location: Alaska Highway West, Near Haines Junction
Project Number: 144903330-003 REV B
Prepared by: CP on 5/2/2024
Requested by: ZM on 5/2/2024
Checked by: LC on 5/2/2024

Client Project Report
**Yukon Government
Alaska Highway West
Local Area Plan**
Figure No.: **3**
Title: **Vegetation Cover**

Notes
1. Coordinate System: NAD 1983 CSRS Yukon Albers
2. Data Sources: Government of Yukon, NRCan, CanVec, Canada Open Data

Map 3: Vegetation Cover (4 of 4)



- | | | | |
|---|---|--|--|
| <ul style="list-style-type: none"> Contours - 50k - Carvec YEC Power Lines Transmission line Expressway / Highway Roads | <ul style="list-style-type: none"> Minor Roads Limited-use Road Trail Cut line Watercourses | <ul style="list-style-type: none"> Project Area Waterbodies Surveyed Land Parcels First Nation Settlement Lands - Surveyed Parks and Protected Areas | <p>Vegetation Inventory</p> <ul style="list-style-type: none"> White Spruce Lodgepole Pine Trembling Aspen Non-Forested |
|---|---|--|--|

Notes
 1. Coordinate System: NAD 1983 CSRS Yukon Albers
 2. Data Sources: Government of Yukon, NRCan, CanVec, Canada Open Data



Project Location
 Alaska Highway
 Near Haines Junction

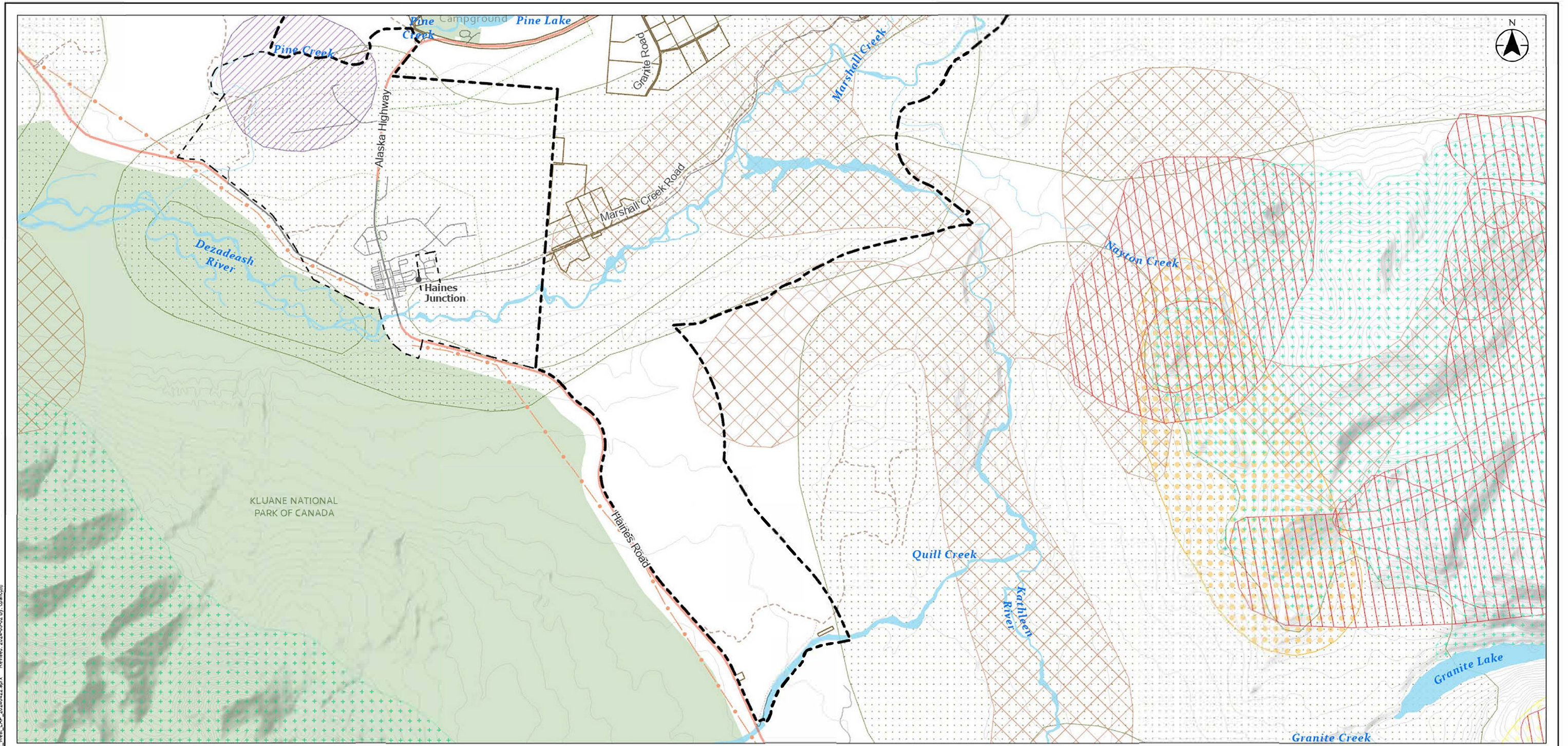
Project Number 144903330-003 REV B
 Prepared by CP on 5/2/2024
 Requested by ZM on 5/2/2024
 Checked by LC on 5/2/2024

Client Project Report
 Yukon Government
 Alaska Highway West
 Local Area Plan

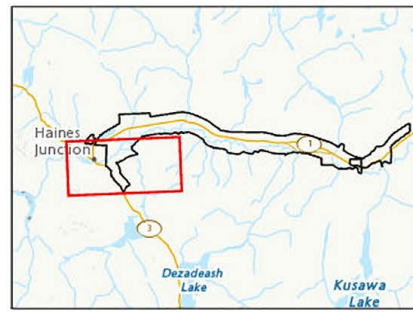
Figure No.
3

Title
Vegetation Cover

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- | | | | | | |
|----------------------------------|------------------------|----------------------|-------------------------|---------------------------|-----------------------|
| ● Community | — Expressway / Highway | --- Limited-use Road | ■ Parks and Campgrounds | Key Wildlife Areas | ▨ Sharp-tailed Grouse |
| — Contours - 50k - Canvec | — Arterial | — Trail | ■ Waterbodies | +++ Mountain Goat | ▨ Golden Eagle |
| --- YEC Power Distribution Lines | — Roads | — Cut line | ▭ Municipal Boundary | ▨ Thinhorn Sheep | ● Alpine Raptor |
| — Pipeline - aboveground | — Minor Roads | — Watercourses | ▭ Surveyed Land Parcels | ● Moose | ▨ Grizzly Bear |
| | | ▭ Project Area | | | |



Project Location: Alaska Highway Near Haines Junction
 Project Number: 144903330-004 REV0
 Prepared by: CP on 5/2/2024
 Requested by: ZM on 5/2/2024
 Checked by: LC on 5/2/2024

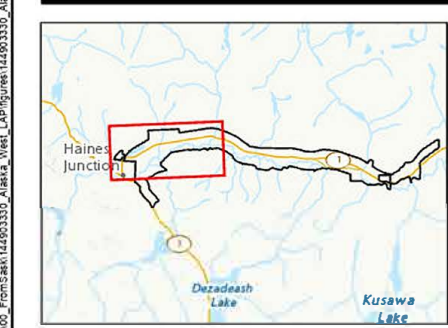
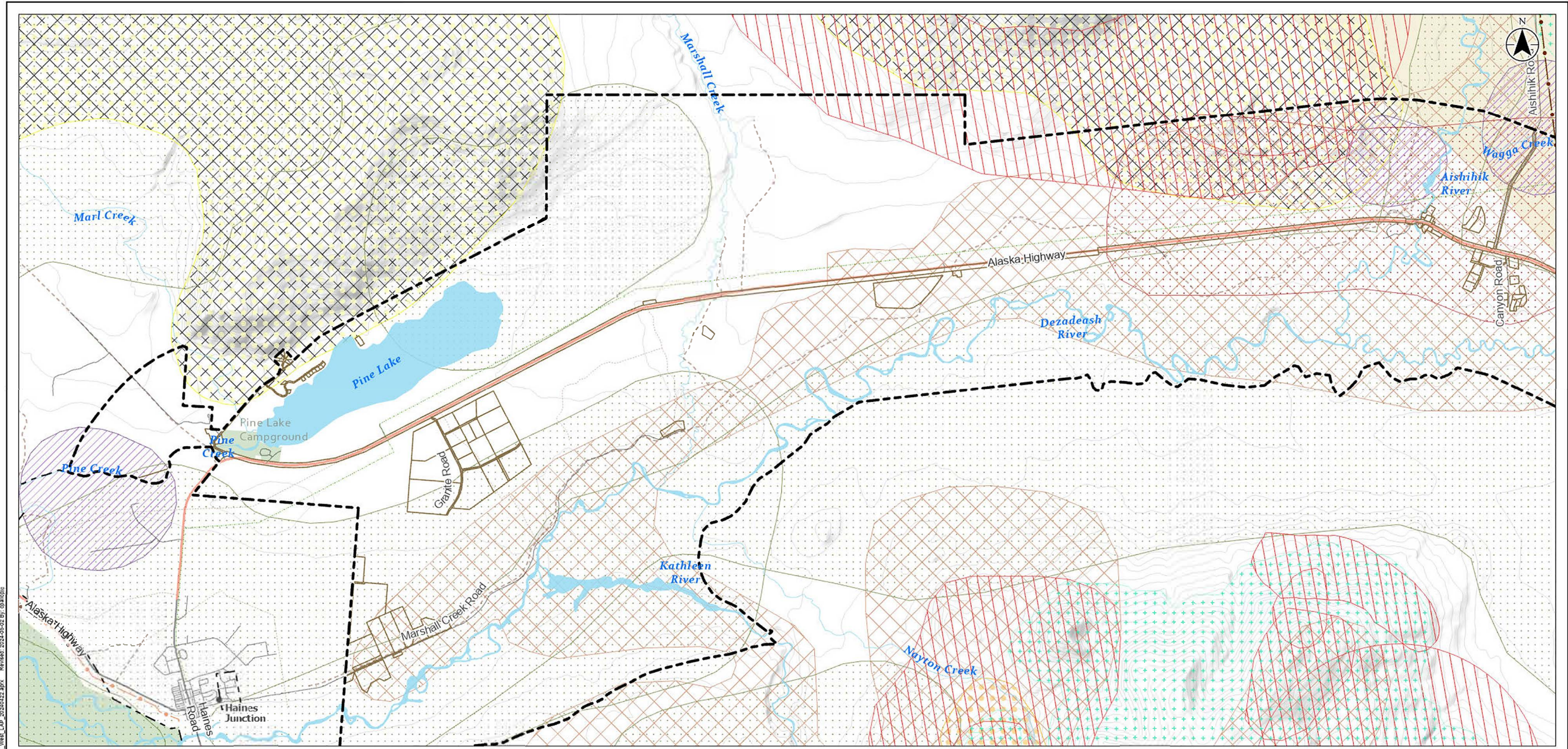
Client: Project Report
 Yukon Government
 Alaska Highway West
 Local Area Plan

Figure no. **4**
 Title **Key Wildlife Habitat**

Notes
 1. Coordinate System: NAD 1983 CSRS Yukon Albers
 2. Data Sources: Government of Yukon, NRCAN, CanVec, Canada Open Data

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Map 4: Key Wildlife Habitat (2 of 4)



- | | | | | | |
|--------------------------------|------------------------|-------------------------|-------------------------|------------------|-----------------------|
| ● Community | — Expressway / Highway | — Trail | ■ Waterbodies | ■ Mule Deer | ■ Sharp-tailed Grouse |
| — Contours - 50k - Canvec | — Arterial | — Cut line | — Municipal Boundary | ■ Thinhorn Sheep | ■ Golden Eagle |
| — YEC Power Lines | — Roads | — Watercourses | ■ Surveyed Land Parcels | ■ Moose | ■ Peregrine Falcon |
| — YEC Power Distribution Lines | — Minor Roads | ■ Project Area | ■ Key Wildlife Areas | ■ Grizzly Bear | ■ Alpine Raptor |
| — Pipeline - aboveground | — Limited-use Road | ■ Parks and Campgrounds | ■ Mountain Goat | ■ Bison | |



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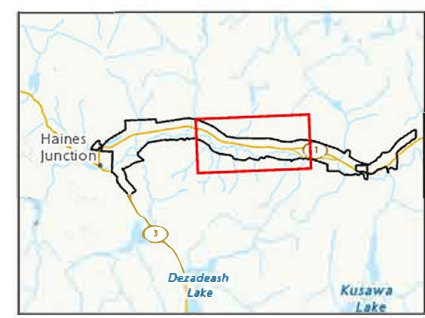
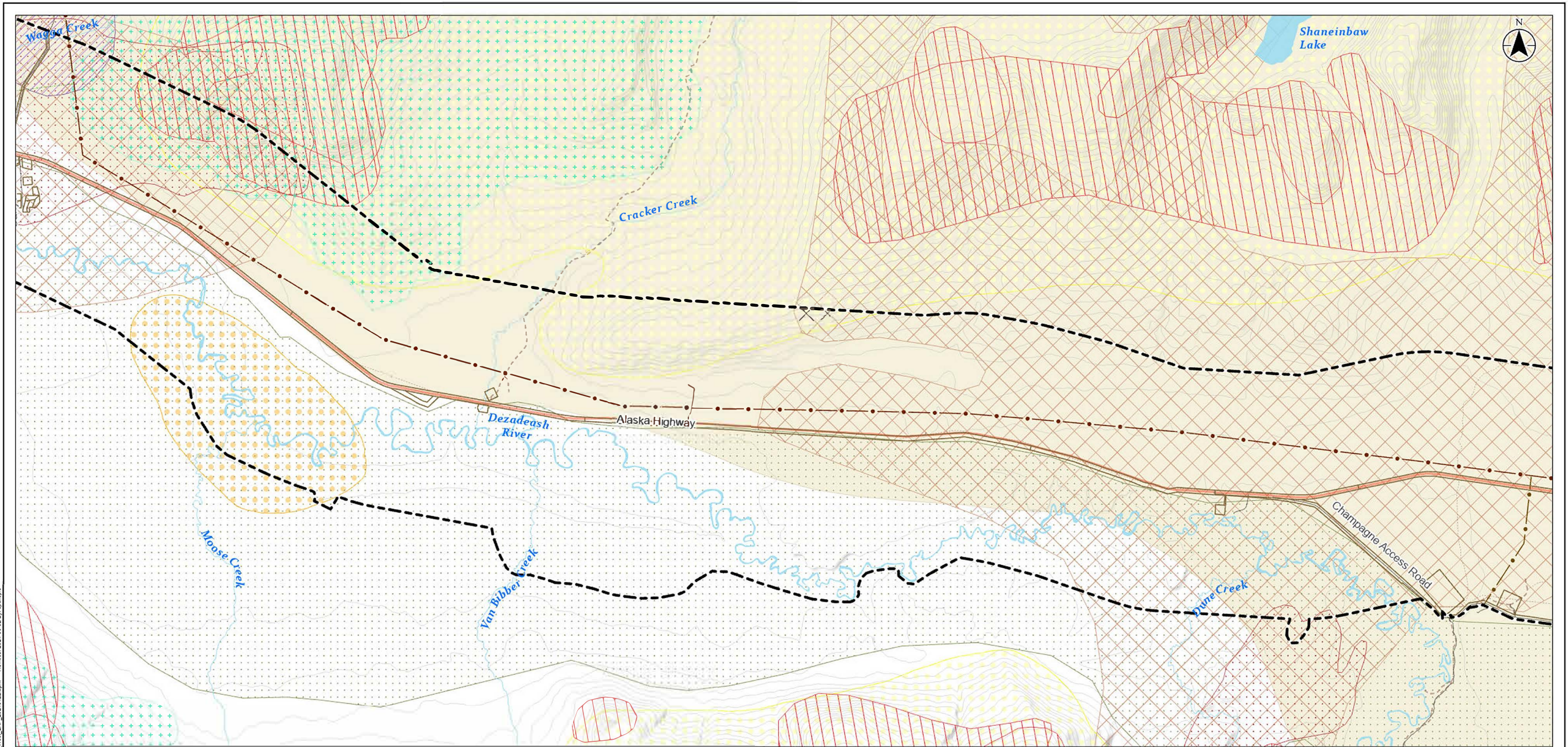
Project Location: Alaska Highway West, Near Haines Junction
Project Number: 144903330-004 REV B
Prepared by CP on 5/2/2024
Requested by ZM on 5/2/2024
Checked by LG on 5/2/2024

Client/Project Report
Yukon Government
Alaska Highway West
Local Area Plan

Figure No. 4
Title: Key Wildlife Habitat

Notes
1. Coordinate System: NAD 1983 CSRS Yukon Albers
2. Data Sources: Government of Yukon, NRCAN, Canvec, Canada Open Data

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- | | | | | |
|---|---|--|---|---|
| <ul style="list-style-type: none"> — Contours - 50k - Canvec — YEC Power Lines — YEC Power Distribution Lines — Transmission line | <ul style="list-style-type: none"> — Expressway / Highway — Roads — Minor Roads — Limited-use Road — Trail | <ul style="list-style-type: none"> — Cut line — Watercourses — Project Area — Waterbodies — Surveyed Land Parcels | <p>Key Wildlife Areas</p> <ul style="list-style-type: none"> +++ Mountain Goat ••• Mule Deer Thinhorn Sheep ••• Moose | <ul style="list-style-type: none"> ⊗ Grizzly Bear ■ Bison ▨ Sharp-tailed Grouse ■ Golden Eagle ■ Alpine Raptor |
|---|---|--|---|---|



Project Location: Alaska Highway Near Haines Junction
 Project Number: 14490330-004 REV0
 Prepared by: CP on 5/2/2024
 Requested by: ZM on 5/2/2024
 Checked by: LC on 5/2/2024

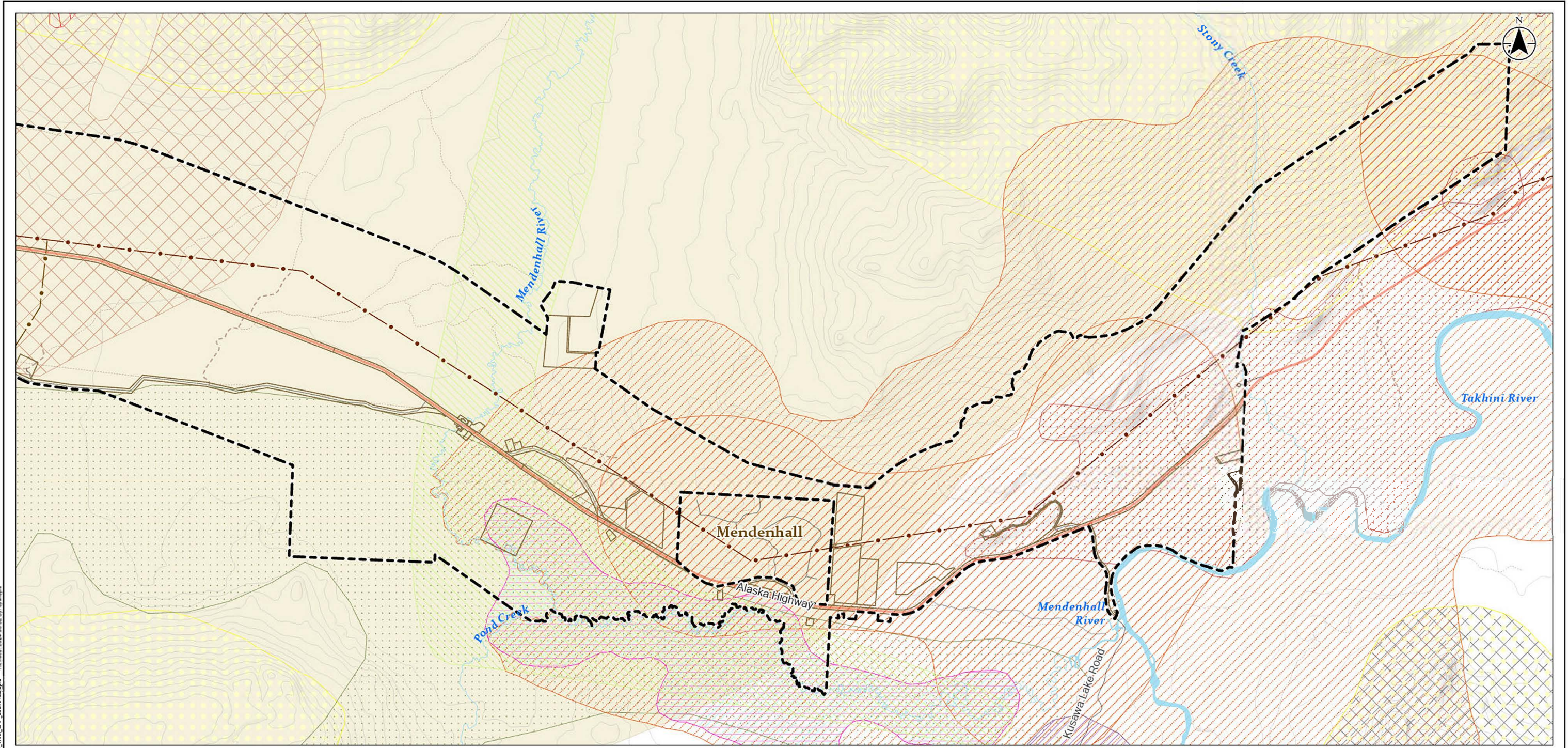
Client: Project Report
 Yukon Government
 Alaska Highway West
 Local Area Plan

Figure no. **4**
 Title **Key Wildlife Habitat**

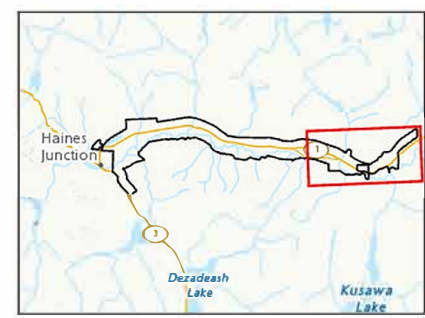
Notes
 1. Coordinate System: NAD 1983 CSRS Yukon Albers
 2. Data Sources: Government of Yukon, NRCAN, CanVec, Canada Open Data

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Map 4: Key Wildlife Habitat (4 of 4)



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- Contours - 50k - Canvec
- Roads
- Minor Roads
- - - Limited-use Road
- Trail
- - - Cut line
- YEC Power Lines
- Transmission line
- Expressway / Highway

- Watercourses
- Project Area
- Waterbodies
- Surveyed Land Parcels

- Key Wildlife Areas**
- Beaver
 - Muskrat
 - Mule Deer
 - Thinhorn Sheep

- Elk
- Moose
- Grizzly Bear
- Bison
- Duck
- Sharp-tailed Grouse
- Golden Eagle
- Gyrfalcon



Stantec

Project Location: Alaska Highway West, Near Haines Junction
 Project Number: 14490330-004 REV0
 Prepared by: CP on 5/2/2024
 Requested by: ZM on 5/2/2024
 Checked by: LC on 5/2/2024

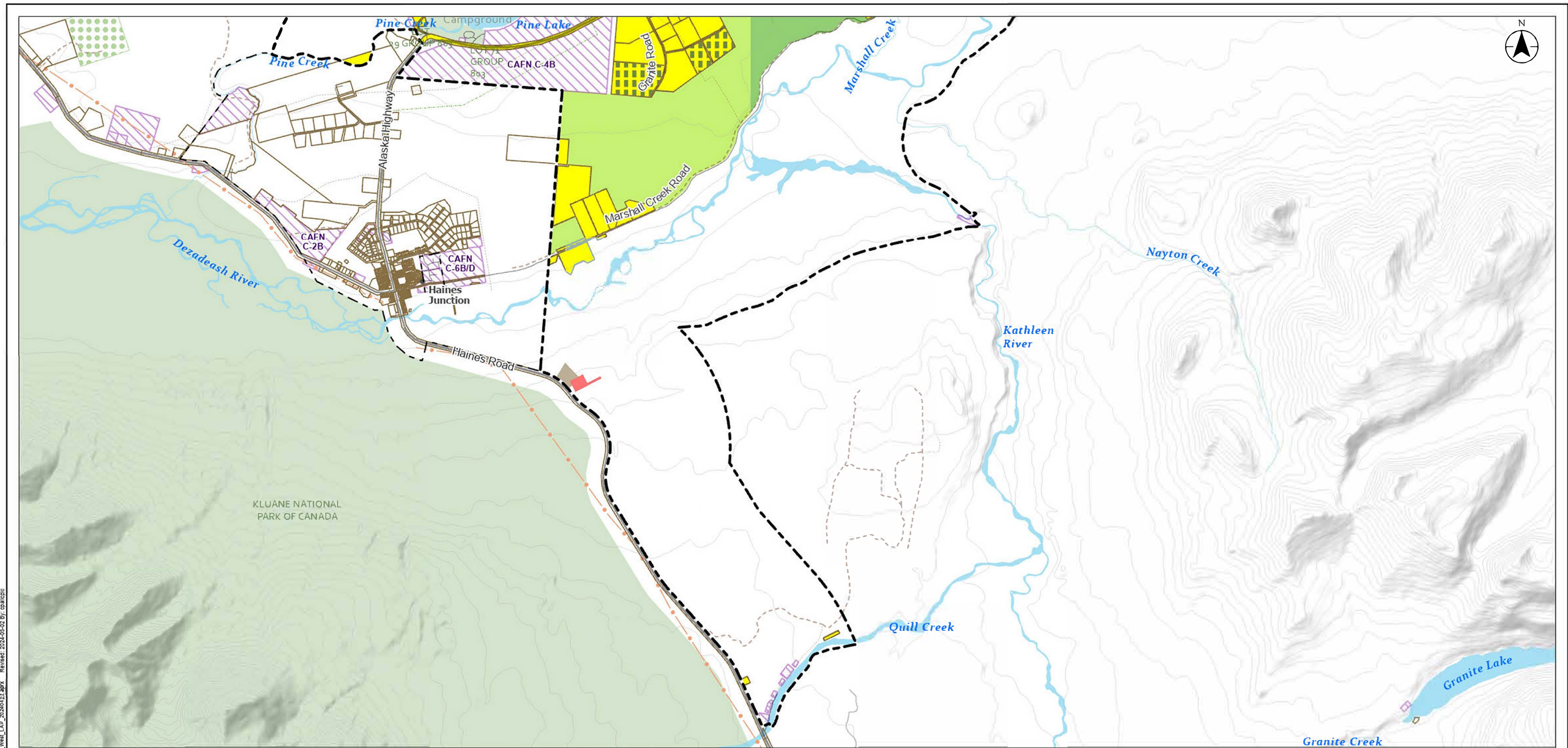
Client: Project Report
 Yukon Government
 Alaska Highway West
 Local Area Plan

Figure No. **4**
 Title **Key Wildlife Habitat**

Notes
 1. Coordinate System: NAD 1983 CSRS Yukon Albers
 2. Data Sources: Government of Yukon, NRCAN, CanVec, Canada Open Data

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Map 5: Land Tenure (1 of 4)



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- Community
- Contours - 50k - Canvec
- YEC Power Distribution Lines
- Pipeline - aboveground
- Expressway / Highway
- Arterial
- Roads
- Minor Roads
- - - Limited-use road
- Trail
- Cut line
- Watercourses
- Project Area
- Parks and Campgrounds
- Waterbodies
- - - Municipal Boundary
- Surveyed Land Parcels
- First Nation Settlement Lands - Surveyed

- Land Dispositions**
- Lease
 - Reservation, Agricultural
 - Reservation, Airport
 - Reservation, Forestry
 - Reservation, Gravel Pit
 - Private Titled Land Parcel

- Agricultural Land Dispositions**
- Agricultural
 - Grazing



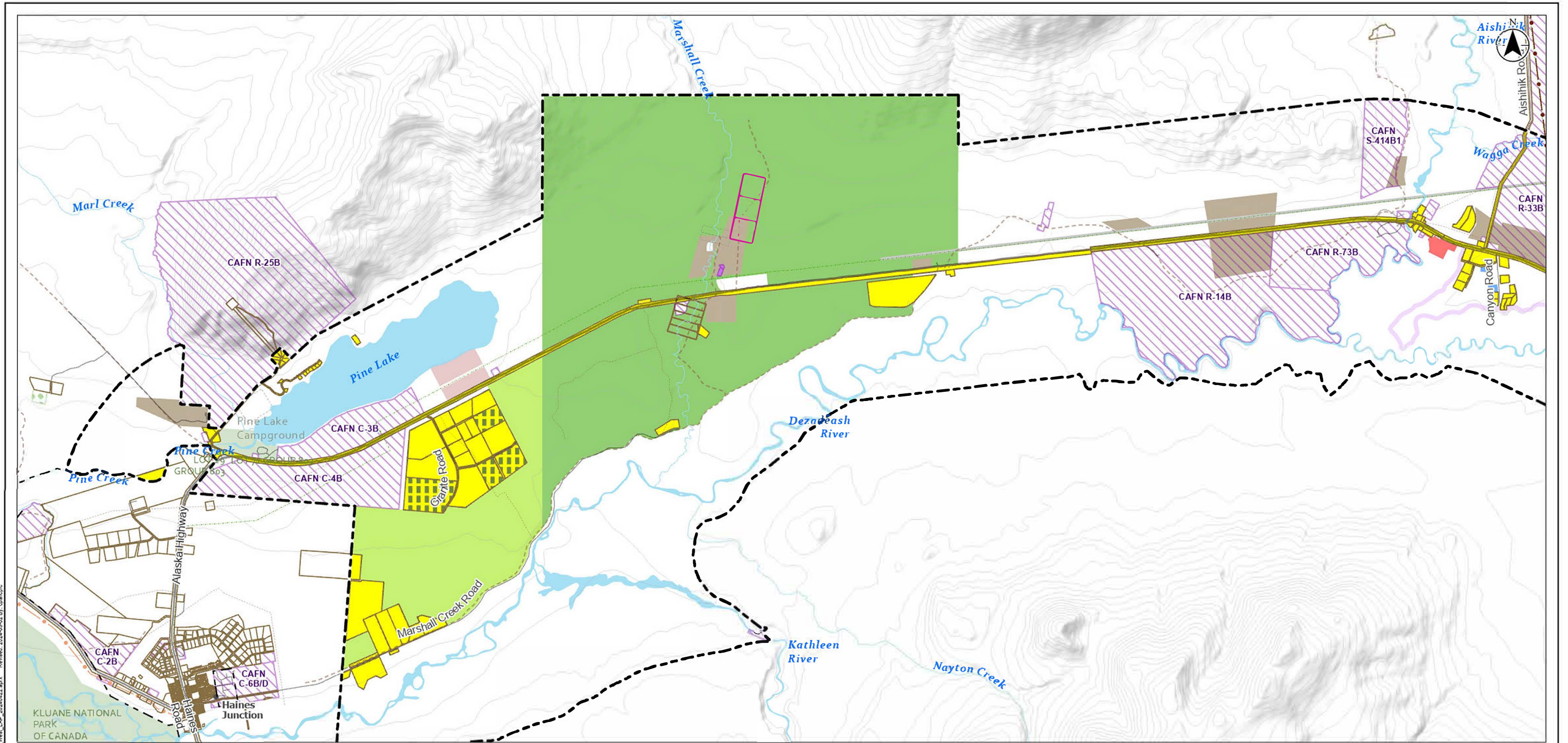
Project Location: Alaska Highway West, Near Haines Junction
 Project Number: 14490330-005 REV E
 Prepared by: CP on 5/2/2024
 Requested by: ZM on 5/2/2024
 Checked by: LC on 5/2/2024

Client: Project Report
 Yukon Government
 Alaska Highway West
 Local Area Plan

Figure no. **5**
 Title **Land Tenure**

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Map 5: Land Tenure (2 of 4)



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- | | | | | | |
|--------------------------------|-------------------------|--|-----------------------------|---------------------------------------|----------------------|
| ● Community | — Minor Roads | --- Municipal Boundary | Land Dispositions | ■ Reservation, Gravel Pit | Quartz Claims |
| — Contours - 50k - Canvec | - - - Limited-use road | ▭ Surveyed Land Parcels | ■ Agreement for Sale | ■ Reservation, Heritage | ▭ Active |
| — YEC Power Lines | — Trail | ▨ First Nation Settlement Lands - Surveyed | ■ Easement | ■ Reservation, Industrial | ▭ Active |
| — YEC Power Distribution Lines | — Cut line | | ■ Lease | ■ Reservation, Land Claims | ▭ Expired |
| — Pipeline - aboveground | — Watercourses | | ■ Reservation, Agricultural | ■ Private Titled Land Parcel | |
| — Expressway / Highway | ▭ Project Area | | ■ Reservation, Airport | Agricultural Land Dispositions | |
| — Arterial | ■ Parks and Campgrounds | | ■ Reservation, Bridgehead | ■ Agricultural | |
| — Roads | ■ Waterbodies | | ■ Reservation, Forestry | ■ Grazing | |



Stantec

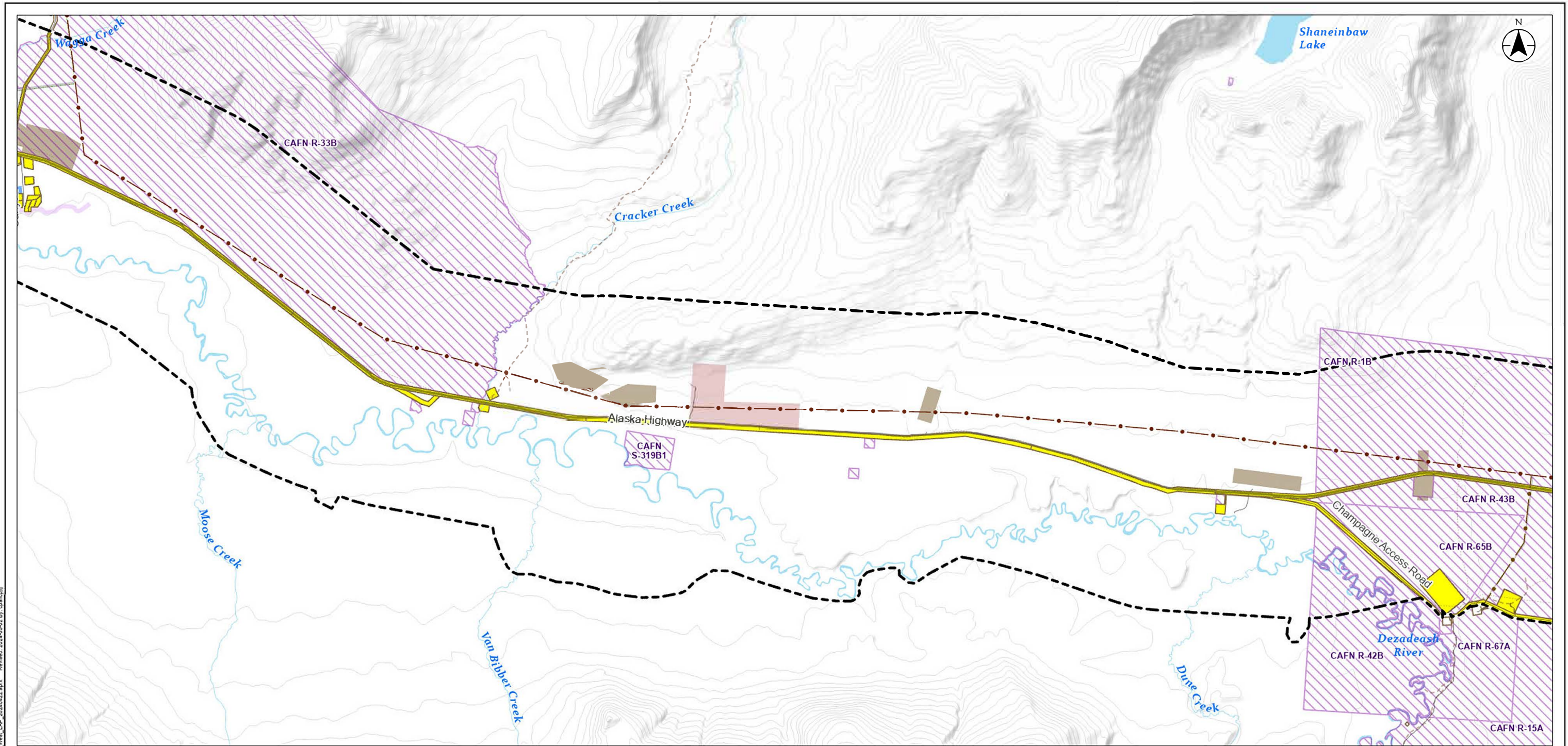
Project Location: Alaska Highway West, Near Haines Junction
 Project Number: 144903330-005 REV E
 Prepared by: CP on 5/2/2024
 Requested by: ZM on 5/2/2024
 Checked by: LC on 5/2/2024

Client: Project Report
 Yukon Government
 Alaska Highway West
 Local Area Plan

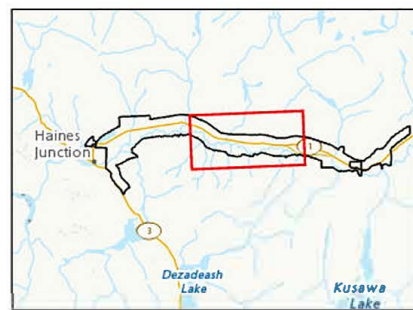
Figure no. **5**
 Title **Land Tenure**

Notes
 1. Coordinate System: NAD 1983 CSRS Yukon Albers
 2. Data Sources: Government of Yukon, NRCAN, CanVec, Canada Open Data

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G:\GIS\Project_Folder\001_FromS&E\144903330_Alaska_West_LAP_20240122.aprx. Revised: 2024-05-02 By: cp310216



- | | | | | |
|-----------------------------------|------------------------|--|---------------------------|---------------------------------|
| — Contours - 50k - Canvec | — Minor Roads | Waterbodies | Land Dispositions | Reservation, Industrial |
| —•— YEC Power Lines | - - - Limited-use road | Surveyed Land Parcels | Agreement for Sale | Reservation, Parks & Campground |
| —••— YEC Power Distribution Lines | —••• Trail | First Nation Settlement Lands - Surveyed | Easement | Private Titled Land Parcel |
| —••• Transmission line | —••• Cut line | | Reservation, Garbage Dump | |
| —••• Expressway / Highway | —••• Watercourses | | Reservation, Gravel Pit | |
| —••• Roads | Project Area | | Reservation, Heritage | |



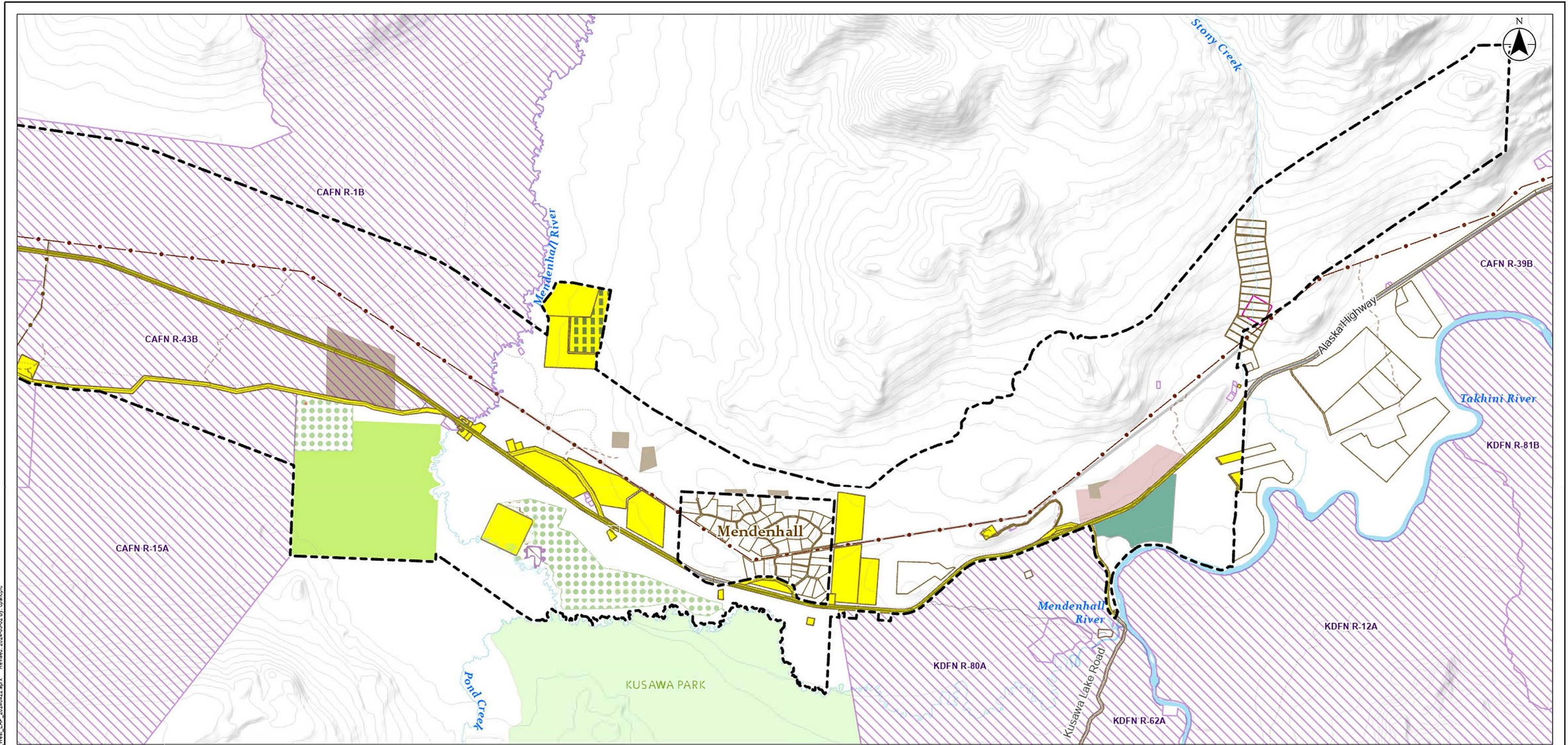
Project Location: Alaska Highway Near Haines Junction
 Project Number: 144903330-005 REV4
 Prepared by: CP on 5/2/2024
 Requested by: ZM on 5/2/2024
 Checked by: LC on 5/2/2024

Client: Project Report
 Yukon Government
 Alaska Highway West
 Local Area Plan

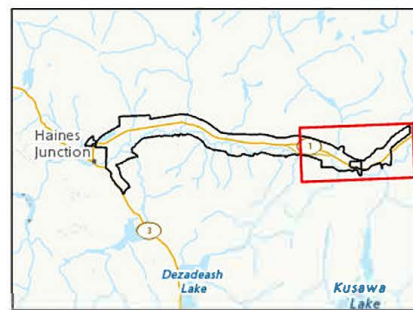
Figure no. **5**
 Title **Land Tenure**

Notes
 1. Coordinate System: NAD 1983 CSRS Yukon Albers
 2. Data Sources: Government of Yukon, NRCAN, CanVec, Canada Open Data

Map 5: Land Tenure (4 of 4)



G:\GIS\Project_Folder\00144903330_Alaska_West_LAP\Figures\144903330_Alaska_West_LAP_20240122.aprx. Revised: 2024-05-02 By: cp/abc/c



Notes
 1. Coordinate System: NAD 1983 CSRS Yukon Albers
 2. Data Sources: Government of Yukon, NRCAN, CanVec, Canada Open Data

- | | | | | | |
|--|---|---|--|--|--|
| <ul style="list-style-type: none"> Contours - 50k - Canvec YEC Power Lines Transmission line Expressway / Highway Roads Minor Roads Limited-use road | <ul style="list-style-type: none"> Trail Cut line Watercourses Project Area Parks and Protected Areas Waterbodies Surveyed Land Parcels | <ul style="list-style-type: none"> First Nation Settlement Lands - Surveyed | <p>Land Dispositions</p> <ul style="list-style-type: none"> Easement Lease Reservation, Agricultural Reservation, Bridgehead Reservation, Environment Reservation, Garbage Dump | <ul style="list-style-type: none"> Reservation, Gravel Pit Reservation, Industrial Reservation, Parks & Campground Reservation, Rural Residential Private Titled Land Parcel | <p>Agricultural Land Dispositions</p> <ul style="list-style-type: none"> Agricultural Grazing <p>Quartz Claims</p> <ul style="list-style-type: none"> Active <p>Placer Claims</p> <ul style="list-style-type: none"> Active |
|--|---|---|--|--|--|



Project Location
 Alaska Highway
 Near Haines Junction

Project Number 144903330-005 REVE
 Prepared by CP on 5/2/2024
 Requested by ZM on 5/2/2024
 Checked by LC on 5/2/2024

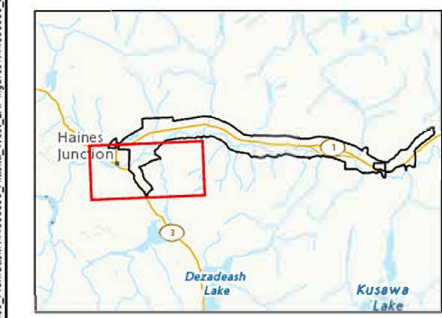
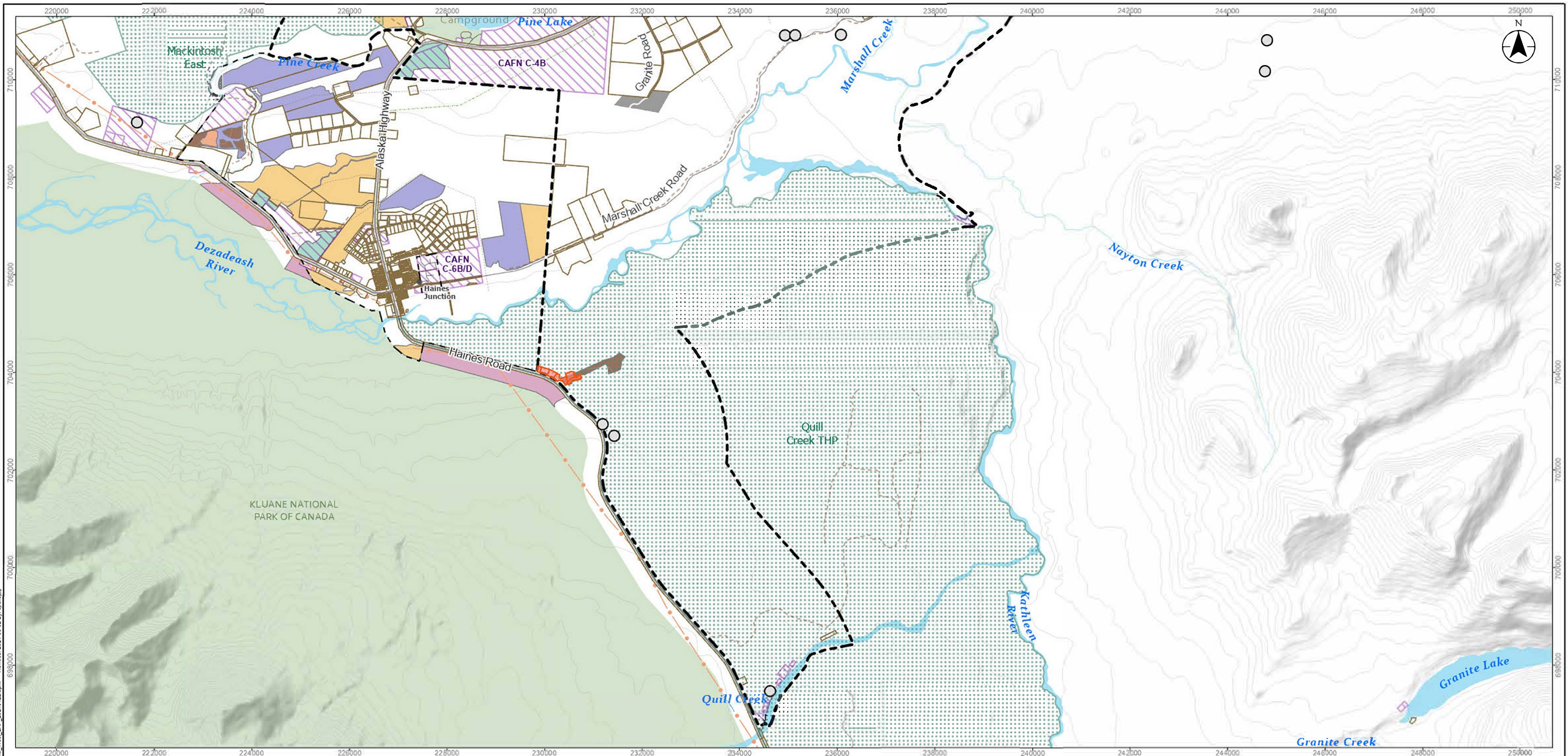
Client: Project Report
 Yukon Government
 Alaska Highway West
 Local Area Plan

Figure no.
5

Title
Land Tenure

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Map 6: Planning Area and Forestry (1 of 4)



- | | | | | | |
|----------------------------------|----------------------|-------------------------|--|----------------------------|---|
| ● Community | — Arterial | --- Cut line | --- Project Area | ○ Permanent Sampling Plots | Fuel Management Blocks Status |
| — Contours - 50k - Canvec | — Roads | — Watercourses | ▭ Surveyed Land Parcels | ▭ Fire Smart Projects | ▭ Harvesting Complete |
| --- YEC Power Distribution Lines | — Minor Roads | ▭ Waterbodies | ▭ First Nation Settlement Lands - Surveyed | | ▭ Phase One (1 to 5 years) |
| — Pipeline - aboveground | --- Limited-use Road | ▭ Parks and Campgrounds | ▭ Personal Use Fuelwood Areas | | ▭ Phase Two - CAFN Lands (5+ Years) |
| — Expressway / Highway | — Trail | --- Municipal Boundary | ▭ Timber Harvest Plans | | ▭ Phase Two - Parks Canada lands (5+ years) |



Stantec

Project Location: Alaska Highway West, Haines Junction
 Project Number: 144903330-009 REV A
 Prepared by: CP on 5/2/2024
 Requested by: ZM on 5/2/2024
 Checked by: LC on 5/2/2024

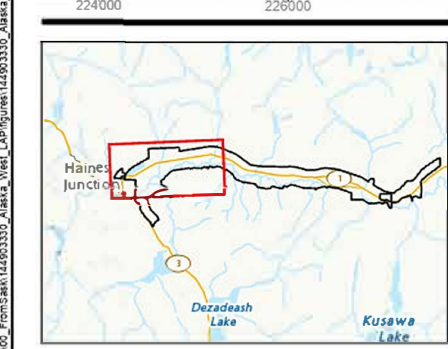
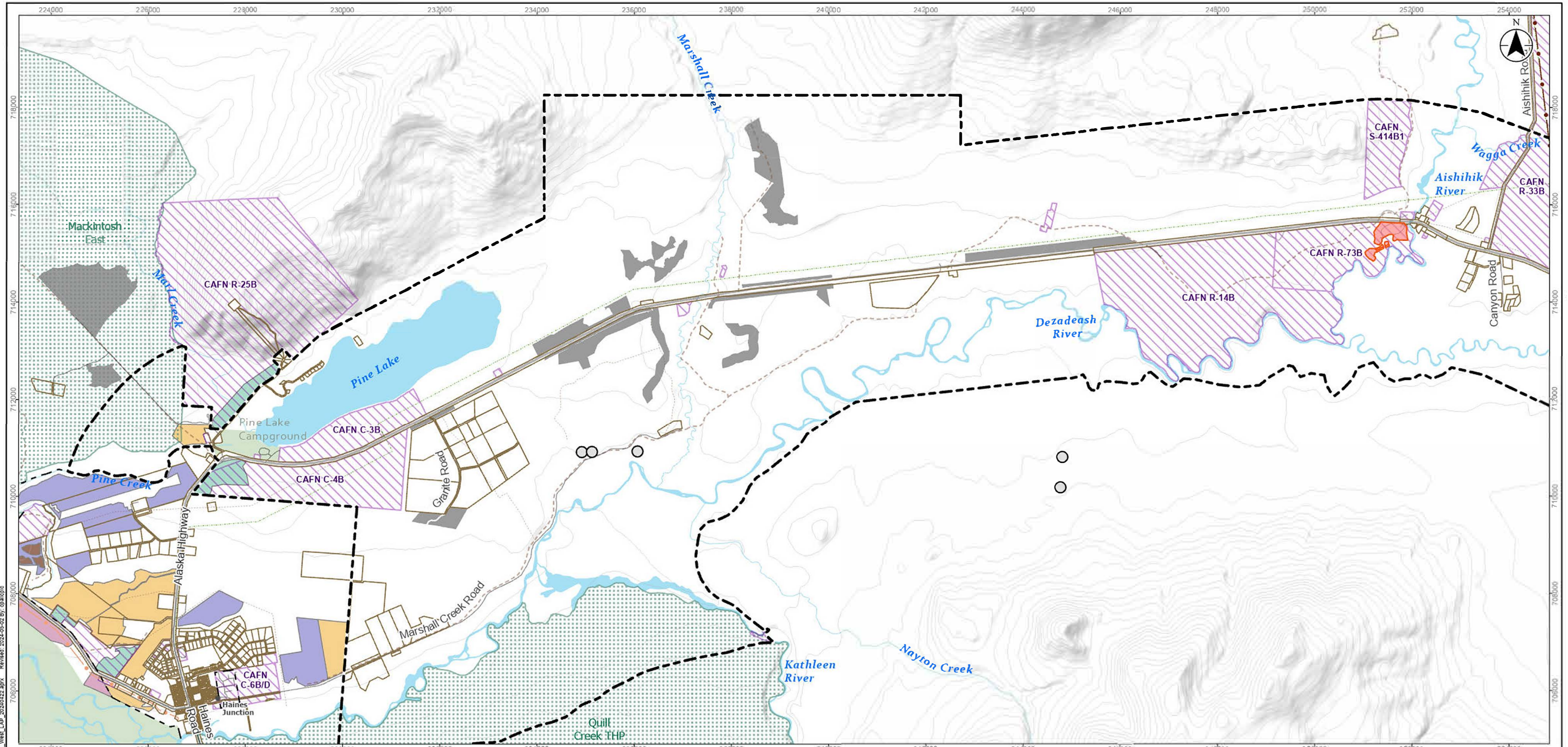
Client Project Report:
 Yukon Government
 Alaska Highway West
 Local Area Plan

Figure no. **9**
 Title **Planning Area and Forestry**

Notes
 1. Coordinate System: NAD 1983 CSRS Yukon Albers
 2. Data Sources: Government of Yukon, NRCAN, CanVec, Canada Open Data

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Map 6: Planning Area and Forestry (2 of 4)



● Community	— Expressway / Highway	— Trail	— Municipal Boundary	▨ Timber Harvest Plans	Fuel Management Blocks Status
— Contours - 50k - Canvec	— Arterial	— Cut line	▭ Project Area	○ Permanent Sampling Plots	■ Harvesting Complete
— YEC Power Distribution Lines	— Roads	— Watercourses	▭ Surveyed Land Parcels	■ Fire Smart Projects	■ Phase One (1 to 5 years)
— YEC Power Lines	— Minor Roads	■ Waterbodies	▨ First Nation Settlement Lands - Surveyed		■ Phase Two - CAFN Lands (5+ Years)
— Pipeline - aboveground	— Limited-use Road	■ Parks and Campgrounds	■ Personal Use Fuelwood Areas		■ Phase Two - Parks Canada lands (5+ years)
					■ Phase Two - Public Lands (5+ Years)

Notes
 1. Coordinate System: NAD 1983 CSRS Yukon Albers
 2. Data Sources: Government of Yukon, NRCAN, CanVec, Canada Open Data



Project Location
 Alaska Highway
 Near Haines Junction

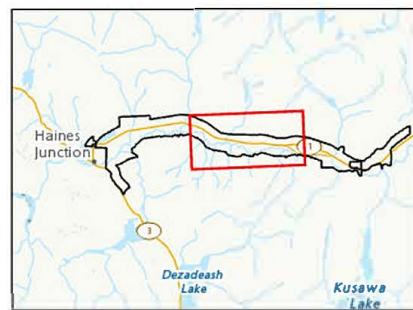
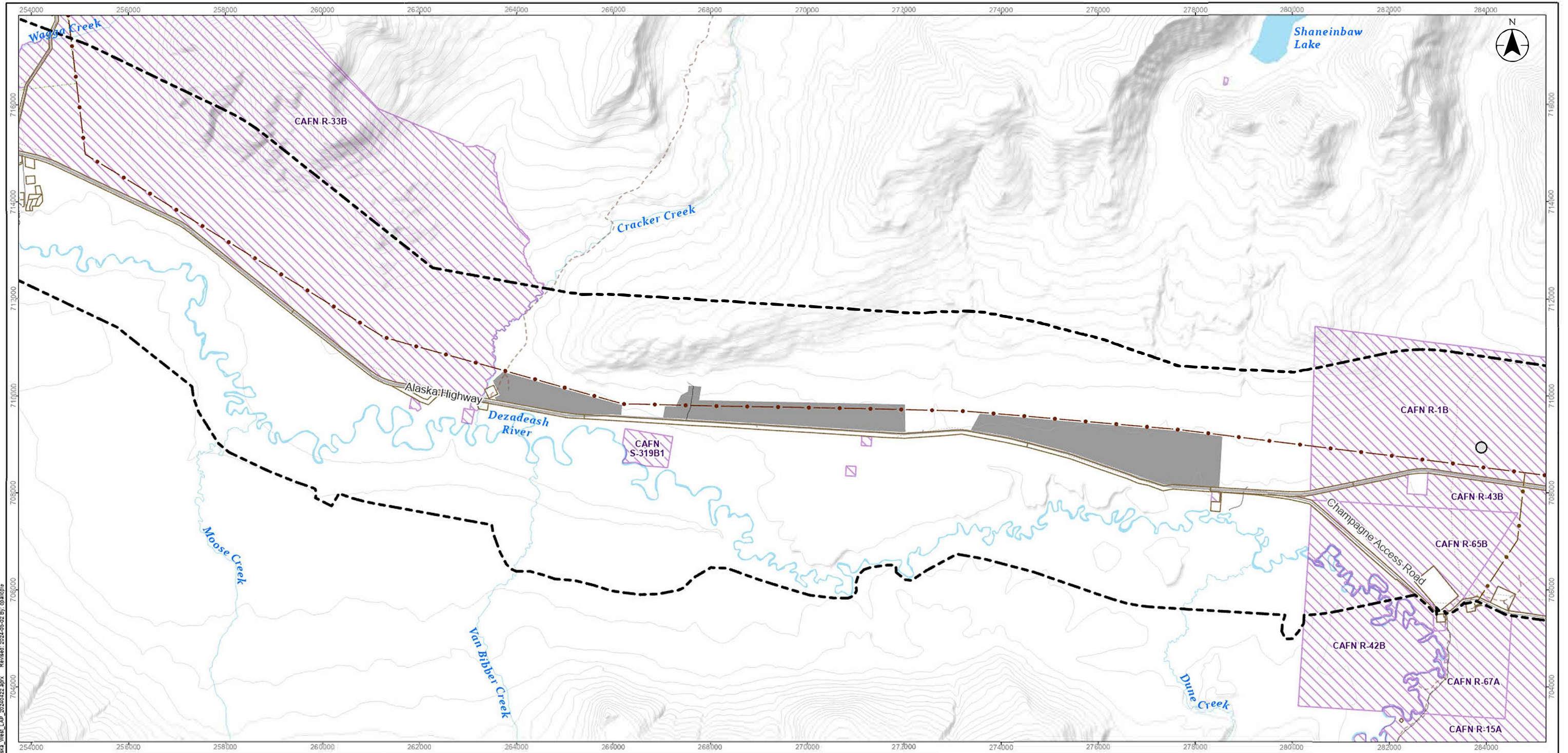
Project Number 144903330-009 REV A
 Prepared by CP on 5/2/2024
 Requested by ZM on 5/2/2024
 Checked by LC on 5/2/2024

Client: Project Report
 Yukon Government
 Alaska Highway West
 Local Area Plan

Figure no.
9
 Title
Planning Area and Forestry

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Map 6: Planning Area and Forestry (3 of 4)



- | | | | |
|------------------------------|----------------------|--------------|--|
| Contours - 50k - Canvec | Expressway / Highway | Cut line | Surveyed Land Parcels |
| YEC Power Distribution Lines | Roads | Watercourses | First Nation Settlement Lands - Surveyed |
| YEC Power Lines | Minor Roads | Waterbodies | Personal Use Fuelwood Areas |
| Transmission line | Limited-use Road | Project Area | Permanent Sampling Plots |
| | Trail | | |

Notes
 1. Coordinate System: NAD 1983 CSRS Yukon Albers
 2. Data Sources: Government of Yukon, NRCAN, CanVec, Canada Open Data

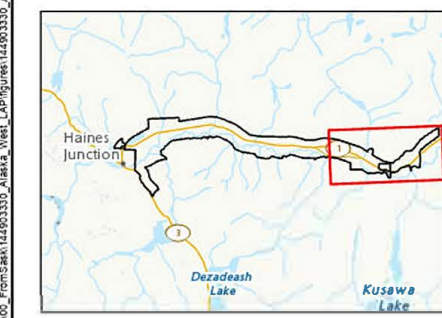
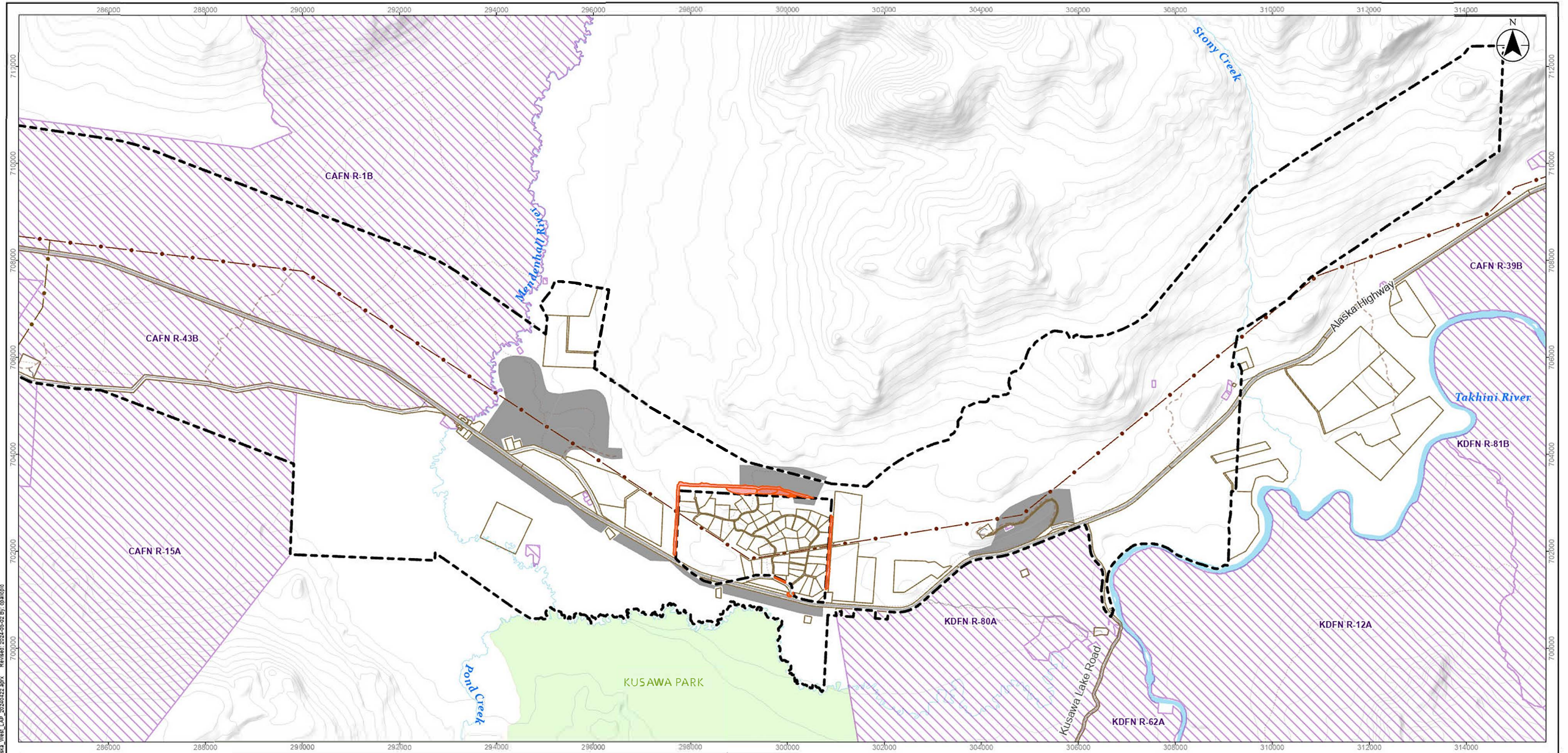


Project Location: Alaska Highway West, Near Haines Junction
 Project Number: 144903330-009 REVA
 Prepared by: CP on 5/2/2024
 Requested by: ZM on 5/2/2024
 Checked by: LC on 5/2/2024

Client: Project Report
 Yukon Government
 Alaska Highway West
 Local Area Plan

Figure no. **9**
 Title **Planning Area and Forestry**

Map 6: Planning Area and Forestry (4 of 4)



- | | | | |
|---------------------------|--------------------|-----------------------------|--|
| — Contours - 50k - Canvec | — Roads | — Watercourses | — Surveyed Land Parcels |
| — YEC Power Lines | — Minor Roads | — Waterbodies | — First Nation Settlement Lands - Surveyed |
| — Transmission line | — Limited-use Road | — Parks and Protected Areas | — Personal Use Fuelwood Areas |
| — Expressway / Highway | — Trail | — Project Area | — Fire Smart Projects |
| | — Cut line | | |



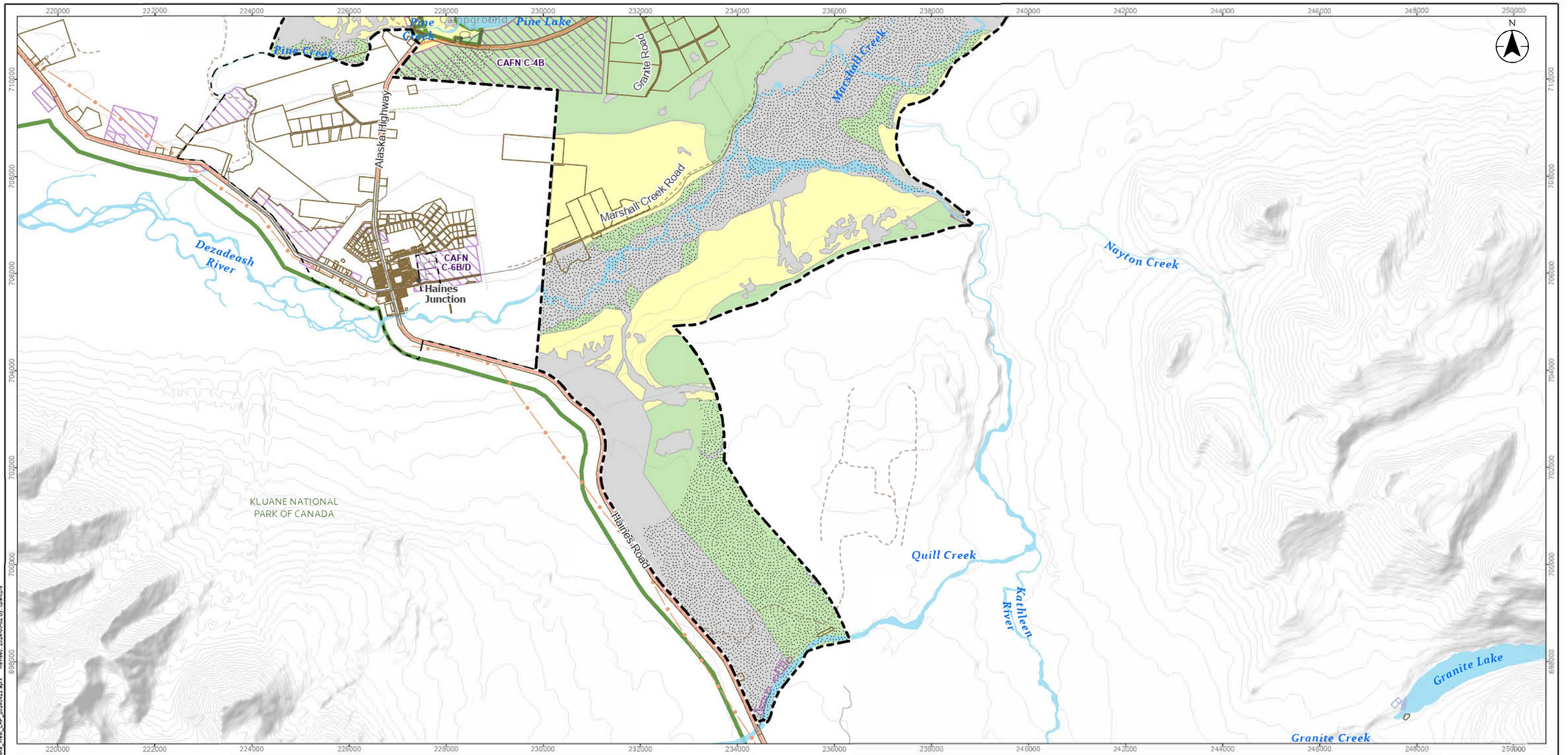
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 Project Location: Alaska Highway West, Near Haines Junction
 Project Number: 144903330-009 REVA
 Prepared by: CP on 5/2/2024
 Requested by: ZM on 5/2/2024
 Checked by: LC on 5/2/2024

Client: Project Report
 Yukon Government
 Alaska Highway West
 Local Area Plan
 Figure no. **9**
 Title
Planning Area and Forestry

Notes
 1. Coordinate System: NAD 1983 CSRS Yukon Albers
 2. Data Sources: Government of Yukon, NRCAN, CanVec, Canada Open Data

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Map 7: Land Suitability (1 of 4)



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Notes
 1. Coordinate System: NAD 1983 CSRS Yukon Albers
 2. Data Sources: Government of Yukon, NRCAN, CanVec, Canada Open Data

- | | | |
|----------------------------------|-------------------------|--|
| ● Community | --- Limited-use Road | ▭ Surveyed Land Parcels |
| — Contours - 50k - Canvec | --- Trail | ▨ First Nation Settlement Lands - Surveyed |
| --- YEC Power Distribution Lines | --- Cut line | ▫ Aggregate Potential |
| — Pipeline - aboveground | — Watercourses | Development Suitability |
| — Expressway / Highway | ▭ Project Area | ■ Generally Suitable for Development |
| — Arterial | ▭ Parks and Campgrounds | ■ Conditionally Suitable for Development |
| — Roads | ▭ Waterbodies | ■ Unsuitable for Development |
| — Minor Roads | --- Municipal Boundary | |



Project Location: Alaska Highway West, Near Haines Junction
 Project Number: 144903330-007 REV C
 Prepared by: CP on 5/2/2024
 Requested by: ZM on 5/2/2024
 Checked by: LC on 5/2/2024

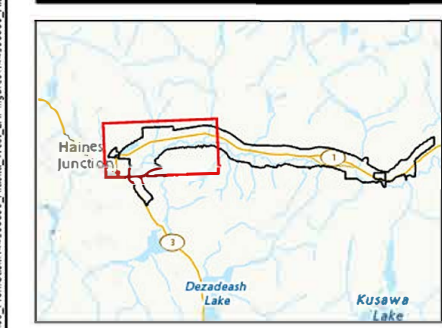
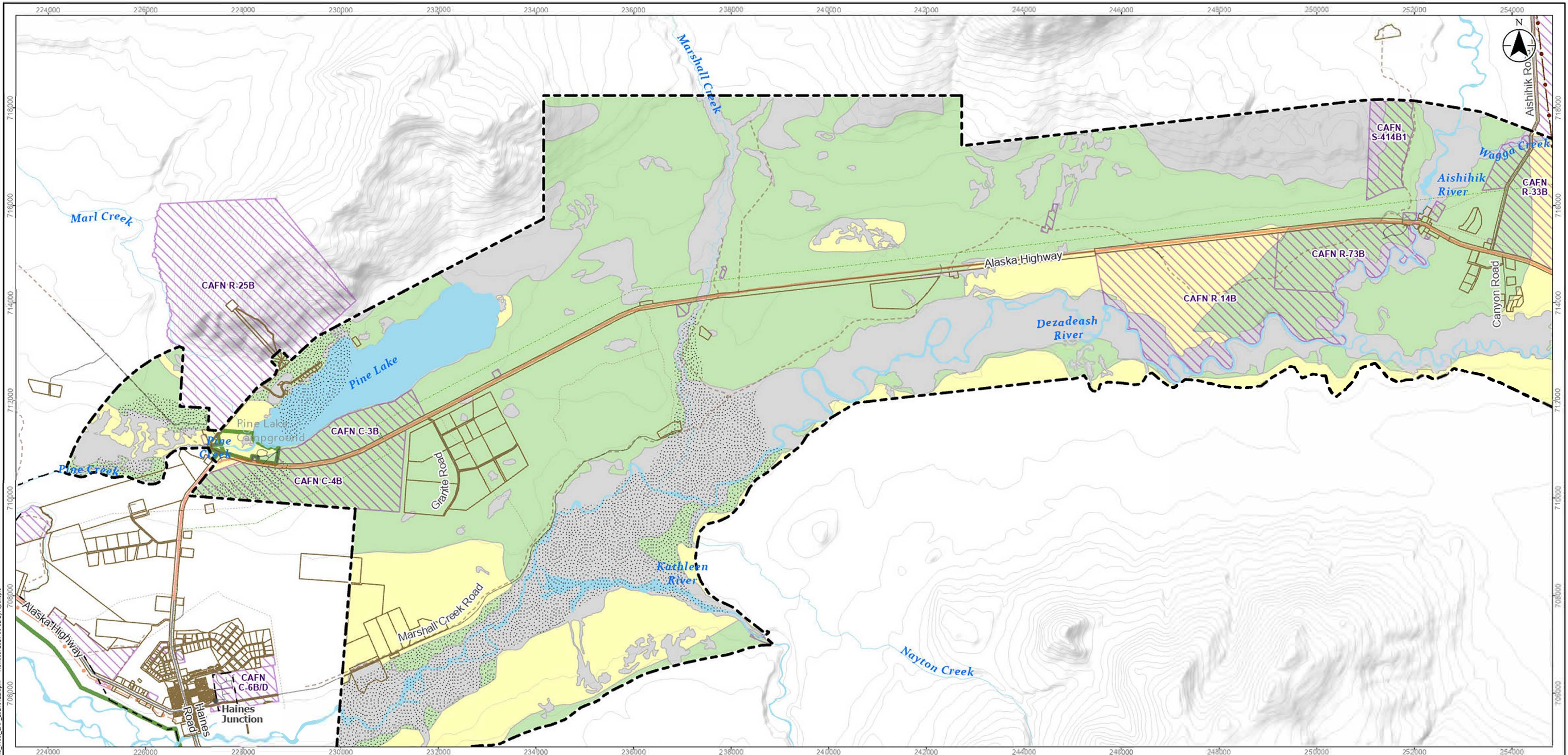
Client: Project Report
 Yukon Government
 Alaska Highway West
 Local Area Plan

Figure no.
7

Title
Land Suitability

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Map 7: Land Suitability (2 of 4)



- | | | | |
|--------------------------------|--------------------|-------------------------|--|
| ● Community | — Arterial | — Watercourses | ▨ First Nation Settlement Lands - Surveyed |
| — Contours - 50k - Canvec | — Roads | ▭ Project Area | ▫ Aggregate Potential |
| — YEC Power Lines | — Minor Roads | ▭ Parks and Campgrounds | Development Suitability |
| — YEC Power Distribution Lines | — Limited-use Road | ▭ Waterbodies | ▭ Generally Suitable for Development |
| — Pipeline - above-ground | — Trail | ▭ Municipal Boundary | ▭ Conditionally Suitable for Development |
| — Expressway / Highway | — Cut line | ▭ Surveyed Land Parcels | ▭ Unsuitable for Development |



Project Location: Alaska Highway Near Haines Junction
 Project Number: 144903330-007 REV C
 Prepared by: CP on 5/2/2024
 Requested by: ZM on 5/2/2024
 Checked by: LC on 5/2/2024

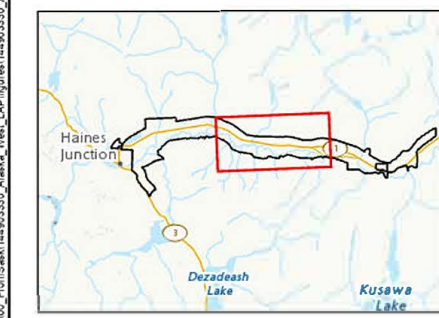
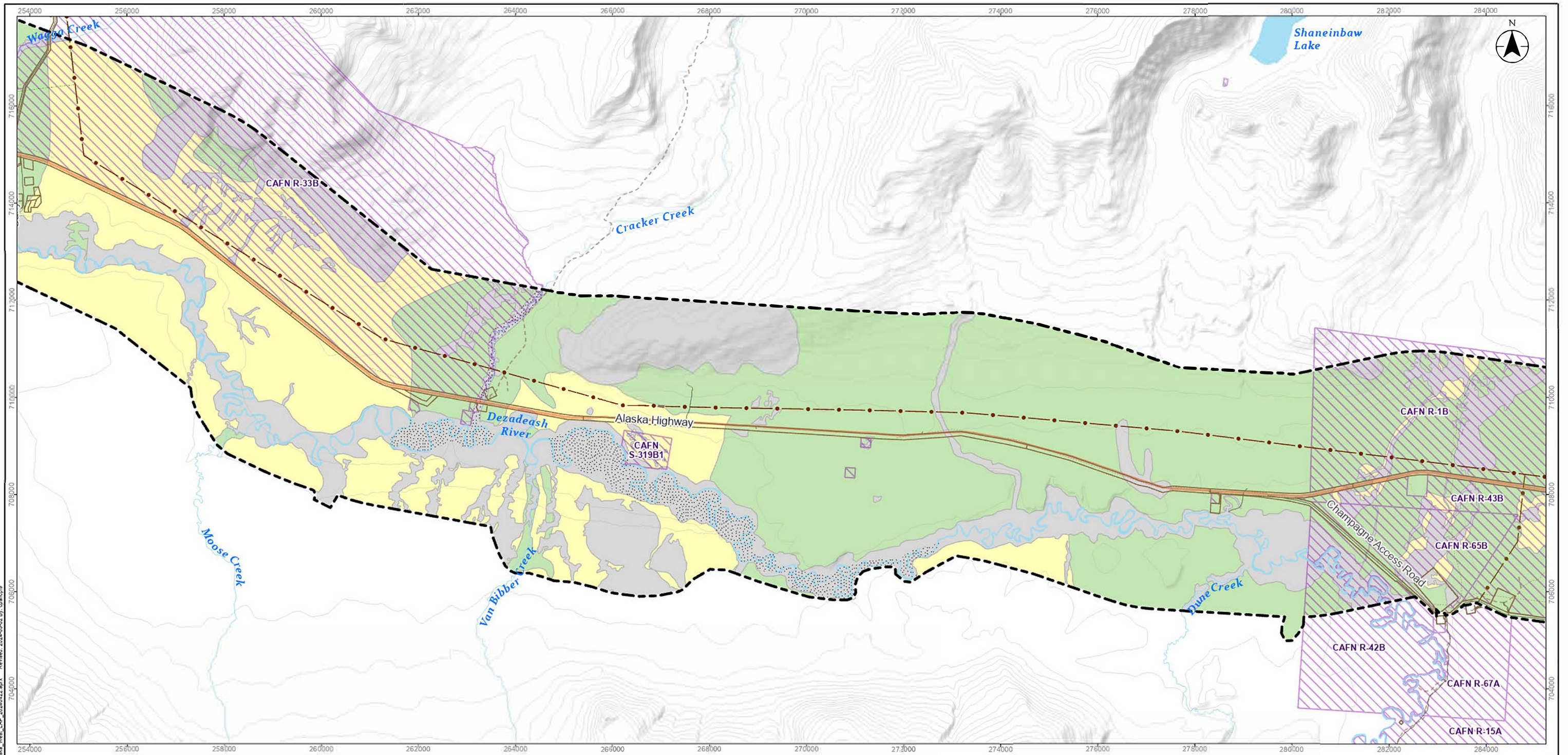
Client: Project Report
 Yukon Government
 Alaska Highway West
 Local Area Plan

Figure no.: 7
 Title: Land Suitability

Notes
 1. Coordinate System: NAD 1983 CSRS Yukon Albers
 2. Data Sources: Government of Yukon, NRCAN, CanVec, Canada Open Data

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Map 7: Land Suitability (3 of 4)



- | | | |
|------------------------------|-----------------------|--|
| Contours - 50k - Canvec | Limited-use Road | First Nation Settlement Lands - Surveyed |
| YEC Power Lines | Trail | Aggregate Potential |
| YEC Power Distribution Lines | Cut line | Development Suitability |
| Transmission line | Watercourses | Generally Suitable for Development |
| Expressway / Highway | Project Area | Conditionally Suitable for Development |
| Roads | Waterbodies | Unsuitable for Development |
| Minor Roads | Surveyed Land Parcels | |

0 2 km
1:80,000 (at original document size of 11x17)

Stantec

Client: Project Report
Yukon Government
Alaska Highway West
Local Area Plan

Figure no.
7

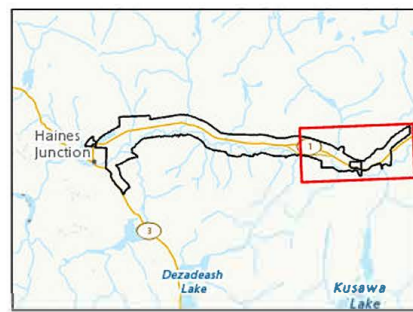
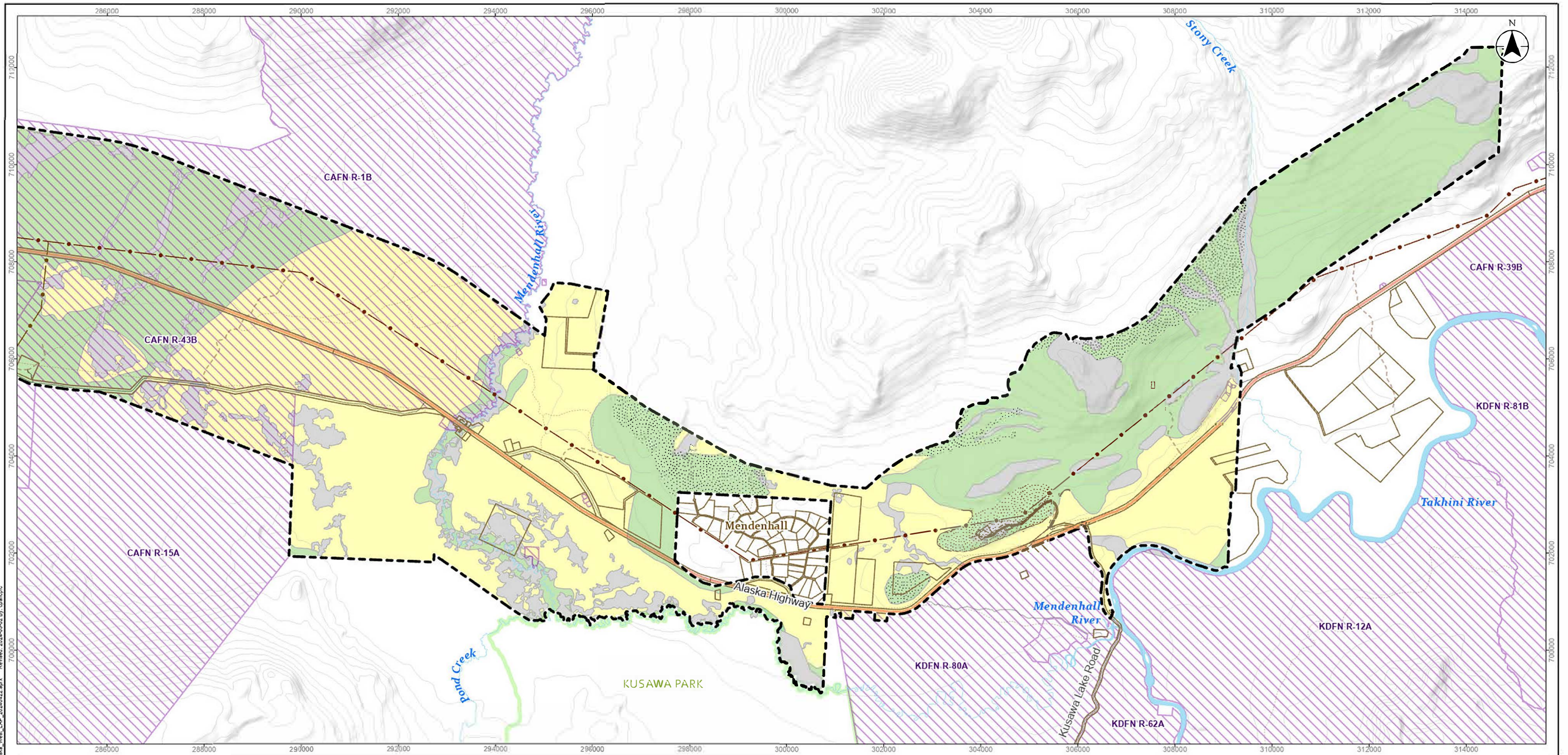
Title
Land Suitability

Project Location: Alaska Highway West, Near Haines Junction
Project Number: 144903330-007 REV C
Prepared by: CP on 5/2/2024
Requested by: ZM on 5/2/2024
Checked by: LC on 5/2/2024

Notes
1. Coordinate System: NAD 1983 CSRS Yukon Albers
2. Data Sources: Government of Yukon, NRCAN, CanVec, Canada Open Data

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Map 7: Land Suitability (4 of 4)



- | | | |
|-------------------------|---------------------------|--|
| Contours - 50k - Canvec | Trail | First Nation Settlement Lands - Surveyed |
| YEC Power Lines | Cut line | Aggregate Potential |
| Transmission line | Watercourses | Development Suitability |
| Expressway / Highway | Project Area | Generally Suitable for Development |
| Roads | Parks and Protected Areas | Conditionally Suitable for Development |
| Minor Roads | Waterbodies | Unsuitable for Development |
| Limited-use Road | Surveyed Land Parcels | |

Notes
 1. Coordinate System: NAD 1983 CSRS Yukon Albers
 2. Data Sources: Government of Yukon, NRCAN, CanVec, Canada Open Data

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 1:80,000 (at original document size of 11x17)



Project Location: Alaska Highway West, Near Haines Junction
 Project Number: 144903330-007 REV C
 Prepared by: CP on 5/2/2024
 Requested by: ZM on 5/2/2024
 Checked by: LC on 5/2/2024

Client: Project Report
 Yukon Government
 Alaska Highway West
 Local Area Plan

Figure no.
7

Title
Land Suitability

Appendix B – Engagement Presentation





Alaska Highway West Local Area Plan

Draft Background Report

February 2024



Planning Team



Zoë
Morrison



Heritage, Land
and Resource
Department



Adam
Humphrey

Local Area Planning

- Collaborative land use planning
- Guide land use and development
- MOU between CAFN and YG
- Minimize conflicts and provide clarity
- Includes engagement
- Consider local information, knowledge and technical expertise
- Recognize and promote Yukon FN history, heritage and culture

Typical LAP Process

Project
Start-up



Background
Report



Steering
Committee

Vision &
Values



Draft Plan



Final Plan

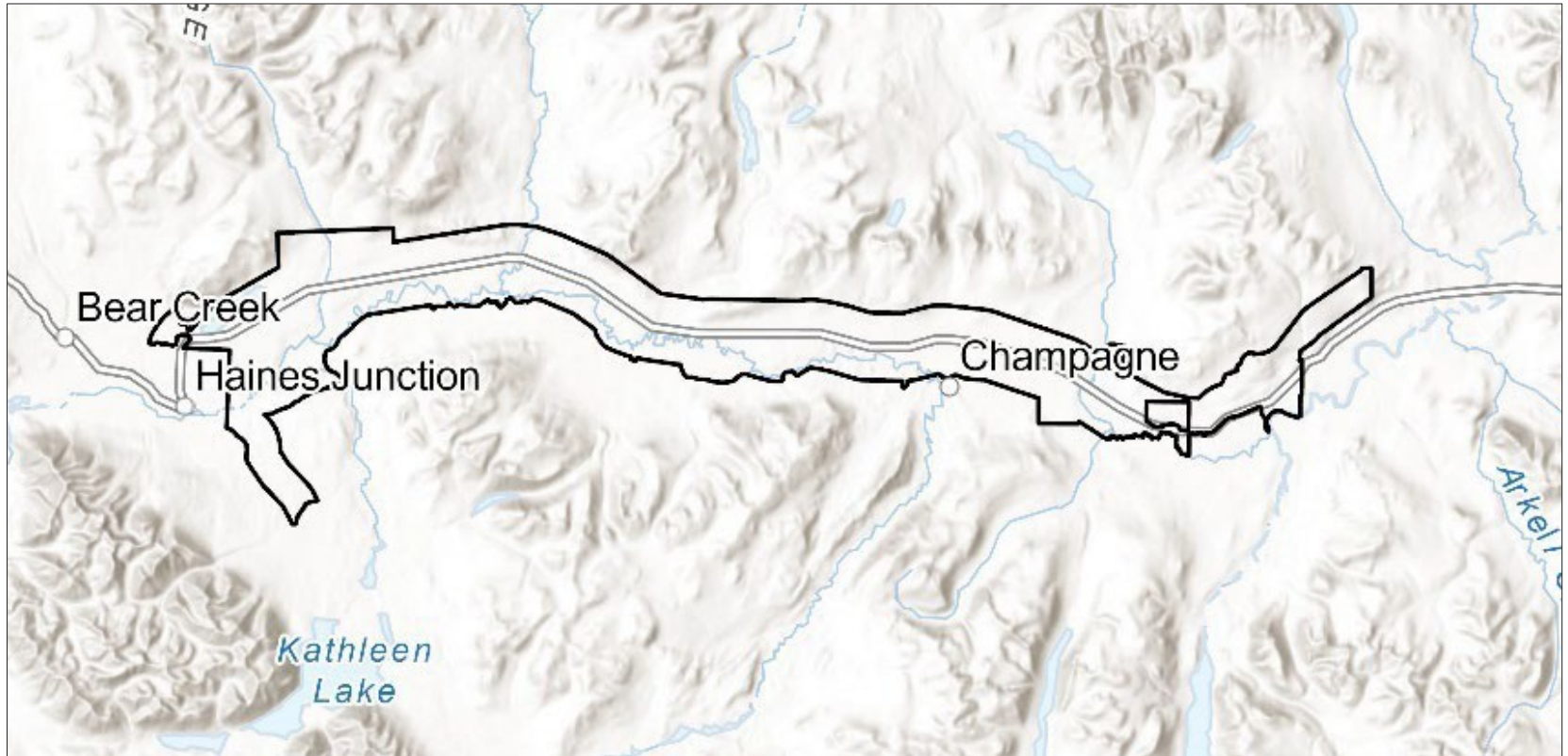


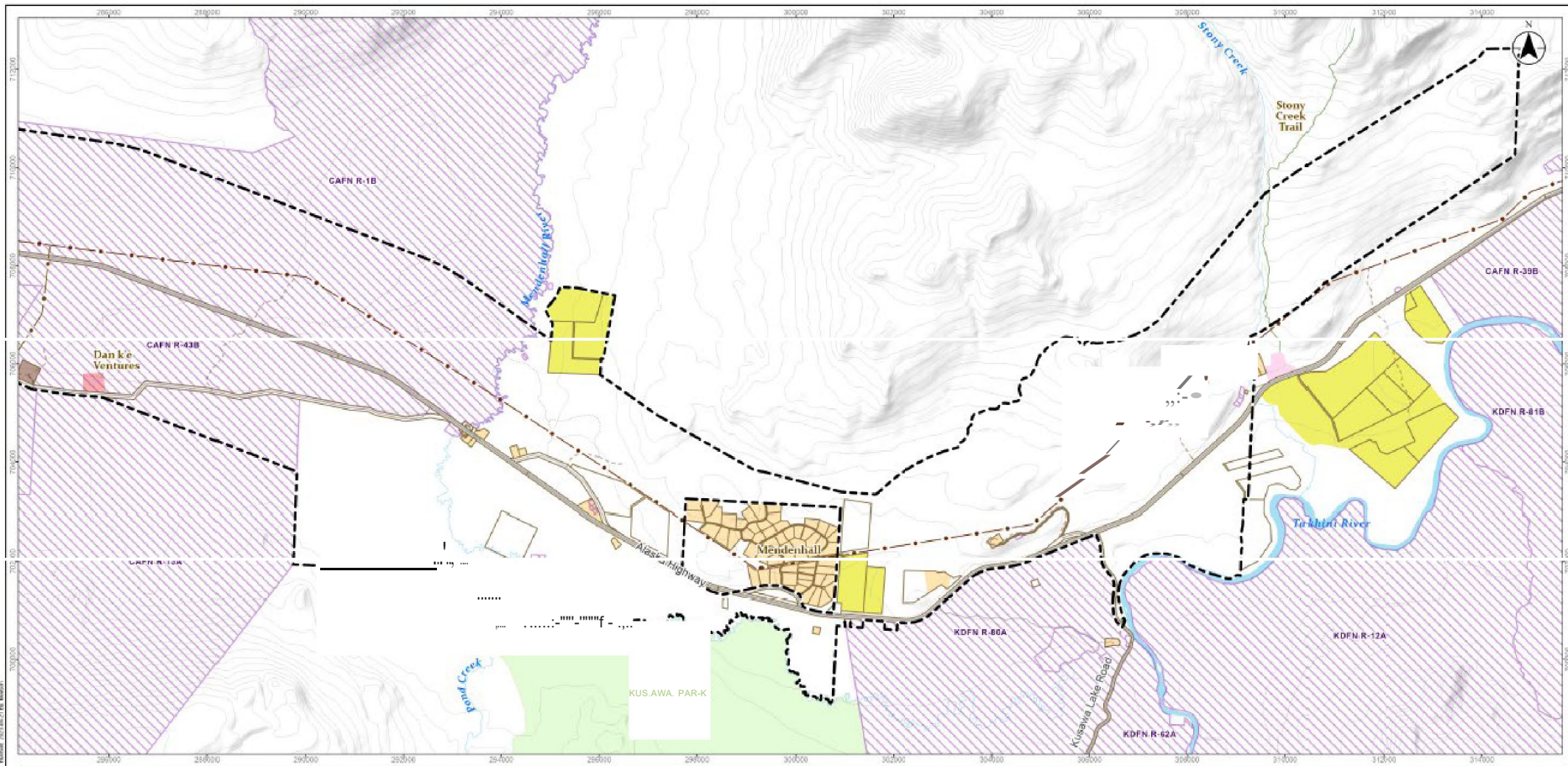
Implementation



Engagement

Planning Area





- | | | | |
|---------------------------|---------------------------------|--|------------------|
| — Contours - 50k - Canveo | - - - Limited-use Road | Waterbodies | - ofill |
| - - - Trail | Tri | Surveyed Land Parcels | - ih, Gle3'ion, |
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Notes
 1. Coordinate System: NAD 1983 UTM Zone 18N
 2. Data Sources: Government of Yukon, IBC/IGL, CanVec, Canada Open Data

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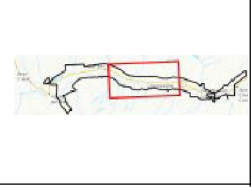
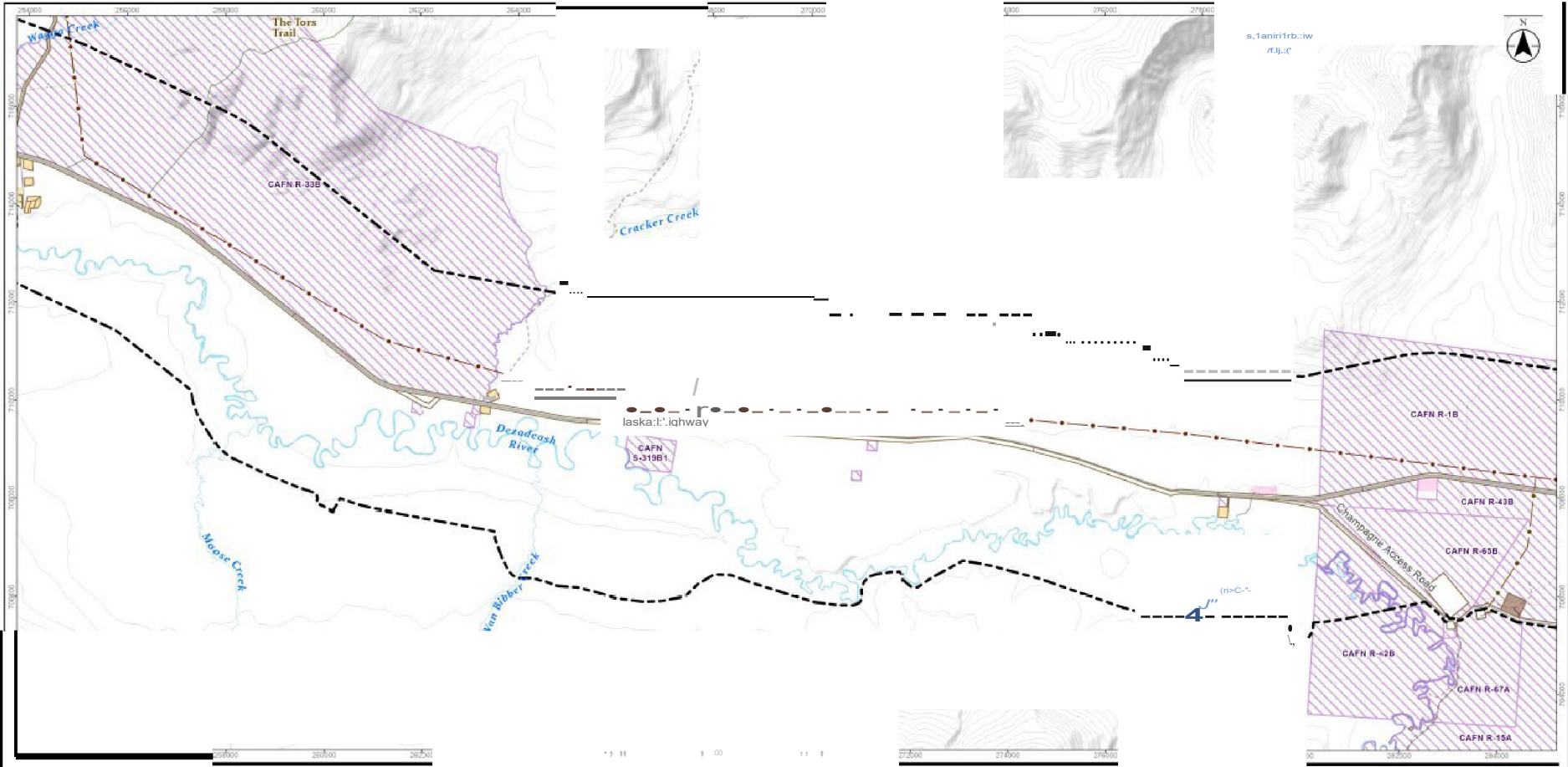
Stantec

Project Location: Alaskan Highway
 Issue: Planning Area
 Project Number: 14-000000-001-10000
 Prepared by: M. J. [Name]
 Issued by: M. J. [Name]
 Checked by: M. J. [Name]

Client: Project Support
 Yukon Government
 Alaskan Highway West
 Local Area Plan

DRAFT

Page No: 1
 Title: Planning Area and Current Land Use



- YEC Power Lines
- YEC Pipeline
- Trail
- Expressway / Highway

Roads
 M.R. R1-111
 Lined. ut. e. Road

Trail
 Cull. MI

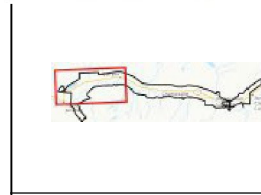
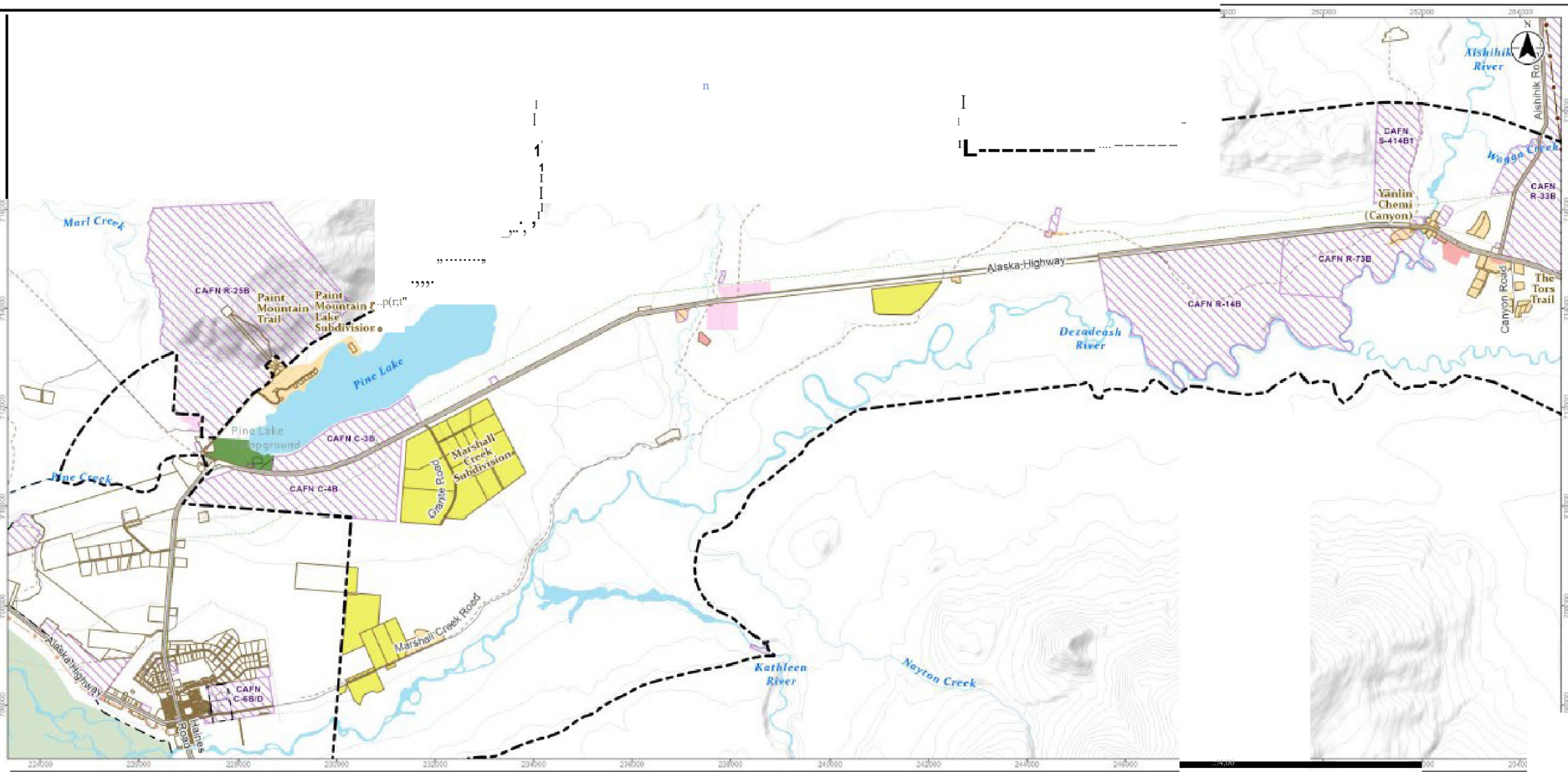
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 CAFN R-1B
 CAFN R-43B
 CAFN R-63B
 CAFN R-42B
 CAFN R-67A
 CAFN R-15A

1. Goodfellow's 1:50,000 Scale Topographic Maps
 2. Data Sources: Government of Yukon, IRGAL, CanVec, Canada Open Data

Stantec

1111 11th Street, Suite 100
 Whitehorse, Yukon X1A 2S1
 Canada

DRAFT



● Contiguity	--- Road	--- Limited-use Road	--- Municipal Boundary	--- Community Boundary
--- Contiguity (11-)	--- Road	--- Limited-use Road	--- Municipal Boundary	--- Community Boundary
VCC: PaWfr 1.ru	--- Road	--- Limited-use Road	--- Municipal Boundary	--- Community Boundary
YECPOWfr	--- Road	--- Limited-use Road	--- Municipal Boundary	--- Community Boundary
Outlilkk11LIM.l&	--- Road	--- Limited-use Road	--- Municipal Boundary	--- Community Boundary
eli -owegaun:l	--- Road	--- Limited-use Road	--- Municipal Boundary	--- Community Boundary
EJl:pras sway /tlgtwv	--- Road	--- Limited-use Road	--- Municipal Boundary	--- Community Boundary

Stantec

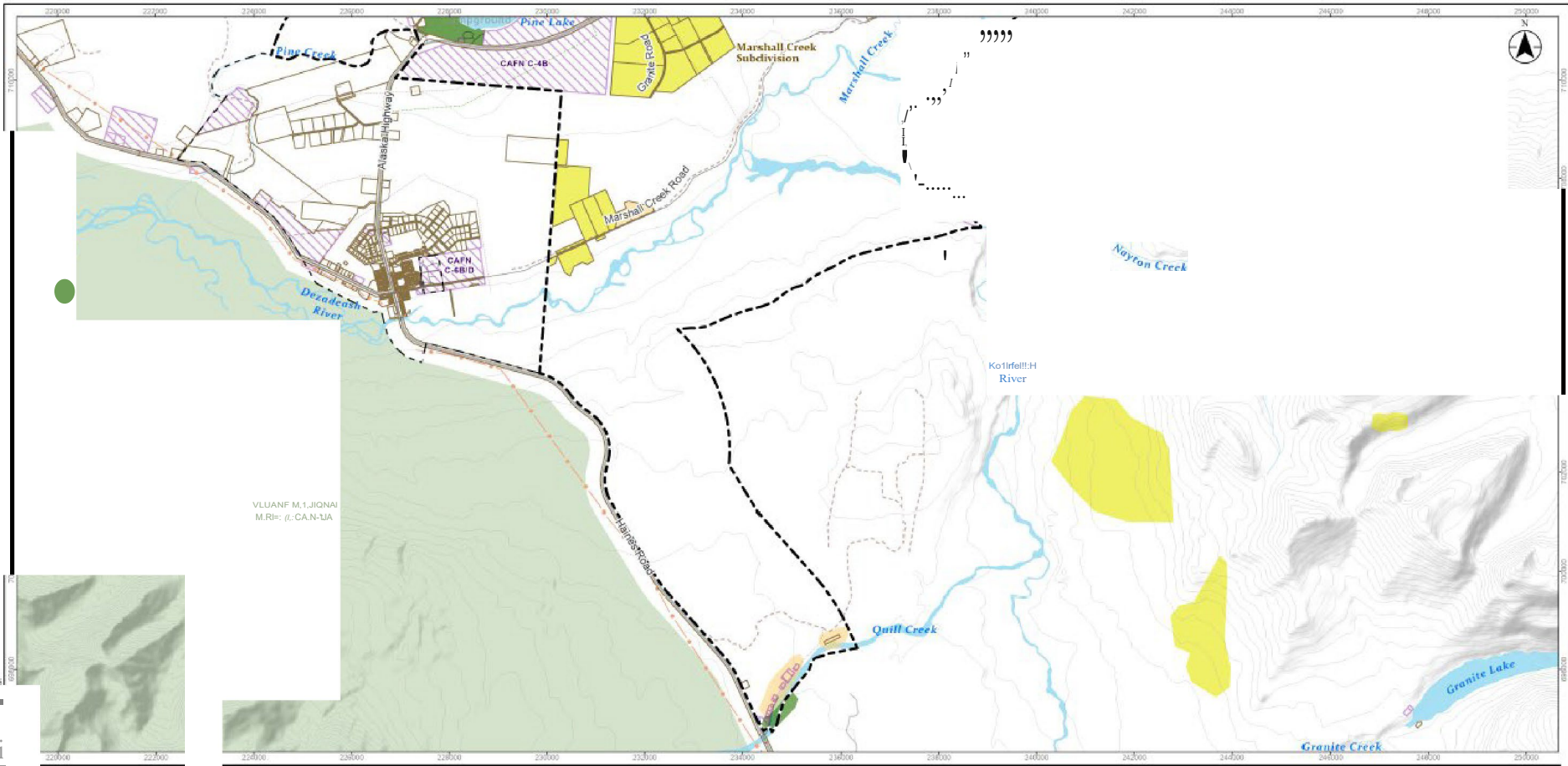
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 Prepared by: R. 08-02-2022
 Registered by: J. 05-02-2023
 Checked by: J. 05-02-2023

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 Loo: 11-11P1r1

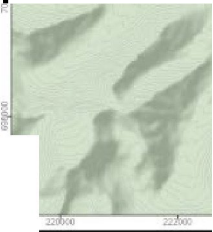
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Planting Ar@B .llr:1d CLlrrHU .lllhd Ulll-

1. Coordinate System: NAD 83 UTM Zone 18N
 2. Data Source: Government of Yukon, 1:50,000, Contour, Canada Open Data



VLUANF M.1, IONAI
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					R8kid011Ual

Stantec

Prepared by: [Name]
 Prepared by: [Name]
 Checked by: [Name]

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Map Books

- Overview Maps
- Surficial Geology
- Vegetation Cover
- Key Wildlife Areas
- Land Tenure
- Land Suitability

Land Tenure and Ownership

Type of Tenure	Number of Parcels	Total Area (ha)	% of Planning Area
Public Land (Controlled by The Government of Yukon)	-	38,677	76%
First Nations Lands	55	10,929	21%
Champagne and Aishihik First Nations	53	10,927	20.995%
Kwanlin Dün First Nation	2	1.23	0.005%
Private Lands	131	1,566	3%
TOTAL PLANNING AREA		51,172	100%

Residents

Name	Number of Lots	Estimated Population
Pine Lake and Paint Mountain	18	40
Marshall Creek Subdivision	15	33
Marshall Creek Road	7	15
The Yänlin Chemi (Canyon)	NA	22
Canyon Road/Aishihik River	18	40
Mendenhall Area	12	26
Other Residential Lots	20	44
TOTAL	90	220

Background Report – Slide 1

- Introduction
- History and use
- Environment
- Land tenure
- People and community



Background Report – Slide 2

- Infrastructure and public safety
- Land uses and activities
- Plans and legislation
- Future development and growth



Key Questions and Feedback

- What is important about this area?
- What do you value about this area?
- How do you use the area?
- Background Information – What's missing?
- Identifying important or special areas
- Key planning issues and opportunities
- Anything else we should consider?

Next Steps

- Series of community meetings
- Final Background Report (June 2024)
- Steering Committee (Fall-Winter 2024)

Takhini Community Hall	Thursday Feb 8 th , 6 to 8 pm
Champagne Community Hall	Monday Feb 12 th , 6 to 8 pm
Da Ku Cultural Centre	Tuesday Feb 13 th , 6 to 8 pm
Online Meeting	Thursday Feb 15 th , 6 to 8 pm

Appendix C – Engagement Handout



Alaska Highway Local Area Plan

DRAFT Background Report

February 2024

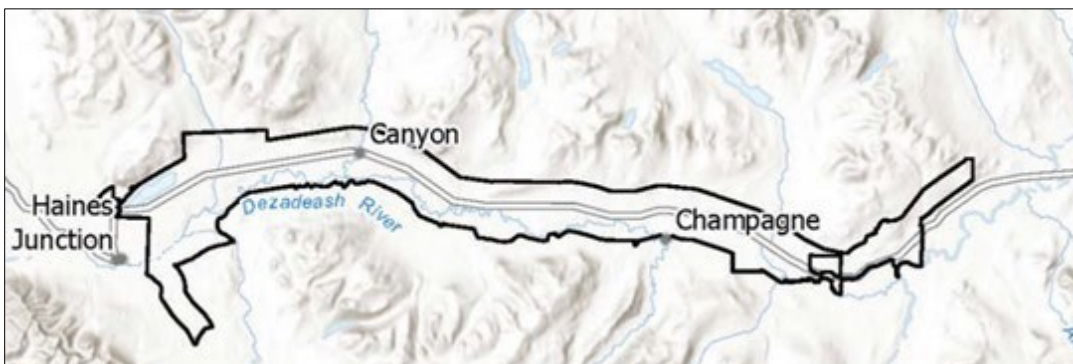
Project Overview

The Champagne and Aishihik First Nations (CAFN) and the Government of Yukon are working together to develop a Local Area Plan for the Alaska Highway West corridor. The purpose of the Local Area Plan is to coordinate land use and prevent future conflicts. This Background Report is the first step in the Local Area Planning process and brings together all the relevant information needed to make good land use decisions as planning moves forward.

For Local Area planning to be successful, information, knowledge, and technical expertise of both the Government of Yukon and CAFN must be understood and considered together. The Plan should recognize and promote the history, heritage, and culture of the Yukon First Nation people within the Planning Area. CAFN citizens and other Yukon residents should have the opportunity to share information about the current and past use of the area, and their interests for the future.

Planning Area

The Planning Area is approximately 512 sq km and extends along the Alaska Highway corridor from east of Haines Junction to just west of Takhini Subdivision. The Planning Area is roughly 5 km wide, extending 2.5 km north and south of the Alaska Highway.



Local Area Planning Process



Key Questions

- What is important about this area?
- What do you value about this area?
- How do you use the area?
- What background information do you think needs to be considered?
- Are there important or special areas in the planning area?
- What are the key planning issues and opportunities for this area?
- Anything else we should consider?

Next Steps

- Series of community meetings
- Final Background Report (June 2024)
- Steering Committee (Fall-Winter 2024)

Community Meetings:

Takhini Community Hall	Thursday Feb 8 th — 6 to 8 pm
Champagne Community Hall	Monday Feb 12 th — 6 to 8 pm
Da Kų Cultural Centre	Tuesday Feb 13 th — 6 to 8 pm
Online Meeting	Thursday Feb 15 th — 6 to 8 pm

Contact Zoë (below) for online meeting information.

Zoë Morrison – Project Engagement Lead

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