



Vuntut Gwitchin Government

## **OLD CROW COMMUNITY PLAN**

### **BYLAW # 01-2013**

A Bylaw which is a statement of objectives and policies to guide planning and land use management decisions within the community of Old Crow, in accordance with the provisions of the *Vuntut Gwitchin First Nation Final Agreement*.

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## Vuntut Gwitchin First Nation

As authorized by the Vuntut Gwitchin First Nation Final Agreement (VGFNFA):

"5.5.1 Subject to its Settlement Agreement, each Yukon First Nation, as owner of Settlement Land, may exercise the following powers of management in relation to its Settlement Land:

5.5.1.1 to enact bylaws for the use of and occupation of its Settlement Land; [and]

5.5.1.2 to develop and administer land management programs related to its Settlement Land;"

The Chief and Council of the Vuntut Gwitchin First Nation (VGFN) may, by bylaw, adopt a Community Plan. In accordance with the selfsame *Final Agreement*, the Council has undertaken the necessary consultations and other steps for adoption of a new community plan.

**This Bylaw is adopted under the procedures set out in the Vuntut Gwitchin First Nation Government Act, May 8 2012.**

The Council of the VGFN, in open meeting assembled, enacts as follows:

This bylaw, number 01-2013, is cited as the *Community Plan Bylaw, 2013*.

The plan titled *The Old Crow Community Plan 2013* set out in Schedule A to this bylaw is adopted and designated as the community plan for the Community of Old Crow.

The Maps Entitled 'Old Crow Community Plan' are an integral part of, and form Schedules 'B-1 and B-2' of, this Bylaw.

This bylaw may be cited for all purposes as the "OLD CROW COMMUNITY PLAN BYLAW, NO. 01-2013"

READ A FIRST TIME this 17<sup>th</sup> day of September, 2013.

READ A SECOND TIME, RECONSIDERED AND ADOPTED this day of, 2013.

\_\_\_\_\_  
Chief Joe Linklater

\_\_\_\_\_  
A/Director of Natural Resources Erika Tizya

Certified a true copy of "OLD CROW COMMUNITY PLAN BYLAW, NO. 01-2013".

\_\_\_\_\_  
Executive Director, Allan Steel

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Vuntut Gwitchin First Nation

## SCHEDULE 'A' OLD CROW COMMUNITY PLAN

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## Vuntut Gwitchin First Nation

### 1. Introduction

Old Crow is a community in northern Yukon Territory. It is the government seat of the Vuntut Gwitchin First Nation (VGFN), and home to most VGFN members. While persons of non-VGFN origin are an important, welcome, and respected part of the Old Crow community, the vast majority of the population is VGFN, and responsibility for community planning is delegated to the Vuntut Gwitchin Government (VGG).

The CP is intended to provide direct guidance to Vuntut Gwitchin staff, members, other residents of Old Crow, Chief & Council, and various regulatory agencies with respect to land use, development, redevelopment, servicing, and transportation within Old Crow.

The CP deals with development in the long term and must be applied and interpreted with some flexibility. It should also be periodically reviewed and updated to take into account changing circumstances, and preferences.

While all bylaws enacted or works undertaken by a Council after the adoption of a Community Plan must be consistent with the Plan, it does not rule out future amendments based on changing circumstances.

#### 1.1. *Amendments*

Future changes to this Community Plan must be made in a fashion consistent with the **Vuntut Gwitchin First Nation Government Act, May 8 2012**, with the proviso that, ALL amendments shall include public consultation after First Reading, consistent with Section 4 (a) of the aforementioned Government Act.

The Council of the Vuntut Gwitchin Government (VGG) may choose to delegate responsibility for overseeing this Community Plan. It is expected that whoever is responsible will be proactive in communicating decisions and actions to all other branches of VGG.

#### 1.2. *Relationship with Zoning Bylaw*

The policies of this plan are to be implemented through the collective action of the community, primarily through the decisions of Council on matters such as zoning, subdivision, heritage preservation, development permits, and capital expenditures. As such, the Zoning Bylaw (ZBL), being updated at the same time as this Community Plan, acts as the primary regulatory arm of the Community Plan. Schedule 'B' of the ZBL, the Zoning Map, acts as a key descriptor of permitted land uses.

Separate from the ZBL is the Aerodrome Overlay Regulations (1994 Old Crow Airport Zoning Regulations (P.C. 1994-95)), which control the height of buildings and pinnacles in relation to their distance from the runway, and are essential to safe air travel. While

these regulations are an independent piece of legislation outside the jurisdiction of VGFN, height requirements are shown on the ZBL Schedule 'A' map for convenience.

## **2. Components of this Community Plan**

This Community Plan (CP) is comprised of:

- Context and value statements,
- Two maps (Schedule 'B-1 and B-2') illustrating a pattern of proposed land uses, and
- A set of objectives and policies dealing with pertinent aspects of community development.

“Objectives” articulate the type of community that is desired by its residents, or the community vision toward which the actions or policies aspire.

“Policies” are statements of intent or action that seek to fulfill the stated objectives. They are the instruments by which the objectives can be attained.

## **3. The Paradigms of this Document**

“Vuntut Gwitchin” means “people of the lakes”. The name demonstrates the close bond that the Vuntut Gwitchin have with their surrounding environment, their land ethic, and the land stewardship that they must practice in order to live off, maintain, and protect the land. This bond is maintained in large part by passing down the oral history and stories from one generation to generation.

### **3.1. *Vision for the Future***

The Vuntut Gwitchin vision is one that reflects traditional values and long-term goals. The Vuntut Gwitchin First Nation envision Old Crow as a happy and resilient community of spiritually, emotionally, physically, and mentally healthy and resilient families and individuals; one with the resources to meet current and future needs without compromising the environment, and the children’s future.

### **3.2. *Core Community Values***

VGFN community values are a reflection of Gwitchin culture, relationship to the natural environment, and desire to develop and prosper both outside and inside the local economy.

VGFN recognizes that its people are the greatest capital. As such, all members should feel adequately educated and empowered to actively contribute to the Nation and the community.

The Gwitchin people have maintained sustainable harvests of their natural resources for thousands of years, and will continue to do so. It is in the best interest of the community as well as the environment to make conscientious land use choices.





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Children and youth are the leaders of tomorrow. VGFN want to provide a safe environment where their children and youth can learn to become confident, healthy leaders that continue to direct VGFN and Old Crow towards achieving long-term goals.

Gwitchin traditional ways are the backbone of the community. Elders provide an essential link to the past, and help maintain strong Gwitchin heritage. VGFN endeavours to promote programs that enhance traditional knowledge in the community such as language training, hunting, fishing, traditional crafts and oral history.

As a self-governing First Nation, VGFN understands that accountability and transparency are essential to building trust with its members. An open, accountable government encourages participation by its membership and allows citizens to understand how decisions are made on their behalf. It also allows them to become involved in the process of governance and promotes dialogue.

### 3.3. *The Vuntut Gwitchin as Stewards of the Land*

This plan, in large part, is about finding practical ways for all Vuntut Gwitchin to think and act as stewards of the Land, while enhancing societal connections and human development. The Vuntut Gwitchin chose what is now northern Yukon, and part of their purpose is to steward what are now called the VGFN Traditional Lands.

VGFN and VGG operates under the belief that when humans work in harmony with Nature, ecosystems function better than if humans were absent.

#### 3.3.1. **Planning and Socioeconomy**

VGFN measures the wealth of its people by more than how much money and possessions people have. We believe that money is simply a means of trade, and true wealth must include what people have in their **head** (their knowledge and skills), what they have in their **heart** (their personal relationships, integration into a functioning community, healthy spirituality, and sense of self-esteem), and what they have in their **hand** (possessions). VGG will proactively seek equitable and sustainable ways to create all three types of wealth.

VGG is not opposed to considering alternative wealth trade mechanisms if they offer the potential to maximize use of local human and physical resources and reduce dependency on transfer payments from Canadian senior governments.

### **3.3.2. Planning and Governance**

'Governance' covers the wide range of cultural, legal, behavioural, and institutional factors that contribute to making a group of people into a civilized society. The goal of VGFN is to increase empowerment and community capacity throughout all endeavours.

### **3.3.3. Planning and the Biosphere**

When humans appropriately steward the land, both benefit. When humans misuse the biosphere, environmental degradation will occur. A good example of good stewardship was the Vuntut Gwitchin role in ecosystem renewal through trapping in Old Crow Flats. Our culling of muskrat prevented overpopulation, and contributed greatly to the overall wellness of the wetlands. We will focus on information gathering with those who work with the land, as well as research into appropriate building and development technologies.

Stewardship also regards aesthetics as an expression of the human-to-nature relationship. Good aesthetics are prerequisite to good stewardship.

### **3.3.4. Planning and Geotechnical**

Although living systems do influence physical systems, ultimately most physical considerations are outside of human control. VGFN recognizes this and seeks to work around nature, not through it. In most cases, this means avoiding areas of geotechnical hazard.

As part of the planning process, careful consideration needs to be made to encouraging local food and energy production, although with knowledge of the increased economy that arises from larger-scale production.

### **3.3.5. The 7-Generation Approach**

Two centuries is regarded as an appropriate timeframe for thinking about many planning issues. While most human patterns are not predictable on such long time frames, most environmental processes are. An effective technique is to plan around maximum build-out, by creating right-of-ways, if-then scenarios, and prioritization for new development areas, long before they will be needed.

## **4. Planning Context**

This section highlights and summarizes what are viewed as the major issues that impact the community as a whole, and impact all other aspects of this plan.

### **4.1. *Cost of living***

Old Crow is without all-season road access. As part of large capital projects, some winters a winter road can be built to the Dempster Highway, at a cost of approximately \$1 million. Since river transport from Alaska is very difficult, without the road, all materials and goods must be delivered by air.



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The result of this is the cost of living in Old Crow is much higher than in any other Yukon community. For example, federal isolated post allowance for staff stationed in Old Crow is over \$18,000 while in Whitehorse it is near \$4,000.

### 4.2. *Quality and Durability of Housing*

A significant portion of homes are substandard and do not meet basic health and safety requirements. Many have a limited lifespan before replacement will be required. Housing issues fall into variety of broad categories including:

- Design, construction and maintenance (durability, ease of repair)
- Administration (housing policy, rent collection)
- Affordability, and housing suitability (high cost of materials and repairs in an isolated community, changing family structures)
- Capacity to maintain existing housing stock and meet future demands.

These issues range from the suitability of present designs to local climate conditions, the functional layout of the houses themselves and their appropriateness for occupant needs.

Poor initial construction methods coupled with lack of proper upkeep leads to replacement or major renovations much sooner than should occur. Housing costs make up a significant portion of the infrastructure budget. Rental income is insufficient to cover routine maintenance, refurbishment and replacement costs. A lack of housing is a factor in staff turnover and recruitment. It also makes another challenge for beneficiaries to return home and take up local jobs.

While a compact development form is more economical, residents find the central area “crowded”. There is interest in “sweat equity” homeownership, a desire for larger lots and more privacy in locations that may be expensive to service.

### 4.3. *Evolving VGFN and YG Relationship*

There is no elected municipal government structure in Old Crow. Services such as the water well, solid waste disposal facility, sewage lagoon, road and airport maintenance are provided by the Yukon Government (YG). Water delivery, sewage, and education are funded by both YG and VGFN. VGFN has expressed interest in taking on more responsibilities for municipal service delivery.

### 4.4. *Groundwater Flows and Mass Wasting*

The main portion of the community is situated on an alluvial terrace of the active floodplain 6m above the normal river level. The small lakes between the airport and

escarpment are less than 3m deep and were probably created when glacial meltwaters flooded the valley (Mathews et al., 1987). The lakes and surrounding marshlands are maintained by the sheet drainage from the upper pediments on Crow Mountain.

The upland terraces below Crow Mountain are part of a large pediment. Rock and soils from the exposed bedrock outcrops are carried downslope through soil creep, sheet erosion, rain-wash, mudflow movement or solifluction. Thicker wedges of sediments cover the lower parts of the upper terrace as evidenced by the presence of tree cover. Permafrost is present in this organic layer that appears to be 1-3m thick overlying bedrock.

When the Crow Mountain Road was constructed, the ditches were not adequate to control the natural drainage and the increased flow created by road construction and ditching resulting in several washouts.

The implication for planning is that surface water is absorbed into the ground and flows downhill in "sheets" along the interface with the permafrost layer or bedrock until it reaches the terrace edge where it has eroded a series of gullies along the escarpment face. Most of the Crow mountain drainage is intercepted by the lowland basin north of the airstrip draining southwest into the Porcupine River below the community. The small lakes effectively act as a catch basin.

The 1986 Physical Development Plan recommended against building near these natural wet areas, noting both the potential for environmental concerns as well as prohibitive construction costs. While this remains a prudent recommendation in principle, some encroachment into these areas may be necessary simply because of the absence of viable development alternatives. The wetlands also have inherent natural values, not the least of which is their role in managing run-off from the upper terrace. Thus prior to considering encroaching into these areas, a biological assessment of the values present should be undertaken.

The 1986 Plan noted that past soil tests within the main portion of the community between the airport and Porcupine River confirm the presence of a 1-2m permafrost layer covered by no more than 0.5 m of moss and organic cover. "This combination of organic soil covering ice rich and sandy sub-soils creates major settlement problems. Building and road foundations require specific engineering, to prevent the permafrost from thawing and creating a water-saturated slurry that would compress and create new wet areas. Ground disruption must always be avoided or minimized in any construction". (Stanley Associates Engineering Ltd., 1986).

The problem is further compounded by the lack of topographic variation, which makes it difficult to create positive drainage away from buildings and road surfaces.

A study of the surface drainage has been completed in order to determine what the consequences of developing the escarpment above would be on the lakes and wetlands below. To develop the lower slopes of the upper terrace and extend the Ski Chalet Road will require careful engineering design to intercept the natural sheet drainage and control the discharge to the lake system below. For now, the community chooses to establish a 100-metre minimum setback for new development from the top of the upper terrace.



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### 4.5. *Flood Risk*

Old Crow is located along the Porcupine River, and portions of the community are susceptible to seasonal flooding during break-up.

Bank erosion and flooding are inter-related conditions that remain an ongoing development issue. Old Crow experiences a flood risk each spring primarily due to the formation of downstream ice jams during spring break-up on the Porcupine River.

The last major flood that did considerable damage occurred in 1991. During each spring as well as when ice jams occur, the back channel adjacent to the Tetchik subdivision also floods. This is gradually eroding the road bank off the end of the runway. Approximately 520m of riverbank at the east end of the community are subject to continuous erosion as the main flow of the Porcupine River cuts into the bank. Since 2000 much of the riverbank has been rip-rapped to prevent further erosion.

Two areas still require bank stabilization. They are at either end of the runway.

### 4.6. *State of Infrastructure*

Needed infrastructure improvements must be planned sequentially on a 3 or 5-year cycle to maximize local employment and take advantage of logistical economies of scale. The primary infrastructural challenges have to do with housing maintenance. Many houses are in poor repair, and preventative maintenance has been an issue.

A significant effort in improving drainage of the road system should serve the community well for several years.

### 4.7. *Opportunities for Business*

While the community is too small to support many types of businesses, a number of opportunities do exist (e.g. restaurant). Others could work on a part-time, “agent-type” basis (e.g. Sears catalogue), as a home-based business (e.g. hairdresser) or as a concession as part of another building (e.g. crafts booth near the airport).

### 4.8. *Industrial and Waste Management Lands*

When existing industrial facilities located in a residential area (e.g. telecommunications, diesel plant, NDB beacon) reach the end of their lifespan, wherever possible they should be moved to the industrial area in the western portion of the community.

The sewage lagoon has the capacity needed to accommodate future growth. However, future changes to the sewage system should consider more environmentally friendly designs and techniques.

## 5. Objectives and Policies

### 5.1. *Overarching Objectives*

Following are the overarching objectives that apply to all areas, and form much of the basis for the more specific objectives and policies contained within this CP:

**Objective 1** Sufficient serviced land shall be available to meet the community's current and projected needs for commercial, residential and industrial development.

**Objective 2** New developments will not negatively affect community values, amenities, services, safety of persons and property, health or environmental quality.

**Objective 3** Development policies should encourage the highest and best use of land within the community and support relocation of uses no longer considered appropriate to other more suitable locations within the community.

**Objective 4** Climate change is a reality and adaptation will be considered in all planning and design. Key amongst these is increased flood risk; increased potential for permafrost degradation wherever disturbance to surface soils occurs; and increased risk of powerful storms.

**Objective 5** VGG will encourage relocation of the airport, and plan for a community that eventually covers the area currently used by the airport. However, this cannot and will not negate continued adherence to Aerodrome Overlay Regulations.

**Objective 6** Where possible, infrastructure development should encourage shared use, the staging of capital projects to maximize local employment, and the adoption of municipal standards that recognize the unique conditions present in the community.

**Objective 7** Environmentally sensitive lands and existing public trails will be protected where possible.

**Objective 8** Community gravel resources will be managed to maximize the potential lifespan of all existing sources and prioritize for use established that recognize the value of the limited resources available.

**Objective 9** Mobility Adaptations. With the changing age structure of Old Crow, more Elders find it difficult to access public buildings. Most community buildings now have good accessibility to those with mobility problems, but this must remain a consideration for major new buildings.

**Objective 10** Self-reliance. VGFN believes in working towards economic and social objective of self-sufficiency.

### 5.2. *Housing & Residential Development*

#### 5.2.1. Objectives

1. To provide a range of housing choices.

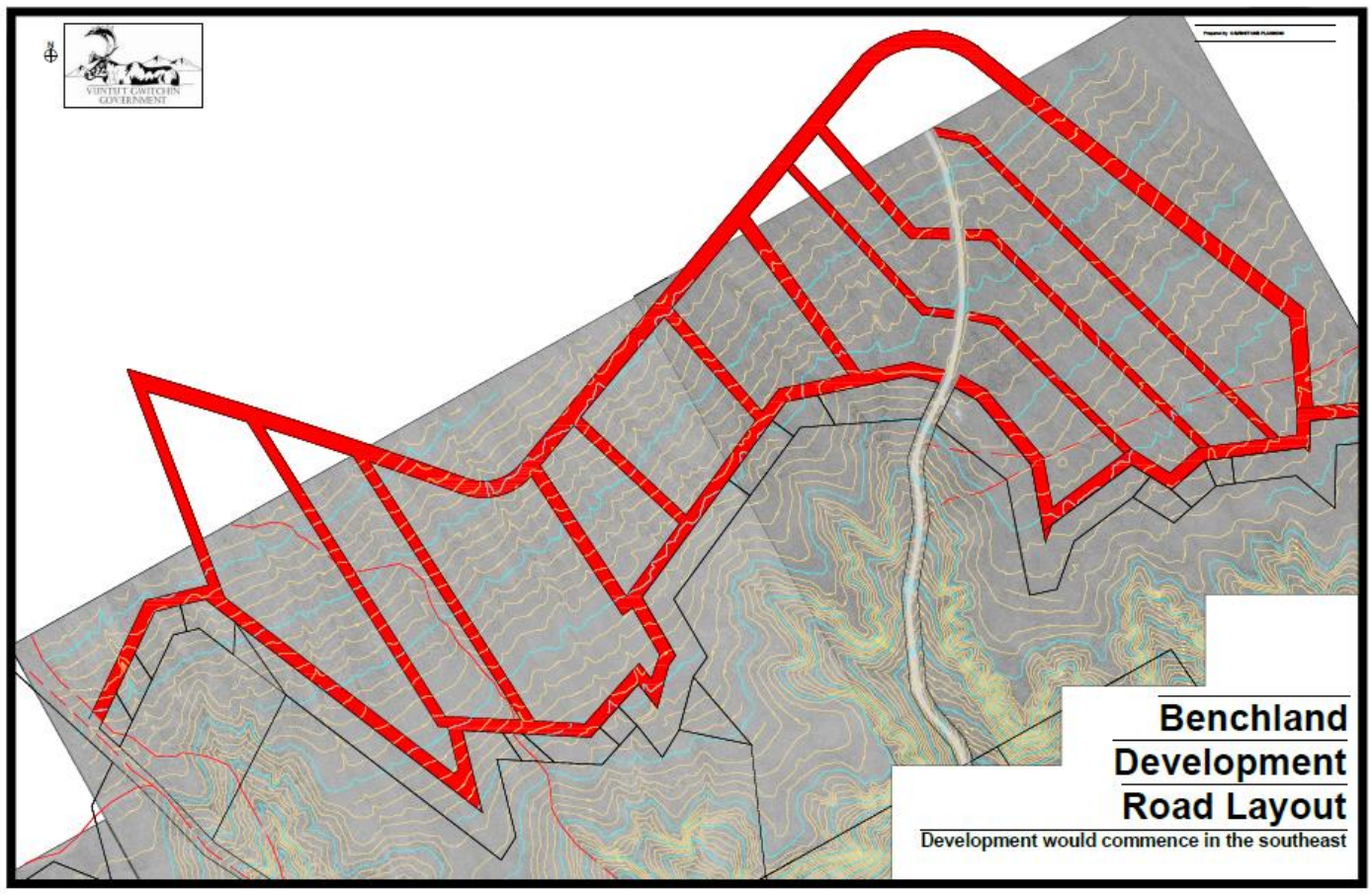


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2. To reduce the proportion of substandard housing within the community.
3. To eliminate the community's immediate health and safety housing concerns.

### 5.2.2. Policies

1. VGG will work to develop a sweat-equity program for home ownership or occupancy.
2. VGG will work with the governments of Yukon and Canada to develop a housing repair and replacement program to reduce the inventory of existing substandard housing in an orderly and equitable manner.
3. Points 1. and 2. above shall be approached in a coordinated manner.
4. The housing needs of Elders will have first priority on lands suitable for lot development in the central area.
5. New subdivisions will be designed to minimize the cost of extending services, to retain existing tree cover, maintain trail links, and provide loop roads to the extent possible.
6. Services will not be extended to individual homes constructed outside the developed portion of the community until it is economical to do so.
7. The VGFN will work with the Government of Yukon and the private sector to encourage the provision of transient staff accommodation to meet local needs and provide opportunities for people to return to the community to live and work.
8. A priority list for new housing will be established reflecting local needs and available funding with housing programs designed to provide training and local employment opportunities to the maximum extent possible.
9. Develop an annual timeline for making applications for housing funding available, receiving applications and deciding on funding applications. Publish this timeline to members and follow it every year.
10. If and when new development is constructed north of the escarpment, the community will construct initially 150 metres farther away from the escarpment than shown on the community plan map, to ensure that any negative erosion implications of such construction can be mitigated and limited.



11. If and when new development is constructed north of the escarpment, most roads shall be constructed perpendicular to slope, and located in order to avoid areas of concentrated sheet drainage. Roads constructed parallel to slope shall be built at least 50% on culverts, so as not to interfere with sheet drainage. A conceptual representation of how new residential subdivisions would appear according to these specifications is shown below. The image is of the area on top of the escarpment, near the Crow Mountain Road, showing a top-of-escarpment road about 200 metres back from the top of the escarpment, and an arced road parallel to it about 1km farther inland. The yellow stripes represent future strips of development, angled to be 90 degrees to the prevailing slope.
12. Council will ensure that whenever a lot is accessible by both an arterial and a side road, the lot shall be accessed off the side road.
13. Council will work to develop a fair and objective policy on the issue of resolving the issue of long-vacant homes, some of which are unreparable, scattered throughout the community.
14. Removal and replacement of long-vacant homes in the older part of the community is considered a higher priority than construction of new housing on greenspace.
15. Staff will work to create architecturally appropriate homes in the community, whenever possible. Council will provide guidance on what additional cost is





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appropriate for ensuring new buildings help the community keep its traditional and outdoors-oriented sense of place.

### 5.3. *Commerce and Business*

Before contact, unemployment was unknown amongst the Vuntut Gwitchin. Everyone, including Elders and children, handicapped and injured, had useful things they could do. Our goal is recreating that spirit, and finding ways to adapt the wage economy that we can again have zero unemployment.

#### 5.3.1. Objectives

1. To arrange occupation within the core area of the community to encourage a range of complementary businesses and services that will meet evolving resident and visitor needs and reduce the amount of economic leakage out of the community.
2. To provide a positive business environment that encourages the establishment of part time, seasonal and home-based businesses.

#### 5.3.2. Policies

1. Home-based businesses may be allowed throughout the community, provided that the activity proposed does not infringe on the safe use and enjoyment of neighboring properties.
2. Public/private partnerships and other cooperative building initiatives that share space and create opportunities for business “incubator” will be supported.
3. Consider creation of an economic development strategy for Old Crow that centres on businesses that are small, can have stable management, provide goods and services to the community of Old Crow and create employment in Old Crow. Involve the community in developing this strategy through community consultations. Consider the potential benefits of developing bakery, café, and hairdressing business and determine whether interest in these areas exists.
4. Consider starting a small business resource centre to support small business people in town. Events such as entrepreneur’s workshops would be associated with this.
5. Consideration to be given to establishment of a non-wage community economy.

## **5.4. Public Services**

### **5.4.1. Objectives**

To provide a safe, environmentally responsible and economic water delivery and sewage system that is consistent with community needs and the arctic climate.

### **5.4.2. Policies**

1. Old Crow will continue to rely on a trucked water delivery and sewage system due to ground conditions.
2. Water delivery, sewage and garbage pick-up will be provided to only those road accessible properties within the service boundary defined by Council.
3. VGG property boundaries shall be set so as to automatically create a minimum setback around the sewage lagoons and landfill sites. Zoning shall be considered in order to keep residential and commercial properties at least 300m from waste and sewer facilities, and 500m from bulk fuel storage. Either of these setbacks may be increased, but not decreased, at the discretion of Council, and/or when required by applicable safety and/or other regulations.
4. VGFN will work with the Government of Yukon when requested on application of the management plan for the closed waste sites and remediation of contaminated sites.
5. VGG shall consider opportunities for implementation of a public transit service if and when such a service is feasible and has a realistic chance for success.

## **5.5. Industry**

### **5.5.1. Objectives**

1. To provide land for the safe storage of bulk building materials, fuel, and gravel.
2. To provide a safe and accessible location for storage, repair, and maintenance of machinery and equipment.
3. To provide an area for the relocation of industrial and transportation uses and activities that can be phased out over time to free up land for higher and better uses.

### **5.5.2. Policies**

1. All new industrial activities, wherever possible, including outside storage of bulk materials such as sand and gravel, logs for milling etc., and other industrial activities including manufacturing and indoor storage, will be encouraged to locate in the vicinity of the industrial areas on the western side of community..
2. The existing Nav Canada NDB site will be reserved for future residential purposes if and when the beacon is decommissioned.



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### 5.6. *Airport*

#### 5.6.1. Objectives

1. To recognize the importance of the airport as the essential transportation link and “gateway” into and out of the community.
2. To minimize the negative impacts on community development associated with the location of the airport within the community.
3. To strongly encourage, through partnerships with the Governments of Yukon and Canada, construction of a new airport away from the community, and then to arrange for a subdivision of the old airport to accommodate community needs.

#### 5.6.2. Policies

1. The VGFN will work with the Government of Yukon to optimize the use of lands adjacent to the airport without compromising the integrity of airport operations.

### 5.7. *Utilities & Communications*

#### 5.7.1. Objectives

1. To ensure the provision of efficient, modern utility and communication infrastructure.
2. To ensure the quality of utility and communication infrastructure including support facilities keeps pace with community needs.

#### 5.7.2. Policies

1. VGG will continue to encourage volunteerism in order to keep the fire department and search & rescue fully staffed.
2. The VGFN may seek partnership with Yukon Electrical Company to pursue alternative energy use options, including the use of wind turbines, waste heat and district heating, and will encourage the adoption of energy conservation practices in all capital projects.
3. Yukon Electrical Company and Northwestel will be encouraged to relocate and reclaim their facilities to the industrial area as the existing facilities reach the end of their useful life.
4. VGG will support opportunities for establishment of an emergency contingency water source, independent of the existing wells and water treatment plant.

## 5.8. *Recreation, Parks, and Open Space*

### 5.8.1. Objectives

1. To provide a range of recreation opportunities for the physical and social well being of the community.
2. Wherever possible, protect and preserve the informal trails in and around the community.
3. To prevent development on unsuitable lands.

### 5.8.2. Policies

1. The VGFN will ensure any adjustments to the existing cross-country trail system or relocation of the ski lodge required to facilitate development will not compromise the integrity of the trail system.
2. The design of a new residential subdivision on the escarpment shall maintain a top-of bank trail and the existing ski trail link to the lands below.
3. No permanent structures will be permitted within any open space area. Any existing encroachments will not be permitted to expand and will be phased out as resources become available.
4. No development will be permitted between the riverfront road and the back channel of the Porcupine River or along the riverfront road in the area subject to erosion, except dikes and other bank stabilization measures intended to reduce ongoing erosion and flooding.
5. Seasonal access to the Porcupine River to dock boats and to reach the gravel bar will be provided.
6. Future use of any gravel bar as a community gravel source will be discouraged in principle. If material is needed, a gravel extraction plan will be prepared to ensure the available material is used effectively and extractions do not create environmental concerns.
7. No residential development will be permitted within 350m of the sewage lagoon.
8. Where stream crossings are required, VGG will ensure that a quality bridge is constructed, or no improvements will be made. Substandard stream crossings will not be employed.

## 5.9. *Heritage Protection*

### 5.9.1. Objectives

To protect heritage resources to preserve the history of the community and to promote awareness of the Vuntut Gwitchin culture and language.



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### 5.9.2. Policies

1. The few remaining heritage buildings require protection, as they are an important link to the past, a key social asset and potential part of any future community tourism experience (i.e. St. Luke's Church & Mission House, RCMP Building, Archdeacon McDonald Church, Chief Peter Moses Centennial Hall, and Edith Josie House).
2. VGFN will work with Elders and the Heritage Committee to protect the existing cemetery and determine location for a future cemetery. The preferred location is atop the escarpment at a location about 150m from the edge of the escarpment, at a location with 270-degree views, and near the existing trail that connects the current cemetery up the ski trail. The UTM coordinates of the approximate centrepoint of this new cemetery are x=549500, y=7496600.
3. Heritage resources are considered to be a community asset and the Vuntut Gwitchin will work with the Government of Yukon to actively conserve and document the importance of these resources.

## 5.10. *Environmental Protection*

### 5.10.1. Objectives

1. To preserve air, land, and water quality of the community.
2. To minimize the impacts of trails, fuel wood harvesting and other activities on the land and wildlife.

### 5.10.2. Policies

1. The ponds and wetlands within the community will be retained in their natural state to the extent possible.
2. A 10m-development setback will be maintained around each pond, and a 150m setback along the top of bank of the escarpment. The potential impact of any new development that may encroach into wetland areas or affect the natural drainage into these ponds from the escarpment will be assessed prior to development proceeding. Cross-country ski trails may be permitted within the setback.
3. Limited fuel wood harvesting will occur within community bounds.
4. Contaminated land will be reclaimed wherever possible, by the polluter. The polluter will be expected to report a pollution event when it is discovered, and the polluter will be responsible for restoring the land to its original state.

5. VGG will create an Environmental Law, which will include provisions relating from littering to pollution, within 5 years of adoption of this community plan.
6. Under no circumstances should new development result in the clearcutting of an entire lot. Buffers of native mature vegetation, at least 2m wide, should remain between lots whenever possible.

## *5.11. Transportation*

### **5.11.1. Objectives**

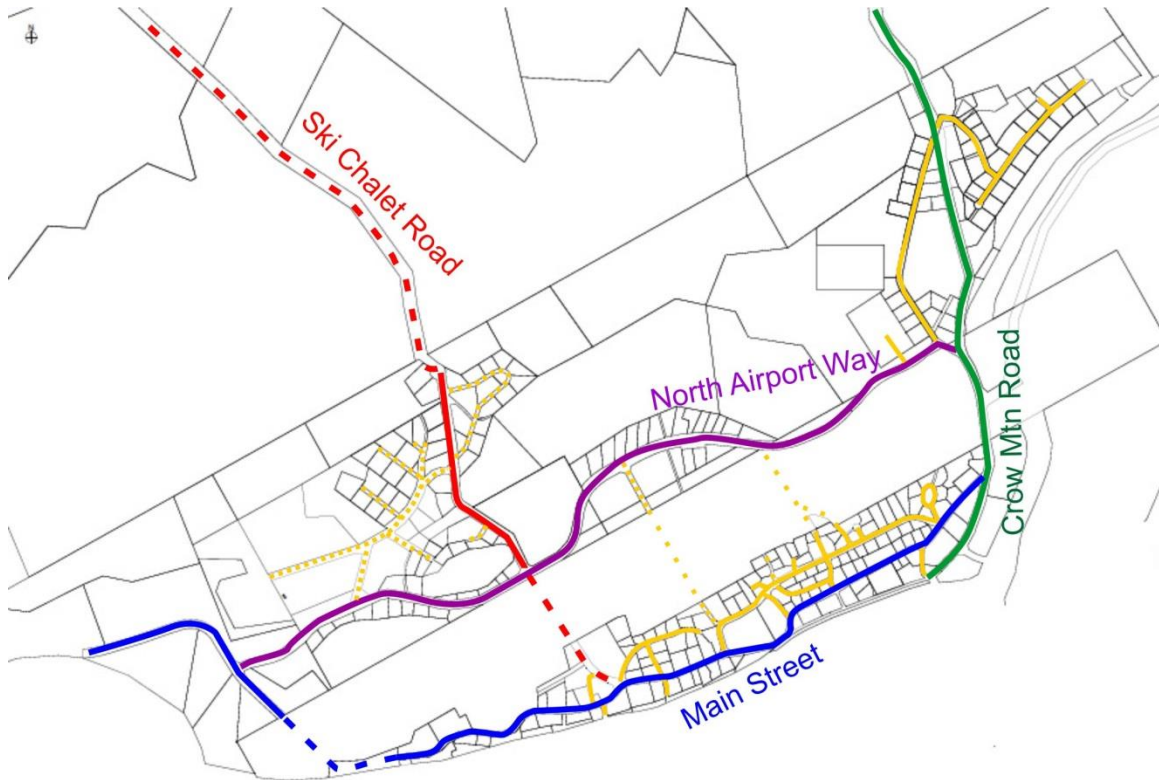
1. To provide a safe and orderly road and trail network throughout the community that recognizes the community's current isolation and reliance on a variety of transportation forms.
2. To ensure river, road, trail and air travel infrastructure reflects current and future community needs.

### **5.11.2. Policies**

1. Road access to boat launches will continue to be provided.
2. VGG will be available to work with the Government of Yukon on ensuring that all intersection sightlines meet visibility safety standards.
3. A complete 'build-out' road network will be designed, including a road network for the area currently occupied by the airport, so that VGG is aware where future intersections and roadways will be.
4. Before new roads are constructed, consideration should be given whether the land along existing roads has been built out.
5. Future transport infrastructure development must be consistent with Schedules 'B-1 and B-2'.
6. Council shall create a list of informal road names for the roads in the community. In the map below, the roads shown in red, green, purple, and blue are respectively popularly referred to as Ski Chalet Road, Crow Mountain Road, North Airport Way, and Main Street (although the community may choose other names). Other roads are shown in yellow. Dotted lines show probably future extensions of roads.



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### 5.12. Tourism

#### 5.12.1. Objectives

VGFN supports in principle sustainable tourism development in the Old Crow region.

#### 5.12.2. Policies

1. VGFN will continue to work with the Government of Yukon and Parks Canada to encourage the development of joint use facilities for the preservation, presentation and interpretation of regional heritage and park resources.
2. VGG will assist tourist operator start-ups in finding and applying for funding grant programs.

## 6. Capital Project Priorities

The following lists what are considered the key priorities for new capital infrastructure in Old Crow. It is recognized that funding and building opportunities are sometimes unpredictable, however suggested timelines are provided.

Based on the schedule prepared, the community feels that a winter road, connecting to the Dempster Highway, must be a very high priority for the Government of Yukon in the winter of 2013-14, and then every 3 years after that.

### 6.1. Core Area Improvement

A strategy for the phased implementation of the desired core area improvements is laid out in Schedule 'B-2', Core Area Development Plan. The text is reproduced here for ease of communication.

Core Area Redevelopment Strategy Sequencing:

<b>Task or Project</b>	<b>Approximate Timeline</b>
Closure of riverfront road to all but service vehicles, establishment of a walking path, landscaping, and river bank barriers from the gazebo near the old church all the way to the arena.	2014-15
Construction of new Grocery Store (3500 to 4000 square feet) next to Old Government Services Building, and construction of new Government Services Building in Industrial Lands	2013 or 2014
Old Government Services Building Converted into Northern Warehouse, while Old Northern Store is Converted into temporary Community Hall.	2014 or 2015
Old Northern Warehouse removed.	2014
Old Community Hall Is Disassembled, the land is remediated, a new foundation is built, and the Community Hall is reassembled.	2014 or 2015
Multiplex (Daycare, Weightroom, Community Rooms, etc)	2014 or 2015
Shared living and supported living quarters for Elders, and possibly a well-designed triplex, built near John Tizya Centre and/or multiplex after removal of old buildings in and around the forestry building	2014-16

### 6.2. General Improvements to Housing & Building Stock

<b>Task or Project</b>	<b>Approximate Timeline</b>
Renovate, Replace and Build New Housing	Ongoing
Riverbank stabilization to prevent further erosion: either end of the runway	2013 or 2014
An assisted living facility for Elders and community members with disabilities. This facility would provide a stable housing environment to remove stress from family members and to allow those residents to remain in the community. This facility should be as close to the core as possible, but must be on the east side of the community.	2013 or 2014





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Development of new subdivisions. Approximate sequencing of new neighbourhood construction is shown on Schedule B-1: Overall Land Use Plan.	Ongoing
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### 6.3. Capital Improvements in the Industrial Area

Task or Project	Approximate Timeline
Indoor vehicle repair facility. A weatherproof area is considered a prerequisite for safe and environmental repair and maintenance of heavy machinery through the long winter.	2013 or 2014
Designated Outdoor Vehicle Storage Area. Intended for the new industrial park to be located near the sewage lagoon, the concept is that outdoor, impervious-lined long-term parking stalls for machinery, will be established. VGG would require removal of unsightly or long-term machinery to this facility, and a small rental fee would be charged for upkeep.	2015 or 2016
Forestry Buildings moved to industrial area. To make space for Elders housing, instead of rebuilding older forestry buildings at their present location near the John Tizya centre, new buildings would be built in industrial or light industrial locations.	2014 or 2015
Sports Field. For soccer, football, and/or basketball.	2013-2014
Future Fuel Tank Relocation/Upgrades/Expansion. In general, the community feels, the farther west fuel is stored, the farther it will be from populated areas and the better it will be in the unfortunate case of a mishap.	2014-16
Land farm. An area in the industrial park will be cleared and prepared for land farming, for the remediation of contaminated soils	2013 or 2014
Solar panel array and large-scale battery storage facility. There is enough land in the community plan set aside for a very significant solar panel system, which would take the community far closer to self-sufficiency.	2013-2014

## 7. Land Use Plan

The 2013 Official Community Plan Maps are attached as Schedules 'B-1 and B-2' of this document.

## 8. Bibliography

The content of this document updates the following previous planning documents:  
 Vuntut Gwitchin First Nation Integrated Community Sustainability Plan 2009  
 Vuntut Gwitchin First Nation Strategic Plan 2004-2008,

Old Crow Capital Plan 2001-2006  
Old Crow Physical Development Plan 2000  
1997 Old Crow Community Development Plan

Additional information from:

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