

**Tombstone Corridor  
Draft Management Plan  
2002**

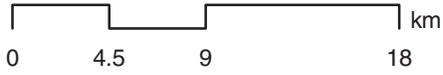
**Yukon**  
Government

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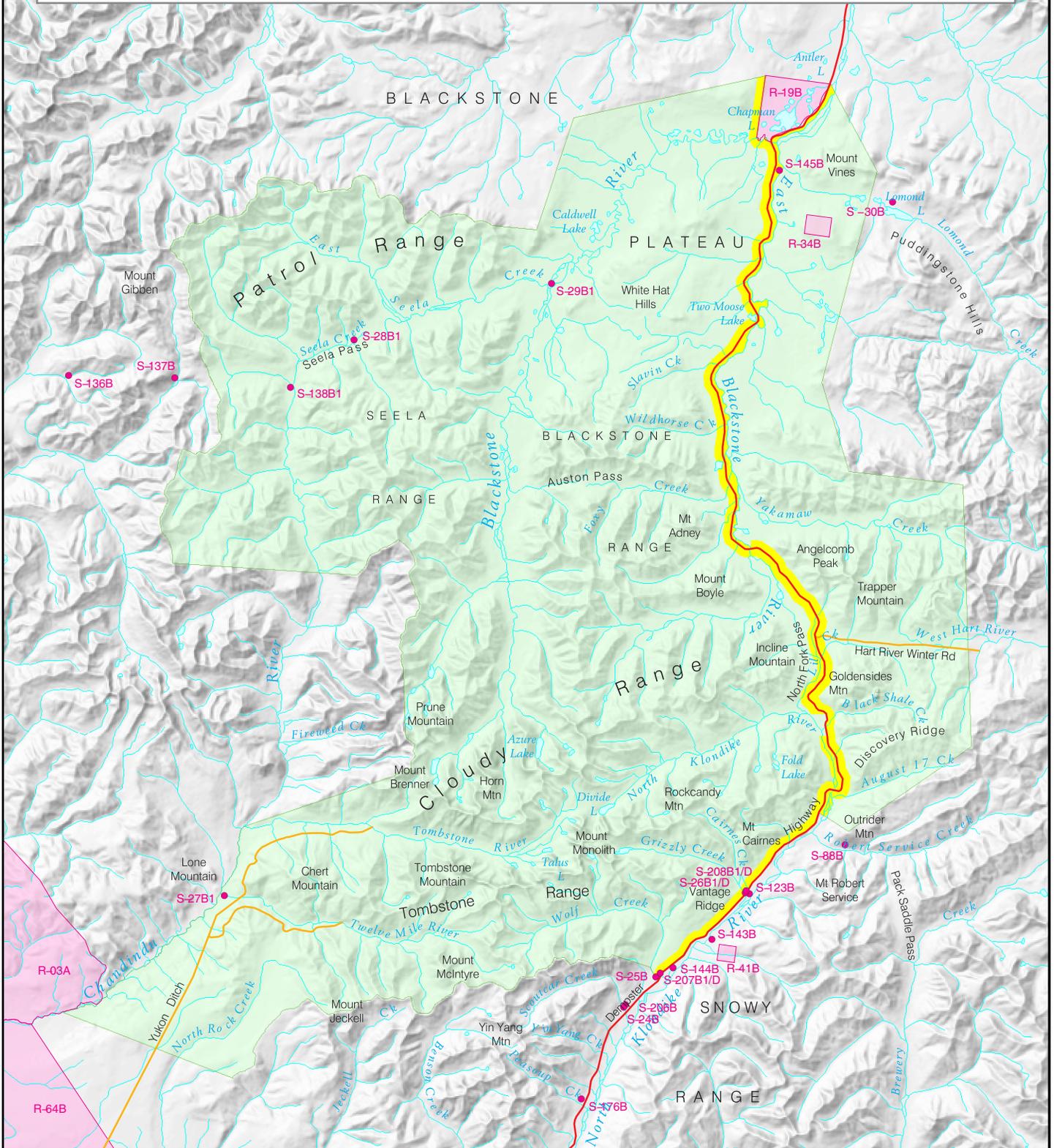
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# Tombstone Corridor



- Tombstone Territorial Park
- Tombstone Corridor
- Tr'ondëk Hwëch'in R-Block
- Tr'ondëk Hwëch'in R-Block



Map 1

## Tombstone Corridor Draft Management Plan

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*The Yukon government excluded an area of approximately 500 meters either side of the Dempster Highway from Tombstone Territorial Park (see map).*

*This area was excluded to provide for continued highway maintenance activities, a possible future pipeline, transmission line and other public visitor infrastructure such as park related facilities, as required.*

## **1.0** Vision for the Corridor

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The Tombstone Corridor will recognize and foster park objectives and operations while allowing for necessary transportation, transmission lines, pipeline and Yukon government public visitor infrastructure.

## **2.0** Corridor Objectives

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The Tombstone Corridor objectives and vision were developed by the Yukon government and released for public review in the August 2000 Tombstone management planning newsletter. Based on feedback from the public, the objectives were refined in Fall 2000, and again during public review of the draft management guidelines in Fall 2001.

1. To ensure the Dempster Highway transportation infrastructure will continue to be maintained and operated at a reasonable cost to meet current and anticipated demand.
2. To allow for the construction, operation and maintenance of any future petroleum pipeline or electricity transmission line.
3. To manage the Corridor in a manner that is consistent with the Tombstone Park Management Plan, subject to other corridor objectives.
4. To minimize environmental impacts from all developments or activities within the Corridor.
5. To strive to maintain the natural character of the Corridor.
6. To consider and recognize the historical, archaeological and cultural values that fall within the Corridor.
7. To manage wildlife species within the Corridor in a manner that is consistent with the management of those species outside the Corridor.
8. To contribute to resident and visitor enjoyment of the Park and Corridor.
9. To identify and manage access to adjacent lands.

## **3.0** Background

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In December 1999, the Yukon government excluded an area approximately 500 metres either side of the Dempster Highway from Tombstone Territorial Park (see Map 1).

This area was excluded to provide for continued highway maintenance activities, a possible future pipeline, transmission line and other public visitor infrastructure such as park related facilities, as required.

A Tombstone Corridor Group was established in March 2000 to develop a Corridor Management Plan with representatives from Yukon departments of Renewable Resources, Tourism, Community and Transportation Services and Economic Development. The overall direction provided to the group was to manage the Corridor as “park-like” as possible, while allowing for necessary public infrastructure to include highway operations, transmission line, pipeline and park related facilities.

Tombstone Corridor is described as follows and will be referenced in a Tombstone Corridor Administrative Plan: (see map 1; km references are to the Dempster Highway):

- West side of Dempster Highway: The corridor extends 500 m from the centreline of the Dempster Highway from Wolf Creek (km 50.5) to the point where the Blackstone River crosses from the west to the east side of the road (km 115.3). At that point, the Tombstone Corridor follows the eastern right-of-way of the Dempster Highway north to km 120.3. There are variations in this boundary at Tombstone Campground reserve (included in the park) and at Two Moose Lake and R-19 at Chapman Lake where the variations provide for the expansion of the corridor to accommodate a pipeline.
- East side of Dempster Highway: The corridor extends 500 m from the centreline of the Dempster Highway (km 67.3) north to where the East Blackstone River crosses the Dempster Highway (km 86). From here the corridor boundary follows the eastern bank of the most active channel of the East Blackstone River north to km 120.3.

## 4.0 Purpose of Management Plan

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The management plan will assist Corridor managers and other land and resource managers to meet the corridor objectives. The management plan is also intended to manage the Corridor in a manner consistent with the park. Unless deemed otherwise for public health and safety or emergencies, Corridor management and operations will follow the corridor management guidelines.

## 5.0 Key Regulatory Powers

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Consistent with First Nation Final Agreements, “where there is any inconsistency or conflict between any federal, territorial or municipal law and a Settlement Agreement, the Settlement Agreement shall prevail to the extent of the inconsistency or conflict”.

The Corridor lands will be managed under the *Area Development Act* and its applicable regulations. Other Yukon legislation will continue to apply in the Tombstone Corridor; for example, the *Wildlife Act*, the *Highways Act*, and the *Historic Resources Act* will continue to apply within the Corridor.

The existing placer claim in the Corridor will continue to be managed under federal legislation until responsibilities for managing placer claims are devolved to the Yukon government.

The Tombstone Corridor will also be subject to the provisions of the Porcupine Caribou Management Agreement of 1985.

### 5.1 Land Use within the Corridor

It is intended that lands within the Corridor will not be disposed of permanently, and that land uses will be limited to the existing and public visitor infrastructure or purposes under Corridor objectives 1 and 2.

## 6.0 Corridor Infrastructure Guidelines

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The Corridor Management Plan recognizes existing and future Corridor infrastructure in Tombstone Corridor. The Corridor was created to exclude the highway, a future possible pipeline and transmission line from the park. These Corridor infrastructure guidelines are intended to set out management prescriptions for the Corridor in a manner consistent with the adjacent park. The following guidelines describe uses for which the Corridor was originally excluded from the park.

### 6.1 Dempster Highway

The Dempster Highway is part of the existing Corridor infrastructure. Ongoing highway operations and maintenance in the Corridor are recognized and provided for in this plan.

#### ***Management Guidelines***

1. To operate the Dempster Highway in accordance with approved Highway Maintenance Standards.
2. To improve the Dempster Highway to accepted Engineering Standards.
3. To adhere to current Pit Development Guidelines. The “*Granular Resources Management Plan*” will be used to guide granular extraction for the lifetime of this plan.

### 6.2 Energy Transportation Infrastructure

One of the reasons for establishing the Tombstone Corridor was to provide for any possible future petroleum pipeline and electricity transmission line.

A pipeline may be required to transport natural gas from the Mackenzie River Delta and Beaufort Basin area to market, and also to develop North Yukon’s petroleum potential by offering a pipeline corridor to market. The Dempster Lateral Pipeline Project was proposed in the late 1970s to transport Delta gas from the N.W.T. to a point at or near Whitehorse. The small diameter pipeline would be buried and run parallel to the Dempster Highway and the Klondike Highway. The proposed Dempster Lateral Route is currently map notated.

#### ***Management Guidelines***

1. Construction, operation and maintenance of the energy transportation infrastructure (includes petroleum pipeline and electrical transmission lines) for shipment through the Corridor will be in accordance with applicable legislation and industry standards.
2. Energy transportation infrastructure design and construction will be subject to environmental assessment.
3. Energy transportation infrastructure will be designed to consider and, where possible, incorporate corridor management objectives.

## **6.3 Access**

The Tombstone Corridor contains portions of the Hart River Winter Road, the access road to the placer claim and three Northwestel microwave sites within the Corridor.

### ***Hart River Winter Road***

The Hart River Winter Road starts at km 78.2 at North Fork Pass and extends 100 km east to the Hart River mineral property. The winter road was constructed in 1969 to access the Hart River property and predates the Dempster Highway Area Development Regulations (1979). At that time, it was identified as the only egress point off the Dempster Highway for motorized vehicles, though the road was developed for winter use. The Hart River Winter Road also serves as the access corridor for mineral exploration activity outside the east boundary of the Park.

Currently, the road is a mud trail with a fairly level grade, good vistas and easy walking that provides access to lands east of Tombstone Park. Hikers sometimes see caribou from the Hart River caribou herd, as well as sheep on Angelcomb Peak and Trapper Mountain.

Most motorized use on the Hart River Winter Road is by ATVs to support hunting efforts, recreational snowmobiles and some limited 4-wheel drive access.

### ***Management Guidelines***

1. Existing access routes through the corridor (Hart River Winter Road, placer claim access road and Northwestel sites) will be recognized. Continued use will be subject to other applicable legislation, such as Land Use Permits.
2. The Hart River Winter Road is recognized as being available for motorized use. Vehicles, as defined under the Highways Act (except snowmobiles), are restricted to the surface of the Hart River Winter Road.
3. Helicopter landings will be allowed at designated sites south of 64°34' and anywhere north of this latitude in the corridor. All landings will require a permit. The Corridor will continue to be used as a staging point for areas within and outside the Park.
4. Where access is permitted in the Park, access from the Dempster Highway through the Tombstone Corridor will be allowed.
5. New roads in the Tombstone Corridor will be assessed on a case by case basis.

Highway operations and maintenance, a possible future petroleum pipeline and transmission line will adhere to corridor objective 4.

Corridor management and operations will follow the management guidelines in sections 7 - 14 unless deemed necessary for the protection of natural and cultural resources, conservation, public health and safety or emergencies.

## 7.0 Administration & Operations

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Annual operations, maintenance and developments will continue to be subject to the approval of yearly appropriations by the Government of Yukon.

### ***Current Situation***

Tombstone Corridor falls under the administration and control of the Government of Canada, until such time as the land is transferred through a federal Order-in-Council. All federal and Yukon government Acts of General Application apply within the Corridor at this time, with the following exceptions: a prohibition on locating, prospecting or mining under the Yukon Quartz Mining Act and Yukon Placer Mining Act and a prohibition on the issuance of interests under the Territorial Lands Act and the Yukon Oil and Gas Act. The prohibition orders on mining and oil and gas activities will continue under Yukon administration.

Pursuant to the Area Development Act, existing Dempster Highway Development Area Regulations (DHDAR) are currently used to manage an area of land that parallels the Tombstone Corridor. These regulations are in effect north of km 68 to the Northwest Territories border. Pursuant to the Area Development Act, additional Tombstone Corridor regulations will be drafted to provide extra protection measures specific to the corridor, that arise from this plan.

A Tombstone Corridor Atlas will be developed to document resources such as key wildlife habitats, geomorphological features, heritage sites and rare plant communities in the Corridor. The atlas will guide corridor managers in the appropriate management of all corridor resources.

### ***Management Guidelines***

The Tombstone Corridor will need to be managed within the context of the surrounding region. The natural and cultural resources protected within the Corridor often extend well beyond Corridor boundaries (e.g. Porcupine caribou herd, traditional Han routes). It is expected that the key to effective regional integration will be effective and timely communication with the appropriate land managers.

The following management guidelines will be used in the administration and operation of the Corridor:

1. The Yukon government will ensure that Tombstone Territorial Park and Tombstone Corridor administration and operations are managed in a consistent manner, as outlined in the respective management plans.

Key Action:

- Responsibilities for managing activities within Tombstone Park and Corridor will be identified and coordinated.
2. Decisions relating to the administration and operation of Tombstone Corridor will be made in the context of the surrounding region.
    - Corridor managers will liaise with agencies with legislative authorities outside the corridor on matters of common interest.
    - Existing boards and councils will be utilized, if necessary, and informed, as per their mandates, for matters relating to corridor administration and operation.
    - Corridor managers will inform boards and councils of corridor management issues and decisions relating to their mandates.

## 8.0 Natural Resource Protection and Use

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### ***Current Situation***

Tombstone Park and Corridor is rich in both species diversity and vegetation communities due to the physiography and climate of the area.

The area hosts many endemic plants as well as several species of rare and uncommon occurrence. Few other areas in the Yukon provide such a varied and diverse set of natural features in such concentration (e.g. moraines, frost mounds, palsas, ice thaw lakes, pingos, patterned ground from ice wedge polygons).

Vegetation communities associated with shrub tundra are found in the northeast section of the park, including riparian willow habitat important to gyrfalcon, moose and other fauna. The vegetation and natural features are almost indistinguishable from the high arctic, providing a major attraction for visitors and scientists.

The natural resources in the Tombstone Park area have been used for over 8,000 years and continue to be enjoyed today. The fact that five big game species occur in sufficient density to support consistent commercial and recreational harvest opportunities is unusual for this latitude (woodland and barren-ground caribou, grizzly and black bear, moose, Fannin and Dall sheep).

The area is popular for resident hunters from all parts of the Yukon. Portions of two big game outfitting concessions and two different traplines fall within the corridor. Management guidelines directly related to these concessions are found in the Commercial Activities section.

The Park and Corridor straddles the continental divide, and as a result it includes fish assemblages for the Mackenzie and Yukon river drainages. The Blackstone River is important habitat for grayling and Dolly Varden. The Chandindu and North Klondike rivers are two of the most important salmon spawning streams in the Tr'ondëk Hwëch'in traditional territory. Recreational fishing levels in the Corridor are unknown, and there is no commercial harvest.

Wildlife viewing opportunities from the Dempster Highway attract visitors to the Tombstone area in the spring for birding, in summer to view bear and moose, and in the fall to watch the Porcupine caribou herd.

### ***Work to Date***

Research on natural resource management and use in Tombstone Territorial Park and Corridor has been limited. Scientists with the International Biological Program (IBP) of UNESCO conducted initial research in the area in 1972 as part of a survey of northern Canada, leading to the identification of two IBP sites in the region.

Further research was conducted during the construction of the Dempster Highway. This information was used, in part, to develop the Dempster Highway Area Development Regulations which came into effect in 1979. These regulations deal with things like access off the Dempster Highway by motorized vehicles.

Biologists and scientists with the Yukon and Federal governments, as well as private researchers, have conducted limited studies as part of the Tombstone Park land claim negotiations, boundary identification and management planning work. This included an "Assessment of the Vegetation, Terrain and Natural Features in the Tombstone Area" (Kennedy & Smith, 1999), a "Summary of Wildlife Population and Habitat Information" (Kienzler 1999), to name a few.

Most of the fish and wildlife work in this area has been recommended by the Porcupine Caribou Management Board (PCMB), the Yukon Salmon Committee and completed by the Fish and Wildlife Branch, Government of Yukon. It is agreed that wildlife, avian, fish, ecological and natural feature data for this area is incomplete. Wildlife harvest quotas are not established for the Tombstone region specifically, but are set for the game sub-zones. Baseline data for the sub-zones in this area is sparse. Of note is the ongoing 30-year study of the ecological relationships between gyrfalcons, ptarmigans and riparian willow habitat. The study area is located at North Fork Pass on both sides of the Dempster Highway.

The PCMB is currently reviewing the Dempster Highway Area Development Area Regulations as they pertain to hunting caribou. It is recognized that there is a need to work towards consistent regulations along the Dempster Highway.

For a complete listing of the technical studies that were commissioned, reviewed or submitted as part of the Tombstone boundary and management planning process, refer to Tombstone Binders #1 - 4 located in the Yukon Archives.

### **Management Guidelines**

1. Distinct geomorphological features, wildlife/fish/avian habitat and plants will be given special consideration when managing human use in the corridor.

Key Actions:

- Key wildlife/fish/avian habitat, sensitive geomorphological features and natural terrain, and unique or rare plant communities will be identified, mapped and described through the Tombstone Corridor Atlas project.
  - The data will be used to promote a greater appreciation and understanding of park values and assist corridor managers in making well informed decisions about human use in the corridor.
  - Research - comprised of traditional, local and scientific knowledge - of these features will be encouraged.
  - Areas identified as particularly sensitive to disturbance, such as critical wildlife habitat, may be closed to all human activities on a temporal and spatial basis.
2. Natural processes will continue without human intervention unless there is a threat to public health and safety or identified values at risk.
    - The Yukon and Tr'ondëk Hwëch'in will work with DIAND Fire Management to identify values at risk in the corridor and develop a MOU for appropriate fire management procedures.
  3. All snowmobile activity in the Corridor will be managed to minimize impact to natural resources.
    - Snowmobile activity to support trapping, and resident and non-resident hunting will be allowed throughout the Corridor, subject to the minimum snow depth requirements.
    - Other snowmobile use will be provided for through the Corridor Winter Travel Route and Corridor Snowmobile Recreational Use Zones (see Corridor Zoning).
    - A minimum snow pack of 15 - 30.5 cm (6 - 12 inches) over frozen ground is recommended for snowmobile use in the corridor, or the level of snow required to ensure snowmobile activity does not damage vegetation or soil (e.g. willows, ground cover).

- All snowmobile activity in the Corridor will be monitored to determine if vegetation and wildlife are being negatively affected. This data should be used to revisit the snow depth recommendation during the next management plan review.
  - All snowmobile activity will be managed to ensure gyrfalcon and golden eagle nesting sites and winter sheep habitat are not disturbed.
4. Resident and non-resident wildlife harvesting will continue within the Corridor subject to Corridor objectives, the Wildlife Act and other applicable regulations.
    - No discharge of firearms will occur as applicable in the Parks & Land Certainty Act and Wildlife Act (e.g. 1 km from a dwelling, 1 km from a campground). Areas may be designated 'No discharge of firearms' for public safety reasons (seasonally or spatially as applicable).
  5. Fishing will continue in the Corridor subject to the Yukon Territorial Fisheries Regulations (under the Federal Fisheries Act).
    - Stocking of lakes and rivers or aquaculture operations will not be allowed in the Corridor.
  6. The establishment of non-indigenous wildlife species will be discouraged in the Corridor. The use of non-indigenous species in the Corridor will require a permit, providing there is negligible risk of disease transmission to endemic wildlife.
    - Llama use will not be permitted until there is evidence that the risk of disease transmission to sheep is negligible.
    - Non-indigenous plant species will be considered in the highway restoration projects

### ***Expected Results***

Successful implementation of these guidelines will:

- protect natural resources found in the Corridor,
- ensure all harvest activities are sustainable to allow for ongoing use and enjoyment of those resources,
- ensure harvesters are provided with simple and clear rules for their activities within the corridor,
- ensure that any use of natural resources in the corridor meets Corridor objectives and is sustainable,
- ensure activities within the corridor do not harm the resources that are to be protected therein, and
- implement proactive management of natural resources based on sound scientific and traditional knowledge.

## 9.0 Heritage Resource Protection and Appreciation

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### ***Current Situation***

The route of the Dempster Highway through the Tombstone Corridor follows the traditional Tr'ondëk Hwëch'in travelling trail between their summer fish camp at Tr'ochëk, at the mouth of the Klondike River, and moose and caribou hunting territories in the North Klondike and upper Blackstone River areas. In more recent history, this portion of the Dempster Highway was part of the RCMP patrol route between Dawson and Fort McPherson.

Approximately 40 archaeological sites are presently documented in the Tombstone Corridor. The most significant concentration of sites occurs in the North Fork Pass and Tombstone Campground area. Black City, which is located adjacent to the Corridor on the northern boundary of the park, was a major gathering site for Teetl'it and Tukudh Gwich'in and Tr'ondëk Hwëch'in in the 19th and early 20th century. Although this site is on settlement land, its proximity to the highway may require special consideration in the Corridor Management Plan.

The Tr'ondëk Hwëch'in Final Agreement and Yukon Historic Resources Act and the Archaeological Sites Regulations (Yukon Act) provide the obligations and authorities for the management of heritage resources within the Tombstone Corridor.

The Tr'ondëk Hwëch'in and Yukon governments have been working in conjunction with the Gwich'in Social and Cultural Institute and Teetl'it Gwich'in elders on heritage investigations and management in the northern reaches of the Park and Corridor.

The Dänojà Zho Cultural Centre in Dawson City has become the focal point for interpretation of First Nation culture in the traditional territory. Tombstone Park and Tombstone Corridor heritage are part of that story.

### ***Work to Date***

Initial archaeological assessment along the Dempster Highway, including the portion which now forms the Tombstone Corridor, was carried out in 1978 in connection with construction of the Dempster Lateral Pipeline (Van Dyke 1979). Archaeological impact assessment in connection with the upgrading and rerouting of the Dempster Highway between Km 41 - 80 was carried out in 1985 (Bussey 1985).

Traditional and historic sites in the Dempster Highway Corridor were documented and summarized in a report by Sheila Greer (1989), including several sites that currently fall within the Tombstone Park and Corridor.

Preliminary archaeological inventory in the proposed Tombstone Mountain Territorial Park (including portions of the Tombstone Corridor) was carried out in 1993 and 1999 as part of research efforts to assist in defining Park boundaries. A total of 78 prehistoric sites were identified. Based on the technologies represented, occupation of the Tombstone Park and Tombstone Corridor area likely spans the past 10,000 years.

Oral history studies have been carried out by the Tr'ondëk Hwëch'in and field work with elder Percy Henry, to document traditional use in the region. These studies were augmented by a brief survey of the Black City/Ts'ok giitl'in area by the Gwich'in Social and Cultural Institute with Teetl'it Gwich'in elder Walter Alexie (Kritsch 2000).

The Tr'ondëk Hwëch'in have also been doing work as part of the Tr'ochëk Heritage Site management planning work. Story lines for the Han culture are being developed and will have some applicability in the Tombstone Park and Tombstone Corridor.

## **Management Guidelines**

1. The Tr'ondëk Hwëch'in and Yukon governments will work together to manage and interpret heritage resources within the Tombstone Corridor.

### Key Actions:

- The Government of Yukon and the Tr'ondëk Hwëch'in will work together to identify the most appropriate management actions for dealing with impacts to heritage resources in the Tombstone Corridor.
  - Location, condition and extent of archaeological, traditional, historic and palaeontological sites will be updated for inclusion in the Tombstone Corridor atlas to assist in site management, to assist other agencies in avoiding inadvertent site impacts in the course of their routine activities. Site location information will be kept confidential for use by the concerned agencies only (Government of Yukon Heritage Resources, Infrastructure, Environment and Tr'ondëk Hwëch'in).
  - Monitoring of heritage sites in the Tombstone Corridor will be part of a monitoring programme that will be developed for the heritage sites/zones in the Tombstone Park.
  - The Guidelines Respecting the Discovery of Human Remains and Burial Sites in the Yukon, Chapter 13 of the Tr'ondëk Hwëch'in Final Agreement and the Yukon Historic Resources Act will be used to develop procedures for "found" objects in the Tombstone Corridor.
2. The Tr'ondëk Hwëch'in will manage heritage sites and resources on their Settlement Land, and will own and manage moveable heritage resources related to the culture and history of Yukon Indian People as per Chapter 13 of the Tr'ondëk Hwëch'in Final Agreement and the Yukon Historic Resources Act.
    - Special provisions for access control or buffering may be developed for First Nation sites in or near the Tombstone Corridor (e.g. Black City).
    - Tr'ondëk Hwëch'in, and where appropriate Teetl'it Gwich'in, elders will recommend place names for heritage sites and culturally significant features in the Tombstone Corridor.
    - Interpretation of heritage resources in the Tombstone Corridor will be part of the storylines and messages developed for use in park and corridor literature and interpretive programs by the Tr'ondëk Hwëch'in, Yukon government or other First Nations where appropriate.
  3. Information, education and interpretation will be used as key management tools in the protection of the Tombstone Corridor's cultural, archaeological, historical, and palaeontological heritage resources, in coordination with the Tombstone Park Plan.
    - All visitors will be given key messages about appropriate behaviour and activities around heritage sites as well as the key points from the Historic Resources Act.
    - First Nations culture, history and use of the Tombstone area will be a major interpretive theme, with the Tombstone Visitor Centre and Dänojà Zho Cultural Centre playing important roles in the presentation of this information.
    - The Dempster Highway will be recognized for its historical significance and interpreted.
    - The Dawson to Fort McPherson route (Lost Patrol route) identified in Schedule C to Chapter 13 of the Tr'ondëk Hwëch'in Final Agreement will be recognized and interpreted.

- Key messages relating to the identified heritage sites and zones will be developed along with strategies for delivery of those messages.
  - The Tombstone Visitor Centre will be used as the main on-site venue to interpret the above noted messages.
4. Archaeological/historical inventory and salvage work will be conducted in areas of known high potential prior to any increases in human use or development.
- On-going oral history work will be required to assist in identifying areas of potential concern.
  - All inventory, salvage and research work will include opportunities for Tr'ondëk Hwëch'in elders and youth.

### ***Expected Results***

Successful implementation of these strategies will result in:

- visitors who understand what activities and behaviour are appropriate in relation to the heritage resources and sites in the Tombstone Corridor,
- visitors who understand and respect the First Nation and non-First Nation heritage of the area,
- proactive research and management actions for sensitive or vulnerable heritage sites/resources,
- ease of access to appropriate heritage sites and areas,
- a contemporary understanding of why this area was and continues to be so important to First Nation people, and
- Tombstone Park and Corridor playing an important role in the interpretation of First Nation history and culture.

### **Identified Heritage Sites/Areas**

Based on oral history studies conducted by the Tr'ondëk Hwëch'in, along with historic site and archaeological investigations, a number of heritage sites/areas have been identified in or adjacent to the Tombstone Corridor which may require specific management consideration.

### **Grave Sites**

Grave Sites in or adjacent to the Tombstone Corridor are designated as Heritage Sites E-1, E-2, E-3, E-4 and E-5 in Schedule C of the TH Final Agreement.

### ***Management considerations***

An updated inventory of heritage sites in the Corridor will be undertaken to permit addition of sites into the Tombstone Corridor Atlas and to identify any specific management concerns regarding the graves in consultation with the Tr'ondëk Hwëch'in.

### **Black City (Heritage Site F, S-145B)**

Black City was once an important rendezvous site for Teetl'it and Tukudh Gwich'in and Tr'ondëk Hwëch'in, where they gathered to fish and hunt the Porcupine and Hart River caribou herds. These more recent occupations are visible in the form of house pits, elevated pole caches, hunting blinds, tent frames and graves.

## ***Management considerations***

Management approaches which entail coordination with Corridor activities may include:

- controlling access (guided tours or directing park users away from the sites), - ensuring visitors are provided information about the kinds of resources in the area (caches, tent frames) and the need to respect the sites and avoid any damage.

## **North Fork Pass**

North Fork Pass contains a very high density of archaeological sites in surface context. Work to date identified that a number of sites in the Corridor have been used for thousands of years.

## ***Management considerations***

Future development in the Corridor (road upgrading or pipeline development for example) will require archaeological salvage to be conducted in advance of the development.

## **10.0 Communication**

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### ***Current Situation***

The Dempster Highway is well known throughout the Yukon. Its international reputation as a unique wilderness highway was growing before Tombstone Territorial Park was established, and recent work on the Park has increased awareness. Excluding the Corridor from the Park created some controversy, and a commitment has been made to manage the Corridor so as to minimize impacts on the Park, while allowing necessary transportation, pipeline and visitor infrastructure.

Recent international and national media coverage of the Tombstone area also increased awareness of the highway. Magazine articles, events like the Fulda Challenge and Trans Canada Relay, guidebooks and dozens of Internet travelogues, guides and tours highlight the highway.

The Dempster Interpretive Centre provides interpretation and visitor information in the summer. Information is also available in Visitor Reception Centres in Dawson, throughout the Yukon and in N.W.T. and northern B.C.

Highway images are used in the Yukon Vacation Guide and other government and private sector publications to promote Yukon's north. The highway has also been used in several film and commercial productions.

### ***Work to Date***

Since 1985, the Dempster Interpretive Centre has provided interpretation, trip planning and safety information on the Dempster Highway and Tombstone region to highway travelers. The Centre provides a printed travelogue for the Dempster Highway, and current information on special events. As awareness about Tombstone Park and the Dempster Highway increased through the 1990s, there was a corresponding increase in the number of people searching for information. Planning for a new Centre is underway.

The Dempster Interpretive Strategy (1989) proposed a framework for interpreting the exceptional natural, human and cultural heritage along the Dempster Highway. The objective of the Strategy was to enhance visitor experience on the highway, while safeguarding the values that make the region so attractive. Most of the 1989 report still applies to the highway experience today.

Search and rescue and other emergency measures information and communication has been handled by the RCMP, DIAND and Emergency Measures Organization depending on the nature of the incident. Conservation officers in Dawson provide information to local hunters and fishers.

The Tr'ondëk Hwëch'in Culture and Education Department is developing Han storylines and increasing their interpretive programming efforts through the Dänojà Zho Cultural Centre. In combination with archaeological research projects and oral history work, understanding is increasing about the Tr'ondëk Hwëch'in's role at Tr'ochëk Heritage Site and the Forty Mile, Fort Cudahy and Fort Constantine Historic Sites, along with Tombstone Park. The Cultural Centre is becoming the focal point for heritage interpretation in the traditional territory.

Since 1998, most communication on Tombstone Park has been through the Tombstone Steering Committee. The TSC provided regular mailouts, an up-to-date website and regular public meetings. Publications about their work to develop the park boundary and management plan were provided. This information will be a valuable resource for future park managers, visitors and researchers.

### ***Management Guidelines***

1. Communication on the corridor will be the primary means to enhance visitor experience, safety and protect Corridor resources.
2. Communication for the Park and Corridor will be integrated and addressed through the development of a Visitor Activities Service Plan.

Key Action:

- Messages from the Dempster Highway Interpretive Strategy (1989) will continue to be used for the Park and Tombstone Corridor.
3. Information on the infrastructure role of Tombstone Corridor will be provided to the public.
    - Dempster Highway operations and maintenance information will be provided on an ongoing basis.
    - Information regarding petroleum pipeline infrastructure and public visitor infrastructure development will be provided in a timely manner.

### ***Expected Results***

- Coordinated and complementary communication for the Park and Corridor,
- Information and assistance that prepares visitors for safe travel and supports decisions that will not disturb Corridor resources, and
- Timely and appropriate information on infrastructure developments.

### ***Current Situation***

Most visitors to the Tombstone area-whether backcountry or highway travelers-arrive via the Dempster Highway. The highway is a unique attraction in itself. It has an international reputation as one of the last pristine wilderness highways in North America, and is the only Canadian highway to cross the Arctic Circle.

The highway provides visitors with exceptional opportunities to view tundra landscapes with arctic, glacial and permafrost features which are unusual at this latitude. This is the only place in Canada where people can study and view arctic vegetation from a highway. Preserving these views is an integral part of the Park and its attraction for visitors. Compared to most of the better-traveled roads in the territory, the Dempster provides superior wildlife viewing and interpretation opportunities.

A road-accessible park is a significant asset to Yukon's park system, since most parks in the territory are not easily accessed. However, protecting the scenic, wildlife, historic and cultural features along the highway will be critical to maintaining its appeal to visitors.

Dempster Interpretive Centre data shows that visitation to the Tombstone area has increased significantly over the past decade - from just under 3,000 in 1991 to 7,700 in 2001 (see Figure 1).

The Dempster Highway has particular appeal to guided and independent highway markets seeking unique driving experiences, and soft adventure and learning products that showcase First Nation and local culture and traditions. Fly-drives, learning tours and small specialty tours may have particular potential.

More than twenty tour companies include Tombstone and the Dempster Highway as part of a Yukon or Yukon/Alaska highway tour. Yukon/Alaska fly-drive itineraries usually include the Dempster to Tombstone Park, and beyond.

As with the Park, marketing and media coverage has increased worldwide awareness of, and interest in the Dempster Highway. Magazine articles, guidebooks, dozens of Internet-based guides, travelogues and photo galleries along with tour operator and government marketing feature or include the Dempster Highway.

### ***Work to Date***

There has been a fair amount of research conducted and work completed to support tourism efforts and planning for Tombstone Park and Corridor. A report on the economic opportunities in Tombstone Park was compiled in 1993 as part of the land claim negotiations work and included references to tourism activities. More recently, a "Study of Tourism Potential in the Tombstone Region" (2001) was prepared to assist with park management planning.

The Yukon government conducts regular Visitor Exit Surveys, which provide valuable information on tourism trends and satisfaction levels. A Dawson Region Tourism Plan has been prepared as well as a Klondike Region Tourism Marketing Strategy. Annual reports are also available from the Dempster Interpretive Centre. General statistics are available on commercial wilderness tourism activities for the Park through the Wilderness Tourism Licensing system.

More recently, visitor use surveys have been conducted for summer and winter users of the Tombstone area. This information is covered under the Visitor Use and Services section.

### Dempster Interpretive Centre Visitation 1986-2001

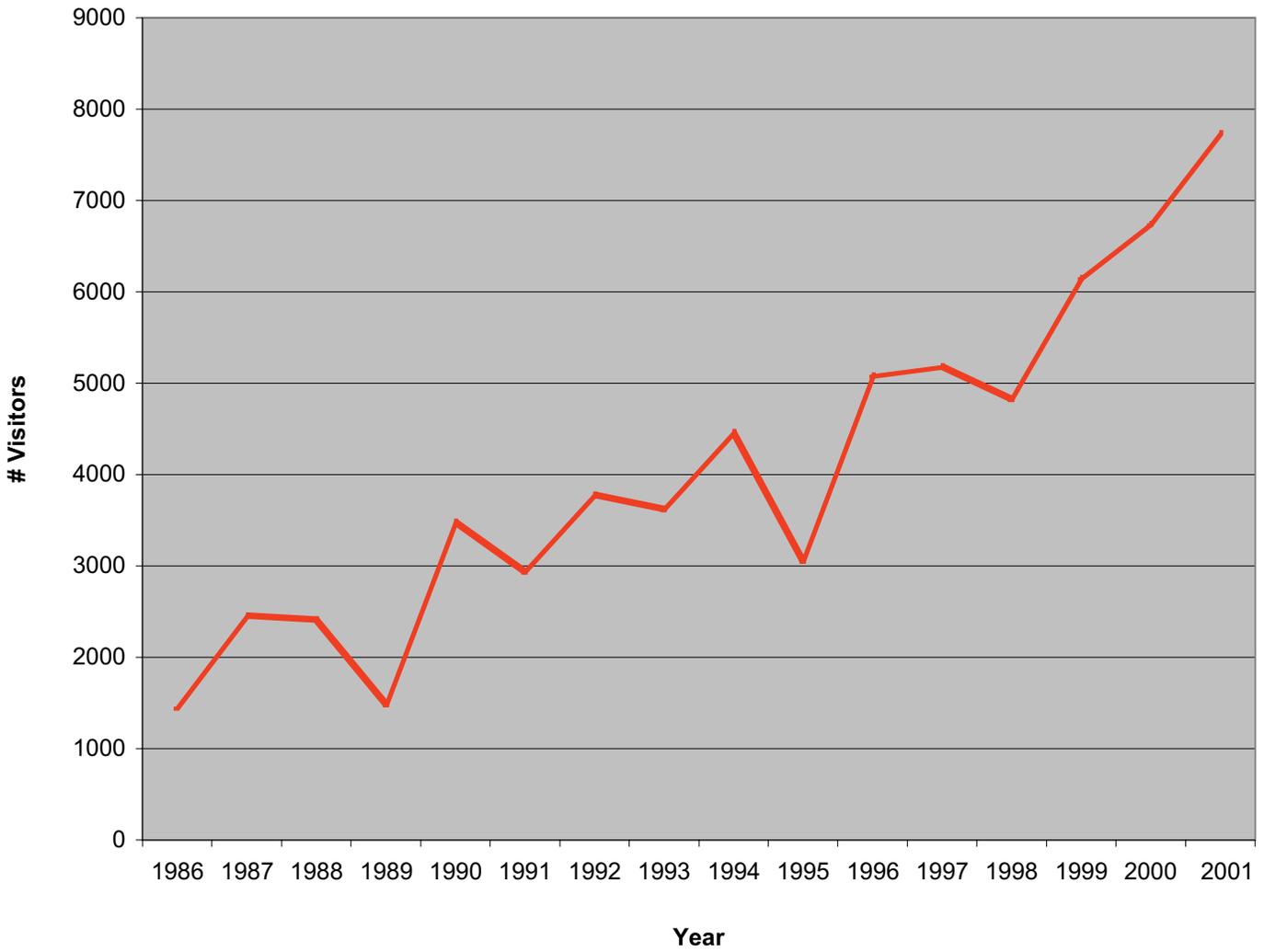


Figure 1

## **Management Guidelines**

1. Coordinate tourism management and marketing for the Corridor and Park to ensure that complementary Park and Corridor values are reflected in tourism activities and promotion.
2. Enlist the support and active participation of tourism operators, agencies and organizations to achieve Corridor objectives and enhance visitor experience of the Park and Corridor.

### Key Action:

- Include Corridor operators, managers, tourism agencies and organizations in discussions on park and corridor issues and management actions; measuring and monitoring visitor use; permit and registration requirements and a future code of ethics.
3. Commercial tourism activities and special events will be subject to the corridor management principles and require a corridor permit unless otherwise permitted.
    - Park and Corridor managers will work with tourism and aircraft operators and others to ensure that corridor permits or registration requirements are understood and easy to obtain once requirements are met.
  4. Coordinate Tombstone Corridor and Park marketing, and target visitors whose interests match what the Park and Corridor have to offer.
    - Park managers will work with tourism agencies, organizations, operators and the Tr'ondëk Hwëch'in to ensure key messages are provided to tourism operators, special event coordinators, media and travel trade.
    - Park managers will work with Yukon department of Business, Tourism & Culture and Tr'ondëk Hwëch'in to develop marketing messages and appropriate images that accurately reflect what the Park and Corridor have to offer.
    - Operators, organizations, agencies and others will be encouraged to use appropriate and accurate messages when marketing the Park and Corridor.
    - Showcase the natural and cultural values and unique experiences of Tombstone to appropriate media and travel trade.
    - Marketing messages will present the Corridor as a well maintained wilderness highway, and an integral part of the Tombstone experience.

## **Expected Results**

Successful implementation of these principles will result in:

- coordinated tourism management and marketing of the Park and Corridor resulting in high quality, 'seamless' visitor experiences, accurate visitor expectations and respect for Park and Corridor resources,
- a positive, proactive working relationship between Park managers, tourism operators and organizations, and governments, and
- an efficient permitting system for Park and Corridor activities.

## **12.0** Visitor Use and Services

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### ***Current Situation***

Visitor use of the Dempster Highway has increased steadily since 1985 when records were first kept at the Dempster Interpretive Centre (see Figure 1). Visitor Exit Survey records also indicate an increase in Dempster Highway traffic through the Tombstone area. Visitation to the area is expected to grow over the lifetime of this plan.

Current visitor surveys indicate that the majority of visitors to the Tombstone area remain within the Tombstone Corridor. Summer activities (in order of popularity) include sightseeing, hiking access to Tombstone Park and wildlife viewing. Voluntary hiker registration at several trailheads indicates increased use of park areas adjacent to the corridor. Winter recreational use within Tombstone Corridor has also increased steadily over the past ten years. Snowmobiling, sightseeing, cross-country skiing, snowshoeing and dog mushing are the most popular activities. Approximately 250 winter visitors, mostly snowmobiling day trip visitors from Dawson City, use the Tombstone area. Winter use is concentrated from late March until early May, depending on snow depth and conditions.

The Tombstone Corridor is used for resident and non-resident hunting access which takes place between mid-August through January and is often snowmobile assisted in the winter months.

Visitor facilities in the Corridor are currently limited to vehicle pullouts at Tombstone Lookout (km 74) and Blackstone River (km 107.5), and an interpretive site at Two Moose Lake (km 102.5). Three Northwestel microwave site access roads are used by visitors as viewing areas, picnic sites and for backcountry access. They are located at km 54, km 88 and km 98 (see map 2a).

### ***Work to Date***

Data collected at the Dempster Interpretive Centre since 1986 includes information on highway travelers including their nationality, duration and dates of stay, type of activity and visitor comments. Visitor exit survey data has been collected for the Dempster Highway.

In 2000 - 2002, winter surveys were conducted over an 8-week period to determine the location and extent of winter recreational use. This survey included place of origin, type of use, dates and location of use.

### ***Management Guidelines***

Visitor management efforts for the Park and Tombstone Corridor will be integrated and addressed through the development of a Visitor Activities Service Plan.

1. Future public visitor infrastructure will consist of roadside facilities such as interpretive sites, vehicle pull-offs and roadside rest areas. The Dempster Interpretive Strategy (1989), Tombstone Park Management Plan and this plan will be used for guidance in identifying such sites.
2. Aircraft activity will be cooperatively managed to enhance visitor experiences, protect corridor resources and to provide for access to areas outside of the corridor.

#### **Key Actions:**

- Helicopter landings will be allowed at designated sites south of 64°34" and anywhere north of this latitude in the corridor (see map 2a). All landings will require a corridor permit.

- Park and corridor managers will work with local aircraft companies and tourism operators to develop an Aircraft Code of Ethics for the Park and Corridor.
  - Floatplanes will not be allowed to land on the surface of any corridor lakes. Ultra-lights are treated like any other aircraft.
3. There will be no overnight camping in the corridor except at designated sites.
  4. Visitor use management in the corridor will be coordinated with the park.
    - Any park provisions for visitor use permits and registration will be mirrored in Tombstone Corridor regulations.
  5. Visitor use will be managed to avoid conflicts between highway, pipeline and other use in the corridor and public safety.

### ***Expected Results***

Successful implementation of these guidelines will result in:

- a high quality visitor experience that reflects high visitor satisfaction levels and minimal resource degradation,
- visitors to Tombstone who have realistic expectations of what the Corridor offers, understand what type of uses are appropriate and make well informed decisions during their visit,
- low conflict between visitor use,
- proactive management decisions based on sound data that meet corridor objectives, and
- visitor appreciation and respect for all corridor resources and values, including Tr'ondëk Hwëch'in and First Nation culture and history within the corridor.

## **13.0 Commercial Activities**

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### ***Current Situation***

Current commercial activities in the Corridor include: three Northwestel microwave site leases (Park and Corridor), helicopter support (research, hiking, mineral exploration and development), big game outfitting/non-resident hunting and trapping concessions, placer mining, wilderness tourism activities, filming and still photography. It is expected that the Park and Corridor will continue to attract these activities in the future.

Management guidelines for wilderness tourism activities are outlined in the Tourism section.

Mining and mining land use activities are addressed under the Administration and Operations section.

### ***Work to Date***

The Tombstone Steering Committee has been working in consultation with commercial aircraft companies, big game outfitting and trapping concession holders, mining companies and wilderness tourism operators since 1999. The Northern Film and Video Association and Yukon Film Commission have also provided several suggestions for the management of associated activities within the Park.

## **Management Guidelines**

1. Existing trapping and outfitting concessions will continue to operate within the Corridor.  
Key Actions:
  - All infrastructure associated with the concessions will be identified, recorded and included under the lease agreements.
  - In the event that corridor non-infrastructure related developments or activities impact the economic viability of trapping and outfitting concessions, they may be compensated as per existing government policies.
  - Concession holders will be consulted on any public visitor infrastructure developments that occur in Tombstone Corridor.
  - All current activities used to support concession operations will be allowed to continue (e.g. aircraft and snowmobile use).
  - Activities will not be allowed by concession holders when those activities are not directly related to the concession operations and are prohibited for other Corridor users (e.g. recreational snowmobile use in the Corridor Wildland Zone).
2. The Northwestel microwave sites and existing access roads are not subject to Corridor zoning and will continue as per the existing lease agreements.
  - The sites will be rehabilitated when decommissioned, unless they are considered appropriate for park related service nodes.
  - Visitor use of the existing roads and sites will continue until such time as the roads are gated or concern is raised by Northwestel.
3. All commercial activities and special events must be consistent with corridor objectives, follow the Tombstone Corridor management guidelines and will require a Tombstone Corridor permit unless otherwise permitted.
  - New commercial infrastructure development in the Corridor will be temporary and/or mobile.
  - Commercial activities may only occur at designated sites as identified through a Visitor Activity Service Plan.
  - Commercial activities will not be given preference over other corridor activities in terms of the use of facilities, permit applications or recreational sites.
4. Commercial film and still photography are recognized as important existing activities that can support the local economy as well as corridor management objectives.
  - Corridor managers will work with the film industry, the Yukon Film Commission, and the Tr'ondëk Hwëch'in to develop operational guidelines and a code of ethics to govern commercial film activity in the Corridor. Every effort will be made to make these guidelines consistent with the Park.
  - Filming activities with minimal disruption to the public will be encouraged in the Corridor.
  - Vehicle and aircraft use to support commercial filming operations will not be permitted where access has been closed to other corridor users.
  - Filming projects that show activities which are illegal within the Corridor will not be allowed.
5. No commercial signs will be allowed in Tombstone Corridor.
6. Corridor managers will ensure that private companies operating within or adjacent to the Corridor are kept informed of corridor management issues and decisions.

## ***Expected Results***

Successful implementation of these guidelines will result in:

- commercial infrastructure and opportunities that continue to protect the corridor's resources and support existing leases and concessions,
- a respectful and collaborative working relationship between concession holders, commercial operators and companies, and corridor managers, and
- levels of use that are consistent with meeting corridor objectives and,
- high quality experiences for clients.

## **14.0 Research and Monitoring**

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### ***Current Situation***

A number of research studies have taken place along the Dempster Highway and in the Tombstone Park region over the past 30 years. As part of the park boundary and management planning process, a great deal of this information was collected and reviewed. However, no exhaustive search or compilation of all the data on this area has been completed.

Future research efforts conducted exclusively in the Corridor are anticipated to be tied to infrastructure development. Any research efforts that overlap with the park will be coordinated with park managers.

### ***Work to Date***

Preliminary investigations in the Tombstone Park area started in the 1950s as the Federal government prepared to build the Dempster Highway north to Inuvik. In 1972, UNESCO's International Biological Program (IBP) sent a group of scientists to northern Canada to establish an inventory of internationally significant biological sites. This research resulted in the establishment of two IBP sites in the Tombstone area, and these studies provide the first known comprehensive research on natural values in the park area.

Archaeological, heritage and historical investigations took place in the early 1970s through the 1980s by the Northern Pipelines Task Force on Northern Oil Development, the Geological Survey of Canada and various Yukon government departments. These research projects were primarily related to impact assessments for the proposed Mackenzie Valley lateral pipeline proposal, Dempster Highway construction and realignment and the Northwestel Mobile Radio System and Microwave Tower Project.

Wildlife, vegetation, terrain and geological research also took place during this time. Information from these studies was used in the development of the Dempster Highway Development Area Regulations which came into effect in 1979. The work was compiled along with a number of tourism related studies to prepare the *Dempster Highway Corridor Background Analysis and Management Recommendations* (1982) and the *Dempster Highway Interpretive Strategy* (1989).

Several independent research and monitoring studies have also taken place in the Park and Corridor, such as the ptarmigan study area at North Fork Pass.

The Tombstone area is of particular interest for researchers of geomorphological permafrost terrain and related natural features.

Due to the rich heritage values found in the Tombstone area, the Tr'ondëk Hwëch'in and other First Nations have expressed considerable interest in pursuing further archaeological, oral history, cultural and historic research.

## **Management Guidelines**

1. Research of key wildlife/fish/avian habitat and ecological processes, sensitive geomorphological features, natural terrain and unique or rare plant communities will be encouraged.  
Key Actions:
  - The 30-year ptarmigan study and plot area will be recognized in corridor planning and decision making.
  - Ongoing monitoring of raptors within the Tombstone Corridor will be encouraged.
2. Archaeological/historical inventory and salvage work will be conducted in areas of known high potential prior to any increases in human use or development.
  - Ongoing oral history work will be needed to identify areas of potential concern.
  - All inventory, salvage and research work will include opportunities for Tr'ondëk Hwëch'in elders and youth.
  - Research on heritage sites and areas will be encouraged to foster a greater appreciation and understanding of the associated values.
3. Human use of the Corridor and impacts on corridor resources will be monitored.
  - A registration or permit system will be used to monitor, enhance and, when required, regulate visitor use in the Corridor (see details under Visitor Use and Services section).
  - Data from the registration or permit system will be used to evaluate visitor needs, campsite conditions, use patterns and levels of satisfaction, as well as to monitor and avoid conflicts between users and visitor impacts on corridor resources.
  - All new recreational activities will be monitored to ensure corridor objectives are met and visitor experience is not adversely affected.
  - All snowmobile activity in the corridor will be evaluated and monitored to determine whether vegetation and wildlife are being negatively affected. This data will be used to revisit the management guidelines relating to snow depth and recreational snowmobile use areas during the next management plan review.
4. Wildlife/human interactions will be recorded and monitored to help reduce bear or other wildlife mortality and maximize visitor safety.
5. Cooperative arrangements will be made between corridor managers and private commercial operators and non-profit groups using the Corridor to collect, measure, monitor and share information on human use. This information will be used to manage visitor activities to ensure a high quality visitor experience and protect corridor resources.
6. Joint park and corridor research and monitoring efforts will be identified with park managers.
7. Researchers will adhere to the procedures outlined in the Guidebook on Scientific Research in the Yukon and will continue to require a permit.
  - Research and monitoring programs will be assessed based on their impacts on corridor resources.

## **Expected Results**

Successful implementation of these guidelines will result in:

- decision making based on the best available information,
- proactive management of natural and heritage resources,
- information that provides visitors with an opportunity to understand and appreciate the natural and cultural resources, and issues facing their continued protection,
- inclusion of park users in the gathering of relevant information, and
- decision making that is credible and defensible.

## **15.0 Corridor Zoning**

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The Tombstone Corridor was excluded from Tombstone Park to provide for continued highway operations and maintenance, a possible future petroleum pipeline and transmission line. Consequently, these activities and developments will override any zoning provisions described here.

Tombstone Corridor will utilize the following zoning scheme until a possible future pipeline and transmission line are built. At that time the Corridor zoning scheme will need to be reviewed. The Corridor zoning provisions will apply to the Tombstone Corridor outside the 60 m Dempster Highway right-of-way. Ongoing highway maintenance will not be subject to the Corridor zoning scheme described below.

Besides ongoing highway operations and maintenance and future possible pipeline and transmission line infrastructure developments, the principal purpose of the Corridor zoning scheme is to manage human use in a manner that is consistent with the adjacent park zones. This reflects the “higher duty of care” to be used to manage corridor lands compared to adjacent Crown lands.

The zones will be detailed in a Tombstone Corridor Atlas that will describe these specific management measures to corridor managers, such as highway operations or department of Environment personnel. The two zones identified for Tombstone Corridor are shown on Map 2a - Corridor Zoning, and Map 2b - Corridor Zoning: North Fork Pass. Zoning provides for developments, activities and uses which may be allowed or restricted from zone to zone.

Zones are based on:

- a) the significance and vulnerability of the natural and cultural resources within the Corridor.
- b) current and anticipated human use, and
- c) recreational values.

The two zones identified for use in the Corridor are:

- 1) the Corridor Wildland Zone, with sub-zones for Corridor Recreational Snowmobile Use and Corridor Winter Travel Routes,
- 2) the Corridor Special Feature Zone

## **1. Corridor Wildland Zone**

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The Corridor Wildland Zone preserves remaining undisturbed natural landscape in the Corridor. The zone offers accessible recreational experiences in the intermediate area between the edge of the Dempster Highway right-of-way and Tombstone Park.

The Corridor Wildland Zone provides for non-motorized recreation with controlled access. Special restrictions may apply to specific sites or during particular periods to protect habitat and user experience. Minimal improvements at specific nodes for information, safety and/or interpretation purposes will be allowed. (The Dempster Highway Interpretive Strategy will be used to guide any such developments).

The Corridor Wildland Zone applies to the entire corridor, with the exception of zones described below in the vicinity of North Fork Pass.

### **1 a) Corridor Recreational Snowmobile Use Sub-zone**

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A temporal sub-zone will be used to provide for recreational snowmobile use in the corridor consistent with provisions for this activity in the adjacent park. The purpose of this sub-zone is to provide for existing recreational snowmobiling in the corridor while protecting corridor resources and enhancing visitor experiences. The use of this area is anticipated to extend between mid-March to mid-May.

#### ***Recommended Actions:***

- Corridor managers, in cooperation with local snowmobile users, will develop a snowmobile use code of ethics for the area.
- An area near the junction of the Dempster Highway and the Hart River Winter Road will be developed for snowmobile users to park, store trailers and off-load. The exact locations will be determined with the assistance of the local snowmobile club in Dawson.
- Snowmobile use and snow depth be monitored in this area.

### **1 b) Corridor Winter Travel Route Sub-zone**

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Falling within the Corridor Wildland Zone, the Corridor Winter Travel Routes sub-zone is intended to provide for point A to B snowmobile travel into the Park when snow depths are sufficient (see Natural Resource Management and Use section). The only Corridor Winter Travel Route travels east and west of Two Moose Lake and is marked on the map 2a: Corridor Zoning map.

Snowmobile users must obtain a permit for overnight stays. Travel is to be located in the identified valley bottoms. Mountain riding or other non-travel related snowmobile use is not permitted.

#### ***Recommended Actions:***

- In cooperation with local snowmobile users, park/corridor managers will mark the routes as appropriate.
- Snowmobile use and snow depth be monitored on these routes.

## **2. Corridor Special Feature Zone**

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The Corridor Special Feature Zone applies additional management guidelines and restrictions to specific areas within the Corridor Wildland Zone to provide extra protection to resources and to enhance visitor experiences. During the planning and design of future infrastructure, mitigation and avoidance of special features will be emphasized where possible.

The intent of the Corridor Special Feature Zone is to preserve and protect significant natural, historic and cultural resources, features or processes, and where appropriate, interpret these features to the public. The zone provides for resource and value protection, appreciation, interpretation, educational services and scientific research.

All of the Corridor Wildland Zone provisions apply to these areas with the additional overlay of specific provisions for these sites, as identified. The provisions for the Corridor Special Feature Zone may vary from site to site based on the resources in question.

Areas that are identified for inclusion under this zone include:

- principal concentrations of heritage, cultural and historic sites as identified in the Heritage Resource Protection and Appreciation section of the plan, and
- Angelcomb Peak (see Map 2b ■ Corridor Zoning: North Fork Pass)

Angelcomb Peak area is zoned Corridor Special Feature due to the importance of maintaining a stringent management regime in the area. This area includes important year-round sheep habitat that is highly accessible from the Dempster Highway and Hart River Winter Road. The area hosts the most visible sheep population in the area. It is probably the most accessible sheep population for resident hunters due to access from the Hart River Winter Road.

Given the popularity and accessibility of Angelcomb Peak the major management challenge for this area is to develop appropriate use of the area by visitors while protecting key wildlife habitats.

### ***Recommended Actions:***

- Use of the area will be monitored though the life of this plan.
- Portions of the area critical to Dall sheep lambing will be closed to human use between May through early July.
- Information gathered will be used to adjust management guidelines, if required, during the next plan review.

### ***Heritage, Cultural and Historic Sites***

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Heritage and cultural sites have not been marked on the corridor zoning map.

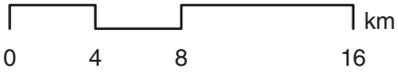
### ***Recommended Actions:***

- Further discussions between the Tr'ondëk Hwëch'in and Yukon governments will determine how to manage these areas.
- In the interim, the intent is not to draw undue attention to them.

Preliminary recommendations have been outlined in the Heritage Appreciation and Use section.

# Tombstone Corridor

Proposed Zoning



## Corridor Zones

- Corridor Wildland
- Corridor Recreational Snowmobile Use Subzone
- Corridor Winter Travel Route
- Corridor Special Feature

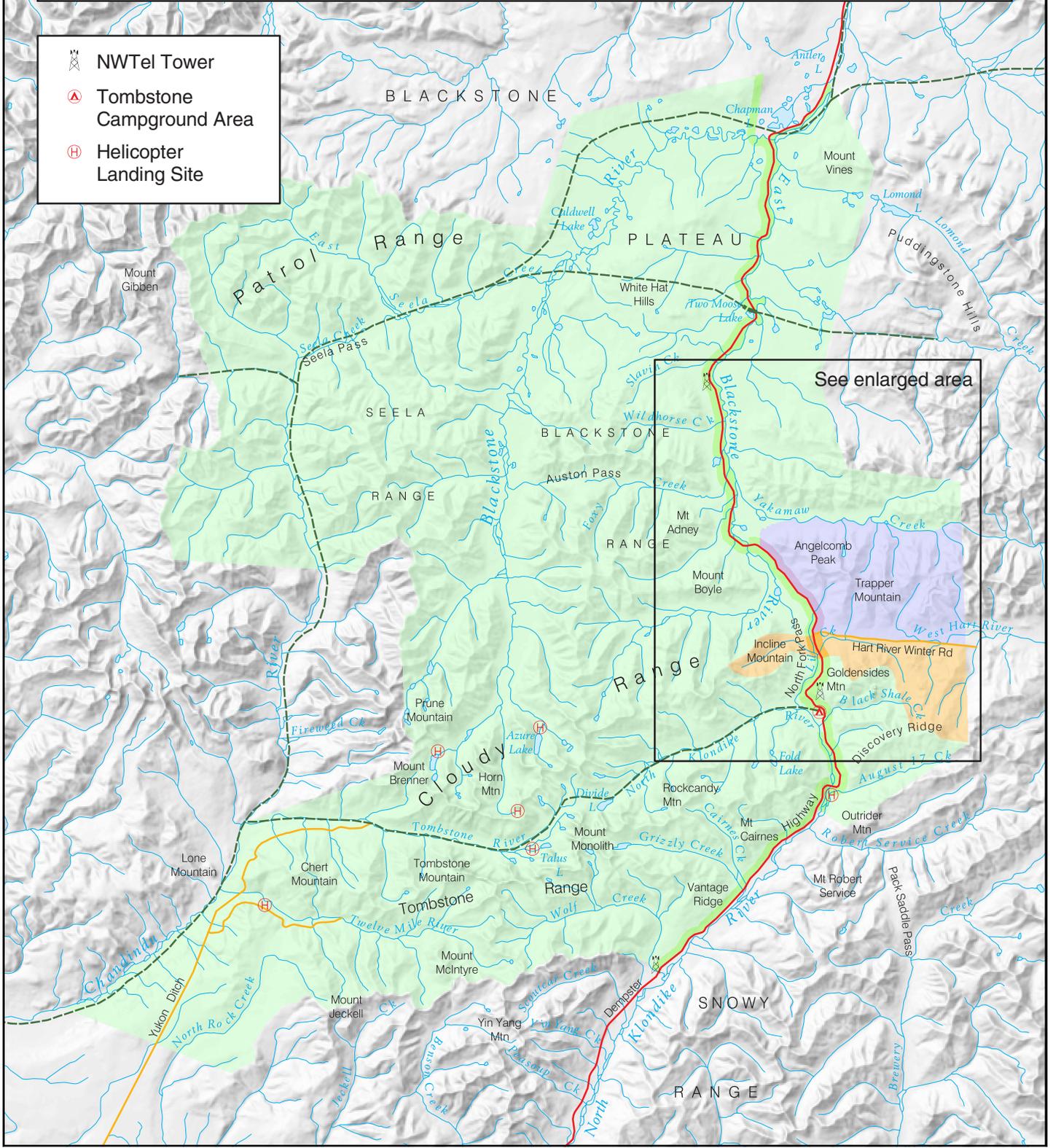
## Park Zones

- Wildland
- Recreational Snowmobile Use Subzone
- Winter Travel Route
- Special Feature

NWTel Tower

Tombstone Campground Area

Helicopter Landing Site



Map 2a

## ***Hart River Winter Road***

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The Hart River Winter Road starts near the top of North Fork Pass and heads 100 km east to the Hart River mineral property. The road predates the Dempster Highway Area Development Regulations (1979). At that time, it was identified as the only egress point off the Dempster Highway for motorized vehicles, though the road was developed for winter use only.

Currently, the road is a mud trail with a fairly level grade, good vistas and easy walking that provides access to lands east of the corridor.

Most motorized use on the Hart River Winter Road is by All Terrain Vehicle to support hunting efforts. The road has two significant mud holes within the Park that make motorized travel quite difficult.

The Hart River Winter Road is recognized as being available for motorized use. Vehicles, as defined under the Highways Act (except snowmobiles), are restricted to the surface of the road.

## **16.0 Plan Review**

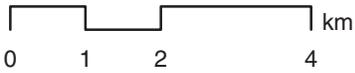
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The Tombstone Corridor Management Plan will be reviewed by the Yukon government at the same time as the Tombstone Park Management Plan review. It is intended that the first review will take place within 5 years of the park management plan approval, and then after that at least once every 10 years.

All management plan reviews will include a process for full public consultation

# Tombstone Corridor

Proposed Zoning  
(Detail)

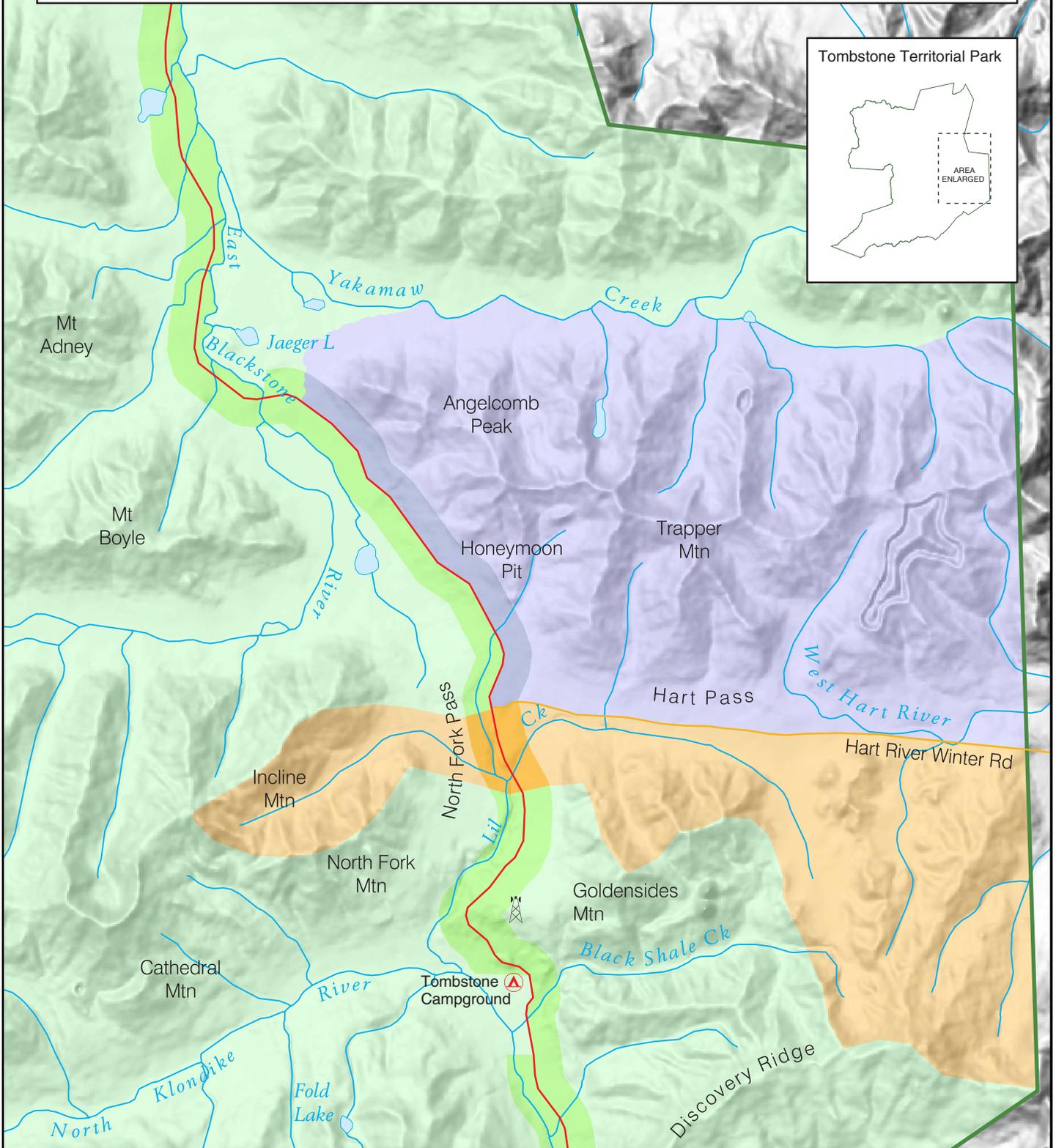
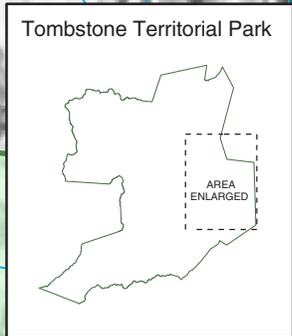


## Corridor Zones

- Corridor Wildland
- Corridor Recreational Snowmobile Use Subzone
- Corridor Special Feature

## Park Zones

- Wildland
- Recreational Snowmobile Use Subzone
- Special Feature





Please send your comments and suggestions to:

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