



Carcross Local Area Plan



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Inukshuk Planning &
Development LTD.

CARCROSS/TAGISH
FIRST NATION



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1.0 INTRODUCTION

1.1 PURPOSE OF THE LOCAL AREA PLAN

The purpose of the Carcross Local Area Plan (LAP) is to guide land use and development for public, private and Settlement Lands within the planning area boundary in a manner which meets the present and future needs, and expectations of the community. It summarizes the community planning goals for the upcoming 20 years.

Carcross is an unincorporated community. As such, land use planning for non-Settlement Lands is the responsibility of the Government of Yukon (YG), Department of Energy, Mines and Resources (EMR) and carried out by the Land Planning Branch. The branch is also responsible for land use administration, including *Area Development (Zoning) Regulations* under the *Area Development Act*. The Minister is responsible for approving and implementing the Carcross LAP on behalf of YG.

Carcross/Tagish First Nation (C/TFN) is responsible for approving the Carcross LAP for Settlement Lands. Land use planning for Settlement Lands is the jurisdiction of C/TFN under Section 13 of the C/TFN Self-Government Agreement. The legislative powers contained in Section 13 of the C/TFN Self-Government Agreement are qualified by other sections, including Section 25 of the C/TFN Self-Government Agreement which requires the consideration of compatible land uses between YG and C/TFN for Settlement Land parcels listed in Appendix A of the C/TFN Self-Government Agreement.

Pursuant to Section 31 of the C/TFN Self-Government Agreement the Carcross LAP has been jointly developed between YG and C/TFN in order to coordinate their land use planning interests and achieve community goals. The plan provides a common framework for the development of both Settlement and non-Settlement Lands while recognizing C/TFN and YG jurisdiction. According to Section 31.11 of the C/TFN Self-Government Agreement, the objectives of the Carcross LAP are:

- to achieve the safe, healthy and orderly development and use of land and patterns of human activities within the plan area;
- to maintain and improve the quality, compatibility and use of the physical and natural environment within which the patterns of human activities are situated within the plan area;
- to consider the use and development of land and other resources in adjacent areas; and
- to determine a process for subsequent review or amendments of the plan.

Both YG and C/TFN intend to approve and adopt the Carcross LAP and apply the land use policies contained herein in a consistent manner to guide land development and management decisions within their respective jurisdictions. C/TFN and YG will be able to jointly develop new zoning regulations for the planning area in order to implement the land use direction contained within the Carcross LAP. Until such time, the *Carcross General Development Regulations* will continue to apply. It is recognized that once C/TFN enacts a Lands Act, the First Nation could have the ability to develop its own zoning regulations for Settlement Land in accordance with the provisions of the C/TFN Self-Government Agreement.

The Carcross LAP is the reference document for future land uses in the planning area. It will be used by C/TFN and YG for evaluating development proposals and subdivision applications. Further, it can be used by community members and organizations as an advocacy instrument to facilitate discussion about desired community infrastructure projects and as a measuring tool for development progress. The planning timeframe considered for the implementation of this plan is 20 years.

1.2 HOW THE LOCAL AREA PLAN WAS PREPARED

The Carcross LAP is a result of a collaborative process and is reflective of input received from local residents, community organizations, government agencies as well as background information collected in the beginning of the planning process.

The boundary for the Carcross LAP was negotiated at the onset of the planning process between YG and C/TFN. Both governments agreed to draw the boundaries close to the community centre while incorporating all services pertaining to the operation of the community, such as the garbage transfer station, water intake and sewage lagoon. The planning area is depicted in Figure 1.

Preparation of the Carcross LAP, including the selection of the planning consultant, was guided by a six-member Planning Committee whose membership was appointed in equal proportions by each government. The Committee's mandate was to establish a public consultation process which provided opportunities for community members to express their ideas, views and concerns and prepare a plan that they would recommend to C/TFN and YG for approval.



Figure 1: Carcross LAP Boundary

The Planning Committee was supported by technical representatives from both the Yukon and C/TFN governments. The background work, community facilitation and plan preparation was assigned to the consulting firm Inukshuk Planning and Development Ltd. in collaboration with EDI Environmental

Dynamics Inc. Work on the project commenced in the spring of 2011 and was completed in December 2012.

Over the course of the plan's development, approximately 22 Planning Committee meetings were held. Meeting minutes were made available for public review through the Carcross LAP website. In addition, several newsletters were prepared at key points in the process and distributed to all residents and property owners within Carcross and surrounding areas (Lewes Lake, Spirit Lake and Crag Lake) as well as others who expressed interest in the plan. Newsletters were also posted in digital form on the Carcross LAP website.

Technical consultation occurred with relevant departments of both the Yukon and C/TFN governments to obtain background information on the Carcross LAP planning area and receive feedback to the proposed planning options. This information was summarized in both text form and on a series of maps contained in the Situational Analysis as well as in the subsequent Planning Options Overview reports. After governments and the Planning Committee reviewed reports, they were made available on the Carcross LAP website.

Public workshops were held in Carcross at the Community Club, C/TFN Administrative Building and Ghùch Tlà Community School to gather community feedback at key points of the planning process. These workshops included:

- two community and one student *Values Workshops* held on April 20, 2011;
- two community and one student *Visioning Workshops* held on May 31, 2011;
- two *Draft Plan Community Workshops* held on June 27, 2012; and
- three *Draft Carcross Local Area Plan Presentations* held on February 11, 2013.

On average, each community workshop attracted 20 to 30 participants. Workshop participants were encouraged to provide additional feedback through three separate community questionnaires, each of which contained survey questions relevant to the workshop at hand. The most detailed of these questionnaires was the *Community Feedback Form* which was submitted alongside a description of the proposed planning options in June 2012. It received 81 individual responses during a one month period. This high response rate was aided through the recruitment of a Community Liaison person who provided assistance to community members to complete their survey.

1.3 ORGANIZATION OF THE DOCUMENT

The Carcross LAP is organized into two parts.

Part 1: Analysis provides historical and contemporary context for land use planning in the Carcross area.

It includes:

- a summary on the community and biophysical characteristics of the Carcross area;
- an overview of existing land use, land ownership and land tenure, including a description of regulations which currently apply; and
- a discussion of key planning issues and opportunities considered during preparation of the Carcross LAP.

Part 2: Results provides the planning framework to guide future land use in the Carcross area. It

includes:

- an expression of community priorities in the form of a community vision statement and value descriptions, as well as overarching development principles to guide land use policies;
- overall land management objectives and policies as well as area-specific land use designations, objectives and policies;
- recommendations on action items required for plan implementation, including measures to monitor and evaluate progress; and
- identification of issues that would trigger a plan review and potentially a plan amendment.

1.4 ACKNOWLEDGEMENTS

The Carcross LAP could not have been completed without the support, time and effort of the host community. We would like to thank the residents of Carcross and surrounding area for the invaluable input provided through their participation in the community workshops and surveys.

The Consultants also wish to thank the members of the Planning Committee for their thoughtful guidance and assistance throughout the preparation of this plan. The Planning Committee included (in alphabetical order): Bill Barrett Sr., Janet Constable-Rushant, Corey Edzerza, Patrick James, Dan Kemble, Anne Morgan, Linda Pringle and Bob Truelson.

Technical assistance as well as logistical and organizational support was provided through the unyielding efforts of Doris Dreyer (YG Land Planning Branch), Bill Barrett Jr. and Frank James (C/TFN Department of Heritage, Lands and Natural Resources). Recognition must also be extended to Colleen James who participated as the Community Liaison during the plan preparation.

Finally, we would like to acknowledge the assistance of a number of staff people working in First Nation, territorial and federal government departments and agencies who provided the consultant team with information and comments about the planning area throughout the process.



PART 1: ANALYSIS



Photo Credit: Frank James

2.0 CARCROSS AREA CHARACTERISTICS

The Carcross LAP planning area is approximately 20.94 km² and is located within the Southern Lakes region of Yukon Territory, Canada. The plan boundary surrounds the unincorporated community of Carcross, a historic settlement situated along Natasaheen¹ (also referred to as Narrows or Narrow River) between Lake Bennett and Nares Lake. The plan boundary is shown in Figure 1.

The Carcross LAP is located in the Traditional Territory of the C/TFN². C/TFN has several Settlement Land parcels within the plan boundary.

2.1 HISTORY

The village of Carcross lies in the center of the C/TFN Traditional Territory. The original people were of Tagish Kwan ancestry who, in the early nineteenth century, were active in trade with the Tlingit people from coastal Alaska and with Athabascan nations further inland. The Tagish intermarried primarily with the Coastal Tlingit, and by the mid-19th century the traditions of the Tagish and Tlingit cultures began to merge. This gave rise to a rich heritage revolving around visual arts, dance and oral tradition expressing spiritual relationships with the natural environment. The present day people draw their values and virtues from this land-based culture.

The original western name for Carcross was 'Caribou Crossing' as the village had built up around the place where the caribou would cross the waterways during their fall migration. As the original name implies, there were many prehistoric, geographic and cultural reasons for First Nation people to meet, reside and trade at this location. The site was an important hunting and fishing camp to Inland Tlingit and Tagish people, in particular during the spring herring fishery and the fall caribou migration.

Both oral history and archaeological records indicate that the area around and within the present village of Carcross has been occupied by the Tagish (and later the Tlingit) peoples for thousands of years. As they settled together, a nation developed that became known as the Carcross/Tagish First Nation.



Carcross/Tagish women scraping hide in frame (ca. 1932)
Yukon Archives, Their Own Yukon Project collection, 2000/37, #160

¹ Tlingit name meaning Sleeping Waters.

² The C/TFN Traditional Territory is defined in the C/TFN Final Agreement.

Carcross/Tagish people lived from the land and used its resources to sustain their lives. Hunting, fishing, trapping, gathering traditional medicines and berries were – and still are – important elements of their lifestyle. Carcross/Tagish people continued to trade with the Coastal Tlingit and other inland groups, including the Kaska and Tutchone. They travelled on the well-established trading routes within the southern Yukon, Alaska and northern British Columbia. They offered their services as guides and packers over the famed Chilkoot Trail, in aid of the many gold seekers who were traveling through their Traditional Territory en route from Dyea, Alaska to Dawson City in the Yukon.

The planning area is located within one of the important traditional settlements of Tagish/Tlingit peoples. In the Carcross area, they spent their summers in camps along the shores of Lake Bennett. The winter months were spent on the southern shore of Nares Lake, closer to the NaTaSa Heen (Natasheeni) which joins Bennett and Nares lakes. This move kept them out of the prevailing winds of Bennett Lake and offered subsistence based predominantly on fish and dried meat from moose and caribou.



Panoramic view of the Carcross townsite along Lake Bennett (ca. 1910)

MacBride Museum of Yukon History collection, 1989-4-2

The discovery of gold in the Klondike in 1896 brought significant changes to the area and to the traditional way of life. Caribou Crossing had become an important stopover and supply centre for thousands of prospectors that headed to the gold fields along the main coastal route via Skagway and Dyea, Alaska. The Tagish/Tlingit people welcomed the newcomers, treating them as guests and freely sharing their land and knowledge. Further influx of people led to the construction of the narrow gauge railway joining Skagway with Whitehorse by the White Pass & Yukon Route (WP&YR), which was

completed on July 29, 1900. The way of life of the original people of the area was changed as more people arrived and settled in the area. Increasingly, the traditional campsites became the location of the newcomers' permanent homes. Ultimately, the Tagish/Tlingit people were moved to a Reserve on the shores of Nares Lake.

Meanwhile, WP&YR offered freight and passenger service between Skagway and Whitehorse. In the early 20th century, Carcross served as a staging and logistics site for several start-up mining operations within the region. In 1900, the townsite of Caribou Crossing was surveyed and plans registered in 1901. Its name was changed to the shortened version of Carcross at the request of the Anglican bishop of the time, Bishop Bompas. During World War II, Carcross became a staging camp for work on the Alaska Highway to the west and east of the community. The South Klondike Highway opened in 1979, linking Carcross to Skagway by road. This further altered settlement patterns and land use throughout the Carcross region. The railway services between the two communities ceased in 1982 due to the closure of mines. However, the new year-round highway connection increased tourism throughout the Southern Lakes region. Passenger service on the WP&YR railway between Skagway and Carcross was reinstated in 2007; and today, Carcross receives more visitors each year than any other Yukon community. As a result, the community has largely been, and continues to be, shaped by external events and circumstances.

It is difficult to imagine how those who lived in Carcross before the Gold Rush must have felt with the sudden, overwhelming influx of new people. Virtually overnight their relationship to the land, which had sustained them for millennia, was disrupted. Today, the C/TFN government is committed to preserving its culture, language and traditions, and incorporating cultural values and traditional governance systems based on clan structure into self-government. C/TFN is also exploring tourism development initiatives that build on and share the history, culture, knowledge and contributions of the First Nation. The signing of the C/TFN Final Agreement in October 2005 represents a concrete change towards self-empowerment, resolution of past injustices and restoration of equity and balance between First Nation residents and others who now call Carcross home. The LAP planning process, set out in the C/TFN Self-Government Agreement is structured to encourage the development of consensus around common values that lead to sustainable community development.

2.2 COMMUNITY PROFILE

The unincorporated community of Carcross is located 74 km south of Whitehorse on the South Klondike Highway. Carcross has a rich heritage influenced by the culture and history of C/TFN, the Klondike Gold Rush, and the development of transportation infrastructure and industry throughout the 20th century. Carcross is also an area of spectacular natural beauty and is well-recognized for its unique environmental features, including the Carcross Dunes and Desert, Lake Bennett Beach and Montana Mountain.

Carcross can be accessed either by the north-south oriented South Klondike Highway or by the east-west oriented Tagish Road, which connects Carcross with the community of Tagish and beyond to the

Alaska Highway. WP&YR offers seasonal passenger rail service between Skagway and Carcross. The community also has a small airport and offers access to the Southern Lakes system by boat.

The population of Carcross has been relatively stable over time and was most recently reported at 423 by the Yukon Bureau of Statistics.³ Census data for 2011 indicate that males are slightly over-represented in the population (57%) compared to females (43%). The median age in Carcross is 43.2 years which is somewhat higher than the Yukon-wide median age of 39.1 years.⁴ This reflects the influx of people that wish to retire in this community.

Members of C/TFN comprise approximately half of the community population.⁵ While the overall population of the community has been stable, C/TFN membership has increased from 531 members in 2000 to 613 members in 2010. This is an increase of C/TFN membership of 10%. However, 60% of the members live off Settlement Lands, mostly outside of Carcross.⁶ The main reasons for that include lack of housing, work and high school opportunities in Carcross.

Tourism is the primary industry in Carcross, and many of the associated employment and business opportunities are seasonal in nature. Employment in the area is provided by government services (28%), health care (8%), education (8%), tourism-related services (5-10%), retail (8%), construction (8%) and transportation (10%).⁷ The local economy is bolstered by a culture of entrepreneurship, self-employment and private enterprise. Some residents commute to Whitehorse for full-time employment. The absence of a year-round economy in Carcross remains a major obstacle towards local employment and business development.

Carcross offers a range of community facilities and services to its residents, including a K-9 school, satellite community college, RCMP detachment, nursing station and EMS services. A variety of natural and manmade recreational infrastructure such as ski trails, mountain biking trails, hockey rink and seasonal swimming pool are also available.

Potable water is provided to most properties through trucked delivery, although some private wells remain in use. The Carcross drinking water system was recently upgraded to improve water treatment as well as to increase reservoir capacity. Part of these improvements was the construction of a new water treatment building for potable water, referred to locally as the Water House. Water delivery service is offered 6 days a week. Sewage is disposed at the Carcross Wastewater Treatment Facility, a three-celled lined lagoon system located north of the town site. Education services are provided to local

³ Yukon Bureau of Statistics. 2012. *Population Report June 2012*. http://www.eco.gov.yk.ca/stats/pdf/populationjun_2012.pdf. Accessed August 15, 2012.

⁴ Statistics Canada. 2012. Carcross, Yukon (Code 6001048) and Yukon, Yukon (Code 6001) (table). Census Profile. 2011 Census. Statistics Canada Catalogue no. 98-316-XWE. Ottawa. Released May 29, 2012. <http://www12.statcan.gc.ca/census-recensement/2011/dp-pd/prof/index.cfm?Lang=E>. Accessed August 15, 2012.

⁵ Statistics Canada. 2007. Carcross, Yukon Territory (Code6001048) (table). 2006 Community Profiles. 2006 Census. Statistics Canada Catalogue no. 92-591-XWE. Ottawa. Released March 13, 2007. <http://www12.statcan.ca/census-recensement/2006/dp-pd/prof/92-591/index.cfm?Lang=E>. Accessed August 15, 2012.

⁶ Department of Indian Affairs and Northern Development. Registered Indian Population by Sex and Residence. <http://www.aadnc-aandc.gc.ca/eng/1100100016888/1100100016889>. Accessed January 07, 2013.

⁷ Yukon Environmental Planning. 2010. *Carcross Drinking Water System Upgrades and Water License Application*.

residents through private contractors and C/TFN. The recent renewal of water licenses for both the drinking water and wastewater treatment systems suggest that these service delivery systems will likely remain in place at least in the medium-term. Residents are responsible for sorting and transporting household waste to the nearby transfer station. There is no formal recycling program in the community at this time.

Map 1 provides an overview of some of the major land use features presently existing within the community.

2.3 BIOPHYSICAL ENVIRONMENT

2.3.1 Landscape Conditions

Carcross is located at the convergence of three ecoregions: the Yukon Stikine Highlands, the Yukon Southern Lakes, and the Boreal Mountains and Plateau. The landscape is characterized by its large lakes, broad valleys and numerous mountain peaks. The predominant water bodies around Carcross are Lake Bennett, Nares Lake and Natasheeni which links the two lakes. Notable peaks include Montana Mountain (2,208 m), Caribou Mountain (2,105 m) and Nares Mountain (1,778 m). Carcross has extensive sand dune habitat, including the Carcross Desert Territorial Park Reserve.

The surface deposits and geomorphology of the Carcross area are strongly associated with the McConnell Glaciation, which is believed to have covered the south and central Yukon between 26,500 and 10,000 years ago, as well as post-glacial fluvial processes associated with waters impounded behind retreating glaciers. Accordingly, the Carcross landscape is dominated by glacio-fluvial gravels overlain with lacustrine clays and silts. Soils are predominantly Eutric Brunisols overlying a variety of glacial parent materials, including scattered pockets of discontinuous permafrost.⁸

The climate of the Carcross region is characterized by short, warm summers and long, cold winters. Carcross lies in the rain shadow of the Coast Mountains, making it one of the driest parts of the Yukon. Annual precipitation varies between 200 mm and 325 mm annually, with 1/3 to 1/2 falling as rain. The area of the Carcross Desert lies in a small mountain rain shadow that receives less than 50 mm of rain per year. Carcross has major diurnal and seasonal temperature ranges and strong altitudinal temperature effects that vary with the seasons.⁹

Carcross is part of the Yukon River drainage system and receives water from the eastern-facing slopes of the Boundary Range. The Wheaton and Watson rivers are Lake Bennett's two main riverine inputs, both entering the lake on its northeast side. Additional hydrological inputs include secondary rivers and streams, snowmelt inputs during the spring melt period, and summer and fall precipitation. Annual

⁸ Florkiewicz, R., Maraj, R., Hegel, T., and Waterreus, M. 2007. The effects of human land use on the winter habitat of the recovering Carcross woodland caribou herd in suburban Yukon Territory, Canada. *Rangifer*, 181-197.

⁹ Northern Climate ExChange. 2011. *Hydrology of the Bennett Lake Watershed: Contemporary Conditions and Potential Impacts of Climate Change*.

stream flow is characterized by a rapid increase in discharge in May due to snowmelt in the valleys, and a peak discharge between July and August due to high elevation snowfield and glacier melt.

2.3.2 Vegetation

Carcross, like much of the Yukon, is located within Canada's northern boreal forest. The vegetation surrounding Carcross reflects the low precipitation in this area. It is typified by largely open coniferous and mixed woodland with lodgepole pine (*Pinus contorta*) as the dominant tree species. White spruce forest stands (*Picea glauca*) are scattered in lowland habitats and areas with high moisture such as flood plains. Subalpine fir (*Abies lasiocarpa*) is dominant in higher elevation forests. In these high elevation forests, feathermoss has high cover where the canopy is dense, and scrub-birch (*Betula glandulosa*) and lichen have high cover where the canopy is open.¹⁰

Vegetation specifically associated with the sand dune ecosystem includes Baikal Sedge (*Carex sabulosa*), Siberian aster (*Aster sibiricus*) and Yukon lupine (*Lupinus kuschei*). Of particular note is Baikal Sedge, which was added in 2006 to Schedule 1 of the federal *Species at Risk Act (SARA)* where it was designated as 'Threatened'. The approximate distribution of Baikal Sedge habitat is depicted in Map 2.

Other notable plants within the Carcross planning area include fireweed (*Epilobium angustifolium*), wild rose (*Rosa acicularis*), junipers, saxifrages, arnica, and penstemons.

2.3.3 Fish and Wildlife

As the historic name 'Caribou Crossing' indicates, Carcross is located within an important travel corridor/area for a variety of wildlife, most notably caribou, moose, deer, dall sheep, grizzly bear and black bear. Other wildlife species in the planning area include wolves, beaver, fox, coyote, hare, raven, willow ptarmigan, raptors, migratory water fowl and wood frogs. A summary of priority planning issues related to specific wildlife species is presented below. Wildlife habitat maps can be obtained from Yukon Environment and C/TFN.

Caribou - Woodland caribou are a valued species in the area and are listed as a species of 'special concern' under *SARA*. The Southern Lakes Wildlife Coordinating Committee finalized a caribou management plan in January 2010. The plan identifies the following caribou management goal: "To increase the size of the Southern Lakes caribou herds and to protect habitat over the long term." The Carcross LAP overlaps with travel corridors for this species.

Moose - Moose are a valued species in the area and are of local conservation concern. Reducing mortality is the main issue for moose. While no key habitat has been identified within the planning area, suitable habitat for moose browsing occurs throughout. Moose mortality is primarily a wildlife management issue and cannot be directly addressed through the Carcross LAP.

¹⁰ Ecological Logistics and Research Ltd. 2010. *Carcross Wastewater Water License Renewal and Upgrades*.

Grizzly Bear - Mortality is the main issue limiting bear abundance in the Southern Lakes region. Avoiding future mortality of bears is a key issue. The greatest threat to bears and humans alike are poor waste management procedures. Bear-human interactions are primarily a wildlife management issue and cannot be directly addressed through the Carcross LAP. Planning initiatives such as maintaining a compact community development form, preserving undisturbed open space and wildlife movement corridors to reduce human contact can partially mitigate some impacts. Converting the existing landfill to a waste transfer station has been an example of a positive step to reduce bear mortality and increase public safety.

Invertebrates - The Carcross area contains an active sand dune habitat that is home to several insect species that are rare and of conservation concern. Ten or more species present in the Carcross dunes are found in few other places on earth, including 6 species of invertebrates whose known global distribution has only been documented to date in the Carcross dunes and 3 species that are restricted to two or more Beringian dune fields. Representative species include the coast dart moth (*Euxoa cursoria*), the dune tachinid fly (*Germaria angustata*) and various moth species in the genus *Gnorimoschema* in the sub-family *Gelechiidae*.

Migratory Bird Staging Areas - Natasaheeni and the north-western section of Nares Lake, where open water exists in early spring, are known staging areas for migratory birds. Swans, ducks and other birds use this area during their migration. The same area is used in the summer by bald eagles for reproductive purposes.

Amphibians - The knowledge about the amphibians such as wood frogs for the area is very limited. A recent report published by YG summarizes the currently available information on amphibians in the Yukon.¹¹ Local knowledge recalls abundant wood frog populations in Grayling Bay. However, these seem to have diminished drastically in the past decades.

Fisheries - The Carcross LAP planning area contains several fish bearing lakes and watercourses. Existing information on fishery resources within the planning area is limited. It is summarized in Map 3. Fish species found in Lake Bennett include lake trout, lake (humpback) whitefish, northern pike, round whitefish, longnose sucker, burbot, least cisco and arctic grayling. Arctic grayling and longnose sucker use Watson River and the lower portion of Choutla Creek (below the most downstream dam) for spawning during the month of April and May. In addition, the presence of emergent fish (thought to be lake trout and lake chub) captured in late June along the bank of Natasaheeni strongly suggests that spawning takes place in its vicinity. Although spawning activities have not been documented in the adjacent shorelines of Lake Bennett and Nares Lake, it is possible that spawning may occur in these areas where suitable habitat exists. Maintaining water quality and riparian vegetation will protect fish values in the planning area.

¹¹ Government of Yukon. 2013. Management Plan for Yukon Amphibians. Fish and Wildlife Branch, Yukon Department of Environment, Whitehorse, Yukon.

3.0 LAND USE AND TENURE

Existing land use has a significant influence on long-term land planning. Existing land tenure, ownership and the location of key properties will shape future development patterns and may impose land use constraints on future options. The following section examines current land use, dispositions, and ownership patterns and discusses some of the implications for the LAP.

Information for this section was compiled from numerous secondary sources, including zoning and land disposition data from YG Land Management and Land Planning branches, relevant Geomatics Yukon datasets and ownership records from the Land Titles Office.

3.1 EXISTING LAND USE

Community land use is generally restricted to the valley floors constrained by the presence of lakes, topography, general geography and the presence of unique natural features such as the Carcross dunes. The planning area is currently governed by the *Carcross General Development Regulations* (C.O. 1976/231). Originally passed in 1976, there have been numerous subsequent amendments since that time. Once the LAP has been completed, new area development regulations will be developed to reflect the direction of the LAP.

Table 1: Zoning according to *Carcross General Development Regulations*

Land Use Zone	Land Designation	Area (ha)	% of Total
R-1	Residential	25.2	1.20%
R-2	Country Residential	43.4	2.07%
WR-1	Watson River Residential	57.4	2.74%
I	Institutional	11.5	0.55%
M	Industrial	17.3	0.83%
P	Parkland/Greenbelt	28.7	1.37%
C-1	Commercial	9.5	0.45%
C-3	Highway Commercial	17.8	0.85%
C-4	Tourist Commercial	27.0	1.29%
C-4x1	Tourist Commercial Special	3.1	0.15%
CMU	Commercial Mixed Use	0.5	0.02%
H	Hinterland ¹²	1,845.4	88.48%

Source: YG Land Planning Branch

Table 1 describes land use by zoning designation within the Carcross LAP planning area. This information is also illustrated on Map 4. It is important to note that while zoning designations serve as an indicator

¹² Includes water surfaces.

of intended land use, there are numerous inconsistencies between the applied zoning with the actual use of the land. Text descriptions of existing land use are presented in the subsections that follow.

3.1.1 Residential

The total combined land area currently designated for residential use, including Residential (R-1), Country Residential (R-2) and Watson River Residential (WR-1), is 126 ha or 6.01% of the planning area. The differences between these zoning categories include:

- lot sizes;
- variety of housing forms (duplexes and/or multiple-unit dwellings are only permitted under the R-1 zone); and
- allowance for home-based businesses (only permitted under the R-2 and WR-1 zones).

Residential development is concentrated in 5 nodes: Carcross Townsite, Watson River Subdivision, Choutla Subdivision, Carcross South/Natasheeni Drive and at the intersection of Klondike Highway/Tagish Road. The predominant housing form regardless of the zoning category is single-family housing.

Carcross Townsite is the primary residential neighbourhood within the planning area. This includes all residential parcels between the Lake Bennett waterfront and the WP&YR railway Right-of-Way. It also includes a number of residential buildings with identified heritage values. There are a few undeveloped surveyed parcels within the built-up area which provide infill opportunities. Some of these lots are owned privately, others by C/TFN and YG.

Watson River Subdivision is a country residential subdivision located northwest of the main community with access provided off the South Klondike Highway. Land tenure is a mixture of privately-owned lots and C/TFN Settlement parcels. Infill opportunities exist on several of the undeveloped C/TFN land selections within this area. Further, there are two large undeveloped parcels that abut the subdivision.

Choutla Subdivision is a country residential subdivision located northeast of the downtown core with access provided at two points off the Tagish Road. Almost the entire subdivision area is C/TFN Settlement Land with the exception of a few privately owned residential parcels at the eastern edge along the shoreline of Nares Lake. There are several unsurveyed non-conforming residential lots interspersed throughout the area, primarily within C/TFN parcel C-17B. The subdivision is not fully developed and there is opportunity to expand beyond the present surveyed subdivision boundary.

Carcross South/Natasheeni Drive consists of a strip of residential dwellings along the southern shorelines of Lake Bennett, Natasheeni and Nares Lake as well as several residential dwellings along Natasheeni Drive, the location of the former Carcross Indian Reserve #4. Dwellings along Natasheeni are unsurveyed and currently non-conforming. While mostly consisting of Settlement Land, there are a couple of privately owned parcels as well as one YG lease parcel in the north-west corner of this area. A number of residential buildings along Natasheeni have identified heritage values.

Klondike Highway/Tagish Road Intersection contains a small number of country residential lots. Additionally, a small number of non-conforming, unsurveyed single-family dwellings are scattered along the north side of the Tagish Road.

3.1.2 Commercial

The total combined land area currently designated for commercial uses, including Commercial (C-1), Highway Commercial (C-3), and Tourist Commercial (C-4, C-4x1 and CMU), is 57.9 ha or 2.76% of the planning area.

Commercial uses are mainly concentrated in the downtown core; Montana Services and Caribou Crossing Trading Post are notable exceptions located along the South Klondike Highway. Commercial land uses in the downtown core include the historic Caribou Hotel and Matthew Watson General Store, as well as a variety of other small businesses that are of seasonal nature and dependent on tourist traffic. Downtown commercial uses also include a number of tourism-related support facilities, including the WP&YR Depot and the visitor information centre.

C/TFN has a large undeveloped Settlement parcel southwest of the Watson River Subdivision which is zoned (C-4) *Tourism Commercial* in anticipation of a possible resort development project.

3.1.3 Institutional

Institutional land uses comprise 11.5 ha or 0.55% of the planning area. Carcross offers a number of community facilities and essential services to its residents. These land uses are generally zoned institutional with the notable exception of Ghùch Tlà Community School which is currently zoned Parkland-Greenbelt.

Institutionally zoned community facilities and amenities which are offered in Carcross include:

- Yukon College Community Campus
- Nursing station
- EMS service station and fire hall
- Anglican church
- Pentecostal church
- Community Club
- RCMP detachment
- Public library
- C/TFN Administration Building
- Ya Dak Du Hidi Early Childhood Education Centre

3.1.4 Parks and Open Space

Only 28.7 ha or 1.37% of the planning area are currently zoned for Parkland/Greenbelt. Notable areas where this zone has been applied include the existing cemetery, Ghùch Tlà Community School, the campground, as well as some shoreline around Grayling Bay/Nares Lake.

Significant lands within the planning area are currently zoned Hinterland. Hinterland amounts to 1,845 ha or 88.48% of the planning area. In practical terms this is a 'catch all' open space designation that has

been applied liberally to lands with no pre-determined purpose, most Settlement Lands, as well as environmentally sensitive lands, including the Carcross Dunes and Desert. The majority of trails, including the ski trails which spread out from the Ghùch Tlà Community School through undeveloped lands northwest of downtown, are currently on Hinterland zoned lands.

3.1.5 Industrial

Industrial use zones comprise 17.3 ha or 0.83% of the planning area. The WP&YR train tracks and shed are prominent industrial land uses within the downtown area. Other industrial uses include the former landfill and the YG Highways and Public Works, grader station. Some industrial type uses are scattered through the community as secondary uses on residential lots.

C/TFN presently utilizes the land immediately north-east of the grader station for industrial purposes, although this is not captured in the existing zoning. Neither the Carcross sewage lagoon nor the transfer station is currently zoned for industrial use.

3.2 LAND TENURE

Commissioner's lands within the planning area, including the crown reserve above the ordinary high-water mark (OHWM) are administered by YG EMR. The department may dispose of land for residential, commercial, industrial or other purposes (e.g., agriculture) in accordance with criteria laid out in their land disposition policies. Private individuals may hold land tenure through fee simple title, land leases and licenses of occupation. YG may also reserve a parcel of land on behalf of a Yukon government department for a specific use such as fire hall, community centre, aggregate extraction, etc.

C/TFN is responsible for the allocation and disposition of rights and interests on C/TFN Settlement Lands, including those lands within the Carcross LAP boundary. C/TFN may dispose of lands for residential, commercial, industrial, agricultural and recreational purposes to both C/TFN citizens and non-citizens according to *C/TFN Land Management Policy*. A salient distinction between YG-administered and C/TFN-administered lands is that fee simple title cannot be granted upon Settlement Lands at this time.

Table 2 lists the land dispositions within the LAP boundary on record with YG Land Management Branch. This information is also illustrated on Map 5. The majority are typical land reservations for specific uses required by government.

Table 2: Land Tenure

Number	Type	Purpose	Client Name
#1	Reservation	Garbage Dump	YG
#2	Lease	Recreational	Private
#3	Reservation	Gravel Pit	YG
#4	Reservation	Parks and Campground	YG
#5	Reservation	Utility	YG
#6	Reservation	Garbage Dump	YG
#7	Reservation	Airport	YG
#8	Lease	Residential	Private
#9	Lease	Residential	Private
#10	Reservation	Institutional	YG
#11	Reservation	Recreational	YG
#12	Easement	Utility	Private
#13	Reservation	Recreational	YG
#14	Reservation	Recreational	YG
#15	Reservation	C/TFN Right of First Refusal for a part of Reservation #7	Private
#16	Reservation	Heritage	YG
#17	Reservation	Marine	YG
#18	Lease	Recreational	Private
#19	Reservation	Utility	YG
#20	Reservation	Bridgehead	YG
#21	Reservation	Institutional	YG
#22	Lease	Residential	Private
#23	Reservation	Recreational	YG
#24	Reservation	Institutional	YG
#25	Reservation	Heritage	YG
#26	Reservation	Public Use	YG
#27	Lease	Marine	Private

Source: YG Land Management Branch

3.3 LAND OWNERSHIP

The three major land owners in the Carcross LAP planning area are YG, C/TFN and WP&YR. Collectively, these three property owners control 87% of the land within the planning boundary. WP&YR is distinguished from other private land owners given their extensive land holdings within downtown and Carcross South. These areas directly impact future community growth options.

Lands owned by YG include lands reserved for specific purposes (e.g., sewage lagoon, highways compound, Carcross Dunes Territorial Park Reserve, etc.) as well as lands for which no purpose has been defined or the development potential has not been assessed. Most C/TFN Settlement Lands were selected through the land claims process with fairly specific intentions in mind. WP&YR lands include those used to support their railway and former sternwheeler boat operations, as well as land acquired through the original town survey process. The majority of these lands within the planning area are undeveloped without apparent development purpose or intent.

Table 3 summarizes the main land ownership within the LAP boundary. This information is also illustrated on Map 5.

Table 3: Main Land Ownership

Main Land Ownership	Area (ha)	% of Total
YG	~860	50%
C/TFN	~484	28%
WP&YR	~158	9%
Private/miscellaneous	~215	13%
Total land area within LAP boundary ¹³	~1,717	100%

Source: YG Lands Titles Office

¹³ Does not include water surfaces.

4.0 PLANNING ISSUES AND OPPORTUNITIES

Development of the Carcross LAP requires consideration of a number of planning issues and opportunities. Key planning issues and their implications for local area planning are described in some detail in the subsections that follow and are illustrated on Map 9 at the end of this section.

4.1 SUSTAINABLE DEVELOPMENT

“Sustainable development is development that meets the needs of the present without compromising the ability of future generations to meet their own needs.”¹⁴

The principle of sustainable development envisions a holistic approach to planning and community development that integrates environmental, social and economic values and needs of today without compromising future choices.

For the purposes of the Carcross LAP, the concept of sustainable development will refer primarily to the building of communities that maximize the efficient use of space, energy and resources. Sustainable development also involves meeting the basic needs of all community members, for example by providing a variety of housing options, styles and forms. Further, it is about encouraging self-sufficiency and local decision-making that takes into account the size and present realities of community life as well as their desires and expectations for the future as expressed in the community vision statement (see p. 51).

Sustainability objectives for the community that can be drawn out of the LAP vision statement include a desire for economic diversification and increasing local employment opportunities, promoting self-sufficiency to the extent possible, preserving the heritage character and the unique qualities of the community, encouraging environmental stewardship, and promoting health, wellness and community unity.

Considerations:

- All these objectives are interrelated and involve trade-offs in terms of priority, timing, implementation sequencing and commitment to action. All have connections to land use planning choices, but are not necessarily matters that are within the scope of a local area plan. Municipal governance is an example. As an unincorporated community, Carcross does not have the same powers or decision-making responsibilities as a municipal government. This has advantages and disadvantages when the objective is increased self-determination.
- The community’s geographic location presents constraints and opportunities for economic diversification that are unlike of other similar-sized Yukon communities. For example, more than 100,000 visitors pass through the community every summer. However, as the stay of most of these visitors is counted by hours, the number of visits has not yet translated into the

¹⁴ World Commission on Environment and Development. 1987. *Our Common Future*. Oxford: Oxford University Press.

development of a thriving tourism sector. In order to take advantage of its tourism potential, the community needs to promote more visitor activities, services and accommodations in a manner that supports the overall community vision for the LAP area.

- Carcross residents have been very clear – they do not want to become another Skagway. Instead, they want to preserve the community’s small-town feel, its heritage character and unique natural attributes such as the beach and dunes system.

4.2 COMMUNITY GROWTH

In their vision for Carcross’ future, youth expressed their wish for more people to live and visit Carcross (see p. 51). The youth is looking for more business, recreational and entertainment opportunities. Meanwhile, there are no residential or commercial properties on the market for people that would like to move to Carcross and/or to open businesses. This need for developable land has been recognized by community residents who are caught between a desire for growth and economic diversification and the desire to preserve the community’s small size and unique character.

From March 1990 to June 2012, Carcross grew from roughly 340 to 423 residents, an average annual population increase of 1.1%. While this may be considered a fairly steady growth rate, much of this change may be attributable to the development of the Watson River subdivision in the early 1990s. So was Carcross’ average annual growth rate since March 2000 a mere 0.06%.¹⁵

There is evidence to suggest that ‘natural’ population growth in Carcross may be stifled by a number of internal and external factors, including, but not limited to:

- **Lack of Land Availability** – there is a deficit of developable Commissioner’s land in the community. Both C/TFN and WP&YR control strategic land parcels which have yet to be developed;
- **Existing Land Use Patterns** – which are influenced by the current type of servicing (trucked water and sewage education), location of the highway and railway rights of ways, sewage lagoon, transfer station, etc.;
- **Physical room to grow** – the community’s basic valley geography, sandwiched between two large lakes and adjacent mountains, as well as the unique qualities of the Carcross dunes leaves few choices and all options involve substantive conflicts and value trade-offs;
- **Seasonal Economy** – the local economy has neither evolved nor diversified enough to support a larger population base; and
- **Seasonal Residents** – a number of properties in Carcross are owned by individuals whose permanent residence is elsewhere and who, consequently, are not captured in the population estimate.

¹⁵ Yukon Bureau of Statistics. 2012. *Demographics*. <http://www.eco.gov.yk.ca/stats/demographics.html>. Accessed August 17, 2012.

There is also evidence to suggest that future market demand for land in the Carcross area may be greater than the population trends suggest. YG Land Management Branch sold the last Commissioner’s land available for residential development in Carcross in 2005. Since 2006, the Yukon has experienced the highest population growth in all of Canada. This increase has been driven by rapid economic growth, primarily through a boom in mining exploration activities and associated support services, as well as the development of several new operational mines in the territory. While most of the population growth has been centralized around Whitehorse, there are increasing development pressures for recreational and retirement properties within commuting distance to Whitehorse.

For example, the nearby unincorporated communities of Tagish and Marsh Lake have experienced rapid growth in recent years, among the highest for all Yukon communities, including Whitehorse. Many former recreational properties are now used as year-round residences. It is foreseeable that with availability of residential properties in Carcross, its population growth rates will exceed historical averages.

The current Yukon Bureau of Statistics’ population projection suggests that a reasonable annual average growth rate for Carcross may range from 1.0% to 1.6% annually.¹⁶ Based on this data, Table 4 presents two population growth scenarios for Carcross until 2030. These data suggest that the Carcross population may expand between 80 and 140 new residents during the lifetime of the plan, equating to an overall demand of roughly 40 to 70 new lots at 2.1 persons per household.

Table 4: Carcross Population Projection Scenarios 2012-2030

Growth Scenario	2012	2020	2030	20 Year Population Change
Medium (1.0% per year)	423	458	505	+82
High (1.6% per year)	423	481	565	+142

Considerations:

- Sufficient residential land needs to be identified to accommodate at least 500 to 600 total residents by 2030.
- Sufficient land does exist within the community to meet this demand through redevelopment of underutilized lots, infill, relocation of industrial uses to outlying areas and other densification strategies. The current piecemeal approach, concentrated land ownership in a few hands and lack of lots available for over-the-counter sales undermine opportunities to meet such demand in an orderly and cost efficient manner.

¹⁶ Yukon Bureau of Statistics. (2012). *Population Projections 2021*. <http://www.eco.gov.yk.ca/stats/pdf/Projections2011.pdf>. Accessed August 27, 2012.

- The pace, scale and nature of future residential development poses servicing challenges, value trade-offs, and difficult choices on how such growth can be managed to the benefit of the community as a whole.
- Each of the three main property owners has underutilized lands with development potential. For the community to grow, each of these three property owners will have a role to play in meeting future community needs through development or redevelopment of their property assets. A coordinated, comprehensive approach is required that may include consolidation and/or re-subdivision of undeveloped surveyed lots, consideration of land swaps, improving servicing standards, etc.
- The issue of housing affordability is influenced by land availability, land suitability, construction costs, local market conditions and the nature of housing needs. Price, housing form and availability, as well as rental and ownership options are all factors to be considered carefully along with the appropriate regulatory environment to encourage a housing mix consistent with community needs.
- Results from the *Community Feedback Form* indicate:
 - support for new residential development in the Choutla and Watson River Subdivision areas is 69.3% and 65.0% of community members respectively; and
 - only 34.2% of community members support downtown townsite expansion beyond the built-up area to create additional urban lots. The lower level of support reflects differing views of potential impacts on the ecologically sensitive dune ecosystems, the trail system radiating out from the Ghùch Tlà Community School and concerns about public access to and along Lake Bennett Beach.

4.3 ENVIRONMENTAL VALUES

Environmental stewardship is a key component of the Carcross community vision. The stewardship ethic extends to all elements of the Carcross LAP. Of particular relevance to the planning process are the:

- management and conservation of the Carcross Dunes and Carcross Desert Territorial Park Reserve;
- protection of rare flora and fauna (e.g., Baikal Sedge);
- community's susceptibility to flooding and shoreline erosion;
- protection of wetlands; and
- management of recreational infrastructure (e.g., trail system).

Carcross Dunes and Desert

The Carcross Dune ecosystem stretches along the Lake Bennett waterfront and to the mouth of the Watson River and extends northeast through the Carcross Desert to a low ridge at the base of Caribou Mountain. It is one of the community's most important assets. Carcross Desert was recognized during

the 1970s as an ecological site of international significance¹⁷ and is currently protected as the Carcross Desert Territorial Park Reserve.

Dune ecosystems are dynamic in nature, requiring constant disturbance from winds and continuous input of sand and silt in order to remain unstable or 'active'. The most active areas of the dunes are characterized by little or no vegetation and are found near waterfronts (Lake Bennett Beach) and at higher elevations on exposed ridges (Carcross Desert). In the spring, low water levels expose the sand deposits and prevailing winds push the sand onto the beach and blow it into the dunes. As the windblown sands from the active dunes migrate inland to less exposed areas, vegetative communities are established and, through succession, portions of the dunes become more stable over time.

While vegetative succession and dune stabilization are naturally occurring processes, they can also be threats to ecosystem health if not properly balanced by depositional and wind-based disturbance processes occurring in the active dunes. Efforts made to stabilize portions of the active dunes, for example through land development, may disrupt these processes resulting in accelerated rates of vegetative encroachment and contributing to dune stabilization. Semi-stable and stable areas of the dune system may be less sensitive to land development impacts.

Considerations:

- The Carcross Desert Territorial Park Reserve, located on the eastern side of the South Klondike Highway, is reserved for future park purposes. Past efforts to establish and manage a Territorial Park in this area have not been pursued due to local opposition. However, recent conversations with residents indicate a renewed interest in the area becoming a Territorial Park.
- The larger dunes system located on the western side of the highway is not protected and includes public and private lands. A large park reserve was established in this area during the 1980s but was cancelled shortly thereafter for reasons which are now unclear.
- All forms of land use occurring in the dunes ecosystem have some adverse impacts and may require mitigation measures.
- Land development poses concerns, particularly along the Lake Bennett Beach in the active dune system as they are sensitive to disturbance.
- The Lake Bennett Beach adjacent to the existing beach parcels is desirable future development land as it offers direct waterfront access with easy access to community amenities and institutions.
- Suitable trade-offs will require balancing of environmental stewardship responsibilities with community development needs. Stewardship of the dune system may require specific

¹⁷ Canadian Committee of the International Biological Programme. 1975. *Areas Recommended as Ecological Sites in Region 10, Yukon and Northwest Territories Boreal Forest to the Treeline*. University of Lethbridge.

development guidelines that aim to protect the physical and biological dunes environment. Other land management interventions may include land swaps or purchase to encourage alternative development opportunities.

Baikal Sedge

The Carcross Dunes are inhabited by several rare and/or endemic invertebrate and plant species, including most notably the Baikal Sedge. Baikal Sedge is a colonizing plant species which requires active, shifting sand dunes, 0.5 m to 4.0 m depth of loose sand, and a relatively large area to accommodate continual renewal.¹⁸

Baikal Sedge is known to exist in only 15 locations in North America, 14 of which are in the Yukon. The Carcross dunes system is the largest unprotected sedge habitat in the Yukon and susceptible to human disturbance as well as natural changes. The biggest threats to the health of sedge populations include (1) the establishment of invasive species (e.g., Altai Wild Rye) which outcompete the sedge; (2) excessive motorized recreational use in the active dunes that inhibits the growth of vegetation; and (3) land development on or adjacent to active dune areas that stabilizes the beach to a point that inhibits the travel of loose sand.

Baikal Sedge is currently designated as Threatened under SARA. As reported in the 2012 *Recovery Strategy for Baikal Sedge*, inventory work completed since the 2005 assessment has shown there are nearly three times as many populations in Canada as originally thought. Based on present data, Baikal Sedge may be down-listed from 'Threatened' to 'Species of Special Concern' at the next reevaluation of SARA considered species (scheduled to occur in approximately 2016).

A *Recovery Strategy for the Baikal Sedge*¹⁹ was published by Environment Canada in 2011. The document includes several broad strategies for species recovery, including:

- additional research to document and analyze disturbance impacts of recreational activities as well as the long-term impacts of natural processes on the viability of sedge populations in Yukon;
- inclusion of Baikal Sedge considerations in land planning initiatives;
- invasive species monitoring and management; and
- additional surveying and mapping to determine Critical Habitat²⁰ in identified areas, including Carcross.

Until Critical Habitat is established, Environment Canada has recommended that the Carcross LAP adopt a cautious approach weighted towards conservation and minimizing impacts on the dunes until more information is available. A *Recovery Action Plan for Baikal Sedge* is anticipated in 2016.

¹⁸ Environment Canada. 2012. http://www.registrelep-sararegistry.gc.ca/document/default_e.cfm?documentID=2313. Accessed January 07, 2013.

¹⁹ Environment Canada. 2012. http://www.registrelep-sararegistry.gc.ca/document/default_e.cfm?documentID=2313. Accessed January 07, 2013.

²⁰ *Critical Habitat* means the habitat that is necessary for the survival or recovery of a listed wildlife species and that is identified as the species' critical habitat in the recovery strategy or in an action plan for the species.

Considerations:

- Planning and regulating recreational activities and development of the dunes has to be undertaken in a manner that does not compromise the overall health of the Baikal Sedge populations in the area.
- Should Baikal Sedge not be down-listed from 'Threatened' to 'Species of a Special Concern', then the 2016 *Recovery Action Plan for Baikal Sedge* might specify Critical Habitat areas in the Carcross LAP planning area that may require additional considerations around plan designations.
- New habitat information should be considered in the management of the area as it becomes available.

Shoreline and Waterfront

The waterfront and shoreline areas of Lake Bennett, Natasheeni and Nares Lake are significant community assets which are considered environmentally sensitive. They are important to the community for their environmental, recreational, aesthetic and traditional use values.

Considerations:

- Waterfront properties are subject to considerable development pressure. Any development along the shorelines of Lake Bennett and Nares Lake should consider public access to and along the beach.

Wetlands

Wetlands are present throughout the north-western section of Nares Lake, Grayling Bay as well as along portions of Choutla Creek (see Map 3). Wetlands are important for waterfowl, migratory birds and a broad range of wildlife and overall biodiversity values. Wetlands improve water quality, attenuate floods, and protect shorelines. Wetlands are often associated with strong cultural, recreational and educational values.

Considerations:

- There are no YG or C/TFN regulations or management policies regarding wetland riparian areas for general land development or land use planning. YG management standards and guidelines do exist for specific land use activities, such as forestry and agriculture. Environment Canada has recommended a minimum 60 m development setback around any wetlands within the Carcross LAP boundary.

Fish and Wildlife Management

Wildlife management issues cannot be addressed directly through the Carcross LAP. However, land use policy within the LAP can and should support fish and wildlife management initiatives enacted by other agencies or bodies.

The Southern Lakes Wildlife Coordinating Committee was set up under the C/TFN and Kwanlin Dün First Nation Final Agreements in order to:

- coordinate the management of moose, caribou, sheep, and other wildlife and their habitat in the Southern Lakes area to promote their recovery and conservation; and
- coordinate the involvement of member governments and others in the management and recovery of wildlife and their habitat in the Southern Lakes area.

The Southern Lakes Wildlife Coordinating Committee has recently completed their *Regional Assessment of Wildlife in the Yukon Southern Lakes Area* which is organized into two volumes: (1) Context and Recommendations²¹; and (2) Species Status Assessment²². The conclusions and recommendations generated through this assessment have direct implications for wildlife and habitat management throughout the Carcross local planning area.

Considerations:

- Information related to wildlife and wildlife habitat, including best practices for land use activities occurring in or near important habitats is incomplete. New information concerning best practices for fish and wildlife management will have to be incorporated into land use policy and decision-making as information becomes available.

4.4 RECREATIONAL USES

Trails

Lake Bennett Beach and the Carcross Dunes and Desert are popular recreational areas for both local residents and visitors. Recreational activities occurring in these areas, particularly unregulated motorized recreational use, are considered by some to have had detrimental impacts on ecosystem health and to be incompatible with non-motorized use of the community's recreational assets.

The majority of residents acknowledge the importance of their present trail system to community life. Maintaining connectivity within the existing trail network, in particular the community ski trails, will be a key development consideration. Others note that most of these trails simply evolved over time without formal route planning to minimize terrain impacts, user conflicts, and/or respect vacant private land ownership.

Access to the surrounding hinterland has also been raised as an issue, in part because there is substantial C/TFN Settlement Land abutting the LAP boundary. Land use issues related to unmanaged recreational trail activity are likely to increase with future population and economic growth. For example, C/TFN's recent initiative to develop a planned trail system on Montana Mountain is generating considerable mountain biking interest that is attracting new recreational users to the community.

²¹ Southern Lakes Wildlife Coordinating Committee. 2012. *Regional Assessment of Wildlife in the Yukon Southern Lakes Region: Volume 1: Context and Recommendations*. Environment Yukon, Whitehorse, Yukon 76 pp.

²² Southern Lakes Wildlife Coordinating Committee. 2012. *Regional Assessment of Wildlife in the Yukon Southern Lakes Region: Volume 2: Species Status Assessment*. Environment Yukon, Whitehorse, Yukon 168 pp.

Considerations:

- Unmanaged motorized recreational activities pose risks to environmental values in the area, as well as to community health and safety. If the status quo is maintained, these risks will increase as the community grows in population.
- YG is currently exploring the possibility of managing motorized trail use through provisions in area development regulations.
- Any land development will impact recreational trail users given the layout of the present trail system. Some compromises on trail location, including the option for rerouting some sections, will need to be considered to optimize land use.

Boating

Boating is an important recreational activity in the Southern Lakes region. Countless boat docks, several boat launches and two marinas²³ speak to the volume of boat traffic in this area. In comparison to Tagish Lake and Marsh Lake, the use of private docks in the Carcross area is limited. This can be attributed to a past YG initiative to have dock owners remove their structures in anticipation of a central marina at Natasaheeni. While many people removed their docks, YG was unable to go ahead with its plans. Today, there are less than a handful of boat docks at Natasaheeni, Grayling Bay and Nares Lake. None of these docks are permitted.

Instead of a marina, YG built a boat launch in 2009/2010 on the northern shore of Natasaheeni abutting South Klondike Highway Bridge on YG lands reserved for marine purposes. This boat launch is for day use only. It consists of a concrete boat launch with an adjacent floating dock to tie up boats, as well as a parking lot. These structures fill approximately 2/3 of the reserve; the remainder of the reserve is undeveloped.

While well frequented, the boat launch has proven difficult to be used. The ramp into the water is steep, making it difficult for passenger cars to access the water with canoe and kayaks. Trucks with boat trailers are known to spin on the steep driveway. Shallow water, stream current and prevailing winds add another level of difficulty for launching boats from this location.

Access to Lake Bennett is difficult. The limited height of the railway and foot bridges paired with the narrowing of the deep water channel of Natasaheeni and the prevailing winds make it difficult for larger boats to enter the lake. Smaller boats cannot be safely operated on Lake Bennett given its rough waters. Some community members expressed an interest in building a boat launch on the southern shore of Lake Bennett adjacent to the foot bridge to avoid having to pass under the bridges.

²³ The marinas are located in Tagish and Judas Creek. Both are operated privately.

Considerations:

- Carcross has the potential for broadening its economic base through capturing more recreational boat traffic.
- The spread of private docks has negative environmental impacts on wetlands, waterfowl and fish populations that can be alleviated through the use of a community marina that facilitates boat launching for local residents and visitors alike.
- The YG boat launch is well used. On some summer weekends the parking lot is not sufficient to accommodate all boaters with their equipment. According to YG Community Services, Infrastructure Branch, engineering plans are already completed for an extension of the parking lot on the marine reserve.
- Boaters coming from Skagway use the boat launch to dispose of garbage and clean their boats of saltwater residues before storing them for wintertime in Whitehorse or beyond. Some community members are concerned that the cleaning of boats might lead to the introduction of invasive species into the Southern Lakes system.
- A manned marina would offer oversight of activities at the boat launch.
- A marina located near the downtown core invites boating tourists to visit and stay overnight.
- A marina built upwind (west) of the boat launch can alleviate the impacts of the stream current and prevailing winds on the boat launch.
- There is an interest in a community marina and wharf in the Nares River that would encompass the existing boat launch, but be expanded considerably through dredging to create a protected area for wharves. The facility would accommodate overnight stays and longer term moorage.
- A well-designed wharf could attract business opportunities and is likely to become a primary waterfront feature that will draw residents and visitors to gather and socialize.
- A boat launch at Lake Bennett might drastically increase boating activities on the lake and ease access to difficult to reach areas for the broader public. C/TFN has questioned its ability to monitor public activities for such vast area.
- The operation of a boat launch at Lake Bennett is complicated by the location of the railway Right-of-Way along the lakeshore and the limited space available for parking of boating equipment.

4.5 SERVICING

As an unincorporated community, Carcross residents pay low taxes in exchange for limited services (e.g., road maintenance, water delivery and sewage education). While limited serviced lots are less expensive to develop and brought quicker to the market, they cannot support higher-density housing forms. They also consume more land than conventionally serviced lots (e.g., piped water and sewer) as more space is required for onsite sewage disposal systems. By contrast, conventionally serviced residential lots consume less land, support infill densification and improve fire safety. Serviced lots cost more upfront and, therefore, are perceived as less affordable. They also require a larger tax base to support operational costs. Surface improvements such as the installation of sidewalks, curbs and gutters are often coordinated with the installation of underground services. This may be perceived by some as compromising some of the community's small town and unique historic character.

All existing residential lots within the Carcross LAP are 'limited service' regardless of the applied zoning designation or minimum lot size. Almost two-thirds of the existing residential lands are being used for low density country residential development in a community that already has significant land development constraints and housing choice limitations. Accordingly, it may be desirable to develop a mixture of options, including higher density, 'serviced' residential lots that allow for more housing variety, and lower density, 'limited service' country residential lots that are less expensive.

Without significant YG subsidy, the existing community tax base is not sufficient to support the substantial infrastructure investment required to create conventional fully serviced lots within the 20-year timeframe of the Carcross LAP. The core planning issue then becomes determining what level of servicing standard is appropriate and feasible in Carcross to support community objectives for growth, economic diversification and housing affordability within a limited tax base. Criteria are needed that provide guidance in determining when improvements and/or upgrades are required and what the service area boundary should be between 'serviced' and 'limited service' areas.

Considerations:

- Issues of servicing directly influence the community's ability to grow in a sustainable manner. A compact urban form cannot be achieved without substantial servicing and infrastructure upgrades.
- Levels of servicing will also influence how community development needs are best balanced with environmental stewardship responsibilities.
- There is an identified need to establish a preferred level of servicing standards for Carcross and delineate a core servicing area.
- Servicing standards are related to adequate fire protection and risk reduction which, in turn, affects insurance rates and the insurability of some heritage assets.

4.6 HERITAGE VALUES

Carcross has a rich heritage influenced by the culture and history of C/TFN, the Klondike Gold Rush, and the development of transportation infrastructure throughout the 20th century. Heritage features are an integral part of the community's character. Only fragments of the full history of Carcross are reflected in the heritage resources that remain and they are in various states of repair.

In 2008, YG Tourism and Culture, Cultural Services Branch compiled a *Summary of Carcross Historic Sites*. The inventory identified 70 sites of historic interest within the Carcross LAP boundary, including residential dwellings, commercial and industrial buildings, the SS Tutshi, structures such as the Swing Bridge and remains of the breakwater. These sites were organized into five general heritage zones: Bennett Avenue, Carcross West, Downtown Core, Carcross East and South Carcross. The identified heritage sites are illustrated on Map 6.

Heritage conservation is a key community priority. A heritage inventory is the first step in developing a heritage management plan that includes policies on preservation, conservation, rehabilitation, reuse and interpretation. Carcross is currently without any coordinated means of protecting, managing or promoting its numerous heritage resources. There are also no guidelines to ensure future development will respect community character and that rehabilitation of heritage structures will maintain historic integrity.

Incorporated communities under the *Municipal Act* can undertake a number of interventions to protect community heritage values. Dawson City was the first Yukon community to develop and implement such requirements. In unincorporated communities the situation is less clear. In theory, responsibility for heritage protection from a land use regulation perspective would rest with YG Land Planning who would consult with YG Tourism and Culture in developing heritage guidelines to be incorporated into the Carcross area development regulations.

The YG Cultural Services Branch can also provide assistance for heritage preservation through a number of mechanisms, including designation as a territorial historic site under the Historic Resources Act, grant-based incentives and technical assistance for the preservation and stabilization of historic resources and heritage properties.

Considerations:

- During the planning process, residents acknowledged both the legacy value of the community's heritage resources and their important contribution to the community's sense of place. Several community members acknowledged the positive social and economic contributions of investing in cultural preservation, especially if such initiatives lead to a healthier and unified community.
- The 2008 Summary of Carcross Historic Sites focusses on 20th century history and built historic resources. This project was done in collaboration with C/TFN, however, heritage resources such as trails, viewsapes and lookouts were not addressed in this project. First Nations' intangible

resources such as oral histories, Elders' knowledge and the living history of the Tagish/Tlingit culture are collected and managed by C/TFN.

- Significant heritage values are at risk from a variety of factors, including structural building condition, physical location (e.g., susceptibility to flooding or fire), land value pressure, etc.
- A significant number of heritage assets are privately owned. The extent to which property owners support and participate in heritage value protection is critical to long-term success. Incentives may be required to encourage maintenance, reuse and/or rehabilitation of the heritage assets.
- Determining the spatial extent for heritage intervention (e.g., individual sites versus heritage zones) and the degree of intervention preferred (e.g., prescriptive regulations versus discretionary guidelines) needs to be weighed against the level of community support and the likelihood of implementation to achieve the desired objectives.
- The recently completed *Carcross and Area Interpretive Plan*²⁴ offers guidance on interpreting Carcross' community heritage resources.

4.7 ECONOMIC DEVELOPMENT

Carcross is at a crossroads from an economic development perspective. It is too small to support most businesses and has not been able to sufficiently diversify the local economy to break free from its seasonal orientation. As with Skagway and Dawson City, most businesses close during the off-season. Proximity to Whitehorse means businesses in Carcross have difficulty competing with the larger city on price and choice, so there is significant economic leakage.

While Carcross is ideally located between Skagway and Whitehorse and is central within the Southern Lakes region, it has yet to capitalize on its natural and heritage assets to evolve into a year-round destination. Visitation numbers to Carcross distort the local picture because of the short visitor season and actual time the majority of visitors spend in the community. Most are on day trips from Skagway cruise ships. Their tight itineraries leave limited opportunities to purchase local goods and services even if more options were available.

There are some indications that the economic outlook in Carcross is improving. For example, the historic Caribou Hotel, a designated territorial historic site, is undergoing extensive restoration and renovations. It plans to reopen in 2014. C/TFN has constructed several new commercial properties within the downtown core, also referred to as the Carcross Commons. In addition, economic development initiatives located just outside the planning boundary, such as the Montana Mountain Singletrack Trail System, will likely have positive implications for growth and diversification within the community.

²⁴ Department of Tourism and Culture. 2012. *Carcross and Area Interpretive Plan*. Yukon Government.

Considerations:

- Economic development initiatives are linked to several other planning issues and opportunities described in this section, including the need for population growth to support local commerce (Section 4.2), constraints imposed by the current level of servicing (Section 4.5), and preservation and protection of heritage values (Section 4.6).
- There is sufficient land along the South Klondike Highway for highway commercial uses, but limited room for growth and redevelopment within the downtown core.
- During the *Values and Visioning Workshops* residents were quite clear about the type of community they do not want to be, but less sure of the community they want to be going forward. At the heart of this issue is finding the balance between the type, pace, scale and rate of change the community is prepared to handle without losing its sense of identity.
- Traditional zoning approaches discourage mixed use and take a restrictive rather than permissive approach to the type of uses permitted. This works against local business start-up, including home-based business and mixed use development, which is necessary for economic diversification.
- Strategic investments and partnerships between YG, C/TFN and local businesses (including WP&YR) are needed to move forward.

4.8 TRANSPORTATION

Railway

WP&YR restored seasonal tourism service to Carcross in 2007. In 2011, they transported 8,247 visitors, 90% of which were cruise ship passengers. Train service consists of one train 5 days per week during the summer season.

It is foreseeable that freight rail service will return to Carcross within the timeframe of the LAP. This will be triggered by the desire to use Skagway for mineral exports. Already, Skagway port facilities are being expanded in anticipation of significant resource development in the Yukon and studies suggest the economics of shipping bulk concentrate by rail is quickly becoming competitive with road haul. Freight rail service to Carcross may prove to be economically feasible independent of whether or not the line is rebuilt to Whitehorse.

Under this scenario, train traffic would occur year round. Train lengths would average 40 to 50 cars and take a minimum of 10 minutes to pass through downtown Carcross blocking the single access into downtown. Frequency of service would depend on demand and likely start with one freight train a day in both directions. Freight train traffic would have considerable impact for the summer tourist season and would further necessitate the construction of an alternate access from the highway into downtown Carcross.

Considerations:

- There are already numerous land use incompatibilities created by rail support land uses other than the station remaining within the downtown core. Without some degree of planning intervention, potential conflicts and land use incompatibilities will only get worse with the return of freight service.
- Freight operations may result in increased demand by WP&YR to use more of their downtown land for industrial support purposes. This would not be the highest and best use of land from a community development perspective.
- Increased train traffic will have implications for residents in terms of quality of life (e.g., noise nuisance), and health and safety (e.g., restricted emergency access).
- While the return of freight rail service is by no means certain, the consequences of not planning for this eventuality may be severe.

Carcross Airport Reserve

The Carcross Airport Reserve is used and regulated as a land-based only aerodrome by YG Aviation Branch. It consists of an airstrip and surrounding lands that are referred to as Airport Reserve lands (see Reserve #7 on Map 4). According to Chapter 22, Schedule A, Part 1, Section 13 of the C/TFN Final Agreement these lands are also referred to as 'Carcross Airport Lands'. Further to this section, C/TFN has first right to acquiring the part of the parcel described as 'Airport Parcel' (see Reserve #15 on Map 4) should YG dispose of it in the future.

The Carcross airstrip is considered a significant community asset. The site has identified heritage values and provides a strategic location for emergency landings for small aircraft in the Southern Lakes region. However, the airstrip is limited by its short length and narrow width. It is suitable for small private aircraft, but does not have the length and infrastructure to accommodate larger, high powered aircraft or medevac services. Geographic limitations restrict opportunities to improve its function for these purposes. The airstrip receives minimal maintenance and limited use.

While advocates of the airstrip cite potential tourism/economic opportunities that could be explored in the future, opponents point to its limited current use and strategic location for other future community uses. There are adjoining residential, commercial, institutional and recreational lands, as well as a decommissioned landfill to the north of the runway. Community interest in considering alternative land uses for the Airport Reserve lands was assessed during the Carcross LAP process. At this point in time, the majority of community members expressed their support for maintaining the Airport Reserve lands for aviation purposes. YG has confirmed its intention to maintain the Carcross airstrip into the future provided it can continue to operate it safely.

Considerations:

- The location of the Carcross Airport Reserve significantly influences land development options on surrounding properties and vice versa. In particular, there are lateral, slope angle and

building height clearance restrictions relative to the airstrip runway that extend beyond the airport reserve boundary (see Map 7).

- Chapter 22, Schedule A, Part 1, Section 13 of the C/TFN Final Agreement contains several provisions specific to the Carcross Airport Reserve lands which may influence ownership and future land use planning for the site.
- The Carcross airstrip is managed by YG Aviation Branch. It is the policy of YG Aviation Branch not to permanently dispose of any lands within an Airport Reserve. Land is only leased for aviation related uses.
- The two residential lease parcels abutting the Airport Reserve to the south will be made available for sale to the lease holders by YG Land Management Branch.

4.9 HEALTH AND SAFETY

Emergency Access

There is only one access point to downtown Carcross from the South Klondike Highway. When a WP&YR train stops at the downtown station, emergency access to and from the townsite is temporarily blocked. Currently, this is only a problem during the summer tourism season and is generally perceived as an inconvenience. However, if freight service returns as expected, delays will be longer and occur year round.

Fire protection is an immediate concern since high winds are common, fire suppression water supply points are limited, and most of the heritage buildings are extremely vulnerable to fire risk given the limited firefighting capabilities of the community. Residents believe any access delay could have catastrophic effects and cite the loss of the SS Tutshi as an example.

Emergency services are dispersed throughout the community in several locations. A current study recommends the consolidation of emergency services at one location. However, the site chosen adjacent to the new Water House does not eliminate the train service conflict and need for an alternate access.

Several potential access routes have previously been prepared by Quest Engineering Group in their 2005 *Carcross Alternate Access Options* and 2007 *Carcross Alternate Access Options Review*. Figure 2 illustrates the conceptual routing of the alternate access route recommended in the Quest Engineering reports.



Figure 2: Conceptual Alternate Access Route

The alternative routing illustrated above has been recommended for the following reasons:

- It addresses the core public health and safety risk as a single access means portions of the community could be cut off and isolated during an emergency limiting emergency response;
- It recognizes that train movements pose the greatest potential obstruction and this risk will be compounded in the future if either passenger or freight service are expanded or reinstated on a year round basis;
- It proposes a WP&YR railway crossing point sufficiently north of the existing railway crossing (~ 1 km) to mitigate year-round access disruptions created by longer trains passing through the community;
- It creates a logical future servicing loop and/or servicing boundary for the Carcross townsite;
- It improves overall internal traffic circulation and eliminates problems with deficient Right-of-Way widths in other options;
- The alignment and connection point to the South Klondike Highway and Tagish Road is supported by YG Highway and Public Works; and
- The routing minimizes impacts on existing residential developments and provides the most functional access for development of C/TFN, YG and WP&YR lands in the Carcross townsite area.

Considerations:

- The need for an alternate access into the community is long overdue and must be an essential part of community development going forward.
- Any alternate access route will involve impacts on existing land uses and future land development patterns.
- Any alternate access route will involve a railway crossing and negotiations for access across WP&YR lands.
- The proposed alignment should be sufficiently north of the existing crossing to allow for longer freight trains passing through the community.
- Some community members have suggested a ‘controlled emergency road’ from the cul-de-sac of Simmons Avenue would mitigate most negative impacts. This may potentially address some immediate concerns related to health and safety, but it is not reliable nor does it consider the long-term circulation and community growth concerns.
- The recommended alternate access route will impact the dune system and disrupt the ski trails that radiate out from the Ghùch Tlâ Community School. The significance of these impacts will to be considered in discussion with community members and affected landowners.

Traffic Calming

Carcross is experiencing a number of traffic related challenges that are affecting the health and safety of Carcross residents.

Carcross is a community that is transected by the South Klondike Highway, a major transportation artery between the Yukon and the Alaskan coast for tourism as well as mining industry related purposes. With an increase in the Yukon’s mining industry and the expansion of port activities in Skagway it is to be expected that traffic through Carcross will be increasing over time.

During tourist season, Carcross is being overwhelmed the number of large-sized tourist buses circling Tagish and Bennett Avenues to give tourists an overview of the settlement. The disproportional size of the buses to the road width, road condition and the proximity of the houses to the traffic have led to increasing safety concerns for pedestrians and annoyances in form of dust and noise for residents.

The proposed alternate access into Carcross will lead through largely undeveloped areas. Depending upon its design, it might be used as a quick way into Carcross’ downtown area.

Considerations:

- It is crucial to consider Carcross’ highway entrances and employ traffic calming measures to ensure the slowing of traffic into town improve safety for pedestrians and trail users.

- Solutions should be sought to mitigate the impacts of tourist bus traffic through Carcross' residential areas, including limiting the size and/or number of buses traveling through residential areas, the prohibition of air brake and air conditioning use, etc.
- Traffic calming measures should be incorporated in the design of an alternate access into Carcross to alleviate safety concerns for pedestrians and trail users.

Cemetery

A new community cemetery will be required within the timeframe of the Carcross LAP. Although the existing cemetery, located on the southern shore of Nares Lake on C/TFN Settlement Land, has recently been expanded, local knowledge suggests that it may reach full capacity within the next couple of years.

Considerations:

- Cemetery site selection is a complex planning issue. Selection criteria must consider not only traditional land planning issues (e.g., lot ownership, parcel size, adjacent land uses, and ground conditions), but also address sensitive matters such as cultural and spiritual values.
- YG Community Services currently has no written policy for the provision or management of cemeteries in unincorporated communities. That does not relieve them of the responsibility, but points to a gap in policy – probably in part because it occurs so infrequently. In similar situations, community volunteers have stepped up and taken responsibility for operation and maintenance. A similar arrangement has been reached in Tagish, where the local advisory council formed a non-profit society charged with cemetery operations.
- Management options for the current cemetery should also be considered. The planning issue revolves around site protection, management of adjacent land uses and access control because of some of the unique values present, such as direct connections to the Yukon Gold Rush.
- There are limited options for locating a new cemetery within the Carcross LAP boundary. Consideration should be given to potential sites outside the plan boundary easily accessible to community residents.

Contaminated Sites

There are several properties within the Carcross LAP boundary which are considered contaminated. Table 5 lists eight sites which have been identified as having contamination above the standards set out in Schedules 1, 2 or 3 of the *Contaminated Sites Regulation* (OIC 2002/171).

Table 5: Contaminated Sites within the Carcross LAP Boundary

Contaminated Site	Site Description	Site Status
Carcross Airport Reserve	Site between the airstrip and Nares Lake.	Unknown, no soil sampling has been done
Carcross Pump Station	Pump station built during WW II to transfer fuel from Carcross to Watson Lake. Site located 500 m north of downtown Carcross, decommissioned in 1996.	Groundwater remains contaminated
Carcross Waterfront	From 1899–1930s the site was used as a construction base camp, and later in the 1940s it was taken over by the US Army. Rail ties were treated here with diesel and PCP for over 30 years.	Classified as contaminated, no info on restoration
Choutla School	Site of residential school from early 1900s to 1970s. School was demolished in mid-1980s and has since been used as a land treatment unit.	Contaminated
Old Dump/ Sewage Lagoon	Site was used as the old garbage dump and sewage lagoon.	Contaminated
Carcross RCMP Detachment	The detachment is located directly within Carcross and consists of a main office, garage, and a storage shed.	Ongoing remediation and monitoring
Unit 1005, Tagish Ave	Yukon Housing Corporation property.	Contaminated
Lot 1006	Site of previous gas station facility.	Contaminated

Source: YG Environment



Figure 3: Unregistered Potentially Contaminated Sites

Considerations:

- There are no formal land use restrictions placed on contaminated sites by YG Environmental Programs Branch, unless the site is formally ‘designated’ as such. When a site is formally ‘designated’ under the *Environment Act* and *Contaminated Sites Regulation*, development can only take place once contamination has been dealt with in accordance with an YG Environment approved plan of restoration. Permission is required from YG Environment before changing the land use, undertaking excavation or construction, or dismantling equipment or buildings.
- Of the sites listed in Table 5 only the Carcross Waterfront²⁵ is a designated contaminated site under the act and regulations.
- Although there are no land use restrictions associated with the seven remaining contaminated sites, there are health and safety as well as risk management concerns which require attention prior to any land development.

²⁵ Vacant Commissioner’s land bounded by Lot 1035 to the west, Lot 1026 to the north, Lot 209 and the Klondike Highway to the East, and the Nares River to the South.

- Several contaminated sites exist at locations that are considered strategic from a community development perspective (e.g., Carcross Waterfront, Airport Reserve, Old Landfill and Choutla School).
- YG Environment contaminated site records are incomplete. There may be additional information on these sites which has not been submitted to YG Environment and, therefore, do not show up in the records. Some remediation activities have already occurred on several sites listed in Table 5, although it is unknown if these sites have been successfully remediated to *Contaminated Sites Regulation* standards.
- Local knowledge suggests there are site contamination issues at several other locations within the community which are not captured in the YG records, reaffirming the need for further investigation. Figure 3 illustrates several additional locations identified by Planning Committee members which are of community concern for potential contamination.

Flooding of Southern Lakes

Flooding and shoreline erosion are tangible issues for residents of Carcross. During the summer of 2007, Carcross experienced a significant flooding event when water levels in Lake Bennett and Nares Lake reached 657.448 m, only 0.305 m below the estimated 200-year flood level (see Map 7²⁶). Docks, roads and buildings were flooded, and bridge abutments, railway embankments and other built infrastructure were damaged or suffered erosion.²⁷

It is foreseeable that flooding and shoreline erosion problems in Carcross may worsen in the future. Higher spring and summer lake levels, increased wave-induced shoreline erosion and potential for more frequent and/or higher magnitude floods have all been identified as potential climate change impacts in the Carcross region (see Section 4.11).

In addition, Yukon Energy is currently proposing amendments to their current water license for regulating water levels in the interconnected Southern Lakes system via the Lewes River Control Structure (dam). The proposed changes would see consistently higher lake levels during fall months (656.53 m) albeit well below flood stage level (656.79 m). The forthcoming project assessment may reveal other unanticipated land use impacts e.g., reduced public access to waterfront which needs to be considered in establishing future development setbacks, protecting existing historical assets within the flood zone and maintaining public access.

Considerations:

- In accordance with Section 11 of the *Territorial Lands (Yukon) Act*, a minimum 30.48 m setback from the OHWM, called a Waterfront Reserve, is required for new land dispositions occurring

²⁶ This map has been provided by Yukon Energy to the Carcross LAP planning process.

²⁷ EBA Engineering Consultants Ltd. 2009. *Carcross Natasheeni Narrows Flood Study*.

along the shorelines of identified watercourses and waterbodies on Commissioner's lands. The *Territorial Lands (Yukon) Act* does not apply to Settlement Lands.

- In accordance with Section 5.15.0 of the C/TFN Final Agreement, unless otherwise agreed to, a 30 metre wide Waterfront Right-of-Way is established on Settlement Land adjacent to navigable waters. Any other exception to this Waterfront Right-of-Way is set out in the Final Agreement.
- There are presently several privately owned, leased and C/TFN properties within the planning area which are within the 30.48 m OHWM setback. Structures on these properties are at elevated risk to damages caused by flooding and erosion. A number of these buildings have significant heritage values.

Fire Risk Management

In 2006, Environmental Dynamics submitted a draft report titled *Multiyear Fire Smart Plan for Carcross and Tagish Region* to YG. This plan has not been finalized; hence there is no comprehensive approach to fire management in place to proactively address fire risks in the planning area. The absence of such a plan to manage wildfire risk is a notable gap in community fire protection for several reasons. First, high winds are common and influenced by the local mountain/valley geography. Turbulent wind behaviour also complicates aerial response if a fire breaks out. The prevailing onshore winds and arid nature of the landscape also contribute to the fire risk.

Considerations:

- The community needs a plan that addresses how to proactively manage fire risks in the LAP and adjacent areas.

Choutla Dams

Two decommissioned dams (one of which is located within the LAP boundary in the Choutla Subdivision) on Choutla Creek have direct implications for community health and safety (for their location see Map 3). The dams' structural integrity is currently compromised. Mitigation work and associated release of excess water in 2008 have caused downstream flood impacts at the creek-crossing culverts. If not mitigated quickly as happened in the above mentioned incident, such impact could potentially cut off road access to the Choutla Subdivision from the Tagish Road. The dams also have impacts on fish habitat and migration within Choutla Creek.

In March 2009, ARG Services Inc. was contracted by the Carcross/Tagish Management Corporation to conduct a feasibility study to determine the viability of a joint venture for-profit partnership to produce electric power via a micro-hydro facility at the existing Choutla Lake dam. Upon completion of an engineering assessment and site review for power producing capacity, it was determined that the identified Choutla waterway was likely not capable of producing enough power to allow for a viable for-profit business venture; however, it was determined there was potential for a community-based power project. At this point in time, assessing future flood risk and maintaining the health of this riparian corridor has been identified as an issue requiring additional study.

Considerations:

- In 2008, EBA issued a *Site Description and Restoration Workplan* to YG describing the tasks, risks and cost associated with the removal of the dam structures and the restoration of the upstream and downstream environments.

4.10 TRADITIONAL LAND USES, PRACTICES AND VALUES

C/TFN traditional land uses, practices and values exist throughout the Carcross LAP area. Examples include, but are not limited to, historic trail networks, fish camps, archaeological sites, wildlife corridors and plant/berry harvesting areas. C/TFN traditional knowledge on traditional land uses, practices and values were provided to the consultants by the First Nation and were compiled in a summary table and digitized in map form. For reasons of information sensitivity, a traditional knowledge map is not included within the Carcross LAP. Nevertheless it has been used in the preparation of the LAP's land use designations and policies.

Considerations:

- In some cases, traditional land uses, practices and values identified by C/TFN have already been compromised by land development patterns. For example, the entire Carcross townsite is a wildlife corridor for caribou. It is not possible to mitigate the impacts of pre-existing land development on these values.
- The provisions of the Carcross LAP do not apply to waterbodies, hence it is difficult to address traditional uses, practices and values associated with fisheries in these areas except as broadly stated management objectives.
- Traditional land uses include boating for the purposes of traveling and fishing. It is important to provide opportunities for operating and mooring boats.
- In areas which are predominantly Settlement Lands (e.g., Choutla Subdivision and large portions of Carcross South) C/TFN has retained significant flexibility to manage traditional uses, practices and values under their own land development regulations and policies. These regulations and policies have yet to be drafted and/or be ratified. Land use designations contained within the Carcross LAP may not reflect the degree of planning intervention which will be employed by C/TFN to protect and preserve significant traditional and environmental values for these lands.
- The LAP area is situated within trapline concession 412 (see Figure 4). This is a community trapline that is based on an application-based permit issued by the conservation officer. Such permits are typically only issued to allow school groups and elders to do limited trapping and for a trapper to address human/wildlife conflict situations.



Figure 4: Location of Carcross Community Trapline

4.11 CLIMATE CHANGE

The Canadian North is at the forefront of climate change and is experiencing the associated impacts of global warming, including generally warming temperatures, changes in precipitation, earlier spring onset and increasingly volatile weather patterns.

Tables 6 and 7 identify elements in both the natural and built environments around Carcross that may be impacted by climate-induced hydrological change. This information has been summarized from the document *Hydrology of the Bennett Lake Watershed: Contemporary Conditions and Potential Impacts of Climate Change*, produced by the Northern Climate Exchange in 2011.²⁸ The information is intended to be used as a guideline which highlights sensitivities and vulnerabilities for the Carcross region in order to better guide planning processes and land development decisions.

²⁸ Benkert, B. and Lia Johnson. 2011. *Hydrology of the Bennett Lake Watershed: Contemporary Conditions and Potential Impacts of Climate Change*. Northern Climate Exchange.

Table 6: Potential Climate Change Stressors and Impacts on Carcross Region Physical Environment

Physical and built Environment	Potential Perturbation or Stressor	Potential Climate Change Impacts
Wheaton glacier	Higher mean annual temperature	<ul style="list-style-type: none"> • More glacial melt • More meltwater infiltration (positive feedback that may exacerbate melt rate)
	Higher mean spring and fall temperature	<ul style="list-style-type: none"> • Reduce length of winter season and hence period of potential glacial growth • Longer periods of glacial melting each summer
	Higher total annual precipitation; reduced proportion of snow to rain events	<ul style="list-style-type: none"> • Higher chance of rain-on-snow events, increasing melt potential • Less chance for snow accumulation and glacier growth
	Higher total winter precipitation	<ul style="list-style-type: none"> • Potential for increased snow accumulation and glacier growth (although likely offset by temperature effects and overall increases in rainfall)
Wheaton and Watson River discharge	Increased glacial melt	<ul style="list-style-type: none"> • Increased river discharge (especially during summer and fall)
	Higher mean spring temperature	<ul style="list-style-type: none"> • Earlier melt of winter snowpack • Earlier spring discharge peak
	Higher mean winter temperature	<ul style="list-style-type: none"> • Potential for mid-winter melt events causing mid-winter discharge peaks • Smaller spring discharge as a result of mid-winter melts reducing spring snowmelt contributions to discharge
	Higher total winter precipitation	<ul style="list-style-type: none"> • Deeper winter snowpacks • Higher spring discharge peaks as a result of deeper winter snowpacks
	Higher total summer and fall precipitation	<ul style="list-style-type: none"> • Higher summer and fall discharge • Increased potential for rain-driven flood events
Bennett Lake	Increased glacial melt and river discharge	<ul style="list-style-type: none"> • Higher spring and summer lake levels • Greater potential for more frequent and/or higher magnitude floods
	Higher mean spring and fall temperature	<ul style="list-style-type: none"> • Earlier ice-cover break-up and later freeze-up, resulting in reduced ice-cover season • Reduced on-ice travel safety
	Higher mean summer and fall temperature	<ul style="list-style-type: none"> • Increased potential for evaporation and lake-level drawdown (although likely offset by precipitation and river discharge increases)
	Higher mean winter temperature	<ul style="list-style-type: none"> • Potential for mid-winter ice-cover melt
	Higher total summer and fall precipitation	<ul style="list-style-type: none"> • Increased summer and fall river discharge, further increasing late summer water level peaks
	Higher winter precipitation	<ul style="list-style-type: none"> • Deeper snowpacks resulting in increased river discharge to Bennett Lake, resulting in higher snowpack-induced lake level increases
Bennett Lake shoreline	Increased storminess	<ul style="list-style-type: none"> • Increased wave-induced shoreline erosion • Increased wave overtopping
	Increased glacial melt and river discharge	<ul style="list-style-type: none"> • Higher lake levels along shoreline • Higher elevation of shoreline erosion

Physical and built Environment	Potential Perturbation or Stressor	Potential Climate Change Impacts
Permafrost and Groundwater	Higher mean summer and mean annual temperatures	<ul style="list-style-type: none"> • Increased permafrost thawing • Increased snowmelt and precipitation infiltration; lower overland flow • Increased rates of groundwater recharge and storage • Increased surface ponding (in areas where thawing permafrost creates subsidence) or drainage of surface ponds (where unthawed permafrost formerly created a barrier to drainage) • Later and decreased peak annual flows and lower rainfall-related discharge peaks (unless offset by summer rainfall increases) • Higher riverine baseflow (especially in winter) and hence discharge to Bennett Lake

Table 7: Potential Climate Change Stressors and Impacts on Carcross Region Built Environment

Physical and built Environment	Potential Perturbation or Stressor	Potential Climate Change Impacts
Roads and Bridges	Increased glacial melt and river discharge	<ul style="list-style-type: none"> • Increased potential for more frequent and/or higher magnitude flooding • Necessity for emergency protection measures (e.g., riprap, sandbagging)
	Increased storminess	<ul style="list-style-type: none"> • Increased wave overtopping (especially along the pedestrian bridge) • Increased erosion of bridge abutments
	Increased water levels in Bennett Lake and the Narrows	<ul style="list-style-type: none"> • Increased wave overtopping • Higher flood levels and increased susceptibility to flooding • Erosion at higher elevations along abutments • Reduced boat clearance (e.g., RCMP and EMR boats)
Built infrastructure (e.g., docks, boardwalks, buildings)	Increased flood frequency and/or flood magnitude	<ul style="list-style-type: none"> • Flooding of built infrastructure • Necessity for emergency protection measures (e.g., riprap, sandbagging)
Water Intake Pipe	Increased storminess	<ul style="list-style-type: none"> • Increased sedimentation (due to wave action, heavy precipitation, etc.)
	Higher river discharge	<ul style="list-style-type: none"> • More sediment delivery to Bennett Lake (especially important with regard to Watson River discharge)
	Higher mean spring temperature	<ul style="list-style-type: none"> • More rapid spring melt, resulting in higher spring discharge, potentially increasing riverine sediment delivery in the vicinity of the water intake
	Higher total summer and fall precipitation	<ul style="list-style-type: none"> • Increased sediment disturbance (especially in nearshore zone and if rainfall is heavy)

PART 2: RESULTS



Photo Credit: Government of Yukon

5.0 LAND USE DESIGNATIONS AND POLICIES

5.1 COMMUNITY AND YOUTH VISION STATEMENTS

The **Carcross 2030 Vision Statement** is the foundation of the Carcross LAP. It reflects the unique qualities, common values, aspirations and expectations of the Carcross community as expressed in the June 2011 *Visioning Workshop*.

The Vision Statement provides the framework for the development of principles, objectives, policies and implementation actions contained in the Carcross LAP. Simply put, the Vision Statement summarizes the kind of future the community wants while the plan provides a roadmap for what actions need to be taken to get there.

Carcross Local Area Plan Vision Statement for 2030

Carcross is a unified, prosperous, proud and healthy community. We are stewards of our history, culture and natural environment.

Distinct, but related to the Vision Statement, is the **Carcross Student Vision Statement** which reflects the priorities, values and needs of the individuals and future community leaders who will ultimately inherit the legacy of the Carcross LAP.

Key Themes From the Student 2030 Visioning Workshop:

- An energetic, fun and youthful community
- Preserving small town feel while allowing more people to live and visit Carcross
- More to see and do with lots of choice for food, entertainment and recreation
- A supportive community with improved educational, recreational and social programs
- More jobs and entrepreneurial opportunities

Figures 5, 6 and 7 illustrate the complete community and student visioning workshop results as captured by team graphic facilitator Avril Orloff.

5.2 COMMUNITY VALUES DESCRIPTION

To achieve the community vision it requires a clear understanding of the community's values. These are the common, fundamental beliefs and characteristics that bind community residents together. They are the features which make Carcross a unique place to live and which residents value most about Carcross life. As the land use plan is implemented, these values are expected to be respected and protected.

Community values:

- Being close to nature, surrounded by water and mountains, peace and quiet
- The outdoor recreation choices and the underutilized development potential
- Small town lifestyle and "colourful" people
- Size, scale and character of buildings
- Living history and Tagish/Tlingit culture
- The potential to influence how a stronger, year-round economy can be built

Figures 8 and 9 illustrate the 'raw' community workshop results as captured by the graphic facilitator.





Figure 5: Carcross Community Vision Workshop Graphic Facilitation

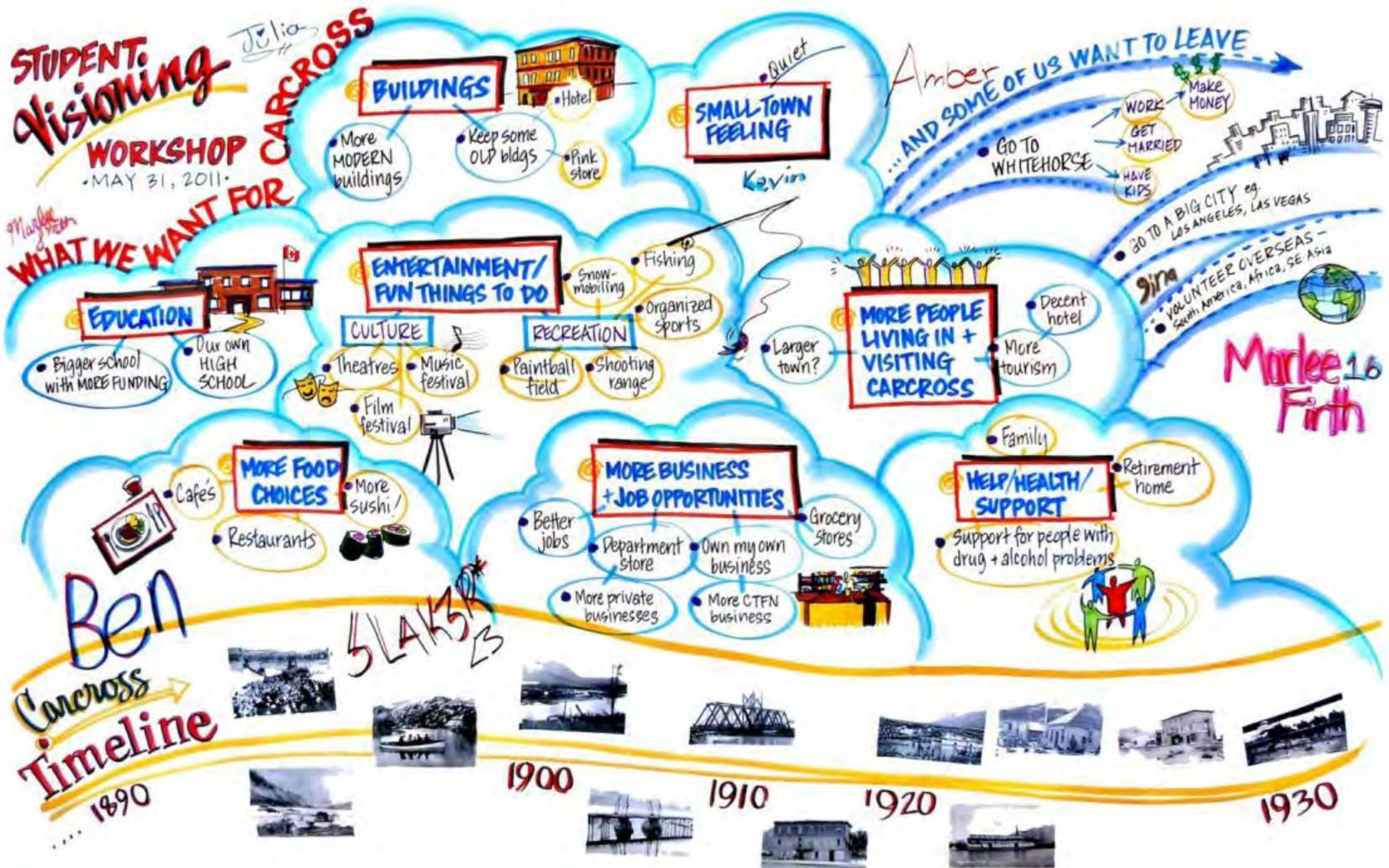


Figure 6: Carcross Student Vision Workshop Graphic Facilitation – Part 1



Figure 7: Carcross Student Vision Workshop Graphic Facilitation – Part 2



Figure 8: Carcross Community Values Afternoon Workshop Graphic Facilitation

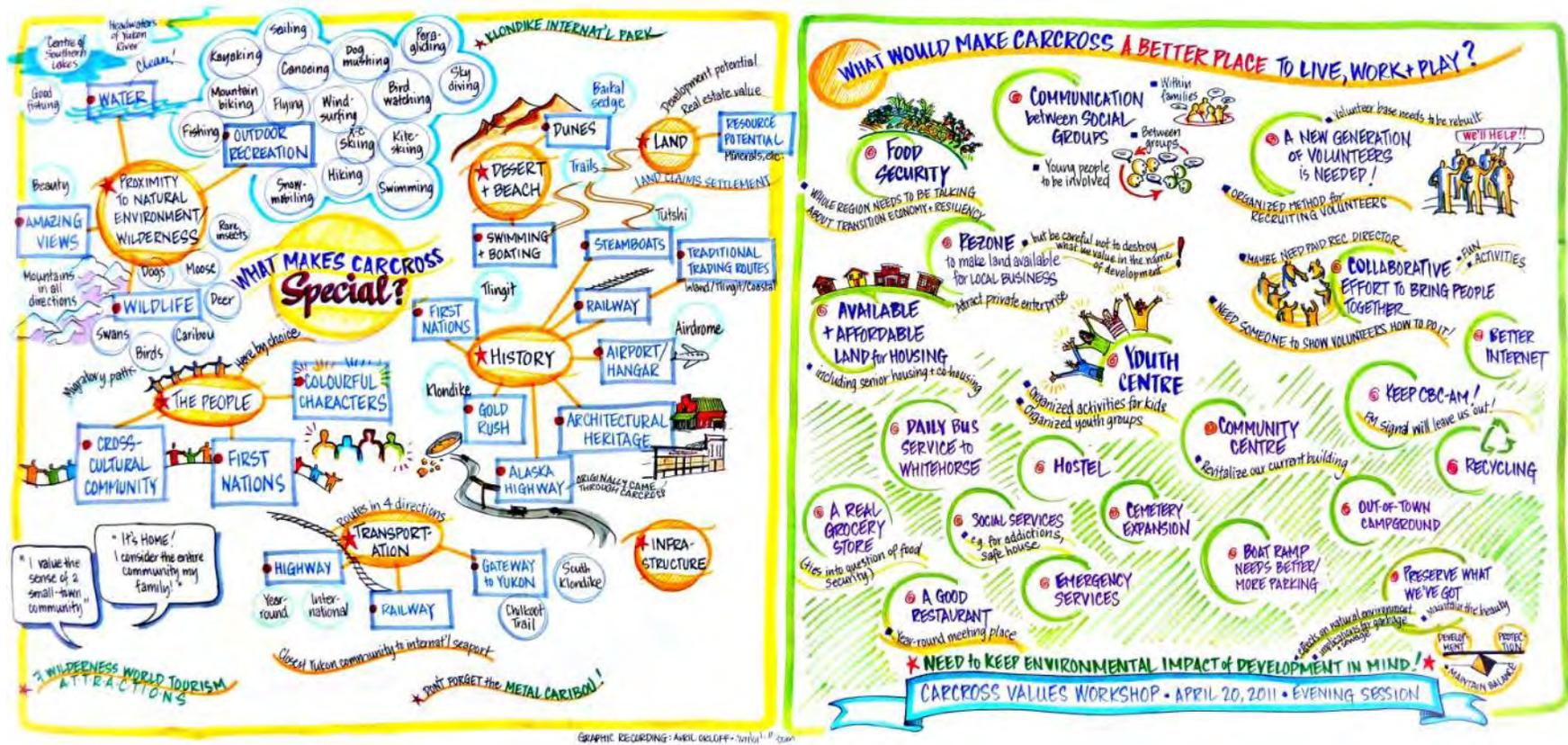


Figure 9: Carcross Community Values Evening Workshop Graphic Facilitation

5.3 COMMUNITY DEVELOPMENT PRINCIPLES

The Vision Statement and values description reflect the community's desire for a principled, holistic planning approach. Long-term community sustainability requires social, economic and environmental diversity. This in turn will be influenced by the scale, pace, timing and focus on plan implementation priorities. Effective land use plans need to be 'living documents' that evolve and adapt to changes over the life of the plan. A holistic plan also includes visible and transparent measures to evaluate progress and accountability.

Effective community development in Carcross is based on four guiding principles. These principles focus on:

- building community capacity;
- fostering participatory decision making; and
- ensuring accountability for plan implementation so community sustainability objectives are achieved.

Principles were developed based upon feedback received from the Carcross community during the *Values and Visioning Workshops*, a review of existing local area plans and land use planning best practices.

Principle #1

Future land use and development is guided by common values, local needs and aspirations with priorities derived through consensus.

Principle #2

Land use decisions occur in a timely manner using an open, transparent and collaborative process that acknowledges the authority having jurisdiction.

Principle #3

Land use management and development policy is guided by highest and best use, a precautionary approach to the maintenance of ecosystem diversity and environmental stewardship and the intent of ensuring future development occurs in a logical, orderly and sustainable manner.

Principle #4

Progress in plan implementation is determined by measurable, visible, and tangible performance targets based on plan vision and goals.

5.4 LOCAL AREA PLAN OBJECTIVES, POLICIES AND ACTIONS

The following section contains objectives, policies and implementation actions which will help to realize the community vision by guiding future land use and management in the Carcross area in a manner consistent with community values and development principles. Objectives and policies have been developed with the participation and input of YG, C/TFN and Carcross members at large.

The policies described in this section apply to all lands within the Carcross LAP boundary while specific land use designations and associated policies are described in Section 5.5 onward.

5.4.1 Growth Management

Growth management focuses on where and how the community might grow taking into account geography, existing land use and tenure, servicing constraints and population forecasts.

Maintaining an adequate lot supply for all types of land uses will be challenging in Carcross. The core issue is that the community has little choice on where it can grow, but some control over how it will grow. All choices will involve some trade-offs and compromises.

Land suitable for development is constrained by both biophysical factors (e.g., surrounding mountains, rivers and lakes), existing land uses (e.g., railway and highway Right-of-Ways, sewage lagoon), as well as more complex issues of land tenure and ownership. For example, WP&YR and C/TFN control the greatest amount of land suited for development while the majority of undeveloped YG land is more suited for conservation purposes. From a growth management perspective, this arrangement creates significant uncertainty as to the availability of developable Commissioner's lands to meet future needs of Carcross. Land purchases, land swaps, innovative public/private partnerships, mixed-use developments, regulatory flexibility, etc. will be needed to ensure community growth occurs in an orderly, efficient and cost-effective manner.

For these reasons, the Carcross LAP incorporates considerable flexibility into the land use designations for new residential and commercial development areas. In addition, the cumulative land area identified for future development exceeds projected growth over the life of the Carcross LAP. Careful and ongoing consideration must be given to the assessment of land demand and availability, development phasing, and land development implications for preservation of existing community character and values.

The Carcross Land Use Map attached as Schedule A illustrates the approximate location of proposed development areas in all land use categories.

Of particular concern to some community residents are the proposed residential and mixed-use designations immediately northwest of the existing townsite. While acknowledging the validity of these concerns, some of them have been recommended for development for the following reasons:

- it promotes a compact, higher-density development form which is conducive to achieving the community vision of a prosperous, vibrant downtown core;
- it promotes the community value of the ‘walkability’ of Carcross – positioning residential areas close to institutions and amenities;
- it improves the feasibility of achieving a higher servicing standard within the existing built-up area (e.g., piped water and sewer);
- it facilitates and capitalizes upon the construction of the required alternate access route; and
- it addresses land availability issues by developing the little available Commissioner’s land within the community core.

Notwithstanding the rationale, this recommendation will require due diligence on the part of both governments and property owners to ensure development occurs in a manner which respects community character and values. Potential impacts to the ecologically sensitive systems will need to be addressed through an environmental assessment and associated public consultation process to determine appropriate and feasible mitigation measures.

5.4.1.1 Objectives

- 1) To ensure the pace, scale, timing and type of new development respects community values and needs.
- 2) To allocate sufficient areas of Commissioner’s land and Settlement Land in all categories to support community growth in a logical, orderly and incremental fashion.
- 3) To recognize and maintain existing residential land uses and develop a variety of other residential housing options to accommodate differing lifestyle needs.
- 4) To mitigate existing land use incompatibilities, reduce future land use conflicts and protect public health and safety.

5.4.1.2 Policies

Sustainable Development

- 1) Opportunities for infill, densification, lot consolidation, mixed-use development, re-use of remediated contaminated sites and the efficient use of existing underutilized or undeveloped lots shall be explored. Infill development opportunities are encouraged prior to new subdivision development.
- 2) Undeveloped Commissioner’s lands designated for new subdivision development and requiring installation of public infrastructure are subject to a pre-plan and public review. Pre-plan shall consider issues of:
 - subdivision layout options and development phasing;
 - mitigation of land development impacts on environmental, recreational and traditional values;
 - road access and circulation, including emergency access;

- level of service standards; and
 - implementation of community development priorities (see Section 5.4.4).
- 3) Further to 5.4.1.2 (2), joint subdivision planning between YG and C/TFN is encouraged to coordinate and facilitate the process as well as to mitigate possible impacts. Joint planning shall not restrict the decision-making ability of either YG or C/TFN.
 - 4) Appropriate servicing and infrastructure upgrades are encouraged to support sustainable growth and efficient use of developable lands.
 - 5) Street light installations shall be scaled to the essential lighting needs of a neighbourhood to minimize light pollution.

Focusing New Growth

- 6) New residential development shall be focused in the vicinity of the Carcross townsite.
- 7) Further to 5.4.1.2 (6), depending upon its size, scale and impact, new residential development in the Carcross townsite may require completion of: (a) residential development pre-plan which involves community review (5.4.1 (2)); (b) long-term community servicing study (5.4.1.3 (1)), and (c) the construction of an alternate access route (5.4.1.3 (15) and 5.4.1.3 (16)).
- 8) New country residential development shall be focused in the vicinity of the Watson River and Choutla Subdivision areas.
- 9) Further to 5.4.1.2 (8), in considering subdivision layout options for the Watson River Subdivision, YG may entertain modest land use designation boundary adjustments in order to optimize subdivision layout and reduce potential land development impacts. A plan amendment will not be required where the land development proposed is consistent with the Carcross LAP's overall intent.
- 10) Further to 5.4.1.2 (8), C/TFN acknowledges the significant environmental values present in the Choutla Subdivision area. Future country residential development proposed for this area may establish additional environmental setbacks consistent with C/TFN land management and environmental policies.
- 11) New residential/commercial mixed-use development shall be focused in the vicinity of the Lake Bennett waterfront, south of the Watson River Subdivision, Klondike Highway/Tagish Road and on the southern shores of Lake Bennett.
- 12) Land development under all designations shall occur in a phased and coordinated fashion which is responsive to market demand and community need. New information concerning population growth and land development demand shall be incorporated into decision-making as information becomes available.

- 13) Lot enlargement applications on Commissioner’s land shall adhere to the YG Lot Enlargement Policy. Lot enlargement applications on Settlement Lands shall conform to applicable C/TFN policies. Specifically, applications shall:
- conform to land use designations and policies contained within the Carcross LAP;
 - reasonably demonstrate a need for additional lands;
 - show that lot enlargement only extend into areas designated for the intended future use;
 - be limited to the size required to meet the demonstrated need; and
 - be limited to a size that will not enable future subdivision.
- 14) Further to 5.4.1.2 (13), no lot enlargement shall extend into a surveyed road Right-of-Way (e.g., alleyways in downtown residential area). Surveyed road Right-of-Ways shall be kept unobstructed to ensure emergency access and the delivery of emergency services.
- 15) In accordance with the YG *Rural Residential Policy*, spot land applications are not permissible within the LAP boundary.

Alternate Access

- 16) An alternate access route is recommended to address safety concerns, facilitate future land development and improve traffic circulation. The recommended alignment shall generally follow the route illustrated in Figure 3 by intersecting with Tagish Road/South Klondike Highway; and connecting to the existing Tagish Avenue Right-of-Way within the townsite.
- 17) Further to policy 5.4.1.2 (16), the final alignment of the proposed alternate access route shall be considered as part of the residential development area pre-plan (5.4.1.2 (2)) and long-term community servicing study (5.4.1.3 (1)).

Industrial Land Management

- 18) Existing industrial uses incompatible with future community development will be designated non-conforming and be encouraged to relocate outside the downtown core to lands designated for industrial use.
- 19) A site with sufficient land for relocation of existing WP&YR non-conforming industrial uses, as well as room for expansion to accommodate reintroduction of freight service shall be set aside by the existing sewage lagoon.
- 20) Further to policy 5.4.1.2 (19), should WP&YR choose to consider other sites outside the Carcross LAP boundary for relocation of non-conforming railway activities, lands adjacent to the sewage lagoon may be made available for other light industrial uses.
- 21) New service industrial land development shall be concentrated in the vicinity of the existing solid waste transfer station.

5.4.1.3 Actions Items

- 1) Work towards the completion of a long-term community servicing study to confirm desired level of service standards and a core servicing area boundary.
- 2) Work towards the construction of the recommended alternate access route as described in 5.4.1.2 (16) and 5.4.1.2 (17).
- 3) YG and/or C/TFN may pursue land purchase or land swap options with other landholders in order to acquire lands which might be required for purposes of community development, land management, environmental protection, heritage preservation and/or relocation of non-conforming land uses as well as other purposes suited to the implementation of the Carcross LAP.
- 4) YG and/or C/TFN will work with WP&YR to pursue land development options for the relocation of rail functions from the downtown core to lands designated for those purposes adjacent to the sewage lagoon or another appropriate location.

5.4.2 Environmental Stewardship

Environmental stewardship is a key component of the Carcross community vision. The stewardship ethic extends to all elements of the Carcross LAP. Of particular importance are the management and conservation of the Carcross dunes and beaches, protection of flora and fauna, and managing community risk related to fire, flooding and shoreline erosion.

5.4.2.1 Objectives

- 1) To respect the area's biodiversity and habitat quality by:
 - conserving the dune system and protecting rare plant habitats;
 - conserving wetland ecosystems, fish habitat and migratory bird staging areas;
 - reducing human-wildlife conflicts; and
 - maintaining open space corridors to support wildlife movement connectivity.
- 2) To maintain and promote all significant natural features within the planning area, including the shorelines of Lake Bennett, Nares Lake and Natasaheeni; Carcross Beach, Dunes and Desert; Watson River and Choutla Creek.
- 3) To address current and future community safety risks (e.g., wildfire, flooding, erosion of dunes, shorelines and riverbanks, etc.).

5.4.2.2 Policies

Environmental Stewardship

- 1) Areas with significant environmental values considered to be ecologically sensitive, or unsuitable for development shall be preserved in a largely natural state and the precautionary principle shall govern management actions.

- 2) Notwithstanding 5.4.2.2 (1) where encroachment into such areas may be necessary for community development, routing of utilities, services, etc., the proponent shall submit an environmental assessment demonstrating the encroachment is in the public interest to the authorities having jurisdiction.
- 3) New information concerning environmental values shall be incorporated into land use policy and decision-making as it becomes available (e.g., updated information on Key Wildlife Areas, *Baikal Sedge Action Plan*, Yukon Energy's *Southern Lakes Storage Enhancement Study* and information from YG's Yukon Conservation Data Centre).
- 4) Pursuit of collaborative, inter-governmental management and outreach programs for conservation and promotion of the ecologically sensitive dunes system is encouraged.
- 5) Reconsider the creation of a territorial park for the Carcross Desert Territorial Park Reserve area to enable the efficient managing and monitoring of park activities that ensure the longevity of the environmental values contained within the area.
- 6) Support development guidelines to assist property owners in mitigating potential land development impacts within the dunes ecosystem (e.g., innovative building design, limiting cut-and-fill operations, maintenance of existing vegetation, invasive species management, etc.).

Fish and Wildlife Management

- 7) The Carcross LAP supports recommendations detailed in the Southern Lakes Wildlife Coordinating Committee's *Regional Assessment of Wildlife in the Yukon Southern Lakes Area* in general, and specifically the development of best management practices for land use activities occurring in or near important habitats for identified wildlife species (e.g., developing and implementing measures to reduce human-bear conflicts).
- 8) In addition to any other applicable review process, development proposals considered to have implications for management of local fish, wildlife and forest resources shall be referred to the Carcross/Tagish Renewable Resources Council for comment and recommendation.

Shorelines and Wetlands

- 9) A 30.48 m setback from the OHWM (Waterfront Reserve) shall be observed for new land developments and dispositions occurring on Commissioner's land along the shorelines of creeks, rivers and lakes as well as around wetlands.
- 10) Where existing development has already occurred within the 30.48 m setback, property owners shall be encouraged to flood-proof their properties before any new development or change of use is permitted.

- 11) Additional shoreline development setbacks may be established through area development regulations or be determined on a case-by-case basis if substantiated by an engineering assessment to reduce dune erosion, protect critical wildlife habitat and watercourses as well as anticipate current and future flood hazards.
- 12) The use of private docks shall be discouraged. Instead, the construction of a public marina shall be considered.
- 13) Development and implementation of shoreline development guidelines and associated policies for wetland, riparian and aquatic areas are supported.

Environmental Risk Management

- 14) Proactive measures to analyze and address community flood and fire risks are required and supported.
- 15) Examination of feasible and effective mechanisms for improved monitoring and management of activities not considered consistent with Environmental Stewardship Objectives (e.g., overnight camping/campfires) is supported.

5.4.2.3 Action Items

- 1) Develop a community fire protection strategy that addresses wildfire risk and mitigation measures (e.g., firesmart treatment), adequate water flow for fire protection of heritage buildings and new development within the townsite, as well as volunteer fire department recruitment and retention.
- 2) Complete a comprehensive community flood risk assessment along Lake Bennett, Nares Lake and Natasaheeni.
- 3) Complete a flood risk and fish habitat protection study from Choutla Lake to the mouth of Choutla Creek.
- 4) Prepare a feasibility study for the construction of a marina. This study should consider possible locations, environmental impacts of its construction and operation, and economic aspects that include building cost, benefits to Carcross and options for future ownership and operation.
- 5) Assess community support for the creation of a territorial park for the Carcross Desert Territorial Park Reserve as described in Policy 5.4.2.2 (5).
- 6) Reduce human-bear conflicts by the implementation of attractant management measures in residential areas (e.g. human-bear management plans).

5.4.3 Heritage Conservation

Heritage conservation is a key community priority. Carcross is currently without coordinated means of preserving, managing or promoting its numerous heritage resources. They are also without design guidelines to ensure future development will respect community character, and that renovation and /or redevelopment of heritage structures will maintain historic integrity.

5.4.3.1 Objectives

- 1) To support the preservation, management and interpretation of the community's heritage resources.

5.4.3.2 Policies

- 1) Appropriate heritage design guidelines shall be considered during the preparation of the Carcross area development regulations to help ensure that new development complements the heritage and historic nature of the townsite. Guidelines may include historic building forms, building materials and colours, lot coverage, etc.
- 2) Further to 5.4.3.2 (1), appropriate design guidelines shall be considered for all heritage zones identified in the 2008 *Summary of Carcross Historic Sites* as well as any other heritage areas identified by the community.
- 3) Further to 5.4.3.2 (1), heritage design guidelines incorporated into Carcross area development regulations shall be sufficiently flexible to not unduly restrict development opportunities.
- 4) Community support for a comprehensive heritage management plan shall be formally assessed. The scope, goals and objectives for a heritage management plan shall be defined by the community in collaboration with C/TFN and YG.
- 5) Further to 5.4.3.2 (4), the scope of a heritage management plan may extend beyond the provisions of the LAP and consider such items as:
 - management considerations for both built structures and other heritage values such as trails, cultural landscapes and viewscapes;
 - identification of suitable policies for the reuse, rehabilitation and/or relocation of heritage buildings;
 - establishment of appropriate processes to evaluate development proposals in heritage areas;
 - development of suitable policies to incorporate intangible heritage values such as oral stories and Elder's knowledge in the management of heritage resources in the planning area; and
 - consideration of interpretation, tourism and economic development opportunities for heritage resources.
- 6) Ongoing collaboration between C/TFN and YG for the purposes of heritage conservation is supported.

5.4.3.3 Actions Items

- 1) Consideration of heritage design guidelines during preparation of the area development regulations as described in 5.4.3.2 (1).
- 2) Assessment of community support and determination of community objectives for a heritage management plan as described in Policy 5.4.3.2 (4).

5.4.4 Community Health and Wellness

During the *Values* and *Visioning Workshops*, participants listed a number of community developments which would make Carcross a better place to live, work and play. Community members were then asked to indicate their level of support for the identified community development projects in the *Community Feedback Form*.

Results are ranked in terms of highest to lowest level of community support and are as follows:

- Seniors housing (86.6%)
- Parks, playgrounds and trails (81.6%)
- Community centre (80.0%)
- Community garden (76.3%)
- Youth centre (71.7%)
- Assisted living centre (66.3%)
- Safe house (58.9%)
- Social housing (36.5%)
- Marina (29.8%)

Other community development priorities which were not captured in the *Values* and *Visioning Workshops*, but were identified during community workshops include:

- a community trail linking the waterfront walkway to Grayling Bay with potential for bird watching lookouts and interpretation;
- replacement of the South Klondike Highway bridge;
- a booster station to provide backup emergency power during outages;
- additional lighting along Tagish Road from Choutla Subdivision to Carcross Townsite to protect pedestrian safety;
- reinstallation of fencing around the perimeter of the Sewage Lagoon; and
- pursuing opportunities for independent power generation.

5.4.4.1 Objectives

- 1) To designate sufficient areas of land for public institutions, utilities and recreational facilities within the community accessible to all residents.
- 2) To provide a similar range and quality of community facilities as are available to other Yukon communities of a similar size.
- 3) To provide safe, attractive public spaces which promote community interaction, celebration, health and wellness.
- 4) To recognize, accommodate and appropriately manage recreational uses.

- 5) To reduce and/or mitigate conflicts between motorized and non-motorized recreational users.
- 6) To mitigate public health and safety risks through the remediation of contaminated sites.
- 7) To mitigate public health and safety risks as well as promote quality of life by employing traffic calming measures and improving the pedestrian use of town.
- 8) To promote traditional values and support compatible traditional use activities throughout the local planning area.

5.4.4.2 Policies

Community Facilities

- 1) Opportunities for implementing priority community developments listed in Section 5.4.4 shall be considered during all new subdivision developments.
- 2) In general, resources shall be allocated towards improved programming for existing community facilities, rather than new facility construction. Where possible, renovation and/or redevelopment of existing facilities are encouraged prior to new capital works. Efficient use of existing facilities is supported by encouraging multiple-use and shared spaces.
- 3) The co-location of fire, emergency, and search-and-rescue services at the location of the existing fire hall is supported.
- 4) The potential for redevelopment of former Choutla Residential School for community use (e.g., memorial) is acknowledged.

Cemetery

- 5) The existing historic cemetery is administered by C/TFN. General visitor access shall be discouraged. Heritage values located therein shall be interpreted off-site.
- 6) Another cemetery is required to accommodate the needs of the larger community. A community-driven cemetery site selection process is recommended to identify a suitable location within or outside the Carcross LAP boundary.

Recreation

- 7) To the extent possible, the integrity of the community ski trails radiating out from the Ghùch Tlà Community School shall be maintained during new land developments. Of particular importance is maintaining the connectivity of the 1 km and 3 km trails connected to the Ghùch Tlà Community School area. Consistent with Policy 5.4.1.2 (2), subdivision layout and trail mitigation options shall involve community input.
- 8) A Carcross community trail plan shall be prepared that:
 - includes a public trail map illustrating the routing, name and type of trail within the LAP

- boundary as well as describes trail use rules;
- considers community strategies for tourism and economic development, including overall community health and wellness;
- if deemed necessary, recommends appropriate measures be developed for trail monitoring and management to the authorities having jurisdiction;
- includes options to reconfigure and/or mitigate trails impacted by existing or anticipated land developments;
- if deemed necessary, incorporates strategies to reduce and/or mitigate impacts of recreational trail use (e.g., closing of trails, restricting motorized uses) on environmental values (e.g., dunes, wildlife habitat);
- offers links to adjacent local trail systems, such as for Montana Mountain; and
- explores opportunities for interpretation of the trail system to residents and visitors alike.

Traffic Calming

- 9) Traffic calming measures shall be employed to slow traffic in high volume areas, such as all highway entrances into Carcross as well as the newly proposed access road. These measures might include, but are not limited to, signage, speed bumps, narrowing road width through chicane and curb extensions, roundabouts, etc.
- 10) Further to 5.4.4.2 (9), impacts of large-sized tourist buses shall be managed to minimize impacts on residents and pedestrian users in residential areas.
- 11) Suitable, and by the community acceptable, means shall be employed to improve the pedestrian experience in the LAP area, in particular a dedicated crosswalk on the South Klondike Highway connecting the Ya Dak Du Hidi Early Childhood Education Centre and C/TFN administrative building with Montana Services and downtown.

Contaminated Sites

- 12) Remediation of identified contaminated sites is a precondition to redevelopment with the standard applied being consistent with the nature of intended future use.
- 13) Remediation of sections of the Carcross Waterfront that are designated as contaminated sites is a priority.
- 14) Redevelopment of the former landfill to a community use standard (e.g., open space) is encouraged. Redevelopment options for the former landfill shall involve opportunities for community input. Prior to the redevelopment of the former landfill, it needs to be formally closed which likely involves capping and adequate containment of the site.

Traditional Land Uses , Practices and Values

- 15) Land use designations shall respect C/TFN traditional uses, practices and values; as provided for in the C/TFN Final and Self-Government Agreements.

5.4.4.3 Actions Items

- 1) Creation of a Carcross community trail plan as described in 5.4.4.2 (8).
- 2) In the absence of a Carcross community trail plan, those authorities having jurisdiction should explore feasible and effective mechanisms for monitoring and managing motorized recreational activity within the LAP area.
- 3) Formation of a cemetery planning committee to oversee community consultation, site selection as well as operations and maintenance considerations.
- 4) Remediation of the Carcross Waterfront designated contaminated site (see 5.4.4.2 (13)).
- 5) Investigate and update information on identified contaminated sites within the LAP area and incorporate additional sites of community concern into the review to determine contaminated site remediation priorities.
- 6) Ensure every property is assigned a civic address that is available to emergency services.
- 7) Consider the use of sidewalks and crosswalks in the planning area to address pedestrian safety.
- 8) Develop and employ management strategies to limit the impacts of large-sized tourist buses in residential areas.

5.4.5 Economic Diversification

Community size, business seasonality and economic leakage to Whitehorse limit opportunities to create year-round employment and stabilize the local economy. To date, the community has not taken full advantage of its unique assets (e.g., location, proximity to visitor markets, culture and heritage) to promote sustainable economic development.

5.4.5.1 Objectives

- 1) To promote Carcross as an all-season destination with a prosperous, diversified economy anchored by a vibrant downtown core.
- 2) To support the pace, scale, type and style of economic development that respects community values, encourages local employment and is consistent with the community's historic and small-town character.
- 3) To support local entrepreneurship and small-business development.
- 4) To identify and designate sufficient land for commercial and industrial uses to support local economic development and employment.

5.4.5.2 Policies

Regulatory Flexibility

- 1) Flexible land use regulations that encourage and support small business start-up shall be incorporated into the new Carcross area development regulations.
- 2) Where appropriate, mixed-use land development is promoted throughout residential and commercial areas.
- 3) Home-based businesses are encouraged throughout residential areas where the business activity is incidental and subordinate to the residential function.

Downtown Focus

- 4) Development regulations for the downtown area shall be simple, inclusive and flexible in order to reinforce the existing compact, mixed-use character, and promote a diverse and prosperous downtown commercial district.
- 5) Vehicle-oriented commercial uses that require a larger footprint shall be concentrated along the South Klondike Highway.

Building Partnerships

- 6) Cooperation and partnership between community stakeholders, both governments and the private sector are encouraged to support economic development initiatives that are mutually beneficial.

Carcross Airport Reserve

- 7) The Airport Reserve lands and Grayling Bay are recognized as an important community asset and are maintained for community use.
- 8) All aviation activities within the LAP area shall be restricted to the Carcross Airport Reserve lands.
- 9) Any leases within the Airport lands shall:
 - maintain public access to and along the shoreline of Grayling Bay, including the potential for establishment of a community trail walkway; and
 - establish appropriate setbacks from shoreline and wetland areas.
- 10) Under YG Aviation Branch policy, additional airport-related uses may be permitted within the Airport Reserve. Prior to the disposition of any new airport leases, it is recommended that an aerodrome development plan be completed to:
 - optimize lot layout and development patterns, including road access and circulation;
 - incorporate development constraints imposed by airport zoning controls (e.g., height restrictions);
 - maintain public access to and along the shoreline of Grayling Bay;

- incorporate mitigation measures to address potential impacts on wetlands and migratory bird habitat;
- identify and address potential issues related to flood-prone areas, bank erosion, etc.; and
- consider local economic development, interpretive and/or tourism-related opportunities related to local aviation history.

5.4.5.3 Actions Items

- 1) YG Department of Tourism and Culture has identified the need for additional parking within the downtown core to accommodate residents and visitors. A suitable site should be identified somewhere within the downtown core. Preliminary locations which may warrant further investigation include Lot 1026 (north of community boat launch) and CTFN C-33FS (south of Montana Services).
- 2) The aerodrome development plan outlined in 5.4.5.2 (10) should be developed jointly between YG Aviation Branch, C/TFN and the community at large in a timely manner.

5.4.6 Governance and Cooperative Management

Carcross is an unincorporated community. As such it relies on YG to provide municipal services. The principal difference between unincorporated and incorporated status is the level of powers and autonomy for local decision making. For example, the decision about community service levels is made by YG. The local advisory councils, made up of community members, can advise the Minister of Community Services about their views, but any decision is in the hands of senior government.

Alternative local governance structures might increase local decision making on issues, such as community service levels and, therefore, influence the ability and speed of implementing the LAP. However, an analysis of the opportunities and responsibilities associated with different governance options is outside the scope of this plan.

5.4.6.1 Objectives

- 1) To investigate options for a local governance structure compatible with community needs and aspirations to have a greater decision-making abilities.
- 2) To identify what process changes are required to implement the direction contained in the Carcross LAP in an efficient, transparent and accountable manner.

5.4.6.2 Policies

- 1) The LAP supports a review of local governance options and encourages South Klondike Advisory Council (SKLAC) to work with YG and C/TFN to investigate options in a timely manner.

5.4.6.3 Actions Items

- 1) Review of local governance options.

5.5 LAND USE DESIGNATIONS AND POLICIES

The land use designations and policies described in this section apply specifically to the Carcross Land Use Map attached as Schedule A. The map shows future land use intents. The new Carcross area development regulations will be the primary implementation mechanism for land use designations and policies contained within in this section and must be developed consistent with the direction provided below. Land use designations and policies have been developed with the participation and input of YG, C/TFN and the local community.

5.5.1 Objectives

- 1) To provide land use designations which encourage the highest and best land use, ensure land use compatibility and promote community growth in a logical, orderly and sustainable manner.
- 2) To develop a common set of regulations applicable to all lands within the Carcross LAP boundary while acknowledging the jurisdiction of the respective governments.

5.5.2 Actions Items

- 1) YG and C/TFN will jointly develop new area development regulations consistent with the Carcross LAP and in collaboration with SKLAC and the community at large.
- 2) SKLAC will periodically monitor Carcross LAP implementation and report progress to YG and C/TFN as well as to the community.
- 3) The Carcross LAP will be reviewed every 5 to 10 years to incorporate new information and evolving community values and priorities, subject to availability of financial resources. The Carcross LAP has identified nine broad land use designations to meet future development needs:

- *Environmental Protection (EP)*
- *Residential (R)*
- *Country Residential (CR)*
- *Downtown Core Commercial (DCC)*
- *Highway Commercial (HC)*
- *Comprehensive Mixed Use (CMU)*
- *Community Use/Traditional Use (CU/TU)*
- *Light Industrial (LI)*
- *Future Development (FD)*

5.5.3 Environmental Protection (EP)

The purpose of this designation is to protect areas of ecological significance from incompatible development by preserving land largely in its natural state.

5.5.3.1 Land Use Designation Policies

- 1) Permitted uses include appropriate outdoor recreational and trapping activities.
- 2) Discretionary uses may include the installation of public utilities, fire risk reduction activities and additional recreational development (e.g., trails and interpretive nodes) considered compatible with the environmental stewardship objectives (5.4.2.1).
- 3) Additional structures such as, but not limited to, fire pits and playgrounds might be considered within the Carcross Dunes Territorial Park Reserve as discretionary use.
- 4) No minimum lot size is required.

5.5.4 Residential (R)

The purpose of this designation is to provide for a range of housing forms intended for an urban setting with compatible accessory uses.

5.5.4.1 Land Use Designation Policies

- 1) Permitted uses include a range of housing forms (e.g., single-family, duplex and multi-family dwellings).
- 2) Recommended minimum lot size shall be 465 m².
- 3) Recommended maximum building height shall be 10.0 m.
- 4) Home-based businesses, including bed and breakfasts and family day homes, are supported throughout the residential designation, with business activities being secondary and subordinate to the residential function in size and scale of operation.
- 5) Home-based businesses within this designation shall not change the principal character of the lot on which it is operated, create undue noise or other disturbance, be unsightly, or include signage other than the name of the business or service offered.
- 6) Living suites shall be permitted as accessory uses within the main building envelope provided they are secondary and subordinate to the main residential function.
- 7) Community facilities as described in Section 5.5.7 shall be considered as discretionary uses.

- 8) All multi-family projects shall be required to provide sufficient on-site parking, landscaping and setbacks to minimize the intrusion of the development on neighbouring properties.
- 9) The level of servicing to be provided in residential areas shall be determined through completion of a long-term community servicing study (5.4.1.3 (1)).

5.5.5 Country Residential (CR)

The purpose of this designation is to provide for single-family residential development in a rural environment with compatible accessory uses.

5.5.5.1 Land Use Designation Policies

- 1) Nature of permitted uses include single-family dwellings.
- 2) The recommended minimum lot size for new country residential development shall range from 5,000 m² to 8,000 m², as specified in the area development regulations.
- 3) Recommended maximum building height under this designation shall be 10.0 m.
- 4) Home-based businesses shall be supported throughout country residential areas where the business activity is secondary and subordinate to the residential function in size and scale of operation.
- 5) The range of supported home-base business activities, including bed and breakfasts and family day homes, shall reflect the larger minimum lot size and lower potential for nuisance when compared to the smaller lot in the Residential designation.
- 6) Notwithstanding 5.5.5.1 (5), home-based businesses within this designation shall not change the principal character of the lot on which it is operated, create undue noise or other disturbance, be unsightly or include signage other than the name of the business or service offered.
- 7) Minor agricultural pursuits (e.g., personal livestock and greenhouses) shall be permitted as an accessory use.
- 8) Living suites shall be permitted as an accessory use within the main building envelope provided they are secondary and subordinate to the main residential function.
- 9) Detached guest cabins shall be permitted as an accessory use provided they are secondary and subordinate to the main residential function. Permanent habitation in guest cabins is not supported as they are intended for temporary visitor use only.

- 10) Community use facilities as described in Section 5.5.9 shall be considered as discretionary uses.
- 11) It is assumed that the current level of servicing will be maintained for existing and future country residential developments. However, this shall not preclude the consideration of increasing servicing standards should new information or opportunities become available.

5.5.6 Downtown Core Commercial (DCC)

The purpose of this designation is to reinforce the compact, mixed-use nature of the downtown core in a manner which is consistent with the community's historic and small-town character.

5.5.6.1 Land Use Designation Policies

- 1) The nature of permitted uses generally supports commercial and institutional uses that are compatible with existing developments. Additional consideration is given to compatible mixed commercial/residential use development forms that provide residential dwelling units on above ground level.
- 2) The residential function shall be incidental and subordinate to the commercial activity.
- 3) Highway and automobile-oriented commercial activities, such as service stations, shall not be permitted in this designation.
- 4) Recommended minimum lot size for this designation shall be 400 m².
- 5) Recommended maximum building height shall be 12.0 m.
- 6) Temporary commercial uses to accommodate seasonal business operations shall be permitted, subject to the following conditions:
 - activities shall acquire all necessary permits and licenses and be permitted by the respective property owner ;
 - activities cannot be detrimental to property or improvements in the surrounding area or to public health and safety;
 - shall be located so as not to interfere with the normal operations of any permanent use located on the property or adjacent properties;
 - if the property is undeveloped, it shall contain sufficient land area to allow the temporary use or structure to occur, as well as any parking requirements that may be associated with the temporary use; and
 - all structural elements associated with the activity, including signage, shall be removed when the activity ends.
- 7) The level of water and sewage servicing to be provided in the downtown areas shall be determined through completion of a long-term community servicing study (5.4.1.3 (1)).

5.5.7 Comprehensive Mixed Use (CMU)

The purpose of this designation is to encourage comprehensive developments that complement surrounding land uses while promoting vibrant, liveable, mixed-use designs in both built structures and overall neighbourhood development form.

5.5.7.1 Land Use Designation Policies

- 1) Permitted uses include a range of housing forms (e.g., single-family, duplex and multi-family dwellings), complementary tourist/commercial and general commercial activities (e.g., retail, restaurants, office, etc.) as well as community facilities as described in Section 5.5.9.
- 2) All multi-family projects shall be required to provide sufficient on-site parking, landscaping and setbacks to minimize the intrusion of the development on neighbouring properties.
- 3) Mixed-use development forms shall be incorporated in both the vertical plane (e.g., commercial/residential uses within a single building envelope) and the horizontal plane (e.g., commercial/residential uses side by side within one or on adjacent lots.)
- 4) Highway and automobile-oriented commercial activities, such as service stations, are not permitted in this designation.
- 5) Recommended minimum lot size shall be 465 m².
- 6) Recommended maximum building height shall range between 10.0 m to 15.0 m, to be further defined through the new area development regulations. The building height restrictions shall consider sightlines to surrounding lake and mountain areas.

5.5.8 Highway Commercial (HC)

The purpose of this designation is to accommodate highway and tourist-service commercial land uses.

5.5.8.1 Land Use Designation Policies

- 1) The nature of permitted uses supports tourist and highway commercial and retail services consistent with current uses in the designation.
- 2) Notwithstanding 5.5.6.1 (1), commercial activities which may potentially detract from vitality and viability of the downtown commercial area shall be discouraged.
- 3) Staff accommodations shall be permitted as accessory uses, subject to appropriate zoning.
- 4) Recommended minimum lot size for this designation shall be 2500 m².

- 5) Recommended maximum building height shall be 10.0 m.
- 6) Regulations shall consider landscaping, signage and or building facade provisions to discourage highway strip appearances.

5.5.9 Community Use / Traditional Use (CU/TU)

The purpose of this designation is to accommodate the development of land for purposes related to essential community services such as governance, health, education, religion, recreation and utilities. On Settlement Lands, this designation may also accommodate equivalent First Nation traditional land uses.

5.5.9.1 Land Use Designation Policies

- 1) Permitted uses shall include health centres, government buildings, fire halls, public utility buildings and structures, police stations, senior citizens homes, nursing homes, churches, recreational infrastructure, community gardens and any other use of similar nature.
- 2) Permitted uses on Settlement Lands shall also include First Nation traditional use activities to be determined by C/TFN during preparation of the new area development regulations.
- 3) No minimum lot size is required.
- 4) Recommended maximum building height shall be 12.0 m.
- 5) One caretaker residence shall be permitted as an accessory use, subject to appropriate zoning regulations.
- 6) All projects shall be required to provide sufficient on-site parking, landscaping and setbacks to minimize the intrusion of the development on neighbouring properties.

5.5.10 Light Industrial (LI)

The purpose of this designation is to accommodate light industrial development and activities in a manner which responds to potential issues of nuisance, public health and safety or land use incompatibilities.

5.5.10.1 Land Use Designation Policies

- 1) Permitted uses generally includes industrial activities, such as public works garages and maintenance yards, warehousing and outdoor storage, light manufacturing, equipment assembly and servicing and other uses of a similar nature.
- 2) Recommended minimum lot size shall be 2,000 m².
- 3) Recommended maximum building height shall be 10.0 m.
- 4) One caretaker residence shall be permitted as an accessory use, subject to appropriate zoning regulations.

- 5) Discretionary uses shall include solid waste transfer stations, wastewater treatment facilities, recycling depots, and railway maintenance yards.
- 6) Any industrial land uses occurring within the vicinity of the sewage lagoon shall consider measures to ensure land use compatibility with the nearby Carcross Gun and Rod Club.

5.5.11 Future Development (FD)

The purpose of the Future Development designation is to reserve lands in a largely natural state while maintaining flexibility for considering future land development options. Lands under this designation require further investigation of their development feasibility to determine if, when, and how development may occur.

5.5.11.1 Land Use Designation Policies

- 1) Permitted uses include appropriate existing outdoor recreational and traditional uses.
- 2) Discretionary uses shall include the installation of low impact public utilities and fire risk reduction activities.
- 3) Any development proposal for future development designated land shall demonstrate compatibility with surrounding land uses.
- 4) Any development of future development designated land shall require an amendment to the Carcross LAP and the area development regulations, including associated public review processes.

6.5 LAND USE PLAN

The land use map developed for the Carcross Local Planning Area is attached as Schedule A. It is comprised of the various land use designations discussed in Section 5.5.

5.5.10 Interpretation of Land Use Boundaries

The land use designation boundaries illustrated in Schedule A for public lands have been interpreted from aerial photography, existing regulatory (zoning) boundaries, generally available resource mapping at different scales and visible site conditions. The boundary lines between public and private land is determined by the legal plan of survey. The land use designation boundaries as shown on Schedule A are for general land use planning policy purposes only.

6.0 IMPLEMENTATION

Effectively implementing the Carcross LAP will require a number of actions.

Action	Section	Priority	Timeframe
<p>Replace <i>Carcross General Development Area Regulations</i> with new area development regulations for the LAP planning area</p> <p>Lead Jurisdiction: YG EMR Land Planning Branch (LPB) and C/TFN Heritage, Lands and Natural Resources (HLNR) Branch Implementation Support: SKLAC and community stakeholders</p>	5.5.2 (1)	High	1 year
<p>Consideration of heritage design guidelines in coordination with preparation of new Carcross area development regulations</p> <p>Lead Jurisdiction: YG EMR LPB, YG Tourism and Culture Implementation Support: C/TFN HLNR, SKLAC and community stakeholders</p>	5.4.3.3 (1)	High	1 year
<p>Community assessment for development of Carcross heritage management plan</p> <p>Lead Jurisdiction: YG Tourism and Culture; C/TFN HLNR Implementation Support: YG EMR (LPB), YG Community Services, SKLAC and community stakeholders</p>	5.4.3.3 (2)	High	1 year
<p>Commissioning of a long-term community servicing study</p> <p>Lead Jurisdiction: YG Community Services Implementation Support: C/TFN, SKLAC and community stakeholders</p>	5.4.1.3 (1)	High	<3 years
<p>Construction of alternate access route</p> <p>Lead Jurisdiction: YG Community Services Implementation Support: C/TFN, SKLAC and community stakeholders</p>	5.4.1.3 (2)	High	<3 years
<p>Consider the use of sidewalks and crosswalks to address pedestrian safety</p> <p>Lead Jurisdiction: YG Community Services Implementation Support: C/TFN, SKLAC and community stakeholders</p>	5.4.4.3 (7)	High	<3 years

Action	Section	Priority	Timeframe
Explore mechanisms for managing motorized recreational activities Lead Jurisdiction: YG EMR, C/TFN, SKLAC and community stakeholders Implementation Support: YG Community Services, YG Environment, RCMP	5.4.4.3 (2)	High	<3 years
Formation of a cemetery planning committee to oversee new cemetery site selection and implementation. Lead Jurisdiction: SKLAC and/or C/TFN Implementation Support: YG Community Services and YG EMR Land Management Branch	5.4.4.3 (3)	High	<3 years
Feasibility Study for Carcross Marina Lead Jurisdiction: C/TFN and/or SKLAC Implementation Support: YG Community Services	5.4.2.3 (4)	High	<3 years
Development of aerodrome development plan Lead Jurisdiction: YG Aviation Branch Implementation Support: C/TFN and SKLAC	5.4.5.3 (2)	High	<3 years
Assess community support for the creation of a territorial park for the Carcross Desert Territorial Park Reserve Lead Jurisdiction: C/TFN and SKLAC Implementation Support: YG Environment	5.4.2.3 (5)	Medium	<5 years
Creation of a Carcross community trail plan Lead Jurisdiction: C/TFN and/or SKLAC Implementation Support: YG Community Services	5.4.4.3 (1)	Medium	<5 years

Action	Section	Priority	Timeframe
Development of a comprehensive fire protection strategy Lead Jurisdiction: YG Community Services, Wildland Fire Management Implementation Support: C/TFN, SKLAC	5.4.2.3 (1)	Medium	5-10 years
Complete a community flood risk assessment along Lake Bennett, Nares Lake and Natasheeni Lead Jurisdiction: YG Environment Implementation Support: YG EMR, YG Community Services, C/TFN, SKLAC	5.4.2.3 (2)	Medium	5-10 years
Remediation of the Carcross Waterfront Lead Jurisdiction: Proponent/Developer and YG Community Services Implementation Support: YG Environment, SKLAC and community stakeholders	5.4.4.3 (4)	Medium	5-10 years
Complete a flood risk and fish habitat protection study from Choutla Lake to the mouth of Choutla Creek Lead Jurisdiction: C/TFN HLNR Implementation Support: YG Land Claims Implementation Secretariat, YG Environment, Government of Canada	5.4.2.3 (3)	Medium	5-10 years
Update information on identified contaminated sites and determine contaminated site remediation priorities Lead Jurisdiction: SKLAC and community stakeholders Implementation Support: C/TFN, YG Environnement	5.4.4.3 (5)	Medium	5-10 years
Identification of a suitable parking location in the downtown area Lead Jurisdiction: YG EMR LPB Implementation Support: SKLAC, C/TFN, YG HPW, YG Tourism and Culture	5.4.5.3 (1)	Medium	5-10 years

Action	Section	Priority	Timeframe
Review of local governance options Lead Jurisdiction: SKLAC and community stakeholders Implementation Support: YG Community Services	5.4.6.3 (1)	Medium	5-10 years
Review and update Carcross Local Area Plan Lead Jurisdiction: YG EMR LPB and C/TFN HLNR Implementation Support: SKLAC and community stakeholders	5.5.2 (3)	High	5-10 years
Monitor Local Area Plan implementation Lead Jurisdiction: SKLAC and C/TFN Implementation Support: YG	5.5.2 (2)	High	Ongoing
Pursuit of potential land acquisition opportunities for community development purposes Lead Jurisdiction: YG EMR Land Management Branch, C/TFN HLNR Implementation Support: YG Community Services	5.4.1.3 (3)	High	Ongoing

7.0 PLAN REVIEW AND AMENDMENT

This is the first LAP for the Carcross area. Circumstances invariably change over time. This plan has a 20-year time horizon. New opportunities, issues and land management concerns will emerge during this period. They may be triggered by the availability of new resource information, completion of plan implementation actions and other matters not considered during initial plan preparation. Generally, such plan reviews are scheduled within 5 to 10 years, subject to available resources and depending on the level of land development activity, nature of land disposal pressures or area development regulations amendment requests received.

Area development regulations are the primary means to implement the direction and policies set out in the Carcross LAP. They must be consistent with the approved plan. Where a requested amendment to the regulations would be inconsistent with the Carcross LAP, the plan must be amended first or to be considered concurrently with the request for a zoning amendment. While requests for amendments to either the Carcross LAP or the area development regulations are considered on their merits, such requests are generally considered premature unless they involve a significant amount of new information not available at the time of initial plan preparation.

The *Yukon Environmental and Socio-economic Assessment Act* also provides a mechanism for the consideration of the individual and cumulative impacts arising from specific development proposals. That process considers whether a proponent's proposal is consistent with an approved local area or regional land use plan and requires the assessor to consider what actions might be taken to bring a proposal into compliance.

Plan amendment processes include public notification, government-to-government consultation between the C/TFN and YG, a requirement for a public meeting and a minimum 30-day comment period. Where the proposed amendment would affect only Settlement Lands or Commissioner's lands, the government having jurisdiction for the land in question is the decision-making authority. The respective government will notify the applicant, the other government and residents of the planning area of the decision reached. Where the consequences of an amendment request affect both governments, best efforts will be made during the review process to arrive at a consensus decision.

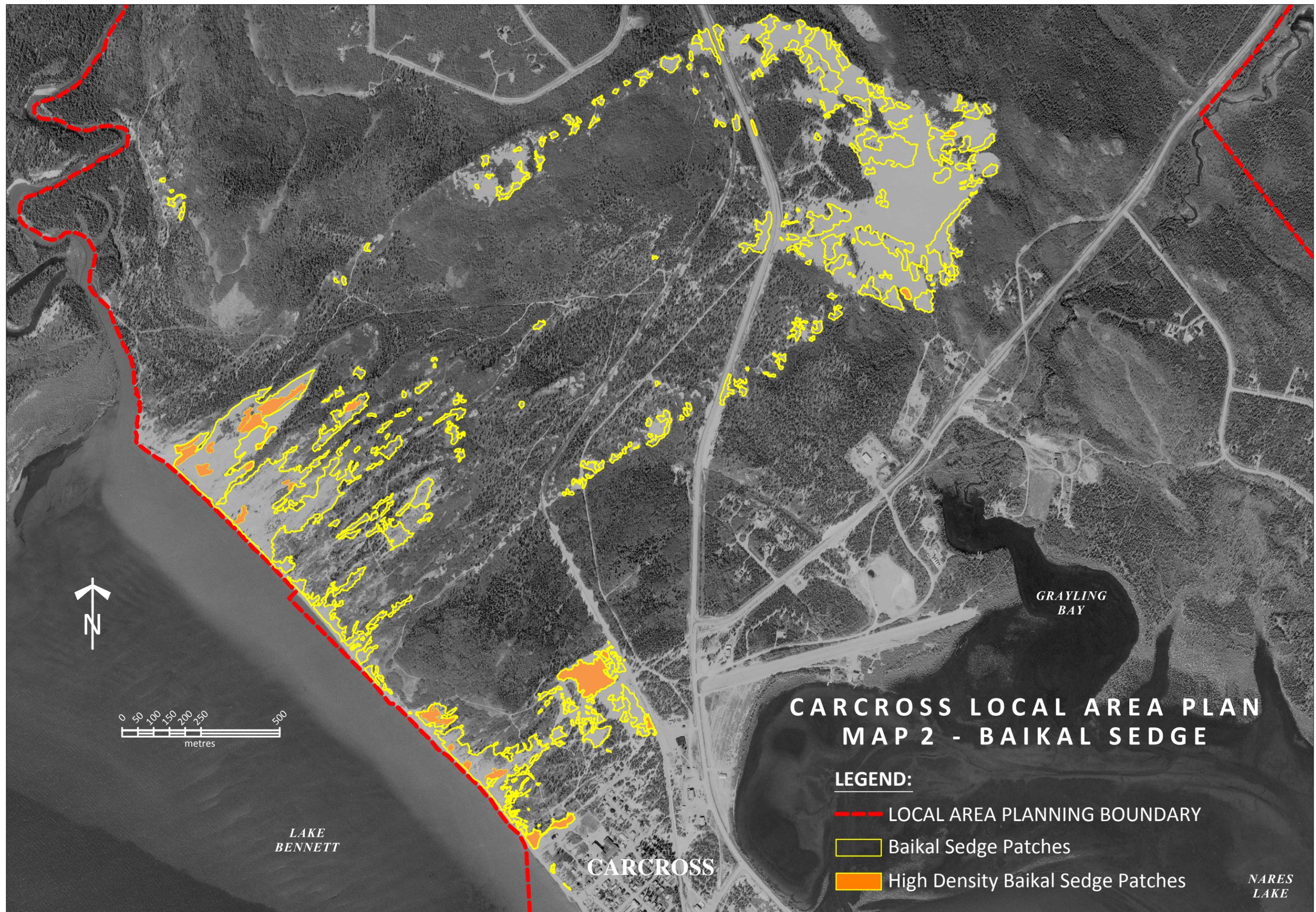
Automatic Triggers for Plan Review and Possible Amendment:

- A proposal to re-designate substantive areas of public or private lands within Schedule A (e.g., as result of the long-term community servicing study).
- Once the reservation for airport purposes is removed from the Carcross Airport Parcel as described in Chapter 22, Schedule A, Part 1, Section 13 of the C/TFN Final Agreement.

CARCROSS LOCAL AREA PLAN

Map 1 - COMMUNITY ORIENTATION MAP





**CARCROSS LOCAL AREA PLAN
MAP 2 - BAIKAL SEDGE**

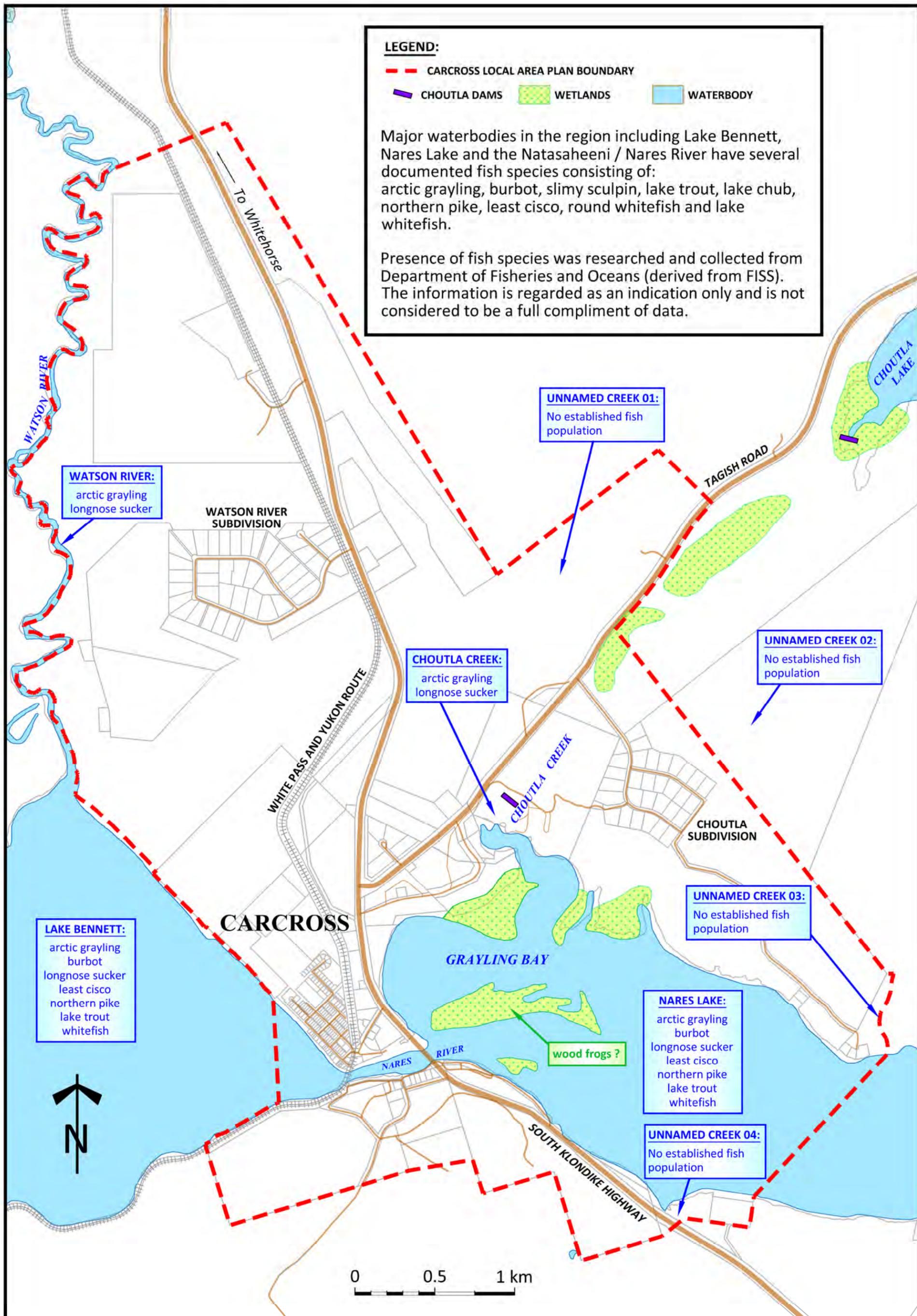
LEGEND:

-  LOCAL AREA PLANNING BOUNDARY
-  Baikal Sedge Patches
-  High Density Baikal Sedge Patches

NARES
LAKE

CARCROSS LOCAL AREA PLAN

Map 3 - WETLANDS AND FISH



CARCROSS LOCAL AREA PLAN MAP 4 - EXISTING ZONING, LEASES AND RESERVATIONS

EXISTING LEASES & RESERVATIONS DETAIL

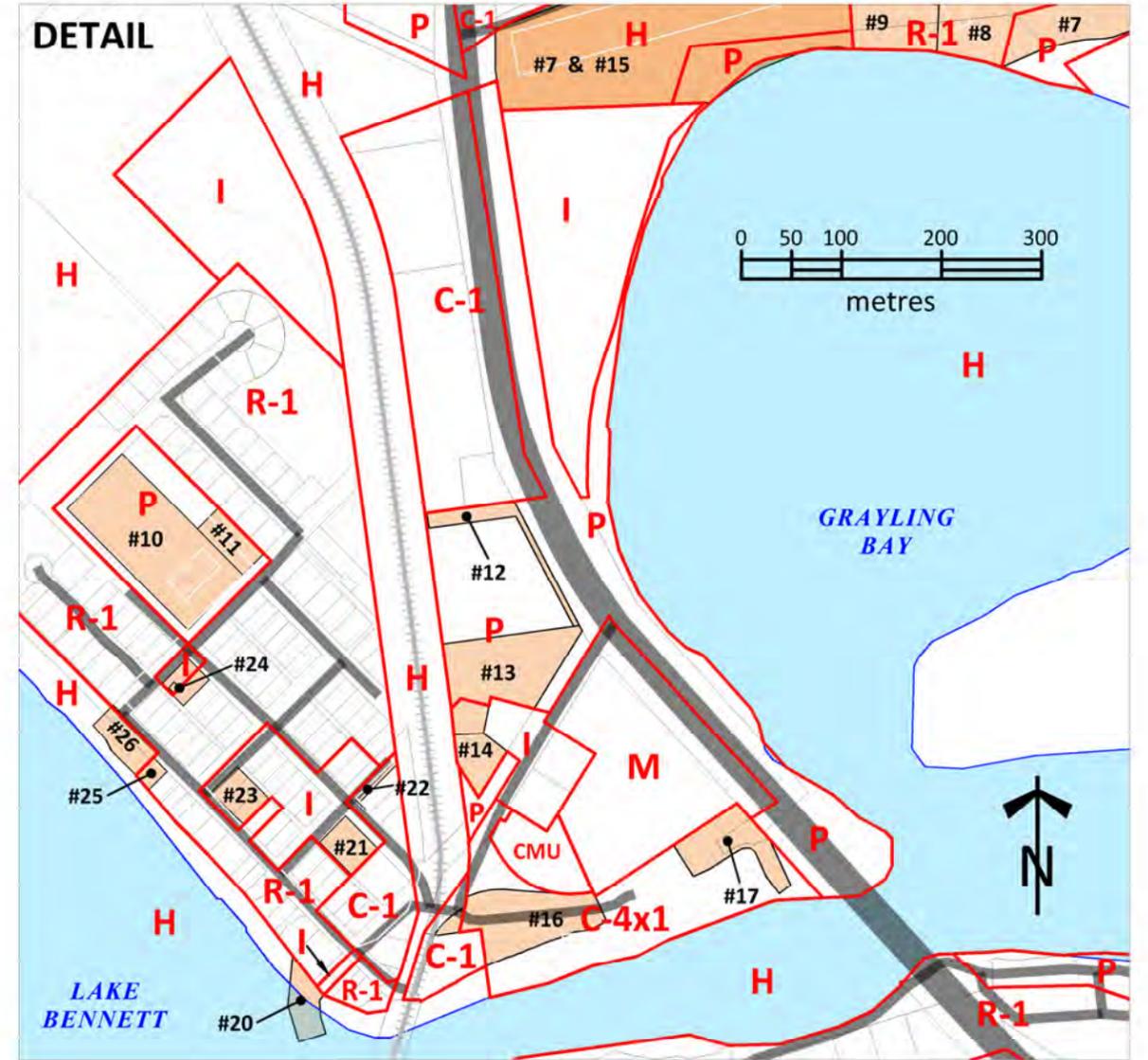
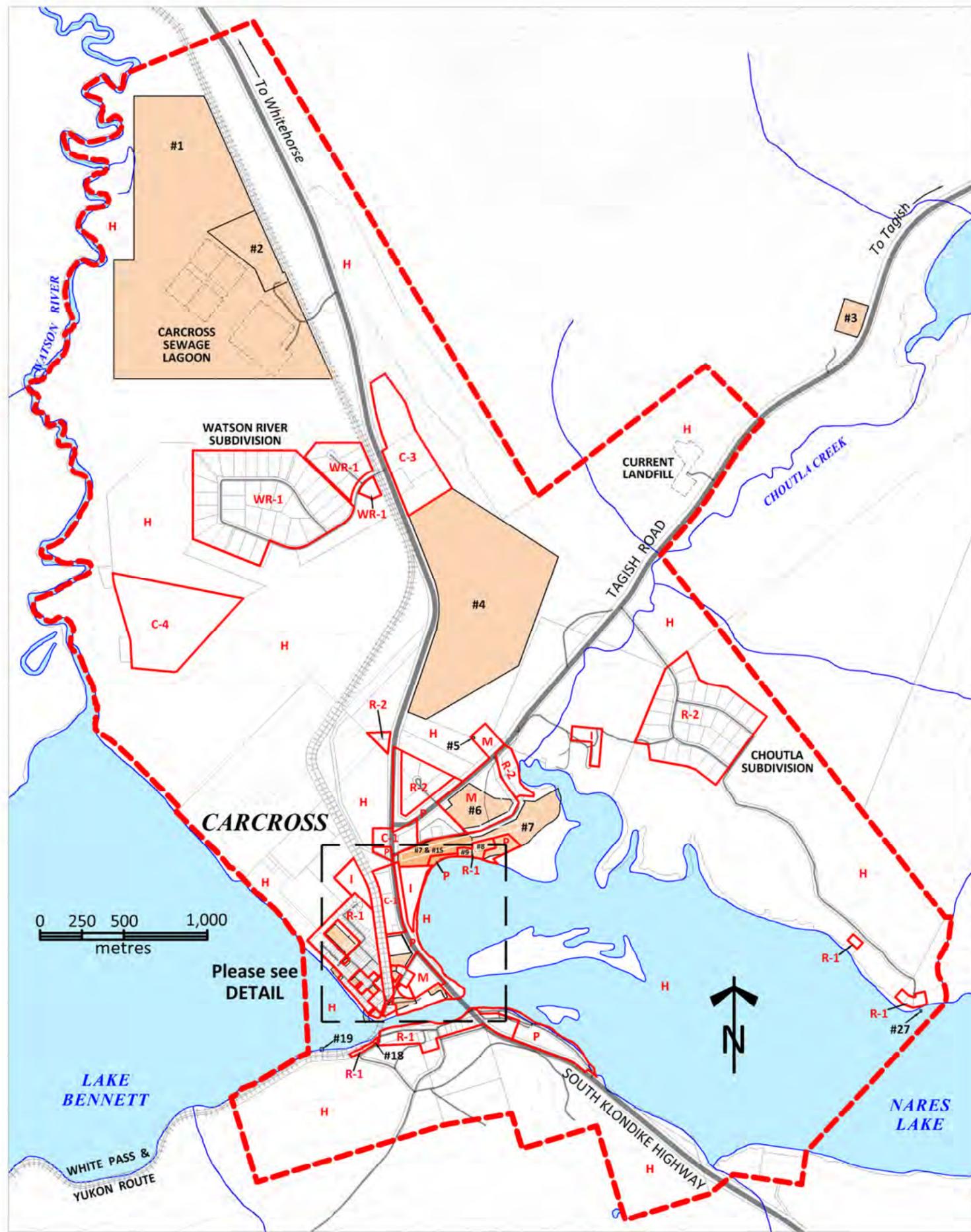
NUMBER	TYPE	PURPOSE	CLIENT NAME
#1	RESERVATION	GARBAGE DUMP	GOVERNMENT OF YUKON
#2	LEASE	RECREATIONAL	Carcross Rod & Gun Club
#3	RESERVATION	GRAVEL PIT	GOVERNMENT OF YUKON
#4	RESERVATION	PARKS & CAMPGROUND	GOVERNMENT OF YUKON
#5	RESERVATION	UTILITY	GOVERNMENT OF YUKON
#6	RESERVATION	GARBAGE DUMP	GOVERNMENT OF YUKON
#7	RESERVATION	AIRPORT	GOVERNMENT OF YUKON
#8	LEASE	RESIDENTIAL	PRIVATE
#9	LEASE	RESIDENTIAL	PRIVATE
#10	RESERVATION	INSTITUTIONAL	GOVERNMENT OF YUKON
#11	RESERVATION	RECREATIONAL	GOVERNMENT OF YUKON
#12	LEASE	UTILITY	Yukon Electrical Company Ltd.
#13	RESERVATION	RECREATIONAL	GOVERNMENT OF YUKON
#14	RESERVATION	RECREATIONAL	GOVERNMENT OF YUKON
#15	RESERVATION	C/TFN RIGHT OF FIRST REFUSAL (part of #7)	GOVERNMENT OF YUKON
#16	RESERVATION	HERITAGE	GOVERNMENT OF YUKON
#17	RESERVATION	MARINE	GOVERNMENT OF YUKON
#18	LEASE	RECREATIONAL	PRIVATE
#19	RESERVATION	UTILITY	GOVERNMENT OF YUKON
#20	RESERVATION	BRIDGEHEAD	GOVERNMENT OF YUKON
#21	RESERVATION	INSTITUTIONAL	GOVERNMENT OF YUKON
#22	LEASE	RESIDENTIAL	PRIVATE
#23	RESERVATION	RECREATIONAL	GOVERNMENT OF YUKON
#24	RESERVATION	INSTITUTIONAL	GOVERNMENT OF YUKON
#25	RESERVATION	HERITAGE	GOVERNMENT OF YUKON
#26	RESERVATION	PUBLIC USE	GOVERNMENT OF YUKON
#27	LEASE	MARINE	PRIVATE

ZONING and DETAILS

LOCAL AREA PLAN BOUNDARY = 2094.2 hectares

R-1	RESIDENTIAL	= 25.2 ha	1.20 %
R-2	COUNTRY RESIDENTIAL	= 43.4 ha	2.07 %
WR-1	WATSON RIVER RESIDENTIAL	= 57.4 ha	2.74 %
I	INSTITUTIONAL	= 11.5 ha	0.55 %
M	INDUSTRIAL	= 17.3 ha	0.83 %
P	PARKLAND - GREENBELT	= 28.7 ha	1.37 %
H	HINTERLAND	= 1845.4 ha	88.48 %
C	COMMERCIAL	= 9.5 ha	0.45 %
C-3	HIGHWAY COMMERCIAL	= 17.8 ha	0.85 %
C-4	TOURIST COMMERCIAL	= 27.0 ha	1.29 %
C-4x1	TOURIST COMMERCIAL SPECIAL	= 3.1 ha	0.15 %
CMU	COMMERCIAL MIXED USE	= 0.5 ha	0.02 %

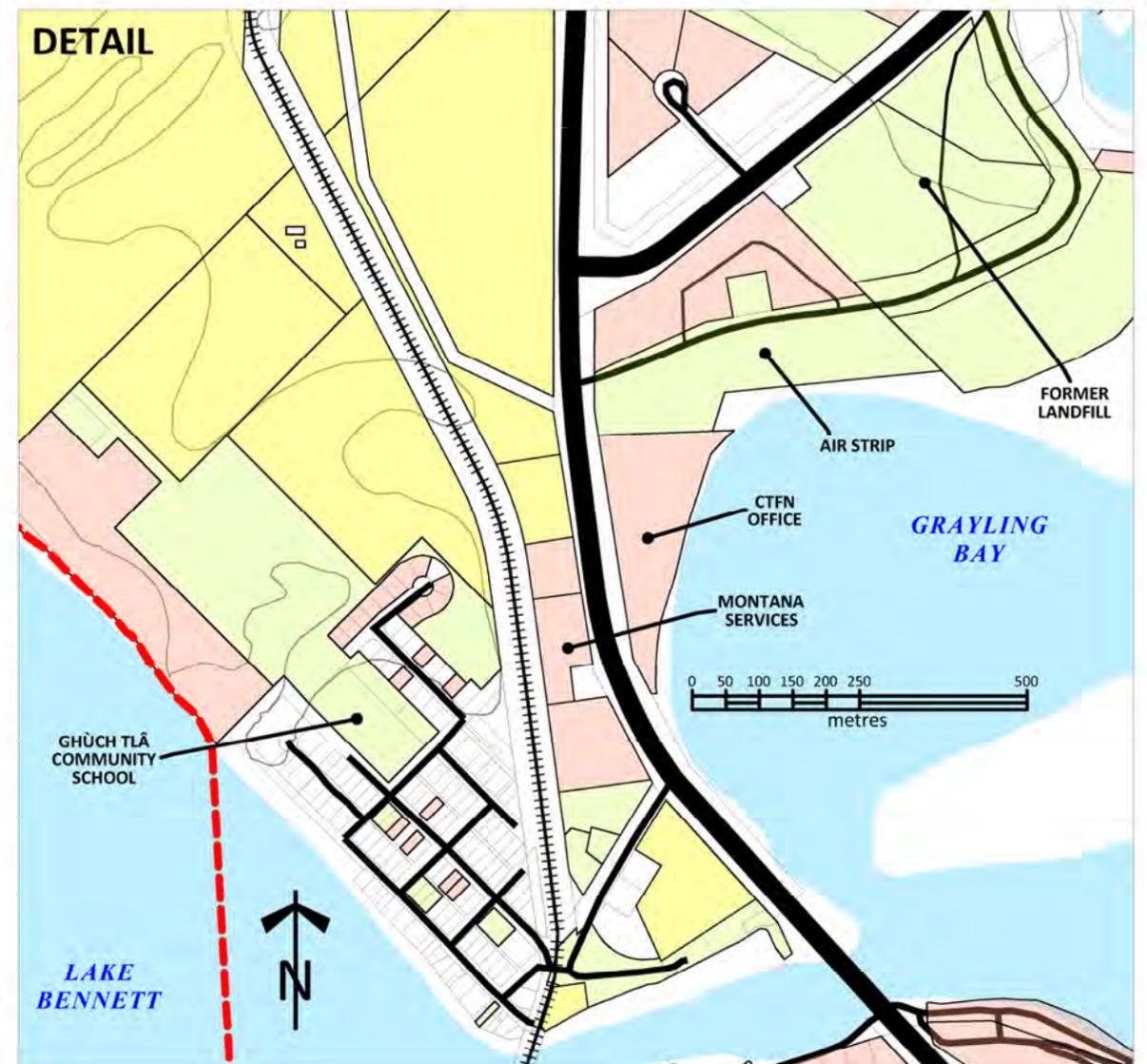
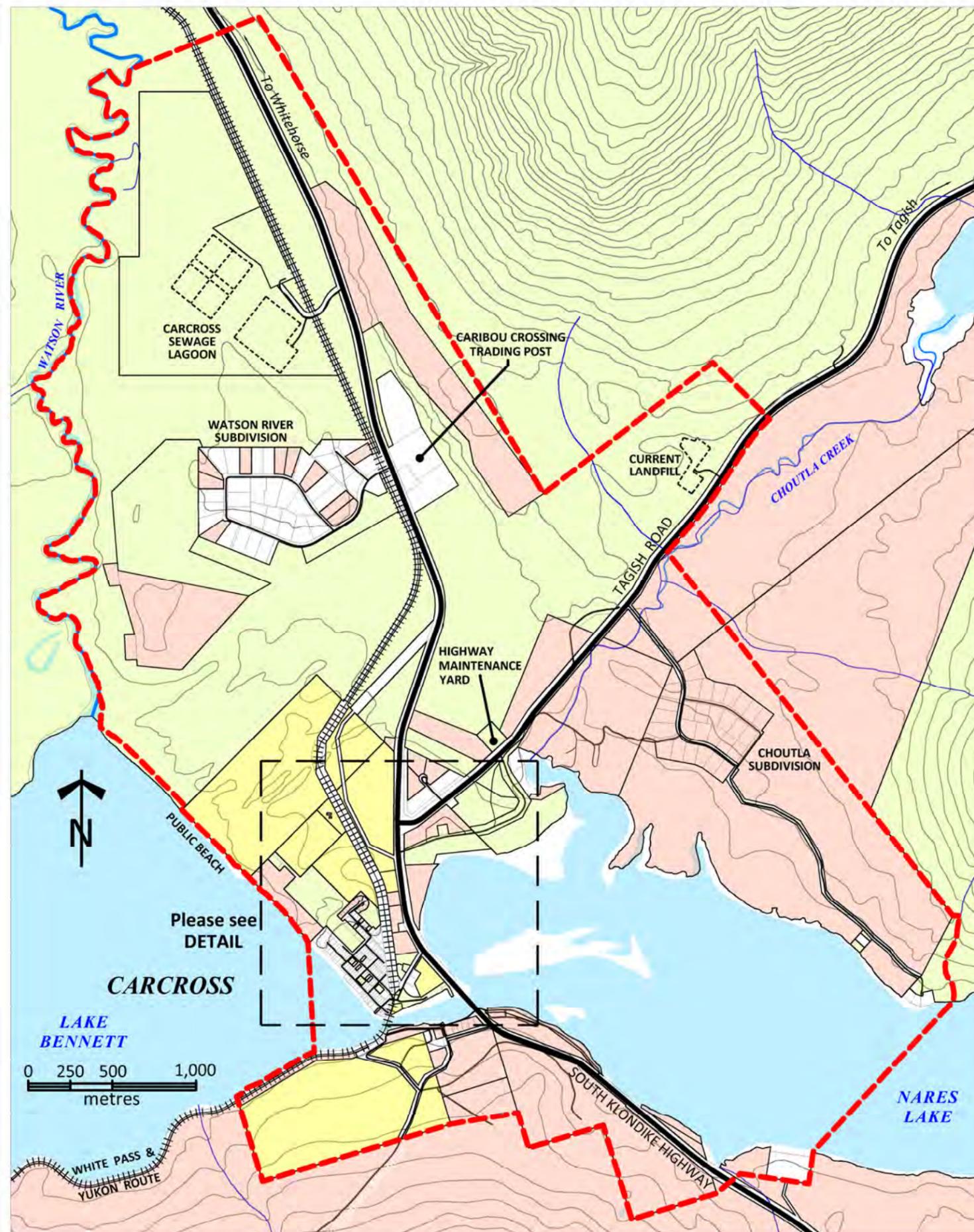
WATER SURFACE AREA (Included in the above data) = 438.0 ha (20.91 %)
(Within HIGHWAY COMMERCIAL = 7.8 ha, 43.82 %)
(Within HINTERLAND = 430.2 ha, 23.31 %)



CARCROSS LOCAL AREA PLAN MAP 5 - MAIN LAND OWNERS

LEGEND:

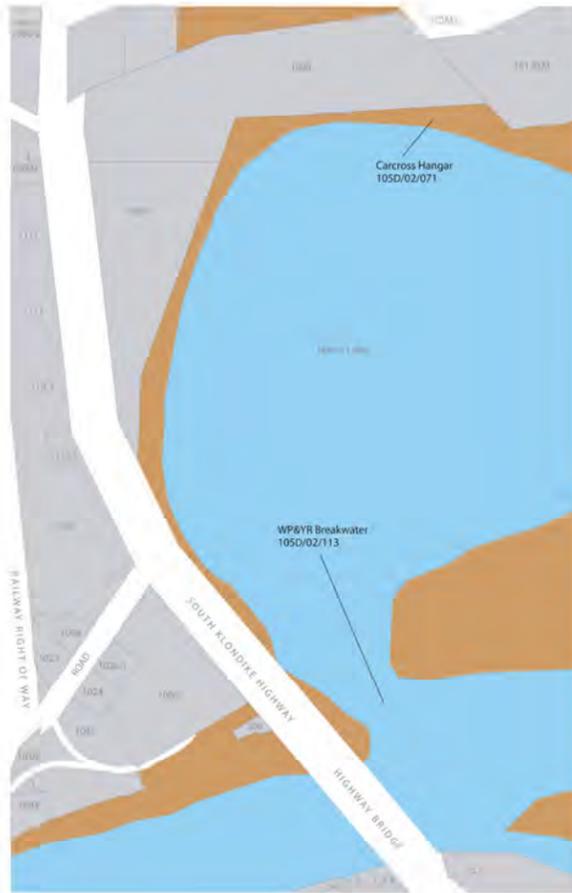
	YUKON LAND:	≈ 860 ha	50 %
	CARCROSS/TAGISH FIRST NATION LAND:	≈ 484 ha	28 %
	WHITE PASS & YUKON ROUTE / BRITISH YUKON RAILWAY PROPERTIES:	≈ 158 ha	9 %
	PRIVATE / MISCELLANEOUS:	≈ 215 ha	13 %
TOTAL AREA WITHIN LOCAL AREA PLAN (Does not include water surfaces)		≈ 1717 ha	100 %



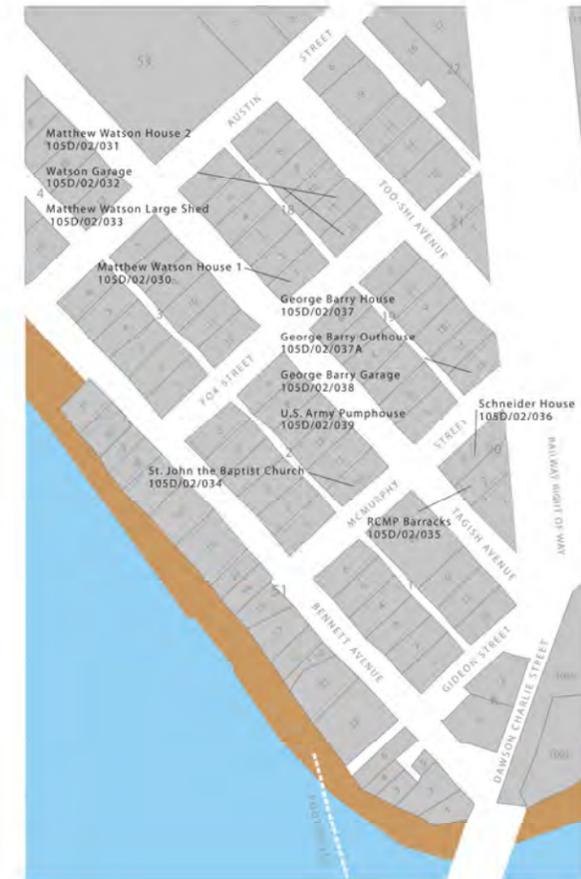
Proposed Heritage Areas in Carcross



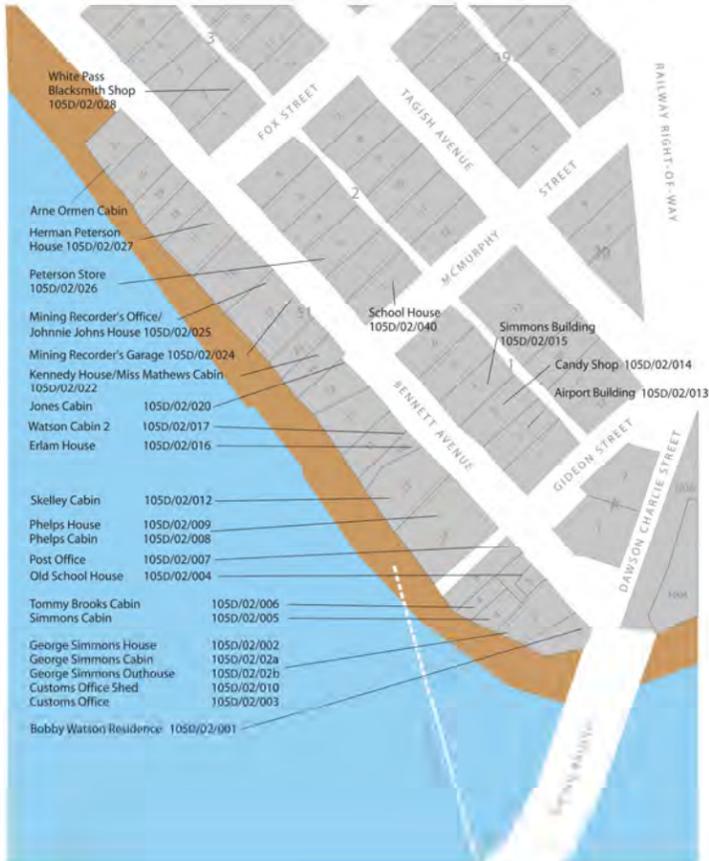
Carcross East Sites



Map of West Carcross sites



Bennett Avenue sites



Downtown Core Sites



Map of South Carcross sites

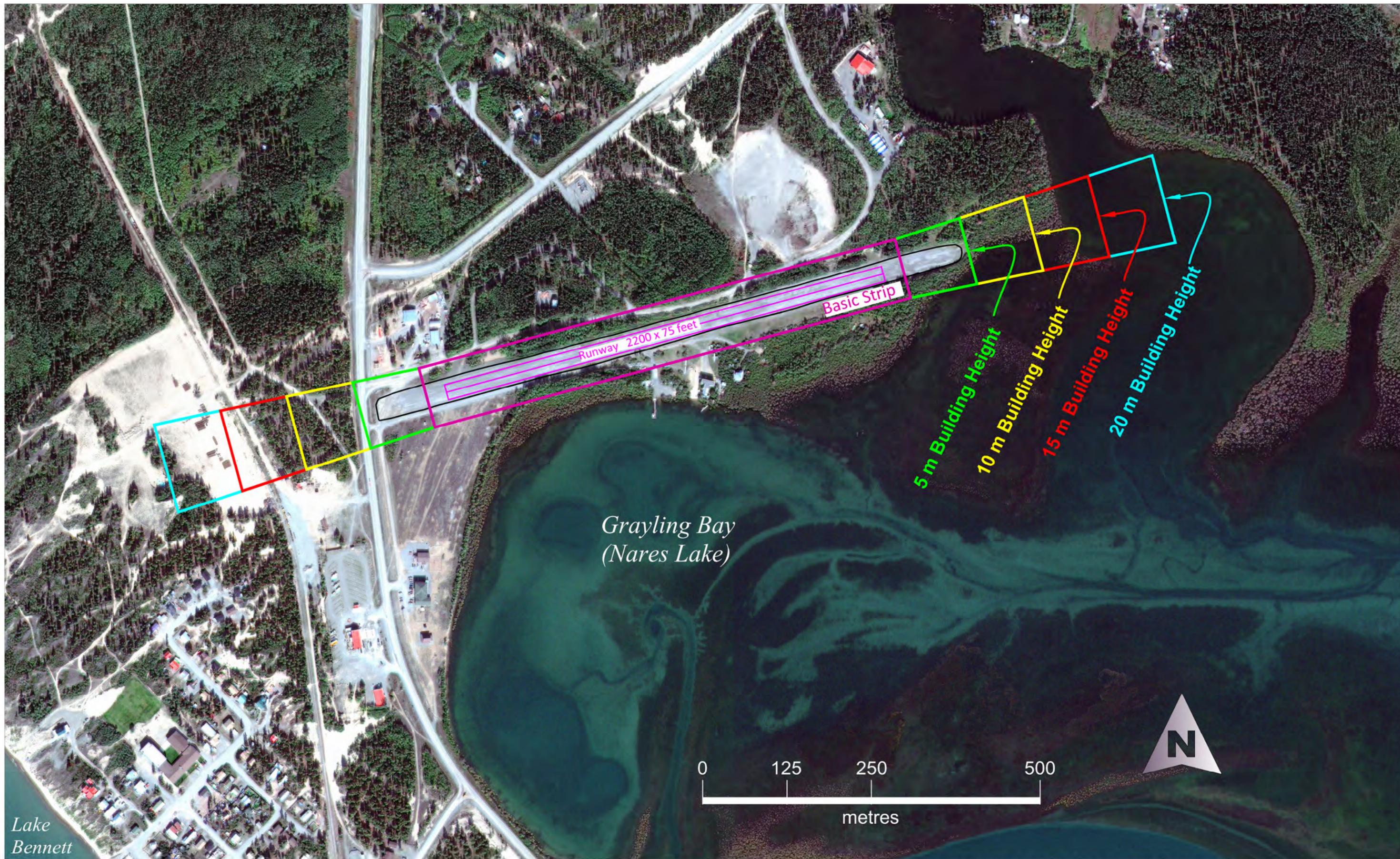


CARCROSS LOCAL AREA PLAN

Map 6 - CARCROSS HISTORIC SITES

SOURCE:

Summary of Carcross Historic Sites prepared by Patricia Halladay and Helene Dobrowsky for Historic Sites Unit, March 2008. Revised by Barbara Hogan, Historic Sites Unit, September 2008, and Land Planning Branch - May, 2013.



CARCROSS LOCAL AREA PLAN Map 7 - APPROACH AND TRANSITIONAL SURFACES FOR CARCROSS AERODROME

The approach and transitional surfaces of the aerodrome are displayed to show approximate building height restrictions. Note that the data are approximations as they are based on 2-dimensional data only. In order to determine the actual building height restriction, one has to further consider the actual elevation difference between the airstrip with that of the building site (3-dimensional evaluation).

CARCROSS LOCAL AREA PLAN

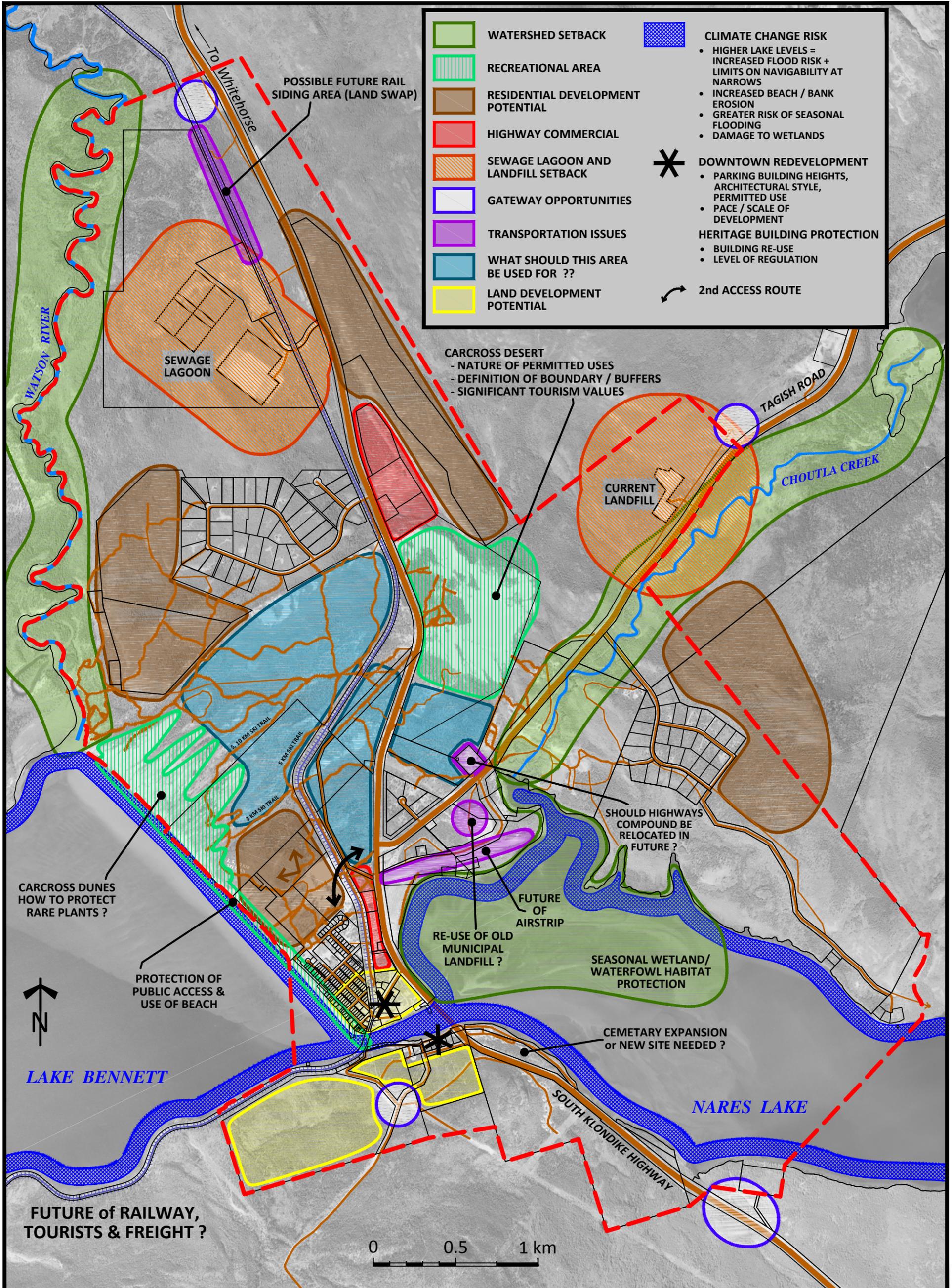
MAP 8 - CARCROSS AREA 2007 FLOOD LEVEL

Information provided by YUKON ENERGY CORPORATION and AECOM May, 2013
NOTE: Data within the Local Area Plan boundary is limited to the area depicted on this map.



CARCROSS LOCAL AREA PLAN

Map 9 - ISSUES, OPPORTUNITIES AND CONCERNS



free

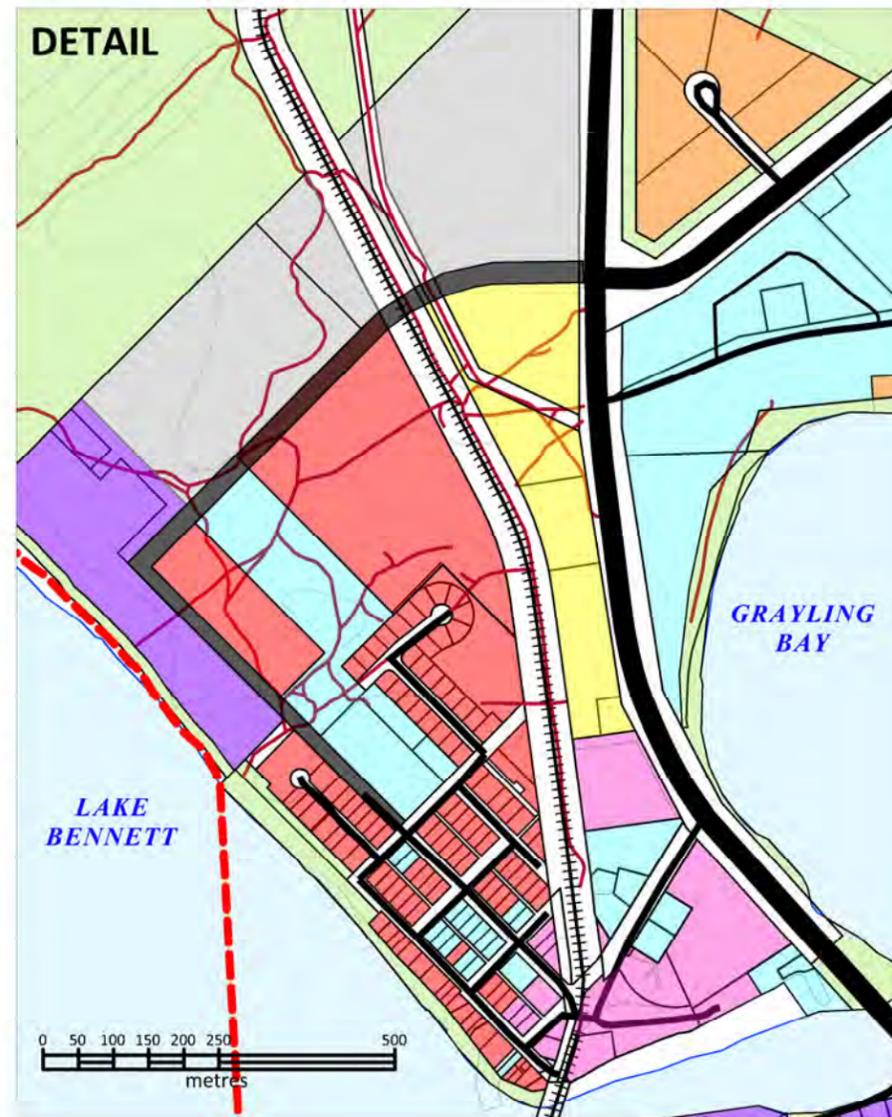
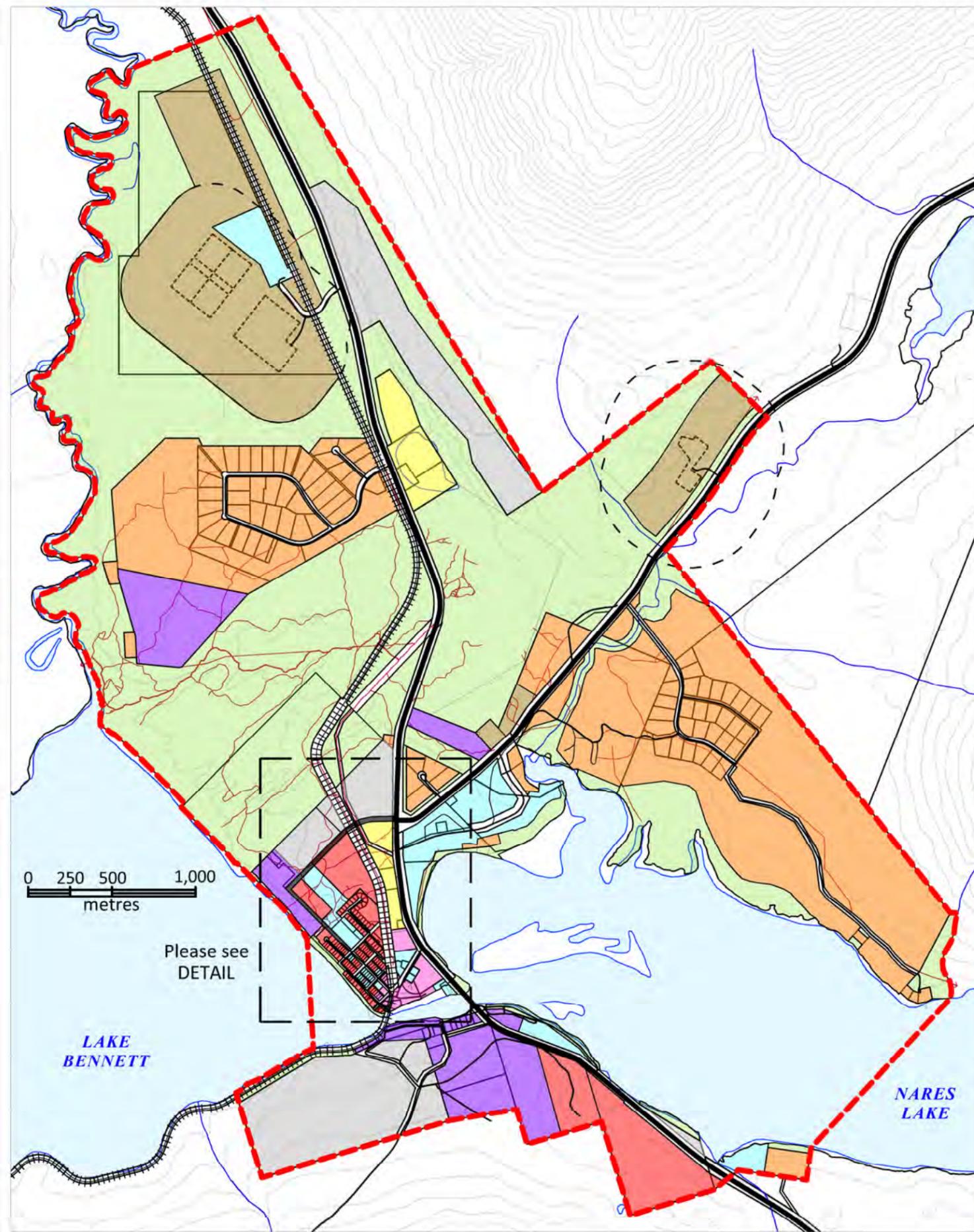
CARCROSS LOCAL AREA PLAN SCHEDULE A - LAND USE MAP

LEGEND:

- - - LOCAL AREA PLAN BOUNDARY
 COMMUNITY TRAILS
 ENVIRONMENTAL SETBACK

LAND USE DESIGNATIONS:

RESIDENTIAL (R)	COUNTRY RESIDENTIAL (CR)	ENVIRONMENTAL PROTECTION (EP)
DOWNTOWN CORE COMMERCIAL (DCC)	COMPREHENSIVE MIXED USE (CMU)	HIGHWAY COMMERCIAL (HC)
COMMUNITY USE / TRADITIONAL USE (CU/TU)	LIGHT INDUSTRIAL (LI)	FUTURE DEVELOPMENT (FD)



CARCROSS LOCAL AREA PLAN
SCHEDULE A -
LAND USE MAP

Drawn: FP, RN, db	Datum/Projection: NAD 1983 UTM Zone 8N
Checked: JK, db	Project No.: E389 13-02
Date: 12/05/2012	Modified: June 17, 2013 db

8.0 GLOSSARY

Accessory Use	Uses permitted in a land use zone that are incidental and subordinate to the primary use.
Alternate Access	When used in this plan, it refers to a second access from the highway to downtown Carcross.
Area Development Regulations or Zoning	Zoning regulations define guidelines and standards for how properties can be used. They are created under the <i>Area Development Act</i> with the purpose of providing for orderly development, protecting areas from incompatible land uses, and the establishment of appropriate development standards.
Building Envelope	The skin of a building, including the windows, doors, walls, foundation, basement slab, ceilings, roof and insulation, that separates the interior of a building from the outdoor environment.
Commissioner's Land	Land controlled, managed and administered by the Government of Yukon.
Community Character	The image of a community or area as defined by factors such as built environment, natural features and open space elements, type of housing, architectural style, infrastructure and/or the type and quality of public facilities and services.
Contaminated Site	A site is contaminated if the land use is agricultural, commercial, industrial, park or residential, and the concentration of any contaminant in the soil of the site is greater than or equal to standards defined by the <i>Yukon Contaminated Sites Regulation</i> .
Critical Habitat	Under the federal <i>Species at Risk Act (SARA)</i> , the habitat that is necessary to maintain a wildlife species and that has been identified as critical in the recovery strategy, or in the action plan for that species.
Developable Land	Land that is suitable as a location for structures and that can be developed free of significant impact on natural areas.
Discretionary Use	Uses that may be permitted in a particular land use zone, but which are subject to individual application review and public consultation.
Fee Simple	A legal term referring to property. It indicates that a landowner has unqualified rights to control, use, and transfer their property at will.
Growth Management	The use of a wide range of techniques to determine the amount, type, and rate of development desired by the community and to channel that growth into designated areas.
Infill	Development of vacant or underutilized land (usually individual lots or leftover properties) within areas that are already developed. Usually infill development occurs where infrastructure is easily accessible.

Invasive Species	A species that does not naturally occur in a specific area and whose introduction does or is likely to cause economic or environmental harm or harm to human health.
Land Tenure	Land tenure systems determine how property rights to land are to be allocated (e.g., right to use, control and transfer land) as well as associated responsibilities and restrictions.
Land Use	The way land is developed and used in terms kinds of activities that occur (e.g., agriculture, residential or industrial).
Land Use Compatibility	The characteristics of different uses or activities that permit them to be located near each other in harmony and without conflict. Some elements affecting compatibility include intensity of occupancy as measured by density; pedestrian or vehicular traffic generated; volume of goods handled; and environmental effects like noise, vibration, glare, air pollution, or radiation.
Land Use Designation	Land use designations are used to allocate different areas of land for different uses (e.g., residential and commercial) with associated sets of management policies. Land use designations specified in a local area plan are implemented through zoning regulations that provide more details on what can or cannot occur in each zone, including individual properties.
Land Use Planning	The process of making decisions regarding appropriate uses for land and determining which uses are compatible, so that land can be used in a sustainable manner to satisfy multiple needs.
Laws of General Application	Refers to a clause in the Yukon First Nation Self-Government Agreements which states that Federal and Territorial common law shall generally apply until the First Nation chooses to enact laws of a local or private nature.
Living Suite	A separate, self-contained dwelling within a single detached home containing toilet, bathroom, sleeping and living areas and cooking facilities.
Local Governance	Decision-making for the community is done within the community (e.g., a municipality).
Lot Consolidation	The combining of two or more parcels, where a lesser number of parcels than originally existed is thereby created.
Lot Enlargement	The enlargement of the boundaries of an existing titled property.
Lot Supply	The number of undeveloped parcels which are available at any given time for industrial, commercial or residential purposes.
Minimum Lot Size	The smallest size allowable for a single parcel of property under a zoning bylaw or a regulation.

Minor Agricultural Pursuit	Small-scale agricultural operations that can be carried out on a small tract of land, and includes nurseries, greenhouses, market gardens, bee-keeping and personal livestock.
Mixed Use	Properties on which various uses like office, commercial, institutional, and residential are combined in a single building or on contiguous properties with functional interrelationships and a coherent physical design.
Non-Settlement Land	Land made up of Commissionaires, private and federal lands.
Open Space	Any parcel or area of land or water that is essentially unimproved and devoted to an open space use for the purposes of conservation of natural resources, outdoor recreation, or public health and safety.
Permitted Use	The intended or primary use of a lot in a particular land use zone.
Plan Amendment	The process of formally altering or improving a local area plan to reflect new information, a change in existing conditions, or to accommodate a development proposal that results in a substantial change to specific designations or policies contained within the plan.
Precautionary Principle	States if an action or policy has a suspected risk of causing harm to the public or to the environment, and where scientific knowledge on the matter is lacking, the action or policy shall not be carried until sound evidence can prove it is not harmful.
Rehabilitation	The repair, preservation, and/or improvement of existing structures, such as dilapidated buildings or substandard housing.
Remediation	The treatment of material to lower the concentration of contaminants to levels below those specified in the <i>Yukon Environment Act</i> and <i>Yukon Contaminated Sites Regulations</i> .
Recreational Infrastructure	Recreational infrastructure includes indoor places e.g., arenas, community centres, indoor pools, community halls, cultural centres, senior centres, youth centres and outdoor places, e.g., trails, parks, playfields, play-structures, outdoor pools, splash pads, pavilions, gardens, waterfronts, marinas and golf courses.
Right-of-Way	Legally surveyed right of passage over an area of land.
Servicing Standard	Used by public agencies to measure the quality or efficacy of a municipal service like water, sewage, emergency response, or the performance of a facility like a street or highway.
Setback	The distance which a building or other structure is set back from a street or road, a property line, a river or other stream, a shore or flood plain, or any other place which needs protection.

Settlement Land	Land controlled, managed and administered by a Yukon First Nation.
Traditional Uses, Practices and Values	Refers to those beliefs, moral codes, activities and land uses, governance and community structures that are passed down from generation to generation within a culture or community.
Unincorporated Community	A region of land that is not governed by its own local municipal corporation, but which is instead administered as part of larger administrative divisions, such as a general development area.
Waterfront Reserve	This is a reservation created under Section 11 of the <i>Territorial Lands (Yukon) Act</i> . It is a 30.48 m wide strip of land, measured from the OHWM that is deemed to be reserved to the Crown under the administration and control of the Commissioner out of every grant of territorial lands where the land extends to the shore of any navigable water or an inlet for it.
Waterfront Right-Of-Way	Is the public Right-of-Way along Navigable Water described in Section 5.15.0 of Yukon First Nation Final Agreements.
Wetland	A land where the water table is at, near or above, the surface. These environmentally sensitive areas provide important habitat for a large number of wildlife species and need special consideration in land use and resource development.

Photo Credits for Back Cover

Pictures from top to bottom

Government of Yukon: Ya Dak Du Hidi Early Childhood Education Centre

Government of Yukon: Mountain bikers on Carcross Footbridge

Government of Yukon: Old building along Natasaheeni

Government of Yukon: Carcross Commons with Visitor Centre and Washroom Building

Background Picture

Government of Yukon: Part of carving by Keith Smarch

