

Preliminary Background Report

Carcross Heritage Management Plan

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Carcross Heritage Management Plan – Preliminary Findings

1.0 Introduction & Background Research

In preparation for the development of the Heritage Management Plan, we have reviewed the following documents as per the Terms of Reference:

- Walking Tour brochure;
- Local Development Regulations;
- Carcross Local Area Plan (2013);
- Summary Report – Carcross Downtown Core Planning Process (2007);
- Yukon Register of Historic Places – Caribou Hotel & White Pass and Yukon Railway Station;
- Dawson City Heritage Management Plan (2008);
- CTFN Final Agreement – Chapter 13 Heritage;
- Carcross Downtown Core Plan;
- Skagway Historic District Design Guidelines.

In addition to this list we reviewed the following:

- Carcross Waterfront Research Project (1997);
- Yellowknife Heritage Bylaw (2009);
- Design guidelines Snohomish Historic District.

A summary of key findings which are potentially relevant to heritage management in Carcross is located in **Appendix A**.

2.0 Carcross Physical Characteristics

A site visit was undertaken to determine the physical characteristics of the town. Key findings can be summarized as follows:

General town form

- Central area is low density with empty lots and a fair bit of open space. This allows interior and long range views
- Central area is ‘fenced’ by the tighter row of houses along Bennett and the rise/trees to the east, this tends to create a contained feel to the downtown and residential area up to the school
- The containment bleeds out to the north into the dunes, and south along the Nares River, which is fairly open
- This creates a slight linear feel to the town running north/south, and also a bit of a hollow centre
- Haphazard. There are few uniform setbacks or alignments of buildings, giving an informal feel
- Lack of defined boundaries such as sidewalks, curbs and gutters – one area blends into another, casual feel, each lot/building visually seems part of a larger common feel, almost seamless flow from one lot/building to the next without a rigid order, disguising the conventional grid pattern imposed on the land
- Fences provide some alignment but are generally low and seem to be secondary

- Cluttered, considerable artifacts of various types in yards. Junk vs. interesting
- Texture of gravel streets, weeds, etc. Coarser than a more urban environment
- Relationship to the water and mountains, general awareness

Built Form

- Small scale older buildings (smaller than Dawson, not as rich, perhaps seen by many as a temporary home)
- No distinct, recognized style, like Victorian, Edwardian, etc. More a 'generic frontier' appearance
- Low, one or 1 ½ storey
- Squat, ratio of height to building footprint is also low in many cases. Not uncommon with log buildings, where putting on the last 2 – 3 rounds of logs was too much. Curling rink/Community Centre is an example as are most cabins
- Simple plan form in most cases, rectangles and L shapes
- Simple roof forms in most cases, gables with some embellishment typical. Some exceptions such as curved roofs and gambrel roofs
- Reasonable level of detail, but not ornate or embellished (unlike Dawson, again \$\$)
- Some diversity, as built over time – log cabins, frame buildings, each in an age group (more or less)
- South side of the Nares seems more uniform, even though it's a mix of log and frame, as there is a more common time frame for construction, few new buildings
- South side of the Nares has even less in the way of building alignment or commonality of positioning on lots
- Newer buildings are larger, taller for their size, and more of a 'saltbox' form, as the Carcross Commons, with less detail than older buildings.
- Additional new buildings will likely also be larger to suit modern living standards, but could emulate some older aspects if desired
- A few oddball buildings like the RCMP station and the water treatment plant
- Modern accessories change the look – satellite dishes, RV, bigger boats, etc.
- Materials are traditional: log, dimension lumber and wood siding, metal, asphalt shingles, few others
- Weathering, tending towards decay, is not unusual. This gives character but also fragility to the building stock
- Bland colours for the most part – browns and grays.

Conflicts

- Demands of newer buildings vs. traditional feel. Bigger, taller, garages built in, lighting, accessories, will all change the character
- Maintaining the sense of openness and view lines vs. property owner's rights to develop, blocking views, making it more 'crowded'
- Improved servicing. With water and sewer (should that happen) often come sidewalks, curbs, etc. to define edges. Some of this is helpful to protect valves, etc. Options?
- Public tourist space along the Nares vs. development

3.0 Feedback received through Public Consultation

A public presentation was held in Carcross on April 8th, followed by two (2) interactive workshops on April 30th. The public presentation focused on the role of heritage management and preservation in strengthening the heritage character and distinctive identity of Carcross.

Main themes from the public consultation were:

- Tell a true story so it passes on to generations accurately, keep Carcross authentic;
- Include the dunes, beach and desert in the Plan. They are part of the community history and unique;
- Preserve viewscapes or surrounding mountains, lakes, south and north shore of Narrow from town;
- Residents perceive their community as eclectic and independent and wish to preserve that feel, no cookie-cutter styles or solutions;
- Keep gravel roads, not hard edges like curbs and gutters, concrete sidewalks;
- Carcross is not just a Gold Rush town; it's only an event in time that instigated the construction of the railway and the establishment of a permanent settlement.

The interactive workshop consisted of an afternoon session for elders and an evening session for the general public. The purpose of the workshop was to have participants answer two fundamental questions:

- ❖ What heritage values are important to you and why?
- ❖ To whom is it important (e.g. residents, visitors, businesses, property owners, others)?

The following five (5) questions were put forward to assist in answering these questions and collect input into heritage values and character of most importance to the community.

A summary of findings is provided below:

Question 1: if I could preserve... one building, one public space... one view what would it be...?

- Community hall, railway swing bridge, Bennett beach, individuality, Post Office and original school from Bennett

Question 2: If you could fix one thing that was done/happened here that adversely affected the heritage character of Carcross, what would you change?

- Roads, e.g. curbs, sidewalks, one way street;
- Post office renovations did not respect the buildings heritage character;
- Carcross Commons, original draft looked great with different size and shapes of buildings but what was built was all the same, we are Tagish and Inland Tlingit and not coastal Tlingit;
- Proposed development of Bennett Lake waterfront will take away natural character;
- Tutshi memorial – looks unfinished, could have been part of VIC;
- Northwestel tower location.

Question 3: As the community changes over time what heritage values are at risk?

- Desert, dunes and waterfront;
- Modernization will cost authenticity;
- FN language usage.

Question 4: What is the take away memory visitors to Carcross should remember?

- FN culture predated Gold Rush;
- Recreated SS Tutshi. Tourists like that they can see the size of the boat;
- Story of new road bridge;
- Post office, store, hotel – viewscape from downtown core;
- Desert;
- Landscape at Emerald Lake, surrounding mountains;
- Take pictures with their minds;
- Swans, bears, birds, wildlife viewing.

Question 5: How and when should we share our heritage history?

- Traditional knowledge is unique to every community;
- Some stories are clan and family owned and cannot be told by others without permission;
- Using the cemetery as an interpretation tool is a complicated issue that would need further discussion with FN elders and the families of those whose family members are buried there.

4.0 Direction to go Forward

Although the turn-out was relatively low, there seemed to be consistency in a number of thoughts related to development of heritage design guidelines. These are:

- Use guidelines versus regulations where possible;
- Focus on the “collective”, character of the whole community and its functions versus character features for individual buildings;
- Guidelines should cover lot coverage and setbacks, materials, colours, roof lines, density and scale (1-2 storeys with allowable 3 storeys in the commercial core);
- Consider calling the plan “Caribou Crossing Heritage Management Plan “ to reflect discussions regarding a desire to return to the original name for Carcross.

5.0 Options for Boundaries

Based on the findings to date we propose to develop guidelines for the following zones:

- South Shore
- Downtown Commercial
- Bennett Residential
- Transition (functions as a “buffer”)
- Beach, dunes, desert as “natural” open space
- Individual historic properties

Boundaries will be reflected on a heritage guidelines zone map. See suggested base map in **Appendix B**.

6.0 Proposed Outline for Heritage Management Plan

At this stage in the process, we proposed the following outline for the Heritage Management Plan:

6.1 Introduction to the Heritage Management Plan

- Scope of work, objectives, anticipated outcomes
- Process: What is a heritage management plan?
 - o I.e. it is a document that helps you to understand why your heritage is important and to whom. It also helps you to use that information to look after it.
- Previous plans, etc. for Carcross
 - o List all previous plans that relate to Carcross, heritage or not.
 - o Cite previous initiatives to promote heritage and heritage preservation e.g., early plans from the 1980s, after opening of the South Klondike Highway, interpretation programs and plans to open rail service by WP&YR, and plans by YG for the SS Tutshi restoration and Interpretive Centre.
 - o The YG Yukon Historic Sites Inventory lists information about 72 extant historic buildings in Carcross
 - o Two Carcross historic buildings are designated/protected:
 - Caribou Hotel: territorially designated
 - WPYR Depot: federally designated
- Vision statement for Carcross heritage management with connection to Local Area Plan.

6.2 History and heritage

- Heritage:
 - o Stories. Storytelling is a heritage common to both cultures. Myths, legends and creation of stories
 - o Colourful 5% characters
 - o Tagish and Tlingit languages
 - o Role of clans
 - o Local skills in hunting and fishing
 - o Skills in carving and painting
 - o Other intangible cultural heritage
- Layers of history:
 - o Tagish / Tlingit
 - Millennia of semi-nomadic hunting, gathering and fishing lifestyle
 - Trade and intermarriage with coastal Tlingit
 - Places with culturally significant features (such as Montana Mountain)
 - Prospector use of the traditional trade trails to the coast
 - Intermarriage with prospector George Carmacks leading to Skookum Jim's Klondike discovery
 - o The Klondike era (1896-1910)
 - Stampeders, NWMP
 - The Chilkoot Trail
 - White Pass & Yukon Route (1899-1900)
 - Town survey, supply centre, early settlement
 - Missionaries settle in Carcross – name change
 - Steamboats
 - Discovery of Atlin goldfields

- 1909 Fire in downtown Carcross
 - Immediate post-fire new construction (Depot, Caribou Hotel) and relocation of many Conrad and Bennett buildings (store and hotel)
 - Skookum Jim House becomes a clan house
- Hard rock mining 1906 – 1920
 - Conrad’s discovery and marketing of mines on Montana Mountain in 1906
 - Stampede and discovery of Wheaton River mining prospects
 - Establishment of Robinson Roadhouse and railway siding
 - Development of mines around Tagish Lake and Carcross as supply centre
 - Government wagon road from Whitehorse to Carcross
- Consolidation/Supply Centre/Prospect 1910s – 1930s
 - Early aviation (1934 ff, Carcross was a base for Yukon float plane operation)
 - Many surviving buildings from this era. High end tourism flourished in the roaring 1920s when the WP&YR built the SS Tutshi and offered elegant cruises to exotic places like Ben-My-Chree to royalty and the wealthy. Native entrepreneurs sold crafts and local foods. Patsy Henderson regaled passengers with the story of the Klondike gold rush as an ambassador at the railway station.
- World War II (1942-45)
 - US Army deployment of black troops at the Carcross depot to start work on the Alaska Highway pioneer road from Carcross through Tagish to what would become Jake’s Corner. Army camp located near the Carcross airstrip.
 - Also staging area for Canol Pipeline materials and equipment between Tutshi drydock and Wood House
 - Infrastructure (electricity, water) modernized
- The early modern era (1950s-1980s)
 - Consolidation of the town’s institutions
 - Buildings: i.e. School, RCMP building, others?
 - South Klondike Highway (1979). Led to the permanent closure of the WPYR transport of ore and goods
 - Of note is the history of world famous guide Johnnie Johns (Yéil Shaan). He guided hunters to trophies from 1918 into the 1980s and guided the US Army on the route from Jake’s Corner to Teslin.

The text will note the many layers in the surviving buildings, landscapes, cultural landscapes

- Important to include all eras and the layers. This is key, “accretion of layers”
- Important *not* to consider Carcross as a Klondike-era settlement.
 - Its surviving resources are mostly not from the Klondike era.
 - Skagway and Dawson – the two bookends – are interpreted primarily as Klondike towns. Doing this with Carcross would be unauthentic and redundant. Natural heritage is very important and is a fundamental community value

6.3 Community values and identity

- Community identity: A crossing place or a place of movement where things change. (see also above, p.1)
 - Place through which people passed
 - Tlingit trade route to the interior
 - Stopover on the route to the Klondike
 - Staging & logistics site for area hard-rock mining

- Staging camp for the Alaska Highway
 - 'Gateway to the Southern Lakes' tourism
 - Area as a place that animals passed through
 - Headwaters of the Yukon River pass through the Narrows
 - Seasonal migration route for woodland caribou
 - Fish pass through from one lake to another
 - Staging area for migratory birds - – trumpeter swans, others
 - Even many of the buildings were brought here from somewhere else.
 - Primary themes
 - Main theme may be transportation history, which ties in with this being a place through which people passed.
 - Include trekking (nearby Chilkoot Pass), railway, steamships, airplanes, automobiles, mountain bikes
 - Artifacts are important: e.g., SS Tutshi, The Duchess, Fokker Universal history.
 - Stakeholders identified from April 30 workshop, interviews, public meetings, etc.:
 - Residents
 - Property owners
 - (Could also add 'Stewards') land, water, air, resources, culture & history
 - Business owners (local and tour operators)
 - Visitors (Visitors comprise one of the communities with an interest in Carcross)
 - 85% seek 'authentic cultural and heritage experiences'
 - 85% stay fewer than 3 hours
- Community values and Vision statement
 - Explain how input shaped heritage management vision and links back to Local Area Plan vision.

6.4 Heritage Planning Principles

- The Heritage Management Plan (HMP) will respect community values, and be consistent with best heritage planning practices
- Overall principles / policies of the HMP
 - (This is very important and needs to be carefully thought through)
 - Heritage planning is the management of change
 - Respect for (and interpretation of) evolution / development in stages / layers of holistic history
 - Basis on the theme of the Crossing Place / movement through, to , and from Carcross
 - Consider community points of pride
 - Focus on transportation history (primary theme?)
 - Focus on management of the central areas, with defined boundaries between what is managed by the HMP and what is not managed
 - E.g., South Klondike Highway, and the land uses fronting on it – other than the airstrip and related structures/artifacts – views of Nares Lake do not require Heritage Management Plan management.;
 - Viewscapes within the downtown both looking in and looking out are important (e.g. across the river, towards the lakes and mountains);
 - Views and use of the dunes, desert and beach are also important because these are unique landscape features;
 - Highway architecture can be new and distinctive, doesn't have to follow old forms.

- Definition of heritage areas / districts
 - o Describe the existing areas/clusters; modify, combine, add, delete as appropriate
 - Suggest overlaying existing areas on land-use / zoning map, and see if common boundaries (of heritage and land use) areas are possible;
 - This would merge urban planning and heritage planning.
 - o Management principles for each heritage area
 - Note need for any special management areas such as archaeological sites
- What to say about Commons / CTFN / WPYR lands? (Need to consult with FN and WP)
 - o Discuss any special situations (e.g. WP&YR operations, Carcross Commons, new waterfront development)
 - o May still want design guidelines around compatibility of old/new development but may exclude from heritage management area

6.5 Planning and heritage planning tools

- Planning tools
 - o Zoning and development regulations
 - o Land-use regulations (any changes to Local Area Plan?)
 - o Permit checklist
- Heritage management tools / procedures
 - o See Hal's PowerPoint for potential tools; lists:
 - o Public awareness
 - o Interpretation
 - o Recognition
 - o Protection (designation)
 - o Heritage areas
 - o Technical assistance
 - o Design guidelines
 - o Infill development recommendations
 - o Conservation of buildings, structures, and landscapes
 - o Financial incentives
 - o Non-financial incentives
 - o Other?
- Heritage management structure and process
 - o Need a process for consideration of development permit applications dealing with demolition, renovation/alteration, replacement that is timely and provides an opportunity for community input. EMR is the approving authority. No mechanism now for local input;
 - o Perhaps appoint or elect an advisory board composed of members of SKLAC, CTFN, residents-at-large, WPYR, others?
 - Board could advise YG (EMR). Right now, this function is done by Historic Sites Unit if there is a heritage issue involved.
 - Historic Sites could have an advisory role to the board

6.6 Implementation

- Implementation plan: actions, by whom, when, priority and process
- Financial plan / sources of funding / consequent returns on investment
- Monitoring: How to measure success (results)

- From perspectives of the community and the two governments

7 Working Group Direction Required

The next steps in preparing a draft Heritage Management Plan to move forward we need:

- 1) Confirmation of approach and focus on guidelines versus regulations to provide more flexibility.
- 2) Agreement on heritage area boundaries/categories including how to treat new development like the Carcross Commons and EMR Marina planning study.¹ (Comments on **Appendix 2**)
- 3) Acceptance of draft table of contents outline.

¹ No information available at this time.

APPENDIX A - BACKGROUND RESEARCH

CARCROSS HERITAGE MANAGEMENT PLAN

Walking tour brochure

Carcross names:

Tagish – Todezaane “blowing all the time”

Tlingit – Natasahéen “water running through the narrows”

Caribou Crossing changed to Carcross in 1906

Prior to 1899:	NWMP post and associated reserve on north side of the Narrows and FN community on the south side
1899	WP&YR survey for the townsite
1900	Railway completed (Skagway to Whitehorse, with stop in Carcross (Caribou Crossing)) Town established by WP&YR as a staging centre and place to transfer freight and passengers to Atlin and points around Tagish Lake via the sternwheelers
1909	Fire destroyed downtown core

Buildings relocated to Carcross from Bennett City, Conrad City and other abandoned mining communities in the area – roughly from 1910-1925.

The WP&YR railroad depot (1910) was formally designated as a heritage railway station (VRC) under the federal Heritage Railway Stations Protection Act on November 1, 1991.

General

Distinctive eras:

- FN history – Tagish/Tlingit
- Gold Rush and influence of Skookum Jim and Dawson Charlie
- Mining in the area
- White Pass & Yukon Rail
- Alaska Highway – Military
- Post War era

Carcross Area Regulations

- Provisions in place to limit additions or enlargements of buildings (limit 20%)
- Non-conforming buildings cannot be replaced if damage exceeds 75%
- Limitation to removing trees and shrubs in any residential zone (28 (6))
- Specific permitted uses in 15 land use zones: Existing zones are
 - Residential (1, 2, multi, mobile home)
 - Country residential
 - Watson River Residential
 - Commercial
 - Restricted commercial
 - Highway commercial
 - Tourist commercial
 - Tourist commercial special
 - Commercial mixed use

- Mixed residential commercial
 - Protected open space
 - Industrial
 - Institutional
 - Parkland – greenbelt
 - Hinterland
- Minimum and maximum measurements, lot sizes
 - Protection of views of nearby properties to Bennett Lake or mountains (34.6 (2) (J)(II))
 - No specific heritage references

Heritage management interests are located primarily in these land use zones:

- Residential
- Community Use
- Downtown Core Commercial

Design Guidelines Snohomish Historic District

- Includes commercial and residential design standards as well as design standards for exterior fences and walls. Based on:
 - List of officially designated historic structures
 - Historic building styles and roof styles
 - Landscape plant list and street tree list
 - Guidelines for illuminated signs
- Purpose of city’s design standards:

“...contributing to the social, cultural and economic welfare of the citizens of Snohomish by developing an awareness of its historical heritage, returning unproductive structures to useful purposes and attracting visitors to the City and in order that a reasonable degree of control may be exercised over the site development and architecture of the private and public buildings erected therein...”--Ordinance 1185 (from 07-29-99 DRB Guidelines)

The purpose of design review is to:

- 1) Protect investment in rehabilitation and restoration of historic structures in the Historic District; and,
 - 2) Encourage better design and site planning throughout the City.
- More specifically, the purpose of design review is to:
- A. Retain Snohomish’s historic, small town appeal.
 - B. Find ways for the City to become more physically attractive.
 - C. Rehabilitate structures within the Historic District wherever possible.
 - D. Encourage compatibility of development with both community and neighborhood characteristics.
 - E. Encourage the design and scale of new residential development which is generally in character with the existing neighborhood and City development.
 - F. Preserve and enhance the historic character and heritage of Snohomish.
 - G. Improve the appearance of Snohomish through good urban design and neighborhood planning.
 - H. Maintain an interesting and commercially viable downtown area.

Carcross Local Area Plan

- Mentions identified heritage values (assuming refers to Summary of Historic Sites and some areas mentioned in LAP). See vision and values charts.
- Includes heritage land reservations by YG (pg 20 (#16 and #25), Map 4)
- Preserving heritage character of community identified under sustainable development (pg. 22/23)
- Link between servicing standards and insurability of heritage assets (pg. 32)
- Heritage values specific section (4.6, pg 33)
- Emergency access heritage properties identified as concern (Health and Safety (pg 37)
- Heritage conservation specific section in LAP (5.4.3, pg 66) lays out various policies for heritage preservation
- Priority action to develop a Carcross Heritage Management Plan and heritage design guidelines identified as action items and listed as priorities in implementation strategy LAP (pg. 67, 80)
- Culture and heritage identified in economic diversification. Supports Carcross evolving into year-round destination. Heritage conservation as a key community priority needs to be considered in economic development initiatives. (pg . 35, 70)
- Cemetery heritage values identified

Summary Report – Carcross Downtown Core Planning Process (JOAT, 2007)

- Historic guidelines, 62% voted yes, 11% voted no. Reservations expressed about having guidelines as it has restricted building activities in Dawson and Skagway. Guidelines to reflect all layers of history (pg. 6)
- Views, river trail and benches along walkways valued as public open space
- Historical/cultural elements important to community. Objective is to enhance and protect these values through historic guidelines. Comments included:
 - Keep low-level housing or buildings
 - Please no fast food franchises, Wal-Marts or the like. Let's maintain, historic, quaint authentic feel like we have
 - The coordinated history, the sequence of history, Tagish John's map, Southern Lakes map are important
 - No large signs or advertising. Fake history is ugly. This is a tricky question
 - Scale of buildings, materials, period signage
 - What's there now, things the way they are
- What design elements would you like to see included in historic guidelines? What types of buildings/developments do you NOT want to see in your downtown core?
 - I would like to see new buildings have a Gold Rush style incorporated into outer architectural design or FN cultural concept
 - The rustic/historic look needs to be maintained throughout the downtown area
 - No "fake" historic, no large signage. Lots of glass is good. Don't really want a lot of buildings at all
 - Gold Rush and frontier pioneer, nothing huge like the Westmark complex in Dawson
 - Any new development should be consistent with historic commercial buildings. No – typical YTG utilitarian structures

Carcross Waterfront Research Project (1997, Dept of Justice)

- Research history of contaminated site on Carcross waterfront, formerly the site of the railway tie treatment plant which was found to be contaminated with pentachlorophenol and petroleum products (vacant commissioner's land Quad 105D/2 bounded by lot 1035, lot 1026, lot 209, South Klondike Highway to East and Nares River to the south).
- Source of contaminants, duration of contamination activity, other possible sources of contaminants in immediate vicinity, history ownership, occupation and use of the site.
- Study covered entire north shoreline of Nares River.
- White Pass treated ties on the site from late 1940s until 1975.

Yukon Register of Historic Places – Caribou Hotel

- Territorial designated historic site since 2008
- One of 2 last historic three-storey frame commercial buildings in Yukon dating from the early 20th century (1910).
- Its size, massing and historic character provide an anchor to Dawson Charlie Street, one of the last Yukon streets composed entirely of historic buildings relatively unchanged since 1910. The Caribou Hotel housed one of Yukon's longest continuously operating food and lodging businesses.
- The size of the structure and its simple design provide an excellent representation of larger hotels of its period in Yukon. Its construction materials and building techniques such as double-loaded hall corridors, interior trims and doors and exterior architectural features such as the drop siding, trims and door and window configuration are typical design elements from this period of Yukon history.
- The original building at this location was moved from Bennett and re-named the Anderson Hotel. In 1903, this hotel was sold to Dawson Charlie, one of the discoverers of Klondike gold and a member of the Carcross/Tagish First Nation. Charlie had the hotel extensively remodelled and re-named it the Caribou Hotel. Following Dawson Charlie's death in 1908, Edwin and Bessie Gideon rented and operated the hotel from his heir, Annie (Charlie) Auston. The hotel burned to the ground on Christmas Eve, 1909, along with an adjacent store and the nearby White Pass & Yukon Route (WP&YR) railway depot. A new hotel was constructed at the same location in 1910 and the business continued. The WP&YR railway depot was also rebuilt. The hotel was an important community meeting place and a venue for special occasions and public celebrations such as New Year's Eve parties.

White Pass and Yukon Railway Station

- Built 1910, 2-storey wood railway station. Formally recognized as a heritage railway station under the federal Heritage Railway Stations Protection Act Nov 1, 1991 (Canada's historic places).
- Heritage value: The White Pass and Yukon Railway (WP&YR) Station at Carcross reflects the symbiotic relationship between rail and water transportation in the Yukon, and the WP&YR's role in creating transportation infrastructure. The railway supported Carcross's role as a transshipment point and facilitated the local mining and tourism industries. At Carcross station, rail passengers from Skagway boarded a sternwheeler cruise across the Southern Lakes. The town site was created by the railway when it built the station and the adjacent steamboat landing.

The Carcross station is typical of Yukon and northern British Columbia architecture in its simplicity and utilitarian appearance. Its sparing use of imported lumber reflects the high cost of importing such materials. The relatively large interior spaces devoted to passenger and freight service, including the 1926 waiting room addition to the south and the 1928 addition of washroom space on the east side, reflect Carcross' major role as a center for tourism and transshipment, despite the community's small size.

The Carcross station continues to serve as a reminder of the physical and economic focal point of the community. It retains its relationships with adjacent railway-related structures, including: the railway swing bridge, the sternwheeler docks, warehouse, and the hotel and general store. The station is surrounded by views of the lakes and mountains.

Dawson City Heritage Management Plan (2008)

- Prepared by Commonwealth Historic Resource Management Ltd. , March 2008
- A Whitehorse heritage management plan was completed in 2000 by Donald Luxton and Midnight Arts. The Dawson Plan can be seen as a more recent example that has proven to be fairly successful. Some similarities to Carcross can be extrapolated.
- Includes community values, cultural landscapes, character areas and heritage management areas
- Lays out recommendations, procedures, incentives and tools
- Implemented through revision of zoning and historic control bylaw, heritage bylaw and heritage fund bylaw, includes an Heritage Advisory Committee
- Design guidelines focused on architectural conservation and infill development
- Implementation strategy, clear and focused
- Note: Dawson City is an incorporated community whereas Carcross is not. As such the Development Regulations for Carcross serve the same purpose as the Zoning Bylaw.

CTFN Final Agreement

Chapter 13 – Heritage

- Provisions to recognize FN interest in the interpretation of Aboriginal place names and heritage resources directly related to the culture of Yukon Indian People (13.1.1.12)
- Ownership & Management. Each Yukon First Nation shall own and manage Moveable Heritage Resources and non-Moveable Heritage Resources and non-public records other than records which are the private property of any person, found on its Settlement Land and on those beds of waterbodies owned by that First Nation (13.3.1). This is also valid for heritage resources that are not private property that are found in its Traditional Territory and that are directly related to the culture and history of Yukon Indian people (13.3.2)
- Subject to 13.3.5 to 13.3.7 Moveable Heritage Resources and documentary heritage resources which are not ethnographic resources directly related to the culture and history of Yukon Indian People and which are found on non-settlement land shall be owned by government.
- Government shall consult YFNs in the formulation of legislation and related government policies in heritage resources in the Yukon (13.4.5)
- Specific provisions:
 - Tagish North West Mounted Police Historic Site to be established as a designated heritage site
 - Conrad to be established as a designated heritage site and co-managed
 - Heritage routes and sites identified in schedule C

- Government shall consult with CTFN when establishing or designating territorial heritage parks or sites, heritage rivers, heritage routes, heritage buildings and special management areas for heritage resources directly related to the culture and heritage of the Carcross/Tagish people within the TT of CTFN.
- Place names – when considering the naming or renaming of places or features located within the TT of a Yukon FN, or when acting with a federal agency where joint jurisdiction over the naming of the place or feature exists, the Yukon Geographical Place Names Board shall consult with that Yukon First Nation.
- CTFN has right of first refusal for the exclusive right of access for commercial purposes on that portion of the route locally known as Bennett Lake Trail.
- Schedule C: Heritage routes and sites.
- Schedule B: trails identified by Elders Council and CTFN of importance to CTFN. Map attached to Final Agreement (FA) but not part of FA and no acknowledgement by Government that trails are heritage resources.

Carcross Downtown Core Plan – EDI, Feb 2008

- Purpose of the Plan is to provide direction on future land use and transportation routes in the area and to confirm locations for remaining waterfront projects funded through CSIF.
- Area Development Plan for Carcross is in early stages of development (in 2008)
- Included comprehensive community consultation
- Identified heritage resources in downtown core include:
 - The White Pass and Yukon Route Train Station, which is a nationally designated historic site and the train bridge crossing Nares River
 - The former Northwest Mounted Police barracks and adjacent Jackie Good cabin
 - Johnny John Jr.'s cabin
 - Matthew Watson general store
 - Caribou Hotel
 - St. Saviour's Anglican Church
 - The Duchess locomotive
 - Parks Canada monument to Skookum Jim
 - The Royal Mail wagon which has been restored and will soon be returned to "Little Heritage Park" adjacent to the train station
 - Post Office and the cabins on Bennett Avenue
 - Buildings on the opposite shore of Nares River
- Carcross residents want to see pedestrian oriented environment with land uses and activities along Nares River waterfront that highlight arts, culture and heritage of Carcross.
- Many people expressed the desire to see downtown Carcross develop in such a way that it maintains its genuine character. There is strong support for creating design guidelines to ensure that new buildings reflect the historic character of Carcross. Guiding development on the waterfront to highlight the natural features of the area, and to maintain views from downtown to the surrounding vistas and historic streetscapes, is also important to the community (quoted from pg. 12).

- Key elements Carcross Downtown Core Plan (Planning Themes)
 - Public space, green space, views and natural features on the waterfront
 - Heritage resources and the historic character of Carcross maintained
 - Arts and cultural activities encouraged along with opportunities to develop visitor-oriented retail businesses and services
 - Safe, orderly movement of vehicles and efficient use of parking space
 - Pedestrian walkways and connections from the Downtown Core to adjacent businesses and existing and future trail networks in the surrounding area.

- Use set aside YG land to provide 4-12 small retail lots for visitor-oriented retail business and services.
- Future developments in this area will be designed to conform to design guidelines that respect the historic character of Carcross.
- WP&YR lot 1026 – preservation of green buffer and views of Nares Lake desired by community members.
- 62% of participants in the 2008 Core Area Planning process supported the creation of design guidelines that reflect the historic character of Carcross, to be applied to all new developments in the Downtown Core. Considerations expressed by residents include designing new buildings to reflect the scale and form (heights, foot prints, siting, and massing) of existing buildings, and using similar construction materials. Multiple historic themes and cultural traditions, including CTFN cultural heritage, should be considered in the development of the guidelines. (5.2, pg 15).
- Downtown Core Land Use Policies – the development of design guidelines that will apply to new buildings and structures in the Downtown Core is an important next step, following the completion of the plan. There is significant community interest in ensuring that new development reflects the historic character of Carcross, and that new buildings demonstrate a scale and form similar to that of existing buildings (8.2.2. pg 21).

City of Yellowknife, Heritage Protection Bylaw no. 4540 (2009)

Purpose of bylaw is to regulate the recognition, designation and restoration of Heritage Resources within the City of Yellowknife in a manner that is consistent with the objectives and policies of the current General Plan.

(Objective for 'A Culturally Sensitive and Heritage Resource Ethic' which states that there will be a recognition of place, building, works and bodies of water as public heritage resources because of their prehistoric, historic, cultural, natural or aesthetic value.)

Bylaw applies to land, buildings and structures within the municipal boundary of the City of Yellowknife.

Heritage resource defined as “means a place, building, structure or work which may be of interest because of their prehistoric, historic, cultural, natural or aesthetic value and whether or not designated as such under this by-law.

Bylaw differentiates between “designated” and “recognized heritage resource”. Designated means designated by a By-law of Council, recognized means not designated by bylaw but acknowledged as ‘recognized’ through a motion of the heritage committee.

“Designation” requires an authorization form from the registered owner, “Recognition” does not.

Requests are evaluated by the Heritage Committee (appointed by Council) based on scoring system.

Criteria include:

- Architectural History
- Context
- Cultural history
- Usability and utilization
- Integrity

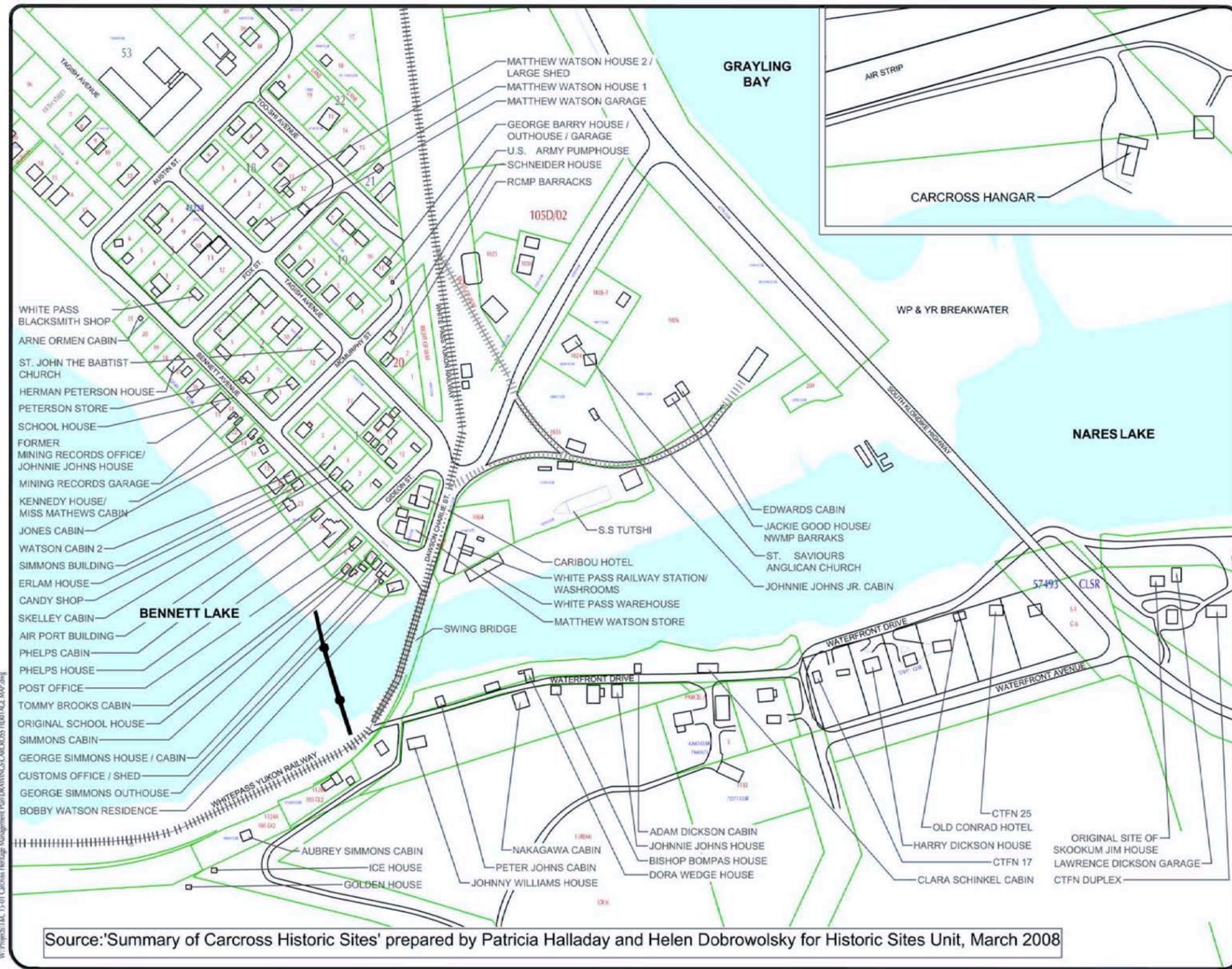
Heritage resource needs to be either ‘recognized’ or ‘designated’ in order to apply for restoration. City will provide financial assistance for restoration of designated heritage resource (Development Incentive Program By-law No. 4534).

Applications for restoration must address restoration criteria (list of 13). Financial assistance is available for designated heritage resources.

Skagway Historic District Design Guidelines

- Objective for the design guidelines is to assure the preservation of historic buildings and to ensure that the addition of secondary buildings as well as the maintenance of all buildings contributes to the integrity of the Historic District;
- Historic District covers a small area, mainly one street (Broadway) with parts of side streets;
- Criteria for evaluation of structures in the historic district:
 - Be associated with events that have made significant contribution to the broad patterns of Skagway history
 - Be associated with the lives of persons significant in Skagway’s past
 - Embody the distinctive characteristics of a type, period or method of construction
- The design guidelines are administered by the Municipality of Skagway. Fines for violations are included;
- Design guidelines include colour, orientation, plan and elevation, proportion, rhythm, streetscape and symmetry;
- Guidelines further include features such as awning, windows and coverings, dormers, marquees and canopies, doors;
- Specific guidelines are in place for:
 - Additions to historic buildings
 - Demolition or moving buildings
 - Exterior fixtures, finishings and lighting
 - Landscape elements
 - New construction
 - Roofs
 - Signage (size, content and standards)

APPENDIX B – BASE MAP HERITAGE ZONES



NOTES:

- LAND PARCEL BOUNDARY - GREEN
- CADASTRAL DESIGNATIONS - RED
- CADASTRAL PLAN MARKERS - BLUE

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Yukon CARCROSS/TAGISH FIRST NATION

INUKSHUK PLANNING & DEVELOPMENT
 207 Elliott Street
 Whitehorse, YT, Y1A 2A1, Canada
 Tel: (867) 667-4759
 Fax: 667-4020

CARCROSS HERITAGE MANAGEMENT PLAN
KNOWN HERITAGE PROPERTIES

SCALE: NOT TO SCALE	DATE: May-07-15
DESIGN: XX	PROJECT: T&C 11-01
DRAWN: KYLE JENNEX	DRAWING FILE: CARCROSS HERITAGE MAP.dwg
CHECKED: -	SHEET NO.: 1 OF 1
MAP. NO.: 2	REV.: 0

Source: 'Summary of Carcross Historic Sites' prepared by Patricia Halladay and Helen Dobrowsky for Historic Sites Unit, March 2008