



**EDI ENVIRONMENTAL DYNAMICS INC.**  
*Natural Resource Consultants*

## **Carcross Downtown Core Plan**

**FINAL**

Prepared for:

**Laura Prentice, Program Manager**  
Community Infrastructure Branch  
Community Services Department  
Yukon Government  
PO Box 2703  
Whitehorse, YT  
Y1A 2C6

Phone: (867) 667-5194

Email: [laura.prentice@gov.yk.ca](mailto:laura.prentice@gov.yk.ca)

Prepared by:

**EDI ENVIRONMENTAL DYNAMICS INC.**

402 Hawkins Street  
Whitehorse, YT  
Y1A 1X8

EDI Contact: Catherine Jacobsen, M.Sc., Planner

Phone: (867) 393-4882

[cjacobsen@edynamics.com](mailto:cjacobsen@edynamics.com)

February 2008

## TABLE OF CONTENTS

<b>TABLE OF CONTENTS .....</b>	<b>1</b>
<b>1.0 INTRODUCTION .....</b>	<b>3</b>
1.1 Purpose .....	3
1.2 Background and Context .....	3
1.3 Objectives .....	4
<b>2.0 THE PLANNING PROCESS .....</b>	<b>4</b>
2.1 The Planning Team .....	4
2.2 The Working Group .....	5
2.3 Stakeholder Meetings .....	5
2.4 Community Consultation .....	5
<b>3.0 EXISTING ATTRIBUTES &amp; VALUES .....</b>	<b>6</b>
3.1 Community Characteristics .....	6
3.2 History of the Carcross Waterfront .....	7
3.3 Current Land Use .....	7
3.4 Land Tenure and Current Land Use Regulations .....	8
3.5 Natural and Recreational Features .....	9
3.6 Environmental Issues .....	9
3.7 Heritage Values .....	9
3.8 Visitors to Carcross .....	10
3.9 Traffic and Parking Issues .....	11
3.10 CSIF Project Status .....	11
<b>4.0 COMMUNITY VISION AND PLANNING THEMES .....</b>	<b>12</b>
4.1 Community Vision for the Downtown Core .....	12
4.2 Planning Themes .....	12
<b>5.0 CARCROSS DOWNTOWN CORE LAND USE POLICIES .....</b>	<b>13</b>
5.1 Recommended Future Land Uses .....	13
5.2 Design Guidelines .....	15
<b>6.0 TRANSPORTATION ROUTES .....</b>	<b>15</b>
6.1 Transportation Route Objectives and Assumptions .....	15
6.2 Vehicle Routes and Parking Areas .....	16
6.3 Pedestrian Routes .....	17
<b>7.0 SCOPE AND LOCATIONS OF CSIF AND FUTURE CAPITAL PROJECTS .....</b>	<b>18</b>
7.1 Overview .....	18
7.2 Welcome Sign and Entrance Landscaping .....	18
7.3 Boat Launch and Community Docks .....	18
7.4 S.S. Tutshi Memorial .....	19
7.5 Carving Facility .....	19
7.6 CTFN Developments .....	19

- 7.7 Public Washrooms ..... 19
- 7.8 Seasonal Retail Structures ..... 19
- 7.9 Improvements to Core Streets..... 20
- 8.0 IMPLEMENTATION ..... 20
  - 8.1 Phased Implementation..... 20
  - 8.2 Downtown Core Land Use Policies ..... 21
  - 8.3 CSIF Projects ..... 21
  - 8.4 Other Capital Projects ..... 22
  - 8.5 Transportation Route Improvements ..... 22
  - 8.6 Business/Retail Spaces Strategy ..... 23
  - 8.7 Community Involvement ..... 23
- 9.0 REFERENCES ..... 26
- APPENDIX 1. MAPS..... 27
- APPENDIX 2. PLANNING TERMS OF REFERENCE ..... 28
- APPENDIX 3 CONSULTATION REPORT DOCUMENTS ..... 29

## **1.0 INTRODUCTION**

### **1.1 Purpose**

The purpose of the Carcross Downtown Core Plan is to provide direction on future land use and transportation routes in the area, and to confirm locations for the remaining waterfront projects funded through the Canada Strategic Infrastructure Fund (CSIF).

### **1.2 Background and Context**

Guidance on future land use in downtown Carcross is needed to accommodate continued growth in tourism, to facilitate economic and community development opportunities, and to address traffic circulation and safety issues in this core area. Direction on future land use in the Downtown Core is also needed to provide a context within which the remaining Canada Strategic Infrastructure Fund (CSIF) projects can proceed, in advance of a 2010 funding deadline. An Area Development Plan for the entire Carcross community is in the early stages of development, but will not be complete for several years. The Carcross Downtown Core Plan will enable land use and infrastructure development to proceed in the core prior to the completion of this broader Area Plan.

In 2005, a consultation process was conducted in Carcross as part of the Canada Strategic Infrastructure Fund (CSIF) program. A number of projects were selected for the Carcross waterfront, including the construction of a new footbridge across Nares River (Natasaheeni Narrows); entrance landscaping and signage; improved beach access and washroom facilities on Bennett Lake; clean-up of the Nares R. waterfront and a new community dock; a Carcross/Tagish First Nation carving facility; and drainage improvements to a number of core streets. The waterfront clean up project and construction of the new footbridge were completed in 2007. Beach access improvements and construction of a washroom facility on Bennett Lake are underway. The scope and locations of the four remaining CSIF projects have yet to be determined. Funding under the CSIF agreement must be expended by 2010; thus, there is a need to move forward with these projects. This plan presents selected locations for the remaining CSIF projects within the context of the recommended future land uses and transportation routes in the Downtown Core.

In addition to the CSIF funding deadline, the recent growth of tourism in Carcross has provided additional impetus for the completion of the Carcross Downtown Core Plan. Overall, Carcross receives more tourists annually than any other Yukon community. The Carcross Visitor Information Centre had recorded a total of 89,000 visitors at the end of the 2007 season. The reinstatement of the White Pass and Yukon Route rail service from Skagway to Carcross in 2007 has introduced another element to the activity in the Downtown Core, and added to the numbers of tourists who travel to Carcross by other modes, such as tour buses, recreational vehicles and passenger vehicles. The high volume and multiple modes of visitor traffic concentrated in the Downtown Core has led to traffic circulation and safety issues at peak hours during the tourist season, as well as increased demand for visitor services.

Continued expansion and diversification of the tourist industry is projected for Carcross, including increased numbers of summer tourists, as well as visitors seeking year-round eco-tourism and recreational tourism opportunities. Implementation of the Carcross Downtown Core Plan will enable the development of the additional services, facilities, businesses and waterfront infrastructure needed to facilitate this growth in a manner that benefits the Carcross community.

### **1.3 Objectives**

The three main objectives for the Carcross Downtown Core Plan are:

1. To develop a community vision and land use plan for the Carcross Downtown Core;
2. To address pedestrian and vehicle traffic safety and flow issues;
3. To confirm the scope and locations of the remaining Canada Strategic Infrastructure Fund (CSIF) projects, which include:
  - a. A community dock;
  - b. A welcome sign and landscaping at the entrance to Carcross;
  - c. A carving facility, and;
  - d. Improvements to core streets.

In addition to these primary objectives, the Terms of Reference for the Carcross Downtown Core Plan also directed the inclusion of several other future land uses and capital projects in the plan. These include:

1. Sites for two additional CTFN developments, including an outdoor pavilion/amphitheatre and Skookum Jim's house (to be relocated);
2. A site for a memorial to the S.S. Tutshi;
3. An alternate location for the existing boat launch;
4. Location options for additional public washrooms.

As well, the Terms of Reference proposed that the idea of establishing guidelines to preserve and restore the heritage character of Carcross be explored through the planning process.

See the Planning Terms of Reference in Appendix 2

## **2.0 THE PLANNING PROCESS**

The consultation process for the Carcross Downtown Core Plan was designed to engage a number of key community and government stakeholders, as well as the broader Carcross community. A Working Group comprised of key stakeholders provided strategic advice at key stages of the planning process. The Planning Team conducted a series of stakeholder meetings and an intensive community consultation process, which involved community meetings, focus groups, and informal, one-on-one sessions.

### **2.1 The Planning Team**

The Carcross Downtown Core Plan was prepared by the Community Infrastructure Branch of the Yukon Department of Community Services with the assistance of the Community Affairs Branch and several consultants. EDI Environmental Dynamics Inc. of Whitehorse served as the land use planning consultant. UMA Engineering Ltd. of Burnaby, BC, provided transportation planning and engineering services. Jane of All Trades Consulting of Carcross facilitated the 'Stop & Talk Sessions' and final community meeting components of the community consultation process. Quest Engineering Ltd. of Whitehorse completed a detailed survey of the planning area.

## **2.2 The Working Group**

A Working Group was established to provide advice on the development of the Carcross Downtown Core Plan. Members of the Working Group included representatives from Carcross/Tagish First Nation, White Pass and Yukon Route, the South Klondike Local Advisory Council, and the Yukon Departments of Tourism and Community Services. Roles of the Working Group members included: developing the Terms of Reference for the Carcross Downtown Core Plan; advising the Planning Team on the design of the community consultation process and the development of the Plan; communicating the interests of their constituents to the planning team; and relaying information regarding the planning process and outcomes to their constituents. Working Group meetings were held at key stages throughout the planning process.

## **2.3 Stakeholder Meetings**

A series of meetings were held with stakeholders in the planning process to obtain relevant background information on the planning area, and to provide each stakeholder group with the opportunity to express any interests or issues related to the Downtown Core Plan. The following government departments, community groups and First Nation were consulted:

- Yukon Department of Highways and Public Works;
- Yukon Department of Tourism and Culture, Cultural Services and Tourism Branches;
- Yukon Department of Environment;
- Yukon Energy, Mines and Resources, Lands Branch;
- Land Claims Implementation Secretariat
- White Pass and Yukon Route;
- Carcross/Tagish First Nation;
- South Klondike Local Advisory Council;
- Owners of businesses adjacent to the planning area.

The Planning Team also participated in a Carcross Emergency Planning Session facilitated by the Carcross RCMP and EMO to discuss issues of joint interest, including traffic circulation and safety.

## **2.4 Community Consultation**

Significant effort was devoted to engaging the Carcross community in the development of the Carcross Downtown Core Plan. The three main components of the community consultation process included an initial Community Open House; a series of “Stop n’ Talk” sessions; and a community review of the draft Carcross Downtown Core Plan. See Appendix 3 Consultation Documents for details.

The initial Community Open House was held in July to introduce the planning process and to solicit community members’ perspectives on existing attributes of the Downtown Core that are valued, issues that need attention, and future visions for the planning area. Approximately 35 people attended the initial Community Open House and participated in the discussion that took place.

The second, intensive community consultation event was held over a six-day period from October 10-15, 2007. A series of facilitated “Stop n’ Talk” sessions were scheduled during this time to allow residents to participate in the planning exercise. In an effort to reach as broad a range of

community members as possible, the sessions encompassed a variety of locations and formats, including the following:

- A community lunch at the Carcross Yukon College Campus;
- A community meeting at the Carcross Community Club;
- “Club night” at the Carcross Community Club;
- A focus group with the CTFN Land Use Team;
- A focus group at the South Klondike Local Advisory Council (SKLAC) meeting;
- One-on-one (and small group) sessions over five days (3 hours midday and 3 hours in the evening) spent at Montana Services;
- One-on-one (and small group) sessions over three afternoons (2 hours each) spent at the Carcross/Tagish First Nation administration building; and,

At the “Stop n’ Talk” sessions, a series of story/presentation boards summarized the range of planning issues and ideas proposed for the Downtown Core. Community members were asked to place a “dot” (sticker) next to the planning ideas they preferred and elaborate further, if desired, through comment sheets. One or more members of the Planning Team were present at all sessions to provide participants with information on the planning process and explain the exercise. The consultation sessions were well-received by the community. In total, the Carcross Downtown Core Planning Team spoke with 85-90 people through the “Stop n’ Talk” sessions, approximately 73 of whom participated in the “dot” exercise (Koepeke, 2007).

The Planning Team returned to the Carcross community on December 5<sup>th</sup>, 2007, to present and receive input on the draft Carcross Downtown Core Plan at a day-long community session. Twenty-two people attended the session and provided comments. Prior to this meeting, the draft plan was reviewed by each of the signatories to the Terms of Reference and members of the Advisory Group. The draft plan was also posted at the Carcross Community Library for one month over Christmas.

The final Carcross Downtown Core Plan was then prepared, incorporating the feedback received from signatories to the Terms of Reference, Working Group members, and the community.

### **3.0 EXISTING ATTRIBUTES & VALUES**

#### **3.1 Community Characteristics**

Located 74 km south of Whitehorse on the South Klondike Highway, Carcross is an unincorporated community with a population of 331 (Statistics Canada, 2006). Members of the Carcross/Tagish First Nation comprise approximately half of the population of Carcross. In comparison to other Yukon communities, Carcross has fewer people in the 25-44 age range. Schooling up to grade nine is available in Carcross, but older students must travel to Whitehorse. Yukon College operates a community campus in Carcross, and the community also has an RCMP detachment, nursing station and EMS service. Recreational and visitor facilities include the Visitor Information Centre, community club, ski trails, mountain biking trails, library, climbing wall, hockey rink and seasonal swimming pool.

Tourism is the primary industry in Carcross. Transportation and trades are also consistent areas of employment. CTFN is a major employer, and the government and service sector also contributes to local employment in Carcross. Additionally, some residents commute to Whitehorse to work.

### **3.2 History of the Carcross Waterfront**

The archaeological record indicates that the Carcross waterfront has been occupied for thousands of years. The narrows (Nares River) at Caribou Crossing, later shortened to Carcross, were the crossing point of a large caribou herd during their annual migration. The narrows were also the site of a large camp during the spring herring fishery and fall caribou hunt, as well as year-round hunting and fishing activities (Dobrowolsky, 1997).

During the 1896 Klondike Gold Rush, Carcross became an important stopover for prospectors on their way to the gold fields. The community of Carcross was built around the construction of the 110.7 mile White Pass and Yukon Route narrow gauge railway, constructed between Skagway and Whitehorse in 1899-1900 by the British Yukon Railway Company. The railway followed a traditional Tlingit trade route. During World War II, White Pass leased its structures in Carcross to the American Army, and the Carcross waterfront became a military work camp for the duration of the war. The South Klondike Highway opened in 1979, and three years later the railway service between Whitehorse and Skagway closed (Dobrowolsky, 1997). The re-instatement of the passenger service between Skagway and Carcross in 2007 represents the first rail service on this route in almost 30 years.

### **3.3 Current Land Use**

The land included in the Carcross Downtown Core Plan is largely former industrial land, with a number of buildings and structures scattered throughout (see Appendix 1, Map 1). The White Pass and Yukon Route train bridge, tracks and station are prominent features in the waterfront. The train station is used seasonally as a ticket office by White Pass and Yukon Route, and also houses the Carcross Visitor Information Centre. The Koolseen Centre, a warehouse behind the train station, is leased by CTFN as a seasonal retail business, offering arts, crafts, bannock, snacks and sandwiches. The First People's Performance Theatre, a group led by CTFN members, conducts dance performances twice daily during the tourist season, either in front of Koolseen or in "Little Heritage Park" adjacent to the train station. A waterfront boardwalk leads pedestrians from the Koolseen Centre past a community boat launch to the burned remains of the S.S. Tutshi, an important community landmark in the Downtown Core. This boardwalk continues about two thirds of the way along the Nares River waterfront to a seating area with several benches and to the access point for a private dock. A trailer with two washrooms was also set up in the summer of 2007 near the S.S. Tutshi remains to provide a temporary facility for tourists.

There are a number of additional buildings and structures in the Downtown Core set back further from the river, including a White Pass and Yukon Route train shed, a house that at one time was the Northwest Mounted Police barracks and jail, a small cabin known as the Jackie Good cabin, a second small cabin known as Johnny John's cabin, and several outhouses. As well, there are two churches located on Carcross Road, St. Saviour's Anglican Church and a Pentecostal church.

Two buildings directly adjacent to the planning area, Matthew Watson General Store and the Caribou Hotel, are also prominent features in the Downtown Core streetscape. Matthew Watson General Store is operated as a seasonal retail business. The Caribou Hotel is currently

undergoing extensive restoration and renovation. Plans for the hotel include a restaurant, projected to open in 2009, with completion of the rooms to follow in 2010.

**3.4 Land Tenure and Current Land Use Regulations**

There are two primary land owners in the Downtown Core Plan area, Yukon Government and White Pass and Yukon Route (British Yukon Railway) (see Appendix 1, Map 1). WPYR owns two lots, the property where the train station and “Little Heritage Park” are situated, as well as a large parcel at the corner of the Klondike Highway and Carcross Road. The train station property (Lot 1004) is zoned for commercial use, while the larger parcel is zoned for industrial use. WPYR also controls a 60 m railway Right of Way and an 8.75 m easement that encompass the Y-shaped train tracks.

The Yukon Government owns the majority of the land between the river and the southernmost length of the train tracks, as well as a large parcel of land set back from the waterfront that is bisected by the WPYR Y-track. The majority of this land is currently zoned for industrial use, with smaller portions zoned for institutional use and as parkland-greenbelt.

Two additional land owners in the planning area include the Synod Diocese of the Yukon and Northern Canada Evangelical. The former owns lot 1024 and St. Saviour’s Anglican Church, while the latter owns lot 1026-1 and the Pentecostal Church. Both lots are zoned for institutional use. Table 1 lists the owner of each lot, Right of Way and easement in the planning area.

**Table 1. Land Tenure and Zoning Regulations**

<b>Owner</b>	<b>Lot</b>	<b>Zoning</b>	<b>Current Use</b>
British Yukon Railway (White Pass and Yukon Route)	1004	Commercial (C-1)	Train Station, Visitor Information Centre and “Little Heritage Park”
British Yukon Railway (White Pass and Yukon Route)	1026	Industrial (M)	Train tracks and shed
The Synod Diocese of Yukon	1024	Institutional (I)	St. Saviour’s Anglican Church
Northern Canada Evangelical	1026-1	Institutional (I)	Pentecostal Church
British Yukon Railway (White Pass and Yukon Route)	Railway Right of Way (Plan 42257, CLSR 20932 LTO)	Hinterland (H)	Train tracks and maintenance buildings
British Yukon Railway (White Pass and Yukon Route)	Railway Easement across Lot 1035 and Yukon Government Land (Plan 69020, CLSR 70408 LTO)	Industrial (M)	Train tracks
British Yukon Railway (White Pass and Yukon Route)	Nares River	Hinterland (H)	Koolseen building and private dock
Yukon Government	Lot 209	Parkland - Greenbelt (P)	Vacant waterfront
Yukon Government	No lot number	Industrial (M)	Vacant waterfront
Yukon Government (includes a Department of Tourism and Culture)	Lot 1035	Industrial (M) Institutional (I)	Vacant (parking area) Boat launch and S.S. Tutshi

<b>Owner</b>	<b>Lot</b>	<b>Zoning</b>	<b>Current Use</b>
Reserve)			remains on waterfront
Yukon Government, Department of Highways and Public Works	South Klondike Highway Right of Way (Portion of Plan 67795, CLSR 63779)	N/A	Highway
Yukon Government, Department of Highways and Public Works	Carcross Road Right of Way (Plan 40389 CLSR, 25257 LTO)	N/A	Road
Yukon Government, Department of Highways and Public Works	Licence of Occupation for Road (Plan 68558, CLSR 67560 LTO)	N/A	Main Street in front of Train Station

**3.5 Natural and Recreational Features**

The Nares River waterfront is a valuable feature in the planning area, offering wildlife viewing, fishing opportunities, and spectacular views to the surrounding mountains. The footbridge and dock next to the Train Station are favourite local fishing spots, and a boat launch provides water access for recreational boaters. Patches of native trees and shrubs form a natural buffer along the waterfront, the South Klondike Highway and Carcross Road, including large sections of Lots 1024, 1026- and 1026-1. As well, the sandy bluffs along the South Klondike Highway offer scenic views of Nares Lake (see Appendix 1, Map 1).

**3.6 Environmental Issues**

Two identified environmental issues that may pose constraints to development include a Designated Contaminated Site and fluctuating water levels on Nares River (see Appendix 1, Map 1). The Designated Contaminated Site covers a square parcel of Yukon Government land (approximately 1600 m<sup>2</sup>) directly on the riverfront. This site is comprised of residual contamination from a former rail-tie treatment plant, the remainder of which was excavated in 1999-2000. Development on this site will require approval of the Deputy Minister of the Yukon Department of Environment. Additional clean-up may also be required prior to development, subject to an assessment by Yukon Department of Environment (Golder Associates, 1998).

Fluctuating water levels on Nares River may also impact access to the shore and pose some constraints to development on the waterfront. There is a 2 m annual difference between high and low water levels on Nares River. Assessment of flood risk and implementation of shore protection measures may be required in this area.

**3.7 Heritage Values**

Carcross has a rich heritage influenced by the culture and history of Carcross/Tagish First Nation, the Klondike Gold Rush, and the development of transportation infrastructure and industry throughout the 20<sup>th</sup> century. The Heritage Branch of the Yukon Department of Tourism and Culture maintains an inventory of Heritage Resources throughout the Yukon Territory. Although a formal heritage assessment of downtown Carcross has yet to be completed, there are a number of

identified Heritage Resources within and directly adjacent to the Downtown Core planning area, including:

- 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's cabin;
- Matthew Watson general store;
- Caribou Hotel;
- St. Saviour's Anglican Church;
- The Duchess locomotive;
- A 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;
- The Post Office and the cabins on Bennett Avenue;
- The buildings on the opposite shore of Nares River.

Only fragments of the full history of Carcross are reflected in the remaining, identified heritage resources in the area. However, there is excellent potential for additional interpretation of the multiple historic themes of Carcross through the future development and activities that will occur in the Downtown Core.

### **3.8 Visitors to Carcross**

Carcross receives more visitors each year than any other Yukon community. The number of annual visitors to Carcross has grown steadily in recent years. At the conclusion of the 2007 tourist season, over 89,000 visitors had been recorded by the Carcross Visitor Information Centre (VIC). This represented a 10% increase over the total number of visitors in 2006. Some of the growth in 2007 can be attributed to passengers arriving via the re-introduced White Pass and Yukon Route rail service between Skagway and Carcross. However, other modes of tourist travel, such as bus tours and passenger vehicles, have also been increasing. Between 2004 and 2007, the number of annual visitors recorded at the Carcross VIC increased by 22% (Yukon Department of Tourism and Culture, 2007).

At the peak of the May through September tourist season, about 1500 people visit Carcross each day (Libsekal, 2007a). The majority of these visitors are cruise ship passengers on day trips from Skagway. Four out of the six major tour operators out of Skagway currently make a stop in Carcross. Cruise ship passengers now have the choice to travel one leg of the return trip between Skagway and Carcross by passenger train and the other leg by motor coach.

In addition to organized tours, Carcross is also a growing destination for recreational summer activities such as hiking and mountain biking, as well as winter tourism, including dog-mushing and cross-country skiing. Future growth in eco-tourism opportunities is predicted, and is already being facilitated through local trail construction and related initiatives.

### **3.9 Traffic and Parking Issues**

Visitors to the Carcross Downtown Core arrive by a variety of different modes of transportation, including the train, passenger vehicles, recreational vehicles (RVs), motorcycles, motor coaches, small buses, and occasionally bicycles. As part of the Downtown Core planning process, traffic counts were conducted to characterize the volume and distribution of traffic throughout a typical day during the peak tourist season. Analysis of the counts showed that cars comprise most of the inbound and outbound traffic (72%) in the Downtown Core. Buses make up a smaller portion (11%) of the daily vehicular traffic. The traffic impact of buses is felt particularly during the peak hour of 13:45 to 14:45, when up to 20 large tour buses may be parked in the Downtown Core for 25-45 minutes (Libsekal, 2007a).

There are a number of informal parking areas used by residents, railway staff, and visitors. In general, similar vehicles tend to park together. Tour buses cluster in the waterfront area near the S.S. Tutshi remains while passenger vehicles and RVs converge in the triangular-shaped portion of land in the Y of the train tracks (see Appendix 1, Map 2).

The single access road and two rail crossings make access to and from the Downtown Core a challenge at peak hours during the tourist season, creating zones of conflict where the train tracks and Carcross Road converge (see Appendix 1, Map 2). The lack of a formal bus drop off and pick up location also adds to traffic flow problems. Because there are no formal parking areas, space is not used efficiently and parked vehicles often block buses from turning around. Pedestrian routes are also not well-defined. Rather than being directed to specific crossing points, people are able to cross the railroad tracks at any point. This is a safety concern and can lead to conflict between pedestrians and vehicles (Libsekal, 2007a).

### **3.10 CSIF Project Status**

Four of the original seven CSIF waterfront projects are to be completed in the downtown core. They include the carving facility, welcome sign/entrance landscaping, community dock/boat launch and road improvements to core streets. A total of \$420,000 is budgeted for the carving facility, a building that will provide a space for carvers to work as well as a visitor attraction and multi-use space. There is \$50,000 to put toward a welcome sign and landscaping at the entrance to Carcross. For the community dock/boat launch, \$190,000 of funding is available. The remaining \$610,000 is budgeted for improvements to core streets in the waterfront area.

Under the CSIF agreement, the available funding must be spent by 2010. Once the location of each project has been established through this plan, detailed site planning, design and construction can proceed.

## 4.0 COMMUNITY VISION AND PLANNING THEMES

### 4.1 Community Vision for the Downtown Core

Throughout the planning process, Carcross residents told us that they want to see land uses and activities in the waterfront that highlight the arts, culture and heritage of Carcross. We heard that future waterfront developments should include multi-use structures that will serve both visitors and local residents. Space for the community to gather, recreate, relax and interact with visitors in the downtown is also a high priority for many residents.

Residents envision the waterfront as a pedestrian-oriented environment, with enhanced walking and cycling routes along the riverfront and throughout downtown. Maintaining river access for recreational boaters is also important. The Downtown Core is thought of as a service area for tourism for the whole community of Carcross, and a launching point for recreational activities in the surrounding area.

Fostering the development of local businesses by increasing access to commercial and retail space is viewed as critical to tourism and economic development in Carcross. There is a recognition that this commercial activity will grow gradually over time. To facilitate the growth of small businesses, development of the downtown should provide for a range of retail opportunities of different scales, from the daily marketplace, to seasonally operated businesses in temporary structures, to more permanent commercial buildings.

Many people expressed a 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 in 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.

### 4.2 Planning Themes

Based on the community vision articulated above, the Carcross Downtown Core Plan was designed to preserve, enhance and expand the following key elements:

- Public space, green space, views and natural features on the waterfront;
- Heritage resources and the historic character of Carcross;
- Arts and cultural activities;
- 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.

## **5.0 CARCROSS DOWNTOWN CORE LAND USE POLICIES**

### **5.1 Recommended Future Land Uses**

The Carcross Downtown Core planning area has been divided into a number of different areas with future land uses assigned to them. Five different, future land uses are proposed, as described in Sections 5.1.1 to 5.1.5. The land uses assigned to the planning area provide a foundation that will allow the CSIF projects and future capital projects to move forward (see Appendix 1, Map 3).

#### **5.1.1 Riverfront Walkway**

Carcross residents told us that they wanted to see greenspace, a walkway, and seating areas along the waterfront. A Riverfront Walkway designation is proposed for the entire length of the Nares River waterfront, extending 5-15 m inland from the high water mark. The Riverfront Walkway area will provide a contiguous public walkway along the length of Nares River and maintain public access to the waterfront. The walkway will promote pedestrian circulation throughout the Downtown Core, linking with the existing pedestrian route across the Nares River footbridge, and a future pedestrian route across the South Klondike Highway to the Nares Lake birding area.

Uses appropriate to the Riverfront Walkway include a pedestrian boardwalk/pathway, seating and viewing areas, landscaping, and historical interpretation (e.g. interpretive signage reflecting the natural and cultural heritage of Carcross). Structures designed to enhance public recreation and appreciation of the riverfront, such as public art pieces, a viewing platform or wharf, a community dock, and a boat launch, may also be developed in this area. Shore protection measures may be considered for this area as well. Additionally, the Riverfront Walkway has been identified as the site for a future memorial to the S.S. Tutshi.

#### **5.1.2 Public Commons**

Carcross residents expressed a strong interest in creating spaces for the community to gather, rest and relax in the Downtown Core. A Community Commons designation is proposed for the triangular parcel of land in the Y of the WPYR train tracks. The purpose of the Community Commons will be to provide public space in the centre of downtown that will serve as a gathering place for community members and visitors, as well as a space for artistic and cultural events, such as performances or a temporary public market. Other uses for this area include a bus pick-up and drop-off loop, walkways directing pedestrians to safe crossing points on the WPYR tracks, public parking, public washrooms, landscaping, seating areas and temporary retail use. This site is also the proposed location for a one-story community pavilion. Any community structure developed in this area must be designed to preserve views from the Downtown Core to surrounding vistas and historic streetscapes, and should reflect the historic character of Carcross.

#### **5.1.3 Downtown Commercial-Service**

Carcross residents told us that they wanted to see land uses and activities in the waterfront that highlight the arts, culture and heritage of Carcross. We heard that developments in this area should include multi-use spaces, serving both visitors and local residents. Visitor-oriented commercial uses were considered appropriate as well. Spaces for the community to walk, sit and gather were desired in this area. We also heard that views need to be maintained, including views from the waterfront to the surrounding vistas and the historic downtown streetscape.

The purpose of the Downtown Commercial-Service designation will be to allow for this mix of visitor and community uses in a pedestrian-oriented environment. The proposed Downtown Commercial-Service area includes the stretch of land on the river side of the WPYR train tracks, adjacent to the Riverfront Walkway. Uses of this area may include small retail or food service establishments, visitor attractions that highlight the arts culture and history of Carcross, walkways, seating areas, and landscaping. Seasonal retail structures are also proposed as a permitted use of this area.

It is anticipated that the portion of Downtown Commercial-Service area between the Train Station and the remains of the S.S. Tutshi will be developed in the nearer term. Provision is made for the carving facility in this area, as it designed to serve both visitors and local residents and to highlight the arts, culture and heritage of Carcross.

The Downtown Commercial-Service area closer to the South Klondike Highway is intended to be used as an interim parking area for recreational boaters and others wishing to access Nares River. Over the long term, as Carcross grows, this area may also be developed for commercial service or retail uses.

Future developments in the Downtown Commercial-Service area should enhance the experience of the natural and cultural heritage of Carcross. Footprints of new buildings should be small and oriented to retain the open feel and views in the waterfront. The scale of new buildings should be compatible with buildings in the surrounding historic streetscapes. Walkways, seating areas and view points should be designed to encourage pedestrians to circulate throughout the Downtown Core.

#### ***5.1.4 Small Scale Retail***

Carcross residents told us that they need access to land downtown to develop local businesses. The Small Scale Retail designation sets aside Yukon Government land that could provide a number of small retail lots (4-12) for visitor-oriented retail businesses and services. In the meantime, some of this land will be used for bus, RV and car parking. Future developments in this area will be designed to conform to design guidelines that respect the historic character of Carcross.

#### ***5.1.5 Institutional***

An Institutional land use designation is proposed for the two lots on Carcross Road that are occupied by churches (Lot 1024 and 1026-1). This designation supports the continued use of these lots by the two churches situated here.

#### ***5.1.6 Future Use***

A Future Use designation is proposed for WPYR Lot 1026. The purpose of the Future Use designation is to preserve these lands in their current state until such time as interest arises in considering changes to the current use. Ongoing uses of the area include transportation-related uses of the railway tracks and train shed, consistent with the existing industrial zoning of the property. The existing vegetation and topography of this property provide a green buffer along the highway and Carcross Road. The bluffs also offer excellent views of Nares Lake. Preservation of these attributes is desired by community members and encouraged in this plan. Possible use of part of the cleared portion of this land for temporary (seasonal) parking is also proposed.

## **5.2 Design Guidelines**

There is overwhelming community support for 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, footprints, 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.

## **6.0 TRANSPORTATION ROUTES**

### **6.1 Transportation Route Objectives and Assumptions**

A number of improvements are proposed for the vehicle and pedestrian routes and parking areas in the Downtown Core. The overall objectives of these proposed improvements include the following:

- Facilitating the safe and orderly movement of vehicles and pedestrians at all times, and particularly during peak traffic flows in the summer tourist season;
- Improving vehicle crossings of the WPYR train tracks;
- Encouraging more efficient movement and parking of tour buses in downtown;
- Reducing conflict between buses and other vehicles during peak hours;
- Making more efficient use of space through designated parking areas for all types of vehicles;
- Directing pedestrians safely across WPYR tracks, reducing conflict between pedestrians and vehicles and encouraging pedestrian circulation throughout downtown.

To further these objectives, the changes to the transportation network in the Downtown Core outlined in Section 6.2 are proposed (see Map 4). These changes are based on transportation planning and design work completed by UMA Engineering Ltd. Following the completion of this plan, detailed design work will be completed for the vehicle and pedestrian routes and parking areas.

Several assumptions are included in the vehicle and pedestrian routes proposed in this plan. One key assumption is that the White Pass and Yukon Route passenger service will continue in the foreseeable future, and that longer trains and more frequent service are to be expected. To accommodate these extended train lengths, WPYR plans to extend the train platform parallel to the southernmost length of track. Passengers will then embark and disembark from this location. In conjunction with this platform extension, the existing vehicle crossing of the train tracks next to the Train Station will no longer be accessible, except as a service vehicle access.

## **6.2 Vehicle Routes and Parking Areas**

### **6.2.1 Realignment of Carcross Road**

Realignment of Carcross road to connect with First Street is proposed. This realignment will facilitate the development of the triangular parcel of land designated as a Community Commons. It will also allow for the conversion of First Street and Main Street (Between Bennett Avenue and Tagish Avenue) into a couplet of one way streets, whereby Main Street can be converted into a seasonal pedestrian mall (Libsekal, 2007b).

The realignment will require modification to the rail track components, including the current locations of the switches and turnouts. As proposed, First Street will likely become a permanent one way street with sufficient room for a sidewalk (Libsekal, 2007b).

### **6.2.2 Bus Loop**

In concert with the realignment of Carcross Road, a bus loop is proposed for the triangular parcel of land in the Y of the WPYR train tracks. The purpose of the bus loop is to promote efficient pick-up and drop-off of passengers on large and small tour buses. After dropping passengers off, buses will then park in designated bus parking areas nearby. The location of the bus loop has the advantage of being centrally located to promote circulation of disembarking passengers throughout Downtown. The designation of this area as a Community Commons will provide an open area for disembarking and embarking bus passengers, and will also promote design of the area as a gathering place and focal point for public events.

### **6.2.3 Highway Access Road to Boat Launch**

A new highway access/egress at the South Klondike Highway near the Nares River Highway bridge is proposed. The route will provide recreational boaters with vehicle access to a future boat launch to be constructed on the jetty in Nares River next to the highway bridge. A parking area will also be established in this area. There is some community interest in connecting this access point to Carcross Road via a road through the Future Use and Small Scale Retail areas. This is a possibility that could be considered in the future as development in the Small Scale Retail area proceeds.

### **6.2.4 Designated Parking Areas**

Three parking areas are proposed to meet current parking demand. A small amount of car parking is intended to be provided near the bus loop in the Community Commons area. This parking will provide drivers of passenger vehicles, including individuals with limited mobility, access to the central activity zone in downtown. A second parking area is proposed for the Small Scale Retail area, to be accessed via Carcross Road. This parking area will serve large and small tour buses, recreational vehicles and passenger vehicles. Initially, a large area of land will be provided for parking in this area. Over time, as the retail lots are developed, the amount of land devoted to parking will decrease.

Additional bus overflow parking will be provided in the third parking area, to be located in association with the boat launch and accessed via the new South Klondike Highway access/egress next to the Nares River bridge. This parking area will primarily be used for recreational boat

vehicles and trailers, or other visitors to the riverfront, as well as overflow bus parking. For the time being, the owners of the Caribou Hotel also intend to maintain some bus parking on their property.

To meet future parking demand, this plan recommends that an additional parking area or areas be identified outside of the Downtown Core planning area through the Carcross Area Planning process. These areas could be used as bus parking and long term parking for visitors participating in day trips originating from Carcross, or for visitors participating in recreational activities, such as mountain biking and cross-country skiing.

### **6.3 Pedestrian Routes**

Enhancing the pedestrian experience is a critical and integral component of the Downtown Core Plan. During the planning process, community members expressed concerns that visitors rarely wander very far from the point where they disembark their tour bus, train or vehicle. This limits exposure to local businesses and attractions, and reduces the potential for tourism-related economic development. Designing the Downtown Core to encourage visitors to circulate throughout the downtown, with clearly marked pathways, smooth walking surfaces, and visible points of public interest, will help to facilitate pedestrian movement. Three components to improvement of the pedestrian experience include establishing a pedestrian-only area, improving pedestrian walkways, and creating directional signage, as discussed in Sections 6.3.1 – 6.3.3 below.

#### **6.3.1 Pedestrian-Only Areas**

The proposed vehicle and pedestrian routes in this plan effectively create a pedestrian-only area in the waterfront between the Train Station and the current site of the S.S. Tutshi remains. This pedestrian zone also extends the length of the Nares River waterfront in the Riverfront Walkway area. The proposed closure of Main Street in front of the Caribou Hotel and Matthew Watson General Store to vehicle traffic during the summer season further extends this pedestrian-only area. This seasonal street closure is intended to address the safety issues and traffic flow impediments created when dozens of train passengers disembark and spread in all directions from the Train Station platform. Service vehicle access will be maintained into this pedestrian-only area via the existing track crossing. However, this access will be blocked to regular vehicle traffic.

#### **6.3.2 Pedestrian Walkways**

Several improvements are proposed to pedestrian walkways in the Downtown Core, including extension of the existing waterfront boardwalk and creation of new pedestrian walkways. Extension of the waterfront boardwalk (or pathway with a smooth walking surface) to the east in the Riverfront Walkway area, as well as west across the train tracks, is recommended. The eastern extension will encourage pedestrians to circulate to the future carving facility, S.S. Tutshi memorial, and community dock. A pedestrian crossing at the South Klondike Highway is also recommended to facilitate access to the birding area on Nares Lake. Extension of the waterfront boardwalk to the west is intended to encourage pedestrians to continue walking throughout downtown, and to take a walking tour across the pedestrian bridge.

Also proposed is the creation of new walkways to direct pedestrians to and from the bus loop and car parking areas to safe crossing points on the WPYR train tracks, as well as to the existing and

planned visitor services and attractions in the waterfront. Detailed planning for pedestrian walkways will be a next step following the completion of this plan.

### **6.3.3 Directional Signage**

The design of waterfront pathways should facilitate natural wayfinding, as visitors are encouraged to follow good walking surfaces toward visible points of interest, such as the Visitor Information Centre, future S.S. Tutshi memorial, future carving facility, the footbridge, adjacent businesses, and other sites. However, signage can also help to direct pedestrians and vehicles through downtown. Community members expressed interest in developing directional and interpretive signage in the Downtown Core. Such signage could build on existing information, such as the Historic Walking Tour of Carcross guidebook. Funding is not yet secured for all directional and interpretive signage requirements in the Downtown Core.

## **7.0 SCOPE AND LOCATIONS OF CSIF AND FUTURE CAPITAL PROJECTS**

### **7.1 Overview**

The locations of each of the CSIF and future capital projects outlined in the Terms of Reference for this planning process have been confirmed, based on preferences articulated through the community and stakeholder consultation process. Sections 7.2-7.9 describe these confirmed locations.

### **7.2 Welcome Sign and Entrance Landscaping**

The community's preference for this CSIF project is to see two welcome signs constructed in the South Klondike Highway Right of Way at the entrance to Carcross, one visible to visitors arriving from the north and one facing south. The placement and dimensions of the signs will conform to Highways and Public Works standards. A detailed design for the signs and any accompanying landscaping will be initiated following the completion of this plan.

### **7.3 Boat Launch and Community Docks**

To accommodate the riverfront pedestrian zone between the Train Station and the S.S. Tutshi, it is necessary to move the existing boat launch. This plan proposes to locate a new boat launch on the jetty in Nares River next to the South Klondike Highway bridge. The community's preferred location for a new community dock is in association with the new boat launch.

Carcross residents also expressed an interest in encouraging boaters to dock closer to the Train Station and the core area of future visitor activities in downtown. The purpose of locating a community dock in this area would be to encourage interaction between local boaters and visitors, and to promote Downtown Carcross as a boating destination on the historic Southern Lakes transportation network. This plan proposes that a second community dock or wharf structure be considered near the site of the existing Phelps dock as a future capital project. This dock may also be associated with a memorial to the S.S. Tutshi.

## **7.4 S.S. Tutshi Memorial**

Replacing the burned remains of the S.S. Tutshi with a memorial dedicated to the boat's history is a project of significant community interest. The proposed location for the S.S. Tutshi memorial is in the Riverfront Walkway area, near or on the current site of the S.S. Tutshi remains. The memorial could be incorporated into the Riverfront Walkway as an activity node and destination along the waterfront boardwalk, as well as a viewing point and seating area.

A variety of forms have been suggested for the memorial, including a viewing platform or covered structure. Interests common to many community members are that the memorial should give viewers an impression of what the boat looked like, and it should tell the boat's story. Many people would like to see the inner machinery and/or the bow of the boat incorporated into the memorial in some way as well. Community members expressed a strong interest in incorporating an interpretive component into the memorial. Residents wish to see the history of the boat told, including the stories of the Carcross/Tagish First Nations family members and other Carcross community members who worked on the vessel and/or its restoration..

## **7.5 Carving Facility**

The proposed location for the carving facility is in the Downtown Commercial-Service area near the current site of the S.S. Tutshi remains. The space will be used for arts and cultural activities, including carving demonstration. Yukon government and CTFN will collectively determine the final location, construction and operational management, and ownership of the structure.

## **7.6 CTFN Developments**

As part of the Terms of Reference for the Downtown Core Plan, sites were to be found to two additional CTFN developments. These developments include a community pavilion, to be used as a performance space, temporary marketplace and gathering place, as well as Skookum Jim's House to be used as retail space.

For the community pavilion, CTFN has submitted an application for funding through the Community Development Fund to initiate this project in 2008. Skookum Jim's House and additional retail space is to be located in a lot in the area designated for Small Scale Retail. The exact location will be collectively determined by Yukon government and CTFN.

## **7.7 Public Washrooms**

Permanent public washrooms are proposed to be located in association with the community pavilion in the Public Commons area. This central location will serve bus passengers, train passengers and events occurring in the pavilion and commons area. Additional funding will need to be obtained for the public washrooms, as they are not a CSIF project. In the interim, the temporary washroom trailer will continue to operate in 2008.

## **7.8 Seasonal Retail Structures**

The establishment of small, non-permanent structures to be used as seasonal retail space is proposed within the Downtown Commercial-Service area. These structures could take a number of forms, such as crib structures or wall tents. The design guidelines developed for the Downtown

Core should address the types of structures to be permitted. Determining the number of structures and the area devoted to seasonal retail is part of the Plan implementation.

### **7.9 Improvements to Core Streets**

This plan proposes to apply all or some of the CSIF funding available for improvements to core streets to improvements to the transportation network in the Downtown Core, including re-alignment of Carcross Road, the access/egress off of the South Klondike Highway next to the highway bridge, and associated parking areas.

## **8.0 IMPLEMENTATION**

### **8.1 Phased Implementation**

This plan provides the foundation for future land use and development in the Carcross Downtown Core. A phased approach will be needed to implement the land uses and capital projects proposed through this plan. Implementation of detailed design and construction of the CSIF projects is an immediate priority, given the 2010 funding deadline for these projects and the strong community interest in seeing these projects move forward. Implementation of the proposed vehicle and pedestrian route improvements is also critical to addressing traffic safety and flow issues. Implementation of the S.S. Tutshi memorial is an immediate priority, given its paramount importance to the Carcross community. Moving forward on design of the community pavilion and enabling the CTFN's Skookum Jim's retail space to move forward are also priorities. Establishing a means to administrate temporary and seasonal retail spaces on YG land is an additional near term action item.

This suite of capital projects and retail opportunities will dramatically improve the visitor and community experience in the waterfront. Because of the number of capital projects entering the design phase in the Downtown Core, developing design guidelines to apply to new construction is also a near term priority in the implementation of this plan. Additionally, establishing a process for community involvement and information sharing is essential to coordinating community input into the implementation process. A community advisory body such as a Waterfront Management Committee is a future consideration.

Medium term action items arising from the Downtown Core Plan include adoption of the land uses identified in this plan through the Area Plan to be completed for the entire Carcross community. In advance of the completion of this Area Plan, amendment of the Carcross General Development Regulations will be required to accommodate advancement of some of the short term capital projects.

Medium term capital projects include: seasonal retail structures and determining how the use of these structures will be managed; and the construction of permanent public washrooms. Retail lot development in the Small Scale Retail area is a longer term goal, to be triggered, in part, by community interest. Sections 8.2-8.8 describe each of these implementation steps in more detail. Table 2 summarizes the implementation schedule and lead agencies for each action item.

## **8.2 Downtown Core Land Use Policies**

### **8.2.1 Future Land Uses**

A land use planning process for the entire Carcross Community has been initiated by the Community Land Planning Branch, Community Services, as per the CTFN Final Agreement. This Carcross Area Plan will not be completed for several years. The Carcross Downtown Core Plan recommends that the proposed future land uses in this plan be incorporated into the broader Area Plan, when this plan is completed. In the meantime, this plan proposes that applications to amend the Carcross General Development Regulations be considered as required, so long as the proposed changes are consistent with the future land uses recommended through the Carcross Downtown Core Plan.

### **8.2.2 Design Guidelines**

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 this 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.

## **8.3 CSIF Projects**

### **8.3.1 Carving Facility**

The next step for the carving facility involves Yukon government and CTFN collectively determining the final location, construction and operational management, and ownership of the structure. Detailed design and the regulatory approval process will follow.

### **8.3.2 Welcome Sign and Entrance Landscaping**

The next steps in moving the welcome sign project forward will involve initiating a design process. Community Services will remain the departmental lead and project manager for the welcome sign. However, Community Services will encourage the Carcross community to take the lead on the design process for the signs. A design competition has been suggested as a means for encouraging local artists and designers to engage in this phase of the project.

### **8.3.3 Community Dock and Boat Launch**

Community Services will remain the lead department and project manager for the community dock and boat launch. The next steps for this project will involve pre-design, regulatory and detailed design processes.

### **8.3.4 Roads & Pedestrian Routes**

See Section 8.5

## **8.4 Other Capital Projects**

### **8.4.1 S.S. Tutshi Memorial**

The creation of a memorial to the S.S. Tutshi is an action item arising from this plan that is of paramount importance to the Carcross Community. Through this planning process, space has been set aside for a memorial to the S.S. Tutshi in the Riverfront Walkway. The recommended next step for this community landmark is to initiate a community-driven process to design and construct this memorial. Funding will also be needed to allow the project to move forward. The next phase of this project offers excellent potential for continuing to build community involvement in planning and waterfront improvements in Carcross.

### **8.4.2 CTFN Developments**

CTFN intends to pursue Community Development Fund funding to initiate the design and construction of the community pavilion in the Community Commons. CTFN also intends to move forward with the development of retail space in the Small Scale Retail area. Next steps in this process will involve confirming locations and land a lease application process..

### **8.4.3 Permanent Washrooms**

The construction of permanent washrooms is a longer term capital project for the Downtown Core. Funding needs to be obtained for this project to move forward. In the interim, the temporary washroom facility will be set up again in downtown Carcross for the 2008 summer tourist season.

### **8.4.4 Landscaping and Interpretive Signage**

A landscape design is underway for the “Heritage Park” beside the Train Station. Funding for landscaping in other downtown green spaces and pedestrian areas has not been specifically allocated. A number of project ideas for interpretive signage have been brought forward through the consultation process. Tourism has taken the lead on a number of initiatives involving interpretive signage in the Carcross area

## **8.5 Transportation Route Improvements**

Funding has been secured through Community Services for detailed design of the vehicle and pedestrian route improvements in the Downtown Core.

There is \$610,000 of CSIF funding dedicated to improvements to core streets. All or a portion of this funding will be applied to the construction phase of the vehicular and pedestrian transportation route improvements, including directional signage in the Carcross Downtown Core Plan area. Additional funding will be required to complete all of this work.

Community Services will remain the departmental lead and project manager for planning and construction of improvements to vehicle and pedestrian routes, with ongoing advice from Yukon Highways and Public Works.

## **8.6 Business/Retail Spaces Strategy**

Retail opportunities at three different scales have been incorporated into the Carcross Downtown Core Plan. These include: 1) The potential to host a temporary farmers/crafters market in the future community pavilion in the Community Commons area; 2) The opportunity to develop small scale, seasonal retail structures in the Downtown Commercial-Service Area; and 3) The possibility to develop small, permanent retail lots in the Small Scale Retail area. The intention of this plan is to incubate small business development in downtown Carcross. With little investment, existing or potential business operators may consider the temporary farmers/crafters market to test products. The seasonal structures will require slightly greater capital investment. As local businesses become established, investment in one of the permanent lots in the Small Scale Retail area may become a possibility.

Many details remain to be worked out to determine how the administration of these three forms of retail will be coordinated. All will be located on what is currently Yukon Government land. Yukon Economic Development has been identified as a key department to conduct a business model study for the Downtown Core, as an initial next step in advancing the creation and use of these retail spaces.

## **8.7 Community Involvement**

Virtually all of the implementation items described in the previous sections require additional community input. For Carcross community members, providing this input can require a significant investment of volunteer time. A means of coordinating community involvement to ensure that opportunities for quality input are maintained, while preventing consultation fatigue, is needed. The following methods will be used:

- developing an e-mail distribution list of interested community members and key contacts;
- identifying/constructing a community project information board for posting meeting notices and key project timelines
- advertise critical information/input sessions via individual mail outs

A Waterfront Management Committee with representative membership will be considered as an operational step. Determining the structure, roles and responsibilities of the Committee is considered a future step.

Carcross Downtown Core Plan

**Table 2. Implementation Schedule for Carcross Downtown Core Plan Action Items**

Action Item	Key Activities	Issues/ Opportunities	Timeframe	Lead
<b>8.2 Downtown Core Land Use Policies</b>				
8.2.1 Future Land Uses	<ul style="list-style-type: none"> <li>- Pursue re-zoning to allow key projects to be advanced</li> </ul>	<ul style="list-style-type: none"> <li>- Re-zoning timeframe to be confirmed</li> </ul>	Feb 2008 to Summer 2008	Community Services (CS)
8.2.2 Development Guidelines	<ul style="list-style-type: none"> <li>- Carcross-wide Heritage Inventory</li> <li>- Lead the development of Heritage Guidelines for new and existing bldgs in Carcross</li> </ul>	<ul style="list-style-type: none"> <li>- underway via contract</li> <li>- Project awaiting funding confirmation</li> </ul>	Feb-Mar 2008 Apr – Mar, 2008/09	Tourism & Culture (T&C) - Historic Sites Unit
<b>8.3. CSIF Projects</b>				
8.3.1 Carving Facility	<ul style="list-style-type: none"> <li>- negotiate location, project &amp; operational management, ownership</li> <li>- Design</li> <li>- YESAA/regulatory</li> <li>- Construction</li> </ul>	<ul style="list-style-type: none"> <li>- If bldg to be owned/operated by CTFN then land lease process required, adding to timelines</li> <li>- Carving facility does not trigger re-zoning</li> </ul>	Feb 2008 Mar –Apr 2008 May-Jul 2008 Fall 2008	CS & CTFN, T&C
8.3.2 Welcome Sign	<ul style="list-style-type: none"> <li>- CS to work with H&amp;PW to confirm sign requirements</li> <li>- CS lead Design/Process -SKLAC &amp; CTFN</li> <li>- Construction</li> </ul>	<ul style="list-style-type: none"> <li>- Ensure CSIF Agreement requirements adhered to</li> </ul>	Feb 2008 Mar – Apr 2008 May – June 2008	CS (SKLAC, CTFN), H&PW
8.3.3 Public dock/boat launch	<ul style="list-style-type: none"> <li>- Pre-design &amp; research</li> <li>- YESAA, Water License, re-zoning</li> <li>- Design /Tender</li> <li>- Construction</li> </ul>	<ul style="list-style-type: none"> <li>- Project triggers re-zoning and Water License</li> <li>- 2<sup>nd</sup> dock or wharf near Tutshi considered future project</li> </ul>	Mar-May 2008 Sum/winter 2008 Winter 2008 Spring 2009	CS, consult with H&PW
8.3.4. Roads & Pedestrian Routes	<ul style="list-style-type: none"> <li>- see Section 8.5</li> </ul>			
<b>8.4 Other Capital Projects</b>				
8.4.1. S.S. Tutshi Memorial	<ul style="list-style-type: none"> <li>- lead community process to confirm design/components of “memorial”</li> <li>- secure funding</li> <li>- detailed design &amp; construction</li> </ul>	<ul style="list-style-type: none"> <li>- T&amp;C has concept and will seek funding for the project</li> <li>- Not likely to trigger re-zoning because of existing use, YESAA likely triggered</li> </ul>	Feb 2008 Mar 2008 Summer 2008 (target)	T&C
<b>8.4.2 CTFN Developments</b>				
Community Pavilion	<ul style="list-style-type: none"> <li>- CTFN CDF application for funding Jan 08</li> <li>- Community consultation &amp; YESAA?</li> <li>- Re-zoning</li> <li>- Construction</li> </ul>	<ul style="list-style-type: none"> <li>- Require community input into final design; re-zoning triggered</li> <li>- on YG land – operations &amp; use management tbd</li> <li>- Washrooms linked to pavilion</li> </ul>	Done – awaiting outcome Summer 2008 (early target dependent on \$)	CTFN (if CDF approved) Lead is dependent on funding source
Skookum Jim's House & retail space	<ul style="list-style-type: none"> <li>- Confirm location &amp; lot size</li> <li>- Land Lease &amp; re-zoning processes</li> <li>- YESAA?</li> </ul>	<ul style="list-style-type: none"> <li>- Land lease &amp; re-zoning processes required prior to any land-based activities</li> </ul>	Feb 2008 Feb-Summer '08 Spring 2008?	CS & CTFN CTFN/ CS CTFN

**Carcross Downtown Core Plan**

<b>Action Item</b>	<b>Key Activities</b>	<b>Issues/ Opportunities</b>	<b>Timeframe</b>	<b>Lead</b>
8.4.3 Permanent Washrooms	<ul style="list-style-type: none"> <li>- Move house/building &amp; operational set up</li> <li>- Secure Funding</li> <li>- Design &amp; YESAA</li> <li>- Construction</li> </ul>	<ul style="list-style-type: none"> <li>- Consider design/construction &amp; operational efficiency link with community pavilion</li> <li>- Funding required for project</li> <li>- Needs to be operational by Summer 2009</li> </ul>	Summer/Fall '08 Spring '08 Summer '08 Fall '08 (target dates)	CTFN T&C, H&PW & CS
<b>8.4.4 Landscaping and Interpretive Signage</b>				
Heritage Park Construction	<ul style="list-style-type: none"> <li>- Secure funding</li> <li>- Construction</li> </ul>	<ul style="list-style-type: none"> <li>- Design completed</li> <li>- Project dependent on funding in partnership w/ White Pass</li> </ul>	Spring 2008? Summer 2008 (target)?	T&C
Landscaping (Downtown Core)	<ul style="list-style-type: none"> <li>- Develop plan and secure funding</li> </ul>	<ul style="list-style-type: none"> <li>- Outstanding project area – needs lead and funding</li> <li>- Could be pursued on project basis or funding pursued for whole downtown core</li> </ul>	Unknown??	? multiple?
Interpretive Signage	<ul style="list-style-type: none"> <li>- Research &amp; design</li> <li>- Implementation (on project/zone basis)</li> </ul>	<ul style="list-style-type: none"> <li>- T&amp;C working with partners for Carcross-wide interpretive signage</li> <li>- Funding not secured for all sign requirements</li> </ul>	2008/09??	T&C (SKLAC, CTFN, Environment, CS, etc.)
<b>8.5 Roads &amp; Pedestrian Routes</b>				
Base Vehicle & Pedestrian Infrastructure	<ul style="list-style-type: none"> <li>- Design work</li> <li>- Field testing (e.g. pedestrian mall &amp; bus loop)</li> <li>- Construction</li> </ul>	<ul style="list-style-type: none"> <li>- Final construction dependent on additional funding</li> <li>- Community consultation will be required at key points along the way</li> </ul>	Feb –May 2008 Jun –July 2008 Fall 2008 (dependent on funding)	CS
<b>8.6 Business / Retail Space Development</b>				
Assess Needs and Administration of 3 forms of Retail space	<ul style="list-style-type: none"> <li>- TOR &amp; Report for Downtown Carcross Business Needs Assessment &amp; Administration Model Options</li> </ul>	<ul style="list-style-type: none"> <li>- range of issues to be addressed through contract(s)</li> <li>- contract funding secured by EcDev</li> </ul>	Spring/Summer 2008	EcDev (CTFN, CS, SKLAC)
Development Plan for Small Scale Retail Area	<ul style="list-style-type: none"> <li>- Triggered by need and interest in community &amp; business community</li> </ul>		2010 – 2015???	CS
<b>8.7 Community Involvement</b>				
Community Consultation and Info Sharing	<ul style="list-style-type: none"> <li>- Confirm single location in CarX for Info, Events &amp; Meetings &amp; advertise via mail outs</li> <li>- Develop general projects 6 mo. timeframe</li> <li>- Develop e-mail distribution list – key CTFN &amp; SKLAC &amp; interested community members</li> </ul>	<ul style="list-style-type: none"> <li>- consider Waterfront Management Committee or other mechanism in future</li> <li>- Past &amp; current consultation/info sharing working well</li> </ul>	Spring 2008 ++	CS (SKLAC, CTFN, T&C, H&PW, EcDev)

## **9.0 REFERENCES**

Dobrowolsky, H. 1977. Carcross Waterfront Research Project. Prepared for Department of Justice, Government of Yukon, Whitehorse, Yukon.

Golder Associates. 1998. Report on Site Assessment and Plan of Restoration for a former Railway Tie Plant Site, Carcross, Yukon. Submitted to the British Yukon Railway Company, Whitehorse, Yukon.

Koepke, J. Community Consultation Summary Report: Carcross Downtown Core Planning Process. Jane of All Trades Consulting, Carcross Yukon.

Libsekal, L. 2007a. Carcross Downtown On-site Transportation Assessment, September 2007. UMA Engineering Ltd., Burnaby, BC.

Libsekal, L. 2007b. Carcross Downtown – Transportation Rationale. UMA Engineering Ltd., Burnaby, BC.

Statistics Canada. 2006. 2006 Census, Community Profiles, Carcross, Yukon [online]. Available from <http://www12.statcan.ca/english/census06/data/profiles/community/Index.cfm?Lang=E>

Yukon Department of Tourism and Culture. 2007. September Tourism Indicators [online]. Available at [http://www.tc.gov.yk.ca/pdf/sept\\_tourism\\_indicators.pdf](http://www.tc.gov.yk.ca/pdf/sept_tourism_indicators.pdf)

**APPENDIX 1. MAPS**

## **APPENDIX 2. PLANNING TERMS OF REFERENCE**

### **APPENDIX 3 CONSULTATION REPORT DOCUMENTS**

July 12 Public Meeting Summary  
“Stop n’ Talk” Session Summary  
“Stop n’ Talk” Session Full Report