

Community Consultation Summary Report: Carcross Downtown Core Planning Process

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Section A. Overview

The Carcross community consultations in support of the Downtown Core Planning Process were held over a 6 day period from October 10- 15, 2007. The consultation process was based around a series of story/presentation boards which summarized the range of planning issues and options available in the downtown core. Residents were asked to place a “dot” or sticker next to the planning options they preferred and elaborate further (if desired) through comment sheets that were provided.

A series of “Stop n’ Talk” sessions were scheduled to allow residents to participate in the planning exercise. The sessions included the following:

- Community lunch at the Carcross Recreation Centre;
- Presentation at the South Klondike Local Advisory Council (SKLAC) meeting;
- Community meeting at the Carcross Community Club;
- Five evening “drop-in” sessions at Montana Services;
- Five daytime “drop-in” sessions at Montana Services;
- “Club night” at the Carcross Community Club;
- Three afternoon sessions at Carcross/Tagish First Nation administration building; and,
- A presentation to the CTFN Land Use Team.

In total, the Carcross Downtown Core Planning Team spoke with about 85-90 people about the proposed plan. Approximately 73 people participated in the “dot-mocracy” exercise, which required a minimum of 30 minutes to complete. Of these 73 individuals, approximately 33 were First Nation, and 40 were non-First Nation.

Most sessions were fairly well attended, with the exception of a Thursday evening community meeting. Participants seemed to appreciate the one-on-one time they received from the planning team and the accessibility of the input process. Community awareness levels of the consultation “blitz” appeared to be fairly high.

Section B. Stop n' Talk Session Results

The following results were taken directly from the presentation boards upon which participants were asked to indicate their preferences via dots. The comments which follow each section were recorded by the planning team during the course of the exercise.

1.0 CSIF Project Locations

1.1 CTFN Carving Facility

<i>Option</i>	<i>Description</i>	<i>Votes</i>	<i>% of Responses</i>
A	On the waterfront at the current site of the S.S. Tutshi.	34	47
B	On the waterfront behind the Train Station and next to Koolseen.	20	27
C	Another option?	19	26
	TOTAL	73	100

Comments:

- Some people felt strongly about not having waterfront views obscured by a building.
- Several people wanted the facility in between Option A and B.
- Use the Koolseen building!
- A number of people preferred to have the facility located in Zone 3.

1.2 Entrance Sign

<i>Option</i>	<i>Description</i>	<i>Votes</i>	<i>% of Responses</i>
A	One sign at the northwest corner of the Carcross access road.	16	22
B	One sign at the southwest corner of the Carcross access road.	9	13
C	Two entrance signs, one on each corner.	42	58
D	Another option?	5	7
	TOTAL	72	100

Comments:

- A number of people thought the signs should be located further away from the intersection so that people have a “heads up”. (There seemed to be confusion about the purpose of the sign – i.e. gateway vs. navigational).

- Some people chose one sign but suggested that it be constructed to be seen from all sides, including the side “facing” downtown Carcross.
- One individual noted that a sign from the Skagway side isn’t as critical, as the views from the highway bridge clearly indicate that the passenger is arriving in Carcross!
- One person thought that Tlingit language should be included on the sign.
- Several people (mostly FN) mentioned that it was important to utilize local talent to construct the signs.
- One person thought that the train shed could be painted either to enhance the town and/or serve as a welcome sign.

1.3 Dock and Boat Launch

<i>Option</i>	<i>Description</i>	<i>Votes</i>	<i>% of Responses</i>
A	On the jetty next to the highway bridge.	35	51
B	Across Nares River next to the highway bridge.	2	3
C	Next to the S.S. Tutshi where the Phelps dock is located.	18	26
D	Another option?	14	20
	TOTAL	69	100

Comments:

- One dock/launch at A and one across the highway.
- One individual commented that a boat launch at A and the boat docks off the walk bridge E-W from end of wharf.
- CTFN LUT suggested “splitting” the options between A and C, with the docks being located at C and parking and boat launch at A. This was offered to respondents as an option from Saturday to Monday, and several people liked this idea.
- A few people noted that they liked the existing location and thought a new dock should be constructed along with finishing shoreline clean-up.
- One individual thought that new docks at location A should run E-W off the jetty.
- Bennett boat access was mentioned several times as a priority.
- One person commented that itinerant moorage must be factored in to the boat dock location i.e. people touring the Southern Lakes who want to stop in Carcross for the afternoon and pull up their boat right in the heart of activity.

2.0 Future Land Use

2.1 S.S. Tutshi Memorial

<i>Option</i>	<i>Description</i>	<i>Votes</i>	<i>% of Responses</i>
A	At the current site of the S.S. Tutshi remains.	30	45
B	Anywhere along the waterfront.	20	30
C	In downtown but not on the waterfront.	2	3
D	At the entrance to Carcross.	8	12
E	Another option?	7	10
	TOTAL	67	100

Comments:

- In general, most members of the community view the Tutshi as a mess that needs to be cleaned up.
- Several people thought that the memorial should be linked to the carving facility and local history.
- Several people commented that a memorial didn't matter – “just get rid of it!”
- A number of FN citizens noted the importance of the boat in their family histories – how the boat was an integral part of life. The boat should be interpreted with photos and stories from both the FN and non-FN perspectives.
- Several people mentioned the idea of constructing a small boat replica. Others agreed but noted that it would be best if people could actually walk into it and see photos and read stories.
- Others envisioned a big deck with picnic tables and interpretive panels, etc.
- The paddlewheel and bow seemed to be the items most often mentioned by people as being worthy of inclusion in a memorial.
- Several people thought that the memorial should give a true sense of the scale of the Tutshi. They thought the paddlewheel should be rebuilt, the remains “spruced up”, the boiler hoisted up, etc.

2.2 Permanent Washrooms

<i>Option</i>	<i>Description</i>	<i>Votes</i>	<i>% of Responses</i>
A	Zone 1	43	66
B	Zone 2	9	14
C	Zone 3	8	12
D	Alternative location?	5	8
	TOTAL	65	100

Comments:

- Several individuals thought that washrooms should be located closer to The Barracks, etc.
- Several people indicated they preferred the bottom of Zone 3 and lower Zone 5.

2.3 Future Visitor Information Centre

<i>Option</i>	<i>Description</i>	<i>Votes</i>	<i>% of Responses</i>
A	Zone 1	38	58
B	Zone 2	9	14
C	Zone 3	16	25
D	Alternative location?	2	3
	TOTAL	65	100

Comments:

- A few people thought the VIC should be located closer to the highway in the general vicinity of the RCMP detachment.

2.4 Public Open Space

<i>Option</i>	<i>Description</i>	<i>Votes</i>	<i>% of Responses</i>
A	Zone 1	31	39
B	Zone 2	4	5
C	Zone 3	13	16
D	Zone 4	29	37
E	Other	2	3
	TOTAL	79	100

Comments:

- The idea of a pedestrian walkway along the waterfront was popular.
- Zone 5 should be meditative space, commented several respondents.
- Many people emphasized the need to beautify the waterfront and make it a community space for gathering, including sitting benches, etc.

2.5 CTFN Developments

<i>Option</i>	<i>Description</i>	<i>Votes</i>	<i>% of Responses</i>
A	Zone 1 – with the CTFN carving facility	22	30
B	Zone 3 – near Johnny John’s house	38	52
C	Another location?	13	18
	TOTAL	73	100

Comments:

- Several people mentioned the idea of putting Skookum Jim’s cabin with JJ’s cabin and a pavilion on the waterfront.
- One individual thought the developments should be spread out along the waterfront to encourage people to walk and explore.
- One person commented that all CTFN developments should be located off the waterfront due to high water issues.
- Most people generally seemed to prefer the idea of creating space between the developments versus siting them close together.

2.6 Commercial Activity

<i>Option</i>	<i>Description</i>	<i>Votes</i>	<i>% of Responses</i>
A	Zone 1	44	33
B	Zone 2	30	23
C	Zone 3	37	28
D	Zone 4	21	16
E	No retail in downtown core.	0	0
	TOTAL	132	100

Comments:

- Crib structures were envisioned by several respondents.
- Many people envisioned a farmer’s market style of commercial development. Others thought that daily set-up and take-down was too onerous for most businesses.
- Several people thought that commercial activity should be limited to small-scale, local entrepreneurs.

2.7 Historic Guidelines

<i>Option</i>	<i>Description</i>	<i>Votes</i>	<i>% of Responses</i>
A	Yes	62	85
B	No	11	15
	TOTAL	73	100

Comments:

- A few people expressed reservations about having guidelines in Carcross, noting that it has really restricted building activities in Dawson and Skagway.
- Guidelines would have to reflect ALL layers of history in Carcross, commented several people.

2.8 Zone 5

Note: this question was asked infrequently i.e. if time was running short, it was skipped!

- A number of people thought that the greatest value in WPYR land was for green space. A desire to see pathways, trails, benches, picnic areas, etc. was expressed.
- Others mentioned that WPYR should ideally develop some of their land to accommodate the parking demand in downtown Carcross given that there is so little space.

2.9 Other Land Uses

Note: This question was asked infrequently due to time constraints. When asked in the early part of the consultation, most participants indicated that community facilities should be located elsewhere.

3.0 Roads, Walkways, and Parking

3.1 Realignment of Carcross Road to connect to First Street

Option	Description	Votes	% of Responses
A	Yes	59	92
B	No	5	8
	TOTAL	64	100

Comments:

- A few commented that a road realignment was not a priority.
- Many mentioned that the potholes need to be addressed regardless.
- One person noted that the railway crossings need to be improved regardless of realignment.

3.2 Waterfront Access Road

Option	Description	Votes	% of Responses
A	Yes	56	85
B	No	10	15
	TOTAL	66	100

Comments:

- Some people envisioned connecting both a waterfront and highway access road and having it as a one-way road from the Carcross road to highway.

- Several people did not want to see a connection between the two roads but rather have the waterfront access road loop around and back out the Carcross road.
- Several individuals pictured a through road in the downtown core working better for facilitating bus parking than a bus loop.
- One person wanted a waterfront access road into Zone 3 only.

3.3 Highway Access Road

<i>Option</i>	<i>Description</i>	<i>Votes</i>	<i>% of Responses</i>
A	Yes	47	73
B	No	17	17
	TOTAL	64	100

Comments:

- Some people commented that they thought this access would be unsafe.
- Others noted that they would prefer it be for boat launch access only.
- One person wanted access road parallel to highway to boat launch area.

3.4 Bus Loop

<i>Option</i>	<i>Description</i>	<i>Votes</i>	<i>% of Responses</i>
A	Location A	11	18
B	Location B	48	79
C	Other	2	3
	TOTAL	61	100

Comments:

- One person simply said “no” to the idea a bus loop altogether!
- The bottom of Zone 3 was suggested by several people.
- An observation was made that the Zone 2 scenario could cause serious traffic backlog on the Carcross road, as buses come to almost a complete stop before they cross the train tracks and would have to slowly maneuver in and out of the bus loop.
- Many residents expressed a strong desire to see the buses managed better and not occupy parking in the downtown core. One resident was skeptical about how realistic the “buses parking off-site” assumption was, questioning what would happen if people forgot important items on the bus such as medications, etc.
- One person noted that good walkways are needed to direct people away from the roadways.
- Several people commented that buses shouldn’t drop people off in the downtown core at all i.e. “Make them walk! Get rickshaw drivers!”

3.5 Parking Areas

<i>Option</i>	<i>Description</i>	<i>Votes</i>	<i>% of Responses</i>
A	Zone 1	13	11
B	Zone 2	36	30
C	Zone 3	32	27
D	Zone 4	23	19
E	Parking should be found outside of Downtown Core.	16	13
	TOTAL	120	100

Comments:

- Several people felt that current parking needs to be expanded – it’s too small.
- Many people identified Zone 4 for local boat launch parking and bus overflow parking.
- Several people favoured small user-specific parking areas: Zone 2 for VIC; Zone 3 for CTFN projects/retail; Zone 4 for boaters.

3.6 Main Street Pedestrian Area

<i>Option</i>	<i>Description</i>	<i>Votes</i>	<i>% of Responses</i>
A	Yes, year-round closure.	10	14
B	Yes, seasonal closure.	47	67
C	No, keep road open.	13	19
	TOTAL	70	100

Comments:

- Several people suggested that the road be shut down during busy hours in the summer and opened up to local traffic after 5 p.m. etc.
- Several people commented on the importance of maintaining fire and delivery access year round.

3.7 Waterfront Boardwalk

<i>Option</i>	<i>Description</i>	<i>Votes</i>	<i>% of Responses</i>
A	Yes	66	94
B	No	4	6
	TOTAL	70	100

Comments:

- Many people emphasized the need to beautify the waterfront and make it a community space for gathering, including sitting benches, etc.

- Several people commented that the boardwalk needs to link the boat dock and birding areas, carving facility, beach, etc.

Section C. Stop n' Talk Session Comments

The following comments were written by individual participants and submitted to the planning team during the consultation period of October 10-15.

1.0 What Matters to You?

Did we miss any planning themes that are important to you? Please tell us what they are.

- A little more thought about how year-round community benefits can be built into the largely summer season; tourism focus for planning themes. Tell us what White Pass has in mind for their planning themes in the same area. Parking and traffic engineering solutions have an implied but not stated objective – which for me should be segregation of tourist buses, RVs, autos and boat trailer traffic and removal from immediate core area.

2.0 What's Here Now

Did we miss anything on this presentation board? Please tell us what.

- WPYR's artist concepts for the same area presented here two summers ago.

3.0 Where Should the CSIF Projects Go?

3.1 CTFN Carving Facility

If you selected C. Another Option, please tell us where you think the Carving Facility should be located.

- Across Nares River on CTFN land (across from Koolseen – walking access only. Unless long-term lease (90-95 years), then A.
- Between A and B, allows for movement of boat launch.
- If A or B is selected the view at the top of their CSIF sheets would be obliterated. A \$1.5 million building will block views in all directions. Waterfront else needs to be identified.
- Incorporate in a Tutshi memorial multi-use building.
- Why not utilize the Koolseen building, there is not too much happening in there, the concession is great but what's up with the jewellery?
- I am not convinced that it is best located amongst WPYR infrastructure or even directly on the riverbank. You will want road access/frontage.

Can you think of other uses for the Carving Facility in the off-season? Are there design elements that you would or would NOT want to see for the building?

- Teaching art courses, storytelling/stick gambling, cultural workshops

- This building should blend in with the historic, rustic look of Carcross, not stand out.
- Locally-made
- Carving facility should not primarily be a “tourist attraction”. Primary needs to be “heritage” and cultural and commercial goods production – button blankets, carving school, workshop space for arts.
- Beadwork, language, carving and dancing – even use it for basketball. Multi-cultural of course.
- Ancillary community club.

Do you have any additional comments about the Carving Facility?

- I would hope this would have full use by developing many skills/crafts to be showcased, demonstrated, and taught, carving is too specific.
- If this does not prove to be a viable initiative it could become a “white elephant” in the heart of the tourist area.

3.2 Entrance Sign

If you selected C. Another Option, what do you suggest for the entrance sign/s?

- One that faces 2 directions at Site B.
- Tutshi memorial piece.
- At A and across the highway on the other side.
- Both A and B would be tacky and too cluttered.
- Opposite side of highway.

What is the key idea/theme that you would like represented on the sign/s?

- Locally made.
- Traditional nature. Locally made (as much as possible)
- Please make it readable, not like Porter Creek or Pineridge signs.
- Low maintenance design and materials. Poor maintained signs are a detraction rather than attraction.

Do you have suggestions for landscaping around the sign/s?

- Baikal sedge. Get rid of invasive species that have rooted there.
- Minimal maintenance i.e. watering, pruning. Attractive local boulders?

Do you have any ideas for how to utilize Carcross talent and skills to design the sign/s?

- Put it out for commissioned competition.
- There could be a call for design submissions that can be “developed” by competent graphic designers and fabricators.

3.3 Boat Dock/Launch

If you selected D. Another Option, please tell us where you think the new dock and boat launch should be located.

- Boat launch should be where it is now because CTFN is ambassador to Carcross. Should be closer to the people. Not like Tagish docks!
- A if there is access from Carcross Road. Makes sense to link launch and docks in deep water. Boat launch off end of wharf.
- Between A and C – easier parking than at C.
- Wind issues and dock close by to tie up.
- Boat launch on Bennett Lake. Dock for locals at A or C.
- Leave it in original spot, build new docks and clean up, it's a great area.

Do you have suggestions for elements that should be included in the dock or boat launch design or other considerations?

- Make room for possible marina – including boat/canoe rentals, etc.
- There should be good parking areas, picnic areas, washroom facilities (even if only outhouses). Could join up to path to wildlife/bird observation areas.
- YTG has a dock in the maintenance garage in Carcross – was an illegal dock seized by YTG.
- Boat launch traffic should NOT be mixed in with tourist buses, trains and cars – isolate it with a separate access and parking area adjacent to South Klondike highway bridge.

Do you think there is a need for another boat launch outside of the planning area? Where and why?

- An additional one by the post office into Bennett gated for EMO rescue purposes into this lake – perhaps as well for the few individuals who own property down the lake.
- No boat access on Nares Lake.
- No, one is enough.

4.0 What Else Should Happen in the Downtown Core?

4.1 S.S Tutshi Memorial

If you selected E. Another Option, where do you think the memorial should be located?

- See drawing of “Bow Viewing Deck”. Sink into riverbank, remove burned stuff and re-deck.
- I think that a series of info/pictures along waterfront walkway would best memorialize the Tutshi.
- Beside CTFN leased land i.e. artist's carving shed – retail space and Tutshi memorial.
- Rebuild façade, one part of structure in same place. Could move to a new place but revive structure.
- Leave it where it is – always was.

- Dan's sketch of bow toward land and machinery around area.

Which components/artifacts should be used in the memorial? What should the memorial look like?

- To restore Tutshi hull and put a deck on it. Incorporate it into a VIC building that looks like a boat and have a paddlewheel at the back.
- Some stuff which exists at site but get rid of most of it, add some signage and benches.
- Combine pictures, stories, facts along walkway with benches/lookouts/rest stops. The lifeboat from the Tutshi has been put in storage. When WPYR put their store into the train station they took the boat. This belongs here! Should be put in new VIC.
- Value a history walk on other side, going from thousands of years back through to self-government and treaty.
- Should be art and kind of funky.
- Similar to what exists – to give impression of size and inner workings. Could have framed superstructure to accommodate roof above and fake stacks.
- The “memorial” should be a Tutshi look-alike multi-use building. The design should incorporate the existing remains and unique machinery.

How could the memorial be integrated with other uses/activities e.g. walking trails, rest areas, wildlife viewing, performance pavilion, etc.?

- Could be part of the performance pavilion or the entrance way.
- It could be incorporated into a viewing area.
- Right off the boardwalk, frees up much space and creates practical usable viewing deck.
- Because the sternwheelers were such a big part of Carcross as a whole these could all be combined to tell the whole story.
- Should be linked to walking/biking trails and be interpreted.
- Rest area, plaza.
- With a little design imagination a Tutshi memorial building could incorporate most of the functions for which the CSIF funding is anticipated – including a carving facility.

Do you have any ideas for how to use local Carcross talent & skills to design and construct the memorial?

- I think the boilers etc. should be put out for artists commission competition.
- There are some shipwrights and marine carpenters from the Tutshi/Keno/Klondike restorations still around – ask them!
- Lots of local skilled builders and artisans.
- Local carpenters enlarge upon skeleton of superstructure.
- Provide gallery space inside the “memorial” multi-use building.

4.2 Permanent Public Washrooms

If you selected D. Alternative Location, please tell us where you think permanent public washrooms should be located.

- Viewing deck on Bennett Ave to have washrooms, info centre does. Do we need more?

- Challenge – tourists are using. Link to commercial establishments. Need less than 100 days/year. In green space, consider movement.
- They should be at the site of the new VIC.
- Between Zone 2 and Barracks so that people move to the Barracks.
- Inside a Tutshi Memorial Multi-Use Building.
- Zone 1 (at the edge) and/or Zone 4 (if boat dock is there) to serve entire waterfront.

Do you have any additional comments?

- I would like to see them as composting toilets that could be used for flower/tree landscaping use.
- Associated with VIC, drop-off.

4.3 Future Visitor Information Centre

If you selected D. Alternative Location, please tell us where you think a potential VIC should be located.

- Once road is straightened out there might be room for a VIC in that area.
- On waterfront, critical.
- Next to EMS station. EMS could go near YTG garage – doesn't need to be in downtown core and would have parking here as well.
- Upstairs in Skookum Jim's building. A node for walking tours – First Nation, transportation, "mini-walk"
- This should be determined ASAP as is critical to other things including retail and washrooms.
- Zone 3 or Zone 2 – close to road and parking.
- Inside a Tutshi Memorial Multi-Use Building.
- Move tracks and put in Zone 2.

Do you have any suggestions for how a VIC building could be used in the off-season?

- Conferences, dances, office space, library.
- The VIC could be constructed in such a way as to hold meeting rooms and could be used during off-season for meetings/classes, etc.
- Should be used year-round as VIC if goal is to have year-round tourism.
- For dances and films. Or what about a XC-ski club facility? Could be a winter adventure centre with trails maps and lockers, etc.
- As an ancillary community club.

Do you have any additional comments?

- The lifeboat from the Tutshi should be incorporated into the VIC that way it will stay in Carcross and not be moved to the Transportation Museum in Whitehorse as rumoured.

4.4 Public Open Space

What form of public open space would you like to see i.e. landscaped, natural, boardwalk, etc.?

- Boardwalks and natural. Keep waterfront open for public walking. Perhaps improve walking access to new bridge. Difficult walking in sand, especially for seniors.
- The CTFN pavilion could be incorporated into this. I would also like to see a busking area with seating similar perhaps to Lepage Park, near the little park in Zone 1.
- Like Duchess parkette.
- Walkways – boardwalks; picnic areas with tables, observation decks, birding areas.
- Zones 1 and 4 – benches too.
- Zone 5 – meditative space, good to “spend one day”
- Natural. Wooden boardwalks are bad for older women tourists in bad shoes. Asphalt please.
- Along waterfront. Winds are cold and strong – must be considered.
- Natural landscape with footpaths.
- With decks extending over the river/marsh like Shipyards Park.

What do you value most in public open space i.e. views, links to Carcross trails, places to sit and relax, places for children to play, etc?

- Benches along walkways.
- All the above – as well as entertainment, farmer’s markets, open air dances.
- Link to beach, possible connection.
- Viewing areas and walking/cycling trails.
- Vistas.
- Views, river trail.
- Yes

4.5 CTFN Developments

If you selected C. Another Location, please tell us where you think the CTFN Developments should be located.

- Carving facility, performance pavilion, Skookum Jim’s house, restaurant all in one spot at Zone 3.
- I would like to see the pavilion in Zone 3 incorporated into public walking area BUT the retail/Skookum Jim in Zone 2 or 1.
- Let’s hope this happens, would like to see this in Zone 3 or thereabouts. Like traditional designs like Teslin band office, like to see Skookum Jim house used.
- CTFN should have retail space in downtown core. Zone 1 or 4 for pavilion.
- On CTFN land.
- Inside a Tutshi Memorial Multi-Use Building (see what Huna Totem Native Corporation has done with Icy Strait historic cannery site near Hoonah, Alaska)

Do you have any ideas for the potential uses of a performance pavilion both during the tourist season and the off-season?

- Craft/farmer's market, dance, Canada Day activities.
- Have various artisans demonstrating and teaching their skills would add variety.
- Screen free movies for local teenagers, adults and children.

Are there design elements that you would like or would NOT like to see for a pavilion?

- Metal girders – make it aesthetic.
- Please try and make the outside look appealing there seems to be a trend to build the ugliest buildings here in the Yukon. Visual appeal would be an asset.
- Zone 1 – traditional look, poles built into pavilion, cedar shingles, earth roof
- Anything that blocks the vista.
- Minimalist – no need for costly architecture.
- Integrate with Tutshi Memorial Multi-Use Building e.g. river boat decks make great stages

4.6 Commercial Activity

What type of businesses do you think Carcross needs in the downtown core?

- No businesses at all except perhaps a tearoom.
- See other ideas.
- Need eatery and accommodations, maybe recreational stuff like rentals.
- A crafters/artisans marketplace. Quality stores, coffee/bakery.
- Southern half of Zone 1. Zone 2 should be industrial use by WPYR.
- Small, cheap to rent, commercial space that's semi-permanent, mobile. Need a health food store year round.
- Restaurant, hotel, coffee shop, Peruvian emeralds.
- A "civilized" neighbourhood pub.

What should commercial area(s) and structures look like i.e. permanent or semi-permanent, wall tents, small buildings on wooden cribbing, etc.? What do you NOT want commercial areas to look like?

- Concrete urban modern skyscrapers.
- Please no fast food franchises, Wal-Marts or the like. Let's maintain, historic, quaint authentic feel like we have.
- There should be an overall theme of all structures and they should maintain the "heritage" look. If you allow tents and temporary structures they need to be strictly within the overall "look" guidelines.
- NOT large signage or sandwich boards.
- Semi-permanent, shouldn't be built specifically for one business only.
- NO skid shacks
- Temporary (seasonal) removable structures (with water/electricity line) along waterfront walkway.

Do you have any ideas for off-season use for a commercial area?

- Have restaurant/hotel/accommodation for winter sports.

4.7 Historic Guidelines

What historical/cultural elements are important to enhance and protect through historic guidelines?

- 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.
- Keep to the feel of the town.
- The coordinated history, the sequence of history, Tagish John's map, Southern Lakes map
- No large signs or advertising. Fake history is ugly. This is a tricky question. I want design guidelines or approval process but not necessarily historic.
- Scale of buildings, materials, period signage.
- What's there now.

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.
- Please no fast food franchises, Wal-Marts or the like. Let's maintain historic, quaint authentic feel like we have.
- 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.
- Yes – consistent with historic commercial buildings. No – typical YTG utilitarian structures.

4.8 Zone 5

Do you have any ideas about future land uses in Zone 5?

- Leave as a natural greenspace with trails through it.
- I would like to see some of this area opened up for an international hostel/library/conference centre.
- Rec centre, community complex
- Trails, parking
- Views to lake – make a place of serenity/seating/walkway along highway edge. Give up some land for community, make accessible to community for serenity. Educational activities to share culture, interactive activities.
- Parking
- Residential
- Good place to move parking to.
- Historical guidelines, shared retail space, joint-venture business development/partnerships, residential OK

4.9 Other Ideas

Is there anything else you would like to see in the downtown core?

- Internet café, marina, canoe/kayak/boat rental, restaurant.
- Public monument, statues of gold discoverers.
- Take a look at Codes of Conduct (CTFN). Kid's space – bucking barrel. Sacred space, quiet meditation by churches, centre of triangle. In the summer season the waterfront, beach (Bennett) should be really Yukon/community space.
- Fix private wharf next to Koolseen i.e. make WPYR fix it so that people can walk on it safely
- We always talk about visitors – what about kids, safe children e.g. basketball court, family space, mini-rec centre, keep them active/counsellors
- Street furniture, lights.
- Some winter use for all that open space e.g. for skating like Shipyards Park.
- Infrastructure needs upgrading.

Is there anything else you do NOT want to see in the downtown core?

- No more stores that sell retail. Just food outlets.
- No franchise or jewellery shops that are not local.
- Smelly diesel smoke generating buses
- Garish signage
- Parking lots

Do you think it's important that community facilities be located in the downtown core along with visitor-oriented services? Why or why not?

- No there is not enough space.
- Some – that are used by visitors such as a library or conference centre.
- Yes.
- I think planning should be focused on community needs not on tourists or WPYR. It has to be a good looking town for people who live here first.
- Yes, because Carcross is a living community not just a tourism product.
- Yes – potential synergies with evening and off-season use of visitor facilities.

5.0 Where Should the Roads, Walkways, and Parking Go?

5.1 Realignment of Carcross Road

Do you have any additional comments?

- Yes, please do this but leave access to Main Street and railway station.
- May make people speed.
- Crossings are more important, not the priority.
- Good idea

- Could allow for parking next to Caribou Hotel.

5.2 Waterfront Access Road

Do you have any ideas for where a waterfront access road could be routed?

- As shown, through Zones 3 and 4.
- At the edge of Zone 3 where present road is through to Zone 4 and out onto highway.
- Yes, to access the boat launch.
- Yes, access to Zone 1 and Zone 4, takes congestion away. Boardwalks should guide pedestrian flow.
- The only waterfront access road should be off South Klondike Highway to a boat launch, ramp by the highway bridge that dead ends in a boat trailer parking lot.
- A service road parallel to the highway would allow for access to highway between town entrance and bridge and facilitate development of Zone 5.

Do you have any additional comments?

- Take as little room as possible.
- Keep boat trailers out of core area.

5.3 Highway Access Road

What benefits or disadvantages do you see with a potential highway access road?

- Not necessary
- It could free up a lot of valuable area that could be more “scenic” and lively/vibrant.
- The road into Carcross should form a loop with an access just off the waterfront and join up to the one presently there.
- No – safety.
- No – safety issue.
- Advantage – makes a loop.
- Not safe.
- None – except for a boat launch access only.
- A service road parallel to the highway would allow for access to highway between town entrance and bridge and facilitate development of Zone 5.

Do you have any additional comments?

5.4 Bus Loop

Do you have any additional comments?

- Through Zone 3 as shown.
- If the bus loop is B – make the rest of Zone 2 commercial retail area. By doing that it offers a much more dynamic core.
- The bus loop should only drop off and pick up in the downtown area. They need to park away from the congested area.

- A – more sense, need some parking in Zone 1.
- Need better emission controls.
- No – train should offload on 2 sides.
- Keep as close to South Klondike as possible to keep buses out of core area.
- Buses should not clutter waterfront.

5.5 Parking Areas

Do you have any ideas for where off-site parking could be located and/or how it could be managed?

- Zones 2 and 3 for rec. traffic. Bus loop A is good. Some parking in Zone 1 for railway station traffic.
- I see some of Zone 3 and 4 being well used with better indications for how to line up buses or RVs similar to RV parking at Whitehorse VIC.
- Lower Zone 3, Zone 4 (longer-term), little of Zone 1.
- Zone 5, outside core.
- As close to South Klondike as possible.
- Some parking around Caribou Hotel and Barracks can be accommodate in road realignment.

Do you have any additional comments?

- Keep the summer influx of buses, cars, and boat trailers out of the core, and let people walk along all those paths, boardwalks and through the open space proposed.

5.6 Main Street Pedestrian Area

Do you have any design ideas for a pedestrian area?

- Don't close Main Street to vehicle traffic.
- Bring in trees in concrete holders with seating around them.
- There needs to be some direction for pedestrian traffic to prevent them from just milling all over the roadways.
- Not yet – 100 days. Better to focus on flow patterns – may include a 2 hour shut down.
- No – not good for traffic flow.
- Great idea to close it off to vehicles during daytime in summer. Don't make a big deal of it – just block off the street temporarily and otherwise leave it like it is.
- Boardwalks, dirt roads like Dawson.

Do you have any additional comments?

5.7 Waterfront Boardwalk

Do you have any design ideas for a waterfront boardwalk?

- Tie in with Tutshi viewing deck, boardwalk exists.

- I would like to see it go across highway and around waterfront making a loop back – maybe incorporate a bit of a deck on Nares side near old pilings with fixed binoculars to scope out sheep on mountains as well as panels describing birds/sheep/history, etc.
- The boardwalk should run from the walk bridge right to the car bridge and have seating and picnic areas along it.
- Loop around highway ROW on WPYR side to views of lake and around perimeter of downtown core.
- Make it loop to Montana Mountain and across Nares River.
- Pop in some decks (like original docks) over marsh/river areas (as in Shipyards Park).
- Low maintenance.

Do you have any additional comments?

- Yes, support. Aquatic wildlife to Zone 1. Environmental impacts low if done right.

6.0 Stop n' Talk Sessions Feedback Form

Please tell us what you liked about the Stop n' Talk session/s you attended.

- Quite comprehensive, many options.
- Informal, well prepared and professionally presented.

Please tell us what you did NOT like about the Stop n' Talk session/s you attended.

- It felt like some options/flexibility already precluded by CSIF funding of individual projects.

Do you feel that you had sufficient opportunity to provide your input into the Carcross Downtown Core Plan? Why or why not?

- Good coverage, rather short window.
- Yes

Do you have any suggestions for how we could consult with the community of Carcross in the future?

- Through L.A.C. and CTFN mail-outs might work.
- Internet is a good medium

Do you have any other thoughts or comments?

- Some YTG land on waterfront should be sold to private interests willing to comply with historic guidelines.
- Good job!