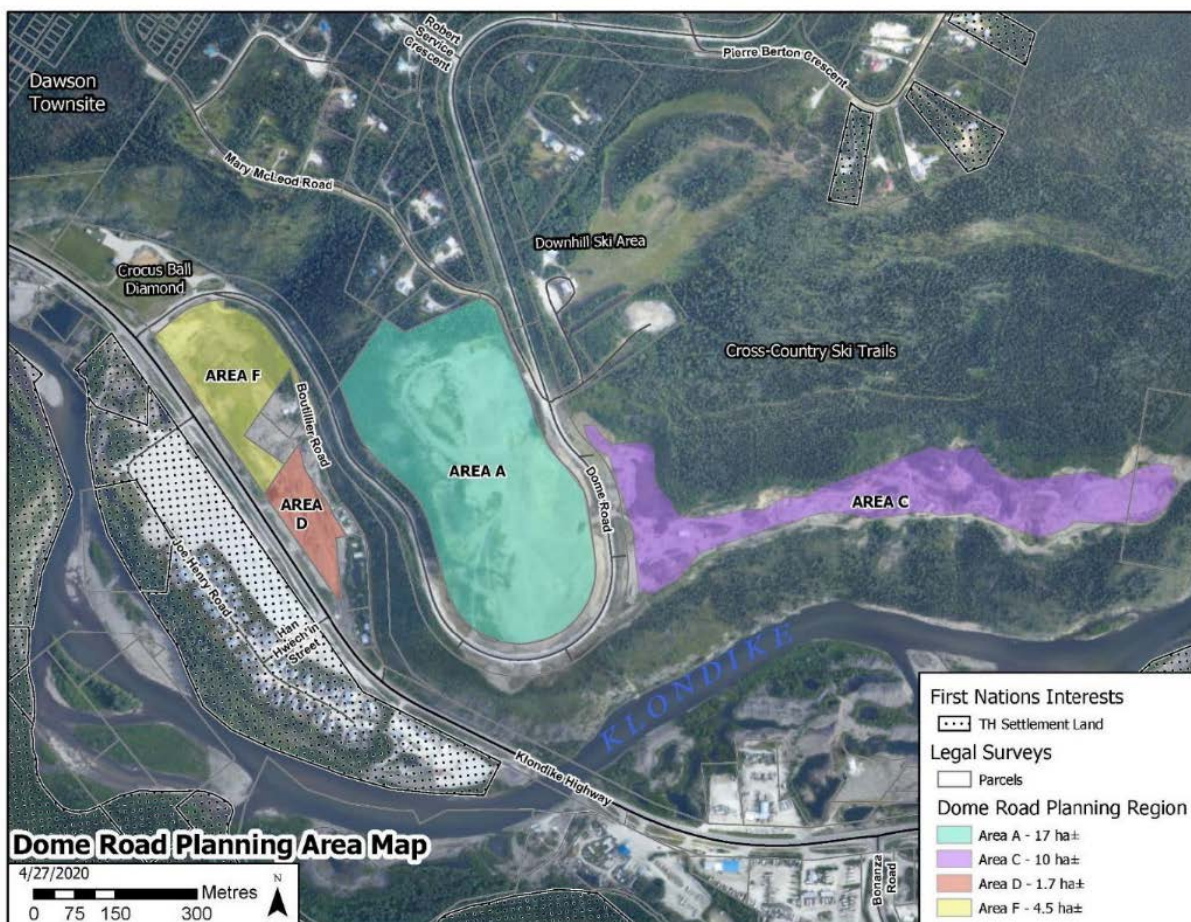


Dome Road Subdivision Master Plan

INTRODUCTION

The Dome Road Subdivision will be a mainly residential neighbourhood, located south of the historic townsite in the City of Dawson. This area is critical to the future growth of Dawson and the Government of Yukon (YG) and City of Dawson are working together to complete a Master Plan that will guide this development. The Dome Road Subdivision represents an important opportunity to meet the housing needs of the City of Dawson and develop a new neighbourhood that Dawsonites want to call home.

As shown in the figure below, there are four separate development areas which will be planned and designed comprehensively, recognizing the unique and different opportunities of each site. Stantec Consulting Ltd. has been hired by YG Land Development Branch to provide the planning and engineering services to develop the Dome Road Master Plan.



PLANNING PROCESS

This is not a new project for Dawson; a residential subdivision has been envisioned along the Dome Road for many years. The project was restarted in December 2019 when the City of Dawson led the Slinky Mine Charrette to begin work on a new vision, guiding principles, and design ideas for the future neighbourhood. As of February 2021, a Draft Planning Brief has been completed and will be available for review on the City website.

Predesign		Plan Development		Approval	
2009	First Residential Plan	March 2021	Draft Concept Plan	July 2021	YESAB
2019-2020	Background Studies	May 2021	Draft Master Plan	Council approval	
Dec 2019	Slinky Mine Charrette	June 2021	Final Master Plan		

DRAFT VISION AND GOALS

The overall neighbourhood vision is an important part of planning a new neighbourhood as it guides the process and provides a way to measure the success of the project. The draft vision and goals that are presented below have been developed based on the input gathered during the Slinky Mine Charrette, and discussions with representatives from YG and the City.

What's the Difference?

Planning Brief
The Planning Brief provides a review of existing legislation and planning documents, evaluates past studies and visioning completed to date, and identifies the constraints and opportunities of each of the four development areas. The Planning Brief brings together all the information that needs to be considered as the draft Concept Plans are developed.

Subdivision Master Plan
The result of the current planning process will be a Dome Road Master Plan. Once complete, the final plan will be adopted by the City of Dawson. The Master Plan will include:

- *Vision and goals for the development*
- *Development concept that includes lots, roads, trails, playgrounds, public spaces and zoning*
- *Servicing review, phasing and cost estimates*

Draft Vision

The Dome Road subdivision will be a comprehensively planned neighbourhood that represents a long-term housing solution for Dawson. This area will provide a range of housing types at different price points to meet the needs of Dawsonites at different stages of life. Access to Settlement Parcel 94-B, Thomas Gulch and other special areas to the east will be protected and formalized so that Tr'ondëk Hwëch'in citizens can continue to participate in cultural, social and traditional pursuits on their lands.

Homes will be built around a system of connected greenspaces and serviced by municipal water and sewer. Roads and trails will provide safe and direct access for pedestrians, cyclists, and vehicles including cars, ATVs and snowmachines, within the neighbourhood, to the Historic Townsite, the river and other destinations. The housing types, density and focus of the four development areas will reflect the unique opportunities, constraints, and features of each site.

Draft Goals

The goals listed below will provide specifics for how the vision will be carried through the Master Plan and into the development. These goals will guide the planning elements such as the lot layout, design of greenspaces, trail and road networks, and supporting infrastructure.



Goal 1: Provide a Variety of Housing Types

In Dawson, housing costs have been rising and options are increasingly limited. The City wants to see residential development that focusses on providing more affordable options. The Dome Road subdivision will include a range of lot sizes and housing styles that will support the community's diverse residents and lifestyles, fill gaps in the market and reflect varying budgets. It is expected that when this area is built out, there will be a range of medium to higher densities options including single detached homes, duplexes, town homes, secondary and garden suites, and low-rise apartments. As an innovation, tiny homes or wall-tents arranged together on one lot, specifically as rental units for season workers, will also be considered.

Achieving affordability will require balancing lot size, zoning, housing types, innovative infrastructure options and municipal design standards.



Goal 2: Create a Sense of Character

It is important to the community that this new neighbourhood is "Authentically Dawson". This does not mean that new houses will need to comply with the heritage standards that apply to the historic townsite, but rather that the neighbourhood is diverse, flexible, and colorful, and recognize human scale and northern elements. Residents do not want to see cookie cutter homes with similar designs, repetitive materials and a suburban feel.



Goal 3: Plan for a Complete Neighbourhood

The Dome Road development will be a complete neighbourhood that aims to meet the needs of all residents by addressing affordability, healthy lifestyles, inclusion, connectivity, and culture. This means focusing on compact design and density; creating ways to encourage neighbourhood interaction; and encouraging multi model transportation.




Goal 4: Respect the Tr'ondëk Hwëch'in Interest

Tr'ondëk Hwëch'in has several interests in this development. First, any development on Sites D and F should be compatible with the current and planned residential development on Lot C-4B/D, C-85FS/D and C-86FS/D, which is directly across the Highway. Second, development should not negatively impact the Tr'ondëk Hwëch'in parcels on Jack London Lane and Pierre Burton Crescent. Lastly, development should not cut off access to the Dome Expansion Area, or to Thomas Gulch. YG and the City will work with Tr'ondëk Hwëch'in leadership, staff, and citizens to ensure their interests are respected.



Goal 5: Provide Connectivity and Access for all Modes of Transportation

The Dome Road development will have good access for people traveling by car, bike, ATV, snowmachine and on foot. This will include connections within new neighbourhoods, to downtown, the river and other community destinations. Some trails will be designed to be part of the transportation network and others will provide connections to existing trails that are used for recreation. Safety for all is a priority.

 **Goal 6: Efficient Infrastructure**

It is important for both YG and the City that the infrastructure for this development is both financially and technically feasible. The current plan is to connect all the new lots to piped water and sewer systems. As the City will own the infrastructure, it is important that these systems be designed and built so that ongoing operation and maintenance is low-cost and efficient. It is understood that smaller lots are a more efficient use of land and generally cost less to service.

 **Goal 7: Sustainable Design**

This development will include elements of sustainable design. Developing a new neighbourhood is an opportunity to move away from the status quo and towards a new model for residential development.

HOW TO GET INVOLVED

The planning process for the Dome Road will have several opportunities for the public to get involved.

- Online survey and online/in-person sessions to meet the project team, **comment on the draft vision and goals** and **get more information** about the four development areas
- Tuesday Feb 23 at 12 to 1:30 pm and 6:30 to 8 pm
- Wednesday Feb 24 at 6:30 (if needed)
- Details on the City Website

There will also be opportunity for the public to review and provide comments on the draft Concept Plan options (tentatively set for April 2021) and the draft Subdivision Master Plan (tentatively set for May 2021).

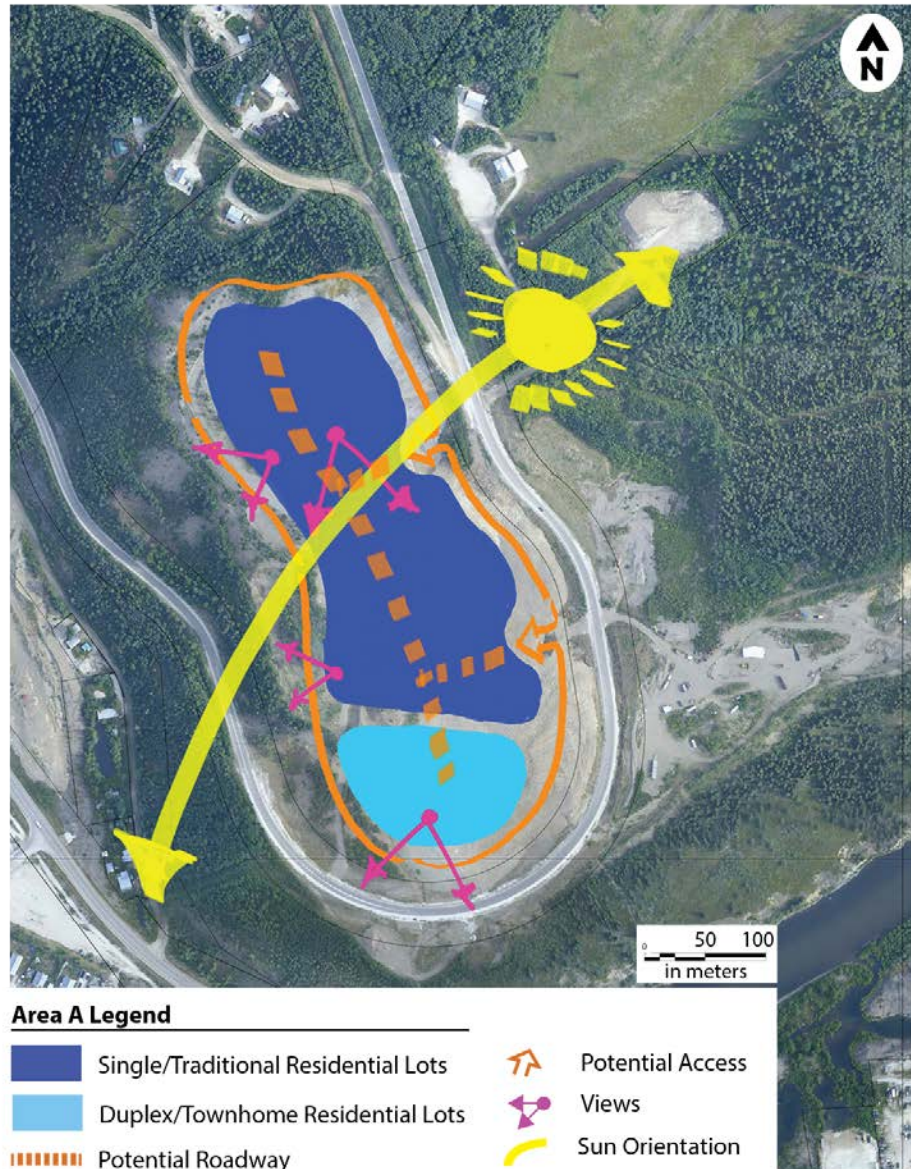
OPPORTUNITIES AND CONSTRAINTS

Each of the four development sites is different and it is expected that because of site conditions, access, views, topography, and development will look different in each area.

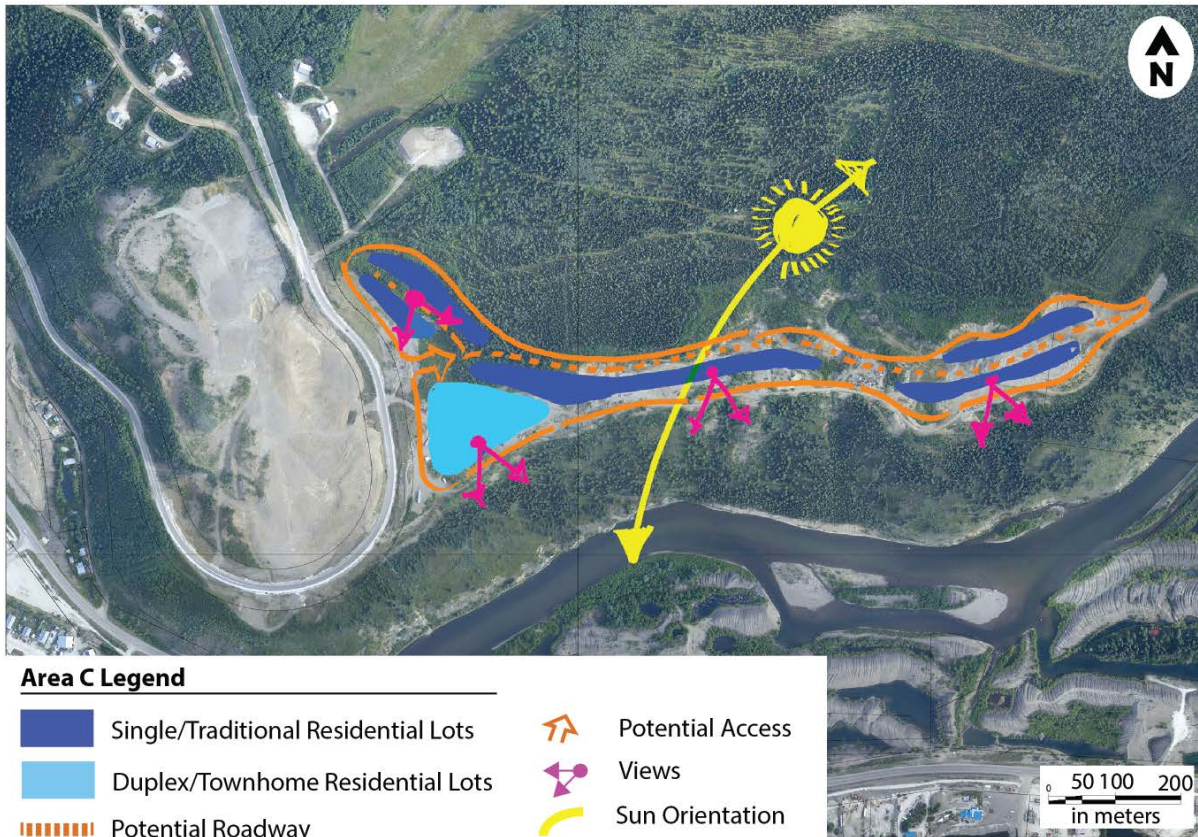
Development Area A

Development Area A is an undeveloped area, historically used for placer mining, as a gravel pit, and was subsequently regraded. The site is primarily cleared, with some vegetation to the north and along the slopes. The area is generally flat with a rising slope towards the northeast and a steep cliff along the west side.

- Area is largely developable with few challenges.
- Size and shape of area is appropriate for a variety of housing and development options.
- Roadway layout and house orientation should take advantage of the grades, views and sun orientation.
- Support smaller single family, duplex and townhome residential.



Development Area C



Development Area C is an undeveloped area that has been used for placer mining activities and regraded afterward. The site is primarily cleared of vegetation with some smaller trees. The site is mostly flat with an increasingly steep slope towards the northeast and a steep cliff located along the west side.

- Grades and long, thin shape of the site will limit development potential and design efficiencies.
- Required setbacks from steep slope will greatly reduce the developable area.
- Size and dimensions limit housing and development options.
- Roadway layout and house orientation should take advantage of the grades, views and sun orientation.
- Housing options and densities may be impacted by inefficiencies of required infrastructure.
- Limited access and inefficiencies of required infrastructure may be more ideal for larger single family.
- Access to TH Settlement Parcel S-94B must be protected.
- Areas near the Dome Road could support duplexes or condominiums.

Development Area D

Area D Legend

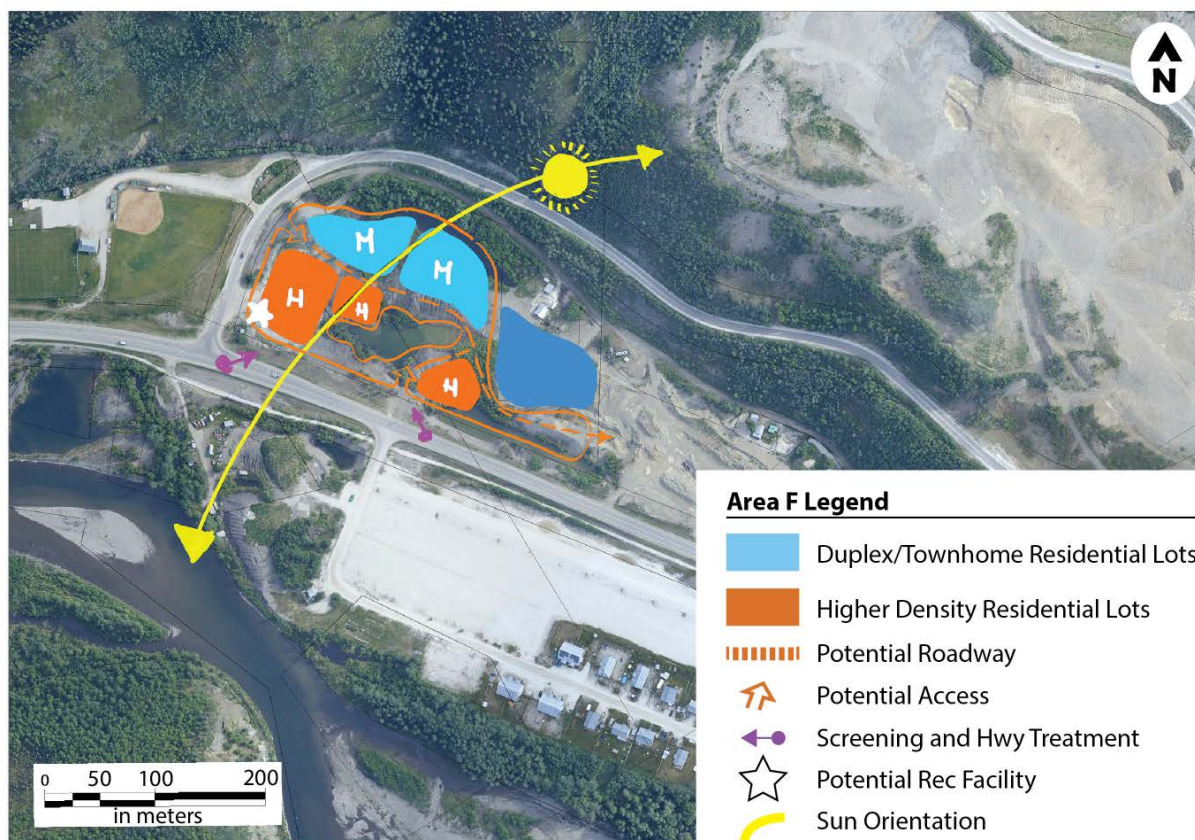
- Duplex/Townhome Residential Lots
- Potential Roadway
- Potential Access
- Screening and Hwy Treatment
- Sun Orientation



Development Area D is an undeveloped area, historically used for placer mining and as a gravel pit, that is primarily clear of vegetation with some willows and shrubs around the ponds. The site is adjacent to the Klondike Highway and is generally flat.

- Site is developable, with few constraints.
- Size and dimensions of area is appropriate for a variety of housing and development options.
- Support higher density and condominium development.
- Transition and impacts to/from the Tr'ondëk Subdivision and existing industrial uses must be considered.
- Screening, landscape treatment and sound mitigation along Klondike Highway should be considered.
- Development should consider the potential inclusion of adjacent lots.

Development Area F



Development Area F is near the intersection of the Dome Road and the North Klondike Highway. It is an undeveloped area, historically used for placer mining, that contains a single building on the western corner of the lot. The site is primarily clear of vegetation with some trees and a small tailings pond.

- Backfilling of the tailings ponds may impact the developable areas and type of structures.
- Size and dimensions of area is appropriate for a variety of housing and development options.
- This area can support higher density and condominium development.
- Transition and impacts to/from Tr'ondëk and existing industrial must be considered.
- Screening, landscape treatment and sound mitigation along Klondike Highway should be considered.
- Development should consider the potential inclusion of adjacent lots.
- This location is being considered for the community's new recreation centre, meaning that additional recreational or commercial uses should be considered.