



Dome Road Subdivision Master Plan

# Draft Concept Plan Presentation

September 2021



# Overview

The Yukon government and City of Dawson have hired Stantec to complete a Master Plan for the Dome Road Subdivision that will guide the development of this area.

Dome Road will provide Dawson with a supply of housing for the short and long term. Serviceable and developable land is limited in Dawson and this area is an opportunity to create a responsible, affordable and lasting neighbourhood.

Through a detailed planning process and community engagement, the Dome Road Subdivision will meet the community's vision for the area and housing needs.



# Vision

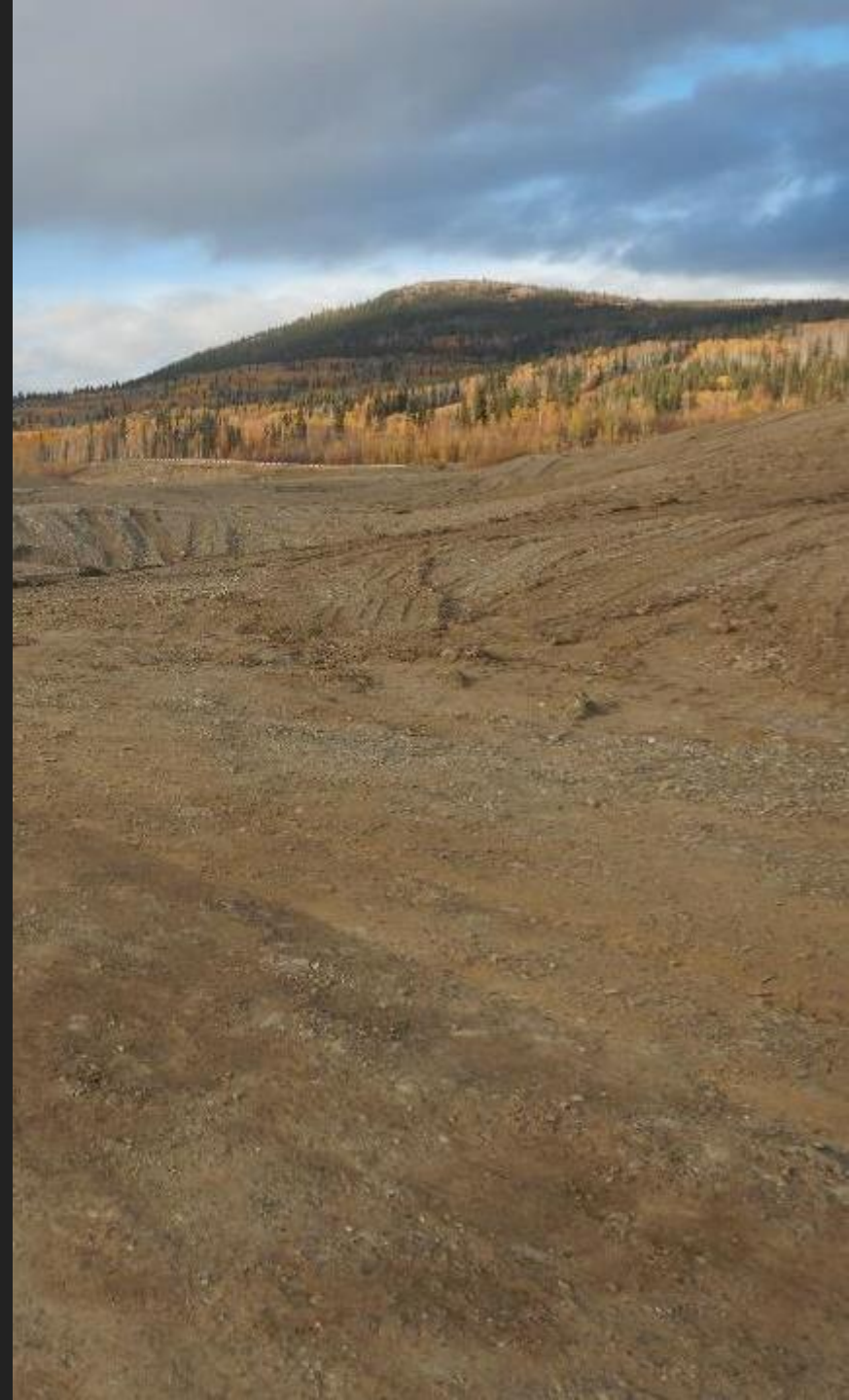
*The Dome Road subdivision will be a comprehensively planned neighbourhood that represents a **long-term housing solution for Dawson**. This area will provide a **range of housing types at different price points** to meet the needs of Dawsonites at different stages of life. Access to Settlement Parcel 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.*



# Goals

- Goal 1** Provide a variety of housing types
- Goal 2** Create a sense of character
- Goal 3** Plan for a complete neighbourhood
- Goal 4** Respect the Tr'ondëk Hwëch'in interest
- Goal 5** Provide connectivity and access for all modes of transportation
- Goal 6** Efficient infrastructure
- Goal 7** Sustainable design





# Planning Considerations



# Engagement overview

- Previous engagement in Feb – Mar 2021
- Met with 10 people during 2 meetings
- Balanced discussion at the meetings
- Survey completed by 128 people
- Survey allowed people to review and comment on the vision, goals, and each of the areas
- 74% of the survey respondents felt that the Draft Vision captured their vision
- 71% of survey respondents felt that the Draft Goals support the vision



# What we heard

<ul style="list-style-type: none"><li>• Comments about the Vision and Goals</li></ul>	<ul style="list-style-type: none"><li>• Concerns about erosion and sloughing</li></ul>
<ul style="list-style-type: none"><li>• Concerns regarding the scale of the development and its associated impacts on the community</li></ul>	<ul style="list-style-type: none"><li>• Questions about the neighbourhood's visual aesthetic and character</li></ul>
<ul style="list-style-type: none"><li>• Questions about economic feasibility of the neighbourhood) <i>(e.g., high costs of infrastructure, operation and maintenance, housing)</i></li></ul>	<ul style="list-style-type: none"><li>• Questions about road design, traffic and intersections (<i>highway intersections, Dome road, internal roads, additional traffic</i>)</li></ul>
<ul style="list-style-type: none"><li>• Desire to see higher density in Development Areas D &amp; F, and lower density in Development Areas A &amp; C</li></ul>	<ul style="list-style-type: none"><li>• Desire for high quality trails and greenspace</li></ul>
<ul style="list-style-type: none"><li>• Development must include some affordable options.</li></ul>	<ul style="list-style-type: none"><li>• Residents expressed desire for both serviced and unserviced lots.</li></ul>



# Development Intent

## Meet the vision:

- Long-term housing solution
- Serviced lots

## Meet the goals:

- Variety of housing options
- Financially and technically efficient servicing, infrastructure, and use of land
- Connectivity

## Respect the area and neighbours:

- Appropriate transition to adjacent lands







# Concept Plan Considerations

## Roads

- Safety of Dome Road
- Additional traffic to Mary McLeod Road
- Intersection of Dome Road and Klondike Highway
- Roadway design standards

## Recreation Facility

- Size of the site
- Site design of the building
- Standards and parking

## Grading

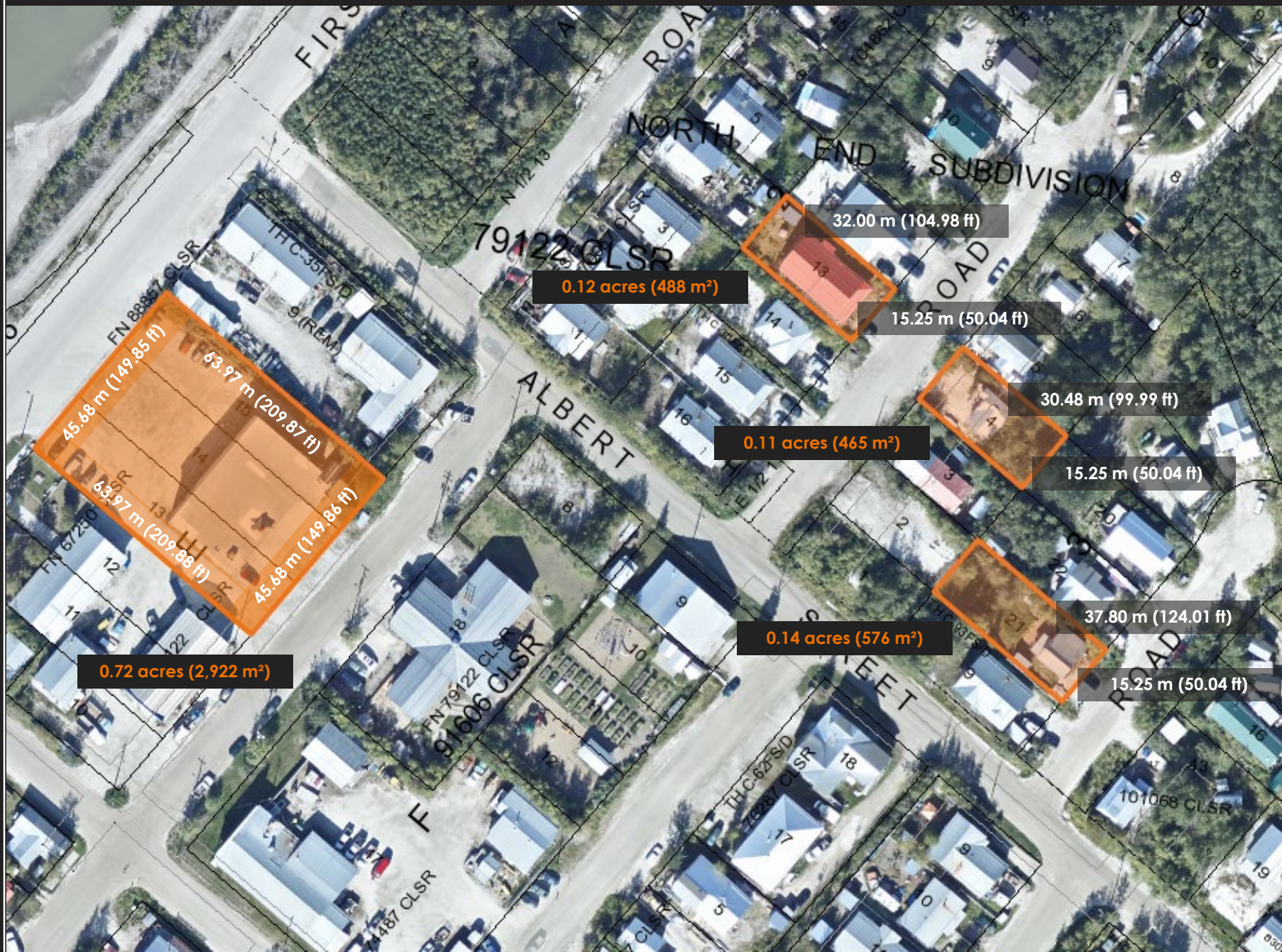
- Significant earth work
- Lot grade vs building pocket

## Costs

- Affordability
- Cost recovery model
- Phasing and operational costs



# Lot Size Comparison



0.72 acres (2,922 m<sup>2</sup>)

0.12 acres (488 m<sup>2</sup>)

0.11 acres (465 m<sup>2</sup>)

0.14 acres (576 m<sup>2</sup>)

0.12 acres (488 m<sup>2</sup>)

32.00 m (104.98 ft)

15.25 m (50.04 ft)

30.48 m (99.99 ft)

15.25 m (50.04 ft)

37.80 m (124.01 ft)

15.25 m (50.04 ft)



# Lot Size Comparison





# Housing Type

## Single Family Homes



## Duplex and Townhomes

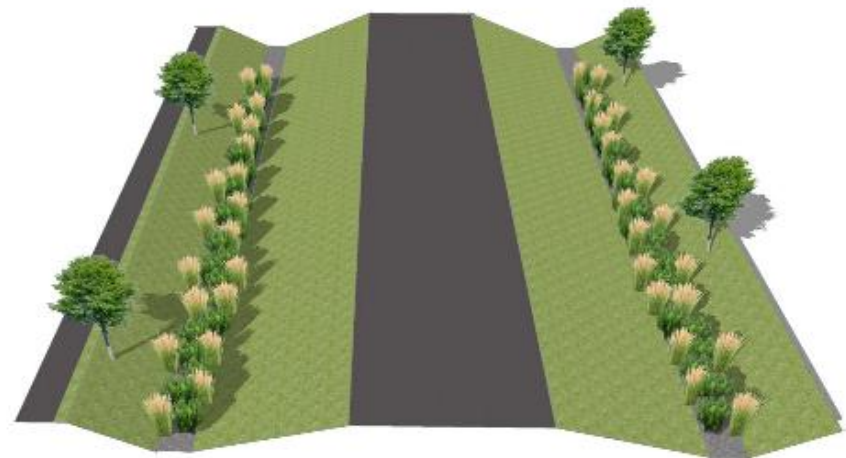
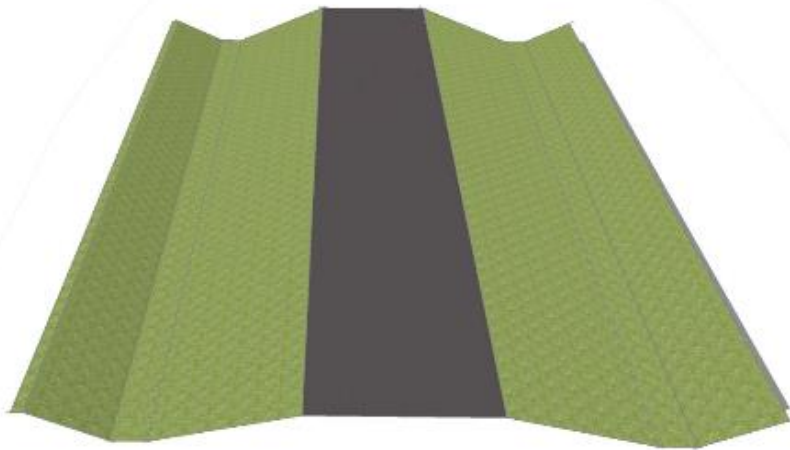


## Multi-Family/Condo Site





## Roadway Cross-section



18 m (8-9 m carriage way/ 10 - 9 m swales)



# Draft Concept Plans



# Parcel A Layout 1

## Key features

- Unserviced lots
- Consistent size to surrounding areas (acreages)
- Potentially quicker/ simpler to develop
- Lowest density
- Trail Connections

## Challenges

- Does not meet the vision of the development (unserviced lots)
- Does not meet the long-term housing needs of Dawson
- Inefficient use of land

## Lots

- Up to 24 lots
- 1.0 ac+



 Large Lots



# Parcel A Layout 2

## Key features

- Serviced lots
- Land use transition from those surrounding (large acreage) to smaller lots
- Mix of larger and smaller single family lots
- Higher density
- High quality open space and trail connections
- Lower servicing cost
- More affordable lots

## Challenges

- Higher traffic volumes
- Higher servicing costs

## Lots

- Up to 101 lots
- Large lot widths 21.0 m+ (70")
- Traditional lot widths 15.3 m+ (50")



Large Lots  
Traditional Lots





# Parcel A Layout 3

## Key features

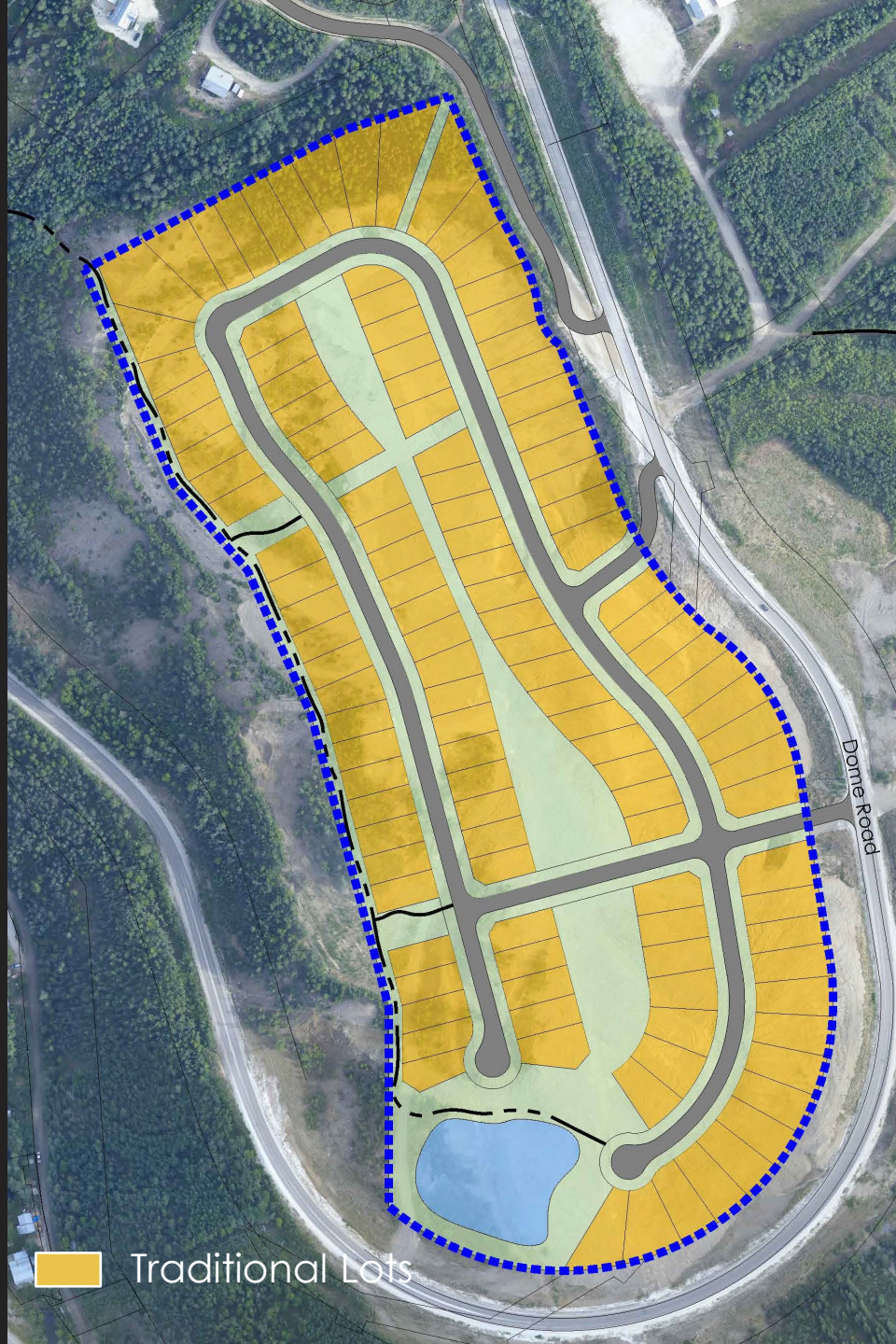
- Serviced lots
- More traditional single family lots
- Efficient servicing
- High quality open space and trail connections
- Lowest cost of serviced lots

## Challenges

- Highest traffic volumes
- Highest densities
- High initial servicing cost
- Continuity of character with the surrounding area

## Lots

- Up to 123 lots
- Traditional lot widths 15.3 m+ (50")



 Traditional Lots



# Parcel C Layout 1

## Key features

- Mix of serviced/unserviced lots
- Mix of acreages and traditional lots

## Challenges

- Single loaded road
- High cost of lots
- Single access (east) safety concerns
- Mining claims

## Lots

- Up to 29 lots
- Large lot size 1 ac+
- Traditional lot widths 15.3 m+ (50")





# Parcel C Layout 2

## Key features

- Serviced lots
- Smaller traditional lots
- Trail connections

## Challenges

- Single-loaded road
- Highest densities and traffic volumes
- Single access (east) safety concerns
- High cost of lots
- Inefficient services
- Mining claims

## Lots

- Up to 68 lots
- Traditional lot widths 15.3 m+ (50")





# Parcel D/F Layout 1

## Key features

- Serviced lots
- Mix of land uses
- Range of residential lot sizes and housing types
- Condo site allow for additional housing types and price points

## Challenges

- Unknowns of the recreation facility
- Geotechnical considerations
- Mining claims

## Lots

- Up to 85 lots total
- Duplex Lots - 18
- Townhome Lots – 27
- Condo Lots – approx. 40





# Parcel D/F Layout 2

## Key features

- Serviced lots
- Mix of land uses
- Range of residential lot sizes and housing types
- Condo site allow for more additional housing types and price points
- Integration of private parcel

## Challenges

- Unknowns of the recreation facility
- Geotechnical considerations
- Mining claims

## Lots

- Up to 95 lots total
- Duplex Lots - 18
- Townhome Lots – 27
- Condo Lots – approx. 50



- Recreation Center
- Duplex Lots
- Townhome Lots
- Condo Site



# Costing



# Costing Overview

## Market conditions

- Feasibility of the development must recognize market conditions
- Cost of lots must be competitive with market conditions

## Cost estimate

- Opinion of Probable Cost has been completed
- Development could be feasible based on market value of lots

## Review servicing

- Community-wide infrastructure
- Off-site infrastructure
- Internal infrastructure

## Cost of lots

- Higher # of lots = lower cost for each lot
- Cost of development and servicing is shared amongst # of lots

## Operation and maintenance

- Development will build out slowly
- Not all upgrades are required immediately
- All City growth will require additional operation and maintenance

## Costing assumptions impacts

- # of lots
- Time of full buildout
- # of phases
- Future construction cost



# Costing: required servicing

	<b>Community-Wide</b>	<b>Development: Off-Site</b>	<b>Development: Internal</b>
<b>Description</b>	Servicing and infrastructure required for the whole community	Servicing and infrastructure required to for the Dome Road subdivision, not located within the Plan Area	Servicing and Infrastructure required for the Dome Road subdivision, located within the Plan Area
<b>Responsibility</b>	Funded by YG and others	By Developer (YG)	By Developer (YG)
<b>Items</b>	<ul style="list-style-type: none"><li>• Water reservoir</li><li>• Wastewater lagoon</li><li>• Wet well</li><li>• Lift stations</li></ul>	<ul style="list-style-type: none"><li>• Supply mains</li><li>• Dome Road roadway improvements</li><li>• Intersection improvements</li></ul>	<ul style="list-style-type: none"><li>• Roadways</li><li>• Underground services</li><li>• Landscaping</li><li>• Utilities</li><li>• Earth work</li></ul>





**Open discussion and next steps**