



THE CITY OF DAWSON

AGENDA - COUNCIL MEETING #C23-03
WEDNESDAY, March 1, 2023 at 7:00 p.m.
Council Chambers, City of Dawson Office

Join Zoom Meeting

<https://us02web.zoom.us/j/89295125090?pwd=YmdYUktPZzZ5NDMxbDRJclhJamJvUT09>

Meeting ID: 892 9512 5090

Passcode: 346855

1. CALL TO ORDER

2. ADOPTION OF THE AGENDA

1. Council Meeting Agenda #C23-03

3. PROCLAMATIONS

1. Thaw Di Gras-March 17-19, 2023
2. UNESCO World Poetry Day March 21st & April 2023 National Poetry Month

4. ADOPTION OF THE MINUTES

1. Council Meeting Minutes C23-02 of February 1, 2023

5. BUSINESS ARISING FROM MINUTES

6. FINANCIAL & BUDGET REPORTS

1. Accounts Payables 23-01 Cheques #58782-58826
2. Accounts Payables 23-02 Cheques #58827-58890 & EFT'S
3. Accounts Payables 23-03 Cheques #58891-58939

7. SPECIAL MEETING, COMMITTEE, AND DEPARTMENTAL REPORTS

1. Appoint David Henderson to the position of CAO
2. Victory Gardens Contract Award
3. Recreation Fund & Community Grants- January Intake
4. Travel & Remuneration Approval for Federation of Canadian Municipalities 2023 Annual Conference & Trade Show-May 2023
5. CBC Building Phase I 60% Drawings
6. Dome Road Master Plan
7. Consolidation Application #23-011- Westerly portions of Lots 11 & 12, Block L, Ladue Estate

8. BYLAWS & POLICIES

1. 2023 Land Sale Bylaw No. 1 (2023-04) (Block S, Ladue Estate, Alley)-First Reading
2. Taxation of Vacant Residential Land Policy (2022-02)-Amendment
3. Annual Operating Budget & Capital Expenditure Program Bylaw (2023-01)-First Reading
4. Fees & Charges 2023 Amendment Bylaw (2023-03)- First Reading
5. 2023 Tax Levy Bylaw (2023-02)-First Reading

9. CORRESPONDENCE

1. RCMP Monthly Policing Report- December
2. RCMP Monthly Policing Report- January
3. Heritage Advisory Committee Meeting Minutes #HAC 22-15, #HAC 22-16, #HAC 22-17, & #HAC 23-01
4. Nich Davies, CEO, Hurry Hard Music Ltd. RE: Strategic Relocation of International Music Company of Yukon
5. Jim Taggart RE: Taxation of Vacant Residential Land Policy #2022-02
6. Debra Blattler RE: Taxation of Vacant Residential Land Policy
7. Ron McCready RE: Vacant Residential Lot, Ladue Estate, N, Lots 4 & 5, 1236-3rd Avenue
8. Dome Road Master Plan- Council & Staff Questions and Responses
9. Hillary Corley, Energy Mines & Resources RE: Engagement for Yukon's New Minerals Legislation

10. BUSINESS ARISING FROM CORRESPONDENCE

11. PUBLIC QUESTIONS

12. ADJOURNMENT

PROCLAMATION

Thaw di Gras Spring Carnival

March 17-19, 2023



Whereas

Thaw di Gras Spring Carnival is the Yukon's number-one celebration of spring and Dawson City's chance to mark the return of warmer weather with friends and family; and

Whereas

There is no better place than Dawson City to mark the end of winter and welcome the longer days and increasing sunshine; and

Whereas

All Yukon people are encouraged to leave their homes, shake off the winter, and enjoy the company of their friends and neighbours.

Therefore

I, William Kendrick, as Mayor of the City of Dawson, Yukon Territory, do hereby proclaim **March 17-19, 2023**, to be:

"THAW DI GRAS"

in the City of Dawson, Yukon Territory, and commit this observance to the people of Dawson City.

Mayor William Kendrick

Dated this 1st day of March, 2023.

PROCLAMATION

UNESCO World Poetry Day March 21st &
April 2023 National Poetry Month



Whereas National Poetry Month and the United Nations Education Scientific and Cultural Organization (UNESCO) World Poetry Day celebrates poetry's contribution to the quality of life in our communities and its ability to promote understanding, interpersonal communication, and literacy; and

Whereas Poetry is the cornerstone of oral tradition and amongst the oldest forms of literature; and

Whereas Poetry connects cultures, disparate corners of the world, and the ages by articulating humanity's common values and creative spirit; and

Whereas Dawsonites are encouraged to enhance their lives through the enjoyment and practice of all forms of art; now

Therefore I, William Kendrick, as Mayor of the City of Dawson, Yukon Territory, do hereby proclaim

March 21, 2023, to be "***UNESCO World Poetry Day***"

& April 2023 to be "***National Poetry Month***"

in the City of Dawson, Yukon Territory, and commit this observance to the people of Dawson City.

Mayor William Kendrick
Dated this 1st day of March, 2023.

MINUTES OF COUNCIL MEETING C23-02 of the Council of the City of Dawson held on Wednesday, February 1, 2023 at 7:00 p.m. via City of Dawson Council Chambers.

PRESENT:

Mayor William Kendrick
 Councillor Alexander Somerville
 Councillor Patrik Pikálek
 Councillor Brennan Lister

REGRETS:

Councillor Julia Spriggs

ALSO PRESENT:

CAO: David Henderson
 EA: Elizabeth Grenon
 PDO: Farzad Zarringhalam
 PDM: Maria Fisher
 CFO: Kim McMynn

	1	Call To Order The Chair, Mayor Kendrick called Council meeting C23-02 to order at 7:02 p.m.
C23-02-01	2	Adoption of the Agenda Moved By: Councillor Lister Seconded By: Mayor Kendrick That the agenda for Council meeting C23-02 of February 1, 2023 be accepted as presented. CARRIED 4-0
	3	Adoption of the Minutes
C23-02-02	3.1	Council Meeting Minutes C23-01 of January 11, 2023 Moved By: Councillor Pikálek Seconded By: Councillor Somerville That the minutes of Council Meeting C23-01 of January 11, 2023 be approved as presented. CARRIED 4-0
	4	Business Arising From Minutes Council inquired if work had been done regarding the Heritage Grants process.
	5	Financial and Budget Reports
C23-02-03	5.1	Visa Statements-October to December 2022 Moved By: Mayor Kendrick Seconded By: Councillor Lister That Council acknowledges receipt of the Visa statements from October to December 2022, provided for informational purposes. CARRIED 4-0

C23-02-04	5.2	2023 Properties Subject to Tax Lien Moved By: Mayor Kendrick Seconded By: Councillor Somerville
		<p>That Council authenticate the list of properties subject to Tax Lien by affixing the seal of the City of Dawson as per S.83(5) of the Yukon Territory Assessment and Taxation Act (ATA).</p> <p>CARRIED 4-0</p>
		6 Special Meeting, Committee, and Departmental Reports
C23-02-05	6.1	Request for Decision: Consolidation Application #22-060 (Lots 9-12, Block S, Ladue Estate) Moved By: Mayor Kendrick Seconded By: Councillor Pikálek
		<p>That Council grant subdivision authority to adjust the boundary and consolidate Lots 9 & 10, Block S, Ladue Estate and 11 & 12 with the section of alley dissecting the lots, Block S, Ladue Estate, to create 2 lots total (Subdivision Application #22-060), subject to the following conditions:</p> <ol style="list-style-type: none"> 1. Final authority is not granted until the land sale is complete for the section of alley. 2. The applicant submits a plan of subdivision completed by a certified lands surveyor drawn in conformity with the approval. 3. The applicant shall, on approval of the subdivision plan by the City of Dawson, take all necessary steps to enable the registrar under the Land Titles Act to register the plan of subdivision. <p>CARRIED 4-0</p>
C23-02-06	6.2	Land Sale Request: Block S, Ladue Estate, Alleyway Moved By: Councillor Pikálek Seconded By: Mayor Kendrick
		<p>That Council direct administration to prepare a land sale bylaw disposing of the laneway in Block S, Ladue Estate.</p> <p>CARRIED 4-0</p>
C23-02-07	7	Correspondence Moved By: Mayor Kendrick Seconded By: Councillor Lister
		<p>That Council acknowledge receipt of the following correspondence:</p> <ol style="list-style-type: none"> 1. RCMP Monthly Policing Report- November 2. Greg Hakonson RE: 7th Avenue Development 3. John & Diane Wierda RE: Taxation of Vacant Residential Land Policy 4. Laurie Berglund RE: Taxation of Vacant Residential Land Policy 5. Stantec RE: Klondike Highway Subdivision Parcel D/F Master Plan 6. Ted Laking, AYC President RE: Climate Adaptation and Infrastructure 7. Tyler Nichol RE Nature Pond on Boutillier Road, for informational purposes. <p>CARRIED 4-0</p>

	8	Business Arising from Correspondence Greg Hakonson: Need to do another assessment on land development priorities.
	9	Public Questions
C23-02-08	9.1	Move to COW Moved By: Councillor Pikálek Seconded By: Councillor Somerville <p>That Council moves to Committee of the Whole for the purposes of hearing public questions. CARRIED 4-0</p> <p>Stephen Johnson had questions regarding the Taxation of Vacant Residential Land Policy.</p> <p>Dan Davidson had questions regarding the Taxation of Vacant Residential Land Policy.</p>
	10	In Camera
C23-02-09	10.1	Move to In Camera Moved By: Mayor Kendrick Seconded By: Councillor Lister <p>That Committee of the Whole move into a closed session of Committee of the Whole, as authorized by Section 213(3) of the Municipal Act, for the purposes of discussing a land related matter. CARRIED 4-0</p>
C23-02-10	10.2	Revert to Council from COW Moved By: Mayor Kendrick Seconded By: Councillor Lister <p>That Committee of the Whole revert to an open session of Council to proceed with the agenda. CARRIED 4-0</p>
C23-02-11	11	Adjournment Moved By: Mayor Kendrick Seconded By: Councillor Lister <p>That Council Meeting C23-02 be adjourned at 9:57 p.m. with the next regular meeting of Council being March 1, 2023. CARRIED 4-0</p>

**THE MINUTES OF COUNCIL MEETING C23-02 WERE APPROVED BY COUNCIL
RESOLUTION #C23-03-XX AT COUNCIL MEETING C23-03 OF MARCH 1, 2023.**

William Kendrick, Mayor

David Henderson, CAO

Mayor

CAO

The City of Dawson
Cheque Run 23-01
1/13/2023

Cheque Number	Vendor Name	Cheque Amount	Detail	Dept	Description
58782	Tangerine Technologies	\$4,709.60		ADM	ContSvs-IT
58783	AFD Petroleum Ltd	\$70,024.13	\$5,498.39	ADM	BldgFuel-CHall
			\$2,356.45	PS	BldgFuel-CHall
			\$18,258.99	PW	BldgFuel-WTP
			\$7,215.41	PW	BldgFuel-Garage
			\$20,100.02	REC	BldgFuel-Arena
			\$343.24	PW	BldgFuel-RabbitCkDivCtre
			\$637.29	PW	BldgFuel-WoodShp
			\$811.64	REC	BldgFuel-WaterfrontBldg1
			\$14,802.70	ALL	VehFuel
			\$70,024.13		
58784	Air Care Yukon Inc.	\$2,182.64		REC	BldgR&M-Wfrt
58785	Air North Partnership	\$1,288.17	\$851.89	ADM	Freight
			\$436.28	PW	Freight
58786	Munisight Ltd.	\$8,494.50	\$3,539.38	ADM	IT-Subscriptions
58787	BHB Mini Storage	\$315.00		ADM	ArchiveStorage - 3 months
58788	Bonanza Market	\$1,967.35	\$158.32	PS	OpSupp-RckCrkFire
			\$200.32	PS	OpSup
			\$1,608.71	ADM	PromoSpEvt
			\$1,967.35		
58789	Bureau Veritas	\$1,097.57		PW	WaterSampling
58790	CapriCMW Insurance	\$324,544.00		ADM	Annual Insurance
58791	Chief Isaac Mechanical	\$1,455.04		PW	HvyEquip R&M
58792	Combustion Control Inc.	\$41,354.70		PW-REC	ContSvs-Boiler R&M
58793	Dawson City General Store	\$1,082.27	\$509.65	ADM	OffSupp
			\$317.98	PS	PromoSpEvt
			\$254.64	REC	ProgSupp
			\$1,082.27		
58794	Dawson Hardware Ltd.	\$1,504.64	\$106.69	PW	BldgR&M
			\$463.23	PW	OpSupplies
			\$63.29	PW	Tools
			\$293.29	REC	OpSupp-Arena
			\$59.98	PW	NonCapEquip
			\$62.67	REC	BldgR&MWtrfrt
			\$89.78	ADM	OffSupp
			\$156.64	REC	OpSupp-Wtrfrt
			\$100.56	REC	BldgR&M-Arena
			\$90.57	PW	JaniSupp
			\$17.94	ADM	BldgR&M
			\$1,504.64		
58795	Emco Corporation	\$1,487.04		REC	BldgR&M-Pool
58796	Fine Tuned Heavy Equip Inc.	\$1,292.38		PW	HvyEquipR&M
58797	Gower, Chris	\$4,627.88		ADM	Architect-CBC Resto Prj
58798	Graf Enviro Services Inc.	\$7,140.00		PW	ContSvs-Bin Rental & Svs
58799	Greenwood Engineering	\$393.75		PW	ProFees-Eng WtrMtrProg

The City of Dawson
Cheque Run 23-01
1/13/2023

Cheque Number	Vendor Name	Cheque Amount	Detail	Dept	Description
58800	Grenon Enterprises Ltd.	\$10,525.20	\$157.50	PW	ContSvs-PortaPottie R&M
			\$157.50	REC	ContSvs-PortaPottie R&M
			\$10,210.20	PW	ResWtrDelivery
			\$10,525.20		
58801	Humane Society Dawson	\$4,261.62	\$94.00	PS	ContSvs-Kennel
			\$3,650.00	PS	ContSvs-QrtrlyOp
			\$517.62	REC	Dog Park R&M
			\$4,261.62		
58802	John Howland Photography	\$250.00		REC	ContSvs-Photographer
58803	Juliette's Manor	\$3,450.00		ADM	Staff housing/interim CAO
58804	Klondike Office Systems	\$333.96	\$107.82	ADM	ContSv-Ccount
			\$74.17	ADM	ContSv-Ccount
			\$151.97	ADM	ContSv-Ccount
			\$333.96		
58805	Klondike Printing	\$1,606.50		REC	ContSvs-PrintSvs
58806	Klondike Valley Nursery	\$5,664.75		REC	ContSvs-Landscaping
58807	Lawson Lundell LLP	\$4,837.67		ADM	ProFees-Legal
58808	Lifesaving Society	\$370.00		REC	Annual Dues
58809	Makoto Shori Ryu	\$2,633.11		REC	ContSvs-Instr
58810	Manitoulin Transport	\$44.64		PW	Freight
58811	Mayes Enterprises	\$214.43		PW	ContSvs-Repairs
58812	Nordique Fire Protection	\$7,036.21	\$5,744.29	PS	OpSupp
			\$1,291.92	PS	Gear
			\$7,036.21		
58813	North 60 Petro	\$701.66		PW	Emerg. Fuel fill PwrOut
58814	Northern Superior Mechanical	\$1,332.61	\$134.07	ADM	IT-OpSupp
			\$222.35	PS	VehR&M
			\$423.29	PW	HvyEquipR&M
			\$57.81	REC	OpSupp-Arena
			\$211.69	PW	VehR&M
			\$283.40	PW	NonCapEquip
			\$1,332.61		
58815	Norton Rose Fulbright	\$1,069.43		PL&D	ProFees-Legal
58816	ORO Enterprises Ltd	\$77,193.30		PW	ContSvs-DivCtre
58817	Queer Yukon Society	\$2,050.00		REC	Community Grant
58818	Richard, Marc	\$1,428.32		PW	EducTrng
58819	Smyth, Bernadette	\$26.25		ADM	RefundCC
58820	Spectrum Security - Sound Ltd.	\$220.47		PW	AlarmMonitor
58821	Superior Propane Inc	\$892.93	\$704.98	REC	Fuel-Arena
			\$187.95	REC	Tank Rental
			\$892.93		
58822	Derek McNiece Promotions	\$803.50		PS	PromoGifts
58823	Tenaquip Ltd.	\$928.31		PW	OpSupp
58824	Total North Communications Ltd	\$567.00		ADM	IT PhoneSys
58825	Tsunami Solutions Ltd.	\$170.10		PW	SafetyLine
58826	Zarowny, Michael	\$1,728.32		PW	Training Travel

The City of Dawson
Cheque Run 23-02
1/27/2023

Cheque Number	Vendor Name	Cheque Amount	Detail	Dept	Description
cheque	# 58827 to 58849		\$25,829.82	ADM	RRSP PP01-02
58850	Grumpy Schnitzel	\$472.50		REC	SpcEvtPromoHkyTour
58851	AFD Petroleum Ltd	\$41,703.38	\$3,818.72	ADM	BldgFuel
			\$1,636.62	PS	BldgFuel
			\$582.86	PW	BldgFuel-RockCrk
			\$292.71	ADM	BldgFuel-FC Res
			\$1,055.45	ADM	BldFuel-CAO
			\$18,646.53	PW	BldgFuel-WTP
			\$1,250.14	REC	BldgFuel-Wf1
			\$423.01	REC	BldFuel-Wf2
			\$7,397.95	REC	BldgFuel-Arena
			\$2,361.31	PW	PW BldgFuel-Garage
			\$791.62	PW	BldgFuel-WoodShp
			\$3,446.46	ALL	VehFuel
			\$41,703.38		
58852	Air North Partnership	\$107.55		PW	Freight
58853	Annabelle's Noodle House	\$310.50		ADM	SpcEvtPromo
58854	Arcrite Northern Ltd.	\$1,820.53		PS	Contract Holdback
58855	Arctic Inland Resources Ltd.	\$1,308.24	\$64.13	PW	BldgR&M
			\$1,244.11	ADM	BldgR&M
			\$1,308.24		
58856	Arctic Star Printing Inc.	\$691.95		ADM	OpSupp-PO Bks
58857	Assoc. of Yukon Communities	\$42.50		ADM	IMBL charge
58858	Bonanza Klondike Inc.	\$671.86	\$60.00	PW	OpSupp-Propane
			\$611.86	REC	Propane
			\$671.86		
58859	Bonanza Market	\$206.61	\$180.65	REC	ProgSupp
			\$25.96	ADM	OffSupp
			\$206.61		
58860	Brennan Industries	\$1,369.32		PW	OpSupp
58861	Chief Isaac Incorporated	\$152.25		PW	SafetyLine Dec
58862	Colliers Project Leaders Inc.	\$1,462.13		ADM	CBC Resto
58863	Cotter Enterprises	\$11,119.50	\$6,205.50	CABLE	ContSvs Nov
			\$4,914.00	CABLE	ContSvs Dec
			\$11,119.50		
58864	VOID				
58865	Dawson City General Store	\$143.75	\$53.07	ADM	OffSupp
			\$90.68	REC	ProgSupp
			\$143.75		
58866	Dawson Curling Club	\$1,561.00		ADM	DCCurlingClb SpecEv
58867	Dawson Firefighters Association	\$12,655.00	\$6,680.00	PS	DCFireFAssoc 4thQtr
			\$5,975.00	PS	DCFireFAssoc 4thQtr
			\$12,655.00		
58868	Dawson Hardware Ltd.	\$2,082.20	\$34.01	REC	CelebrateLites
			\$330.32	ADM	OffSupp
			\$348.05	PW	OpSupp
			\$128.25	REC	BldgR&M
			\$33.51	REC	OpSupp-Arena
			\$53.82	ADM	BldgR&M
			\$124.65	PW	JaniSupp
			\$108.38	PW	NonCapEquip
			\$571.17	ADM	CAO Res BldgR&M
			\$62.43	REC	OpSupp

The City of Dawson
Cheque Run 23-02
1/27/2023

Cheque Number	Vendor Name	Cheque Amount	Detail	Dept	Description
	Dawson Hardware Ltd.		\$32.07	PW	BldgR&M
			\$113.37	REC	SafetySupp
			\$22.67	PW	SafetySupp
			\$119.50	REC	OpSupp-Garden
			\$2,082.20		
58869	Dawson Ski Association	\$3,000.00		REC	Recreation Grant
58870	Eldorado Hotel	\$991.03	\$898.80	REC	Accommodations-YLInstruct
			\$92.23	PS	Meals
			\$991.03		
58871	Grenon Enterprises Ltd.	\$11,710.14	\$157.50	PW	ContSvs-Ppotty-RecCtre
			\$2,787.75	PW	ContSvsJan1-7
			\$4,457.25	PW	ContSvsJan8-14
			\$3,887.64	PW	ContSvsDe25-31
			\$420.00	PW	ContSvsDe18-24
			\$11,710.14		
58872	Humane Society Dawson	\$1,400.00		REC	Recreation Grant
58873	Infosat Communications	\$89.96		PS	SatPhone
58874	Jacobs Industries Ltd	\$585.90		PW	OpSupp
58875	Juliette's Manor	\$5,000.00		ADM	Staff Housing (chq replacements)
58876	Northwestel Inc.	\$5,481.56		ALL`	Phone Jan
58877	Novuscom LP	\$2,625.00		CABLE	OpSupp
58878	Pacific Northwest Moving	\$3,965.47	\$563.75	REC	Freight
			\$1,599.61	PS	Freight
			\$1,233.66	PW	Freight
			\$568.45	ADM	Freight
			\$3,965.47		
58879	A Ray of Sunshine	\$75.35		REC	OpSupp
58880	Rennie, Stuart JD	\$2,756.25		ADM	ProFees-Records Mgt
58881	Stokes International	\$336.37		PS	OpSupp
58882	Superior Propane Inc	\$413.40		REC	Fuel
58883	Pasloski, Erin	\$453.57		REC	Reimburse-PickleBall
58884	Territorial Treasurer	\$1.05		REC	Lease 2848-20-116B03
58885	Tetra Tech Canada Inc.	\$914.33		PW	ContSvs
58886	Yukon Energy Corporation	\$25,423.47	\$3,069.54	PW	Lites Jan11
			\$22,353.93	ALL	YKN NRGY Main ALL Electricity
			\$38,556.28	CABLE	YKN NRGY 12919 CABLE PoleRent
			\$63,979.75		
58888	Dawson City Arts Society	\$3,000.00		REC	Recreation Grant
58889	ORO Enterprises Ltd	\$99,496.36		PW	ContSvs-DivCtre
58890	Schewfelt, Dennis	\$13,092.70		ADM	contracted services
Jan 3	Canada Life	\$17,341.99		various	Jan employee benefits
Jan 3	Roynat Leases	\$448.35		various	Photocopier leases
Jan 6	Payroll	\$136,105.85		ALL	PP#1
Jan 17	Visa	\$21,303.90		various	see Council Feb 1
Jan 20	CCSA	\$7,854.11		CABLE	monthly cable charge
Jan 20	Payroll	\$127,411.32		ALL	PP#2
Jan 25	Wells Fargo Lease	\$261.45		ADM	Photocopier lease
Jan 25	Dayforce	\$393.75		ALL	IT - payroll/training
Jan 26	CIBC-RRSP	\$730.80		ADM	RRSP PP01-02
Jan 31	Refund of Dawson Creek Paymts	\$227.41		ADM	1 Deposit in error
Jan 31	Bank charges	\$236.49		ADM	Bank chgs

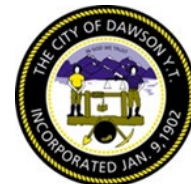
The City of Dawson
Cheque Run 23-03
2/10/2023

Cheque Number	Vendor Name	Cheque Amount	Detail	Dept	Description
58891	Northern Environmental Systems	\$117,112.10		PW	NewGarbageTrk
58892	Tangerine Technologies	\$4,474.05		ADM	ContSvs-IT
58893	Advance North Mechanical	\$1,833.91		PW	VehR&M
58894	AFD Petroleum Ltd	\$22,682.86	\$12,729.47	REC	BldFuel-Arena
			\$7,930.63	PW	BldFuelWTP
			\$605.56	ADM	BldFuel CAORes
			\$390.14	PW	BldFuel-NEW RecycleCtr
			\$1,027.06	PW	BldFuel-Garage
			\$22,682.86		
58895	Air North Partnership	\$265.28		PW	Freight
58896	Arctic Inland Resources Ltd.	\$677.15	\$244.63	PW	OpSupp
			\$432.52	ADM	CAOhseR&M
			\$677.15		
58897	Arctic Star Printing Inc.	\$195.30		ADM	ChqReplace-Ballots
58898	Arctech Circle Welding Services	\$8,085.00		PW	SpcPrjs-AirCurtain
58899	BHB Mini Storage	\$105.00		ADM	ArchiveStorage
58900	Bonanza Market	\$224.67	\$190.37	REC	ProgSupp
			\$15.08	ADM	OffSupp
			\$19.22	ADM	supplies
			\$224.67		
58901	Brenntag Canada Inc.	\$3,397.25		PW	Chemicals
58902	Buckbrush Contracting & Expediting	\$3,956.23		REC	ContSvs-ArenaR&M
58903	Bureau Veritas	\$276.21		PW	ContSvs
58904	Capital H2O Systems Inc.	\$5,183.75		PW	OpSupp
58905	Chief Isaac Incorporated	\$152.25		PW	SafetyLine Jan
58906	Chief Isaac Mechanical	\$370.23		PW	VehR&M
58907	Chilkoot Geological Engineers Ltd.	\$4,501.88		REC	ProFeesEng-ArenaSurvey
58908	Iconix Waterworks LP	\$226.15		REC	SoccerFieldR&M
58909	Cotter Enterprises	\$3,979.50		CABLE	ContSvs-Jan
58910	VOID				
58911	Dawson City General Store	\$283.87	\$36.99	ADM	OffSupp
			\$246.88	REC	ProgSupp
			\$283.87		
58912	Dawson Hardware Ltd.	\$1,190.97	\$56.52	REC	OpSupp
			\$121.76	ADM	CAOhsR&M
			\$302.46	PW	JaniSupp
			\$152.09	PW	NonCapEquip
			\$80.62	PW	OpSupp
			\$218.38	PW	BldgR&M
			\$111.69	REC	BldgR&M-Arena
			\$38.28	ADM	BldgR&M
			\$36.45	PS	OpSupp
			\$72.72	REC	BldgR&M
			\$1,190.97		
58913	Dominion Station	\$18.89		REC	VehR&M
58914	Emco Corporation	\$2,047.07	\$1,171.44	REC	BldR&M
			\$875.63	ADM	BldR&M
			\$2,047.07		

The City of Dawson
Cheque Run 23-03
2/10/2023

Cheque Number	Vendor Name	Cheque Amount	Detail	Dept	Description
58915	Fine Tuned Heavy Equipment Inc.	\$1,363.35		PW	HvyEqR&M
58916	Gold Rush Inn	\$793.80		PS	Accommodations
58917	Graf Enviro Services Inc.	\$17,787.00	\$10,647.00	PW	RecCtre-SeacanRent
			\$7,140.00	PW	BinRentals
			\$17,787.00		
58918	Grenon Enterprises Ltd.	\$9,984.98		PW	ResiWtrDelivery
58919	Klondike Office Systems	\$174.27		ADM	ContSvs-CopyCt
58920	Lawson Lundell LLP	\$700.08		ADM	ProFees-Legal
58921	MacAdam, Cara	\$800.00		REC	REC Grant
58922	Manitoulin Transport	\$1,616.00	\$1,175.68	PW	Freight
			\$44.64	ADM	Freight
			\$395.68	REC	Freight
			\$1,616.00		
58923	Nordique Fire Protection	\$2,240.91	\$1,232.70	PS	OpSupp
			\$1,008.21	PS	ContSvs
			\$2,240.91		
58924	Northern Superior Mechanical	\$366.68	\$303.74	REC	OpSupp
			\$39.02	PW	VehR&M
			\$23.92	REC	EquipR&M
			\$366.68		
58925	Smith Cameron Pump Solutions Ltd.	\$38,808.00		PW	OpSupp
58926	Superior Propane Inc	\$790.20		REC	Propane
58927	Tenaquip Ltd.	\$808.20		PW	JaniSupp
58928	Territorial Treasurer	\$155.40		REC	YG Lease 2848-100740
58929	Todesco, Rebecca	\$240.00		REC	Instructor
58930	Total North Communications Ltd	\$4,639.01	\$4,072.01	PS	OpSupp
			\$567.00	ADM	ContSvs-Phone
			\$4,639.01		
58931	Tr'ond�k Hw�ch'in	\$300.00		ADM	OpSupp-Flags
58932	Tsunami Solutions Ltd. dba SafetyLine	\$170.10		PW	SafetyLine
58933	Uline Canada Corporation	\$2,989.88	\$252.21	PW	OpSupp
			\$786.45	PW	SafetySupp
			\$1,194.90	PW	NonCapEquip
			\$622.44	PW	JaniSupp
			\$1.58	PW	Freight
			\$132.30	ADM	OffSupp
			\$2,989.88		
58934	Univerus Software Canada	\$217.26		ADM	ContSvs-ITSupp
58935	White's Lawn & Snow Care	\$320.00		PS	ContSvs-BrdwalkMaint
58936	WSP Canada Inc	\$493.50		PW	ContSvs NRGY Upgrades
58937	Yukon WCBHS	\$5,865.99		PS	FF's FirstQtrPrem
58938	Zarowny, Capri	\$280.00		ADM	Recycling Floats
58939	Tintina Heavy Repair	\$536.03		PW	ChqReplace-Inv 2201-VehR&M

Report to Council



☒ For Council Decision ☐ For Council Direction ☐ For Council Information

☐ In Camera

AGENDA ITEM:	Victory Garden – Fence & Path Replacement Contract Award	
PREPARED BY:	Paul Robitaille, Parks and Recreation Manager	ATTACHMENTS: <ul style="list-style-type: none">• <i>Victory Garden – Fence & Path Replacement</i>• Schedule A: Terms of Reference• Appendix B: Victory Garden Design
DATE:	February 23, 2023	
RELEVANT BYLAWS / POLICY / LEGISLATION:	<ul style="list-style-type: none">• Procurement Policy #2021-03	

RECOMMENDATION

That council award Sunnydale Landscaping the Victory Garden Fence and Path Replacement contract as per their submitted bid.

ISSUE / PURPOSE

To award the Victory Garden Fence and Path Replacement to the recommended bidder, Sunnydale Landscaping.

BACKGROUND SUMMARY

Victory Garden is a Municipal Historic Site (Bylaw #13-07) and a key greenspace in the historic and downtown core of Dawson City. In recent years, the state of this space has become unkempt and unsightly.

In 2018-19, City of Dawson Parks and Recreation department undertook collaborative efforts, along with the Royal Canadian Legion, Dawson City Museum, Yukon Government, and a local landscape architect to develop a plan to revamp the site. This project proposed to improve the cenotaph area and address the issues around the centrepiece fence and paths. In 2019, the Royal Canadian Legion undertook the work to improve the cenotaph area, but the centrepiece fence and paths were never addressed.

To implement the proposed improvements to the path and fence, and as a result of the designation of this property as a Municipal Historic Site, administration applied for a Historic Resources Permit (#22-029), which was approved by council (C 22-19-12). This gave direction to administration the tendering process described in the *Analysis/Discussion* section below.

The tendering process, and contract award were discussed at Committee of the Whole (CW23-03) with the direction to forward to council for decision.

ANALYSIS / DISCUSSION

With the approval of the 2022-2024 Capital Project Plan, Council gave direction to administration to initiate projects within that document. Based on this direction, as well as the approval of Historic Resource Permit #22-029, administration issued a Request for Quotations (RFQ) on November 15, 2022, which closed January 16, 2023.

This scope of work can be seen in the attachments to this RFD (Victory Garden – Fence & Path Replacement Schedule A: Terms of Reference). Only one bid was received for this tender, from Sunnydale Landscaping. Their bid meets the criteria of our RFQ. Additionally, prior involvement from this contractor in projects on behalf of the City of Dawson gives us great confidence in their ability to fulfill a successful project.

However, Sunnydale Landscaping's proposed quote is \$9,500 above the budgeted amount approved in the 2022-2024 Capital Project Plan of \$30,000 for this project. Furthermore, funding for this project was dependent on outside funding. Based on delayed implementation of certain capital projects, finding funding for certain projects which we expected to fund through Recreation Reserves, and the opportunity to initiate this one immediately, we propose funding this project from Recreation Reserves (\$30,000) and Downtown 2022 Revitalization Funds (\$9,500). We believe this will not affect our ability to complete our other capital priorities, and plan to adjust our proposed spending for Parks and Recreation in the 2023-2025 Capital Project Plan to reflect any changes made.

As such we recommend that council support our recommendation to award Sunnydale Landscaping the contract for this project and fund this project using Recreation Reserves (\$30,000) and 2022 Downtown Revitalization Funds (\$9,500).

APPROVAL		
NAME:	David Henderson	SIGNATURE:
DATE:	Feb 23, 2023	



City of Dawson

Victory Garden Fence and Path Replacement

Schedule A: Terms of Reference

Scope of Work:

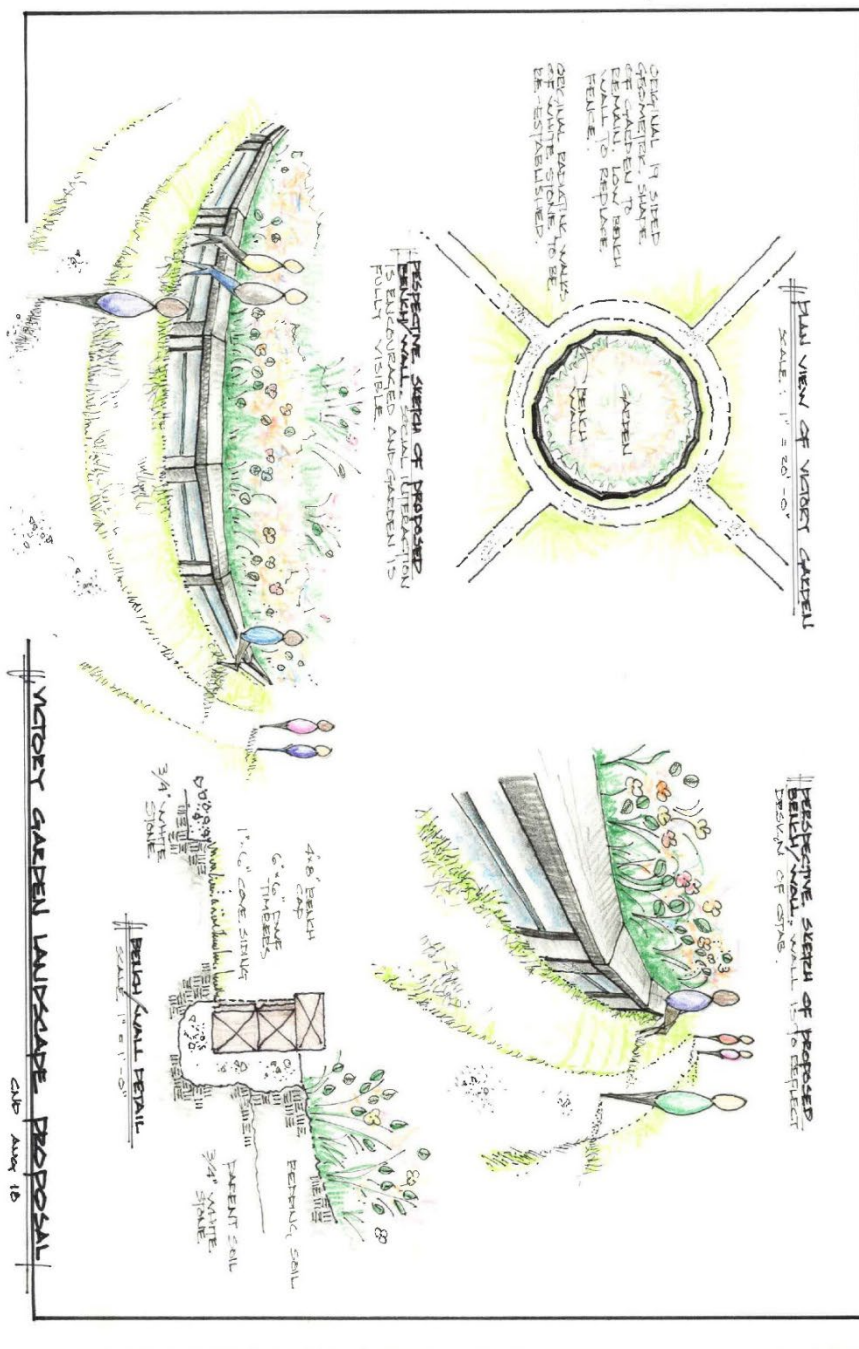
The City of Dawson is looking to reinvigorate Victory Garden by replacing the existing fence at retaining wall/bench, installing irrigation to the central garden, re-establishing the four corner walking paths to the central garden.

The general duties and responsibilities of the Contractor will include:

1. Removal of Existing Fence
2. Construction of twelve inch (12") high, nineteen (19)-sided retaining wall in place of fence with four inch (4") cap on wall to create a sixteen inch (16") bench seat on perimeter of garden.
3. Raise garden bed to height of wall to display flowers in all directions, including the preservation and protection of all these plants during this process.
4. Re-establishment of white walking stone paths around and to the corners of the properties. Path is suggested at three feet (3') wide. Each corner path is approximately 120' to the central garden, with circular path around garden at approximately 150' in circumference.
5. Installation of singular, irrigation-style water line with hose bib connection on from Mission St manhole to centre garden, following white walking stone path from Mission St, near McDonald Lodge Entrance. Distance of approximately one hundred and fifty feet (150').
6. Planting and initial maintenance of grass in areas disturbed during landscaping project.
7. Correspond and work with City of Dawson Parks and Recreation department to ensure project is meeting targets and goals of plan, adhering to historic values of site.
8. All work shall be undertaken in accordance to the requirements of the National Building Code of Canada 2015 as well as in accordance to the CSA, Canadian Electrical Code, Part 1, 2018 (24th edition) as well as to the requirements of the local Electrical Inspection Department.
9. Workmanship throughout shall correspond to the standards of best practice and all labour employed must be competent to do the work required. All unskilled labour shall be strictly supervised to ensure the proper carrying out of each operation. All tradesmen employed by the Contractor shall be properly licensed journeymen and apprentices, qualified to do the work.
10. Include the furnishing of all labour, material, tools and equipment required to complete the work specified herein.

11. Contractor shall allow for and include any inspection fees and or charges required through the Yukon Government Building Safety Department. A development permit has already been secured for this project, and will be provided to the contractor.
12. Before the work is set to commence, the contractor will visit the site and examine the local conditions, availability of space, existing layout of space.
13. Contractor shall include and be responsible for the proper removal and disposal of existing fence and any other material during project.
14. The contractor shall coordinate with City of Dawson's Parks and Recreation staff to coordinate and schedule the work.
15. Furnish to the City a written guarantee covering all materials for a period of one year from the date of delivery. This guarantee shall entail the repair or replacement of all materials installed without charge to the City, except where such repair or replacement was caused by improper use or lack of maintenance on the part of the Owner.
16. All other consumable materials required to complete the project shall be included for in this contract. This is to include the hire of a lift or scaffolding needed to access the luminaires.
17. Contractors shall barricade the daily area of construction with the use of safety cones and/or marker ribbon located on the perimeter of the affected daily work area.

Appendix B: Victory Garden Design



*Should this document be illegible, please let us know and we'll email it out separately.

Report to Council



☒ For Council Decision ☐ For Council Direction ☐ For Council Information

SUBJECT:	Community and Recreation Grants	
PREPARED BY:	Paul Robitaille, Parks and Recreation Manager	ATTACHMENTS:
DATE:	February 6 th , 2023	
RELEVANT BYLAWS / POLICY / LEGISLATION: Community Grant Policy #16-01, Recreation Grants Policy 2017-06		

RECOMMENDATION

THAT Council approve the Community Grants, as recommended by the Community Grant Committee in the amount of \$16,500 and Council approve the Level 2 Recreation Grants, as recommended by the Recreation Board in the amount of \$10,000.

BACKGROUND SUMMARY

\$40,000.00 is budgeted for Community Grants to be dispersed over the three intakes. The City of Dawson received nine applications for Community Grants in the January intake. If council approves the Community Grants as recommended by the Community Grant Committee in the amount of \$16,500.00, there will be \$23,500.00 remaining.

The Recreation Board dispenses two levels of funding under the Recreation Fund Program which is funded by Lotteries Yukon. Level 1 is intended for individuals or small groups. Level 2 is for community groups. \$43,051.00 was budgeted for this year. \$10,000.00 was committed in this January intake. If council approves the Level 2 Recreation Grants as recommended by the Recreation Board in the amount of \$10,000.00, there will be \$33,051.00 remaining for this fiscal.

ANALYSIS / DISCUSSION

The evaluation criteria for Community Grants applications is as follows:

- Provide a lasting infrastructure legacy to the community;
- Demonstrate significant volunteer involvement;
- Generate significant local spending and economic impact;
- Maintain open public access to the event or project
- Demonstrate partnership with other levels of government and community groups;
- Show large event attendance and local involvement;
- Have limited access to alternative funding sources;
- Generate awareness of City of Dawson;
- Create a sustainable public and social benefit;
- Involve youth and seniors
- and the *Recreation Grants Policy* establish the criteria


The evaluation criteria for Recreation Grants is as follows:

- Public benefit (number of participants, large target audience)
- Reduction of barriers (such as low fees, accessibility, reduce social & cultural barriers, location)
- Building capacity (leadership development, instructor training, activity promotion or infrastructure improvement)

- Application (complete, alternative funding sources, partnerships)

Based on the evaluation criteria established in the *Community Grants Policy* and the *Recreation Grants Policy* the respective committees make the following recommendations to Council for approval:

Organization	Project	Requested	Community Grants	Recreation Fund	Conditions
Klondike Visitors Association	Summer Concert Series 2023	\$3000.00	\$3000.00		
Dawson City Minor Soccer	2023 Season Wages	\$3000.00	\$3000.00		
Klondike Visitors Association	Thaw di Gras 2023	\$3000.00	\$2000.00	\$1000.00	
Dawson City Arts Society	2024 Film Fest	\$500.00	\$500.00		*For 2024 federal funding submission
Drag Me North	Drag Me North Show	\$3000.00	\$3000.00		
Klondike Institute of Arts and Culture	Yukon Riverside Arts Festival Demonstration Tent	\$4000.00	\$3000.00	\$1000.00	
Dawson City Muay Thai	Equipment	\$2000.00		\$2000.00	
Child Development Centre	Dance, Drop and Roll	\$3000.00	\$2000.00	\$1000.00	
City of Dawson Parks and Recreation Department	Yukon Girls Hockey Jamboree 2023	\$5000.00		\$5000.00	

APPROVAL		
NAME:	David Henderson (CAO)	SIGNATURE: 
DATE:	Feb 23, 2023	

Report to Council

☒ For Council Decision ☐ For Council Direction ☐ For Council Information



AGENDA ITEM:	Federation of Canadian Municipalities (FCM) Annual Conference and Tradeshow	
PREPARED BY:	David Henderson, CAO	ATTACHMENTS:
DATE:	February 23, 2023	
RELEVANT BYLAWS / POLICY / LEGISLATION:	Council Remuneration Bylaw #2021-10 Travel Policy #08-01 Councillor Convention Attendance Policy #14-06	

RECOMMENDATIONS

That Council approve travel for the attending councillors, to attend the Federation of Canadian Municipalities (FCM) Annual Conference and Trade Show 2023 in Toronto, Canada, including reimbursement of expenses as per the Travel Policy.

That Council approve travel for the CAO to attend the Federation of Canadian Municipalities (FCM) Annual Conference and Trade Show 2023 in Toronto, Canada including reimbursement of expenses as per the Travel Policy.

That Council approve additional honorarium payments to the Mayor, as per Section 6.01 and 7.01 of the Council Remuneration Bylaw #2021-10, to attend the FCM being held in Toronto, Canada May 25th -28th, 2023.

ISSUE / PURPOSE

Councillor Convention and Attendance Policy #14-06 allows for all council members to attend one FCM Annual Conference during each term of office. Travel Policy #08-01 provides for Council and CAO to travel outside the Yukon if the approving authority has ensured that the trip has been budgeted for. Council Remuneration Bylaw #2021-10 section 6.01 requires prior approval by Council for additional honorarium payments for training and meetings.

BACKGROUND SUMMARY

Section 2 of the *Councillor Convention Attendance Policy* states:

All members of Council are hereby approved to attend one (1) Federation of Canadian Municipalities (FCM) Annual Convention during each term of office. Each member of Council wishing to attend the FCM annual convention shall notify the Chief Administrative Officer no later than March 15th of the Calendar year in which the conference will be held.

To date, no member of Council has attended an FCM convention during the current term. Mayor Kendrick and Councillor Somerville will attend the 2023 FCM Annual Conference & Trade Show.

Section 4 of the *Travel Policy* states:

*For CAO travel outside the Yukon, all travel must be approved by Council resolution.
For Mayor & Council travel outside the Yukon all travel must be approved by Council Resolution*


Section 6.01 of the *Council Remuneration Bylaw* states:

“In addition to the annual remuneration provided pursuant to this bylaw, a member of council may be paid a per diem for each day the member of council is engaged in representing the City at any training session, event or meeting where such representation has been approved in advance by council resolution. The per diem shall be prorated as follows:”

Representation	Entitlement	Amount
More than 4 hours	Full-Day	\$200.00
4 hours or less	½ Day	\$150.00

Section 7.01 states:

“Prior approval of council is required for funding or reimbursement of expenses incurred in conjunction with the travel of any member of council outside the City of Dawson.”

APPROVAL		
NAME:	David Henderson, CAO	SIGNATURE: 
DATE:	2023-02-23	

Report to Council



☒ For Council Decision ☐ For Council Direction ☒ For Council Information

☐ In Camera

AGENDA ITEM:	CBC Project Phase 1 60% Drawings Review	
PREPARED BY:	Asset & Project Manager	ATTACHMENTS: <ul style="list-style-type: none">• 60% architectural drawings• 60% civil drawings• 60% electrical and mechanical drawings• 60% building envelop drawings
DATE:	February 20, 2023	
RELEVANT BYLAWS / POLICY / LEGISLATION:		

RECOMMENDATION

Administration respectfully recommends moving forward with the 60% drawings; with planned 100% completion for March 31st.

ISSUE / PURPOSE

To review and comment on the 60% drawings for the phase 1 restoration of the CBC Bank. To streamline the project schedule, a tender will be released as soon as the 100% drawings are finalized with Council approval.

BACKGROUND SUMMARY

On November 16th, 2022 – CW22-14-06. The committee of the Whole put forward the following recommendation:

“That Committee of the Whole accepts a project update and recommends the restoration of the Canadian Bank of Commerce building proceed as recommended (phase by phase design and construction).”

Administration has been working with architects, building science specialists, mechanical, electrical, and civil engineers to put forward the following 60% drawings for council review.

ANALYSIS / DISCUSSION


The primary focus for the first phase of restoration is as follows: install flood mitigation infrastructure, build the north elevation extension, insulate the basement walls, install electrical infrastructure, build window mock-ups for the HAC and Council review, determine building heat and electrical loads, install necessary infrastructure for structural code compliancy in the basement and extension.

Phase 1 project timeline:

- March 31st – completion of the 100% construction drawing set, tendering to follow.
- April to June – Release tender, accept bid and sign contract.
- July 1st – construction begins.
- September 30th – Phase 1 construction ends.

CBC restoration project phase 2 design will begin following the completion of the phase 1 drawings.

APPROVAL

NAME:	David Henderson (CAO)	SIGNATURE: 
DATE:	Feb 23, 2023	



Chris Gower
ARCHITECT
Urban Design Planner

MAIBC FRAIC LEED^{ap} MCIP RPP
1210 Monterey Ave.,
Oak Bay, Victoria B.C.
V8S-4V5 778 922-9979
chrisgower@shaw.ca



John Keay
Heritage consultant

Notes

ISSUES & REVISIONS

No.	Date	Description

01 Feb 22 2023 Preliminary - 60% review drawing set DRAFT

Use of these drawings is limited to that identified in the issued revision information. Do not construct from these unless marked "Issued for Construction". All drawings, plans, models, designs, specifications and other documents prepared by Chris Gower, Arch. and used in connection with this project, remain the property of Chris Gower, Arch., whether the work is executed or not. Chris Gower, Arch. reserves the copyright in them and in the work executed from them. These drawings or others may not be reproduced or used in part or in whole, without the expressed and written consent of Chris Gower, Arch.

Project Title
CANADIAN BANK OF COMMERCE NHS
Renovations & Restoration
LOT 1024, FRONT STREET
DAWSON CITY, YUKON

Drawing Title

Scale

Date Feb 22 2023

Drawn by

Proj. No. 2022- 12

A 0.00

DRAWING INDEXES:

ARCHITECTURAL

Chris Gower, Architect

- A0.0 Cover Sheet
- A1.0 Site Plan
- A2.0 As found Plans
- A3.0 Basement Floor Plan
- A4.0 Main Floor Plan
- A5.0 Upper Floor Plan
- A6.0 Attic Plan
- A7.0 Elevations
- A8.0 Elevations
- A9.0 Building Sections
- A10.0 Stair Sections
- A11.0 Details

BUILDING ENVELOPE

RDH Building Science

- B1.0 Basement Floor Plan
- Stair Bay & Details

STRUCTURAL / CIVIL

N.A.Jacobsen, P.Eng.

Civil Engineering Consultant
White Horse, Yukon

- S1.0 Details
- S2.0 Details
- S3.0 Details
- S4.0 Details

MECHANICAL

Jeffrey Pike - P Eng

- M1.0 Basement Mechanical Plan
- M2.0 Details

ELECTRICAL

Ross Dorward, RSE, B.Sc, FEC, P.Eng.
Dorward Engineering Services Ltd.

- E1.0 Site Plan
- E2.0 Basement Floor Plan
- E3.0 Details

60% DRAWING SET (DRAFT)

FOR REVIEW ONLY - NOT FOR CONSTRUCTION

(Code Equivalency - preliminary outline - note: most Code compliance work anticipated in Phase 2)

1. Fire Separations between major occupancies: 2 hr, 1 hr provided sprinklered.
2. Fire Separations between major occupancies: 1 hr, 30 min provided sprinklered.
3. Fire Resistant Ratings - 3.1.7.1 (1) Article 9.10.3.1.
4. Rating of Supporting Construction - 3.1.7.5-Article 9.10.8.3.
6. Continuity of Fire Separations - Sentence 3.1.8.3 (1) Sentence 3.1.8.3 (2) Article 9.10.9.2
13. Smoke Alarms 3.2.4.20 (7) - Sentence 9.10.19.4 (1) / Smoke Alarms connected to an alarm circuit.
15. Separation of Suites - Articles 3.3.1.1; 9.10.9.13; 9.10.9.14 / 45 minute or 1 hour, existing 30 minute acceptable w sprinkling.
16. Corridor Fire Separation - Articles 3.3.1.4; 9.10.9.15 - public corridors fire separation at least 45 minute, 30 min if existing, sprinklered.
17. Corridor Width - minimum 1100mm 1 hr fire rating in direction of exit travel.
19. Stairs, Ramps, Handrails and Guards - Articles 3.3.1.14; 3.3.1.16, 3.3.3.11.8; 3.4.6.5 to 3.4.6.79.
22. Exits - Article 3.4.2.1. no fewer than 2 exits / may be served by single exit if (b) Sprinklered;
all floor areas protected by system of smoke detectors connected to a fire alarm system.
23. Reduction of Exit Width - 3.4.3.2 (2) egress doors shall not reduce the width of exit stairs to less than 750mm
24. Fire Separation of Exit - fire resistant ratings not less than required by Subsection 3.2.2 not less than 45 min.
25. Exits through lobbies - 3.4.4.2 rooms adjacent to lobby - required fire separation / unless sprinklered & with smoke detectors.
26. Rooms opening into Exit - sentence 3.4.4.4 (7) service rooms not permitted to open directly into an exit / unless sprinklered & with weather stripping.
27. Location of Exit Signs - Sentences 3.6.1(3) and (4) exit signs to be illuminated while building is occupied.
28. Clearance from Exit Doors - stair risers shall not be closer than 300 mm from exit door.
33. Vertical Service Space - to be separated from adjacent floor by rated fire separation
34. Washroom Requirements - Subsection 3.7.2. (as below)
35. Access for Persons with Disabilities - Section 8.8 of Division B, Article 3.8.4.5 shall apply to existing buildings.
36. Seismic Anchorage of Exterior Decorative Elements - Section 4.1.8
(a) provide adequate means of protection (b) there is no exposure to the public.
37. Mechanical and Plumbing Systems Part 6 and Part 7

2.1.17 Occupant Load

- Space with non-fixed seats 0.75 M2 / person
- Floor area (excluding WCs & Elevator) 118.6 m2

= 158 persons

3.4.6.3 Maximum rise of Stair Flight
 - Maximum Vertical rise = 3.7 M
 - Floor to Floor = 4.367 M
 Thus Landing Required

3.4.6.11 Door Swing
- Door swing to 1st riser = 300mm

37. The Article and the Schedule shall read as follows:

Table 3.7.2.2.A. 3.7.2. Plumbing Facilities 3.7.2.1. Plumbing and Drainage Systems† 3.7.2.2. Water Closets

1) Except as permitted by Sentence (4), water closets shall be provided for each sex assuming that the occupant load is equally divided between males and females, unless the proportion of each sex expected in the building can be determined with reasonable accuracy. (See Note A-3.7.2.2.(1)).

2) If a single universal washroom is provided in accordance with the requirements of Section 3.8., the total number of persons in the building used to determine the number of water closets to be provided, is permitted to be reduced by 10 before applying Sentence (6), (7), (8), (12), (13) or (14).

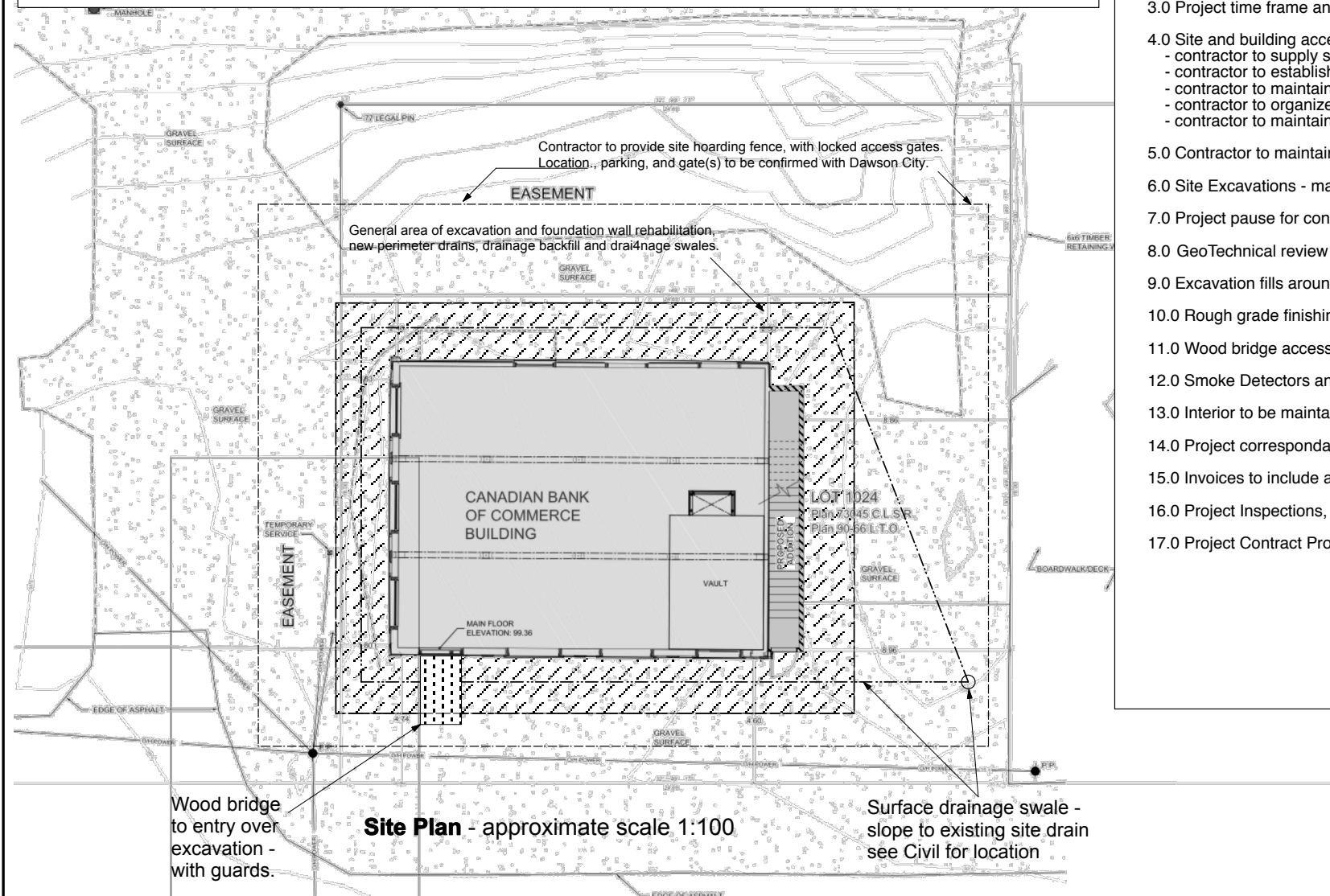
3) Except as permitted by Sentence (2), if only one universal washroom is provided in accordance with Section 3.8., the water closet in this room shall not be taken into consideration in determining the number of water closets required by this Article, unless a single water closet is permitted in accordance with Sentence (4).

4) Both sexes are permitted to be served by a single water closet if the occupant load in an occupancy required to be in Sentence (6), (10), (12), (13), (14) or (16) is not more than 10.

5) Urinals are permitted to be substituted for two thirds of the number of water closets required by this Article for males, except that if only 2 water closets are required for males, one urinal is permitted to be substituted for one of the water closets. 2018 British Columbia Building Code Review of Proposed Changes Page 9 of 54.

6) Except as permitted by Sentences (4), (7) and (8), the number of water closets required for assembly occupancies shall conform to Table 3.7.2.2.A. Table 3.7.2.2.A Water Closets for an Assembly Occupancy Forming Part of Sentence 3.7.2.2.(6)

Number of Persons of Each Sex	Minimum Number of Water Closets	Male	Female
1 - 25		1	1
26 - 50		1	2
51 - 75		2	3
76 - 100		2	4



Project Notes / General Conditions - Preliminary 60% Draft for Owner & Consultant Reviews

1.0 General Project Description - renovations and repairs of basement level up to grade & 1st floor, plus new stair bay;

- Excavation of building perimeter for placement of a new perimeter drain system;
- Excavation for a new added stair bay to the basement;
- Examination of existing lower floor wood frame, replacement of basement wall plywood sheathings and membrane;
- Consultants' reports and recommendations on maintenance and repairs to basement walls;
- Openings in basement walls for access to the new stair bay;
- Construction of new foundation slab, and basement walls for the new stair bay;
- Excavation of masonry base of removed bank vault, in preparation for:
 - later (NIC) addition of elevator base concrete slab in Phase 2;
- Excavation and placement of 6" sleeve to basement for: new sanitary drain from existing roadway drainline, Phase 2;
- Excavation and placement of new 6" sleeve to basement for: 4" water line from existing roadway, Phase 2;
- Provision for Phase 2 for water supply for Phase 2 sprinklering of the entire building.
- Excavation and placement of new subgrade electrical line from existing electrical lines to be stubbed to basement;
- Supply and placement of a new basement wall membrane for: existing walls and new stair bay walls;
- Supply and placement of new rigid insulation around all basement walls - see RDH, 6" rigid typical;
- Supply and placement of new drain mat panel system over new wall insulation for all basement walls;
- Supply and placement of new drain mat protection panels over new insulation around all stair bay walls;
- Supply and placement of new finished metal flashing closures at head of exterior work to all basement walls;
- Supply and placement of new drain rock on all sides of building - to rough grade level - see Civil;
- Placement of new surface drain swales to draw surface water away from building to storm drain;
- Construction of new mech/sump room, including cutting and forming a new concrete sump well in the basement;
- Supply and installation of new mechanical sump pump, including mechanical heating, ventilating, electrical;
- New bracing to basement wall interiors, new woodframe, plywood walls for basement mechanical rooms;
- New wood-framed temporary guard on main floor around removed vault opening;
- New wood-framed stairs from main floor to basement, and from main floor to upper floor, located in new Stair Bay;

2.0 Project Construction Contract, prepared for this project work, with project architect and consultants to be either:
(owner choice pending):
- CCDC 2 Stipulated Price Contract
- CCDC 3 Cost Plus Contract

3.0 Project time frame anticipated to be from approximately May 01 to July 31 2023 - dates to be confirmed by owner.

4.0 Site and building access - all to be available to the contractor, but with use of building interior only for construction;

- contractor to supply site hoarding fencing to maintain site & building security, free of public access, locked off hours;
- contractor to establish vehicle access gates as needed - and project trailer and WC port-a-potty as needed;
- contractor to maintain construction insurance, with copy of coverage to owner and consultants;
- contractor to organize site visits and project meetings with consultants and owner representative;
- contractor to maintain site phone, and office phone, e-mail address for communications.

5.0 Contractor to maintain Yukon WCB registration/ coverage - copied to Dawson City and consultants.

6.0 Site Excavations - materials to be stockpiled to location(s) on site as per Site Plan, confirmed by Owner.

7.0 Project pause for consultant site inspections, reports, instructions, before new plywood membrane, insulation, back fill.

8.0 GeoTechnical review of sub-grade conditions after excavation for the new Stair Bay - see Civil notes.

9.0 Excavation fills around building to be approved drainage rock and topping - per Civil & Mechanical requirements.

10.0 Rough grade finishing to be to similar levels as existing grades, with surrounding drainage swales as per Civil notes.

11.0 Wood bridge access to main building entry w guards to be maintained through-out & to remain after project conclusion.

12.0 Smoke Detectors and Fire Alarms as per Mechanical and Electrical Consultant requirements - generally in Phase 2.

13.0 Interior to be maintained for owner and consultant access throughout project - w excavation & backfill notifications.

14.0 Project correspondance and invoices as per CCDC 2 (or 3) Contract requirements (- one month or phased invoices?)

15.0 Invoices to include all taxes and charges - for consultants' reviews, with Holdbacks as per Yukon Lien Legislation.

16.0 Project Inspections, Consultant Instructions and Change Orders, completion reviews, as defined in CCDC Contract.

17.0 Project Contract Proposal Submission and / or Tender - by Owner Notice and Invitations - Likely after March 2023.

MAIBC FRAIC LEED_{ap} MCIP RPP

1210 Monterey Ave.,
Oak Bay, Victoria B.C.
V8S-4V5 778 922-9979
chrisgower@shaw.ca

ENVISIONS
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John Keay
Heritage consultant

Notes

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Project Title

**CANADIAN BANK OF
COMMERCE NHS**

Renovations & Restoration

**LOT 1024, FRONT STREET
DAWSON CITY, YUKON**

Drawing Title
SITE PLAN
Project Notes & General Conditions

Scale 1:100 metric

1.100 metric
2.100 metric

Date Feb. 22, 2023

Drawn by

Proj. No.	

A 1.0

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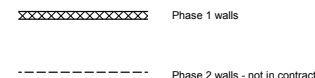
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Drawing Title
BASEMENT PLAN

Proj. No.	2022- 12
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60% DRAWING SET (DRAFT)

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BASEMENT FLOOR - PHASE 1 (& PHASE 2 NIC)

Shown for information - including future Phase 2 work

Existing Gross Floor Area: 150 m²

Proposed Stair Bay Addition: 15m2

Proposed Total Floor Area: 165m²



Chris Gower
ARCHITECT
Urban Design Planner

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Notes

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Project Title
**CANADIAN BANK OF
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Renovations & Restoration
LOT 1024, FRONT STREET
DAWSON CITY, YUKON

Drawing Title
MAIN FLOOR PLAN

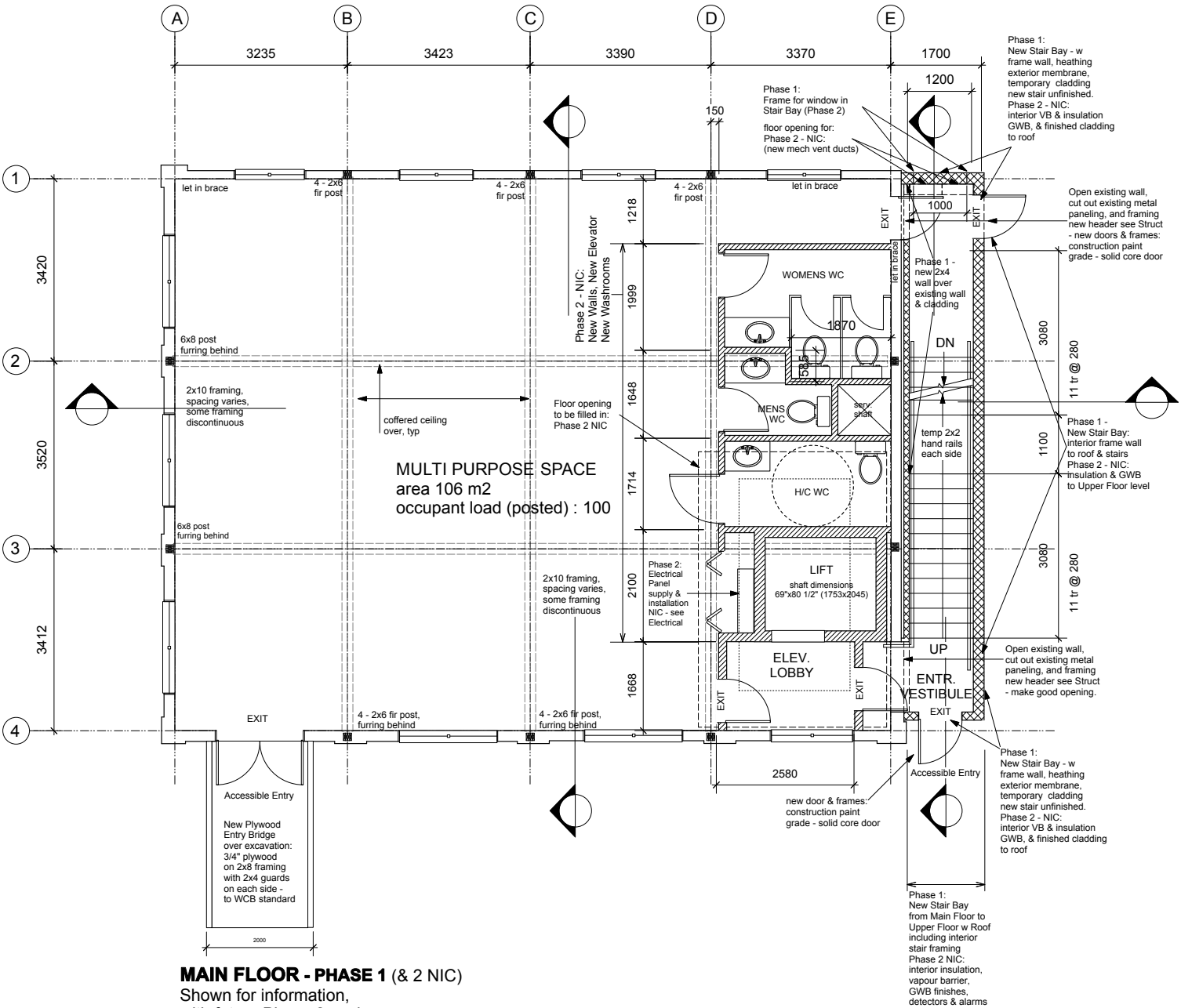
Scale
1:50 metric

Date
Feb. 22, 2023

Drawn by

Proj. No.
2022- 12

A 04



MAIN FLOOR - PHASE 1 (& 2 NIC)
Shown for information,
with future Phase 2 work
Note: Phase 1 includes the Stair Bay
Existing Gross Floor Area: 150 m2
Proposed Stair Bay Addition: 15m2
Proposed Total Floor Area: 165m2

Phase 1 walls
Phase 2 walls - not in contract

60% DRAWING SET (DRAFT)

NOTE: This floor plan is shown for Phase 2, for reference only.
Elevator shaft and adjacent washrooms shown for Phase 2 reference only.
Stair Bay below is in Phase 1 contract - with canopy roof cover in Phase 1.

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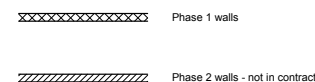
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Project Title
**CANADIAN BANK OF
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Renovations & Restoration
LOT 1024, FRONT STREET
DAWSON CITY, YUKON

Drawing Title

UPPER FLOOR PLAN

Scale 1:50 metric	A 05
Date Feb. 22, 2023	
Drawn by	
Proj. No. 2022- 12	



60% DRAWING SET (DRAFT)

NOTE: This floor plan is shown for Phase 2 reference only.
Elevator shaft and adjacent mechanical rooms shown for Phase 2 reference only.
Sump room in Phase 1 contract.

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John Keay
Heritage consultant

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Project Title

**CANADIAN BANK OF
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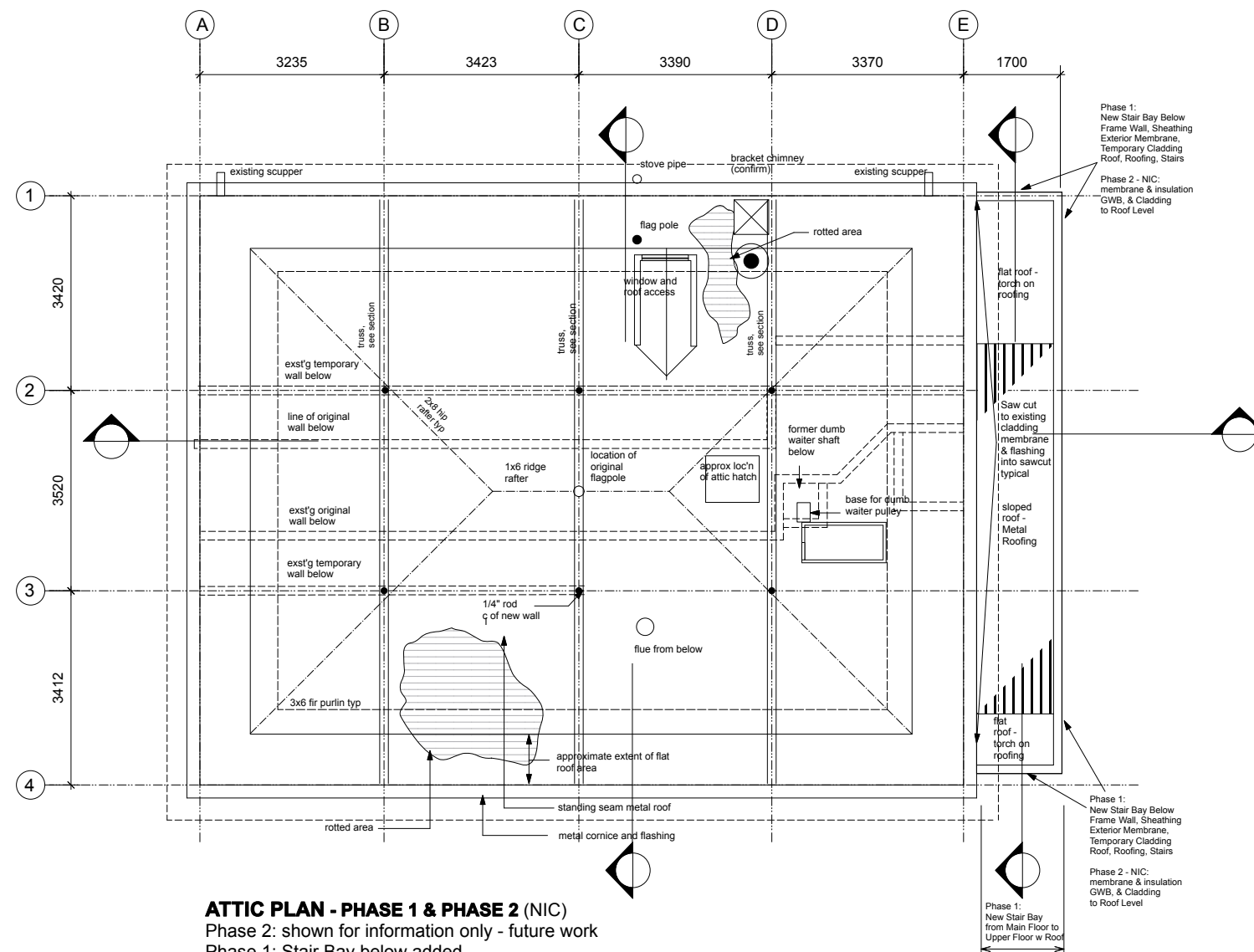
Renovations & Restoration

LOT 1024, FRONT STREET

DAWSON CITY, YUKON

Drawing Title
ATTIC PLAN

Scale 1:50 metric	A 06
Date Feb. 13, 2023	
Drawn by	
Proj. No. 2022- 12	

**ATTIC PLAN - PHASE 1 & PHASE 2 (NIC)**

Phase 2: shown for information only - future work

Phase 1: Stair Bay below added

Existing Gross Floor Area: 150 m2

Proposed Stair Bay Addition: 15m2

Proposed Total Floor Area: 165m2

60% DRAWING SET (DRAFT)

NOTE: This floor plan is shown for Phase 2 , for reference only.
Stair Bay below is in Phase 1 contract - with canopy roof cover in Phase 1.

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John Keay
Heritage consultant

ISSUES & REVISIONS

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Project Title

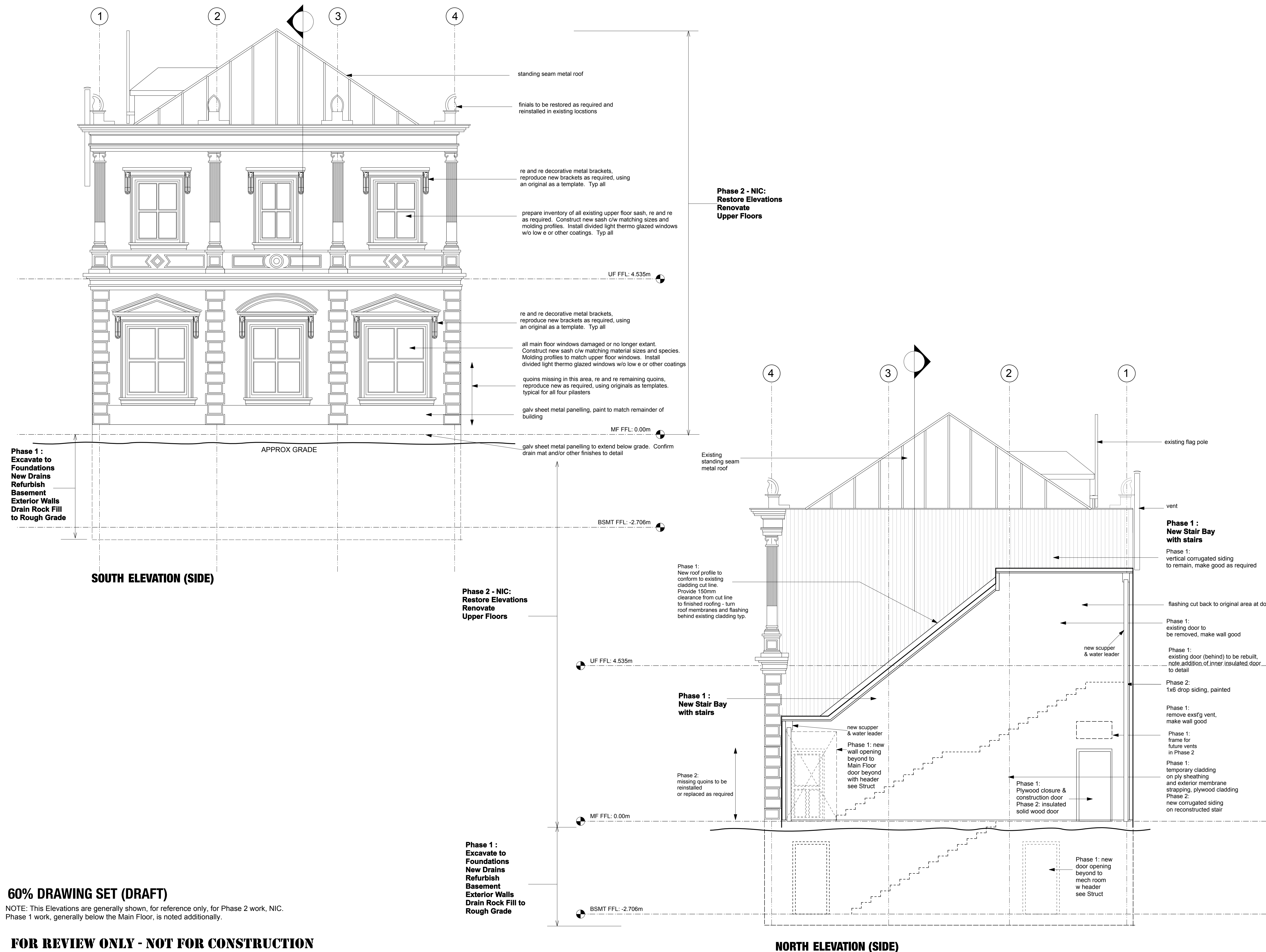
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Renovations & Restoration

**LOT 1024, FRONT STREET
DAWSON CITY, YUKON**

Drawing Title
NORTH & SOUTH ELEVATIONS

Scale	A 08
Date Feb. 22, 2023	
Drawn by	
Proj. No. 2022- 12	





John Keay
Heritage consultant

ISSUES & REVISIONS

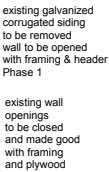
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**LOT 1024, FRONT STREET
DAWSON CITY, YUKON**

Scale	A 09
Date Feb. 22, 2023	
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EXISTING NORTH WALL CONDITION



**Main floor work Not in Contract,
shown for Phase 2 reference only.**

Basement floor work in Contract

NOTE:
These elevations are shown for Phase 2 reference only.

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CIVIL ENGINEERING CONSULTANT
Whitehorse, Yukon

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Renovations & Restoration
LOT 1024, FRONT STREET
DAWSON CITY, YUKON

Drawing Title

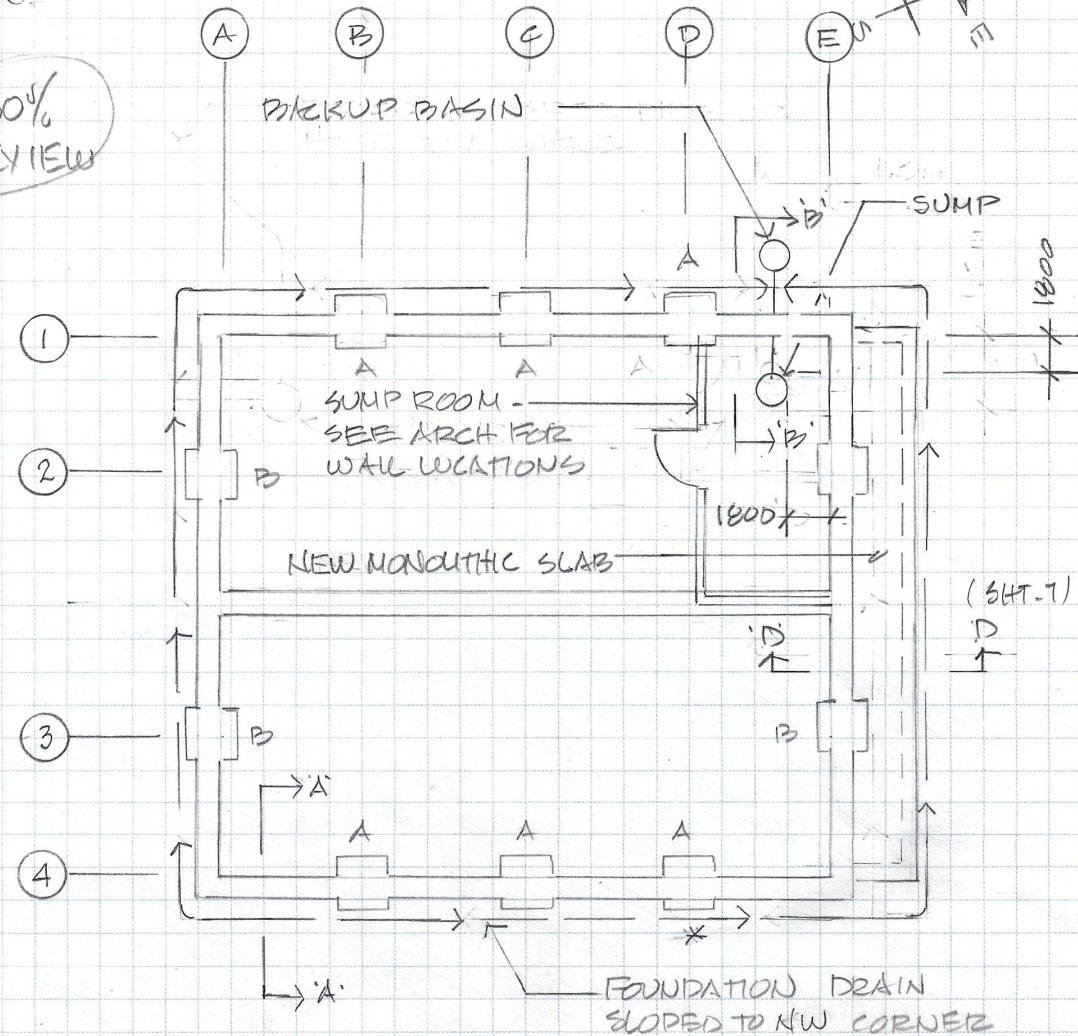
DETAILS

Scale
n.t.s.
Date
FEB. 22, 2023
Drawn
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S1

STORM MANHOLE ON DIKE

60%
REVIEW



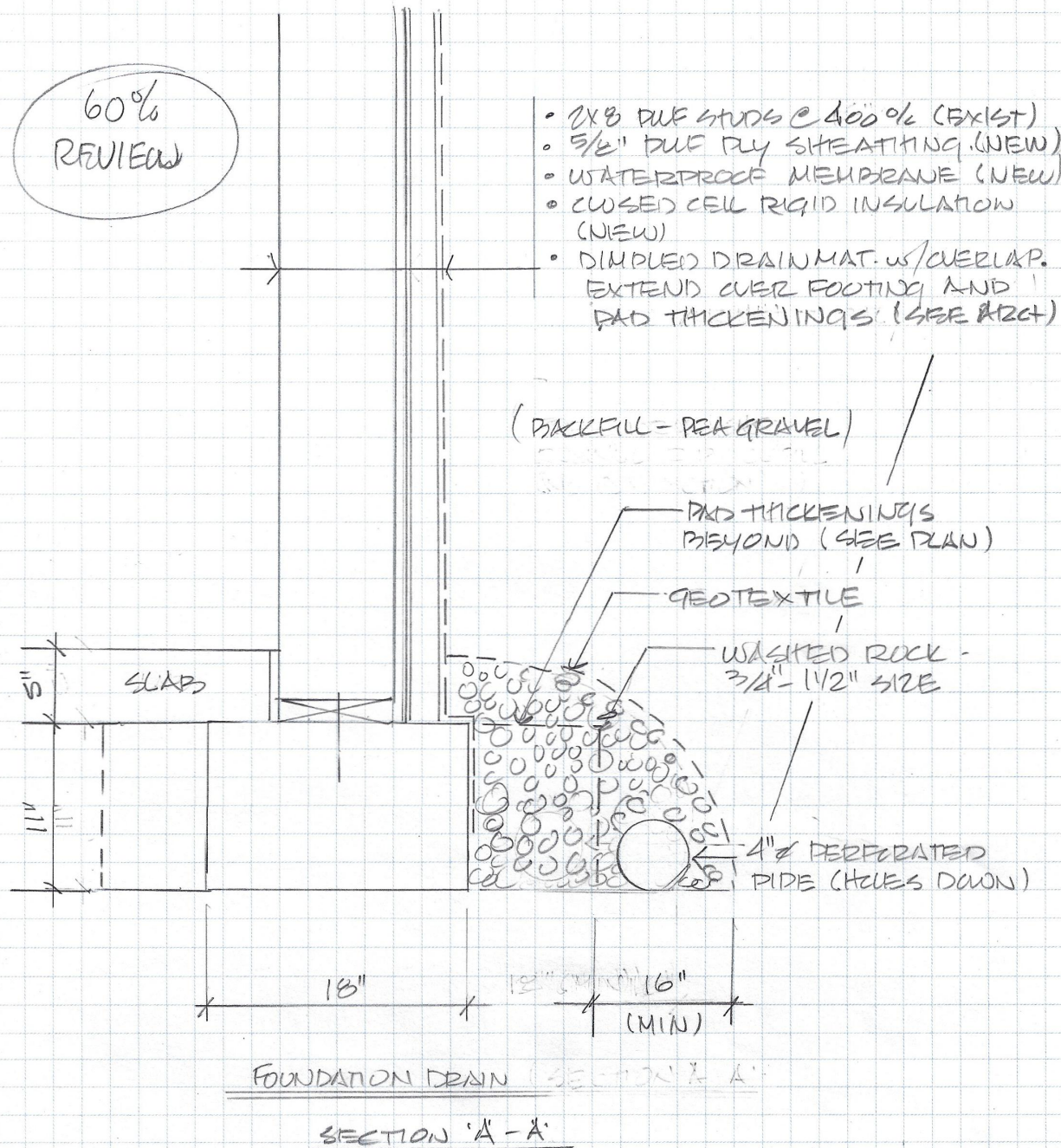
PAD THICKENINGS:
TYPE A - 36" X 36"
TYPE B - 30" X 30"

* PIPE INVERT AT THIS LOCATION TO BE
FLUSH WITH BOTTOM OF FOOTING TO
AVOID INTERFERENCE WITH FUTURE
WATER & SEWER SERVICE ENTRY.

FOUNDATION DRAIN PLAN & SUMP ROOM WALLS

NTS

60%
REVIEW



NTS

REV 12/02/21



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No.	Date	Description
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Project Title

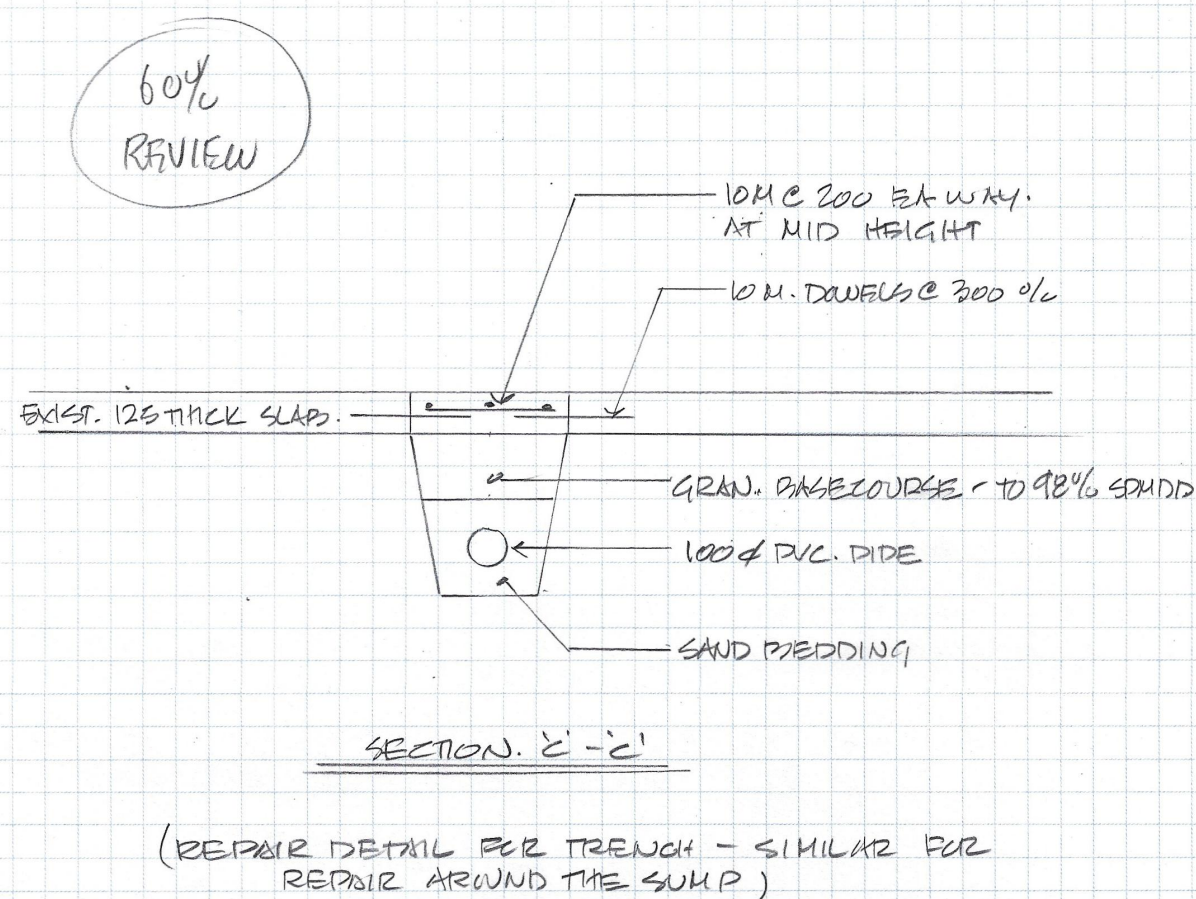
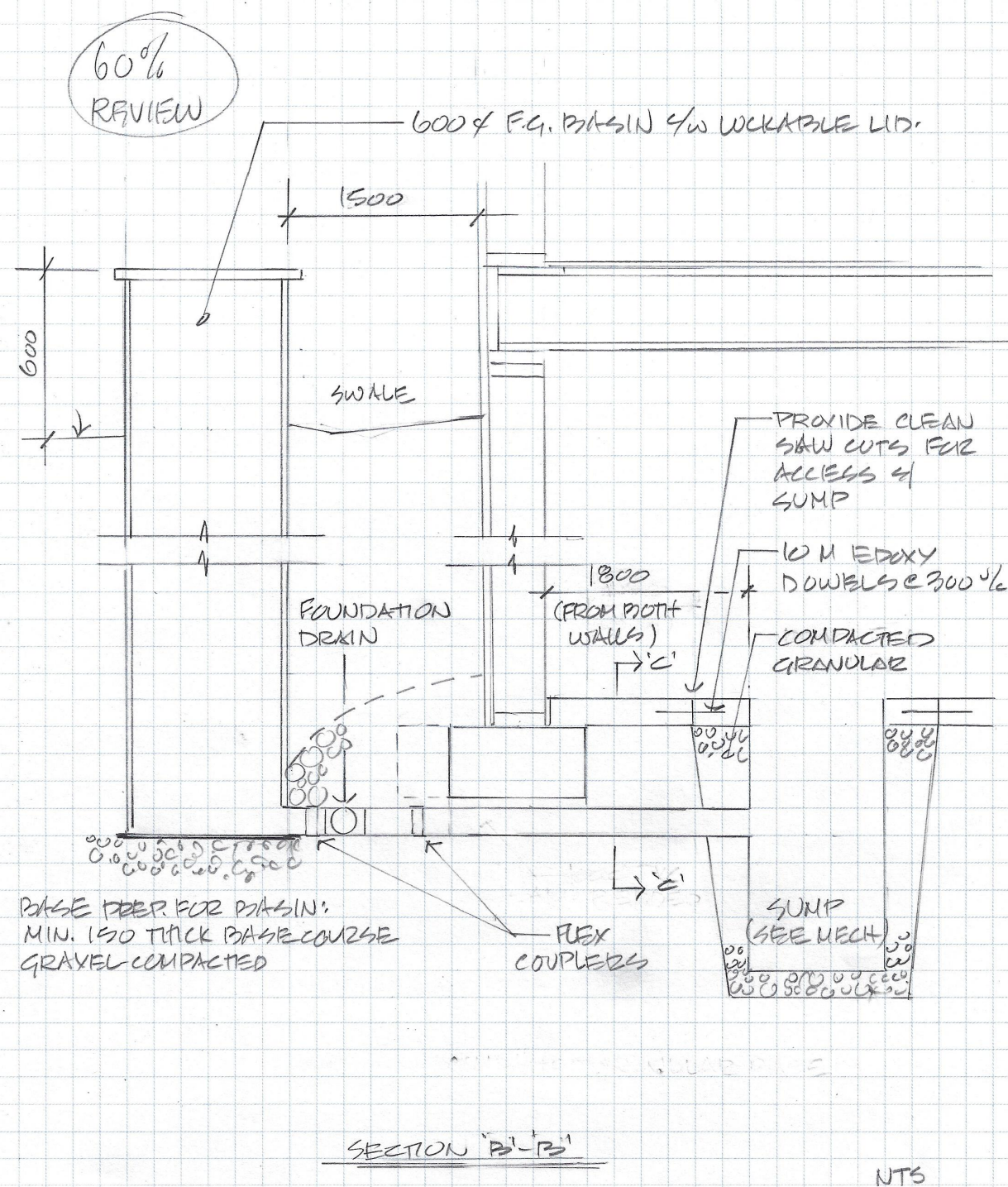
**CANADIAN BANK OF
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Renovations & Restoration
LOT 1024, FRONT STREET
DAWSON CITY, YUKON

Drawing Title

DETAILS

Scale n.t.s.	S2
Date FEB. 22, 2023	
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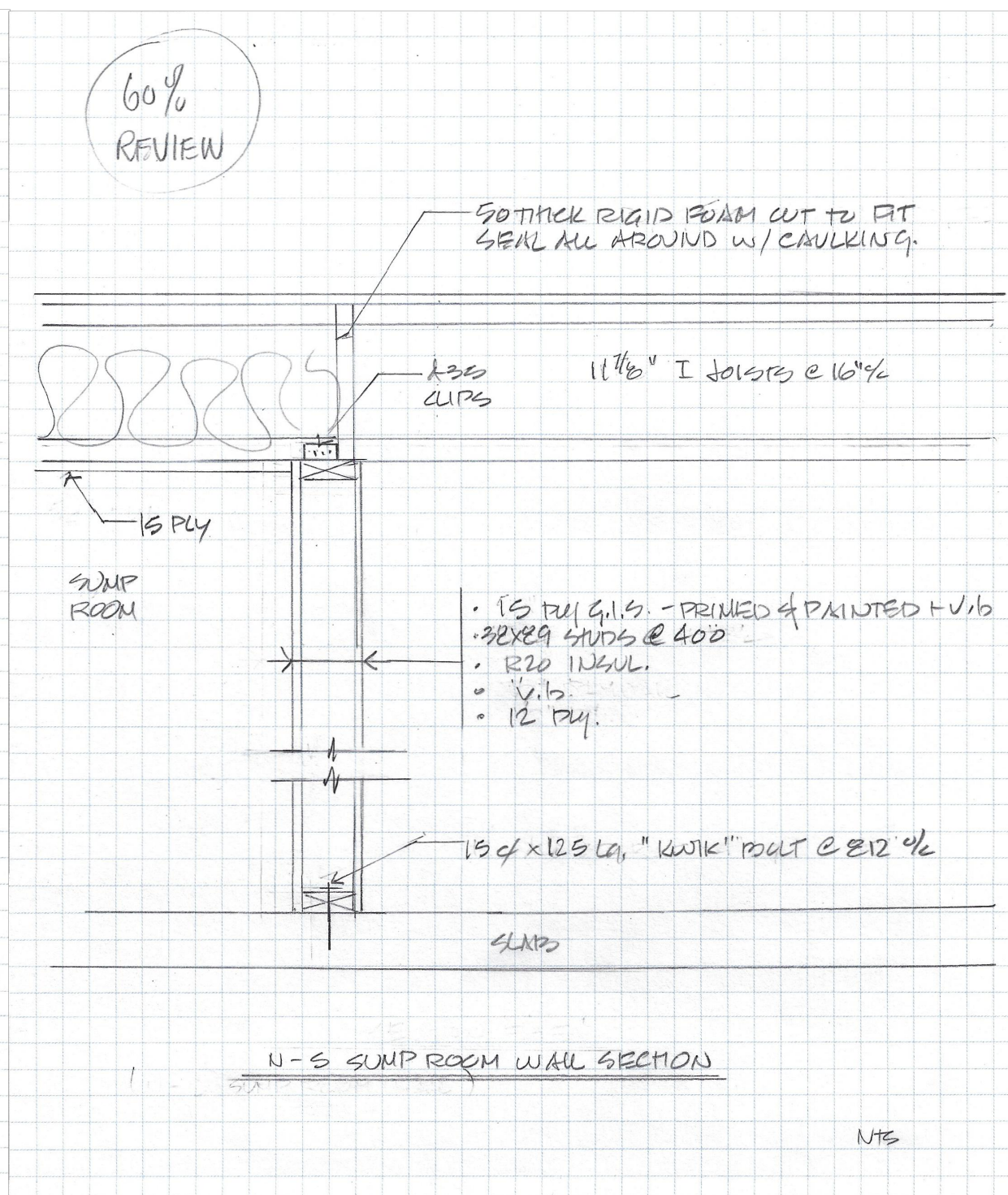
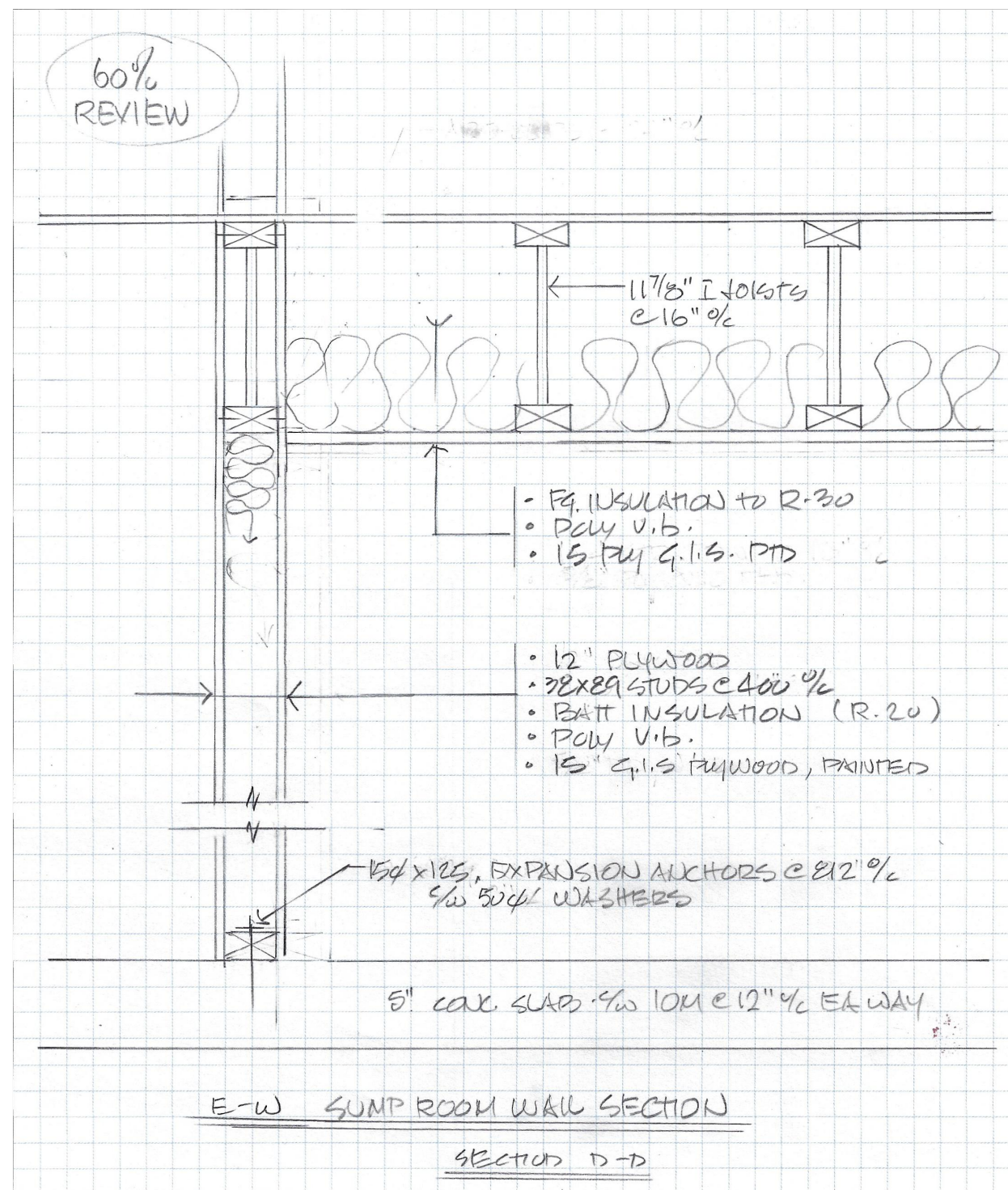
ISSUES & REVISIONS

No.	Date	Description
01	FEB. 22/2023	Preliminary - 60% review drawing set DRAFT

Project Title
CANADIAN BANK OF
COMMERCE NHS
Renovations & Restoration
LOT 1024, FRONT STREET
DAWSON CITY, YUKON

Drawing Title
DETAILS

Scale n.t.s.	S3
Date FEB. 22, 2023	
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Proj. No.	





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Project Title

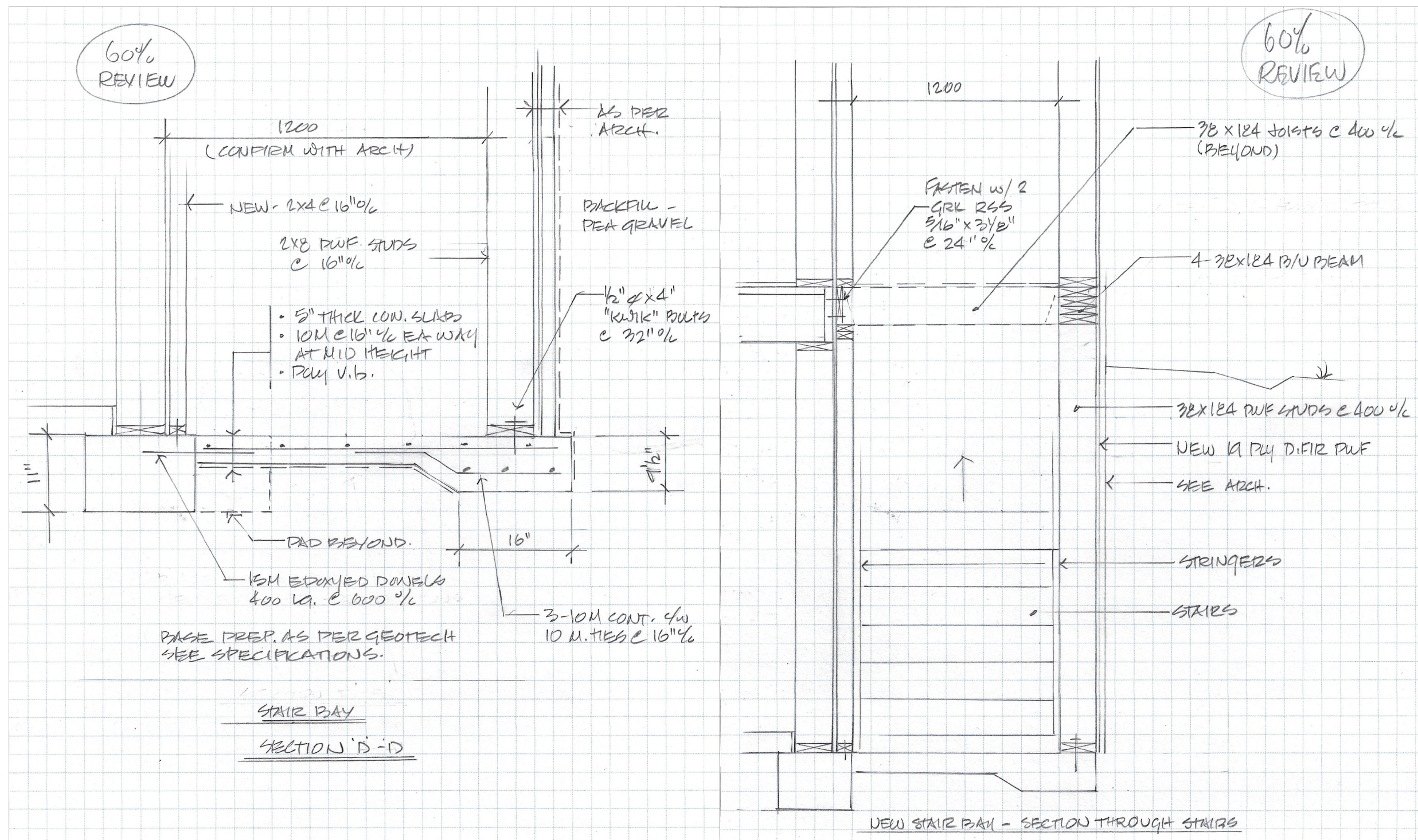
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Renovations & Restoration
LOT 1024, FRONT STREET
DAWSON CITY, YUKON

Drawing Title

DETAILS

Scale n.t.s.	S4
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Whitehorse, Yukon

Notes

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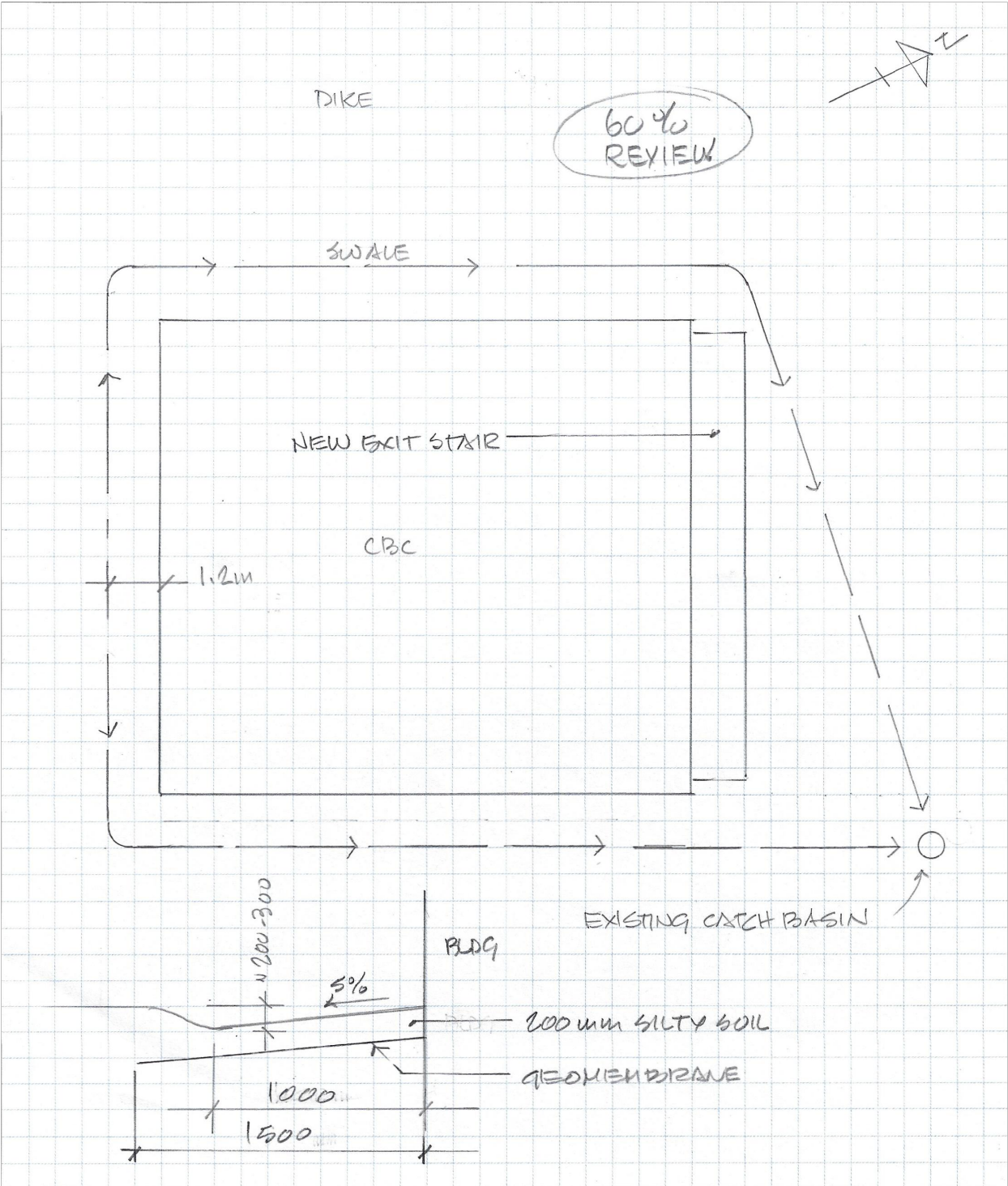
No.	Date	Description
01	FEB. 22/2023	Preliminary - 60% review drawing set DRAFT

Project Title
CANADIAN BANK OF
COMMERCE NHS
Renovations & Restoration
LOT 1024, FRONT STREET
DAWSON CITY, YUKON

Drawing Title
DETAILS

Scale
n.t.s.
Date
FEB. 22, 2023
Drawn
N.A.J.
Proj. No.

S5



BANK OF COMMERCE BUILDING
DAWSON CITY, YUKON
RENOVATIONS AND RESTORATION

CIVIL AND STRUCTURAL SPECIFICATIONS

1.0 GENERAL REQUIREMENTS

- 1.1 Work under these specifications includes the supply of all materials, equipment, supervision and labour to carry out renovations and restoration work at the Bank of Commerce Building in Dawson which includes the civil and structural related work outlined as follows:
- a. Excavate to footing level around entire building perimeter as indicated.
 - b. Install a foundation drain at footing level sloped to the NW corner as indicated.
 - c. Replace the existing foundation wall sheathing with new PWF plywood.
 - d. Backfill and construct a swale around the building as indicated.
 - e. Provide a pipe connection under the footing from the foundation drain to a new interior sump basin as indicated.
 - f. Install an exterior sump basin with connection to the foundation drain as indicated.
 - g. Construct a wood frame enclosure around the sump location in the basement as indicated.
 - h. Construct an exterior stairway enclosure as indicated.
 - i. Related work.
- 1.2 All construction and installation work is to conform to the latest edition of the National Building Code of Canada (NBC)
- 1.3 Requests for the use of alternative materials or methods of construction shall be made in writing to the Engineer for approval.
- 1.4 All products, equipment and articles incorporated into the work shall be new, not damaged and of a grade compatible with the specifications for the purpose intended.
- 1.5 Workmanship shall be of acceptable quality, executed by workmen experienced and skilled in their respective trades.

- 1.6 Shop drawings for all materials and equipment required for this project and are to be submitted to the Engineer for review at least two weeks before ordering. Shop drawings are required for the exterior sump basin. All shop-drawing reviews by the engineer constitute review for general concepts only. The materials and equipment shall not be delivered to the site until the shop drawings have been satisfactorily reviewed by the engineer. Shop drawings for pumps and related equipment shall include
- 1.7 Prior to commencement of work, the Contractor shall compare all related drawings; confirm all dimensions and field-measure/confirm all existing conditions. Report any discrepancies to the Engineer.
- 1.8 Coordinate work with architectural and mechanical related ie. work on the foundation walls which includes the installation of a waterproof membrane, insulation, and drain mat and the sump installation.

2.0 MATERIALS

- 2.1 Foundation Drain System
- 1. Perforated pipe: PVC perforated pipe to CAN3-182.1 having 2 rows of 13mm holes positioned at 120 degrees radially on the pipe.
 - 2. Unperforated pipe: To connect foundation drain piping to sump basin. PVC to CAN3-182.1 and 182.2. (DR 28)
 - 3. Fittings: Bends, sweeps, tees, elbows and connections to be PVC and compatible with the piping.
 - 4. Geotextile (filter fabric): Non woven, medium weight. Acceptable product: Polyfelt TS200, 2mm thick.
 - 5. Washed rock: Clean drainrock, 20 – 30 mm size.
 - 6. Backfill against foundation wall: Pea gravel meeting the following gradation:
- | Sieve Size (mm) | % Passing by Mass |
|-----------------|-------------------|
| 16.00 | 85-100% |
| 12.50 | 15-85% |
| 9.50 | 0-15% |
| 5.00 | 0-5% |
- 2.2 Concrete for repairs after pipe and sump installation: 30 MPa at 28 days, 75mm max. slump.
- 2.3 Framing Materials: All framing including studs, joists, blocking, etc. shall be SPF No. 2 . or better. Moisture content is not to exceed 19%.
- 2.4 Foundation wall materials: Studs shall be PWF and construction shall be carried out in accordance with CSA S406-16 “Specifications of permanent wood foundations for housing and small buildings”. Note squash block and preservative requirement for anchoring bottom plate to concrete footing. Sheathing shall be 15 thick, D.Fir plywood.



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Whitehorse, Yukon

Notes

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No.	Date	Description
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Project Title
CANADIAN BANK OF
COMMERCE NHS
Renovations & Restoration
LOT 1024, FRONT STREET
DAWSON CITY, YUKON

Drawing Title
SPECIFICATIONS

Scale n.t.s.	S6
Date FEB. 22, 2023	
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Proj. No.	

- 2.5 Nails, spikes and bolts: To CSA B11, galvanized for all exterior work and where in contact with soil and for PWF lumber. Plain finish elsewhere.
- 2.6 Granular fill materials shall comply with the gradation specifications as follows:

Sieve Size (mm)	% Passing by Mass	
	80 mm Pit Run	20 mm Base Course Gravel
80	100	—
25	60 – 100	—
20	—	100
12.500	40 – 90	64 – 100
5.000	20 – 65	36 – 72
1.250	9 – 35	12 – 42
0.315	5 – 23	4 – 22
0.080	2 – 10	3 – 6

- 2.7 Dimpled Membrane below swale: Superseal High Flow Drainage or approved alternate.

3.0 FIELD REVIEW AND TESTING

- 3.1 The Contractor is responsible to give the Engineer reasonable advance notice of when work is ready for reviews by the Engineer (min. 48 hours prior to concealment). The Contractor is responsible for reviewing his own work and the work of his subtrades prior to review by the Engineer.

All work requires written review by the Engineer, including foundation drainage, sump system, swale construction, framing of new stair bay and mechanical room enclosure in basement.

- 3.2 Inspection and testing shall be directed by the Engineer at the expense of the Owner.
- 3.3 If the Contractor covers or permits the cover of any work that is subject to inspection, or before any special tests and approvals are completed, without the approval of the Engineer, the Contractor shall uncover the work, have the inspections or tests satisfactorily completed, and make good the work at his own expense.

4.0 EXECUTION

4.1 Foundation Drain, New Wall Sheathing and Backfilling:

- a. Excavate to footing level all around building.
- b. Install perforated piping, place washed rock and geotextile as indicated. Grade pipe at 1% to sump location as indicated.

- c. Install pipe from the foundation drain, under the footing and connect to sump basin and to exterior sump/manhole.
- d. New Wall Sheathing: Remove existing wall sheathing and replace with new sheathing in stages. No more than 50% of any wall area shall be left unsheathed at any time. New sheathing shall be installed immediately after the old material has been removed. Fasten with 75mm galvanized nails spaced at 100mm o/c at all panel edges and at 250mm o/c field nailing. Provide blocking at all panel edges.
- e. Coordinate with architectural work for wall upgrade work.
- f. Backfill with pea gravel.

4.2 Swale:

- a. Place and slope dimpled membrane and cover with a 200mm thick layer of silt.
- b. Provide a slope from the building to direct surface runoff to a swale as indicated
- c. Construct a swale, 200 – 300 mm deep, all around the building at a continuous, uninterrupted grade to direct water towards the existing catch basin located between the CBC building and the SS Keno, unless otherwise directed.

4.3 Sump Room:

- a. Make clean saw cuts and remove slab concrete as required for access and material removal for installation of the connection pipe from the foundation drain and sump basin.
- b. Compact base and provide sand bedding for the pipe connection and sump. Install pipe and basin as indicated.
- c. Backfill around basin and over pipe with basecourse gravel to underside of existing slab elevation and compact to 98% SPMDD.
- d. Pour concrete patch over trench and around sump with 10 M rebar @ 100 ea. way at mid height. to match existing slab thickness and elevation. Provide 10M dowels, 300 long and 150 into existing all around with epoxy grout. Smooth trowel finish.

4.4 Backup Sump Basin:

- a. Install sump on a prepared base, make pipe connection from the foundation drain and backfill with pea gravel as indicated.

4.5 Wood Frame Enclosure

- a. Construct a room enclosure in the corner of the basement around the sump system as follows and as indicated:
- Dimensions: As per architectural.



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CIVIL ENGINEERING CONSULTANT
Whitehorse, Yukon

Notes

ISSUES & REVISIONS

No.	Date	Description
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Project Title
CANADIAN BANK OF
COMMERCE NHS
Renovations & Restoration
LOT 1024, FRONT STREET
DAWSON CITY, YUKON

Drawing Title
SPECIFICATIONS

Scale n.t.s.	S7
Date FEB. 22, 2023	
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- Structure: 38 x 89 stud walls @ 400 o/c with 15 ply, G1S sheathing, primed and painted on inside faces and 12 ply on the outside faces. Attach base plate with 12 dia.x 100 long expansion anchors @ 800 o/c. Attach top plate to ceiling I joists as indicated.
- Install standard 762 mm wide door to open out.(see architectural)
- Add batt insulation to all interior wall and ceiling joist cavities plus 6 mil. plastic vapour barrier. Block ceiling joist cavities with rigid insulation and seal with caulking.

4.6 Exterior Stairway

- a. Base preparation: Base preparation for the concrete foundation shall be carried out as directed by Tetra Tech Consulting. The contractor shall advise the engineer and Tetra Tech at least 48 hrs. in advance of the excavation to footing level on the north side of the building to allow for an assessment of soil conditions by Tetra Tech. The contractor shall provide assistance and additional excavation work as may be required to carry out the geotechnical evaluation. The contractor shall carry out the base preparation work as directed and the cost for this work shall be covered under Cash Allowance. The contractor shall provide a breakdown of all costs related to the base preparation work to allow for payment under the Cash Allowance.
- b. Monolithic Slab: Construct the concrete monolithic slab on the prepared base as indicated.
- c. Stairway Enclosure: Construct as indicated on architectural and structural plans.



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Project Title
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LOT 1024, FRONT STREET
DAWSON CITY, YUKON

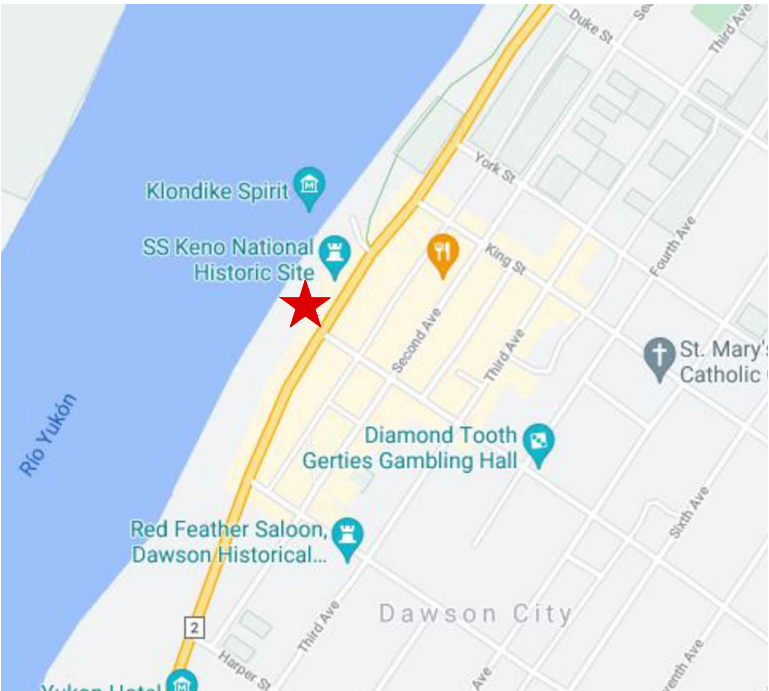
Drawing Title
SPECIFICATIONS

Scale n.t.s.	S8
Date FEB. 22, 2023	
Drawn N.A.J.	
Proj. No.	



400-4333 STILL CREEK DRIVE
BURNABY BC V5C 6S6

WWW.RDH.COM
TEL 604 873 1181



CANADIAN BANK OF COMMERCE NHS

BUILDING ENCLOSURE REHABILITATION

OWNER:

CITY OF DAWSON

ADDRESS:

EXACT PROJECT
ADDRESS TO BE
CONFIRMED BY
CITY OF DAWSON

Front Street & Queen Street
Intersection, DAWSON, YT

ABBREVIATED SUMMARY OF WORK: (PROVIDED FOR THE BENEFIT OF THE PERMITTING AUTHORITY)

- EXCAVATE AND SHORE AS REQUIRED (AS DIRECTED BY CIVIL AND STRUCTURAL CONSULTANTS) TO REMOVE EXISTING BELOW GRADE COATING / MEMBRANE AT EXTERIOR SHEATHING OF PERMANENT WOOD FOUNDATION (P.W.F.).
- PROVIDE WATERPROOF MEMBRANE AND EXTERIOR INSULATED BELOW GRADE ASSEMBLY.

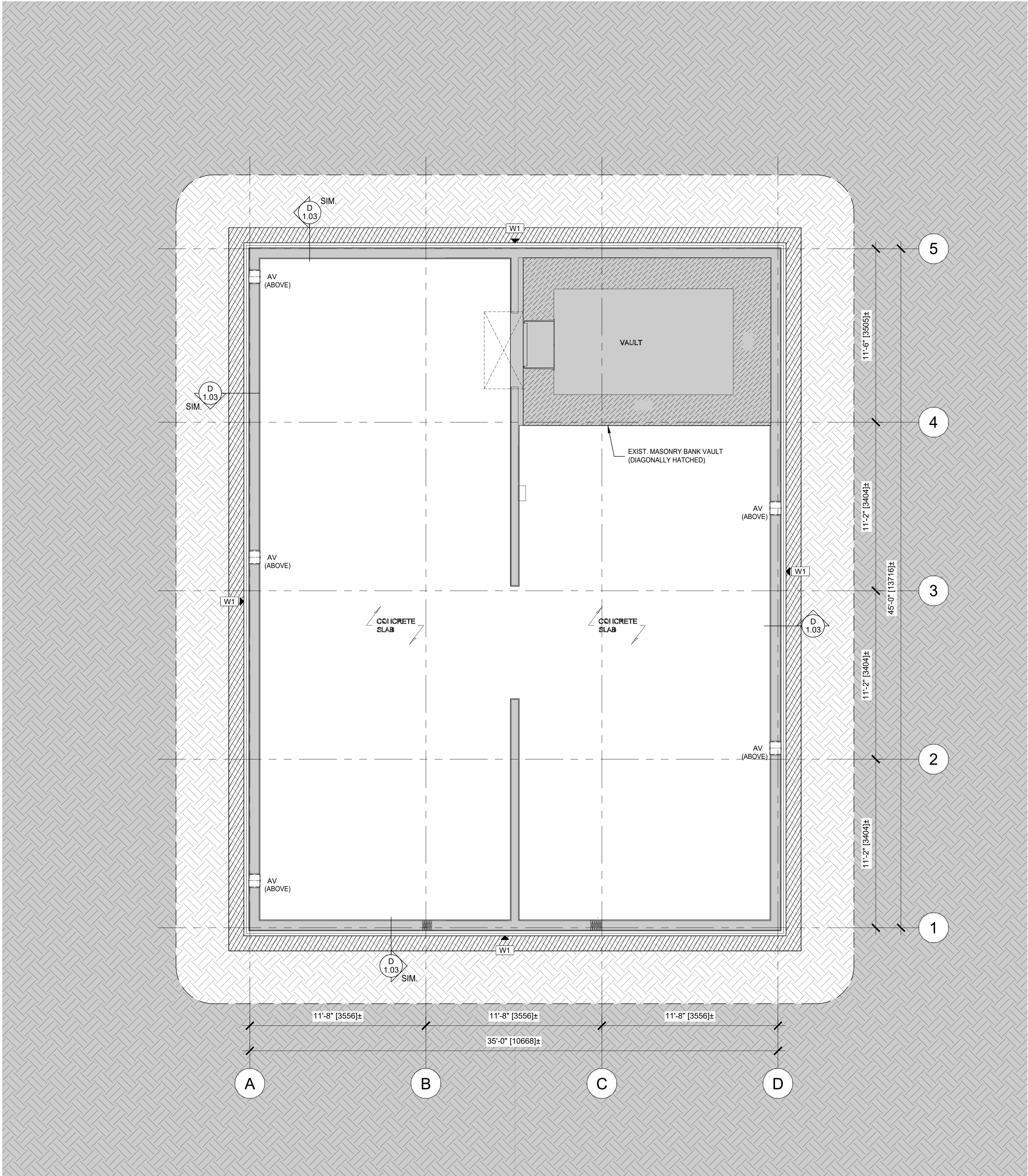
LIST OF BUILDING ENCLOSURE GENERAL ARRANGEMENT DRAWINGS:

- BE-0.00 COVER SHEET
- BE-1.01 BASEMENT FLOOR PLAN
- BE-2.01 SOUTH & EAST ELEVATIONS
- BE-2.02 NORTH & WEST ELEVATIONS

**NOTE: 8 1/2" x 11" FORMAT BUILDING
ENCLOSURE ASSEMBLY SCHEDULES AND
DETAIL DRAWINGS BOUND SEPARATELY**

EXACT PROJECT
ADDRESS TO BE
CONFIRMED BY
CITY OF DAWSON

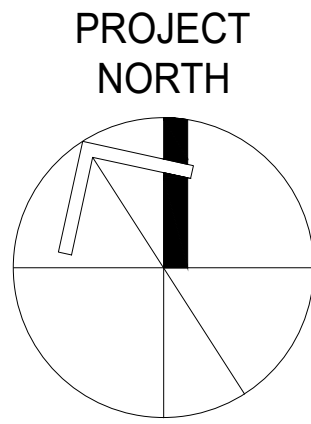
- NOTES:**
1. APPLICABLE PROJECT CODES AND STANDARDS:
1.1. NBC 2020, AND;
1.2. THE STANDARDS AND GUIDELINES FOR THE CONSERVATION OF HISTORIC PLACES IN CANADA, SECOND EDITION.
 2. DRAWINGS WERE PREPARED BASED ON ORIGINAL ARCHITECTURAL DRAWINGS ISSUED FOR AS-FOUND ISSUE, DATED JULY 15, 2019 BY RECORD, TECHNICAL ARTS AND SERVICES.
 3. CONTRACTOR TO VERIFY ALL DIMENSIONS AND CONDITIONS ON SITE PRIOR TO COMMENCEMENT OF WORK. CONSULTANT SHALL BE INFORMED OF ANY VARIATIONS AS SHOWN ON THE DRAWINGS. DIMENSIONS SHOWN ON THE DRAWINGS ARE BASED ON EXISTING DRAWING INFORMATION. CONTRACTORS AND TRADES ARE RESPONSIBLE TO CONFIRM ANY DIMENSIONING RELIED UPON FOR PRICING PURPOSES. THE BUILDING IS EXISTING AND AVAILABLE FOR REVIEW.
 4. IT IS NOT THE INTENTION OF THE PROJECT TO UPGRADE THE EXISTING BUILDING OUTSIDE THE SCOPE OF WORK DESCRIBED BY THIS SET OF DRAWINGS.
- NOTE:**
1. THE ORIGINAL BUILDING IS ASSUMED TO HAVE BEEN DESIGNED UNDER PART 3 OF THE APPLICABLE BUILDING CODE.
 2. NEW BUILDING ENCLOSURE REHABILITATION WORK IS DESIGNED TO COMPLY WITH PART 3 OF THE APPLICABLE BUILDING CODE.
 3. NEW / MODIFIED STRUCTURAL COMPONENTS: REFER TO STRUCTURAL.



1 BASEMENT FLOOR PLAN
SCALE 1/4" = 1' - 0"



NOTE: FULL SIZE DRAWING SHEET IS 24" x 36"



REHABILITATION
LEGEND
(FLOOR PLANS)

- EXTENT OF WALL REHABILITATION (WALL ASSEMBLY W1 U.N.O.)
- EXISTING CONSTRUCTION TO BE RETAINED
- APPROX. ZONE OF EXCAVATION. REFER TO ARCHITECTURAL AND GEOTECHNICAL FOR REQUIREMENTS
- APPROXIMATE LOCATION OF EXISTING WALL VENT TO BE ABANDONED & SHEATHED OVER - TYP.
- WALL ASSEMBLY TAG. REFER ALSO TO ASSEMBLY SCHEDULE SCH-0.01

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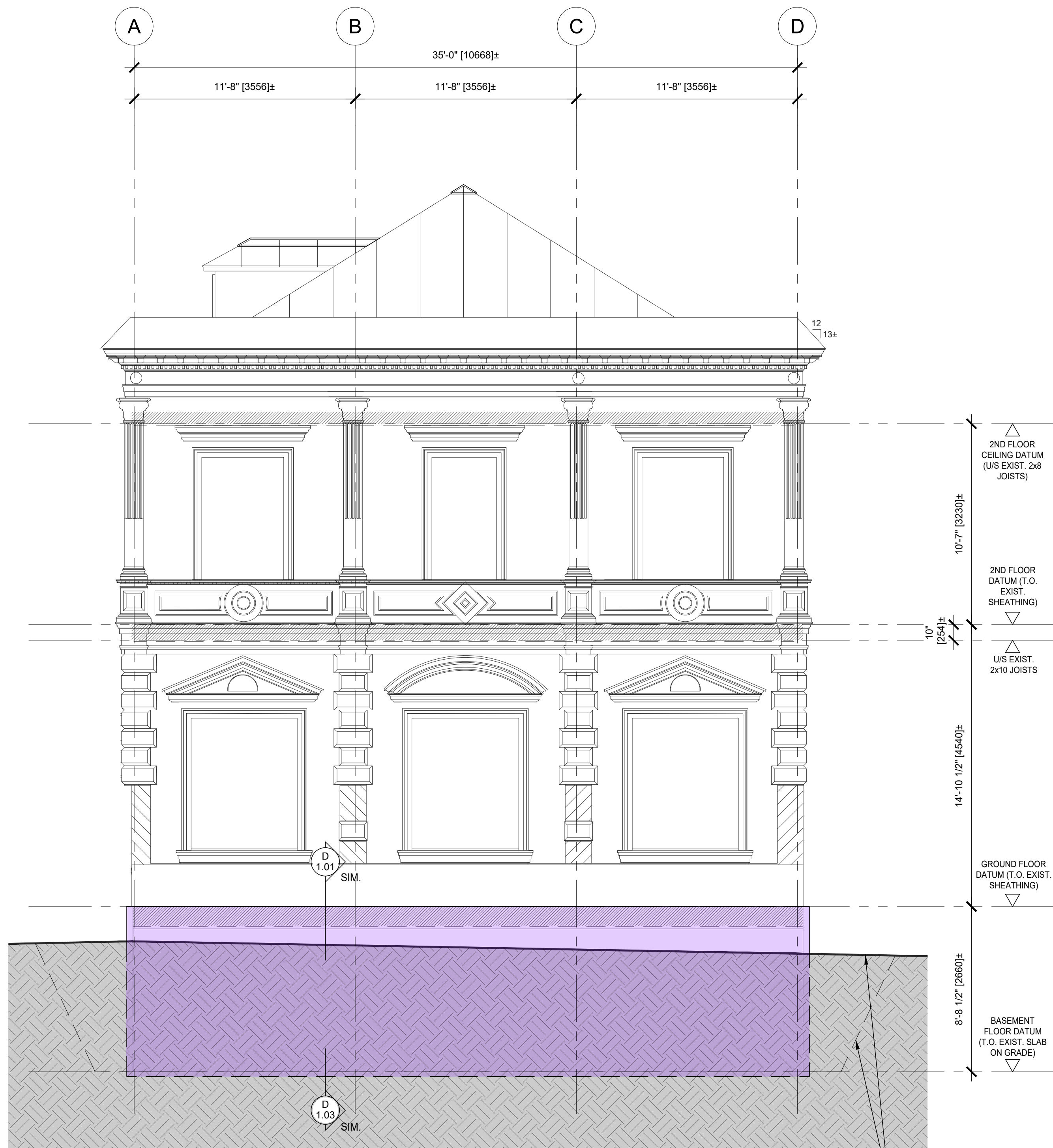
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Front St & Queen St Intersection, Dawson YT

SHEET TITLE:
BASEMENT FLOOR PLAN

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1 SOUTH ELEVATION
SCALE 1/4" = 1' - 0"



2 EAST ELEVATION
SCALE 1/4" = 1' - 0"



NOTE: FULL SIZE DRAWING SHEET IS 24" x 36"

REHABILITATION LEGEND (ELEVATIONS)

AV
[Symbol]

APPROXIMATE LOCATION
OF EXISTING VENT TO BE
ABANDONED &
SHEATHED OVER - TYP.

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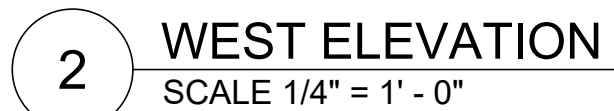
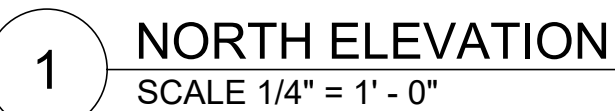
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COMMERCE NHS**
Front St & Queen St Intersection, Dawson YT

SHEET TITLE:
**SOUTH & EAST
ELEVATIONS**

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SCH-0.00 SCHEDULES:


- SCH-0.01 SCHEDULE & DETAIL DRAWING LIST
- SCH-0.02 ASSEMBLY SCHEDULE

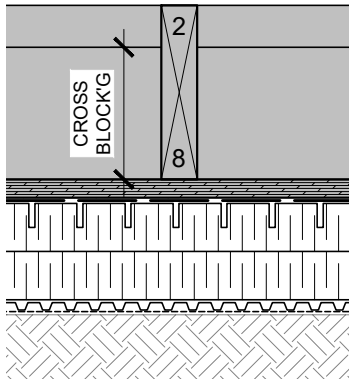
D-1.00 EXTERIOR WALLS:


- D-1.01 TYPICAL GROUND FLOOR TO EXTERIOR WALL INTERFACE (EAST ELEVATION)
- D-1.02 TYPICAL GROUND FLOOR TO EXTERIOR WALL INTERFACE (NORTH ELEVATION)
- D-1.03 TYPICAL BASE OF FOUNDATION WALL (EAST ELEVATION)

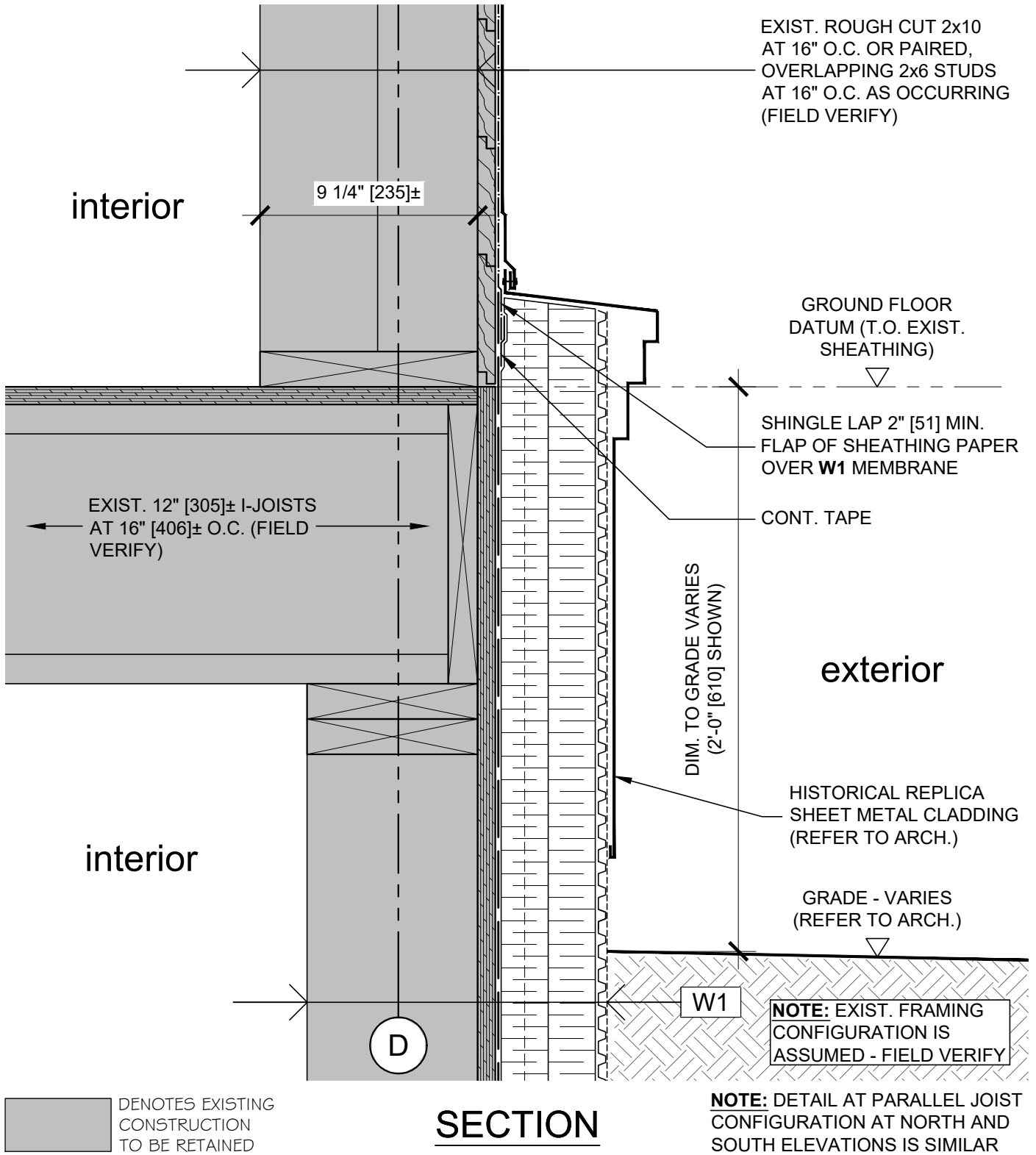
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	DRAWING TITLE: SCHEDULE & DETAIL DRAWING LIST			PROJECT NO.: 23944.003
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TYPE	LOCATION	DESCRIPTION [ALL MATERIALS ARE NEW UNLESS NOTED OTHERWISE]	SCHEMATIC DETAILS [n.t.s.] [EXIST. CONSTRUCTION TO BE RETAINED SHOWN TONED]
W1	TYPICAL BELOW GRADE EXTERIOR WALL ASSEMBLY	<ul style="list-style-type: none">• INTERIOR FINISHES NOT SHOWN - REFER TO ARCH.• EXISTING 2x8 [38 x 184] PRESSURE TREATED WOOD FRAMING AT 16" [406] O.C. MAX. C/W CONT. HORIZ. 2x6 WOOD CROSS-BLOCKING AT 3'-6" [1100]± A.F.F.• EXISTING 3/4" [19] PRESSURE TREATED PLYWOOD EXTERIOR SHEATHING• WATERPROOF MEMBRANE• 2" [51] VERTICAL GROOVED RIGID INSULATION ADHERED TO WALL• 2" [51] RIGID INSULATION, STAGGERED, C/W TAPED JOINTS ADHERED TO INNER LAYER OF RIGID INSULATION• 1/2" [13] DRAINAGE MAT C/W INTEGRAL FILTER FABRIC• BACKFILL - REFER TO GEOTECHNICAL <p>NOTES:</p> <ol style="list-style-type: none">1. REMOVE EXISTING WATERPROOF COATING AT EXTERIOR FACE OF EXISTING PLYWOOD SHEATHING.2. REFER ALSO TO STRUCTURAL FOR STRUCTURAL REQUIREMENTS.	<p>INTERIOR</p>  <p>EXTERIOR</p>

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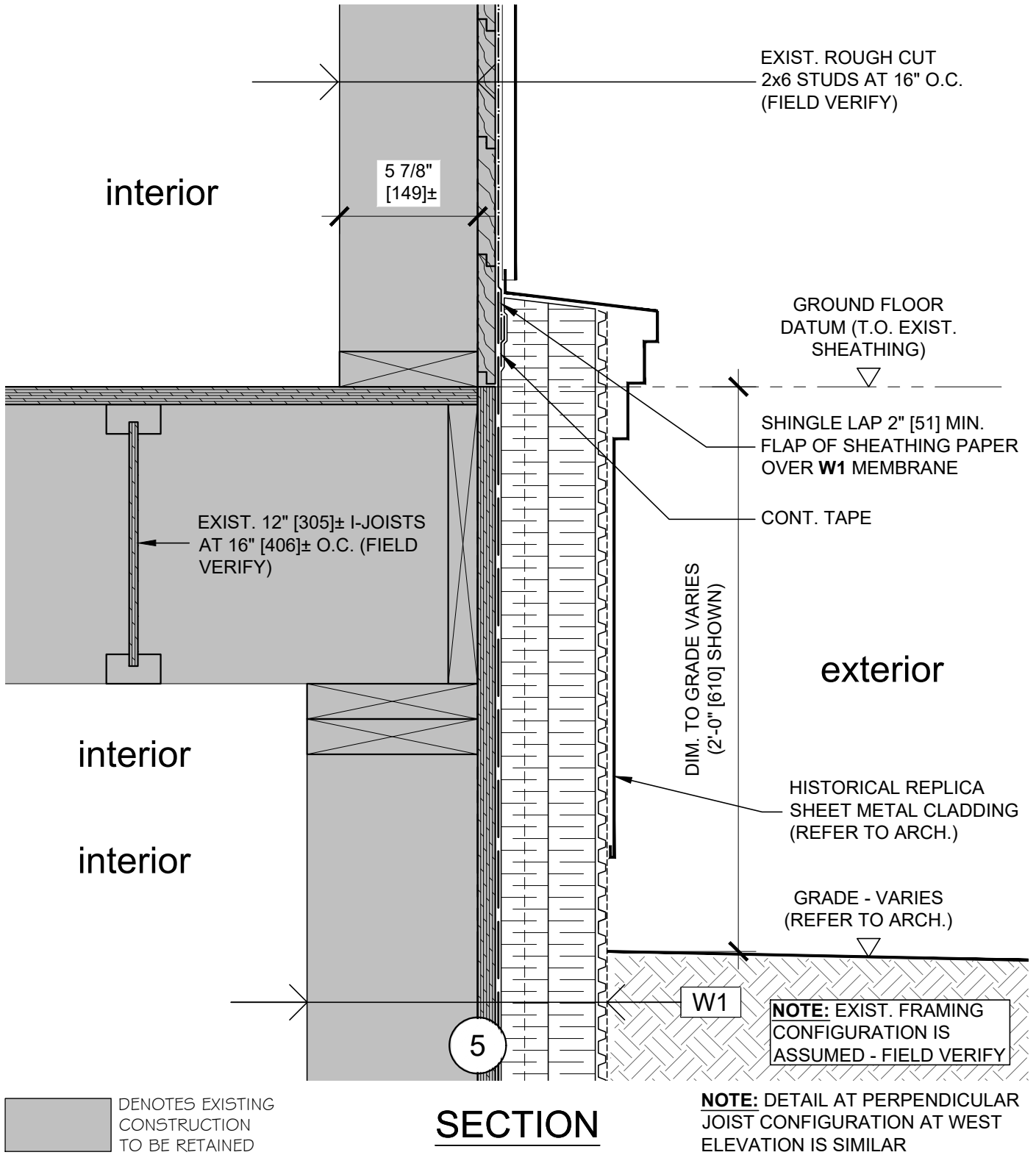
PROJECT: **CANADIAN BANK OF COMMERCE NHS**
Front St. & Queen St. Intersection, Dawson YT

DRAWING NO.:
D-1.01

DRAWING TITLE: **TYPICAL GROUND FLOOR TO EXTERIOR WALL INTERFACE (EAST ELEVATION)**

PROJECT NO.:
23944.003

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PROJECT:

CANADIAN BANK OF COMMERCE NHS
Front St. & Queen St. Intersection, Dawson YT

DRAWING NO.:

D-1.02

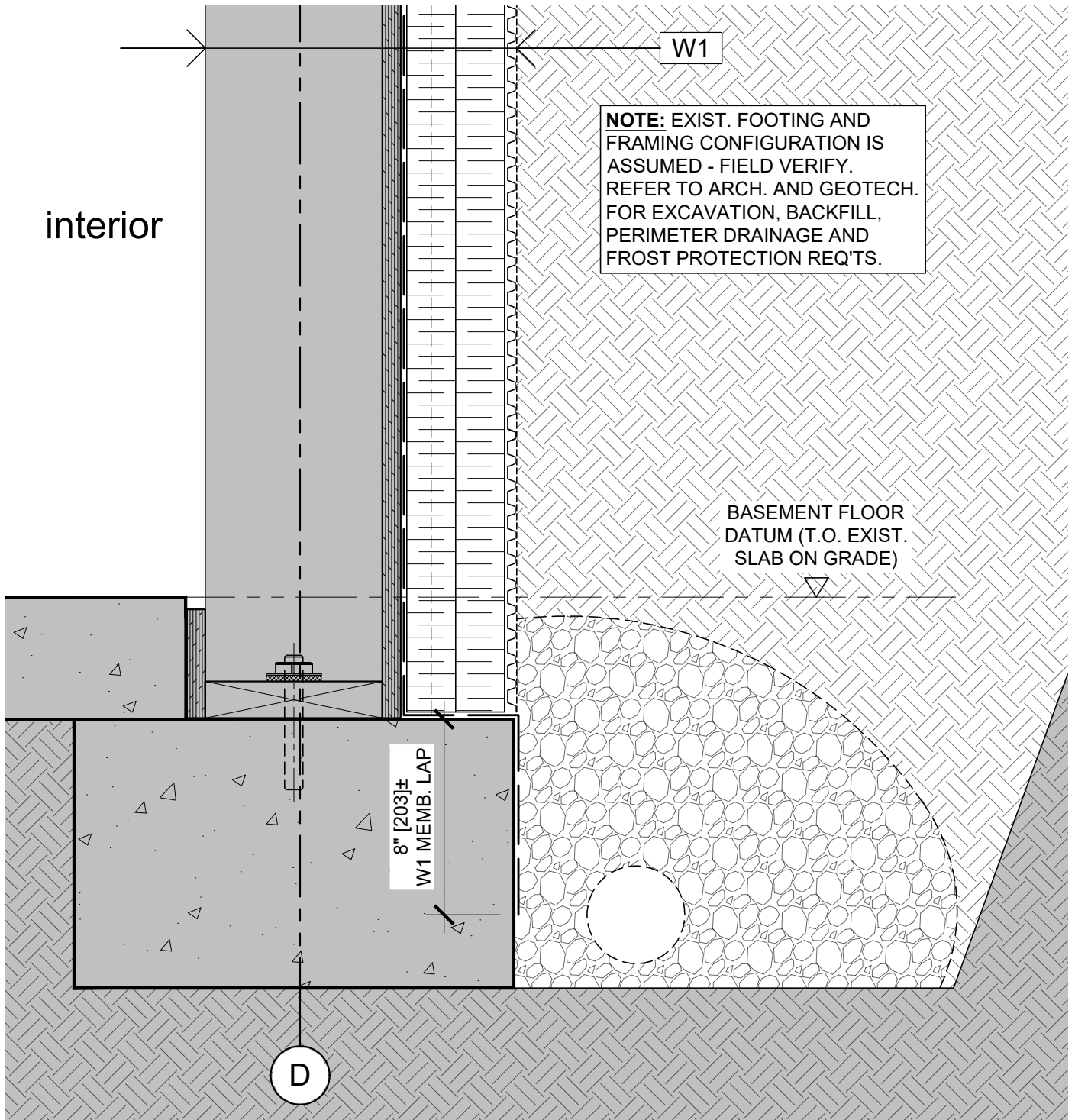
DRAWING
TITLE:

**TYPICAL GROUND FLOOR TO EXTERIOR
WALL INTERFACE (NORTH ELEVATION)**

PROJECT NO.:

23944.003

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 DENOTES EXISTING CONSTRUCTION TO BE RETAINED

SECTION



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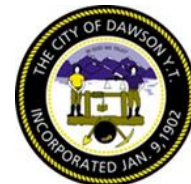
DRAWING NO.:
D-1.03

DRAWING TITLE: **TYPICAL BASE OF FOUNDATION WALL (EAST ELEVATION)**

PROJECT NO.:
23944.003

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Report to Council



☐ For Council Decision ☒ For Council Direction ☐ For Council Information

☐ In Camera

AGENDA ITEM:	Dome Road Master Plan	
PREPARED BY:	Planning & Development	ATTACHMENTS: <ul style="list-style-type: none">Draft Dome Road Master Plan
DATE:	February 23, 2023	
RELEVANT BYLAWS / POLICY / LEGISLATION: <ul style="list-style-type: none">OCPZoning BylawDome Road Project Charter		

RECOMMENDATION

It is recommended that Council:

- adopt the Dome Road Master Plan; and,
- proceed with only parcels D and F currently, leaving parcels A and C for future consideration.

PURPOSE

To present the Draft Dome Road Master Plan to Council for adoption.

BACKGROUND SUMMARY

The Dome Road future neighbourhood is seen as the next major residential area that will help meet the short- and long-term housing needs of the community. The Dome Road area is the last developable area near the Historic Townsite that will allow for serviced, sizeable, and efficient development.

The OCP designates Parcels A and C as Future Residential Planning, and Parcels D/F as Institutional (the rec centre will be located here) and Urban Residential. The Zoning Bylaw designates Parcels A and C as Future Planning, and Parcels D/F as Institutional and Single Detached/Duplex Residential. These land use designations set the direction for the Master Planning.

As results of the Council meeting at January 25, 2023 council's recommendations regarding the connection have been taken into account connect Boutillier Road with the new internal roadway. This introduction of changes became planning possible as a result of the acquisition of land Lot 1058-2 by Dawson City.

To date, the Yukon Government is conducting explanatory work with the owner of Lot 1058-1 regarding the existing reservoir, which is located in the zone of the projected facility. For its part, the Department of Planning and Development of the City of Dawson will keep this issue in mind, taking into account the development of the planning perspective, and also, with the start of work on detailed design, will actively participate in drawing up the technical possibilities for the development of this area, taking into account the existing reservoir.

Final Design Highlights

- The final buildout of the Dome Road Subdivision is 181 housing units which equates to approximately 362 people.¹
- A range of housing types are proposed and reflect public engagement results and technical considerations (e.g. road carrying capacity). 135 single detached, 10 country residential, 18 duplex, and 18 townhome units are proposed.
- Within the parcels, approximately 20.6% of the total area will be retained as open space and recreation, including public greenspaces, amenity nodes, and the proposed recreation centre.
- As the area is envisioned as the primary housing area over the long-term, the final buildout is anticipated to take approximately 16 years. YG will need to carefully develop a land release strategy that provides an appropriate number of lots per year.
- As this is envisioned as primarily a serviced neighbourhood, a number of off-site and on-site infrastructure improvements are needed. Some phases, notably in Parcels D/F, do not require as many off-site infrastructure improvements.

ANALYSIS


The Master Plan and Pre-Design Report includes:

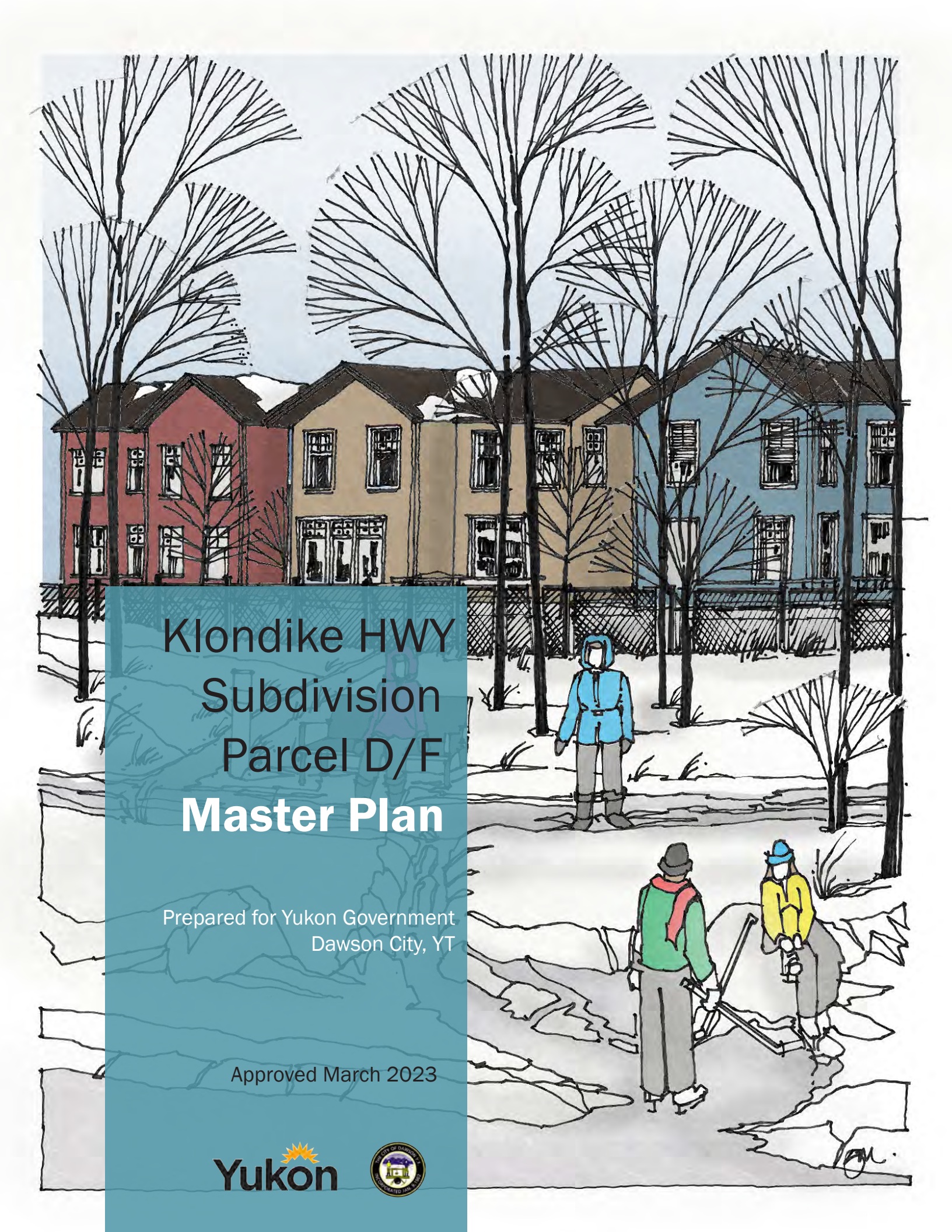
- Highlights of the public, government, and stakeholder engagement work including the 2019 charrette and Master Plan events;
- The final vision and guiding neighbourhood principles;
- Analysis of all the background feasibility studies that have been completed to date including heritage, geotechnical, environmental, and engineering assessments;
- The final Master Plan design;
- A final subdivision and land use plan. It includes elements such as housing units, transportation, zoning, and lot lines;
- A parks and open space concept showing trails, recreation, and neighbourhood amenities;
- A final preliminary servicing plan that includes all engineering and servicing requirements for the subdivision, including off-site requirements. This includes connections to water, sewer, surface works, fire protection, power supply, telecommunications, and storm drainage. It includes impacts on the existing/future transportation network, assessment of preliminary roadway/lot grading, and estimated cut/fill volumes. There is also information on lot clearing that is based on a drainage plan;
- A phasing plan and implementation plan that outlines a detailed step-by-step account of next steps and responsibilities;
- Servicing Class “C” cost estimates based on the Master Plan and pre-design work;
- An economic and market analysis of the proposed development including anticipated absorption, market conditions, housing demand and preferences, lot release models, and cost-recovery models.

Following adoption of the Plan, future steps including YESAB, OCP/Zoning amendments, other regulatory authorizations, detailed design, and construction of the first phase.

¹ Population estimate is based on the average Dawson household size of 2.0 people per housing unit, from the 2016 Stats Canada Census.

It is important to note that the Plan is a guide for future development and will be refined as the project and development progresses, through subsequent Council decision points such as OCP and zoning amendments and subdivision applications for individual phases of development. However, the Final Master Plan sets strong direction for the major components of the development such as servicing, lot types, recreation areas, road network, and trails to give certainty to the developer and for next steps.

APPROVAL		
NAME:	David Henderson, CAO	SIGNATURE: 
DATE:	Feb 23, 2023	



Klondike HWY Subdivision Parcel D/F Master Plan

Prepared for Yukon Government
Dawson City, YT

Approved March 2023


Yukon





We acknowledge that the Klondike HWY Subdivision Parcel D/F Master Plan area is taking place within the Traditional Territory of the Tr'ondëk Hwëch'in. We would like to thank the Tr'ondëk Hwëch'in First Nation Council and people for participating in this planning effort.

The Klondike HWY Subdivision Parcel D/F Master Plan is the product of an ongoing and open community engagement process that was designed to bring together Yukon Government, Dawson City Council, residents, and relevant stakeholders to create a plan that will guide the future growth and residential needs of the City.

Over the years, Yukon Government, Dawson City Council, residents, relevant stakeholders and the consulting team collaborated to share their ideas, expertise and energy to create this plan. The community engagement process, growth scenarios of Yukon and overwhelming need for housing helped shape the vision and direction of Parcel D and F.

The Master Plan offers an exciting vision for the future and with the combined efforts of all those that helped shape the plan we can all look forward to its successful implementation.

This plan has been made possible by the contributions and involvement of many, including the following:

- Yukon Government Land Development Branch
- Dawson City Council
- Tr'ondëk Hwëch'in Chief and Council, and Staff
- Technical Advisory Group
- Dawson City Staff
- The residents of Dawson City

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1.0 Introduction

The Klondike HWY Subdivision (Parcel D/F), located along the Klondike Highway at the intersection of Dome Road, consists of two development parcels. Each parcel has unique site conditions, challenges, opportunities, and design considerations. The resulting development will be a residential area and recreation center that will support the City's future housing needs.

Parcel D/F is envisioned as a primarily residential neighbourhood that will support the long-term housing solution for Dawson City. This neighbourhood is designed to meet current and future housing needs and aims to create a high-quality community that offers a range of housing options, with design considerations that is uniquely Dawson. The Plan area is one of the last significant developable areas near the Dawson Townsite. The development is intended to support the growth of the City in a responsible manner that will have a positive impact for the community.

Dawson City is facing a housing shortage that is impacting the community's ability to attract and retain residents. This challenge is multi-faceted and is impacted by the aging stock of historic housing, privately held undeveloped lands in the Historic Townsite, the number and extent of mining interests throughout the Klondike Valley, and lack of suitable development lands available outside the Historic Townsite. The Master Plan aims to clearly present the opportunities and constraints of the Plan area and provide a development concept that best utilizes the land to provide a long-term housing solution.



1.1 Purpose of a Master Plan

As guided by the City of Dawson Official Community Plan (OCP), the purpose of the Klondike HWY Subdivision Parcel D/F Master Plan (MP, “Plan”) is to provide a framework for the development of Parcels D/F along the Klondike Highway; hereafter referred to as the Plan area. In the current OCP, these areas are designated as urban residential and institutional. The purpose of the MP is to:

1. Review previous efforts, policy, and direction for the Plan area,
2. Recognize the existing conditions that may impact the developability of the parcels,
3. Engage with the community on the potential, concerns, and opportunities of the area,
4. Create a vision and associated goals for the best long-term use of the land,
5. Present the proposed zoning and uses,
6. Present the housing density and population at full build out,
7. Propose servicing (sewer, water, and storm) and roadway network,
8. Identify open space amenities and trails,
9. Propose a phasing strategy, and
10. Provide clarity on next steps and implementation.

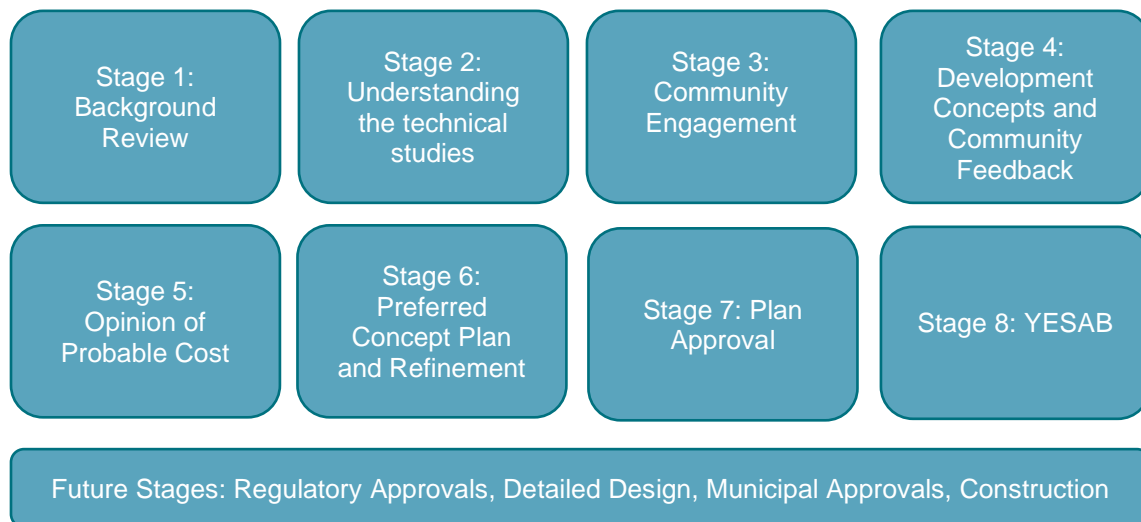
Stantec Consulting Ltd. (Stantec) prepared the MP on behalf of the Government of Yukon (YG) and Dawson City (City). For several years, the City and YG have been working to refine a vision Parcels D/F with the intention of creating a residential development and recreation center site that would achieve the overall objectives of the City, YG, Tr’ondëk Hwëch’in, residents, and interested stakeholders. As described in **Section 2.0 Planning Context**, this Plan has considered the City’s existing and past planning and studies, as well feedback from Tr’ondëk Hwëch’in, community stakeholders, and the public.

1.2 Planning Process

The Plan area have been included in several planning and feasibility studies over the years. Building upon the existing information; a variety of uses, housing types and servicing options have been presented, each with their own purpose and merits.

In 2019, Dawson City Council directed administration to begin preliminary planning work for this future residential area. As this area must provide housing to Dawsonites for the long-term, the density of development must be carefully considered. It is important to all those involved that the Plan area be used efficiently and responsibly.

The MP represents a multi-stage, two-year process that started in fall 2020. Below are the steps that have been undertaken to support this work. Each stage is further detailed within this Plan.



1.3 Medium-Term Plan

The MP represents a medium-term build out, with a phased construction approach occurring over 3-7 years. This Plan is intended to guide development of the Plan area to match the community's population growth and need for new housing. Over the next 3-7 years, many aspects of the community will change, the MP provides the means whereby Council, other decision makers, and the community have a clear understanding of what is to be built and what is to be expected at build out within the Plan area. Any future zoning, subdivision, or development permit applications inconsistent with the MP may require amendments and Council approval.

1.4 Plan Interpretation

The MP is intended to guide development; all images as shown have been included for visioning purposes only and should not be used to identify exact product types or locations. All area calculations presented in this Plan have been determined using AutoCAD measurements, recorded in m². Due to the conversion and subsequent rounding shown in this Plan, it is recognized that not all numbers or calculations are absolutely accurate, specifically for small areas.

1.5 Planning Area

The area considered in the MP is comprised of two development Parcels with a combined area of approximately 6.4 hectares (16.0 acres). Each of the parcels are shown in **Figure 2 - Plan Area** and further described in **Table 1** below. Due to the proximity and contiguous nature of Parcels D and F, the MP identifies these two parcels together, to be considered as one.

Klondike HWY Subdivision Parcel D/F Master Plan

Table 1 - Parcel Descriptions

Parcel		Area	
Reference Name	Location description	hectares	acres
Parcel D	Along the Klondike Hwy and Boutillier Rd	1.7	4.3
Parcel F	At the intersection of Klondike Hwy/Dome Road and west of Boutillier Rd	4.7	11.7
Total		6.4	16.0



Figure 1 - Illustration of Full Buildout

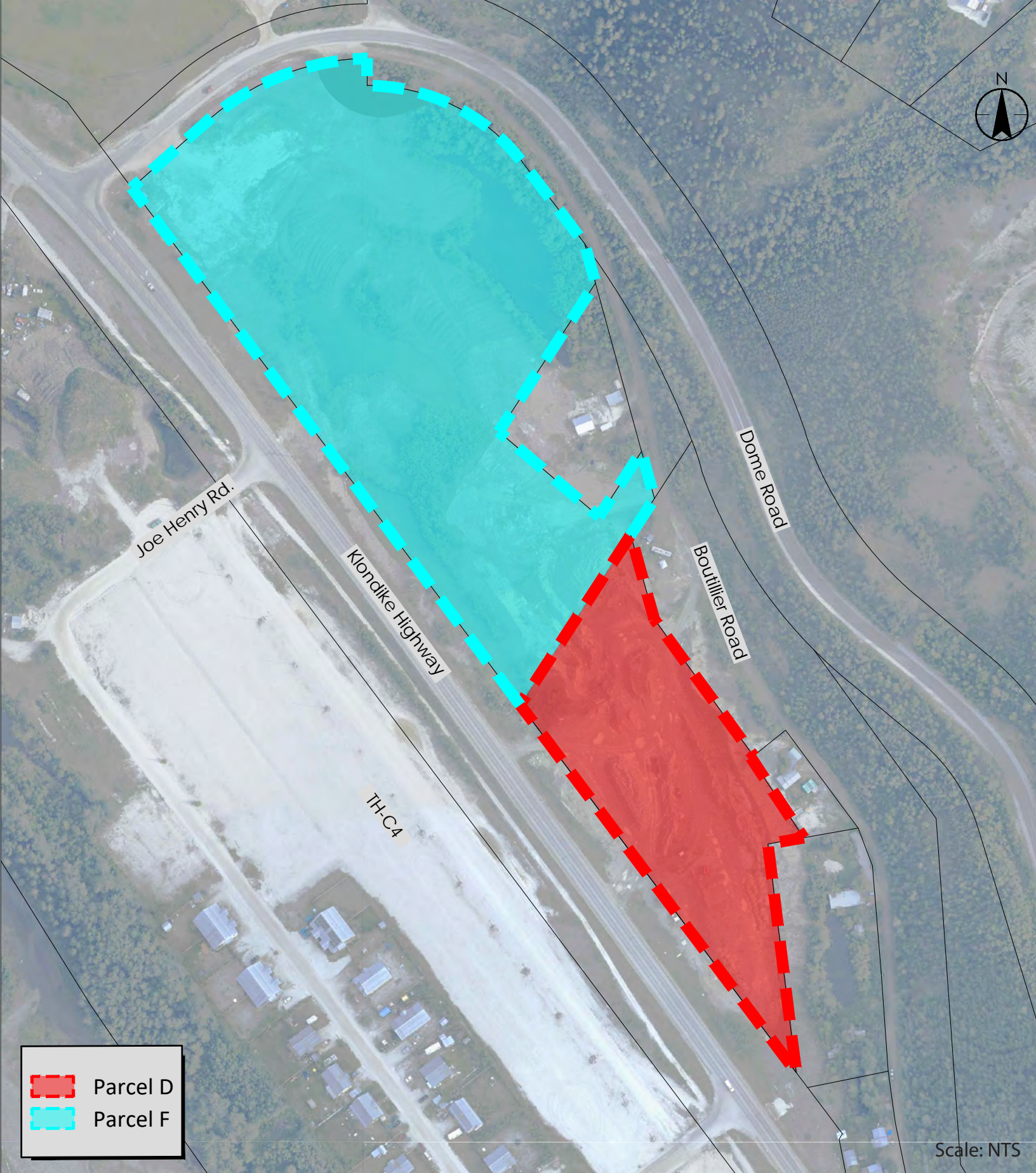


Figure 2 - Plan Area

1.6 Land Ownership

Parcels D/F are located on vacant Commissioner's land or lands owned by the City of Dawson. Lands surrounding the Plan area are a mixture of Commissioner's Land, Tr'ondëk Hwëch'in Settlement Lands, Dawson City land, and privately titled lands.

YG will act as the developer for the Plan area. As the approving authority for the land, Dawson City will approve the MP, Official Community Plan amendment, Zoning Bylaw amendments, and future subdivision applications. To strengthen the overall design process for Parcels D/F, Dawson City was also a partner throughout the planning process and collaboratively supported the community engagement process.

Parcels D/F is located within the Traditional Territory of the Tr'ondëk Hwëch'in (TH) and is adjacent to Settlement Lands; as such, YG and the City engaged the First Nation throughout the process to inform, gather feedback, and respond to any concerns TH may have regarding the development. Feedback received was considered throughout the design of the development. Parcels D/F are right across the Klondike Highway from the Tr'ondëk Subdivision (C4 subdivision), the First Nation's main residential subdivision, and it is important to consider how the new development can be a good neighbour to current and future residents.

1.7 Mining Claims

The mineral extraction industry is recognized as one of the fundamental economic activities in the Yukon and particularly in the Klondike region where placer and quartz mining are prevalent. Mineral claims in Yukon are governed by the *Yukon Placer Mining Act* and the *Yukon Quartz Mining Act* which provide claim owners with the exclusive right to explore for and mine any minerals within the claim.

Although mineral claim tenure, often referred to as a mineral title, provides claim holders with the exclusivity to that right, access to exercise that right has been limited over the years through development and applicability of other regulatory instruments and structures. While the acts of staking and recording a claim ensure that the mineral title is acquired, they do not automatically authorize or grant the holder to undertake activities that are considered to have an environmental effect, require mitigations or conflicts to land uses.

Under the *Yukon Municipal Act*, the local municipality is obligated to consider compatible land uses between mineral extraction and surrounding uses that allow for a balance of user interests over the long term. To facilitate this consideration, those wishing to engage in mineral development within the municipal boundary are required to obtain the relevant municipal permits prior to mining. Applications may include amendments to the Official Community Plan and Zoning Bylaw, if necessary, to ensure that the claims are appropriately designated. Currently, the Plan area is not appropriately designated or zoned to allow for mineral development to take place, however there are active claims and licensed placer mining operations in the area that must be addressed.

Several initiatives are ongoing to resolve mining within areas that are not compatible within potential growth and development areas. YG is in the process of developing policies and directions called the Mining in Municipalities initiative to direct issues around mining in municipalities. YG and Dawson City

Klondike HWY Subdivision Parcel D/F Master Plan

are also currently working with claim owners to determine a mutually agreeable plan that will phase out mining activities on some claims by determining the timeframe, required remediations or claim specific negotiations.

The existing mining claims within the Plan area will need to be considered prior to construction. While the mining claims will not deter the long-term development vision, phasing of construction and efficiencies of servicing connections may be impacted.

1.8 Existing Site Conditions

The parcels are generally clear of vegetation except around the perimeter and disturbed by past human activities. In each parcel, there are piles of tailings, some of which have been regraded. In Parcel D/F, there are several small stagnant tailings ponds. The existing condition is further defined in **Section 5.1**.

1.9 Surrounding Land Uses

Existing land uses surrounding the Plan area are primarily residential and recreation in nature with existing country residential lots located north of Dome Road and serviced lots in the TH C4 subdivision. There are commercial and industrial uses to the east along the Klondike Highway.

1.10 Local Amenities

As a small community, all amenities in the City are within close proximity of the Plan area. As previously discussed, the Plan area is one of the last residential development areas west of the bridge and still within a reasonable walking distance to the many services and amenities in Dawson City. The area is close to the following amenities:

- Historic Townsite businesses with community services, grocery stores, retail, and restaurants;
- Dawson City Community Hospital;
- Robert Service School;
- Crocus Bluff with baseball diamond, soccer field, pump track, concession stand, and seasonal washrooms;
- The planned future recreation facility with curling rink, ice sheets, and meeting rooms;
- Moose Mountain with downhill skiing, snowboarding, cross-country skiing, hiking, and mountain biking; and
- Hiking and mountain biking trails.

2.0 Background Review

As a Council Approved Plan, the MP must be consistent with all currently approved and adopted planning documents, regulations and policies of YG and the City. This Plan has been created to function within and respect existing planning documents, reports and technical studies. Through a detailed review of all relevant information, the impacts to the MP have been identified in yellow.

2.1 Future Population and Housing Considerations

Dawson City has a fluctuating seasonal population with many visitors and seasonal workers arriving each summer. As a northern community, construction costs in the City are high. There are also many historical buildings under heritage protection, which are vital to the community's historical feel, that need repair. The city also faces unique challenges to provide housing due to extensive mining claims and geological constraints which limit the opportunities for land development.

"Housing is currently a challenge in Dawson. Whether it is for year-round residents or for temporary summer workers it is a topic that arises consistently. Any further development that will push the demand for housing is going to run into the limitations already existing in the community around housing. While there is an overall desire for a modest population increase to reach a critical mass for year-round services there is currently very limited capacity for new residents to find adequate housing. This applies to rental properties as well and without adequate apartment accommodation or some form of condominium development the ability to attract and retain people is a factor."

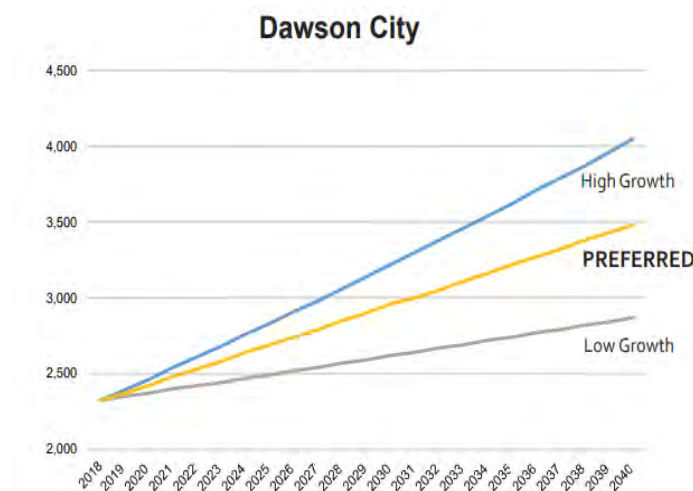


Figure 3 - Dawson Population Projections from YBS 2019

- Economic Scan and Assessment of Potential for Development (Vector Research, 2008)

In 2019, the Yukon Bureau of Statistics (YBS) provided population projections for Dawson City to 2040. At this time, YBS has projected that, under the preferred or anticipated scenario, the population of the City will be 3,480 in 2040, an increase of 1,157 people, or 49.8%, from 2018. Predicting population growth is difficult. Actual rates will depend on regional economic factors, internal and external demographic trends, the housing market, and community amenities.

As described in the 2019 and 2021 YG mandate letters, it is recognized that there is a significant need for all types of housing across the territory. As a response to this need, several departments have been

Klondike HWY Subdivision Parcel D/F Master Plan

mandated to increase the housing stock across the territory, develop new land parcels and lots, and enable innovative approaches to address the acute need for increased housing options.

The proposed development is focused on maximizing development potential and introducing a range of new housing opportunities and dwelling unit types into the community.

It should be recognized that Parcels D/F is only one development. Other residential developments in other areas will also contribute to the growth and housing options within Dawson City. At full buildout, the Plan area will have approximately 55 units with a total population of 110 people (based on 2.0 people per household). The Plan Area will be able to relieve some of the current housing demand while preparing for future growth.

Based on the population projections, it will be important to ensure that all potential developable residential lands be planned responsibly to achieve the density, housing options and servicing efficiency to support the proposed population.

2.2 Development Limitations

There is no easy or quick fix to the housing shortage in Dawson City and there are several challenges creating barriers to growth. Lands within the Historic Townsite are primarily developed, although there are vacant serviced residential lots, they are not available for development as each are privately owned.

Outside of the Historic Townsite, there are four main residential development areas: West Dawson, Dome Road, Dredge Pond Subdivision, and Tr'ondëk Hwëch'in's C4 Subdivision; each with its own opportunities and challenges for expansion. West Dawson, located across the Yukon River, is only accessible via a ferry during the summer months and ice road in the winter. In recent years the ice road has been unpredictable thus making the feasibility of the west more difficult until an all-season access is available. The Dredge Pond Subdivision is constrained by the historic dredge ponds which run parallel to the Klondike Highway. Tr'ondëk Hwëch, the City and YG will continue to work together on future land development opportunities.

The Plan area is one of the few easily serviceable development areas in the City and is the last developable area near the Historic Townsite that will allow for the efficient development of many serviced lots. Any new serviced development outside of Dawson's Historic Townsite, including the Plan area will require extensive new infrastructure and related capital costs. Due to the Plan area's proximity to the Historic Townsite, this area represents a critically important opportunity to responsibly introduce new housing for the community, within walking distance to the many existing amenities.

2.3 Planning Context

2.3.1 Regulatory Framework

As a development within the City's municipal boundary, Parcels D/F is subject to all applicable planning and land use regulations adopted by the City, Tr'ondëk Hwëch'in, YG, and Government of Canada. To facilitate compliance with existing planning regulations, the following relevant plans have been reviewed and referenced.

2.3.1.1 Applicable Legislation

The following applicable legislation has been approved by the Government of Canada, YG or TH and are thereby enforceable laws. The MP must conform to all applicable legislation.

Tr'ondëk Hwëch'in Final Agreement (1998)

The *Tr'ondëk Hwëch'in Final Agreement* is a negotiated agreement between TH, YG, and the Government of Canada; it is a constitutionally protected treaty that is recognized in Section 35 of the *Canadian Constitution Act, 1982*. The *Final Agreement* outlines Tr'ondëk Hwëch'in rights, titles, and interests; along with stewardship and management responsibilities within Tr'ondëk Hwëch'in Traditional Territory.

For the purposes of the land claims process, Tr'ondëk Hwëch'in does not hold legal title to their Traditional Territory, though they do maintain certain rights (e.g., hunting rights) within their Traditional Territory; as such, they have responsibilities and authorities regarding activities and decision-making within their Traditional Territory. In contrast, Settlement Lands are legally and communally owned by the First Nation.

This document was signed on July 16, 1998, and is applicable within the Plan area.

As the Plan area is within Tr'ondëk Hwëch'in Traditional Territory, TH retains Indigenous rights within the area which must be protected, respected, and has been considered in the development concepts.

Tr'ondëk Hwëch'in Self Government Agreement (1998)

Indigenous peoples have an inherent right to self-government, as recognized under section 35 of the *Constitution Act, 1982*. The *Tr'ondëk Hwëch'in Self-Government Agreement* was negotiated as a separate agreement associated with the *Final Agreement* and defines the First Nation's self-government powers including law-making, taxation, and programs and services.

One of the topics outlined in the *Self-Government Agreement* relates to land use planning which described that land use planning must consider the impact of both adjacent Settlement and Non-Settlement Lands through consultation between all levels of government.

The Plan area is within the Tr'ondëk Hwëch'in Traditional Territory; although it is not on Tr'ondëk Hwëch'in Settlement Lands, the development areas are adjacent to Settlement Lands and may impact their use. YG is required to undertake formal Consultation with the First Nation on this project. To determine Tr'ondëk Hwëch'in's interests in the Plan area, YG and the City requested formal comments from Tr'ondëk Hwëch'in as well as provided opportunities for community engagement; this information is described in the letter below dated July 2020.

Government of Yukon Municipal Act

The *Municipal Act* recognizes municipalities as being responsible and accountable levels of government that are responsible for providing local services to Dawson residents. As granted by the *Municipal Act*, the Dawson City is responsible for local government and the adoption of municipal bylaws (e.g., Official Community Plans and Zoning Bylaws) to provide a framework for land use planning and development. The *Municipal Act* also sets out the regulations surrounding non-conforming uses, subdivision in the Yukon, collection of property taxes and development cost charges.

As the development parcels are within the municipal boundary of Dawson City, all statutory plans must be adhered to, as summarized in this section.

Government of Yukon Environment Act

The general objectives of the *Environment Act* are to maintain and preserve ecological processes and biodiversity, manage the environment in a wise manner, and promote sustainable development. Among many topics, the *Environment Act* addresses site contamination, meaning the contamination of soil or groundwater, and requires restoration or rehabilitation.

To determine if Parcels D/F parcels may be considered contaminated, environmental site assessments were completed for each parcel.

2.3.1.2 Statutory Plans

The following statutory plans are adopted by Dawson City and are thereby enforceable bylaws within the municipal boundary. The MP must conform to all applicable policies and regulations.

Dawson City Official Community Plan (2019)

The Dawson City OCP is the City's main policy document that guides future planning and land use management. The OCP includes an overall community vision and provides direction for how the community should grow over the coming decades.

Vision

The OCP vision statement is: "Honouring the Past, Sharing the Present, Embracing the Future".

OCP Land Use Designations

Parcels D/F are currently identified in the OCP for the future land uses listed below in **Table 2** and shown in **Figure 4 - Dawson OCP Land Use**.

Table 2 - OCP Land Use Designations by Parcel

Development Area	Existing OCP Land Use Designation
Area D	UR Urban Residential
Area F	INT Institutional/ UR Urban Residential

- UR Urban Residential - This district is intended to accommodate urban neighbourhoods which are designed for connection to municipal water and sewer infrastructure. Predominant building forms in this district include single detached dwellings, duplexes, and multifamily uses.
- INT Institutional - This district is intended to illustrate the location of major institutional areas that provide services to Dawson and the surrounding region such as major recreation or community spaces. Predominant building forms in this district include institutional buildings or structures, or large landscaped open spaces.

To facilitate the development of the Parcels D/F, all development areas must be designated in the OCP for an appropriate use that is in alignment with this Plan; as such, OCP amendments will be required.

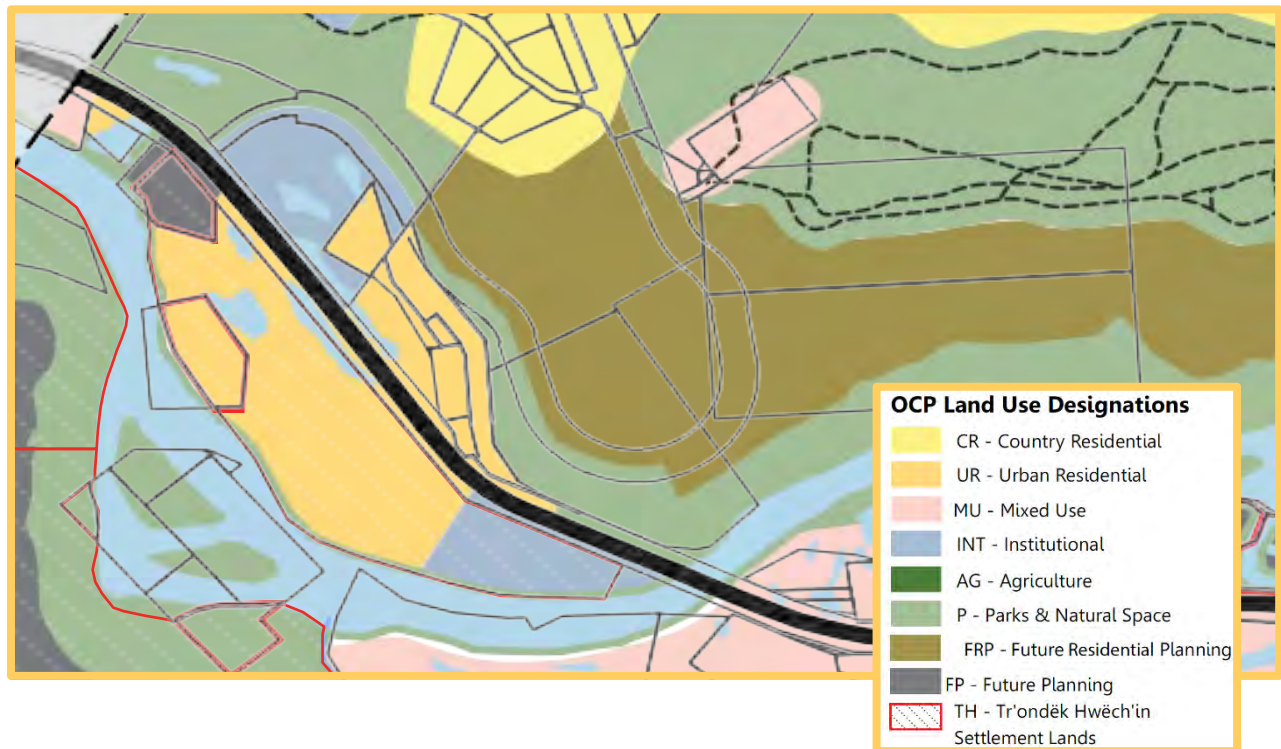


Figure 4 - Dawson OCP Land Use Designation

Applicable Policies

The following policies of the OCP apply to the MP; the application of the policy to the development concept or land use planning is described below:

Heritage

- Collaborate with Tr'ondëk Hwëch'in to identify methods to showcase Tr'ondëk Hwëch'in culture and heritage throughout Dawson and its festivals.

YG and the City will collaborate with Tr'ondëk Hwëch'in to identify methods of showcasing local First Nations' culture within Parcels D/F. This opportunity will be further explored with the neighbourhood naming, landscape, and physical elements.

Land Use, Development Pattern, and Design

- Maintain a strong sense of community by locating essential services and customer-focused commercial businesses in the Downtown Core. Promote the development of continuous and compact development in order to reduce the infrastructure required and its associated costs.
- Promote a compact development pattern to ensure existing infrastructure is used efficiently and preserve habitat and wilderness areas.

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- Compact development should be used as a mitigating and adaptive strategy to confront climate change.
- All subdivisions, buildings, and structures—including campgrounds—shall have defensible spaces, as laid out in the FireSmart standards. Implementation of site-specific FireSmart measures shall be the responsibility of the landowner.

Commercial lands are not proposed within the Parcels D/F as they have been deemed more appropriate in the Downtown Core.

Compact development patterns will be used as much as possible within each Parcel to increase efficiencies, address long-term community growth and housing demand, preserve habitat and wilderness areas, and as a strategy to confront climate change.

In support of FireSmart principles, a firebreak will be included surrounding the perimeter of each development area.

Housing

- Meet the needs of Dawson's diverse population by encouraging the development of a range of housing types.

To support the diverse housing needs for Dawson residents, single detached, duplex and townhome housing options is proposed. The proposed housing will meet a range of demographics.

Connectivity

- Maintain a walkable community to encourage the use of non-motorized transportation.
- Develop trail linkages between rural neighbourhoods and the Historic Townsite.
- Develop a comprehensive and connected trail network by requiring future development to provide connections to surrounding trails.

Connectivity between the Plan area and other areas within the City is considered in the neighbourhood design to encourage the use of non-motorized transportation and protect the safety of pedestrians and cyclists.

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Servicing

- New development must address stormwater management to reduce the potential for erosion and watercourse pollution.

Stormwater management is addressed in the MP and incorporated into the overall design.

Planning Process

- The City may require additional planning, future development plans, or area redevelopment plans be completed prior to new development in order to: determine suitability of the areas, ensure proposals are in alignment with the overall community vision, and gather feedback from Tr'ondëk Hwëch'in and Dawson residents as applicable.
- Due to the safety hazards associated with steep slopes, a professional geotechnical assessment may be required to support construction on steep slopes.

The MP will be completed in accordance with the guidelines outlined in the OCP for completion of further planning and incorporates feedback gathered from TH and Dawson residents.

To inform the overall vision of the Master Plan, supportive studies such as those identifying natural conditions, grade, topography, heritage, and municipal servicing potential, have been completed for each Parcel.

Finances

- Consider the full costs and financial, social, and environmental implications of all municipal projects and initiatives when making decisions.
- Ensure the Government of Yukon considers any operating, maintenance, and replacement costs when a project is proposed for the municipality.

The financial implications of the Parcels D/F will be carefully considered as they impact the long-term financial sustainability and obligations of the City, as well as future residents of the area. An Opinion of Probable cost has been completed.

Zoning Bylaw (2018-19)

All development within the City must be carried out in accordance with the Zoning Bylaw (ZBL). The purpose of the ZBL is to provide for orderly, efficient economic, environmental and socially responsible development in the City by implementing the goals and objectives of the Official Community Plan (OCP). To do this, the ZBL establishes land use zones and associated regulations to control the use, location, type, and level of development allowed to occur on each parcel of land within Dawson City; it also includes rules and procedures, information requirements, and processes required to regulate land use and development within Dawson City; and guidelines intended to maintain and enhance the unique character and history of the City.

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The zoning for each parcel is shown in **Table 3** below.

Table 3 - Zoning Bylaw Designations by Parcel

Development Area	ZBL Designation
Area D	R1 Single-detached/ duplex residential
Area F	P2 Institutional

- R1 Single-Detached/ Duplex Residential Zone - This district is intended to accommodate single detached and duplex dwellings on individual lots.
- P2 Institutional Zone - This district is intended to accommodate community facilities for us by the public such as recreation and education facilities, government and health services, libraries, and museums.

To facilitate the development of the Plan area, each parcels will need to be redesignated in the Zoning Bylaw Map for an appropriate land use zone that corresponds with the land use proposed in the MP; as such, a ZBL amendment may be required based on the type of development proposed for each Parcel. Should there not be an appropriate land use zone within the existing ZBL available for use, an amendment may be required to introduce a new zone(s) or review the existing regulations as necessary.

Heritage Bylaw (2019)

The Dawson City Heritage Bylaw is the enforcement bylaw used to implement the Dawson City Heritage Management Plan; it sets out the powers of the municipal Heritage Advisory Committee, outlines the ability of the City to designate municipal historic sites when deemed important, provide development incentives, and apply penalties. As outlined in the Heritage Bylaw, designation is to be used to illustrate the historic development of the Klondike Valley, or the natural history or peoples and cultures of the Klondike Valley Cultural Landscape, as delineated in the Heritage Management Plan.

There are no designated historic sites within the Plan area

Due to the location of the Plan Area, the Heritage Bylaw does not have direct impact on the character, architecture, and intention of the development. The history, people, culture, and stories will be recognized and incorporated into the vision and concept where possible to strengthen the character of the neighbourhood.

Subdivision Control Bylaw (#95-08)

The Dawson City Subdivision Control Bylaw regulates the subdivision of land within the City's boundary and has been used to guide the content of this Plan. As outlined in the Subdivision Control Bylaw, the following elements will be included in the MP to help determine the suitability for residential development:

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- a) proposed use;
- b) existing and proposed uses of land in the vicinity of the proposed subdivision;
- c) topography of the parcel;
- d) characteristics of the soil;
- e) nature of surface and subsurface drainage;
- f) any potential hazard from flooding, unstable slopes, erosion, and subsidence;
- g) provision of highway access;
- h) manner of laying out of streets, lanes and lighting;
- i) design and orientation of the subdivision, including the size and shape of lots;
- j) need, location and suitability of public reserve, parks, school sites and recreation facilities;
- k) availability and adequacy of municipal services;
- l) proposed storage or use of flammable, explosive or radio-active material;
- m) protection of sensitive environmental areas and critical wildlife habitat; and
- n) protection of significant natural, historical and heritage features.

The MP is structured to address each of the requirements listed above and to facilitate Dawson City's zoning and subdivision process.

2.3.1.3 Adopted Planning Tools

In addition to the legislation and statutory documents listed above which are legally enforceable; the following documents are considered valuable planning tools which have been adopted by the City to guide development within the community. Elements identified in these adopted planning tools will be considered and incorporated into the development where possible as outlined below.

After the Gold Rush: The Integrated Community Sustainability Plan

After the Gold Rush: the Tr'ondëk Hwëch'in and Dawson City Integrated Community Sustainability Plan (ICSP) was developed in partnership by TH and the City as a long-term, comprehensive plan, developed in consultation with the community. The ICSP is intended to provide direction for the community to realize sustainable objectives in the decades ahead by considering environmental, cultural, social, governance, and economic principles. The plan identifies several sustainability principles including the following which will be considered for all levels of planning:

1. Recognize the intrinsic value of biodiversity and natural ecosystems and protect and restore them.
2. Enable communities to minimize their ecological footprint.
3. Build on the characteristics of ecosystems in the development and nurturing of healthy and sustainable communities.
4. Recognize and build on the unique characteristics of the community, including their human and cultural values, history, and natural systems.
5. Promote sustainable production and consumption through appropriate use of environmentally sound technologies and effective demand management.

Parcel D/F must be designed to use land efficiently, provide connected and appropriate greenspaces, support active transportation and promote energy efficient home building.

2.3.1.4 Heritage

Dawson City Heritage Management Plan (2008)

The 2008 Dawson City Heritage Management Plan (HMP) provides a vision for the management of Dawson's heritage resources. The overall area within the scope of the HMP is called the Klondike Valley Cultural Landscape. Specifically, the planning area falls within the Bowl Character Area. Defining elements of the Bowl Character Area are related to topographical, view, and landscape features.

With respect to the Plan Area, the HMP recommends:

- New development along the Dome Road should represent good, new architectural design and planning, and not reflect the gold rush style.
- New development should minimize their impacts on the landscape, rather than on the requirement that they display historical character.

The Dawson City HMP provides specific regulations that apply to the Plan area which will be incorporated into architectural regulations and theming of the neighbourhood. Areas requiring additional architectural, landscape or design consideration will require further guidance.

2.3.1.5 Open Space and Recreation

Trail Management Plan (2016)

The 2016 Dawson City Trail Management Plan establishes a vision for the Dawson trail network. The plan includes recommendations for improving the network and providing a framework for the ongoing management, maintenance, and development of trails. The plan focuses on Crown and City lands located within the municipal boundary.

The vision of the plan is “Our trails will be a vital contributor to the health and wellness of residents, facilitate access to and enjoyment of the outdoors, provide options for active transportation, foster appreciation of our heritage and build community spirit and stewardship.” The plan emphasizes that impacts to existing trails and incorporation of new trails be factored in land development activities.

Safe and direct trails will be incorporated . Connections has been focused on the Trans Canada Trail.

2.3.2 Supportive Studies/ Reports

The following studies have been reviewed and provide valuable information that has shaped the Planning and design of the Plan area.

2.3.2.1 Planning Reports

Housing Strategy - Klondike Development Organization (2011)

The Klondike Development Organization (KDO) worked with its partners to develop a strategy to understand and provide more stable and affordable housing in Dawson. In this document, KDO sets out a series of strategic housing goals to match housing stock to demand, increase overall quality of the housing stock and increase proportion of home ownership over renting. Information in this plan was gathered using a community survey and through targeted interviews.

Dawson has more one-person households and fewer couples and families than other Yukon communities. Existing housing stock is largely single family, and this does not match the demand from high and rapidly increasing income profile of one-person households. Ownership rates are lower in Dawson than across Yukon communities.

The direction and vision of the MP will include the identification of zoning, lotting and explore the build out options for each Parcel. Through the project vision and goals, the Plan area will:

- Introduce higher than typical densities
- Include smaller lots and attached housing (duplex, townhomes, etc)
- Consider the relationship between housing type, density, and infrastructure to affordability
- Identify mixed use opportunities
- Traditional land use planning will not define home ownership meaning that the focus is on planning lots rather than on identifying if units will be publicly owned, rentals or for purchase

2.3.2.2 Open Space and Recreation

Dawson City Recreation Facility Pre-Planning Report, Stantec Consulting Ltd. (2019)

The Dawson City Recreation Facility Pre-Planning Report examined potential locations for a new recreational facility. In total five sites were reviewed, including Parcel F which was referred to as “Site D Bottom of Dome Rd”. As described in the report, this area would be well-suited to accommodate a new recreation facility. The analysis considered space available for the facility, an expansion, and parking, as well as convenience of access for vehicles and pedestrians, connectivity with similar uses, and conformance with existing plans.

Although Parcel F was deemed to be not easily accessible by Townsite pedestrians, the existing designation in the OCP and ZBL is already in place to support the recreation facility, and its location across from existing recreation facilities (i.e. baseball diamond and soccer field) could allow for amenity sharing (e.g. parking area, washroom facilities, food services, etc.) that could create a multi-sport hub for the community that is easily accessible from the highway.

Dawson City Recreation Centre, Feasibility Study, Republic Architecture Inc (2021)

YG worked with the City and Republic Architecture Inc. to determine suitable programming and layout design for a new recreation centre in Dawson. This process set out the spatial requirements for the facility and assisted in the selection of a site for the new recreation centre.

Dawson City has started a process to replace their recreation centre. Following the approval of the Feasibility Study, a portion of land within Parcel F was identified as the future location of this facility. The largest potential building scenario was used to determine the required building footprint and parking requirements. The surrounding lots will be planned to take advantage of their proximity to this facility and pedestrian and vehicular connections were also considered. The preferred development concept will maximize exposure of the building along Dome Road and the Klondike Highway.

2.3.2.3 Geotechnical

Geotechnical Site Suitability Assessment (2019)

Tetra Tech Canada Inc completed a Geotechnical Site Suitability Assessment of the Plan Area in 2019 for each of the Parcels, as well as another site. To complete the assessment, Tetra Tech reviewed existing files and information and discussed constraints that would be associated with future residential development. As described throughout the report, the findings were as follows:

- Parcel D
Considered suitable for residential development. Significant site grading and import of granular materials will be necessary to establish separation from shallow groundwater.

Shallow foundation systems, including strip & spread footings or monolithic slab-on-grade systems are all feasible. The only constraints include shallow ground water which will limit

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foundation depth.

- Parcel F
Considered suitable for residential development. Significant site grading and import of granular materials will be necessary to establish separation from shallow groundwater. The only constraints include shallow ground water which will limit foundation depth.

Pre-design Level Geotechnical Evaluation (2022)

A geotechnical evaluation was completed based on the preferred Concept Plans. No additional test pits were completed for Parcel D and F as previous investigation work is considered complete for developing pre-design recommendations. Roadway, building, and deep and shallow utility components were all analyzed.

Based on current and site-specific geotechnical information, Parcels D/F are all considered appropriate for the proposed site development. However, there may be geotechnical constraints which include uncontrolled fill in specific areas, design considerations of the stormwater management facility development setbacks, infill of dredge ponds and tailings compaction.

Recommendations were provided for foundations, roadways, and servicing.

All parcels were deemed appropriate for development. All recommendations and requirements outlined in the Geotechnical Assessments for the construction of each parcel is followed in the creation of this Plan and must be adhered to during detailed design and construction.

Additional geotechnical evaluations may be required during detailed design and for specific lots during home construction.

2.3.2.4 Environmental

Parcel D - Environmental Site Assessment Phase 1, Limited Phase 2 – (2020)

A Phase 1 and Limited Phase 2 Environmental Site Assessment was completed for Parcel D by Golder Associates Ltd in April 2020. The primary objective of the Phase 1 ESA was to identify, insofar as possible based on readily available information and without an intrusive investigation, former or current practices at the site that may represent issues of actual or potential environmental concern. Due to the site's historic use as a gravel pit and placer mine, a limited Phase 2 ESA was completed.

The objective of the limited Phase 2 ESA was to assess the surficial soil within the areas of potential environmental concern, as identified in the Phase 1 ESA. Soil sampling concluded that there was soil contamination with metals above the Yukon CSR residential (RL) and commercial (CL) standards. Anecdotal evidence described the possibility of material from off-site being moved on-site prior to the assessment. Based on this finding, it was determined there was potential for deeper soil and/or groundwater contamination; as such, a second Phase 2 ESA was recommended to complete more intrusive investigations.

Parcel D - Environmental Site Assessment Phase 2 – (2020)

A Phase 2 Environmental Site Assessment was completed for Parcel D by Golder Associates Ltd in September 2020. The primary objective of the Phase 2 ESA was to address recommendations from the Phase 1 and Limited Phase 2 ESA, specifically to confirm the presence or absence of chromium and arsenic concentrations in deeper soil and/or groundwater contamination at the site.

As identified in the Phase 2 ESA, soil samples collected found contamination levels less than the applicable standards with the exception of: elevated trivalent chromium concentrations at several locations. It is suspected that the elevated chromium and arsenic concentrations found, and the distribution of these metals across the site, reflect the native soil quality of the areas; it is possible that arsenic at the site may be indicative of anthropogenic influences due to historic placer mining activities.

Prior to development, additional studies and approval will be required to determine if the concentrations pose risks to human health and the environment.

Parcel F - Environmental Site Assessment Phase 1, Limited Phase 2 – (2020)

A Phase 1 and Limited Phase 2 Environmental Site Assessment was completed for Parcel F by Golder Associates Ltd in April 2020. The primary objective of the Phase 1 ESA was to identify, insofar as possible based on readily available information and without an intrusive investigation, former or current practices at the site that may represent issues of actual or potential environmental concern. Due to the site's historic use as a placer mine, and surrounding placer mine activities, a limited Phase 2 ESA was completed.

The objective of the limited Phase 2 ESA was to assess the surficial soil within the areas of potential environmental concern, as identified in the Phase 1 ESA. Soil sampling concluded that there were concentrations of chromium detected exceeding the applicable CSR residential (RL) and commercial (CL) standards; however, the presence of elevated concentrations of chromium could possibly represent natural background conditions. Based on this finding, it was determined there was potential for deeper soil and/or groundwater contamination; as such, a second Phase 2 ESA was recommended to complete more intrusive investigations.

Parcel F - Environmental Site Assessment Phase 2 (2020)

A Phase 2 Environmental Site Assessment was completed for Parcel F by Golder Associates Ltd in September 2020. The primary objective of the Phase 2 ESA was to address recommendations from the Phase 1 and Limited Phase 2 ESA, specifically to confirm the presence or absence of chromium concentrations in deeper soil and/or groundwater contamination at the Site and delineate shallow chromium contamination in soil that was identified during the Limited Phase 2 ESA.

As identified in the Phase 2 ESA, soil samples collected found contamination levels less than the applicable standards with the exception of: elevated chromium and cobalt concentrations at several locations. Based on the soil testing results, the Limited ESA 2, and background metals evaluation; it is thought that the elevated chromium and cobalt concentrations found are representative of the native soil quality of the areas.

A complete Phase II ESA has been completed; all recommendations will be addressed prior to construction.

Phase II Environmental Site Assessment (2022)

Following the completion of the Concept Plans, SLR Consulting Ltd. completed a Phase II ESA for Parcels D/F for due diligence purposes. The Phase II ESA was completed as previous ESA's identified Areas of Potential Environmental Concern (APECs) in each area associated with the onsite placer mining activities, an offsite APEC associated with a historical municipal landfill previously located further up the Dome Road and soil contaminants.

In Parcel D, soil samples exceed the applicable total chromium Yukon CSR standard, however it is all trivalent chromium; hexavalent concentrations are all below the detection limit.

The November 2021 sample showed the first exceedance of aluminum and iron, with two previous samples, from October 2021 and May 2020, having low or undetectable levels of both (Golder Associates Ltd. 2020). Samples from all three sampling dates had manganese exceedances.

Most soil samples collected on site in 2021 were below applicable Yukon CSR standards, all exceedances had additional samples collected beneath them that were below the standards, indicating the contamination is in the shallower material. Groundwater samples collected in 2021 all met applicable Yukon CSR standards except for one sample in Parcel D. The groundwater samples from this location had concentrations of dissolved manganese exceeding the applicable standard, and potentially dissolved aluminum and iron also, although additional sampling is required to determine if those exceedances are reliable.

The recommendations for Parcels D/F are to begin preparing them for development, while at the same time completing a preliminary risk assessment (PRA). In completing these at the same time, the PRA could be used to help direct detailed design to minimize the amount, if any, remediation work that will need to be completed. Once the lots are subdivided and prepared for development, an update to the PRA or a more detailed risk assessment may be required on a lot-by-lot basis.

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Dome Road Sites Dome Road Subdivision – Dredge Pond Winter Profile Data, EDI (2021)

In 2021, an assessment of the three dredge ponds in Parcel D/F was conducted to determine if the ponds were fish-bearing. For each pond, the water quality was assessed, and potential fish-bearing habitat was identified.

According to the Canadian Water Quality Guideline for the Protection of Aquatic life (CCME) a value of 6.5 mg/L in cold water is the lowest acceptable dissolved oxygen concentration to support adult fish. These guidelines are conservative and studies on dredge ponds around the Dawson have suggested that fish can survive in ponds with lower oxygen levels.

Two of the ponds had dissolved oxygen that exceeds the CCME standard, and the study did not completely rule out the possible presence of fish. However, given the lack of surface connection to known fish-bearing waters and shallow water depths of these ponds it appears unlikely that these ponds support fish. However, due to suitable winter dissolved oxygen levels fish presence cannot be ruled out without additional sampling.

As recommended, a Fisheries Investigation was completed, and findings are listed below.

Dome Road Dredge Ponds Fisheries Investigation, EDI (2021)

Following the recommendations of the Dredge Pond Winter Profile Data (2021), additional investigation was completed based on the suitable oxygen levels within all three ponds that could support fish. In 2021, EDI sampled the three ponds in Parcel D/F to determine if the ponds are fish bearing. Some fish were captured in low numbers in two out of the three ponds. Two burbot and one slimy sculpin were captured.

The dredge ponds have no surface connection with any other waterbody and are a considerable distance from the Klondike River. As such, the origin of fish in the ponds are likely linked to when the ponds were formed during historic dredging activities. EDI concludes that while three fish were present it is questionable if these populations are self-sustaining in the longer term given the low numbers of fish captured.

Regardless of the type of fish species, regulatory approval from Fisheries and Oceans Canada will be required prior to filling in the ponds.

Dawson Climate Change Adaptation Plan (2007)

In 2007, three Yukon communities began working on climate change adaptation planning. With increased concerns about the impacts of a rapidly warming northern climate on the community and livelihoods, Dawson City recognized the importance of this plan. Development of Dawson's adaptation plan has created a community resource to support ongoing local adaptation planning and decision making.

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The Plan was developed through two steps: developing community vulnerability scenarios and creating a list of consequences that climate change may have on residents. Each consequence was evaluated for risk to better determine how the community would respond, level of event associated with the consequence and the likelihood of the event.

The final report included recommendations organized by standard operational practices: land use, emergency response, fire management and infrastructure planning. A list of 43 high priority actions, 21 for immediate implementation and 22 for consideration by 2020. Proposed actions range from “investigate flood proofing of the proposed sewage facility” to “implement preparedness education to respond to potential climate change related emergencies.”

The MP project team recognizes the potential impacts that development may have on Dawson City. The Dawson Climate Change Adaptation Plan has been reviewed and best planning and design practices has been utilized to acknowledge impacts on landscape-level climate change events, community-based climate-change vulnerabilities and opportunities.

2.3.2.5 Heritage

Heritage Resource Impact Assessment: Dawson Dome Rd Residential Development Report, ECOFOR Natural and Cultural Resource Consultants (2020)

A Heritage Resource Impact Assessment (HRIA) was conducted by Ecofor Natural and Cultural Resource Consultants in August 2020 to assess potential impacts on heritage resources the Plan Area.

- Parcel D
No heritage resources were observed within Parcel D; no further work is recommended for this area.
- Parcel F
Six historic platform/ features were found less than 30 m outside the northern boundary of the development area. These features were demarked by flattened areas on the side slope between Dome Road and Boutilier Road on the south side of the Dome Rd hill. Historic archaeological materials were visible at the surface at these locations.

The six historic platform/ features found outside of Parcel F may be eligible for inclusion in the Yukon Historic Sites Inventory; as such, Ecofor will submit the data of the features to the YG Historic Sites Unit for consideration for Borden number assignment. If proposed development is planned near any historic platform/ features, impacts to the platforms/ features should be avoided; however, they are located outside of the Parcel so avoidance should be feasible. If avoidance is not possible, it is recommended that the Yukon Heritage Branch, YG Land Development Branch and Ecofor consult on preserving the more substantial platform/ features and removing the platform features that are deemed less important. If work crews encounter any potential undocumented heritage resources during development activities all work in the area should cease and the finds should be reported to the Government of Yukon Heritage Resource Unit immediately for guidance in managing impacts to unrecorded heritage resources.

2.3.2.6 Infrastructure Reports

Dawson City, Reservoir Replacement Conceptual Design, Associated Engineering (2020)

Associated Engineering conducted a conceptual design of new water reservoirs in Dawson City. The primary purpose of the study was to identify a new water reservoir location that would minimize capital cost, reduce ongoing maintenance, and determine the infrastructure needs to service future lots on Dome Road.

Due to the existing condition of the aboveground bolted steel reservoirs on the existing Pumphouse site located at Fifth Avenue and Dugas Street, it was determined that the City requires new reservoirs. The current system is deemed to be at the end of their design life and is currently undersized to serve the existing population as well as future growth. The study assessed two potential sites; the existing pumphouse site and a new location on Crocus Bluff. It also determined assumptions for future growth.

The need for the reservoir replacement is not due to the future development of the Parcel D/F but was included in the Conceptual Design Study to ensure that the future water reservoir capacity can accommodate future growth. The housing assumptions considered in this study exceed the density and units proposed in this Master Plan.

Dawson Lagoon Planning Study, Kerr Wood Leidal (2019)

Kerr Wood Leidal was hired by YG to investigate the construction of a wastewater treatment lagoon system to treat the sewage currently being treated at the Wastewater Treatment Plant (WWTP). The report included heat loss modelling, a site selection analysis, and recommendations for next steps. The report assesses several sites, but a final location for this facility has not yet been selected.

The need for the wastewater treatment lagoon system replacement is not directly related to the future development of the Plan area but should be sized to accommodate for various growth scenarios in the City. Currently, there is enough capacity to support the residential development of Parcel D and F.

The replacement of the City wastewater treatment lagoon system is at an initial stage and much more effort will be required. Construction of the new lagoon is expected to be led by the Government of Yukon with a timeframe of five to seven years.

A site for the new sewage lagoon has not yet been selected. Offsite wastewater infrastructure upgrades will be required to service the existing needs of the community as well as the Plan area. Parcels D/F will be required to connect into the wastewater system. The capacity of the wastewater system must be balanced between the needs of the recreation center and residential areas.

3.0 Engagement

The creation of the MP is based on community engagement and collaboration from previous community feedback and those gathered as part on the creation of this plan. The initial planning of the Dome Road area, which occurred from 2020-2022, included a total of 4 parcel areas (Parcels A, C, D and F). The engagement summaries presented in this package includes areas outside of Parcels D/F and has been included for information purposes only.

The engagement process is summarized below and included in **Appendix A – Engagement Summaries**.

3.1 Engagement with Tr'ondëk Hwëch'in

Tr'ondëk Hwëch'in staff and leadership have been involved throughout this planning process. An initial letter was provided in 2020 that sets out the First Nation's overall values and interests in the land. Several meetings were held with both staff and Chief and Council to present the draft neighbourhood vision and development concepts to gather feedback. Tr'ondëk Hwëch'in administration were specifically engaged in the fall of 2020, during the winter 2021 visioning and goal-setting engagement period, and again during the fall 2021 presentation of the draft concepts. Three meetings were held with Tr'ondëk Hwëch'in Chief and Council from January to October of 2021.

Tr'ondëk Hwëch'in Dome Rd Area Values Letter (2020)

In July 2020, the TH Director of Natural Resources submitted a letter to YG describing their interests in the Dome Road Subdivision area. Each interest is described below.

- Potential Impact to the Tr'ondëk Subdivision
Comprised of Settlement Land parcels C-4B/D, C-85FS/D, and C-86FS/D, the Tr'ondëk Subdivision is TH's main residential development. Located across the Klondike Highway from Parcel D/F, this subdivision includes the TH Government assets compound and houses built and operated by TH through the rental housing program.

Currently there are 36 occupied units on C-4B/D in both single-family dwellings and duplexes with approximately 105 residents; additionally, TH has invested extensive resources in preparing additional lots for new homes. There is a TH homeownership program where lots in this subdivision are being leased and TH-backed loans are provided for citizens to build their own homes.

Tr'ondëk Hwëch'in expressed concerns with activities that could negatively impact the peaceful use and enjoyment of Settlement Land, especially on C4. It is important that during construction of the Plan area, every effort be made to reduce impacts of noise and dust. Also, increased homes in this area could lead to an increase in traffic overall.

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- Dome Rd Residential Settlement Lands

TH owns and operates rental housing on Settlement Land parcels C-43B/D, C-44B/D, C-45B/D, C-46B/D, C-47B/D, C-48B/D, C-49B/D, and C-50B/D. These parcels are located off Dome Rd, on Jack London Lane, and Pierre Burton Crescent.

Like the concerns associated with the TH Subdivision, the First Nation opposes activities that would negatively impact the peaceful use and enjoyment or market value of residences on Jack London Lane and Pierre Berton Crescent, including excessive disturbance of the surrounding landscape; however, the First Nation does not foresee any negative impacts from the development.

- Dome Expansion Area

TH has economic development interests in the Dome Road Expansion Area, located outside of the Dome Road Subdivision area, as defined in the *Final Agreement* (Chapter 22, Schedule A, S. 9). Essentially, Tr'ondëk Hwëch'in is entitled to priority access to 30 percent of any lots developed in the Dome Expansion Area at the prices and upon the terms and conditions upon which the lots would be offered to the public.

TH does not foresee negative impacts from the development of Parcels D/F.

- Thomas Gulch and S-94B

Thomas Gulch, S-94B, and the Dome area have long been used as traditional harvest areas for small game and berry picking, and Settlement Land parcel S-49B was a historic Hän lookout and encampment site. Traditional harvesting rights are guaranteed under Chapters 16 and 17 of the Tr'ondëk Hwëch'in *Final Agreement*; as such, the First Nation opposes any development that restricts access to these areas for traditional and recreational purposes such as harvesting. These rights provide citizens with important cultural and social connections and promote healthy lifestyles.

Consultation is triggered under section 25.1.2 (Compatible Land Use) of the *Self-Government Agreement*. Notwithstanding this consultation trigger, according to section 25.3, nothing in the compatible land use provisions “shall be construed to limit the use of Settlement Land for traditional purposes by Yukon Indian People.” Therefore, even though the compatible land use Consultation framework is set out in 25.0, outcomes of this Consultation must still ensure that traditional use of S-94B by TH citizens will not be limited by adjacent activities.

For future developments, the design of areas must not impact access to Thomas Gulch and S-94B; as such, consultation will be undertaken with Tr'ondëk Hwëch'in to ensure continued access is provided, including for snowmobiles or off-road vehicles.

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- Ski Trails

Dawson City, Tr'ondëk Hwëch'in and others partnered to promote the use of these trails for all levels of users. With the City, Tr'ondëk Hwëch'in participated in building the warming hut and erecting trail signage throughout the ski trails via a Mountain Equipment Co-op grant. Tr'ondëk Hwëch'in youth have been involved in these trail improvements and they also enjoy using the trails for skiing and hiking. The health and social benefits of exercise and time outdoors on these trails are also integral to the lives of many other Tr'ondëk Hwëch'in and Dawson citizens.

Existing trails will be considered in the development of the future open space network to preserve existing connections and provide new trails where appropriate.

Dome Road Future Subdivision Draft Concept Plan Letter (2021)

In September 2021, a representative of the TH Natural Resources Department provided specific comments related to the draft concept plans for the Dome Road Subdivision. The following notes provide a summary of the input from this letter that relates to the overall concept plans.

- Effects on Settlement Land

TH opposes any activity that may negatively impact the peaceful use and enjoyment of, or the market value of, residences on Settlement Lands. Thus, any impacts from the development of the proposed Dome Road area should include provisions to mitigate the negative effects of increased noise and dust during construction and overall increased traffic as new residents move in.

Plans for construction management are outside the scope of the MP. Parcels D/F will be assessed under YESAA and mitigation measures will be formalized through the Decision Document. During detailed design and construction phases, YG and the City will continue working with TH to ensure proper mitigation measures are put in place during construction.

- Affordability

TH supports affordable communities for all residents in the region. TH believes that a mix of lot price-points and housing-types is critical to addressing the housing issues in Dawson. To this end, TH supports the proposed parcel layouts that offer the widest array of lot types and sizes but encourages more explicit planning for affordability through the use of such tools as community land trusts and/or co-operative housing. Additionally, a full cost-recovery approach on all lot prices will reduce the affordability. As such, other models of cost-recovery and/or lot pricing should be explored (e.g., increased prices on country-residential lots to off-set the cost of some of the traditional lots).

To foster a diversity of housing types and built form, TH recommends individual lot sales for, as opposed to selling several lots to a single home builder. If lots are sold to land developers, such as for the purposes of mixed-used condos or townhouses, local developers and/or TH/indigenous-owned developers should be prioritized.

The proposed plan includes a mix of lot sizes and housing types. The variety of housing options will offer different price points for varying demographics. Consideration will be made on how the lots are released and sold to the public, the lots will be released to the public by YG via a fair and transparent process (e.g., lottery and/or bids).

- Active Transportation and Recreation Opportunities

The health and social benefits of exercise, active transportation, and time outdoors on recreational trails are also integral to healthy living of many TH citizens and residents of Dawson. TH supports the development of recreational trails and connections within the Plan area and to existing trails.

Additionally, in the context of climate change, TH encourages a greater emphasis on active transportation and walkability to/from and within the proposed subdivision, including mixed-used developments, and new or improved pedestrian and bike infrastructure. Combining active transportation opportunities with a shuttle service may encourage people to pursue different modes of transportation other than a personal vehicle.

Trails and active transportation connections are presented throughout the MP. Connections to the Trans Canada Trail is a priority.

- Naming

TH supports naming the proposed Dome Road Subdivision (DRS) in Hän and several possible names have already been identified. Potential names are listed:

- Yuhkè Tayh (Northern Lights Hill; note, Yuhkè is already used for Yukon School of Visual Arts)
- Näk'it (Lookout)
- Häky'ak (Ridge)
- Nizho (Our Home)
- Deyh Ddhäl (Grouse Mountain, considered a place name for Midnight Dome)

Dawson City Council should consider a Hän name for the neighbourhood.

- Demand

While TH recognizes the need for more housing in Dawson City it is unclear if demand modelling has been undertaken and if this information has been used in the development of the proposed parcel layout options. TH recommends that demand modelling be carried out. If this has been completed, it would be important to provide this information to TH and residents before consultations proceed any further. Likewise, before moving to develop future parcels beyond Parcels D/F, TH recommends that the YG and Dawson City prioritize developing vacant and/or unused lots and buildings in the downtown area. This may reduce the need for a residential development on the scale of the proposed development. Incentives to develop

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vacant lots or disincentives for leaving lots empty should be explored and implemented before releasing any lots.

The Master Plan presents a lot release plan. The subdivision will be built out gradually over a span of 3-7 years based on population projections by the Yukon Bureau of Statistics and associated housing demand. It is understood that the number of lots released annually may need to be adjusted based on population growth and housing demand.

YG is working with Dawson City to examine other residential development areas, particularly in the downtown area, however Parcels D/F is considered to be one of the more significant residential growth areas in close proximity to downtown and other services.

Final Circulation Comments (June 2022)

Following the third circulation of the MP, TH provided written correspondence of concerns with the Concept Plan, growth strategy of the area, and the need for a better-defined cooperative planning process. TH, YG, and the City are actively working to resolve these concerns. However, due to the provided concerns, future Master Plans will be separated into smaller planning boundaries.

The Master Plan boundary was revised to include Parcels D/F only, based on the comments received as part of the third circulation. Areas north of Dome Road will be planned separately, when and if required.

3.2 Slinky West Visioning Charrette

Slinky West Visioning Charrette Background Document (2019)

A background report was completed to support the Slinky West Visioning Charrette which was led by Dawson City in December 2019. This report contains background information on the future residential development to help inform charrette participants under topics such as current conditions; mining claims; surrounding development; objectives of development; and directives from various sources such as Council, Tr'ondëk Hwëch'in, the OCP, the ZBL, the Heritage Management Plan, and the Trail Plan.

Information prepared for the Slinky West Visioning Charrette Background Document has been incorporated into previously completed Dome Road Planning and this Plan where appropriate. Due to the comprehensive nature of the Slinky West Visioning Charrette, some discussions will be addressed outside of land use planning. Some discussion items will be resolved throughout the development process (regulatory approvals, detailed design, rezoning, subdivision, etc)

Slinky West Visioning Charrette Record (2019)

From December 3 – 5, 2019 an intensive visioning charrette took place to complete various exercises related to the future Dome Road Subdivision. As a result of the workshop, deliverables were completed to guide the neighbourhood vision and naming. A total of 45 people participated in the charrette over the three days.

This record provided comprehensive comments about the future of this area. Some comments and questions are not related to land use planning and development, these items will need to be considered through other City efforts, policies, and partnerships.

Visioning

During the visioning exercise, participants were given sticky notes to write words or short phrases to be shared with the group. The results of this brainstorming were then grouped using the open house themes of greenspace, transportation, community, and housing and each participant was given 5 stickers to vote for their favorite or least favorite ideas. The following are top ideas within each theme:

- Greenspace
- Community garden
- Playground
- Trails
- Natural plant materials
- Transportation
- Off-street trails
- On-street trails (separated from traffic)
- Parking options for multiple vehicles, ATVs, etc
- Community
- Environmentally friendly
- Alternative energy sources
- Include commercial areas where possible
- Live/ work options
- Housing
- Affordability is paramount
- Mixture of housing types including tiny homes to large-lot country residential
- Wall-tents

It must be understood that many topics discussed during the visioning charrette are outside of the scope of a land use plan; as such, they will not be incorporated into the MP but will be kept on record for future reference and inclusion where appropriate. Examples include: the cross-section details of existing roadways surrounding the development, regulations around what types of energy sources should be permitted for future homes in this area, types of landscape materials to be used, construction of a public washroom either in the community or downtown.

Results of the Slinky West Visioning Charrette will be used to guide the development including land uses, housing forms, and open space connections proposed.

3.3 Master Plan Engagement

3.3.1 Visioning and Goal Setting – February and March 2021

Purpose of Engagement

The purpose of this first round of engagement on the Dome Road planning was to:

- Introduce the project and team;
- Review each of the four development sites;
- Present the draft vision and goals; and
- Gather input from the public on any of the above topics.

Engagement Events

There were two main ways for the public to participate in this engagement process: an online/in-person meeting and an online survey. All relevant information about this project was posted on the Dome Road project page on the City's website. In addition to other engagement activities, meetings were held with Dawson City and Tr'ondëk Hwëch'in Councils as well as staff from both governments.

At a glance:

- Met with staff from Tr'ondëk Hwëch'in (September 2020)
- Had a joint meeting with Tr'ondëk Hwëch'in Council and Dawson City Council (January 2021)
- Conducted a survey completed by 128 people
- Held two public meetings with 10 meeting attendees (February 2021)
- Posted a recording of the meeting online that has been viewed 63 times
- Met with staff from Dawson City

A background document was produced to summarize the project and to provide information to those who were not able to attend the sessions. To further get the word out, a letter about the project and the opportunities to get involved, was mailed to Dawson property owners.

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There were two meetings held on Tuesday February 23rd; one from 12-1:30pm and one from 6:30-8pm at City Hall. Both sessions were broadcast live using Microsoft Teams so that people at home can view the presentation and ask questions in real-time.

During these meetings, a presentation was given which reviewed the planning process, provided an overview of each of the four sites and the draft vision and goals. After the presentation, the meeting was opened up for discussion, questions and to gather input.

Due to COVID restrictions, public sessions needed to be kept to a maximum of ten people. Residents who wanted to participate in person were asked to sign-up with City staff beforehand. The noon session had four attendees and the evening session had six attendees. A recording of the noon session was made available on the City's project website for anyone who was not able to attend the meetings.

An online survey was prepared using SurveyMonkey and a link was available on the City's project website from February 19 until March 11, 2021. Staff at Tr'ondëk Hwëch'in also sent out the information about the survey to their citizens. In total, 128 completed responses to the survey were received. The survey found that 74% of respondents felt that the Draft Vision captured their vision, and 71% of respondents felt that the Draft Goals support the vision.

What we heard

Desire for:

- High-quality, connected trails and green spaces
- Higher density development in Parcel D/F
- Affordability and affordable housing options
- Both serviced and unserviced lots
- A variety of housing types
- Roadway safety
- Context appropriate neighborhood aesthetic

Concerns about:

- Erosion, sloughing, and drainage
- Speed of growth and impacts on community character
- Anticipated necessary upgrades to community infrastructure
- Cost of operation and maintenance of services for this neighborhood
- Increased traffic in the area
- Aesthetic impact of development in Areas D and F on Dawson community gateway area
- Negative impacts on existing Dome Road residents and properties (e.g. property values, light pollution, sightlines, traffic, and road safety).

Questions about:

- Neighbourhood character and visual aesthetic
- Economic feasibility of the neighbourhood (e.g., costs of infrastructure, operation and maintenance, housing)
- Roadway design, traffic, intersections, impact to Dome Road and Mary McLeod

3.3.2 Input on Draft Concepts - Fall 2021

Purpose of Engagement

The purpose of this second round of engagement for the Dome Road Subdivision planning was to present layout concepts for each Parcel and provide an overview of what had been considered throughout the design process. The goal of engagement was to illustrate how the proposed draft concept layouts were informed by, and may or may not meet, the previously identified project vision, goals, objectives, and community feedback.

Engagement Events

At a glance:

- Presentation to Dawson City Council (July 2021)
- Conducted a survey completed by 40 people
- Held in-person and online meetings attended by 20 people (September 2021)
- Met with staff from Tr'ondëk Hwëch'in (September 2021)
- Met with staff from Dawson City (September 2021)
- Presented to Tr'ondëk Hwëch'in Council (October 2021)
- Presented preferred concepts to Dawson City Council (December 2021)

In the fall of 2021, two public information sessions were held to present the Concept Plans. An in-person drop-in session was held in Dawson Council chambers on Wednesday September 15 from 11 am until 7:30 pm, with presentations at noon and at 6 pm. An online presentation was held on Thursday September 16 at 5:30pm. During the in-person session, display boards were used to illustrate the proposed layouts. The presentation portion of each session was done using PowerPoint and contained similar information to what is shown on the display boards. Before and after the presentations, attendees were given an opportunity to ask questions and provide comments. Approximately 20 people attended either an in-person meeting during the public engagement session or the online meeting.

In addition to other engagement activities, meetings were held with Dawson City and Tr'ondëk Hwëch'in councils as well as staff from both governments.

An online survey was prepared using Survey Monkey to gather feedback from the community. A link to the website was posted on the City's project website from September 13 until September 30, 2021. In total, 40 completed responses to the survey were received.

What we heard

The following sections provide a summary of the comments received during this round of engagement that are related to the overall development. Comments about draft concept plans were used to produce the final concept plans shown in this document but are not listed here.

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Demand and Housing Types

- The current lack of lots and housing in Dawson is impacting the community.
- There is fear that young people and families will continue to leave if new lots are not introduced; more affordable housing options will appeal to this demographic.
- Some people would like to see the Dome Road area developed with large, unserviced country residential style lots. Others would prefer serviced lots in this area.
- Smaller housing types were deemed more suitable along the Klondike Highway, further away from existing country residential areas.
- Some people would like to see detailed analysis of housing demand before a housing development of this scale is undertaken.

Impact to Surrounding Residents

- Concern over the amount of housing proposed and the potential impacts on those who live on country residential lots along the Dome Road. Specific concerns are related to private, quiet enjoyment of their homes and a potential decrease in property values.
- Concern related to potential light pollution and impacts on views.

Affordability

- Concern about the affordability of the new lots; specifically, people are concerned that the high cost of servicing will translate into expensive lots.
- Concern over the long-term affordability for Dawson City in operating and maintaining servicing and infrastructure to this development.

Traffic and roadway network

- Concern over the increased roadway traffic to Dome Road and Mary McLeod Road as a result of this development; specially mentioned was the potential for increased danger for motorists and pedestrians.
- Given the existing design and condition of Mary McLeod Road, people would like to see a minimal increase of traffic on this road.
- The Dome Road/ Klondike Highway intersection requires improvements to facilitate traffic management and safety.
- Snow clearing and emergency access of all proposed areas must be considered.

Efficient use of land

- Would like to see the most efficient use of land, while maintaining views and protecting wildlife.
- Respondents want the final designs to consider light pollution, drainage, fire suppression, and infrastructure that works for Dawson's climate.

4.0 Vision and Goals

Parcels D/F is an important project for both the City and YG. It is one of the community's last readily developable areas and will provide much needed housing for current and future residents as well as the Recreation center. As serviceable and developable land in the City is limited, this Plan will be used to create a responsible and lasting neighbourhood.

As outlined in the Dawson City OCP, there are two specific principles that should guide this development; the community should **Grow Responsibly**, and new neighbourhoods should be **Authentically Dawson**.

4.1 Vision

Parcels D/F will be a comprehensively planned area that represents a housing strategy for the City. The neighbourhood will provide a range of housing types at different price points to meet the needs of Dawsonites at different stages of life.

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 within the neighbourhood, to the Historic Townsite, the river and other destinations. The housing types, density and design focus will reflect the unique opportunities, constraints, and features of each parcel.

4.2 Goals

The goals listed below provide specific direction for how the vision of the Plan area should be implemented. These goals will guide the specific 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. Dawson City, community members, and other local organizations believe that new development should focus on providing housing densities and price points that are more affordable. The Plan Area will include a range of lot sizes and housing styles that will support the community's diverse residents and lifestyles, fill gaps in the markets and reflect varying budgets. Housing types will include single detached homes, duplexes, townhomes, secondary and garden suites.

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

Parcels D/F achieves a variety of housing types by:

- Identifying the right locations for higher density development
- Reviewing the zoning regulations and proposing the right zone for each development parcel
- Creating a balance of housing types and densities within the four parcels
- Ensuring efficient and responsible use of the land
- Clearly identifying housing options at full build-out
- Considering best practices, innovation and standards when planning the infrastructure and servicing

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 in Parcels D/F 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 that development is at a human scale and includes northern elements. Residents do not want to see cookie cutter homes with similar designs, repetitive materials, and a suburban feel.



The theme and character of each area will impact the aesthetics of the homes, landscaping, road profiles and street furniture. Initial planning will only address a portion of this goal with future elements (for example the selection of playground equipment) providing more insight into the final design aesthetic of the community. As the development advances, more detailed guidelines and standards may need to be created for the neighbourhood.

Goal 3: Plan for a Complete Neighbourhood

Parcels D/F will be a complete neighbourhood that aims to meet the needs of all residents by addressing affordability, healthy lifestyles, inclusion and equity, connectivity, and culture. As a comprehensively planned community, the Plan area must include:

- compact design and density
- a mix of housing types
- areas that encourage neighbourhood interaction
- multi-model transportation
- efficient use of infrastructure



As a comprehensively planned neighbourhood, there is opportunity to balance the various attributes needed to create a complete community. The design of each parcel will strike a balance between land use, public amenities, roads and connectivity, servicing, and expectations at full build out. These are primarily residential neighbourhoods, but it is recognized that the development must connect to the rest of the community, nearby recreation areas, and employment nodes.

It is important to maintain the commercial and industrial opportunities of the Townsite, as well as in Tr'ondëk Hwëch'in's C4 subdivision and nearby industrial lands. To avoid impacting existing business and service nodes, Parcels D/F will not include commercial or industrial land uses. Some commercial uses maybe supported in the future recreation center to foster neighbourhood convenience, home based businesses may also be considered.

Surrounding land use and existing neighbours have been considered as the Concept Plans were developed. Connecting to existing trails and minimizing impacts on existing country residential properties is important.

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

Tr'ondëk Hwëch'in has several specific interests in this development and the neighbourhood will be designed to respect these interests. First, any development on Parcel D/F will need to 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.

YG and the City will work with Tr'ondëk Hwëch'in leadership, staff, and citizens to ensure that their interests are being respected.



Klondike HWY Subdivision Parcel D/F Master Plan

The project team worked closely with staff and leadership from Tr'ondëk Hwëch'in throughout the process. The vision of Parcels D/F carefully considered land use transitions, impacts of new development on existing residents, pedestrian connections, and access to traditional lands. Prior to construction, measures will be put in place and communicated to the community to ensure that impacts are reduced.



Goal 5: Provide Connectivity and Access for Drivers, Walkers, and Cyclists

Parcels D/F will have good connections both within the new neighbourhoods and between the new development and the rest of the community. 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.

The MP identifies safe, well-designed, and direct routes for drivers, walkers, and cyclists. Pedestrian crossings on the Klondike Highway have been identified to ensure safe movement from Plan area and the C4 subdivision. Each of the parcels will be connected to each other, the rest of the community, and nearby recreation areas by a trail network. Interconnected community greenspaces have been included and could include a dog park, playgrounds, and/ or community gardens.



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. All proposed development will be connected 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.

The lot layout, land use and density for Parcels D/F has been designed to ensure that the proposed infrastructure is efficient. The use of piped services will contribute to a sustainable neighbourhood by allowing for smaller lots, reducing the need for wells and sanitary fields, and ensuring that all residents have access to safe and reliable infrastructure.

Serviced development will also result in higher property tax returns to Dawson City, providing an ongoing and long-term revenue source.

Goal 7: Sustainable Design

This development includes 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.

Environmental sustainability is intended to protect the integrity of our natural environment including the preservation of habitat areas and wildlife corridors, minimizing light pollution, and encouraging alternative modes of transportation to minimize air emissions. In the neighbourhood development context, this can also mean green building practices, renewable energy sources, and ensuring land is used efficiently.



Social sustainability is intended to strengthen the community by encouraging diversity and inclusion. Design elements that were considered to support social sustainability include: providing a range of housing options that appeal to different household sizes, needs, preferences, and income levels; including high quality greenspaces and community amenities; and integrating the recreation centre into the neighbourhood.

Economic sustainability is intended to reduce the financial burden associated with the development to lessen the impact on the developer, homeowners, and municipality. To enhance the economic sustainability of the Plan area and maximize the efficiency of infrastructure costs, increased density was provided in key areas with smaller lot sizes distributed throughout.

Parcels D/F has been designed as a compact neighbourhood by maximizing the development potential of each parcel and proposing sustainable initiatives such as stormwater management facilities, reducing the roadway widths, preserving natural space, and increasing open space.

Creating a sustainable neighbourhood requires focus at all stages of development, from planning new homes in a walkable location to the use of low flush toilets. Once the neighbourhood is developed, homebuilders and homeowners will be responsible for supporting renewable energy, the use of more sustainable materials, energy efficient building techniques and net-zero construction.

4.3 Character

The character of community can be associated with a number of elements. While some elements, such as home design, are very noticeable, other aspects are more subtle. A well-considered character will support a sense of place and neighbourhood pride.

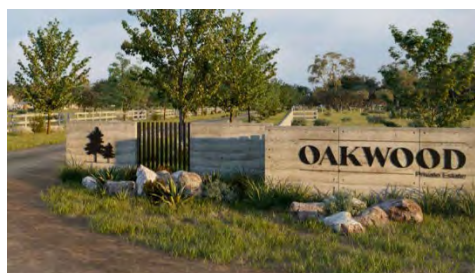
Dawson City has a rich history that can be seen in the Townsite. The massing of buildings, architectural details, building materials and colours, and even sidewalks all create the character of the City. The need for a defined character will ensure that all developments are attractive, consistent, and recognizable.

Being located outside of the Historic Townsite, it is understood that the neighbourhood is not subject to the same requirements of the Heritage Bylaw; however, the community has been very explicit on the desire to create a community that is authentic. Neighbourhood character is generally made up of two components: the homes and the public realm. To clearly present these two components, two guidelines should be created.

Neighbourhood Design Guidelines

Neighbourhood Design Guidelines outline direction for all public space and physical elements. As a comprehensively designed neighbourhood, the public realm and open spaces are at the forefront of design considerations. The purpose of Design Guidelines is to illustrate the overall character of the neighbourhood and provide details that will result in an attractive, consistent, and recognizable design for Parcels D/F. At minimum, Neighbourhood Design Guidelines should include:

- Overall theme (naming, and sign logo, colors, and font)
- Key elements of the theme (e.g., natural space, the view, branding)
- Primary design and/or image precedents used for the landscape plans
- Materials palates, colours or built elements found within the neighbourhood
- Vertical elements including entry features, playground equipment, street furniture and fencing



Example of a neighbourhood entry feature



Example of a sound attenuation fence



Example of a community landscape feature



Example of a themed playground

Architectural Controls

The objective of the Architectural Design Guidelines and design review is to achieve the highest standard of visual appeal of each house and visually appealing streetscapes within a neighbourhood. Builders, designers, and future homeowners are to follow these Guidelines when planning their new home. Design Guidelines can be used as a guiding document or as an application that each builder will apply for prior to receiving a building permit.

Design Guidelines are not meant to be restrictive but rather, identify certain housing elements that will help develop a neighbourhood character. The level of detail found within the Design Guidelines needs to be carefully considered, as property owners like to have freedom to develop their properties to their taste and overly prescriptive regulations may impact affordability.

At a minimum, Design Guidelines should include:

- Lot planning (lot grades, drainage, placement, walkways & driveways, landscape)
- Rules to prevent home repetition
- Design elements that are consistent with the neighbourhood character
- Architectural design elements (roof pitch, windows, gables, trim, fascia, doors, garages, front porches, stairs, corner lots)
- Exterior materials and colours

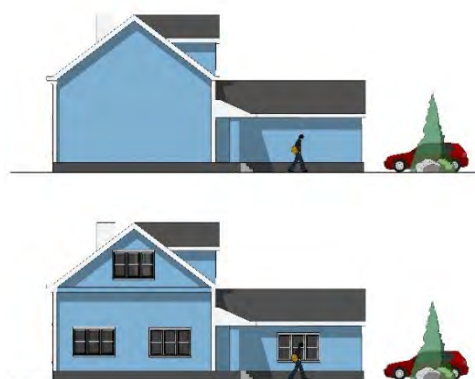
Parcel D/F will require additional design and architectural considerations. Located at the gateway of the City and the TH Settlement Lands, Parcel D/F is a highly visible area which will contribute to the overall first impressions of the City as seen from the Klondike Highway. The recreation centre, housing, highway fencing and landscaping must be carefully considered and designed.



Architectural elements



Example of home design repetition restrictions



Example of required building material treatments

4.4 Naming

The City is responsible for selecting a new name for this subdivision. Tr'ondëk Hwëch'in has suggested that a Hän name be selected. The final name selection should be done in collaboration with Tr'ondëk Hwëch'in.

The following potential names were provided by Tr'ondëk Hwëch'in:

- Yuhkè Tayh (Northern Lights Hill; note, Yuhkè is already used for Yukon School of Visual Arts)
- Nāk'it (Lookout)
- Häky'ak (Ridge)
- Nizho (Our Home)
- Deyh Ddhäl (Grouse Mountain, considered a place name for Midnight Dome)

5.0 Concept Plan

As part of the planning process, different concept plans were created to understand how they would impact the City from the perspective of cost, density, housing options, long term maintenance, servicing efficiency and previously completed community engagement results. These concept plans reviewed varying layout, land uses and housing options. Each option was reviewed with YG, City administration and leadership, and the public to obtain feedback and consideration.

5.1 Existing Conditions

Parcel D is an undeveloped area, historically used for placer mining, that contains a single building on the western corner of the lot. The area is primarily clear of vegetation, generally flat and heavily disturbed.

Parcel F is an undeveloped area at the Dome Rd/ Klondike Hwy intersection across from Crocus Bluff. Parcel F was historically used for mining and as a gravel pit; it is primarily clear of vegetation with some willows and shrubs around small tailings ponds as shown in **Figure 5 - Existing Condition**. Parcel F is generally flat with a gentle slope downwards towards the east. Based on the topography and surrounding properties, groundwater flow is inferred to be to the northwest; surface runoff likely flows to the south.



Aerial of Parcel D/F (from the west)

Both Parcels D and F are deemed suitable for development. Prior to development, placer claims in the area will need to be resolved and some additional environmental investigations and localized geotechnical efforts may be required. Compaction plans and additional construction methods will be required to ensure the developability of the tailing ponds once filled in.

Parcel D/F is highly visible to those driving along the Klondike Highway and through the community, and the residents of the Tr'ondëk Hwëch'in subdivision west of the highway. The area provides an important first impression of Dawson to visitors and must be carefully designed to be aesthetically pleasing and contextually appropriate. Screening and landscape treatments along Klondike Highway should be considered to enhance the visual appeal from the highway. Due to its prominent location, architectural styles in this area should use a version of the Dawson Style as outlined in the *Dawson City Heritage Management Plan*.

Key Opportunities and Constraints

- Parcel D/F represent the gateway to both the City and the neighbourhood.
- Servicing connections are close by.
- Tailings ponds could be utilized as neighbourhood amenities and features.
- The area is within walking and cycling distance to the Townsite, which lends itself to higher density housing forms.
- Adjacent to existing recreational amenities in the area including the ballfields and pump track. In addition, the area would be very close to the proposed recreation centre.
- Most of the area has been impacted by mining activities.
- Removal of the tailings ponds will require additional considerations and approval as per the Fisheries Act.

5.2 Plan Details

Parcel D/F is readily serviceable and developable. Its location at the intersection of Dome Road and the Klondike Highway provides strong opportunities for connectivity to surrounding recreational areas and the Historic Townsite.

Located along the Klondike Highway and future recreation center, Parcels D/F provide alternative housing types such as smaller single detached homes, duplexes, and townhomes as shown in **Figure 6 – Concept Plan**. These product types benefit from the open space, connection to Klondyke Millennium Trail and convenient access to the future recreation center. The introduction of these housing options also provides new price points within the City and provides greater housing options for those looking for something smaller.

One lot, fronting on to Boutillier Road, has been identified as an out parcel as it cannot currently be serviced. This lot may be developed in the future or could be consolidated with adjacent properties.

A large open space is located along the Klondike Hwy and will include multi-use trails, a community gathering space, and integration with the tailing ponds which will function as stormwater retention. Additional open space opportunities should be integrated with the recreation facility. An additional trail northwest of the highway and connections with proper crossings at each intersection has been provided.

5.2.1 Housing Types and Density

Parcel D/ F is intended to accommodate smaller single detached and medium density housing such as duplexes and townhouses, this mix of housing types will create a dynamic residential area. Dimensions of typical single detached, duplex, and townhome lots in Parcel D/F are shown in **Figure 7.1**, **Figure 7.2**, and **Figure 7.3**, respectively. A breakdown of the estimated number of units by land use can be found in **Table 4** below.

Klondike HWY Subdivision Parcel D/F Master Plan

Table 4 - Parcel D/F Housing Units

Residential land Uses	Estimated Units
R1 - Single Detached Residential	21
R1 - Duplex Residential	16
R2 - Townhomes	18

It is estimated that density for Parcel D/F will be approximately 8.6 du/ net ha (3.5 du/net ac). This assumption is based on an assumed lot size illustrated in the concept plan, and each lot being approved for one dwelling per lot. Some of the single detached lots may include future secondary or garden suites and provide important rental accommodation options.



Typical Duplex and Townhomes

5.2.2 Population Projections

Table 5 - Population Projections

Parcel D/F	# of Units	Population	School Age
R1 - Single Detached and Duplex	37	74	9
Single Detached	21	42	5
Duplex	16	32	4
R2 - Multi-Unit Residential	18	36	4
Total	55	110	13

¹ Estimate is based on an average household of 2.0 ppl per household, from the 2016 Stats Canada Census.

² The number of school-age children anticipated in Parcels D/F (K-12 at 12%) is derived using the age distributions reported by the YBS for June 2021.

5.2.3 Zoning

To support the development of Parcel D/F, the regulations of R1 - Single Detached and Duplex Residential and R2 Multi-unit residential should be reviewed, and the following changes should be considered:

- Front Setback
 - Front parcel setbacks should be increased from a minimum of 3 m to 6 m to allow for appropriate front parking.
 - Front parcel setback should promote staggering front facades to improve the streetscape. Front staggering can be encouraged by having front parcel line regulations of min. 6m and max. 8m.
 - Front setback should be reviewed to provide additional landscape area to reduce the visual impact of front parking. Single front garages, tandem parking, carports and unique building facades should be encouraged.

Klondike HWY Subdivision Parcel D/F Master Plan

- Rear Setback
 - Minimum rear parcel setback should be increased to minimize the buildable area, increase yard space and encouraging the dwelling to be closer to the road.
- Permitted Uses/Regulations
 - For R1 zone, single detached and duplex dwellings should be separated into two different zones.
 - Clarification and separation of regulations for duplex and townhome dwellings. The current Zoning Bylaw does not provide regulations or figures specific to duplex or townhome dwellings.
 - Allow for homes with a frontage less than the current minimum parcel width. Single detached lots with minimum widths of 12.19m (currently 15.24m) should be considered.
 - Additional subdivision of lots is discouraged
- Parking
 - The City should increase the required parking spaces for single detached, duplex and townhome dwellings (4 bedrooms or less) lots to provide a minimum of 2 off-street parking spots to reduce the impact on the ditches.

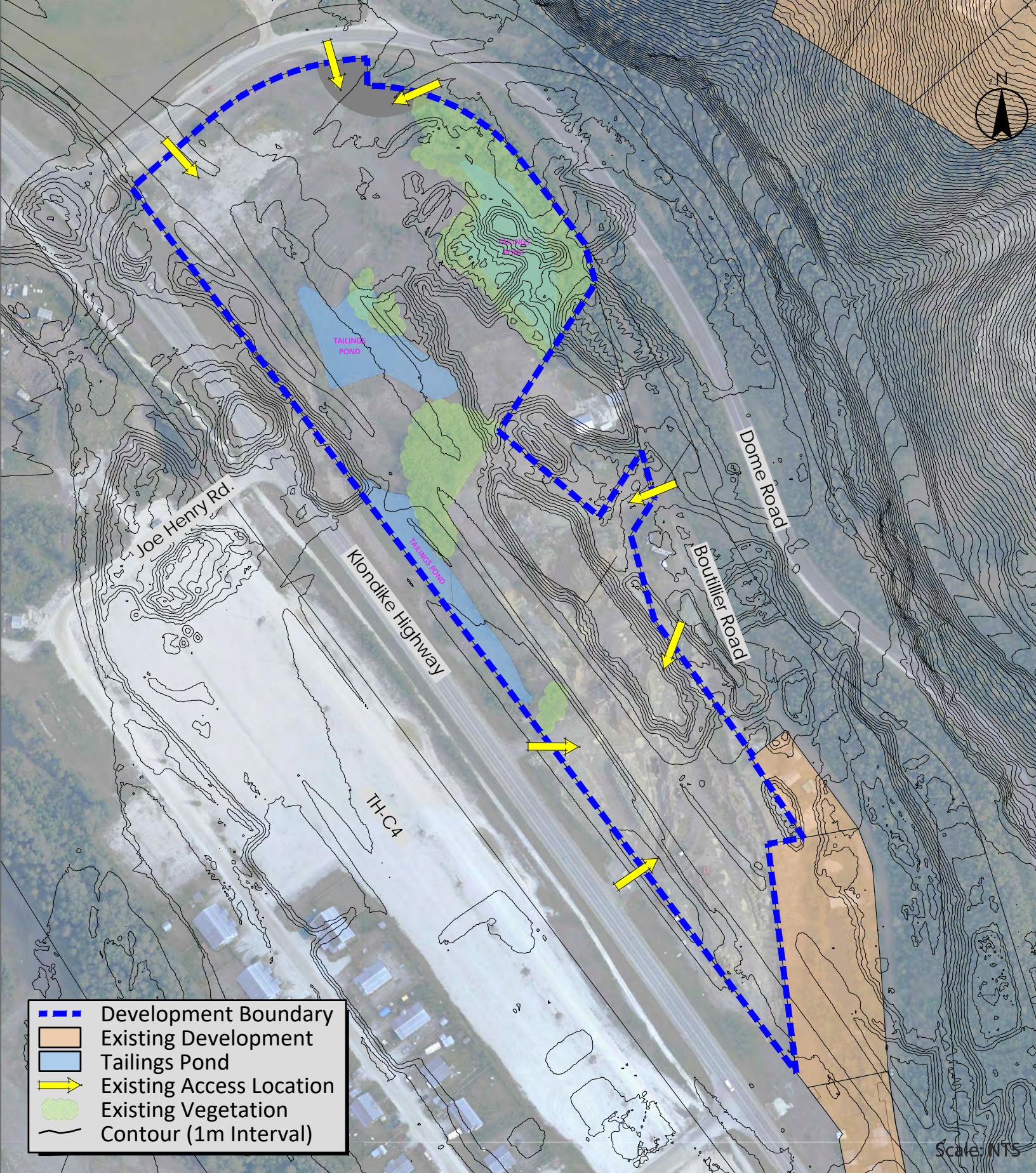


Figure 5 - Existing Condition

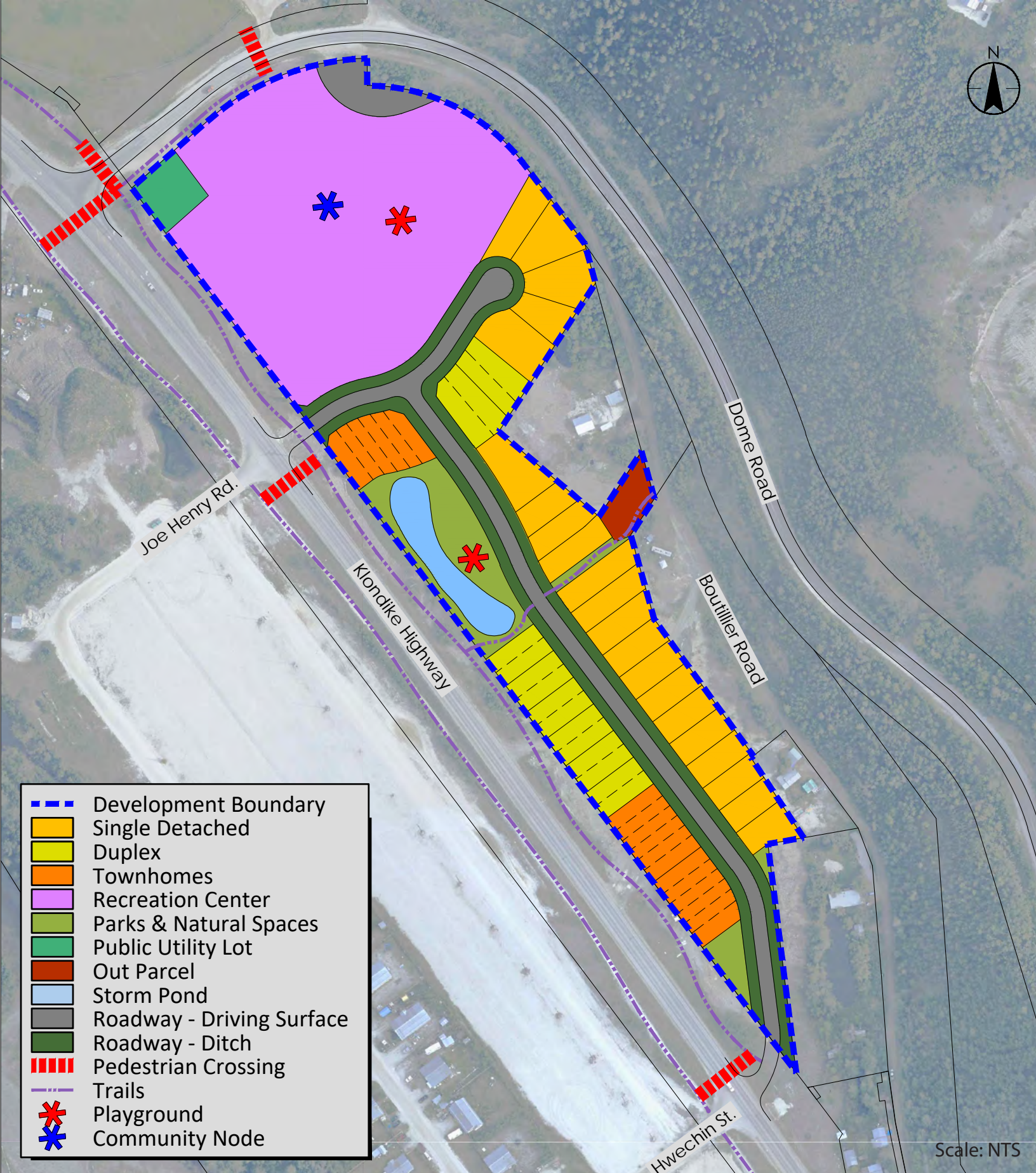


Figure 6 – Concept Plan

Klondike HWY Subdivision Parcel D/F Master Plan
March 2023

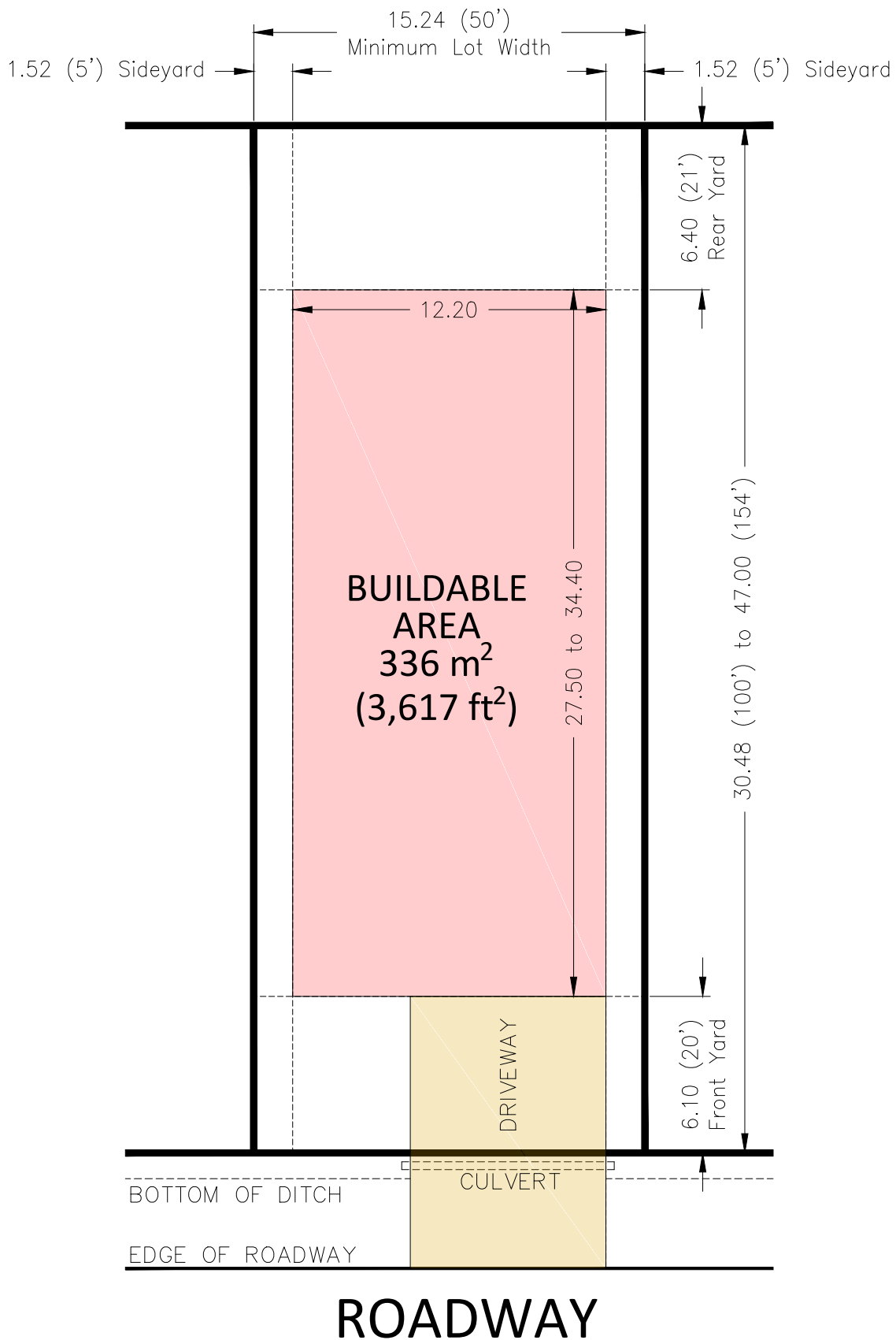


Figure 7.1 - Typical Single Detached Lot Dimensions

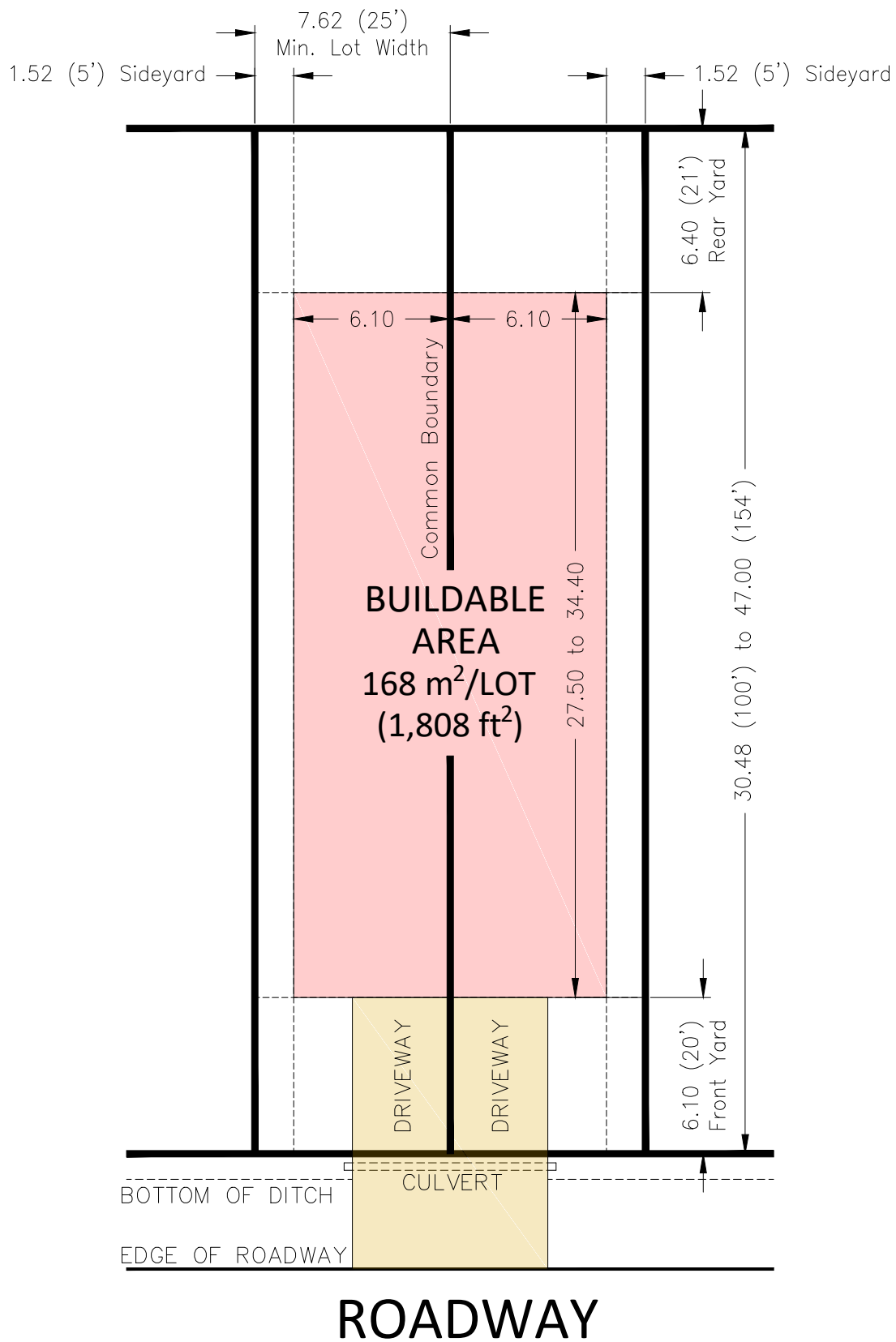


Figure 7.2 - Typical Duplex Lot Dimensions

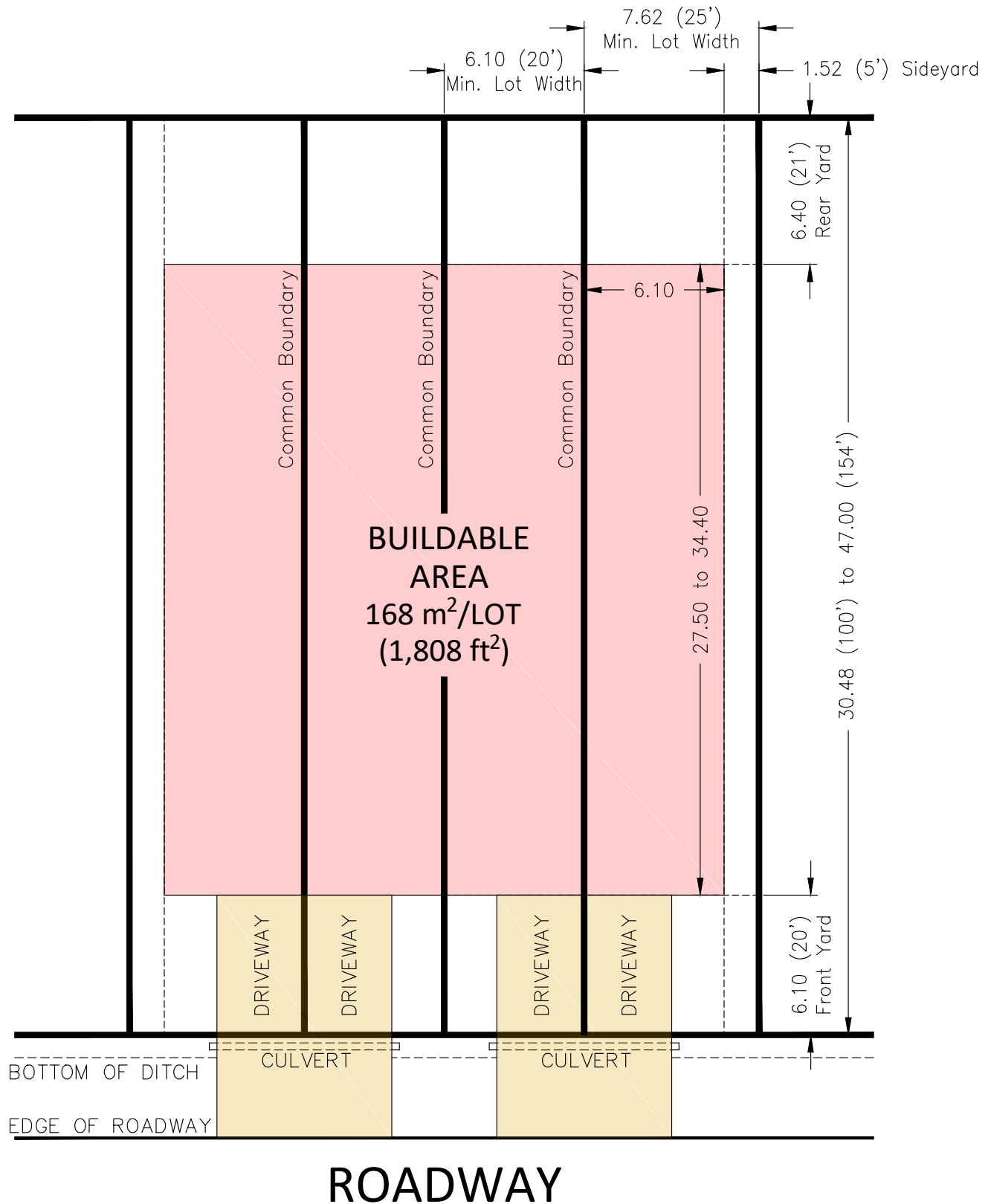


Figure 7.3- Typical Town Home Lot Dimensions

5.2.4 Open Space Network

5.2.4.1 Open Space Dedication

Nature preservation and access to open space are very important to Dawsonites. As described in the OCP, one of the community's guiding principles include being "authentically Dawson" which means promoting a northern outdoor lifestyle, environmental stewardship and fostering a sense of place. The open space network, defined as public space in the land use tables, includes natural areas, parks, linear connections, trails, and the recreation center as shown in **Figure 8 – Open Space Network**.

As per the Municipal Act, 10% of the land to be subdivided shall be dedicated as public use. As shown in **Table 6** below, the public use area which includes parks and the recreation center, makes up 2.72 ha (6.72 ac), 42.5% of the Plan Area.

Table 6 - Open Space Percentages

	Ha	Ac	% Area
Open Space	2.72	6.72	42.5% ¹
<i>P1 - Parks and Natural Space (Public Use)</i>	0.43	1.06	6.7%
<i>P2 - Institutional (Rec Center)</i>	2.29	5.66	35.8%
Public Utility Lot	0.17	0.42	2.7% ¹
<i>Public Utility Lot - Stormwater Management Facility</i>	0.17	0.42	2.7%
<i>Total</i>	2.89	7.14	

¹= area/total area (6.4 ha/16.0 ac)

5.2.4.2 Recreation Center

A portion of Parcel F has been identified as the future site of the recreation center. Through the design of the Concept Plan, discussions were held with the City and YG Infrastructure Development Branch to determine the required size of the recreation center site. The proposed 2.29 ha (5.66 ac) site will allow for the largest proposed building and required parking stalls. Placement of the building is intended to be along the highway to further enhance the visual appeal of the gateway.

Small scale commercial uses, and services should be planned within the recreation center and may include a daycare, convenience store, or coffee shop.

5.2.4.3 Parks

Parks are used to provide small, local green spaces that can be conveniently accessed by nearby residents. These parks can be programmed with passive and/ or active recreation elements such as seating areas, multi-use trails, and play or exercise equipment. In parks without play equipment, community nodes such as seating areas or covered shelters allow residents to enjoy both active and passive recreation. These areas can be used to play catch, frisbee, tag, build a snowman, play with pets, walk, bike and toboggan. Parks may also provide a location for the development of a community garden. These gardens should be constructed in association with Dawson City and should include a tie-in to the municipal water system or include a water tank for gardeners' use.

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Within Parcels D/F, two playgrounds and one community node has been identified. In addition to the park spaces, the recreation centre site should also provide landscaped areas that can be used for playgrounds or community gathering spaces.

5.2.4.4 Trails

Within the Plan area connectivity is created through a combination of new and existing trails, intended to provide strong connections to surrounding trails and safe access to the various amenities. Multi-use trails are designed to facilitate pedestrian short-cutting, enhance users’ comfort, and improve connectivity.

The Klondyke Millennium Trail runs along the west/ south side of the Klondike Hwy from Leggo Lane, an industrial area in the Klondike Valley, to Duke Street within the Historic Townsite. This separated trail provides extensive off-street connectivity throughout the community; however, no marked highway crossings are provided which limits safe pedestrian access to the trail from any areas east/ north of the highway.

To enhance safety for all users of the Klondyke Millennium Trail, proper pedestrian crosswalks should be created at each intersection and additional safety measures such as rapid flashing beacons should be installed. A second trail has been identified on the north side between Dome Road and the new intersection to provide additional connectivity between Parcels D/F as well as from the C4 subdivision.

Nearby amenities are recognized as providing valuable services to future residents; each amenity is described briefly below along with distances and approximate walking times. Note that walking distances are based on an average pace of 400m/ 5min; however, times would be impacted by the slope associated with each route. **Table 7** shows the walking times and distances between parcel areas and key community amenities.



Klondike HWY Subdivision Parcel D/F Master Plan

Table 7 - Walking Distances

Destination	Distance/Time	
Historic Townsite businesses (2 nd Ave) • grocery store, restaurants, banking, etc.	2.0 km	25 min
Dawson City Community Hospital	1.3 km	16 min
Robert Service School	1.8 km	23 min
Crocus Bluff • baseball diamond, soccer field, concession stand, seasonal washrooms	20 m	1 min
Future recreation facility • curling rink, ice sheets, meeting rooms	20 m	1 min
Moose Mountain • downhill skiing, snowboarding, cross-country skiing, hiking, mountain biking	1.7 km	21 min

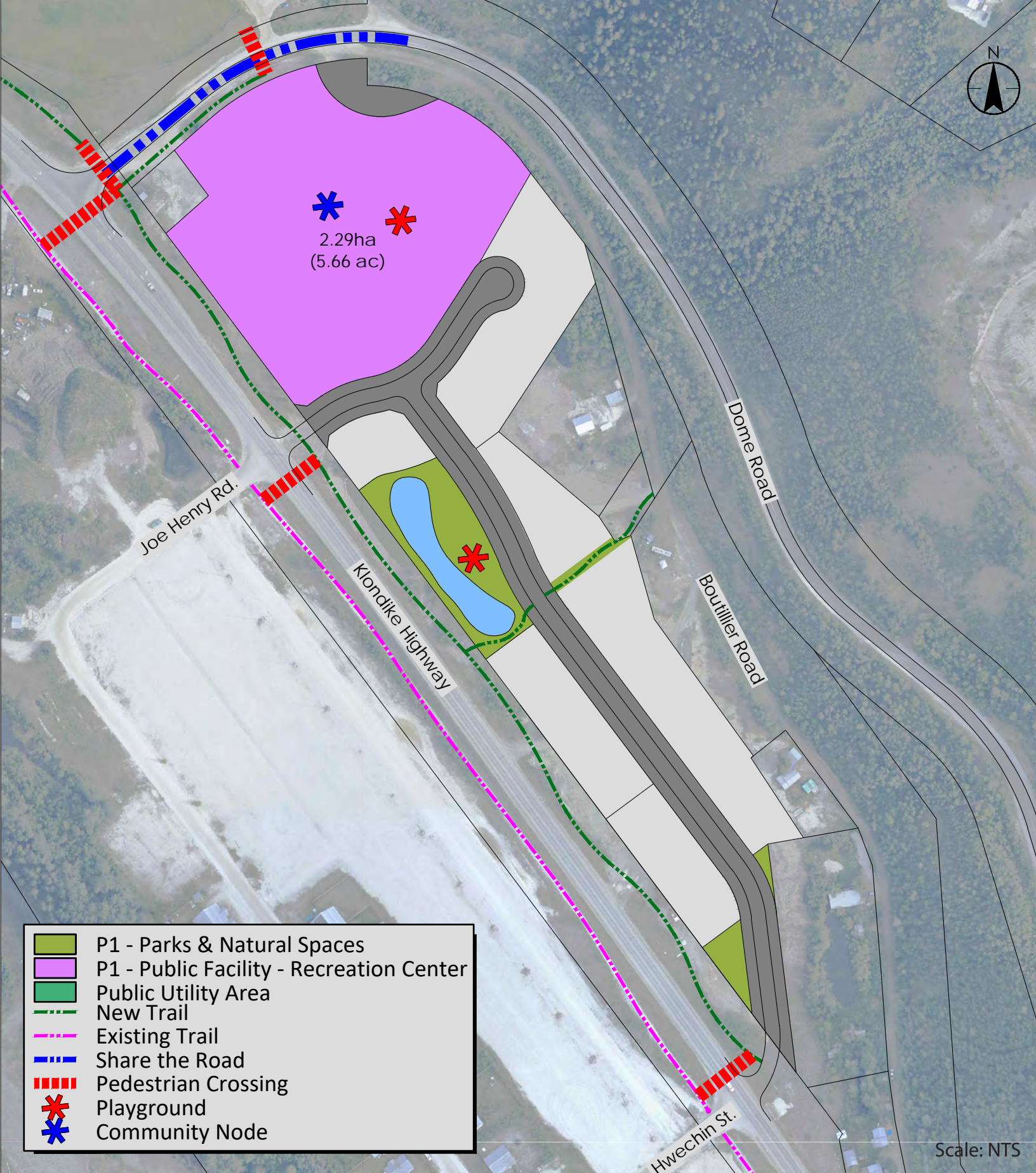


Figure 8– Open Space Network

5.3 Transportation and Access

Parcel D/F will be accessed from Dome Road and two new intersections along the highway. The proposed intersections were reviewed by Yukon Government Highways and Public Works Department, who provided general support for the locations and alignments. Final approval will be provided during detailed design.

5.3.1 Local Roadways

Roadways in the Plan area have been designed to facilitate direct and convenient access to and from the Parcels. As shown on **Figure 9 - Roadway Cross Section** and **Figure 10 - Roadway Network**, one local roadway standard has been used to accommodate the movement anticipated in each parcel.

An 18m local road has been proposed, driving surface will be treated with bituminous (BST). The roadway will accommodate a 9m wide carriage way and 4.5m ditch on both sides for stormwater management. The ditch will allow for depths up to 1m, but depths may vary depending on the grades of specific locations. Homeowners will be responsible to keep the ditch free flowing between properties. Culverts may be required at key locations to maintain the depth of the ditch.

Adequate off-street parking spaces must be required for all residences in accordance with the Zoning Bylaw. Provision of additional on-site parking spaces, above the requirement of the Zoning Bylaw, will be encouraged to facilitate off-street parking and storage of additional vehicles and recreational vehicles.

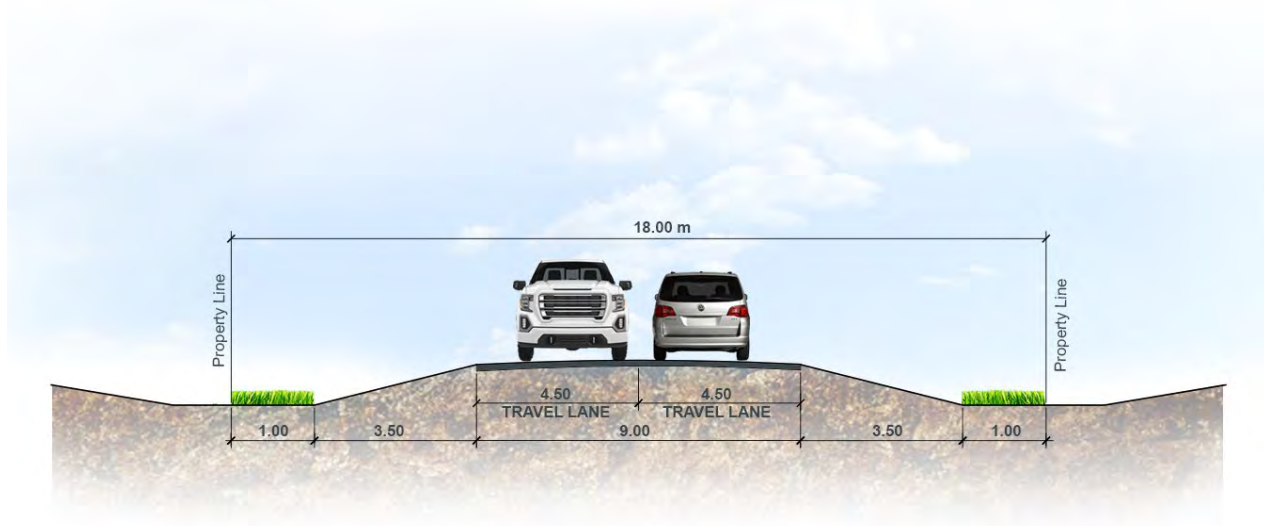


Figure 9 - Roadway Cross Section

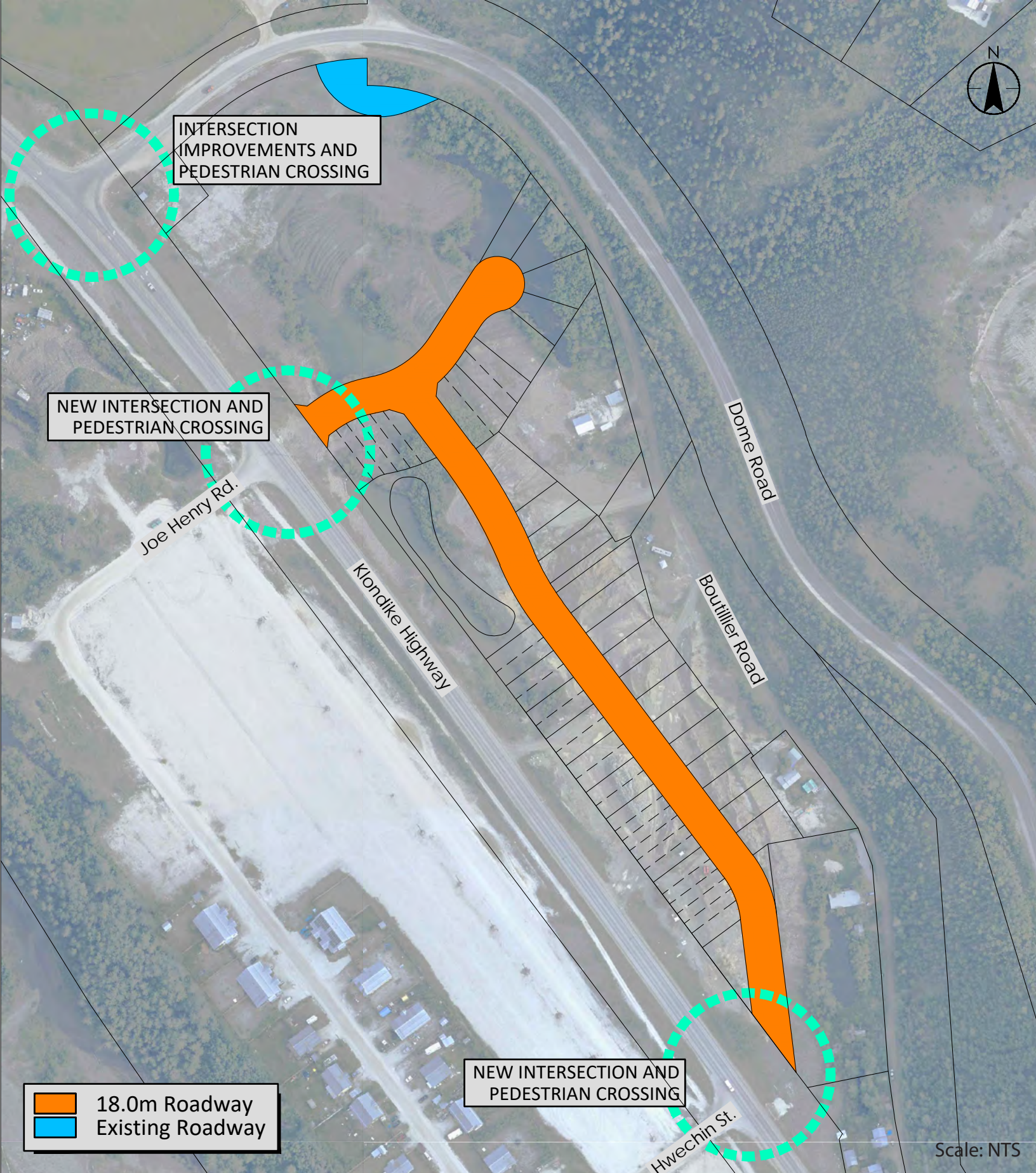


Figure 10 - Roadway Network

5.3.2 Klondike Highway

The Klondike Highway will provide direct access to Parcels D/F and is the primary route in and out of Dawson. The Highway is currently a single-laned road with one travel lane in each direction with four existing intersections in the area; Dome Road, Joe Henry Road, Han Hwëch'in Street and Boutillier Road. The speed on the highway along Parcels D/F is 40 and 70 km/h.

Two new intersections have been identified for Parcels D/F. These intersections are aligned with the existing Joe Henry Road and Han Hwëch'in Street. Based on the potential traffic for the recreation center, turning lanes may be required to support full build out of this facility. The highway right-of-way (ROW) is wide enough to accommodate additional lanes should they be required.

The Dome Road intersection is a 3-way with turning and acceleration lanes. These turning and acceleration lanes were added within the existing ROW, no roadway structure was upgraded. The Highway sees an increase in traffic during summer months. The Department of Highways and Public Works (HPW) recognizes that this intersection will need to be upgraded at full build out.

The Dome Road intersection upgrades should consider all new development and the recreation center to determine interim and ultimate improvements. HPW is open to exploring alternate intersection solutions including traffic light controls and roundabouts. As part of the recreation center development process, a Transportation Impact Assessment (TIA) should be completed to identify potential upgrades and improvements along the highway and impacted intersection. It should be noted that the development of Parcels D/F will only contribute a small portion of the total traffic volumes in the area. The Klondike Highway is currently in the process of being upgraded at various locations between Dawson and Whitehorse. Identifying the needs of the highway and intersection upgrades at Dome Road should be considered sooner rather than later to make sure when the Klondike Highway near Dawson is upgraded and that the proper studies have already been completed.

5.4 Servicing

5.4.1 Water

The water distribution system in Dawson City is mainly buried and made up of insulated high-density polyurethane (HDPE) pipe, much of which was installed around 1980. The system is set up in six single-pipe recirculating loops. Heat addition is provided at the water treatment plant, while flows in the loops are controlled at the pumphouse and valve chamber located at Princess Street / 5th Avenue. Although the water treatment plant was recently upgraded, the existing water reservoirs are at the end of their service life and do not provide adequate storage volume for the current population of Dawson City.

The existing water system is fed by four groundwater wells along the Yukon River. The current capacity of the wells and the aquifer need to be reviewed to confirm that they can continue to support the community as well as the projected population growth in Dawson City. On-going monitoring of the wells and the aquifer should be completed.

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YG has completed conceptual design for new water reservoirs. The growing community triggered the need for new reservoirs and the capacity required to support future development within the City. The sizing of the new reservoir was based on the projected water demand over the next 20 years. Design and construction of the new water reservoirs are underway as of 2023.

The community has struggled with maintaining adequate capacity due to seasonal population fluctuations; having large enough infrastructure to support the demand of the bleeders required during the winter and maintain average flows during the summer during tourist season. Historically, Dawson City has used bleeders to provide freeze protection throughout the winter months which has resulted in upwards of half of produced volumes of water being used solely for freeze protection. To increase efficiency and sustainability, it is recommended that each property have a recirculating water service. This will be further discussed with Dawson City through detailed design.

The current available capacity in the water main is sufficient to support the residential component of Parcel D/ F, but further studies will be required to confirm it can support the new recreation center. An updated water model will be completed to confirm piping sizing requirements, complete a thermal analysis, and confirm the existing water treatment plant can fully support this development.

The water system in Parcels D/F will be looped and connected to the existing 200mm diameter water main along the east side of the North Klondike Highway, at 4 locations. Two water stubs have been provided for the recreation Center site. All water pipes within the neighbourhoods will be 150-200mm diameter.



Figure 11 - Water Servicing

Klondike HWY Subdivision Parcel D/F Master Plan
March 2023

5.4.2 Sanitary Sewer Servicing

The sanitary sewer system in Dawson City is mainly comprised of buried, insulated HDPE pipe, much of which was installed around 1980. Sanitary sewer pipes in the permafrost areas of town were replaced in 1993. Dawson City uses the so-called “Superpipe” system for sanitary sewer mains, where a DR17 HDPE carrier pipe is insulated with urethane foam and installed inside of a steel culvert casing pipe. The purpose of this type of pipe is to prevent freezing and deal with permafrost. Sanitary sewage is currently being treated at the 5th Avenue Wastewater Treatment Plant (WWTP) in Dawson City. The seasonal fluctuations between low winter and high summer populations have been a challenge at the WWTP. The existing Dome Road Lift Station is currently being used as a transfer station that receives sewage from the baseball recreation area; sewage is then trucked from the lift station to the WWTP.

The wastewater generated by the Plan area will be conveyed by a gravity sewer collection system to the existing Dome Road lift station. The lift station, located at the intersection of Dome Road and the Klondike Highway will be used to pump wastewater to the WWTP through the existing 150 mm forcemain routed along the east side of the Klondike Highway. This lift station has not operated for the last few years (currently used as a transfer station) and requires upgrades as is. A detailed assessment on the existing forcemain condition and the Dome Road lift station is required; a full replacement of the lift station is most likely required to accommodate full build out of Parcels D/F. The sanitary mains to Parcels D/F would connect to a common gravity main that would flow towards the lift station at the corner of Dome Road and the Klondike Highway.

Phasing of the development should be considered as Dawson City is currently planning for a new sewage lagoon to be commissioned in 2026; at this point, alterations will have to be made to the Dome Road Lift Station to accommodate the new wastewater treatment location. A capacity assessment will be completed to verify the current WWTP can accommodate the increased capacity that Dome Road residents will require until the new lagoon is completed. Further modeling is required to confirm the WWTP capacity. During detailed design of the new lift station, it will be important to consider the potential needs of future developments north of Dome Road.

The sanitary mains to Parcels D/F would connect to a common gravity main that would flow towards the lift station at the corner of Dome Road and the Klondike Highway.

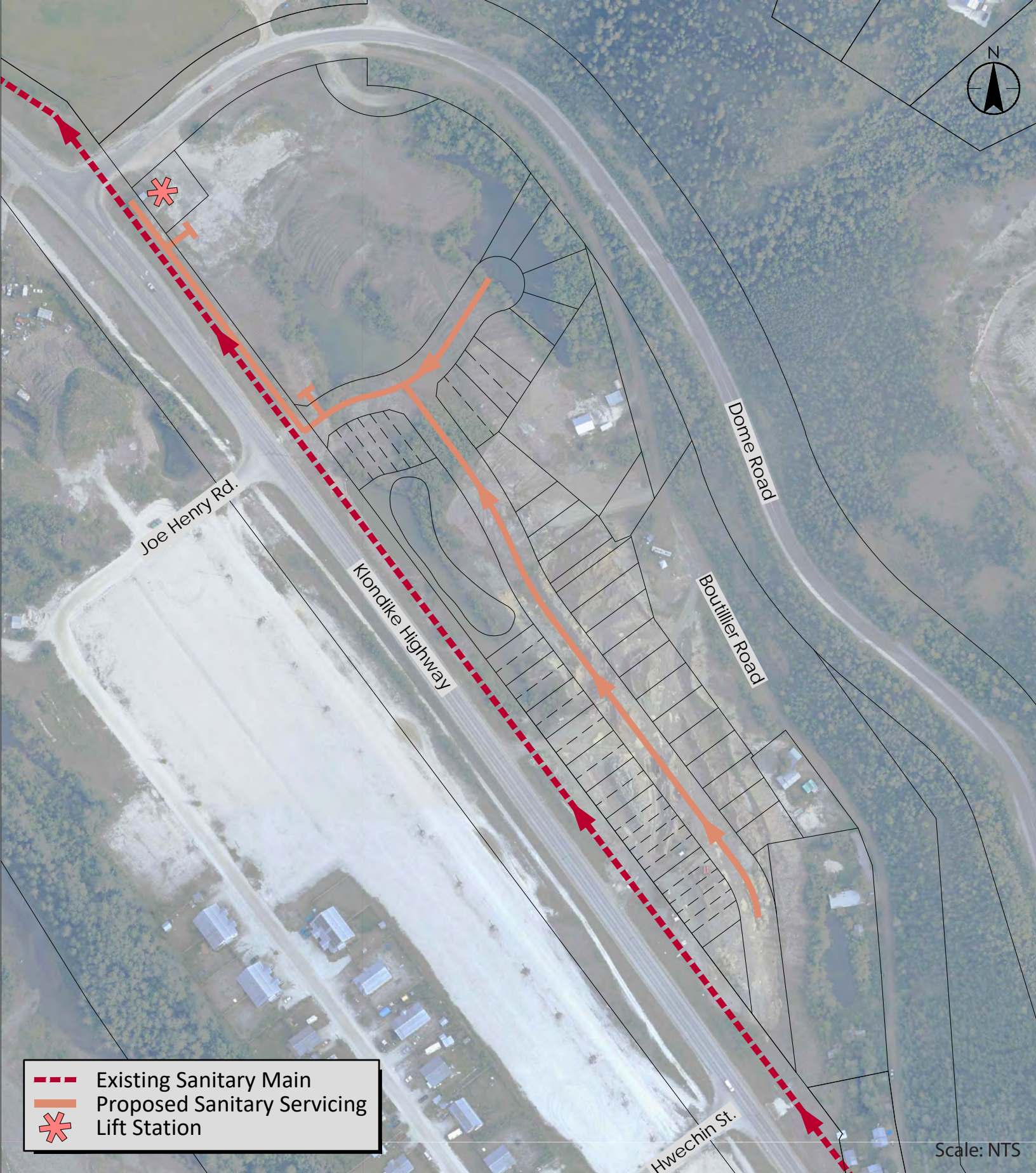


Figure 12 - Sanitary Sewer Servicing

5.4.3 Stormwater Servicing

5.4.3.1 Existing Conditions

The existing drainage characteristics shown in **Figure 13** must consider the current conditions and future areas. The stormwater system is made up of multiple catchment areas with Parcels D/F being at the end of the system. Drainage north of Dome Road is generally in the south direction; however, surface runoff patterns are scattered, runoff is likely reduced, and peak flow rates are likely dampened by the depression storage and corresponding infiltration in the tailings piles and excavation pits of previous mine activities. Parcel A is within catchment 101, which does not receive drainage from upstream areas. Drainage is eventually collected in a roadside ditch at the south end of catchment 101, on the east/north side of Dome Road. The ditch conveys runoff down the hill on the inside bend of the road, until one of four cross culverts convey them under Dome Road into either catchment 104 (for the farthest upstream culvert) or catchment 103 (for the downstream three culverts). Catchment 104 discharges to the Klondike River. To Stantec's knowledge, catchment 103 does not have an outlet to convey water across the Klondike Highway to the Klondike River, and instead accumulates water in depression storage areas adjacent to Boutillier Road. It is believed that water collected in the depression areas of catchment 103 either i) evaporates or ii) gradually infiltrates into the ground, travelling underneath the Klondike Highway via groundwater flow and eventually exfiltrating into the Klondike River.

Catchment 104 consists of distributed overland flow south with occasional concentration of flow into small channels along the steep Klondike River valley wall. The mining activities north of Dome Road have likely introduced areas of depression storage, although the attenuation or infiltration impacts of these depressions is likely to be minor considering the size of the catchment and steep gradients in upslope and downslope areas.

Parcel D/ F represents almost the entire area of catchment 102, which under existing conditions accepts upstream drainage from catchment 100 through a culvert beneath Dome Road. Dawson City uses the northwest corner of Parcel D/ F as a snow dump location throughout the winter. Parcel D/ F within catchment 102 does not have a consistent drainage direction; rather, water collects in depression storage areas scattered throughout the area such as tailings ponds. Catchment 102 does not appear to have an outlet which conveys water across the Klondike Highway to the Klondike River. Similar to catchment 103, the information available suggests that water collected in the depression storage areas of catchment 102 either i) evaporates or ii) gradually infiltrates into the ground, travelling underneath the Klondike Highway via groundwater flow and eventually exfiltrating into the Klondike River.

The existing lack of outlets and reliance on infiltration and groundwater flow for ultimate discharge to the Klondike River is a challenge for drainage planning and stormwater servicing conditions for the Plan area. The grading and land use change in these development blocks (decreased depression storage, increased impervious cover) will likely decrease the infiltration volumes in the catchments, meaning peak flows (uncontrolled) and runoff volumes will increase.

5.4.3.2 Stormwater Management

Proposed drainage planning and stormwater management will follow the guidelines of the *Community drainage planning, design, and maintenance in northern communities* (CSA 2020) in addition to stormwater management best management practices used for residential developments in Canada. Some of these best management practices include matching of peak flow rates from existing vs. proposed conditions, matching runoff, and infiltration volumes through existing vs. proposed water balance analysis and performing erosion threshold analyses for receiving channels. The standards and best management practices listed above have been developed over time to reduce the risk of damage by developments to adjacent infrastructure, private property, and the natural environment. The standards and best management practices are applicable to the Plan area planning given that the lot grading and impervious cover increases are likely to increase runoff rates and volumes.

Therefore, proposed stormwater servicing will consider the following components in the engineering design for the development Parcels:

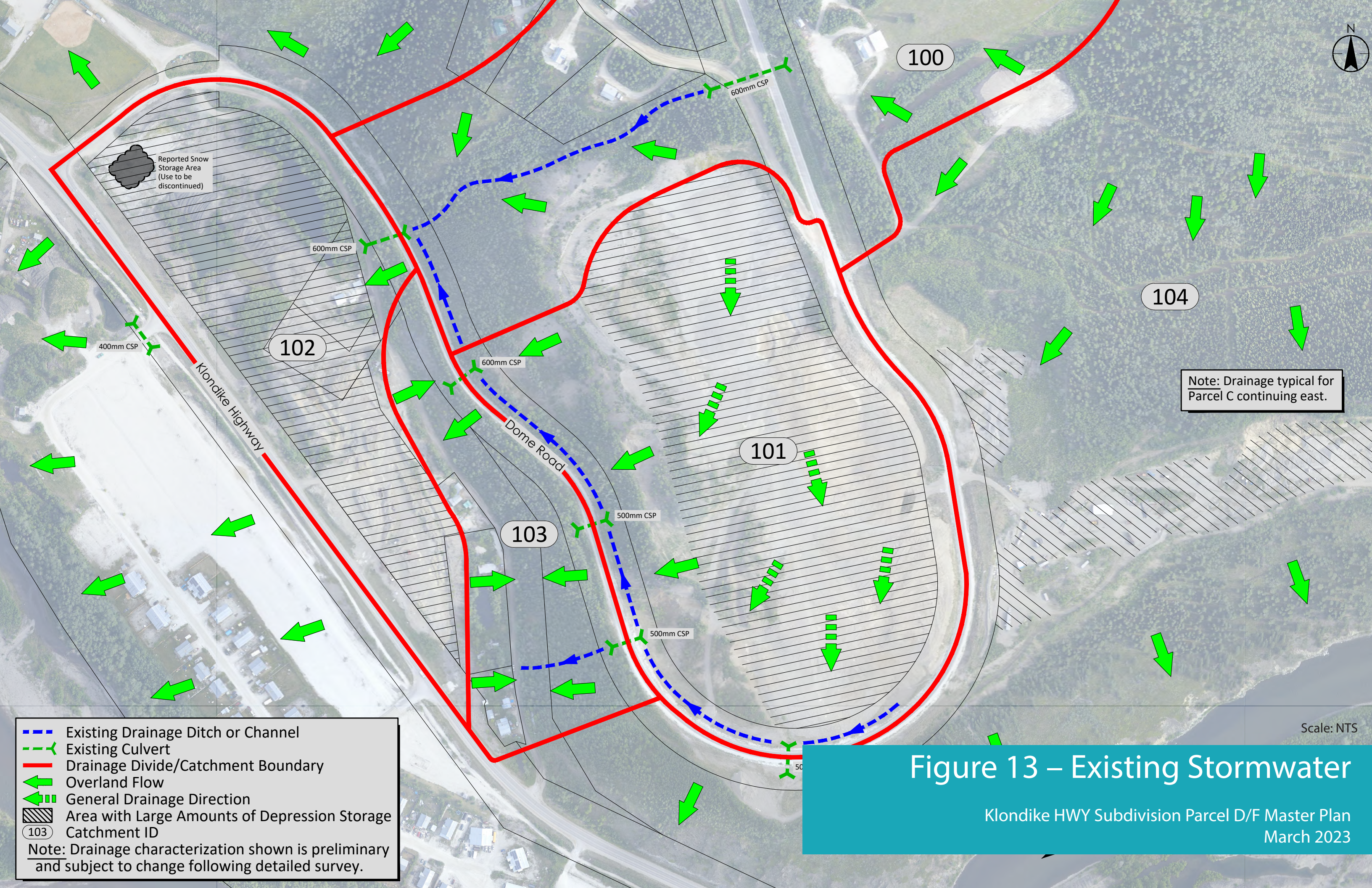
- General preservation of existing drainage boundaries and pathways
- General preservation of existing infiltration, evaporation, and runoff volumes
- Stormwater management facility (SWMF) sized to the major design event (to be determined)
- Improvements, repairs, or replacements at five of the existing culverts to satisfy proposed drainage requirements
- Lot drainage from back to front, sending runoff to the ditch network and ponds
- New ditches along one or both sides of the proposed roads (in accordance with CSA 2020) to convey drainage to stormwater ponds or receiving systems
- Culverts as required to connect ditches and ponds
- Creation (or adaptation) of a snow management plan whereby snow is removed from the development areas over the winter may help to decrease runoff rates and volumes, thereby reducing stress on the drainage and stormwater management infrastructure.

A conceptual drainage plan and stormwater management plan are illustrated in **Figure 14**.

Parcel D/ F will utilize a ditch and culvert network to convey surface drainage from the developed area to a stormwater management SWMF sized to the major design event in the center of the Plan area. This facility is located in an existing tailings pond and will be enhanced to support the requirements of the developed area and open space amenities. The SWMF will attenuate peak flows however will not mitigate the increased runoff volumes from the development. A new culvert will be required beneath the Klondike Highway to convey the controlled runoff to the Klondike River system. Given the existing infiltration characteristics, infiltration galleries may be considered if feasible given lot/road layout and seasonal groundwater levels. It is recommended that groundwater monitoring be completed at Parcel D/ F to gain a better understanding of seasonal groundwater levels, as to inform the feasibility and infiltration capacity of potential infiltration galleries. Thermistors may be included in groundwater wells to better understand ground temperatures. The current use of snow dump should be discontinued, and a snow management strategy should be developed to reduce snow loading in the developed areas. Stormwater management of Parcels D/ F should be coordinated with the requirements of the recreation center lands.

Klondike HWY Subdivision Parcel D/F Master Plan

The conceptual drainage plan and stormwater servicing discussed and shown here is for information only and is subject to change during the engineering phases of the development project. Stantec also recommends that a formal, city-wide drainage/stormwater management plan be completed in accordance with CSA (2020) to inform the impact of proposed developments and activities on the overall Dawson drainage infrastructure.



Existing Drainage Ditch or Channel

Existing Culvert

Drainage Divide/Catchment Boundary

Overland Flow

General Drainage Direction

Area with Large Amounts of Depression Storage

Catchment ID

Note: Drainage characterization shown is preliminary and subject to change following detailed survey.

Figure 13 – Existing Stormwater

Klondike HWY Subdivision Parcel D/F Master Plan
March 2023

Scale: NTS

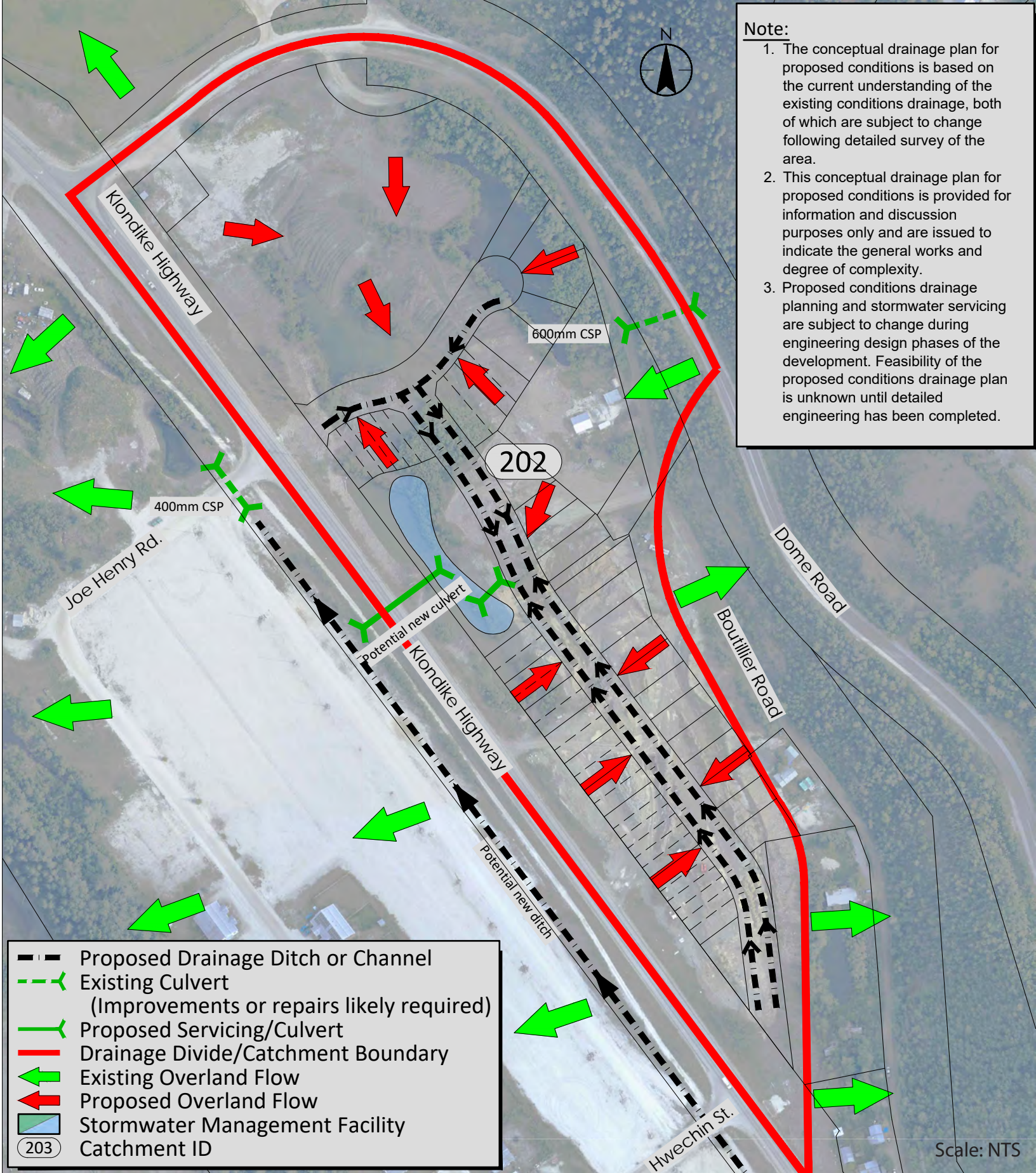


Figure 14 - Stormwater Management

5.4.4 Utilities

Shallow utility services will be provided by the following companies:

- Yukon Energy (electricity and streetlights)
 - Power will be extended from the power lines located along the Klondike Highway and Dome Road. The internal roadways have adequate ROW for new power lines.
 - Ongoing power improvements in Dawson City are occurring and planned to increase reliability, reduce carbon footprint and provide additional power sources.
- Northwestel (telephone and internet)
 - Telephone and high-speed internet will be extended from services located along the Klondike Hwy. The internal roadways have adequate ROW for new fiber lines.
- Dawson City (Cable)

These utility providers are intended to extend their infrastructure from North Klondike Highway to service the Plan Area as development extends. The shallow utility alignments within the road ROW will be established during detailed design. The shallow utilities should be replaced away from water and sanitary infrastructure to ease excavation in the case of repairs and to reduce potential future conflicts.

The development of Parcels D/F is anticipated to take 3-7 years. During this time, upgrades, advancements and new technologies will likely occur for the various utilities. As development planning advances, additional discussions with the utility providers will be had to better understand long term capital plans and how they may impact the development. Coordination with the utility providers will occur throughout the detailed design and approval process of each phase.

5.4.5 Operation and Maintenance

Communities should be designed to be resilient and able to adapt to changing conditions such as growth rates, demographics, regional context, energy prices, local lifestyle, climate, residents' needs, and preferences. Cost-effective communities are designed with consideration for construction, long-term maintenance, operation, and affordability. Parcels D/F must be designed and constructed to ensure that infrastructure is sustainable and has a healthy lifecycle.

YG, as the developer, will pay for and install all the initial infrastructure and be responsible for it during construction and until the end of a post-construction warranty period. This includes all roadways, trails, servicing pipelines, and landscaping. After the Final Acceptance Certificate is issued, the City will take over ownership of all the infrastructure and its future maintenance. While a typical warranty period is one year following the issue of a Construction Completion Certificate the City and YG will determine the length of the warranty period and any other expectations through their Development Agreement process.

5.4.6 Lifecycle and Replacement

Infrastructure that is well planned, designed, and constructed should operate for 20 to 30 years before major repairs are required. As shown in **Table 8**, the typical lifespan of community infrastructure varies and is impacted by a variety of factors including how it is maintained and operated, the local climate and ground conditions, how well it is installed, and the specific materials and systems selected.

Table 8 - Typical infrastructure lifecycle

Infrastructure Type		Lifecycle	Factors That Will Impact Lifecycle
Roadways		10 to 20 years	Temperature, precipitation (e.g., snow, rain), traffic and vehicle loads, maintenance, subbase and subgrade material, installation conditions and methods, and drainage.
Underground servicing	Sanitary mains	Up to 100 years	Operating conditions (e.g., temperature and pressure), pipe material, external pipe loading (e.g., traffic and groundwater), contaminated surrounding material, installation conditions and methods, and maintenance.
	Water mains		
	Storm main		
Above ground servicing	Booster station	Up to 50 years	Installation conditions and methods, regular maintenance, and technology advances.
	Lift station		

5.4.7 Operation and Maintenance Cost

The Plan area will be a significant development for the region and maintaining its new infrastructure will impact both the municipal budget and departmental capacity. As shown in **Table 17**, estimated annual Operation & Maintenance (O&M) costs are impacted in the same way as lifecycle estimations for the same infrastructure. Although concerns about the O&M requirements of any new infrastructure are justified, the development will be phased over with costs and responsibilities being introduced gradually. In addition, this infrastructure will be new and thus relatively less expensive or demanding up-front to maintain, as compared to older infrastructure existing in the community. O&M of new development is partially offset by the increased property tax revenues of the new properties.

Table 9 - Estimate of O&M costs

Infrastructure Type		Cost/year	Factors That Will Impact O&M
Roadways		Dependent on City level of standard	Temperature, precipitation (e.g., snow and rain), traffic and vehicle loads, maintenance, subbase and subgrade material, installation conditions and methods, frequency of snow clearing, and drainage.
Underground servicing	Sanity Mains	\$2,000	Operating conditions (e.g., temperature and pressure), pipe material, external pipe loading (e.g. traffic and groundwater), contaminated surrounding material, installation conditions and methods, maintenance. O&M will be comparable in all municipal development.
	Water Mains		
	Storm Main		
Above ground servicing	Booster Station	\$15,000	Installation conditions and methods, water/ wastewater quality, equipment maintenance requirements, equipment materials, SCADA / programming requirements (fees), and training. The lift station and booster station are intended to service an area greater than Parcels D/F.
	Lift Station		
Parks and Landscape		Dependent on City level of standard	Installation conditions and methods, temperature, precipitation amounts, and type of vegetation and park equipment selected.

Klondike HWY Subdivision Parcel D/F Master Plan

Notwithstanding what has been provided above, Dawson City's expected level of service will have significant impacts to the overall lifecycle of infrastructure and the costs required for O&M and a more detailed estimate of costs could be developed with support from the City administration based on the level of service and maintenance desired. To truly understand the impacts of the development, the following information would be required:

- What: O&M activity to be carried out
- When: the frequency of this activity
- Who: the human resources required for the task, the current capacity of current staff
- With what: what are the materials, spare parts, tools, and equipment needed

6.0 Implementation

6.1 Phasing

The development has been divided into two construction phases beginning with Parcel F. Phasing has been proposed based on servicing connection, required infrastructure and need for housing types. Development is intended to be undertaken in a phased manner reflecting the market and the needs of the community. Each successive stage of lots will be developed with the logical and economical extension of municipal services and based on the needs of the regional and local housing market. The phasing boundaries shown in **Figure 15 – Phasing** are conceptual in nature and may vary when redesignation and subdivision applications are made. Phasing may change due to ongoing activities of mining, new serving connections or construction efficiencies. Phases may be developed concurrently if there is sufficient demand and/or if municipal servicing is made more efficient as a result.

To support cost and efficient construction, each phase will create more lots than needed per year. Smaller phases are economically impractical due to mobilization and demobilization, scale of construction, and unpredictable pricing. While the phases are larger than required, YG must carefully develop a land release strategy that will provide the ideal number of lots while reducing land speculation and mitigating the impact on the existing market. A 7-year lot release strategy has been presented in **Table 10** below. The lot release strategy should also consider fair and transparent sales conditions including eligibility, construction timeframe, and incentives.

Table 10 - Proposed lot release*

Lot Release Year	Construction Phase	Parcel	Description	Dwelling Units
1-2	Phase 1	Parcel F	2 duplexes, 1 townhome group, 5 single detached and Recreation center	15
3-4	Phase 2	Parcel D	8 Single detached, 6 duplexes	14
5-7	Phase 2	Parcel D	8 single detached, 6 duplexes and 2 townhome groups	26
				55

**size of phase, number of lots and schedule are conceptual in nature. These items along with phasing will be refined during the detailed design stage and land release strategy.*

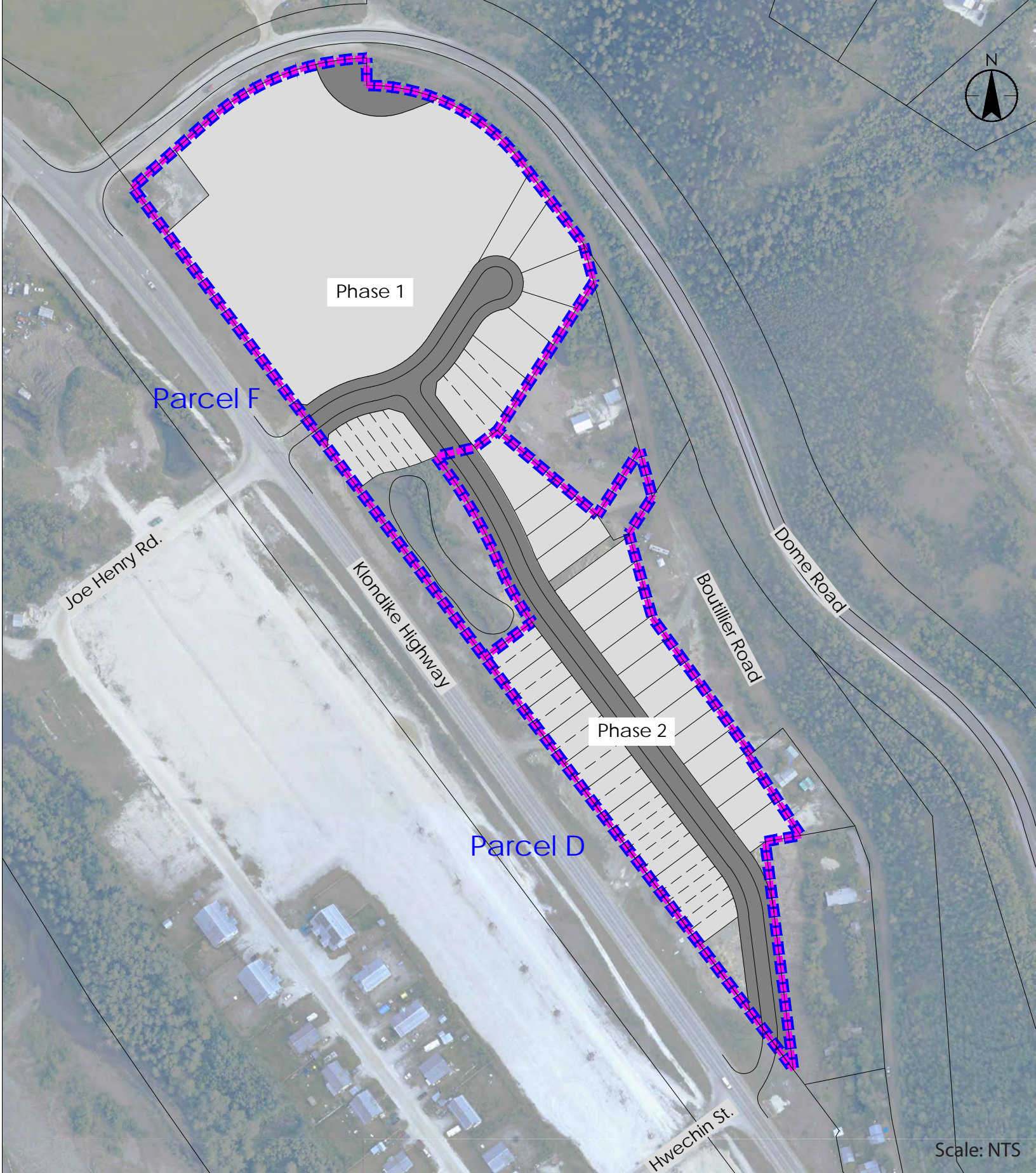


Figure - 15 Phasing

6.2 Zoning and Amendments

Proposed rezoning and subdivision applications should align with the land use designations described in this MP and Zoning Bylaw.

6.3 Opinion of Probable Cost

To support the feasibility of the Development an opinion of probable cost was completed. At this stage of analysis, it was determined the development could be cost recoverable based on the assumed 2021 construction cost and number of total units. More detailed cost estimates will be required as the projects enter detailed design stages. Costing was separated into the three categories listed below.

6.3.1 Community Improvements

The replacement of the water reservoir and sewage lagoon in Dawson City are not directly related to the requirements of the development of Parcels D/F and would be needed even if no new lots were being planned in the community. For community-wide infrastructure, such as the water reservoir and sewage lagoon, the costs would not be included in the Plan area.

6.3.2 On-Site Development

On-site development costs include all components within Parcels D/ F required to bring the lots to market. All developable land in Dawson has unique challenges and considerations that will impact how it is serviced and the cost of servicing. On-site development costs should be comparable regardless of where the development is located within the community.

6.3.3 Costing Summary

An Opinion of Probable Cost (OPC) has been completed for Parcels D/ F. The OPC (+/-40%) was developed with a 20% contingency, for the high-level scope of new construction based on estimated detailed engineering design, construction administration/inspection, surveying, and project management; consulting services for a site-specific regulatory submission and permitting; estimated area and quantity measurements. Quantities may vary based on a topographic survey and detailed design.

High level OPC's are intended to assist YG and the City make initial decisions on the feasibility of Parcels D/F. Many elements such as size of phase, construction season, market conditions, year of construction, etc. will affect this OPC. Additional OPC details are included under Appendix B – Opinion of Probable Cost. A summary of the total Opinion of Probable Cost associated with the development can be found in **Table 11 and 12**.

The presented OPC only includes items Development Extensions and Upgrades and On-Site Development. Since some Development Extensions and Upgrades items may be completed as other municipal projects or require partial contributions, two scenarios have been developed for each Parcel.

Klondike HWY Subdivision Parcel D/F Master Plan

- Scenario 1: All costs associated with the development (includes lift station replacement and Dome Road intersection improvements). Improvements will support potential future development further up the Dome Road.
- Scenario 2: On-Site development cost only.

A number of assumptions have been made to develop the OPC and cost per lot. An OPC summary of scenarios 1 and 2 for each parcel can be found below. The presented costs do not reflect value of the lots or their expected sale price. Cost modeling for the development is still required to ensure the financial feasibility. Typical of most land developments, early phases are often more expensive due to the initial construction and services required, with later phases having lower construction cost because of this initial investment.

As the developer, YG will make decisions on which parcels and phases of the subdivision can be developed based on anticipated development costs. In general, the majority of the development appears to be achievable from a cost-recovery perspective. Lot sale prices are typically determined as a function of the market value and the cost of development. YG may also consider other sources of funding for common or off-site infrastructure to reduce development costs. During later stages of the development process, such as construction, decisions will be made on whether to proceed with certain portions of the development based on considerations of market value, development costs, and benefits to the public. A major consideration for YG is to ensure lots are sold at a fair price to potential purchasers.

Table 11 – Parcel D/F Scenario 1 OPC Summary

PARCEL D/F – Scenario 1		
Lift Station Replacement and Dome Road Intersection Improvements		\$5,878,409
Parcel D/F On-Site Development		\$5,586,265
	Total	\$11,464,674
Average cost per lot ¹		\$208,449
Recreation Center Site ²		\$4,127,282
21 Single Detached Lot (per)		\$104,224
16 Duplex Lot		\$85,985
18 Townhome Lot		\$74,520
Cost per net area (ac) at 15.81 ac		\$724,153
Cost per developable area (ac) at 11.6 ac		\$986,633

1. Average cost. does not reflect the different lot types and sizes.

2. Cost of the Recreation Center land is based on land area only and does include site improvements or building

Klondike HWY Subdivision Parcel D/F Master Plan

Table 12 – Parcel D/F Scenario 2 OPC Summary

PARCEL D/F – Scenario 2		
Lift Station Replacement and Dome Road Intersection Improvements		\$0
Parcel D/F On-Site Development		\$5,586,265
	Total	\$5,586,265
Average cost per lot ¹		
Recreation Center Site ²		\$2,011,055
21 Single Detached Lot (per)		\$53,203
16 Duplex Lot		\$52,371
18 Townhome Lot		\$40,345
Cost per net area (ac) at 15.81 ac		\$353,337
Cost per developable area (ac) at 11.6 ac		\$480,746

1. Average cost. does not reflect the different lot types and sizes.

2. Cost of the Recreation Center land is based on land area only and does include site improvements or building

6.4 Next Steps

Prior to detailed design and construction, several steps are still required to complete the planning process:

YESAB

- ☐ YESAB application and Approval

Background Studies/ Technical Reviews

- ☐ Localized Geotechnical Review
- ☐ Transportation Impact Assessment
- ☐ City Infrastructure Master Plan (storm, water, sanitary)
- ☐ Detailed servicing review per Parcel
- ☐ Stormwater Management Plan

Regulatory Permitting

- ☐ Water License (tailing ponds)
- ☐ DFO Permit (tailing ponds)

Municipal Approvals

- ☐ Official Community Plan amendment application
- ☐ Zoning Bylaw amendment application (including rezoning and updated regulations)
- ☐ Subdivision

Optional

- ☐ Design Guidelines
- ☐ Architectural Controls

Appendix A – Engagement Summaries

The initial planning of the Dome Road area, which occurred from 2020-2022, included a total of 4 parcel areas (Parcels A, C, D and F). The engagement summaries presented in this package includes areas outside of Parcels D/F and has been included for information purposes only. Engagement results related to Parcels D/F has been used to create the Klondike HWY Subdivision Parcel D/F Master Plan.

Other Parcels may be considered for future development and further described in separate Master Plans.

Dome Road Master Plan Engagement #1

What we Heard Report

Prepared for Yukon Government Land Development Branch
Prepared by Stantec

Date: May 2021



Design with
community in mind

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FINAL WHAT WE HEARD REPORT

Engagement Overview

1.0 ENGAGEMENT OVERVIEW

The Dome Road Subdivision will be a mainly residential neighborhood, located south of the historic townsite in the City of Dawson. This area is critical to the future growth of Dawson. The Government of Yukon (YG) and City are working together to complete a Master Plan that will guide the future development of this area. The Dome Road Subdivision represents an important opportunity to provide much needed residential lots through a variety of housing options at various price points.

Stantec was hired to lead this Master Plan process and over the course of this project, there will be several opportunities for the public to get involved, review information and plans, and provide input. This report provides a summary of what was heard during the first engagement session for the Dome Road Master Plan project held in late February and early March 2021.

1.1 PURPOSE OF ENGAGEMENT

The purpose of this first round of engagement on the Dome Road Master Plan was to:

- Introduce the project and team;
- Review each of the four development sites;
- Present the draft vision and goals; and
- Gather input from the public on any of the above topics.

1.2 ENGAGEMENT OPPORTUNITIES AND PARTICIPATION

There were two main ways for the public to participate in this engagement process; an online/in-person session and an online survey. All relevant information about this project was posted on the Dome Road project page on the City of Dawson website.

A background document was produced to summarize the project and to provide information to those who were not able to attend the sessions; it can be found in Appendix A. To further get the word out, a letter about the project and the opportunities to get involved, was mailed to Dawson property owners.

Due to COVID restrictions, public sessions needed to be kept to a maximum of 10 people. Residents who wanted to participate in person were asked to sign-up with City staff beforehand.

Online and in-person public information sessions

There were two public information sessions held on Tuesday February 23rd; one from 12-1:30pm and one from 6:30-8pm at City Hall. Both sessions were broadcast live using Microsoft Teams so that people at home can view the presentation and ask questions in real-time.



FINAL WHAT WE HEARD REPORT

Engagement Overview

During these sessions, Stantec went through a presentation which included the planning process, a review of each of the four sites and the draft vision and goals. After the presentation, the meeting was opened up for discussion, questions and to gather input. A copy of the presentation slides can be found in Appendix B.

The noon session had 4 attendees and the evening session had 6 attendees. A recording of the noon session was made available on the City of Dawson project website for anyone who was not able to attend the meetings.

Online survey

An online survey was prepared using SurveyMonkey and a link was available on the City of Dawson's project website from February 19 until March 11, 2021. A copy of the survey questions can be found in Appendix C. Staff at Tr'ondëk Hwëch'in also sent out the information about the survey to their citizens. In total, 128 completed responses to the survey were received.

1.3 DRAFT VISION AND GOALS

As one of the key purposes of this engagement process was to gather public comments on the draft vision and goals, they are provided below for reference.

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.



FINAL WHAT WE HEARD REPORT

Engagement Overview

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 density 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 includes 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



FINAL WHAT WE HEARD REPORT

Engagement Overview

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.

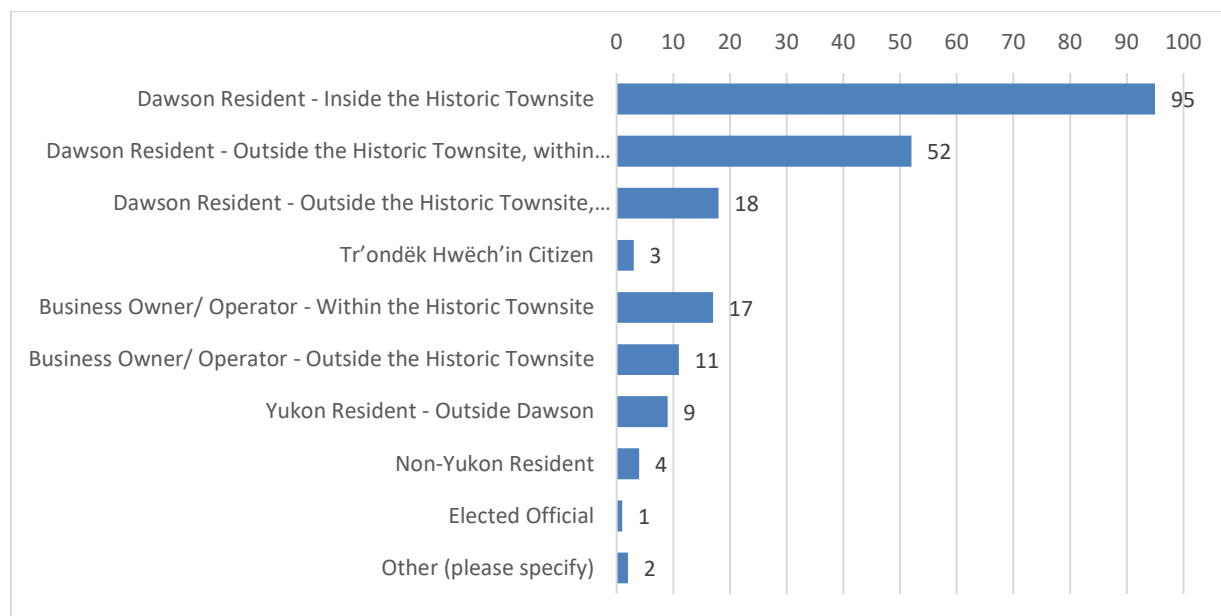


2.0 SURVEY RESULTS

This section provides a summary of what was collected using the online survey.

Question 1. We know that Dawsonites may have multiple interests in this project: they are residents, entrepreneurs, property owners, and have ties to many different industries. Please select the statement(s) that best describe you and your responses to this survey.

Figure 1 – Interests of survey respondents

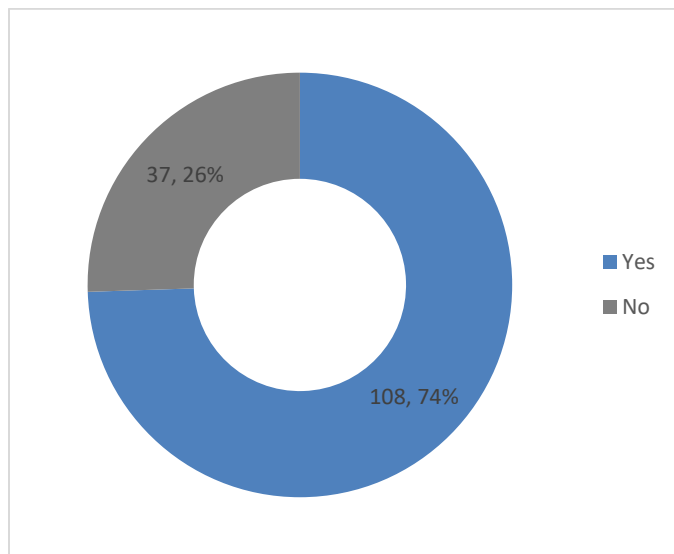


FINAL WHAT WE HEARD REPORT

Survey Results

Question 2. Does the draft vision statement capture your vision for the area?

Figure 2 – Do you feel the draft vision captures your vision for the development?



Of respondents, 74% feel that the draft vision captures their vision for the area. Respondents were also provided an opportunity to answer the sub-question: Why or why not?

Written comments were provided by 37 people and the full responses are provided in Appendix D. The following list of themes summarizes the more common comments.

- Concern that the high cost of providing piped water and sewer will make the lots unaffordable
- Concern that the long-term cost of providing municipal services will have a negative impact the City's financial sustainability
- Questions and concerns about what the “connected greenspaces” will look like and how much room they will take up
- Would prefer to see country residential development along the Dome Road
- Support for a development that fits within Dawson and provides a range of housing types

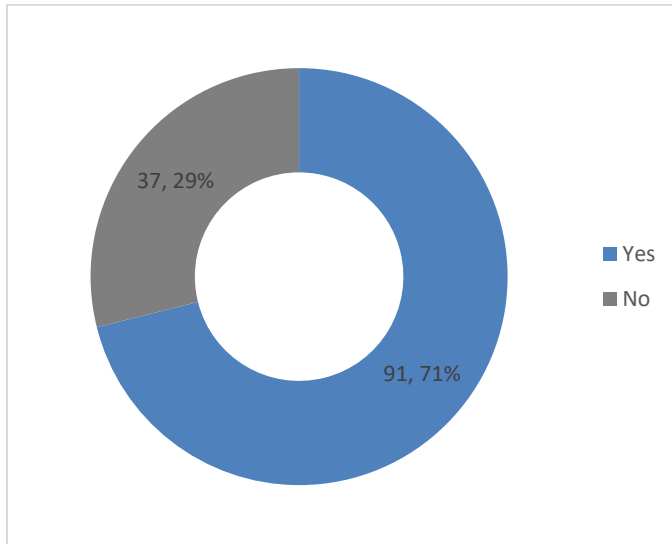


FINAL WHAT WE HEARD REPORT

Survey Results

Question 3. Do you think that these goals sufficiently support the vision?

Figure 3 – Do you feel that the draft goals sufficiently support the vision?



Of the respondents, 71% think that the goals sufficiently support the vision. Respondents were also provided an opportunity to answer the sub-question: Why or why not?

Written comments were provided by 30 people and the full responses are provided in Appendix D. The following list of themes summarizes the more common comments.

- Concern that the high cost of providing piped water and sewer will make the lots unaffordable
- Concern that the long-term cost of providing municipal services will have a negative impact on the City's financial sustainability
- Concern about the impacts to existing residents, roads and infrastructure
- Concern about enforcement of development types and overall aesthetics

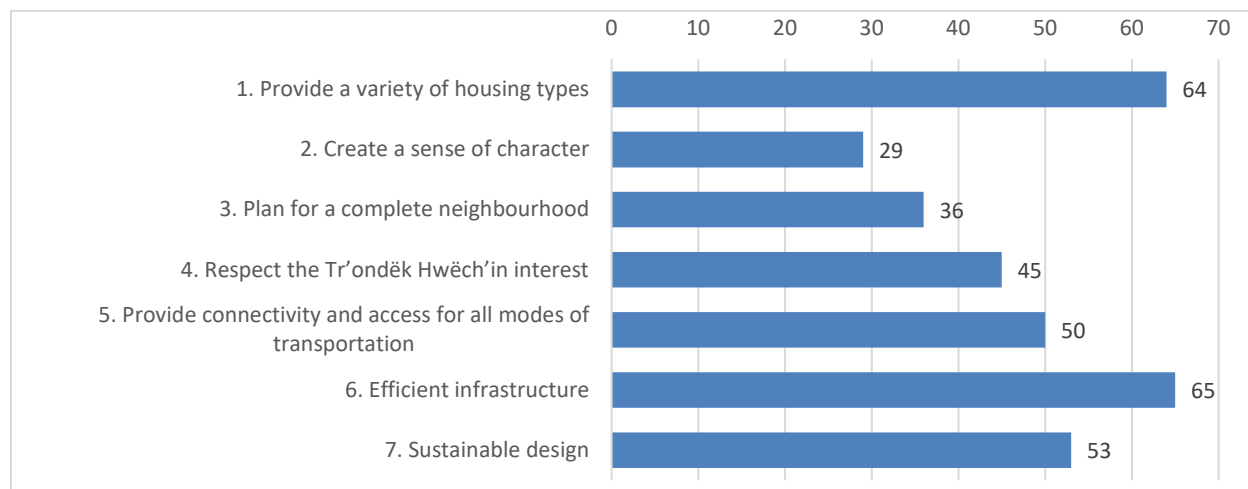


FINAL WHAT WE HEARD REPORT

Survey Results

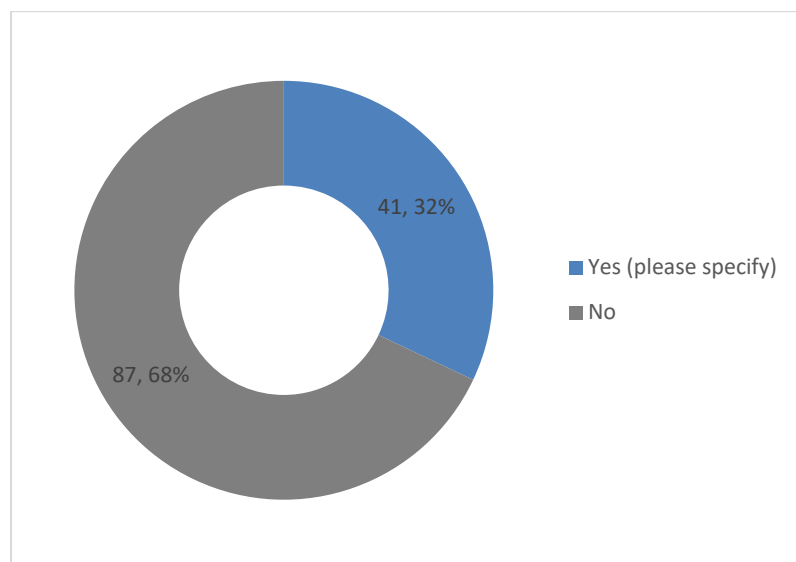
Question 4. Of the goals listed, which are the most important to you?

Figure 4 – Which goals are most important to you?



Question 5. Have we missed anything that you think should be a goal?

Figure 5 – Have we missed any goals?



Respondents were provided an opportunity to specify any goals that they feel are missing. Written comments were provided by 41 people and the full responses are provided in Appendix D. Below are the potential additional goals that were mentioned most often:



FINAL WHAT WE HEARD REPORT

Survey Results

- Affordability
- Increased traffic and road safety
- Impacts on existing residents
- Impacts to the City's financial sustainability
- Capacity of the City's and community's facilities to serve new residents

Question 6. How do you think this development could be "Authentically Dawson"?

This question was optional and open ended; 44 respondents provided answers. A full list of the responses is provided in Appendix D. The top responses were:

- Have a mix of housing types, sizes and building materials
- Avoid suburban (Whistlebend) design
- Balance between design rules and freedom for residents to develop as they please

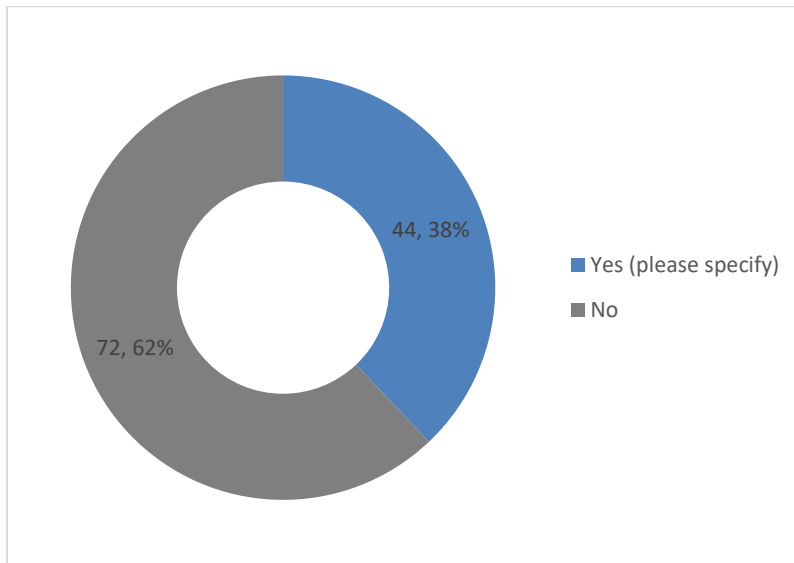


FINAL WHAT WE HEARD REPORT

Survey Results

Question 7. Are there any other opportunities or constraints that should be considered for Development Area A?

Figure 6 – Is there information missing about Area A?



This question also had space to specify what is missing and 44 responses were received. They are listed in Appendix D. Key themes stated are:

- Concerns about the bank stability and erosion
- Importance of good traffic management
- Preference for country residential development at this location
- Financial impact of servicing these lots
- Need for appropriate trails, landscaping and aesthetics

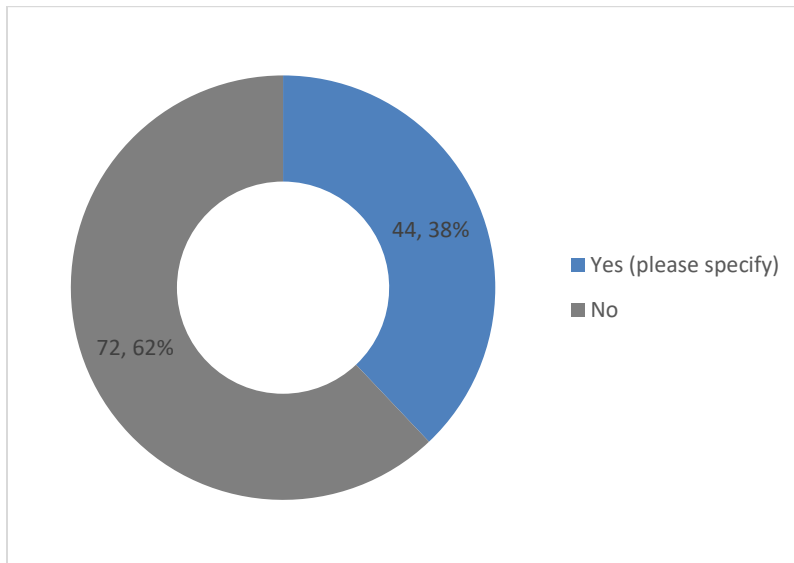


FINAL WHAT WE HEARD REPORT

Survey Results

Question 8. Are there any other opportunities or constraints that should be considered for Development Area C?

Figure 7 – Is there information mission about Area C?



This question had space to specify what is missing and 45 responses were received. They are listed in Appendix D. Key themes stated are:

- Protection of existing ski trails
- Connectivity to surrounding trails
- Stormwater drainage and slope stability
- Impacts of mining claims
- Preference for country residential development at this location

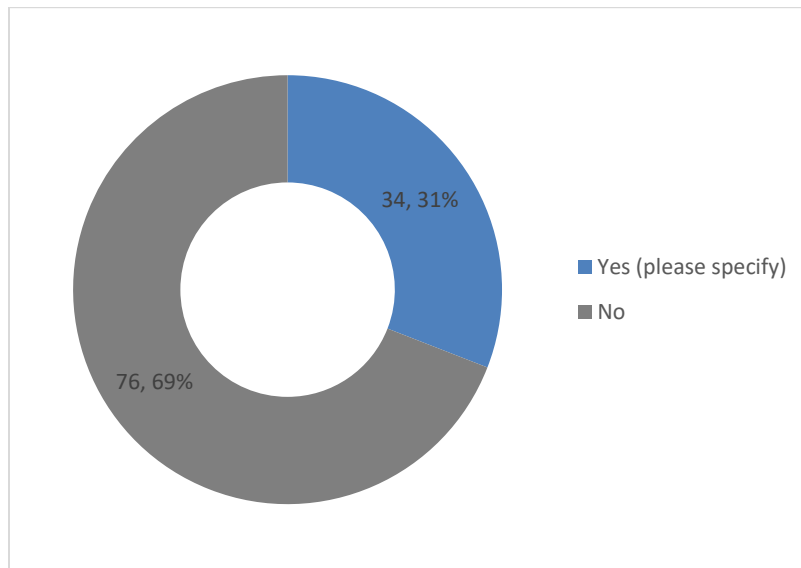


FINAL WHAT WE HEARD REPORT

Survey Results

Question 9. Are there any other opportunities or constraints that should be considered for Development Area D?

Figure 8 – Is there information missing about Area D?



This question had space to specify what is missing and 45 responses were received. They are listed in Appendix D. Key themes are:

- Aesthetics are important here as this is the gateway to Dawson and offers the first impression of the community
- Potential location of some small commercial use
- Planning needs to include the recreation facility
- Impacts of highway traffic: congestion, safety

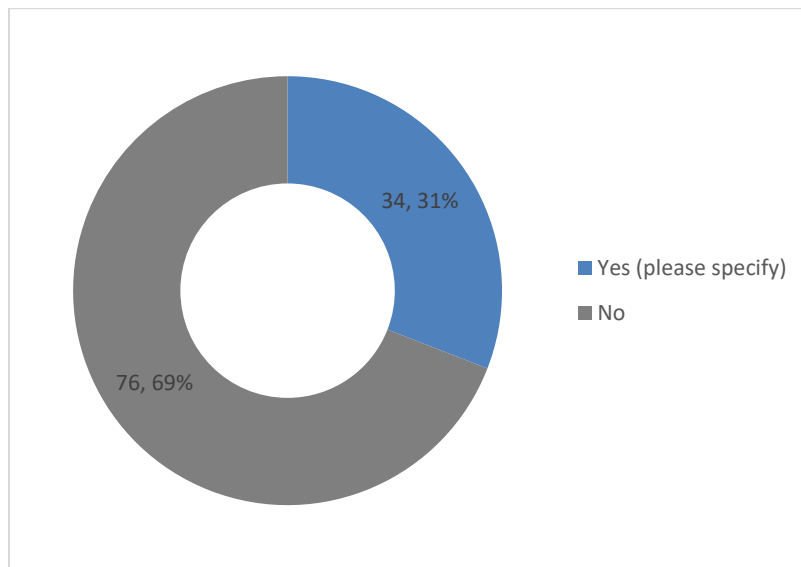


FINAL WHAT WE HEARD REPORT

Survey Results

Question 10. Are there any other opportunities or constraints that should be considered for Development Area F?

Figure 9 – Is there information missing about Area F?



This question had space to specify what is missing and 39 responses were received. They are listed in Appendix D. Key themes are:

- Would like to see this area be used for the recreation facility
- Aesthetics are important here as this is the gateway to Dawson and offers the first impression of the community

Question 11. Please share any other thoughts that should be considered.

This allowed respondents to share any other thoughts for our team to consider. A total of 45 response were received and the full listing can be found in Appendix D.

- This development has the potential to be a financial strain on existing City infrastructure and services
- Many respondents are concerned that servicing this subdivision will be very expensive and may result in lots that are prohibitively expensive
- Residents are concerned about the capacity of the Dome Road to handle the additional traffic safely
- Some residents feel that the City's priority should be redevelopment and infill in the townsite
- Many people suggested that Areas A and C would be better for country residential lots
- There were also those who support this project and believe that new lots here will be good for the community



FINAL WHAT WE HEARD REPORT

Input from Public Sessions

3.0 INPUT FROM PUBLIC SESSIONS

Between the lunch and evening sessions, ten members of the public attended. The following provides a summary of the key discussion points.

Community Growth and Affordability

- Other upgrades to community infrastructure and amenities will be needed; for example, the school has no space
- Population may grow even more as the community appeals to those who can work remotely
- Don't want to see new commercial development on the Dome Road negatively impact downtown
- Need to ensure there is demand for these lots before we develop them
- People can't find housing and will move out of Dawson if there isn't anything available
- "Affordability" is difficult to define
- Provide affordable housing lots is a priority for many
- The school, recycling depot, and recreation facility do not have the capacity to meet the needs of the residents of all these new lots
- Need to consider Tr'ondëk Hwëch'in interests and plans as we move ahead
- Climate change is impacting this area and causing more rain, erosion, runoff, and unsafe slope stability

Developability

- Need to ensure that proper and comprehensive geotechnical evaluations are completed, especially for Sites A and C, to mitigate concerns about erosion and sloughing
- Beautiful area along the ridge (Site A and C), stunning light
- Land has already been disturbed; not a natural landscape

Roadway Network

- Desire to see safe connectivity on Dome Road and Mary McLeod Road (walking, cycling, driving)
- Adding residents along the Dome Road will mean increased traffic on Mary McLeod, which is unsafe and already too busy
- Need to consider carrying capacity and tourism use on the Dome Road
- Dome Road is already in poor condition; need to plan for upgrades to bring this road up to an acceptable standard
- Need to consider geotechnical conditions; erosion and sink holes are apparent near accesses and roads
- Dome needs a forest fire plan and emergency evacuation routes
- Traffic is very bad in between 8:00 and 8:45



FINAL WHAT WE HEARD REPORT

Input from Public Sessions

Lot Sizes and Housing Types

- People can still subdivide their existing lots, and many have been doing this
- Septic fields last 20-30 years but when they need replacement, they need a new location so each lot needs to be able to accommodate multiple sites, not just one
- Don't want condos, this isn't Whitehorse
- People want country residential along the Dome; should look in town for smaller lots
- This development is very important as there are no lots available in town
- Yukon is about land and space, no one moves here for a duplex

Servicing Considerations

- All required off-site improvements will impact development
- If lots are sold unserviced, then property owners can upgrade as they want to rather than paying a higher price upfront
- Concern about the use of septic fields and that impact on slope stability
- Consider extending services to existing lots, if it brought up to Area A
- Garbage drop-off near ball diamonds is not working well

Mining Uses

- Mining operations in this area aren't finished and will impact the ground condition
- There is no agreement to relinquish mining claims and this could mean a long delay for this subdivision

Trails and Recreation

- Consider impacts of this development on ski and bike trails in this area
- New recreation centre should be located in Area D or F and will be a benefit to nearby resident
- Need to think about the greenspaces; consider the current size and the amenities that are required

Design

- The design and aesthetics here are very important, especially in Areas D and F which are the gateway into the community
- Consider impacts of lights on the night sky
- Consider how new development will impact views from existing homes
- Should consider hot and cold of Dawson's climate; cooling areas and snow removal
- Would like to see accessibility to water, by animals, for wildfire and for cooling
- No corrugated metal siding



FINAL WHAT WE HEARD REPORT

Input About Specific Areas

4.0 INPUT ABOUT SPECIFIC AREAS

This section provides a summary of the comments from both the survey and the public meetings that are specific to each of the four areas.

Comments about Area A

- There are beautiful views and great light all along the ridge
- Concerns about slope stability, sloughing and erosion, especially near steeper slopes
- This area would be better as for larger country residential lots; this would do away with the expense of servicing the lots and result in development that is more compatible with existing development
- Need to consider wildlife corridors and access, especially near the river
- A trail should be developed along the bluff so that the views are accessible to all
- Still some active mining claims in this area that need to be dealt with
- Vegetation is sparse here; need to consider landscaping and planting trees
- Opportunity for playground, community garden, eco-friendly power generation in this area
- Consider drainage for each lot; contours may need to be changed
- Tourists will see this area while driving the Dome Road; homes along the roadway should conform to heritage regulations
- Preference to see lower density development along the Dome Road
- Elevated position and orientation of roofs could take advantage of a good solar electric generation potential to help contribute to local sustainable power
- Lots should be small; but not too small
- Limit density to single family homes and duplexes

Comments about Area C

- Lots should be country residential; not serviced
- Include an area for tiny homes/ wall tents on one lot
- Lots here should not be allowed to subdivide
- Higher density is not appropriate for this area
- Homes along the roadway should have conform to heritage regulations
- Mining claims will make this area difficult to develop and could cause long delays
- Need to ensure new intersections are safe; current access has poor sight lines
- Need to identify wildlife corridors and retain vegetation where possible
- Take advantage of opportunities for solar energy
- Connection to surrounding trails
- Concern that climate change will lead to increased erosion, landslides, slumping, and drainage issues
- Concern about bank stability and geotechnical issues
- Leave space for the expansion of ski trails
- Area will be in shade for much of the time



FINAL WHAT WE HEARD REPORT

Input About Specific Areas

- Will need to add vegetation as much of the existing vegetation has been removed

Comments about Area D

- Design and aesthetics here are so important as it is gateway to the community; some people would like to see buildings conform to heritage regulations and some want to see a mix of different design
- Good opportunity for housing for people without a vehicle as it is within walking distance of downtown
- Could be a good location for an improved tiny home or wall-tent city
- Lots should be connected to water and sewer
- This area is appropriate for some commercial use
- Higher density development would be good here
- Need to provide good access to trails and a safe route into town for pedestrians and cyclists
- Need to deal with mining claims before undertaking development; claims are significant and complex in this area
- This area is good for development as it will not impact traffic on Mary McLeod or on the Dome Road
- Need to consider increased pressure on the intersection of Dome Road and North Klondike Highway; it is already busy
- Avoid cookie-cutter design; mix different housing densities together
- This is a good location for the new recreation centre
- Should only be single family lots here
- Need to make sure that tourist traffic is controlled and there are signs pointing to key destinations

Comments about Area F

- Design and aesthetics here are so important as it is gateway to the community; some people would like to see buildings conform to heritage regulations and some want to see a mix of different designs
- Some small commercial uses will be needed here to support all the new area residents
- Need to include appropriate green spaces here
- Mining claims need to be dealt with here before planning a new neighbourhood
- Need to upgrade Dome Road and Highway intersection
- Good location for the new recreation centre
- Need to plan residential uses that are compatible with the recreation centre
- Need to plan for the right amount of parking for the recreation centre so it does not negatively impact new residential area
- This area is a busy wildlife corridor; need to consider how animals will connect with the river
- Boutillier Road also needs to be improved



5.0 CONCLUSION

5.1 SUMMARY THEMES

This section provides a summary of the most common themes that emerged through the engagement process. Input from meetings and the survey are considered together.

1. Community Growth and Lot Demand

- Respondents suggested that upgrades to other community infrastructure and amenities will be needed to support population growth that this Master Plan will show. Specifically, it was suggested that improvements are needed to the school, recycling depot, wastewater system, grocery stores, electrical grid, and recreation facilities.
- Several respondents also highlighted the importance of providing incentives to develop vacant/underused lots in the Dawson townsite.
- Although many people acknowledge that more housing is needed, there were concerns about the scale of this development. Residents want to see the lots released at the appropriate pace so that the community can grow responsibly.
- Some people are concerned that the town will grow too fast and will lose the character that people love.

Impact on Master Plan

- The Master Plan will include a phasing/land release plan so that the community grows at an appropriate pace. Full build-out could be 20 or 30 years away, depending on Dawson's growth rates.
- Phasing/land release will be dependent on serviceability, access, housing needs and site requirements.

2. Affordability

- Many respondents expressed concerns about the high cost of servicing Areas A and C. People want to see affordable lots and feel that bringing piped water and sewer to this area will make the lots too expensive.
- Efficient use of infrastructure was cited as the most important goal.
- Respondents were concerned about the long-term impacts on the City finances of having to operate and maintain services for these lots.
- Many respondents commented that affordability is an important goal for this development.
- People want to see the lots sold in a way that is fair and accessible; some respondents feel that residents looking for a home should be given preference over developers when it comes to selling lots.



FINAL WHAT WE HEARD REPORT

Conclusion

Impact on Master Plan

- In working towards a Master Plan, we will consider costs to develop infrastructure as well as costs to operate and maintain it in the long-term.
- Cost estimates will be considered along-side lot layout options throughout the decision-making process.
- The Master Plan will identify land uses, development potential, and recommended servicing option.
- Land will be used efficiently to create more housing options at different prices,
- Some of these issues related to affordable housing, such as cost of construction, contractor availability and government programs related to housing, are outside the scope of the Master Plan.

3. Impacts on Existing Dome Road Residents

- Many residents were concerned about impacts the new development could have on existing Dome Road residents and specifically mentioned increased traffic, views, light pollution and noise as issues.
- Several nearby residents expressed support for unserviced country residential lots in Areas A and C, as lower density development is seen as being more compatible with existing land uses.
- Some people suggested that minimizing impact on existing residents should be included as a stand-alone goal.

Impact on Master Plan

- Minimizing impacts related to noise, traffic and land use transitions will be considered during the design and lot layout of each area.
- Consider editing the draft goals to reflect these concerns.

4. Lot Size and Land Use

- Respondents had different ideas about what type of housing densities are appropriate in the four areas.
- Generally, respondents would like to see higher density development in Areas D and F, and lower density development in Areas A and C.
- Some people like the idea of a lot for mini-homes or wall-tents and others do not.
- Some respondents wanted to see higher densities (duplexes, town homes) mixed in with single-family homes and some thought that Areas D and F would be better for this type of housing.
- There was some support for duplexes, but less support for condos or apartments.
- There was some support for small scale commercial uses in Areas D and F.
- Some respondents stated that higher density housing and/or smaller lots will be key to affordability.
- Providing a variety of housing types was the second most important goal for survey respondents.



FINAL WHAT WE HEARD REPORT

Conclusion

Impact on Master Plan

- The Master Plan options will include a variety of housing types and densities.
- In generally, higher density housing will be found in Areas D and F, with lower density options in Areas C and A.
- Master Plan will include space for the recreation centre and some commercial space in Area F.
- The Master Plan will recommend appropriate zoning for each of these areas.

5. Geotechnical Conditions

- There were several comments related to erosion, sloughing and the geotechnical conditions in general.
- Respondents want to see comprehensive geotechnical evaluations are completed, especially for Sites A and C; and these should also consider impacts of climate change on the conditions.
- Drainage needs to be considered when developing the lots.

Impact on Master Plan

- The Master Plan will be created based on geotechnical investigation information available to date.
- The servicing section of the Master Plan will identify appropriate storage and retention considerations for stormwater management.
- More detailed geotechnical investigation will be part of the detailed design.

6. Road Network

- Many respondents had concerns about the condition of the Dome Road and suggested that upgrades would be required.
- Respondents stated that Mary McLeod Road is steep and dangerous and additional traffic on this route would not be good.
- Several people commented that improvements are needed to the intersection of the Dome Road and the North Klondike Highway to handle additional traffic.
- Several respondents commented that it is important that new roads off the Dome Road are safe and have good sightlines.

Impact on Master Plan

- The Master Plan will include recommendations about the required upgrades to the Dome Road and to the intersection of the Dome Road and the Alaska Highway.
- New accesses from the development to the Dome Road will be designed safely and will have appropriate sight lines.

7. Design and Aesthetics

- Many respondents feel that the design and character of buildings in Areas D and F are very important as this is the gateway to the community.
- Many respondents want to ensure that the new residential areas do not feel suburban and homes are not all the same.



FINAL WHAT WE HEARD REPORT

Conclusion

- There was no overall agreement about whether new areas should be developed following Dawson's Heritage Bylaw or not, but there was support for flexibility and variety in design of new homes.
- Several respondents pointed out the need for landscaping, especially in Area A.
- Roadway layout and house orientation should take advantage of the grades, views and sun orientation; there were comments supporting both a grid network and an organic road pattern.

Impact on Master Plan

- The Master Plan will identify a general theme and character of the community.
- The public realm (parks, entry features, natural conditions) will provide a first impression and their design will be important to the character of this area.
- Recommendations of architectural controls or design guidelines will strengthen the overall look and feel of the new neighbourhoods.

8. Trails and Recreation

- Respondents believe that new residential areas need to include appropriate connections to trails and identify space for playgrounds, gathering places and community gardens.
- There is general support for locating the new recreation centre in Area F.
- The new areas will need safe walking/biking access to town.
- Trails should be developed along the ridges, so that everyone can enjoy the views.
- Trails should connect with existing trails.

Impact on Master Plan

- The Master Plan will identify internal greenspace, and key trail connections.

9. Comments about the Vision

- 74% of respondents feel that the draft vision is aligned with their vision for the area.
- It is not clear to several people what "Designed around connected greenspaces" means.
- Several respondents voiced concern about including servicing the lots as part of the vision. Many people commented about the expense and technical challenges of providing municipal services, especially to Areas A and C.
- Many would prefer to see Areas A and C developed for country residential development.
- Several people would like the vision to include a statement about the development of new trails and playgrounds.

Impact on Master Plan

- Edit vision so that the statement about greenspace is clearer. Also, consider elaborating on the trails and playgrounds in the appropriate goal.
- The servicing options will be developed based on potential serving cost and required off-site improvement. The master plan design approval process will ensure that the City and YG recognize servicing options that are efficient, innovative and not be overly difficult or expensive to maintain.



FINAL WHAT WE HEARD REPORT

Conclusion

10. Comments about the Goals

- 71% of survey respondents feel that the goals are sufficient to support the vision.
- Several respondents added that it should be a goal that new development will not negatively impact existing Dome Road residents and properties.
- Affordability should be a separate goal; this should include affordability for residents and for the City.

Impact on Master Plan

- Consider strengthening the goals to highlight the importance of minimizing impacts on current residents.

5.2 NEXT STEPS

The feedback received during this engagement process was diverse. Although there were not many people at the public sessions, the discussions were good. The number of surveys received was excellent and many respondents provided thoughtful written comments. It is important to note that some of the feedback received was about matters that are outside the scope of this project. For example, some of the more specific comments about the greenspaces may be used to do the detailed design of landscaping and playgrounds, which is outside the scope of this project. Also, this new neighbourhood will not address all the community's concerns about affordability.

As outlined in Section 5.0, we will use the relevant feedback received to guide the development of the various development options that will be produced in the next step in the Master Plan project. These options, along with information about infrastructure upgrades, will be the subject of the next round of community engagement.



FINAL WHAT WE HEARD REPORT

Appendix A - Background DOcument

Appendix A - BACKGROUND DOCUMENT

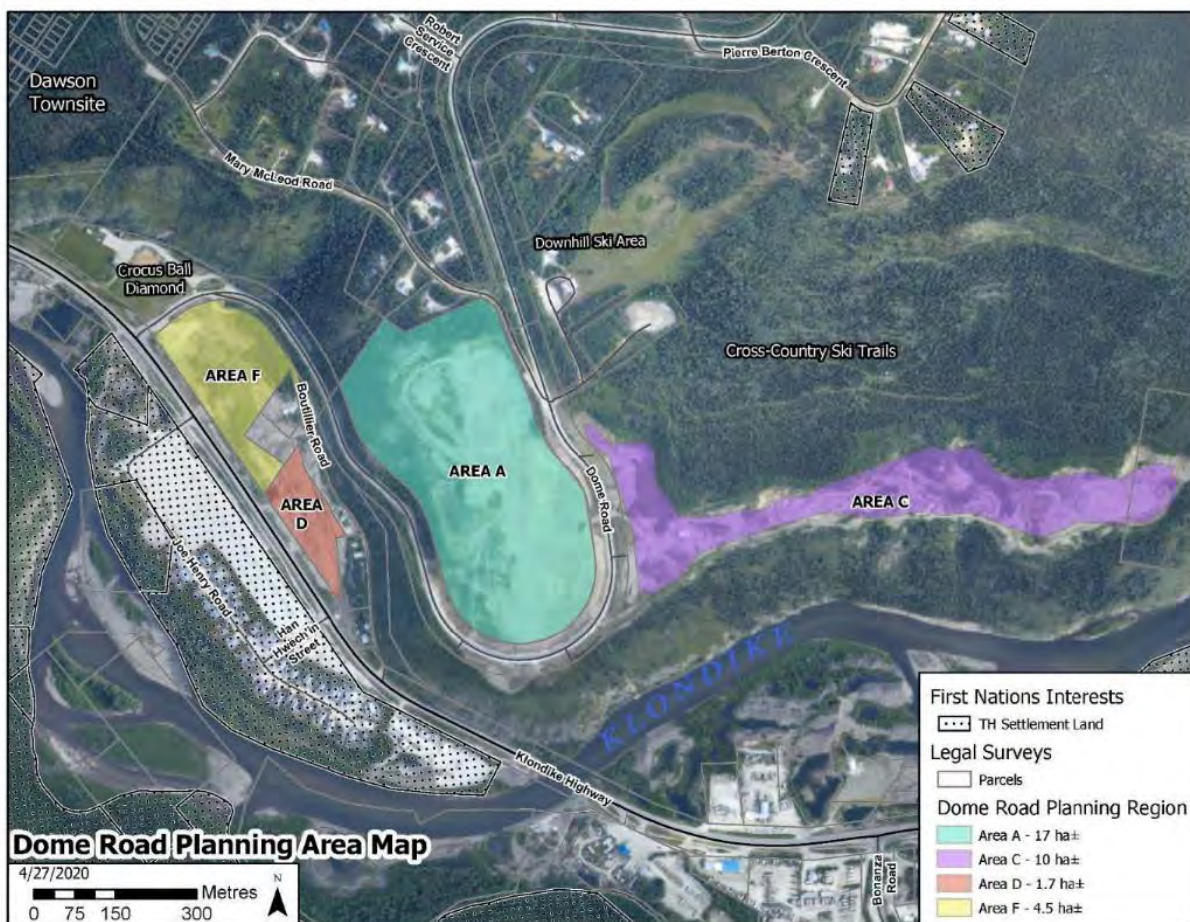


Dome Road Subdivision Master Plan

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 to 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).

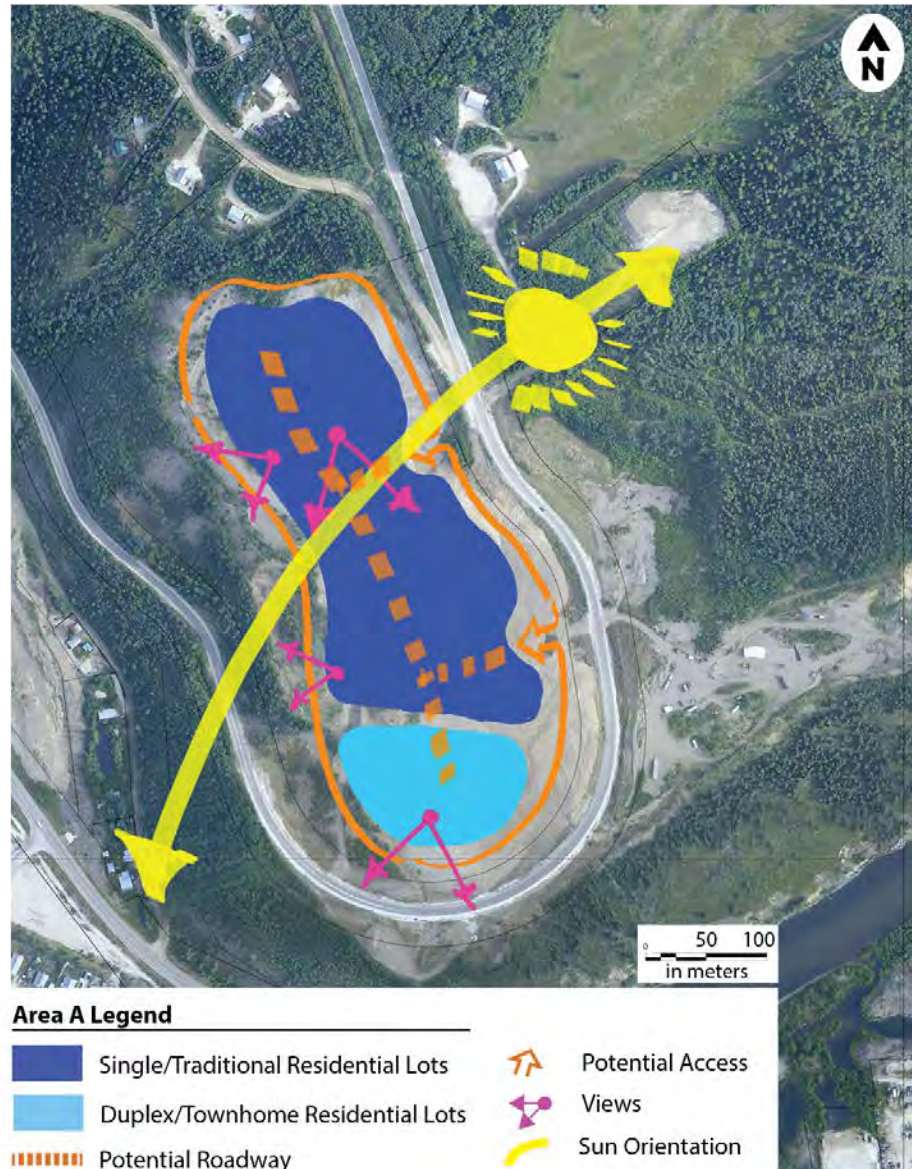
OPPORTUNITIES AND CONSTRAINTS

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.

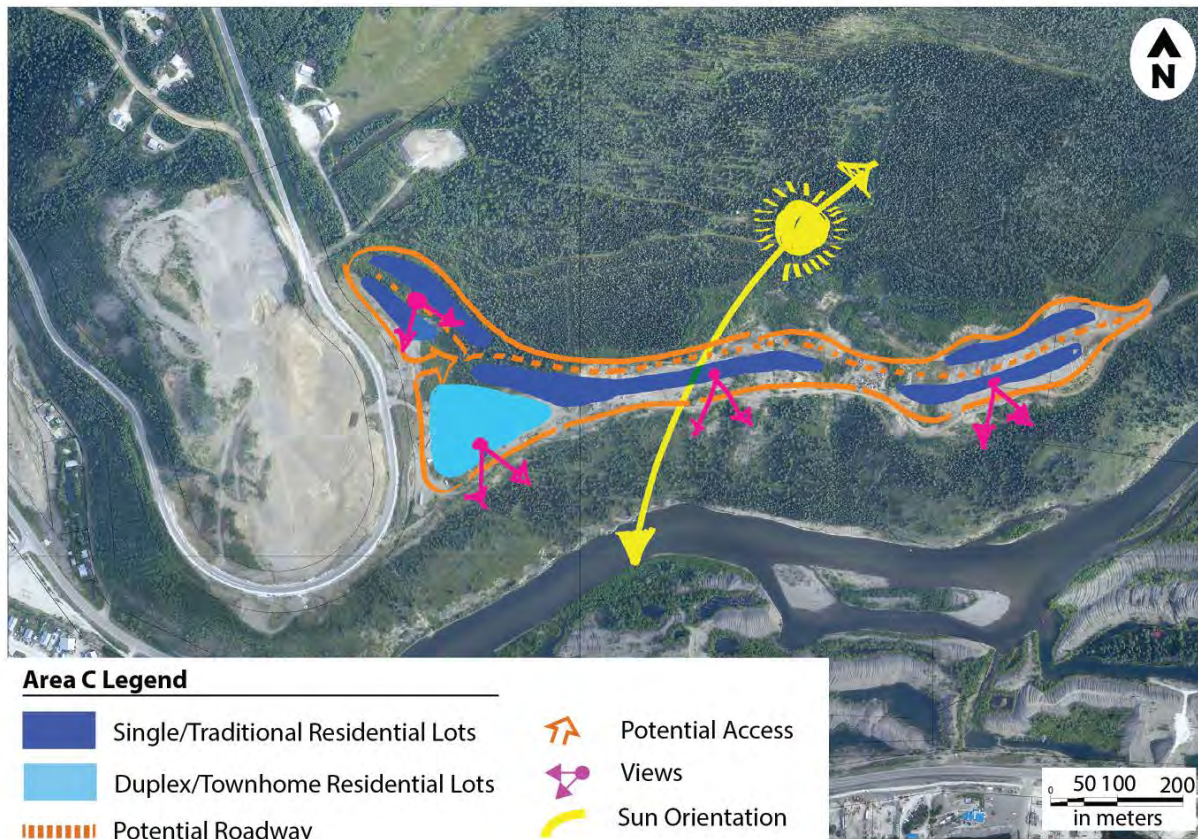
Development Area A

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

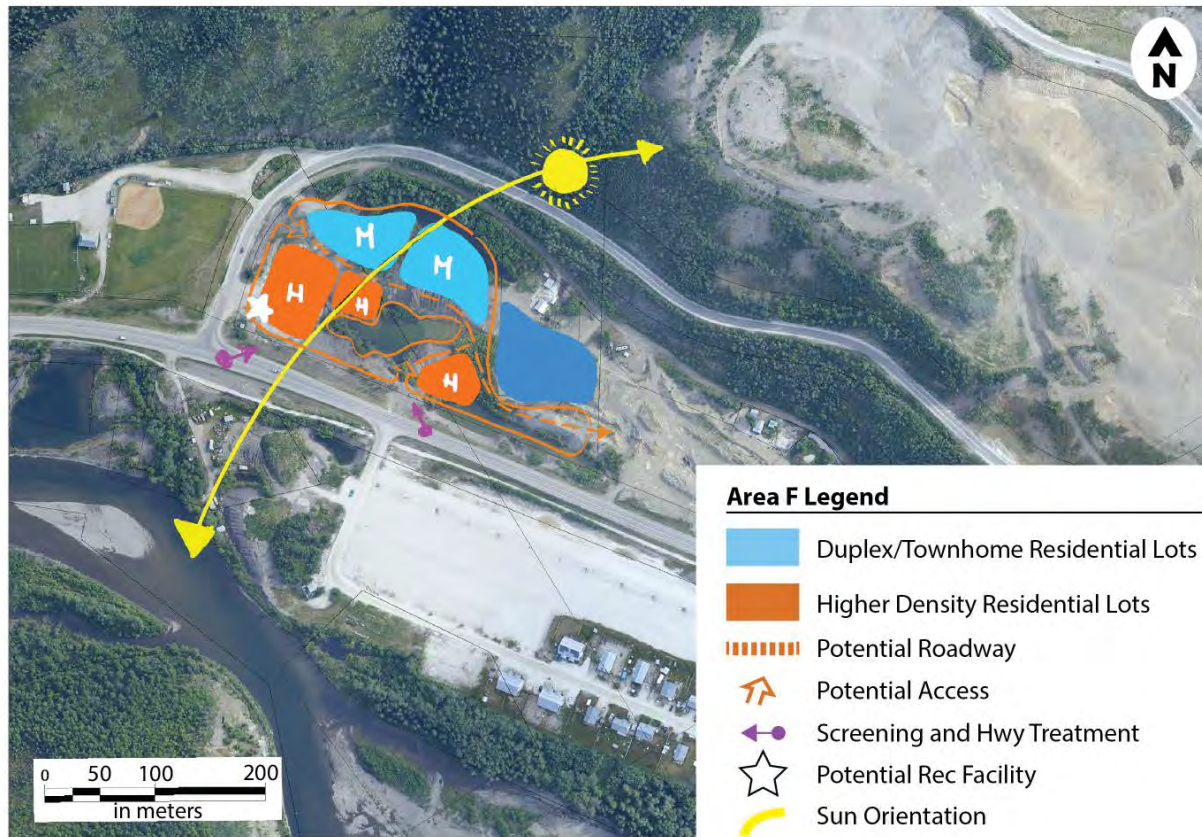
-  Duplex/Townhome Residential Lots
-  Potential Roadway
-  Potential Access
-  Screening and Hwy Treatment
-  Sun Orientation



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.

FINAL WHAT WE HEARD REPORT

Appendix B - Presentation Slides

Appendix B - PRESENTATION SLIDES





Dome Road Future Subdivision Master Plan

Community Engagement Session

February 23, 2021

Agenda



Dome Road
Planning Process



Site Review



Vision and Goals



Discussion and
Next Steps





Dome Road Planning Process



Dome Road Planning Steps



Predesign

- First Residential Plan - **2009**
- Slinky Mine Charrette **2019**
- Background Studies - **2019/2020**
- Planning Brief - **Jan 2021**

Plan Development

- Draft Concept Plan - **March 2021**
- Draft Master Plan - **May 2021**
- Final Master Plan-**June 2021**

Approval

- YESAB Review - **July 2021**
- Council approval

Planning Process

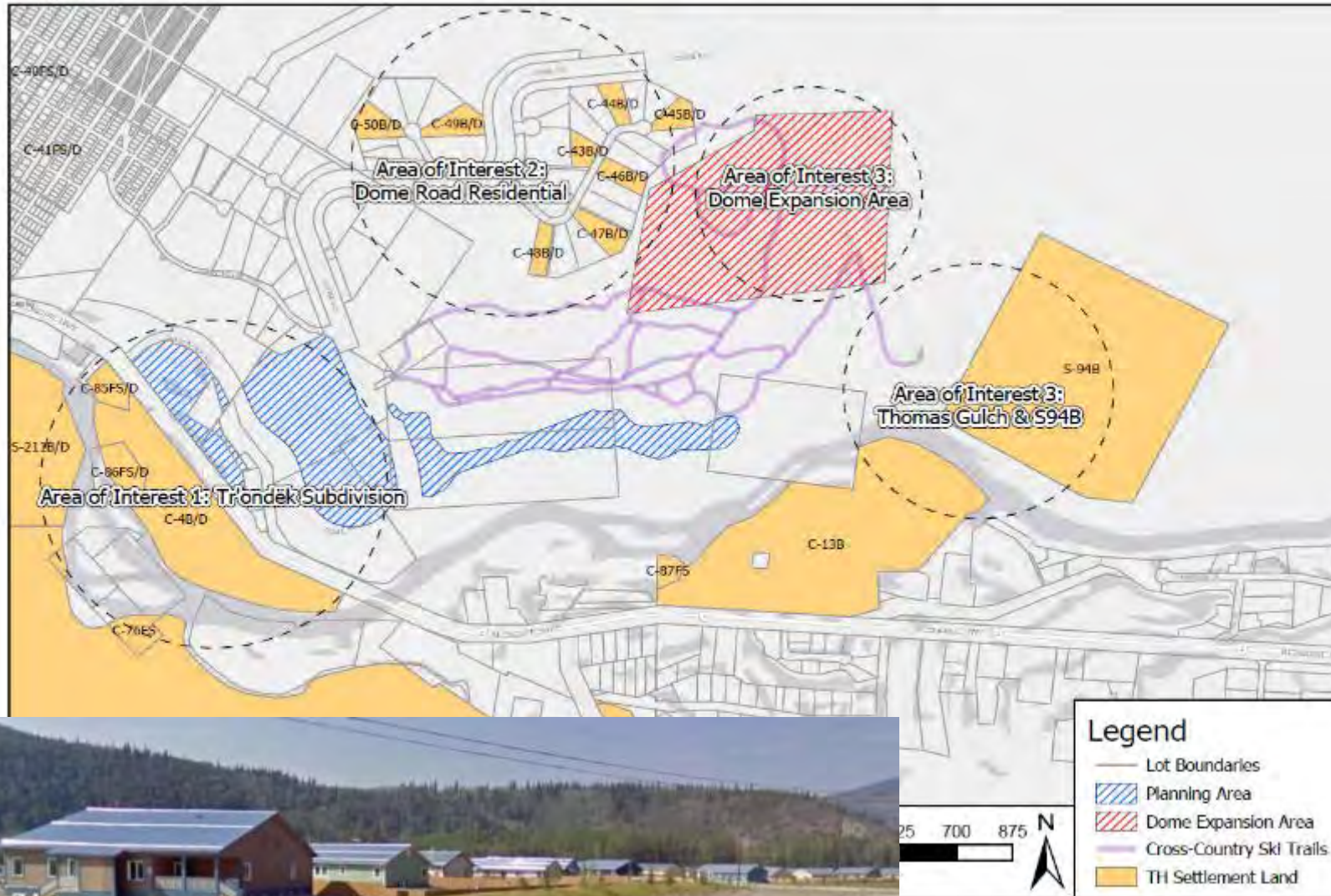
- Planning Brief
- Engagement #1
- Draft Concept Plan
- Engagement #2
- Draft Master Plan
- Engagement #3
- YESSA
- Detailed Design



Tr'ondëk Hwëch'in Interests



Dome Road Residential Development (TH Interests) - Map created by Alex Hallbom July 10, 2020

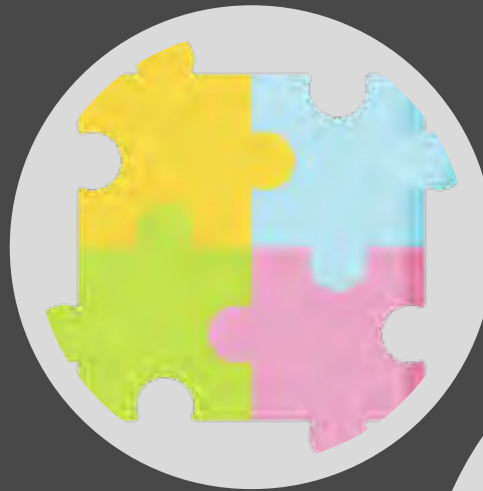
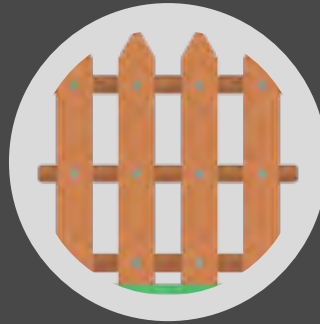


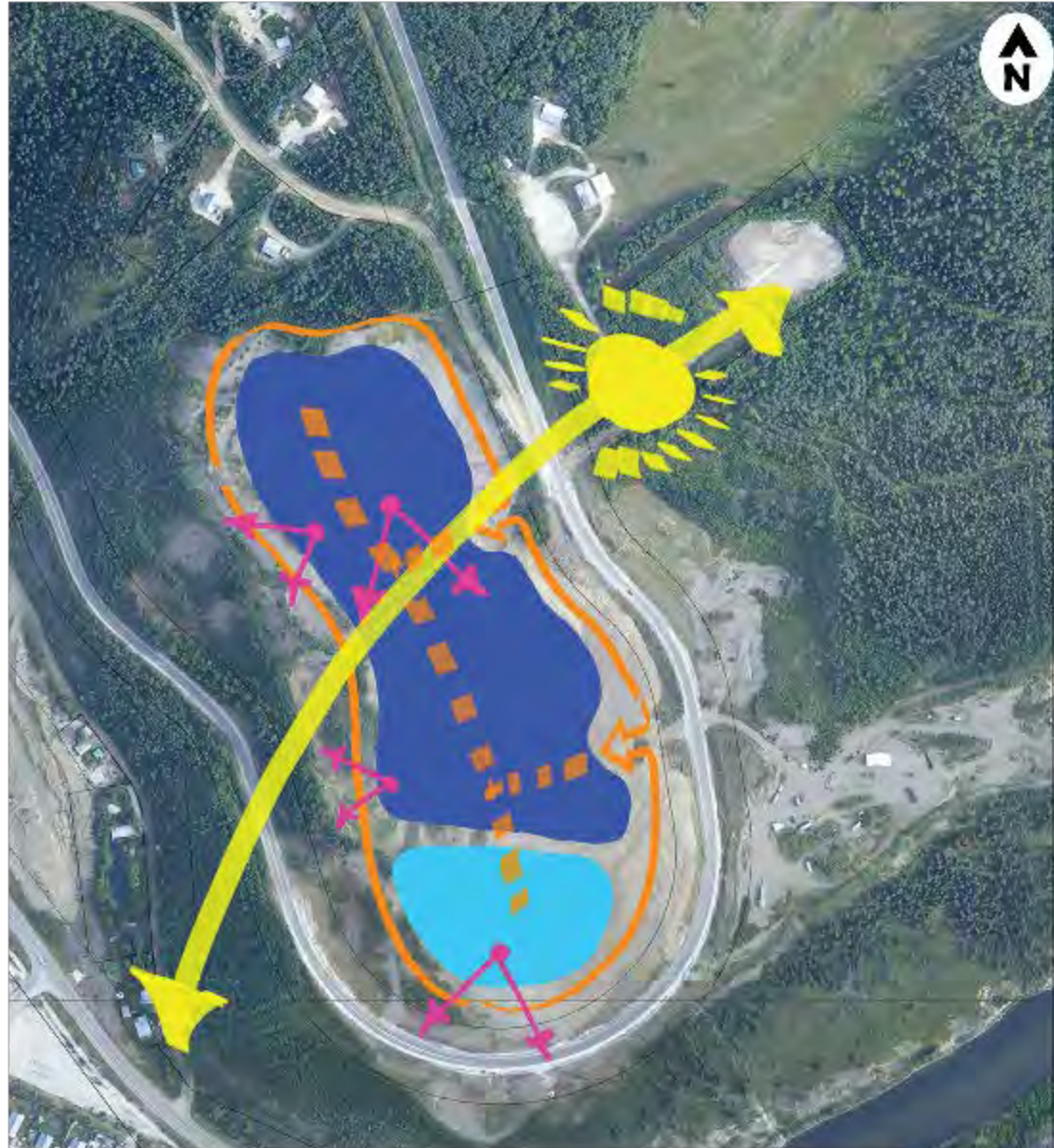


Development Area







Site Review

- Development Boundary
- Transportation and Access
- Existing Conditions
- Connectivity
- Development Potential



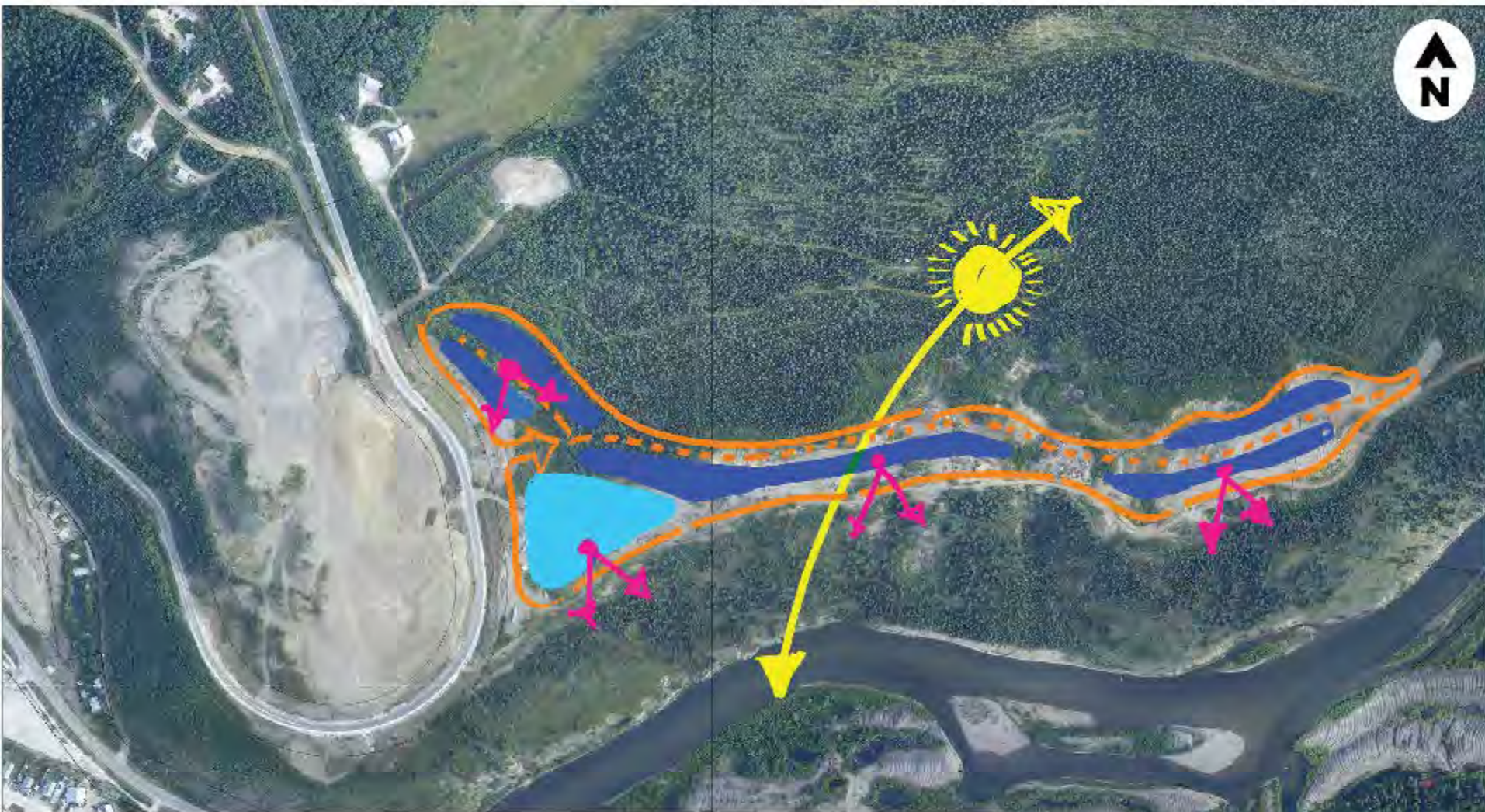


Area A Legend

- | | | | |
|-------------------------------------------------------------------------------------|-------------------------------------|-------------------------------------------------------------------------------------|------------------|
|  | Single/Traditional Residential Lots |  | Potential Access |
|  | Duplex/Townhome Residential Lots |  | Views |
|  | Potential Roadway |  | Sun Orientation |

AREA A

Development Potential



Area C Legend

- Single/Traditional Residential Lots
- Duplex/Townhome Residential Lots
- Potential Roadway

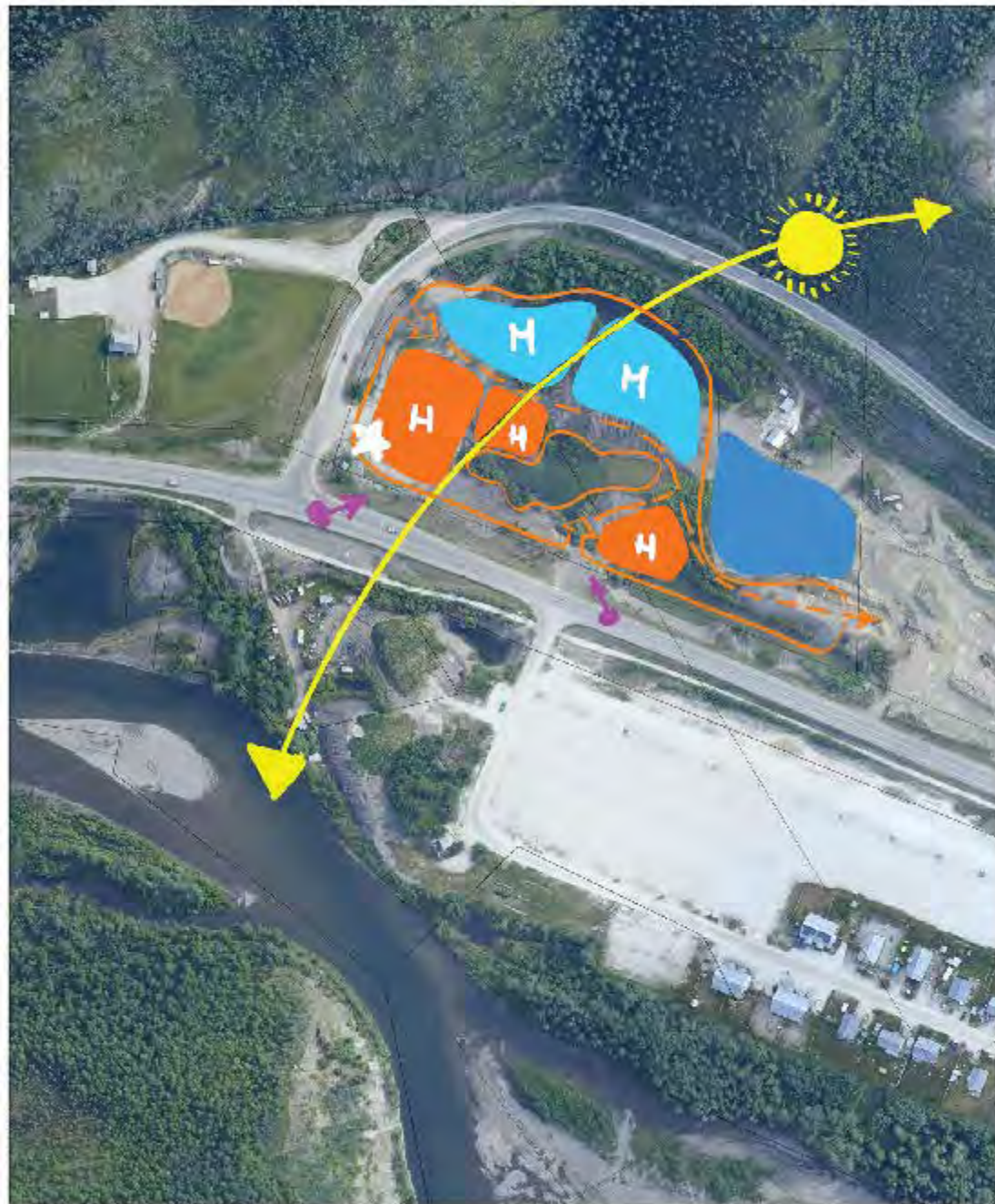
- Potential Access
- Views
- Sun Orientation

AREA C
Development Potential

Area D Legend

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





Area F Legend

-  Duplex/Townhome Residential Lots
-  Higher Density Residential Lots
-  Potential Roadway
-  Potential Access
-  Screening and Hwy Treatment
-  Potential Rec Facility
-  Sun Orientation



Vision and Goals

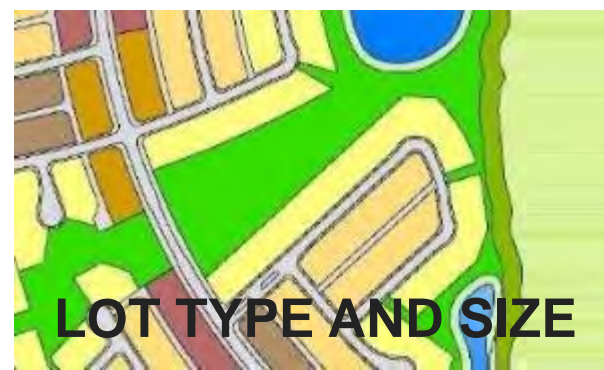
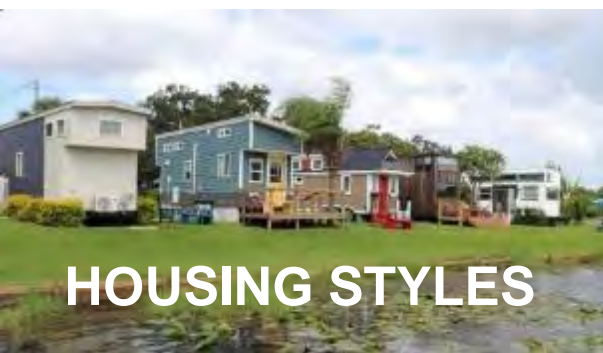
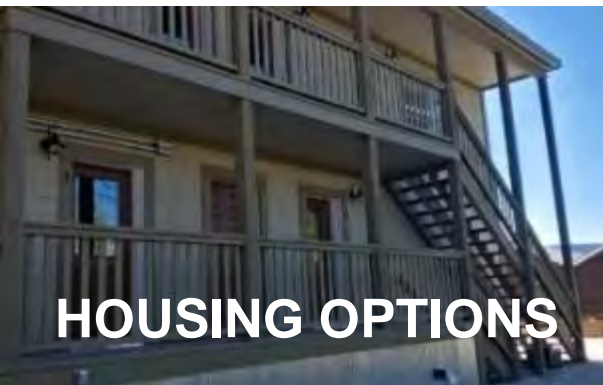
An aerial photograph of a river valley. The river flows through the center, surrounded by lush green and yellowing hillsides. In the background, there are rolling mountains under a blue sky with scattered white clouds. The foreground shows some developed areas with parking lots and buildings.

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 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.

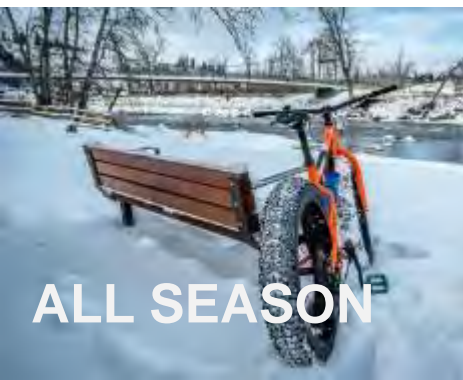
GOAL 1: PROVIDE A VARIETY OF HOUSING TYPES



GOAL 2: CREATE A SENSE OF CHARACTER



GOAL 3: PLAN FOR A COMPLETE NEIGHBOURHOOD



GOAL 4: RESPECT THE TR'ONDĚK HWĚCH'IN INTEREST



GOAL 5: PROVIDE CONNECTIVITY AND ACCESS FOR DRIVERS, WALKERS, AND CYCLISTS

TRAIL CONNECTIONS



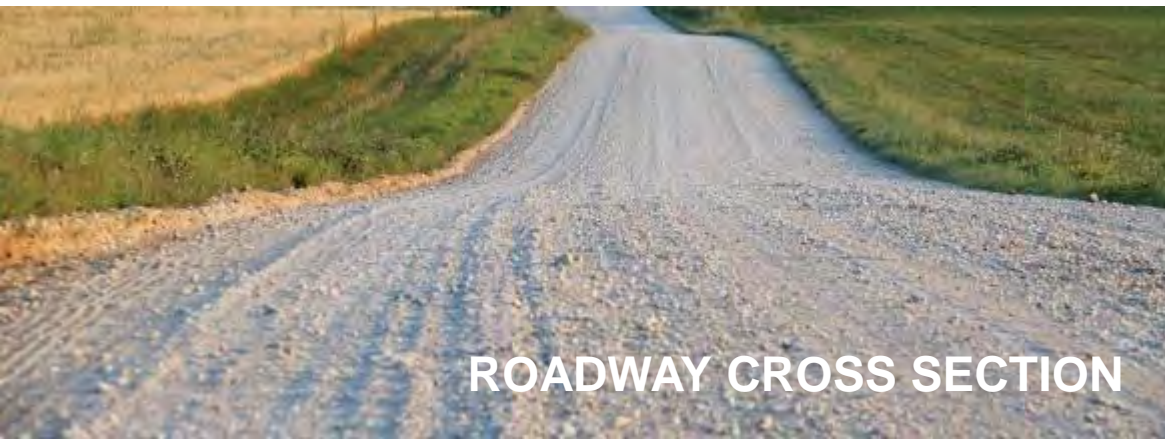
FORMAL TRAILS



**DAWSON CITY
STANDARDS**



ROADWAY CROSS SECTION

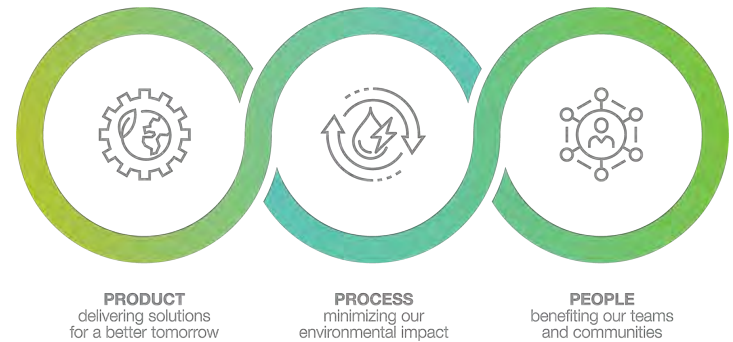


AMENITIES



Goal 6: Efficient Infrastructure

Goal 7: Sustainable Design





Next Steps and Discussion

Naming

- Gold Ridge (35 votes)
- Aurora Heights (34 votes)
- Crocus Bench/ Ridge (16 votes)
- ‘Our Home’, in Hän [Ninzho] (9 votes)
- Acklen Cliffs/ Bench/ Ridge (9 votes)
- ‘Dome’, in Hän [Unknown] (7 votes)
- Placer Ridge (6 votes)
- Prospector Ridge (5 votes)
- Miner’s Folly (5 votes)
- Perseverance Point (4 votes)

Next Steps

- Survey available until March 5, 2021
- Use information gathered to develop Concept Plan options
- Engagement #2 – April 2021



Dome Road Planning Area Map

4/27/2020

0 75 150 300 Metres



FINAL WHAT WE HEARD REPORT

Appendix C - Online Survey Questions

Appendix C - ONLINE SURVEY QUESTIONS



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		



Dome Road Subdivision Master Plan

Getting started

* 1. We know that Dawsonites may have multiple interests in this project: they are residents, entrepreneurs, property owners, and have ties to many different industries.

Please select the statement(s) that best describe you and your responses to this survey.

- ☐ Dawson Resident - Inside the Historic Townsite
- ☐ Dawson Resident - Outside the Historic Townsite, within Municipal Limits (e.g. Dome Road Subdivision)
- ☐ Dawson Resident - Outside the Historic Townsite, outside Municipal Limits (e.g. Sunnydale)
- ☐ Tr'ondëk Hwëch'in Citizen
- ☐ Business Owner/ Operator - Within the Historic Townsite
- ☐ Business Owner/ Operator - Outside the Historic Townsite
- ☐ Yukon Resident - Outside Dawson
- ☐ Non-Yukon Resident
- ☐ Elected Official
- ☐ Other (please specify)



Dome Road Subdivision Master Plan

Draft Vision

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.

"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 and to downtown, 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."

2. Does this statement capture your vision for the area?

☐ Yes

☐ No

Why or why not - please specify. (Optional)

Yukon



Dome Road Subdivision Master Plan

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 to 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 Drivers, Walkers, and Cyclists

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.

* 3. Do you think these goals will sufficiently support the vision?

- ☐ Yes
- ☐ No

Why or why not? (Optional)

* 4. Of the goals listed, which are most important to you?

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

* 5. Have we missed anything you think should be a goal?

- ☐ No
- ☐ Yes (please specify)

6. How do you think this development could be "Authentically Dawson"? (Optional)

Yukon









Dome Road Subdivision Master Plan

Development Area A



Area A Legend

- | | |
|-------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------|
|  Single/Traditional Residential Lots |  Potential Access |
|  Duplex/Townhome Residential Lots |  Views |
|  Potential Roadway |  Sun Orientation |

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.

* 7. Are there any other opportunities or constraints that should be considered for Development Area A?

☐

No

☐

Yes (please specify)

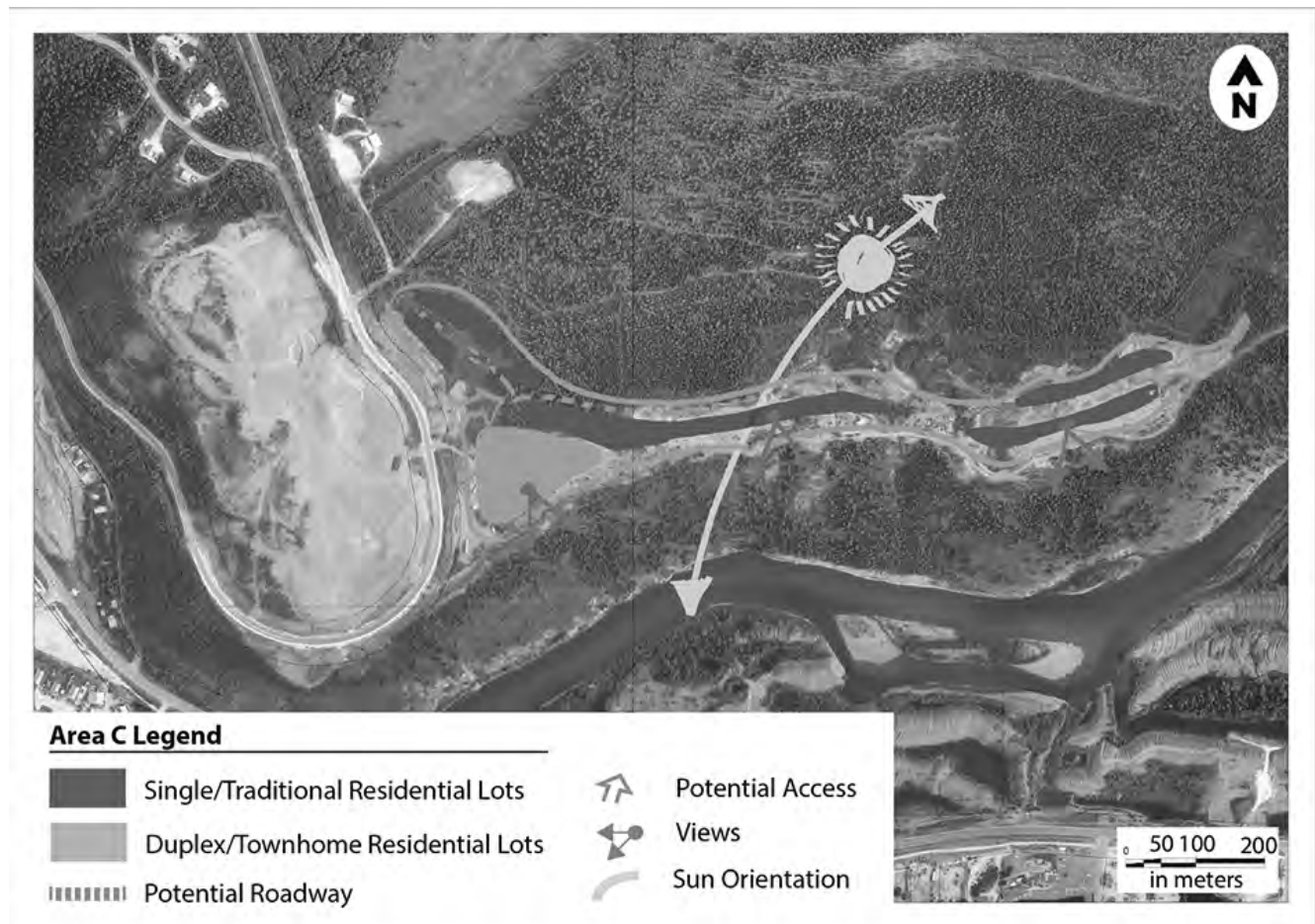
Yukon



Dome Road Subdivision Master Plan

Development Area C

Opportunities and Constraints



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.

* 8. Are there any other opportunities or constraints that should be considered for Development Area C?

☐ No

☐ Yes (please specify)

Dome Road Subdivision Master Plan

Development Area D

Opportunities and Constraints



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.

* 9. Are there any other opportunities or constraints that should be considered for Development Area D?

☐ No

☐ Yes (please specify)

Yukon



Dome Road Subdivision Master Plan

Development Area F

Opportunities and Constraints



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.

* 10. Are there any other opportunities or constraints that should be considered for Development Area F?

☐

No

☐

Yes (please specify)



Dome Road Subdivision Master Plan

Final Thoughts

11. Please share any other thoughts that should be considered. (Optional)



Dome Road Subdivision Master Plan

Thank you!

Thank you for taking time to share your thoughts about the Dome Road Subdivision!

12. If you are a resident of the Dawson area, and would like to be entered into a draw for a prize, please enter your contact information below.

Name

Address

Email Address

Phone Number

FINAL WHAT WE HEARD REPORT

Appendix D - Written Survey Responses

Appendix D - WRITTEN SURVEY RESPONSES

Question 2. Does this vision statement capture your vision for the area? Why or why not?

Somewhat. Would like it to specify that the developments will be in keeping with the character of Dawson, and not replicate a suburban, cookie-cutter look or feel.
Need to think about other services. Should think about the capacity of the city. Need bigger grocery stores, bigger wastewater plan, a Rec Centre (in area F) to support all the subdivisions outside downtown. We have a lot of empty lots in town and in West-Dawson that can be used as well.
Concerned about the amount of invasive white clover and how that might affect the proposed "connected greenspaces". Will the clover travel along already established trails (ie: crocus bluff)?
I don't see how these upper lots could be hooked up to sewer and water when the current facilities barely function with the current amount of people hooked to the systems. I can't imagine how it would be in a future summer tourist season with all hotels full again as well. Those lots should be country residential and minimum 1 acre so they stay somewhat forested to not ruin the beautiful views from the dome and from the Klondike highway.
It does not share what the housing density will be. To make water and sewer "pay" I assume the density being planned for is intense. I would like the Dome area to remain a country residential feel not a "Whistle Bend" sardine housing style. The current residents bought and built on the Dome as a country residential area not a dense sub-division.
This area should remain country residential with large lots
I don't like the idea of low cost housing on the dome, low cost housing isn't optimal for people who live on the dome - an area where a vehicle is recommended, assuming most people requiring low cost housing wouldn't have a vehicle. If people have to walk or bike this could cause accidents on the dome road.
I have no idea what "designing around a series of connected greenspaces" is supposed to mean or whether it's a good idea.
I think it's a mistake to establish as part of a "vision" that a neighbourhood be designed around a system of connected greenspaces. What is that even supposed to mean? First, we design the greenspaces then literally design the homes around them? Sounds confused.
The increase in traffic and noise will impact wildlife already displaced by the Dome subdivision when it was first put in. Everyone on the Dome subdivisions are in a cash grab so subdividing their land causing increased density, when will this stop? There's lots of vacant or unused land sitting in town that could be used before we tear up the hillside anymore.
I have major concerns about the City's vision provide municipal water and sewer to areas A and C. How will the cost of installing and operating that infrastructure be recovered? Our tax base cannot support the necessary increase and recovering the cost from the land itself will push the price beyond the level of what individuals in the community can afford. Why can't we make the lots larger and go with septic and water delivery like the other lots on the dome?
I have major concerns about the municipality committing to install water and sewer infrastructure to the areas up the dome road. What will the cost be to tax payers to support the huge cost of installing and operating these services? Will these costs be recouped in the land sale? If so, how will the land remain affordable?
It is madness to think the town can afford to pump water up a hill and bring it back down. All of those lots will have to be sold and occupied before it MIGHT make sense. Why aren't the costs of that part of this planning process? You'll get too far down the road before realizing this was the wrong path to take. Good luck.
The. Rm to expensive for our tax base to have full service lots



FINAL WHAT WE HEARD REPORT

Appendix D - Written Survey Responses

With one exception: I don't believe it makes sense to try and install regular municipal water and sewer services up there. Country residential would be more economical.
Concerned about potential costs of connection to City water & sewer; garbage collection; density of proposed lots; impact on recreation activities within proposed area
Do not feel that we need to develop another "neighbourhood". green spaces cost O&M - more cost to the City. Piped system is already going to be too costly.
HOW MANY LOTS?
Not sure I understand, the houses will be pre built? Or empty lots will be sold?
The statement is pretty good but the development should include some form of recreational space (playground/outdoor skating rink) as well if that many lots are being put there.
Not sure why development on the Dome would start being serviced now when so many lots are not
Running water and sewer uphill? This will make development of this area impossible. Service the areas in town that aren't adequately serviced (like the north end) and have a reasonable chance of bringing lots to market before pursuing projects that have a limited chance of being built.
Municipal water and sewer? I can't even fathom the cost of this infrastructure project, let alone the O&M. We don't even have a fully operational sewage treatment system, do we? Won't the cost be astronomical? What sources of employment will allow property owners to develop these properties? Will this generate enough tax revenue to not rely on existing tax base?
Getting municipal water and sewer to these areas will cost quite a bit not only on the capital side but also on the ongoing operational cost side, have these costs been calculated and a cost benefit analysis done to see the impact if any to the tax base?
I fail to comprehend the sustainability of this development plan, specifically site A. Water and sewer costs, from the initial cost of development and installation to long term O&M costs. Additionally, we currently have no viable sewage treatment facility with nothing in sight.
Greenspace and multiuse trail systems seem like they would restrict the number of lots. Do we have a greenspace problem or housing problem?
I believe that it is a great idea to put a new neighborhood in this area. Lots are sorely needed in Dawson however it's my opinion and others I have spoken with that making this area only normal city residence lots is a folly. As the Dome is already country res. keep with that similar structure. The Yukon government released the studies on bring water and sewer to this location and at that cost it would be more effective to make larger lots and allow for water delivery and septic fields. This will ensure that the lot prices are more affordable to everyday people. Dawson is a special community, we don't want another copper ridge or Whistlebend here. or 180000\$ lots. I'd like to see families in this space and affordability is key to that. Cost of building alone is high enough here. I like the greenspace and trails connectedness idea.
Sounds too over developed
I like the variety of housing types, prices (PS, you can just say 'price' and avoid the annoying and unnecessary neologism 'price-point') and consideration of different types of transportation. While not mentioned here, in the background document, maintenance of character and avoiding "cookie cutter" "suburban" housing styles is addressed, and I strongly support that, too.
I think it's important to have a variety of housing types/density to meet the different needs of the demographic of people who will be interested in this housing project. I also think it is extremely important to include greenspace and trail systems that compliment the trail systems already in place on the Dome.
I would like to see zone F kept free for a future Rec facility
Impressed that access is included!



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In previous surveys I was particularly concerned about connectivity, pedestrian safety and bottlenecks on roads due to increased traffic. The above addresses those concerns
It doesn't mention what range of housing types. Very vague.
Mixed housing and access to town are high on my list of priorities, as well as the sites being serviced.
The extreme need for more safe affordable housing options in Dawson.
Yes, this reflects my vision, except that I am still on board to develop even if the only feasible only way to make the subdivision a reality is partially municipally-serviced (in some areas) and partially unserviced (in other areas, e.g. A or C).

Question 3. Do you think these goals sufficiently support the vision? Why or why not.

Don't make it look anything like Whistle Bend please.
I do not like the idea of "compact design". Further I strongly disagree with the idea of using lots for wall tents or mini homes. These lots should be developed not for seasonal workers but for long term residents and families who call Dawson their forever home. No where in here does it talk about playgrounds or spaces for young families to live and grow. Accessibility for elders should also be considered. I agree that I don't want to see cookie-cutter homes. Please do not make this another Whistlebend where houses are built on top of one another and the land is stripped of all trees/nature.
Having more houses outside of Dawson is encouraging the use of cars and going against our goal in lowering our gas emissions. Are the houses going to use wood or oil, and create more pollution? All the services are in town and already at capacity, and this mean driving for everything. At least have the new Rec Centre in this area. A lot of the need for housing is during the summer (mines, tourism) need more than 1 lot for tiny houses, wall tents.
I don't see the point in servicing the lots, all the other properties on the dome are self serviced, what are the pros and cons? Is is going to be like a mini Dawson, with city lots as opposed to county residential? As far as I know we are zoned country residential to keep density low, is that not the goal anymore? It seems like it will be pretty high density for a not huge area, I think the roads will need to be updated and better maintained, especially during construction with large trucks going up and down the dome road. Is there a plan for that?
I think the beauty of the dome subdivision is it gives people the opportunity to live close to town but also experience nature and privacy with country residential lots. Those types of lots are seriously lacking in this area and in my opinion are what people are actually looking for when they think of living on the dome.
Leave it alone
It will be a complete mishmash of housing and how will the City or Government be able to control what is being built there? The City can't control the multitude of messes in town limits where a few people own a lot of abandoned buildings allowing them to go into ruin. Also, what kind of infrastructure will be necessary to provide services uphill? What about noise of that infrastructure to community members already living at the bottom of the Dome. How is the City/ Government going to ensure the safety of all these buildings on an old mine site? There's already sloughing, how stable is it? Has it been even thought about? Who determines how many and what kind of infrastructure can be supported on this loose rock pile?
It supports the vision you have, but that vision isn't exactly correct. I think that goal 7 is a snub to people who have worked hard to have a nice place on the dome, and goal 1 seems to present the problem of lowering the property values of the existing residents. I'm confused about goal 3 where it states you want to 'create a way to encourage neighbourhood interaction' (does this mean a rec centre of sorts, or a half built 'green space'), multi model transportation (does this mean a bus system? Does this mean widening the dome road to make it safer?), and lastly I'm baffled by 'design and density' do you intend a crowded space filled with a jumble of different housing types? Sounds messy and displeasing to the eye.
Again, concern with density of lots and cost of City of Dawson infrastructure. City of Dawson does not have a great history of securing AFFORDABLE development projects.



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I would object only to the idea of wall tents. This brings a whole new challenge to a housing area: outhouses, potential for bear attractants are a couple of things I think of immediately. Summer wall tent housing should be within a camping area that would have supportive infrastructure such as showers, washrooms/outhouses, bear proof food storage.
Is there some sort of secret economic prospect that will afford the people in our community the income to afford all this? And with this increase in population, will our municipality have the ability to adequately service our town?
It does not address the traffic that will increase, in particular on Mary McLeod Rd. Mary McLeod Road already sees more traffic than it's built for and is frequently the 'speed get away' to Dawson. Access on and off the hill and what to do about Mary McLeod Road has to be figured out before you get much further in this process. People always say they want to walk, and snow machine and bike. But they will drive. The roads to the Dome are also used by tourists which increases volume five months a year- at all hours thanks to the midnight sun.
Most of the vision is great however again. We need to get people into this area and pricing the lots is going to be key. We don't just want this area to be for developers. As an existing resident of the dome I'm concerned about the increased traffic flow to the two small roads up and down. In my opinion based on the studies released about the water and sewer upgrades 1,000,000 O&M for this area is going to be steep and effect everyone in Dawson. More so if in 5 years after opening we only have 5 to 10 properties in this location.
Agree with all goals although I would like to see some country residential lots
Goal 1 is too broad to be useful. I appreciate you may have that in all 4 Areas but applying this goal to each of the planning areas creates ambiguity and a lack of clarity. For example, is it ok to have apartments on Area A? Seems like not a great place to have this type of build where folks may have limited options for transport. I think perhaps a way to address this is to provide a little clearer context whether all those options are available for all Areas.
Good luck dealing with all these different interests.
How about enough lots to support reasonable population growth? How come that isn't in here?
Listening to and collaboration with Tr'ondëk Hwëch'in is essential.
Low rise apartments, low income housing and rentals should be built in lower sections of Dome lots by the crocus bluff hall park. The dome sections up the hill should be more for residential homes. Smaller lots on the lower dome sections and larger lots with green space on upper dome sections
MAYBE
Normal size lots Are to small
Seems like too many goals. Keep it fairly simple.
Some of these goals, in their extended description, have irreconcilable components. This will make compromising one goal necessary in choosing to fulfill another. Some examples: What are the sustainability limits of providing a variety of housing types? Is providing access for drivers, walkers, and cyclists an efficient use of infrastructure? Is it possible to plan an "authentically Dawson" neighbourhood? Goal 4 is good though: clear, unambiguous, easy to measure.
Sort of. I like the idea but question the sustainability. With the increased awareness of our environmental impact, it's odd that a project like this encourages so much use of fossil fuel.
These are all excellent goals that balance competing visions and interests.
Was not given an option to say - Unsure
What do you mean by sustainable design? The most cost-effective infrastructure would be no infrastructure at all, just like the rest of the dome.
Where is the city planning to deal with the sewage?



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Would also like to see it outlined that the new developments will not negatively effect existing Dome properties (enjoyment of, security, value, etc.). Also that the new developments will connect with and complement the existing Dome neighbourhoods and facilities (ski hill, trails, etc.).

You've assumed hooking into the piped infrastructure was the only option. Bad, bad move.

Question 4. Have we missed anything you think should be a goal? If yes, please specify.

Keep the natural neighbourhood of the current Dome houses. It will be very ugly if there are too many houses being built up there and will ruin the views from the dome.

affordability for all ages

Affordability is such an important part of Goal #1 that I would break it out into its own separate goal.

Affordability should be a goal on its own. I see mention of this idea woven through some of the goals, but it should be identified separately so that it doesn't get lost in the mix.

Affordability, number 1

AFFORDABLE

Affordable housing please!

AFFORDABLE housing!!!

I think that affordability is a missed goal. Governments in the recent past have been so concerned with 100% cost recovery at the time of lot sale. We need to entertain lower up front cost at the long term benefit to the community either through increased local economic activity or through property taxes.

Yes. Affordable lots that meet current and future demand. Don't plan a subdivision that will never be built or cost too much to operate even if it was.

Make sure our stores, gas stations, post office, school and especially day care can bear a new load of people. Provide jobs for the amount of new people.

How to lower the Climate Change Impact (heating pollution, spreading the city and encouraging the use of cars,...)

Focus on creating an energy efficient neighbourhood

Environmental impact, protection, long-term: sustainability

Goal: Do not have Dawson City taxpayers pay for this.

Cost neutrality.

I'd like to hear more on the plans for economic sustainability as they pertain to this development.

Space for home gardening/food security.

Communal areas contribute to long term sustainability and a tight knit neighbourhood where folks live for a long time. Please consider park, walking trails, community garden and greenhouse area, and most importantly a communal work lot. Storage for boats, campers, skidoo's, but also an area to cut firewood, have a bonfire, work on carpentry projects, etc

I think when building this new subdivision you should consider that people who live on the dome are home buyers not home renters and are more long term prospects versus renters who may only stick around for a while. I also feel it would be unfair to the residents if areas A and C were to have low cost housing or apartments. Most dome lots/houses were built by people who intended to have families in Dawson. Maybe these areas could focus on town houses and areas D and F could be more low cost housing.

Respecting the residents on the door. This plan will ruin their views their property value, and their quality of resident.



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Again, to specify that the new subdivision will complement and not detract from existing neighbourhoods (Dome and Tr'ondëk).
Safe access on and off the mountain in all seasons by motorists.
Safer road access, Mary McLeod road is dangerous. With a new subdivision I think use of the Mary Mc road should be taken into consideration.
Safety and affordability of housing.
There needs to be much more thought about how the dramatic increase in traffic volume and flow of people will occur. There should be a goal that speaks to management of traffic and flow of people in and out of the community. For example, as these goals are written there is no clarity on whether all of Area A and B will be routed down the Dome Rd or Mary McLeod. The latter is not an appropriate option at all and no additional traffic should be directed there. The road is not safe for high volumes of traffic.
Access by car to these lots. Mary McLeod road cannot withstand this level of increased use, it is a dangerous road as it is.
Maintaining the existing roads better with increased traffic demands. Looking at proposed access point to the new development, visibility might be an issue, especially with the crest of the hill very close by. Road safety should be addressed, not just built off of the existing road. Maybe utilize the large area at the Mary McLeod road intersection. Try not to change the feel of the existing dome residential lots, which are low density, private and quiet. I think trails should have designated uses, non motorized, off leash etc.
Actually no, that's not how I would characterize the problems with the goals.
Can I build my own home and purchase a lot?
Developing the area / selling the lots as our town allows for and adjusts to growth. A larger Dawson City population will require more services (doctor's appointments, access to programming, parking / traffic issues in historical center, grocery stores, spaces in child care and education etc). Please ease the growing pains!
Given the addition of a large number of residential lots, I would like to see mention of a 0-5yr old rec space. (there is mention of trails, skiing, and rec vehicle use already which is great) This neighbourhood will definitely need somewhere for young children to play - let's not have a neighbourhood where you need to load kids into the car just to get them to the park - it should be walkable. I believe this is super important!
Goal 1 will over crowd the area
I think that having some rural residential lots, especially in Area "C" would be a good choice. It is important for some people to have a larger property and the availability for these is very limited close to town. I think not including some rural residential lots would be a mistake.
not given an option - Unsure
Placement of the variety of homes. Upper dome more for residential housing and lower dome by crocus field more for apartments/rentals.
Please see above comments about safety, i.e. can the old mine site support this kind of infrastructure? What about the abundance of wildlife on this hill? Has any of their habitats been given consideration during this planning?

Question 6. How do you think this development could be "Authentically Dawson"?

1 acre lots minimum. If we really need that much more housing, town will become too big and we do not have the facilities for a town of 4000 people. Focus on current empty lots, force owners to do something with properties they have owned for years and nothing is happening with them. Those are way easier to service as they are at the bottom of the hill. Don't try to bring water and sewer up the hill. This will only create more problems to the already inefficient systems the town has.



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Allow for variety of developments (individuals and corporate). Select local developers, if going that route. Provide for seasonal workers in a safe, environmentally friendly, fun and sustainable way (ex - Walltent City, to replace the loss of Tent City). Plan for and provide sustainable transportation services (electric bus service, bike trails) for children, elderly, and all residents, so as not to increase single vehicle traffic and associated emissions. Plan for community gardens, compost facilities, and enviro-friendly electrical generation (wind or solar power?). Make environmentally friendly and sustainable design an essential element of all developments.
Architectural guidelines regarding materials and design but different from HAC guidelines. No vinyl...
As with most projects in Dawson I don't think there will be any issue with it being authentically Dawson. I think the issue will be not creating something like whistle bend in Whitehorse.
AVOID compact city design (ex. AVOID whistle blend and copper ridge) Ensure there are trails which can be easily accessed and used by all (e.g. children and elders). Create larger lots that back on to green space. Ensure that the presence of nature remains prominent within the community (ex. Lots of trees/forest, green spaces, natural foliage, etc).
By limiting modern urban design of homes.
Design guidelines of some kind (something bridging the historic townsite and the Dome/Klondike Valley requirements and aesthetics) Affordable Visually diverse - no cookie cutter designs for neighbourhood or homes
DO NOT DO IT
Doesn't need to be. Outside Downtown core.
Don't wreck the dome with "affordable housing"
Don't raze the existing trees and completely flatten the grade to make it easier to build (see, the horror that is Whistlebend in Whitehorse); avoid hiring a developer to build all the houses; allow people to design and build on their own lots as they wish; if agencies such as Yukon Housing or developers are involved in designing/building, ensure there are guidelines for the appearances and materials used for the structures that maintain a sense of character; avoid paved, carefully groomed roads and lawns; encourage natural and permaculture landscaping
Don't use a grid system of tightly packed homes. Allow for organic design to influence how the project will look from the land. Plant trees to break the dessert vibe of the area currently.
Encourage use of mixed materials in exterior appearance, i.e. metal and wood. Provide a style guide that is not overly prescriptive on design but encourages use of colour from a pallet. I think this would encourage the kind of variety that might have occurred early in Dawson's history (but with more contemporary designs) but with a sense of unit from a standard colour pallet.
Ensure you plan for another ten years before doing nothing what you come up with. Dawson is good at that.
Focus on providing for all Dawson citizens, and I don't know, maybe a gondola.
Good luck
Have wall-tents and seasonal infrastructures for summer employees.
Honestly? To have larger parcels of land, no townhouses and low rise apartments. To have landscaping and reforestation be more of a focus
Houses could respect historical style .
I doubt it. The gentrification of Dawson has all but ensured it's demise.
I think the landscaping should represent the land around the area as well. I would hope to see lots of green space
If there is one building constraint that would help make this development look "authentically Dawson", it is enforced restrictions on the use of corrugated metal siding.
If you get it done quickly



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It would be nice to see repurposed materials used in the construction of the housing, as well as colour/ architectural diversity. Just don't make it look like the suburbs! And please try to spare mature trees from being cut.
Its already built on mining tailings.. I do not believe that the dome road subdivision be subject to the historical building code as is inside in the town
Just allowing a variety of designs, lifestyles and approaches.
Keep the look of houses similar to downtown. No large block apartments. I do like the idea of green connecting spaces.
larger lot sizes outside of historic boundary
Leave it be, that's authentic
let people do whatever they want=authentically Dawson
Make sure the houses are unique not cookie cutter. Make sure the yards allow for folks to build gardens or whatever they like in their yards... small lots force folks inside!
Mix and match of styles and sizes of homes.
no vinyl siding
Not connected to town utilities.
Opportunity of housing design key.
Recognizing the diverse reasons that people continue to call this place home and allowing flexibility in design to accommodate people from all walks of life. Making it OK to have a wall tents, campers, and small outbuildings for example to accommodate summer workers for example as described above is a great idea. Clusters of houses with green space. The density of town makes dawson so much more livable than many much larger towns because of the sense of community and walkability. Bringing some elements of the downtown to the dome so it's not just country residential would be a good thing.
Respect for environment, local history, and design
The term "authentically Dawson" is defined above as "diverse, flexible, and colorful, and recognize human scale and northern elements". I don't see value in trying to limit the aesthetics of the designs of buildings in this neighbourhood. Authentically Dawson to me means that we let people exercise their creativity and individuality while adhering to the building codes and encouraging sustainable and efficient construction methods to minimize heat and power consumption.
This is a weird question.
This seems ridiculous. I realize there's a shortage of housing in Dawson, but does this need to be so large scale? One new subdivision seems more logical to me.
This will be tricky. Some guidance on builds could be important but really the focus should be on development of very energy efficient builds that utilize the excellent aspect these lots will have. Not allowing developers to build a section of lots, while less efficient and possibly more costly, will result in a greater mosaic.
Tidy, straight streets as seen in historical town site, no cul-de-sacs or winding dead end roads, which are difficult to service (water and sewer) and maintain (snow removal, emergency services).
Unpaved roads (obviously), while not necessarily being forced to adhere to the historical bylaws of the downtown core I think encouraging this esthetic would be a good thing. Allowing space for seasonal rentals would also be important as it is something Dawson is really lacking.
Yes. There is no such thing as authentically Dawson. We need to move forward to a future where we respect the traditional keepers of this land and focus less on a colonialist invasion for minerals.



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Question 7. Are there any other opportunities or constraints that should be considered for Development Area A?

This is an "I don't know" answer... I need think about it more. I think there should be aesthetics as the vegetation here is sparse - I'd like there to be a plan for that- or discussion.
View of housing developments along roadway must be historic to try to tie in with heritage feel of community - visitor traffic on Dome road. Lots should be zoned Country Residential (no smaller than 1 acre)
It is currently an unappealing gravel moonscape and needs huge investment in landscaping the public parts of the new development
Plant some trees!
Replant trees at a cost to the town/territory. Develop safe walking/bike access to town.
AFFORDABLE housing
-: stability of cliff-side. changes to existing properties to the north-east (increased light pollution, noise, traffic, impacts to views). +: Opportunity for playground, community garden, eco-friendly power generation (solar). opportunity to build trails connecting to existing network and rec facilities.
is the ground stable to the outer reaches? Sloughing and erosion is visible during the summer months along the roadside and covering the new trail from crocus bluff. How will traffic be managed and will the road need to be redesigned for safety of people turning on and off the main dome road in an area with limited visibility. The road can also be slippery in this area during winter. Will additional road maintenance be required on the Dome Road and Mary McLeod road with so many more residents on the Dome? To what extent will these costs be reflected in our taxes?
You said it, steep cliffs and a gravel pit...how is this a safe foundation for infrastructure? How will the population increase be supported safely through roads? Tourist traffic, increased volume on these roads means regular maintenance...the roads are not maintained enough right now, how can increasing volume of traffic and population improve this problem? Once again, what about cumulative effects on the wildlife population?
The lots should be in acre size lots
This area should allow for normal single detached housing and larger lots to remove the need for water and sewer infrastructure. However I believe that this is a forgone conclusion so not cramping it and creating a copper ridge style subdivision would be great. Allow for people to have outdoor space.
The cost of servicing lots uphill. Who would pay for that if only a few lots were sold?
Who is paying for sewer and water?
Consideration for those who live in the area already, and protecting the ski trails and ski hill.
Gold mining. Trees.
If there is any possibility that mining will continue in the immediate area, those investing in property should be fully aware of this.
Higher elevation shouldn't be connected to sewer and water from town. It is too far and will most likely cause more problems. Develop septic fields and use water delivery. Bigger lots are better than smaller lots to keep the character of the dome subdivision.
Include a playground. As a Dome resident with young children this is something that is lacking for this part of Dawson. We have to drive to town when we want to go to the park as our children are too small to walk up the hill. Having a playground in the neighbourhood would be great and I think this is the perfect opportunity.
Gardening area that is available to the neighbourhood. Playground/ park. Trail along the bluff so everyone has access to the views is extremely important!! Please don't back the property lines up to the edge looking over klondike valley or Yukon River. This should be everyone's to share and enjoy!



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Current dome road points directly into the setting sun in may/august, making driving difficult. Vegetation could help this.
The current contouring may need to be changed. Think about proper drainage for each lot. There are some low spots right now. Also consider sight lines for vehicles where intersections are placed on the dome road. Currently, exiting the ski hill road is dangerous as you cannot see if anyone is driving up the dome road. It might be good to try and improve the Mary McLeod intersection at the same time.
That people will use Mary McLeod road to access these lots.
The 2nd access by Mary McLeod road and the Ski hill access does not seem safe. This many lots.homes would create lots of noise will travels up hill affecting pollution and effect other residents.
The Dome Road is going to need a double lane (turning lane) and an island to stop people from turning against traffic flow.
The proposed north entrance has the potential of being a steep grade and the south entrance requires additional thought for site distance and safety for vehicles leaving the subdivision
Traffic management should direct vehicles down Dome Rd. The design above does the exact option and directs people to Mary McLeod. In several previous consultations it has been made clear this is unwise and administration has agreed. Design needs to address this carefully. Possibly an angled merge road on the downhill side (outflow only) would help alleviate this issue to some degree. I agree with most of the other elements raised above. A community greenhouse and/or some communal garden lots may be appropriate. This will be one of the best growing locations in around town!
add a walking trail that circumnavigates the subdivision and connects to other trails.
I think there is opportunity to better connect existing trail systems through that neighbour hood to keep people from walking on the dome road itself. Also I would prefer to see the duplexes and higher density property hidden at the back of the bluff behind the hill rather then it be the first thing you see when you come up the dome.
Trails
Faster access from the west for emergency vehicles.
Access to water and sewer, road access, road wear and tear, cost of ownership, municipal service availability.
Convenience store.
Elevated position and orientation of roof's could exploit a longer solar electric generation potential to help contribute to local sustainable power.
I dont like the idea of clumping together all the duplexs and townhomes. it would be nice to see these types of housing mixed, to avoid cookie cutter streets like the Turner Street duplexes downtown. Its nice to break up the skyline as well to create nicer views for other homes. Is there anything that will be done to create a sound or privacy barrier with the dome road? Its easy to see how the sights and sounds of vehicles travelling uphill could be unpleasant for the homes surrounded by road on 3 sides. Again, I have concern for winding roads, would prefer to see them straight.
Limit multi family dwellings to duplexes. Is there some plan for a green space or something to 'encourage neighbourhood interaction'
Roadway layout and house orientation should take advantage of the grades, views and sun orientation and take advantage that it's a large developable area, which is what we really need in dawson
Should make lots not allowed to subdivide or have multiple residences. Too much congestion in the downtown already with this and starting on the dome.
Small lots but not too small. Overclustering on a sun-soaked grave plot sounds oppressive.
Snow removal.
Some have suggested that this area might better be utilized as rural residential with acreages. Bear in mind that the bulk of this area is deforested and therefore unlikely to have much appeal or market value as a large lot.



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The fact that it would cost a bundle to service these lots. Plus, this area wasn't regraded or brought to any standard required for construction. A lot of groundwork is needed to get this land ready for development.
Unknown
Where are the connected greenspaces the homes are supposed to be designed around?
Will lot sizes be larger than 50x100?

Question 8. Are there any other opportunities or constraints that should be considered for Development Area C?

Historic appearance of structures along roadway. Condominiums or town homes would not tie into Dawson Heritage as structures would be smaller cabins or single family homes. Lots should be country residential, not connected to City sewer & water due to high cost of infrastructure, some allowance given to small homes sharing specific lots
affordable housing
Ensuring stability of the bank (edge of ski trails is already eroding - we had to re-route one of the trails this fall). Connectivity to the ski trails would also be great if possible.
Long term erosion similar to face of hill below cemetery on Mary McLeod.
I think it would be better to intersperse duplex lots in amongst other regular residential lots- why are you making these their own neighbourhoods? They would be less conspicuous and fit in better if you just had a few duplex/townhome lots dotted around all of the areas.
I think there's a lot of options for families in Dawson but there really isn't as many options for renters, I think that should be a priority
I think this area would be best suited for rural residential lots with their own water/septic fields. Having rural residential lots in this development is important and I feel like this parcel is the best choice.
larger lot sizes. Not density living
There should be larger lots 3 acres.
This area should have country residential lots
This area would be better used for country residential zoning
Duplexes or condominiums? Can you really see that kind of development in Dawson? I think you need to get your feet on the ground and start talking to the people who live here and not rely on a survey to do your work for you! Sit at the post office, ask for input, not all Dawson citizens have access to the internet and may not even be on Facebook. The City of Dawson can't keep streets cleared, cannot get their television programming sorted, etc, how will they manage another subdivision?
Again, ensuring that investors are aware of any potential for mining that would impact their living should be fully disclosed.
Claims will make developing this complicated
██████████ [Name redacted] ongoing/proposed placer mining work in Area C represents potential delays of ??? years.
Mining claims?
Need to clarify placer mining interest/conflict before seriously proceeding and this is a long-delayed responsibility of YG. Once that is resolved, this area is quite possibly the premier location for scenic lot development.



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The fact there are claims here means no development will happen. Too many politicians scared of the miner makes this a non starter.
This area is still being actively mined. As the city has been fighting this for years how will there planned development affect the ongoing recreational values in the area. Again country residential lots should be used here. We live in the Yukon where land is abundant.
impacts on wildlife corridor connecting to Klondike River.
concerns regarding road safety and maintenance apply to Area C as well.
Very careful planning will be needed re: access onto the Dome Rd as a result of line of site for pedestrian, bikers, vehicles, etc. It may be appropriate to have a smaller number of lots in this area simply for that reason. Access to cross country trails would enhance this location. Some green space and conifer cover should be maintained along the top of the escarpment for the deer that use the site and perhaps to facilitate another trail that could be used seasonally to link the existing trails and future trails that may show up via Thomas Gulch. Residents should be aware that these deer may end up in gardens (vegetable or flower). Design elements in the lots and some guidance will help dissipate this issue.
What kind of road upgrades are going to be implemented to handle the additional vehicles? Slope stability-holding tanks vs septic fields. Water run off
Take advantage of increased solar power potential
Again consider issues with the current contouring of the land. There is a big depression that collects water runoff in the North West corner. I'd think this should be filled. All development areas should be contoured to near final grade before selling so private individuals aren't left to themselves to try and build higher than their neighbours and eventually create problems. The Long arm stretching East could be country residential without water and sewer services. This would make the infrastructure costs more efficient while still providing lots.
Climate change and water run off. The increase of rain in summer and the amount - deluge rather than a nice rain- has been washing away driveways and affecting the ditches for water run off. Things are changing and planning for landslides and water damage should be considered.
Ensure geotechnical survey is done to aid safe building of homes and prevent pollution into river.
Access to trails and parks. Safety beside highway
Expansion of the ski trails and hiking trails used by the entire community. Visually not sure it will look good for the view from the highway and summit of the dome
If too few housing lots can fit under these constraints, then walking trails and ski trails should be prioritized here. Create active outdoor spaces that encourage healthy living and a happy community!
It should also be kept in mind that the towns only groomed ski trails are right there.
Suggest duplex/townhome lots a little closer to town (in the NW end of this subdivision); access to ski trails (and improvements for summer use) will make this a really great site!
Would this impact cross country ski trails?
Xc ski trail network.
Consider the views from the top of the dome. Limit the number of houses allowed on that stretch so we don't just see rows of houses when arriving in town from the Klondike highway. 1 acre lots should be minimum. Do not connect those houses to city water/sewer.
I DON'T THINK THIS PART OF THE DOME DEVELOPMENT IS NECESSARY AT THIS TIME
Please don't lump all the duplexes and townhomes together. Please mix them throughout the single and traditional residential lots and try to keep streets as straight as possible.
Should make lots not allowed to subdivide or have multiple residences. Too much congestion in the downtown already with this and starting on the dome.



FINAL WHAT WE HEARD REPORT

Appendix D - Written Survey Responses

This area will be in the shade a lot of the time - lots should be cheaper than the former Slinky site.
This is obviously the worst one. It's not really clear how developing this site meets the goals that are supposed to "support the vision".
Trees
Water and septic field placement access by roads
Water and sewer.
Who is going to live in all this new houses? What about a shortage of power? There is already a big pressure on the grid as it is now.
Why is the TH settlement parcel not depicted on the map?

Question 9. Are there any other opportunities or constraints that should be considered for Development Area D?

Aesthetics is critical at all entry points to towns, especially tourist towns. Also, great potential for housing of those people who are not vehicle dependent, since this is within walking distance to downtown (could provide an interesting "small house" area or a glorified wall tent rental area for summer employees, for whom there have been decades of disservice.)
Again this being one of the first things people see when coming to town aesthetics should be important.
Consider this is the entrance to Dawson City. We want the neighbourhood to look inviting.
Historic appearance of development as all visitors to Dawson will drive past; this area would be good to extend City sewer and water
No condos, and homes should be more historic looking as this area is highly visible from the road.
This is one of the first places seen coming into town care should be given to the aesthetics as if seen from the highway
What kind of screening and highway treatment. What does this mean? Water and sewer.
affordable housing
Commercial use. I.e: grocery store, convenience store, restaurant etc
Maybe some commercial opportunities for example a coffee shop or restaurant for people living or working in the area.
Should be commercially zoned.
Should be set aside for commercial lots
Why is there no option for commercial use. Considering amount residential in the area why can there not be options for business to develop and offer services such as grocery stores.
Flood proofing.
I like the idea of supporting higher density development
Larger apartment building would be better placed in this area. Also with this being the welcome mat to the community I believe that there should be a certain building standard for this area
Safety beside highway. Access to trails and parks
Safety for kids playing and non-motorized transportation to/from Dawson, given proximity to hwy
Mining Claims



FINAL WHAT WE HEARD REPORT

Appendix D - Written Survey Responses

Rights of the miner on the claims overlapping this area need to be resolved prior to any development or planning a this location. It is incredibly frustrating to see this area continue to be explored as one available for development when such a significant and complex situation remains unresolved. It is misleading to the public and unfair to continue to consult on this area without first having a resolution or even the potential for a resolution in line for the very near future.
There are claims on this land. Dealing with miners in this area might be challenging.
New recreation centre
This area should be considered for a rec centre
This area should be designated for the future recreation complex and any surrounding lots should compliment this. As an arena is generally an unsightly building with industrial lighting in the parking areas, maybe we shouldn't consider this for housing. it also runs along the highway which isn't that nice to live beside. Avoid cookie cutter homes and winding road ways. Mixed housing developments with townhomes, duplexes and single residential mixed together.
This would not add to the traffic levels on the dome road/Mary McLeod road
Given all the townhome lots proposed in the other areas, are you over-estimating the community interest in duplex type housing? Plant a lot of trees around the subdivision.
good spot for "Walltent City"?
Highway traffic
Maybe traffic considerations/parking/access, congestion.
Power?! How will we be able to support anymore strains on our power grid? We have too many power outages already! Also, where is the infrastructure going to support services for up the hill development? Do you want to live near that?
Should only be single residential lots. Should make lots not allowed to subdivide or have multiple residences. Too much congestion in the downtown already with this and starting on the dome.
The one concern I have is about traffic flow... when tourists come back to Dawson they tend to rubberneck and even stop on the highway in places they shouldn't. Signage to let visitors know the areas are private would be something I'd like to see.
This one could have more houses with smaller lots as it is more designed for it. It can be connected to city facilities if the facilities can allow it.
what is happening with sewage treatment plans - is there a possibility of a sewage lagoon in the area as well?

Question 10. Are there any other opportunities or constraints that should be considered for Development Area F?

Again, should be historic looking as it is seen from the road. Please make the most of the recreation possibilities for this area, and make it easily accessible by foot from downtown.
First impressions to Dawson
Same as previous aesthetics coming into town
Commercial use please for service businesses, such a huge amount of residential development requires more services.
Commercial use. Eg: grocery store, convenience store, restaurant, etc



FINAL WHAT WE HEARD REPORT

Appendix D - Written Survey Responses

This is the first development area that shows thinking about more than residential use. What about the idea of a complete neighbourhood? Schools? Commercial spaces? Also the greenspaces that the homes are supposed to be designed around?
keep existing ponds to create small wetland-like eco-system (support ducks, frogs, etc., which have suffered considerable habitat loss as Dawson expands). Also potential for outdoor skating rink?
Potential flooding.
Cross walks and/or traffic lights.
Same as area F, safety w proximity to hwy for kids and non-motorized commuting to town
Sewage lagoon site?
Mining Claims.
Mining rights, as discussed previously need to be considered. I see this area and the one next to it as prime areas for development if the land conflicts can be resolved. Installation of water and sewer appears to be more feasible and the traffic concerns are not present for this area as they are further up the dome.
The planning for this area makes sense. Will need to consider how people traffic will be managed into and out of town. For example, will a better trail be built around Crocus and the cliff and into town (as all the kids currently travel) or will there be an effort to get people across the Klondike Hwy and onto the Dyke trail? The latter seems a bit obvious but I'd bet most kids and many people will walk the shorter route by Crocus Bluff and the cliff. Build this into planning.
I think it should be considered for the new recreation centre, as long as it would work there and not have to get rebuilt in 5 years lol
If the recreation facility does go here, there will be no residential construction right? It would make sense to leave the whole area for recreation, including indoor and outdoor. (Outdoor skating rink, park, etc.)
If this site is chosen for the new rec centre, the building footprint, parking lot, and accesses seem like they will leave little or no space for residential development. not sure that's been made clear in communications to date.
New arena site?
New rec.complex
Possible rec centre location. Access to trails and parks. Safety beside highway.
Rec Center
REC CENTER SITE! Please consider the surrounding lots / site D and how they may be impacted by the rec center.
Recreation facility! I see it is on here. This is the most logical location for the facility. Water sewer, How is the city going to pay for all of this?
Should be for new rec centre. Most cost effective place with limited ground work and plenty of parking.
SHOULD BUILD THE REC CENTER HERE!!!
Should keep that site for new public services such as the rec centre
This area should be used for recreation
This area should be used to build the new Rec Centre. It is the best location for such a big facility and it can have plenty of room for parking and is central for all subdivisions of Dawson. We don't need that much extra housing. Focus on better infrastructure to satisfy current population before trying to grow too fast. Dawson city will become less attractive to residents if there is too many people and not enough infrastructure. The character of this town is in its size as well. It shouldn't become so much bigger.
This is where the new recreational centre should be but let's shut down a business within Dawson.



FINAL WHAT WE HEARD REPORT

Appendix D - Written Survey Responses

This would be a great site for a rec centre and associated commercial facilities that would be more centrally accessible for both the existing townsite and the new developments, particularly if there is higher density residential housing in the locality.
Until the final location is chosen for the recreation center (which should be a major priority), we would not want to see any plans for this area.
Historically bears and other animals walk through this area to get down to the Klondike River. I am concerned that so much more density on top and below, it will create issues for human and animals. When you look at this area we have blocked animals access to the river.
Again, sewage treatment plans long term impacting this area?
As per development d.
Cost of infrastructure; would be good location for some smaller homes as is walking distance to town.
Perhaps apartments close to a new recreation centre would be more ideal and affordable for lower income families . Living on the dome and having a family but likely only one car could be limiting to families wanting to access recreational activities
Please see all previous concerns
Should not plan or develop this area for housing at all at this point. being looked at for other uses.
What's the dark blue area? Is this included in the development? Consider improving Boutillier Road as well. It is very narrow. Could the development area be expanded to include the land where the western part of Boutillier road is before the first private lot? Then provide access to Boutillier Road through the new development.

Question 11. Please share any other thoughts that should be considered.

Please avoid a similar layout to C-4, whistle bend (In WH) and copper ride (In WH). Ensure the presence of nature remains a important component of lot placement/development. Accessibility, especially for elders and young children is important and must be safe and community orientated (ie. encourage residents to interact/support one another).
A new recreation center should be the number one priority for Dawson City.
Just don't [expletive] up the rec centre again
Priority should be given to the owners of gold rush campground to mitigate damage to their established business by the city.
I am pleased to see these areas being considered for housing. I would also hope that within the historic townsite action could be taken for "abandoned" buildings such as the old post office across from the school. I think municipalities can apply pressure sometimes by taxation policies for vacant buildings?
Should develop all the empty lots in town or in West dawson before opening that area. New recreational centre would be centrally located in this area, with plenty of parking space. What if gold price collapse and tourism doesn't catch up who will pay to service those lots?



FINAL WHAT WE HEARD REPORT

Appendix D - Written Survey Responses

Please consider the fact that there are a lot of empty/unused space in this town to focus on before going and adding 300 lots around the dome subdivision. That could mean over 600 people more living here. Can you imagine, our grocery stores can barely make it to feed the amount of people we have in town right now. The waste water treatment plant can't even process the wastewater produced by town already and it's even worse in the summertime with all the hotels full. Also, the housing crisis is not as bad as it was 10 years ago. There has already been quite a few multiplex to help the situation. Don't make Dawson become such a bigger city. It will simply lose its character and become such a busy place to live. Keep the small town personality that Dawson has. This is why we live here. Not to have subdivisions like Riverdale and so on in Whitehorse. We're here for the small and UNIQUE gold mining historic town of Dawson City.
The city seems to have a great plan for residential but with such a potential of a huge influx of people in town there is no where orientated for commercial possibilities. Already we don't have any space in the historic site of town why not allocate lower dome for grocery store, childcare centre, recreation centre.
The residential lots should be on a 1 lot/person basis, for the first year these are available. Otherwise people who have the means to, will buy multiple lots and raise the price and resell. There's too much need from too many people to allow profiteering
Whilst I understand that a lot of people are looking for housing, I think it should be understood that when people think of moving up to the dome most of the time they are looking for the privacy and bigger lots. I feel like it would be a shame to compromise the little developable space the dome has left to cram housing there. Especially if there are better opportunities for higher density areas in the valley and considering how big of a demand there is for those bigger country residential lots.
Just the concern re logistics of getting the lots serviced and the cost involved to the taxpayer.
Where is the money coming from to build infrastructure up the hill to provide water and sewer up there? To a waste water treatment facility that doesn't work. And for town of less than 2,000, and far fewer taxpayers. Where are all the people who want to buy these lots or who could even afford them?
I don't want the town to grow too fast. Please develop responsibly / in stages. Is there anything being done for the unofficial deer population that have been calling this area home for the last 10 years or so? I know they are probably difficult to take into consideration as they have yet to be declared a new species in our area and very little is probably known about them, but it is plainly obvious by all the tracks on the sides of the hills that this is where they choose to live.
<ol style="list-style-type: none"> 1. Cumulative impacts to wildlife? Historically an abundance of wildlife live in these areas and have natural trails to the river. 2. Added strain on our electrical grid, we already have to use the diesel generators too much to cover the demand 3. How are the citizens going to be able to afford to pay for all these services? 4. Noise pollution on busy roads...added development increases noise and busyness = safety issues 5. Stability of using a historical minesite, safety? How much development can be supported on an old gravel pit with such steep drop offs? 6. Road maintenance, how and what is going to keep it all maintained? 7. My biggest concern is that this is all you will rely on to complete your public input, get out on the streets and talk to your community! 8. What about the derelict and vacant land spaces in our city core? If the City of Dawson cannot control or maintain that- how will they be able to guarantee maintaining more infrastructure efficiently? 9. Stop homeowners from subdividing their land in a money grab and increasing density in rural areas where peace and quiet, wildlife and nature can Co-exist. 10. Fix and maintain what you already have before you increase your workload and cause more problems



FINAL WHAT WE HEARD REPORT

Appendix D - Written Survey Responses

I believe development on the Dome lots should be restricted to Country Residential. This would better reduce the impact on City infrastructure, reduce the costs of having to expand sewer & water, garbage collection, impact on outdoor recreational activities (for all Dawsonites), traffic congestion (as existing traffic is a concern on Mary McLeod).
I really hope this neighbourhood can be designed well. With community interests as the main focus. Trails, recreation space (b-ball court?), communal garden space, communal gathering area with a bonfire :)
Consider along with the development of these new subdivisions, an increase in opportunity for the Ski Hill/Ski Trails to become a recreation hub, with a playground, outdoor skating rink, tennis/basketball courts, etc. Also, essential to plan for and insist on environmentally friendly power generation for these new homes (allow space for solar panels, explore other options such as wind power). consider road safety - the new Dome Road and Mary McLeod are already rather dangerous. New turn-offs and more traffic will only make this worse. Plan for and fund municipal bus service and encourage/facilitate walking and biking. create space/opportunities for community gardens, green spaces and small ponds.
I would be interested to know if the Dome Road will require work to accommodate for an anticipated increase of traffic?
Increased traffic on the Dome Road is a concern
Mary McLeod road is dangerous now, and I fear that adding such high population to the top of the road without acknowledging the upgrades or potential closure the road would need would be extremely short sighted.
People will be very fortunate to have the lots on the Dome. The light is almost year round. As I said before, everyone talks about other modes of transport and so much opportunity for walking to town for work etc. - but they will drive. Most house have 2-3 vehicles and they will be on the roads. It is paramount that nothing is undertaken until every last mining property on the Dome is extinguished. If this is ignored, you will have re-created the same issues all over again that resident have been dealing with for 15+ years. Mining and country residential- or in this case huge subdivision- do not mix. It has to be completely over. Thanks for asking.
The traffic on the new and old dome roads is already dangerous for pedestrians and drivers. Ensuring relief roads are built along with traffic calming measures should be a high priority.
Services to these lots are going to put more pressure on our existing infrastructure (esp our terrible water pipes and full dump). We need a recycling and compost PICK UP run by the city. Our water pipes in city are going to need a lot of repairs and this needs to be accounted for. Also, no condos or townhomes. Please dont make this a terrible whistle bend type development. There needs to be certain historical standards maintained.



FINAL WHAT WE HEARD REPORT

Appendix D - Written Survey Responses

<p>Overall I am very much in support of developing new housing in the Klondike as it is very badly needed. A few things to consider which, although I appreciate do not fall under the city's jurisdiction, need to be discussed very early on in the planning phase.</p> <p>(1) Our daycares are full, and the Little Blue badly needs a new building and a larger capacity. We probably need a third daycare as well.</p> <p>(2) Our school is full. The portables are a health hazard, an eyesore, and an environmental liability. I mention these two aspects because if we are increasing the housing capacity of this town, then presumably we encouraging families to move to the region and make a life here. At the moment, school and daycare wise, there is no room for growth. I believe that the City needs to be a strong advocate to YG to work on this solution RIGHT NOW.</p> <p>Another thing to consider is that although these neighbourhoods are intended for all demographics, they do marginalize the elderly because they are not within easy walking distance of any services. I understand the importance of connection to the road and trail networks, and I agree, but I also wonder about older pedestrians, children, and women. What can we do to ensure trails are lit-up, safe, maintained, etc. ? Thanks.</p>
<p>The population growth and housing crisis of Dawson City are undeniable. I think this project will bring much needed relief to many locals. So long as the project is economically responsible, environmentally sustainable, and in line with respecting the TH peoples, I am very much in support of it.</p>
<p>The sooner the better for Dawson!</p>
<p>This development should be a priority. Lack of housing is such a deterrent to building our population.</p>
<p>This town needs lots and more then ever people want to stay and raise a family in Dawson. The City and Yukon government need to ensure that families and lower income people can afford to build and live in this new area. Dawson is a wonderful place and seeing it grow into the future is amazing. People also need space so incorporating the natural area and greenspaces is needed. No more Whistlebend deserts or copper ridge townhouse rows. This is the Yukon not Burnaby.</p>
<p>Whatever gets planned, it must have a chance of being built. Too many plans with no product. Dawson is withering.</p>
<p>Will this development require that the City also explore public transportation options in the future?</p>
<p>Country residential lots is the best solution, I think.</p>
<p>If water and sewer is going to present a major time constraint, consider septic and 1 acre lots. We need development options yesterday.</p>
<p>It's great to see the results of the previous survey and design charette reflected in this phase. Keep up the good work!</p>
<p>Listening to and collaboration with Tr'ondëk Hwëch'in is essential through the entire land use process.</p>
<p>make housing AFFORDABLE!! and build the rec center at Crocus Bluff!!</p>
<p>MAKE SURE THERE IS PUBLIC MEETINGS ,INPUT ALL THE WAY NO BEHIND CLOSED DOORS DECISIONS</p>
<p>My current question would be what are anticipated property tax rates for these lots at all different proposed locations? Current taxes on the dome are already exceptionally high so will these increased lots decrease the existing property taxes on the dome ? Will the new lots reflect in town tax rates?</p>
<p>Overall, I think this is an excellent initial plan. It addresses the most pressing needs for the community, namely housing. I look forward to how things progress.</p>
<p>Please open up residential lots soon!!</p>
<p>Regardless of what choices are made, development in some way has to begin. This City needs to grow.</p>



FINAL WHAT WE HEARD REPORT

Appendix D - Written Survey Responses

Significant thought is needed on how you will manage the flow of people into and out of these Areas if you want to make them more bike, walk, ski doo, etc accessible and reduce the volume of cars and trucks moving around. Also far more thought is required on having cars and trucks sent down the Dome Road and not Mary McLeod. The latter is not safe for higher volumes of traffic due to how narrow it is and due to pedestrian traffic, kids playing in the main townsite. As it stands, the road is extremely unsafe for the many kids who live on 7th avenue in town (i.e., washboard, sharp turn, narrow road). If planning is not specifically addressing this in a meaningful way you will have a dramatic increase in traffic as that is the easiest way to get into town as evidenced by the many folks from the Dome already driving it multiple times of day.
Thanks for all the hard work on moving these areas from destructive mining to constructive community development.
The timeline provided on the first page of the survey does not provide any indication about when land development will take place or the timeline for having lots available for sale. Over the past 5 years residents have been consulted numerous times on a variety of land development projects, none of which have come to fruition. I would appreciate seeing some of these projects move beyond the planning phase and public communication regarding those initiatives that are no longer being explored (e.g. What is happening with the North End development project?).
This plan seems to be based on a piped system. Does that include all the areas or just some? When will we see actual lot sizes and estimated costs? Commercial lots were discussed previously - what happened with that?
Tiny homes don't solve anyone's problem and are a stop gap solution at best.
We need housing. Do we need this much housing? Who can afford it? How many new people will be coming to Dawson? Resources for building, where would they be acquired from? How will we sustain this influx of people? Are our 2 stores prepared for this? School, day care, gas, stove oil and all other supplies...that will be all ready? Who will be paying for the new water and sewer system? What about power? Are we just putting more diesels to Dawson? Do we want or need to grow that much really? Not a fan of this huge project. Not at all.





**Dome Road Subdivision Master
Plan**

**DRAFT What We Heard Report -
September Engagement 2021**

October 22, 2021

Prepared for:

YG Land Development Branch
City of Dawson

Prepared by:

Stantec Whitehorse



Section 1.0 Overview

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DOME ROAD SUBDIVISION MASTER PLAN

Overview

1.0 OVERVIEW

The Government of Yukon (YG) and City of Dawson (City) are working together to complete a Master Plan that will guide the subdivision and future development of lands along Dome Road; Stantec was hired to lead this Master Plan process and associated engagement. This report provides a summary of what was heard during the second round of engagement completed by Stantec for the Dome Road Master Plan project, held in September 2021.

1.1 PURPOSE OF ENGAGEMENT

The purpose of this second round of engagement for the Dome Road Master Plan was to present layout concepts for each Parcel Area and provide an overview of what had been considered throughout the design process. The goal of engagement was to illustrate how the proposed draft concept layouts were informed by, and may or may not meet, the previously-identified project vision, goals, objectives, and community feedback.

1.1.1 Key messaging

- The draft concepts have been designed to meet project vision, goals, objectives, and community feedback.
- No one design criteria is the most important; all factors must be considered.
- Feedback received during this process will be used to refine the concepts and Master Plan.
- The decision-makers, YG and City of Dawson Council, will consider how the refined concepts achieve all the design criteria, and consider feedback received during this engagement process, when approving preferred concepts.

1.2 ENGAGEMENT OPPORTUNITIES

Tr'ondëk Hwëch'in Meeting

Stantec met with representatives from Tr'ondëk Hwëch'in on Wednesday September 15 to present the draft layout concepts. Members from the Housing and Infrastructure, the Development Partnership Manager, and the Land Use Planning Coordinator attended. The purpose of the meeting was to obtain feedback from the perspective of TH as the land is located within the Traditional Territory, and as the representatives for the adjacent C4 neighbourhood.

A subsequent presentation was given to Tr'ondëk Hwëch'in Chief and Council.



DOMES ROAD SUBDIVISION MASTER PLAN

Overview

Public Information Sessions

Two public information sessions were held to present the Dome Road Subdivision Concept Plans:

- An in-person drop-in session held in Council Chambers on Wednesday September 15 from 11 am until 7:30 pm, with presentations at noon and at 6 pm.
- An online presentation held on Thursday September 16 at 5:30pm.

During the in-person session, display boards were used to illustrate the proposed layouts, a copy of these boards has been included in Appendix A. The presentation portion of each session was done using Powerpoint and contained similar information to what is shown on the display boards; a copy of the presentation has been included in Appendix B. Between and after the presentations, attendees had the option to ask questions and provide comments.

Approximately 20 people attended either an in-person meeting during the public engagement session or the online meeting.

Online survey

An online survey was prepared using Survey Monkey to gather feedback from the community. A link to the website was posted on the City of Dawson's project website from September 13 until September 30, 2021. A copy of the survey questions can be found in Appendix C.

In total, 40 completed responses to the survey were received.

1.3 CONSIDERATION OF FEEDBACK

All feedback gathered during the engagement process will be reviewed by the project team and used to refine ideas and make modifications to ultimately come up with the best designs that will support future growth in the community. While feedback will be used to consider modifications to the layouts, the final decisions on layout design, lot types and densities, and the specific infrastructure needed to support the project will be made based on technical and financial feasibility and consideration of number of lots needed to support the long-term growth of the community.



2.0 WHAT WE HEARD

The following is a high-level overview of what was heard during the engagement process focusing on relevant themes and take-aways; this information should not be considered as meeting notes. Complete, intact comments received can be found in Appendix D.

2.1 TR'ONDĖK HWĖCH'IN MEETING

Following the Tr'ondĖk HwĖch'in meeting, administration provided formal feedback on the Dome Road Subdivision project as a whole and each development Parcel; the comments received are summarized as:

Effects on settlement land

- Oppose any activity that may negatively impact the peaceful use and enjoyment of or the market value of residences on Settlement Lands.
- Mitigation efforts should be made during design, construction, and after construction.

Affordability

- Support the proposed parcel layouts that offer the widest array of lot types and sizes
- Would like to see YG explore use of community land trusts and/ or co-operative housing.
- Land release should consider recovery models, how lots are released, and who lots are released to.

Active transportation and recreation opportunities

- The health and social benefits of exercise, active transportation, and time outdoors on recreational trails are integral to healthy living of many TH citizens and residents of Dawson.
- Support the development of recreational trails along the ridgeline of Parcel A,
- Would like to see a link between the existing trails on Crocus Bluff and the ski/ hiking trails located at Moose Mountain with access points from within the plan area.
- Would like to encourage a greater emphasis on active transportation and walkability by:
 - including mixed-used developments,
 - new or improved pedestrian and bike infrastructure, and
 - combining active transportation opportunities with a shuttle service may encourage people to pursue different modes of transportation other than a person vehicle.

Naming

- Would like to see the parcels named in Hän. Several possible names have already been identified and shared previously.



DOMES ROAD SUBDIVISION MASTER PLAN

What We Heard

- Potential names are listed:
 - Yuhkè Tayh (Northern Lights Hill; note, Yuhkè is already used for SOVA)
 - Nāk'it (Lookout)
 - Häky'ak (Ridge)
 - Nizho (Our Home)
 - Deyh Ddhäl (Grouse Mountain, considered a place name for Midnight Dome)

Demand

- TH recognizes the need for more housing in Dawson City.
- Would like to see demand modelling completed.
- Would like to see the City prioritize developing vacant and/or unused lots and buildings in the downtown area.
 - Incentives to develop vacant lots or disincentives for leaving lots empty should be explored and implemented before releasing any Dome Road lots.

Parcel A

- The proposed northern access point to Parcel A may traffic create conflicts with traffic entering or exiting Mary Macleod Road.
 - Traffic studies should be conducted in an effort to anticipate and mitigate the impacts of increased traffic levels on Dome Road and Mary Macleod Road.
- Would like to see the amount of land dedicated to roads and alleyways reduced wherever possible.
- Based on the site and stability of the ridgeline, there are concerns about water management in Parcel A.

Parcel C

- Unencumbered access must continue to Thomas Gulch, S-94B, and the Dome area for traditional harvest of small game and berry picking.
 - Would like to see YG mitigate possible negative impacts on access to these areas, including short or long-term traffic management strategies.
- Support for the larger country-residential lots in the eastern portion of Parcel C to reduce human-wildlife interactions as lower density and large lots will minimize impacts to areas frequented by wildlife.

Parcel D/ F

- Would like to see a limit in the footprint and height of development along the Klondike Highway to minimize the visual impacts for existing residents in the C4 neighbourhood.



2.2 PUBLIC INFORMATION SESSIONS

Theme 1: Demand and Housing Types

- The current lack of lots and housing in Dawson is impacting the community.
- There is fear that young people and families will continue to leave if new lots are not introduced; smaller, more affordable housing options will appeal to this demographic.
- Some people expressed wanting to see the Dome Road area developed with large, unserviced country residential style lots; whereas, other people expressed wanting to see serviced lots in this area.
- Smaller housing types were deemed more suitable for location along the Klondike Highway or away from existing country residential areas.
- Some people expressed distrust in the housing demand being experienced in the community and wanted to see proof of what type of housing, and how much, was actually needed to support the community.

Theme 2: Impact to Surrounding Residents

- Concern over the amount of housing proposed in areas of existing low-density country residential and how it would impact the overall atmosphere of residential areas along Dome Road, decrease privacy and enjoyment of the area for existing residents, and potentially decrease in property values.
- Concern over potential light pollution and reduction of views.

Theme 3: Affordability

- Concern over how affordable housing will be if servicing is provided - will residents be able to purchase these lots for a reasonable price?
- Concern over the long-term affordability for the City of Dawson in operating and maintaining servicing and infrastructure to this development.

Theme 4: Traffic and roadway network

- Concern over the increased roadway traffic to Dome Road and Mary McLeod roadway as a result of this development: potential increased danger for motorists and pedestrians.
- Given the existing design of Mary McLeod Road, people would like to see increased traffic on that roadway minimized.
- The Dome Road/ Klondike Highway intersection requires improvements to facilitate traffic management and safety.
- Snow clearing and emergency access of all proposed areas must be considered.

Theme 5: Efficient use of land

- Would like to see the most efficient use of land, while maintaining views and protecting wildlife.



DOMESIDE ROAD SUBDIVISION MASTER PLAN

What We Heard

- Respondents want the final designs to consider light pollution, drainage, fire suppression, and infrastructure that works for Dawson's climate.

Comments About Area A

- Concerns expressed about Area A illustrated the mixture of opinions about the development in general.
 - Some people expressed wanting to see Area A but an unserviced, large-lot country residential area to provide new lots similar to those existing on Dome Road.
 - Some people expressed wanting to see only serviced residential lots and felt the development of unserviced, large-lot country residences as an inefficient use of the land.
- Concerns over impacts from dust and noise to residents along Dome Road, both existing and future.
- The inclusion of a connected open space network with trails and potentially a playground were seen as positive.

Comments About Area C

- The identified concern of having only one access into the development area was recognized as a concern for emergency access and evacuation.
- Preservation and provision of views was seen as desirable.
- Public access to ski trails and to the TH parcels to the east was identified as important.

Comments About Areas D/ F

- This area was seen as a more suitable location for smaller-lot, more dense housing than Areas A or C; however, "condo development" was unclearly understood and some felt that if apartments were being proposed, that level of high density development would not be appropriate for this location or for the community in general.
- Noise, light, and traffic from the Klondike Highway and the recreation facility were identified as potential negative impacts to surrounding residents.
- Concerns were expressed about having aesthetically-pleasing buildings along the Klondike Highway as it is the entry into the City and makes a first impression for visitors. Some people expressed wanting to see buildings along the Highway be constructed in alignment with the Historical Guidelines.

2.3 ONLINE SURVEY

This section provides a brief overview of what was heard through the survey. Complete survey comments are found in Appendix F. Given the relatively low number of responses (40), these topics should not be considered as an accurate representation of concerns/ comments/ preferences for the entire community or even large portion of the community; they are merely a representation of what was heard from the limited number of persons that completed the survey.



DOME ROAD SUBDIVISION MASTER PLAN

What We Heard

All questions asked were open comment boxes to allow respondents to provide descriptive feedback; however, descriptive comments were more typically associated with negative comments than positive. For example, in many instances when a respondent expressed support for a layout, they would simply say state support (e.g., “I like it”) but did not express what they liked about the layout; whereas, when a respondent expressed concern about a layout they would explain why. For this reason, the themes heard through the survey are more commonly concerns than elements of support.

Parcel A

What was heard regarding the Parcel A layouts is listed below.

General <i>Applies to all layouts</i>	Layout 1 <i>Larger, unserviced lots only</i>	Layout 2 <i>Larger and smaller lots, all serviced</i>	Layout 3 <i>Smaller serviced lots only</i>
<ul style="list-style-type: none"> Concerns about providing serviced lots in this area: <ul style="list-style-type: none"> long-term financial sustainability to the City of Dawson in operation and maintenance of servicing distrust regarding the feasibility of servicing logistically 	<ul style="list-style-type: none"> Support for this area as a place for unserviced larger lots due to: <ul style="list-style-type: none"> consistency with existing lands surrounding, perceived lower cost of lots that are unserviced than serviced lots 	<ul style="list-style-type: none"> Mixture of support and dislike for this layout and the density it proposes 	<ul style="list-style-type: none"> Concerns over the number of dwellings proposed due to: <ul style="list-style-type: none"> Issues identified in “General” the City’s capacity to accommodate this many new residents
<ul style="list-style-type: none"> Concerns about providing unserviced lots in this area: <ul style="list-style-type: none"> inefficient use of land does not provide small, affordable housing types 	<ul style="list-style-type: none"> Expressions of wanting to see smaller, serviced lots due to: <ul style="list-style-type: none"> preference efficiency of land 	<ul style="list-style-type: none"> Would prefer more open space than what is proposed 	<ul style="list-style-type: none"> Support for the open space network proposed
<ul style="list-style-type: none"> Concerns about complex roadway layouts and its impact on snow clearing 	<ul style="list-style-type: none"> Support for the simple roadway layout 		
<ul style="list-style-type: none"> Concerns about traffic impacts to Dome Road and Mary McLeod Road for motorists and pedestrians 			
<ul style="list-style-type: none"> Desire to have lots that are large enough to accommodate houses with: <ul style="list-style-type: none"> garages gardens storage of RVs, quads 			



DOME ROAD SUBDIVISION MASTER PLAN

What We Heard

Parcel C

What was heard regarding the Parcel C layouts is listed below.

General <i>Applies to all layouts</i>	Layout 1 <i>Larger unserviced and smaller serviced lots</i>	Layout 2 <i>Smaller serviced lots only</i>
<ul style="list-style-type: none"> Concern regarding the emergency access into this area 	<ul style="list-style-type: none"> Would like to see the entire development be larger unserviced lots 	<ul style="list-style-type: none"> Concern over having so many houses with only one emergency access
<ul style="list-style-type: none"> Concerns about providing serviced lots in this area: <ul style="list-style-type: none"> long-term financial sustainability to the City of Dawson in operation and maintenance of servicing distrust regarding the feasibility of servicing logistically 		<ul style="list-style-type: none"> Support for the layout due to the number of lots that will be able to take advantage of the view
<ul style="list-style-type: none"> Support maximizing views for residents in this area 		
<ul style="list-style-type: none"> Would like to see the road relocated to behind the homes so the views were maximized 		
<ul style="list-style-type: none"> Concerns regarding the negative impact of noise/ dust from Dome Road on proposed lots along Dome Road 		

Parcel D/ F

What was heard regarding the Parcel D/ F layouts is listed below.

General <i>Applies to all layouts</i>	Layout 1 <i>Condo site along Klondike Highway, two interior roadways not connected</i>	Layout 2 <i>Recreation facility along Klondike Highway, one interior connected roadway</i>
<ul style="list-style-type: none"> Concern regarding the visual aesthetic of buildings along the Klondike Highway 	<ul style="list-style-type: none"> Concerns regarding the impact of noise from the Klondike Highway and recreation facility on residents in the areas in between; would prefer to see the condo site and recreation facility flipped 	<ul style="list-style-type: none"> Like the recreation facility being located along the Klondike Highway
	<ul style="list-style-type: none"> Unclear about what types of condos are proposed - apartment buildings? Concern about if that type of housing is needed in Dawson 	<ul style="list-style-type: none"> Prefer the singular connected roadway to the two non-connected roadways shown in Layout 1



DOMED ROAD SUBDIVISION MASTER PLAN

What We Heard

	<ul style="list-style-type: none">Like the dispersed park spaces proposed	
--	-----------------------------------------------------------------------------------------	--

When asked if the amount of medium density housing (e.g. townhouses, duplexes, and condos) proposed for Area D/F is appropriate, we heard:

Response	Number of responses
No opinion	1 (4%)
Yes, I think the amount of medium-density housing proposed is about right	11 (44%)
No, I think there is too much medium-density housing proposed	13 (52%)
No, I think there is not enough medium-density housing proposed	0 (0%)

When asked what other land uses respondents would like to see included in Parcel D/ F that may support the area:

Use (comment box suggestion)	Number of responses
Childcare	4
Grocery store	3
Outdoor recreation space	3
Community garden	1
Expansion of indoor recreation facility	1
Medium density housing	1
Other: architectural controls	1

Other themes heard throughout survey responses:

- Overall question regarding the demand for more housing in Dawson, specifically housing of the nature being proposed.
- Concern over the visual aesthetic of the homes that will be built.
- Desire to maintain the Dome Road area as an area where residents can enjoy large lots in a quiet and private environment.
- Concern regarding the City's ability to operate and maintain services for so many additional lots.
- Concern regarding traffic volumes and pedestrian safety along Dome Road.
- Impacts from the proposed developments on wildlife; as well as noise and light pollution.
- Concern regarding snow clearing on roadway layouts as proposed.
- Concern regarding the overall affordability of these future houses.



Conclusion

3.0 CONCLUSION

A relatively small number of persons participated in the second round of engagement for this project, fewer than the first round held in February 2021; however, the comments and concerns received were quite similar. Most of the comments received were related to the overall goal and objectives of the project such as the need for serviced residential lots: how many dwelling units would be needed, and what types of housing would be supported in the community. There was also a concern about the overall financial sustainability and responsibility for the City to provide servicing to these areas and its ability to accommodate so many new residents with the level of existing services available in the community.

IMPACT ON THE MASTER PLAN

- The Master Plan will include a phasing/land release plan so that the community grows at an appropriate pace. Full build-out could be 20 or 30 years away, depending on Dawson's growth rates.
- Phasing/land release will be dependent on serviceability, housing needs, population growth, and site requirements.
- Lots in Area D/F can likely be developed soonest; work should begin on getting these lots out as soon as possible. Area A will likely be the second to develop and Area C will be developed as needed in the future.

Impact on Master Plan

- Master Plan should provide a trail network plan, connected greenspaces where possible, and identify a site for a future playground.
- Final road network and cross-section needs to work for pedestrians, drivers, cyclists, and emergency responders.
- Northern access road needs to be reconfigured so that it is at an acceptable grade.
- Master Plan should provide recommendations about how to minimize traffic on Mary McLeod Road.

Impact on Master Plan

- Master Plan should show lower density development at this location.
- Master Plan should show clear trail connections.

Impact on Master Plan

- Master Plan should include recommendations about the design of this area and this should include specifically a gateway feature at the south end, and fencing and/or landscaping along the Klondike Highway.

Impact on Master Plan

- Final option selected need to be feasible, both technically and financially.
- The Master Plan will include recommendations about the required upgrades to the Dome Road and to the intersection of the Dome Road and the Klondike Highway.



DOME ROAD SUBDIVISION MASTER PLAN

Conclusion

- New accesses from the development to the Dome Road will be designed safely and will have appropriate sight lines.
- Internal road network needs to be designed to be safe for drivers, pedestrians and cyclists; have good drainage; and allow space for emergency access and snow clearing.

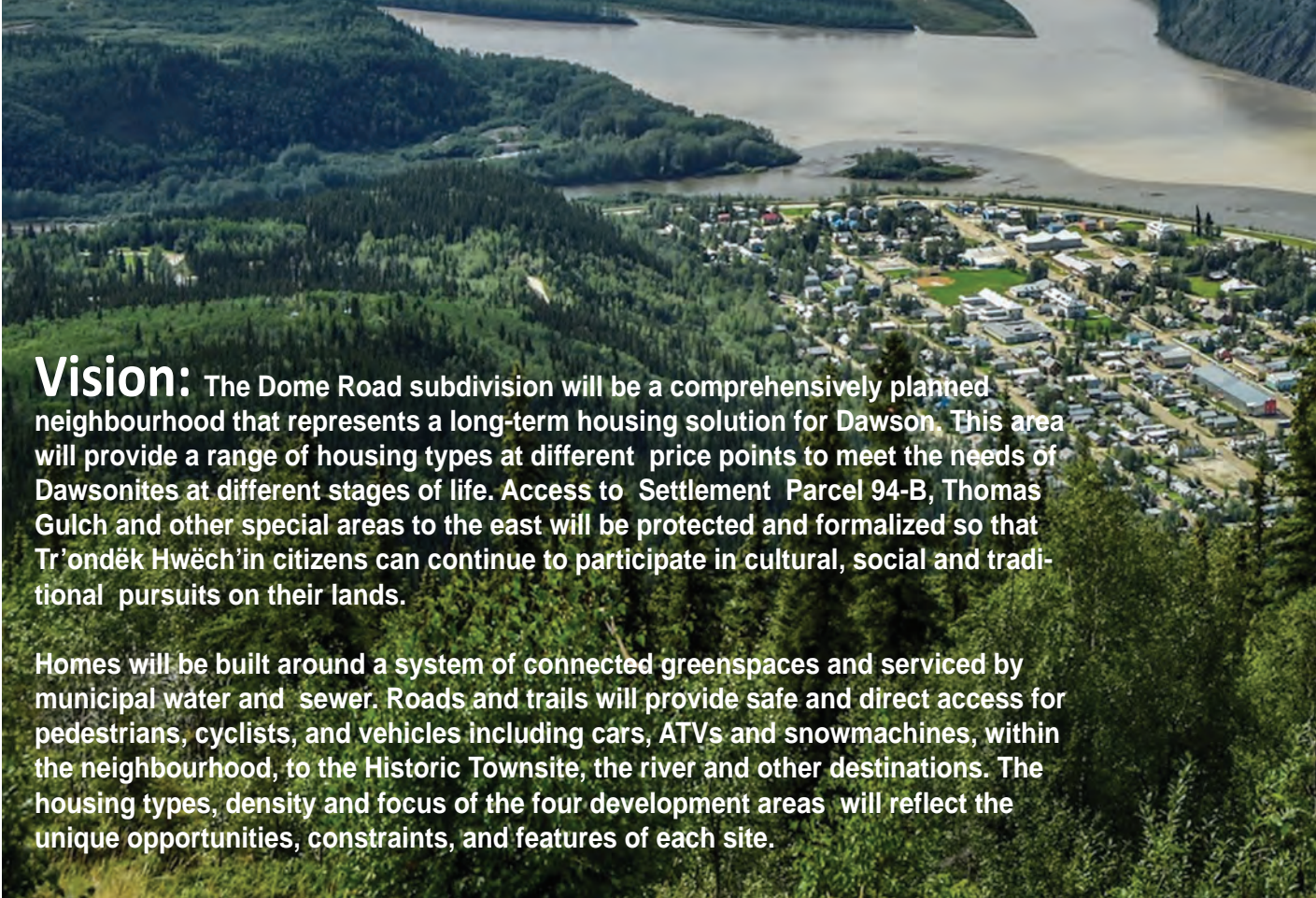


DOMESTIC ROAD SUBDIVISION MASTER PLAN

Appendix A - Presentation Boards

Appendix A - PRESENTATION BOARDS





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.



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



DOME ROAD MASTER PLAN

Vision and Goals



Layout 1

Large Lots
Traditional Lots

Lots

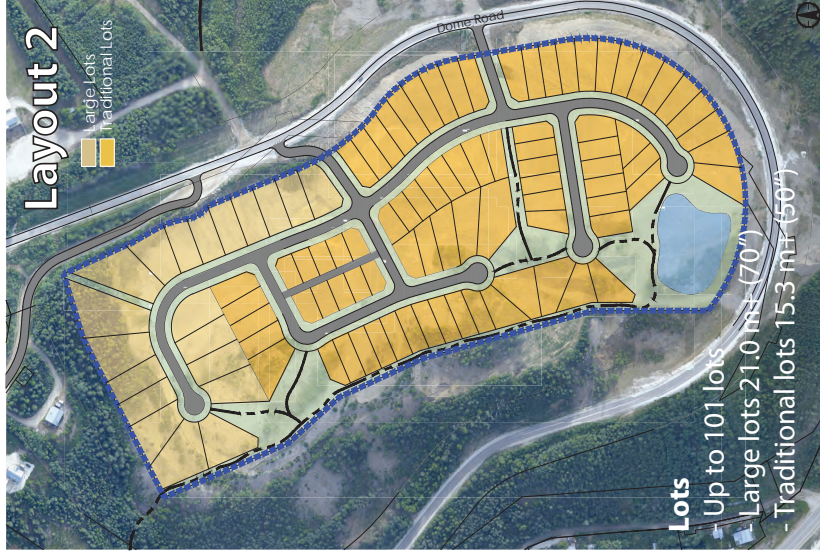
- Up to 24 lots
- 1.0 ac +

Key features

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

Challenges

- Does not meet the vision of serviced lots
- Does not meet the long-term housing needs
- Inefficient use of land



Layout 2

Large Lots
Traditional Lots

Lots

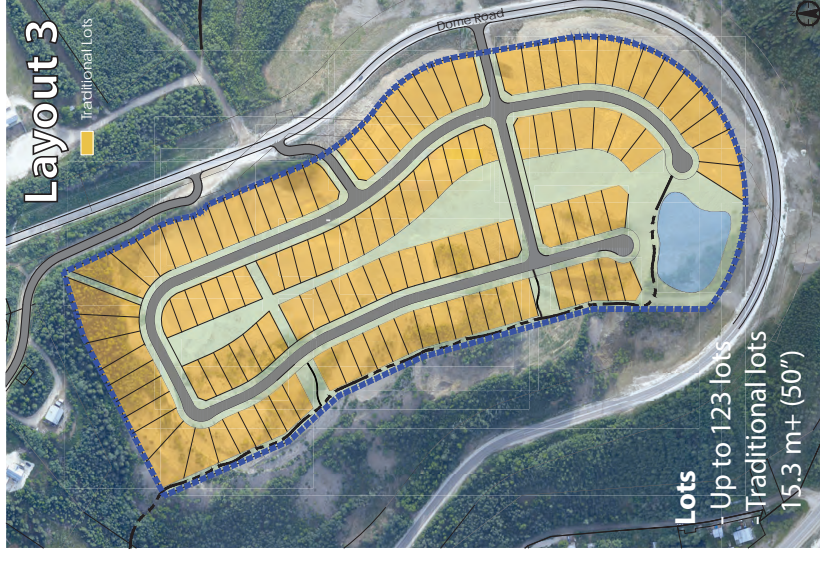
- Up to 101 lots
- Large lots 21.0 m+ (70')
- Traditional lots 15.3 m+ (50')

Key features

- Served lots
- Land use transition from those surrounding (large acreage) to new smaller lots
- Mix of larger and smaller lots
- Higher density
- High quality open space and trail connections
- More affordable lots

Challenges

- Higher traffic volumes
- Servicing costs



Layout 3

Traditional Lots

Lots

- Up to 123 lots
- Traditional lots 15.3 m+ (50')

Key features

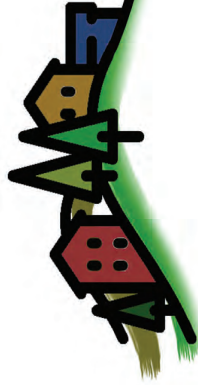
- Served lots
- More traditional residential lots
- Efficient servicing
- High quality open space and trail connections
- Most affordable lots

Challenges

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

DOME ROAD MASTER PLAN

Parcel A





Key features

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

Challenges

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

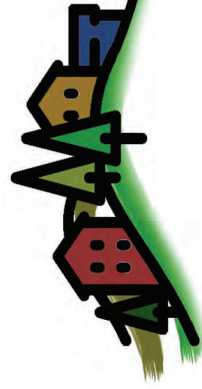


Key features

- Serviced lots
- Smaller, more traditional lots

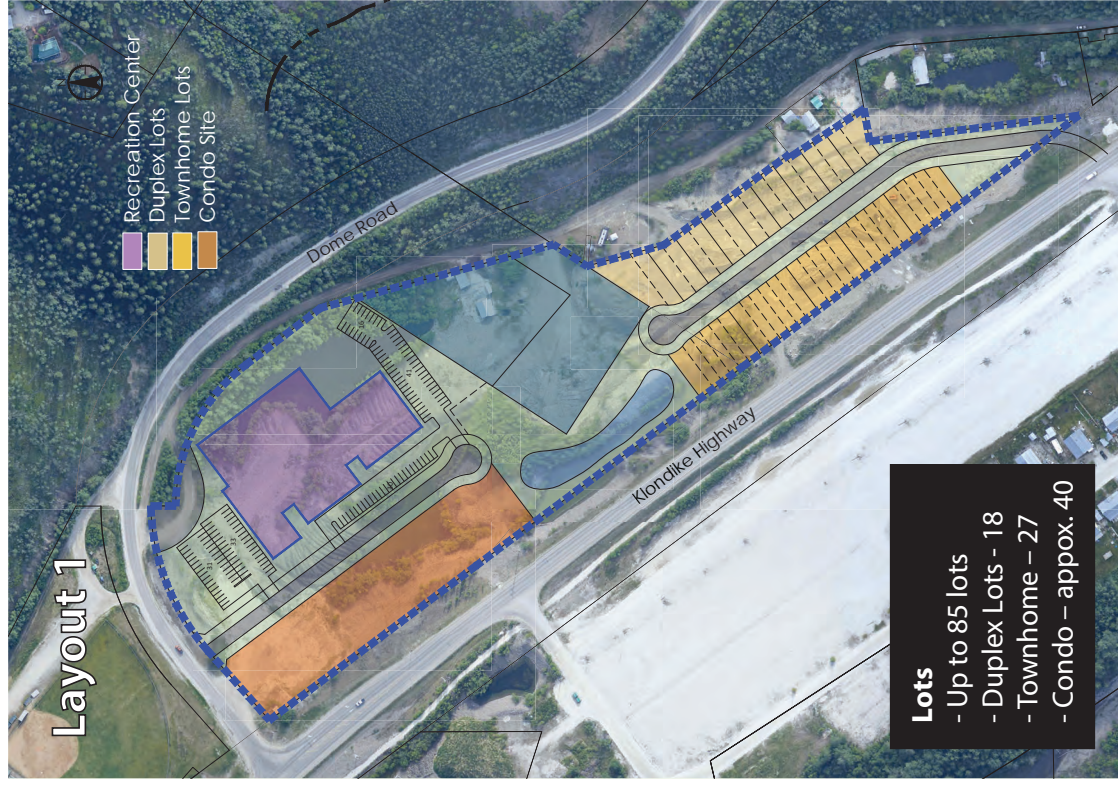
Challenges

- Single-loaded road
- Highest traffic volumes, Highest densities
- Single access safety concerns
- Mining claims
- High cost of lots
- Inefficient services
- Servicing costs



DOME ROAD MASTER PLAN

Parcel C



- 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 Consideration
 - Mining claims

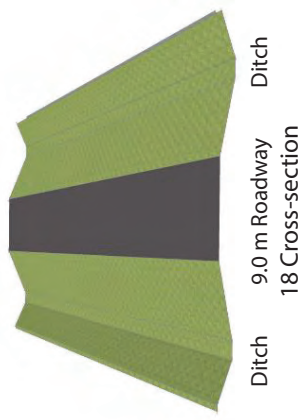
- Key features**
- Serviced lots
 - Mix of land uses
 - Range of residential lot sizes and housing types
 - Condo site allow for more additional housing types and price points
 - Integration of private parcel

- Challenges**
- Unknowns of the recreation facility
 - Geotechnical Consideration
 - Mining claims



DOME ROAD MASTER PLAN

Parcel D/F



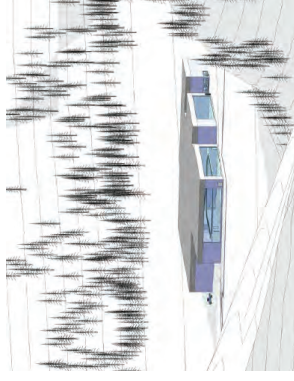
Roads

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



Grading

- Significant earth work
- Lot grade vs building pocket



Recreation Facility

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



Cost

- Affordability
- Cost recovery model
- Phasing and operational costs



DOME ROAD MASTER PLAN

Cocnept Plan Considerations

Single Family Homes



Duplex and Townhomes



Multi-Family/Condo Site



DOME ROAD MASTER PLAN

Housing Option

Market conditions

- The development must recognize market value

Cost estimate

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

Cost of Lots

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

Review servicing

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

Operation and maintenance

- The 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

Required Servicing

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



DOME ROAD MASTER PLAN

Development Cost

DOME ROAD SUBDIVISION MASTER PLAN

Appendix B - Powerpoint Presentation

Appendix B - POWERPOINT PRESENTATION





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



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





Housing Type

Single Family Homes



Duplex and Townhomes

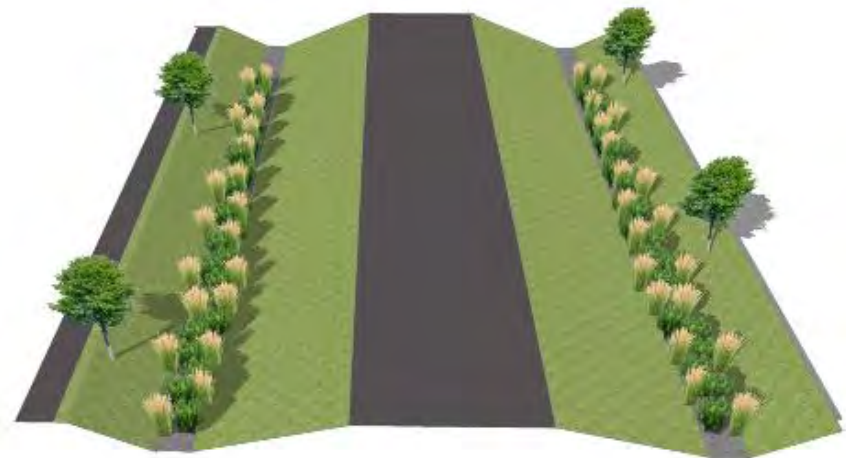
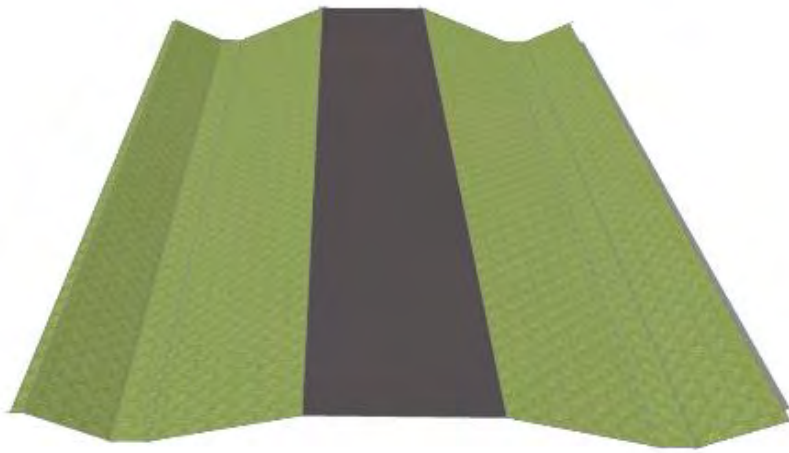


Multi-Family/Condo Site





Roadway Cross-section



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



Draft Concept Plans



Parcel A Layout 1

Key features

- Unserved 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 (unserved lots)
- Does not meet the long-term housing needs of Dawson
- Inefficient use of land

Lots

- Up to 24 lots
- 1.0 ac+





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")





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")





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





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

	Community-Wide	Development: Off-Site	Development: Internal
Description	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
Responsibility	Funded by YG and others	By Developer (YG)	By Developer (YG)
Items	<ul style="list-style-type: none">• Water reservoir• Wastewater lagoon• Wet well• Lift stations	<ul style="list-style-type: none">• Supply mains• Dome Road roadway improvements• Intersection improvements	<ul style="list-style-type: none">• Roadways• Underground services• Landscaping• Utilities• Earth work



Open discussion and next steps

DOME ROAD SUBDIVISION MASTER PLAN

Appendix C - Online Survey

Appendix C - ONLINE SURVEY



Brief Project 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. In January - February 2021, community engagement was done to review the opportunities and constraints for each parcel.

Using the feedback provided during all the past planning processes, we have prepared draft concept layouts for each area. Please take time to review each layout and consider how they achieve the project's overall vision and goals --and let us know what you think.

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 **served 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 and to downtown, 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 Drivers, Walkers, and Cyclists
- Goal 6** Efficient Infrastructure
- Goal 7** Sustainable Design

Getting Started

1. We know that Dawsonites may have multiple interests in this project.

Please select the statement(s) that best describe you and your responses to this survey (check all that apply).

- ☐ Dawson Resident - Inside the Historic Townsite
- ☐ Dawson Resident - Outside the Historic Townsite
- ☐ Tr'ondëk Hwëch'in Citizen
- ☐ Non-Dawson Resident
- ☐ Other (please specify) _____

2. Please indicate which engagement activities you participated in prior to completing this survey.

Note: It is strongly recommended that you review presentation materials prior to completing this survey.

- ☐ In-person information session on Tues Sept 14, 2021
- ☐ In-person information session on Wed Sept 15, 2021
- ☐ Online information session on Thurs Sept 16, 2021
- ☐ Reviewed the presentation materials but did not attend an information session
- ☐ None of the above
- ☐ Prefer not to say

Parcel A

Please review each of the following layouts and provide your feedback below.



- Lots**
- Up to 24 lots
 - 1.0 ac +
- Key features**
- Unserved lots
 - Consistent with surrounding areas (acreages)
 - Potentially quicker/ simpler to develop
 - Lowest density
- Challenges**
- Does not meet the vision of serviced lots
 - Does not meet the long-term housing needs
 - Inefficient use of land



- Lots**
- Up to 101 lots
 - Large lots 21.0 m² (70')
 - Traditional lots 15.3 m² (50')
- Key features**
- Served lots
 - Land use transition from those surrounding (large acreage) to new 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
 - Servicing costs



- Lots**
- Up to 123 lots
 - Traditional lots 15.3 m² (50')
- Key features**
- Served lots
 - More traditional single family lots
 - Efficient servicing
 - High quality open space and trail connections
 - Lowest servicing cost
 - Most affordable lots
- Challenges**
- Highest densities and traffic volumes
 - High initial servicing cost
 - Continuity of character with the surrounding area



DOME ROAD MASTER PLAN

Parcel A

Optional:

Please share any comments you may have about each layout that you think should be considered when finalizing a concept for Parcel A.

3. Parcel A - Layout 1



Dome Road Subdivision - Draft Concept Layout Review
Community Engagement #2 Feedback

4. Parcel A - Layout 2

5. Parcel A - Layout 3

Parcel C

Please review each of the following layouts and provide your feedback below.



Key features

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

Challenges

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



Key features

- Serviced lots
- Smaller traditional lots

Challenges

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



DOMESTIC MASTER PLAN

Parcel C

Optional:

Please share any comments you may have about each layout that you think should be considered when finalizing a concept for Parcel C.

6. Parcel C - Layout 1



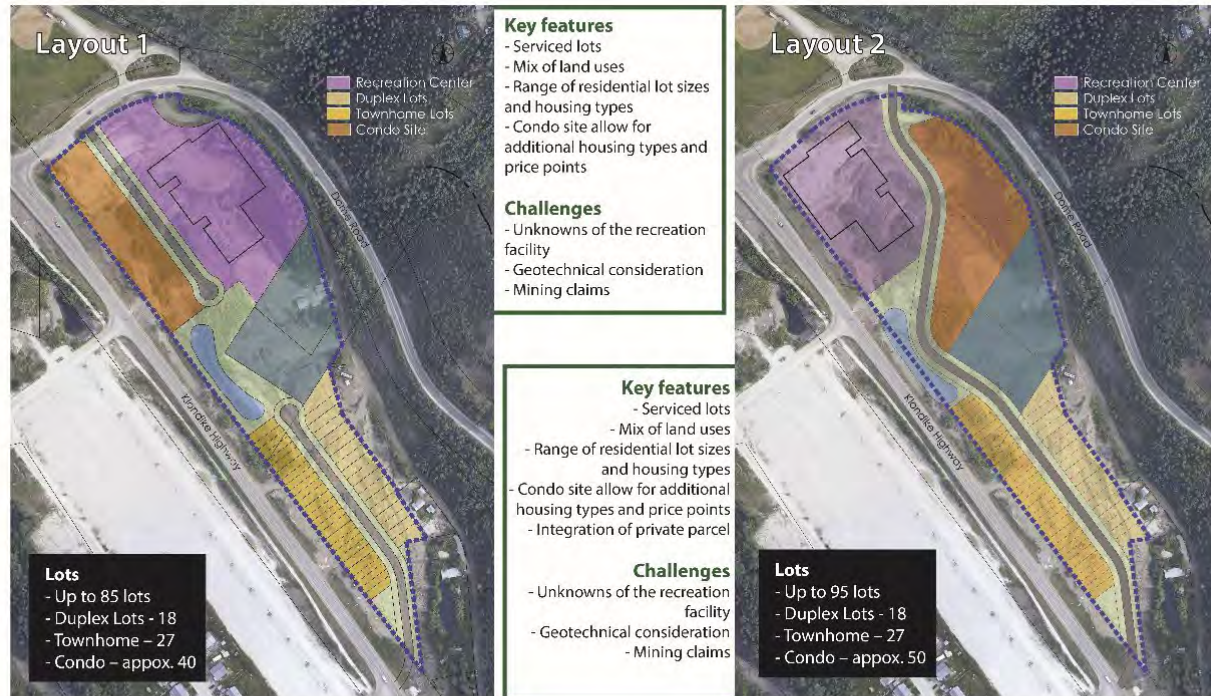
Dome Road Subdivision - Draft Concept Layout Review

Community Engagement #2 Feedback

7. Parcel C - Layout 2

Parcel D/ F

Please review each of the following layouts and provide your feedback below.



DOME ROAD MASTER PLAN

Parcel D/F

Optional:

Please share any comments you may have about each layout that you think should be considered when finalizing a concept for Parcel D/ F.

8. Parcel D/ F - Layout 1

9. Parcel D/ F - Layout 2

10. Medium-density housing (e.g., townhouses, duplexes, and condo development) has been proposed in Parcel D/ F to support the vision of the Dome Road Subdivision. Do you think the amount of medium-density housing is appropriate for this area?

- ☐ Yes, I think the amount of medium-density housing proposed is about right
- ☐ No, I think there is too much medium-density housing proposed
- ☐ No, I think there is not enough medium-density housing proposed
- ☐ No opinion

11. Would you like to see any other land uses included in Parcel D/ F that may support this area; such as those to accommodate small-scale food or drink establishments, retail, personal services, childcare centre, etc?

- ☐ No
- ☐ Unsure
- ☐ Yes - please specify below what types of uses you think would be beneficial to this area



Final Thoughts

12. Please share any other thoughts that should be considered. (Optional)

This image shows a blank sheet of white paper with horizontal ruling lines. The lines are evenly spaced and run across the width of the page. There are no margins, text, or other markings on the paper.

**Thank you for taking the time to share your thoughts about the
Dome Road Subdivision Draft Concept Layouts!**

Appendix D - PUBLIC INFORMATION SESSION NOTES

COMMUNITY GROWTH AND AFFORDABILITY

- Figuring out the phasing of the development and the timing of the lot releases will be key.
- Consider identifying an area for tiny homes, land trust, co-op or other form of land tenure that will help to address affordability.
- This project is not providing lots quickly enough. Lots are needed now to accommodate residents who cannot find housing.
- YG and the City of Dawson have not done enough to get lots on the market. The lack of lots is working to inflate the market.
- YG needs to get ahead of the need for lots to support community growth. People, especially young people, will not be able to stay in Dawson if they cannot find adequate housing.
- Concern that City Council is not making decision that will lead to an increase in the number of lots. For example, the campground should be turned into lots.
- Update on the North End Subdivision should be provided to the community; people feel like there has not been adequate communication on the status of this project.
- Given that there is a housing crisis, residents would like to see more action from YG and City of Dawson to provide lots in the community.
- Decision makers are continuing to make decisions that favour those who already own property.
- Homes should not be required to meet heritage guidelines as this makes homes more expensive.

AREA A

- Country residential lots here will not meet the vision and goals of the project.
- Higher density development is needed here to provide adequate lots.
- Concern that the northern access road is too steep as shown on Layouts 2 and 3.

AREA C

- Consider double loading the roads so that there are lots on both sides.
- Views here will make these lots very desirable.

AREA D/F

- Concern that the rec centre will be so large that it will be negatively impacted by permafrost.
- Rec centre should be adjacent to the highway so that residential lots are further from traffic.



DOMED ROAD SUBDIVISION MASTER PLAN

Appendix D - Public Information Session Notes

ROADWAY NETWORK

- Concern and comments about the northern access to Area A; it is very steep where this access is shown and needs to be redesigned.
- Desire to see safe access and connectivity on Dome Road and Mary McLeod Road (walking, cycling, driving).
- Intersection of Dome Road and Highway will need to be improved.
- Design will need to help ensure that Mary McLeod Road does not see an increase in traffic.
- Need to consider traffic both in summer and winter because traffic patterns will be quite different.
- Consider lowering the speed limit on the Alaska Highway in this area.

OTHER INFRASTRUCTURE

- Need to get stormwater management right in this area especially; climate change could lead to increased erosion.
- Ensure that the plan include recommendation to select lights that minimize light pollution.
- Consider the need for adequate fire suppression, especially in areas A and C.
- New location for the sewage treatment plant has not yet been selected; concern that this will impact Dome Road project.
- Concern about power capacity in the community.

WILDLIFE AND GREENSPACE

- Consider wildlife corridors through new subdivisions; lots of animals move through this area.
- Consider heat relief in design; greenspace can offer heat relief.
- Need to add trees right away; landscaping will make the area much more livable.



DOMESIDE ROAD SUBDIVISION MASTER PLAN

Appendix E - Online Survey Results

Appendix E - ONLINE SURVEY RESULTS

Question 3. Do you have any comments about Area A, Layout 1.

I have followed and been involved with these discussions from the beginning. What I realize now is that we are missing some key numbers which are essential to truly making preferred choices. For instance, what is the current lot need and what is the anticipated need over the coming years? Also, what will be the cost of a serviced Dome lot as opposed to a larger country residential lot that is unserviced? Further, will there ever be a need for all those lots in A, C and D, especially if they are small lots? Is it possible that A alone, using Layout 2 or 3, could be diverse enough to meet all of the anticipated needs? As for aesthetics, there are no trees in A and therefore this might have minimal appeal for those looking for a country residential lot. So if you build it they might not come!
I think this is the best use of this piece of land. In keeping with the area, and a manageable amount of additional traffic added to what is actually a very small narrow road. Another plus is that the city won't have to deal with the issues of servicing these lots.
Makes the most amount of sense for how large our town can reasonably get. The other two layouts are pure fantasy.
Who cares if it's not consistent with "surrounding areas", when this parcel is specifically and explicitly part of a separate and new whole neighbourhood?
The challenges identified here too clearly conflict with the stated desired outcomes of this new neighbourhood.
Preferred. City cannot afford future O & M
I think the lots are too large
Best choice as this area is already country residential and should remain so. There is space in Dawson for jammed up close housing. This space should remain with the character of the other Dome housing which is country residential. This option will add the least amount of traffic to Mary McLeod and the Dome roads and therefore be safer for residents and tourists. This option decreases the impact on wildlife flow on and off the mountain. This option creates less light pollution and maintains the dark sky values that other country residential residents value. It also reduces the giant "spaceship of light" above the TH C4 subdivision. It is good to note that although people say they will walk and bike they do not. Every lot on the sight will also have at least 2 vehicles. That is a huge impact on the road system.
Need serviced lots
Best option! Will sell and build immediately. No expensive pump house required
Not the best use of valuable development space.
This seems like the most easily achievable layout that would make new lots available the soonest. Of course people prefer to have piped water and sewer, but is that realistic and is that even sustainable? Shouldn't we be planning remote northern towns to be as low-maintenance and self sufficient as possible?
This is the fiscally responsible option
I would like to see the addition of community group areas (ie. playground, green space) for children and seniors.
I like the fact of keeping a minimum 1 acre lots. It gives plenty of space for people to live the Dome life without being like in town. It gives plenty of space for septic and have water delivery so the City doesn't have to bring services up there which would be very costly and not efficient. The facilities in town seems to be barely efficient for the population we have now. Maybe it is ok to service the lots by the highway but the lots up the Dome, it doesn't make sense in my opinion to have them serviced.
Do not support layout 1.



DOMES ROAD SUBDIVISION MASTER PLAN

Appendix E - Online Survey Results

Not enough options of housing for growth of town
<p>This is my favourite layout and it offers me an opportunity to sell my house in town in exchange for a lot big enough for a garden. It has lots that are large enough for a sustainable lifestyle including gardening and maybe chickens. There is also room for double garage which is essential for electric cars in the winter this far north. With rapid chargers going in along the Klondike Highway to Whitehorse, this change in vehicle choice is a deciding factor for me needing a garage.</p> <p>These lots will allow for larger homes that are so necessary in the winter with kids in the house and for those of us who are working from home now and need an office with a door.</p> <p>So much has changed in the last 18 months, that this options is just that much more necessary.</p> <p>Also, it could put land on the market so much faster than the other options.</p>
<p>I feel like this layout makes sense. A lot of people in town are wanting these country residential size lots so that they can move out of the actual town site. If they were able to do so that would open up more of the smaller size lots within town. The lots in this option are already less than half the size of original dome lots. I also don't understand the addition of a large pond right on the edge of a fairly steep slope. Why not just make a park?</p>
Best option

Question 4. Do you have any comments about Area A, Layout 2?

<p>The road layout on this layout is not great, and it worries me for emergency vehicle access. Still very high density with what looks to be less green space than layout 3. My least favorite.</p>
<p>Fantasy. How much would it cost to get pipes up there? How much would it cost to keep the water running? Do we even need that many lots given our population (which is stagnating if not going backwards)?</p>
<p>This seems like a compromise that delivers very few advantages while sacrificing the best features of both of the other options.</p> <p>I do like the little alley way in the one block though, I think that's the best part of this option.</p>
Can't afford it
<p>This looks like the best option but without the middle cul de sacs. Through roads are less congested with this many lots.</p>
I like this one the best
<p>The lots at the far end should be larger to make the move from country residential more gradual, preserve the view of other on Mary McLeod residents who bought in good faith country residential lots, bought who for the view that will be damaged by the subdivision and to reduce noise and light in the night sky. The density is too much. Lots should be bigger even with a crammed in site plan.</p>
<p>The layout is difficult for plowing in winter and confusing for finding locations. Also, most lots are surrounded by other lots, no green space.</p>
Favourite, better usage but not crazy dense.
Seems good if you can actually get the water & sewer infrastructure up there.
<p>I have safety concerns with the increased density of residents and the current dome road configuration. I worry about accidents on that road with the current dome population. I also worry about children's safety as they walk, bike, snowmobile to and from the dome to town, as well as, ease of access by first responders in the event of a fire/emergency.</p>



DOMESIDE ROAD SUBDIVISION MASTER PLAN

Appendix E - Online Survey Results

I don't think it makes sense financially and logistically to have small serviced lots up the Dome.
Support layout 2. Good mix of housing.
I like this amount but find that the layout is too much especially rd route.
My second choice because some of the lots will provide room for gardens, backyard chickens, woodpiles, garages for electric cars, etc.
Year round Dawsonites also need storage space for canoes, snow machines, and the other seasonal changes that living here makes desirable. We are not city folks.
Both layout 2 and 3 just make me think that those version would end up being mostly trailer parks due to the size of the lots and based on how much cheaper it is to haul in a mobile home then build even a small custom house.

Question 5. Do you have any written comments about Area A, Layout 3?

Too much congestion and as I said above, is there a market for all these lots? The risk for the City is that they spend money on development for serviced lots, only to find that the lots have minimal appeal...
Much too high density. I worry about the city's ability to provide water to that many homes.
The best part of this design is the green space in the middle.
Fantasy. How much would it cost to get pipes up there? How much would it cost to keep the water running? Do we even need that many lots given our population (which is stagnating if not going backwards)?
This is the best one. A large number of affordable lots, in a neighbourhood with character and greenspaces seems highly desirable.
Can't afford it
This one is reasonable, I like that it provides a lot of housing
Completely unacceptable.
This is the most reasonable for driving and plowing. Great to have some green space buffers along the back of most properties. Affordable properties is what we need.
Too dense.
Like #2 but even more dense. I guess if you are going to put in the services you might as well maximize them.
I have safety concerns with the increased density of residents and the current dome road configuration. I worry about accidents on that road with the current dome population. I also worry about children's safety as they walk, bike, snowmobile to and from the dome to town, as well as, ease of access by first responders in the event of a fire/emergency.
I don't think it makes sense financially and logistically to have small serviced lots up the Dome.
Support layout 3 but a little too dense.
City folk lots. Please don't do this to us. We really want to move out of this type of environment and into something with a bit more elbow room.

Question 6. Do you have any comments about Area C, Layout 1?



DOMES ROAD SUBDIVISION MASTER PLAN

Appendix E - Online Survey Results

I would prefer something between these two options. I don't think there is a market for those congested road-side lots proposed in the low-lying area between the C access road and the ski hill access road. Who would choose those lots that have no view and are in a flood-prone hollow? The lots down-hill from the C access road would have appeal, as would all the lots (large or small) along the old mining road of that ridge. Again, the lot size would depend on pricing and demand, things that we do not yet know.
This looks the best. I am glad the single access has been flagged as a safety concern.
Yes. Easy to do.
This is the superior layout for this parcel, and a good choice for increasing the number of larger properties near the historic townsite, especially if parcel A is developed in a high density, more smaller lots direction.
Preferred. Cannot afford future O & M of other options
This one looks better due to lower density on that road and not needing services to larger lots. Also the best view from the larger lots so buyers would be willing to pay more
this is my favourite as I think folks. should still have access to some large lots
Larger lots along the Dome road so they can have set back. Its going to be noisy and dusty.
For both layout 1 & 2 the road should be relocated from the edge of the bench to behind (uphill) of the lots so the lots can fully enjoy the view of the river and the valley. Also, if a possible expansion was to happen up slope then the road would be available to service the new lots as well.
beautiful
I prefer layout one as it means less people residing on a single access road.
I would keep all minimum 1 acre, unserviced lots on the Dome. As I said previously, keep the characteristic of living on the Dome with septic fields and water delivery. Bringing services up there simply don't make sense for the size of the facilities the City has.
Support layout 1. I think this is a nice mix of housing. Nice view lots.
Make it all country residential please
This seems like a better spot to do the mixed size lots then parcel a.
This is the way to go !

Question 7. Do you have any comments about Area C, Layout 2?

Too many lots out along the river. it will be very problematic.
Fantasy. How much would it cost to get pipes up there? How much would it cost to keep the water running? Do we even need that many lots given our population (which is stagnating if not going backwards)?
This looks like a nightmare for the people who would live here thanks to all of the "challenges" identified.
Can't afford
also works
Unacceptable. poor design, size and understanding of how people want to live. Shoe box lots. Ridiculous and dangerous in case of an emergency.



DOMED ROAD SUBDIVISION MASTER PLAN

Appendix E - Online Survey Results

Same comment as for layout 1 [For both layout 1 & 2 the road should be relocated from the edge of the bench to behind (uphill) of the lots so the lots can fully enjoy the view of the river and the valley. Also, if a possible expansion was to happen up slope then the road would be available to service the new lots as well.]
i agree with concerns identified. Could you just do the darker yellow or orange ones shown?
I think a mixture of lot sizes is the best option
I don't think it makes sense financially and logistically to have small serviced lots up the Dome.
Layout one is way better and the lot costs would be higher because of view and space.
If you want small lots, focus on strongly encouraging those with vacant lots or abandoned buildings in town to sell or develop. sitting on all that land is bad for the community.
Raise the minimum tax for a non-occupied property to \$5k/year and see how long it takes for then to decide they don't really need to hang onto that lot anymore.
This also seems like it would be a better place to put the high density lots with out it looking and feeling severely crowded... but it also feels like a waste of dome space to jam pack it with houses when it is ideal country residential space.

Question 8. Do you have any comments about Areas D/F, Layout 1?

This won't happen in this lifetime or the next ten. Get real.
Should not develop until after rec center is built
Crammed in next to a noisy highway. Looks like heaven!
fine
This looks like it has more space around the rec centre for parking but the condos being sandwiched between the highway and rec center could reduce quality of life for those residing there.
Dawson is an historic place and the entrance to it is hugely important and has already been negatively impacted by the industrial development that was done with "zero" creativity and vision. Please do not present our visitors with a "condo/duplex" subdivision. Please look at the hundreds of historic, turn of the century photos of Dawson and get some inspiration from them.
No condos please.
I don't think condos are a great idea for Dawson. Condos are ugly and complicated to maintain and just create problems between co-owners. Plus, it would be ugly to have these types of buildings just as we get to town. It would remove the feel of a small town and just make it look like a city suburb. I'd say fill the condo lots with tiny cabins for single people/couples. Families can have the single/duplex lots beside. That is what Dawson is all about, cabins and small homes. Not condos. Condos are not historical at all.
Plus, with all these lots, you will have plenty of housing for lots of people. Dawson has limited services, including one small Lumber Yard who may not be able to meet the future demand in construction. Think about what resources Dawson have before expanding the city so much. 40 000 people tried to live here in 1898. Loads of them left and it is not only because they couldn't find gold. It's also because Dawson didn't have the facilities and services everyone needed. Even though some housing is needed in Dawson, we should also focus on having enough resources for that much more people who live here.
Support layout 1. I like how this has more housing and is close to the rec centre.



DOMESTIC ROAD SUBDIVISION MASTER PLAN

Appendix E - Online Survey Results

This one, we don't need one long rd
Condo lots: are you talking apartment building style? where people walk everywhere and don't have cars or canoes or anything seasonal that they need to store. Who would be living in these places - seasonal workers? hmmm.
Duplex lots are an interesting option for creating affordable housing for those service workers who don't earn much money. I suppose the same holds true for townhouses.
If these are for higher income earners or those who can work from home, then make sure there is garage space for each unit for things like canoes and electric cars. and that the units can be large enough <1800 sq feet, so that people can have a home office.
The hidden Rec Centre might be an issue and it doesn't look like there is enough parking for the Rec people.
I really like that all the different areas are connected by green space (what an ideal spot for a local park). I also think this option gives exhausting land occupiers more privacy.

Question 9. Do you have any comments about Areas D/F, Layout 2?

Preferred.
Do we really need all these lots? Our town is aging. Who would buy these now that we've chased the young people out?
The superior choice; the road is superior, and the placement of the rec centre nearer to the highway is superior.
should not develop until after rec center is built
Again the through roads work better than cul de sacs. There's a lot of properties and vehicles, think about garbage trucks and trailers etc.
fine- i think the highway side is a better position for the rec centre though- tuck the houses back for privacy and quiet.
Also couldn't there be some half size single family house lots where you have the duplexes? That would give the same density but then some people could actually build their own house instead of having a developer do it all.
I like having the rec center closest to the highway as it will help block highway noise. I would be concerned about if there is enough space for parking at the rec centre.
same comment as layout 1
I think this is the better layout as it makes more sense for the rec centre to be located along the Klondike Highway than housing
Better.
Like the area for Recreation.
Must have indoor and outdoor walking trails/tracks.
Very important not to touch or disturb the tailing piles connected to existing lots.
Must consider highway easement.
Not sure anyone wants townhouses next to the highway. But maybe they do?



DOMESTIC ROAD SUBDIVISION MASTER PLAN

Appendix E - Online Survey Results

<p>The layouts for those are very similar and don't matter much to me to the exception that, if you are really going to put ugly condos over there, please don't put them by the highway. Then I would say layout 2 makes more sense as I'd rather see the new Rec Centre by the highway than rows of condos that'll just make it feel like a city suburb.</p> <p>Also, I hope there is room for expansion for the Rec Centre on those layouts as from what I understand, the Rec Centre can be designed to be expanded, with the future use that will most likely go up with all the extra housing being added to Dawson.</p>
<p>This layout is ok. I support it, but I like Layout 1 better.</p>
<p>Again, the Rec Centre space looks a little skimpy, but the location is better.</p> <p>The idea of an apartment building out of town is inconvenient for those without cars.</p> <p>Make sure the duplex and condo spaces include garages for a number of reasons.</p> <p>allow for units of various sizes and don't forget about the people who need 3+ bedroom and an office.</p> <p>I suppose gardening and chicken coops are out of the question in this configuration...</p>
<p>I really like the through road of this option and the placement of the recreation centre</p>

Question 11. What other uses do you think would be beneficial in Area D/F?

<p>My understanding is that the rec facility will have a concession and vending machines, which I agree with. Having more than this runs the risk of taking precious business away from the downtown core. Further, Lot C of TH had originally planned for a commercial section along the Klondike Highway across the street. I'm not sure if that is still in their scope but if it is then that would need to be taken into consideration.</p>
<p>Some kind of store to buy food. With the added density in all areas combined there will be a massive increase on vehicles going to grocery stores etc.</p>
<p>Why not have some duplex and townhome lots with some small single detached lots mixed in. For example 25' wide. You could easily fit a 16' or 20' wide house on that. It would provide more choice and variety including more independent construction, (self-build etc.)</p>
<p>Child care space is hugely needed. This would be a convenient location for those coming in from out of town and handy for those in town</p>
<p>Bigger recreational Center</p>
<p>Along the highway at the very least all the structures should mimic, as much as reasonably possible, what one would expect the entrance to Dawson would have look like during the 1898-1910 period.</p>
<p>Trail system for people to safely walk/bike/snowmobile/atv to and from area to town</p>
<p>Playground or greenspace</p>
<p>All recreation for this area would be best.</p> <p>Trails, paved walking biking trails, indoor outdoor parks keep some of the existing ponds for canoeing, outdoor beach/pool.</p>



DOMESIDE ROAD SUBDIVISION MASTER PLAN

Appendix E - Online Survey Results

Town is right around the corner and has most resources that are accessible. Not worth putting more restaurants/bars/stores in this town that has already a lot. Maybe some of them will stay open all year round if there is more demand with more people.
I could see another daycare or grocery as those are resources that will definitely be needed for more population.
I think only minor commercial. Maybe child care. I think the rec centre could have some of the commercial uses.
Childcare, commercial space for another grocery store to go in
Community garden space to compensate for lack of yard space.
A child care centre or bar would be nice but I don't think convenience store type establishment is needed due to there already being one right across the bridge.

Question 12. Please share any other thoughts that you think should be considered.

Main points to me that are needing clarification are current and future lot demand as well as cost breakdown of these different lot sizes. Many people may lament the unavailability of land here, but not all these people have jobs that can support the high cost of unserviced country residential lots.
The inability to get lots to market has done long-term damage to this town. This project is a waste of time as a result. How about getting the north end lots on the market first? How about bringing services to the properties that need it before we start down this path? Plus, I don't think in any population scenario that these lots are feasible. We're planning for a future that has no chance of happening. Where goes the school? The increased commercial activity? Have you even thought about that? Does that even factor into the viability of these plans?
Parcel A should have an outdoor amphitheater.
Our community is not large enough to add neighborhoods with extended services such as daycares, retail etc. I can see a small convenience store but that is all. I don't believe we can sustain the O & M in the future of serviced lots. I also don't believe that we should be allowing these lots to be subdivided. We are in my opinion saturating our land and comprising the heritage flavour of the community with the extra buildings being allowed.
The problems that plague Dawson are from poor planning and always accepting the lowest bid. The infrastructure to support the new subdivisions is not thought out. The roads are not planned. Safety is an afterthought. I don't see any information about how forest fire on the Dome and other emergencies will be addressed with so many more people living on the hill and no additional exits. Also climate change and how that will affect the hillside lots on the Dome. I am disappointed that once again the neighbours to the Dome land must pay the price. The only kind and honest thing to do is keep the area country residential as was set out when the Dome was designed. Who moves to Dawson to live in a cheek to jowl subdivision or in a shoebox condo for the kind of money it's going to take to build. I don't think it's realistic.
Don't waste too much money on infrastructure like pump house who won't be able to use. Way too much lots! This isn't Vancouver we will never be able to host so many people.
The entrance to Dawson is hugely important and we are only going to get one shot at getting it right and if we end up with another miss like we did in the industrial subdivision it could be hugely detrimental to Dawson heritage draw.



DOME ROAD SUBDIVISION MASTER PLAN

Appendix E - Online Survey Results

Please just keep the town's historical and unique character by not having condos. Smaller, tiny homes/cabins are more suited for Dawson than Condos. Also, keep the Dome as the Dome subdivision is. Don't overload it with people as the services are too complicated to get there and the roads won't take all that extra traffic.

Keep it simple!

There is a need for more housing in Dawson. The concepts include more housing lots which is great for the community. There should be sufficient space for parks and trails. A playground would be a nice addition to area A.

I like the options that provide the highest variety of housing - some big, unserviced lots, and some higher-density. I think maintaining green space and privacy/buffer from the highway is really important. The timeline is such that this development probably won't factor into my life, but timing aside I can 100% see myself purchasing any one of the three sizes of lot/dwelling in this development, in any of the three areas. (As in, I would want to live there!) I would like to know more about how any of these developments meet the goal of protecting TH interests.

many of us living in town on small lots would love the opportunity for a CR lot, even just an acre. This would free up our smaller town house/lot for those who are looking for a starter house.

I think that the concept is coming along well but I hope that developers don't forget the reason most people move out of town and up the dome in the first place is for bigger and more private lots.



Appendix B – Opinion of Probable Cost

Klondike HWY Subdivision Parcel D/F Master Plan (SECTION SUMMARY)

OPINION OF PROBABLE COST (+/-40%)

Item #	Description		
DEVELOPMENT EXRTENTIONS AND UPGRADES			
SECTION A. GENERAL REQUIREMENTS		SECTION SUBTOTAL	
1.0	Mobilization & Demobilization (added in Parcel Breakdown)	\$	271,015
2.0	Traffic Control		
3.0	Utility Coordination		
4.0	Construction Survey		
5.0	Utilization of City Forces		
6.0	Off-site Trails		
7.0	Legal Survey		
8.0	Additional Studies (Geotechnical, Asbestos)		
SECTION B. KLONDIKE HWY & DOME RD INTERSECTION ⁽²⁾		SECTION SUBTOTAL	
1.1	BST Milling	\$	182,325
1.2	Subgrade Preparation		
1.3	Sub-base, 1050mm depth		
1.4	Base, 150mm depth		
1.5	BST Resurfacing		
SECTION C. DOME ROAD RESURFACING ⁽²⁾		SECTION SUBTOTAL	
1.10	Dome Road Lift Station Replacement ⁽²⁾	\$	4,000,000
SECTION D.		SECTION SUBTOTAL	
1.1	Contingency (20%)	\$	1,425,069
1.2	Detailed Design and Construction Management (12%)		
		Total	\$ 5,878,409

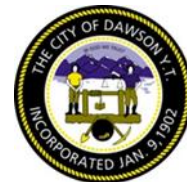
SECTION I. PARCEL D/F - OPTION 1			
Item #	Description		SECTION SUBTOTAL
1.0	GENERAL REQUIREMENT	\$	5,586,265
2.0	AREA GRADING		
3.0	WATER & SANITARY MAIN		
4.0	WATER & SANITARY SERVICES		
5.0	POWER & TELEPHONE		
6.0	ROAD		
7.0	MISC.		
8.0	CONTINGENCY AND ENG. FEES		
TOTAL		\$	11,464,674

The Opinion of Probable Cost (OPC) (+/-40%) was developed with a 20% contingency, for the high-level scope of new construction based on estimated detailed engineering design, construction administration/inspection, surveying and project management; consulting services for a site-specific regulatory submission and permitting; estimated area and quantity measurements. Quantities may vary based on a topographic survey and detailed design.

Any probable cost cannot consist of all contractor mobilization & demobilization and front-end costs, overhead and profit, as well as detailed schedule of values, which would require the review of drawings, specifications, and material schedules.

Stantec does not guarantee the accuracy of these costs and shall incur no liability where actual construction costs are exceeded. Costing has been developed with recently tendered comparisons.

- ¹ The estimates of quantities for unit price items for this project are measured from the scaled conceptual drawings.
- ² Improvements include capacity for future development north of Dome Road
- ³ Unit rates reflect 2021 pricing. The OPC does not reflect multi-year construction nor multiple phases.



Report to Council

☒ For Council Decision ☐ For Council Direction ☐ For Council Information

☐ In Camera

SUBJECT:	Consolidation Application #23-011: Westerly portions of Lots 11 & 12, Block L, Ladue Estate	
PREPARED BY:	Planning & Development	ATTACHMENTS:
DATE:	February 6, 2023	
RELEVANT BYLAWS / POLICY / LEGISLATION: Municipal Act Subdivision Bylaw Official Community Plan Zoning Bylaw Heritage Bylaw		

RECOMMENDATION

It is respectfully recommended that Council grant subdivision authority to consolidate Westerly portions of Lots 11 and 12, Block L, Ladue Estate subject to the following conditions:

1. The applicant submits a plan of subdivision completed by a certified lands surveyor drawn in conformity with the approval.
2. The applicant shall, on approval of the subdivision plan by the City of Dawson, take all necessary steps to enable the registrar under the Land Titles Act to register the plan of subdivision.

ISSUE / BACKGROUND

Subdivision Application #23-011 was received on January 26, 2023 and the applicant is applying to consolidate Westerly portions of Lots 11 and 12, Block L, Ladue Estate.

Each of lots 11 and 12 has two portions – see figure 1 for context. The applicant seeks to consolidate portions 1 of each lot that they own (see figure 2). A single detached dwelling on portion 1 of Lot 11 is currently encroaching on portion 1 of Lot 12. The dimensions of portions 1 are 25' by 50'.

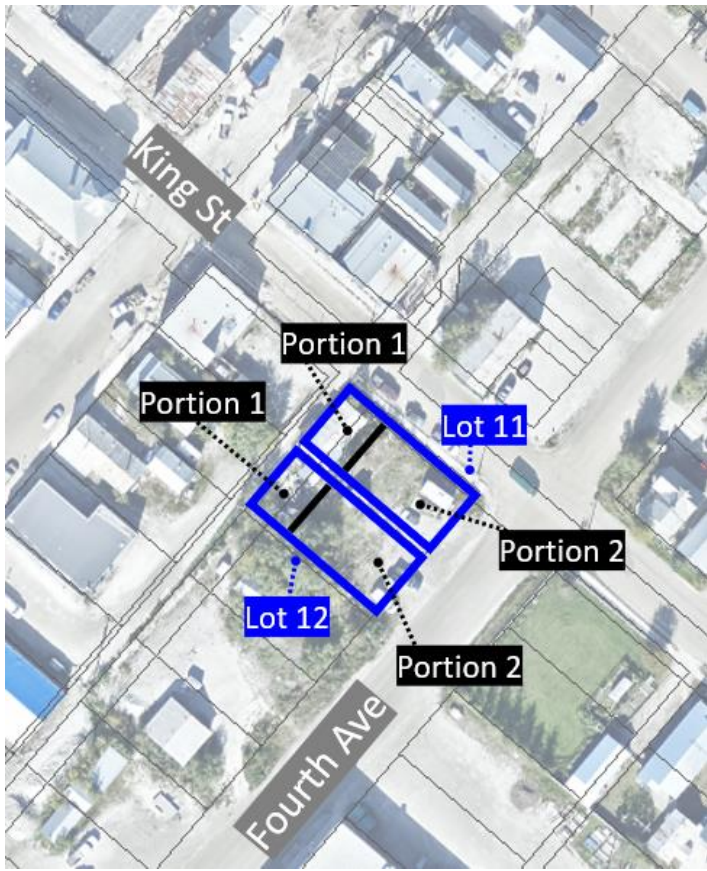


Figure 1: Existing lot configuration



Figure 2: Proposed Lot Layout

Comments

Department heads have been asked to comment on this application and at the time of writing this report, no concerns have been raised.

The application has been circulated to contiguous property owners inviting comments and questions. No comments were received at the time of writing this report.

Subdivision Bylaw

Subdivision Control Bylaw s. 3.01 states that every subdivision of land must be made in accordance with the Municipal Act, the Official Community Plan, the Zoning Bylaw, and the Subdivision Control Bylaw. The Analysis/Discussion section of this report is intended to discuss the proposal's conformity with the provisions outlined in the relevant legislation, policies, and plans.

Municipal Act

The Municipal Act s. 314 details the requirements for any proposed plan of subdivision to have direct access to the highway to the satisfaction of the approving authority. The existing vehicle access to the property are by King St and the alleyway.

Official Community Plan

The properties are currently designated as DC – Downtown Core: the area that best depicts the commercial core of Dawson during the gold rush. This location is recognized as the heart of Dawson City since it accommodates a broad range of uses focusing on the commercial, cultural, and community needs of residents and visitors. While the area will predominantly consist of commercial and institutional uses, high- and low-density residential uses are also acceptable. The consolidated lot would retain the same designation and any new use or development on the proposed lot would be required to conform to the OCP designation, or else apply for an OCP Amendment.

Zoning Bylaw

The Zoning Bylaw is intended to implement the goals of the OCP. Lots 11 and 12 are zoned C1 – Core Commercial. Single detached dwelling is not among the permitted uses in C1 according to s.12.1.1. Additionally, the minimum lot size requirement is 5,000 ft², and the rear setback requirement is 5 ft, as stated in Table 12-1 of the Bylaw. Hence, in terms of use, parcel size, and rear setback, portions 1 of Lots 11 and 12 are currently non-conforming. The encroachment issue will be resolved through consolidation, but the use, size, and setback non-compliances will remain (the use remains the same, and the parcel size will be 2,500 ft²). However, the Bylaw's s.5.1.1.I stipulates the following:

“At the sole discretion of Council, parcels with a pre-existing legally non-conforming use or structure may be subdivided so long as the subdivision does not increase the legally non-conforming nature of the use or structure.”

The administration believes that this section applies to the application because all of the non-conformities already existed and the current consolidation plan does not increase the legally non-conforming nature of the use or structure (it only remedies part of it). There is currently no viable option to bring the in-question properties to complete compliance because the other portion of Lots 11 and 12 are owned by other people. Of course, zoning amendment and/or variance applications are necessary for any upcoming development on the new property.


Heritage Bylaw

Lots 11, and 12, Block L, Ladue Estate are situated in the Historic Townsite and thus are subject to the City's Heritage Bylaw. Any new development will be required to conform to the Design Guidelines for Historic Dawson and Heritage Management Plan as according to the Heritage Bylaw.

OPTIONS

1. Council grant subdivision authority to consolidate Westerly portions of Lots 11 and 12, Block L, Ladue Estate subject to the following conditions:
 - 1) The applicant submits a plan of subdivision completed by a certified lands surveyor drawn in conformity with the approval.
 - 2) The applicant shall, on approval of the subdivision plan by the City of Dawson, take all necessary steps to enable the registrar under the Land Titles Act to register the plan of subdivision.
2. Council does not grant subdivision authority to consolidate Westerly portions of Lots 11 and 12, Block L, Ladue Estate.

APPROVAL

NAME:	David Henderson	 SIGNATURE:
DATE:	Feb 10, 2023	



THE CITY OF DAWSON

2023 Land Sale Bylaw No. 1

Bylaw No. 2023-04

WHEREAS section 265 of the *Municipal Act*, RSY, 2002, c. 154, and amendments thereto, provides that a council may pass bylaws for municipal purposes; and

WHEREAS the City of Dawson is the owner of property described as Alley at Block S, Ladue Estate in the City of Dawson, which property is not needed by the City of Dawson and is not reserved; and

WHEREAS the City of Dawson is desirous of reaching an agreement with the property owners to sell this parcel to them;

THEREFORE, pursuant to the provisions of the *Municipal Act* of the Yukon, the council of the City of Dawson, in open meeting assembled, **ENACT AS FOLLOWS:**

PART I - INTERPRETATION

1.00 Short Title

1.01 This bylaw may be cited as the **2023 Land Sale Bylaw No. 1**.

2.00 Purpose

2.01 The purpose of this bylaw is to provide for

- (a) the sale of City of Dawson land described as Alley at Block S, Ladue Estate.

PART II – APPLICATION

3.00 Transfer

3.01 The Chief Administrative Officer is hereby authorized on behalf of the City of Dawson to enter into an agreement with the property owner of Lots 9-12, Block S, Ladue Estate.

3.02 The conditions of sale are as follows:

- (a) The property owner shall enter into a contract of sale with the City of Dawson outlining the responsibilities of each party.
- (b) Purchase price for the alley will be \$1.00 per square foot, as per the Sale of Municipal Land Policy.
- (c) The alley to be consolidated with the adjacent lots.



THE CITY OF DAWSON

2023 Land Sale Bylaw No. 1

Bylaw No. 2023-04

PART III – FORCE AND EFFECT

4.00 Severability

- 4.01 If any section, subsection, sentence, clause or phrase of this bylaw is for any reason held to be invalid by the decision of a court of competent jurisdiction, the invalid portion shall be severed and the part that is invalid shall not affect the validity of the remainder unless the court makes an order to the contrary.

5.00 Enactment

- 5.01 This bylaw shall come into force on the day of the passing by council of the third and final reading.

6.00 Bylaw Readings

Readings	Date of Reading
FIRST	
SECOND	
THIRD and FINAL	

William Kendrick, Mayor
Presiding Officer

David Henderson, CAO
Chief Administrative Officer



THE CITY OF DAWSON

2023 Land Sale Bylaw No. 1

Bylaw No. 2023-04

Appendix A. Purchaser and Price Details

Property Owner	Legal Description of Purchase	Purchase Price
CATHOLIC EPISCOPAL CORP	Adjacent to Lots 9-12	\$1,000.00

Report to Council



☐ For Council Decision ☐ For Council Direction ☒ For Council Information

☐ In Camera

AGENDA ITEM:	Update on Vacant Land Policy		
PREPARED BY:	CAO	ATTACHMENTS: <ul style="list-style-type: none">▪ Taxation of Vacant Residential Lands Policy #2022-02 with minor amendments to wording▪▪	
DATE:	Feb 17, 2023		
RELEVANT BYLAWS / POLICY / LEGISLATION: <ul style="list-style-type: none">▪ Taxation of Vacant Res Lands # 2022-02▪ Annual property Tax Bylaw▪ Assessment and Taxation Act			

RECOMMENDATION

That Council adopt the identified minor wording amendments to the Taxation of Vacant Residential Lands policy.

And that Council authorize Staff to extend the deadline for appeals for the current year from Feb 28, 2023 to March 31, 2023

ISSUE / PURPOSE

To update the Taxation of Vacant Residential Lands Policy to provide greater clarity on wording such that the policy will reflect the implementation process to a greater extent. And to extend the appeal deadline for the current year.

BACKGROUND SUMMARY

The Municipal Council of the City of Dawson has identified that increasing the available housing stock is a high priority for the community.

Council has further identified that a Vacant Residential Land Tax Policy that encourages the owners of Vacant Residential land to develop such properties and increase the available housing stock in the community is one of the tools by which the municipality can address the need for housing –

Properties that meet the criteria defined will be subject to an increased annual property tax until such time as residential development takes place on said properties.

As such the Taxation of Vacant Residential land Policy # 2022-02 was adopted by Council and Staff have been directed to implement the policy.

Staff identified that implementing the policy will have to take place in stages:

Phase 1 - coming into effect for the current 2023 tax year and covering vacant residential properties that were sent an initial letter in December 2022, which are deemed developable and are not amalgamated with adjacent properties for Tax purposes.

Applicable properties have been identified and vetted based on criteria for “developable” in the policy.

These properties will be subject to a minimum Vacant Residential Property Tax as determined by Council in the Tax levy bylaw annually.

Phase 2 - extending the coverage of the policy to include vacant residential properties that meet the criteria but are currently “amalgamated for Tax Purposes” with non vacant properties.

Council will be asked to approve the creation of a new Property Tax classification which captures developable Vacant Residential properties that have been Amalgamated for Tax Purposes

The Yukon Assessment Office will then be asked to reassess the identified which will likely take place in August of 2023 and will proceed to the extent of the resources available to the Assessment office. Identified properties not reassessed in 2023 may wait until August 2024

Properties that are reassessed under the new tax classification would then be subject to the applicable tax rate for the new class in the 2024 tax year and to the applicable minimum tax as approved in the annual tax levy bylaw.

ANALYSIS / DISCUSSION

Phase one implementation is included in the development of the current, 2023 Operating Budget.


Phase two implementation will be effective 2024 / 2025 .

A policy on council guidelines for approving consolidations of properties will have to be developed to provide clarity on when council will or will not approve consolidation requests which may have the affect of maintaining a current residential tax classification.

Council has indicated that the Vacant Residential Tax policy and the application thereof is viewed as one tool in the Kit to open up more residential property for development of housing.

The introduction of new policies and their implementation should be viewed as an evolutionary process encompassing many stages of feedback and adjustment and as such it is not unexpected that the policy and implementation steps will change and evolve as they are applied.

APPROVAL

NAME:	David Henderson CAO	SIGNATURE:
DATE:	Feb 23, 2023	



City of Dawson

Taxation of Vacant Residential Lands Policy

2022-02

POLICY STATEMENT

The City of Dawson encourages development of vacant residential lands through the use of a higher rate of municipal property taxation on those lands which have remained vacant for a defined duration of time.

1.00 Purpose

- 1.01 The purpose of this policy is to establish the taxation of vacant residential lands which have remained undeveloped for a defined period of time.

2.00 Definitions

- 2.01 The following terms are used within this policy and are defined as follows:

- a) "Planning Manager" - means the Planning and Development Manager or their delegate as appointed by the Chief Administrative Officer (CAO).
- b) "Assessor" – means the Assessor or their delegate as determined by the Community Services branch of the Yukon Government.
- c) "CFO" – means the Chief Financial Officer, or their delegate as appointed by the Chief Administrative Officer (CAO)
- d) "Assessment Class" - refers to a property's classification for tax assessment purposes, as provided by section 55(3) of the Assessment and Taxation Act.
- e) "Assessment Act" – refers to the Yukon Government Assessment and Taxation Act.
- f) "Council" - means the Council of the City of Dawson
- g) "Vacant" - the term "vacant" for the purposes of this policy shall refer to:
 - a. any property which ~~the Assessor~~ has **been** deemed to be undeveloped and not having any habitable physical construction on site, as indicated by a nil improvement value in the annual Yukon Government Assessment Roll.
 - b. Any developable, legally surveyed property forming part of an amalgamated property in the Tax Assessment roll that does not contain a primary residence
- h) "Vacant Residential Lands Tax Rate" - this shall be the reference to the higher rate of taxation given to those properties which are deemed affected by this policy.

-
- i) “Year of Subdivision” - the year in which a property was subdivided and registered at Yukon Land Titles Office.
 - j) “Historic Townsite” – refers to the area shown in Schedule “C” of Zoning Bylaw #2018-19
 - k) Developable “– for the purpose of this policy is defined as a property that;
 - a. Has frontage to existing municipal water and Sewer services.
 - b. Has adequate size to meet applicable bylaw requirements for development.
 - c. Is not prevented from development by existing easements or access.
 - d. Is not prevented from development by the existence of a historically designated structure.
 - e. Is not prevented from development by identified geotechnical or environmental limitations.

3.01 Responsibilities

3.02 Council is responsible for:

- a) the annual approval of the “Vacant Residential Lands Tax Rate” which will appear within the annual Tax Levy Bylaw amendment.
- b) the establishment and annual approval of applicable Vacant land minimum tax’s
- c) Council is responsible for the approval of the bylaw as required under the Municipal Act for the creation of a residential assessment sub-class, which facilitates the taxation of that sub- class at a higher rate of taxation.
- d) hearing appeals as per Section 8.01 c).

3.03 The Assessor is responsible for:

- a) the annual determination of the assessed value of land and improvements for each property.
- b) The reassessment of properties for reclassification under the new assessment sub-class envisioned within this policy.

3.04 The CFO is responsible for:

- a) determining which vacant residential properties will be subject to the “Vacant Residential Lands Tax Rate” and to levy the Vacant Residential Lands Tax Rate.
- b) calculating and applying adjustments as per section 9.01a).
- c) submitting appeals to Council.

3.05 The Planning Manager is responsible for:

- a) determining whether physical housing construction has commenced on or before December 31st of the tax year in question. Construction is deemed to have commenced if the foundation is complete with an active development permit in place.
- b) Determining whether a vacant property is developable.
- c) assisting the CFO in the review of any appeal, in situations where servicing and/or developability are in question, prior to the appeal being presented to Council.

4.00 Vacant Residential Land Taxation Standards – General

4.01 Residential lands which have physically existed, as defined by their “Year of Subdivision”, for less than five years, and have remained vacant during that time period, are subject to the regular residential municipal tax rate, and are unaffected by this policy.

4.02 Residential lands which have physically existed, as defined by their “Year of Subdivision”, for five years or longer, and have remained vacant during that time period are subject to the “Vacant Residential Lands Tax Rate”.

5.00 Applicable Properties

5.01 Only those vacant properties which meet each of the following three (3) criteria will be subject to the “Vacant Residential Lands Tax Rate”:

- a) Properties having one of the following land use classifications as per the Assessment Act:
 - RS1 Zone (Single Detached and Duplex Residential)
 - RS2 Zone (Multi-Unit Residential)
 - RSM (Mobile Home)
 - RMH (Residential Mini home)
 - RSC (Country Residential)
- b) Properties described by either of the following circumstances:
 - (i) Properties which have remained vacant for a period of five (5) years or greater since their time of final subdivision. The following schedule will apply:

Tax Year	Physical Condition Date	Year of Subdivision for use of Vacant Lands Tax Rate
2023	December 31, 2022	2017 or earlier
2024	December 31, 2023	2018 or earlier
2025	December 31, 2024	2019 or earlier
2026	December 31, 2025	2020 or earlier
2027	December 31, 2026	2021 or earlier

Example 1: A vacant R1-classed lot remains vacant as of Dec 31, 2022 as confirmed by the CFO. If its year of subdivision is 2017 or earlier, then it has chronologically remained vacant for five or more years. Therefore, it is subject to the “Vacant Residential Lands Tax Rate” for the 2023 tax year and all subsequent tax years until such time as the lot is developed.

Example 2: A vacant R1- classed lot remains vacant as of Dec 31, 2022 as confirmed by the CFO. Its year of subdivision is 2018. It has chronologically remained vacant for four years.

Therefore, it is not subject to the “Vacant Residential Lands Tax Rate” until the 2024 tax year.

- (ii) Notwithstanding section 5.01 (b)(i) and 5.01 (b)(ii), the Year of Subdivision is deemed to have not changed when properties, previously determined to be vacant, are subdivided, consolidated, amended or legally altered in a manner that, at the discretion of the CFO, has not materially changed the vacant nature of the properties, nor the vacant status of the lot.

Example 1: A property owner adds five feet of width to their vacant lot via lot consolidation, and the amended lot is registered at Land Titles and given a new legal description with a new plan number. For the purposes of this policy, the Year of Subdivision does not “reset” because of the lot consolidation.

Example 2: An existing RS2 lot has remained vacant for ten years. The property

owner then subdivides and changes the zoning for the existing 464 m² (5,000 ft²) RS2 lot into two 232.3 m² (2,500 ft²) RS1 lots. For the purposes of this policy, the Year of Subdivision does not “reset” because of the lot subdivision for the properties re-zoned as to a land use zoning classification listed in section 5.01 a).

- (iii) Properties which were formerly improved, but have had the improvements demolished and have remained vacant for a period of five (5) years or greater since their time of demolition. In cases where properties become vacant as a result of demolition, the start date for counting years of vacant status will commence at December 31st of the year of demolition.

Example: A property has physically existed since 1962. The residential dwelling on site was built in 1963 and demolished in 2020. 2020 becomes the start date of the vacant status period, not the year of subdivision; 1962.

- iv) Properties which are considered to be ~~fully serviced and~~ developable. Examples of property that may not be developable may include, but not limited to, those properties with impediments to development, such as access, topography, geotechnical or third-party encroachments.
- c) Properties located in the Historic Townsite.

6.00 Excluded Properties

6.01 The following properties exhibiting any of the criteria below are intended to be excluded from this policy:

- a) RS1, RS2, RSM or RSH classed properties larger than 1.62 hectares (4 acres) in area that are deemed by the Planning Manager to not yet be in their final and subdivided end use.
- b) RS1, RS2, RSM or RSH classed properties that have structures on them that are Historic Resources that are listed in the Yukon Historic Sites Inventory or have been designated as Municipal Historic Sites.
- c) For clarity, properties that have the following land use zoning as per the Assessment Act are not subject to this policy:
- CG
 - CML
 - CMS
 - INS
 - MHI
 - MSI
 - NOZ
 - OSP
 - PI
 - PLM
 - PRC
 - QRY
 - REC

7.00 Applicable Municipal Tax

7.01 The tax rate for general municipal purposes shall be set by Council in the Tax Levy Bylaw.

8.00 Determination of Vacant Status

8.01 For the purposes of this policy, the following criteria will be followed:

- a) To determine the Assessment Class for the application of this policy, the CFO will use:
 - i) Yukon Government annual Preliminary Tax Assessment Roll
 - ii) Legal Survey as provided by Yukon Government GeoYukon map services.
- b) Property Owners shall receive a Notice of Vacant Residential Land Status mailed on or before December 31st prior to the year of taxation to the address as per the Taxation and Assessment Roll.
- c) In any instance where a property owner disputes their vacant status (their assessment class) the remedy will be for the property owner to contact the CFO in writing on or before February 28th of the assessment year, and the recourse available to the property owner is through appeal to Council. The property owner must provide documentation why the property does not qualify under section 5.01 and include support such as verification by a third-party professional, photographs and/or third-party information.

9.00 Reversion to Regular Residential Tax Rate

9.01 A property which is taxed at the “Vacant Residential Lands Tax Rate” will revert back to the regular residential municipal tax rate under the following scenarios:

- a) Physical housing construction has commenced on or before December 31st of the tax year in question. The tax rate reversion will be enacted during the current tax year, by way of an assessment correction, upon receipt of the occupancy permit. The assessment correction would

9.02 A property which is taxed at the “Vacant Residential Lands Tax Rate” will not revert back to the regular residential municipal tax rate under the following scenarios:

- a) The property owner has been issued a *development permit* by the City of Dawson in respect of the property on or before December 31st of the assessment year in question. Receipt of a *development permit* does not affect the vacant status provisions referred to in section 5.01 of this policy.
- b) The property is sold, and title is transferred to a new owner. Change in ownership does not affect the vacant status provisions referred to in section 5.01 of this policy.

POLICY TITLE:	<i>Taxation of Vacant Residential Lands</i>
POLICY #:	2022-02
EFFECTIVE DATE:	August 31, 2022
ADOPTED BY COUNCIL ON: RESOLUTION #:	August 31, 2022
RESOLUTION #:	C@22-19-17

Original signed by:

William Kendrick, Mayor

Cory Bellmore, CAO



THE CITY OF DAWSON

2023 Annual Operating Budget and the Capital Expenditure Program

Bylaw No. 2023-01

WHEREAS section 238 of the *Municipal Act*, RSY 2002, c. 154, and amendments thereto, provides that on or before April 15 in each year, council shall cause to be prepared the annual operating budget for the current year, the annual capital budget for the current year, and the capital expenditure program for the next three financial years, and shall by bylaw adopt these budgets; and

WHEREAS section 239 of the *Municipal Act*, RSY 2002, c. 154, and amendments thereto, provides that council may establish by bylaw a procedure to authorize and verify expenditures that vary from an annual operating budget or capital budget; now

THEREFORE, pursuant to the provisions of the *Municipal Act* of the Yukon, the council of the City of Dawson, in open meeting assembled, **ENACT AS FOLLOWS:**

PART I - INTERPRETATION

1.00 Short Title

- 1.01 This bylaw may be cited as the **2023 Annual Operating Budget and the Capital Expenditure Program Bylaw.**

2.00 Purpose

- 2.01 The purpose of this bylaw is to adopt the 2023 annual operating budget and the capital expenditure program for the years 2023 to 2025.

3.00 Definitions

- 3.01 In this Bylaw:

- (a) Unless expressly provided for elsewhere within this bylaw the provisions of the *Interpretations Act* (RSY 2002, c. 125) shall apply;
- (b) “city” means the City of Dawson;
- (c) “council” means the council of the City of Dawson.



THE CITY OF DAWSON

2023 Annual Operating Budget and the Capital Expenditure Program

Bylaw No. 2023-01

PART II – APPLICATION

4.00 Budget

- 4.01 The 2023 annual operating budget, attached hereto as Appendix “A” and forming part of this bylaw, is hereby adopted.
- 4.02 The 2023 to 2025 capital expenditure program, attached hereto as Appendix “B” and forming part of this bylaw, is hereby adopted.

5.00 Budgeted Expenditures

- 5.01 All expenditures provided for in the 2023 Annual Operating Budget and the 2023 to 2025 Capital Expenditure Program shall be made in accordance with the *Finance Policy* and the *Procurement Policy*.

6.00 Unbudgeted Expenditures

- 6.01 No expenditure may be made that is not provided for in the 2023 Annual Operating Budget and the 2023 to 2025 Capital Expenditure Program unless such expenditure is approved as follows:
- (a) by resolution of council for expenditures which will not increase total expenditures above what was approved in the 2023 Annual Operating Budget and the 2023 to 2025 Capital Expenditure Program.
 - (b) by bylaw for expenditures which increase total expenditures above what was approved in the 2023 Annual Operating Budget and the 2023 to 2025 Capital Expenditure Program.

PART III – FORCE AND EFFECT

7.00 Severability

- 7.01 If any section, subsection, sentence, clause or phrase of this bylaw is for any reason held to be invalid by the decision of a court of competent jurisdiction, the invalid portion shall be severed and the part that is invalid shall not affect the validity of the remainder unless the court makes an order to the contrary.



THE CITY OF DAWSON

2023 Annual Operating Budget and the Capital Expenditure Program

Bylaw No. 2023-01

8.00 Enactment

8.01 This bylaw shall be deemed to have been in full force and effect on January 1, 2023.

9.00 Bylaw Readings

Readings	Date of Reading
FIRST	
SECOND	
THIRD and FINAL	

William Kendrick, Mayor
Presiding Officer

David Henderson, CAO
Chief Administrative Officer



THE CITY OF DAWSON

2023 Annual Operating Budget and the Capital Expenditure Program

Bylaw No. 2023-01

PART IV – APPENDIX

Appendix A – 2023 Annual Operating Budget

Appendix B - 2023 to 2025 Capital Expenditure Program

**2023 Operating Budget
1st Reading - Draft**

		2020 Actual	2021 Actual	2022 YTD	2023 Provisional	2023 1st Reading (Draft)
REVENUE:						
	General Municipality:					
	General Taxation	2,210,835	2,234,823	2,375,073	2,409,274	2,531,074
	Grants in Lieu of Taxes	1,003,355	1,011,280	1,074,139	1,082,732	1,129,361
	Grants	2,711,465	2,710,181	2,618,245	2,640,150	2,640,150
	Penalties and Interest	5,895	23,917	28,942	16,600	16,600
	Other Revenue	4,834	29,634	10,771	38,208	12,000
	Sale of Services	100,514	156,154	129,952	117,830	128,046
	Total General Municipality:	6,117,177	6,134,702	6,237,122	6,304,794	6,457,231
	Cable	208,392	221,460	225,933	221,400	257,323
	Protective Services:					
	Fire Protection	73,700	71,380	80,650	71,955	81,955
	Emergency Measures	-	-	1,184	-	-
	Bylaw Enforcement	1,435	3,025	7,601	6,000	6,000
	Total Protective Services:	75,135	74,405	89,435	77,955	87,955
	Public Works:					
	Water Service	911,227	914,873	930,713	948,060	973,899
	Sewer Service	618,932	622,012	624,559	638,520	655,787
	Waste Management	354,402	363,896	423,619	487,020	525,077
	Other Revenue	78,643	51,724	70,405	106,500	111,500
	Total Public Works:	2,017,175	1,842,049	2,049,296	2,180,100	2,266,263
	Public Health - Cemetery	2,723	2,400	4,300	4,300	4,300
	Planning	22,071	71,715	22,516	95,000	94,300
	Recreation:					
	Recreation Common	38,712	54,759	62,264	63,051	64,289
	Programming & Events	27,532	94,196	53,450	61,000	64,973
	AMFRC	40,474	80,105	54,819	57,500	59,055
	Water Front	14,200	42,279	47,089	42,000	49,443
	Pool	-	11,686	17,970	19,250	20,119
	Green Space	4,585	8,282	17,395	26,000	39,965
	Total Recreation:	125,503	291,307	252,987	268,801	297,843
	TOTAL REVENUE:	8,568,176	8,638,038	8,881,589	9,152,350	9,465,215
	EXPENDITURES:					
	General Municipality:					
	Mayor and Council	143,295	157,223	169,717	190,670	191,204
	Council Election	-	8,370	8,492	-	-
	Grants/Subsidies	164,275	185,463	169,028	206,839	141,820
	Administration	1,124,172	1,195,795	1,214,463	1,225,413	1,325,250
	Other Property Expenses	5,860	2,668	9,911	21,600	24,100
	Computer Information Systems	93,479	115,589	91,527	104,000	104,000
	Communications	8,508	24,541	68,073	82,676	29,700
	Municipal Safety Program	10,711	5,490	6,625	4,477	4,477
	Total General Municipality:	1,550,300	1,695,139	1,737,836	1,835,675	1,820,551
	Cable	251,391	221,146	254,388	239,985	257,108

**2023 Operating Budget
1st Reading - Draft**

		2020 Actual	2021 Actual	2022 YTD	2023 Provisional	2023 1st Reading (Draft)
	Protective Services:					
	Fire Protection	298,767	310,706	299,873	361,918	403,100
	Emergency Measures	24,816	22,301	25,462	25,772	29,098
	Bylaw Enforcement	119,338	98,001	116,557	161,045	169,100
	Total Protective Services:	442,922	431,008	441,892	548,735	601,298
	Public Works:					
	Common	481,902	371,015	478,149	511,795	480,545
	Roads and Streets - Summer	114,819	127,460	121,120	143,482	126,450
	Roads and Streets - Winter	398,494	293,376	355,927	406,315	428,800
	Sidewalks	40,609	35,775	12,178	41,827	20,150
	Dock	2,418	258	1,159	4,150	5,150
	Surface Drainage	65,075	32,161	80,662	67,827	84,350
	Water Services	1,224,035	1,150,399	1,207,537	1,362,189	1,495,500
	Sewer Services	205,321	239,860	214,229	340,883	299,450
	Waste Water Treatment Plant	219,893	221,031	232,000	232,000	232,000
	Waste Management	576,672	494,409	470,301	572,122	725,650
	Building Maintenance	233,125	352,788	368,435	394,884	388,400
	Waste Diversion	-	-	193,932	255,479	313,000
	Total Public Works:	3,562,363	3,318,531	3,735,629	4,332,953	4,599,445
	Public Health - Cemetery	-	-	3,265	13,000	13,000
	Planning	171,149	196,525	275,753	369,000	363,950
	Recreation:					
	Recreation Common	303,710	229,745	241,954	329,800	273,437
	Programming & Events	225,552	291,116	251,385	255,396	271,100
	AMFRC	623,570	596,855	587,526	595,758	645,050
	Water Front	57,224	45,495	35,112	51,832	43,925
	Pool	18,493	184,627	230,252	211,060	225,200
	Green Space	174,145	242,127	265,153	319,215	291,500
	Total Recreation:	1,402,694	1,589,965	1,611,382	1,763,061	1,750,212
	TOTAL EXPENDITURES:	7,380,819	7,452,314	8,060,145	9,102,410	9,405,563
	NET OPERATING SURPLUS	1,187,357	1,185,724	821,444	49,940	59,651
	NON OPERATING EXPENSES:					
	Transfer To:					
	Administration Equipment	(9,377)	64,377	25,000	25,000	
	Protective Services Equipment	(22,775)	65,000	50,000	50,000	
	Public Works Equipment		50,000	50,000	50,000	
	Recreation Equipment		100,000	25,000	25,000	
	Public Works Capital		130,000			
	Recreation Capital		60,000			
	Facility Reserve	100,000	350,000	231,208	231,208	250,000
	Future Land Development	20,000	75,000			9,300
	Green Initiatives	30,000	35,275	65,153		
	Transfer from:					
	From General Surplus Reserve			(192,836)	(192,836)	(200,000)
	Total Reserve Transfers		929,652	253,525	188,372	59,300
	NET SURPLUS/DEFICIT	1,187,357	256,072	567,919	(138,432)	351

**2023 Operating Budget
1st Reading - Draft**

GENERAL MUNICIPAL		2020 Actual	2021 Actual	2022 YTD	2023 Provisional	2023 1st Reading	
GENERAL MUNICIPAL REVENUES							
REVENUES: GENERAL TAXATION							
	Property Taxes - Residential	1,088,265	1,119,233	1,209,961	1,234,841	1,279,915	1
	Property Taxes - Non-Residential	1,122,570	1,115,590	1,165,112	1,174,433	1,251,159	
TOTAL GENERAL TAXATION REVENUE		2,210,835	2,234,823	2,375,073	2,409,274	2,531,074	2
REVENUES: GRANTS IN LIEU OF TAXES							
	Federal Grants in Lieu - Residential	27,663	27,697	29,383	29,618	30,499	
	Territorial Grants in Lieu - Residential	10,921	13,589	15,580	15,705	16,171	
	Federal Grants in Lieu - Non-Residential	159,215	159,215	166,847	168,182	173,182	
	Territorial Grants in Lieu - Non-Residential	410,511	416,170	433,295	436,761	458,187	
	Tr'ondek Hwech'in Grants In Lieu	395,045	394,609	429,034	432,466	451,322	
TOTAL GRANTS IN LIEU REVENUES		1,003,355	1,011,280	1,074,139	1,082,732	1,129,361	2
REVENUES: GRANTS							
	Comprehensive Municipal Grant	2,387,843	2,512,359	2,550,592	2,570,997	2,570,997	
	Training Grant	2,590	2,590	2,500	4,000	4,000	
	Carbon Rebate	12,612	35,275	65,153	65,153	65,153	
	Covid restart funding	308,420	159,957	-	-	-	
TOTAL GRANT REVENUES		2,711,465	2,710,181	2,618,245	2,640,150	2,640,150	
REVENUES: PENALTIES & INTEREST							
	Penalties & Interest - Property Taxes	5,895	14,926	15,310	10,000	10,000	
	Penalties & Interest - Water & Sewer		8,991	13,632	6,000	6,000	
	Administration Fee - Tax Liens		-	-	600	600	
TOTAL PENALTIES & INTEREST REVENUE		5,895	23,917	28,942	16,600	16,600	
REVENUE: OTHER REVENUE							
	Bank Interest					6,000	
	Interest on General Account and Investments	64,746	23,976	45,290	38,708	45,000	
	Less Interest Transferred to Reserves	(59,922)	(22,773)	(41,763)	(17,500)	(40,000)	
	Bad Debt Recovery/NSF charges		80	-	1,000	1,000	
	Miscellaneous Revenue	10	22,351	7,244	10,000	-	
	WCB Choice Reward Program		6,000	-	6,000	-	
TOTAL OTHER REVENUE:		4,834	29,634	10,771	38,208	12,000	
1	Includes estimate on vacant residential land tax levy						
2	5% increase						
REVENUE: SALE OF SERVICES							
	Business Licence	40,024	34,099	40,838	40,000	40,000	
	Intermunicipal Business Licence	85	4,457	2,487	1,500	1,500	
	Certificate and Searches	1,295	1,473	2,550	1,475	1,475	
	Building Lease/Rental Income	59,110	116,125	84,077	74,855	85,071	
TOTAL SALE OF SERVICES REVENUE		100,514	156,154	129,952	117,830	128,046	
TOTAL GENERAL MUNICIPAL REVENUE		6,036,898	6,165,989	6,237,122	6,304,794	6,457,231	

**2023 Operating Budget
1st Reading - Draft**

GENERAL MUNICIPAL	2020 Actual	2021 Actual	2022 YTD	2023 Provisional	2023 1st Reading	
EXPENDITURES: MAYOR AND COUNCIL						
Wages & Honoraria - Mayor/Council	54,267	60,712	67,680	78,221	70,000	
Benefits - Mayor/Council	2,609	3,057	3,778	11,733	4,200	
Employee Wages - Council Services Admin.	50,782	47,977	50,056	43,231	51,307	
Employee Benefits - Council Services Admin.	8,008	7,234	7,819	6,485	7,696	
Membership	24,454	26,750	26,606	30,000	27,000	
Training/Conferences - Mayor and Council		5,015	4,728	5,000	5,000	
Travel - Accommodation and Meals	323		3,252	5,000	11,500	3
Travel - Transportation		5,057	1,664	7,500	9,000	3
Special events/sponsorship	1,373	1,113	2,634	2,000	4,000	4
Non Capital Equipment/Office Furniture	1,479	308	1,500	1,500	1,500	
TOTAL MAYOR AND COUNCIL EXPENSES	143,295	157,223	169,717	190,670	191,204	
EXPENDITURES: ELECTIONS/REFERENDUMS						
Election costs		8,370	8,492	-	-	
TOTAL ELECTIONS/REFERENDUMS EXPENSES	-	8,370	8,492	-	-	
EXPENDITURES: GRANTS/SUBSIDY						
Homeowner Senior Tax Grants	19,680	24,964	28,330	29,000	-	5
Development Incentive Grant	17,787	25,730	29,220	51,839	64,610	
Water and Sewer - Senior Discount	60,030	51,173	54,357	55,000	6,210	5
Community Grants	26,147	40,465	16,250	30,000	30,000	
Dawson Ski Hill Grants	5,631	8,131	5,871	6,000	6,000	
KDO Funding	35,000	35,000	35,000	35,000	35,000	
TOTAL GRANTS/SUBSIDY EXPENSES	164,275	185,463	169,028	206,839	141,820	
3 FCM and AYC AGM trips						
4 Town Halls/Community events/Grad sponsorship						
5 Elimination of Senior Discounts effective April 1						
EXPENDITURES: ADMINISTRATION						
Wages - Administration	399,769	501,646	532,068	507,515	555,000	
Benefits - Administration	112,220	100,182	117,544	76,127	83,250	
Professional Fees	80,456	24,294	1,331	2,000	2,000	
Audit	22,000	22,000	22,000	22,000	22,000	
Legal	91,540	64,798	65,543	100,000	100,000	
Human Resource	5,805	14,329	14,732	15,000	15,000	
Membership/Conference	250	290	1,295	2,500	2,500	
Training	5,376	2,792	4,760	5,000	7,000	3
Travel - Accommodation and Meals	718	1,014	1,731	6,000	6,000	
Travel - Transportation	5,049	2,526	2,452	10,000	10,000	
Promotional Material/Hosting Events	2,219	1,960	7,479	3,000	3,000	
Subscriptions & Publications	3,812	3,890	-	2,000	2,000	
Postage ALL DEPTS	15,114	8,691	13,596	13,500	13,500	
Freight	1,555	1,583	1,219	2,000	2,000	
Supplies - Office ALL DEPTS	15,430	28,143	19,587	30,000	30,000	
Non Capital Equipment	16,446	1,994	3,202	4,000	4,000	
Photocopier Expense - ALL DEPTS	7,962	8,800	12,220	9,000	9,000	
Building Repairs and Maintenance	6,739	34,021	15,449	15,000	15,000	
Electrical	13,559	11,307	11,022	19,500	19,500	
Heating	17,330	15,825	21,995	27,000	27,000	
Insurance - ALL DEPTS	222,318	267,765	266,914	265,315	308,544	
Telephone and Fax	31,092	31,190	28,059	33,000	33,000	
Bank Charges	8,217	3,903	3,554	8,100	8,100	
Payroll Fees	1,037	4,420	5,498	3,360	3,360	
Bad Debt Expense	600	500	65	4,796	4,796	
Assessment Fees	37,559	37,932	40,318	38,500	38,500	
Tax Liens/Title Searches		-	150	200	200	
Intermunicipal Business Licence		-	680	1,000	1,000	
TOTAL ADMINISTRATION EXPENSES	1,124,172	1,195,795	1,214,463	1,225,413	1,325,250	

**2023 Operating Budget
1st Reading - Draft**

GENERAL MUNICIPAL	2020 Actual	2021 Actual	2022 YTD	2023 Provisional	2023 1st Reading
EXPENDITURES: OTHER PROPERTY EXPENSES					
Repairs and Maintenance - 8th Residence	2,531	1,911	679	7,000	7,000
Repairs and Maintenance - 6th Ave. Rental	3,329	757	523	5,000	5,000
Property Lease /staff housing			8,709	9,600	12,100
TOTAL OTHER PROPERTY EXPENSES	5,860	2,668	9,911	21,600	24,100
EXPENDITURES: COMPUTER INFORMATION SYSTEMS					
Accounting System Support Plan	19,560	27,918	23,389	30,000	30,000
Network Workstation Support Plan & Updates	67,062	56,214	42,033	45,000	45,000
Network Software and Accessories	6,012	30,760	18,176	25,000	25,000
Repairs, Maintenance & Non Capital Replacement	845	697	7,929	4,000	4,000
TOTAL COMPUTER IT EXPENSES	93,479	115,589	91,527	104,000	104,000
EXPENDITURES: COMMUNICATIONS					
Communications - Wages		-	29,338	41,718	-
Communications - Benefits		-	4,408	6,258	-
Communications - Advertising ALL DEPTS		22,403	26,369	18,200	18,200
Supplies		-	-	5,000	-
Licence Fees	2,513	1,993	1,963	2,500	2,500
Contracted Services	5,995	145	5,995	9,000	9,000
TOTAL COMMUNICATIONS EXPENSES	8,508	24,541	68,073	82,676	29,700
EXPENDITURES: MUNICIPAL HEALTH & SAFETY PROGRAM					
Wages - Safety	9,881	4,818	5,901	3,927	3,927
Benefits - Safety	830	672	724	550	550
TOTAL MUNICIPAL HEALTH & SAFETY EXPENSES	10,711	5,490	6,625	4,477	4,477
TOTAL GENERAL MUNICIPAL EXPENSES	1,550,300	1,695,139	1,737,836	1,835,675	1,820,551
TOTAL GENERAL MUNICIPALITY REVENUES:	6,036,898	6,165,989	6,237,122	6,304,794	6,457,231
TOTAL GENERAL MUNICIPALITY EXPENSES:	1,550,300	1,695,139	1,737,836	1,835,675	1,820,551
NET GENERAL MUNICIPALITY	4,486,598	4,470,850	4,499,286	4,469,119	4,636,680
DEPARTMENTAL WAGES AND BENEFITS	579,576	671,087	761,441	726,049	716,927

6 Based on 60% occupancy for 12 months; prior year lease was for 9 months

**2023 Operating Budget
1st Reading - Draft**

CABLE	2020 Actual	2021 Actual	2022 YTD	2023 Provisional	2023 1st Reading
REVENUES - CABLE:					
Cable Television:					
Analog Basic	143,521	143,020	161,566	160,000	185,801
Digital Basic	54,566	56,356	44,644	44,000	51,341
Packages	4,441	13,431	13,573	12,000	15,609
New Installations/Reconnects	135	2,288	2,080	2,000	2,392
Fibre Optic Rental	4,440	4,440	4,070	3,400	4,681
Estimated loss of customer base					(2,500)
TOTAL REVENUE - CABLE:	208,392	221,460	225,933	221,400	257,323
EXPENDITURES - CABLE:					
Wages	19,864	27,024	26,069	25,031	27,000
Benefits	3,271	3,858	4,054	3,755	4,050
Advertising/Analog Channel Guide	3,780	6,920	9,431	7,500	2,358
Supplies - Office	28	1,586	811	2,500	2,500
Non-capital Equipment/Office Furniture	5,040	-	-	2,000	2,000
Tower/Equipment Repairs and Mtnce.	3,005	2,276	7,565	2,000	7,000
Electrical	12,726	12,776	11,664	13,000	13,000
Telephone and Fax	2,181	2,083	2,270	2,200	2,200
Contracted Services	54,745	37,120	37,760	40,000	40,000
Supplies - Operating	4,203		1,314	2,000	2,000
Cable Pole Rental/Site Lease	33,064	34,953	36,720	35,000	35,000
Television Stations	109,484	92,550	116,730	105,000	120,000
TOTAL EXPENDITURES - CABLE:	251,391	221,146	254,388	239,985	257,108
TOTAL CABLE REVENUES:	208,392	221,460	225,933	221,400	257,323
TOTAL CABLE EXPENSES:	251,391	221,146	254,388	239,985	257,108
NET CABLE EXPENSES	(42,999)	314	(28,455)	(18,585)	215

1 20% increase

2 Program (Analog) insert terminated at end of March

CEMETERY	2020 Actual	2021 Actual	2022 YTD	2023 Provisional	2023 1st Reading
REVENUE - CEMETERY PLOTS:					
Sale of Cemetery Plots	2,723	2,400	4,300	4,300	4,300
TOTAL CEMETERY REVENUE:	2,723	2,400	4,300	4,300	4,300
EXPENDITURES - CEMETERY PLOTS:					
Contracted Services		-	3,265	8,000	8,000
Landscaping		-	-	5,000	5,000
TOTAL CEMETERY EXPENSE:	-	-	3,265	13,000	13,000
TOTAL CEMETERY REVENUES:	2,723	2,400	4,300	4,300	4,300
TOTAL CEMETERY EXPENSES:	-	-	3,265	13,000	13,000
NET CEMETERY EXPENSES	2,723	2,400	1,035	(8,700)	(8,700)

2023 Operating Budget 1st Reading - Draft

PLANNING & DEVELOPMENT:		2020 Actual	2021 Actual	2022 YTD	2023 Provisional	2023 1st Reading
REVENUES - PLANNING:						
	Development Permits	21,231	12,605	2,796	10,000	10,000
	Subdivision Development Fees	-	210	420	5,000	5,000
	Land Sales	840	-	-	60,000	60,000
	Cash in Lieu (parking)		58,900	9,300	20,000	9,300
	Transfer in from Reserves (Heritage)			10,000	-	10,000
TOTAL REVENUE - PLANNING:		22,071	71,715	22,516	95,000	94,300
EXPENDITURES - PLANNING:						
	Wages - Planning	109,616	127,334	194,643	190,000	203,000
	Benefits - Planning	22,525	17,306	28,639	28,500	30,450
	Honoraria	10,400	8,400	9,969	12,000	12,000
	Legal	17,501	1,690	26,029	50,000	30,000
	Training	250	1,007	5,166	6,000	6,000
	Travel - Accommodation and Meals	-	-	-	3,000	3,000
	Travel - Transportation	-	-	-	4,000	4,000
	Subscriptions & Publications		-	143	500	500
	Non Capital Equipment/Office Furniture	1,066	718	-	3,000	3,000
	Downtown Revitalization	-	-	10,600	30,000	30,000
	Heritage Incentive			-	10,000	10,000
	Contracted services	525	717	564	2,000	2,000
	Survey and Title Costs	9,266	39,353	-	30,000	30,000
TOTAL EXPENDITURES - PLANNING:		171,149	196,525	275,753	369,000	363,950
TOTAL PLANNING REVENUES:		22,071	71,715	22,516	95,000	94,300
TOTAL PLANNING EXPENSES:		171,149	196,525	275,753	369,000	363,950
NET PLANNING EXPENSES		(149,078)	(124,810)	(253,237)	(274,000)	(269,650)
1	To be transferred to Reserve/revenue neutral					
2	Change due to review					

**2023 Operating Budget
1st Reading - Draft**

PROTECTIVE SERVICES	2020 Actual	2021 Actual	2022 YTD	2023 Provisional	2023 1st Reading
PROTECTIVE SERVICES					
REVENUES - FIRE PROTECTION					
Fire Alarm Monitoring	20,235	14,380	13,150	9,955	9,955
Inspection Services		-	-	2,000	2,000
Fire & Alarm Response	3,000	-	9,500	5,000	5,000
Miscellaneous Protective Services	465	6,000	8,000	5,000	15,000
CMG - Fire Suppression	50,000	50,000	50,000	50,000	50,000
TOTAL FIRE PROTECTION REVENUES	73,700	71,380	80,650	71,955	81,955
EXPENSES - FIRE PROTECTION					
Wages - Fire Protection	86,594	81,143	104,186	86,233	109,000
Benefits - Fire Protection	46,509	29,192	12,099	12,935	16,350
Fire Fighter Call Outs	31,065	35,760	24,655	35,000	30,000
Benefits - Fire Fighter WCB	6,937	18,509	25,868	24,000	24,000
Professional Fees (medical fees)	1,800	522	234	2,000	2,000
Membership/Conference	150	150	590	1,000	1,000
Training/Certificates	29,850	40,502	25,584	35,000	35,000
Travel - Accommodation and Meals	2,238	5,582	1,170	6,000	6,000
Travel - Transportation	628	211	-	5,000	5,000
Promotional Material	(1,159)	5,085	3,044	10,000	2,000
Special Events split out from Promo for clarity			2,984		8,000
Subscriptions & Publications		236	765	2,000	2,000
Freight		1,462	2,453	2,000	5,000
Non Capital Equipment	791	2,332	5,159	8,000	8,000
Building Repairs and Maintenance	596	3,184	1,859	4,000	4,000
Electrical	6,065	5,492	5,381	6,500	6,500
Cable TV	783	no longer in use			-
Heating	7,427	6,967	8,666	9,750	9,750
Insurance (FF additional)	5,083	4,262	4,716	5,000	5,000
Janitorial - Fire Hall	153	no longer in use			-
Telephone and Fax	7,587	7,613	5,641	6,500	6,500
Contracted Services	17,352	22,388	14,155	25,000	42,000
Supplies - Operating and safety	13,562	16,637	28,630	20,000	30,000
Supplies - Specialty Clothing/other	23,357	11,337	15,292	30,000	20,000
Smoke/CO Detector Campaign	221	323	-	5,000	5,000
Training facility		-	-	5,000	5,000
Vehicle Fuel	2,917	2,586	3,795	4,500	4,500
Vehicle Repairs and Maintenance	824	1,902	993	2,500	2,500
Heavy Equipment Fuel	765	873	1,426	1,500	1,500
Heavy Equipment Repairs and Maintenance	393	2,585	280	7,500	7,500
Equipment Lease	1,345	1,263	248	-	-
TOTAL FIRE PROTECTION EXPENSES	298,767	310,706	299,873	361,918	403,100
NET FIRE PROTECTION EXPENSES	(225,067)	(239,326)	(219,223)	(289,963)	(321,145)
1 Grant for 125 year Event; MOU with EMS					
2 Additonal event for 125th; usual events (Santa breakfast, community BBQ's, volunteer recognition events)					
3 Updated					
EMERGENCY MEASURES					
REVENUES - EMERGENCY MEASURES:					
Service Fees			1,184	-	
TOTAL EMERGENCY MEASURES REVENUES			1,184	-	

**2023 Operating Budget
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PROTECTIVE SERVICES	2020 Actual	2021 Actual	2022 YTD	2023 Provisional	2023 1st Reading
EXPENSES - EMERGENCY MEASURES:					
Wages - EMO	18,294	17,943	20,690	18,108	21,000
Benefits - EMO	2,860	2,573	2,832	2,716	3,150
Travel - Accommodation and Meals	2,777	-	-	-	-
Promotional Material/Special Events	26	-	-	-	-
Supplies (includes Infosat communication)	177	861	1,185	1,948	1,948
Non Capital Equipment	428	924	755	1,000	1,000
Safety Kits and Supplies	254	-	-	2,000	2,000
Vehicle Repairs and Maintenance					
TOTAL EMERGENCY MEASURES EXPENSES	24,816	22,301	25,462	25,772	29,098
BYLAW ENFORCEMENT					
REVENUES - BYLAW ENFORCEMENT					
Bylaw Revenue		-	2,751	3,000	3,000
Animal Control Fees	1,435	3,025	1,850	3,000	3,000
TOTAL BYLAW ENFORCEMENT REVENUES	1,435	3,025	7,601	6,000	6,000
EXPENSES - BYLAW ENFORCEMENT:					
Wages - Bylaw	75,698	73,332	77,626	73,996	81,000
Benefits - Bylaw	20,991	1,919	11,963	11,099	12,150
Legal Fees	-	-	-	40,000	40,000
Membership/Conference		-	-	500	500
Training		473	3,399	3,500	3,500
Travel - Accommodation and Meals	1,794	96	1,782	2,250	2,250
Travel - Transportation		-	1,309	1,750	1,750
Promotional Material/Special Events		6	28	750	750
Freight		-	-	300	300
Signs/Supplies	6	520	-	3,000	3,000
Non Capital Equipment		126	-	500	500
Contracted Services	45	4,059	195	2,000	2,000
Animal Control - Humane Society	18,250	14,600	14,694	14,600	14,600
Operating Supplies/Signs/Animal control	54	85	1,445	3,000	3,000
Specialty Clothing	1,682	338	787	1,000	1,000
Vehicle Fuel	645	1,505	1,418	1,800	1,800
Vehicle Repairs and Maintenance	173	942	1,911	1,000	1,000
TOTAL BYLAW ENFORCEMENT EXPENDITURES:	119,338	98,001	116,557	161,045	169,100
NET BYLAW ENFORCEMENT EXPENDITURES	(117,903)	(94,976)	(108,956)	(155,045)	(163,100)
TOTAL PROTECTIVE SERVICES REVENUES:	75,135	74,405	88,251	77,955	87,955
TOTAL PROTECTIVE SERVICES EXPENSES:	442,922	431,008	441,892	548,735	601,298
NET PROTECTIVE SERVICES EXPENSES	(367,787)	(356,603)	(353,641)	(470,780)	(513,343)
DEPARTMENTAL WAGES AND BENEFITS	248,086	203,529	226,564	202,371	239,500

**2023 Operating Budget
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	PUBLIC WORKS	2020 Actual	2021 Actual	2022 YTD	2023 Provisional	2023 1st Reading	
	REVENUE - PUBLIC WORKS:						
	WATER SERVICE REVENUE:						
	Water Utility Fee	826,416	829,871	835,087	853,740	876,841	
	Bulk Water Sales - Fill Station	14,575	16,099	19,014	18,000	19,965	
	Water Delivery	61,266	60,213	64,422	67,320	67,643	
	Disconnect/Reconnect Water Services	8,970	8,690	12,190	9,000	9,450	
	TOTAL WATER SERVICE REVENUE:	911,227	914,873	930,713	948,060	973,899	1
	SEWER SERVICE REVENUE:						
	Sewer Utility Fee	618,932	622,012	624,559	638,520	655,787	
	TOTAL SEWER SERVICE REVENUE:	618,932	622,012	624,559	638,520	655,787	1
	WASTE MANAGEMENT REVENUE:						
	Waste Management Fees	244,402	256,307	259,273	264,180	272,237	1
	YG Funding for Waste Management	75,000	75,000	75,000	75,000	75,000	
	Ground Water Monitoring	35,000	32,589	32,589	35,000	35,000	
	Tipping Fees	-	-	-	20,000	50,000	2
	YG Funding for Recycling Depot			38,556	42,840	42,840	
	Recycling Revenue (Raven Recycling)			18,201	50,000	50,000	
	TOTAL WASTE MANAGEMENT REVENUE:	354,402	363,896	423,619	487,020	525,077	
	OTHER REVENUE:						
	New Installation Fee - Labour	37,330	39,850	28,745	45,000	45,000	
	Sale of Gravel	(1,622)	1,430	2,143	1,500	1,500	
	New Installation Fee - Sale of Inventory		3,740	25,727	35,000	35,000	
	Load Capacity	37,505	1,550	10,850	20,000	20,000	
	Grant - Training	5,430	5,154	2,940	5,000	5,000	
	Lease Income - Dock			-	-	5,000	3
	TOTAL OTHER REVENUE:	78,643	51,724	70,405	106,500	111,500	
	TOTAL REVENUE - PUBLIC WORKS:	1,963,204	1,952,505	2,049,296	2,180,100	2,266,263	
	1 5% increase						
	2 Tipping fees to be introduced - half year estimated						
	3 Dependent on a number of factors - may not occur; repairs (Dock) will be reduced if no dock reservations made						
	EXPENDITURES - PUBLIC WORKS:						
	COMMON:						
	Wages - PW Common	179,438	136,844	142,070	183,870	148,000	
	Benefits - PW Common	69,552	17,732	26,331	27,580	22,200	
	Professional Fees	3,774	-	105	1,000	1,000	
	Membership/Conference	-	177	6	3,000	3,000	
	Training	9,534	7,180	9,596	8,000	8,000	
	Travel - Accommodation and Meals	4,114	1,365	486	5,000	5,000	
	Travel - Transportation	259	-	105	2,000	2,000	
	Promotional Material/Special Events	1,274	283	-	500	500	
	Subscriptions & Publications		143	362	500	500	
	Freight	3,247	3,657	14,136	2,000	2,000	
	Non Capital Equipment	4,648	2,873	13,202	15,000	15,000	
	Photocopier Expense (lease)	2,877	1,394	1,388	1,395	1,395	
	Building Repairs and Maintenance	5,087	15,748	13,768	10,000	10,000	
	Electrical	6,791	6,367	7,032	8,450	8,450	
	Heating	16,659	13,646	25,582	22,500	22,500	
	Telephone and Fax	17,579	16,957	14,291	15,000	15,000	
	Contract Services - Common	11,053	9,165	3,333	5,000	5,000	
	Supplies - Common Operating	15,806	9,165	12,664	10,000	20,000	
	Supplies - Safety	15,572	17,176	18,512	15,000	15,000	
	Vehicle Fuel	15,412	22,294	36,322	33,000	33,000	
	Vehicle Repairs and Maintenance	16,303	33,156	23,651	35,000	35,000	
	Heavy Equipment Fuel	10,490	11,163	23,042	15,000	15,000	

**2023 Operating Budget
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	PUBLIC WORKS	2020 Actual	2021 Actual	2022 YTD	2023 Provisional	2023 1st Reading
	Heavy Equipment R&M	18,318	27,960	74,683	75,000	75,000
	Mosquito Control	16,262	16,570	17,482	18,000	18,000
	New Installation Costs	37,853	no longer used			
	TOTAL COMMON EXPENDITURES:	481,902	371,015	478,149	511,795	480,545
	ROADS AND STREETS - SUMMER:					
	Wages - PW Roads Summer	29,306	24,468	12,445	31,289	13,000
	Benefits - PW Roads Summer	3,157	8,165	7,941	4,693	1,950
	Freight	506	-	-	500	500
	Contracted Services	54,290	55,170	71,930	60,000	60,000
	Supplies - Operating	181	526	2,109	1,000	1,000
	Chemicals	5,434	20,397	-	6,000	10,000
	Cold Mix		-	-	3,000	3,000
	Gravel		410	955	10,000	10,000
	Signs	1,425	12	7,242	7,000	7,000
	Street Lights	20,520	18,312	18,498	20,000	20,000
	TOTAL ROADS AND STREETS - SUMMER:	114,819	127,460	121,120	143,482	126,450
	4 Calcium supply has been completely depleted; supply was unavailable (for use in 1st quarter of 2023)					
	ROADS AND STREETS - WINTER:					
	Wages - PW Roads Winter	62,267	66,247	59,514	74,622	62,000
	Benefits - PW Roads Winter	11,767	12,743	13,185	11,193	9,300
	Freight	5,034	317	-	2,500	2,500
	Contracted Services	237,660	179,211	245,568	250,000	250,000
	Supplies	458	17	151	500	500
	3/8 Minus Sand Mix	42,053	16,869	18,190	20,000	20,000
	Winter Chemical	26,880	-	-	28,000	65,000
	Signs		-	949	500	500
	Street Lights	12,375	17,972	18,370	19,000	19,000
	TOTAL ROADS AND STREETS - WINTER	398,494	293,376	355,927	406,315	428,800
	SIDEWALKS:					
	Wages - PW Sidewalks	9,531	15,082	10,312	29,849	11,000
	Benefits - PW Sidewalks	2,036	1,651	1,165	4,477	1,650
	Freight	756		-	500	500
	Contracted Services	13,178	-	-	5,000	5,000
	Supplies - Material	15,108	19,042	701	2,000	2,000
	TOTAL SIDEWALKS:	40,609	35,775	12,178	41,827	20,150
	FLOATING DOCK:					
	Repair and Maintenance	1,795	108	1,159	2,000	3,000
	Contracted Services	473	-	-	2,000	2,000
	Marine Lease	150	150	-	150	150
	TOTAL FLOATING DOCK:	2,418	258	1,159	4,150	5,150
	SURFACE DRAINAGE:					
	Wages - PW Surface Drainage	43,946	19,297	51,546	39,632	54,000
	Benefits - PW Surface Drainage	5,427	2,061	5,725	5,945	8,100
	Freight	161	271	-	500	500
	General Operat-Non Capital Equipment	2,495	461	2,028	2,500	2,500
	Electrical	916	2,009	2,096	2,250	2,250
	Contracted Services	11,908	7,290	15,830	12,000	12,000
	Supplies	222	772	3,437	5,000	5,000
	TOTAL SURFACE DRAINAGE	65,075	32,161	80,662	67,827	84,350
	4 Per review and discussion with major user					

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**2023 Operating Budget
1st Reading - Draft**

	PUBLIC WORKS	2020 Actual	2021 Actual	2022 YTD	2023 Provisional	2023 1st Reading
	ENVIRONMENTAL USE AND PROTECTIONS:					
	WATER SERVICES:					
	Wages - PW Water Services	453,235	404,134	442,441	361,469	460,000
	Benefits - PW Water Services	58,607	55,721	54,519	54,220	69,000
	Professional Fees	43,129	14,643	1,104	10,000	10,000
	Professional Fees - Water Licence	2,354	1,794	5,063	20,000	20,000
	Membership/Conference/Certificates	150	446	1,101	4,000	4,000
	Training	3,801	9,462	1,197	10,000	10,000
	Travel - Accommodation and Meals	1,346	36	2,974	5,000	5,000
	Travel - Transportation	795	-	2,974	2,500	2,500
	Freight	16,424	17,112	26,077	22,000	22,000
	Non Capital Equipment	5,468	5,238	3,921	5,000	5,000
	Repairs and Maintenance	42,234	74,376	29,338	75,000	75,000
	Electrical	150,033	135,706	142,270	195,000	195,000
	Heating	250,768	174,614	210,507	300,000	300,000
	Telephone	15,388	14,568	14,581	15,000	15,000
	Contract Services	56,805	50,174	38,969	50,000	50,000
	Supplies - Operating	16,443	61,537	91,416	90,000	100,000
	Supplies - Safety	1,413	2,687	1,927	5,000	5,000
	Chemicals	7,281	11,117	7,873	10,000	20,000
	Water Sampling/Testing	8,901	8,425	14,027	12,000	12,000
	Water Delivery	89,460	108,609	115,258	116,000	116,000
	TOTAL WATER SERVICES:	1,224,035	1,150,399	1,207,537	1,362,189	1,495,500
	SEWER SERVICES:					
	Wages - PW Sewer Services	150,511	184,571	146,574	189,028	153,000
	Benefits - PW Sewer Services	18,629	20,444	22,567	28,354	22,950
	Membership/Conference/Dues		200	-	1,000	1,000
	Training		90	-	5,000	5,000
	Travel - Accommodation and Meals		-	-	3,000	3,000
	Travel - Transportation		-	-	1,500	1,500
	Freight	143	1,434	2,160	1,500	1,500
	Non Capital Equipment		16	-	3,000	3,000
	Electrical	26,555	23,477	25,063	32,500	32,500
	Contracted Services	7,015	2,151	8,127	60,000	60,000
	Supplies	2,468	7,448	6,605	8,000	8,000
	Supplies - Safety	-	29	3,133	5,000	5,000
	Chemicals		-	-	3,000	3,000
	TOTAL SEWER SERVICES:	205,321	239,860	214,229	340,883	299,450
	WASTE WATER TREATMENT PLANT:					
	Wages - PW WWTP	496	no longer in use			
	YG Payment towards Operating WWTP	218,311	221,031	232,000	232,000	232,000
	TOTAL WASTE WATER TREATMENT PLANT:	219,893	221,031	232,000	232,000	232,000
	5 In anticipation of adding a new Waste Supervisor (shared cost) and another staff member to collect tipping fees					
	WASTE MANAGEMENT:					
	Wages - PW Waste Management	143,317	257,960	257,339	204,497	338,000
	Benefits - PW Waste Management	17,810	31,591	38,826	30,675	50,700
	Professional Fees	2,925		-	10,000	10,000
	Training		573	1,723	5,000	5,000
	Travel - Accommodation and Meals		542	783	5,000	5,000
	Travel - Transportation		1,246	484	2,500	2,500

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**2023 Operating Budget
1st Reading - Draft**

	PUBLIC WORKS	2020 Actual	2021 Actual	2022 YTD	2023 Provisional	2023 1st Reading
	Freight		209	61	500	500
	Non-Capital Equipment	2,558	9,211	923	40,000	40,000
	Building Repairs and Maintenance		1,783	676	7,000	7,000
	Electrical		477	3,164	11,700	11,700
	Heating	2,865	3,537	3,762	4,500	4,500
	Contracted Services	52,029	117,315	117,580	150,000	150,000
	Supplies	6,100	633	1,832	1,500	1,500
	Supplies - Safety	899	3,888	2,229	3,000	3,000
	Sampling/Testing	62,299	34,678	871	40,000	40,000
	Vehicle Fuel (including garbage truck)	145	8,967	15,800	15,000	15,000
	Vehicle Repairs and Maintenance	5,038	12,390	12,098	15,000	15,000
	Water Delivery/Septic	225	72	407	1,000	1,000
	Heavy Equipment Fuel	2,389	2,088	6,980	5,250	5,250
	Heavy Equipment Repairs and Maintenance	16,733	7,249	4,763	20,000	20,000
	Waste Collection	261,340	no longer required			
	TOTAL WASTE MANAGEMENT:	576,672	494,409	470,301	572,122	725,650
	WASTE DIVERSION:					
	Wages - PW Diversion			144,429	184,764	200,000
	Benefits - PW Diversion			19,194	27,715	30,000
	Non-Capital Equipment			3,953	10,000	10,000
	Electrical			6,127	10,000	50,000
	Building Repairs and Maintenance			1,094	3,000	3,000
	Contracted Services			12,410	5,000	5,000
	Recycling Depot - Supplies			2,804	10,000	10,000
	Supplies - Safety			3,921	5,000	5,000
	TOTAL WASTE DIVERSION:			193,932	255,479	313,000
	BUILDING MAINTENANCE					
	Wages - PW Other	205,590	284,821	302,858	317,290	316,000
	Benefits - PW Other	27,535	40,142	42,949	47,594	47,400
	Janitorial Supplies - ALL DEPTS		27,825	22,628	30,000	25,000
	TOTAL Building Maintenance:	233,125	352,788	368,435	394,884	388,400
	TOTAL PUBLIC WORKS REVENUE	1,963,204	1,952,505	2,049,296	2,180,100	2,266,263
	TOTAL PUBLIC WORKS EXPENDITURES	3,562,363	3,318,531	3,735,629	4,077,474	4,599,445
	NET PUBLIC WORKS EXPENDITURES	(1,599,159)	(1,366,026)	(1,686,333)	(1,897,374)	(2,333,182)
	DEPARTMENTAL WAGES AND BENEFITS	1,492,169	1,583,674	1,801,930	1,858,758	2,018,250
7	In anticipation of adding a new Waste Supervisor (shared cost with Waste Management)					

**2023 Operating Budget
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	2020 Actual	2021 Actual	2022 YTD	2023 Provisional	2023 1st Reading
RECREATION:					
REVENUE - RECREATION COMMON					
Lotteries - Yukon	32,459	39,156	43,051	43,051	43,051
Equipment Rental	973	2,523	5,941	5,000	6,238
Misc Revenue (includes misc grant)	5,280	5,580	5,772	5,000	7,500
Sponsored Initiatives		7,500	7,500	10,000	7,500
TOTAL REVENUES-RECREATION COMMON	38,712	54,759	62,264	63,051	64,289
EXPENDITURES - COMMON SERVICES:					
Wages - Recreation	188,903	150,697	112,588	172,142	118,000
Benefits - Recreation	20,172	5,276	21,433	25,821	17,700
Professional Fees	8,032	2,374	2,000	4,750	8,000
Training	5,609	4,875	4,848	6,175	5,000
Travel - Accommodation and Meals		2,282	720	2,850	3,000
Travel - Transportation		-	-	1,900	3,000
Freight	31	3,543	13,697	13,000	13,000
Non Capital Equipment/Office Furniture	3,073	3,400	4,069	2,375	4,000
Photocopier Expense (lease)	465	1,780	1,998	2,136	2,136
Telephone and Fax	8,603	5,311	9,780	8,900	10,000
Bank Service Charges/Debit Machine	2,936	6,105	6,135	5,800	6,300
Contracted Services	4,236	3,036	15,302	10,000	10,000
Supplies - Safety	14,396	11,271	6,472	7,125	6,000
Lottery Grants	32,459	20,650	18,606	43,051	43,051
Vehicle Fuel	9,296	4,581	7,285	7,125	7,250
Vehicle Repairs and Maintenance	5,499	2,564	7,399	6,650	7,000
Sponsored Initiatives		2,000	9,622	10,000	10,000
TOTAL REC. COMMON/CENTER EXPENSES:	303,710	229,745	241,954	329,800	273,437
REVENUE - PROGRAMS AND EVENTS					
YLAP Grant/Youth Activity Grant	5,250	15,900	13,000	12,500	12,500
Programs - Under 14 yrs of age	11,832	27,743	-	-	
Programs	10,450	50,553	40,450	43,500	42,473
Grants	-	-	-	5,000	10,000
TOTAL REVENUES - PROGRAMS/EVENTS	27,532	94,196	53,450	61,000	64,973
EXPENDITURES - PROGRAMS AND EVENTS					
Wages - Programs and Events	163,495	184,192	164,834	161,288	172,000
Benefits - Programs and Events	24,502	31,308	23,853	24,193	25,800
WCB - Instructors		-			
Membership/Conference Fees	130	143	-	190	300
Training	687	1,331	48	950	2,000
Travel - Accom & Transportation	94	1,618	-	1,900	2,000
Non Capital Equipment		4,583	4,656	4,750	5,000
Contracted Services - Instructors	11,753	28,580	24,881	23,750	25,000
Supplies Programming	8,629	13,413	10,360	11,500	11,500
Supplies - YLAP	2,418	3,401	10,036	12,500	12,500
Rental Space	5,000	10,000	-	-	
Canada Day	458	2,500	3,046	5,000	5,000
Discovery Day	1,142	1,687	2,275	2,375	2,500
Celebration of Lights	7,244	8,360	7,396	7,000	7,500
TOTAL PROGRAMS & EVENTS EXPENSES:	225,552	291,116	251,385	255,396	271,100
NET - PROGRAMS & EVENTS EXPENSES	(198,020)	(196,920)	(197,935)	(194,396)	(206,128)
1 Increase of 5%					

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**2023 Operating Budget
1st Reading - Draft**

RECREATION:		2020 Actual	2021 Actual	2022 YTD	2023 Provisional	2023 1st Reading	
REVENUE - AMFRC							
	Merchandise/skate sharpening		2,460	1,250	2,000	1,313	1
	Public Skating	2,348	6,848	9,391	10,000	9,861	1
	Ice Fees	29,135	62,350	39,411	40,000	41,382	1
	Curling Club Lease	-	4,000	4,000	4,000	5,000	
	Recreation Facility Rental	8,991	4,447	767	1,500	1,500	
TOTAL REVENUES - AMFRC		40,474	80,105	54,819	57,500	59,055	
EXPENDITURES - AMFRC							
	Wages - AMFRC	231,739	195,246	202,978	184,898	212,000	
	Benefits - AMFRC	27,696	22,332	32,004	27,735	31,800	
	Building R & M - AMFRC	114,703	99,654	143,418	130,000	145,000	
	Equipment R & M	18,939	9,625	6,386	9,500	8,000	
	Electrical - AMFRC	108,328	129,939	85,587	130,000	125,000	
	Propane - AMFRC	1,606	40,662	2,901	1,425	2,000	
	Heating - AMFRC	110,856	77,389	98,551	95,000	105,000	
	Contracted Services	820	14,476	7,076	11,500	10,000	
	Supplies Operating - AMFRC	6,309	6,872	8,095	5,000	6,000	
	Equip Fuel - AMFRC	2,574	660	530	700	250	
TOTAL AMFRC EXPENSES:		623,570	596,855	587,526	595,758	645,050	
NET - AMFRC EXPENSES		(583,096)	(516,750)	(532,707)	(538,258)	(585,995)	
REVENUE - WATERFRONT							
	Fitness Passes	14,200	42,279	47,089	42,000	49,443	1
TOTAL REVENUES - WATERFRONT		14,200	42,279	47,089	42,000	49,443	
EXPENDITURES - WATERFRONT							
	Wages - Waterfront	23,565	9,727	9,238	16,606	9,500	
	Benefits - Waterfront	1,947	7,589	713	2,491	1,425	
	Building R & M	16,908	6,995	8,500	10,000	10,000	
	Equipment R & M	2,589	2,224	652	2,500	5,000	
	Electrical	4,282	5,670	6,850	7,410	7,500	
	Heating	4,052	11,788	6,760	9,500	7,500	
	Supplies Operating	3,881	1,502	2,399	3,325	3,000	
TOTAL WATERFRONT EXPENSES:		57,224	45,495	35,112	51,832	43,925	
NET - WATERFRONT EXPENSES		(43,024)	(3,216)	11,977	(9,832)	5,518	
REVENUE - POOL							
	Public Swim		9,789	13,053	12,500	13,706	1
	Swimming Lessons		100	4,917	5,000	5,163	1
	Swim Club		1,600	-	1,500	1,000	
	Rentals		97	-	250	250	
TOTAL REVENUES - POOL		-	11,686	17,970	19,250	20,119	
EXPENDITURES - POOL							
	Wages - Pool	1,555	102,069	107,588	93,866	100,000	
	Benefits - Pool	208	17,409	11,120	14,080	15,000	
	Membership/Conference		250	120	190	200	
	Training		2,243	5,996	7,125	6,000	

**2023 Operating Budget
1st Reading - Draft**

RECREATION:	2020 Actual	2021 Actual	2022 YTD	2023 Provisional	2023 1st Reading
Travel - Accommodation and Meals		358	1,019	1,900	1,250
Travel - Transportation		437	582	1,425	750
Building Repairs and Maintenance	13,117	19,601	33,620	22,500	32,500
Electrical	2,360	11,686	20,497	17,500	17,500
Heating	1,253	21,676	42,219	42,500	42,500
Supplies - lesson materials		726	-	950	500
Supplies - Operational		5,484	2,570	3,800	3,500
Swim Club Expenditures		377	208	475	500
Supplies - Lesson Material		-	329		500
Chemicals		2,311	4,384	4,750	4,500
TOTAL POOL EXPENSES:	18,493	184,627	230,252	211,060	225,200
NET - POOL EXPENSES	(18,493)	(172,941)	(212,282)	(191,810)	(205,082)
REVENUE - GREEN SPACE					
Rentals - Minto	445	3,319	8,333	4,500	8,750
Vendor Stalls	2,000	-	1,000	1,000	1,000
Commemorative Parks Donations		350	-	3,000	4,500
Misc Grant				10,000	20,000
Rentals - Parks & Greenspaces	2,140	2,456	3,062	2,500	3,215
Miscellaneous Revenue		2,158	5,000	5,000	2,500
TOTAL REVENUES - GREEN SPACE	4,585	8,282	17,395	26,000	39,965
EXPENDITURES - GREEN SPACE					
Wages	52,960	102,582	115,459	146,013	120,000
Benefits	5,675	10,095	11,675	21,902	18,000
Training	-	-	-	950	2,000
Non Capital Equipment	1,042	6,739	9,774	15,000	10,000
Repairs & Maintenance - Minto	10,906	6,489	1,491	see below	below
Repairs & Maintenance - Other	1,474	1,082	4,980	see below	below
Commemorative Parks Program	275	271	6,122	5,000	6,000
Equipment Repairs & Maintenance	219	1,753	1,303	4,000	2,000
Electric - Minto	6,624	6,031	6,092	11,400	7,500
Electric - Other	2,824	3,656	-	-	3,500
Contracted Services	24,414	30,231	33,999	30,000	35,000
Parks & Greenspace Maintenance	10,046	9,686	11,893	22,000	20,000
Trail Maintenance - Green Space	979	2,073	121	see above	above
Land Lease	150	300	400	475	500
Golf Course - Operating Lease	49,000	45,000	45,000	45,000	45,000
DC Minor Soccer	6,869	6,851	6,960	7,000	7,000
Community Garden	596	9,288	9,884	10,000	15,000
Equipment Fuel	92	-	-	475	-
TOTAL GREEN SPACE/PARK MTNCE EXPENSE	174,145	242,127	265,153	319,215	291,500
NET GREEN SPACE EXPENSES	(169,560)	(233,845)	(247,758)	(293,215)	(251,535)
TOTAL RECREATION REVENUES:	125,503	291,307	252,987	268,801	297,843
TOTAL RECREATION EXPENSES:	1,402,694	1,589,965	1,611,382	1,763,061	1,750,212
NET RECREATION EXPENSES	(1,277,191)	(1,298,658)	(1,358,395)	(1,494,260)	(1,452,369)
DEPARTMENTAL WAGES AND BENEFITS	742,417	838,522	813,483	891,034	841,225

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City of Dawson
Administration - Technology
10 Year Equipment Replacement Plan 2023-2031

Description	Model Year	Replacement Cost	2023	2024	2025	2026	2027	2028	2029	2030	2031	Future	Notes
Communications													
Council Chamber AV System	2021	\$20,000	20,000										
Council Computers	2022	\$15,000				15,000							
Phone System	2013	\$15,000	15,000										
Website Upgrade	2018	\$15,000						15,000					
Server System													
Diamond Server	2022	\$7,500										7,500	
General Server	2021	\$25,000				25,000					25,000		
Backup Server	2021	\$25,000				25,000					25,000		
Other required Hardware	2021	\$10,000				10,000					10,000		
Workstations and Computers													
CAO and EA (computers and laptops)	2020/2021	\$11,000		2,000	2,000	5,000			2,000		5,000		
Front Cash	2021	\$2,500				2,500					2,500		
Finance department (4)	2021	\$10,000				10,000					10,000		
Planning department (2)	2021	\$9,000				5,000			4,000		5,000		
Protective Services (2)	2021	\$4,000							2,000		2,000		
Protective Services (Fire Alarm/trucks)	2023	\$7,000	7,000										Fire Alarm computer/Tablets
Public Works (8)	2021	\$12,000				6,000			6,000		6,000		
Recreation (7)	2021	\$14,000				12,000			2,000		12,000		
Self-isolating/Work from home	2020/2021	\$7,500				2,500	2,500				2,500		
Total Expenditure			\$ 42,000	\$ 2,000	\$ 2,000	\$ 118,000	\$ 2,500	\$ 15,000	\$ 16,000	\$ -	\$ 105,000	\$ 7,500	

Administration Equipment Reserve Opening Balance		\$ 196,998	\$ 238,998	\$ 236,998	\$ 234,998	\$ 116,998	\$ 114,498	\$ 99,498	\$ 83,498	\$ 83,498	\$ 8,498
Current Year Equipment Expenditures		42,000	(2,000)	(2,000)	(118,000)	(2,500)	(15,000)	(16,000)	-	(105,000)	(7,500)
Contribution from General surplus funds		-	-	-	-	-	-	-	-	30,000	
Administration Equipment Reserve YE Balance		\$ 238,998	\$ 236,998	\$ 234,998	\$ 116,998	\$ 114,498	\$ 99,498	\$ 83,498	\$ 83,498	\$ 8,498	\$ 998

City of Dawson
Protective Services
10 Year Equipment Replacement Plan 2023-2031

Description	Model Year	Replacement Cost	2023	2024	2025	2026	2027	2028	2029	2030	2031	Future	Notes
Bylaw Vehicle	2013	\$54,000			-	54,000							in good condition
Bylaw Truck - hybrid	2023	\$60,000		60,000									unable to get suitable warranty in the north/request change to hybrid
Rescue Truck	1999	\$100,000										100,000	supply issues
Command Vehicle	2016	\$60,000							60,000				
Heavy Equipment													
Fire Engine	2015	\$450,000								450,000			
Fire Engine	1998	\$450,000			450,000								orders are currently 48 months wait
Ladder Truck Upgrades	2023	\$25,000	25,000										vehicle donated/cost to outfit
Other Equipment													
Fire Extinguisher Training Unit	2014	\$35,000										35,000	no plans to replace yet
Jordair Air Compressor	2024	\$35,000		35,000									
Positive Pressure Fans	2020	\$8,000					8,000			8,000			
Extrication Equipment	2002	\$47,000							47,000				
Extrication Equipment	2018	\$55,000										55,000	
Extrication Jack Struts	2020	\$18,000										18,000	
SCBA Gear	2016	\$90,000	50,000	50,000									can be replaced over 2 years
Helmets	2000	\$13,000	10,000		5,000								approved in 2021/supply issue
Total Expenditure			\$ 85,000	\$ 145,000	\$ 455,000	\$ 54,000	\$ -	\$ -	\$ 107,000	\$ 458,000	\$ -	\$ 208,000	

Protective Services Equipment Opening Balance		\$324,311	\$689,311	\$604,311	\$149,311	\$ 95,311	\$ 95,311	\$ 95,311	\$ 35,311		\$ 27,311
Current Year Equipment Expenditures		(85,000)	(145,000)	(455,000)	(54,000)	-	-	(107,000)	(458,000)		(208,000)
Contribution from General surplus funds		-	-	-	-	-	-	-	-		-
Outside Financing		450,000	60,000					47,000	450,000		200,000
Protective Services Equipment Reserve YE Balance		\$689,311	\$604,311	\$149,311	\$ 95,311	\$ 95,311	\$ 95,311	\$ 35,311	\$ 27,311		\$ 19,311

City of Dawson
Public Works
10 Year Equipment Replacement Plan 2023-2031

Description	Model Year	Replacement Cost	2023	2024	2025	2026	2027	2028	2029	2030	2031	Future
Vehicles												
Pumphouse Service Truck	2012	\$100,000			100,000							
On Call truck	2018	\$45,000						45,000				
PW Truck	2009	\$45,000		45,000								
Plow Truck	2009	\$70,000							70,000			
PW Van	2016	\$50,000				50,000						
Building Maintenance Van	2015	\$50,000			50,000							
Landfill Truck	1997	\$50,000		50,000								
GMC	2020	\$55,000								55,000		
4x4 Pickup	2007	\$35,000										35,000
PW 3/4 ton truck	1990	\$52,000	52,000									
PW 1/2 ton truck	1989	\$60,000									60,000	
Heavy Equipment												
Dump Truck	2000	\$120,000					120,000					
Steam Trailer	2013	\$125,000						125,000				
In-Town Backhoe (Caterpillar)	2016	\$175,000				175,000						
Landfill Backhoe (Caterpillar)	2007	\$105,000										105,000
Backhoe (Rubber Tire)	2017	\$20,000					20,000					
Vactor Truck	1996	\$150,000				150,000						
Garbage/Recycling Collection Truck	2020	\$230,000	230,000									
PW Equipment												
Mobile Generator (York Street Lift Station)	1994	\$30,000										30,000
Mobile Generator (Bonanza Gold Lift Station)	1998	\$10,000			10,000							
Electrofusion Machine	2018	\$6,000						6,000				
Pipe Threader	2014	\$11,000								11,000		-
Plate Tamper	2015	\$8,000			8,000							
Main Lift	2015	\$15,000										15,000
Dri Prime Pump	2015	\$40,000										40,000
Snow Removal Equipment	2017	\$15,000					15,000					
Total Expenditure			\$ 282,000	\$ 95,000	\$ 168,000	\$ 375,000	\$ 155,000	\$ 51,000	\$ 195,000	\$ 66,000	\$ 60,000	\$ 225,000

PW Equipment Reserve Opening Balance		\$ 184,780	\$ 132,780	\$ 132,780	\$ 64,780	\$ 64,780	\$ 64,780	\$ 58,780	\$ 58,780		\$ 47,780
Current Year Equipment Expenditures		(282,000)	(95,000)	(168,000)	(375,000)	(155,000)	(51,000)	(195,000)	(66,000)		(225,000)
Water/Sewer Services Reserve				100,000	175,000	20,000		125,000			85,000
Gas Tax		230,000			150,000						-
Waste Management Reserve			50,000			120,000			55,000		105,000
Road Maintenance Reserve			45,000		50,000	15,000	45,000	70,000			35,000
PW Equipment Reserve Ending Balance		\$ 132,780	\$ 132,780	\$ 64,780	\$ 64,780	\$ 64,780	\$ 58,780	\$ 58,780	\$ 47,780	\$ -	\$ 47,780

City of Dawson
Recreation Department
10 Year Equipment Replacement Plan 2023-2031

Description	Model Year	Replacement Cost	2023	2024	2025	2026	2027	2028	2029	2030	2031	Future	Notes
Vehicles													
Toyota Tacoma	2013	\$60,000						60,000					
GMC Sierra	2011	\$60,000			60,000								
Ford F150 Passenger Van	2007	\$90,000					90,000						
Chev Express Passenger Van	2019	\$90,000							90,000				
Arena Equipment													
Skate Sharpener	2021	\$5,000				5,000							
Parks/Landscaping Equipment													
Trailer	2013	\$10,000						10,000					
Riding Mower	2013	\$16,500		16,500									
Husqvarna Roto-tiller	2010	\$5,000					5,000						
Minto Park Playground	2010	\$150,000								75,000		75,000	
Waterfront Interpretive Panels	2009	\$15,000											
Snow Dog - Snow Groomer	2023	\$10,000	10,000										single track self propelled snow groomer for skiing and fat biking
Bike Racks	2021	\$44,000	11,000	11,000									
Weight Room Equipment Replacement													
Precor Treadmill	2018	\$10,000		10,000									
Precor Treadmill	2021	\$10,000											
Precor Recumbent Bike	-	\$5,000		5,000									
Precor Bike	2013	\$5,000			5,000								
Precor Treadmill	2013	\$10,000			10,000								
Precor AMT	2013	\$8,000	8,000										
Precor AMT	2013	\$8,000	8,000										
Rowing Machine	2019	\$5,000				5,000							
Spin Bike	2022				3,000								
Total Expenditure			\$ 37,000	\$ 42,500	\$ 78,000	\$ 10,000	\$ 95,000	\$ 70,000	\$ 90,000	\$ 75,000	\$ -	\$ 75,000	

Recreation Equipment Reserve Opening Balance		\$191,497	\$154,497	\$126,997	\$ 48,997	\$ 88,997	\$ 497	\$ 497	\$ 497		\$ 497
Current Year Equipment Expenditures		(37,000)	(42,500)	(78,000)	(10,000)	(95,000)	(70,000)	(90,000)	(75,000)		(75,000)
Outside Financing			15,000		50,000		70,000	90,000	75,000		75,000
Contribution from General surplus funds						6,500					
Recreation Equipment Reserve YE Balance		\$154,497	\$126,997	\$ 48,997	\$ 88,997	\$ 497	\$ 497	\$ 497	\$ 497		\$ 497

City of Dawson
2023 - 2025 Capital Project Plan
Administration

Projects:	Project Value	Funding Source	2023	2024	2025	Future
Expenses:						
Restoration of CBC Building	1,227,000	B	250,000			
OCP Review	150,000	G				150,000
Records Management CP14	50,000	A	5,000			
Land Purchase	100,000	H				100,000
North End Phase II Planning/Engineering	\$75,000	B	75,000			
Scope of Work Block Q	\$40,000	G	40,000			
Total Capital Projects	\$ 1,692,000		\$ 370,000	\$ -		\$ 250,000
Funding:						
A - From General Surplus			5,000			
B - Gas Tax Funding			250,000			
C - Planning Development Reserve			75,000			
G - YG Contribution Agreement			40,000			150,000
H - Other Funding						100,000
Total Funding			\$ 370,000	\$ -	\$ -	\$ 250,000

City of Dawson
2023 - 2025 Capital Project Plan
Protective Services

Projects:	Project Value	Funding Source	2023	2024	2024	2025	Future	Notes
Expenses:								
Backup Generator for City Office/Emergency operations	65,000	B	65,000					includes a new pad
Convert fire training facility to propane	220,000	E					220,000	
Upgrades to Training Facility	100,000	B	50,000	50,000				approved in 2021/delayed
Signage and installation (including Han)	30,000	E	15,000	15,000				
Space Needs Assessment (PS & PW)	40,000	B	40,000					approved in 2021/delayed
Total Capital Projects	\$ 505,000		\$ 170,000	\$ 65,000	\$ -	\$ -	\$ 220,000	
Funding:								
B - Gas Tax Funding			155,000	50,000			50,000	
E - Other Grant Funding			15,000	15,000			220,000	
Total Funding			\$ 170,000	\$ 65,000			\$ 270,000	

City of Dawson
2023 - 2025 Capital Project Plan
Public Works

Projects:	Project Value	Funding Source	2023	2024	2025	Future	Notes
Expenses:							
Energy Upgrade Project	509,380	B	100,000				approved in 2021/delayed
Water Treatment Plant Demolition	2,000,000	G				2,000,000	
Water Meter Supply and Installation RFP	1,039,500	B	585,500				approved in 2021/delayed
Phase 2 - Reservoir Construction	4,000,000	G					
Upsize Loop 4 Water Main	4,000,000	G		4,000,000			
5th Ave Sewer Replacement King St to Albert St	2,825,000	G	1,412,500				
Solid Waste Management	40,000	H	15,000				
Diversion Centre	2,007,175	B	553,000				opening spring 2023
Household Collection Bins	70,000	B		70,000			
In House Upgrades to Water/Sewer/Drainage	400,000	A	50,000			350,000	
Lift Station Upgrade	150,000	B	20,000				
Elevator	73,810	H	73,810				approved in 2022/delayed
Metal removal (landfill)	250,000	B	150,000	150,000			
Total Capital Projects	\$ 19,750,485		\$ 2,959,810	\$ 4,220,000		\$ 2,350,000	
Funding:							
A - Reserves (Water/sewer)			50,000			350,000	
B - Gas Tax Funding			1,408,500	220,000			
G - YG Contribution Agreement			1,412,500	4,000,000		2,000,000	
H - Other Funding			88,810				
Total Funding			\$ 2,959,810	\$ 4,220,000	\$ -	\$ 2,350,000	

City of Dawson
2023 - 2025 Capital Project Plan
Recreation

Projects:	Project Value	Funding Source	2023	2024	2025	Future	New Initiative	Notes
Expenses:								
New Recreation Centre								
New Recreation Centre Planning	250,000	A.1	100,000	100,000	100,000			
Swimming Pool								
Pool - Mechanical	40,000	A	40,000					Environmental Health Expectations have led to surprise mechanical upgrades prior to opening in past years.
Pool Floor - slopes and drains	80,000	I				80,000		Plan to attempt in-house fixes to address issues for 2023. If these do not work, we'll source funding to do work in fall 2024. Quote for full replacement sourced in 2022.
Ventilation Unit Completion	300,000	I				300,000	x	Currently ventilation deficiencies have been overlooked. If we are required to follow code, a full replacement may be necessary
Structural Assessment	30,000	I		30,000			x	Staff has found cracks in certain areas. A proper assessment is not imminently necessary, but should be considered to gauge long term health of structure
Roof Replacement	60,000	I				60,000	x	Removal of defunct solar panels in 2022 caused damage to roof covering (tin). In-house patching has addressed immediate concerns, but full replacement of tin, including repairs to structure should be done in next few years.
Art and Margaret Fry Recreation Centre								
Zamboni Wall Repairs	15,000	A	15,000				x	Sinking of building has created a large gap in outdoor wall. Portion of indoor wall which was most dangerous was replaced in 2020, but rest should be performed for safety reasons.
Indoor Playground & Office Replacement	80,000	B	100,000				x	Move office to First Aid Room. Install indoor playground equipment which could be moved to new facility
Structural Upgrades	40,000	A				40,000		Based on measurements in fall, and talk with engineers (WSP), things may have settled, however some additional bracing of cross members may be necessary should monitoring reveal additional movement
Minto Park & Concession Building								
Victory Garden - groundwork	30,000	A/E	40,000					Tender has been issued and RFD is in council folders. Request it be funded by Downtown Revitalization (50%) and capital reserves (50%). Plan and project have been in the works since 2018.
Storage Shed	25,000	I	25,000					
Redesign/Resurface Tennis and Basketball Courts	50,000	I				50,000		Plan to re-surface and re-paint lines to accommodate multi-uses. Would attempt to time work with court repairs in Whitehorse
Minto Field Drainage & Infield Upgrades	75,000	I				75,000		Ongoing public concern with drainage at Park. May be due to high rain in 2022. However, should conditions persist, it may require an overhaul of infield and installation of proper mechanisms to drain park.
Waterfront Park & Building								
Exterior Painting - Waterfront Building	15,000	A		15,000			x	Entire building starting to show wear.
Shingle Replacement & Exterior Painting - Main Gazebo	20,000	A	20,000				x	Roof covering requires replacement. Plan to replace with historical tin. Has not been painted in 10 years and showing age. Centrally showcased facility in community. Fairly high priority.
Interpretive Panels - Waterfront	10,000	E	10,000					This work was approved as part of Downtown Revitalization in 2022. Panels have been reviewed with TH and DC Museum. Designer is updating panels for printing. Expect to install in June.

City of Dawson
2023 - 2025 Capital Project Plan
Recreation

Projects:	Project Value	Funding Source	2023	2024	2025	Future	New Initiative	Notes
Expenses:								
Waterfront Park Clock Replacement - Thermometer	10,000	I/E		10,000				Sourcing thermometer has been challenging. Clock removal in 2022 lessened outcry for immediacy in replacement.
Crocus Bluff Park & Concession Building								
Small picnic shelter Build - Pump Track	7,500	I	7,500				x	Funding already secured in 2022 from Community Foundations Canada.
Renovations to storage shed		A		5,000			x	Shed requires proper cladding
Fence - Pump Track	7,500	A	7,500					
Crocus Bluff Design layout	25,000	I				25,000		Should be considered with new rec centre build and removal of recycling depot
Community Garden								
Greenhouse Build & Storage Shed Completion	10,000	A/I	10,000					Started in 2022. 80% funding secured through CDF
Wood Mulch - Playground/Community Garden	40,000	I				40,000		
Parks, Greenspaces, Trails								
Groundskeeping shed	40,000	A	40,000					
Ninth Avenue Trail Extension/Improvements	50,000	A/I	20,000	15,000	30,000			Secured 25% of funding from Trans Canada Trail for work completed in 2022-23. Plan to improve connector trails between King St and North End Park in 2023 / South end & extension in 2025.
Bike Exit Trails - Nankak Zhu to Judge St / Crocus Lookout to Harper	60,000	B	50,000					
Trail Map - Signage	25,000	A	12,500					
Uptrack Trail to Top of Dome	150,000	B	80,000					Contract was awarded in 2022. Will create a more accessible (10% grade), safer, single-uptrack trail, mainly for hikers, but also usable for keen bikers to go up only.
Interpretive Panels - Ninth Avenue	10,000	I			10,000			Should be reviewed in 2023, 2024 and installed in 2025
Disc Golf Course - Crocus Lookout	12,500	A						Completed in 2022
Total Capital Projects	\$ 1,812,500		\$ 577,500	\$ 175,000	\$ 140,000	\$ 670,000		
Funding:								
A - Capital Reserves			177,500	31,250	22,500		2	
A.1 - Recreation Facility Reserves			100,000	100,000	100,000			
B - Gas Tax Funding			230,000					
E - Downtown Revitalization			9,500					
F- CDF			18,000				1	
I - Project Dependant on funding Source Secured			32,500	43,750	17,500	670,000		
Total Funding			\$ 567,500	\$ 175,000	\$ 140,000	\$ 670,000		

1. Successful new grant fund application
2. Increased cost for Skatepark upgrades



THE CITY OF DAWSON

Fees and Charges 2023 Amendment Bylaw

Bylaw No. 2023-03

WHEREAS section 265 of the *Municipal Act*, RSY 2002, c. 154, and amendments thereto, provides that a council may pass bylaws for municipal purposes, and

WHEREAS

- (a) bylaw #13-05 establishes fees for certain services, and
- (b) council for the City of Dawson approved bylaw #13-05 being the *Fees and Charges Bylaw*, and
- (c) the City of Dawson is desirous of amending bylaw #13-05, now

THEREFORE, pursuant to the provisions of the *Municipal Act* of the Yukon, the council of the City of Dawson, in open meeting assembled, **ENACT AS FOLLOWS:**

PART I - INTERPRETATION

1.00 Short Title

- 1.01 This bylaw may be cited as the *Fees and Charges 2023 Amendment Bylaw*.

2.00 Purpose

- 2.01 The purpose of this bylaw is to amend bylaw #13-05 being the *Fees and Charges Bylaw*.

3.00 Definitions

- 3.01 In this Bylaw:

- (a) Unless expressly provided for elsewhere within this bylaw the provisions of the *Interpretations Act (RSY 2002, c. 125)* shall apply;
- (b) “city” means the City of Dawson;
- (c) “council” means the council of the City of Dawson.



THE CITY OF DAWSON

Fees and Charges 2023 Amendment Bylaw

Bylaw No. 2023-03

PART II – APPLICATION

4.00 Amendment

Appendix “A” of bylaw #13-05 is hereby repealed and replaced with the attached Appendix “A”.

PART III – FORCE AND EFFECT

5.00 Severability

5.01 If any section, subsection, sentence, clause or phrase of this bylaw is for any reason held to be invalid by the decision of a court of competent jurisdiction, the invalid portion shall be severed and the part that is invalid shall not affect the validity of the remainder unless the court makes an order to the contrary.

6.00 Bylaw Repealed

6.01 Bylaw #2022-03 is hereby repealed.

7.00 Enactment

7.01 This bylaw shall come into force on the day of the passing by council of the third and final reading.

8.00 Bylaw Readings

Readings	Date of Reading
FIRST	
SECOND	
THIRD and FINAL	

William Kendrick, Mayor

Presiding Officer

David Henderson, CAO

Chief Administrative Officer



THE CITY OF DAWSON

Fees and Charges 2023 Amendment Bylaw

Bylaw No. 2023-03

PART IV – APPENDIX

Appendix A – Fees and Charges

DRAFT

FEES AND CHARGES PROPOSED FOR 2023 (Draft #1)		Yellow highlight indicates 5% increase	2022	
Administration	Fee Description	Proposed	Fee	Unit
	Certified Bylaw	\$25.00	\$25.00	per bylaw
	NSF Cheque Service Charge	\$40.00	\$40.00	each
	Stop Payment Fee	\$35.00	\$35.00	each
	Processing Fee (tax Liens, land registrations)	\$50.00	\$50.00	each
	Document Search (new)	\$50.00		each
	Tax Certificate	\$50.00	\$50.00	per property
	Administration of Non-Municipal program	5.00%	5.00%	value of program
Animal Control	Fee Description	Proposed	Fee	Unit
	License Fee, Annual - Dangerous animal	\$250.00	\$250.00	per year
	License Fee, Annual - Unspayed/Un-neutered Dog	\$75.00	\$75.00	per year
	License Fee, Lifetime - Spayed or Neutered Dog	\$40.00	\$40.00	per dog
	Feed and Care While Impounded	\$25.00	\$25.00	per animal, per day
	Impound - First Occurrence	\$25.00	\$25.00	per animal
	Impound - Second Occurrence	\$75.00	\$75.00	per animal
	Impound - Third Occurrence	\$125.00	\$125.00	per animal
	Impound - Fourth Occurrence	\$300.00	\$300.00	per animal
	Impound - Fifth and Subsequent Occurrences	\$500.00	\$500.00	per animal
	Replacement Tag	\$15.00	\$15.00	per unit
	Special Needs Dog	No Fee	No Fee	
Business Licensing	Fee Description	Proposed	Fee	Unit
	Local - Initial Business License Fee	\$125.00	\$125.00	per year
	Local - Additional Business License for same location	\$60.00	\$60.00	per year
	Regional - Business License Fee	\$210.00	\$210.00	per year
	Non-Local - Business License Fee	\$600.00	\$600.00	per year

FEES AND CHARGES PROPOSED FOR 2023 (Draft #1)		Yellow highlight indicates 5% increase	2022	
Cable System	Fee Description	(20% increase)	Fee	Unit
	Analog Service - Residential Regular Rate	\$57.60	\$48.00	per month
	Analog Service - Residential Senior Rate	\$52.80	\$44.00	per month
	Analog Service - Single Unit Commercial Rate	\$57.60	\$48.00	per month
	Analog Service - Multi Unit Commercial / Institution:			
	Base Rate, plus	\$180.00	\$150.00	per month, plus room/site rate
	Room/Site Rate from May 1st to September 30th Inclusive	\$24.00	\$20.00	per room per month
	Room/Site Rate from October 1st to April 30th Inclusive	\$12.00	\$10.00	per room per month
	Digital Service - Residential Regular Rate	\$96.00	\$80.00	per month
	Digital Service - Residential Senior Rate	\$81.60	\$68.00	per month
	Digital Service - Programming Fee for Additional Digital Receiver	\$9.60	\$8.00	per month
	Digital Additional Programming:			
	Digital Specialty Packages #1 Educational, #2 Business & Info, #3 Variety & Special Int, #4 Lifestyle, #5 Primetime, #7 Family & Kids	\$7.20	\$6.00	per package per month
	Digital Specialty Package #8 - Premium Movies	\$26.40	\$22.00	per package per month
	Digital Specialty Package - Entertainment HD	\$10.80	\$9.00	per package per month
	Digital Sports HD	\$9.60	\$8.00	per package per month
	Digital Sportnet World HD	\$42.00	\$35.00	per package per month
	Digital Network News HD	\$12.00	\$10.00	per package per month
	Digital Hollywood Suites HD	\$12.00	\$10.00	per package per month

FEES AND CHARGES PROPOSED FOR 2023 (Draft #1)		Yellow highlight indicates 5% increase	2022	
Cable System	Commercial Sportsnet (distribution in Lounges/Bars/Restaruant)	\$90.00	\$75.00	Seating capacity 51-100, per month
	Commercial Sportsnet (distribution in Lounges/Bars/Restaruant)	\$102.00	\$85.00	Seating capacity 101-150, per month
	High Definition Additional Programming:			
	Connection for new service:			
	Administration/Connection Fee (Connection already exists)	\$90.00	\$75.00	per connection
	Connection prior to the 15th of the month	1 month Levy	1 month Levy	
	Connection after 15th of the month	50% of Monthly Levy	50% of Monthly Levy	
	Service Charge - New Installation	Cost+15%	Cost+15%	per installation
	Service Charge - Late Penalty & Disconnection	10% of outstanding balance	10% of outstanding balance	per month
	Service Charge - Re-connection for Arrears	\$100.00 plus one month service	\$100.00 plus one month service	per re-connection
	Service Charge - Transfer (Name change only, same location)	\$30.00	\$25.00	per transfer
	Fibre Optic Rental	\$420.00	\$350.00	per month per 1 pair of fibre
	Additional Fibre Optic Rental	\$90.00	\$75.00	per month Per each additional pair of fibre
Camping Bylaw	Fee Description	Fee	Fee	Unit
	Fee to remove a tent	\$75.00	\$75.00	per tent
	Storage fee for tent	\$10.00	\$10.00	per tent per day
Cemetery	Fee Description	Fee	Fee	Unit
	Disinterment or Reinterment of any Cadaver	actual costs	actual costs	each
	Interment of a Cadaver - Normal Business Hours	\$625.00	\$625.00	each
	Interment of a Cadaver - Outside Normal Business Hours	actual costs	actual costs	each
	Interment of Ashes - Normal Business Hours	\$425.00	\$425.00	each
	Interment of Ashes - Outside Normal Business Hours	\$210 plus actual costs	\$210 plus actual costs	each
	Plot and Perpetual Care - Ashes	\$500.00	\$500.00	each
	Plot and Perpetual Care - Cadaver	\$750.00	\$750.00	each

FEES AND CHARGES PROPOSED FOR 2023 (Draft #1)		Yellow highlight indicates 5% increase	2022	
Development & Planning	Fee Description	Proposed	Fee	Unit
	Advertising - Required Advertising associated with any application	\$80	\$80	signage replacement fee
	Appeal to Council	\$105.00	\$105.00	per application
	Application to Consolidate	\$105.00	\$105.00	per application
	Cash in Lieu of on-site parking	\$3,100.00	\$3,100.00	per space
	Development Permit Application - Change of Use	\$0.00	\$0.00	per application
	Development Permit Application - Commercial, Institutional, Industrial, Multi-Residential, New Builds			
	Base Rate, plus	\$260.00	\$260.00	per application, plus square foot rate
	Square Foot Rate	\$0.25	\$0.25	per square foot of development
	Development Permit Application - Demolition	\$210.00	\$210.00	per application
	Demolition: Redevelopment Security Deposit	\$1.00	\$1.00	per square foot of lot
	Development Permit Application - Major Alteration (exterior or structural change to the primary structure on a lot)	\$105.00	\$105.00	per application
	Development Permit Application - Minor Alteration (decks and non-dwelling accessory structures)	\$25.00	\$25.00	per application
	Development Permit Application - Residential New Build (Single-Detached/Secondary Suite)	\$155.00	\$155.00	per dwelling unit
	Development Permit Application - Signage	\$25.00	\$25.00	per application
	Extension of Approval	\$105.00	\$105.00	per application
	OCP Amendment application	\$1,030.00	\$1,030.00	per application
	Permanent Road Closure Application	\$210.00	\$210.00	per application
	Planning - Designated Municipal Historic Site	\$0.00	\$0.00	per application
	Subdivision Application Fee	\$105.00	\$105.00	per lot created- Min. \$250-Max. \$1000
	Temporary Development Permit - Less than 7 days (not defined in bylaw)	\$25.00	\$25.00	per application
	Temporary Development Permit - More than 7 days (not defined in bylaw)	\$105.00	\$105.00	per application
	Variance Application	\$105.00	\$105.00	per application
	Zoning Amendment Application Fee	\$410.00	\$410.00	per application

FEES AND CHARGES PROPOSED FOR 2023 (Draft #1)		Yellow highlight indicates 5% increase	2022	
Fire Protection	Fee Description	Fee	Fee	Unit
	Inspection Service: Third Party Requests for Business Premises	\$75.00	\$75.00	per hour
	Inspection Service: File Search	\$75.00	\$75.00	per hour
	Inspection Service: Request for on-site inspection	\$75.00	\$75.00	per hour
	Inspection Service: Non-routine inspection	\$75.00	\$75.00	per hour
	Burning Permit Application	\$0.00	\$0.00	per application
	False Alarm Responses:			
	1-2 responses per calendar year	\$0.00	\$0.00	
	3-5 responses per calendar year	\$250.00	\$250.00	per response
	greater than five responses per calendar year	\$500.00	\$500.00	per response
	Emergency Response			
	Base Rate, plus	\$500.00	\$500.00	per hour, per unit
	Disposable materials	\$0.00	\$0.00	
	Contracted Services	\$500 + actual costs	\$500 + actual costs	
	Confined Space Rescue Stand-by	\$500.00	\$500.00	per request
	Confined Space Rescue Response	\$500 + actual costs	\$500 + actual costs	per response
Public Works	Fee Description	Proposed	Fee	Unit
	Equipment Rental including operator:			
	Backhoe	\$157.50	\$150.00	per hour (one hour min.)
	Dump Truck	\$157.50	\$150.00	per hour (one hour min.)
	Labour:			
	Service Call / double time	\$157.50	\$150.00	per employee per hour (min 4 hrs)
	Service Call / time and half	\$126.00	\$120.00	per employee per hour (min 4 hrs)
	Service Call / normal business hours	\$84.00	\$80.00	per employee per hour (min 1 hr)
	Other:			
	External contractor and material mark-up	21.5%	21.5%	
	Municipal Dock Rental	\$110.25	\$105.00	per foot per season

FEES AND CHARGES PROPOSED FOR 2023 (Draft #1)		Yellow highlight indicates 5% increase	2022	
Recreation and Parks	Fee Description	Proposed	Fee	Unit
	Art & Margaret Fry Recreation Centre			
	Arena Ice Rental - Adult	\$126.00	\$120.00	hour
	Arena Ice Rental - Youth	\$63.00	\$60.00	hour
	Arena Ice Rental - Tournament*	\$1,575.00	\$1,500.00	per tournament
	Arena Ice Rental - Tournament additional hours*	\$52.50	\$50.00	hour
	Change fee	\$105.00	\$100.00	
	Locker Rental Fee	\$52.50	\$50.00	per season
	Arena Dry Floor	\$577.50	\$550.00	per day or part thereof
	Arena Dry Floor - Non-profit	\$420.00	\$400.00	per day or part thereof
	Arena Kitchen	\$183.75	\$175.00	per day or part thereof
	Arena Kitchen - Non-profit	\$115.50	\$110.00	per day or part thereof
	Arena Concession Area	\$47.25	\$45.00	per day or part thereof
	Arena - Child Day Pass (3-12 years)	\$4.20	\$4.00	day
	Arena - Child 10 Punch Pass (3-12 years)	\$35.70	\$34.00	10 times
	Arena - Child Season Pass (3-12 years)	\$157.50	\$150.00	season
	Arena - Youth/Senior Day Pass (13-18 years; 60+)	\$5.78	\$5.50	day
	Arena - Youth/Senior 10 Punch Pass (13-18 years; 60+)	\$44.10	\$42.00	10 times
	Arena - Youth/Senior Season Pass (13-18 years; 60+)	\$194.25	\$185.00	season
	Arena - Adult Day Pass (19-59 years)	\$6.30	\$6.00	day
	Arena - Adult 10 Punch Pass (19-59 years)	\$50.40	\$48.00	10 times
	Arena - Adult Season Pass (19-59 years)	\$220.50	\$210.00	season
	Arena - Family Day Pass (related & living in one household)	\$13.65	\$13.00	day
	Arena - Family 10 Punch Pass (related & living in one household)	\$113.40	\$108.00	10 times
	Arena - Family Season Pass (related & living in one household)	\$493.50	\$470.00	season
	Parks & Greenspace			
	Minto or Crocus - Ball Diamond	\$126.00	\$120.00	per day or part thereof
	Minto or Crocus - Ball Diamond*	\$892.50	\$850.00	season
	Crocus - Day Camp	\$1,260.00	\$1,200.00	season
	Crocus - Concession	\$115.50	\$110.00	per day or part thereof

FEES AND CHARGES PROPOSED FOR 2023 (Draft #1)		Yellow highlight indicates 5% increase	2022	
	Minto - Concession	\$157.50	\$150.00	per day or part thereof
	Minto - Kitchen or Concession	\$78.75	\$75.00	per day or part thereof
	Minto - Program Room - program	\$15.75	\$15.00	hour
	Minto - Program Room - private event	\$42.00	\$40.00	first hour
	Minto - Program Room - private event	\$15.75	\$15.00	each additional hour
	Parks or Greenspace*	\$54.60	\$52.00	per day or part thereof
	Gazebo*	\$54.60	\$52.00	per day or part thereof
	Picnic Shelter*	\$54.60	\$52.00	per day or part thereof
	Community Garden Plot	\$31.50	\$30.00	season
Recreation and Parks	Fee Description	Proposed	Fee	Unit
	Dawson City Swimming Pool			
	Swimming Pool Rental* - under 25 swimmers	\$126.00	\$120.00	hour
	Swimming Pool Rental* - additional fee for 25+ swimmers	\$33.60	\$32.00	hour
	Swimming Pool - Child Day Pass (3-12 years)	\$4.73	\$4.50	day
	Swimming Pool - Child 10 Punch Pass (3-12 years)	\$35.70	\$34.00	10 times
	Swimming Pool - Child Season Pass (3-12 years)	\$147.00	\$140.00	season
	Swimming Pool - Youth/Senior Day Pass (13-18 years; 60+)	\$5.25	\$5.00	day
	Swimming Pool - Youth/Senior 10 Punch Pass (13-18 years; 60+)	\$42.00	\$40.00	10 times
	Swimming Pool - Youth/Senior Season Pass (13-18 years; 60+)	\$189.00	\$180.00	season
	Swimming Pool - Adult Day Pass (19-59 years)	\$6.30	\$6.00	day
	Swimming Pool - Adult 10 Punch Pass (19-59 years)	\$50.40	\$48.00	10 times
	Swimming Pool - Adult Season Pass (19-59 years)	\$220.50	\$210.00	season
	Swimming Pool - Family Day Pass (related & living in one household)	\$13.65	\$13.00	day
	Swimming Pool - Family 10 Punch Pass (related & living in one household)	\$113.40	\$108.00	10 times
	Swimming Pool - Family Season Pass (related & living in one household)	\$493.50	\$470.00	season

FEES AND CHARGES PROPOSED FOR 2023 (Draft #1)		Yellow highlight indicates 5% increase	2022	
	Equipment Rental			
	Cross Country Ski Package*	\$10.50	\$10.00	per day or part thereof
	Cross Country Ski Package*	\$21.00	\$20.00	3 days
	Cross Country Ski Package*	\$42.00	\$40.00	7 days
	Cross Country Skis, boots or poles	\$5.25	\$5.00	per day or part thereof
	Snowshoes*	\$10.50	\$10.00	per day or part thereof
	Snowshoes*	\$15.75	\$15.00	3 days
	Coffee Urns	\$11.03	\$10.50	per day or part thereof
	Picnic Table	\$12.60	\$12.00	per day or part thereof
	Fitness Centre	\$0.00		
	Fitness Centre*	\$7.35	\$7.00	day
	Fitness Centre*, **	\$36.75	\$35.00	month
	Fitness Centre*, **	\$92.40	\$88.00	3 months
	Fitness Centre*, **	\$173.25	\$165.00	6 months
	Fitness Centre*, **	\$334.95	\$319.00	year
	Deposits			
	Damage Deposit - Facility	\$367.50	\$350.00	fully refundable if conditions met
	Damage Deposit - Parks or Greenspace	\$105.00	\$100.00	fully refundable if conditions met
	Damage Deposit - Equipment	\$21.00	\$20.00	fully refundable if conditions met
	Deposit - Key (not a revenue item as fully refundable)	\$40.00	\$40.00	fully refundable if conditions met
	Program Cancellation	\$10.50	\$10.00	
	* indicates a 10% discount for youth, seniors or registered non-profit			
	** indicates a 10% discount for residents within the municipal boundary			

FEES AND CHARGES PROPOSED FOR 2023 (Draft #1)		Yellow highlight indicates 5% increase	2022	
Single Use Plastics	Fee Description			
	Providing a checkout bag, plastic straw or utensils or providing a bag that is not paper or reusable or discouraging the use of a customers own reusable bag or straw or utensil			
	First Offence (this is as per Bylaw, so removing from fees and charges)		\$75.00	per occurrence
	Second Offence (this is as per Bylaw, so removing from fees and charges)		\$150.00	per occurrence
Traffic Control	Fee Description	Fee	Fee	Unit
	Erection of Barriers for Public Utility	\$350.00	\$350.00	occasion
	Road Closure - Daily Fee	\$50.00	\$50.00	For each day over three days
	Temporary Road Closure Application Fee	\$75.00	\$75.00	occasion
Vehicle for Hire	Fee Description	Fee	Fee	
	Vehicle for Hire License or Renewal	\$100.00	\$100.00	per application
	Vehicle for Hire Operator's permit	\$30.00	\$30.00	per application
Waste Management	Fee Description	Proposed	Fee	Unit
	Waste Management Fee - Commerical Space	\$315.00	\$300.00	year
	Waste Management Fee - Institutional Residential	\$315.00	\$300.00	year
	Waste Management Fee - Non-vacant Institutional Space	\$315.00	\$300.00	year
	Waste Management Fee - Residential Unit (including B&B)	\$204.75	\$195.00	year
	Waste Management Fee - Mobile Refreshment Stands	\$21.84	\$20.80	week or portion thereof
	Waste Management Fee - Mobile Refreshment Stands	\$53.24	\$50.70	month
	Waste Management Fee - Mobile Refreshment Stands	\$159.71	\$152.10	season
	Waste Management Fee - Vacant Institutional Commercial Lot	\$157.50	\$150.00	year
	Waste Management Fee - Vacant Institutional Residential Lot	\$157.50	\$150.00	year
	Waste Management Fee - Vacant Non-Institutional Commercial Lot	\$126.00	\$120.00	year
	Waste Management Fee - Vacant Non-Institutional Residential Lot	\$126.00	\$120.00	year

FEES AND CHARGES PROPOSED FOR 2023 (Draft #1)		Yellow highlight indicates 5% increase	2022	
Water Delivery Service	Fee Description	Proposed	Fee	Unit
	One delivery every two weeks	\$1,225.22	\$1,166.88	per year
	One delivery every two weeks	\$102.11	\$97.25	monthly installment payment
	One delivery per week	\$2,450.45	\$2,333.76	per year
	One delivery per week	\$204.20	\$194.48	monthly installment payment
Water and Sewer Services	Seniors Discount on Total Water and Sewer Charges	\$0.00	(\$115.00)	quarterly, fee reflected in Water & Sewer fees
Water Services	Fee Description	Proposed	Fee	Unit
	Private owned/occupied Residential/ Trondek Hwechin residential	\$667.37	\$635.59	per year - paid quarterly
	Privately owned/rental Residential - Seignor Discounted	\$388.53	\$370.03	per year
	Privately owned/rental Residential	\$667.37	\$635.59	per year - paid quarterly
	Commercial Residential	\$1,023.12	\$974.40	per year
	Hotel, motel, Inn, Hostel, Boarding Houses, Bed and Breakfast	\$108.84	\$103.66	per rentable room per year
	Non-Residential Cooking Facility - Commercial/Institutional Kitchens	\$538.21	\$512.58	per kitchen per year
	Non-Residential Cooking Facility - Community Halls	\$325.06	\$309.58	per kitchen per year
	Non-Residential Cooking Facility - Staff Kitchens	\$165.20	\$157.33	per kitchen per year
	Non-Residential Washroom - Restaurant, Lounge, Bar, Tavern, Casino	\$0.00		
	First (2) Units (Refer to Table "A" for unit calculation)	\$447.62	\$426.30	per unit per year
	Additional per unit rate for over (2) units (Refer to Table "A" for unit calculation)	\$143.88	\$137.03	per unit per year
	Non-Residential Washroom - Institutional	\$1,198.97	\$1,141.88	per washroom per year
	Non-Residential Washroom - Commercial and all other Non-Residential	\$191.84	\$182.70	per toilet / urinal per year
	Non-Residential Laundry Washing Machine - Institutional Washing Machine	\$1,198.97	\$1,141.88	per machine per year
	Non-Residential Laundry Washing Machine - Hotel/Motel Washing Machine	\$985.82	\$938.88	per machine per year
	Non-Residential Laundry Washing Machine - Hotel/Motel Guest Washing Machine	\$490.25	\$466.90	per machine per year
	Non-Residential Laundry Washing Machine - other Non-Residential Washing Machine	\$490.25	\$466.90	per machine per year
	Janitor Room - equipped with water outlet - Institutional	\$1,198.97	\$1,141.88	per janitorial room per year
	Janitor Room - equipped with water outlet - Commercial and all other Non-Residential	\$191.84	\$182.70	per janitorial room per year
	R.V. Park/Campground	\$90.59	\$86.28	per serviced space per year

FEES AND CHARGES PROPOSED FOR 2023 (Draft #1)		Yellow highlight indicates 5% increase	2022	
	School	\$1,071.21	\$1,020.20	per classroom per year
	Car Wash	\$985.82	\$938.88	per year
	Sewage Disposal Facility	\$357.03	\$340.03	per year
	Public Shower & Staff Shower	\$309.07	\$294.35	per shower per year
	Stand Alone Sink	\$165.20	\$157.33	per sink per year
	Water-Cooled Air Condition, refrigeration or freezer unit and ice machines	\$111.91	\$106.58	per horsepower, per year
	Bulk water pick up at pumphouse	\$4.20	\$4.00	per cubic metre
	Disconnection or reconnection of private water service	1 hr labour + 1 hrs equip. rental including operator + materials OR actual costs, whichever is greater	1 hr labour + 1 hrs equip. rental including operator + materials OR actual costs, whichever is greater	
Sewer Services	Fee Description	Proposed	Fee	Unit
	Private owned/occupied Residential /Trondek Hwechin residential	\$505.91	\$481.82	per year - paid quarterly
	Private owned/occupied Residential - Seinor Discounted	\$294.54	\$280.51	
	Privately owned/rental Residential /Trondek Hwechin residential	\$505.91	\$481.82	per year - paid quarterly
	Privately owned/rental Residential	\$126.48	\$120.46	quarterly installment
	Commercial Residential	\$778.85	\$741.76	per year
	Hotel, motel, Inn, Hostel, Boarding Houses, Bed and Breakfast	\$81.40	\$77.52	per rentable room per year
	Non-Residential Cooking Facility - Commercial/Institutional Kitchens	\$411.06	\$391.49	per kitchen per year
	Non-Residential Cooking Facility - Community Halls	\$248.80	\$236.95	per kitchen per year
	Non-Residential Cooking Facility - Staff Kitchens	\$124.40	\$118.48	per kitchen per year
	Non-Residential Washroom - Restaurant, Lounge, Bar, Tavern, Casino			
	First (2) Units (Refer to Table "A" for unit calculation)	\$340.75	\$324.52	per unit per year
	Additional per unit rate for over (2) units (Refer to Table "A" for unit calculation)	\$108.17	\$103.02	per unit per year
	Non-Residential Washroom - Institutional	\$914.07	\$870.54	per washroom per year
	Non-Residential Washroom - Commercial and all other Non-Residential	\$136.58	\$130.08	per toilet / urinal per year
	Non-Residential Laundry Washing Machine - Institutional Washing Machine	\$914.07	\$870.54	per machine per year
	Non-Residential Laundry Washing Machine - Hotel/Motel Washing Machine	\$751.81	\$716.01	per machine per year
	Non-Residential Laundry Washing Machine - Hotel/Motel Guest Washing Machine	\$373.20	\$355.43	per machine per year
	Non-Residential Laundry Washing Machine - other Non-Residential Washing Machine	\$373.20	\$355.43	per machine per year
	Janitor Room - equipped with water outlet - Institutional	\$914.07	\$870.54	per janitorial room per year

FEES AND CHARGES PROPOSED FOR 2023 (Draft #1)		Yellow highlight indicates 5% increase	2022	
	Janitor Room - equipped with water outlet - Commercial and all other Non-Residential	\$146.03	\$139.08	per janitorial room per year
	R.V. Park/Campground	\$51.39	\$48.94	per serviced space per year
	School	\$814.00	\$775.24	per classroom per year
	Car Wash	\$751.81	\$716.01	per year
	Sewage Disposal Facility	\$270.44	\$257.56	per year
	Public Shower & Staff Shower	\$237.98	\$226.65	per shower per year
	Stand Alone Sink	\$124.40	\$118.48	per sink per year
	Disconnection or reconnection of private sewer service	2 hrs labour+2 hrs equip. rental including operator +material costs OR actual costs, whichever is greater	2 hrs labour+2 hrs equip. rental including operator +material costs OR actual costs, whichever is greater	
Senior Discount	Seniors Water Delivery Discount Discount:			
	One delivery every two weeks, if eligibility requirements met per water delivery bylaw	\$1,225.22	\$700.13	per year
	One delivery every two weeks, if eligibility requirements met per water delivery bylaw	\$102.11	\$58.34	per monthly installment
	One delivery per week, if eligibility requirements met per water delivery bylaw	\$2,450.45	\$1,400.26	per year
	One delivery per week, if eligibility requirements met per water delivery bylaw	\$204.20	\$116.69	per monthly installment
W&S - Load Capacity	Load Capacity Charge-single family residential			
	Single family residential	\$1,627.50	\$1,550.00	per unit (includes 2 bathrooms)
	Single family residential	\$435.75	\$415.00	per additional bathroom
	Multi-family or commercial property	\$435.75	\$415.00	per water outlet
TABLE A:				
151 - 200 = 8 units				
201 - 250 = 10 units				
251 - 300 = 12 units				
301 - 350 = 14 units				
351 - max = 16 units				
Plus 2 units for each additional 50 seating capacity				



THE CITY OF DAWSON

2023 Tax Levy Bylaw

Bylaw No. 2023-02

WHEREAS section 265 of the *Municipal Act*, RSY 2002, c. 154, and amendments thereto, provides that a council may pass bylaws for municipal purposes; and

WHEREAS section 55(2) of the *Assessment and Taxation Act* requires that each municipality shall levy taxes upon all taxable real property within its jurisdiction; and

WHEREAS section 55(3) of the *Assessment and Taxation Act* provides for the establishment of different classes of real property, and varied tax rates according to the class of real property to be taxed; now

THEREFORE, pursuant to the provisions of the *Municipal Act* of the Yukon, the council of the City of Dawson, in open meeting assembled, **ENACT AS FOLLOWS:**

PART I - INTERPRETATION

1.00 Short Title

1.01 This bylaw may be cited as the **2023 Tax Levy Bylaw**.

2.00 Purpose

The purpose of this bylaw is to levy taxes for the year 2023.

3.00 Definitions

3.01 In this Bylaw:

- (a) Unless expressly provided for elsewhere within this bylaw the provisions of the Interpretations Act (RSY 2002, c. 125) shall apply;
- (b) “city” means the City of Dawson;
- (c) “council” means the council of the City of Dawson;
- (d) “residential” means all property used primarily for residential purposes and designated one of the following assessment codes on the “City of Dawson Assessment Roll”: REC, RMH, RS1, RS2, RSC, or RSM.
- (e) “non-Residential” means all property used primarily for commercial, industrial and public purposes and designated one of the following assessment codes on the “City of Dawson Assessment Roll”: CG, CMC, CMH, CML, CMS, INS, MHI, MSI, NOZ, OSP, PI, PLM, PRC, or QRY.



THE CITY OF DAWSON

2023 Tax Levy Bylaw

Bylaw No. 2023-02

(f) “vacant residential” means all property classified as “Vacant” as defined in section 2.01 (g)(a) of the Taxation of Vacant Lands Policy (2022-02).

PART II – APPLICATION

4.00 Tax Rates Established

4.01 A general tax for the year 2023 shall be levied upon all taxable real property in the City of Dawson classified “non-residential” at the rate of 1.95 percent.

4.02 A general tax for the year 2023 shall be levied upon all taxable real property in the City of Dawson classified “residential” at the rate of 1.64 percent.

5.00 Minimum Tax

5.01 The minimum tax for the year 2023 on any real property classified “residential” shall be eight hundred dollars (\$800.00) except for real property with a legal address in West Dawson where the minimum tax shall be three hundred and fifty dollars (\$350.00).

5.02 The minimum tax for the year 2023 on any real property classified “non-residential” shall be eleven hundred dollars (\$1,100.00).

6.00 Minimum Vacant Residential Land Tax

6.01 The minimum tax for the year 2023 on any real property classified as “vacant residential” shall be sixteen hundred dollars (\$1,600.00).

PART III – FORCE AND EFFECT

7.00 Severability

7.01 If any section, subsection, sentence, clause or phrase of this bylaw is for any reason held to be invalid by the decision of a court of competent jurisdiction, the invalid portion shall be severed and the part that is invalid shall not affect the validity of the remainder unless the court makes an order to the contrary.



THE CITY OF DAWSON

2023 Tax Levy Bylaw

Bylaw No. 2023-02

8.00 Bylaw Repealed

8.01 Bylaw 2022-04, and amendments thereto, are hereby repealed.

8.02 All previous year's tax levies as presented in property tax notices from the City of Dawson shall continue to apply.

9.00 Enactment

9.01 This bylaw shall be deemed to have been in full force and effect on January 1, 2023.

10.00 Bylaw Readings

Readings	Date of Reading
FIRST	March 1, 2023
SECOND	
THIRD and FINAL	

William Kendrick, Mayor
Presiding Officer

David Henderson, CAO
Chief Administrative Officer



**MONTHLY
POLICING REPORT
December, 2022**

**Dawson City RCMP Detachment
“M” Division
Yukon**

The Dawson City RCMP Detachment responded to a total of 58 calls for service during the month of December, 2022.

OCCURENCES	December, 2022	Year to Date 2022	December 2021	Year to date 2021	Year Total 2021
Assaults (all categories)	1	69	3	67	67
Sexual Assault	0	18	0	15	15
Break and Enter	0	14	1	16	16
Thefts (all categories)	4	58	2	46	46
Drugs (all categories)	0	10	2	27	27
Cause a Disturbance	2	60	0	90	90
Mischief	3	125	6	145	145
Impaired Driving	0	20	1	48	48
Vehicle Collisions	2	49	2	54	54
Mental Health Act	2	69	1	35	35
Assistance to General Public	6	61	10	66	66
Search and Rescue	0	7 Land	1 Land	3 Land	3 Land
Missing Persons	1	17	0	13	13
Wellbeing Checks	6	60	6	62	62
Check Stops (represents the actual number of check stops)	3	7	0	4	4
Other Calls for Service	27	1000	69	1236	1236
Total Calls for Service	58	1644	69	1927	1927
Criminal Code Charges / (CDSA)	4 CC	74 CC	6 CC	149 CC	149 CC 13 CDSA
Liquor Act/MVA/CEMA Charges/Cannabis Act (Can Act)/Campground Act (Camp. Act)	3 MVA	7 MVA		8 CEMA 8 Liquor Act 27 MVA 1 Can Act	8 CEMA 7 Liquor Act 36 MVA 1 Can. Act 1 Camp. Act

PLEASE NOTE: The statistic numbers in the report may change monthly as file scoring is added, deleted or changed. This occurs as investigations develops resulting in additional charges or changing the scoring on a file. Numbers as at/corrected to 2022.12.31.





**Sgt. Dave Wallace was Santa for the
Tr'ondek Hwech'in elders**

	December, 2022	Year to Date 2022 Total	December, 2021	Year Total 2021
Prisoners held locally	5	57	0	65
Prisoners remanded	0	2	0	8
Total Prisoners	5	59	0	65

Justice Reports	December, 2022	Year to Date 2022	December, 2021	Year Total 2021
Victim Services Referrals Offered	4	97	7	110
Youth Diversions	0	0	0	3
Adult Diversions	0	2	0	2
Restorative Justice Total	2	4	0	5

Annual Performance Plan (A.P.P.'S) Community Priorities

Community approved priorities are:

- (1) Substance Abuse
- (2) Road Safety
- (3) Youth Initiatives
- (4) Attendance at THFN, City of Dawson and Community Events
- (5) Restorative Justice

(1) Substance Abuse

During the month of December members of the Dawson City Detachment continued to make patrols of the local bars. Patrols especially focused around closing hours to ensure that intoxicated person got home safely if walking during the extreme cold temperatures we had and to discourage impaired driving.

(2) Road Safety

On December 3rd, 2022 members of the Dawson City Detachment took part in the national day for the prevention and detection of impaired driving. Cst. TOWER, Cst. MADORE and Cst. LEGRESLY conducted two check points within Dawson City and checked the sobriety of 32 vehicle drivers. During the course of the day a 24 hour suspension was issued to one vehicle driver.

(3) Youth Initiatives

During the month of December, members of the Dawson City Detachment engaged with youth by taking part in the following activities:

- Cst. PREMIERL and Cst. MADORE conducted walk throughs of Robert Service School and interacted with the youth.
- Cst. TOWER continued to play the fiddle with the Klondike fiddle group based out of Robert Service School and participated in a concert with youth at MacDonald Lodge for its residents.
- Cst. TOWER conducted safety talks at Robert Service School for Grades 1, 2 and 3. Topics covered were strangers, inappropriate touching and how to report to police along with safety if left home alone.
- Cst. TREMBLAY attended and assisted with the Learn to Skate Program Grades K-1.
- Sgt. WALLACE and Cst. TOWER attended the monthly Youth Council meeting.

- Cst. LEGRESLEY coached U13 hockey.
- Cst. TOWER coached U9 basketball for the Jr NBA program.
- Cst. TOWER attended the Robert Service School Council meeting.
- Cst. TREMBLAY played and coached in a midget/Old Timers hockey game.

(4) Attendance at THFN and Community Events:

During the month of December, members and staff of the Dawson City Detachment engaged with members of the community by taking part in the following activities:

- Sgt. WALLACE attended the Chief John Jonas Support Centre as Santa Claus for the elders.
- Cpl. GAGNON continued to play Old Timer's hockey.
- Cpl. GAGNON, Cst. TOWER, Cst. LEGRESLEY, Cst. PREMIERL and Cst. MADORE attended the Festival of Lights at Minto Park for the lighting of the tree.
- Cst. TREMBLAY and Cst. LEGRESLY continue to play hockey in the senior league.
- Members and staff of the Dawson City Detachment hosted the annual Christmas Open House and served stew. DSA Andrea MAGEE made fresh bannock for the open house and was assisted by S/S/M Rob MORIN, who returned to meet with members of the community.
- Cst. TOWER assisted with serving breakfast at the Dawson City Fire Department Breakfast while Cst. MADORE and Cst. PREMIERL attended with their families to meet Santa.
- Cpl. GAGNON, Cst. MADORE, Cst. PREMIERL and Cst. LEGRESLEY attended the Tr'ondek Hwech'in Community Christmas Feast. Cst. LEGRESLEY and Cpl. GAGNON assisted with serving the meal to the community.
- Cst. MADORE and Cst. PREMIERL attended the Tr'ondek Hwech'in New Year's Eve party.

(5) Restorative Justice:

There are currently two restorative justice processes under way in Dawson City.

Fun Fact:

On December 27, 1901 the first annual winter patrol between Dawson and Fort McPherson was undertaken. Sgt. Harry MAPLEY and a guide on dog sled carried the mail over the Mackenzie Mountains to Fort McPherson. They travelled a distance of 475 miles and bone chilling temperatures of 50 degrees below zero. The patrols became an annual event and continued for many years.

Kindest regards,

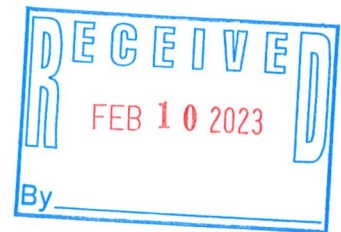


Cst. Josh TOWER
Dawson City RCMP

for

Sgt. David WALLACE
N. C. O. In Charge
Box 159
Dawson City, Yukon
Y0B 1G0

/am



**MONTHLY
POLICING REPORT
January, 2023**

**Dawson City RCMP Detachment
“M” Division
Yukon**

The Dawson City RCMP Detachment responded to a total of 73 calls for service during the month of January, 2023.

OCCURENCES	January, 2023	Year to Date 2023	January 2022	Year to date 2022	Year Total 2021
Assaults (all categories)	3	3	12	12	69
Sexual Assault	0	0	0	0	18
Break and Enter	0	0	2	2	14
Thefts (all categories)	8	8	2	2	58
Drugs (all categories)	0	0	0	0	10
Cause a Disturbance	2	2	6	6	60
Mischief	5	5	7	7	125
Impaired Driving	0	0	1	1	20
Vehicle Collisions	5	5	6	6	49
Mental Health Act	5	5	6	6	69
Assistance to General Public	4	4	2	2	61
Search and Rescue	0	0	0	0	7 Land
Missing Persons	1	1	1	1	17
Wellbeing Checks	2	2	7	7	60
Check Stops (represents the actual number of check stops)	0	0	0	0	7
Other Calls for Service	38	38	44	44	1000
Total Calls for Service	73	73	96	96	1644
Criminal Code Charges / (CDSA)	7	7	4	4	74 CC
Liquor Act/MVA/CEMA Charges/Cannabis Act (Can Act)/Campground Act (Camp. Act)			1 MVAct	1 MVAct	7 MVA

PLEASE NOTE: The statistic numbers in the report may change monthly as file scoring is added, deleted or changed. This occurs as investigations develops resulting in additional charges or changing the scoring on a file. Numbers as at/corrected to 2023.01.31



	January, 2023	Year to Date 2023 Total	January, 2022	Year Total 2021
Prisoners held locally	3	3	5	57
Prisoners remanded	0	0	0	2
				59

Justice Reports	January, 2023	Year to Date 2023	January, 2022	Year Total 2021
Victim Services Referrals Offered	7	7	9	97
Youth Diversions	0	0	0	0
Adult Diversions	1	1	0	2
Restorative Justice Total	0	0	0	2

Annual Performance Plan (A.P.P.'S) Community Priorities

Community approved priorities are:

- (1) Substance Abuse
- (2) Road Safety
- (3) Youth Initiatives
- (4) Attendance at THFN, City of Dawson and Community Events
- (5) Restorative Justice

(1) Substance Abuse

During the month of January members of the Dawson City Detachment continued to make patrols of the local bars. Patrols especially focused around closing hours to ensure that intoxicated persons were able to make it home safely if walking, during the cold temperatures.

(2) Road Safety

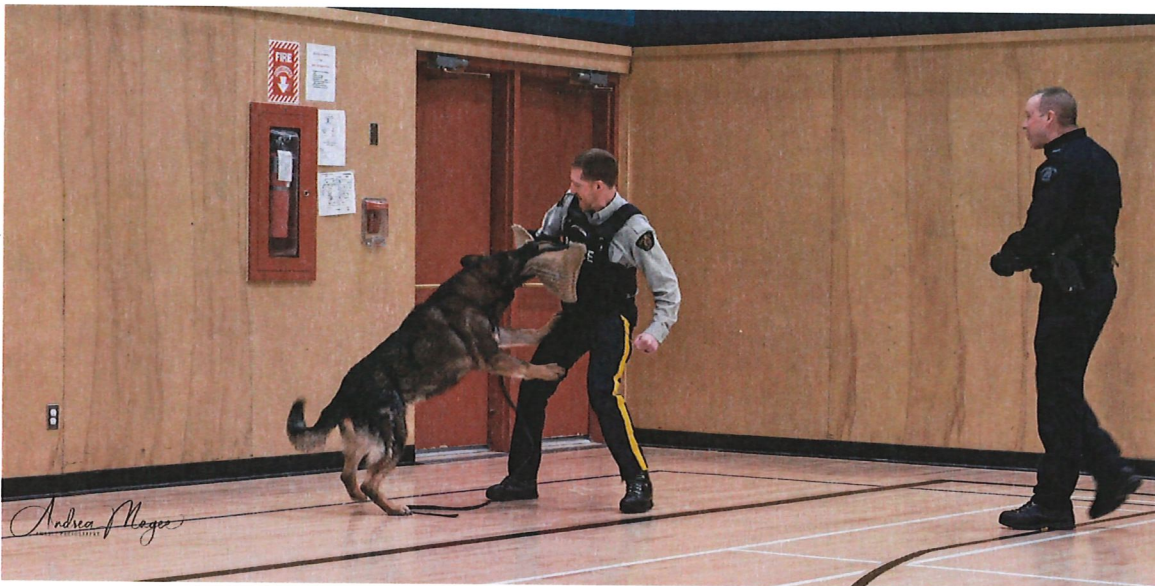
During the month of December the members of the Dawson City RCMP continued to make patrols of Dawson City and surrounding areas but also focused on patrols of more remote areas that were traveled by skidoo. Cst. LEGRESLEY made a patrol out to portions of the Dempster Highway and the North Fork Road to R22.

Sgt. WALLACE, Cpl. GAGNON and Cst. LEGRESLEY made patrols by skidoo on the Top of the World Highway and spoke with several other groups who were out in the area.



(3) Youth Initiatives

- Cst. TOWER conducted a safety talk at the Robert Service School for the kindergarten class with regards to strangers and how to call for help
- Cst. TREMBLAY assisted with learn to skate for K-1
- Cst. PREMIERL attended open gym and parkour
- Cst. TOWER assisted with the organizing of the U13 Yukon Hockey Championships that were held in Dawson City
- Cst. TOWER coached U9 basketball for the Jr NBA program
- Cst. TOWER conducted a walk thru of Robert Service School during recess
- Sgt. WALLACE, Cpl. LONG, Cst. TOWER and DSA Andrea MAGEE attended Robert Service School for the police dog presentation for grades K-7



(4) Attendance at THFN and Community Events:

- Cpl. GAGNON continued to play old timer's hockey
- Cpl. GAGNON continued to curl in the Dawson City curling league
- Cst. TREMBLAY and Cst. LEGRESLEY continued to play senior's hockey
- Cst. TOWER attended school council meeting for Robert Service School

- Sgt. WALLACE and Cpl. GAGNON met with Chief and Council
- Cpl. GAGNON and Cst. PREMIERL attended the Tr'ondek Hwech'in Wellness Advisory group meeting
- Cpl. GAGNON, Cst. TREMBLAY, Cst. LEGRESLEY and Cst. PREMIERL attended the curling bonspiel
- Sgt. WALLACE and Cst. TOWER called Elder's Birthday Bingo at the TH Hall
- Sgt. WALLACE and Cpl. GAGNON attended the Community Justice Provider's meeting

(5) Restorative Justice:

There are currently two restorative justice processes under way in Dawson City.

Fun Fact:

On February 1, 1920, the Royal North West Mounted Police (RNWMP) became the Royal Canadian Mounted Police (RCMP) with the absorption of the Dominion Police.

Kindest regards,



Cst. Josh TOWER
Dawson City RCMP

For

Sgt. David WALLACE
N. C. O. In Charge
Box 159
Dawson City, Yukon
Y0B 1G0

/am

Committee Minutes (No Quorum) THURSDAY SEPTEMBER 1, 2022 19:00

Meeting Type: Regular

Meeting: # HAC 22-15

Facilitators: Stephani McPhee, PDO

Attendees: Charlotte Luscombe, Megan Gamble, Rebecca Jansen

Regrets: Eve Dewald, Angharad Wenz

Meeting Called to order at 7:05 PM.

Minutes

Agenda Item: Agenda Adoption

Resolution: N/A

THAT quorum was not met but will hear delegates to inform next meeting decisions.

Discussion: None.

Votes For: 0

Votes Against: 0

Abstained: 0

Agenda Item: Conflict of Interest

Resolution: N/A

Discussion: None.

Agenda Item: Committee of the Whole

Resolution: N/A

THAT the Heritage Advisory Committee move into the Committee of the Whole.

Discussion: None

Votes For: 0

Votes Against: 0

Abstained: 0

Agenda Item: Delegations

Resolution: N/A

Greg Hakonson

Discussion:

- The delegate attended the meeting to ensure the following materials are permitted in the commercial core, specifically for the upcoming development of 2nd Ave and King St.:
 - fibreglass/textured wood doors
 - vinyl windows, single hung
 - The HAC noted that these materials had been approved previously and have become standard in Town. Both present members support these already approved materials being used.
- The delegate noted that they are hoping to set a precedent as this development will have a substantial impact in such a core commercial area of Town.

Agenda Item: Delegations

Resolution: N/A

Nathaniel Jones and Jared Klok – DP #22-085

Discussion:

- The HAC asked the delegates what changes are being proposed since they last saw the designs.
 - The delegate responded that they attempted to create more symmetry on the North façade, however found they could not add windows, as was suggested by the HAC, without changing the floor plan.
 - The delegate changed the East side windows on the main residence to reflect the HAC's suggestion.
 - The delegate provided a door schedule. The HAC commented that the doors are historically compliant.
- The HAC commented that symmetry is important, however rhythm and balance are most important to ensure that openings are well distributed through the space.
- The HAC feels that the roof extension over the front stairs is a good direction to move in if it is not possible to add more windows, and asked if the delegate considered any other options for creating more of a balanced façade. The HAC would still like to see the North façade broken up more, if possible, even if more windows are not possible and different elements are added instead.

Agenda Item: Delegations**Resolution:** N/A

Lindsay Baker – DP #22-089 and #22-090

Discussion:22-089

- The applicant brought forward new designs, which are similar to designs approved for the same lot earlier in the year with slight differences.
- The HAC posed some questions and made comments about elements of the design:
 - The building features a traditional gable
 - The windows, trim, and façade look good historically
 - The HAC asked about the front setback as it looks quite large, how far is it tucked behind the adjacent 4-plex from the front property line? The delegate responded that it is approximately 10ft setback from the 4-plex, noting that since the lots are so small and there is no rear entry, there is nowhere else to put the required parking stall.
- Overall, the HAC likes the design.

22-090

- The design is similar to the lot adjacent (development permit #22-089) however has one less storey.
- the HAC asked whether the cladding was board and batten. The delegate confirmed that it is vertical board and batten.
- The HAC enjoys the design of the two dwellings.

Agenda Item: Delegations**Resolution:** N/A

Kevin Mendelsohn – DP #22-087

Discussion:

- Additional photos have been provided
- Sea-can hasn't been altered on the side facing the alley, however the main concern was the view from the main road. Plywood, shed doors are visible from the main road (Turner St).
- The HAC asked whether the roof material was corrugated metal. The delegate confirmed.

Agenda Item: Revert to Heritage Advisory Committee**Resolution:** N/A

THAT the Committee of the Whole revert to the Heritage Advisory Committee.

Discussion: None.

Votes For: 0

Votes Against: 0

Abstained: 0

Agenda Item: Business Arising from Delegations

Resolution: N/A

Regarding Nate's application #22-085

Discussion:

- The HAC expressed that the design is still not quite historic despite changes made. This is primarily due to the lack of pattern in the window layout and balance – the design is not meeting basic window proportions.
- Perhaps adding more materials to the façade/characteristic elements would be beneficial.

Agenda Item: Adoption of the Minutes

Resolution: N/A

THAT the Minutes for HAC meeting 22-14 could not be accepted, granted quorum was not met

Discussion: None

Votes For: 0

Votes Against: 0

Abstained: 0

Agenda Item: Business Arising from the Minutes

Resolution: N/A

Discussion: None

Agenda Item: New Business

Resolution: N/A

None.

Agenda Item: Unfinished Business

Resolution: N/A

None.

Agenda Item: Adjournment

Resolution: N/A

That Heritage Advisory Committee meeting HAC 22-15 be adjourned at [time not recorded] on September 1, 2022.

Discussion: None.

Minutes accepted on: N/A (unofficial minutes)

Committee Minutes

THURSDAY SEPTEMBER 15, 2022
18:00

Meeting Type: Regular**Meeting: # HAC 22-16****Facilitators:** Stephani McPhee, PDO**Attendees:** Charlotte Luscombe (chair), Megan Gamble, Angharad Wenz, Sean Warnick, Rebecca Jansen (arrived 7:00pm), Kayla Goodwin.**Regrets:** None.

Meeting Called to order at 6:05PM.

Minutes

Agenda Item: Agenda Adoption**Presenter:****Resolution:** 22-16-01**Seconded:** Charlotte Luscombe

THAT the Agenda for Heritage Advisory Committee Meeting 22-16 has been adopted as presented.

Discussion: None.

Votes For: 4

Votes Against: 0

Abstained: 0 CARRIED

Agenda Item: Conflict of Interest**Resolution:** n/a**Discussion:** None.

Agenda Item: Committee of the Whole**Resolution:** 22-16-02

THAT the Heritage Advisory Committee move into the Committee of the Whole.

Discussion: None

Votes For: 4

Votes Against: 0

Abstained: 0 CARRIED

Agenda Item: Delegations

Nate Jones and Jared Klok – DP #22-085

Discussion:

- The HAC asked what changes had been made since the delegate last presented to the Committee. The following changes were made:
 - more balance was added to the north façade by extending the shed addition into the main residence.
 - rail detail was added on the southwest façade
 - a number of windows have been changed for balance, windows on the north facing façade have not been altered. The delegate commented that this is limited by the floor plan.
- The HAC asked if the posts were free-standing. The delegate responded that they are fixed to the building, and that they will have some angled notch detailing in the posts.
- The HAC asked if any changes were made to the cladding – the delegate responded no, that the cladding will remain board and batten.
- The HAC asked if the delegates considered adding elements to further break up the façade, such as vertical run flashing. The delegate responded no, but that it is not out of the question.
- The HAC asked if there will be a vent in the gable – yes, ideally an invisible vent or a rectangular one.

- The HAC noted some concerns about the designs, notably about inconsistencies with the Heritage Design Guidelines, such as:
 - Concern was raised about the extension of the west side addition (through roof line and cladding) into the main residence and how this makes it look functionally like one building. The HAC enjoyed that previously it appeared as a main residence with a commercial out-building added on, which was a common historic phenomenon. The HAC recognizes, however, that this was done in hopes of adding more balance to the façade, as requested.
 - The HAC feels that symmetry is still missing, and that ideally the main residence should have balance without extending the out-building inwards.
- The delegate responded that when doing some heritage research, they found many examples of facades without symmetry. Additionally, they noted that the surrounding neighborhood character is quite eclectic, and that most existing residences look different (there is no apparent design schema, many different styles, and no defining aspects of the neighborhood). The delegate expressed that the property is not within the Downtown Core, is rather infill in an already eclectic neighborhood, indicating the sentiment that the requirements should not be so strict.
- The HAC responded that they are limited to the Design Guidelines, which the development does not explicitly abide by. Ideally there could be additional options for breaking up the façade without changing the windows or floor layout. The delegate is open to doing this and suggested the following elements be added:
 - a horizontal belly band
 - contrasting corner pieces
 - a soffit vent
- The HAC wants to be accommodating to the applicant's situation, and appreciates the efforts made to amend designs, as well as the willingness to hear other alternatives. The HAC also recognizes that the process of approval can take time.

Agenda Item: Revert to Heritage Advisory Committee
Resolution: 22-16-03

Presenter:
Seconded: Charlotte Luscombe

THAT the Committee of the Whole revert to the Heritage Advisory Committee.

Discussion: None.

Votes For: 4

Votes Against: 0

Abstained: 0 CARRIED

Agenda Item: Business Arising from Delegations

Discussion:

- A HAC member commented that s.6.2 of the Heritage Management Plan states the following related to the intent for infill development: *"the Design Guidelines for Historic Dawson should be used only as a reference in the design of infill (i.e. new buildings), and not as primary guidelines. The Design Guidelines should be thought of as a pattern book"*
 - The HAC member posed whether it could be argued that this is how the design guidelines are in fact being utilized in this circumstance (simply as a pattern book, not used as a primary guideline for the design).
 - Other HAC members commented that it remains problematic how the baseline characteristic elements are not being provided, which is a requirement for infill as well. More specifically, the façade as proposed does not have traditional symmetry and balance. The HAC members expressed concern that approving the application as is would create a precedent that the committee cannot defend.

Agenda Item: Adoption of Meeting Minutes
Resolution: 22-16-04

Presenter:
Seconded: Megan Gamble

THAT the Heritage Advisory Committee APPROVE the minutes from meeting #22-14 as presented.

Discussion: None.

Votes For: 4

Votes Against: 0

Abstained: 0 CARRIED

Agenda Item: Business Arising from the Minutes

None.

Agenda Item: Applications

Resolution: 22-16-05

Presenter:

Second: Megan Gamble

THAT the Heritage Advisory Committee APPROVE development permit #22-089.

Discussion: None.

Votes For: 4

Votes Against: 0

Abstained: 0 CARRIED

Agenda Item: Applications

Resolution: 22-16-06

Presenter:

Second: Megan Gamble

THAT the Heritage Advisory Committee APPROVE development permit #22-090.

Discussion: None.

Votes For: 4

Votes Against: 0

Abstained: 0 CARRIED

Agenda Item: Applications

Resolution: 22-16-07

Presenter:

Second: Megan Gamble

THAT the Heritage Advisory Committee APPROVE development permit #22-097.

Discussion: None.

Votes For: 4

Votes Against: 0

Abstained: 0 CARRIED

Agenda Item: Applications

Resolution: 22-16-08

Presenter:

Second: Megan Gamble

THAT the Heritage Advisory Committee APPROVE development permit #22-100, subject to the following condition:

1. That the new bulletin boards replicate the design of previously constructed ones. If not, they shall be subject to the HAC's review prior to being erected.

Discussion: None.

Votes For: 4

Votes Against: 0

Abstained: 0 CARRIED

Agenda Item: Applications

Resolution: 22-16-09

Presenter:

Second: Megan Gamble

THAT the Heritage Advisory Committee APPROVE development permit #22-101.

Discussion: None.

Votes For: 4

Votes Against: 0

Abstained: 0 CARRIED

Agenda Item: Applications
Resolution: 22-16-10

Presenter:
Seconded: Megan Gamble

THAT the Heritage Advisory Committee APPROVE development permit #22-102.

Discussion: None.

Votes For: 4

Votes Against: 0

Abstained: 0 CARRIED

Agenda Item: Applications
Resolution: 22-16-11

Presenter:
Seconded: Megan Gamble

THAT the Heritage Advisory Committee APPROVE development permit #22-103.

Discussion: None.

Votes For: 4

Votes Against: 0

Abstained: 0 CARRIED

Agenda Item: Applications
Resolution: 22-16-12

Presenter:
Seconded: Megan Gamble

THAT the Heritage Advisory Committee APPROVE development permit #22-106.

Discussion: None.

Votes For: 4

Votes Against: 0

Abstained: 0 CARRIED

Agenda Item: Applications
Resolution: 22-16-13

Presenter:
Seconded: Megan Gamble

THAT the Heritage Advisory Committee APPROVE development permit #22-107.

Discussion: None.

Votes For: 4

Votes Against: 0

Abstained: 0 CARRIED

Agenda Item: Applications
Resolution: 22-16-14

Presenter: Charlotte Luscombe
Seconded: Megan Gamble

THAT the Heritage Advisory Committee APPROVE development permit #22-087, subject to the following conditions:

1. That historically compliant cladding be added to the plywood addition.
2. That trim be added around the sea-can door and roof line opening.
3. That the board and batten cladding be extended to the edge of the sea-can door.

Discussion: None.

Votes For: 4

Votes Against: 0

Abstained: 0 CARRIED

Agenda Item: Applications

Presenter:

THAT the Heritage Advisory Committee APPROVE development permit #22-085, subject to the following conditions:

1. That a wooden horizontal band be added at the median point of North facing façade, extending from the shed roof line at the beginning of the gable.
2. That a square vent be trimmed out in the North facing gable.

Discussion:

- The HAC provided additional suggestions to break up the North facing façade:
 - further trimming would be beneficial
 - a covered deck on the front continuing from the porch
 - changing the posts to free-standing
- The HAC discussed the use of board and batten as a non-historic material for residential buildings, especially for residences of this size.

Votes For: 3

Votes Against: 0

Abstained: 1 CARRIED

Agenda Item: New Business**Resolution:** n/a**Presenter:****Seconded:** Megan Gamble**Discussion:** None.

Agenda Item: Unfinished Business**Resolution:** n/a**Presenter:** Charlotte Luscombe**Seconded:** Megan Gamble**Discussion:**

- The HAC discussed availability for a walking tour and came to the conclusion that the best day would be September 21st starting at 7:00pm, as the maximum number of members will be available. The following members confirmed attendance:
 - Megan Gamble
 - Angharad Wenz
 - Sean Warnick
 - Charlotte Luscombe (may be late, subject to construction driving back to town)
 - Rebecca Jansen
 - Kayla Goodwin

Agenda Item: Adjournment**Resolution:** 22-16-16**Presenter:****Seconded:** Megan Gamble

That Heritage Advisory Committee meeting HAC 22-16 be adjourned at 7:27pm on September 15, 2022.

Votes For: 4

Votes Against: 0

Abstained: 0 CARRIED

Minutes accepted on: October 6, 2022 (meeting #22-17)

Committee Minutes

THURSDAY OCTOBER 6, 2022
18:00

Meeting Type: Regular**Meeting: # HAC 22-17****Facilitators:** Stephani McPhee, PDO**Attendees:** Angharad Wenz (chair), Megan Gamble, Sean Warnick, Kayla Goodwin.**Regrets:** Charlotte Luscombe, Rebecca Jansen

Meeting Called to order at 7:05PM.

Minutes

Agenda Item: Agenda Adoption**Presenter:** Angharad Wenz**Resolution:** 22-17-01**Second:** Sean Warnick

THAT the Agenda for Heritage Advisory Committee Meeting 22-17 has been adopted as amended.

Discussion:

- That discussion of a joint HAC/Council meeting be added to New Business.
- That a new chair be voted in during New Business.

Votes For: 3

Votes Against: 0

Abstained: 0 CARRIED

Agenda Item: Conflict of Interest**Resolution:** n/a**Discussion:** None.

Agenda Item: Committee of the Whole**Resolution:** 22-17-02

THAT the Heritage Advisory Committee move into the Committee of the Whole.

Discussion: None

Votes For: 3

Votes Against: 0

Abstained: 0 CARRIED

Agenda Item: Delegations

Tom and Susan Pearse, Paul Adams – DP #22-109

Discussion:

- Tom and Susan brought forward plans for their proposed new build located on the corner of 7th Ave and Firth St. Their contractor outlined the basics of the design:
 - the design was done locally, and has a straight forward historic facade design.
 - the owners wish to know what the possibility is of using a new material called ‘bellara barnboard’ – a metal made to look like barnboard, the image of barnboard is printed over the metal. The HAC asked whether there is a possibility of seeing a sample of the material prior to making a precedent setting decision in allowing it. The applicants will have a sample sent up for the HAC to review.
 - The HAC asked for details on the new material – would it extend into the gable? The owners responded that they would be interested in putting a different material in the gable ends, such as cedar shingles, to create some contrast. The corner boards and window frames would be made of normal wood material and would be a contrasting color from the cladding.
 - the roof is ½” corrugated tin.

- solar panels would ideally be added to the south facing façade. The HAC stated that there is precedent in town for permitting solar panels.
- The owner mentioned that they would prefer to have standing seam on the roof for ease of hooking the solar panels onto. The HAC commented that standing seam roofing is not typical of residential builds historically, asking whether the delegates would consider using corrugated metal on the porch roof. The delegates confirmed they would be willing. The HAC discussed the possibility of an exception being made to using standing seam on the main roof, as the solar panels would mostly cover the street facing side.
- The HAC asked about soffits – the delegate confirmed that there will be a 2' eave overhang, however a material has not yet been chosen.
- The HAC asked about skirting details – the delegate confirmed that they are unsure about details at this stage. The HAC recommended creating contrast with a different material, should the bellara barnboard be approved.
- The HAC would like to see revised drawings showing the outstanding details that have been discussed, as well as potential options for material choices.

Agenda Item: Delegations

Owen Kemp-Griffin (COD Project Manager) – DP #22-120

Discussion:

- Owen brought forward mock-up window designs for the CBC building restoration project. The two windows will provide an opportunity to see the different window options and decide which is preferable for the restoration of the remaining windows. The delegate noted that the bottom window will have only a single mullion down the middle.
- The delegate mentioned that the paint shades 'Sandstone' and 'Ivory White' would be used on the windows – the HAC mentioned that Ivory white was the original shade used on the building.
- The delegate provided a progress update on the buildings' restoration:
 - the vault removal will be brought forward to Council for decision, as it has been determined to be the preferred option to accommodate the building code requirement of adding an elevator, without constructing a rear exterior addition.
 - A new architecture firm will be taking over, the drawings have been 90% completed.
 - the delegate mentioned they would like to extend the boardwalk across and will be considering landscaping options in the future.

Agenda Item: Revert to Heritage Advisory Committee
Resolution: 22-17-03

Presenter: Angharad Wenz
Seconded: Sean Warnick

THAT the Committee of the Whole revert to the Heritage Advisory Committee.

Discussion: None.

Votes For: 3

Votes Against: 0

Abstained: 0 CARRIED

Agenda Item: Business Arising from Delegations

Discussion: None.

Agenda Item: Adoption of Meeting Minutes
Resolution: 22-17-04

Presenter: Angharad Wenz
Seconded: Megan Gamble

THAT the Heritage Advisory Committee APPROVE the minutes from meeting #22-16 as presented.

Discussion: None.

Votes For: 3

Votes Against: 0

Abstained: 0 CARRIED

Agenda Item: Business Arising from the Minutes

None.

Agenda Item: Applications

Resolution: 22-17-05

Presenter: Angharad Wenz

Second: Megan Gamble

THAT the Heritage Advisory Committee TABLE development permit #22-109 until updated design options are provided.

Discussion:

- The HAC commented that the design is great, and adequately reflects the heritage components they look for. The HAC raised concern about the proposed cladding material, which would be precedent setting. The Committee noted some specific concerns about the material:
 - the material will not weather to give it a historic look.
 - will the cladding look too patterned? concern was raised that depending on how the barnboard is printed, it may turn out to look almost like patterned wallpaper. The HAC would like to see reflected in the elevation plans what this would look like when used across an entire exterior wall.
 - the dwelling is a traditional build and may not suit a modern material (the barnboard look may not fit the design).
 - barnboard is not an accepted material (there is no precedent in Town for a single-family dwelling).
 - the HAC is willing to consider the material and will have a better understanding of it with a physical sample and updated designs.
- Standing seam for a residential dwelling is a concerning precedent, however the HAC would like to see reflected in the drawings what this would look like with the solar panels covering the roof.
 - Additional concern was raised by this being the 1st major solar addition on a residential dwelling. Typically, the HAC recommends orienting the panels so that they are out of view from the street. The Committee recognizes the modern function of solar energy and does not want to discourage its use – the Committee is willing to see how this would look in the design.
 - The HAC wants to know whether the roof pitch supports solar panels being mounted flushed with the roof, or would they have to be angled for support? Ideally the panels could be flushed with the roof (and displayed in the revised drawings).
- The HAC raised concern about the dwelling's location as it is in a prominent historic corner of the town, surrounded by numerous historic buildings. Given it is a historically sensitive area, the design should be truly reflective of the characteristic heritage design elements.
- The HAC suggested that additional window details be added, such as extending a window sill.
- The HAC would like to see revised drawings showing all requested details, as well as cladding options prior to making a decision:
 - the design with the proposed new material, with all details as requested
 - the design revised with an approved material, with all details as requested

Votes For: 3

Votes Against: 0

Abstained: 0 CARRIED

Agenda Item: Applications

Resolution: 22-17-06

Presenter: Angharad Wenz

Second: Megan Gamble

THAT the Heritage Advisory Committee APPROVE development permit #22-120.

Discussion: None.

Votes For: 3

Votes Against: 0

Abstained: 0 CARRIED

Agenda Item: Applications
Resolution: 22-17-07

Presenter: Angharad Wenz
Second: Sean Warnick

THAT the Heritage Advisory Committee APPROVE development permit #22-025.

Discussion: None.

Votes For: 3

Votes Against: 0

Abstained: 0 CARRIED

Agenda Item: Applications
Resolution: 22-17-08

Presenter: Angharad Wenz
Second: Megan Gamble

THAT the Heritage Advisory Committee APPROVE development permit #22-121, subject to the following conditions:

1. That the sign be scaled with other signs on the same side of the building.
2. That the sign be wood framed, as the live edge design is not historically compliant.
3. That the sign be hand painted or printed on metal or wood.

Discussion:

- The HAC would like to see the final sign design reflecting the conditions once completed.

Votes For: 3

Votes Against: 0

Abstained: 0 CARRIED

Agenda Item: New Business
Resolution: n/a

Heritage Demolitions and Demolition Application #22-110

Discussion:

- The HAC discussed the two proposed demolition processes for the planning department and protective services, stating that it makes sense to maintain these separate processes, to prevent barriers from being put in place within the protective services process that could result in public safety being compromised. The HAC noted that they do not see any inherent problems with the processes proposed.
- Despite this, the HAC brought forward their two major concerns that are not resolved within the two processes:
 1. Demolition through neglect: they do not prohibit a property owner from neglecting their building to the point where demolition becomes the only feasible option. The HAC suggests that a process be enforced whereby property owners are penalized early on for neglecting their historic building/structure, to hopefully prevent demolition from becoming a perceived necessity.
 2. People purchasing historic buildings with the intent to demolish, rather than the intent to restore. The HAC suggests the creation of a mechanism to prevent people from purchasing historic buildings with the intent to demolish. *Administration inquired about how the HAC feels this could be done in practice. A HAC member suggested that upon title change or when a client comes to the desk for a service connection hook up, that the new property owner be informed by staff of the heritage status of their building, as well as what regulations are associated with it and possible funding opportunities for restoration. Administration appreciates suggestions like these and feels that they are a great starting piece for discussing solutions. There are barriers to doing this in practice, however, that Administration suggested must also be considered:*
 - a. *title changes are completed through the Land Titles Office and Assessments – often it can take months for the City office to receive notification indicating that property ownership has*

been transferred. At this point, a new property owner could in theory have already initiated the development permit process for a demolition.

- b. service connection hook ups are not completed through the planning department and are not usually undertaken when a property is transferred, unless a new build is being initiated – rather utilities are transferred over when title changes (it is also not within the role of the staff who undertake this administration to be knowledgeable about the City’s heritage goals, plans, and inventory, nor the funding available through other levels of government).*
- c. the only trigger in place for providing this information is within the development permitting process (or inquiry based), which is regular practice – if we’ve already gotten to this stage, the planning process has already begun.*
- Administration asked the HAC for additional input on *how* the HAC feels these suggestions can be implemented in practice. There is a strong understanding of the value of discouraging the demolition of heritage structures, however Administration fears that if no actionable strategies are established to achieve these goals, it may remain a conversation-piece indefinitely.
 - The HAC will brainstorm possible solutions to achieving the goals discussed, stating that the joint HAC/Council meeting could be a good opportunity to discuss them.
- The HAC acknowledged the Municipal Historic Site designation process that is in place to protect historic buildings and mentioned that this can be used as one method, however would not effectively preserve all historic buildings in Town from demolition.

Agenda Item: New Business

Resolution: n/a

CBC Building Update

Discussion:

- The HAC discussed the CBC building restoration with the COD Project Manager during his delegation for development permit #22-120.
- The Committee looks forward to the continuation of this project.

Agenda Item: New Business

Resolution: n/a

Joint HAC/Council meeting

Discussion:

- The HAC would like to know the objectives of the meeting prior to the meeting date – what are the asks/agenda items that Council wishes to discuss?
- Megan, Sean, and Ags confirmed their availability to attend a joint meeting on the evening of October 20th.

Agenda Item: New Business

Resolution: n/a

Electing a new Committee chair

Discussion:

- The HAC wishes to wait until all voting members are present to elect a new chair.

Agenda Item: Adjournment

Resolution: 22-17-09

Presenter: Angharad Wenz

Second: Megan Gamble

That Heritage Advisory Committee meeting HAC 22-17 be adjourned at 8:16pm on October 6, 2022.

Votes For: 3

Votes Against: 0

Abstained: 0 CARRIED

Minutes accepted on:

Committee Minutes

THURSDAY JANUARY 5, 2023
19:00

Meeting Type: Regular**Meeting: # HAC 23-01****Facilitators:** Stephani McPhee, PDO**Attendees:** Charlotte Luscombe (chair), Angharad Wenz, Megan Gamble, Sean Warnick, Kayla Goodwin**Regrets:** Rebecca Jansen

Meeting Called to order at 7:02PM.

Minutes

Agenda Item: Agenda Adoption**Presenter:** Charlotte Luscombe**Resolution:** 23-01-01**Second:** Megan Gamble

THAT the Agenda for Heritage Advisory Committee Meeting 23-01 has been adopted as presented.

Discussion:

- Delegate Rommel Verdeflor will not be in attendance, application can still proceed.

Votes For: 4

Votes Against: 0

Abstained: 0 CARRIED

Agenda Item: Conflict of Interest**Resolution:** n/a**Discussion:** None.

Agenda Item: Committee of the Whole**Resolution:** 23-01-02

THAT the Heritage Advisory Committee move into the Committee of the Whole.

Discussion: None

Votes For: 4

Votes Against: 0

Abstained: 0 CARRIED

Agenda Item: Delegations

Nate Wood and Basia Hinton – DP #22-126

Discussion:

- The delegate stated that they want to expand their current building. The extension will be 16' by 16' and will have the same design and material (board and batten) as the current structure, which is 16' by 24'. Both the existing and proposed buildings have two stories.
- The extension will include one more bedroom in addition to extending the current kitchen.
- The applicant has no plans to extend the deck.
- A door and casement windows have already been purchased. Mullions will be added to the windows. The door will be a standard metal, 4 panel door.
- The HAC asked whether the trim and corner boards would be made to match the existing residence. The delegate confirmed.

Agenda Item: Delegations

Mike Ellis & Lee Manning – DP #22-131

Discussion:

- The delegate presented 3D renderings of the ultimate, completed building from various perspectives.
- The roof, which is currently angled, might be flat in the final version. Once they compare cost disparities, the delegate will decide.
- The delegate claimed that the Sawmill served as their source of inspiration for exterior cladding and signage. The cladding will consist of both timber and tin (timber to match the Sawmill building).
- The HAC noted how exciting the signage is.
- The railing was brought up by the HAC. In response, the delegate said that the railing will be typical timber, complete with balusters suspended between two rails.
- The HAC inquired about windows and doors (esp. loading bay door details and main service door). The delegate stated that questions would be addressed in the window and door schedules they would be sending.
- The delegate asked whether the upstairs windows for the outdoor space could be installed without glazing/glass panels, rather only including mullions. The HAC confirmed.
- The HAC asked to see dimensions of boards around the windows and windowsill details. The delegate will provide these details with the window schedule.

Agenda Item: Delegations

Tom & Susan Pearse, and Paul Adams – DP #22-109

Discussion:

- The delegates stated that after obtaining a sample, they decided against using pressed metal for siding. The delegates instead plan to use cove siding, with board and batten at the gable end.
- Solar panels will cover the entire of the south roof. The delegates prefer to use standing seam as a roofing material for ease of installation of the solar panels. At a past meeting, the HAC stated that standing seam is not typically an acceptable roofing material for residential construction, however would be willing to possibly make an exception, given
 - a) the Committee wishes to accommodate the modern function of solar energy,
 - b) that the material will not be very visible under the panels.
 The panels will be flush mounted.
- The skirting (including that on the deck) will be made of ½" tin.
- The HAC asked about the small door on the north elevation – the delegates noted it was for wood storage, and that it would be made of a matching material to either the cladding or tin (made to blend in).

Agenda Item: Delegations

Jim Taggart – DP #23-001

Discussion:

- The delegate stated that they plan to put a detachable vinyl banner to the structure they have rented until the end of April at which point the sign will be removed.
- The banner's font and logo match other TH signs found across town.

Agenda Item: Revert to Heritage Advisory Committee

Resolution: 23-01-03

Presenter: Charlotte Luscombe

Second: Megan Gamble

THAT the Committee of the Whole revert to the Heritage Advisory Committee.

Discussion: None.

Votes For: 4

Votes Against: 0

Abstained: 0 CARRIED

Agenda Item: Business Arising from Delegations

Discussion: None.

Agenda Item: Adoption of Meeting Minutes

Presenter: Charlotte Luscombe

Resolution: 23-01-04

Second: Megan Gamble

THAT the Heritage Advisory Committee APPROVE the minutes from meeting #22-17 as presented.

Discussion: None.

Votes For: 4

Votes Against: 0

Abstained: 0 CARRIED

Agenda Item: Business Arising from the Minutes

None.

Agenda Item: Applications

Presenter: Charlotte Luscombe

Resolution: 23-01-05

Second: Sean Warnick

THAT the Heritage Advisory Committee APPROVE development permit #22-126, subject to the following conditions:

1. That all windows shall have mullions/muttons.
2. That the door shall be a pressed, 4-panel, metal door.

Discussion:

- The HAC would like to see the design of the windows once finalized.

Votes For: 4

Votes Against: 0

Abstained: 0 CARRIED

Agenda Item: Applications

Presenter: Charlotte Luscombe

Resolution: 23-01-06

Second: Angharad Wenz

THAT the Heritage Advisory Committee TABLE development permit #22-131 until updated design options are provided.

Discussion:

- The HAC commented that the design, particularly the signage, effectively reflects the heritage components they look for.
- The HAC expressed concern about the elevated ground floor level. They are interested in learning why this was proposed – perhaps for accessibility?
- The HAC would like to see the window and door schedules.
- The HAC confirmed their acceptance of the windows to the top floor deck being installed with mullions but no glazing.

Votes For: 4

Votes Against: 0

Abstained: 0 CARRIED

Agenda Item: Applications

Presenter: Charlotte Luscombe

Resolution: 23-01-07

Second: Angharad Wenz

THAT the Heritage Advisory Committee APPROVE development permit #22-132.

Discussion:

- The HAC encourages the applicant to apply for a development permit to install signage so that it is more in keeping with Dawson's style.

Votes For: 4

Votes Against: 0

Abstained: 0 CARRIED

Agenda Item: Applications**Resolution:** 23-01-08**Presenter:** Charlotte Luscombe**Second:** Sean Warnick

THAT the Heritage Advisory Committee APPROVE development permit #22-109.

Discussion:

- The standing seam roof material is a residential exception to accommodate the installation of solar panels.

Votes For: 4

Votes Against: 0

Abstained: 0 CARRIED

Agenda Item: Applications**Resolution:** 23-01-09**Presenter:** Charlotte Luscombe**Second:** Angharad Wenz

THAT the Heritage Advisory Committee APPROVE development permit #23-001.

Discussion:

- The HAC suggested that for longer-lasting signs, a different material be used.

Votes For: 4

Votes Against: 0

Abstained: 0 CARRIED

Agenda Item: New Business**Resolution:** n/a**Discussion:** None.

Agenda Item: Unfinished Business**Resolution:** 23-01-10**Presenter:** Charlotte Luscombe**Second:** Megan Gamble

THAT Charlotte Luscombe be appointed as the new chairperson, and Megan Gamble as the deputy chairperson.

Discussion: None.

Votes For: 4

Votes Against: 0

Abstained: 0 CARRIED

Agenda Item: Unfinished Business**Resolution:** 23-01-11**Presenter:** Charlotte Luscombe**Second:** Sean Warnick

THAT the HAC meetings in 2023 be moved to Tuesdays.

Discussion:

- The HAC proposed that Tuesdays become new meeting dates beginning with the next meeting on January 17th, 2023.

Votes For: 4

Votes Against: 0

Abstained: 0 CARRIED

Agenda Item: Adjournment
Resolution: 23-01-12

Presenter: Angharad Wenz
Seconded: Megan Gamble

That Heritage Advisory Committee meeting HAC 23-01 be adjourned at 8:09 pm on January 5, 2023.

Votes For: 4

Votes Against: 0

Abstained: 0 CARRIED

Minutes accepted on: February 7, 2023

From: [Patrik Pikalek](#)
To: [CAO Dawson](#); [Executive Assistant](#)
Cc: [Bill Kendrick](#); [Alexander Somerville](#); [Brennan Lister](#); [Julia Spriggs](#)
Subject: Fw: strategic relocation of international music company to Yukon | Hurry Hard Music Ltd.
Date: January 28, 2023 5:04:57 PM
Attachments: [HURRY HARD MUSIC - 2023 Dawson City Pitch.pdf](#)

Should this email be added to our correspondence on next council meeting agenda?

Patrik Pikálek
Councillor
City of Dawson

www.cityofdawson.ca

From: Hurry Hard Records <team@hurryhardrecords.com>
Sent: January 11, 2023 10:32:00 AM
To: Bill Kendrick
Cc: Julia Spriggs; Alexander Somerville; Patrik Pikalek; Brennan Lister
Subject: strategic relocation of international music company to Yukon | Hurry Hard Music Ltd.

Greetings Honourable Mayor William Kendrick and Dawson City Councillors,

I hope this email finds you well.

I am the CEO and controlling shareholder of Canadian corporation and music development company Hurry Hard Music Ltd. (est. 2017).

We operate several brands including independent record labels and a publishing company - with a core focus of developing artists and music creatives for international success and sustainable careers.

We are a young and rapidly expanding company; and I have recently completed a deal for an exclusive partnership with FUGA (based in Amsterdam) for international physical and digital distribution of our products with advanced marketing, sync and brand partnership support for our artists and products.

I am interested in creating a partnership with a strategic region in Canada, moving the company's core operations to the jurisdiction, to continue strengthening our company's development and build a stronger Canadian independent music industry.

I believe that the Yukon could be an ideal fit and specifically am very interested in exploring the mutual benefits that setting up operations out of Dawson City, Yukon would bring to our company, Yukon-based artists & creatives and the citizens of the City of Dawson.

I have attached a deck outlining our current operations and our Yukon-based plans for growth in 2023/2024. I would be very interested in setting up a meeting to discuss more.

Thank you for your time and consideration.

Best,

Nich Davies
CEO / Controlling Shareholder
Hurry Hard Music Ltd.

--

Nich Davies

A&R | Hurry Hard Records

team@hurryhardrecords.com | 780 819 4033

www.HurryHardRecords.com



HURRY HARD MUSIC



STRATEGIC RELOCATION OF HURRY HARD MUSIC LTD. TO DAWSON CITY, YUKON IN 2023

HURRY HARD MUSIC WILL BECOME YUKON'S ONLY INTERNATIONAL MUSIC COMPANY WITH WORLD-CLASS INTERNATIONAL DISTRIBUTION

PREFERRED PLATINUM & PLUS DISTRIBUTION FOR SPOTIFY & APPLE

PHYSICAL DISTRIBUTION;

NORTH AMERICA / AMPED

AUSTRALIA / METROPOLITAN GROOVE MERCHANTS (MGM)

UK / PROPER MUSIC DISTRIBUTION

EUROPE / BERTUS MUSIC GROUP



COMPETITIVE ADVANTAGES DAWSON CITY OFFERS TO HHM LTD.

- Unique World-Class Destination with broad international appeal and awareness
- Small arts and culture based community; relevant talent base for hiring and training local staff and creative contractors
- A strong local music festival and newly constructed recording studio for strategic partnerships (DCMF)
- Tourism based community perfect for developing local offerings for our International Artist Habitat brand
- Potential for flagship retail music store in community with tourist consumers as driver of sales

COMPETITIVE ADVANTAGES HURRY HARD MUSIC OFFERS TO DAWSON CITY & YUKON

- Immediate access to International music markets for a Yukon-based music company
- Dramatic and immediate increase in activity for commercial music business in the Yukon
- Will be the only Yukon-based record label and/or publishing company with international market penetration
- Create incentives for national and international creatives to locate themselves in Dawson City for the creation of IP
- Increase creative revenues in music; taxable by the Yukon government
- Create opportunities for Yukon based musicians to develop full-time international careers
- Develop sustainable Yukon-based creative and administrative teams in support of international artists
- Sustainable touring and creation possibilities with Benalto Sound as strategic hub for Western-Canada touring



STRATEGIC RELOCATION OF HURRY HARD MUSIC LTD. TO DAWSON CITY, YUKON

KEY DEVELOPMENTS FOR 2023

Establish Administrative and Creative Headquarters for Hurry Hard Music Ltd. overseeing and working with all HHM Ltd. brands under a 5-year corporate development plan investing in Dawson City, Yukon based infrastructure.

-

Hire and provide on-the-job training for Dawson City based employees and contractors to further develop International music business strategies.

Work with local and territorial music industry partners to assess further current needs for local commercial music industry support.

Hurry Hard will retain the production studio and artist residence Benalto Sound in Alberta as a strategic asset for artist development, opening up significant touring opportunities for northern-based musicians.

IMMEDIATE SUCCESS METRICS FOR 2023

- Hire a Dawson-based COO for Hurry Hard Publishing; provide necessary resources for on-the-job training for a local applicant that aligns with our business ethos*
- Create development deals for Yukon based musical artists and creatives*
- Run several international release campaigns for HHM Ltd. via our Dawson headquarters*

DAWSON CITY BASED GROWTH FOR 2023 / 2024

Hurry Hard Music Ltd. is positioned for rapid expansion and growth in the international and Canadian music industries. Hurry Hard Music boasts industry leading access to global music markets for both digital (Preferred Platinum & Plus Partner for Spotify & Apple) and physical (North America / AMPED - Australia / Metropolitan Groove Merchants (MGM) - UK / Proper Music Distribution - Europe / Bertus Music Group) music products; alongside access to worldwide advanced marketing services including sync, brand placements and audience engagement with our partnership with industry leading B2B music company FUGA based in Amsterdam with 170+ employees worldwide.

Hurry Hard Music will catapult Yukon and Dawson City into the international music industry beginning in 2023; while championing both strategic artist & business executive partnerships at the core of its ethically and sustainably focussed music business strategy.

CREATE STRATEGIC PARTNERSHIPS

Yukon Music
Dawson City Music Festival
Yukon Government
Tr'ondëk Hwëch'in Government
City of Dawson Municipal Government
Klondike Institute for Arts and Culture

OUR BRANDS

HURRY HARD MUSIC LTD.
est. 2017

MUSIC PUBLISHING



Hurry Hard Publishing

MULTIPLE RIGHTS RECORD LABEL & ARTIST MANAGEMENT



HURRY HARD RECORDS

PROJECT BASED LABEL & MANAGEMENT SERVICES



BORDERLESS COLLABORATION NETWORK



INTERNATIONAL ARTIST
HABITAT

MEDIA + EVENT PLATFORM

songplode

MUSIC PRODUCTION

BENALTO SOUND
Recording Studio • Artist Residence • Creative Hub



HURRY HARD RECORDS

LEADERSHIP

Founder / CEO / A&R:

Nich Davies team@hurryhardrecords.com
nich@hurryhardrecords.com

Marketing Manager:

Naomi Kerchinsky naomi@hurryhardrecords.com

VISSIA Touring & Day-to-Day Manager:

Alex Lakusta alex@hurryhardrecords.com

PARTNERS

FUGA Distribution (Worldwide Digital & Physical)

Connect Music Licensing

CIMA (Canadian Independent Music Association)

MMF (Music Managers Forum)

CMI (Canada's Music Incubator)

MULTIPLE RIGHTS RECORD LABEL & ARTIST MANAGEMENT

LONG TERM ARTIST PARTNERSHIPS

CREATIVE A&R FOCUS

GROWTH FOR 2023 / 2024

Hurry Hard Records is currently undergoing a rebrand; allowing the Hurry Hard brand to focus on publishing initiatives, into - **Hustle Baby Records**, a global-reach boutique pop/alternative/electronic focussed music label and management company. The Hurry Hard Records "curling rock" logo and brand will also be set aside for use as the logo for a "flagship" retail operation which would be ideal for a tourism-based location such as Dawson City, Yukon.

Hustle Baby Records will launch by Q3 2023 with the first releases from **VISSIA's** impending album cycle 'Surfacing' (2023/2024) and the launch of **wasnaught's** international career as a producer/artist.

SUCCESS METRICS

VISSIA

- 1.9 million views on VEVO since Oct 2020 launch
- 1500% increase in Spotify monthly listeners despite no editorial features
- Over 150 international press features for With Pleasure

*"VISSIA's unique brand of sunshine-fuelled alt-pop demands to be listened to. Her full-length release, With Pleasure, is a must-listen" – **Neon Music***



RECORD LABEL & MANAGEMENT HOLISTIC PROJECT BASED SERVICES

LEADERSHIP

Co-Founder / CEO:

Jessica Marsh jess@neonmoonrecords.com

Co-Founder / A&R:

Nich Davies nich@neonmoonrecords.com

Operations Manager:

Laura Banyai team@neonmoonrecords.com

PARTNERS

FUGA Distribution (Worldwide Digital & Physical)

Connect Music Licensing

CIMA (Canadian Independent Music Association)

MMF (Music Managers Forum)

CMI (Canada's Music Incubator)

GROWTH FOR 2023 / 2024

Since launch in early 2022; Neon Moon Records has signed and launched the career of Alberta-born Metis songwriter Cynthia Hamar - while piloting label operations and business strategy.

2023 has a confirmed full-length LP from The Dust Collectors in the cue - along with imminent signings of several high and rising profile Canadian-based Singer-Songwriter artists for 2023 releases; with plans to expand signings beyond Canadian artists, while simultaneously genre-diversifying by Q1 2024.

Due to a unique capacity-focussed business model; signings will continue to ramp up towards a weekly release schedule - \cong 50 releases per year by 2024.

SUCCESS METRICS

Cynthia Hamar: June 2022 to Nov 2022

- Editorial support via Spotify for Artists submission - Renegade Folk
- Spotify Monthly Listeners; June 2022 - 15 ; Nov 2022 - 4780
- 388 Spotify playlists added in Oct 2022



Hurry Hard Publishing

LEADERSHIP

Founder / CEO / A&R:

Nich Davies *nich@hurryhardrecords.com*

COO:

Currently recruiting.

Catalog Development & Promotions:

Currently recruiting.

PARTNERS

SOCAN

SOCAN RR

Music Publishers Canada

MUSIC PUBLISHING

CREATIVE IP DEVELOPMENT

GROWTH FOR 2023 / 2024

Hurry Hard Publishing will become a separate unique brand from Hurry Hard Records in 2023 focussing specific efforts towards publishing initiatives and catalog development.

In close collaboration with our **Labels** and **International Artist Habitat** brands Hurry Hard Publishing will mount several professional songwriting camps and further establish a unique system for creating and growing a catalogue with a growing list of exclusive and non-exclusive writer/composers.

Current exclusive writer/composers are **VISSIA**, **Nich Davies** and **wasnaught** with a growing list of single-song co-publishing agreements with our International Artist Habitat affiliated creators.

SUCCESS METRICS

VISSIA

- 1.9 million views on VEVO since Oct 2020 launch
- VISSIA #7 Album for 2021 for CKUA Radio
- VISSIA in rotation nationwide on CBC Radio 2



BORDERLESS ARTIST COLLABORATIONS + RELEASE PROJECTS
SUSTAINABLE MUSIC RESIDENCIES + CREATION SUMMITS
PROFESSIONAL + CREATIVE IP DEVELOPMENT

LEADERSHIP

Co-Founder / COO:

Peter Zawalski letstalk@iah.community
peter@hurryhardrecords.com

Co-Founder / A&R:

Nich Davies nich@hurryhardrecords.com

Marketing Manager:

Naomi Kerchinsky naomi@hurryhardrecords.com

STUDIO PARTNERS

Benalto Sound (ALBERTA)
Hue Hue Estudio (MEXICO)
AM-P Studios (FINLAND)
Semara Ratih Studio (BALI, INDONESIA)
CoHo Hub (TORONTO)
Seratone Studio (MONTREAL)
DCMF (DAWSON CITY, YUKON)

GROWTH FOR 2023 / 2024

After piloting both **IAH [International Artist Habitat]** and the regionally focussed **AAH [Alberta Artist Habitat]** programs in Fall 2022. The IAH brand will expand operations in 2023/2024 to broadly international activities in partnership with local **Artist Ambassadors** and **Production Studios** - launching projects under the **Visionary Residency, Artist Habitat** and "flagship" **IAH Summit** program brands.

IAH will work closely with **Hurry Hard Publishing** to further develop our unique model for creating and controlling internationally competitive IP while providing creative revenue-earning opportunities for professional calibre yet under-published music creators. International Artist Habitat will also serve as a unique record label releasing collaborative projects via our international partnership with **FUGA**.

SUCCESS METRICS

Pilot IAH program; September 2022 @ Benalto Sound

- Collaborations between Producers - Nich Davies (CANADA), wasnaught (CANADA), Artists - Andrei Chacon (MEXICO), Chic Chameleon (CANADA), Musician - Sahil Chugh (CANADA) and Musicologist - Kessler Douglas (Carleton University)
- [Hear the IAH 2022 residency results here,](#)

songplode

MUSIC & MEDIA PLATFORM

DEEP DIVE MUSIC JOURNALISM & STORYTELLING

ARTIST CAREER DEVELOPMENT + MEDIA TRAINING

LEADERSHIP

Founder / Head of Production:

Nich Davies team@hurryhardrecords.com

nich@hurryhardrecords.com

Producer / Bookings:

Peter Zawalski peter@hurryhardrecords.com

PR / Playlisting:

Rebecca Emms newponymusicpr@gmail.com

Playlisting / Graphics:

Alex Vissia bookings@vissiamusic.com

PARTNERS

Dusty Organ - Kane Wilkinson

Exclaim!

NEXT Magazine

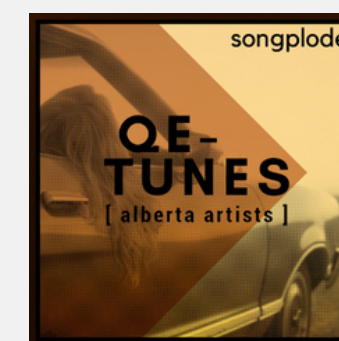
CMI (Canada's Music Incubator)

GROWTH FOR 2023 / 2024

In very early stages of development, **songplode** will create media and audience reach opportunities for **Hurry Hard Music** artists while also serving as an internal **A&R discovery platform**. In 2022, we have piloted curated playlists and mounted a unique hybrid content-creation focussed live/digital Canada wide-tour featuring artists **VISSIA** and **Carl Glacier** - including a next-generation high production value yet low-overhead **touring production system**.

In 2023/2024 - after developing a significant following through social media and music review platform activities (Submit Hub, MusoSoup etc.) - songplode will begin development of an audience focussed **D2C digital media platform** with a **Web3 subscription model** for long-form music journalism and creative storytelling.

PLAYLISTS





FULL SERVICE MUSIC PRODUCTION STUDIO & ARTIST RESIDENCE
CURRENT HEADQUARTERS FOR HURRY HARD CORPORATE OPERATIONS
WAREHOUSING AND FULLFILLMENT

LEADERSHIP

Owner / Head of Production:

Nich Davies benaltosound@gmail.com
nich@hurryhardrecords.com

Studio Manager:

Peter Zawalski peter@hurryhardrecords.com

Fulfillment and Merchandising:

Currently Recruiting.

PARTNERS

International Artist Habitat
Alberta Music
MacEwan University
Alberta Foundation for the Arts
CMI (Canada's Music Incubator)

GROWTH FOR 2023 / 2024

Owned by Hurry Hard's founder and controlling shareholder Nich Davies, **Benalto Sound** is a unique rural based 2-storey 2500+ sq ft. Music Production facility on a 10,000+ sq ft. property located in Central Alberta.

The self-styled **Creative Hub** will serve as a low-overhead opportunity for developing new artists and creatives in a focussed **retreat-style setting** while retaining efficient access to international shipping and airports.

With a focus on developing **Hurry Hard Music** as a **Dawson City based organization** Benalto Sound will also aid in providing **touring support** and production capabilities for **Northern-based artists**. Northern Artists can fly into Edmonton or Calgary with little equipment and be outfitted for an entire tour, rehearse and have a central base for Alberta/BC/Sask touring operations.

We are also in discussions with **Macewan University's - Jazz and Popular Music** and **Arts and Cultural Management** programs to create an internship program to source, recruit and train additional managerial talent.

CONTACT & CORPORATE INFO

Hurry Hard Music Ltd.

Controlling Shareholder & CEO

Nich Davies

team@hurryhardrecords.com

nich@hurryhardrecords.com

780 819 4033

PO Box 159

5016 50 Ave

Benalto, Alberta CANADA

T0M 0H0

Hurry Hard Music Ltd.

Canadian Corporation Number: 1033519-3

GST/HST: 702242520RT0001

Date of Incorporation: 2017-07-24



City of Dawson

Mayor and Council

Chief Administrative Officer

29th January 2023

By email

Taxation of Vacant Residential Lands Policy # 2022-02

The stated purpose of this new policy is to address the community's housing shortage through encouraging "development of vacant residential lands through the use of a higher rate of municipal property taxation on those lands which have remained vacant for a defined duration of time." I appreciate the municipality's wish to increase the number lots available for housing and have often encouraged the City to take the initiative to deal with empty lots and derelict properties. Policy 2022-02 is not the solution. It does not efficiently address the housing shortage, fails to target the appropriate properties and penalises lots with long-established non-dwelling uses.

As an incentive to encourage the development of homes the current policy fails on a number of grounds:

- Residents can apparently consolidate lots already amalgamated for tax assessment purposes to single-title, and thus be exempt from the bylaw. From the correspondence received by Council this will likely remove a large proportion of the 170 properties identified by the City as 'developable'.
- Property owners, who have long-established gardens or grow produce, have wood storage, garages or outbuildings will wish to retain their properties and likely pay the additional tax. There will be a considerable number of lots that will be withheld from development.
- Location, topography, access and suitability for connection to services will play a huge role in the number of lots appropriate for residential development. Within our neighbourhood for example, the vast majority of 'vacant' lots cannot be practically developed or would involve significant costs.
- Subdivision and development of amalgamated lots raises issues of meeting the considerable costs of development. This will likely be prohibitive for the majority, and with the resulting sales of lots placing heavy financial burdens and stresses on owners.

Thus, the policy as it stands is unlikely to encourage home construction to any meaningful degree. It would be interesting to know the estimate of the number of potential homes the City expects to be built following implementation of Policy 2022-02.

The policy itself raises other concerns. The policy's description of 'vacant' is a lot that does not contain a "habitable physical construction". This is an unsatisfactory definition. Dawson is home to numerous multigenerational gardens that are renowned regionally and even known internationally. Are these to be destroyed? The City has recognised climate change as a major community concern and encouraged local food production, yet is penalising residents for trying to become more food self-sufficient and resilient to climate changes. For many, gardens are a joy and a refuge from the stresses we continually face in our isolated and increasingly vulnerable community. Has thought been given to the huge upset and sense of loss if these are built over? In addition, our gardens are an important part of our historic townsite and appeal to the many tourists that visit our community. As tourism becomes the major driver for our economy, are we to remove the majority of these attractions? Redefining or replacing the term vacant would be good starting point. Perhaps simply referring to and defining 'empty or unused' lots or 'uninhabited or derelict' properties would better represent the intent of the bylaw.

Residents purchased their lots and homes with the expectation that they would enjoy their properties for their lifetimes – subject to unforeseeable events or emergency measures. Short of a housing crisis declaration from the City (with subsequent emergency measures), it would seem prudent under the circumstances to introduce the new policy, with the aforementioned amendments, for the sale of lots and properties from a given date. This will allow potential purchasers to buy with the expectations within the bylaw.

In addition, the bylaw has been poorly developed and implemented. The City and Council are well aware of the low participation of residents in many Council matters, so it should be no surprise that residents were caught unawares by the letter of 21st November last year. This is not to excuse the lack of interest, just acknowledge the reality. The number of concerns raised by residents, and the distress it already has caused to many, are indicators of how poor the consultation has been; and how inadequately researched the bylaw is. It is not clear that the City knows how many of the properties of those who received letters are suitable for residential development, nor how many will actually be developed. It would be irresponsible of the City to move ahead without researching and publicising this information, yet that seems to be the case. Receiving the taxation letter is stressful enough, but unwarranted if the lot is subsequently proven unsuitable for additional housing. The onus should not be on the owner to prove exemption, but for the City to determine it as fact prior to letters being sent.

The initial focus of the policy should have been on lots and properties, residential and commercial, which have sat empty for years. The site of the old Yukon Government Corbo Apartments, the old post office and derelict warehouse opposite the school, the vacant lot across from Home Hardware are eyesores and prime candidates for development incentives. That established and cared for residential lots are being prioritised for 'development' over these sites is galling to residents. If demand for housing is such that it requires a policy like 2022-02, then housing must be constructed on the site of the Goldrush campground as a matter of urgency.

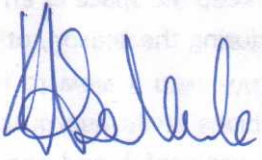
PO Box 264 Dawson City YT Y0B 1G0
867 993 5799 jtaggart@hotmail.com

We call on Council to repeal the bylaw, and reassess the criteria so as not to penalise residents whose lots have established uses and bring community benefits. The City should subsequently and properly assess all lots on an individual basis before determining if it is an 'empty or unused' lot or 'uninhabited or derelict' building suitable or appropriate for development. This will not only bring about a more equitable policy and implementation, but will remove the stress of many residents who otherwise would have to prove their properties are exempt. The onus must be on Council.

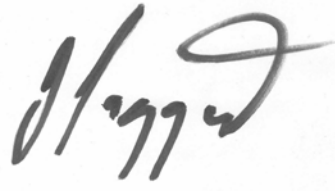
The policy raises a wider question of what is a sustainable population for the community? Our infrastructure is struggling to cope with demand at present yet the City is encouraging housing projects with a view to increasing our population. Development must be planned, not simply an ad hoc response to demand. Nowhere in Council plans or policies are preferred or sustainable population figures discussed or presented. The community needs to be aware of what is considered a sustainable population (particularly in light of climate changes) and be able to plan accordingly. To move ahead without this knowledge or adequate foresight is very poor planning and governance.

We'd certainly be willing to discuss this more, or answer any questions you may have.

Regards,



Kath Selkirk

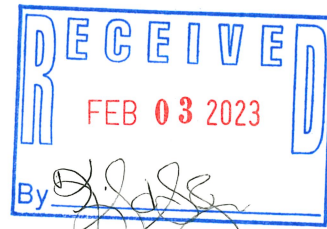


Jim Taggart

THE CITY OF DAWSON

Mayor and Consul

February 2, 2023



Re: Vacant Residential Land Policy #2022-02

As one of the property owners notified that our property may be affected by this Policy. I would like to request there be a Round-Table Discussion on this matter. Given the time line for appeal deadline of February 28th 2023, this should be done as soon as possible.

I would also suggest that all property owners notified that this Policy may affect them be notified of the Round-Table discussion in writing. Maximising the number of property owners having input to this Policy to attend.

Thank You

Debra Blattler

Box 273 Dawson City, YT Y0B 1G0

blattler@northwestel.net

Memorandum – Dome Road Master Plan – City of Dawson Council and Staff Questions and Project Team Responses

This document lists the questions asked by:

- City of Dawson Council at the January 25 Special Committee of the Whole Meeting
- City of Dawson staff in late January

The Project Team's responses are provided to each question.

1. Can we receive a copy of the Stantec presentation made at the January 25 Special Committee of the Whole Meeting?

A copy of the Stantec presentation is attached.

2. What was the degree of co-ordination between the project development/layout and the City's Official Community Plan (rationale for residential mix, location of recreational aspects, green space etc)?

The Master Plan is guided by the OCP in matters related to land use, residential development patterns and design. Following the approval of the Master Plan, the OCP will need to be amended to reflect the specific location identified for the recreation center.

A detailed analysis of the City of Dawson OCP was completed during the creation of the concept plan and again during the writing of the Master Plan. Section 2.3.1.2 of the Master Plan identifies the OCP policies and regulations reviewed. Some key directions in the OCP that the Master Plan helps achieve are:

- *Maintain a strong sense of community by locating essential services and customer-focused commercial businesses in the Downtown Core.*
- *Promote the development of continuous and compact development in order to reduce the infrastructure required and its associated costs.*
- *Promote a compact development pattern to ensure existing infrastructure is used efficiently and preserve habitat and wilderness areas.*
- *Meet the needs of Dawson's diverse population by encouraging the development of a range of housing types.*
- *Develop a comprehensive and connected trail network by requiring future development to provide connections to surrounding trails.*

3. Recreation centre footprint and location

Council had some questions regarding the location and footprint of the proposed recreation centre. The parcel footprint in the Master Plan accounts for the largest potential recreation centre option from the Dawson City Recreation Centre Feasibility Study (Republic Architecture Inc., June 2021) which included a

pool. Although the current recreation centre design does not include a pool, the design team is aware that there is a desire from the City to locate the building on the site that would allow for future recreation amenities, such as a pool, to be co-located at a future time. The parcel is shown without any buildings or siting since that will be determined during later stages of the recreation centre project. Regarding the location of the parcel, during the draft plan stage Council directed that the recreation centre parcel be located near the intersection of the highway and Dome Road to ensure it had good access and exposure along the roads (as per December 8, 2021 Council minutes).

4. Can we get commentary on the connecting transportation routes between the development and existing properties (ie walking, cycling car connections to the downtown, hospitals, schools, highway commercial)?

Connectivity for all modes of transportation were carefully considered and the open space network and trails are detailed in section 5.2.4.1 of the Master Plan. Specifically, the Plan builds on the existing trail system along the Klondike Highway, creates connections to TH C-4 lands and supports the future recreation center. It is recognized that a safe and convenient access to Downtown is critical to the success of this development. Some key recommendations include:

- *Intersection improvements at the Dome Road/Klondike Highway, Joe Henry Road/Klondike Highway and Hwechin St/Klondike Highway with specific focus on improving safety for pedestrians and cyclists.*
- *Pedestrian crossing on the Dome Road.*
- *New trail from the development to Downtown on the east side of the Klondike Highway.*

5. Was there a traffic study done for the project incorporating seasonal variance?

Peak and off-season traffic volumes were reviewed with the Department of Highways and Public Works. With the current Dome Road intersection and reduction of speed within the Parcel D/F area, no immediate intersection improvements were required for traffic. Pedestrian crossings should be reviewed during detailed design.

6. Was there discussion of the economic impact of this development – possibly in the feasibility reports?

Through the creation of the Master Plan, it was understood that the City had concerns related to the future operations and maintenance of the development. In November 2021, Stantec prepared a memo addressing the potential financial impacts and responsibilities of this development. Although this includes information about Parcels A and C, the memo still provides some useful information about operation and maintenance costs related to the development.

7. What is the plan for Parcels A and C on the upper bench?

Since the inception of the project, the Dome Road area has been envisioned as a 3-parcel (Parcel D/F, A, C) development. The original Master Plan submitted in 2021 showed residential development on all three parcels. As part of the circulation process, Yukon Government received concerns from TH in June 2022 about the scale and scope of the Plan. In their letter, TH provided comments related to regional planning, the long-term servicing plans for Dawson and the concerns about development on Parcel A and C in general. Yukon Government worked with staff from TH and the City of Dawson to identify an

approach to dealing with this feedback. To ensure that Parcels D/F could continue without additional delays, the Master Plan boundary was revised. Planning for Parcel A and C will continue and will require an amendment to the Master Plan and to the OCP in the future. This proposed approach was outlined in a memo that YG sent to City of Dawson Council on November 30, 2022.

The current Master Plan only contains Parcels D/F at the bottom of Dome Road. A future Master Plan will need to revisit the efforts completed for Parcels A and C. YG is committed to working with the City and TH to develop Parcels A and C in a responsible manner that meets the objectives of all stakeholders.

The decisions to only submit a Master Plan for Parcels D/F will:

- Recognize TH's comments as a major stakeholder.
- Continue to foster a positive relationship with TH by showing good faith and respecting their requests.
- Enable YG to continue work on critical projects in Parcels D/F including the recreation centre and the first phase of residential development. This includes starting the YESAA process for Areas D/F including the recreation centre, which will keep these projects moving ahead.
- Enables YG to continue to work with TH to address concerns related to Parcels A and C.
- Prioritize the need for housing in Dawson City without any additional delays.

8. Has the Master Plan considered setbacks and stability for Parcels A and C on the upper bench?

Parcels A and C are not within the Master Plan boundary. All setbacks and suitability will be addressed in future Parcels A and C discussions.

Geotechnical, slope stability and setbacks for Parcels A and C has been a significant topic since the beginning of the project. From 2019-2022 YG has retained geotechnical consultants to complete several assessments, including geotechnical studies, suitability assessments, slope assessment, suitability evaluation, and top of bank review. A summary of all geotechnical assessments was provided in section 2.3.2.3 of the Master Plan.

The level of knowledge and understanding in this area is significant. The 2021 slope assessment found that there are no slope stability issues associated with the proposed residential development. The report concluded that no additional development setbacks are required, and the crest of the slope can be used as the area boundary. However, as a precaution, further measures have been incorporated into the Master Plan including limiting the clearing of trees and ground cover along the slope and providing a minimum 30 m development setback from the top of the slope to any future buildings.

9. Has the Master Plan considered potential impacts of the Master Plan on owners of Lot 1058-1?

A concern was raised about feedback from the landowner of Lot 1058-1 and potential impacts related to changes in drainage and stormwater management that could come with the development.

The Master Plan has considered the impact to all adjacent land owners and the concept plan has been designed to minimize negative impacts on surrounding areas. Multiple engagement sessions were completed as part of the planning process to review the vision, concept plans and draft Master Plan. As part of this process, notices about the project were sent to all Dawson residents. The plan to remove the tailings ponds in Parcels D/F have been consistent since the beginning of the project and no specific

comments about retaining ponds were received. If nearby landowners have additional concerns, additional efforts can be made to reach out to landowners and better understand concerns.

Following the approval of the Master Plan, detailed engineering design will be completed and will include a plan for managing drainage and stormwater in the area. The plan will ensure that nearby properties are not impacted by the new development through the grading and stormwater management design.

10. Can the north-eastern pond by Lot 1058-1 be retained as a storm pond and recreational feature?

A question was asked about whether the north-eastern pond by Lot 1058-1 can be retained as a pond and serve as a recreational/wildlife feature. Related, it was asked if this pond can be used for stormwater instead of the pond closer to the Klondike Highway.

The option to keep each of the ponds as part of the storm drain system was considered during plan development. The stormwater management system considers best approach for the Plan area and offsite requirements. The pond closest to the Highway was selected for the following reasons:

- It is central to the development and is thus better equipped to receive storm water from the entire development.
- The Klondike Highway right of way can be used to increase stormwater capacity.
- Being adjacent to the Highway means that moving water from the development to the Klondike River is simpler and can be done using the Highway right-of-way.
- It provides a park and greenspace area that is central to the entire development and easily accessible by all.

One objective of the Master Plan was also to maximize developable area for housing and the recreation center within the serviced area of the municipality. The filling in of the tailing ponds and creation of a comprehensive stormwater management plan is consistent with the sustainable and development goals of the project and City. Additional details of the stormwater management system can be found in Section 5.4.32 of the Master Plan.

11. Can connections be provided from the Boutillier Road residents and the planning area?

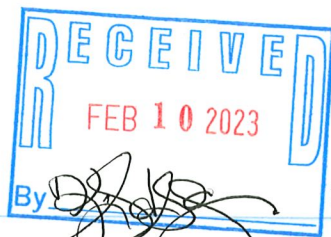
During the original creation of the Master Plan, a trail connection was not possible due to a lack of access to Boutillier Road and the existing grades. Since the City acquired Lot 1058-2 in late 2022, there is now an option to connect Boutillier Road with the Parcels D/F internal roadway. A pedestrian access trail will be updated within the Master Plan prior to the next Council meeting.

12. Once the development is fully serviced and prepared for sale, will YG put the lots up for sale individually and manage the sale process over time?

If the remaining City of Dawson owned portions are transferred to YG so it can develop the areas, YG will put the residential lots up for sale through a public disposition process such as a land lottery or public bid system. Individuals will have the opportunity to apply for a lot through the typical YG lot release process.

13. Was consideration given to partnering with a builder who would build and sell the finished lots?

All lots would be sold through a public process and either individuals, builders, or developers would have the opportunity to apply and potentially buy lots. Whoever buys a lot would be responsible for building. Builders and developers may be more interested in buying the duplex and townhouse lots. The duplex and townhouse lots would be sold in groups so only one developer would build a townhouse group.



2:15 PM FEB 08 2023

TO - MAYOR AND COUNSEL CITY OF DAWSON

RE: VACANT RESIDENTIAL LOT.
LAQUE ESTATE N LOT 4 & 5
1236 3rd AVE.

SORRY WE WERE UNABLE TO ATTEND
THE MEETING TO DISCUSS THIS
POLICY. I WAS ABLE TO TALK
WITH KIM McMYNN AND SHE WAS
VERY HELPFULL IN TRYING TO EXPLAIN
WHERE THIS COUNSEL IS MOVING
WITH THIS MONEY GRAB. I WOULD
ALSO LIKE TO SAY THAT I DO SEE
THAT YOU WOULD LIKE TO MAKE
BETTER USE OF SOME STAND ALONE
LOTS THAT ARE SIMPLY SUPPORTING FROG COLONIES

THESE LOTS THAT YOU ARE
CONTACTING US ABOUT ARE ANYTHING
BUT VACANT. I PURCHASE THIS
PROPERTY IN GOOD FAITH AS A DOUBLE
LOT 38 YEARS AGO. IT IS NOT VACANT
IT IS OUR HOME, OUR YARD,
OUR LIFESTYLE. IN THAT TIME
WE HAVE DEVELOPED THE PROPERTY
INTO WHAT WE NEED. NOW IT
SEEMS THAT MAYOR & COUNSEL HAVE
TAKEN IT UPON THEMSELVES TO
DECLARE THAT OUR HOME TAKES UP
TO MUCH SPACE, IN THIS COOKIE
CUTTER PLAN YOU ARE TRYING TO
IMPOSE.

IN THE REALITY OF IT ALL, THERE
IS A 800 SQ FT POOL HOUSE ON THE
PROPERTY. BUT WE CHOOSE NOT TO
USE IT FOR THAT PURPOSE AT THIS
TIME.

YOUR VISION SEEMS TO INCLUDE
A HOUSE ON EVERY 2500 ~~sq~~^{sq} ft OF LAND
THIS DENSITY IS NOT WHAT I
IN VISION FOR OUR TOWN. WHAT
ABOUT PARKING? IS THE CITY
PREPARED TO HANDLE THE ON
STREET PARKING THAT WOULD HAPPEN.

WE ARE A RETIRED COUPLE ON
A FIXED INCOME. THIS KIND OF
LEVY WOULD FORCE NOT ONLY
US, BUT OTHER PEOPLE WITH
SIMILAR PROPERTIES INTO MAKE
LIFE CHANGING CHANGES THAT
WOULD NOT BE WELCOME.

IF THIS TURNS OUT TO BE
THE PATH YOU CHOOSE, THEN AT
LEAST GRAND FATHER EXISTING
AMALGAMATED LOTS UNTIL THE
TIME OF SALE. THEN ALL PARTICIPANTS
WOULD BE AWARE OF THE SITUATION

THANK FOR YOU TIME

RON McCREADY
867-993 2988



February 9, 2023

Mayor William Kendrick
City of Dawson
PO Box 308
1336 Front Street
Dawson City, YT Y0B 1G0
bill.kendrick@cityofdawson.ca

Dear Mayor Kendrick,

Re: Engagement on potential approaches for Yukon's new minerals legislation

As you may be aware, we are currently developing new minerals legislation for the Yukon that will replace the *Quartz Mining Act* and the *Placer Mining Act*. The work is being undertaken by the Yukon government in close collaboration with Yukon First Nations, transboundary Indigenous governments, and the Council of Yukon First Nations. We've been working together through a steering committee struck in the autumn of 2021. Since then, we've worked to break down the current mining regime into its components, identified key policy issues behind each component, and developed a suite of potential approaches and considerations for each key policy issue.

On February 8, 2023, we launched a public engagement period on potential approaches that have been jointly developed through this work. Public engagement is anticipated to occur from February to May 2023. As part of this engagement period, we are reaching out to specific organizations and municipal governments to invite a more targeted engagement.

I am writing to invite your government to meet with us during the public engagement period. We see your government as having needs and interests, as well as knowledge and expertise that is directly relevant to the issues under consideration. If your government is interested in engaging directly, please contact me to make further arrangements (nathan.millar@yukon.ca | (867) 456-3807). Materials and information on other components of the public engagement can be found here: Yukon.ca/new-minerals-legislation.

It is important to note that this engagement is different from a typical Yukon government engagement. Many of the concepts and ideas being presented are not consensus views at this stage, and participating governments may not endorse or support all of the potential approaches. We are being purposeful about engaging in this way because we see value in presenting a wide range of ideas and alternatives for public input and feedback.

Mayor William Kendrick
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As you are aware, mining has deep roots in the Yukon, going back to the Klondike Gold Rush, and some aspects of the current legislation have not changed in over a century. With this work, we're hoping to develop forward-looking legislation that supports a future of responsible mining in the Yukon, and reflects the values of all Yukoners. We understand there is likely to be a wide range of perspectives on many of the approaches presented. Your input will help us decide on the best approaches to include in new minerals legislation.

I look forward to hearing from you, sharing our work and hearing your perspective.

Sincerely,



Hillary Corley

On behalf of Nathan Millar
Director
Strategic Alliances Branch
Energy, Mines and Resources
nathan.millar@yukon.ca | (867) 456-3807

Cc: Stephen Mead, Assistant Deputy Minister, Energy, Mines and Resources
Daryn Leas, Legal Counsel, Council of Yukon First Nations
Jesse Hudson, Senior Analyst, Council of Yukon First Nations