

THE CITY OF DAWSON

COMMITTEE OF THE WHOLE MEETING #CW22-08

DATE: WEDNESDAY June 8, 2022

TIME: 7:00 PM

LOCATION: City of Dawson Council Chambers



Join Zoom Meeting

<https://us02web.zoom.us/j/81982123279?pwd=bCs0U3pZekU3RnBQWFJDTC90SENrZz09>

Meeting ID: 819 8212 3279

Passcode: 044222

1. **CALL TO ORDER**
2. **ACCEPTANCE OF ADDENDUM & ADOPTION OF AGENDA**
 - a) Committee of the Whole Meeting CW22-08
3. **MINUTES**
 - a) Committee of the Whole Meeting Minutes CW22-07 of May 18, 2022
4. **BUSINESS ARISING FROM MINUTES**
 - a) Committee of the Whole Meeting Minutes CW22-07 of May 18, 2022
5. **SPECIAL MEETING, COMMITTEE, AND DEPARTMENTAL REPORTS**
 - a) Dome Road Final Master Plan Presentation
 - b) Town Hall
6. **BYLAWS & POLICIES**
 - a) Remuneration Bylaw Review
7. **PUBLIC QUESTIONS**
8. **IN CAMERA**
 - a) Land Related Matter
9. **ADJOURNMENT**

MINUTES OF COMMITTEE OF THE WHOLE MEETING CW22-07 of the Council of the City of Dawson
called for 7:00 PM on Wednesday May 18, 2022, City of Dawson Council Chambers

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

REGRETS:

ALSO PRESENT:	CAO	Cory Bellmore
	EA	Elizabeth Grenon
	Rec Manager	Paul Robitaille
	PD Manager	Stephanie Pawluk
	Communications	Valerie Williams

Agenda Item: Call to Order

Council recognized Cory Bellmore (CAO) for receiving the Canadian Association Municipal Administrators Long Service Award.

The Chair, Mayor Kendrick called the meeting to order at 7:15 p.m.

Agenda Item: Agenda

CW22-07-01 Moved by Councillor Pikálek, seconded by Mayor Kendrick that the agenda for Committee of the Whole meeting CW22-07 of May 18, 2022 be accepted as presented.
Carried 4-0

Agenda Item: Delegations & Guests

a) Tanya Cerovic RE: Dedicated Dry Space in New Rec Centre

Tanya Cerovic presented the need for dedicated indoor play space that is adequate of size and materials to serve ages 0-9 and their caregivers.

- Approximately 213 children aged 0-9 currently live in Dawson
- There is a significant limit to adequately sized and dedicated indoor dry spaces for young children to play in
- Extended winter months see a significant need for indoor play to foster physical and emotional development
- Many current rec programs target school-aged children
- Would need a minimum of 1000 square foot space

Agenda Item: Business Arising from Delegations & Guests

a) Tanya Cerovic RE: Dedicated Dry Space in New Rec Centre

CW22-07-02 Moved by Mayor Kendrick, seconded by Councillor Somerville that Committee of the Whole forwards the indoor playground presentation and petition to the Recreation Centre Planning team for consideration during the refinement of the schematic design phase.
Carried 4-0

Agenda Item: Public Hearings

a) Official Community Plan Amendment No. 8-Infill #1 Lots A, B, D at Lot 1192 S. Klondike Hwy

The Chair called for submissions.

The Chair called for submissions a second time.

The Chair called for submissions a third and final time, and hearing none declared the Public Hearing closed.

b) Official Community Plan Amendment No. 9-Infill #2 Lots 11-20, N. Klondike Hwy

The Chair called for submissions.

- Glen, speaking on behalf of Rod Ceccato (owner of Lot 1213 Quad 116b/03), stated that Rod had applied to the Yukon Government for a lot enlargement to extend the back of his lot. He was told no due to the future planning of the area. Glen asked if Rod could request a Lot Enlargement from the City.

The Chair called for submissions a second time.

- Jaimee Gilson asked: The current use around that area is currently very industrial to anyone that is familiar with the area, how is CR conducive with the surrounds uses?

The Chair called for submissions a third and final time, and hearing none declared the Public Hearing closed.

c) Official Community Plan Amendment No. 7-Klondike River Bench

The Chair called for submissions.

- Jaimee Gilson asked: Why has there been such limited communication of this kind of action regarding the zoning change? There's nothing online.

The Chair called for submissions a second time.

The Chair called for submissions a third and final time, and hearing none declared the Public Hearing closed

d) Zoning Bylaw Amendment No. 17-Infill #1 Lots A, B, D at Lot 1192 S. Klondike Hwy

The Chair called for submissions.

The Chair called for submissions a second time.

The Chair called for submissions a third and final time, and hearing none declared the Public Hearing closed.

e) Zoning Bylaw Amendment No. 18-Infill #2 Lots 1-22, N. Klondike Hwy

The Chair called for submissions.

The Chair called for submissions a second time.

The Chair called for submissions a third and final time, and hearing none declared the Public Hearing closed.

Agenda Item: Minutes

- a) Committee of the Whole Meeting Minutes CW22-06 of April 27, 2022

CW22-07-03 Moved by Councillor Somerville, seconded by Councillor Pikálek that the minutes of Committee of the Whole meeting CW22-06 of April 27, 2022 be accepted as presented.
Carried 4-0

Agenda Item: Business Arising From Minutes

- a) Committee of the Whole Meeting Minutes CW22-06 of April 27, 2022
- Meeting Room IT- Did the contact ever reply back to the CAO?: no
 - New Rec Center- When will Council get the opportunity for giving input?: do not have a date set yet
 - Definition- Did HAC provide a recommendation for the definition of Registered Historic Structure?: Not yet, they are meeting on May 19th, 2022.
 - Art Procurement Policy-Will any art be procured this year and do we have anything in place for the ongoing maintenance of any art we procure or currently have?: No, not until January of 2023 and maintenance of art (procured through the new policy) is part of the policy. Will need to discuss maintenance of currently owned art.

Agenda Item: Referrals from Prior Meetings

- a) Minister Pilai RE: Housing Initiative Fund-Affordable Housing Development in Dawson

Council held discussion regarding the April 27th letter from Minister Pilai.

Agenda Item: Special Meeting, Committee, and Departmental Reports

- a) Dawson City Community Priorities (YG)

Council held discussion regarding the Community Priorities list from the Yukon Government.

- b) North End Update

The CAO gave Council an update on where the North End Project was at.

Agenda Item: Public Questions

Natasha N.: When looking at the plans for the new Rec Centre, was curious why the upstairs is empty.
Council: Our understanding of the second floor is that it's not really a second floor, it's mechanical duct work.

Dan Davidson: By-Election?

Council: Will be having a Special Council meeting on Thursday, May 19th to pass first and second reading of the By-Election Bylaw. Election day will be at the end of June. Nomination period will be for approximately two weeks starting May 23rd with Nomination Day being May 26th.

Agenda Item: In Camera

CW22-07-04 Moved by Councillor Pikálek, seconded by Mayor Kendrick 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 legal and land related matter.
Carried 4-0

CW22-07-05 Moved by Councillor Pikálek, seconded by Councillor Lister that Committee of the Whole revert to an open session of Committee of the Whole to proceed with the agenda.
Carried 4-0

Agenda Item: Adjournment

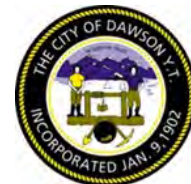
CW22-07-06 Moved by Councillor Somerville, seconded by Councillor Pikálek that Committee of the Whole meeting CW22-07 be adjourned at 9:58 p.m. with the next regular meeting of Committee of the Whole being June 8, 2022.
Carried 4-0

THE MINUTES OF COMMITTEE OF THE WHOLE MEETING CW22-07 WERE APPROVED BY COMMITTEE OF THE WHOLE RESOLUTION #CW22-08-02 AT COMMITTEE OF THE WHOLE MEETING CW22-08 OF JUNE 8, 2022.

Mayor Kendrick, Chair

Cory Bellmore, CAO

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:	June 3, 2022	
RELEVANT BYLAWS / POLICY / LEGISLATION: <ul style="list-style-type: none">OCPZoning BylawDome Road Project Charter		

RECOMMENDATION

It is respectfully recommended that Council accept the Draft Dome Road Master Plan and presentation as information, and forward a recommendation to Council regarding the adoption of the Plan.

PURPOSE

To present the Draft Dome Road Master Plan to Council.

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.

Following the direction set by the OCP and Zoning Bylaw, Council directed Administration to proceed with the Dome Road Master Plan. Here is a brief history of Council direction:

- Resolution C19-15-10 (July 20, 2019) directs Administration to begin planning work for Dome Road.
- Resolution C20-12-09 (July 21, 2020): "that council provide feedback on the Dome Road Project Charter and provide direction to administration to appoint the CDO to assist with the development of these lands and provide the Department of Community Services the mandate to proceed."
- Resolution C20-21-13 (Nov 18, 2020): "that Council approve the Dome Road Master Planning Draft Engagement Plan and the Covid-19 Response Plan."
- Resolution CW21-02-06 (Feb 3, 2021): Council provided feedback on engagement materials prior to community engagement.
- Resolution CW21-11-07 (May 11, 2021): "that Committee of the Whole accept the Dome Road What We Heard Report as information."

- A Council workshop was held on July 15, where Council provided input on the draft Dome Road concept options.
- CW21-22-12 (August 24, 2021): “that Committee of the Whole accept the Dome Road Community Engagement Package as information.”
- Council meeting C21-25 on December 8, 2021 provided direction to proceed with concepts in development of the final master plan:
 - C21-25-14: “Moved by Mayor Kendrick, seconded by Councillor Somerville that Council direct the Project Team to continue developing the Dome Road Master Plan, as per Concept 3B for Parcel A.”
 - C21-25-15: “Moved by Councillor Somerville, seconded by Councillor Pikálek that Council direct the Project Team to continue developing the Dome Road Master Plan, as per the recommended concept for Parcel C.”
 - C21-25-16 “Moved by Mayor Kendrick, seconded by Councillor Pikálek that Council direct the Project Team to continue developing the Dome Road Master Plan, as per the recommended concept for Parcel D/F with moving the rec centre location closer to the Dome Road and Klondike Highway intersection and removing the housing lots there in favour of rec centre parking.”

Since the last Council meeting, the project team began work on the draft Master Plan and completed several technical studies to confirm design and suitability, including geotechnical assessments, environmental assessments, and roadway considerations. Staff from City of Dawson, Yukon government, and Tr’ondëk Hwëch’in First Nation have reviewed and provided feedback on the draft plan throughout. The final concepts presented in the plan reflect Council direction from the December 2021 meeting.

Project overview

- The Dome Road Master Planning process commenced in September of 2020. This project is managed by YG, Stantec is the consultant, and Administration’s involvement is set by the Project Charter and seen through participation in the Dome Road Technical Advisory Working Group.
- The first round of engagement was held in late February/early March of 2021 to gather public comments on the draft vision and goals. Additionally, a joint Tr’ondëk Hwëch’in /City of Dawson Council meeting was held in February 2021 to gather key interests and feedback on the parcels and draft vision.
- Following this, Stantec compiled a What We Heard Report outlining the findings of this engagement. As a result, the Planning Brief was finalized. The vision that was established for the area is:

“The Dome Road subdivision will be a comprehensively planned neighbourhood that represents a long-term housing solution for the City. The Dome Road subdivision 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 development areas will reflect the unique opportunities, constraints, and features of each parcel.”

- The project team then moved into the draft concept planning phase, which included:
 - the creation of draft neighbourhood concept design options (the initial draft concept designs were presented to Council during the Council workshop on July 15th, 2021, from which Council feedback was incorporated);
 - conducting the second round of community engagement which occurred in September 2021, and the presentation of the draft concepts to Tr’ondëk Hwëch’in Council;

- The recommended concept plans were presented to Council in December 2021, during which, confirmation of the direction was received prior to progressing to the last phase of the project, which was the development of the Draft Master Plan.

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.

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.
 - Off-Site Infrastructure Improvements: Related to the water supply and sanitary system at a community level. Examples include the community’s wastewater lagoon and drinking water reservoir.
 - Development Extensions and Upgrades: Off-site improvements that only benefit the Dome Road Subdivision. Examples include water and sanitary extensions from Klondike Highway to Parcels A & C, trails, potential Dome Road widening, improvements at the intersection of Dome Road and the Klondike Highway, and servicing for the new recreation facility.

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

- On-Site Development: Development cost of the individual parcels including internal roadways, piped servicing, grading, stormwater ditches and management, electrical, and open space.
- The decision to proceed with serviced development was based on several factors including, Council direction, direction from the Official Community Plan, public engagement results, economic analysis (serviced lots would achieve cost-recovery with funding sources for infrastructure), demographics and housing needs, and long-term growth needs.


Over the past year, this master planning process has incorporated feedback on an ongoing basis from Council, Administration, Tr'ondëk Hwëch'in, and the public in developing the concept plans being presented at this time. The Draft Master Plan is being presented to Tr'ondëk Hwëch'in Chief and Council on Thursday June 9, 2022.

In December 2021, a *Memorandum on City of Dawson growth and O&M*, provided by the consultant, was presented to Council in response to previous Council and Administration questions and concerns related to growth and operations and maintenance (O&M). The key message of the memo is: "Dome Road represents a 15-20 year time period, housing and population will grow over time and there is a high level of cost and O&M regardless of where development is located." "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, sidewalks, 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." As noted in the Memo, "maintaining its new infrastructure will impact both the municipal budget and departmental capacity." The O&M will be significant, particularly during build out due to inefficiencies; however, in the long term at full build out, the anticipated property tax revenue from the new property owners will be significant for the City of Dawson.

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

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.

More information and key deliverables can be found on the City of Dawson Dome Road webpage at: <https://www.cityofdawson.ca/p/dome-road-master-planning>

APPROVAL		
NAME:	Paul Robitaille, Acting CAO	SIGNATURE: 
DATE:	June 3, 2022	



City of Dawson Committee of the Whole Meeting

Dome Road Subdivision Master Plan

June 8, 2022



Agenda

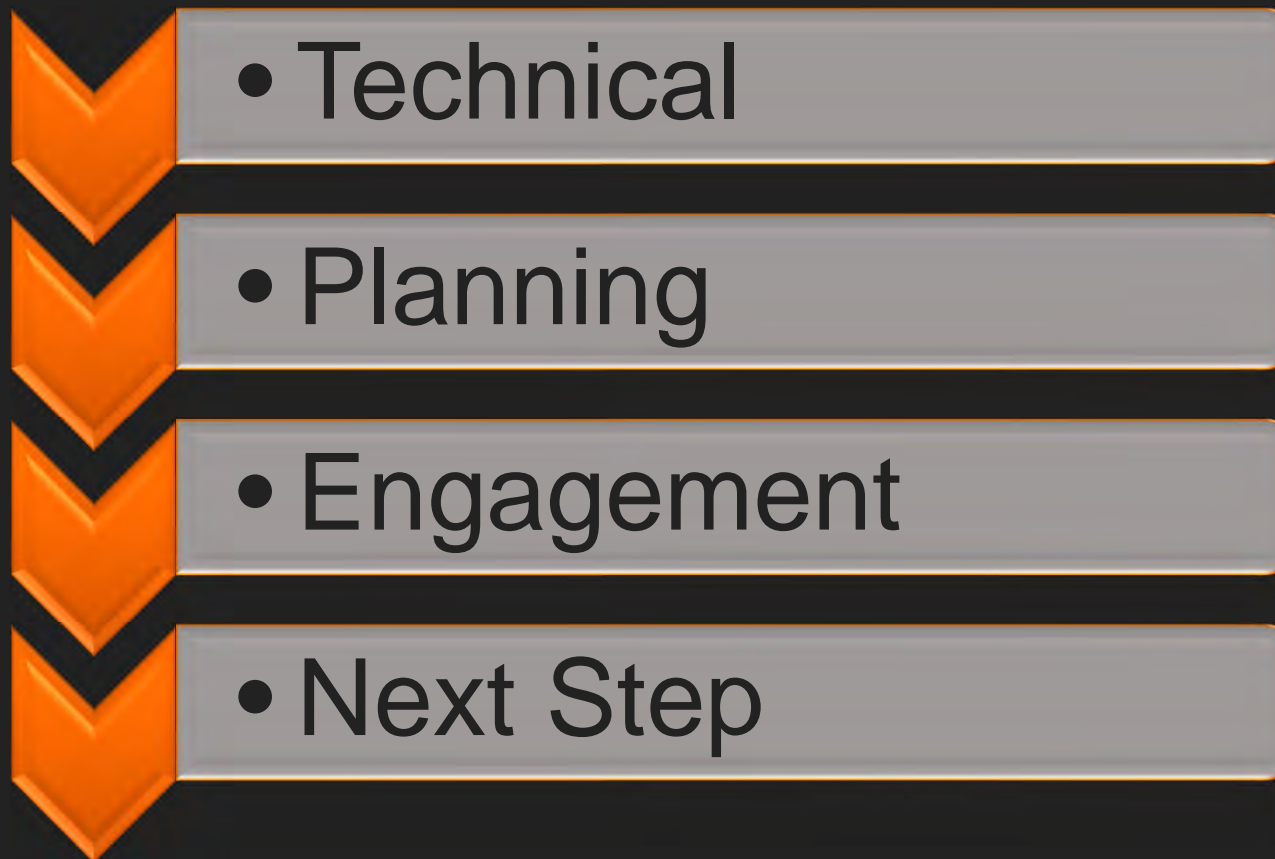
- Process to Date
- Vision and Objectives
- Concept Plan
- Land Use Summary
- Costing
- Next Steps



Process to Date



Process to Date





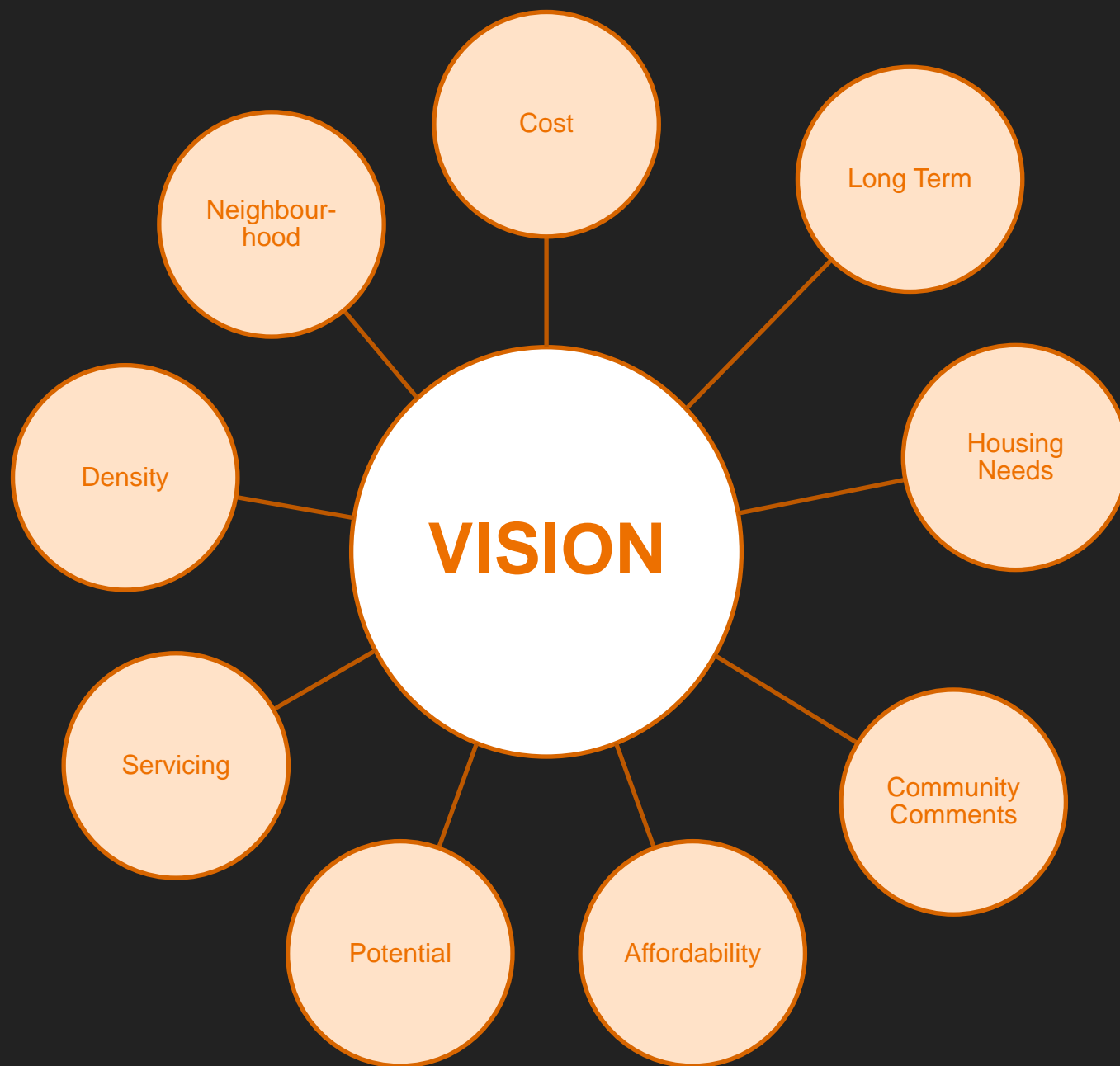
Vision and Objectives



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, 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.*





Concept Plan



Parcel A

Parcel C

Parcel D/F

C-4



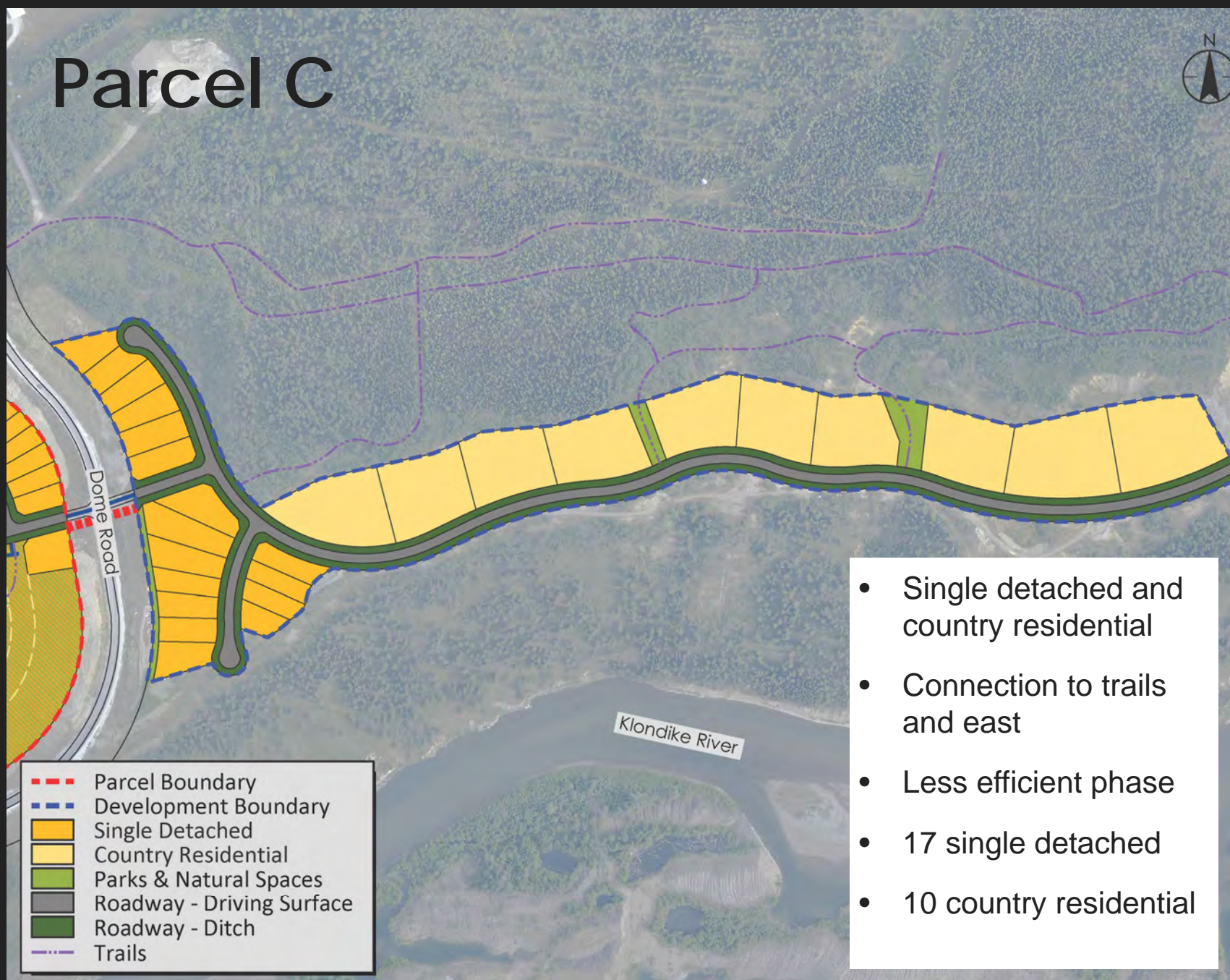
Parcel A

- Single detached
- Extensive trails and open space network
- Stormwater management
- Lots backing onto open space
- 102 lots





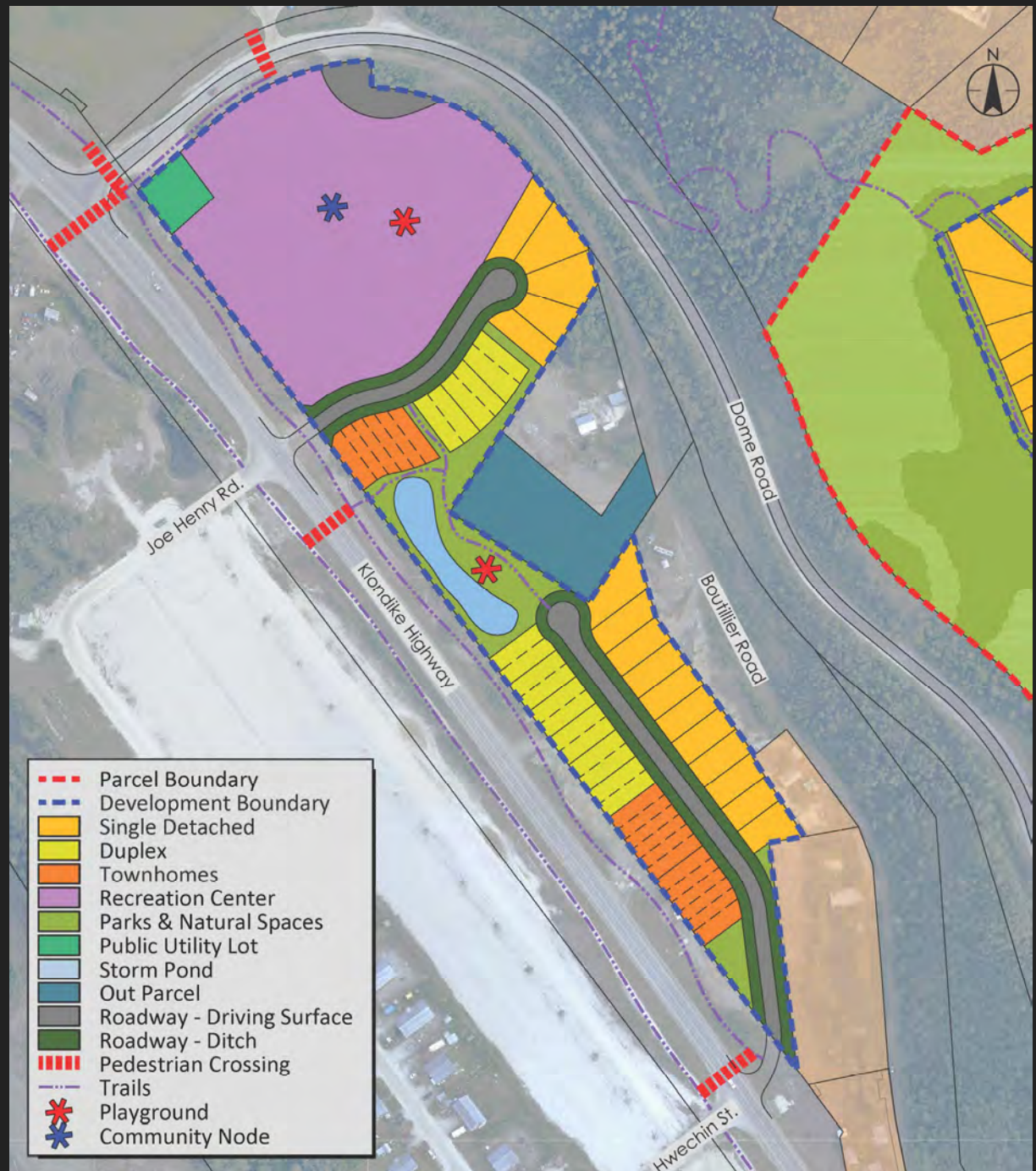
Parcel C





Parcel D/F

- Mix of housing types
- First phases
- Serviceability
- 16 single detached
- 18 duplexes
- 18 townhomes





Units and Population

Residential land Uses	Estimated Units	% of Housing Stock
Total Housing Stock	181	100%
Parcel A		
Single Detached	102	56%
Parcel C		
Single Detached	17	9%
Country Residential	10	6%
Parcel D/F		
Single Detached and Duplex	34	19%
Single Detached	16	9%
Duplex	18	10%
Multi-Unit Residential	18	10%

Residential land Uses	Estimated Units	Population	School Age
Total	181	362	43



Costing



Required Servicing

	City Wide Capital Cost	Development: Off-Site	Development: Internal
Description	Servicing and infrastructure required for the whole community	Servicing and infrastructure required to for Dome Road subdivision, outside Plan Area	Servicing and Infrastructure required for the Dome Road subdivision, within the Plan Area
Items	<ul style="list-style-type: none">• Water reservoir• Wastewater lagoon• Power system• Lift stations• Dome Road roadway improvements• Intersection improvements	<ul style="list-style-type: none">• Supply mains• Booster Station• Dome Road roadway improvements• Intersection improvements	<ul style="list-style-type: none">• Roadways• Underground services• Landscaping• Utilities• Earth work
Construction Cost Responsibility	YG, City and others	Developer (YG)	Developer (YG)
O&M Responsibility	YG, City and others	City	City



Costing

Item	Cost
General Requirements (Mob/demob, survey, Subdivision, studies)	\$690,000
Klondike and Dome Rd Intersection	\$180,000
Dome Road Resurfacing	\$700,000
Wet Well and Lift Station	\$7,500,000
Water, Sanitary and Power Mains	\$3,900,000
Contingency, Design, Construction Admin	\$4,150,000
Parcel A – Recommended Option	\$8,300,000
Parcel C – Recommended Option	\$4,100,000
Parcel D – Recommended Option	\$3,900,000
TOTAL	\$33,420,000



Costing

TOTAL COST SUMMARY	Scenario 1
Development Extensions and Upgrades	\$17,100,000
On-Site Development	\$16,300,000
Average cost per lot (181) ^{1 2}	\$170,009
<i>Country Residential</i>	<i>TBD</i>
<i>Single Detached</i>	<i>~ \$100,000 - \$150,000</i>
<i>Duplex</i>	<i>~ \$40,000 - \$60,000</i>
<i>Townhome</i>	<i>~ \$35,000 - \$50,000</i>
Cost Per Net Area (Ac) 69.9 Ac	\$478,000
Cost Per Developable Area (Ac)	\$716,000



Next Steps



Regulatory

- YESAB
- DFO
- Permits

Technical

- Stormwater
- Detailed Design
- Geotech
- Infrastructure

Planning

- OCP Amendment
- Zoning Bylaw
- Rezoning
- Development Agreement
- Development Permit
- Subdivision



Questions/Discussion



Dome Road Subdivision Master Plan

Prepared for Yukon Government
Dawson City, YT

June 2022


Yukon



We acknowledge that the Dome Road Subdivision 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 Dome Road Subdivision 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 the DRMP.

The DRMP 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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Dome Road Subdivision Master Plan

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1.0 Introduction

The Dome Road Subdivision, located along Dome Road in Dawson City Yukon, consists of four development parcels. Each of the sites has unique site conditions, challenges, opportunities, and design considerations. The resulting development will be four residential areas that are connected through a consistent vision.

The Dome Road Subdivision 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 Dome Road Subdivision 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.



Figure 1 - Plan Area

Aerial of Plan area (from the southwest)

1.1 Purpose of a Master Plan

As guided by Dawson City Official Community Plan (OCP), the purpose of the Dome Road Subdivision Master Plan (DRSMP) is to provide a framework for the subdivision and development of four parcels along Dome Road. In the current OCP, these areas are designated as urban residential and as future residential planning areas. The purpose of the Dome Road Master Plan 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.

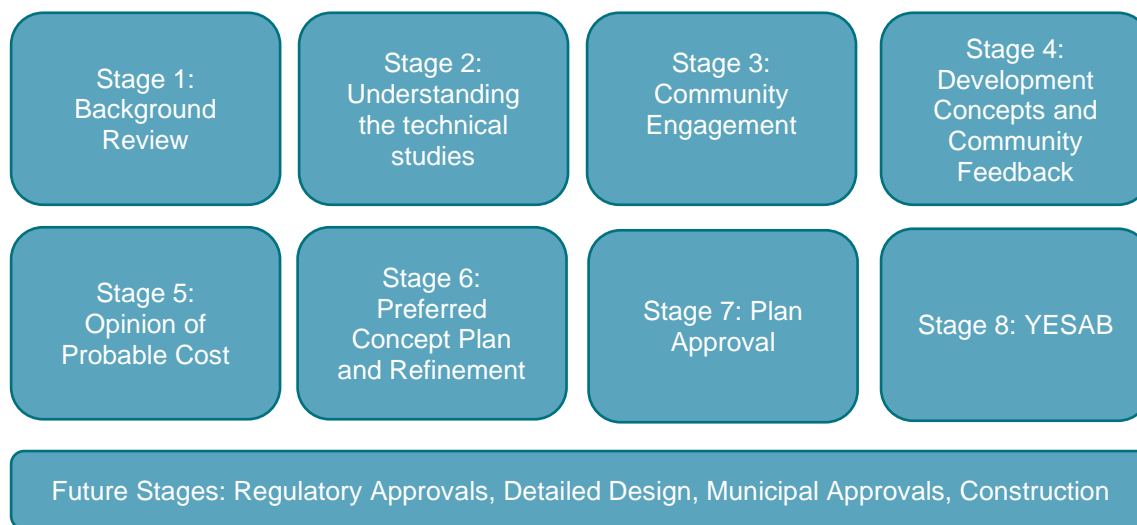
Stantec Consulting Ltd. (Stantec) prepared the DRSMP on behalf of the Government of Yukon (YG) and Dawson City (City). For several years, the City and YG have been working to refine a vision for the Dome Road Subdivision with the intention of creating a residential development that would achieve the 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 plans and past studies as well feedback from Tr'ondëk Hwëch'in, community stakeholders, and the public.

1.2 Master Planning Process

Parcels within the Plan area have been included in several planning and feasibility studies over the years. A variety of uses, housing types and servicing options have been presented, each with their own purpose and merits. Previous development proposals for the Plan area included country residential subdivisions. It was determined that the development of serviced lots for the entire Plan area should be explored to maximize the development potential, accommodate long-term community growth, encourage denser more sustainable development, reduce development costs, and capitalize on nearby services.

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 DRSMP represents an eight 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 Long Term Plan

The DRSMP represents a long term build out, with a phased construction approach occurring over 15 to 20 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 15-20 years, many aspects of the community will change, this Plan 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 DRSMP may require amendments and Council approval.

1.4 Plan Interpretation

The DRSMP 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 Plan Area

The Dome Road Subdivision is comprised of four development Parcels, with a combined area of approximately 32.9 hectares (81.4 acres). The Plan areas are shown in **Figure 2 - Plan Area** and further described in the table below.

Dome Road Subdivision Master Plan

Table 1 – Parcel Descriptions

Parcel		Area	
Reference Name	Location description	hectares	acres
Parcel A	Old Slinky Mine area between Mary McLeod Rd and the Dome Rd	17.4	42.9
Parcel C*	Mining area that runs from the Dome Rd east above the Klondike River	9.5	23.4
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	4.2	10.5
Total		32.8	81.1

*The boundary of Parcel C is undefined. Through the planning and design process, a development boundary was defined based on the development potential and constraints of the area.



Illustration at full buildout



Ball Diamond
& Pump Track

Downhill
Ski Area

Cross-Country
Ski Area

Parcel F
4.2 ha (10.5 Ac)

Parcel A
17.4 ha (42.9 Ac)

Parcel C
9.5 ha (23.4 Ac)

Parcel D
1.7 ha (4.3 Ac)

C4 TH
Settlement
Land

Klondike River

Klondike Highway

- Parcel A
- Parcel C
- Parcel D
- Parcel F

Scale: NTS

Figure 2 - Plan Area

Dome Road Subdivision Master Plan
June 2022

1.6 Development Boundary

Due to the existing conditions and constraints of each Parcel, various setbacks, areas of avoidance and considerations are required. Different from the Parcel boundary, the development boundary represents the area that is developable. The existing condition of each Parcel is further defined in **Section 5.0 – Development Parcels**.

Due to the proximity and contiguous nature of Parcels D and F, the DRSMP identifies these two parcels as one planning area.

1.7 Land Ownership

All development parcels associated with the Dome Road Subdivision are on vacant Commissioner's Land (Crown Land), with surrounding areas being 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 Dome Road Subdivision. As the approving authority for the land, Dawson City will approve the DRSMP, Official Community Plan amendment, Zoning Bylaw amendments and future subdivision applications. To strengthen the overall design process for the Dome Road Subdivision, Dawson City was also a partner throughout the Master Planning process and collaboratively supported the community engagement process.

The Dome Road Subdivision 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.

1.8 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 or require

Dome Road Subdivision Master Plan

mitigations. Although there is often a disconnect between mineral claim holders and local authorities, mining claims within Dawson City have generally been honored.

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 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. The situation is different in each development parcel; the mining claims underlying Parcels A and F are closer to being resolved compared to the claims in Parcels C and D. While the mining claims will not deter the long-term development vision, phasing of construction and efficiencies of servicing connections may be impacted.

1.9 Existing Site Conditions

Currently all parcels are generally clear of vegetation except around the perimeter. All parcels are disturbed by past human activities and will require significant earth work as part of the construction. 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 of each Parcel is further defined in **Section 5.0 – Development Parcels**.

1.10 Surrounding Land Uses

Existing land uses surrounding the Dome Road Subdivision are primarily residential in nature with existing country residential lots located north of Dome Road and serviced lots in the C4 subdivision. There are commercial and industrial uses to the east along the Klondike Highway and various recreational and green space areas adjacent to each Parcel.

Existing residents of the Dome Road area live on larger country residential lots. They enjoy a quiet rural lifestyle, the additional space, access to nature and privacy of this neighbourhood.

1.11 Local Amenities

As a small community, all amenities in the City are within close proximity of the Plan area. As previously discussed, the Dome Road Subdivision 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:

- 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
- Hiking and mountain biking trails

2.0 Background Review

As a Council Approved Plan, the DRSMP 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 Dome Road Subdivision 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 are in need of 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."

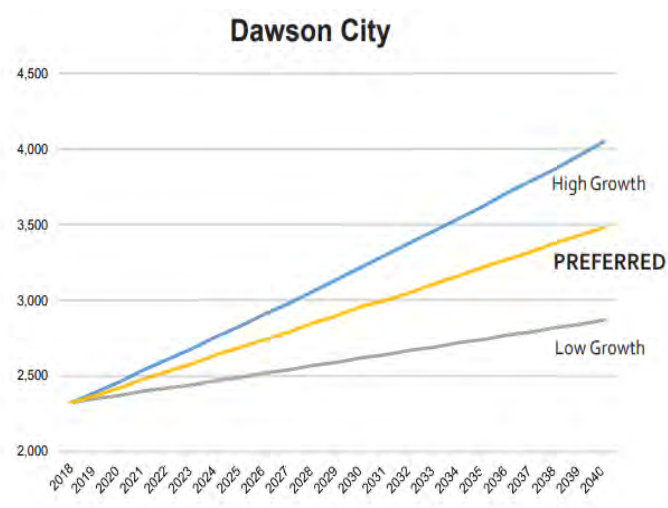


Figure 3 - Dawson Population Projections from YBS 2019

- 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

Dome Road Subdivision Master Plan

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 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.

At full build out, the Dome Road Subdivision will support a significant population and housing density. As such, 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 the Dome Road Subdivision is only one development. Other residential developments will also contribute to the growth and housing options within Dawson City. At full buildout, the Dome Road Subdivision will have approximately 181 units with a total population of 362 people (based on 2.0 people per household). The Dome Road Subdivision 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, the Dome Road Subdivision, 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'in's lands are prioritized for their own citizens and will continue to work with YG on future residential opportunities.

Dome Road Subdivision Master Plan

The Dome Road Subdivision 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 Dome Road Subdivision'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, the Dome Road Subdivision is subject to all 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 DRSMP 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 Dome Road Subdivision area.

As the Dome Road Subdivision 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.

Dome Road Subdivision Master Plan

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 Dome Road Subdivision 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 Dome Road Subdivision 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.

Dome Road Subdivision Master Plan

To determine if the Dome Road Subdivision development areas 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 DRSMP 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

The Dome Rd development areas 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 Designations**.

Table 2 - OCP Land Use Designations by Parcel

Development Area	Existing OCP Land Use Designation
Area A	FRP Future Residential Planning
Area C	FRP Future Residential Planning
Area D	UR Urban Residential
Area F	INT Institutional

FRP Future Residential Planning

This district identifies future growth areas which require additional planning prior to development; the DRSMP represents this next level of planning.

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.

Dome Road Subdivision Master Plan

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 Dome Road Subdivision, all development areas must be designated in the OCP for an appropriate use that is in alignment to those proposed in the Master Plan; as such, an OCP amendment will be required.

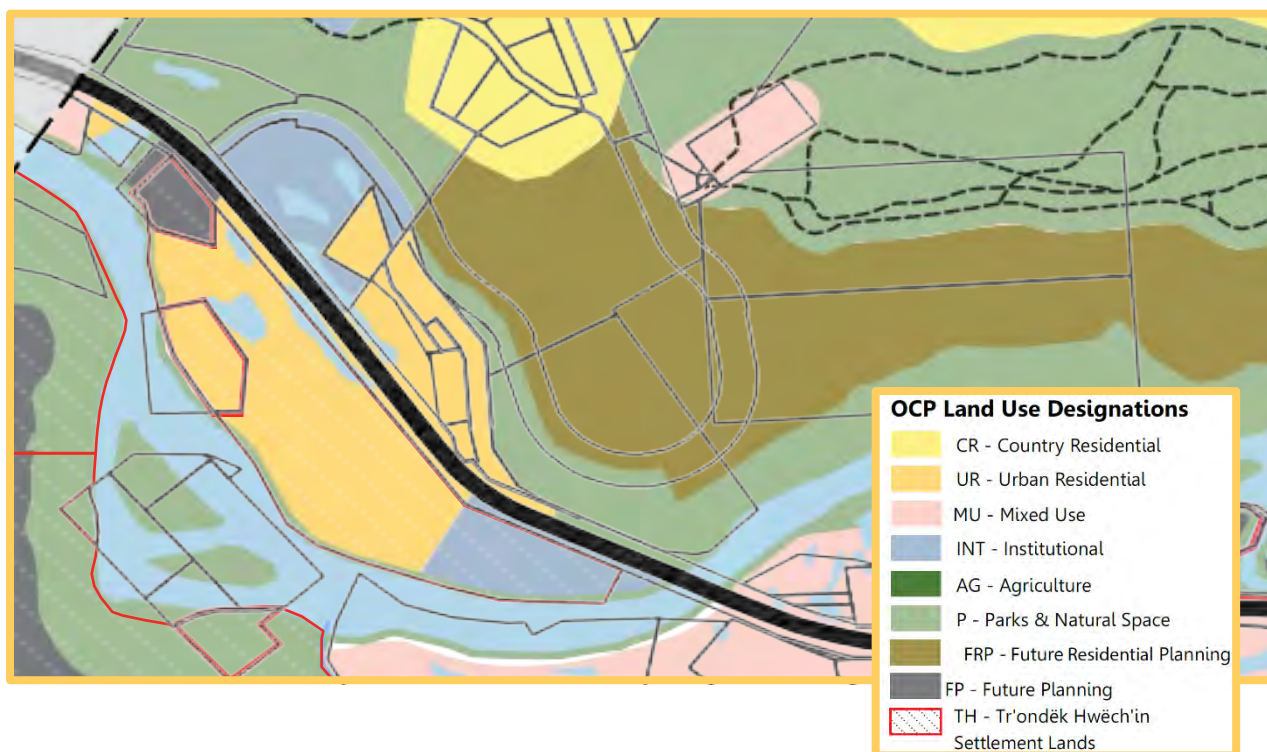


Figure 4 - Dawson OCP Land Use Designation

Dome Road Subdivision Master Plan

Applicable Policies

The following policies of the OCP apply to the Dome Road Subdivision; the application of the policy to the development concept or Master Plan 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 TH to identify methods of showcasing local First Nations' culture within the Dome Road Subdivision. 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.

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 Dome Road Subdivision 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.

Dome Road Subdivision Master Plan

Investigate the suitability of the Slinky Mine and Dredge Pond areas for new residential development.

To support the diverse housing needs for Dawson residents, single detached, duplex and townhome housing options is proposed within the Dome Road Subdivision, formerly known as the Slinky Mine site. 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 Dome Road Subdivision 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.

Servicing

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

Stormwater management is addressed in the DRSMP and incorporated into the design of each development area.

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.

Dome Road Subdivision Master Plan

The DRSMP 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 Master Plan, supportive studies such as those identifying natural conditions, steep slopes, 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 Dome Road Subdivision and each development area's design 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 for each parcel.

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.

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

Table 3 - Zoning Bylaw Designations by Parcel

Development Area	ZBL Designation
Area A	FP Future Planning
Area C	FP Future Planning
Area D	R1 Single-detached/ duplex residential
Area F	P2 Institutional

Dome Road Subdivision Master Plan

FP Future Planning Zone

This district is intended to preserve land as open space until such time as the land is required for development; the area may be suitable for one or more different land use designations, as guided by the findings and content of further planning reports such as this Master Plan.

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 use by the public such as recreation and education facilities, government and health services, libraries, and museums.

To facilitate the development of the Dome Road Subdivision, all parcels will need to be redesignated in the ZBL Map for an appropriate land use zone that corresponds with the land use proposed in the DRSMP; 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 Dome Road Subdivision Plan Area.

Due to the location of the Dome Road Subdivision, the Heritage Bylaw does not have direct impact on the character, architecture, and intention of the Dome Road Subdivision. 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 DRSMP to help determine the suitability of the Dome Road Subdivision 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 DRSMP 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 in the completion of this Master Plan:

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.

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5. Promote sustainable production and consumption through appropriate use of environmentally sound technologies and effective demand management.

The Dome Road subdivision 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 proposed Dome Road Subdivision, the HMP recommends:

New development along the Dome Rd 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 Dome Road Subdivision which will be incorporated into architectural regulations and theming of the neighbourhood. Areas requiring additional architectural, landscape or design consideration will be identified in the Master Plan. The Plan will take advantage of natural features and views whenever possible.

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 proposed Parcels are Crown Land, so they fall within the scope of the trail plan.

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.

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Single-track trail routes are proposed throughout the Dome Road Subdivision area, particularly in Parcel A. These trails will be considered in the development of the Dome Road Subdivision's open space network to provide connectivity where appropriate and safe.

2.3.2 Supportive Studies/ Reports

The following studies have been reviewed and provide valuable information that has shaped the Dome Road Subdivision Concept Plans.

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 Concept Plan and Master Plan will include the identification of zoning, lotting and explore the build out options for each Parcel. Through the project vision and goals, the Dome Road Subdivision 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
- The Master Plan 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

Klondike East Bench Project Report, Bryony McIntyre (2017)

A review was completed by Bryony McIntyre in July 2017 to explore ideas that could resolve divergent land use interests (e.g. mining/ residential) relating to Parcel C. Recommendations were formulated with the intent of meeting the interests in the most coordinated way possible and included a recommendation to prepare an overall development concept and vision for the project area.

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To further the recommendations of the Klondike East Bench Project Report, a development concept has been prepared for the Dome Road Subdivision.

Dome Rd Country Residential Post Mining Review, Inukshuk Planning & Development Ltd. (2018)

A review was completed by Inukshuk Planning & Development Ltd in January 2018 to determine if a country residential subdivision was viable for Parcel A, and if so, what the required steps would be to facilitate that development. The findings of the report were that yes, Parcel A would be suitable for both low density country residential development as well as higher density development which was noted as potentially a more efficient use of the land.

A variety of country residential and serviced single detached dwelling options were reviewed for Parcel A and presented to YG, City Council, administration, and the community. It was determined that the Dome Road Subdivision would be best developed with serviced lots to achieve the density needed to support the growth of the City.

Dawson City Residential Suitability Analysis, Stantec Consulting Ltd. (2018)

A Residential Suitability Analysis report was completed by Stantec Consulting in December 2018 to review several areas in the community and provide a high-level opinion of probable cost to service potential developable sites. Development considerations reviewed in the analysis included: physical characteristics of the sites, access, opportunity for residential design layouts, serviceability, and developable area; the applicable findings of which are described below:

Parcel A - was considered developable with access off a single roadway. Due to single access, the number of lots should be limited based on traffic volumes and emergency access.

Based on all the development considerations, it is estimated that Area A can accommodate 70-90 small lots (50' frontage width) or 15-20 large lots (1 acre minimum).

Parcel C - was identified with limited development potential due to the narrow width of the developable area.

The developability and estimated lot layout considerations is incorporated into the design of Parcel A. Although Parcel C was deemed undevelopable due to its narrow width, these elements will be reviewed again to determine suitability. Parcel D and F were not reviewed in Stantec's 2018 study.

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2.3.2.2 Open Space and Recreation

Moose Mountain Cross-County Ski Trails

There are a variety of cross-country ski trails surrounding the Dome Rd area. These trails are considered in the development of the Dome Road Subdivision's open space network to provide connectivity where appropriate. Open space connections will integrate the development with existing trails.

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 center. 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 A

Considered suitable for residential development with constraints including shallow bedrock and steep slopes along backslopes at the north end of the pit.

Shallow foundation systems, including strip & spread footings or monolithic slab-on-grade systems are all feasible. The only constraints include the possibility of having frost susceptible colluvial soils underlying which will necessitate the use of perimeter insulation to minimize the potential for frost heave related movements and subsequent damage.

Parcel C

Considered suitable for residential development with steep slopes on the upgradient and down-gradient sides with development setbacks which may limit the amount of development area.

Shallow foundation systems, including strip & spread footings or monolithic slab-on-grade systems are all feasible. The only constraints include the possibility of having frost susceptible colluvial soils underlying which will necessitate the use of perimeter insulation to minimize the potential for frost heave related movements and subsequent damage.

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 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.

Geometric Slope Assessment (2021)

A geometric slope stability assessment was completed to determine an appropriate development setback from the crest along the west boundary of Parcel A. One scenario is for slopes where stable soil conditions exist, while the other is where slopes are potentially unstable and prone to seasonal erosion

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and surface sloughing. Building setback recommendations were provided for various areas of the Plan area.

Additional recommendations identified that future development must not contribute to slope instability. Clearing of trees and soil cover along steep slopes is never a good idea and with that in mind, if a deep utility corridor is established along the slope, steps to prevent erosion must be implemented. From this report, a setback was established for Parcel A.

Pre-design Level Geotechnical Evaluation (2022)

A geotechnical evaluation was completed based on the preferred Concept Plans. Twelve test pits were completed in Parcel A and four in Parcel C. 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 A, C, and 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 in Parcel A, development setbacks, sanitary field considerations, 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 A - Environmental Site Assessment Phase 1, Limited Phase 2 – (2020)

A Phase 1 and Limited Phase 2 Environmental Site Assessment (ESA) was completed for Parcel A 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 in the shallow depths of 0.05m bgs (below ground surface), with concentrations exceeding the applicable CSR residential (RL) and commercial (CL) standards. Based on

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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 A - Environmental Site Assessment Phase 2 – (2020)

A Phase 2 Environmental Site Assessment was completed for Parcel A 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 and to delineate the metals and PHCs in shallow soils that was identified during the limited Phase 2 ESA.

As identified in the Phase 2 ESA, there were soils found with concentrations of metals exceeding the CSR RL and IL standards. These findings will require Golder to submit a background memo to obtain approval from YG for the use of the background standards on the site. To grant approval, YG may require additional metals sampling be completed or the completion of screening-level risk assessment to evaluate whether the concentrations pose risks to human health and the environment.

Any soils found to be contaminated above the acceptable level for residential land uses may need to be removed. This would require excavating the impacted shallow soil at surface, transporting to an approved disposal facility, and completing confirmatory soil sampling. The development will comply to any recommendations and considerations to define when various concerns would be addressed at future stages (detailed design, development agreements, subdivision conditions, etc).

Parcel C - Environmental Site Assessment

Parcel C was not assessed as current mining activities are ongoing. An Environmental Site Assessment will commence after operations and remediation are completed to get more accurate data and recommendations.

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

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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.

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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 development.

Phase II Environmental Site Assessment (2022)

Following the completion of the Concept Plans, SLR Consulting Ltd. completed a Phase II ESA of the Parcels A, D and 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 northeast of Parcel A and soil contaminants.

There are some elevated metal concentrations in both Parcel A and D. In 2021, Parcel A had exceedances of arsenic, barium, and total chromium in samples, however all exceedances were in the two shallow samples. Previously, there had been nickel and cobalt exceedances identified in this area. Ten samples collected at greater depths (between 3.1 and 6.1 m) did not have exceedances of any metals. 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 Parcel A, D and 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 divided 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

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plan has created a community resource to support ongoing local adaptation planning and decision making.

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 Dome Road Subdivision 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

Archaeological Impact Assessment, Area C, FMA Heritage Inc. (2009)

An Archeological Impact Assessment (AIA) was conducted by FMA Heritage Inc in April 2009 to evaluate the number and nature of the heritage resources present in the development areas, with specific focus on areas of moderate to high archaeological potential.

During the assessment, one pre-contact period archaeological site (LaVk-29) and four historic period sites (LaVk-30, LaVk-31, LaVk-32, and LaVk-33) were identified (**Table 4**); each site is described in more detail below.

Table 4 - Listing of Archeological Sites

Archaeological Site	Location	Findings	Interpretive Value	Recommendations
LaVk-29	ParcelC	Surface lithic scatter	Low	No further work needed
LaVk-30	Outside of development areas	Features consisting of building/ tent platforms and other features that are likely related to gold mining activity in the late 1890s/early 1900s.	High	Avoid development
LaVk-31			High	Avoid development
LaVk-32			High	Avoid development
LaVk-33			High	Avoid development

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Based on the results of the AIA, no additional investigation or review is required. The assessment recommends that YG grant clearance under the Yukon Historic Resources Act for the proposed Dawson Dome Subdivision development.

Heritage Resource Impact Assessment: Dawson Dome Rd Residential Development Interim 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 within Development Areas A, D, and F of the Dome Road Subdivision.

Parcel A

No heritage resources were observed within Parcel A; no further work is recommended for this area.

Parcel C

Not included within the assessment as the area was already assessed by FMA Heritage Inc. in 2009.

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 Boutiller 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.

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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 Dome Road Subdivision but was included in the Conceptual Design Study to ensure that the future water reservoir capacity can accommodate future growth. The Dome Road Subdivision housing assumptions considered in this study exceed the density and units proposed in this Master Plan.

The study also assesses two options for how water should be provided to the Dome Road development. The recommendation is that a new booster station will be required for the development of Parcel A and C. Construction of the new reservoirs is expected to be led by YG in the next three to five years.

Prior to the development of Parcels A and C, offsite water infrastructure will be required to service the existing needs of the community as well as new lots on Dome Road. The Dome Road Subdivision (Parcel A and C) will be required to connect into the water system by constructing a new booster station.

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 Dome Road Subdivision but should be sized to accommodate for various growth scenarios in the City. Currently, there is enough capacity to support the 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. The capacity of the current system will limit the number of new homes that can be connected to piped sewer lines. The lot release plan will need to consider the capacity of the current system.

Offsite wastewater infrastructure upgrades will be required to service the existing needs of the community as well as Dome Road. The Dome Road Subdivision will be required to connect into the wastewater system. Coordination of the wastewater treatment lagoon system design and Parcels A and C engineering detailed design should be established.

A portion of Parcel D and F can be developed prior to the new wastewater treatment lagoon.

3.0 Engagement

The creation of the DRSMP is based on community engagement and collaboration from previous community feedback and those gathered as part on the creation of this plan. 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 master 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 project. 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 Dome Road Subdivision, 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 Dome Road Subdivision project.

Dome Expansion Area

TH has economic development interests in the Dome 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.

Tr'ondëk Hwëch'in opposes activities that would cut off access to the Dome Expansion Area, or otherwise reduce the market value of future residential lots in the Dome Expansion Area; however, TH does not foresee negative impacts to the Dome Expansion Area arising from the Dome Road Subdivision project.

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.

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As a nearby development, the design of Parcel C may 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. The Concept Plan of Parcel C provides multiple access points to Thomas Gulch and S-94B.

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 has been considered in the development of the Dome Road Subdivision's 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 DRSMP. The Dome Road Subdivision 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

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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 most of the traditional and country-residential lots, as opposed to selling several lots to a single developer, especially for lots in Parcels A and C. 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 plans include 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 along the ridgeline of Parcel A, and the development that can link existing trails on Crocus Bluff and the ski/hiking trails located at Moose Mountain with access points from within the Dome Road area and from adjacent land.

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 DRSMP. A range of trails and active transportation connections are proposed including along the ridgeline of Parcel A, to the ski trails, and across the Klondike Highway through safe pedestrian crossings. 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)
 Nāk'it (Lookout)
 Häky'ak (Ridge)

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Nizho (Our Home)

Deyh Ddhäl (Grouse Mountain, considered a place name for Midnight Dome)

It is suggested that two names be given to the site, one name for Parcel A and C, and another for Parcel D/F.

Dawson City Council should select a Hän name, or names, for the new neighbourhoods.

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 the DRS parcels, especially Parcels A and D, 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 vacant lots or disincentives for leaving lots empty should be explored and implemented before releasing any lots.

This Master Plan includes a lot release plan. The subdivision will be built out gradually over a span of 15-20 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 Dome Road is considered to be the most significant residential growth area in close proximity to downtown and other services.

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.

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Information prepared for the Slinky West Visioning Charrette Background Document has been incorporated into previously completed Dome Road Subdivision Design Brief and this Plan where appropriate. Due to the comprehensive nature of the Slinky West Visioning Charrette, some discussions will not be addressed in the Master Plan. 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. The Master Plan underway now will only be able to address some items. Other items cannot be addressed in this Plan and will need to be considered through future work, 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

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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 DRSMP 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 of the Dome Road Subdivision where applicable including the types of 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 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.

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 with lower density development in Parcel A and Parcel C
- 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
- Initial cost of servicing areas A and C
- 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).

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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 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.

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 Dome Road Subdivision 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.

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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.

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

The Dome Road Subdivision 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 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

The Dome Road Subdivision will be a comprehensively planned neighbourhood that represents a long-term housing solution for the City. The Dome Road Subdivision 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 important 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 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 will be carried through the Master Plan and into the development. 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 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

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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.

The Master Plan 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 the Dome Road Subdivision 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. The Master Plan will address only 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. Following the approval of the Master Plan, more detailed guidelines and standards may need to be created for the neighbourhood.

Goal 3: Plan for a Complete Neighbourhood

The Dome Road Subdivision 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 master planned community, the Dome Road Subdivision 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 master planned community, 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, the Dome Road Subdivision 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

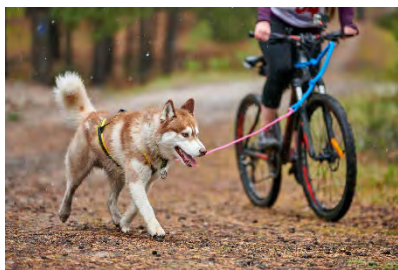
Tr'ondëk Hwëch'in has several specific interests in this development and the neighbourhood will be designed to respect these interests. First, any development on Parcel D/F will need to be compatible with the current and planned residential development on Lot C-4B/D, C-85FS/D and C-86FS/D, which is directly across the highway.



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Second, development must 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, to the northeast. Continued access to Thomas Gulch for Tr'ondëk Hwëch'in citizens to participate in traditional activities must be provided. YG and the City will work with Tr'ondëk Hwëch'in leadership, staff, and citizens to ensure that their interests are being respected.

The project team worked closely with staff and leadership from Tr'ondëk Hwëch'in throughout the process. As the Master Plan was developed, land use transitions, impacts of new development on existing residents, pedestrian connections and access to traditional lands were carefully considered. 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

The Dome Road Subdivision 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 DRSMP 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 Dome Road 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, with the exception of several county residential lots in Parcel C. 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 the Dome Road Subdivision 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 in the Dome Road Subdivision 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 Dome Road Subdivision and maximize the efficiency of infrastructure costs, increased density was provided in key areas with smaller lot sizes distributed throughout.



The Dome Road Subdivision 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 the Dome Road Subdivision will vary across each parcel: some areas will be more urban in nature due to their proximity to the Highway, while others will be more rural offering residents with sweeping views of the Klondike Valley.

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 the Dome Road Neighbourhoods are attractive, consistent, and recognizable.

Being outside of the 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 comprehensive 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 the Dome Road Subdivision. At minimum, Neighbourhood Design Guidelines should include:



Example Entry Feature



Example gateway/sound attenuation fence



Example landscape feature



Example themed Playground

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- 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

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.

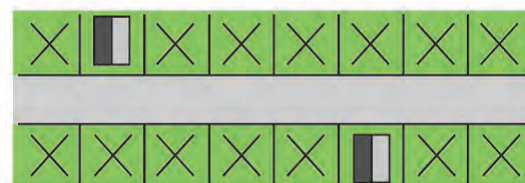
At a minimum, Design Guidelines should include:

- 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 of the Dome Road Subdivision 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



Architectural elements



Lot repetition



Example required treatment

of the City as seen from the Klondike Highway. The recreation centre, housing, highway fencing and landscaping must be carefully considered and designed.

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 and suggested that Parcel D/F have one name and Parcels A and C have a different name. 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)

Näk'it (Lookout)

Häky'ak (Ridge)

Nizho (Our Home)

Deyh Ddhäl (Grouse Mountain, considered a place name for Midnight Dome)

5.0 Development Parcels

For each of the three development areas, a unique Concept Plan has been developed. Each plan reflects the parcel's opportunities, constraints, existing conditions, and development requirements. In this section of the Master Plan, each parcel is described.

As part of the planning process, a number of different development options 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 included options from privately serviced country residential lots to multi-unit apartment buildings. Each option was reviewed with YG, City administration and leadership, and the public to obtain feedback and consideration. Ultimately it was determined that the Dome Road Subdivision would be best developed with serviced lots to achieve the density to support the growth of the City. To achieve the most ideal long-term needs for Dawson City, the concept plans were refined to what is presented in the Dome Road Master Plan.

The Dome Road Subdivision has been proposed with serviced residential lots to:

- Help achieve the vision of the Official Community Plan by encouraging a compact development pattern and reducing sprawl.
- Maximize the development potential of the Parcels.
- Ensure efficient and responsible use of the land.
- Increase density for the Plan area and Dawson City.
- Offer a considerable number of lots to support short- and long-term housing needs.
- Increase the tax base of Dawson City.
- Provide long term sustainable water and wastewater solutions.
- A Master Planned community allows for increased community amenities (trails, parks, etc).
- Allow for additional lot types and housing options.
- Create additional housing price points in the City.
- Redevelopment of unserviced country residential lots to serviced urban lots would be extremely difficult and costly.

5.1 Parcel A

5.1.1 Existing Conditions

Parcel A is located along Dome Road, southwest of Mary McLeod Road. It was historically the location of the Slinky Mine. After mining was complete the entire parcel was regraded. The site is primarily clear of vegetation with some mature trees along the perimeter of the Parcel, as shown in **Figure 5 - Parcel A Existing Condition**. This vegetation provides a buffer and some privacy for existing residences along Mary McLeod Road.

Most of the site has gentle grades with an increasing slope towards Dome Road and a steep cliff located along the west boundary. The development boundary of the site has been determined based on the recommendation of the 2021 Geometric Slope Assessment Study.



Aerial of Parcel A (from the south)

Elevation on the site ranges from 380 to 420 m. Based on the topography of the site and surrounding properties, groundwater flow is thought to be to the southwest; surface runoff likely flows to the west/northwest down the steep bank along the northwestern site boundary. Prior to development, some environmental investigations and localized geotechnical efforts may still be required.

Parcel A is a large, relatively unencumbered area which poses limited development challenges; its size and dimensions are appropriate for low density residential development.

Key Opportunities and Constraints

Parcel A provides views of the Klondike Valley; as such, roadway layout and house orientation should consider how to take advantage of the grades, views, and sun orientation. Relatively unencumbered by existing conditions with limited development challenges. There is space to preserve several natural areas around the edges of the site. Access to the Parcel is limited; there are only two locations where a safe access road can be developed. The traffic volume capacity on Dome Road limits the maximum number of future residents. Major infrastructure extension is needed to service the area.

5.1.2 Concept Plan

Parcel A is the largest low-density residential area within the Dome Road Subdivision. This area is envisioned as a traditional neighbourhood development with 102 lots for single family homes. The Concept Plan is shown in **Figure 6 - Parcel A Concept Plan**.

One main design feature of the Parcel A Concept Plan is the central greenspace. This linear park will create a looping trail system around the entire neighbourhood and create a number of lots which back on green space. A playground location has been identified in the center and a community gathering space will provide additional amenities around the stormwater management facility. Additional open space details are described in **Section 6.0 Open Space Network**.

A Future Planning area is located in the southeast. Development of this area may be limited by traffic volumes along Dome Road. Should development be feasible in the future, access and servicing stubs will be available.

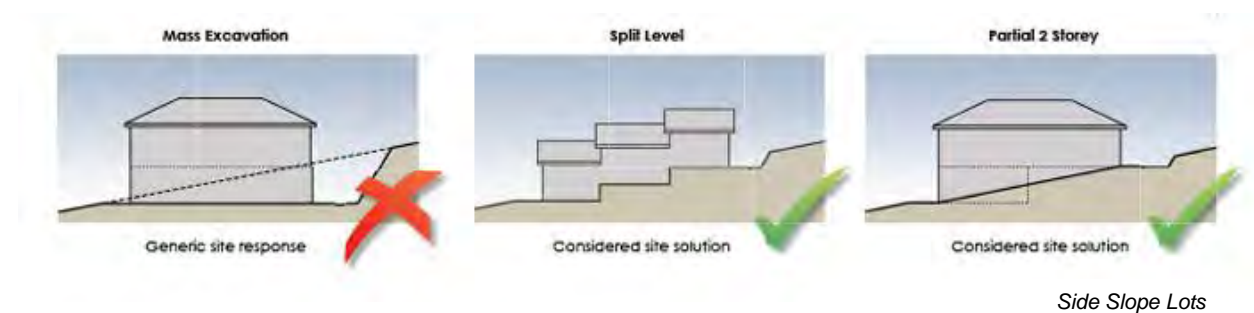
Typical lots in Parcel A are intended to be 15.25m wide and have a minimum depth of 30.48m, which is comparable to lots in the Townsite. Based on the grades, varying lot depths and lot types are required to efficiently use the developable area. Lot depths have been increased to allow future homeowners additional building flexibility along Dome Road and to the north. A majority of lots are rectangular but the lot types will include walk outs, back to fronts and side sloped. Typical lot dimensions for Parcel A are shown in **Figure 6.1**.



Split drainage lots



Back to front drainage lots



5.1.3 Housing Type and Density

Parcel A is intended to accommodate low density, single detached housing. This is supported by community feedback, where existing residents stated that they wanted to see residential uses here that are compatible with existing country residential lots. Single family lots are an ideal transition from the larger lots to the north, and this lower density development will limit overall traffic volumes. The type and estimated number of lots is shown in **Table 5** below.

Table 5 - Parcel A Housing Units

Residential land Uses	Estimated Units
R1 - Single Detached and Duplex Residential	102 (Single Family Dwellings)



Typical Single Detached homes

It is estimated that density (per gross area) for Parcel A will be approximately 8.0 dwelling units/ha (19.8 dwelling units/ac). This assumption is based on an assumed average lot size and each lot being approved for one dwelling per lot.

5.1.4 Zoning

To support the development of Parcel A, the regulations of R1 - Single Detached and Duplex Residential should be reviewed, and the following changes should be considered:

- Front Setback
 - Front parcel setback 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.
- 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.
 - Minimum rear parcel setback should be increase on lots backing onto significant grades to increase distance of the dwelling from development setback and grades. Additional setbacks can also assist with better on-site drainage.
- Permitted Uses/Regulations
 - Parcel A is intended for single detached dwellings only. The permitted use and width of the R1 Zone (Single Detached and Duplex Residential) would currently allow a duplex dwelling. To eliminate duplex dwellings in Parcel A, single detached and duplex dwellings should be separated into two different zones.
 - Any permitted uses that could increase density and population should be discouraged to limit traffic volumes on Dome Road. Permitted uses should be reviewed for Parcel A.
 - Regulations for single detached and duplex dwellings should be reviewed to provide greater clarity.
- Parking
 - The City should increase the required parking spaces for single detached dwellings (4 bedrooms or less) lots to provide a minimum of 2 off-street parking spots.

5.1.5 Land Use Summary

Table 6 shows land use types as a percentage of the total area of Parcel A.

Table 6 - Parcel A Land Use Calculations

	Ha	Ac	
Gross Plan Area	17.42	43.04	
Natural Area (Slope)	4.71	11.64	
Net Plan Area	12.71	31.40	
Land Use	Ha	Ac	% Of Area
Residential	7.39	18.26	58.2%
<i>R1 – Single Detached</i>	5.95	14.71	46.9%
<i>FP - Future Planning</i>	1.43	3.54	11.3%
Open Space (Trails, Greenspace, Playground)	3.20	7.91	25.2%
<i>P1 – Parks and Natural Space (Public Use)</i>	2.72	6.72	21.4%
<i>Public Utility Lot - Stormwater Management Facility</i>	0.48	1.19	3.8%
Transportation	2.12	5.23	16.6%
<i>Roadway and Utilities</i>	2.12	5.23	16.6%
Total	12.71	31.40	100%

5.1.6 Transportation and Access

Parcel A will be accessed off the Dome Road. Interior roads within Parcel A create a loop. The roadway shall be shared between motorists and pedestrians. Two roadway connections will be provided along Dome Road to facilitate convenient access in and out of the Parcel.

Based on the proposed number of lots, two accesses have been identified along Dome Road. The south intersection will be an all direction, yielding to Dome Road, and the second access will be a right-in/right-out intersection utilizing the existing Mary McLeod Rd as shown in **Figure 7 - Realigned Parcel A North Intersection**. This modified access has been proposed to eliminate the left turning movement thus reducing the use of Mary McLeod Road.

The existing intersection between Mary McLeod Road and Dome Road is an acute angle, offset from Moose Mountain Road. This intersection has limited sight lines and does not operate as a proper intersection. A re-alignment of the Mary McLeod Road and Dome Road intersection is proposed to create a secondary access to the proposed development.



Existing Mary McLeod Road



Figure 7 - Realigned Parcel A North Intersection

Parking will be provided as per the regulations of *The Dawson City Zoning Bylaw*; notwithstanding, it is strongly recommended that additional spaces be enforced to accommodate on-site parking of additional vehicles and the storage of recreational vehicles as well as reduce the negative impacts to the ditch within the roadway and the overall stormwater management system.

5.1.7 Servicing

Parcel A is currently not serviced by municipal utilities. Water and wastewater mains need to be brought to Parcel A to service the area. Stormwater management will be provided via a stormwater management facility in the southeast of the parcel. A dry retention pond has been proposed, based on the existing conditions and geotechnical recommendations. The pond will be lined to prevent seepage and an engineered berm will be constructed to detain water during storm events. Following the retention of stormwater, the engineered outlet structure will control the release the water into the public stormwater system at predevelopment rates.

Shallow utilities (power and communications) will be extended by overhead lines located within the Dome Road right-of-way.

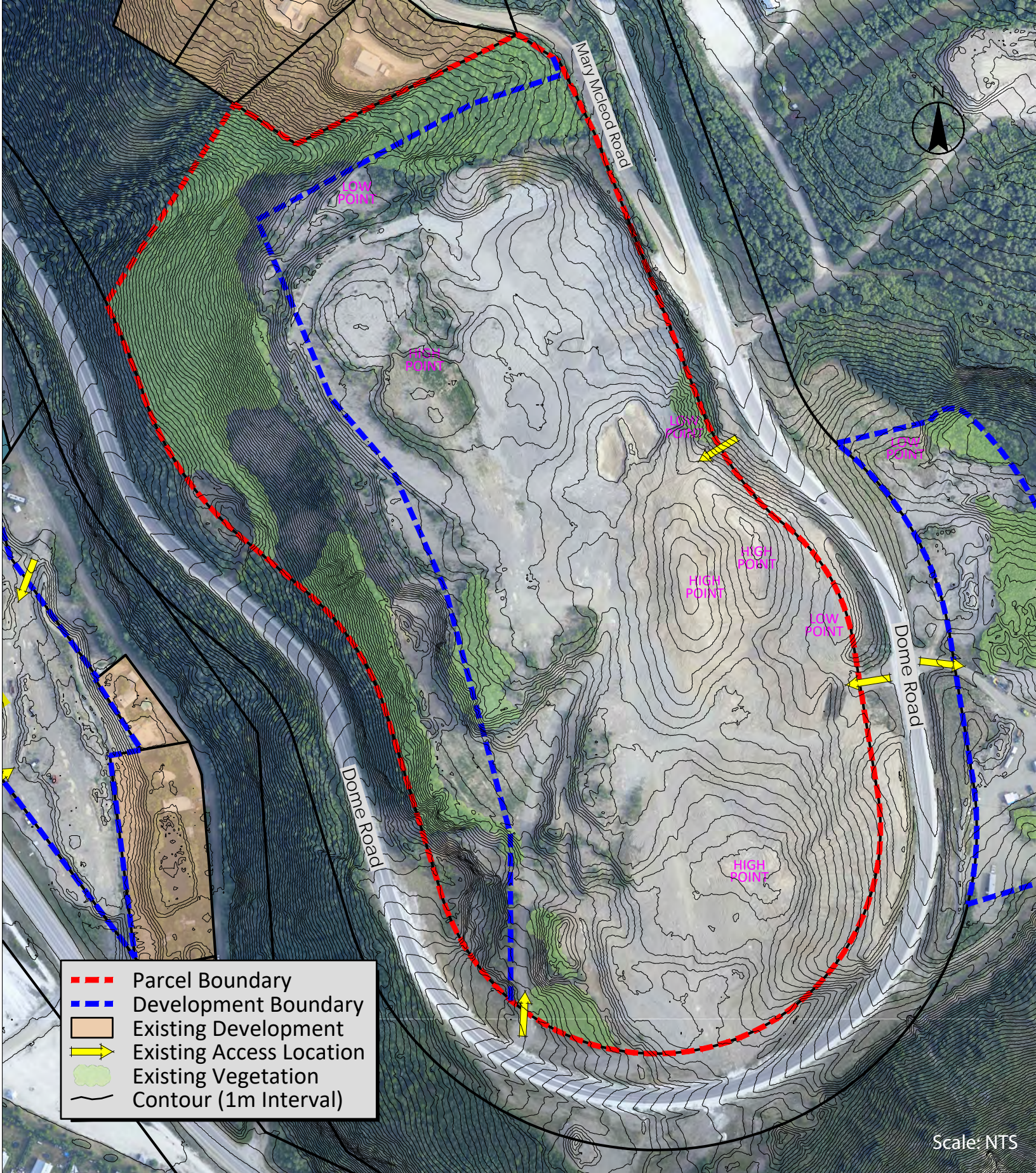


Figure 5 - Parcel A Existing Condition

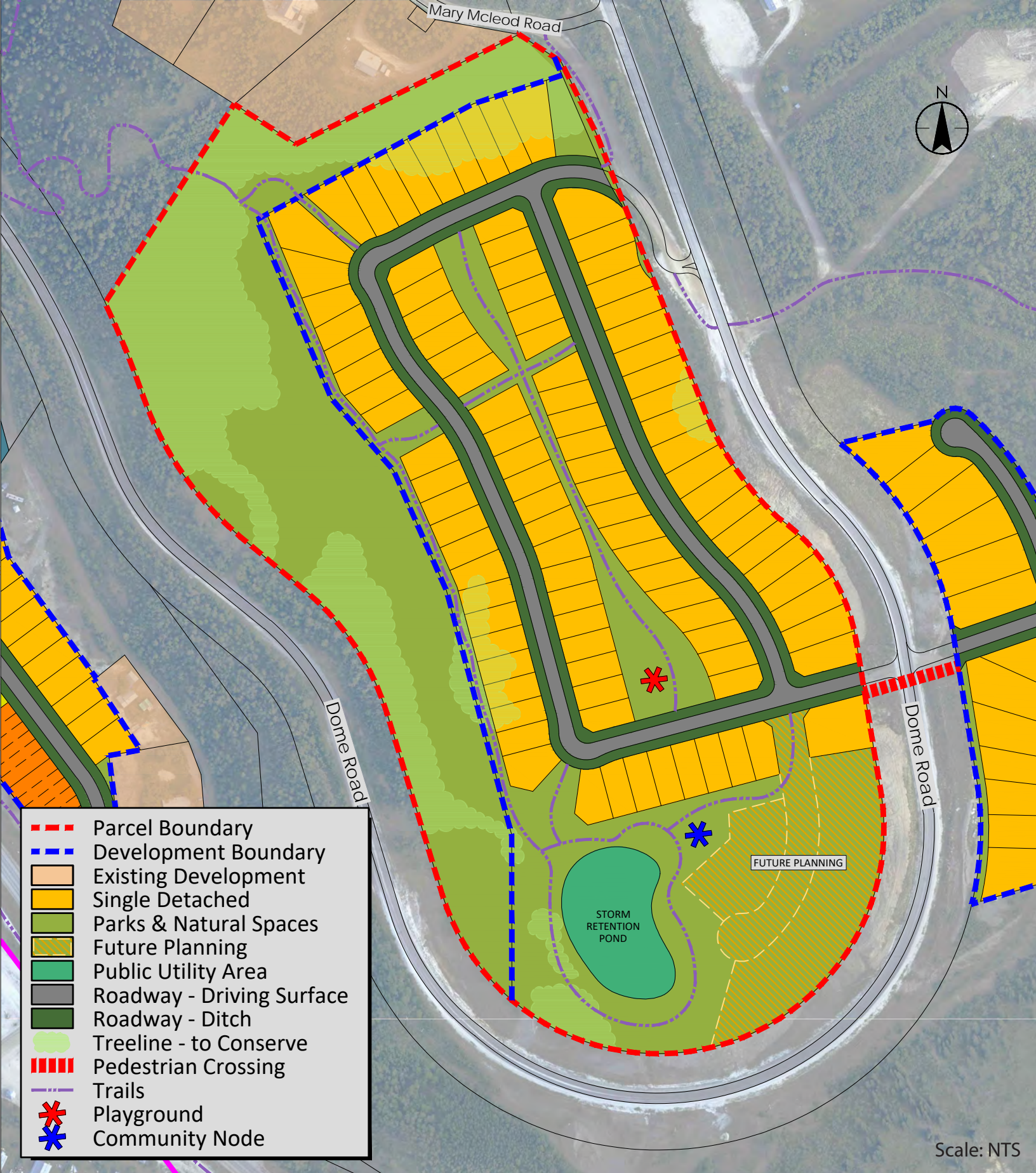


Figure 6 - Parcel A Concept Plan

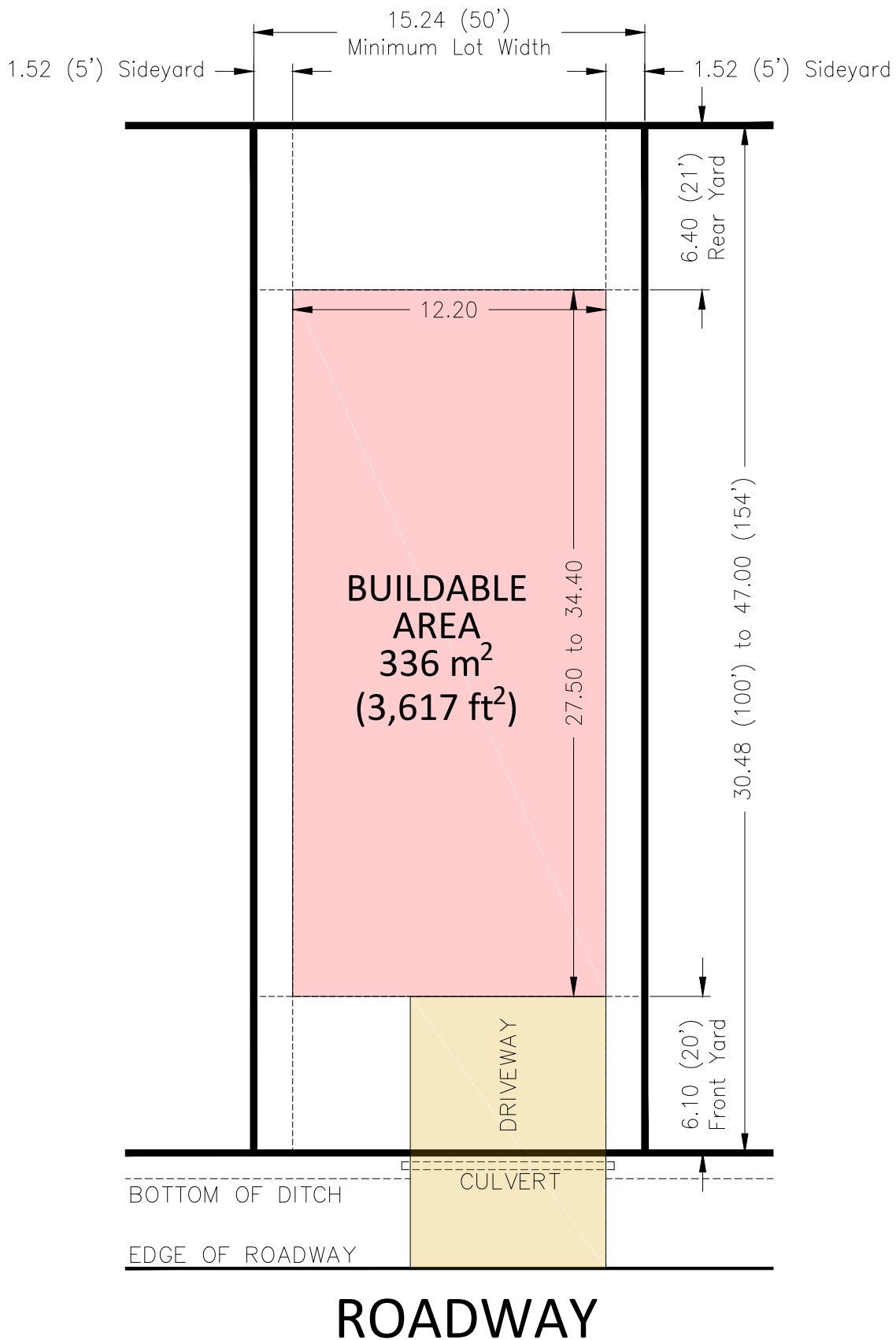


Figure 6.1 - Parcel A Typical Single Detached Lot Dimensions

5.2 Parcel C

5.2.1 Existing Conditions

Parcel C is an undeveloped area that is being used for placer mining activities. The site is long and narrow with limited access thus impacting the development opportunities due to steep grades on the north and south sides as shown in **Figure 8 - Parcel C Existing Condition**.

Parcel C is primarily cleared of vegetation due to mining activities. Additional adjacent uses are recreational in nature with various cross-country skiing, hiking, and mountain biking trails accessible from the Moose Mountain Ski Hill.



Aerial of Parcel C (from the east)

Steep slopes along the south boundary of the Parcel will require 15-30m setbacks to protect user safety and reduce the potential for erosion. The slopes along the north boundary of the parcel will also require setbacks to protect structures from potential slumping. The development boundary of the site has been determined based on the grades and recommendation of the 2021 Geometric Slope Stability Study.

The developable area of Parcel C is significantly limited due to lack of internal road access, buildable areas, and development inefficiencies.

A former landfill and land treatment facility is located off Dome Road to the north of Parcel C. Both facilities are no longer operating. Of note, the *Yukon Subdivision Act* Regulations states that new parcels of land may not be subdivided for residential purposes if they are located within 300 m of a closed landfill or waste disposal facility. The regulations state that the setback may be varied by the subdivision approving officer on the advice of appropriate environmental and public health authorities. In this case, the subdivision approving authority is Dawson City.

Key Opportunities and Constraints

Parcel C provides views of the Klondike Valley; as such, roadway layout and house orientation should consider how to take advantage of the grades, views, and sun orientation.

Un-serviced lots will provide additional lot and housing options.

There are several natural areas that can be preserved.

Trail connections can be provided to access the ski trails to the north.

Access to Tr'ondëk Hwëch'in Settlement Lands to the east will need to be preserved.

Access to the parcel is limited.

Dome Road Subdivision Master Plan

The maximum traffic volume on Dome Road will limit the number of residents at build-out. Infrastructure extensions from Parcel A is needed to service the area, although not all lots would have piped water and sewer.

5.2.2 Concept Plan

Parcel C is a unique area that provides residents with views of the Klondike Valley and dredge ponds. With only one access into the area, development in Parcel C is limited for emergency access and evacuation reasons. This area will be comprised of traditional single detached dwellings as well as unserviced country residential lots as shown in **Figure 9 - Parcel C Concept Plan**. Due to the inefficiencies of a single loaded roadway, unserviced lots were deemed more economically feasible.

Access to the trails have been protected and provided. While no vehicular access will be allowed past the development boundary to the east, it is recognized that this access is critical to hunting, trapping and traditional ways of life. The end of the east road will allow for pedestrian access and off-highway vehicle access during all seasons. Parcel C has been designed to integrate into the existing open spaces surrounding it; as such, no additional open space has been provided.

Parcel C is intended to accommodate low-density single detached housing on lots that are typically larger than those found in urban areas. Dimensions of typical single detached and country residential lots in Parcel C are shown in **Figure 9.1** and **Figure 9.2**, respectively. A breakdown of the estimated number of units by land use can be found in **Table 7** below.

Table 7 - Parcel C Housing Units

Residential land Uses	Estimated Units
<i>R1 - Single Detached and Duplex Residential</i>	<i>17</i>
<i>R3 - Country Residential</i>	<i>10</i>

It is estimated that density for Parcel C will be approximately 2.81 du/ net ha (6.95 du/net ac). This estimate is based on the lot size illustrated in the concept plan, and the assumption that each lot will be approved for one dwelling.



Typical Country Residential homes

5.2.3 Zoning

To support the development of Parcel C, the regulations of the R1 - Single Detached and Duplex Residential and R3 – Country Residential should be reviewed, and the following changes should be considered:

- Front Setback
 - Front parcel setback should be increased to 6 m to allow for appropriate front parking.
- Rear Setback (for R1)
 - 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.
 - Minimum rear parcel setback should be increase on lots backing onto significant grades to increase distance of the dwelling from development setback and grades. Additional setbacks can also assist with better on-site drainage.
- Permitted Uses/Regulations
 - Parcel C is intended for single detached dwellings only. The permitted use and width of the R1 Zone (Single Detached and Duplex Residential) would currently allow a duplex dwelling. To eliminate duplex dwellings in Parcel C, single detached and duplex dwellings should be separated into two different zones.
 - Any permitted uses that could increase density and population should be discouraged to limit traffic volumes on Dome Road. Permitted uses should be reviewed for Parcel C.
 - For R1 Zone, regulations for single detached and duplex dwellings should be reviewed to provide greater clarity.
- Parking
 - The City should increase the required parking spaces for single detached dwellings (4 bedrooms or less) lots to provide a minimum of 2 off-street parking spots to reduce the impact on the ditches and roadway.

5.2.4 Land Use Summary

Based on *The Dawson City Zoning Bylaw*, this area would be suitable for the R1 Single Detached and Duplex Residential and R3 Country Residential zones.

The land use concept for Parcel C is shown in **Figure 9**. In accordance with the OCP, land uses in Parcel C will include single detached homes through two zonings. **Table 8** shows land use types as a percentage of the total area of Parcel C.

Table 8 - Parcel C Land Use Calculations

	Ha	Ac	
Gross Plan Area*	9.49	23.40	
Net Plan Area	9.49	23.40	
Land Use	Ha	Ac	% of Area
Residential	6.73	16.64	70.2%
<i>R3 – Country Residential</i>	<i>4.64</i>	<i>11.46</i>	<i>48.4%</i>
<i>R1 – Single Detached</i>	<i>2.00</i>	<i>4.87</i>	<i>21.8%</i>
Open Space (Trails, Greenspace, Playground)	0.31	0.75	3.2%
<i>P1 – Parks and Natural Space (Public Use)</i>	<i>0.31</i>	<i>0.75</i>	<i>3.2%</i>
Transportation	2.55	6.30	26.6%
<i>Roadway and Utilities</i>	<i>2.55</i>	<i>6.30</i>	<i>26.6%</i>
Total	9.49	23.40	100%

*The boundary of Parcel C is undefined. Through the planning and design process, a development boundary was defined based on the development potential and constraints of the area.

5.2.5 Transportation and Access

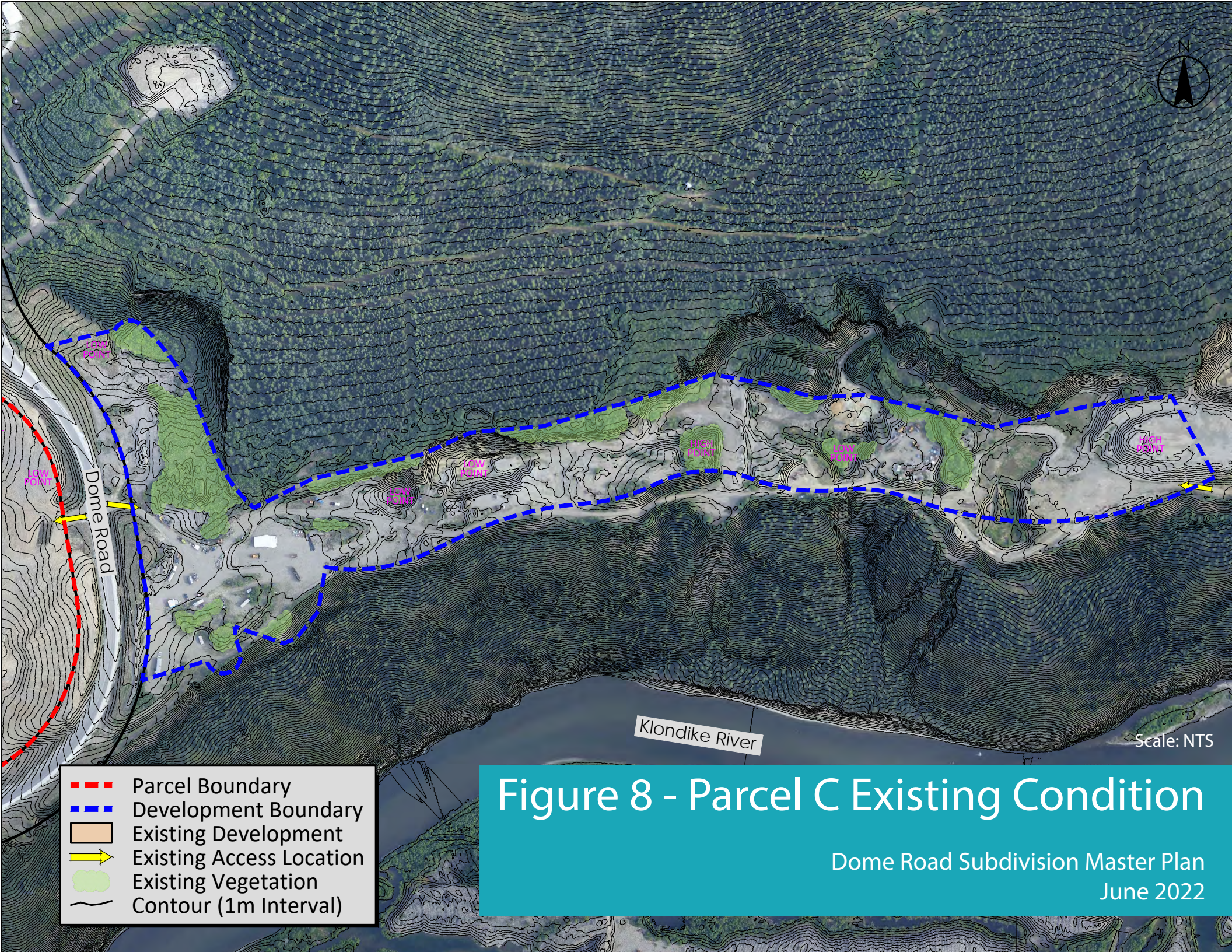
Parcel C is accessible only via Dome Road. Due to the topography of this area, a singular internal road has been proposed to provide access to Parcel C from Dome Road. The length of the east/west road has been limited and will only serve the 10 country residential lots.

Parking will be provided as per the regulations of *Dawson City Zoning Bylaw*; however, it is strongly recommended that additional spaces be required to accommodate off-street parking of additional vehicles and the storage of recreational vehicles.

5.2.6 Servicing

Parcel C is currently not serviced by municipal utilities. Water and wastewater mains are dependent on servicing connections from Parcel A. The larger acreage style lots will be unserved, as they are large enough to accommodate a septic field and water well or holding tanks. Geotechnical investigations have confirmed their suitability for private sanitary and water services. Due to limited number and size of lots, stormwater will be managed by overland drainage and the roadway ditches.

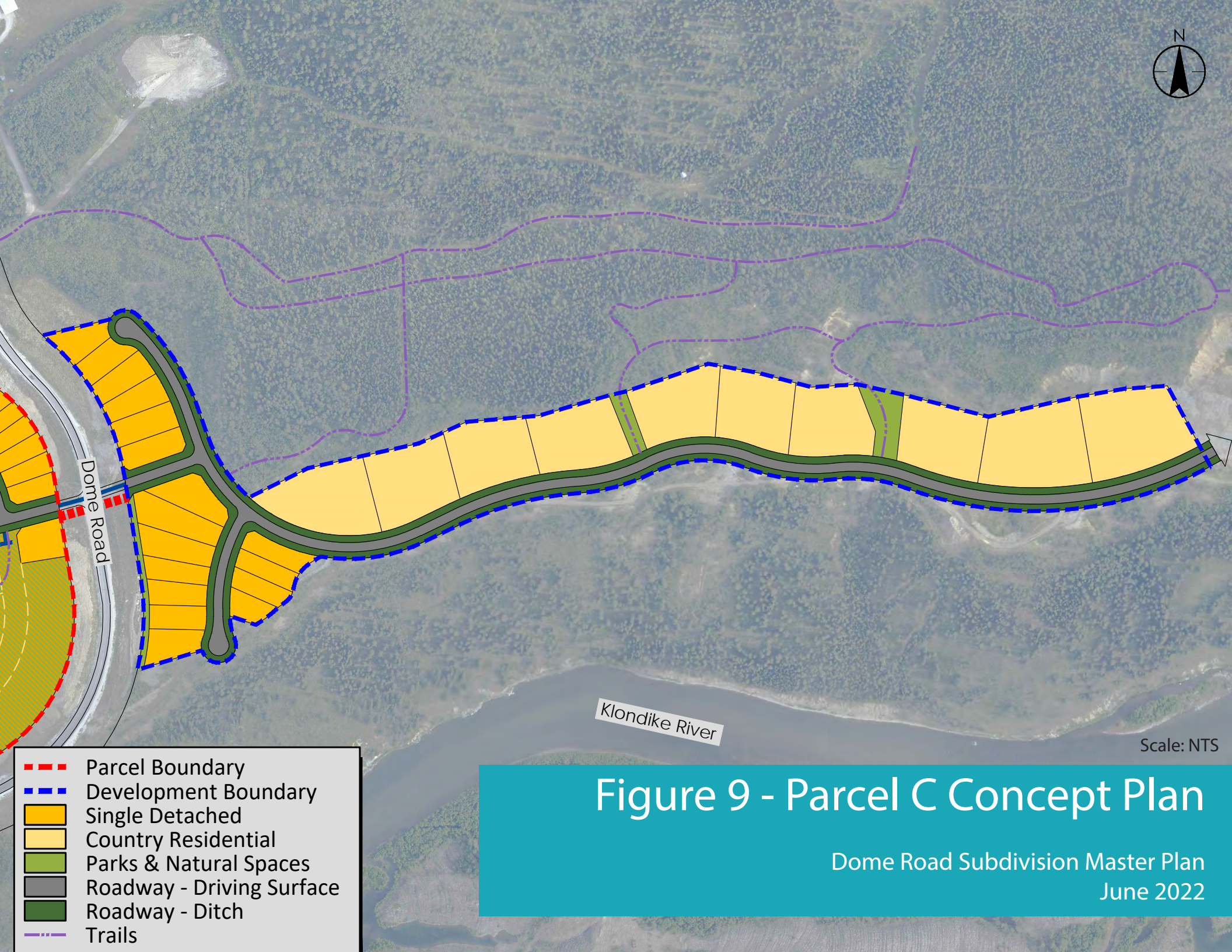
Shallow utilities (power and communications) will be extended by overhead lines located within the Dome Road ROW and along the new internal roads.



- Parcel Boundary
- Development Boundary
- Existing Development
- Existing Access Location
- Existing Vegetation
- Contour (1m Interval)

Figure 8 - Parcel C Existing Condition

Dome Road Subdivision Master Plan
June 2022



- Parcel Boundary
- Development Boundary
- Single Detached
- Country Residential
- Parks & Natural Spaces
- Roadway - Driving Surface
- Roadway - Ditch
- Trails

Figure 9 - Parcel C Concept Plan

Dome Road Subdivision Master Plan
June 2022

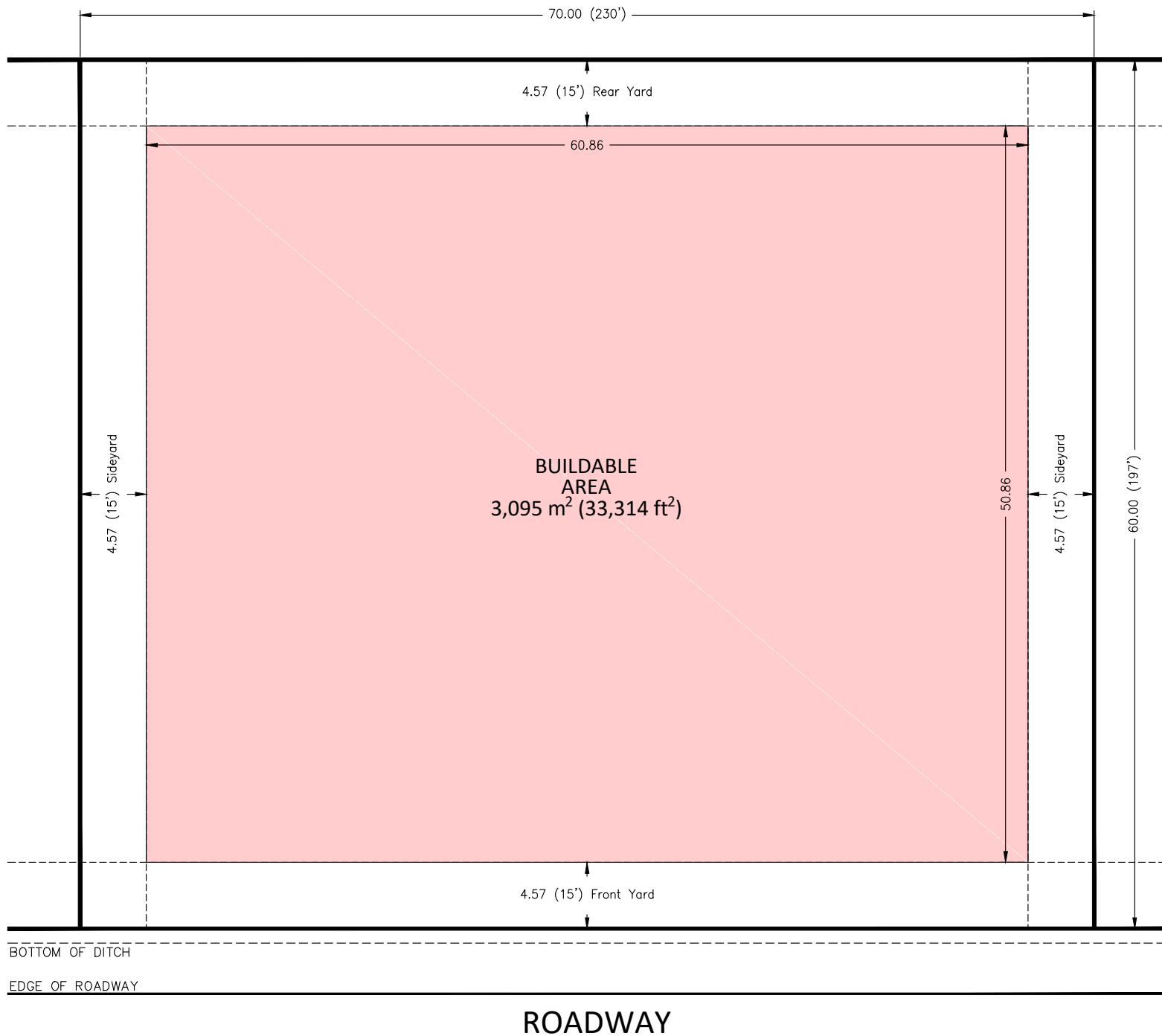


Figure 9.2 - Parcel C Typical Country Residential Lot Dimensions

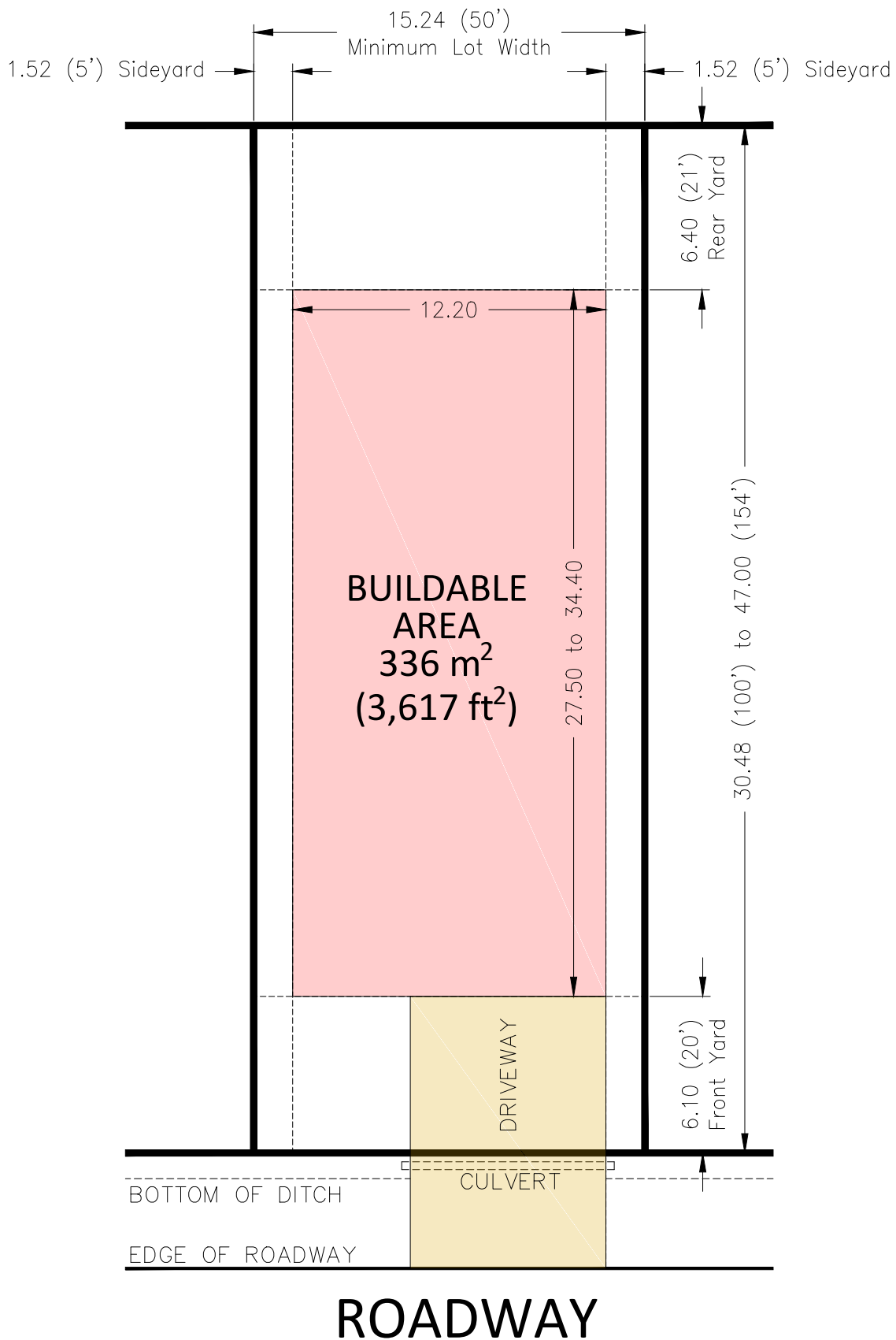


Figure 9.1 - Parcel C Typical Single Detached Lot Dimensions

5.3 Parcel D/ F

5.3.1 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 10 - Parcel D/ F 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.

Some of the 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 have been impacted by mining activities.

Tailings ponds will require additional considerations.

5.3.2 Concept Plan

Parcel D/ F is the most urban of the Dome Road Subdivision development areas. 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. The Parcels also provide direct servicing connections to existing utilities and has been designed together due to their proximity and shared development assumptions (**Figure 11 - Parcel D/ F Concept Plan**).

Two existing residential lots are located between Parcel D/F. These lots identified as an “out parcel” are privately owned and has not been included within the Parcel D/F planning area as. It is envisioned that the out parcels can be incorporated into the neighbourhood as access has been provided within the development. The size and dimensions of the of the out parcels can be developed to provide medium density housing options in the future.

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. 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.

A large open space connects the two parcels and provide pedestrian access. This park will have 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.

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 approximately 150 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.

5.3.3 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 11.1**, **Figure 11.2**, and **Figure 11.3**, respectively. A breakdown of the estimated number of units by land use can be found in **Table 9** below.

Table 9 - Parcel D/F Housing Units

Residential land Uses	Estimated Units
<i>R1 - Single Detached Residential</i>	<i>16</i>
<i>R1 - Duplex Residential</i>	<i>18</i>
<i>R2 - Townhomes</i>	<i>18</i>

It is estimated that density for Parcel D/F will be approximately 14.09 du/ net ha (34.81 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.

5.3.4 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.



Typical Duplex and Townhomes

- 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.
- 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.
 - For R2 zone, multi-unit dwellings should be separated into site and townhome 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.
- 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.

5.3.5 Land Use Summary

Table 10 shows land use types as a percentage of the total area of Parcel D/ F.

Table 10 - Parcel D/ F Land Use Calculations

	Ha	Ac	
Gross Plan Area	5.98	14.78	
Net Plan Area	5.98	14.78	
Land Use	Ha	Ac	% Of Area
Residential	1.93	4.76	32.2%
<i>R1 - Single Detached</i>	<i>0.93</i>	<i>2.29</i>	<i>15.5%</i>
<i>R1 - Duplex</i>	<i>0.56</i>	<i>1.38</i>	<i>9.3%</i>
<i>R2 – Townhome</i>	<i>0.44</i>	<i>1.08</i>	<i>7.3%</i>
P2 – Institutional (Rec Center)	2.29	5.65	38.2%
Open Space (Trails, Greenspace, Playground)	0.67	1.66	11.2%
<i>P1 – Parks and Natural Space (Public Use)</i>	<i>0.50</i>	<i>1.24</i>	<i>8.4%</i>
<i>Public Facility - Stormwater Management Facility</i>	<i>0.17</i>	<i>0.43</i>	<i>2.8%</i>
Public Utility Lot	0.10	0.24	1.6%
<i>Lift Station</i>	<i>0.10</i>	<i>0.24</i>	<i>1.6%</i>
Transportation	1.00	2.47	16.7%
<i>Roadway and Utilities</i>	<i>1.00</i>	<i>2.47</i>	<i>16.7%</i>
Total	5.98	14.78	100%

5.3.6 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.

5.3.7 Servicing

Parcel D/F is not currently serviced with municipal infrastructure; however, connections to water and sanitary lines are available along the Klondike Highway ROW.

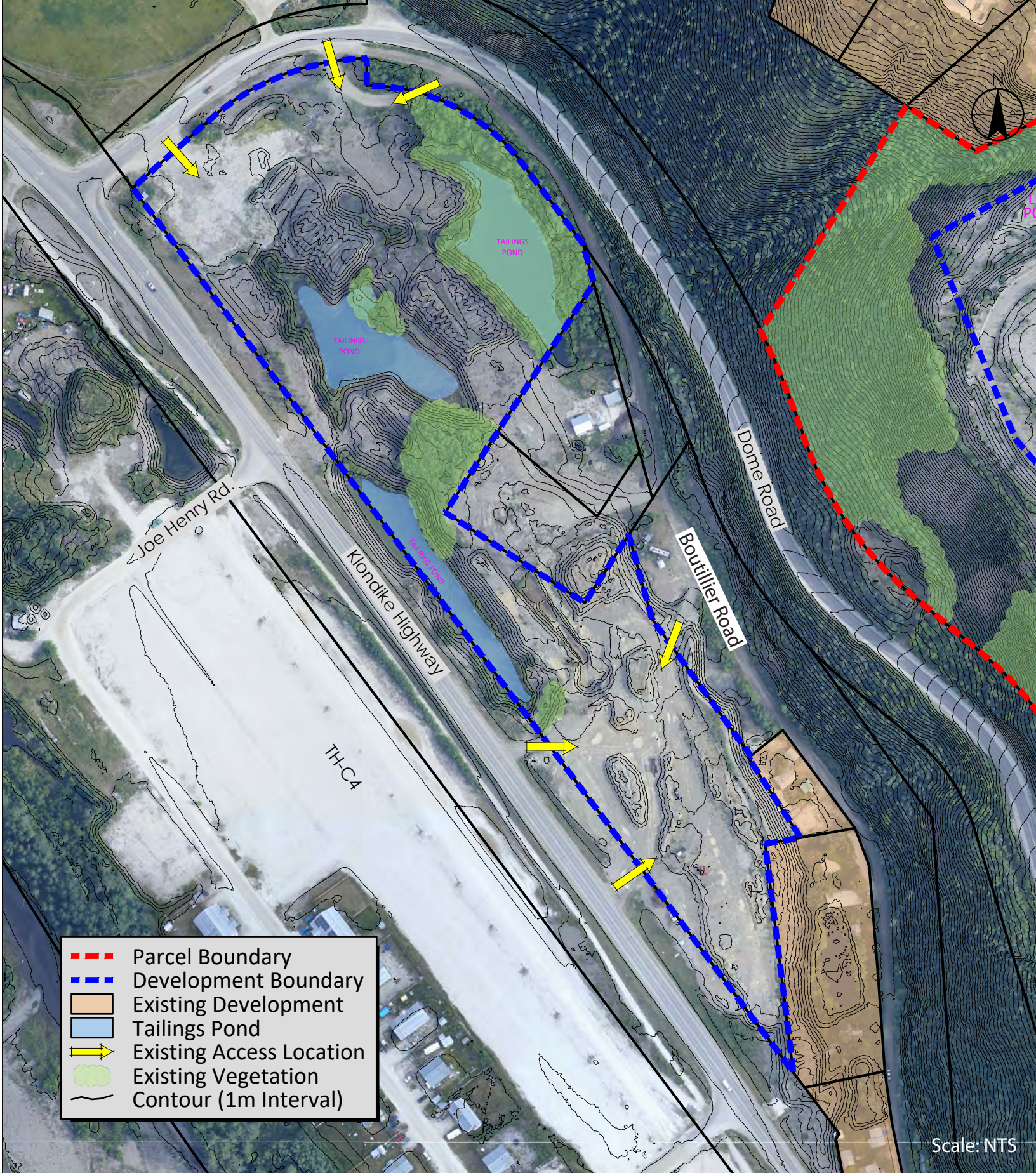


Figure 10 - Parcel D/ F Existing Condition

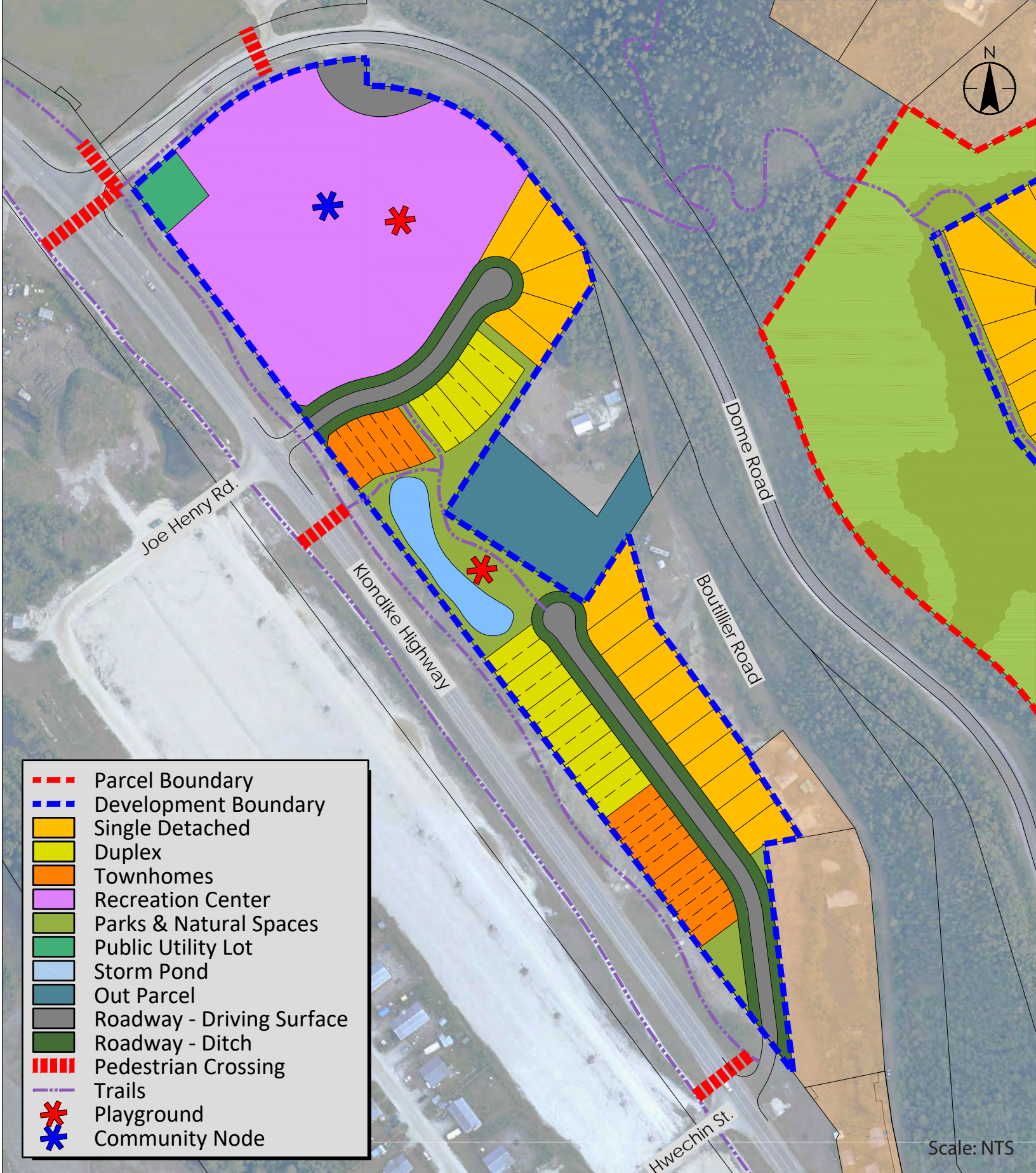


Figure 11 - Parcel D/ F Concept Plan

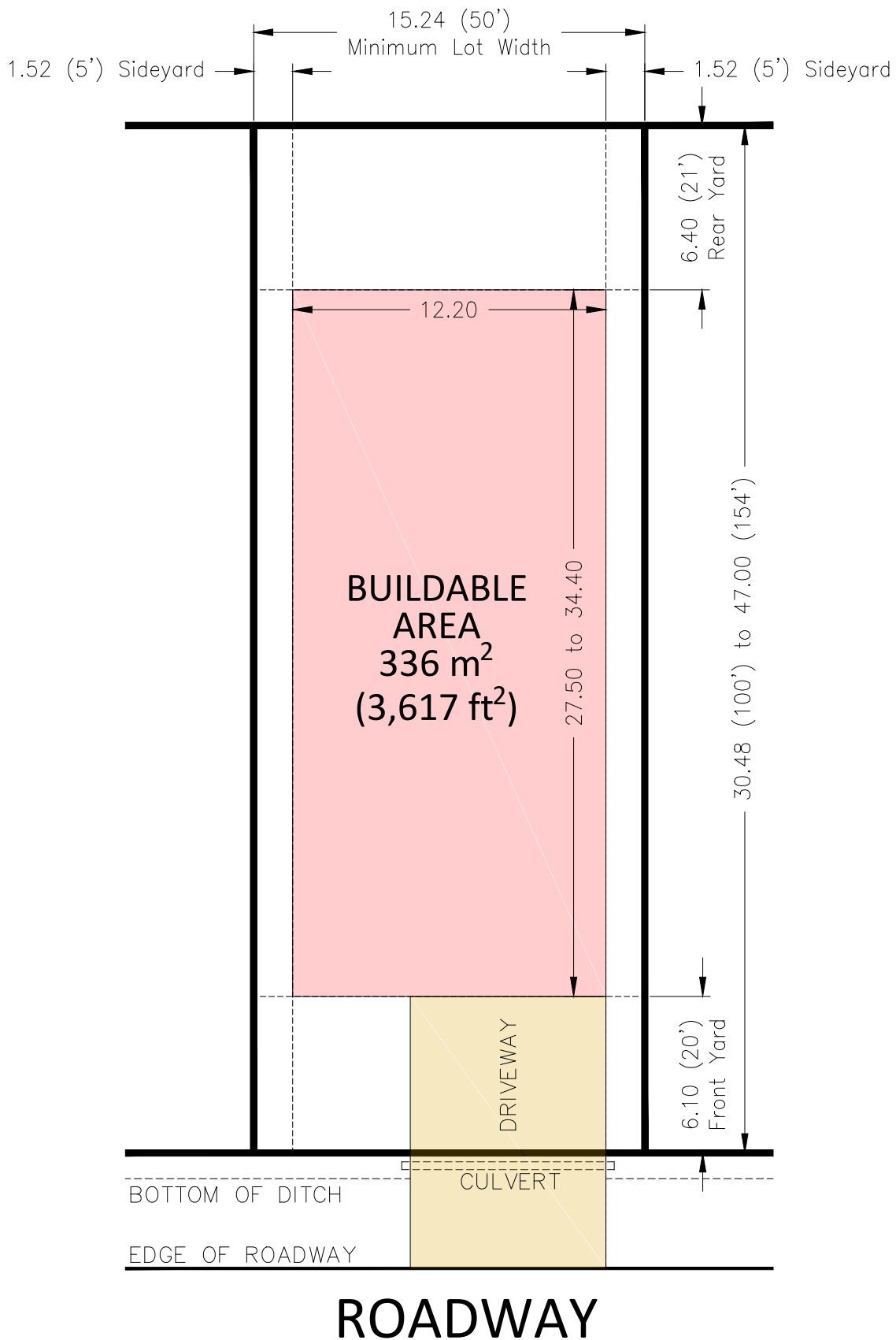


Figure 11.1 - Parcel D/F Typical Single Detached Lot Dimensions

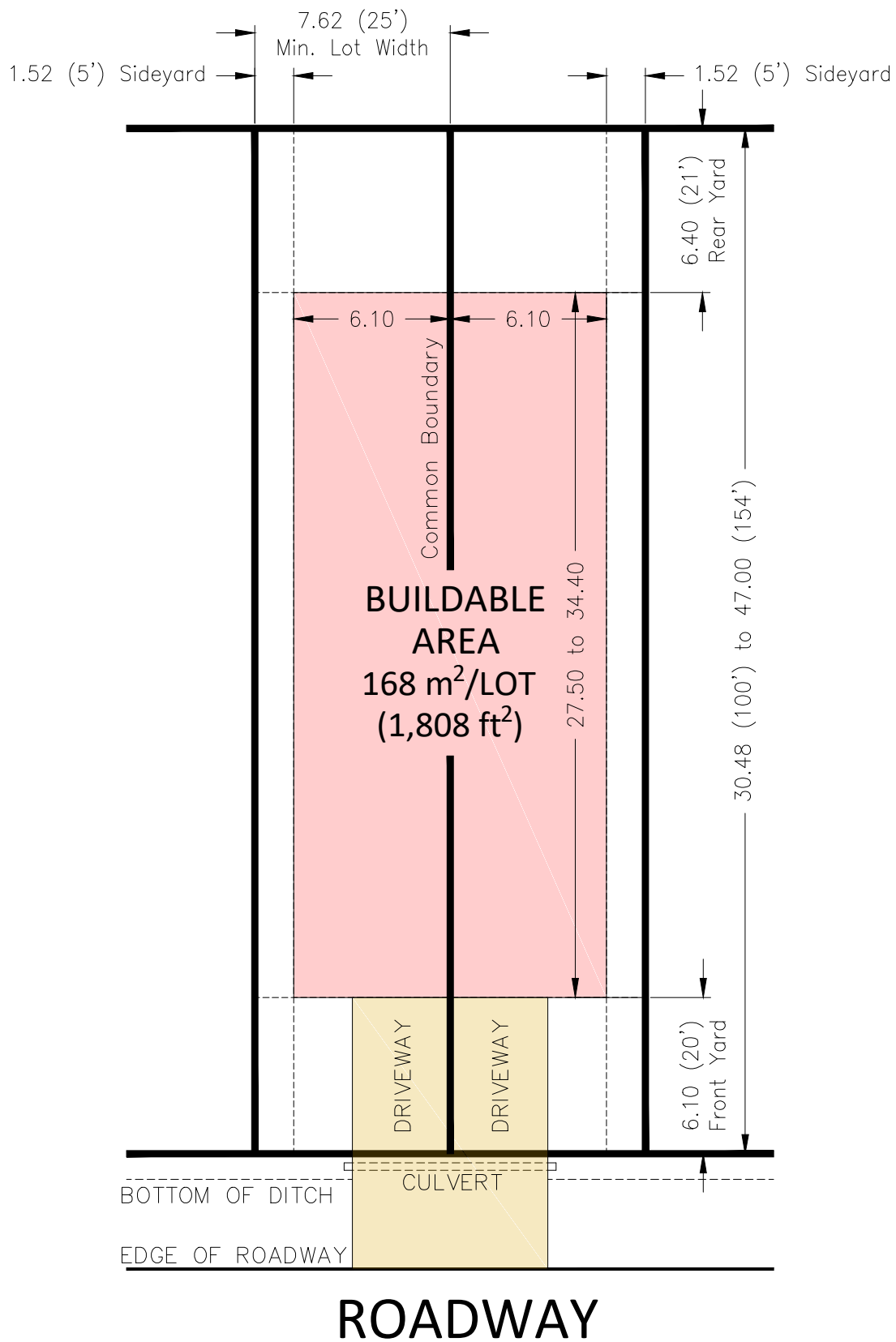


Figure 11.2 - Parcel D/F Typical Duplex Lot Dimensions

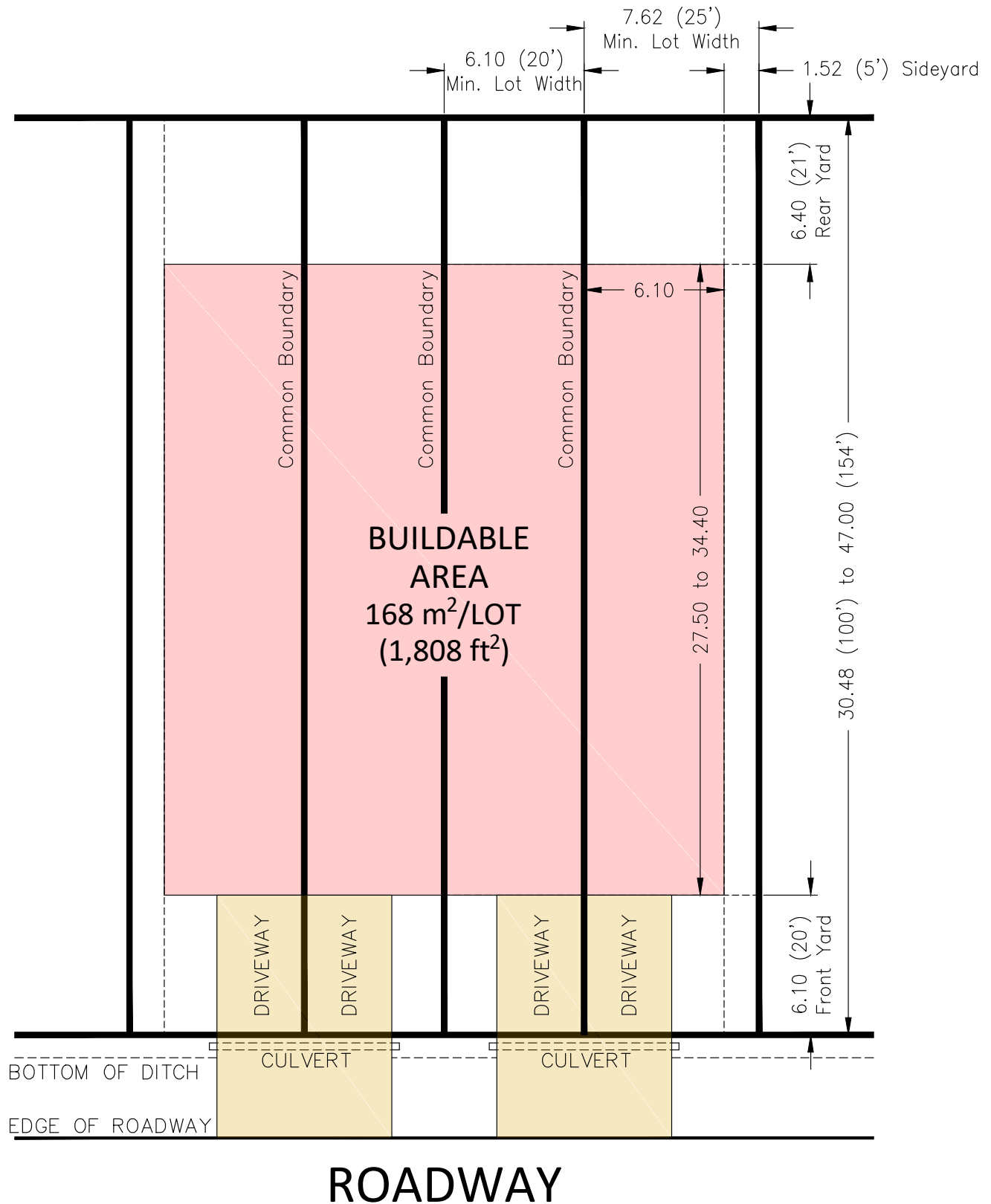


Figure 11.3- Parcel D/F Typical Town Home Lot Dimensions

5.4 Land Use and Lots Summary

This section provides an overall summary of the number of dwelling units by type, the future population projections, and land uses for the Dome Road Subdivision. The combined anticipated housing density of Dome Road Subdivision is 6.4 du/net ha, with a total housing stock of 181 units, and a population of 362 residents. **Table 11**, **Table 12**, and **Table 13** present total estimated dwelling units by parcel, population projections by demographic and housing type, and total land use by allocation, respectively.

Table 11 - Dome Road Subdivision Total Dwelling Units, by Parcel

Residential land Uses	Estimated Units	% Of Housing Stock
Total Housing Stock	181	100%
Parcel A		
R1 - Single Detached	102	56%
Parcel C		
R1 - Single Detached	17	9%
R3 - Country Residential	10	6%
Parcel D/F		
R1 - Single Detached and Duplex	34	19%
Single Detached	16	9%
Duplex	18	10%
R2 - Multi-Unit Residential	18	10%

Table 12 - Population Projections

Residential land Uses	Estimated Units	Population ¹	School Aged ²
Total	181	362	43
Parcel A			
R1 - Single Detached	102	204	24
Parcel C			
R1 - Single Detached	17	34	4
R3 - Country Residential	10	20	2
Parcel D/F			
R1 - Single Detached and Duplex	34	68	8
Single Detached	16	32	4
Duplex	18	36	4
R2 - Multi-Unit Residential	18	36	4

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 Dome Road Subdivision (K-12 at 12%) is derived using the age distributions reported by the YBS for June 2021.

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Table 13 - Land Use Allocation

	Ha	Ac	
Gross Plan Area	32.89	81.22	
Natural Area (Slope)	4.71	11.64	
Net Plan Area	28.18	69.58	
Land Use	Ha	Ac	% Area
Residential	15.91	39.34	56.7%
<i>R1 - Single Detached</i>	<i>9.34</i>	23.16	<i>33.7%</i>
<i>R2 - Multi-Unit Residential</i>	<i>0.44</i>	1.08	<i>1.6%</i>
<i>R3 - Country Residential</i>	<i>4.64</i>	11.46	<i>16.4%</i>
<i>FP - Future Planning</i>	<i>1.43</i>	3.53	<i>5.1%</i>
Open Space/Recreation	5.82	14.38	20.6%
<i>P1 - Parks and Natural Space (Public Use)</i>	<i>3.53</i>	<i>8.72</i>	<i>12.5%</i>
<i>P2 - Institutional (Rec Center)</i>	2.29	5.66	<i>8.1%</i>
Public Utility Lot	<i>0.75</i>	<i>1.85</i>	2.7%
<i>Public Utility Lot - Stormwater Management Facility</i>	0.65	1.61	2.3%
<i>Lift Station</i>	<i>0.10</i>	0.25	<i>0.4%</i>
Transportation	5.67	14.00	20.0%
<i>Roadway</i>	<i>5.67</i>	<i>14.01</i>	<i>20.0%</i>
Total	28.18	69.58	100%



Scale: NTS

- R1 - Single Detached and Duplex Residential
- R2 - Multi-Unit Residential
- R3 - Country Residential
- P1 - Parks and Natural Space
- P2 - Institutional
- FP - Future Planning
- Public Utility Lot
(Storm Water Management Facility)
- Roadway

Figure 12 - Land Use

Dome Road Subdivision Master Plan
June 2022

6.0 Open Space Network

6.1 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. In alignment with these values, the Dome Road Subdivision has been designed with a mixture of different types of open spaces distributed throughout the three parcel areas. These spaces are intended to protect the natural environment and provide residents with places to enjoy nature, be active, safely connect with surrounding amenities, and socialize. 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 13 - Open Space and Trails**.

As per the Municipal Act, 10% of the land to be subdivided shall be dedicated as public use. As shown in **Table 14** below, the Dome Road Subdivision's public use area makes up 5.82 ha (14.38 ac), 20.6% of the overall Plan Area.

Table 14 - Open Space Percentages

	Ha	Ac	% Area
Open Space	5.82	14.38	20.6% ¹
<i>P1 - Parks and Natural Space (Public Use)</i>	3.53	8.72	12.5%
<i>P2 - Institutional (Rec Center)</i>	2.29	5.66	8.1%
Public Utility Lot	0.65	1.61	2.3% ¹
<i>Public Utility Lot - Stormwater Management Facility</i>	0.65	1.61	2.3%
Total	6.47	15.99	

¹= area/developable area (28.28 ha/69.88 ac)

6.2 Natural Areas

Some natural areas are included in the overall open space network for the Dome Road Subdivision. These areas have been conserved to enhance their value as wildlife corridors as well as provide passive recreation opportunities and visual amenities to residents. Conserved natural open spaces include treed slopes, portions of the tailing ponds, and some tree stands.

Natural areas will be maintained in their existing state to enhance their ecological functionality; however, limited recreational amenities



Dome Road Subdivision Master Plan

may be included to enhance their recreational function such as multi-use trails, occasional seating nodes with refuse containers; and the potential inclusion of wayfinding signage.

6.3 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. Three playground locations are identified, within Parcels A, D and F (recreation center). Two community nodes have been identified, one within Parcel A and the second in the recreation center site.

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.

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.

6.4 Trails

In the Dome Road Subdivision, 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.

In each parcel, safe and direct access to all existing trails has been created. The trail system is challenging in some locations due to the existing grades and natural conditions. Efforts should be made to improve these trails where possible by ensuring a minimum 2m width and installing a trail surface such as pea gravel. New multi-use trails and connections constructed in natural areas will be field fitted where required to minimize impact and tree removal.



6.4.1 Klondyke Millennium Trail

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 and F as well as from the C4 subdivision.

6.4.2 Dome Road

It is recognized that Dome Road may be utilized as a major pedestrian connection for Parcels A and C as well as existing residents further north on Dome Road. However, the current roadway and limited upgrade opportunities reduce the ability to construct a separated trail or sidewalk. To improve the pedestrian usage of Dome Road, the following is recommended:

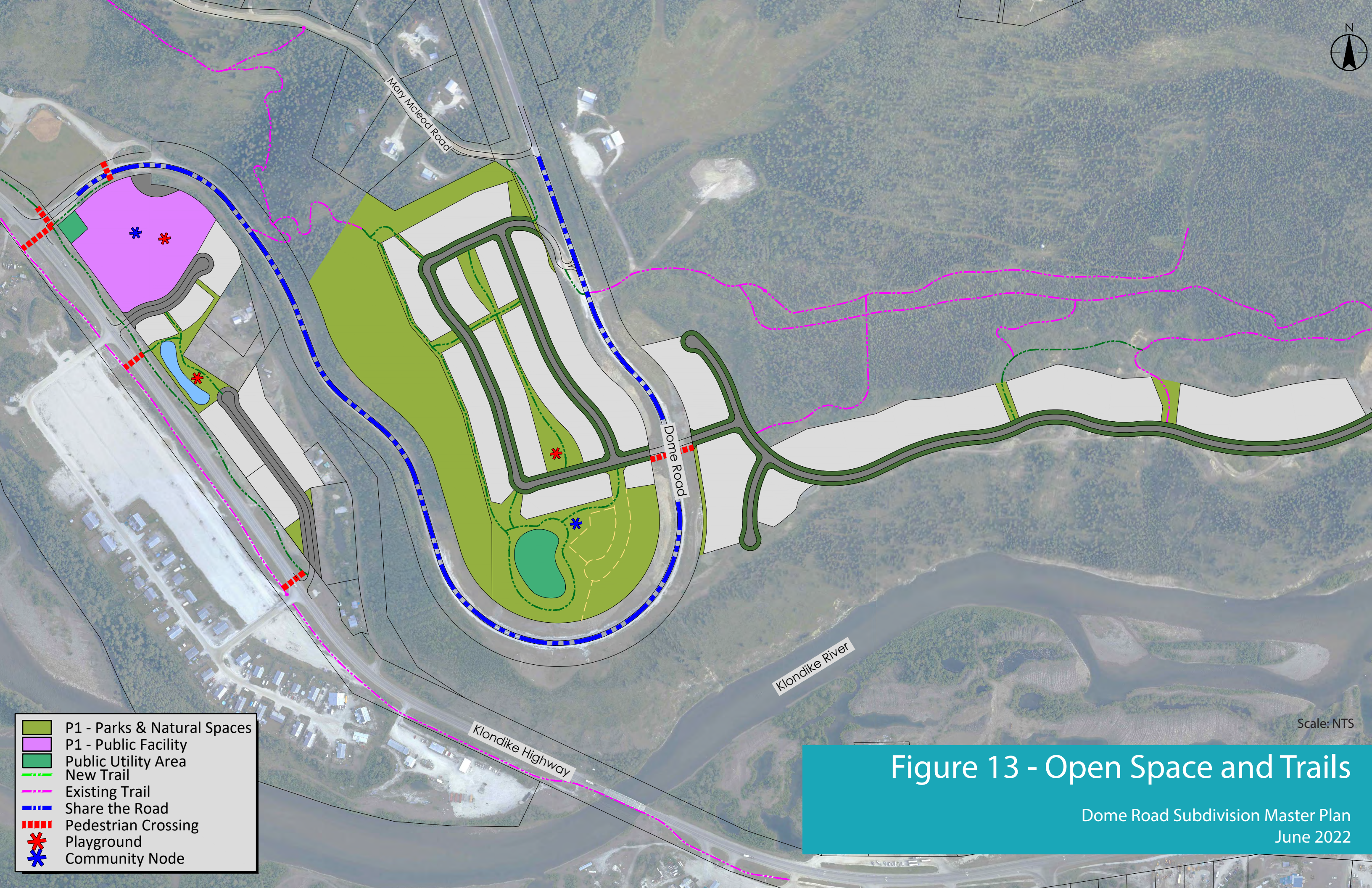
- Improve internal trails and trails to nearby areas to minimize the reliance of Dome Road for pedestrians
- Promote 'Share the Road' initiatives
- Reduce vehicular speed limit
- Improve safety measures and signage along Dome Road

6.5 Connectivity

Nearby amenities are recognized as providing valuable services to future residents of the Dome Road subdivision; 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 15** shows the walking times and distances between parcel areas and key community amenities.

Table 15 - Walking Distances

	Parcel A		Parcel C		Parcel D/ F	
Destination	Route 1 Dome Rd/ Klondike Hwy: Distance (Est. Walking Time)					
	Route 2 Mary McLeod: Distance (Est. Walking Time)					
Historic Townsite businesses (2 nd Ave) • grocery store, restaurants, banking, etc.	3.3 km	41 min	3.5 km	44 min	2.0 km	25 min
	2.6 km	33 min	2.9 km	36 min	--	--
Dawson City Community Hospital	3.0 km	38 min	2.8 km	35 min	1.3 km	16 min
	2.6 km	33 min	3.0 km	38 min	--	--
Robert Service School	3.4 km	43 min	3.4 km	43 min	1.8 km	23 min
	2.3 km	29 min	2.7 km	34 min	--	--
Crocus Bluff • baseball diamond, soccer field, concession stand, seasonal washrooms	1.4 km	18 min	1.5 km	19 min	20 m	1 min
	--	--	--	--	--	--
Future recreation facility • curling rink, ice sheets, meeting rooms	1.4 km	18 min	1.5 km	19 min	20 m	1 min
	--	--	--	--	--	--
Moose Mountain • downhill skiing, snowboarding, cross-country skiing, hiking, mountain biking	200 m	3 min	600 m	8 min	1.7 km	21 min
	--	--	--	--	--	--



- P1 - Parks & Natural Spaces
- P1 - Public Facility
- Public Utility Area
- New Trail
- Existing Trail
- Share the Road
- Pedestrian Crossing
- Playground
- Community Node

Scale: NTS

Figure 13 - Open Space and Trails

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7.0 Infrastructure and Servicing

7.1 Transportation

7.1.1 Local Roadways

Roadways in Dome Road Subdivision have been designed to facilitate direct and convenient access to and from the Parcels. As shown on **Figure 14 - Roadway Cross Section** and **Figure 15 - 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.

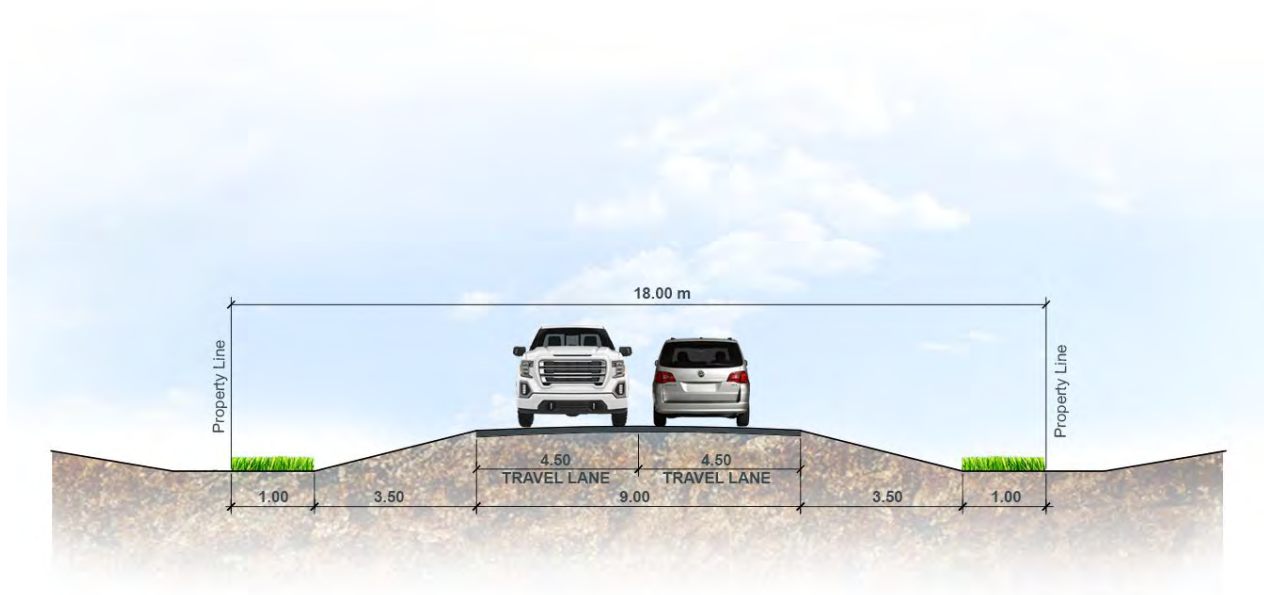


Figure 14 - Roadway Cross Section

7.1.2 Klondike Highway

The Klondike Highway will provide direct access to Parcels D/F and is the primary intersection for Dome Road Subdivision. This 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.

7.1.3 Dome Road

Parcel A will be accessed off the Dome Road by a single-laned road with one travel lane in each direction. Aside from the Klondike Highway and Front Street, which are paved, the Dome Road is one of the few roads in the area that is not gravel. Dome Road is surfaced with bituminous surface treatment (BST). One area of the Dome Road, prior to the first corner on the uphill portion is experience challenges with seasonal thus impacting the integrity of the road base. Through additional geotechnical review and the creation of a stormwater management plan, runoff in this area will be better controlled as described in section 7.4.

Dome Road has been upgraded to a Rural Local Undivided (RLU-60) classification, which equates to a design speed of 60 km and supports typical vehicle volumes of 1000 vehicles per day. In addition to local traffic, the Dome Road sees a significant increase in traffic during the summer from visitors heading to the top of the Midnight Dome. It should also be noted that the bottom of Dome Road will experience differing traffic volumes based on the status of the new recreation center.

At full development, the Dome Road development will exceed the typical daily vehicle volumes of an RLU-60 roadway. Due to the unique grades and limited access to the area, the City and HPW can accept a road that exceeds capacity. Limited options are available to upgrade Dome Road based on the width of the ROW and the steep side slopes. Alternate measures should be taken to increase the safety of Dome Road, including:

- Additional safety measure – barriers, signage
- Reduce the speed limit
- Limit recreation hours to off peak times
- Education and awareness – Share the Road programs
- Bus services for tourism
- More enforcement

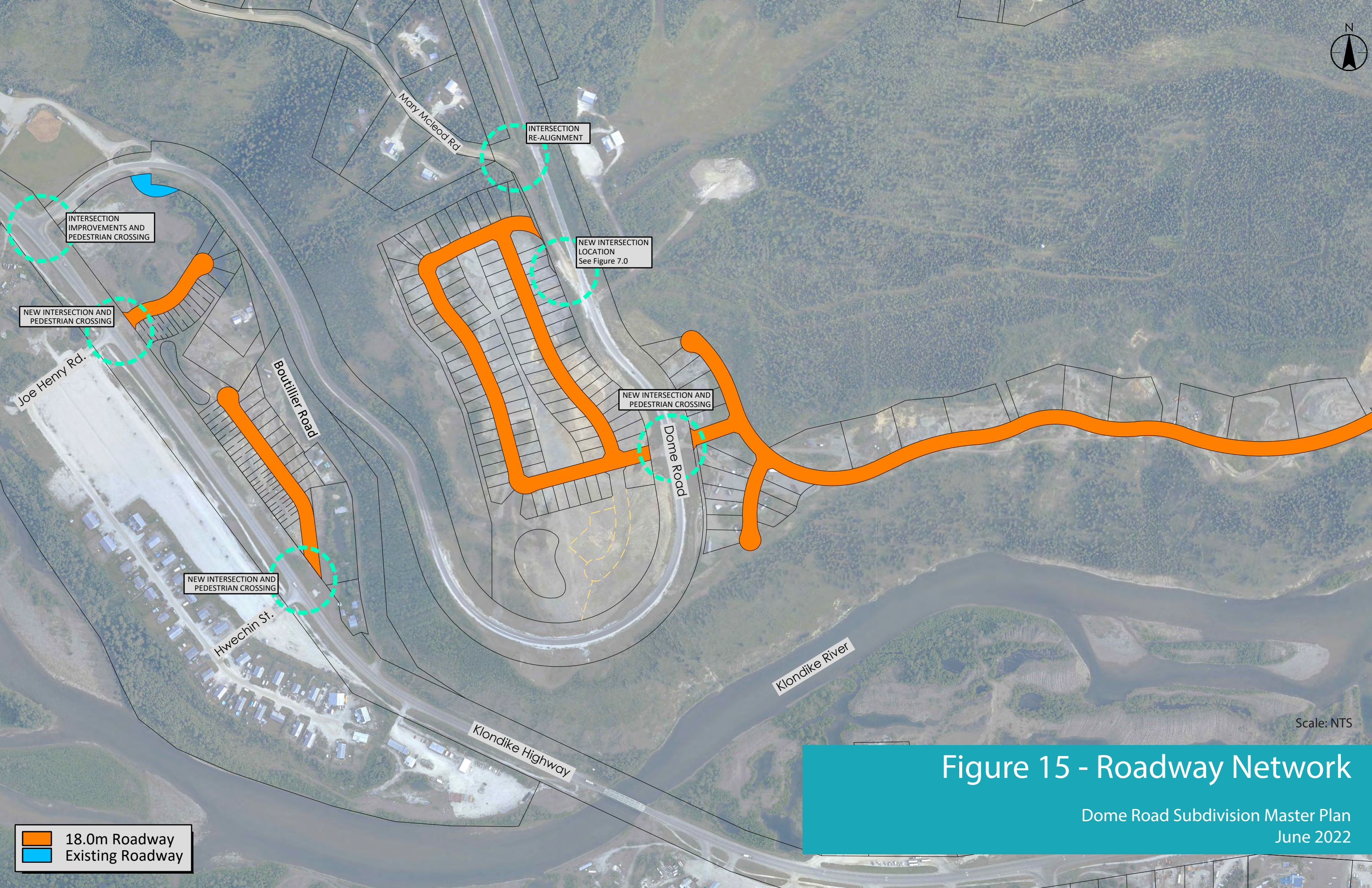
Varying improvements may be required at different parts of Dome Road. Prior to Stage 2 of development, a TIA should be completed to identify potential upgrades and improvements for Dome Road. This TIA could be completed as one comprehensive study including the Klondike Highway and the Dome Road.

7.1.4 Mary McLeod Road

Mary McLeod Road, located north of Parcel A, provides access between King Street in the Historic Townsite and Dome Road. This roadway is designed as a rural, gravel roadway with a posted speed limit of 25 km/ hr. Due to its limited width and overall design, any additional traffic on Mary McLeod Road is not recommended. Mary McLeod Road should only be used during emergencies. A realignment of Mary McLeod Road and Dome Road intersection has been identified as part of this project. To limit the number of Dome Road residents using Mary McLeod Road, a modified intersection that will eliminate the left turn movement is proposed. Continued enforcement on Mary McLeod Road will be required to limit the traffic volumes.

7.1.5 Parking

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.



18.0m Roadway

Existing Roadway

Figure 15 - Roadway Network

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7.2 Water Servicing

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.

YG has completed conceptual design for new water reservoirs. The growing community triggered the need for new reservoirs and the capacity required to support Dome Road Subdivision was included in the design calculations. The sizing of the new reservoir was based on the projected water demand over the next 20 years.

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. Prior to detailed design of Parcel, A and C, the model water model will need to be compared against the projected water usage of the Parcels.

The proposed water main will connect to the existing 200mm diameter water main which runs along the east side of the North Klondike Highway. To service Parcel A and C, while maintaining pressure in the water system, a new booster station will be required adjacent to the Klondike highway and Dome Road intersection. The booster station will need to be built prior to the water main being completed in Parcel A and C. During detailed design of the booster station, subdivision phasing should be considered to ensure increased demand can be accommodated as the subdivision is built out. 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 proposed alignment for the 200m+ water main would connect to an existing water stub located at the North Klondike Highway / Dome Road intersection. It would then run up the gully to Parcel A and cross Dome Road to reach Parcel C. Further investigation will be required to confirm constructability of the water service within the gully.

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 in Dome Road Subdivision have a recirculating water service. This will be further discussed with Dawson City through detailed design.

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The alignment of the proposed booster station location and water mains are shown in **Figure 16**. The water main will recirculate from the booster station, up through Parcels A & C to provide continuous flow for freeze protection. Some water mains will be twinned to support recirculation while other areas will be looped. The alignment options are limited to Parcels A & C and demonstrates the alignment option of the gully at the northwest corner of Parcel A. The figure below shows a water stub on the south end of Parcel A for future expansion. Alternate alignments of the water mains through Parcels D & F could be considered depending on the phasing of the development. All water pipes within the neighbourhoods will be 150-200mm diameter.

The booster station will be collocated with the existing lift station at the Klondike highway and Dome Road intersection. At the time of detailed design, the site plan will address setbacks of the two facility, access, fencing and other operational requirements.



Scale: NTS

Existing Water Main

Proposed Water Servicing

Booster Station



Figure 16 - Water Servicing

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7.3 Sanitary Sewer Servicing

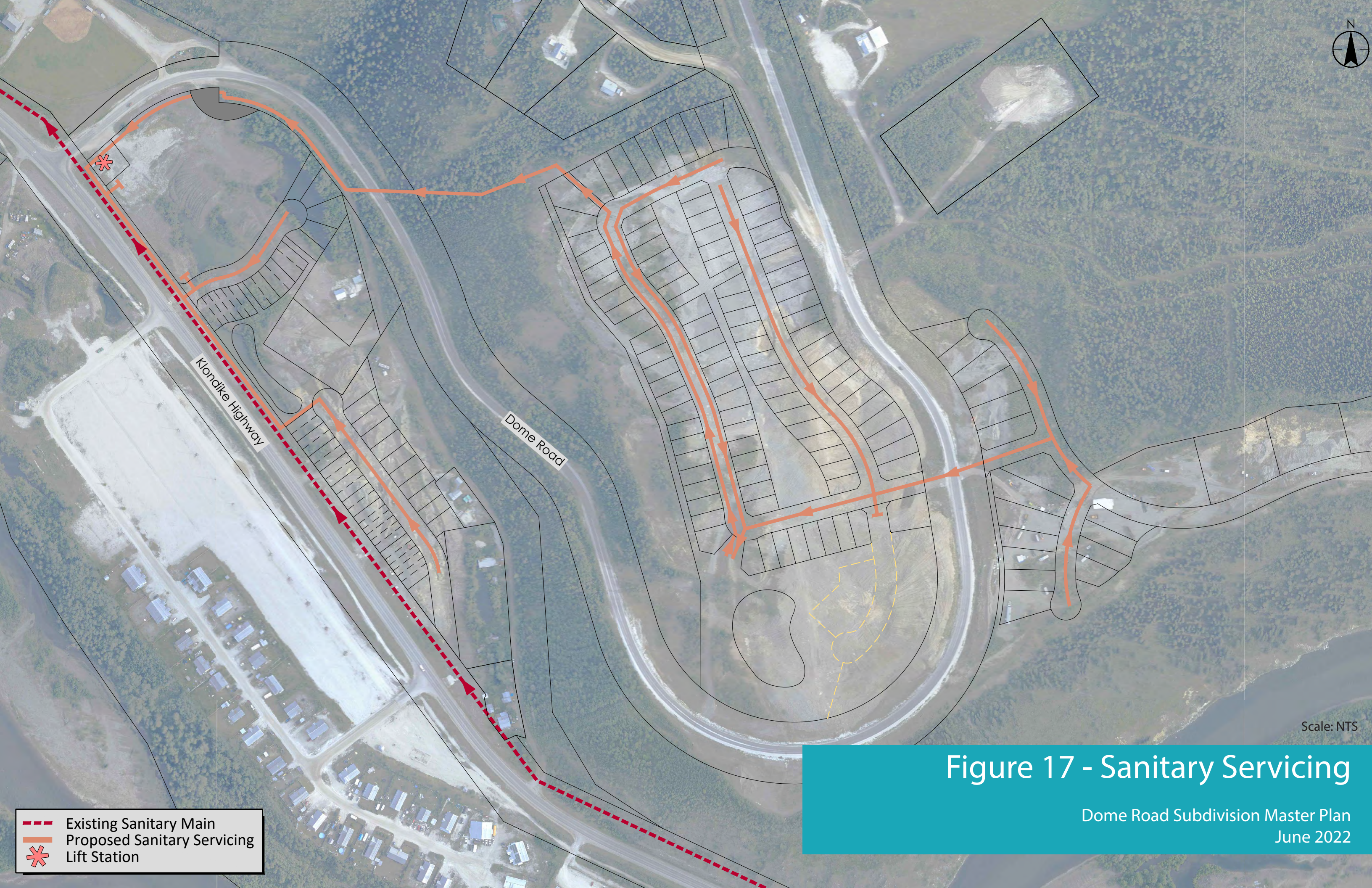
The sanitary sewer system in Dawson City is mainly comprised of buried, insulated HDPE pipe, much of which was installed around 1980. Sanitary sewer pipes in the permafrost areas of town were replaced in 1993. Dawson City uses the so-called “Superpipe” system for sanitary sewer mains, where a DR17 HDPE 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 Dome Road Subdivision 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 the Dome Road Subdivision

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. It is estimated that the residential portion of Parcel D/ F can be supported by the existing WWTP, but Parcels A and C, and the recreation center will likely require the use of the new lagoon. Further modeling is required to confirm the WWTP capacity. During detailed design of the new lift station, it will be important to consider the phasing of the development of Parcels A and C to accommodate the changing demand as the subdivision grows.

The proposed alignment for the sanitary main would connect to the existing lift station at the intersection of the North Klondike Highway and the Dome Road. It would then run up the gully to Parcel A and cross Dome Road to reach Parcel C. The size of the sanitary main has not been determined yet. Each lot would have a 75mm diameter, typical, insulated sanitary service. A small lift station will be required at the southside of Parcel A to pump the sewage, fed by gravity mains throughout the subdivision, to the northwest side of Parcel A and down to the Dome Road Lift Station.

As shown in **Figure 17**, the proposed sanitary main alignment and location of the existing lift station, alignment options to reach Parcels A and C are limited. 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.



Klondike Highway

Dome Road

Existing Sanitary Main

Proposed Sanitary Servicing

Lift Station

Scale: NTS

Figure 17 - Sanitary Servicing

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7.4 Stormwater Servicing

7.4.1 Existing Conditions

The existing drainage characteristics are shown in **Figure 18**. Drainage in Parcel A 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.

Parcel C is located within catchment 104 and consists of distributed overland flow south with occasional concentration of flow into small channels along the steep Klondike River valley wall. The mining activities within Parcel C 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.

7.4.2 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 Dome Road subdivision 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 for the Parcel areas are illustrated in **Figure 19** and briefly summarized below.

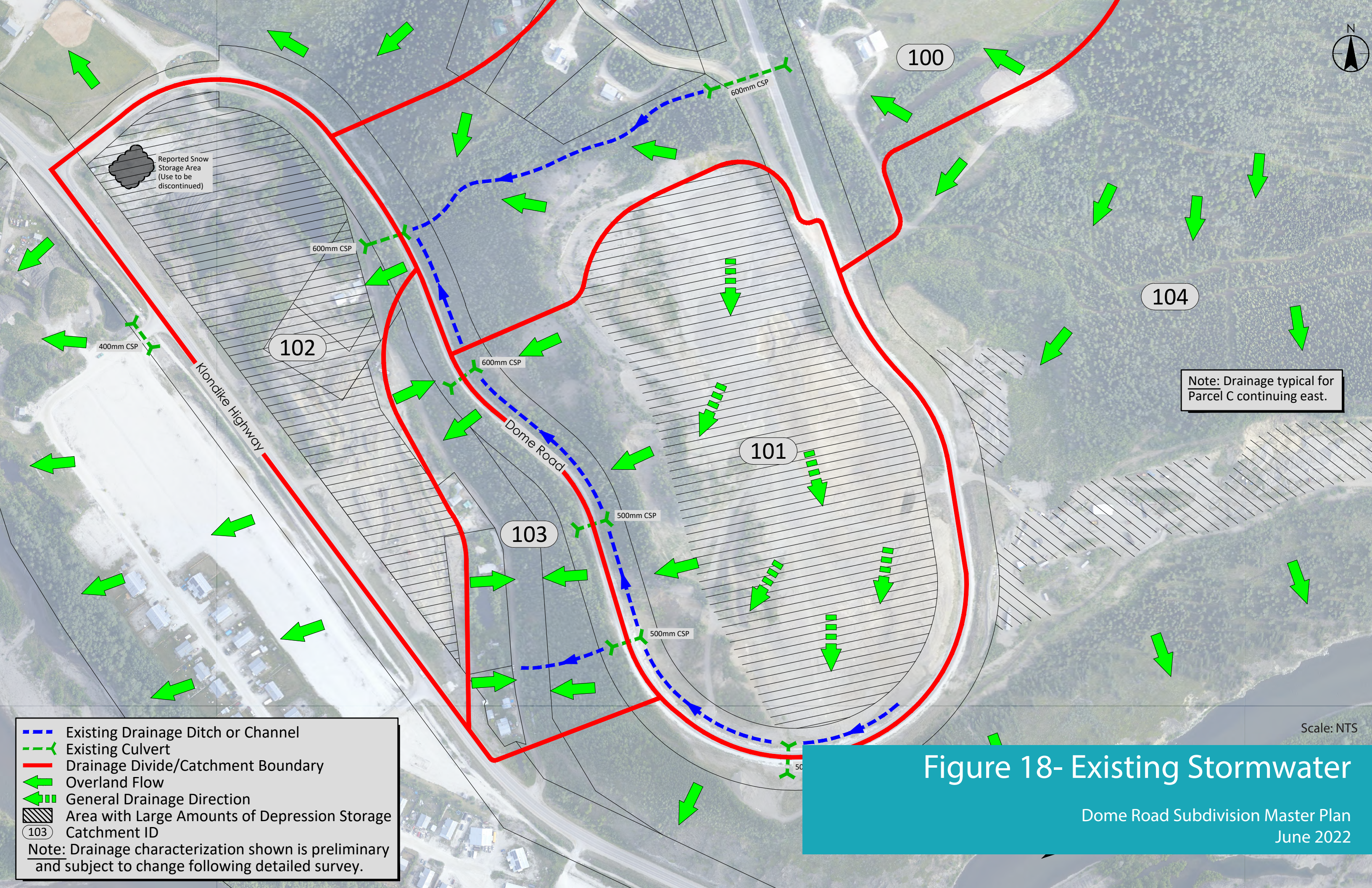
Parcel A will use a ditch and culvert network to convey surface drainage from the developed area to a stormwater management facility (SWMF) sized to the major design event on the southeast portion of the Parcel. The SWMF will be constructed as a dry pond with a liner (to prevent seepage). Banks will be required along the southwest to allow for retention during storm activities. A new outlet channel may be considered south of the development area, conveying all or some of the increased runoff volumes to the Klondike River rather than downstream into catchment 203 (where there is no outlet under existing conditions). Alternatively, the ditch and culvert network conveying flows from catchment Parcel A to catchment 203 could be upgraded and a new culvert installed beneath the Klondike Highway which would connect to a new ditch network conveying flows to the Klondike River.

The increased runoff rates and volumes and concentration of flow at specific discharge points in Parcel C may increase the risk of flow channelization, gullying, and land loss downslope of Parcel C. Mitigating

approaches for these risks include general preservation of existing drainage boundaries and overland flow patterns, a ditch network along roads with culverts as necessary and intentional lot drainage directions to control surface runoff.

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 site. 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.

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.



Reported Snow Storage Area
(Use to be discontinued)

104

Note: Drainage typical for
Parcel C continuing east.

Existing Drainage Ditch or Channel

Existing Culvert

Drainage Divide/Catchment Boundary

Overland Flow

General Drainage Direction

Area with Large Amounts of Depression Storage

103

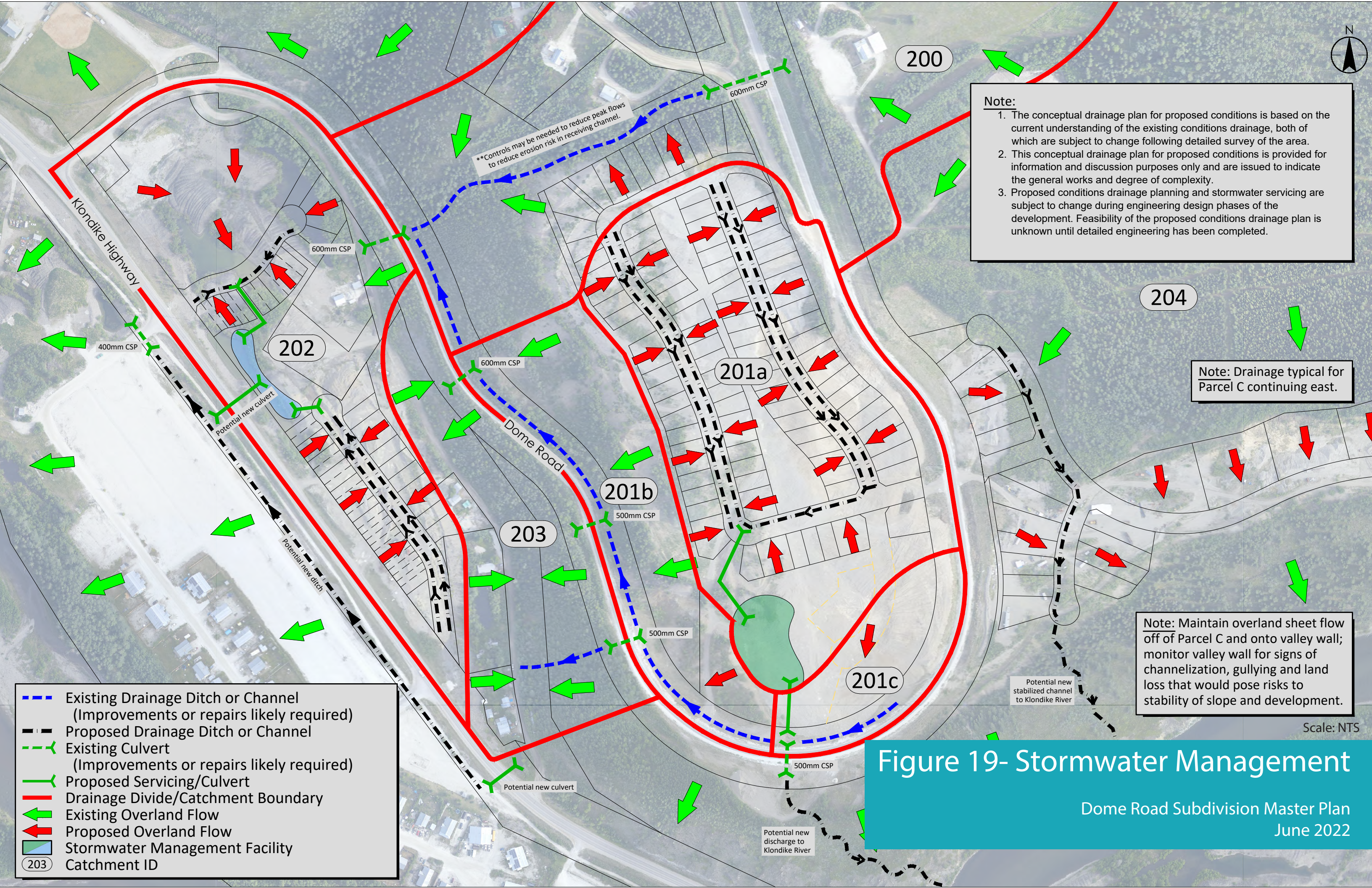
Catchment ID

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

Scale: NTS

Figure 18- Existing Stormwater

Dome Road Subdivision Master Plan
June 2022



Note:

1. The conceptual drainage plan for proposed conditions is based on the current understanding of the existing conditions drainage, both of which are subject to change following detailed survey of the area.
2. This conceptual drainage plan for proposed conditions is provided for information and discussion purposes only and are issued to indicate the general works and degree of complexity.
3. Proposed conditions drainage planning and stormwater servicing are subject to change during engineering design phases of the development. Feasibility of the proposed conditions drainage plan is unknown until detailed engineering has been completed.

Note: Drainage typical for Parcel C continuing east.

Note: Maintain overland sheet flow off of Parcel C and onto valley wall; monitor valley wall for signs of channelization, gullyng and land loss that would pose risks to stability of slope and development.

- Existing Drainage Ditch or Channel (Improvements or repairs likely required)
- - - Proposed Drainage Ditch or Channel
- - Y Existing Culvert (Improvements or repairs likely required)
- Y Proposed Servicing/Culvert
- Drainage Divide/Catchment Boundary
- ← Existing Overland Flow
- Proposed Overland Flow
- Stormwater Management Facility
- 203 Catchment ID

Figure 19- Stormwater Management

Dome Road Subdivision Master Plan
June 2022

Scale: NTS

7.5 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 Dome Road. Country residential lots in the northern area of Dome Road all have access to telephone and highspeed internet services. 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 for Dome Road Subdivision. 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 the Dome Road Subdivision is anticipated to take 15-20 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 Dome Road Subdivision. Coordination with the utility providers will occur throughout the detailed design and approval process of each phase.

7.6 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. The Dome Road Subdivision must be designed and constructed to ensure that infrastructure is sustainable and has a healthy lifecycle.

The Dome Road Subdivision will be developed in phases over 15 to 20 years or more. 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.

7.6.1 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 16**, 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 16 - 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	<i>Sanitary mains</i>	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.
	<i>Water mains</i>		
	<i>Storm main</i>		
Above ground servicing	<i>Booster station</i>	Up to 50 years	Installation conditions and methods, regular maintenance, and technology advances.
	<i>Lift station</i>		

7.6.2 Operation and Maintenance Cost

The Dome Road Subdivision 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 the Dome Road Subdivision's infrastructure are justified, the development will be phased over 15 to 20 years 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 the Dome Road subdivision is partially offset by the increased property tax revenues of the new properties.

Table 17 - 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	<i>Sanity Mains</i>	\$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.
	<i>Water Mains</i>		
	<i>Storm Main</i>		
Above ground servicing	<i>Booster Station</i>	\$15,000	Installation conditions and methods, water/ wastewater quality, equipment maintenance requirements, equipment materials, SCADA / programming requirements (fees), and training. The lift station is intended to service an area greater than the Dome Road Subdivision.
	<i>Lift Station</i>		
Parks and Landscape		Dependent on City level of standard	Installation conditions and methods, temperature, precipitation amounts, and type of vegetation and park equipment selected.

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 Dome Road Subdivision, 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

8.0 Implementation

8.1 Phasing

The development of the Dome Road Subdivision has been divided into seven construction phases beginning with Parcel F and ending with Parcel C. 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.

Infrastructure to service the first phase will be extended from the existing water and sanitary infrastructure along the Klondike Highway. Timing for the development of Parcels A and C is dependent on the extension of services to the areas as well as major municipal projects (the community's new water reservoir and wastewater lagoon). 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 20** are conceptual in nature and may vary when redesignation and subdivision applications are made. Phasing may change due to ongoing activities of mining, new servicing 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. Efforts should be made to fully develop Parcels D and F first as limited offsite infrastructure upgrades are required.

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 16-year lot release strategy has been presented in **Table 18** below. The lot release strategy should also consider fair and transparent sales conditions including eligibility, construction timeframe, and incentives.



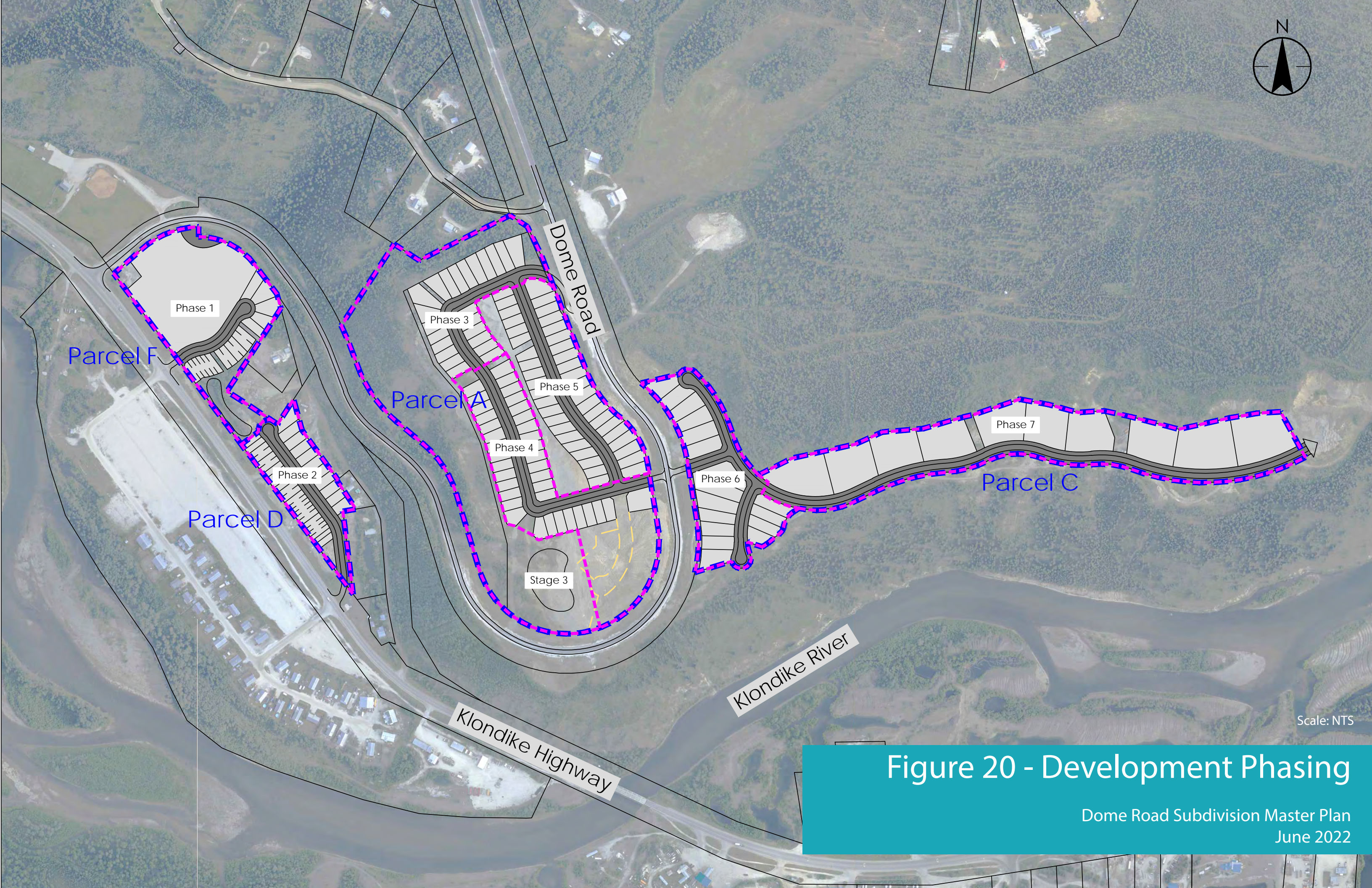
Dome Road Subdivision Master Plan

Table 18 - Proposed lot release*

Lot Release Year	Construction Phase	Parcel	Description	Dwelling Units
1	Phase 1	Parcel F	3 Duplexes, 1 Townhome, 5 Single Detached	17
2	Phase 2	Parcel D	2 Townhomes, 4 Single Detached	16
3	Phase 2	Parcel D	3 Duplexes, 3 Single Detached	9
4	Phase 2	Parcel D	3 Duplexes, 4 Single Detached	10
5	Phase 3	Parcel A	Single Detached	9
6	Phase 3	Parcel A	Single Detached	14
7	Phase 4	Parcel A	Single Detached	10
8	Phase 4	Parcel A	Single Detached	10
9	Phase 4	Parcel A	Single Detached	10
10	Phase 4	Parcel A	Single Detached	9
11	Phase 5	Parcel A	Single Detached	10
12	Phase 5	Parcel A	Single Detached	10
13	Phase 5	Parcel A	Single Detached	8
14	Phase 5	Parcel A	Single Detached	12
15	Phase 7	Parcel C	Country Residential	10
16	Phase 6	Parcel C	Single Detached	6
17	Phase 6	Parcel C	Single Detached	11
				181

**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.*





Scale: NTS

Figure 20 - Development Phasing

Dome Road Subdivision Master Plan
June 2022

8.2 Zoning and Amendments

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

8.3 Amendments

Should this document require amendment, a formal amendment process will be required including consultation with the City and Tr'ondëk Hwëch'in. Amendments should be required if there are major changes to the roadway alignments or land uses. An amendment will not be necessary if the intent of the Master Plan does not change, as in the case of minor servicing revisions, minor land use boundary changes, or minor alignments to roadways. The need for an amendment will be at the discretion of the City.

8.4 Opinion of Probable Cost

To support the feasibility of the Dome Road Subdivision, an opinion of probable cost was completed for each Parcel. 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.

8.4.1 Community Improvements

The replacement of the water reservoir and sewage lagoon in Dawson City are not directly related to the requirements of the Dome Road Subdivision 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 development of the Dome Road Subdivision lots.

8.4.2 Development Extensions and Upgrades

Extensions and upgrades of off-site improvements specifically required for the Dome Road Subdivision will be required. Examples include water and sanitary extensions from Klondike Highway to Parcels A and C, trails, potential Dome Road improvements, intersection improvements at Dome Road and the Klondike Highway, lift station, boosters and servicing for the new recreation facility.

The Dome Road Subdivision will require significant infrastructure to connect water and wastewater to service lots in Parcels A and C. This infrastructure cannot be easily phased but must be built and connected to supply water and sewer services for the initial lots. Phasing of construction and timing of lot sales will need to be considered together and carefully planned.

It is understood that the infrastructure for Parcel A will operate inefficiently until full build-out of the homes. The implications of this inefficiency will depend on the timing of population growth, lot absorption rate, and speed at which homes are built and occupied.



8.4.3 On-Site Development

On-site development costs include all components within Parcels A, C and 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; servicing to individual lots along Dome Road will not be significantly more expensive than servicing similar lots elsewhere. The number and size of lots and the overall density of the development will have the greatest impact on affordability.

8.4.4 Costing Summary

An Opinion of Probable Cost (OPC) has been completed for Parcels A, C and 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 the Dome Road subdivision. 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 19**.

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.

- Scenario 1: All costs associated with the development of the four parcels
- Scenario 2: Partial Development Extensions (Piped Infrastructure only) and all On-Site Development. Components such as lift stations and the booster stations have not been included.

A number of assumptions have been made to develop the OPC and cost per lot. While costs were considered based on a project scale rather than by the parcel, it is important to note that some Parcels will be more efficient to develop than others. An OPC summary of scenarios 1 and 2 for each parcel can be found below in **Table 20** and **Table 21** (Parcel A), **Table 22** and **Table 23** (Parcel C), and **Table 24** and **Table 25** (Parcel D/F). The presented costs do not reflect value of the lots or their expected sale price. Cost modeling for the Dome Road Subdivision is still required to ensure the financial feasibility of the entire project versus individual phases or Parcels. Typical in all development, 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.



Dome Road Subdivision Master Plan

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. Some areas will be challenging and may be cost prohibitive to develop, namely portions of Parcel C due to roadway lengths. 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.



Dome Road Subdivision Master Plan

Table 19 - OPC Summary

TOTAL COST SUMMARY		Scenario 1	Scenario 2
Development Extensions and Upgrades		\$17,127,165	\$4,418,300
On-Site Development		\$16,320,340	\$16,320,340
Total		\$33,447,505	\$20,738,640
Average cost per lot (181) ^{1 2}		\$170,009	\$114,578
<i>Country Residential</i>		<i>\$TDB</i>	<i>\$TDB</i>
<i>Single Detached</i>		<i>~\$150,000</i>	<i>~\$100,000</i>
<i>Duplex</i>		<i>~\$60,000</i>	<i>~\$40,000</i>
<i>Townhome</i>		<i>~\$50,000</i>	<i>~\$35,000</i>
Cost Per Net Area (Ac) 69.9 Ac		\$478,505	\$296,690

1. Excludes Recreation Center site.

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

Table 20 – Parcel A Scenario 1 OPC Summary

PARCEL A – Scenario 1		
Development Extensions and Upgrades (45% ¹)		\$7,707,224
Parcel A On-Site Development		\$8,294,164
	Total	\$16,001,388
Average cost per lot		
102 Single Detached Lot (per)		\$156,876
Cost per net area (ac) at 31.3 ac		\$511,226
Cost per developable area (ac) at 20.0 ac		\$800,069

1. 45% of total Dome Road Subdivision area

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



Dome Road Subdivision Master Plan

Table 21 – Parcel A Scenario 2 OPC Summary

PARCEL A – Scenario 2		
Development Extensions and Upgrades Piped Infrastructure only (45% ¹)		\$1,759,500
Parcel A On-Site Development		\$8,294,164
	Total	\$10,053,664
Average cost per lot		
102 Single Detached Lot (per)		\$98,565
Cost per net area (ac) at 31.3 ac		\$321,203
Cost per developable area (ac) at 20.0 ac		\$502,683

1. 45% of total Dome Road Subdivision area

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

Table 22 – Parcel C Scenario 1 OPC Summary

PARCEL C – Scenario 1		
Development Extensions and Upgrades (34% ¹)		\$5,823,236
Parcel C On-Site Development		\$4,126,950
	Total	\$9,950,186
Average cost per lot ^{2 3}		
10 Country Residential Lot (per)		\$TBD
17 Single Detached Lot (per)		\$181,445
Cost per net area (ac) at 23.6 ac		\$421,618
Cost per developable area (ac) at 16.6 ac		\$599,409

1. 34% of total Dome Road Subdivision area

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

3. Parcel is an inefficient phase due to the length of road required. Cost of lots should be averaged with the entire project.



Dome Road Subdivision Master Plan

Table 23 – Parcel C Scenario 2 OPC Summary

PARCEL C – Scenario 2		
Development Extensions and Upgrades Piped Infrastructure only (34% ¹)		\$1,329,400
Parcel C On-Site Development		\$4,126,950
	Total	\$5,456,350
Average cost per lot ^{2 3}		
10 Country Residential Lot (per)		\$376,488
17 Single Detached Lot (per)		\$99,498
Cost per net area (ac) at 23.6 ac		\$231,696
Cost per developable area (ac) at 16.6 ac		\$328,696

1. 34% of total Dome Road Subdivision area

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

3. Parcel is an inefficient phase due to the length of road required. Cost of lots should be averaged with the entire project.

Table 24 – Parcel D/F Scenario 1 OPC Summary

PARCEL D/F – Scenario 1		
Development Extensions and Upgrades (34% ¹)		\$3,596,705
Parcel D/F On-Site Development		\$3,899,227
	Total	\$7,495,932
Average cost per lot ²		
Recreation Center Site ³		\$3,822,925
11 Single Detached Lot (per)		\$95,403
18 Duplex Lot		\$56,219
18 Townhome Lot		\$48,725
Cost per net area (ac) at 15 ac		\$499,729
Cost per developable area (ac) at 10.1 ac		\$742,171

1. 34% of total Dome Road Subdivision area

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

3. Cost of the Recreation Center land is based on land area only



Dome Road Subdivision Master Plan

Table 25 – Parcel D/F Scenario 2 OPC Summary

PARCEL D/F– Scenario 2		
Development Extensions and Upgrades Piped Infrastructure only (34% ¹)		\$1,329,400
Parcel D/F On-Site Development		\$3,899,227
	Total	\$5,228,627
Average cost per lot ²		
Recreation Center Site ³		\$2,666,600
11 Single Detached Lot (per)		\$66,546
18 Duplex Lot (per unit)		\$39,215
18 Townhome Lot (per unit)		\$33,986
Cost per net area (ac) at 15 ac		\$348,575
Cost per developable area (ac) at 10.1 ac		\$517,686

1. 34% of total Dome Road Subdivision area

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

3. Cost of the Recreation Center land is based on land area only

8.5 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 (prior to Stage 2)
- ☐ City Infrastructure Master Plan (storm, water, sanitary)
- ☐ Detailed servicing review per Parcel
- ☐ Stormwater Management Plan



Dome Road Subdivision Master 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

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.

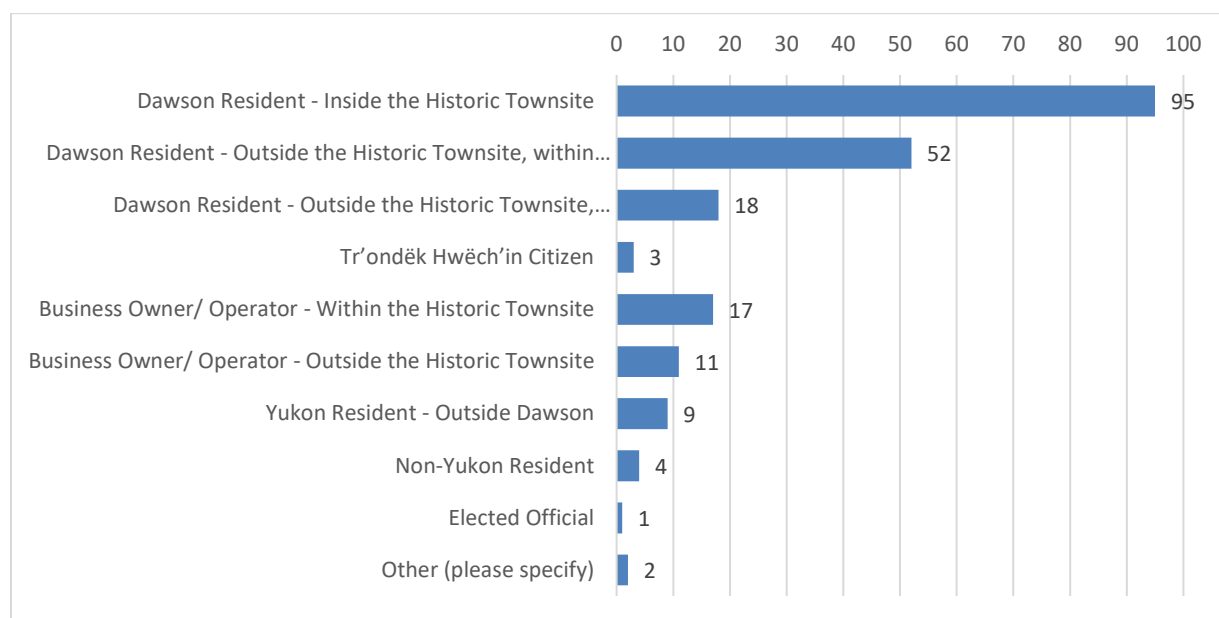


2.0 SURVEY RESULTS

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

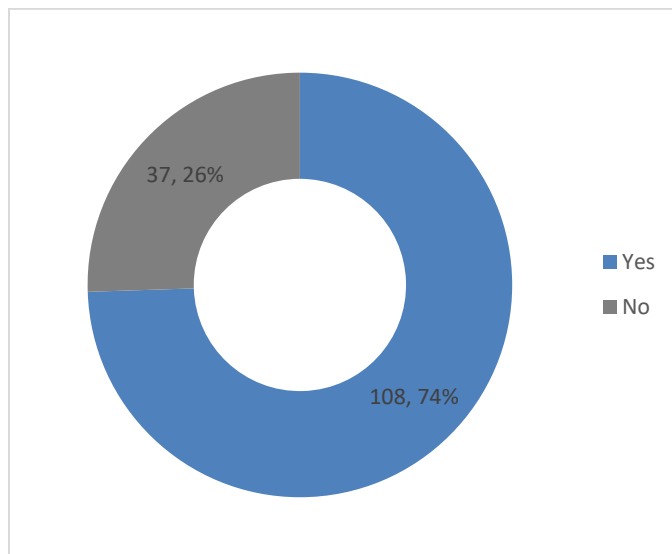


FINAL WHAT WE HEARD REPORT

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

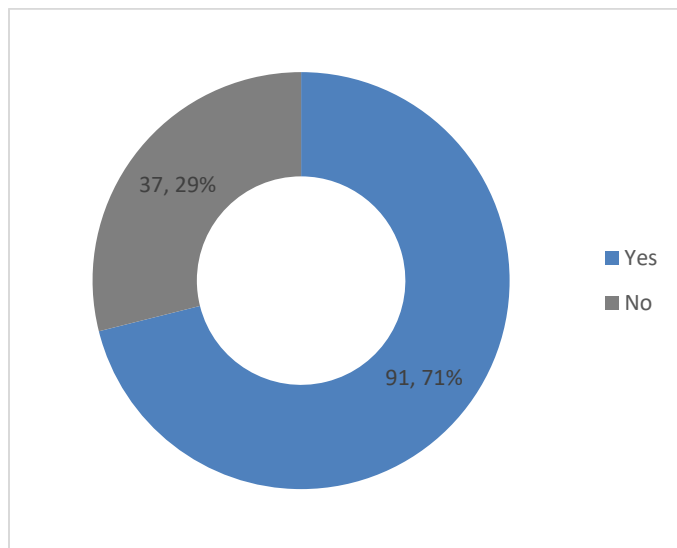


FINAL WHAT WE HEARD REPORT

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

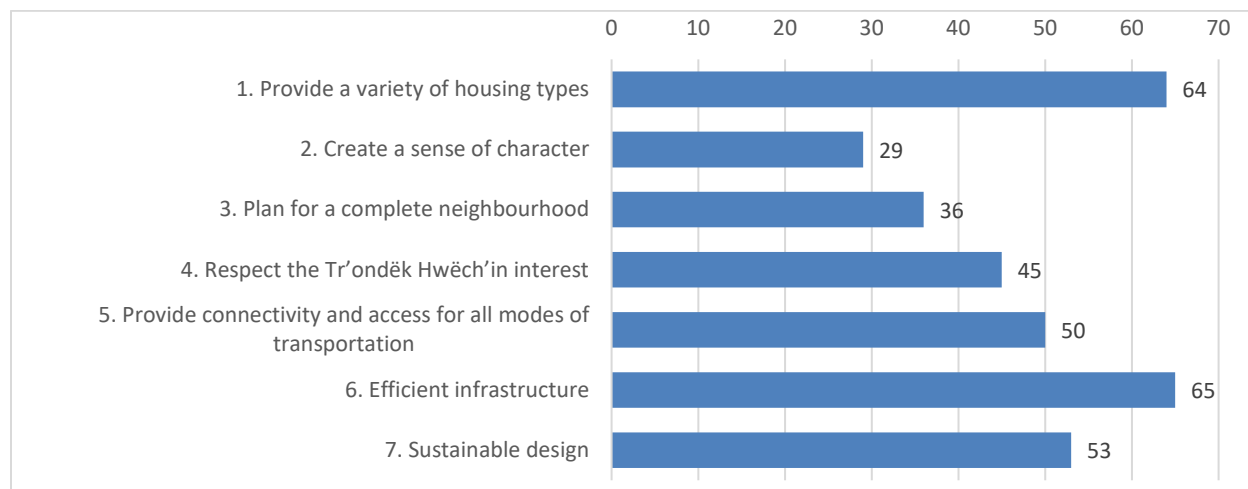


FINAL WHAT WE HEARD REPORT

Survey Results

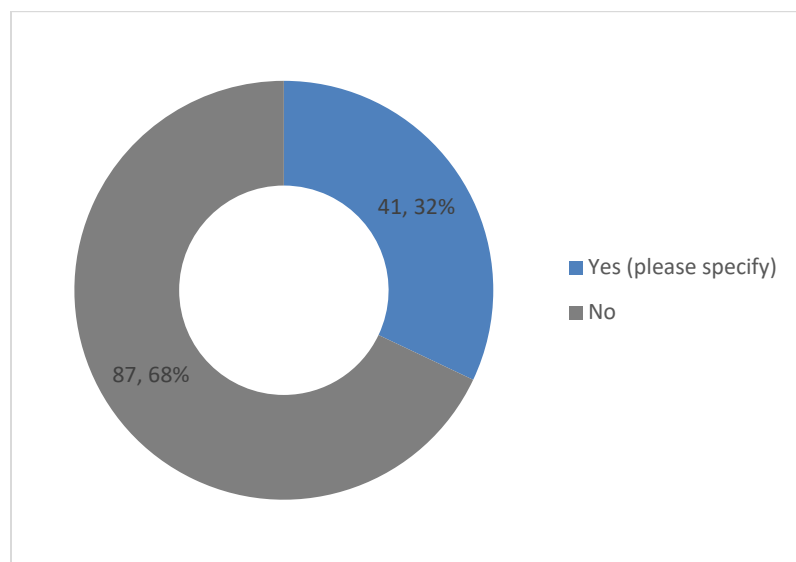
Question 4. Of the goals listed, which are the most important to you?

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

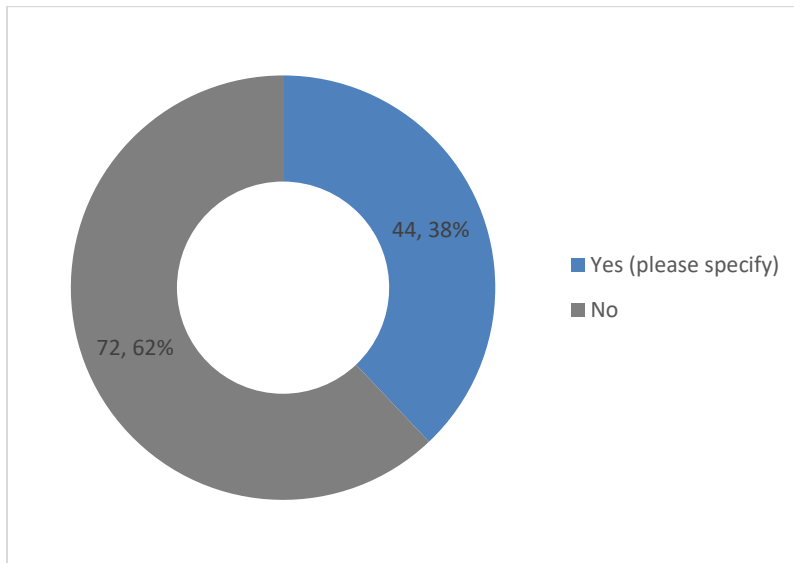


FINAL WHAT WE HEARD REPORT

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

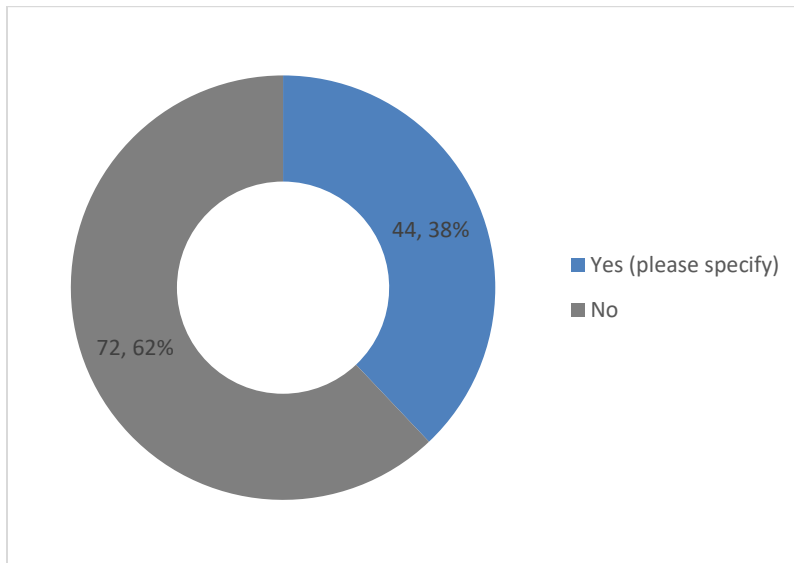


FINAL WHAT WE HEARD REPORT

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

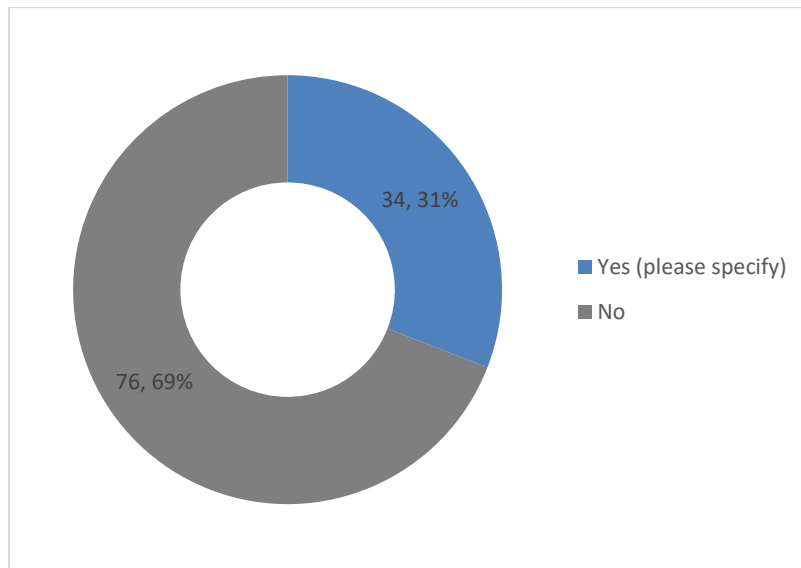


FINAL WHAT WE HEARD REPORT

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

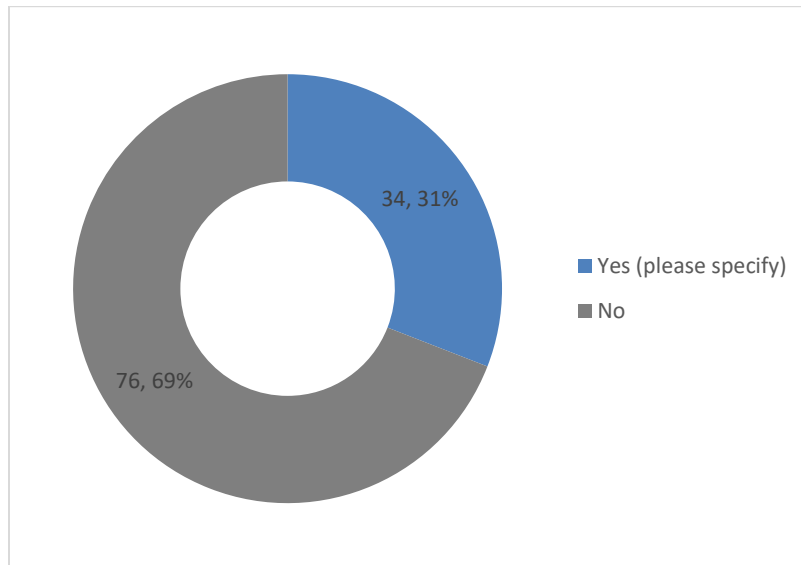


FINAL WHAT WE HEARD REPORT

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 servicing 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

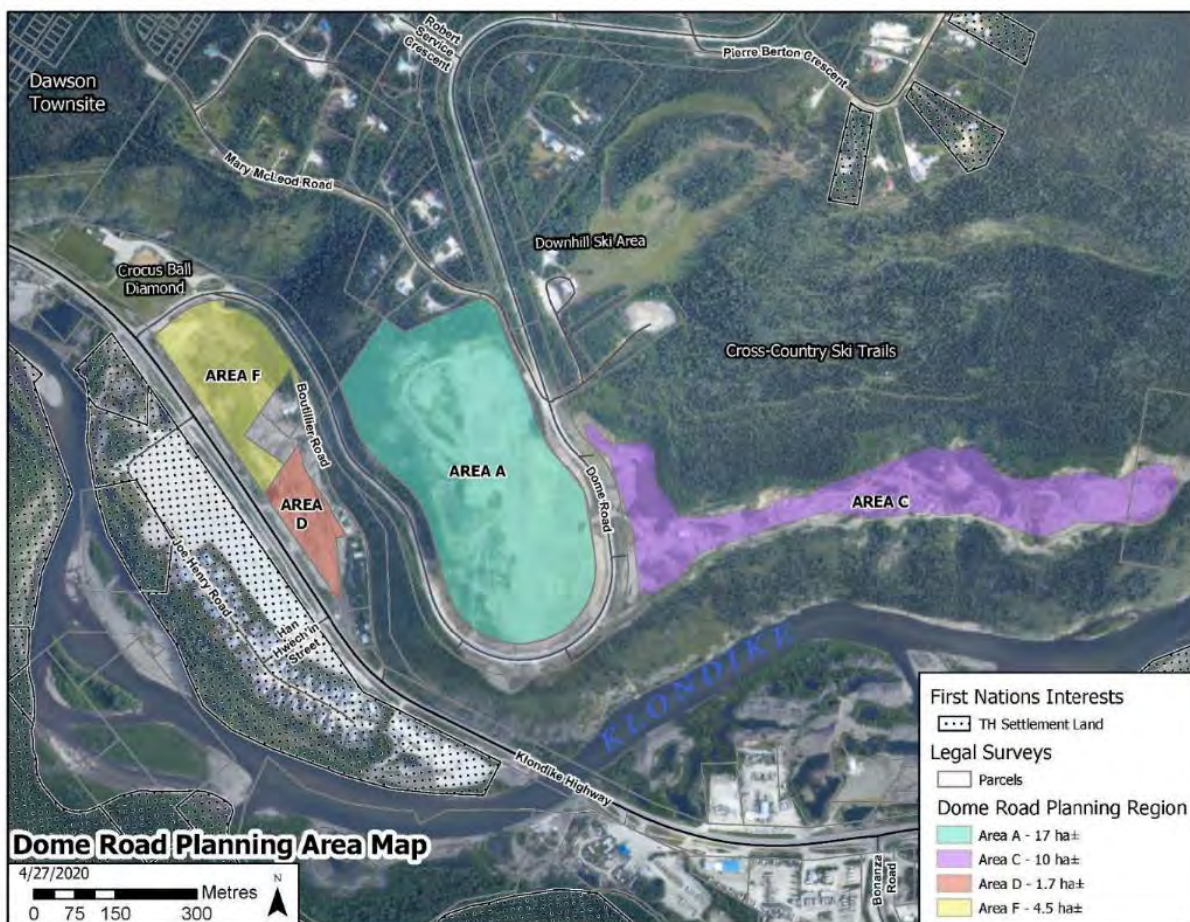


Dome Road Subdivision Master Plan

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).

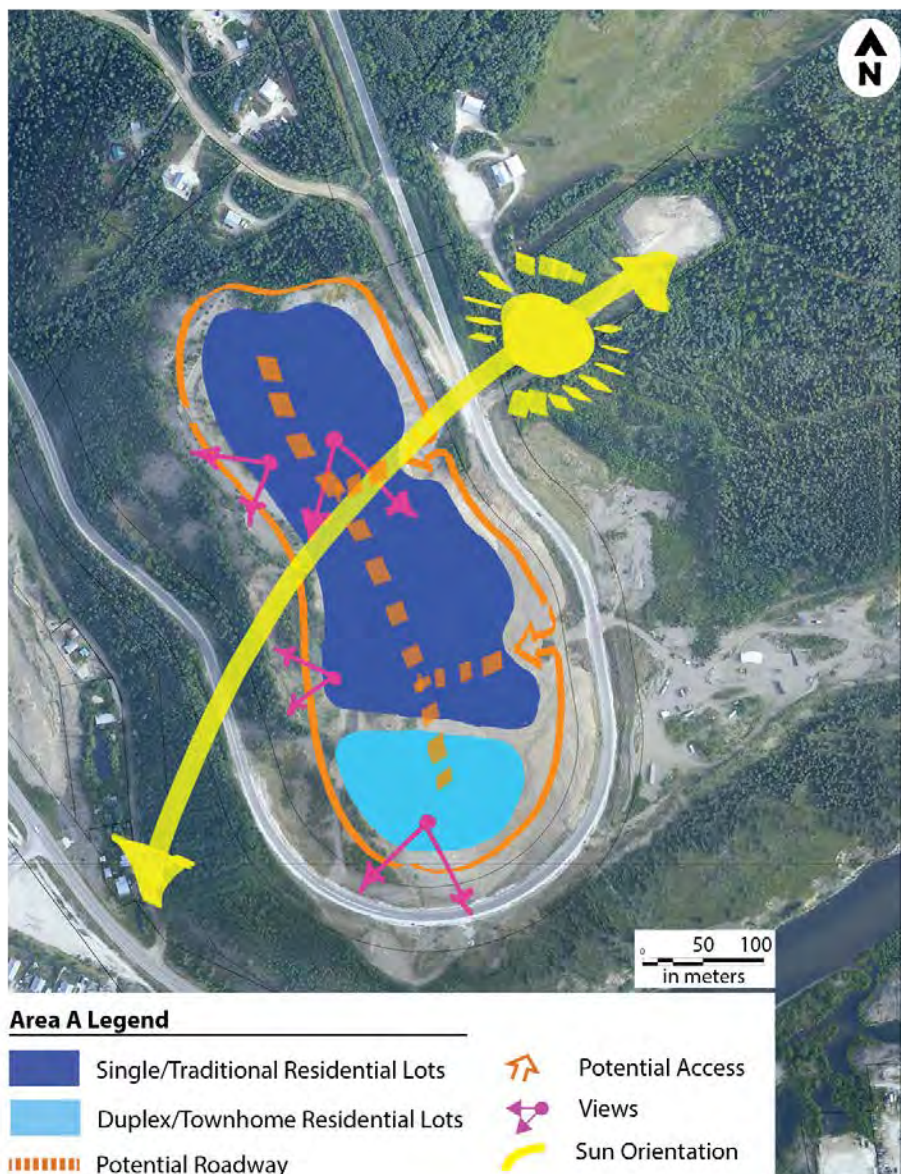
OPPORTUNITIES AND CONSTRAINTS

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.

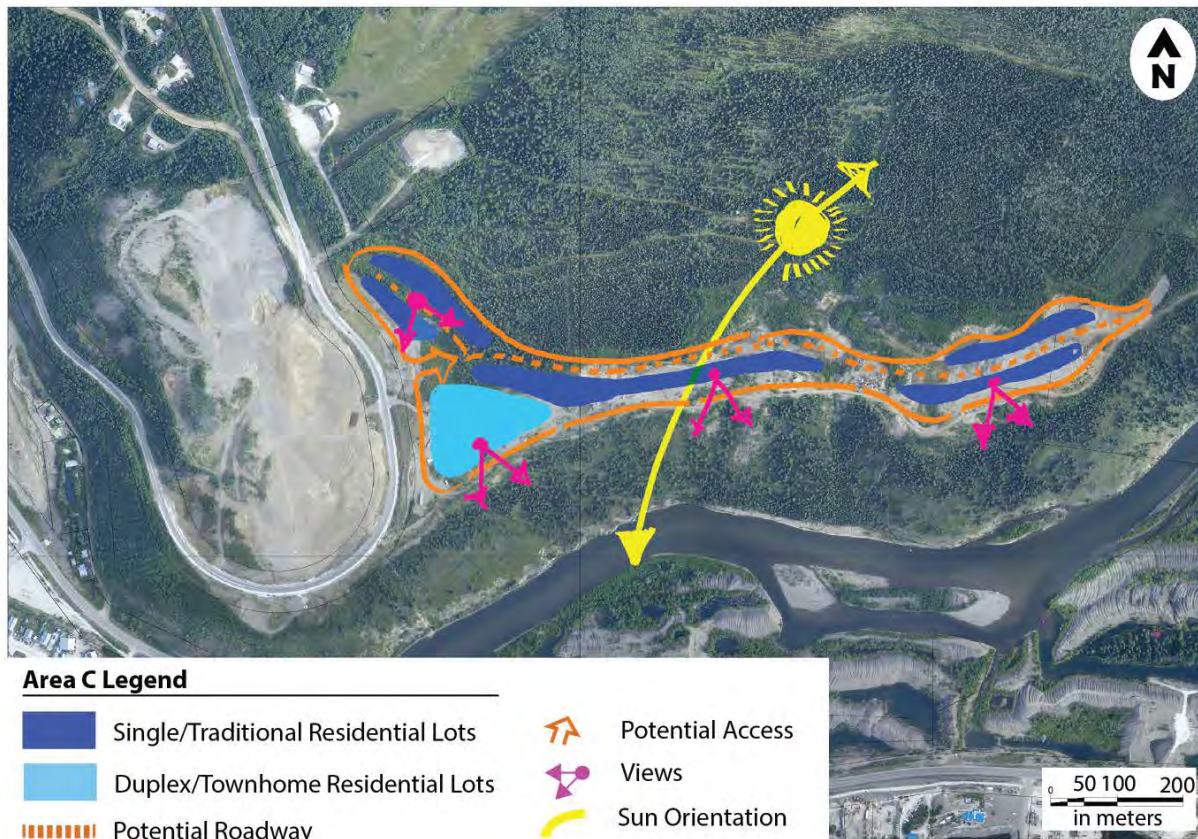
Development Area A

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

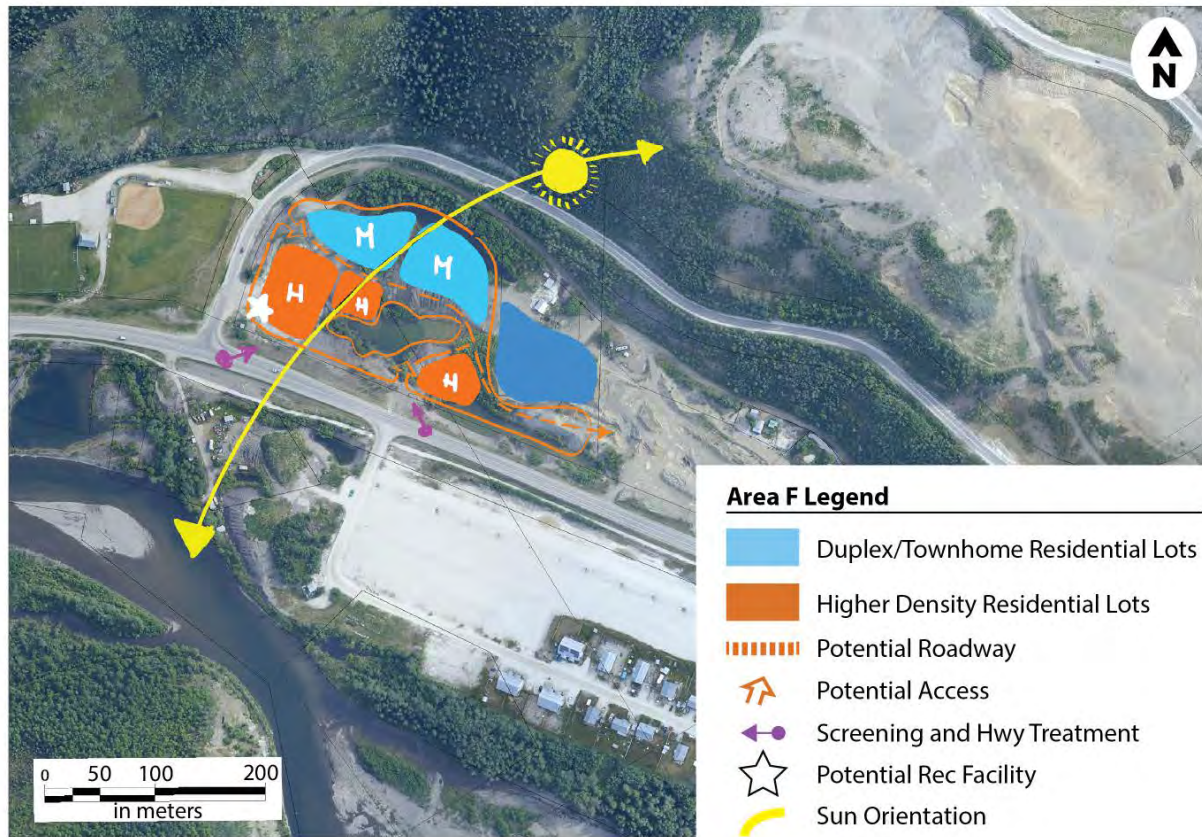
-  Duplex/Townhome Residential Lots
-  Potential Roadway
-  Potential Access
-  Screening and Hwy Treatment
-  Sun Orientation



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



First Nations Interests

TH Settlement Land

Legal Surveys

Parcels

Dome Road Planning Region

Area A - 17 ha±

Area C - 10 ha±

Area D - 1.7 ha±

Area F - 4.5 ha±

Dome Road Planning Area Map

4/27/2020

Metres

0 75 150 300



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



-

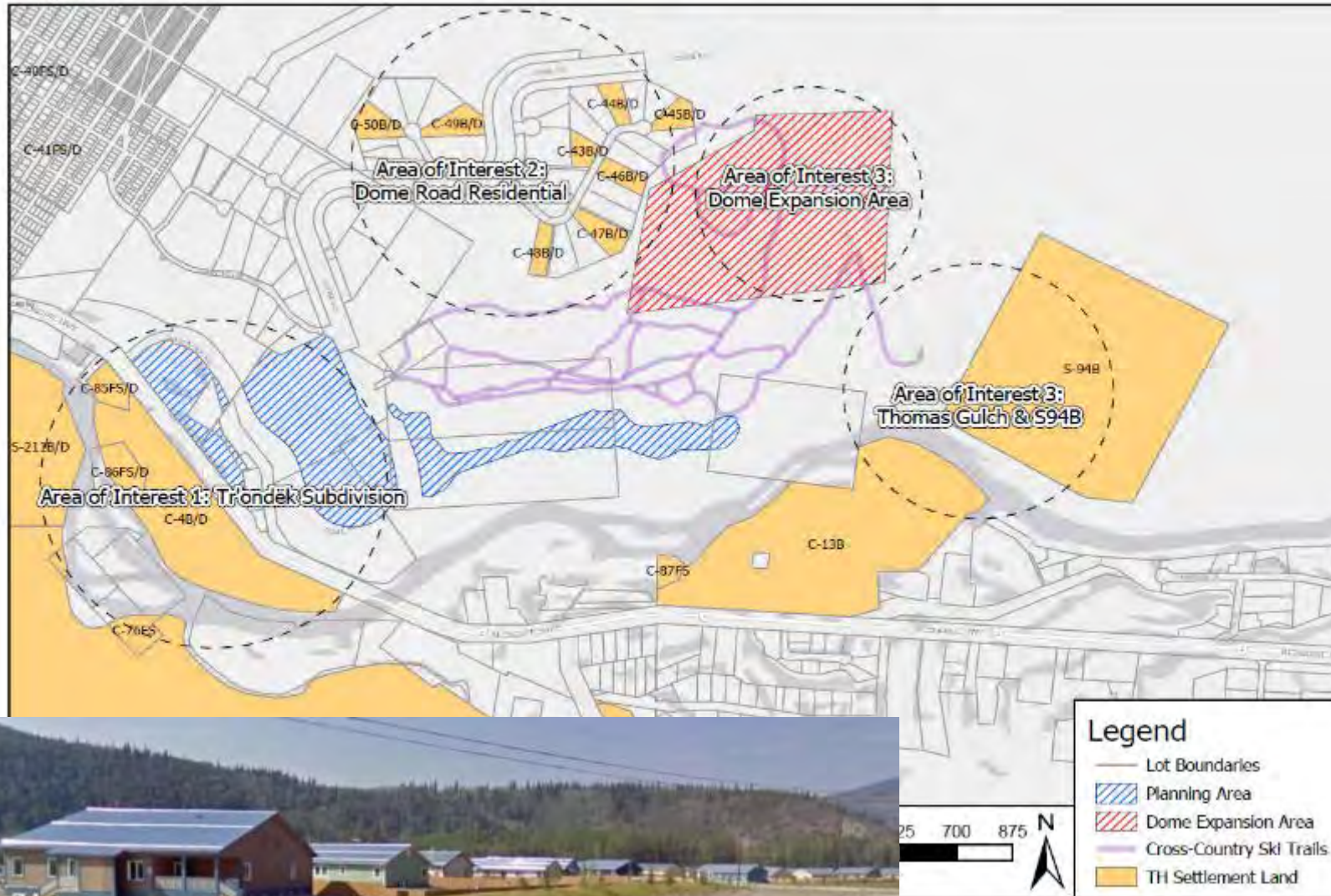
● ● ● public footpath

principle view across via
Pannal and Spacey Hou

Tr'ondëk Hwëch'in Interests



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

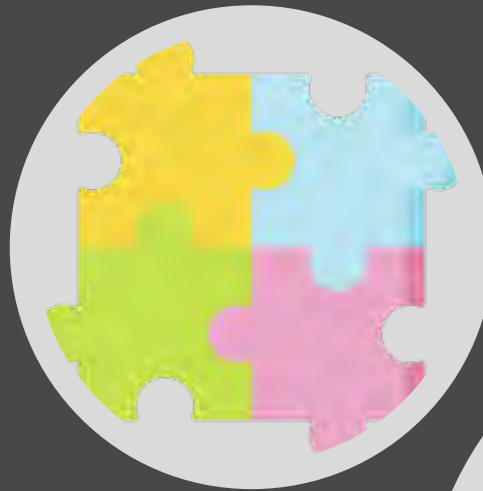
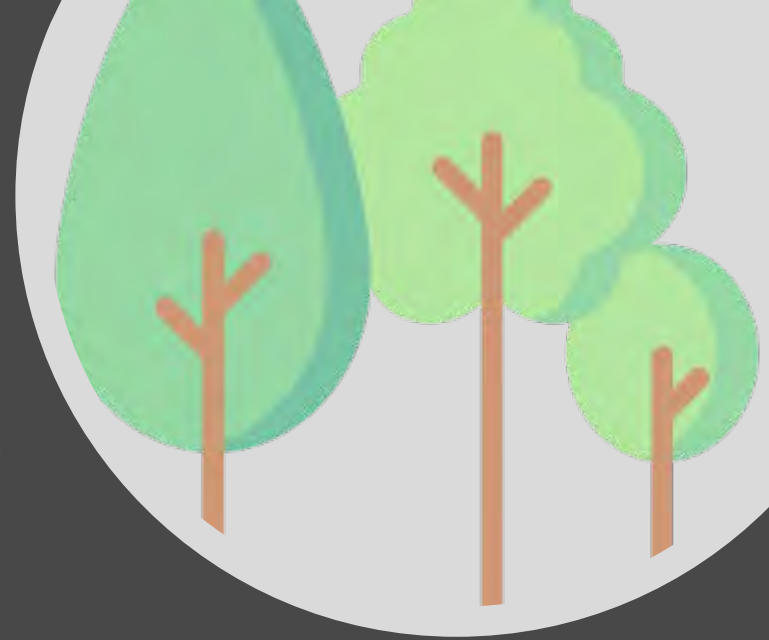
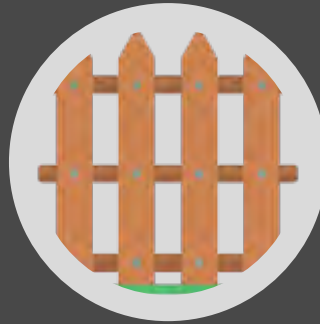


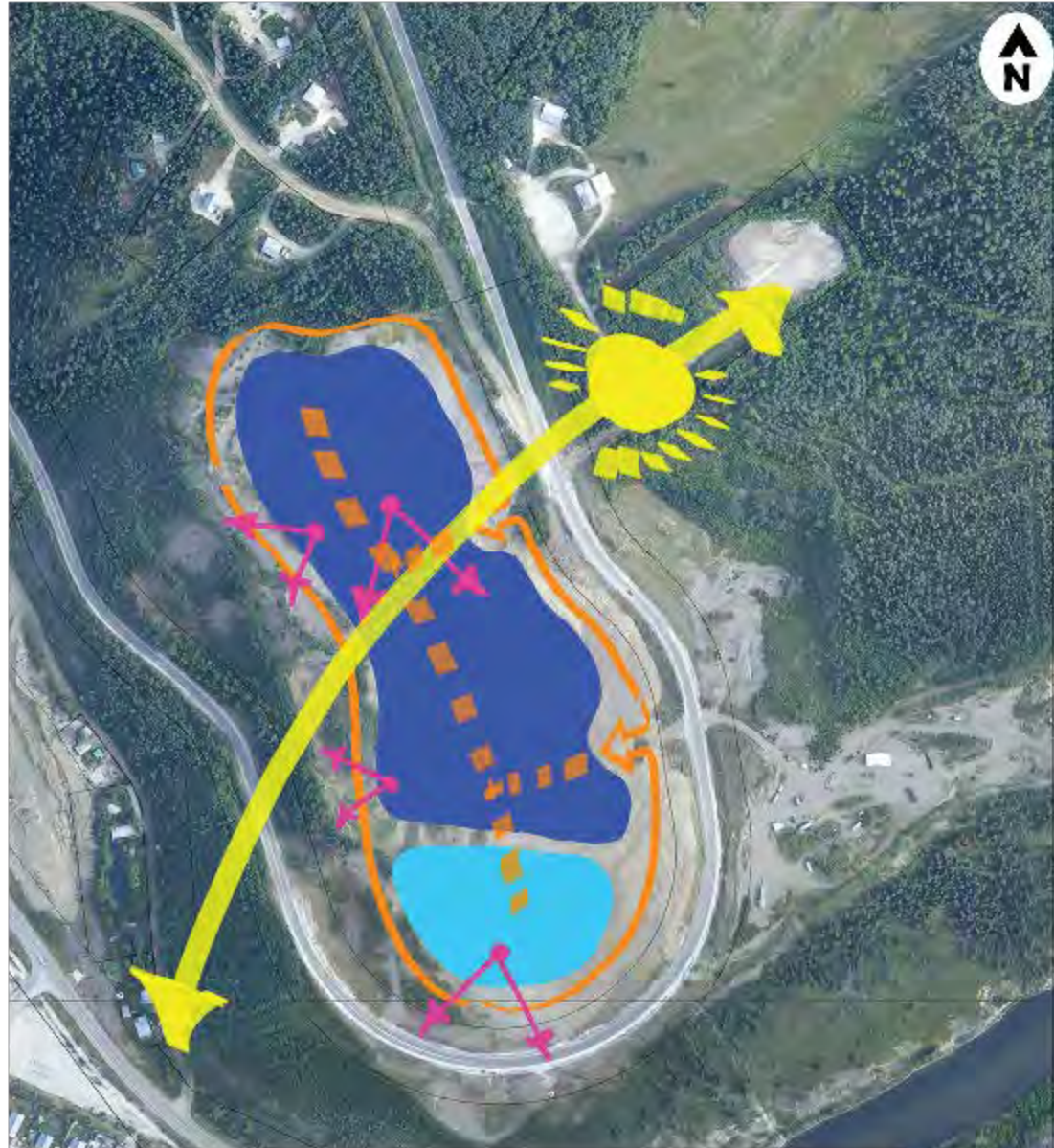


Development Area







Site Review

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



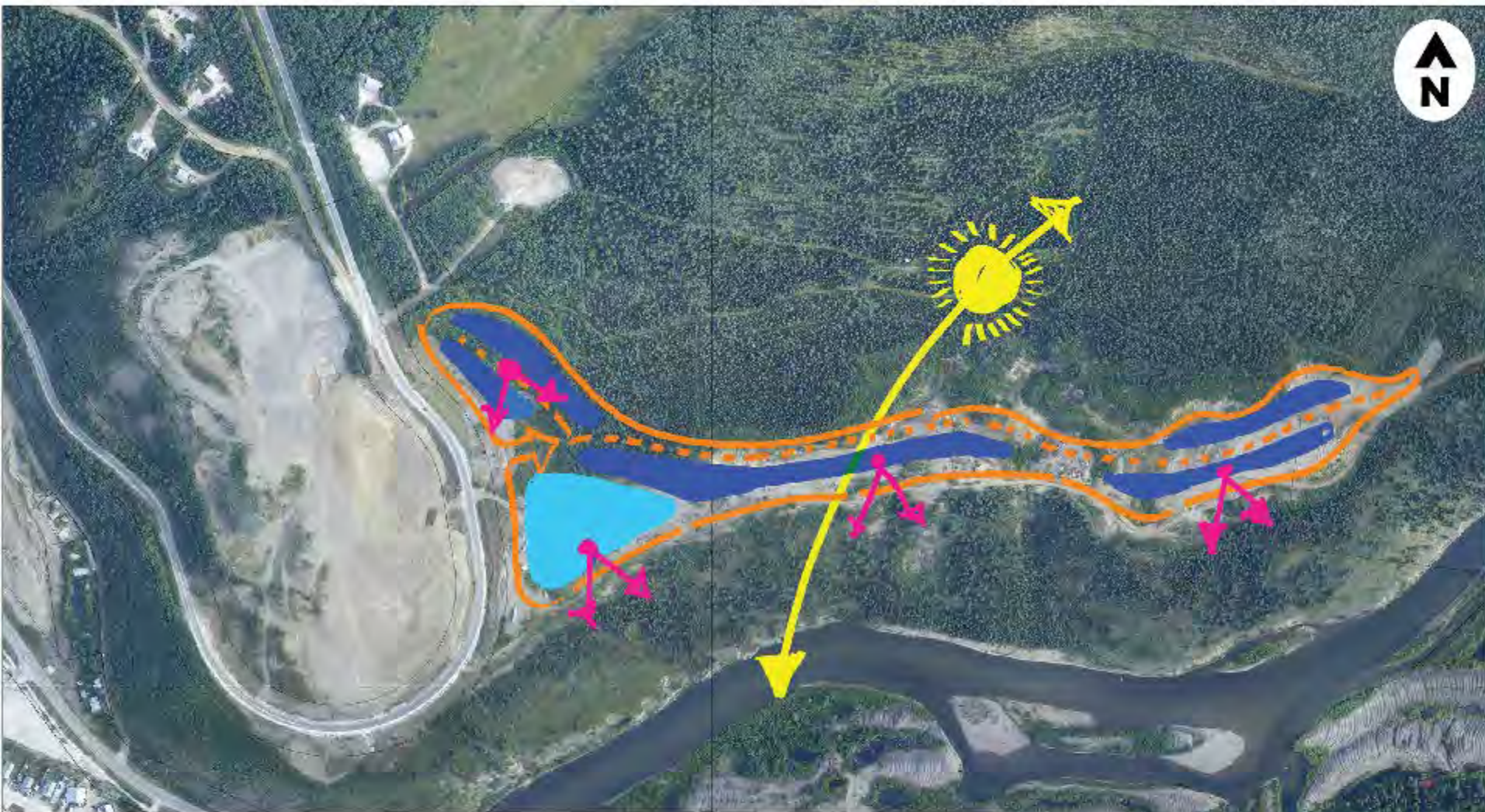


Area A Legend




- | | | | |
|---|-------------------------------------|---|------------------|
|  | 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 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

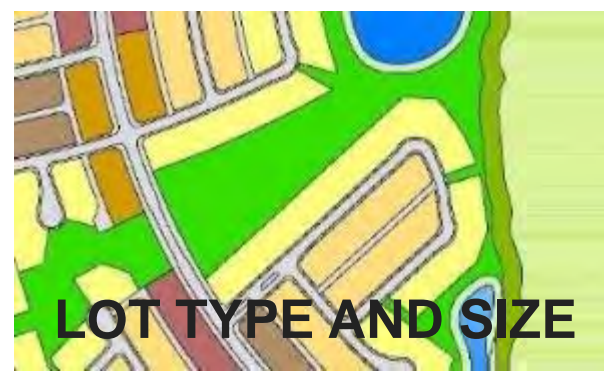
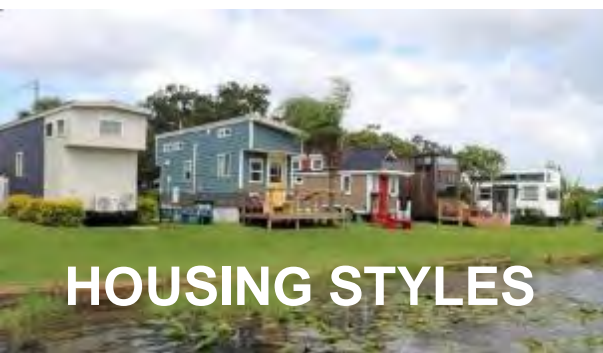
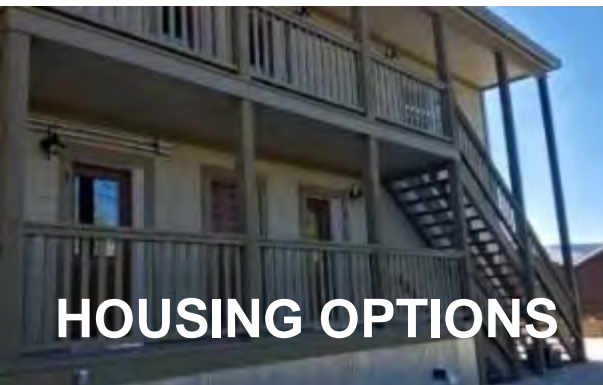
An aerial photograph of a river valley. The river flows through the center, surrounded by lush green and yellowing hillsides. In the background, there are rolling mountains under a blue sky with scattered white clouds. The foreground shows some developed areas with parking lots and buildings.

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



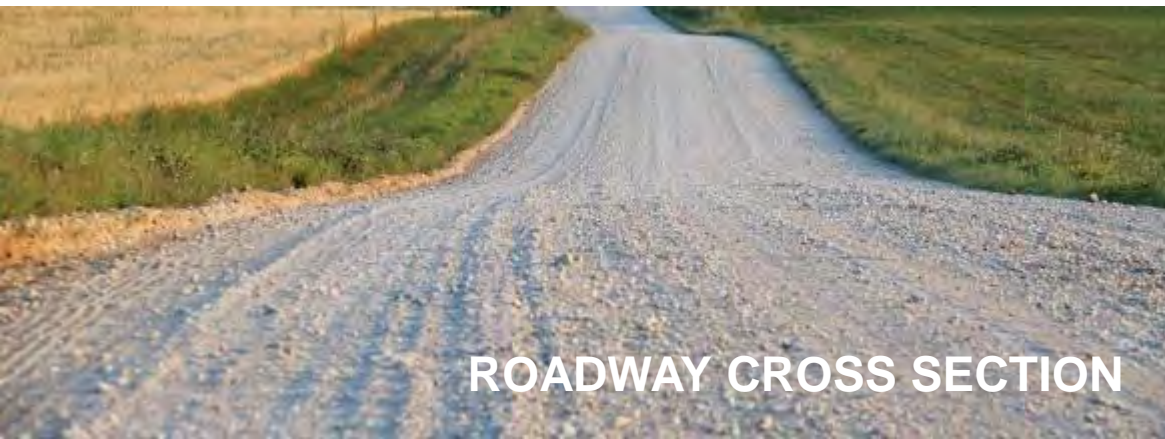
FORMAL TRAILS



**DAWSON CITY
STANDARDS**



ROADWAY CROSS SECTION

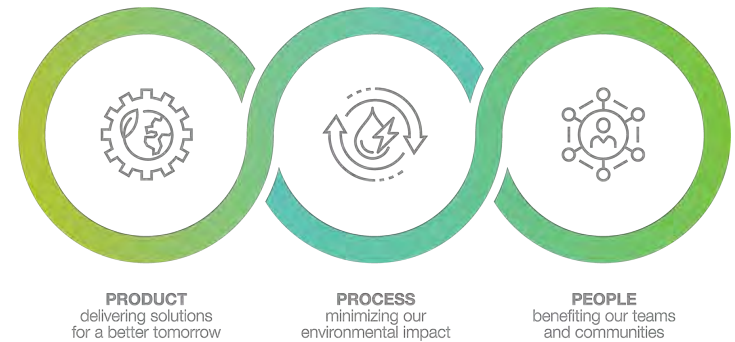


AMENITIES



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)

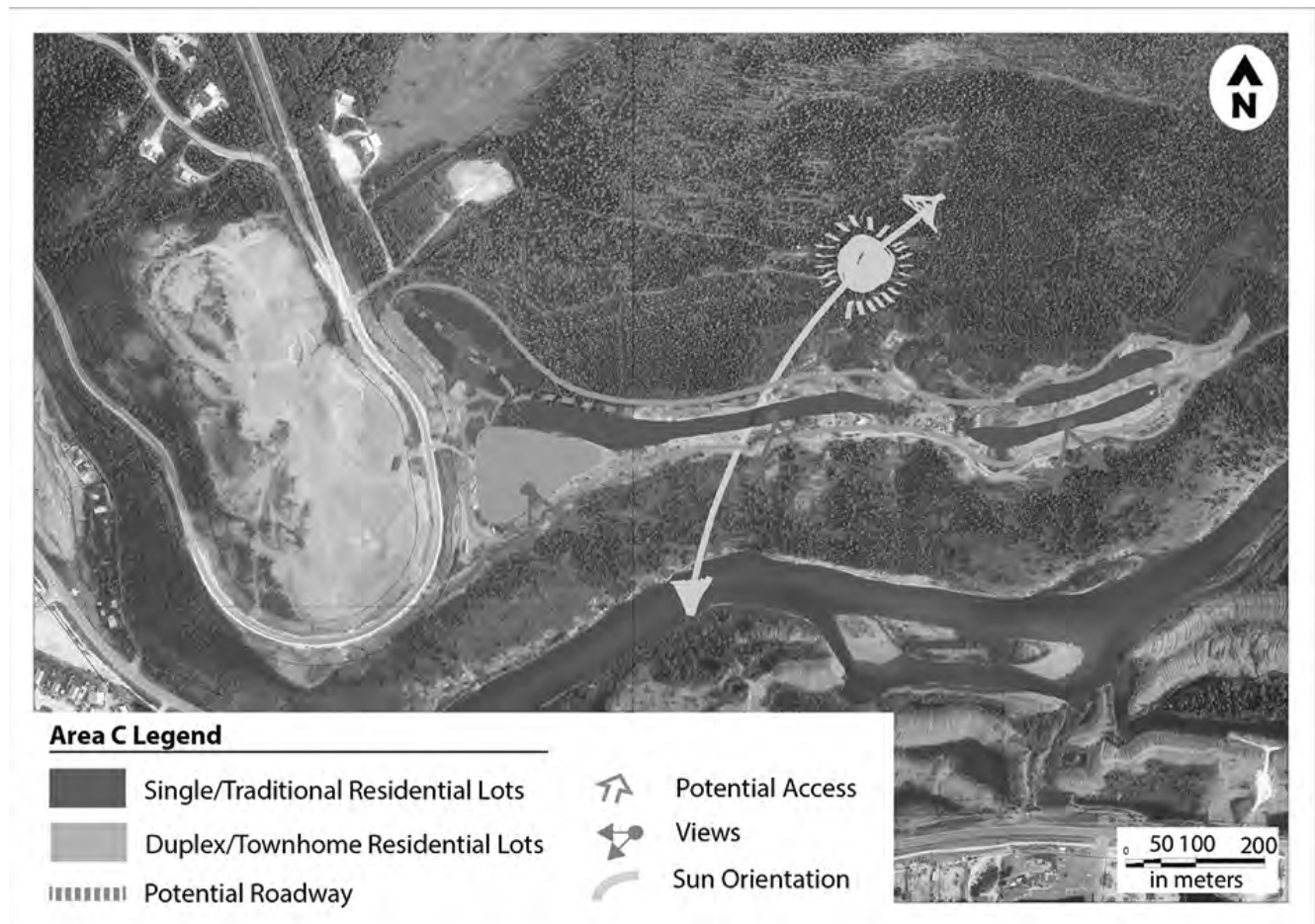
Yukon



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)

Yukon



Dome Road Subdivision Master Plan

Final Thoughts

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

Yukon



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



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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.



FINAL WHAT WE HEARD REPORT

Appendix D - Written Survey Responses

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.



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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'ONDĚK HWĚCH'IN MEETING

Following the Tr'onděk Hwěch'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.



DOME 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 			



DOMES 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



DOMESIDE 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 Domeside 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 Domeside 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.

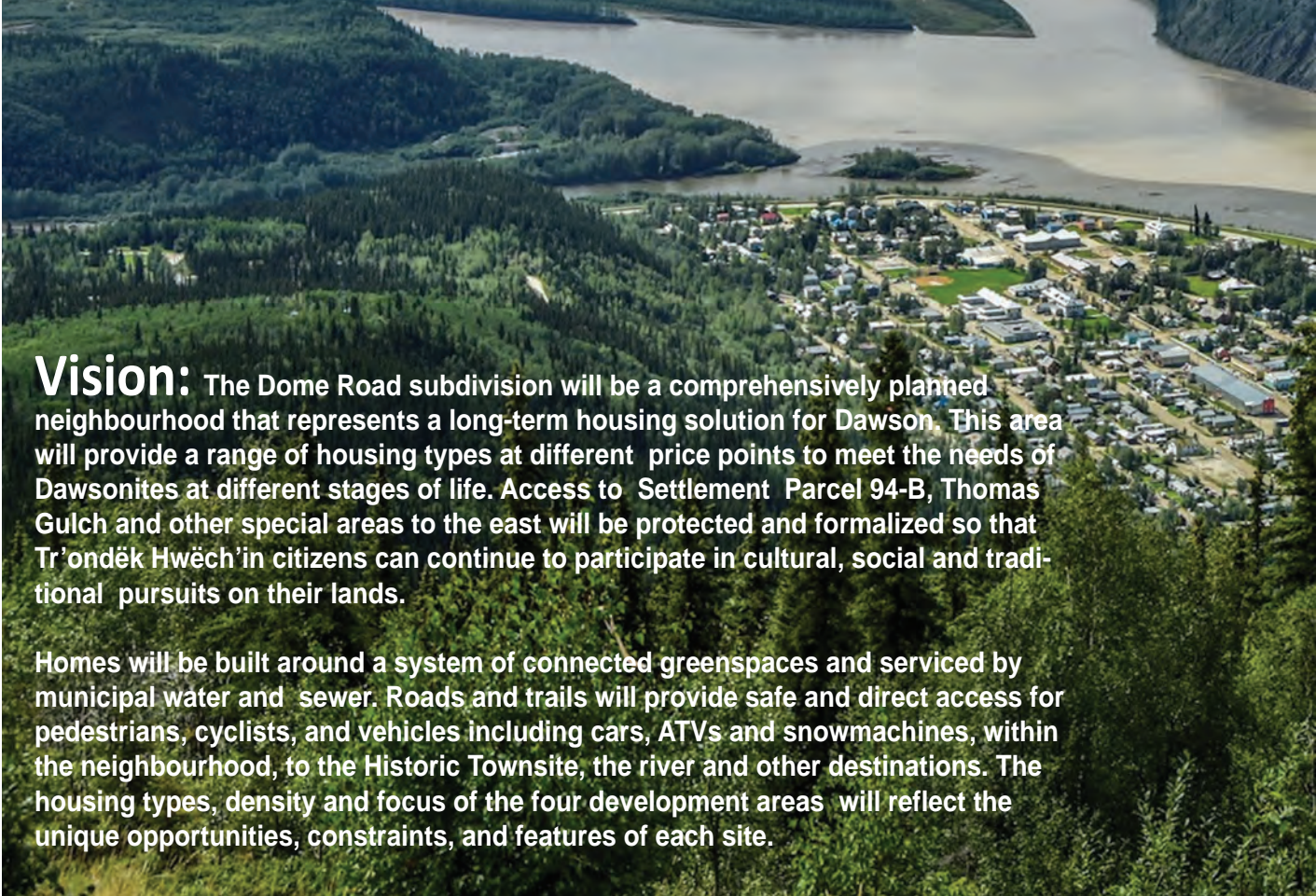


DOME ROAD SUBDIVISION MASTER PLAN

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

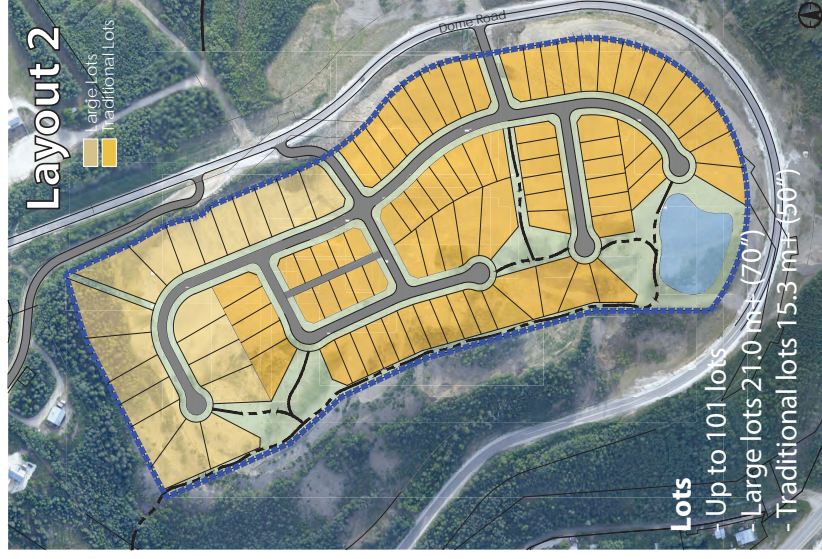
- Up to 24 lots
- 1.0 ac +

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

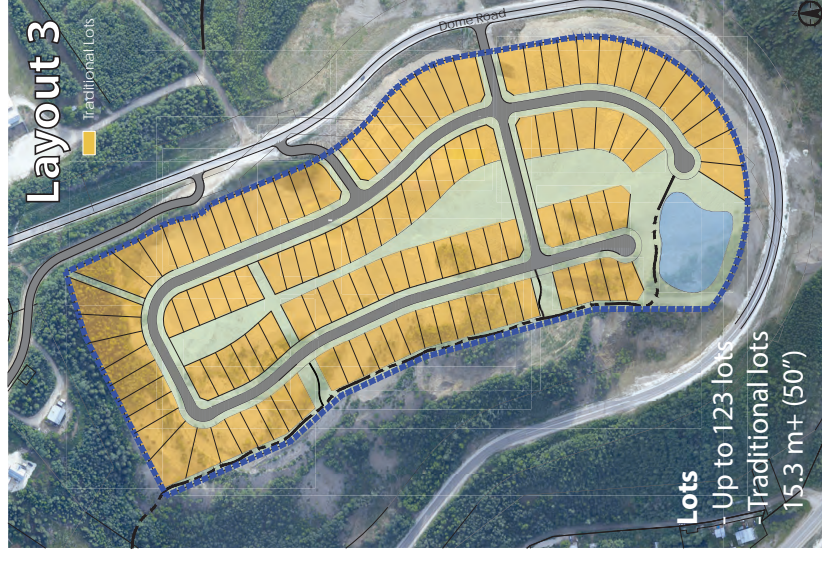
- Up to 101 lots
- Large lots 21.0 m+ (70')
- Traditional lots 15.3 m+ (50')

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

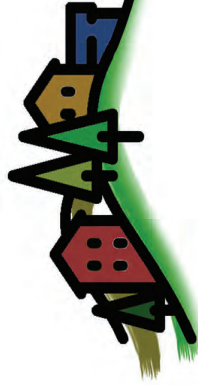
- Served lots
- More traditional residential lots
- Efficient servicing
- High quality open space and trail connections
- Most affordable lots

Challenges

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

HOME 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

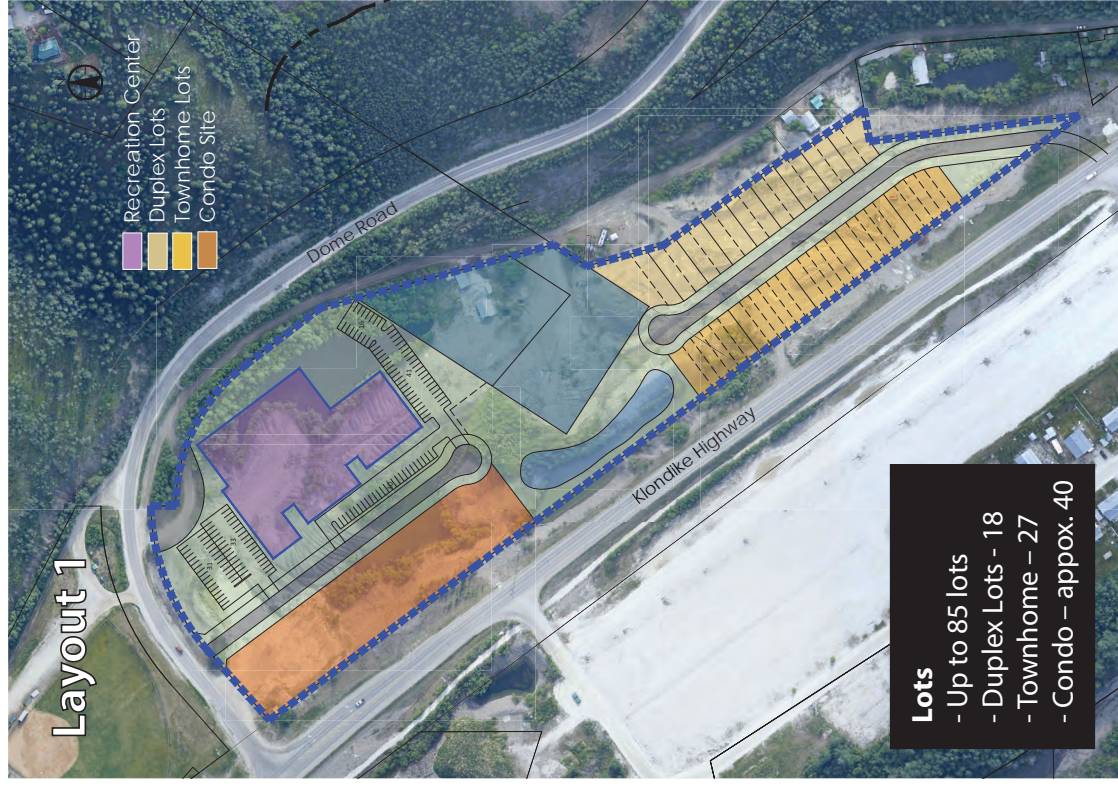
Challenges

- 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

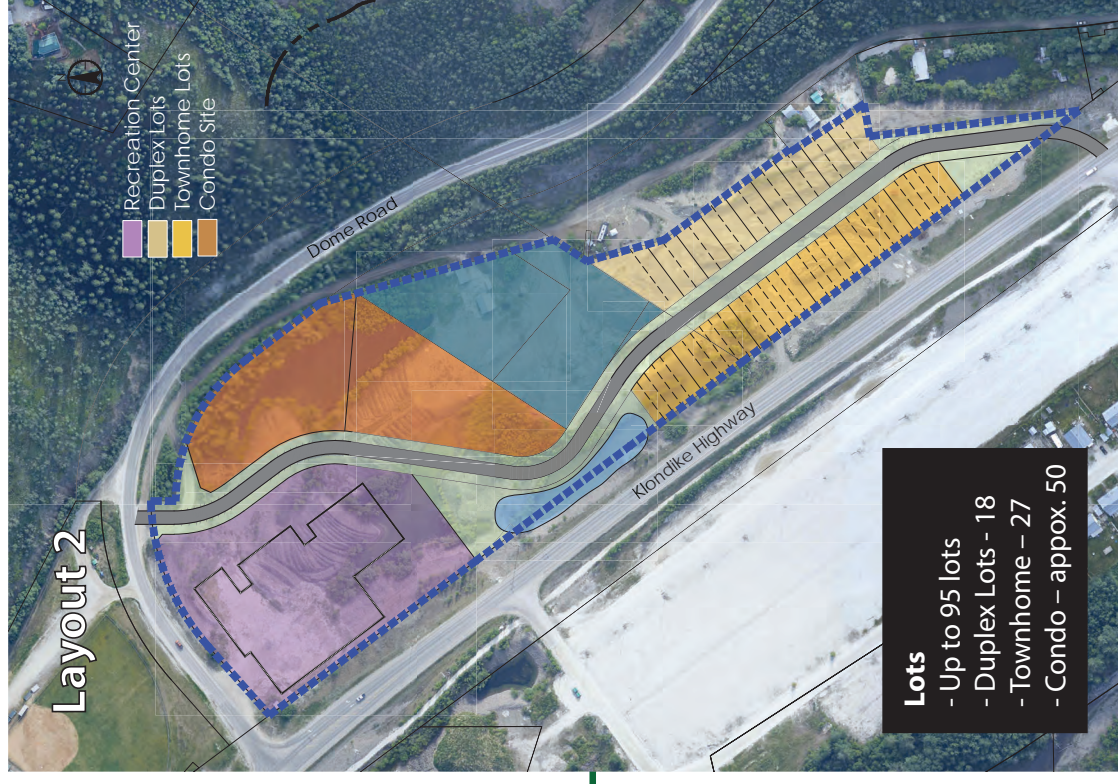


- Key features**
- Serviced lots
 - Mix of land uses
 - Range of residential lot sizes and housing types
 - Condo site allow for additional housing types and price points

- Challenges**
- Unknowns of the recreation facility
 - Geotechnical Consideration
 - Mining claims

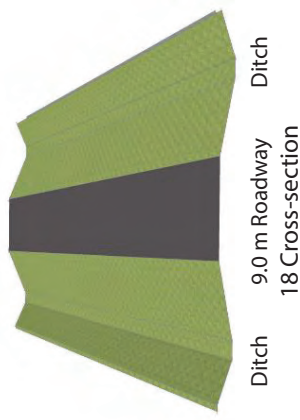
- Key features**
- Serviced lots
 - Mix of land uses
 - Range of residential lot sizes and housing types
 - Condo site allow for more additional housing types and price points
 - Integration of private parcel

- Challenges**
- Unknowns of the recreation facility
 - Geotechnical Consideration
 - Mining claims



DOME ROAD MASTER PLAN

Parcel D/F



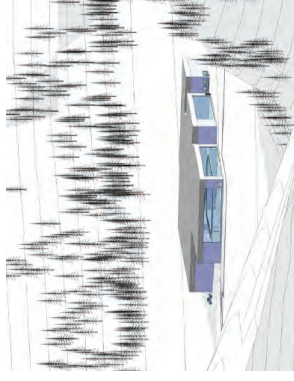
Roads

- 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

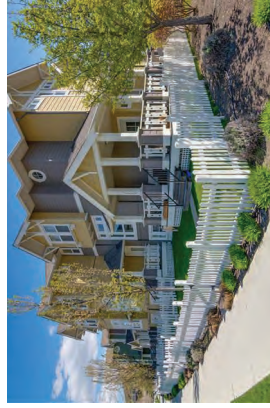
Single Family Homes



Duplex and Townhomes



Multi-Family/Condo Site



HOME 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

DOMESTIC 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 **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, 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





Lot Size Comparison





Housing Type

Single Family Homes



Duplex and Townhomes

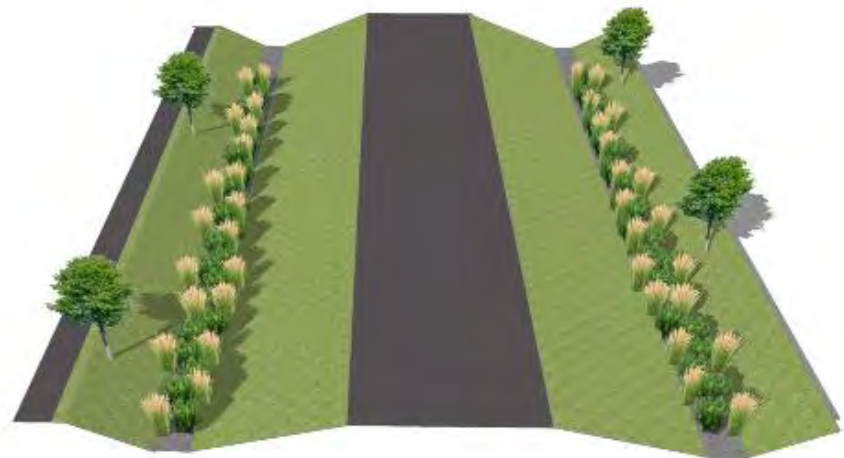


Multi-Family/Condo Site





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

- Serviced 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

- Serviced 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



DOME ROAD 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



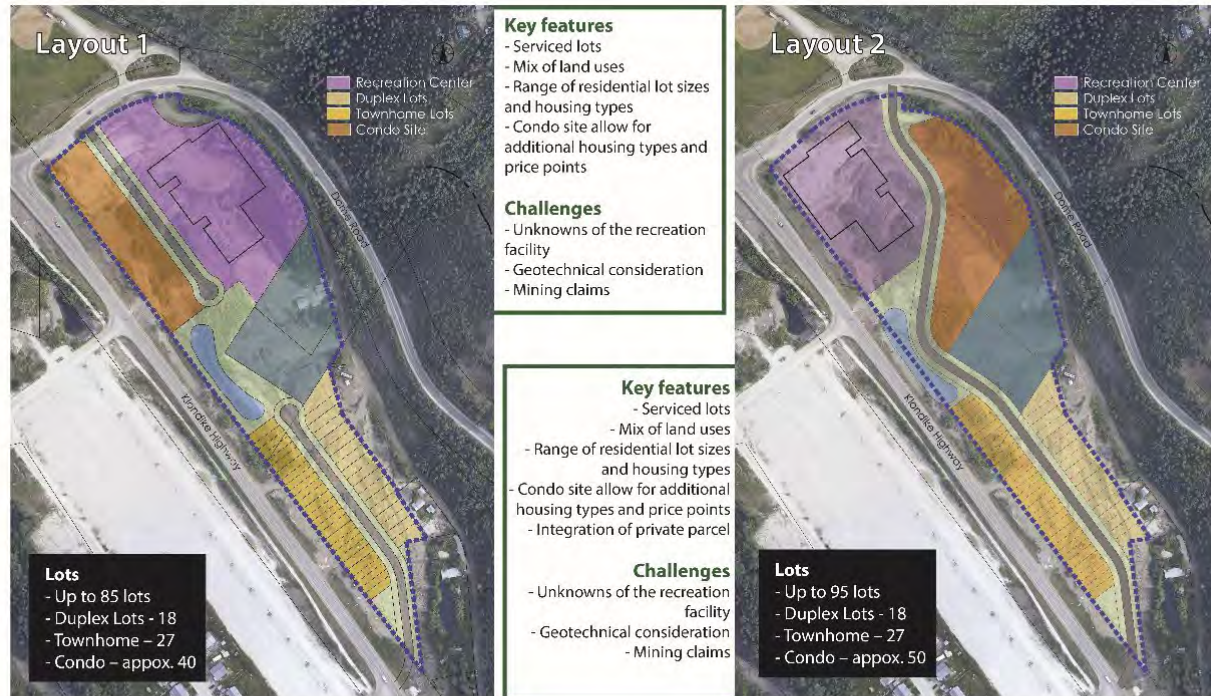
Dome Road Subdivision - Draft Concept Layout Review

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

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.



DOME 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>



DOMES 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.
<p>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.</p> <p>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.</p>
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?



DOME 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>



DOME 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.



DOMED 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

DOME ROAD 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)	\$ 691,000
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
1.1	Dome Road BST Milling	\$ 703,800
1.2	Dome Road Base, 150mm depth	
1.3	Dome Road, BST Resurfacing	
SECTION D. DOME ROAD WET WELL (from Reservoir Replacement Conceptual Design Report, AE)		SECTION SUBTOTAL
1.1	30 L/s Pump Station (incl. bldg, wet well, FCV, PRV and valve chamber)	\$ 7,488,000
1.2	95 L/s Fire Pump	
1.3	250 mm Fire Flow PRV (incl. process piping and valves - housed in Pump Bldg)	
1.4	Valve Chamber	
1.5	100 mm Flow Control Valve at WTP	
1.6	Upgrades to WTP Collision Boiler	
1.7	Site Servicing (Electrical)	
1.8	450 kW Backup Generator (house in separate enclosure)	
1.9	Fiber Optic Line to Pump Bldg	
1.10	Dome Road Lift Station Replacement ⁽²⁾	
SECTION E. WATER, SANITARY, & POWER TO AREAS		SECTION SUBTOTAL
1.1	Trenching & Native Backfill for Water Distribution System (All depths and pipe sizes/materials)	\$ 3,910,000
1.2	Trenching & Native Backfill for Sanitary Distribution System (All depths and pipe sizes/materials)	
1.3	Supply & Install 200mm PVC Water Main (All Depths)	
1.4	Supply & Install 200mm Insulated Sanitary Main (All Depths)	
1.5	Power Poles (every 60 m along roadways)	
SECTION F.		SECTION SUBTOTAL
1.1	Contingency (20%)	\$ 4,152,040
1.2	Detailed Design and Construction Management (12%)	
Total		\$ 17,127,165

Item #	Description	
ON-SITE DEVELOPMENT		
SECTION G. PARCEL A		
Item #	Description	SECTION SUBTOTAL
1.0	GENERAL REQUIREMENT	\$ 8,294,164
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	
SECTION H. PARCEL C - OPTION 1		
Item #	Description	SECTION SUBTOTAL
1.0	GENERAL REQUIREMENT	\$ 4,126,950
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	
SECTION I. PARCEL D/F - OPTION 1		
Item #	Description	SECTION SUBTOTAL
1.0	GENERAL REQUIREMENT	\$ 3,899,227
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		\$ 33,447,505

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 The infrastructure should be part of cost sharing as the Dome Road subdivision is not fully responsible for the improvements. Dome Road Subdivision should be responsible for a portion of these cost.
- 3 Parcel C requires that Parcel A also be serviced.
- 4 Unit rates reflect 2021 pricing. The OPC does not reflect multi-year construction nor multiple phases.



THE CITY OF DAWSON

Council Remuneration Bylaw

Bylaw No. 2021-10

WHEREAS section 173 of the *Municipal Act*, RSY 2002, c. 154, and amendments thereto, provides that council may, by bylaw, establish the amount and any criteria in relation to the remuneration of a member of council (including the type of or rate or conditions for remuneration) in relation to

- (a) attendance at a council meeting or a council committee meeting;
- (b) expenses incurred in the course of attending a council meeting or a council committee meeting; or
- (c) any other expenses incurred in the course of performing any duty required to be performed by a member of council.

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 ***Council Remuneration Bylaw***.

2.00 Purpose

2.01 The purpose of this bylaw is to provide for remuneration to be paid to the Mayor and Councillors.

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

Council Remuneration Bylaw

Bylaw No. 2021-10

PART II – APPLICATION

4.00 Annual Remuneration

- 4.01 The base annual remuneration for the Mayor for the 2021—2024 term of office shall be \$17500.74 effective from November 1st, 2021 to October 31, 2024.
- 4.02 The base annual remuneration for each Councillor during the 2021—2024 term of office shall be \$11667.26 effective from November 1st, 2021 to October 31st, 2024.
- 4.03 (a) on an annual basis, the base annual remuneration shall be adjusted by applying a factor equal to the change in Consumer Price Index (Nov.- Nov.) calculated by Statistics Canada for Whitehorse, subject to the following:
- I. annual increase shall not exceed 2.5% in any given year; and
 - II. where the Consumer Price Index indicates a negative adjustment, no adjustment shall be applied.
- (b) the adjusted base annual remuneration shall become effective on January 1st of the following calendar year.
- 4.04 Annual remuneration shall be paid bi-weekly and, where a member of council fails for any reason to serve in the respective office for a full twelve months, the remuneration shall be prorated on a bi-weekly basis for the period served.

5.00 Remuneration Review

- 5.01 During the final year of council's term of Office, council shall schedule a review of the *Council Remuneration Bylaw* and proceed to amend it as deemed advisable at that time.

6.00 Additional Payments

- 6.01 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:



THE CITY OF DAWSON

Council Remuneration Bylaw

Bylaw No. 2021-10

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

6.02 The per diem provided pursuant to this bylaw shall be paid with respect to such day or days on which a member of council:

- (a) represents the City at an approved training session, event or meeting; or
- (b) is required to be absent from the municipality for four or more hours for the purpose of travelling to and from an approved training session, event or meeting.

7.00 Expenses

7.01 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.

7.02 Members of council shall be reimbursed for travel expenses in accordance with the *City of Dawson Travel Policy*.

PART III – FORCE AND EFFECT

8.00 Severability

8.01 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.

9.00 Bylaw Repealed

9.01 Bylaw 2018-10, and amendments thereto, are hereby repealed.

10.00 Enactment

10.01 This bylaw shall come into force on the day of the passing by council of the third and final reading.



THE CITY OF DAWSON

Council Remuneration Bylaw

Bylaw No. 2021-10

11.00 Bylaw Readings

Readings	Date of Reading
FIRST	July 13, 2021
SECOND	August 3, 2021
THIRD and FINAL	August 31, 2021

Original signed by:

Wayne Potoroka, Mayor

Presiding Officer

Cory Bellmore, CAO

Chief Administrative Officer