

Dome Road Master Plan Engagement #1

What we Heard Report

Prepared for Yukon Government Land Development Branch
Prepared by Stantec

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Design with
community in mind

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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.



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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.



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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



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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.



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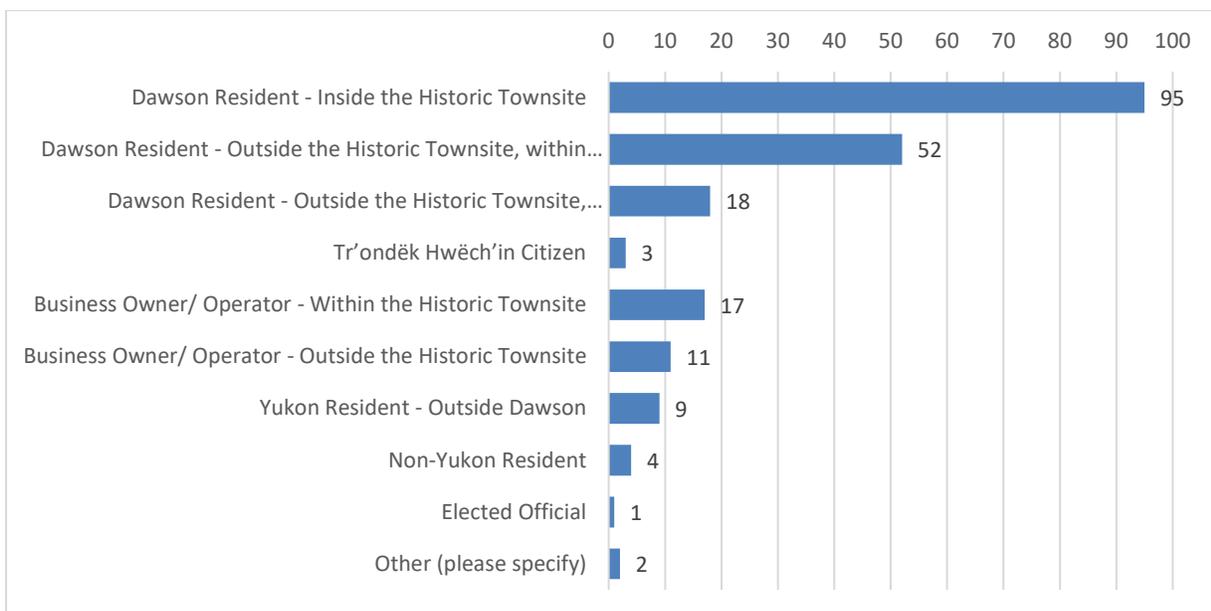
Survey Results

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

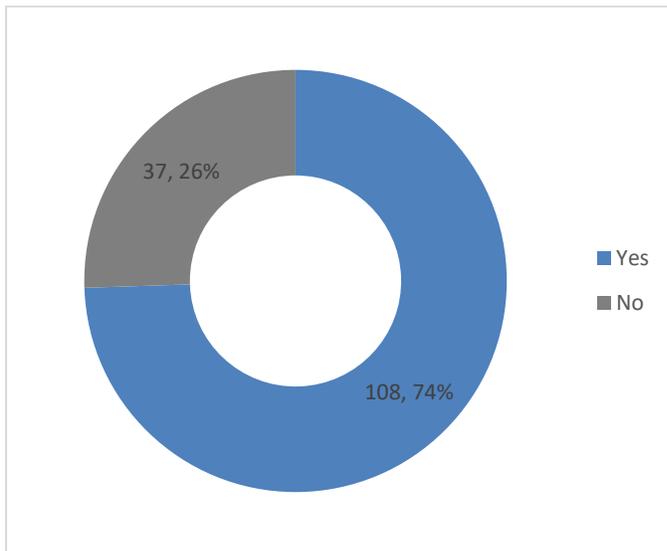


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Survey Results

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

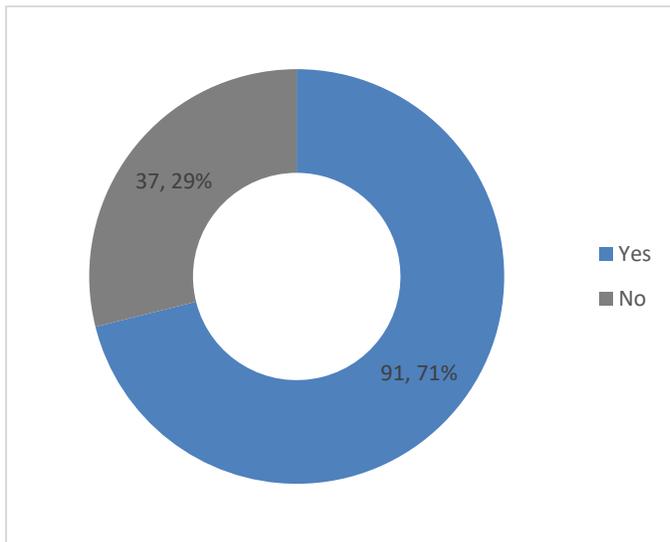


FINAL WHAT WE HEARD REPORT

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

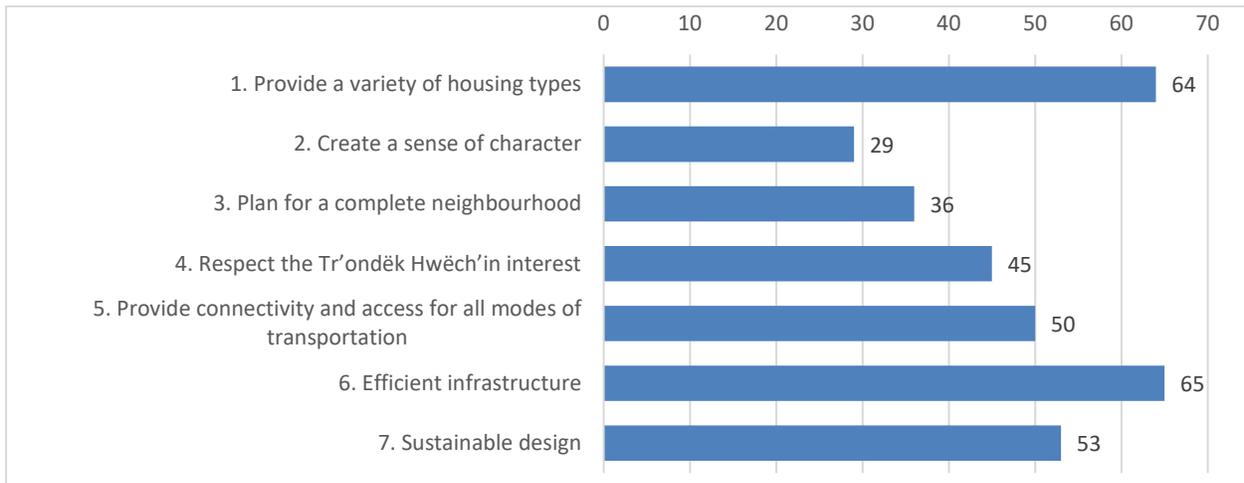


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Survey Results

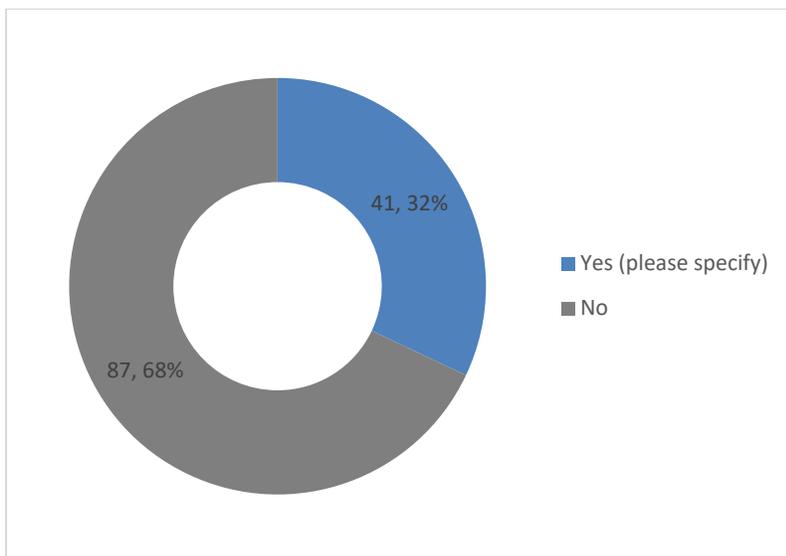
Question 4. Of the goals listed, which are the most important to you?

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:



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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

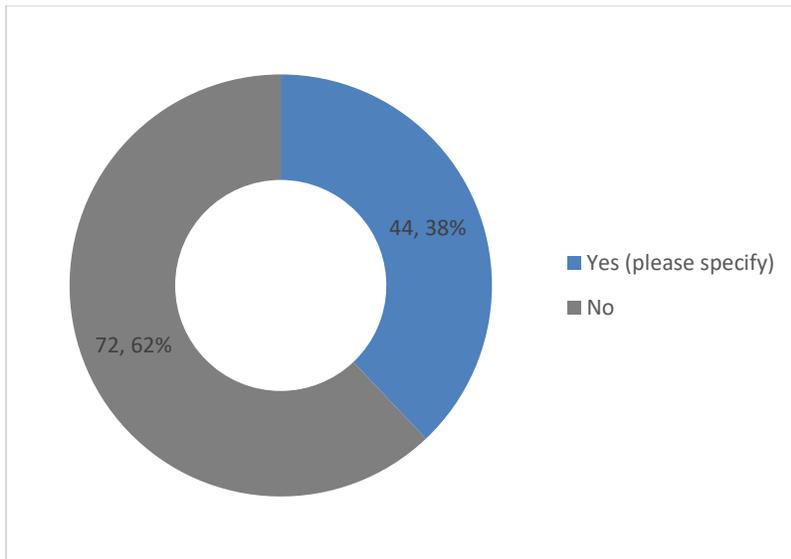


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Survey Results

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

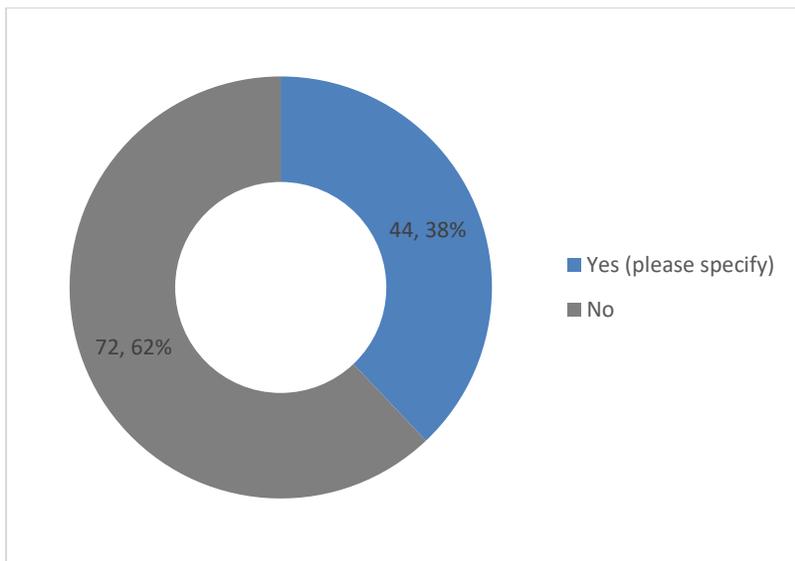


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Survey Results

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

Figure 7 – Is there information missing 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

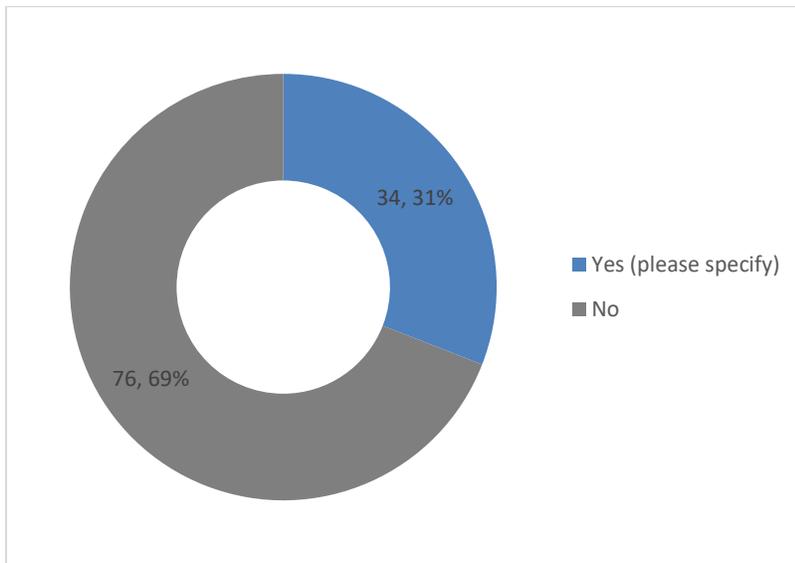


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Survey Results

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

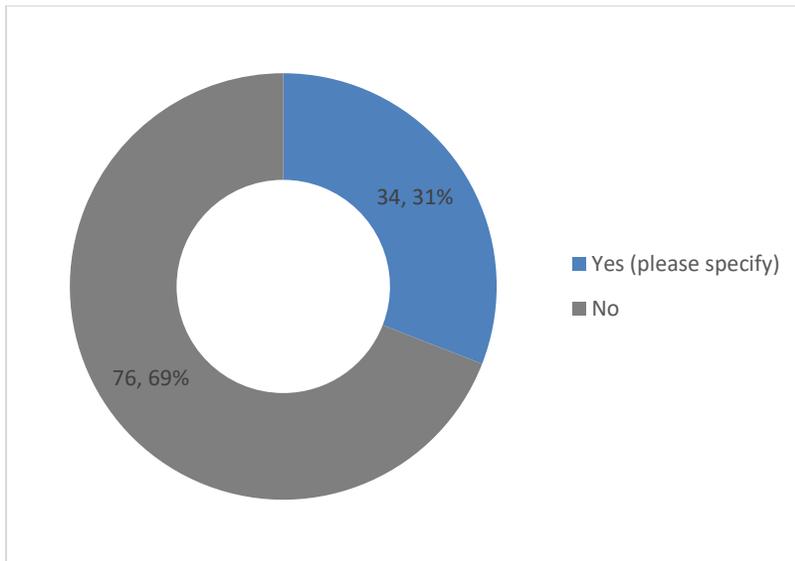


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Survey Results

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 responses 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



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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



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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



FINAL WHAT WE HEARD REPORT

Conclusion

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.



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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.



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Conclusion

Impact on Master Plan

- The Master Plan options will include a variety of housing types and densities.
- In general, 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.



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Conclusion

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

Impact on Master Plan

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

8. Trails and Recreation

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

Impact on Master Plan

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

9. Comments about the Vision

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

Impact on Master Plan

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



FINAL WHAT WE HEARD REPORT

Conclusion

10. Comments about the Goals

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

Impact on Master Plan

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

5.2 NEXT STEPS

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

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



FINAL WHAT WE HEARD REPORT

Appendix A - Background Document

Appendix A - BACKGROUND DOCUMENT

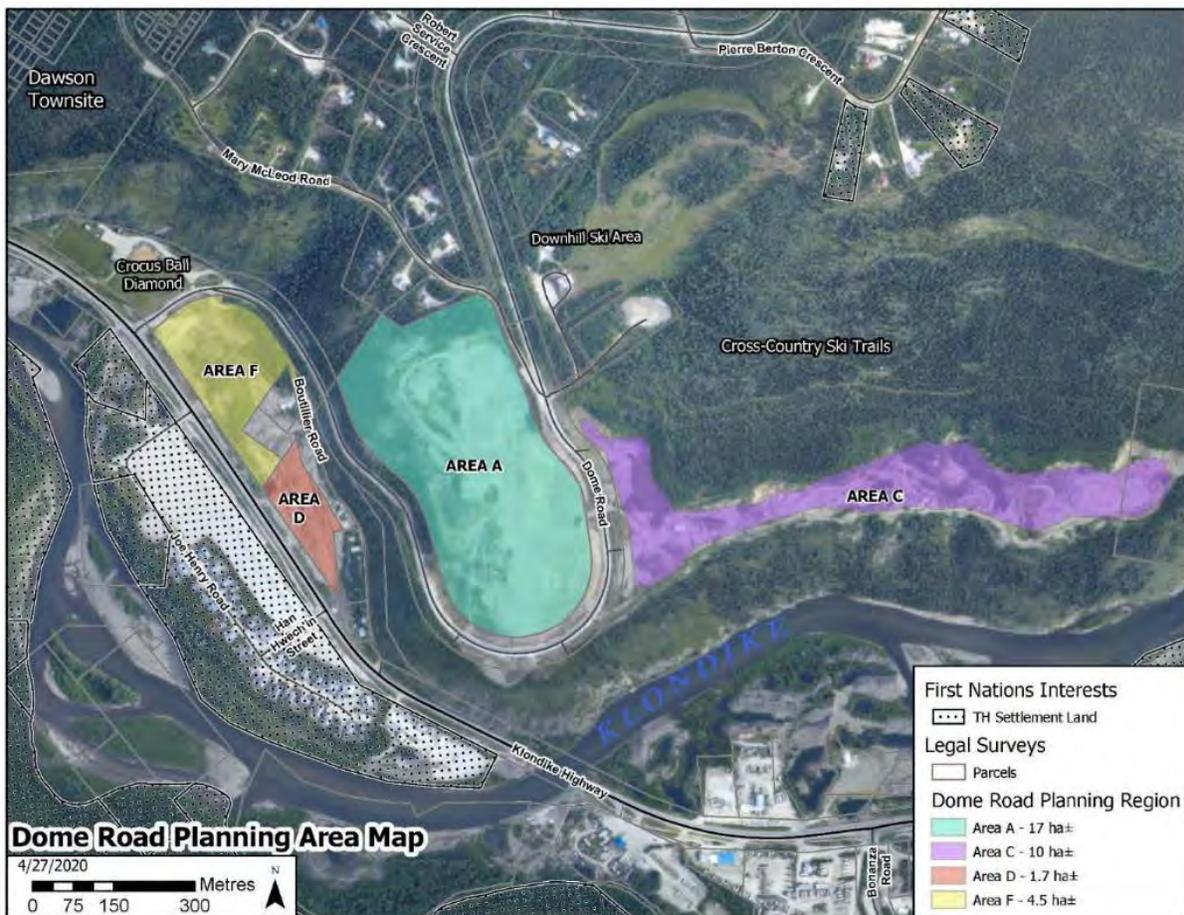


Dome Road Subdivision Master Plan

INTRODUCTION

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

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



PLANNING PROCESS

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

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Dec 2019	Slinky Mine Charrette	June 2021	Final Master Plan		

DRAFT VISION AND GOALS

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

What's the Difference?

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

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

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

Draft Vision

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

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

Draft Goals

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



Goal 1: Provide a Variety of Housing Types

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

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



Goal 2: Create a Sense of Character

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



Goal 3: Plan for a Complete Neighbourhood

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



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

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



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

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

 **Goal 6: Efficient Infrastructure**

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

 **Goal 7: Sustainable Design**

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

HOW TO GET INVOLVED

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

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

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

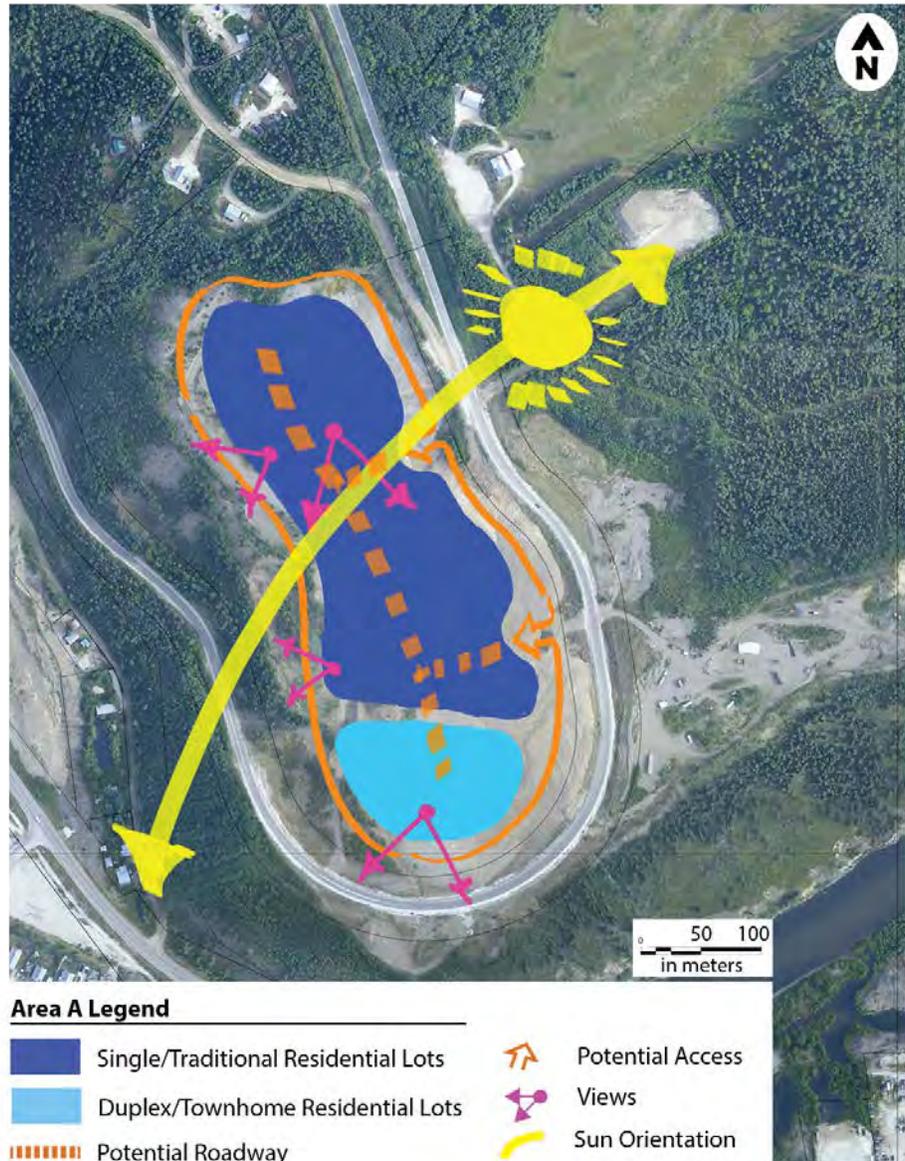
OPPORTUNITIES AND CONSTRAINTS

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

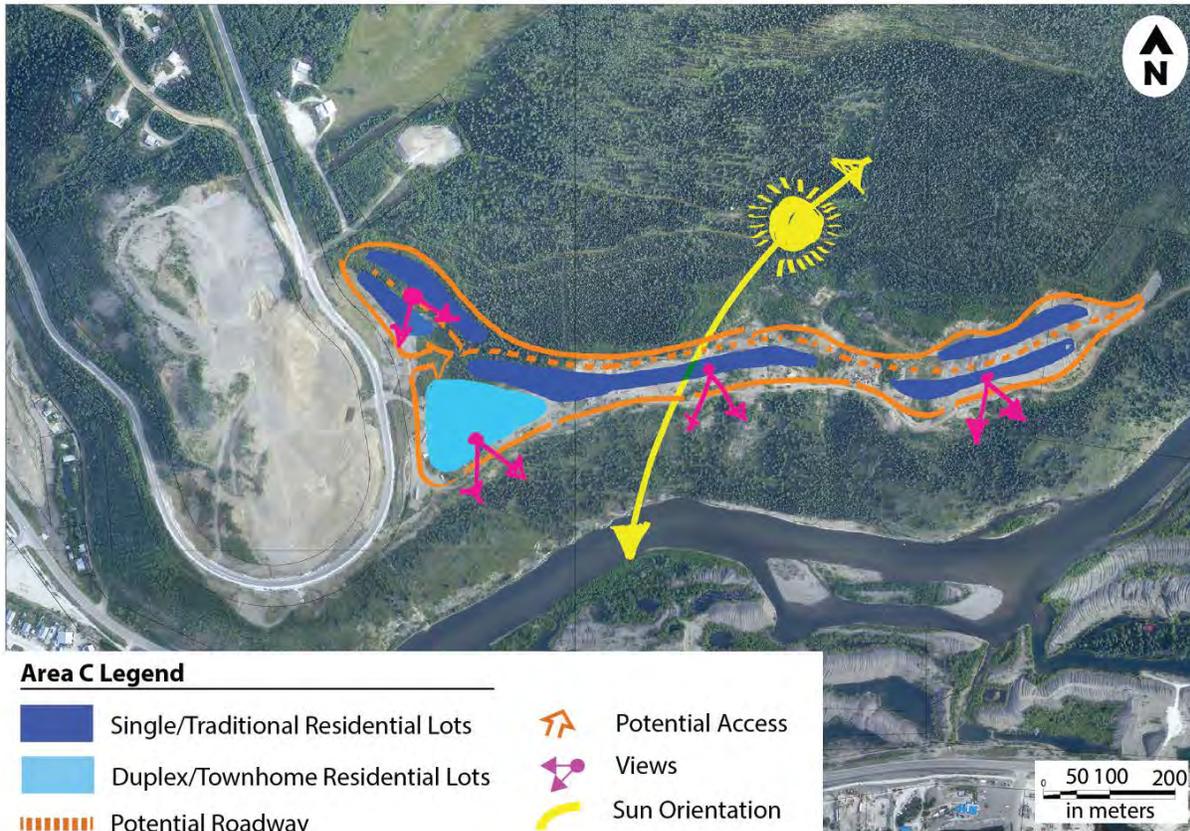
Development Area A

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

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



Development Area C



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

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

Development Area D

Area D Legend

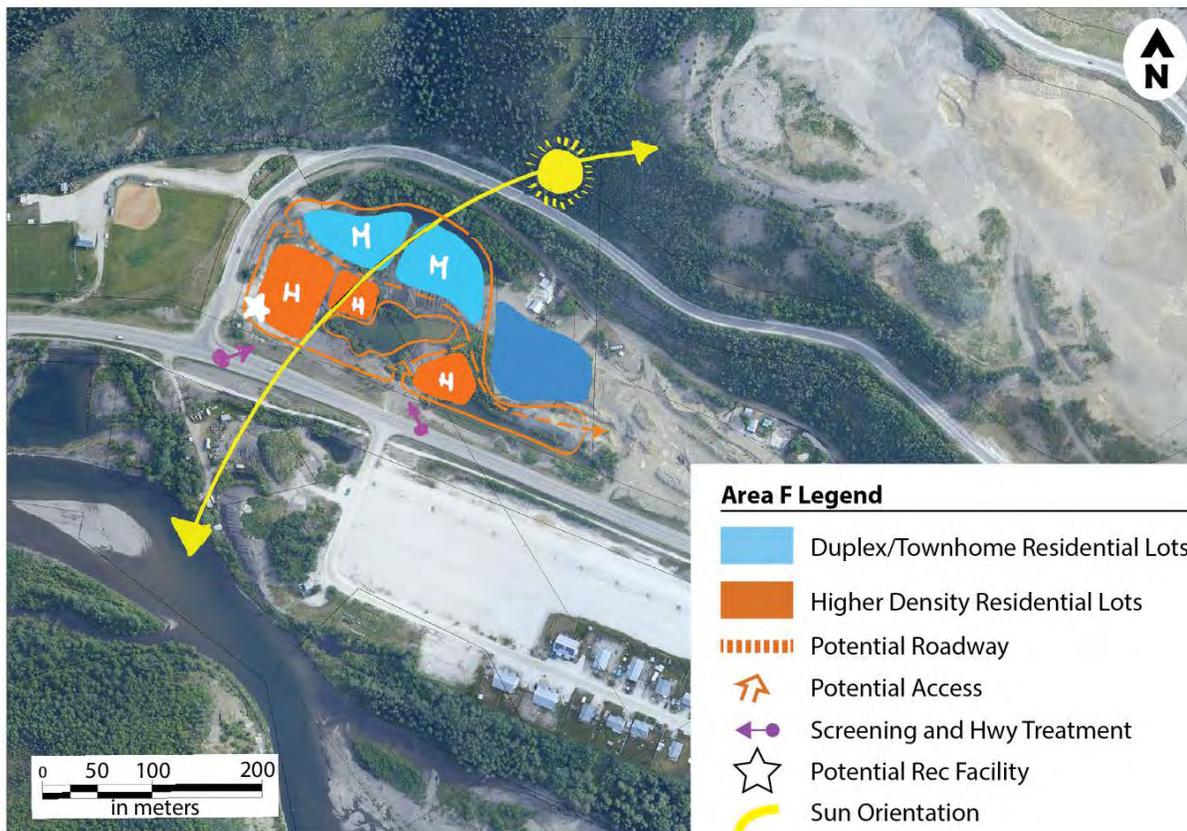
- Duplex/Townhome Residential Lots
- Potential Roadway
- Potential Access
- Screening and Hwy Treatment
- Sun Orientation



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

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

Development Area F



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

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

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

N

Dome Road Planning Steps

Predesign

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

Plan Development

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

Approval

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

Planning Process

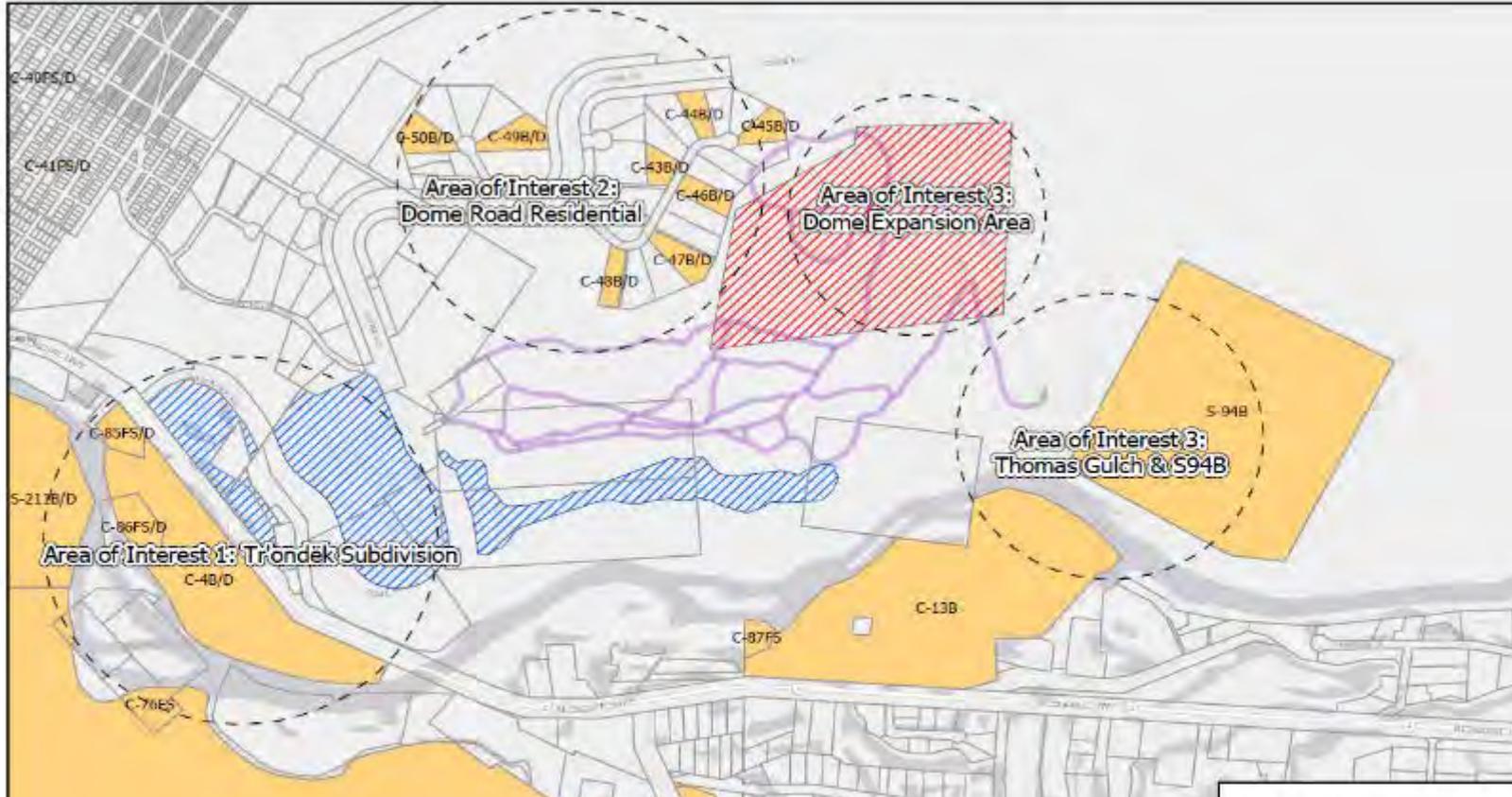
- Planning Brief
- Engagement #1
- Draft Concept Plan
- Engagement #2
- Draft Master Plan
- Engagement #3
- YESSA
- Detailed Design



Tr'ondëk Hwëch'in Interests



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



25 700 875



Legend

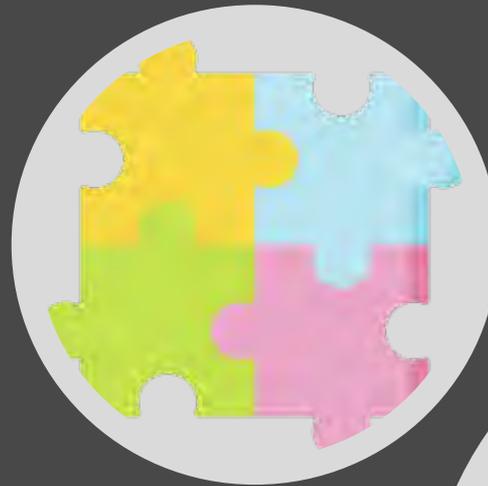
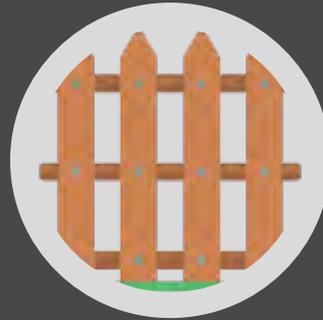
- Lot Boundaries
- ▨ Planning Area
- ▨ Dome Expansion Area
- Cross-Country Ski Trails
- TH Settlement Land

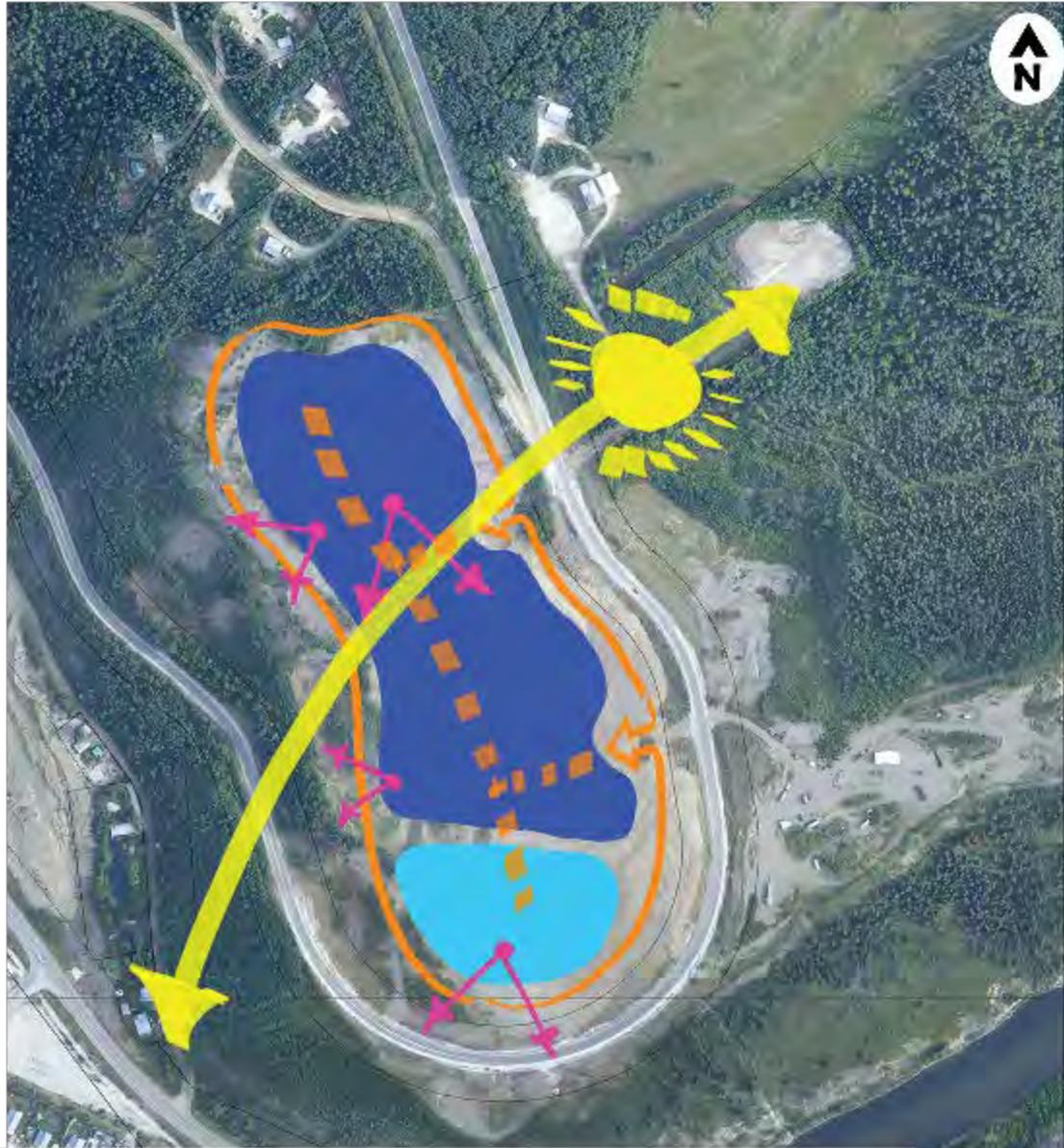


Development Area

Site Review

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



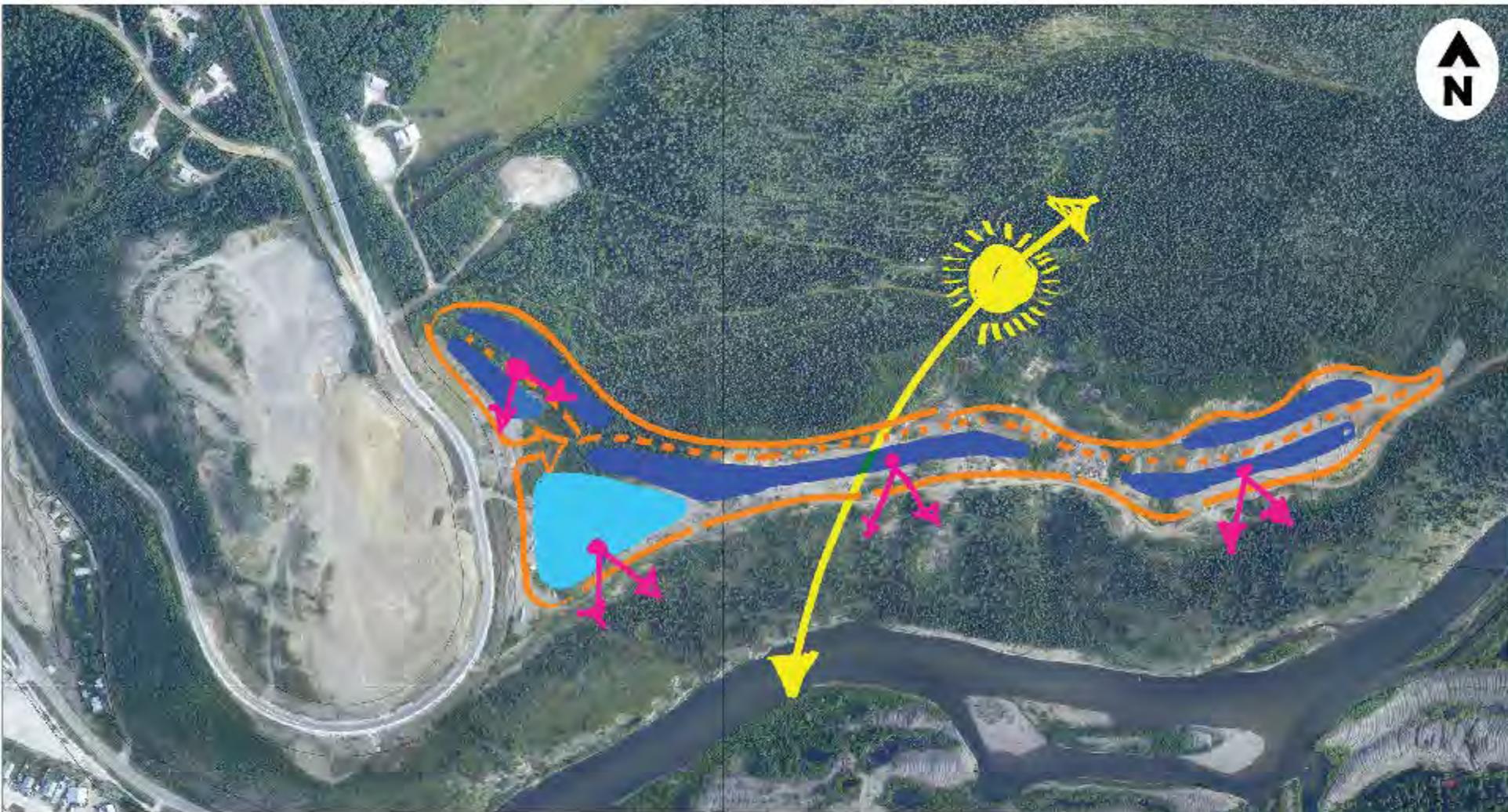


Area A Legend

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

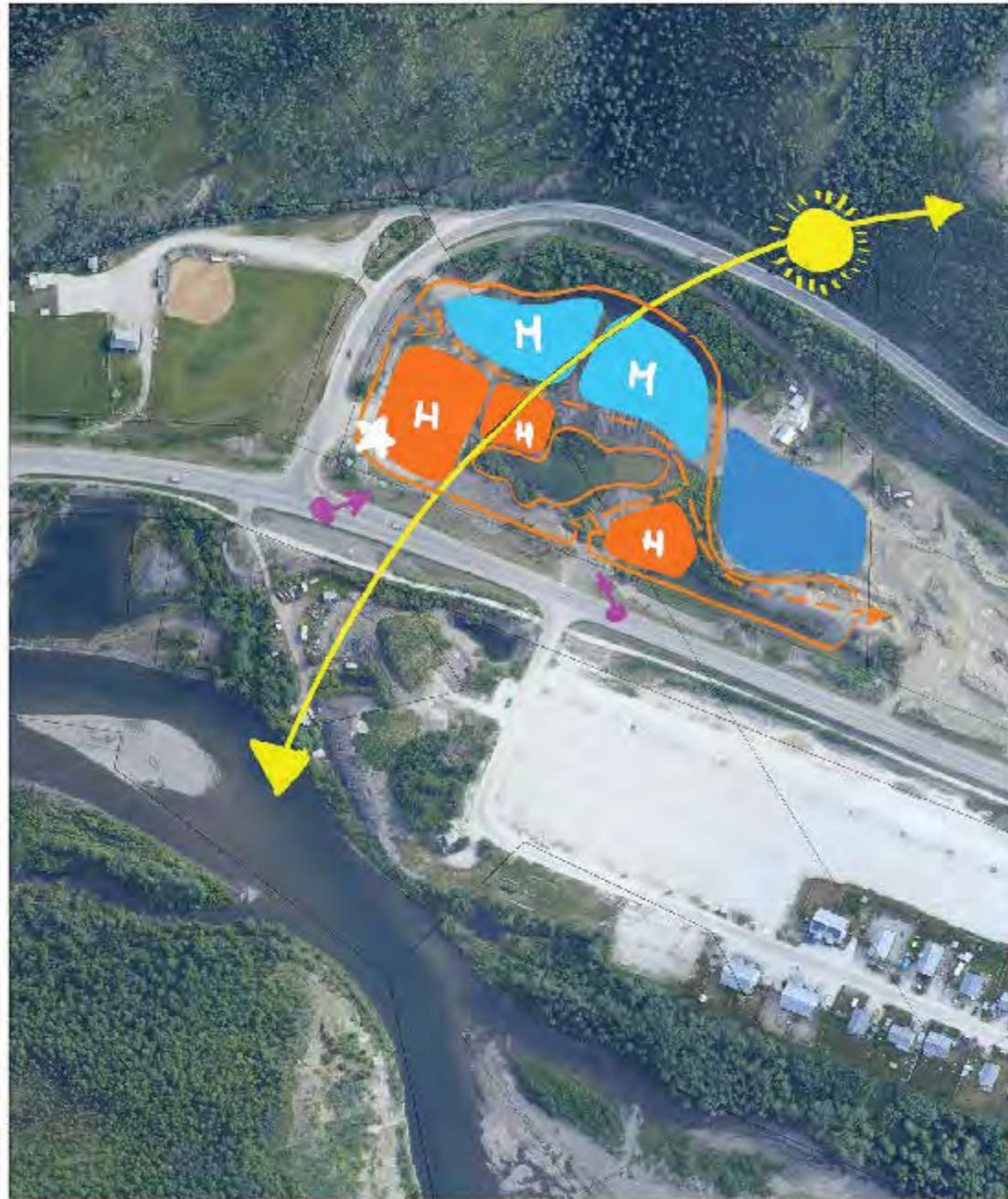
-  Potential Access
-  Views
-  Sun Orientation



Area D Legend

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



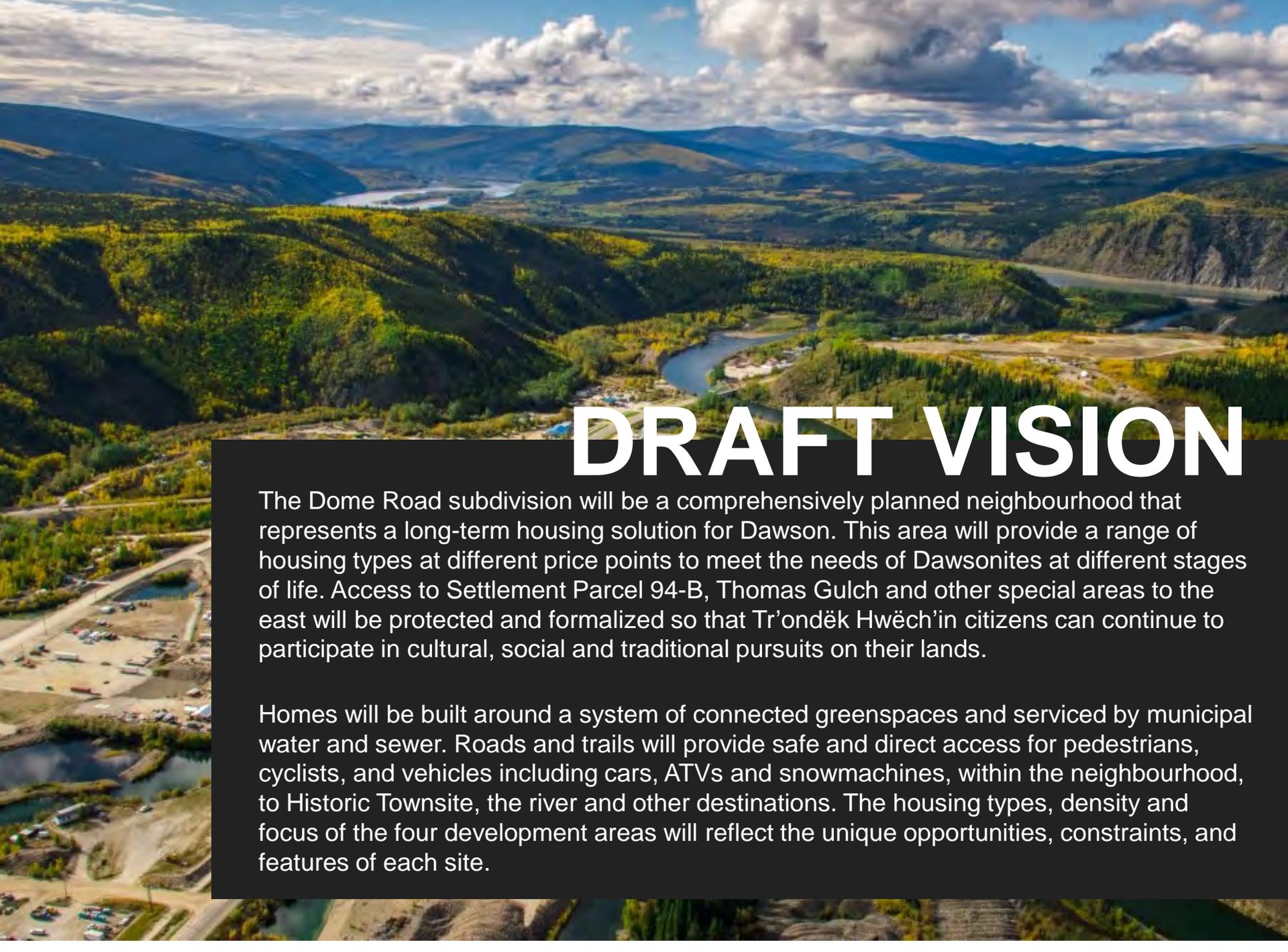


Area F Legend

-  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 wide river valley. The river winds through the center of the valley, surrounded by lush green and yellowing hillsides. In the distance, blue mountains rise under a sky filled with white and grey clouds. The foreground shows some developed areas with parking lots and buildings.

DRAFT VISION

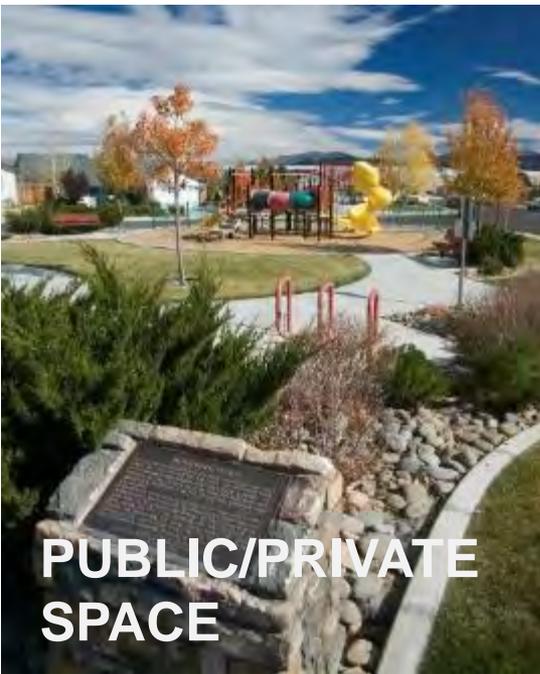
The Dome Road subdivision will be a comprehensively planned neighbourhood that represents a long-term housing solution for Dawson. This area will provide a range of housing types at different price points to meet the needs of Dawsonites at different stages of life. Access to Settlement Parcel 94-B, Thomas 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.

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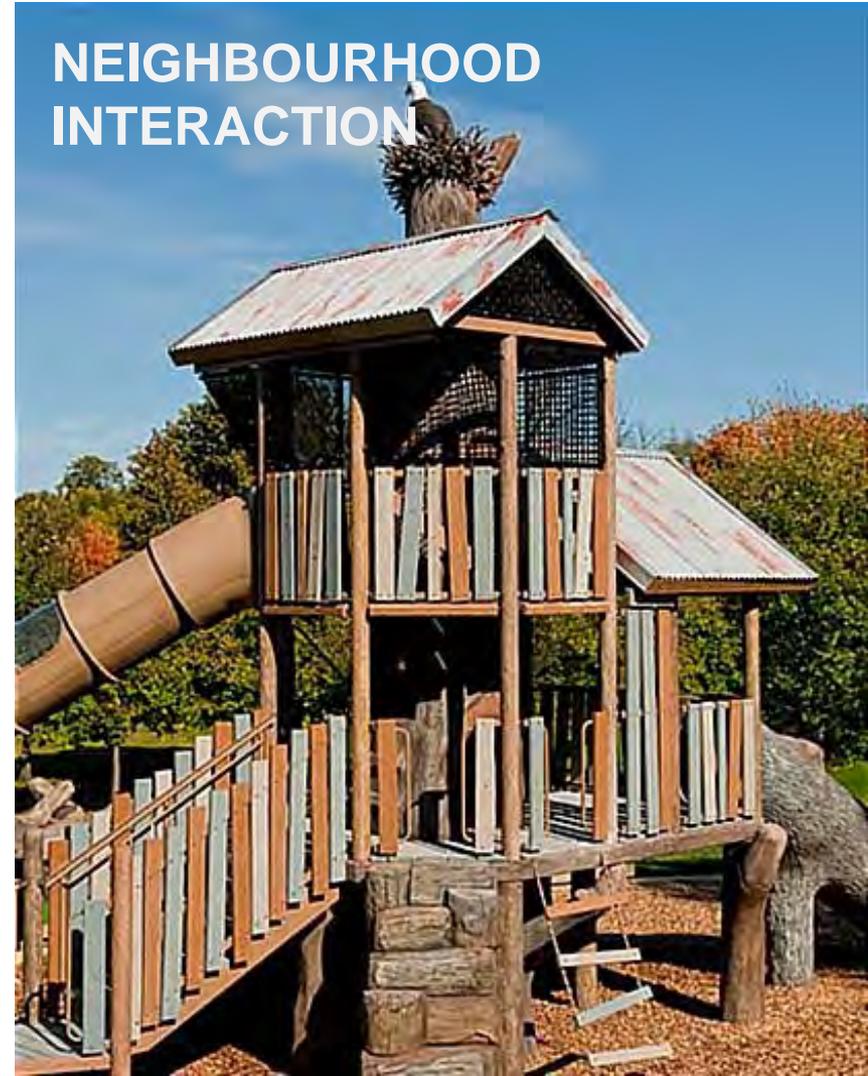
GOAL 1: PROVIDE A VARIETY OF HOUSING TYPES



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



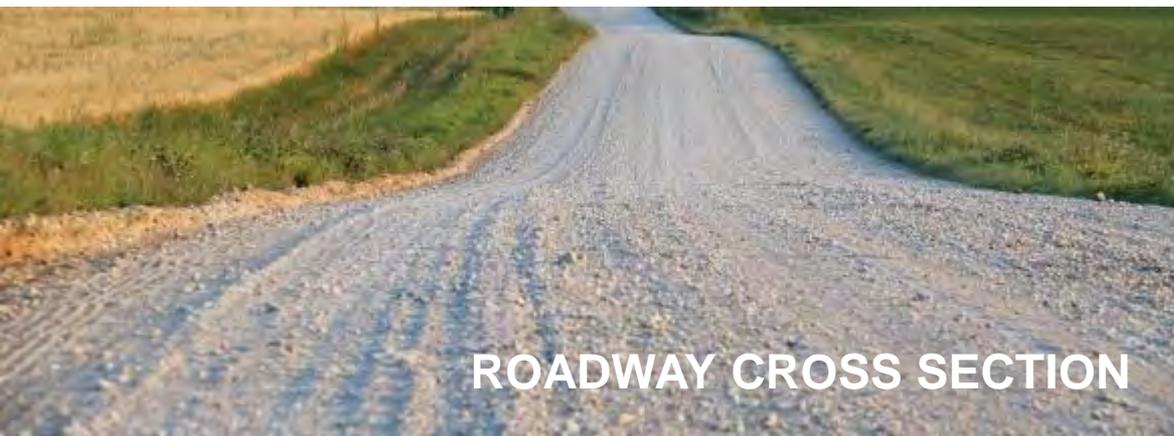
TRAIL CONNECTIONS



FORMAL TRAILS



DAWSON CITY STANDARDS



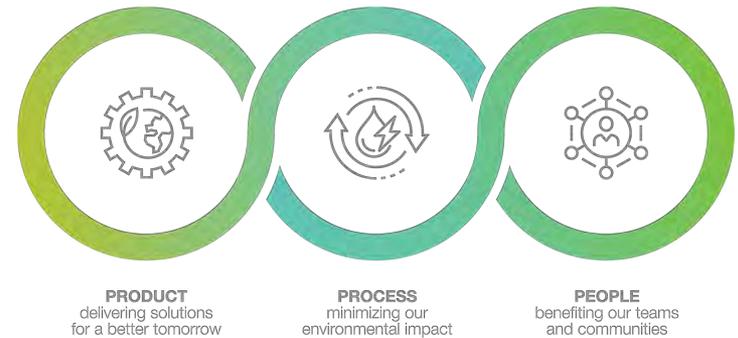
ROADWAY CROSS SECTION



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



First Nations Interests
 [Dotted Pattern] TH Settlement Land

Legal Surveys
 [Outline] Parcels

Dome Road Planning Region

- [Light Green] Area A - 17 ha±
- [Purple] Area C - 10 ha±
- [Orange] Area D - 1.7 ha±
- [Yellow] Area F - 4.5 ha±

Dome Road Planning Area Map

4/27/2020

0 75 150 300 Metres

N

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.

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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.

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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.

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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)



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?

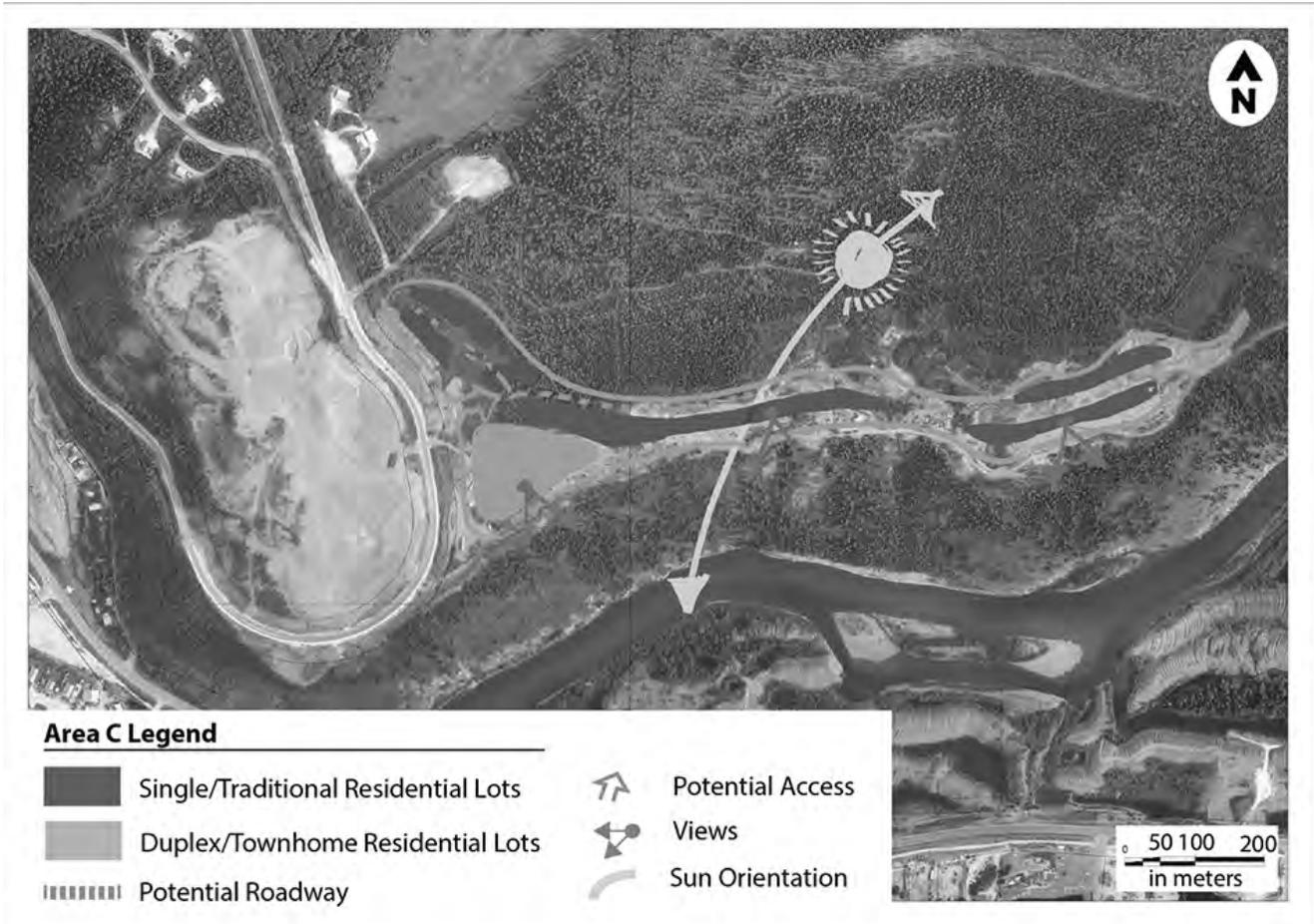
- No
- Yes (please specify)



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?

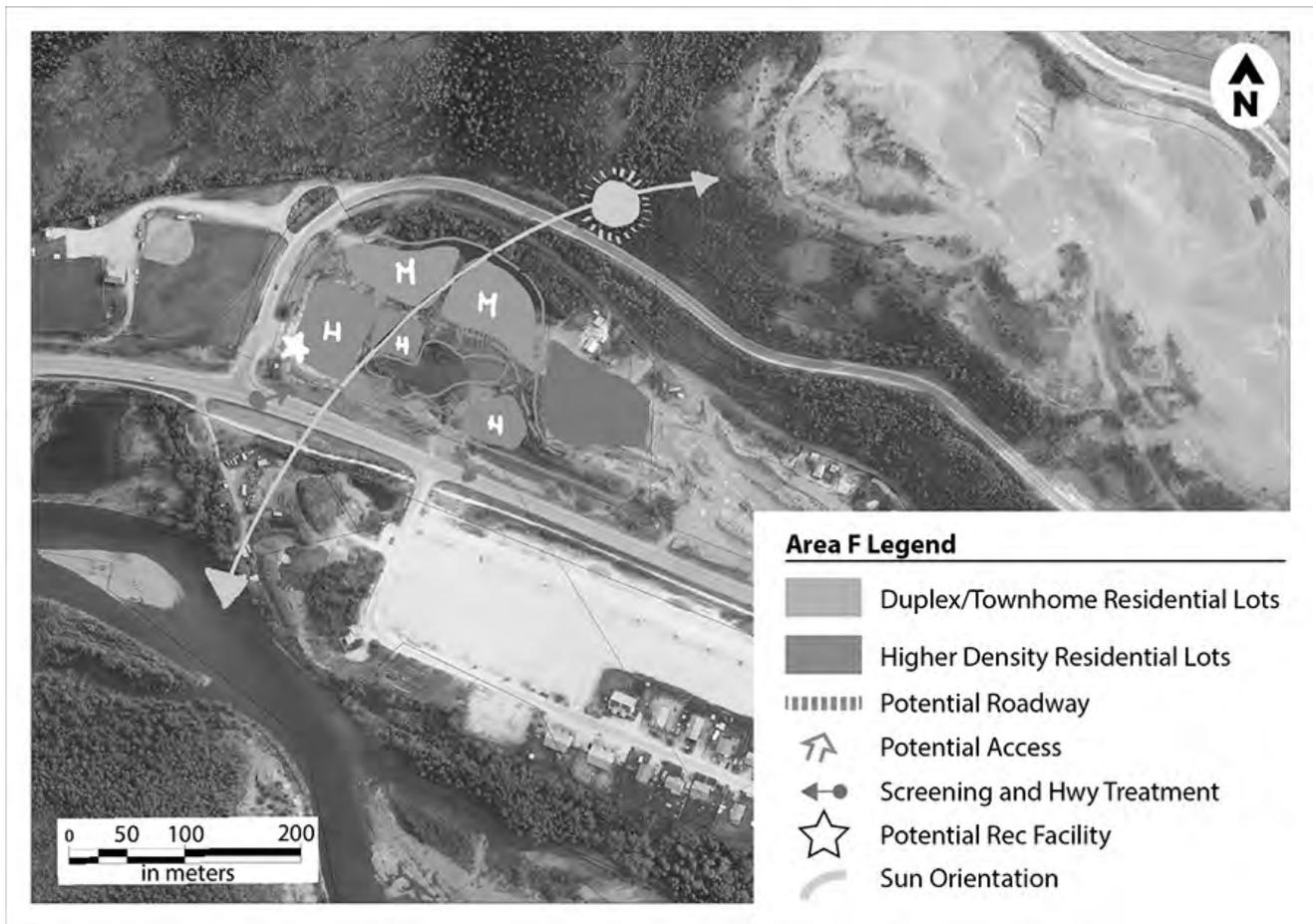
- No
- Yes (please specify)



Dome Road Subdivision Master Plan

Development Area F

Opportunities and Constraints



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

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

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

- No
- Yes (please specify)



Dome Road Subdivision Master Plan

Final Thoughts

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



Dome Road Subdivision Master Plan

Thank you!

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

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

Name

Address

Email Address

Phone Number

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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?

<p>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.</p>
<p>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.</p>
<p>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)?</p>
<p>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.</p>
<p>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.</p>
<p>This area should remain country residential with large lots</p>
<p>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.</p>
<p>I have no idea what "designing around a series of connected greenspaces" is supposed to mean or whether it's a good idea.</p>
<p>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.</p>
<p>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.</p>
<p>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?</p>
<p>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?</p>
<p>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.</p>
<p>The. Rm to expensive for our tax base to have full service lots</p>



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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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Appendix D - Written Survey Responses

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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<p>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.</p>
<p>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?</p>
<p>It does not address the traffic that will increase, in particular on Mary McLeod Rd. Mary McLeod Road already sees more traffic than its 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.</p>
<p>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.</p>
<p>Agree with all goals although I would like to see some country residential lots</p>
<p>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.</p>
<p>Good luck dealing with all these different interests.</p>
<p>How about enough lots to support reasonable population growth? How come that isn't in here?</p>
<p>Listening to and collaboration with Tr'ondëk Hwëch'in is essential.</p>
<p>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</p>
<p>MAYBE</p>
<p>Normal size lots Are to small</p>
<p>Seems like too many goals. Keep it fairly simple.</p>
<p>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.</p>
<p>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.</p>
<p>These are all excellent goals that balance competing visions and interests.</p>
<p>Was not given an option to say - Unsure</p>
<p>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.</p>
<p>Where is the city planning to deal with the sewage?</p>



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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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<p>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.</p>
<p>Architectural guidelines regarding materials and design but different from HAC guidelines. No vinyl...</p>
<p>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.</p>
<p>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).</p>
<p>By limiting modern urban design of homes.</p>
<p>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</p>
<p>DO NOT DO IT</p>
<p>Doesn't need to be. Outside Downtown core.</p>
<p>Don't wreck the dome with "affordable housing"</p>
<p>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</p>
<p>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.</p>
<p>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.</p>
<p>Ensure you plan for another ten years before doing nothing what you come up with. Dawson is good at that.</p>
<p>Focus on providing for all Dawson citizens, and I don't know, maybe a gondola.</p>
<p>Good luck</p>
<p>Have wall-tents and seasonal infrastructures for summer employees.</p>
<p>Honestly? To have larger parcels of land, no townhouses and low rise apartments. To have landscaping and reforestation be more of a focus</p>
<p>Houses could respect historical style .</p>
<p>I doubt it. The gentrification of Dawson has all but ensured it's demise.</p>
<p>I think the landscaping should represent the land around the area as well. I would hope to see lots of green space</p>
<p>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.</p>
<p>If you get it done quickly</p>



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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 than it be the first thing you see when you come up the dome.
Trails
Faster access from the west for emergency vehicles.
Access to water and sewer, road access, road wear and tear, cost of ownership, municipal service availability.
Convenience store.
Elevated position and orientation of roof's could exploit a longer solar electric generation potential to help contribute to local sustainable power.
I dont like the idea of clumping together all the duplexs and townhomes. it would be nice to see these types of housing mixed, to avoid cookie cutter streets like the Turner Street duplexes downtown. Its nice to break up the skyline as well to create nicer views for other homes. Is there anything that will be done to create a sound or privacy barrier with the dome road? Its easy to see how the sights and sounds of vehicles travelling uphill could be unpleasant for the homes surrounded by road on 3 sides. Again, I have concern for winding roads, would prefer to see them straight.
Limit multi family dwellings to duplexes. Is there some plan for a green space or something to 'encourage neighbourhood interaction'
Roadway layout and house orientation should take advantage of the grades, views and sun orientation and take advantage that it's a large developable area, which is what we really need in dawson
Should make lots not allowed to subdivide or have multiple residences. Too much congestion in the downtown already with this and starting on the dome.
Small lots but not too small. Overclustering on a sun-soaked grave plot sounds oppressive.
Snow removal.
Some have suggested that this area might better be utilized as rural residential with acreages. Bear in mind that the bulk of this area is deforested and therefore unlikely to have much appeal or market value as a large lot.



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

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

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



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



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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. Ie: 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



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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



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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.



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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?



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<p>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.</p>
<p>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.</p>
<p>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</p>
<p>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.</p>
<p>Just the concern re logistics of getting the lots serviced and the cost involved to the taxpayer.</p>
<p>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?</p>
<p>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 its is plainly obvious by all the tracks on the sides of the hills that this is where they choose to live.</p>
<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



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<p>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).</p>
<p>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 :)</p>
<p>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.</p>
<p>I would be interested to know if the Dome Road will require work to accommodate for an anticipated increase of traffic?</p>
<p>Increased traffic on the Dome Road is a concern</p>
<p>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.</p>
<p>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.</p>
<p>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.</p>
<p>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.</p>



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<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>



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Appendix D - Written Survey Responses

<p>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.</p>
<p>Thanks for all the hard work on moving these areas from destructive mining to constructive community development.</p>
<p>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?).</p>
<p>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?</p>
<p>Tiny homes don't solve anyone's problem and are a stop gap solution at best.</p>
<p>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.</p>

