

# THE CITY OF DAWSON



## COMMITTEE OF THE WHOLE MEETING #CW19-18

**DATE:** MONDAY, JULY 8, 2019  
**TIME:** 7:00 PM  
**LOCATION:** Council Chambers, City Office

### **1. CALL TO ORDER**

### **2. ACCEPTANCE OF ADDENDUM & ADOPTION OF AGENDA**

- a) Committee of Whole Agenda CW19-18

### **3. DELEGATIONS AND GUESTS**

### **4. BUSINESS ARISING FROM DELEGATIONS**

### **5. SPECIAL MEETING, COMMITTEE, AND DEPARTMENTAL REPORTS**

- a) Request for Decision RE: Subdivision Application #19-048: Lot 33, Dome Road
- b) Request for Decision RE: Zoning Bylaw Amendment 19-073 & Subdivision Application #19-XXX: Sidhu Trucking
- c) Request for Direction: Climate Change Strategy Update
- d) Carbon Pricing Formula for Municipalities

### **6. BYLAWS AND POLICIES**

- a) Request for Direction RE: Cannabis Regulations
- b) Request for Direction RE: Development Incentives Policy and Development Cost Charge Program Design: Draft Policy

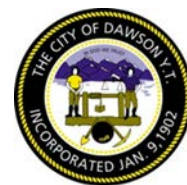
### **7. CORRESPONDENCE**

### **8. PUBLIC QUESTIONS**

### **9. INCAMERA SESSION**

### **10. ADJOURNMENT**

# Report to Council



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

☐ In Camera

|   |  |   |
|---|--|---|
| <b>SUBJECT:</b>   | Subdivision Application #19-048: Lot 33 Dome Road                        |   |
| <b>PREPARED BY:</b>   | Libby Macphail and Clarissa Huffman, Planning and Development Department | <b>ATTACHMENTS:</b><br>1. Subdivision Application #19-048<br>2. Map of Proposed Subdivision |
| <b>DATE:</b>  | July 2, 2019   |   |
| <b>RELEVANT BYLAWS / POLICY / LEGISLATION:</b><br>Municipal Act<br>Official Community Plan<br>Zoning Bylaw<br>Subdivision Bylaw |  |   |

## RECOMMENDATION

1. That Council approve authority to subdivide for Subdivision Application #19-048, "Plan A" subject to the following conditions:
  - 1.1. The application successfully passes through a public hearing.
  - 1.2. The applicant submit a Stormwater Management Plan to the satisfaction of the CDO and Public Works Superintendent.
  - 1.3. The applicant submit an access plan that demonstrates commitment to either driveway configuration A or A1 to the satisfaction of the CDO and Public Works Superintendent.
  - 1.4. The applicant submits a plan of subdivision completed by a certified lands surveyor drawn in conformity with the approval.
  - 1.5. The applicant shall, on approval of the subdivision plan by the City of Dawson, take all necessary steps to enable the registrar under the Land Titles Act to register the plan of subdivision.

## ISSUE

Subdivision Application #19-048 was received on May 27, 2019. The applicant is requesting to subdivide their residential lot into two lots to facilitate the sale of the second lot.

## **ANALYSIS / DISCUSSION / ALIGNMENT TO OCP & STRATEGIC PRIORITIES**

### **Comments**

Department heads were asked to comment on this application for purposes of assessing operational requirements such as access, lot grading, and slope stability, and no negative comments or concerns were raised. It was noted by Protective Services that from a civic addressing perspective, Plan A would be preferred, as it is complex to assign addresses in a shared driveway scenario. Public Works expressed concerns about the proposed driveway accessing the Dome Road, to be discussed further in the following sections.

The application was also circulated to every property owner in a 1km radius of this property, inviting comments and questions. No comments in opposition to this application were received at the time of writing this report.

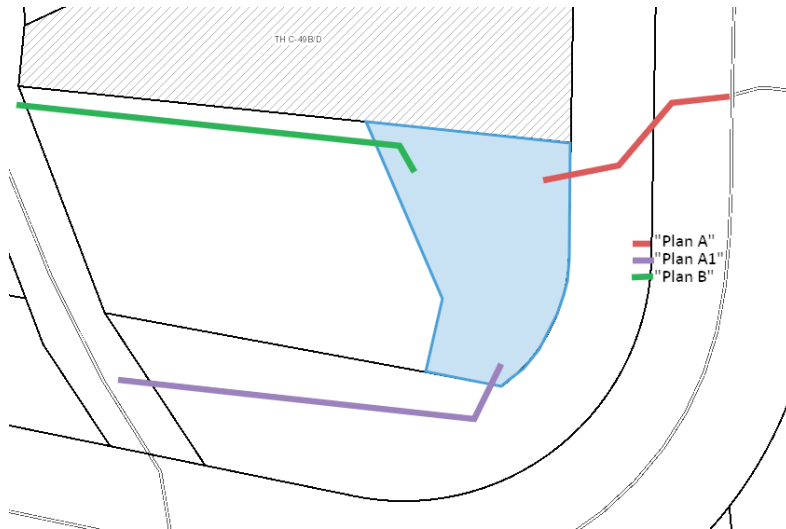
### **Subdivision By-Law**

Subdivision Control By-Law S3.01 states that every subdivision of land must be made in accordance with the Municipal Act, the Official Community Plan, the Zoning Bylaw, and the Subdivision Control Bylaw. The Analysis/Discussion section of this report is intended to discuss the proposal's conformity with the provisions outlined in the relevant legislation, policies, and plans.

### **Municipal Act**

The Municipal Act S. 314 details the requirements for any proposed plan of subdivision to have direct access to the highway to the satisfaction of the approving authority. In this case, "Plan A", the applicant's preferred option, creates direct access to Dome Road. However, this option requires further assessment. PW indicated that prior to approving an access, YG Highways and Public Works should weigh in to confirm the classification of the Dome Road and the standards for sightlines on a curve. Answers to both of these questions will impact the viability of a driveway access on Dome Road. PW suggested an alternate driveway configuration, shown as "Plan A1", where the driveway passes through the buffer to Jack London Lane, which would meet access requirements in the event that the original proposal is not viable.

If Council were to recommend "Plan B", there is no new access, and therefore this section doesn't apply. However, an easement is proposed in order to access the new lot. Therefore, if Plan B is the option chosen by Council, condition 1.3 would need to be updated to require the easement to be registered on title.



**Figure 1.** Proposed Driveway Configurations

S. 319 stipulates that an approval may be valid for a period of up to twelve months. If the applicant has not provided proof that the conditions of approval have been met, under the Act approval is void. The applicant can request an extension of a further twelve months, which may be granted in whole or in part, at the discretion of the approval authority.

#### **Official Community Plan**

The property is currently designated as R3 – Country Residential. Uses associated with this designation include primarily low density single detached dwellings. Therefore, the two proposed lots would retain the same designation. Any new use or development on the proposed lots would be required to conform to the OCP designation, or else apply for an OCP Amendment.

#### **Zoning By-Law**

The property is currently zoned R3 – Country Residential. The Zoning By-Law is intended to implement the goals of the OCP. Therefore, the purpose of the R3 zone as per the Zoning By-Law is to permit low density, privately serviced residential dwellings. A full range of permitted uses and associated provisions are contained in the Zoning By-Law, and any future development of the proposed lots must also conform with the Zoning By-Law. Both lots would also be required to meet the minimum lot size of 1 acre; the two lots are proposed to be approximately 2.64 acres and 1.16 acres respectively.

A preliminary zoning assessment was conducted and no discrepancies were identified, therefore administration is comfortable recommending approval of “Plan A” of this subdivision.

| APPROVAL |                    |                               |
|----------|--------------------|-------------------------------|
| NAME:    | Cory Bellmore, CAO | SIGNATURE: <i>C. Bellmore</i> |

|              |              |  |
|--------------|--------------|--|
| <b>DATE:</b> | July 4, 2019 |  |
|--------------|--------------|--|



# THE CITY OF DAWSON

Box 308 Dawson City, YT Y0B 1G0  
PH: 867-993-7400 FAX: 867-993-7434  
[www.cityofdawson.ca](http://www.cityofdawson.ca)

32393

| OFFICE USE ONLY  |                          |
|------------------|--------------------------|
| APPLICATION FEE: | 210.00 + GST             |
| DATE PAID:       | May 27 <sup>th</sup> /19 |
| PERMIT #:        | 19-048                   |

## SUBDIVISION/CONSOLIDATION APPLICATION

PLEASE READ THE ATTACHED INSTRUCTIONS, GUIDELINES AND SUBMISSION REQUIREMENTS PRIOR TO COMPLETING FORM.

### PROPOSED DEVELOPMENT

CIVIC ADDRESS: 1 JACKLONDON LANE, DOME ROAD SUBDIVISION VALUE OF DEVELOPMENT: \_\_\_\_\_

EXISTING USE OF LAND / BUILDINGS: COUNTRY RESIDENTIAL - SINGLE FAMILY DWELLING

**PROPOSED DEVELOPMENT:** Please provide a brief description of the proposed development, including the legal description (lot, block, estate, plan) of each part to be subdivided/consolidated.

LEGAL DESCRIPTION OF EXISTING LOT - LOT 33, DOME ROAD SUBDIVISION, DAWSON CITY  
LTO PLAN 91-92 CLSR 73889  
NEW VACANT LOT WILL ALSO BE COUNTRY RESIDENTIAL - SINGLE FAMILY DWELLING

### APPLICANT INFORMATION

APPLICANT NAME(S): MELANIE FELLERS

COMPANY NAME: \_\_\_\_\_

MAILING ADDRESS: BOX 234 DAWSON CITY, YT POSTAL CODE: Y0B 1G0

EMAIL: WMFELLERS@NORTHWESTEL.NET FAX #: /

PHONE #: 867-993-3444 ALTERNATE PHONE #: 993-6579

### OWNER INFORMATION

OWNER NAME(S): SAME AS ABOVE

MAILING ADDRESS: \_\_\_\_\_ POSTAL CODE: \_\_\_\_\_

EMAIL: \_\_\_\_\_ FAX #: \_\_\_\_\_

PHONE #: \_\_\_\_\_ ALTERNATE PHONE #: \_\_\_\_\_

It is the responsibility of the applicant to ensure that all plans conform to the provisions of the City of Dawson Zoning Bylaw and applicable territorial and federal legislation.

### FURTHER INFORMATION

**ACCESS:** Does the proposed development require additional access to any public road or highway? If yes, please name the road and describe the location of the proposed access.

PREFERRED - PLAN "A" - YES - SEE ATTACHED LETTER - DOME ROAD  
PLAN "B" - NO

wmfellers@n

**WATER:** Is the land situated within 0.5 miles of a river, stream, watercourse, lake or other permanent body of water, or a canal or drainage ditch? If yes, please name the body of water and describe the feature.

N/A

**TOPOGRAPHY:** Describe the nature of the topography of the land (flat, rolling, steep, mixed), the nature of the vegetation and water on the land (brush, shrubs, tree stands, woodlots, etc., & sloughs, creeks, etc.), and the kind of soil on the land (sandy, loam, clay, etc.).

LAND - SLOPED WITH BRUSH + SPRUCE TREES  
SOIL - CLAY AND BEDROCK

**EXISTING BUILDINGS:** Describe any buildings, historical or otherwise, and any structures on the land and whether they are to be demolished or moved:

EXISTING 3500 SQ FT HOME AND 1600 SQ FT SHOP ON ONE  
2.7 ACRE PARCEL AND 1.1 ACRE PARCEL<sup>OF</sup> VACANT LAND  
FOR SINGLE FAMILY DWELLING DEVELOPMENT.

#### DECLARATION

- I/WE hereby make application for a Development Permit under the provisions of the City of Dawson Zoning Bylaw No. 12-27 and in accordance with the plans and supporting information submitted and attached which form part of this application.
- I/ WE have reviewed all of the information supplied to the City of Dawson with respect to an application for a Development Permit and it is true and accurate to the best of my/our knowledge and belief.
- I/WE understand that the City of Dawson will rely on this information in its evaluation of my/our application for a Development Permit and that any decision made by the City of Dawson on inaccurate information may be rescinded at any time.
- I/WE hereby give my/our consent to allow Council or a person appointed by its right to enter the above land and/or building(s) with respect to this application only.

**I/WE HAVE CAREFULLY READ THIS DECLARATION BEFORE SIGNING IT.**

MAY 25, 2019

DATE SIGNED

M. Fillers

SIGNATURE OF APPLICANT(S)

MAY 25, 2019

DATE SIGNED

M. Fillers

SIGNATURE OF OWNER(S)



## THE CITY OF DAWSON

Box 308 Dawson City, YT Y0B 1G0  
PH: 867-993-7400 FAX: 867-993-7434  
[www.cityofdawson.ca](http://www.cityofdawson.ca)

PERMIT #:

TO BE COMPLETED BY DEVELOPMENT OFFICER

### OFFICE USE ONLY

LEGAL DESCRIPTION: LOT(S) \_\_\_\_\_ BLOCK \_\_\_\_\_ ESTATE \_\_\_\_\_ PLAN# \_\_\_\_\_

ZONING: \_\_\_\_\_ DATE APPLICATION RECEIVED: \_\_\_\_\_

TYPE OF APPLICATION: \_\_\_\_\_ PERMITTED USE: \_\_\_\_\_

APPLICANT NAME(S): \_\_\_\_\_

OWNER NAME(S): \_\_\_\_\_

☐ APPLICATION REJECTED

### COMMENTS / REASONS

DATE: \_\_\_\_\_ SIGNATURE: \_\_\_\_\_

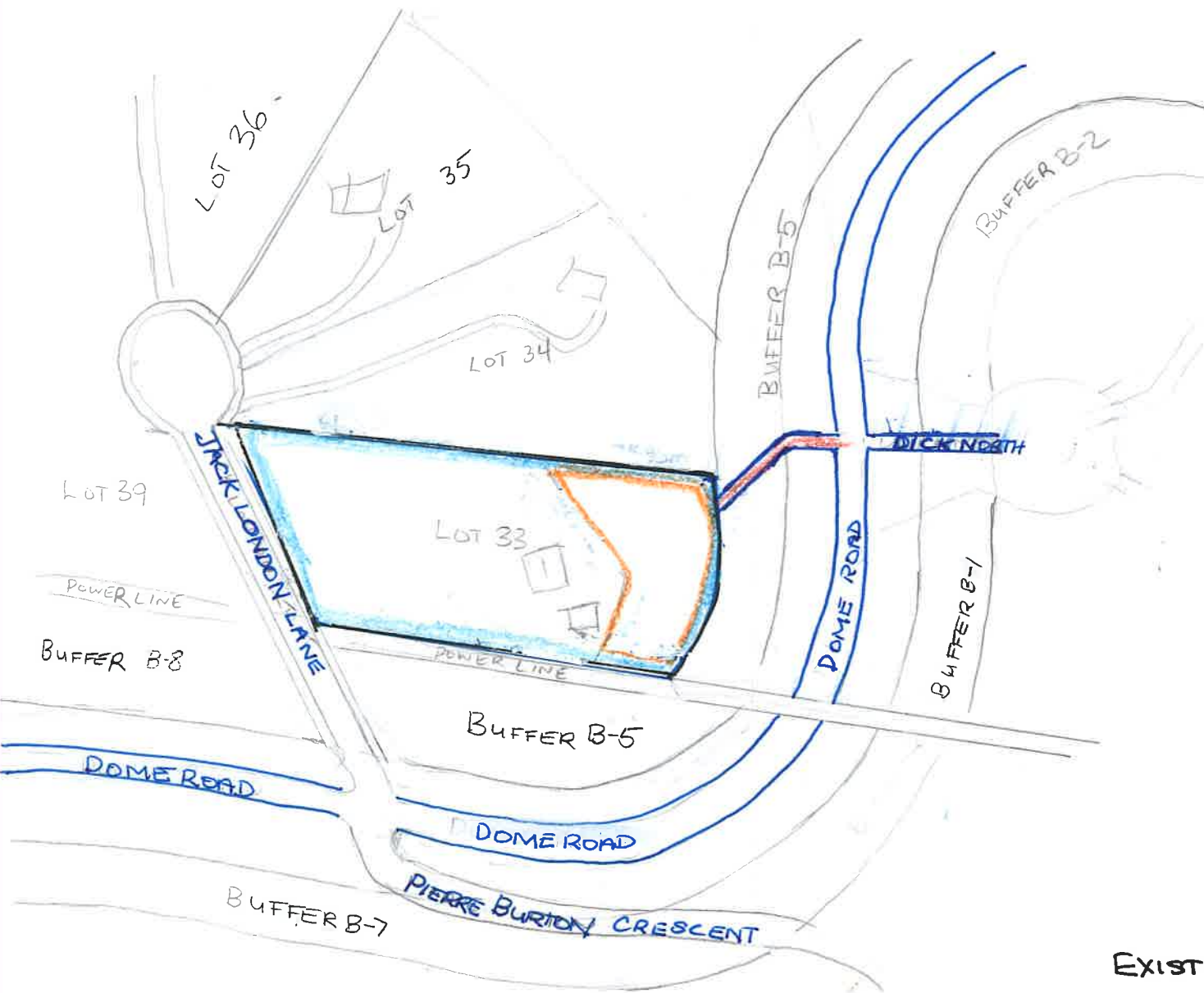
☐ APPLICATION APPROVED / PERMIT ISSUED

### PERMIT CONDITIONS

DATE: \_\_\_\_\_ SIGNATURE: \_\_\_\_\_



# PLAN "A"



## PLAN "A"

PROPOSED ACCESS -   
 EXISTING PROPERTY LIMITS - 

PROPOSED ACCESS IS 3.2 KM  
 UP THE DOME ROAD FROM  
 ITS INTERSECTION OFF THE  
 NORTH KLONDIKE HWY.

PROPOSED PROPERTY LIMITS  
 USING ACCESS - 



## EMR Internal Viewer



### Legend

- Lot Numbers
- Surveyed Land Parcels (<80k)
- Surveyed Easements (<80k)
- Lot Numbers
- Surveyed Land Parcels (<80k)
- Surveyed Easements (<80k)

PLAN "A"  
Preferred  
Option



### Notes

0.1 0 0.03 0.1 Kilometers

Yukon Albers  
Produced from: EMR Internal Viewer

1: 1,280

This map is a user generated static output from an Internet mapping site and is for reference only. Data layers that appear on this map may or may not be accurate, current, or otherwise reliable. THIS MAP IS NOT TO BE USED FOR NAVIGATION.  
Date Printed: 23-May-2019

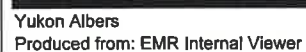




☐ Surveyed Land Parcels (<80k)  
☐ Surveyed Easements (<80k)  
 Lot Numbers  
☐ Surveyed Land Parcels (<80k)  
☐ Surveyed Easements (<80k)



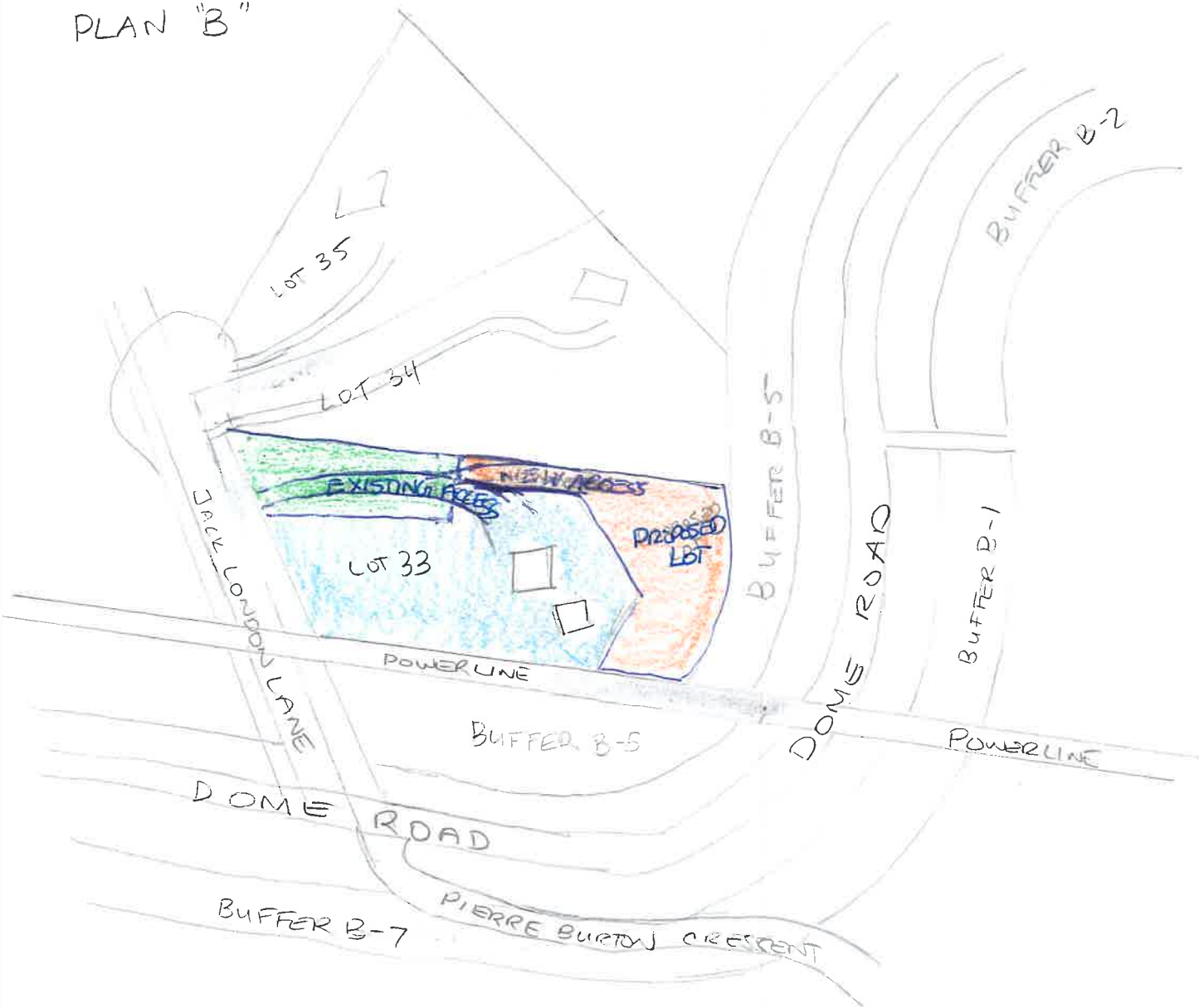
## Notes



1: 2,500

This map is a user generated static output from an Internet mapping site and is for reference only. Data layers that appear on this map may or may not be accurate, current, or otherwise reliable. THIS MAP IS NOT TO BE USED FOR NAVIGATION.  
Date Printed: 23-May-2019

PLAN "B"



PLAN "B"





## Subdivision



### Legend

- Lot Numbers
- Surveyed Land Parcels (<80%)
  - Surveyed Ensembles (<80%)
  - Lot Numbers
  - Surveyed Land Parcels (<80%)
  - Surveyed Ensembles (<80%)

PLAN "B"



### Notes



0.1 0 0.03 0.1 Kilometers

Yukon Albers  
Produced from: EMR Internal Viewer

1: 1,280

This map is a user generated static output from an Internet mapping site and is for reference only. Data layers that appear on this map may or may not be accurate, current, or otherwise reliable. THIS MAP IS NOT TO BE USED FOR NAVIGATION.  
Date Printed: 21-May-2019



ACCESS:

PLAN "A" - (PREFERRED OPTION) - SEE MAP.

IDEALLY, EVERY LOT WOULD ITS OWN PRIVATE ACCESS. TO BEST ACCOMPLISH THIS I AM ASKING THE CITY OF DAWSON TO CONSIDER PERMITTING ACCESS TO THE PROPOSED LOT VIA AN EASEMENT THROUGH BUFFER B<sup>5</sup>, COMING OFF THE DOME ROAD DIRECTLY ACROSS FROM DICK NORTH ROAD TO THE TOP END OF THE LOT.

THIS WOULD NEGATE THE NEED FOR A SHARED ACCESS OR CONGESTED DRIVEWAYS OFF OF JACK LONDON LANE, AS WELL AS PROVIDING COMPLETE PRIVACY.

PLAN "B" - ALTERNATIVELY, THIS PLAN ALLOWS SHARED ACCESS USING THE EXISTING DRIVEWAY. THE "SHARED" ACCESS WOULD BEST BE "SURVEYED OUT" AS IN THE ONE COMING OFF OF DICK NORTH ROAD BETWEEN LOTS 48-2, 48-1, + 49.

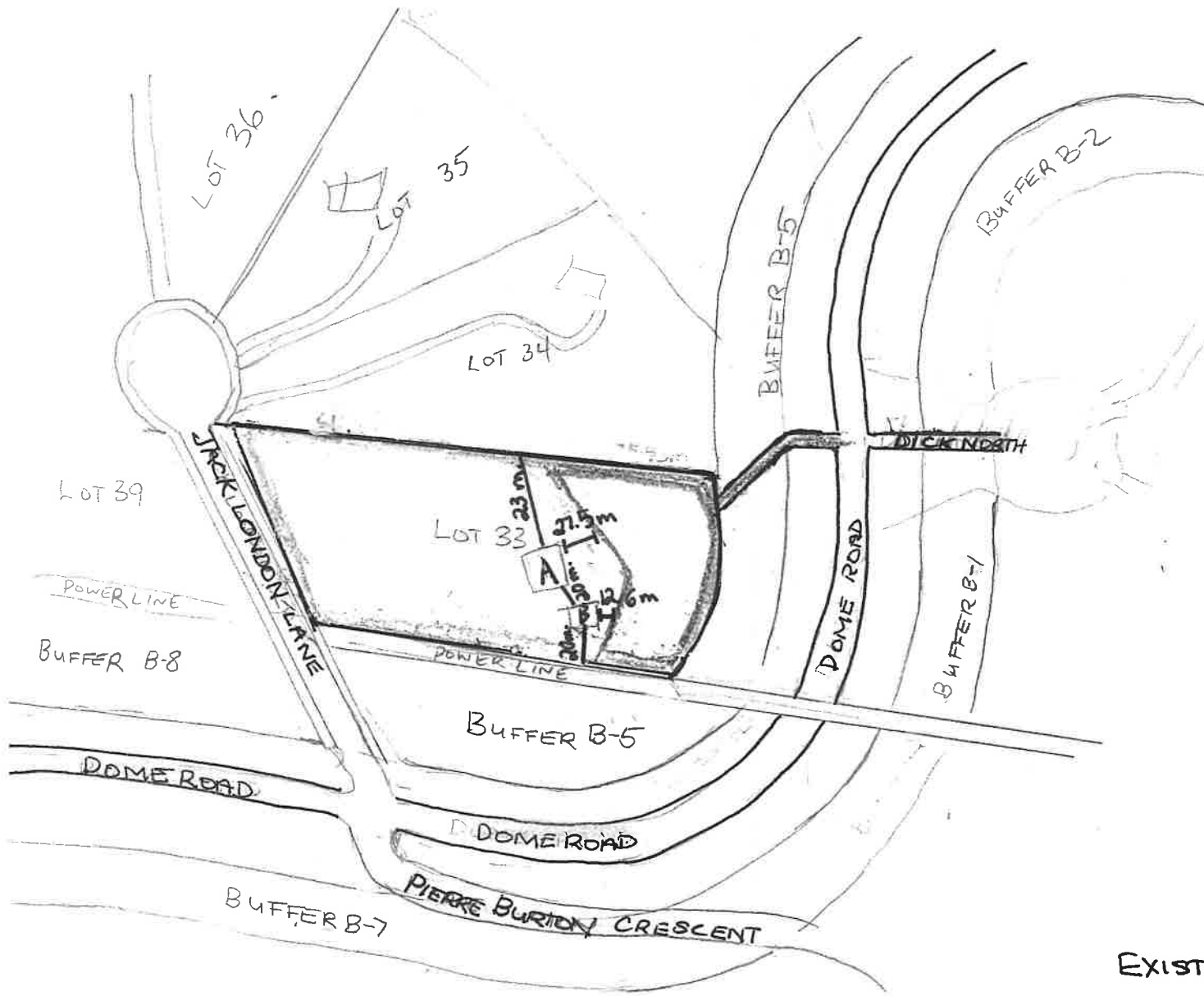
THANK YOU FOR YOUR CONSIDERATION,

Melanie Fellers  
May 24, 2019

PS. I HAVE SPOKEN WITH KATE FRASER AT YESAB AND SHE BELIEVES THIS PLAN "A" WOULD NOT REQUIRE A PERMIT FROM THEM AS IT DOES NOT INVOLVE VACANT CROWN LAND. I SUBMITTED AN APPLICATION <sup>FOR ACCESS PERMIT</sup> INTO THE TRANSPORTATION AND ENGINEERING BRANCH AT H&PW AND WAS TOLD BY JOHN MACDOUGALL THAT "DOME ROAD IS UNDER MUNICIPAL JURISDICTION DEBATE

WHAT IT SAYS IN THE HIGHWAY REG'S FORMERD #701 - SEE ATTACHED EMAILS.

# PLAN "A"



Dimensions of Structures  
 A: L= 28' W= 46' H= 25'  
 B: L= 40' W= 40' H= 25'

## PLAN "A"

PROPOSED ACCESS -

EXISTING PROPERTY LIMITS -

PROPOSED ACCESS IS 3.2 KM  
 UP THE DOME ROAD FROM  
 ITS INTERSECTION OFF THE  
 NORTH KLONDIKE HWY.

PROPOSED PROPERTY LIMITS

# Report to Council



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

☐ In Camera

|  |   |   |
|--|---|---|
| <b>SUBJECT:</b>                                | Zoning Bylaw Amendment 19-073 & Subdivision Application #19-XXX: Vacant Land Between Lots 19 and 20, Guggieville Industrial Subdivision |   |
| <b>PREPARED BY:</b>                            | Clarissa Huffman, CDO   | <b>ATTACHMENTS:</b><br>1. Applications & Supporting Documentation |
| <b>DATE:</b>                                   | June 27, 2019   |   |
| <b>RELEVANT BYLAWS / POLICY / LEGISLATION:</b> | Municipal Act<br>Subdivision Bylaw<br>Official Community Plan<br>Zoning Bylaw   |   |

## RECOMMENDATION

It is respectfully recommended that Council:

- Forward to first reading a Zoning Bylaw amendment that amends the ZBL map as shown in Figure 2 of the RFD, subject to the following conditions:
  - 1.1. Third and final reading of the Zoning Bylaw amendment cannot occur until administration receives a copy of conditional approval to purchase from Yukon Government Lands Branch.
  - 1.2. Third and final reading of the Zoning Bylaw amendment cannot occur until the receipt of a development permit application assessed as complete by the CDO.
- Grant subdivision authority to create 'Parcel A' as shown in Figure 2, subject to the following conditions:
  - 2.1. Final authority is not granted until third and final reading of the Zoning Bylaw amendment.
  - 2.2. Application successfully passes through a public hearing.
  - 2.3. The applicant submits a Stormwater Management Plan to the satisfaction of the CDO and Public Works Superintendent.
  - 2.4. The applicant submits access location details to the satisfaction of the CDO and Public Works Superintendent.
  - 2.5. The applicant submits a plan of subdivision completed by a certified lands surveyor drawn in conformity with the approval.
  - 2.6. The applicant shall, on approval of the subdivision plan by the City of Dawson, take all necessary steps to enable the registrar under the Land Titles Act to register the plan of subdivision.

## ISSUE

The applicant has submitted applications for a Zoning Bylaw amendment (ZBA) and a subdivision in order to facilitate a spot land application to purchase land in between Lots 19 and 20, Guggieville Industrial Subdivision.

## BACKGROUND SUMMARY

The applicant submitted applications in June 2019 to facilitate a spot land application. It is common practice to submit this application once conditional approval of a spot land application has been issued by Yukon Government Lands Branch, however the applicant has requested to proceed with both applications



concurrently in an attempt to have the project requirements associated with a spot land application completed this season. This is reflected in the recommended condition that the ZBA is not finalized until the conditional approval is received.

Guggieville Industrial Subdivision was surveyed in 2011, and the decision was made to leave out the subject property from the subdivision due to the cost of filling the large tailings pond that occupies the majority of the lot.

## **ANALYSIS / DISCUSSION / ALIGNMENT TO OCP & STRATEGIC PRIORITIES**

### **Municipal Act**

s. 288(2) states that council must not adopt a zoning bylaw, or an amendment to a zoning bylaw, that is not consistent with an official community plan, and s. 288(3) goes on to state that “any part of a zoning bylaw that is inconsistent with an official community plan is of no force and effect to the extent of the inconsistency”.

The Municipal Act s. 314 also details the requirements for any proposed plan of subdivision to have direct access to the highway to the satisfaction of the approving authority. Given that new access would be required, it is a condition of subdivision approval that the access location is approved by administration.

S. 319 stipulates that a subdivision approval may be valid for a period of up to twelve months. If the applicant has not provided proof that the conditions of approval have been met, under the Act approval is void. The applicant can request an extension of a further twelve months, which may be granted in whole or in part, at the discretion of the approval authority.

### **Subdivision Bylaw**

Subdivision Control By-Law S3.01 states that every subdivision of land must be made in accordance with the Municipal Act, the Official Community Plan, the Zoning Bylaw, and the Subdivision Control Bylaw. The Analysis/Discussion section of this report is intended to discuss the proposal's conformity with the provisions outlined in the relevant legislation, policies, and plans.

### **Official Community Plan**

The existing titled property is currently designated as MU – Mixed Use. Uses associated with this designation primarily include a range of commercial and industrial structures. Therefore, the consolidated lot would be required to retain the same designation. Any new use or development on the proposed lots would be required to conform to the OCP designation.

### **Zoning Bylaw**

The subject property is currently designated as Future Planning (FP). The FP designation is not incompatible with an MU OCP designation, as it simply implies that future research is needed before determining the specific zone provisions of the area. The future zone assigned to an FP designated area would need to comply with the provisions of the MU OCP designation. The applicant is proposing to rezone the subject property from FP to M1. This is compatible with an MU OCP designation and is compatible with the adjacent M1 uses. Administration supports the proposed zone designation. It is best practice to expect that an applicant applying for a rezoning provide details of the proposed development in order to assess compatibility, therefore this development information expected to be provided as a condition of approval.

However, s. 5.1.2 states that “spot land applications and parcel enlargements can be approved at the sole discretion of Council and will not be approved by Council unless the application conforms to the long-term plan for those lands, as described in the OCP or other applicable approved plans”. Therefore, this application needs to be assessed based on the current planning work being completed regarding industrial lot development. This area was identified as outside of the “Industrial Bonanza” area as designated in a recent priority setting brainstorming session completed with Council and Yukon Government, as seen in Figure 1 (subject property outlined in red).



**Figure 1. Industrial Bonanza Area**

The applicant has indicated that the subject property was not included in the Guggieville Industrial lot planning due to the increased cost of filling the large tailings pond. Administration does not have access to project files from this development, however the rationale seems likely. Yukon Government Rural Land Development (RLD) was asked to provide comments on this application to confirm that the rationale for not including this land in the previous subdivision is as presented. Their comments confirm that this lot is not being considered in future YG industrial lot development due to grading and fill requirements.

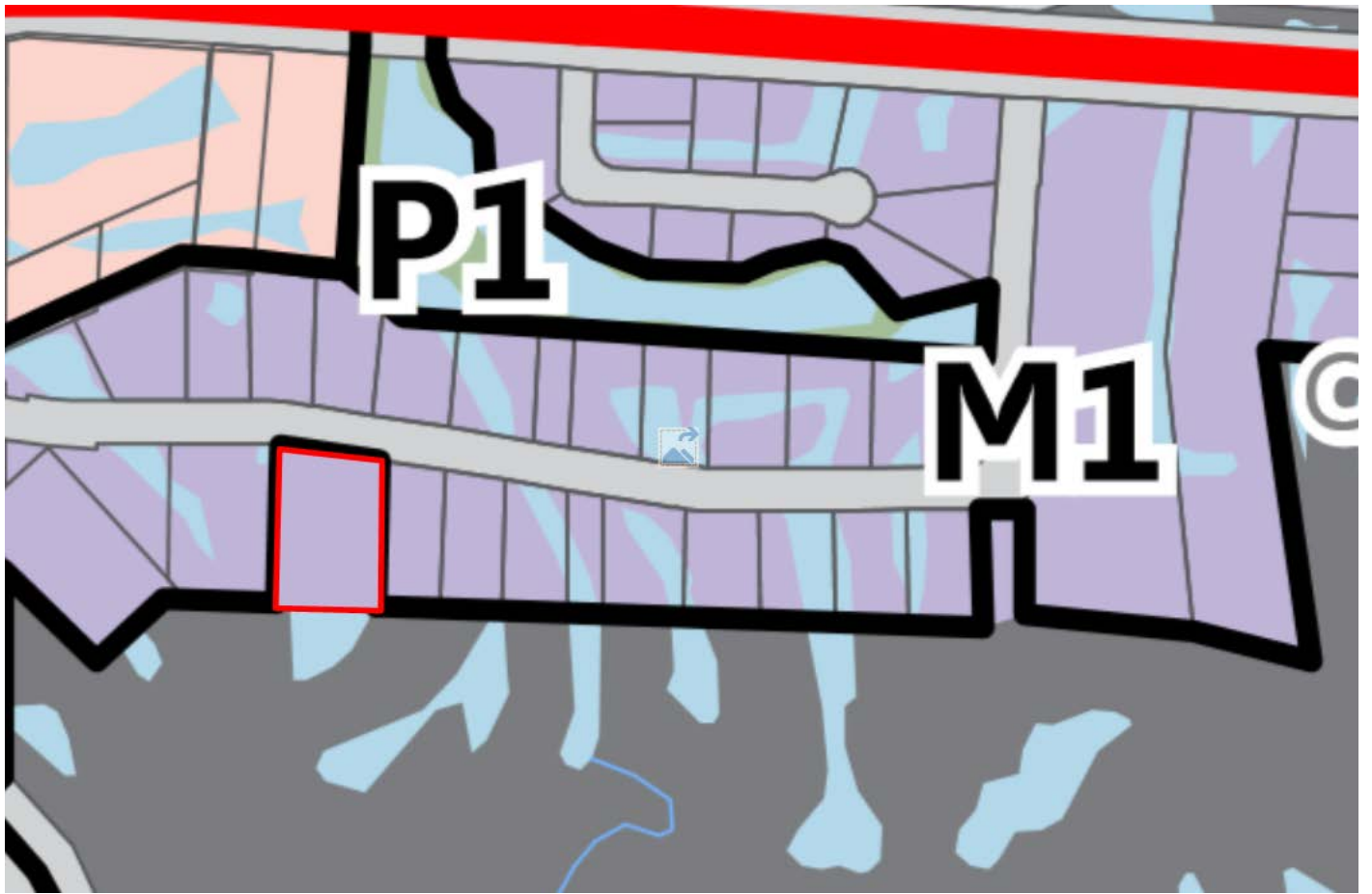
Specifically regarding access, this lot would not likely be required or preferred as an access point to a future phase of the subdivision, as access to Industrial Bonanza would be from Bonanza Creek Road and through the reserved allowance beside Lot 12 on the eastern edge of Guggieville.

A final consideration is the fisheries study completed during subdivision planning for Guggieville. S26, the pond located on the subject property, is not identified to be fish habitat, nor was it identified as a pond with connectivity to the Klondike River. Therefore, it would appear that the risk of negative impact on fish due to filling the pond would be low.

In short, it appears that approving this spot land application would not restrict the ability to plan Industrial Bonanza. Additionally, approving this application brings the potential for net positive economic impact to the municipality through increased tax revenue and providing a new ownership situation for a business that does not currently own property in Dawson. Many arguments against lot enlargements have stemmed around the potential unfair impact of allowing existing lot owners to expand their lots in an inefficient way, as opposed to allowing that land to be developed by a new owner. Based on that argument, this project could be seen as a more positive outcome.

Therefore, Council could approve this rezoning and spot land request, acknowledging that this land is not likely to be included in a future municipal lot development due to cost, or could request specifically that this lot be included in the Industrial Bonanza planning area, acknowledging that inclusion of this lot is likely to substantially increase the overall project costs when Industrial Bonanza is developed.

Based on all of the above information, approval is recommended. Approving this application would create a new lot to be zoned M1, as seen in Figure 2.



**Figure 2.** Proposed new lot with Industrial zoning

| APPROVAL     |                    |                                      |
|--------------|--------------------|--------------------------------------|
| <b>NAME:</b> | Cory Bellmore, CAO | <b>SIGNATURE:</b> <i>C. Bellmore</i> |
| <b>DATE:</b> | July 4, 2019       |                                      |

P.S. Sidhu Trucking Ltd.  
10 Sunset Drive North,  
Whitehorse, YT. Y1A 4M8

May 16, 2019

Ms. Clarissa Huffman, Community Development and Planning Officer,  
City of Dawson,  
P.O. Box 308, 1336 Front Street  
Dawson City, YT. Y0B 1G0

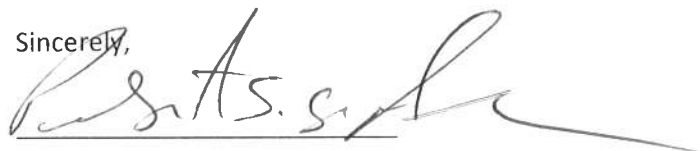
**Subject: Authorization Inukshuk Planning & Development Ltd to Act for P.S. Sidhu Trucking Ltd**

P.S. Sidhu Trucking Ltd has authorized Ian Robertson MCIP, RPP of Inukshuk Planning & Development Ltd to make application on our behalf to the Government of Yukon and coordinate any work necessary in relation to the consideration of our application to acquire a portion of unsurveyed crown land located between Lot 19 and lot 20, Plan 2011-0198, Guggieville Industrial Subdivision, Dawson City, Yukon.

We are currently leasing equipment storage space in the Guggieville subdivision in support of our current Dawson area construction projects. Our intention is to develop an industrial lot and local operational base. This will involve partly filling in part of an existing tailing pond (S-26) and squaring the rear property line to be consistent with neighbouring lots. Development of the Guggieville Industrial Subdivision included completing an environmental assessment under YESAB. EDI Environmental Dynamics Inc. undertook a fish habitat investigation in the fall of 2009 as part of that assessment concluding the pond in question is not fish habitat. It is our view that this is not a spot land application but rather an infill development within the existing planned industrial subdivision with the proposed use consistent and compatible with existing subdivision uses.

It is our understanding that the land in question is designated for light industrial/mixed use under the updated Official Community Plan and zoned future planning under the new Zoning Bylaw. The City of Dawson is also the subdivision approving authority. Inukshuk is authorized to act on our behalf with respect to the City of Dawson rezoning and subdivision approval processes.

Sincerely,

A handwritten signature in dark ink, appearing to read 'P.S. Sidhu', with a long horizontal flourish extending to the right.

P.S. Sidhu  
Owner

Cc: Ian D. Robertson MCIP, RPP, Principal, Inukshuk Planning & Development Ltd.

P.S. Sidhu Trucking Ltd.  
10 Sunset Drive North,  
Whitehorse, YT. Y1A4M8


May 16, 2019

Government of Yukon,  
Department of Energy, Mines and Resources,  
Land Management Branch (K-320),  
320 – 300 Main Street, Box 2703,  
Whitehorse, YT. Y1A 2C6

**Subject: Authorization Inukshuk Planning & Development Ltd to Act for P.S. Sidhu Trucking Ltd**

P.S. Sidhu Trucking Ltd authorizes Inukshuk Planning & Development to make application on our behalf and coordinate any work necessary in relation to the consideration of our application to acquire a portion of unsurveyed crown land located between Lot 19 and lot 20, Plan 2011-0198, Guggieville Industrial Subdivision, Dawson City, Yukon.

Sincerely,

A handwritten signature in black ink, appearing to read 'P.S. Sidhu', written over a horizontal line.

PS. Sidhu  
Owner

Cc: Ian D. Robertson MCIP, RPP, Principal, Inukshuk Planning & Development Ltd.



# THE CITY OF DAWSON

Box 308 Dawson City, YT Y0B 1G0  
PH: 867-993-7400 FAX: 867-993-7434  
[www.cityofdawson.ca](http://www.cityofdawson.ca)

## OFFICE USE ONLY

|                  |  |
|------------------|--|
| APPLICATION FEE: |  |
| DATE PAID:       |  |
| RECEIPT #:       |  |
| PERMIT #:        |  |

## AMENDMENT APPLICATION

PLEASE READ THE ATTACHED INSTRUCTIONS, GUIDELINES AND APPLICATION REQUIREMENTS PRIOR TO COMPLETING FORM.

### PROPOSED DEVELOPMENT

- ☐ Official Community Plan Amendment (OCPA) ☐ Zoning Bylaw Amendment (ZBA) ☐ Joint OCPA/ZBA

### APPLICANT INFORMATION

APPLICANT NAME(S): \_\_\_\_\_

MAILING ADDRESS: \_\_\_\_\_ POSTAL CODE: \_\_\_\_\_

EMAIL: \_\_\_\_\_ PHONE #: \_\_\_\_\_

### OWNER INFORMATION (IF DIFFERENT FROM APPLICANT)

OWNER NAME(S): \_\_\_\_\_

MAILING ADDRESS: \_\_\_\_\_ POSTAL CODE: \_\_\_\_\_

EMAIL: \_\_\_\_\_ PHONE #: \_\_\_\_\_

### PROPOSED AMENDMENT

#### A.) REDESIGNATION/REZONING:

CIVIC ADDRESS: \_\_\_\_\_ VALUE OF DEVELOPMENT: \_\_\_\_\_

LEGAL DESCRIPTION: LOT(S) \_\_\_\_\_ BLOCK \_\_\_\_\_ ESTATE \_\_\_\_\_ PLAN# \_\_\_\_\_

PROPOSED AMENDMENT: FROM DESIGNATION: \_\_\_\_\_ TO DESIGNATION: \_\_\_\_\_

REASON FOR PROPOSED AMENDMENT: Please provide justification of the proposed amendment.



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### OFFICE USE ONLY

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**B.) TEXT AMENDMENT:** (Attach additional sheets if required)

**DESCRIPTION OF PROPOSED AMENDMENT:** Please provide a description of the proposed amendment.

**REASON FOR PROPOSED AMENDMENT:** Please provide justification of the proposed amendment.

### DECLARATION

- I/WE hereby make application for a Development Permit under the provisions of the City of Dawson Zoning Bylaw #2018-19 and in accordance with the plans and supporting information submitted and attached which form part of this application.
- I/WE have reviewed all of the information supplied to the City of Dawson with respect to an application for a Development Permit and it is true and accurate to the best of my/our knowledge and belief.
- I/WE understand that the City of Dawson will rely on this information in its evaluation of my/our application for a Development Permit and that any decision made by the City of Dawson on inaccurate information may be rescinded at any time.
- I/WE hereby give my/our consent to allow Council or a person appointed by its right to enter the above land and/or building(s) with respect to this application only.

**I/WE HAVE CAREFULLY READ THIS DECLARATION BEFORE SIGNING IT.**

DATE SIGNED

SIGNATURE OF APPLICANT(S)

DATE SIGNED

SIGNATURE OF OWNER(S)



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### OFFICE USE ONLY

PERMIT #:

### COMPLETE APPLICATION SUBMISSION REQUIREMENTS

An application is not deemed complete until the following information is submitted to the satisfaction of a Development Officer.

- ☐ Application Form (completed in full)
- ☐ Application Fee as per City of Dawson Fees and Charges Bylaw & Zoning Bylaw
- ☐ Site Plan that includes:
  - ☐ a north arrow and scale
  - ☐ property lines shown and labelled as per the most recent legal survey
  - ☐ proposed rezoning/re-designation
  - ☐ all easements and rights of way shown and labelled
  - ☐ the location and labelling of all abutting streets, lanes, highways, road rights of way, sidewalks, water bodies, and vegetation
  - ☐ the topography and other physical features of the subject land
  - ☐ the location, size, type, and dimensions of all existing buildings and/or structures on the subject land, as well as the distance of the buildings and/or structures from the property lines
  - ☐ the location, size, type, and dimensions of all proposed buildings and structures on the subject land, as well as the proposed distance of the buildings and/or structures from the property lines
  - ☐ the location of retaining walls and fences (existing and proposed)
  - ☐ the location, dimensions, and number of onsite parking areas
  - ☐ the location of loading facilities
  - ☐ the date of the plan
- ☐ Certificate of Title (if owner does not match Assessment Roll)
- ☐ Other as required by the CDO: \_\_\_\_\_

### OFFICE USE ONLY

LEGAL DESCRIPTION: LOT(S) \_\_\_\_\_ BLOCK \_\_\_\_\_ ESTATE \_\_\_\_\_ PLAN# \_\_\_\_\_

ZONING: \_\_\_\_\_ DATE COMPLETE APPLICATION RECEIVED: \_\_\_\_\_

TYPE OF APPLICATION: \_\_\_\_\_

APPLICANT NAME(S): \_\_\_\_\_

OWNER NAME(S): \_\_\_\_\_

☐ APPLICATION REJECTED

☐ APPLICATION APPROVED / PERMIT ISSUED

A letter [ ] has OR [ ] has not been attached to this permit explaining reasons and/or permit conditions. If a letter is attached, it constitutes a valid and binding component of this permit.

DATE: \_\_\_\_\_ SIGNATURE: \_\_\_\_\_





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## OFFICE USE ONLY

PERMIT #:

## INSTRUCTIONS AND GUIDELINES

**IT IS IMPORTANT TO READ AND UNDERSTAND THE FOLLOWING INSTRUCTIONS PRIOR TO COMPLETING THE APPLICATION FORM. THESE GUIDELINES ARE FOR REFERENCE ONLY. IN THE EVENT OF A DISCREPANCY WITH THE ZONING BYLAW OR OTHER BYLAWS/LEGISLATION, THE BYLAW/LEGISLATION PREVAILS.**

### 1. Bylaw Amendments:

- a) Any person may apply for an amendment to the text of the OCP/ZBL by paying the required application fee, as specified in the Fees and Charges Bylaw, and submitting a written statement that describes and justifies the proposed amendment.
- b) An owner of a parcel in the City, or an authorized agent of an owner, may apply to have the designation of the land amended to another designation.
- c) An application for a re-zoning/re-designation shall be made in writing to the development officer using the form provided and accompanied by the following:
  - a. documentation of ownership;
  - b. a written statement to describe and justify the proposal;
  - c. a map showing the proposed change in the context of adjacent land;
  - d. the necessary processing and advertising fees as set out in the Fees and Charges Bylaw;
  - e. permission for right of entry onto the land by City staff for reasonable inspection; and
  - f. any additional information a development officer may require in order to prepare, evaluate, and make recommendations on the proposed amendment.
- d) A development officer may request the applicant provide an analysis by a qualified professional of the potential impact on land use, traffic, utilities, and other City services and facilities if the amendment proposes an increase in density or other
- e) intensification of use.
- f) An application may not be considered to have been received until all requirements have been submitted to the satisfaction of a development officer.
- g) Notwithstanding these requirements, the application may be considered if, in the opinion of a development officer, it is of such a nature as to enable a decision to be made without some of the required information.
- h) If it appears that the proposed amendment is one that is applicable to most of the persons affected in the area and/or will benefit the City at large, Council may direct that the application fee be returned to the applicant.

### 2. Review Process

- a. Upon receipt of a completed application for a text amendment or re-zoning, a development officer shall initiate or undertake an investigation and analysis of the potential impacts of development under the proposed zone. The analysis shall be based on the full development potential of the uses and development regulations specified in the proposed zone and not on the merits of any particular development proposal.
- b. The analysis shall, among other factors, consider the following criteria:
  - i. relationship to, and compliance with, the OCP and other approved municipal plans and Council policy
  - ii. relationship to, and compliance with, municipal plans in preparation
  - iii. compatibility with surrounding development in terms of land use function and scale of development
  - iv. traffic impacts
  - v. relationship to, or impacts on, services (such as water and sewage systems or public transit), utilities, and public facilities (such as recreational facilities and schools)
  - vi. relationship to municipal land, rights of way, or easement requirements
  - vii. effect on the stability, retention, and rehabilitation of desirable existing uses, buildings, or both in the area
  - viii. necessity and appropriateness of the proposed text amendment or re-zoning according to the stated intentions of the applicant
  - ix. analysis of any documented concerns and opinions of area residents and land owners regarding the application
- c. Subsequently, the development officer shall:
  - i. prepare a report on the proposed amendment; and
  - ii. submit a copy of the application and the development officer's recommendation and report to Council.
- d. Before approving a text amendment or re-zoning, Council shall comply with the requirements and notification procedures set out in the Act.



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3. Resubmission Interval
  - a. When an application for an amendment to this bylaw has been refused by Council, another application for the same, or substantially the same, amendment shall not be submitted within 12 months of the date of the refusal unless Council directs otherwise.
4. Before a second reading of a bylaw proposing amendments is heard, Council shall hold a public hearing to hear and consider all submissions respecting the proposed amendments.
5. The public hearing shall be held no earlier than seven days after the last date of publication of the notice.
6. A notice must be circulated, in the method approved by Council, once a week for two successive weeks prior to the public hearing.
7. Methods of notice circulation may include the City of Dawson website, local newspapers, the City and Post Office Bulletin Boards, and written notification letters.
8. The notice shall:
  - a. describe the area affected by the proposed amendment;
  - b. state the date, time, and place for the public hearing respecting the proposed amendment; and
  - c. include a statement of the reasons for the amendment.
9. Written notification letters shall be mailed to all applicable properties within the following radii of the subject property prior to the public hearing:
  - a. 100 m (328.1 ft.) for properties within the historic townsite
  - b. 1 km (3,280.8 ft.) for properties in all other areas
10. For amendments proposed for one property, a notification sign shall be placed on the subject property following first reading until such time as Council has ruled on the application.
  - a. The sign shall state the details of the amendment; the date, time, and place of the public hearing; and the City's contact information.
  - b. The sign shall be provided by the City and shall be returned to the City on the day following the public hearing.
  - c. Signs not returned will be subject to an advertising fee equal to the replacement of the sign materials.



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### OFFICE USE ONLY

APPLICATION FEE: \_\_\_\_\_

DATE PAID: \_\_\_\_\_

RECEIPT #: \_\_\_\_\_

PERMIT #: \_\_\_\_\_

## SUBDIVISION APPLICATION

PLEASE READ THE ATTACHED INSTRUCTIONS, GUIDELINES AND SUBMISSION REQUIREMENTS PRIOR TO COMPLETING FORM.

### PROPOSED DEVELOPMENT



Subdivision



Consolidation



Boundary Adjustment

CIVIC ADDRESS: N/A VALUE OF DEVELOPMENT: purchase price to be determined by YG

LEGAL DESCRIPTION: LOT(S) \_\_\_\_\_ BLOCK \_\_\_\_\_ ESTATE \_\_\_\_\_ PLAN# 2011-0198

PROPOSED DEVELOPMENT: Please provide a brief description of the proposed development, including the number of proposed lots and their sizes.

The proponent is proposing to create an infill lot out of vacant Commissioner's land between lots 19 and 20 of the Guggieville Industrial Subdivision which would be rezoned to conform with the existing industrial zoning on adjoining lots. The proposed use is outside storage.

### APPLICANT INFORMATION

APPLICANT NAME(S): Paramjit Singh Sidhu on behalf of P.S. Sidhu Trucking Ltd

MAILING ADDRESS: 10 Sunset Drive, Whitehorse, Yukon POSTAL CODE: Y1A 4M8

EMAIL: ian@inukshukplanning.ca (agent for P.S. Sidhu Trucking Ltd) PHONE #: 667-4759

### OWNER INFORMATION (IF DIFFERENT FROM APPLICANT)

OWNER NAME(S): \_\_\_\_\_

MAILING ADDRESS: \_\_\_\_\_ POSTAL CODE: \_\_\_\_\_

EMAIL: \_\_\_\_\_ PHONE #: \_\_\_\_\_

It is the responsibility of the applicant to ensure that all plans conform to the provisions of the City of Dawson Zoning Bylaw and applicable territorial and federal legislation.

### FURTHER INFORMATION

ACCESS: Does the proposed development require additional access to any public road or highway? If yes, please name the road and describe the location of the proposed access.

No, this will be an infill lot with services and access off Rabbit Creek Road.



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**WATER:** Is the land situated within 0.5 miles of a river, stream, watercourse, lake or other permanent body of water, or a canal or drainage ditch? If yes, please name the body of water and describe the feature.

yes, approximately 45% of the proposed lot is a former dredge pond identified as S-26 in the Fisheries Assessment Report compiled by EDI Environmental Dynamics Ltd. The report prepared in 2011 as part of the original subdivision development project YESAA submission concluded the pond did not contain fish or support sustainable fish habitat. The pond has no outlet. The proponent proposes to fill the former dredge pond to create the outside storage lot.

**TOPOGRAPHY:** Describe the nature of the topography of the land (flat, rolling, steep, mixed), the nature of the vegetation and water on the land (brush, shrubs, tree stands, woodlots, etc., & sloughs, creeks, etc.), and the kind of soil on the land (sandy, loam, clay, etc.).

the front have of the site was rough graded when the original subdivision was developpe and consists of unconsolidated tailings. The edges of the tailing pond are slowly naturally revegetating with poplar, willow and birch where there is sufficient silts.

**EXISTING BUILDINGS:** Describe any buildings, historical or otherwise, and any structures on the land and whether they are to be demolished or moved:

Site is 0.762 ha of vacant crown land situated between lots 19 and 20 Guggieville Industrial Subdivision Plan 2011-0198

### DECLARATION

- I/WE hereby make application for a Development Permit under the provisions of the City of Dawson Zoning Bylaw No. 12-27 and in accordance with the plans and supporting information submitted and attached which form part of this application.
- I/ WE have reviewed all of the information supplied to the City of Dawson with respect to an application for a Development Permit and it is true and accurate to the best of my/our knowledge and belief.
- I/WE understand that the City of Dawson will rely on this information in its evaluation of my/our application for a Development Permit and that any decision made by the City of Dawson on inaccurate information may be rescinded at any time.
- I/WE hereby give my/our consent to allow Council or a person appointed by its right to enter the above land and/or building(s) with respect to this application only.

I/WE HAVE CAREFULLY READ THIS DECLARATION BEFORE SIGNING IT.

2019/06/27

DATE SIGNED

2019/06/27

DATE SIGNED

SIGNATURE OF APPLICANT(S)

SIGNATURE OF OWNER(S)



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### OFFICE USE ONLY

PERMIT #:

### COMPLETE APPLICATION SUBMISSION REQUIREMENTS

As per the Municipal Act s. 320(1), a subdivision will be granted, granted with conditions, or refused within 90 days of receipt of a complete application. An application is not deemed complete until the following information is submitted to the satisfaction of a Development Officer.

- ☐ Application Form (completed in full)
- ☐ Application Fee as per City of Dawson Fees and Charges Bylaw & Zoning Bylaw
- ☐ Site Plan that includes:
  - ☐ a north arrow and scale
  - ☐ property lines shown and labelled as per the most recent legal survey
  - ☐ dimensions and areas of all proposed lots
  - ☐ all easements and rights of way shown and labelled
  - ☐ the location and labelling of all abutting streets, lanes, highways, road rights of way, sidewalks, water bodies, and vegetation
  - ☐ the topography and other physical features of the subject land
  - ☐ the location, size, type, and dimensions of all existing buildings and/or structures on the subject land, as well as the distance of the buildings and/or structures from the proposed property lines
  - ☐ the location of retaining walls and fences (existing and proposed)
  - ☐ the location, dimensions, and number of onsite parking areas
  - ☐ the location of loading facilities
  - ☐ the date of the plan

Certificate of Title (if owner does not match Assessment Roll)

Stormwater management plan

- ☐ Other as required by the CDO: \_\_\_\_\_

### OFFICE USE ONLY

LEGAL DESCRIPTION: LOT(S) \_\_\_\_\_ BLOCK \_\_\_\_\_ ESTATE \_\_\_\_\_ PLAN# \_\_\_\_\_

ZONING: \_\_\_\_\_ DATE COMPLETE APPLICATION RECEIVED: \_\_\_\_\_

TYPE OF APPLICATION: \_\_\_\_\_

APPLICANT NAME(S): \_\_\_\_\_

OWNER NAME(S): \_\_\_\_\_

☐ APPLICATION REJECTED

☐ APPLICATION APPROVED / PERMIT ISSUED

A letter [ ] has OR [ ] has not been attached to this permit explaining reasons and/or permit conditions. If a letter is attached, it constitutes a valid and binding component of this permit.

DATE: \_\_\_\_\_ SIGNATURE: \_\_\_\_\_



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PERMIT #:

### INSTRUCTIONS AND GUIDELINES

**IT IS IMPORTANT TO READ AND UNDERSTAND THE FOLLOWING INSTRUCTIONS PRIOR TO COMPLETING THE APPLICATION FORM. THESE GUIDELINES ARE FOR REFERENCE ONLY. IN THE EVENT OF A DISCREPANCY WITH THE ZONING BYLAW OR OTHER BYLAWS/LEGISLATION, THE BYLAW/LEGISLATION PREVAILS.**

1. Council shall not approve any application for the subdivision of any land within any zone or on any site where the parcels do not meet the minimum requirements prescribed for that zone.
2. At the sole discretion of Council, parcels with a pre-existing legally non-conforming use or structure may be subdivided so long as the subdivision does not increase the legally non-conforming nature of the use or structure.
3. Spot land applications and parcel enlargements can be approved at the sole discretion of Council and will not be approved by Council unless the application conforms to the long-term plan for those lands, as described in the OCP or other applicable approved plans.
4. Notwithstanding the above, Council may approve an application for the subdivision of any land within the historic townsite into lots that do not meet the minimum site area requirements prescribed for the underlying zoning district as a heritage conservation incentive, provided:
  - a. that subdivision is in keeping with the heritage integrity of the community; and
  - b. the development proposed for those lots meets the heritage management policies and guidelines of the OCP and the Zoning Bylaw
5. Prior to final approval, Council shall hold a public hearing to hear and consider all submissions respecting the proposed subdivision. The public hearing shall be held no earlier than seven days after the last date of publication of the notice.
6. The notice must be circulated, in a method approved by Council, once a week for two successive weeks.
  - a. Methods of notice circulation may include posting on the City website, in local newspapers, and/or on the City and Post Office Bulletin Boards, as well as sending written notification.
  - b. The notice shall:
    - i. describe the area affected by the proposed subdivision
    - ii. state the date, time, and place for the public hearing respecting the proposed subdivision
    - iii. include a statement of the reasons for the subdivision and an explanation of it
7. Written notification letters shall be mailed prior to the public hearing to all properties within the following radii of the subject property:
  - a. 100 m (328.1 ft.) for properties within the historic townsite
  - b. 1 km (3,280.1 ft.) for properties outside the historic townsite
8. A notification sign shall be placed on the subject property for a minimum of seven days.
  - a. The sign shall state the details of the subdivision and the date, time, and place of the public hearing, as well as the City's contact information.
  - b. The sign shall be provided by the City and shall be returned to the City on the day following the public hearing.
  - c. Signs not returned will be subject to an advertising fee equal to the replacement of the sign materials.
9. Every applicant who applies for subdivision of land shall provide to each lot created by the subdivision direct access to a highway satisfactory to the approving authority.
10. On receipt of a completed application for subdivision, Council will, within 90 days, approve it, refuse it, or approve it with conditions. Approval of an application shall be valid for a period of 12 months and may be subject to renewal for one more period of 12 months at the discretion of Council.
11. If Council refuses an application for subdivision, no subsequent unaltered application for approval of a proposed subdivision of land that provides for the same use of the land shall be made by the same or another person within six months of the date of the refusal.
12. If an application for a proposed subdivision of land is approved with or without conditions the applicant shall:
  - a. submit to the CDO a plan of subdivision or an instrument drawn in conformity with the approval; and
  - b. on approval of the subdivision plan, take all necessary steps to enable the registrar under the Land Titles Act to register the plan of subdivision.
13. If approval of an application for subdivision is refused, the applicant may, within 30 days after the date on which the notice was mailed to the applicant, appeal in writing to the Yukon Municipal Board.





Date Printed: 23-Apr-2019



- Land Applications - Active

- ## Land Dispositions

- Transfer Request

- Agreement for Sale**

- Easement

- Lens

- Reservation

- 0  
5  
1  
—  
0  
0  
5  
0  
0  
0

- ☐
- Life for Cats

- 1015

- ## Notations

- ☐
- Development Hold Areas

- Agricultural Planned Land App

- Agricultural Land

- Agriculture

- 
- ### Grazing

- Agricultural L...

- Agricultural

- Grazing

- ☐
- Surveyed Land Parcels (<80k)

- Settlement Lands (Surveyed)

- ☐
- A: Surface and Subsurface Rights

- ☐
- B. Surface Rights**

- ES: Free Simple

- 4.1 Detailed E

4. The Commission has also been informed that the Government of India has been requested to provide information on the progress of the implementation of the recommendations of the Commission's report on the subject.

- Seltemenli Lands (Unsuveye)

- A: Surface and subsurface rigidity

- B: Surface Rights**

## Notes

31015

## TRUCKING NOT APPLICATION

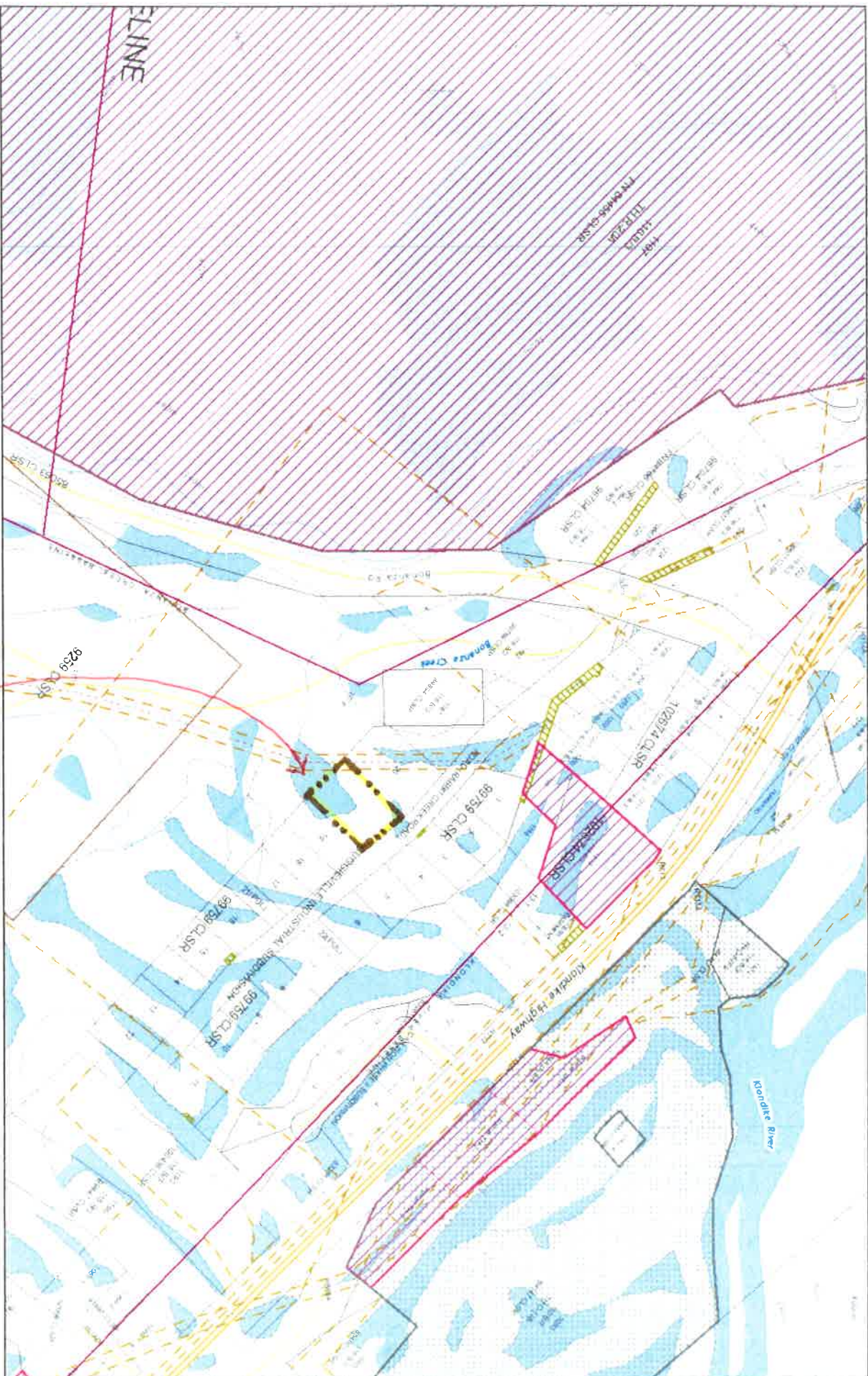


## SIDHU LAND APPLICATION

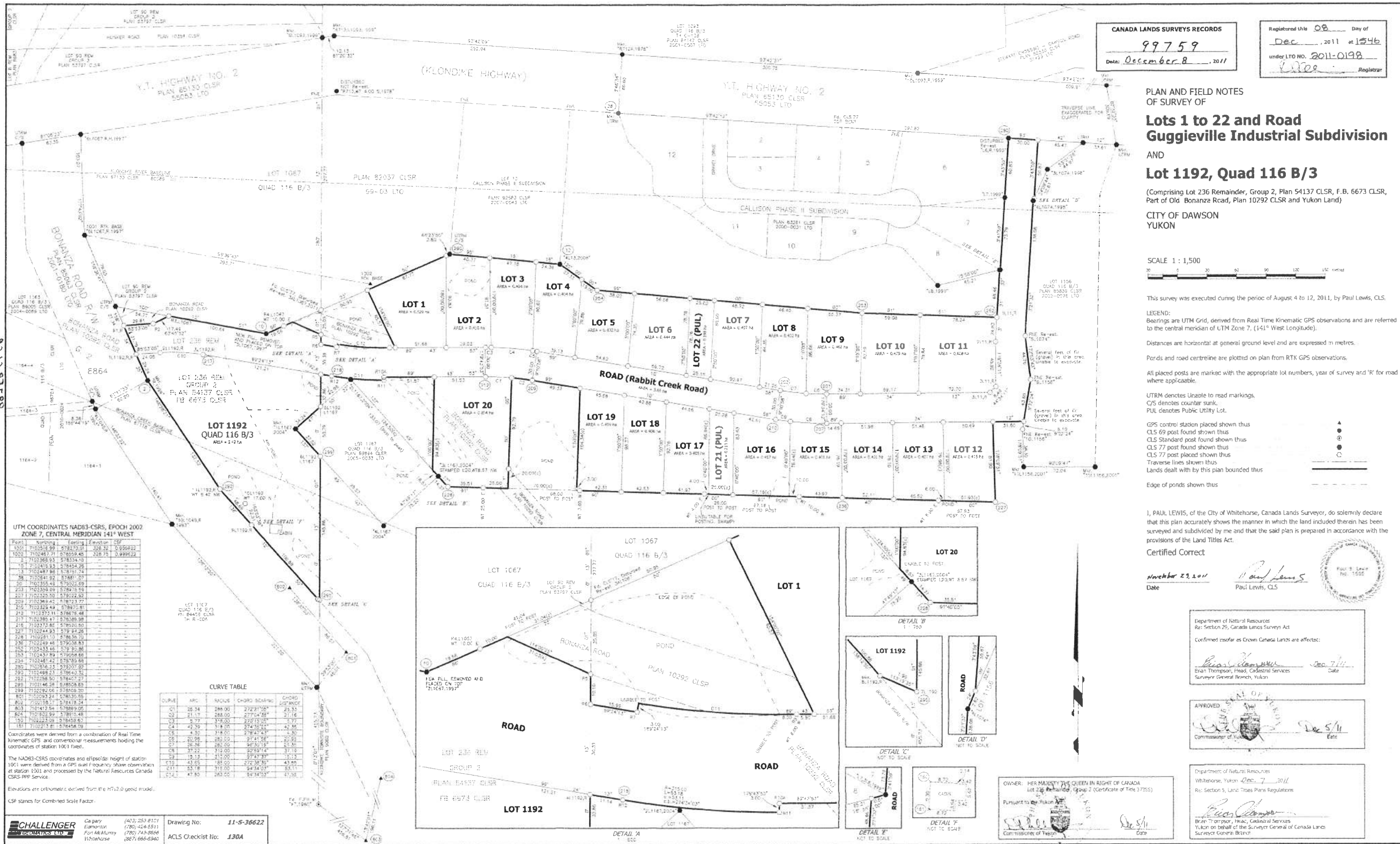
1:7,000

0 0.05 0.1 0.2 mi

0 0.075 0.15 0.3 km







CANADA LANDS SURVEYS RECORDS  
99759  
Date: December 8, 2011

Registered this 08 Day of Dec, 2011 at 1546  
under LTO NO. 2011-0198  
L. Lewis Registrar

PLAN AND FIELD NOTES  
OF SURVEY OF  
**Lots 1 to 22 and Road**  
**Guggieville Industrial Subdivision**  
AND  
**Lot 1192, Quad 116 B/3**

(Comprising Lot 236 Remainder, Group 2, Plan 54137 CLSR, F.B. 6673 CLSR,  
Part of Old Bonanza Road, Plan 10292 CLSR and Yukon Land)  
CITY OF DAWSON  
YUKON

SCALE 1 : 1,500

This survey was executed during the period of August 4 to 12, 2011, by Paul Lewis, CLS.

LEGEND:  
Bearings are UTM Grid, derived from Real Time Kinematic GPS observations and are referred to the central meridian of UTM Zone 7, (141° West Longitude).

Distances are horizontal at general ground level and are expressed in metres.

Ponds and road centreline are plotted on plan from RTK GPS observations.

All placed posts are marked with the appropriate lot numbers, year of survey and 'R' for road where applicable.

UTRM denotes Unable to read markings.  
CS denotes counter sunk.  
PUL denotes Public Utility Lot.

GPS control station placed shown thus  
CLS 69 post found shown thus  
CLS Standard post found shown thus  
CLS 77 post found shown thus  
CLS 77 post placed shown thus  
Traverse lines shown thus  
Lands dealt with by this plan bounded thus

Edge of ponds shown thus

I, PAUL LEWIS, of the City of Whitehorse, Canada Lands Surveyor, do solemnly declare that this plan accurately shows the manner in which the land included therein has been surveyed and subdivided by me and that the said plan is prepared in accordance with the provisions of the Land Titles Act.

Certified Correct

November 29, 2011  
Date  
Paul Lewis, CLS

Department of Natural Resources  
Act: Section 25, Canada Lands Survey Act  
Confirmed insofar as Crown Canada Lands are affected:

Brian Thompson, Head, Cadastral Services  
Surveyor General Branch, Yukon  
Date: Dec 7/11

APPROVED  
Commissioner of Yukon  
Date: Dec 5/11

Department of Natural Resources  
Whitehorse, Yukon  
Re: Section 5, Land Titles Regulations  
Brian Thompson, Head, Cadastral Services  
Yukon on behalf of the Surveyor General of Canada Lands  
Surveyor General Branch  
Date: Dec 7/11

OWNER: HER MAJESTY THE QUEEN IN RIGHT OF CANADA  
Lot 236 Remainder, Group 2 (Certificate of Title 3755)  
Pursuant to the Yukon Act  
Commissioner of Yukon  
Date: Dec 5/11

UTM COORDINATES NAD83-CSR, EPOCH 2002  
ZONE 7, CENTRAL MERIDIAN 141° WEST

| Point | Northing   | Easting   | Elevation | CSF      |
|-------|------------|-----------|-----------|----------|
| 1001  | 7103516.99 | 578123.07 | 228.32    | 0.999992 |
| 1002  | 7103441.71 | 578054.45 | 228.35    | 0.999992 |
| 2     | 7103368.93 | 578134.10 | -         | -        |
| 10    | 7103315.53 | 578054.28 | -         | -        |
| 11    | 7103241.86 | 578131.74 | -         | -        |
| 38    | 7102841.92 | 578081.07 | -         | -        |
| 39    | 7102555.43 | 578002.09 | -         | -        |
| 203   | 7102338.06 | 578415.59 | -         | -        |
| 207   | 7102325.50 | 578022.89 | -         | -        |
| 209   | 7102369.42 | 578133.77 | -         | -        |
| 210   | 7102324.44 | 578025.91 | -         | -        |
| 212   | 7102375.11 | 578076.48 | -         | -        |
| 217   | 7102385.11 | 578089.98 | -         | -        |
| 218   | 7102375.86 | 578001.80 | -         | -        |
| 227   | 7102444.93 | 578042.26 | -         | -        |
| 228   | 7102261.13 | 578086.70 | -         | -        |
| 248   | 7102249.46 | 578038.83 | -         | -        |
| 252   | 7102333.46 | 578030.86 | -         | -        |
| 253   | 7102457.94 | 578068.68 | -         | -        |
| 254   | 7102481.42 | 578059.68 | -         | -        |
| 280   | 7102516.34 | 578007.89 | -         | -        |
| 290   | 7102498.23 | 578043.26 | -         | -        |
| 292   | 7102586.90 | 578027.23 | -         | -        |
| 293   | 7102146.28 | 578058.83 | -         | -        |
| 301   | 7102529.24 | 578035.55 | -         | -        |
| 302   | 7102558.77 | 578048.24 | -         | -        |
| 303   | 7102410.54 | 578089.98 | -         | -        |
| 304   | 7102529.99 | 578051.48 | -         | -        |
| 102   | 7102223.06 | 578058.63 | -         | -        |
| 181   | 7102251.81 | 578048.09 | -         | -        |

Coordinates were derived from a combination of Real Time Kinematic GPS and conventional measurements holding the coordinates of station 1001 fixed.

The NAD83-CSR coordinates and ellipsoid height of station 1001 were derived from a GPS dual frequency phase observations at station 1001 and processed by the Natural Resources Canada CSRS-PPP Service.

Elevations are orthometric derived from the HTV2.0 geoid model.

CSF stands for Combined Scale Factor.

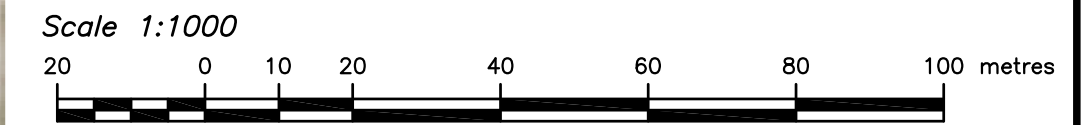
CHALLENGER  
Drawing No: 11-5-36622  
ACLS Checklist No: 1304



SKETCH OF  
**PROPOSED REZONING OF  
PARCEL A  
FROM FP (FUTURE PLANNING)  
TO M-1 INDUSTRIAL**

BEING A REZONING OF  
YUKON LAND, AND  
ROAD (BONANZA ROAD), PLAN 10292 CLSR

GUGGIEVILLE INDUSTRIAL SUBDIVISION  
CITY OF DAWSON  
YUKON



**LEGEND:**

Bearings are UTM Grid derived from Plan 99759 CLSR, 2011-0198 LTO.  
Distances are horizontal at general ground level and are expressed in metres.

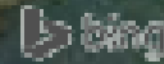
Lands dealt with by this sketch shown thus . . . . .

Pond approximate location shown thus . . . . .



UNDERHILL GEOMATICS LTD.  
PROFESSIONAL LAND SURVEYORS  
WHITEHORSE, YUKON  
Job: W19100

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Reserved for approval



## Memorandum

Via Email

**Date:** July 4, 2019  
**To:** Clarissa Huffman, CD and Planning Officer, City of Dawson  
**From:** Laura Prentice, Director, Land Development Branch, Yukon Government  
**Subject:** Response to Spot Land Application between Lot 19 and 20, Guggieville

---

As requested, I am providing some background and comments about the above spot land application. These comments consider that:

- a. Land Development Branch (LDB) was the original developer of the Guggieville industrial subdivision; and
- b. LDB is currently working with the City of Dawson to explore other sites for new industrial subdivisions.

Based a review of LDB files, there were a few concepts considered in the Guggieville subdivision development. All concepts reviewed excluded development of the spot land application site. Based on a review of file documents, it is likely that this site was excluded because it is well below grade and primarily under water. The volume of fill required to bring it up to grade and the associated cost was likely not recoverable through the sale of the lot.

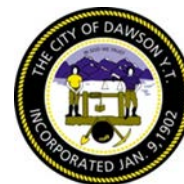
The water body within the proposed boundary wasn't found to be fish-bearing or contain free flowing surface water.

I can confirm that LDB is not considering this site as part of any future industrial subdivision at this time.

Sincerely,

Laura Prentice  
Director, Land Development  
Community Development

# Report to Council



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

☐ In Camera

|  |                                    |   |
|--|------------------------------------|---|
| <b>SUBJECT:</b>                                | Climate Change Integrated Strategy |   |
| <b>PREPARED BY:</b>                            | Clarissa Huffman, CDO              | <b>ATTACHMENTS:</b><br>Appendix 1. What We Heard Discussion Report<br>Appendix 2. Potential Partner Actions |
| <b>DATE:</b>                                   | July 2, 2019                       |   |
| <b>RELEVANT BYLAWS / POLICY / LEGISLATION:</b> |                                    |   |

## RECOMMENDATION

It is respectfully recommended that Council provide comments and feedback on the ideas for potential partner actions, as explained in the discussion questions posed in the analysis section of this report.

## ISSUE

Yukon Government (YG) is looking for feedback on the action items that the City of Dawson wishes to see included in the new Climate Change, Energy, and Green Economy Integrated Strategy that is currently being developed. The strategy is being developed by a project team consisting of YG, municipal government, and First Nation government representatives.

## BACKGROUND SUMMARY

As we continue to learn more about how our actions impact our environment, it is important to continue to find ways, as individuals, as a municipality and in partnership with the territorial government, to reduce our impact on the planet. Council has had many discussions about finding ways to go further for the environment; recent examples include contemplating the fuel efficiency of fleet purchases and passing a resolution to draft a bylaw banning single-use plastics.

Many partners are already observing and responding to the impacts of climate change in their communities and are interested in opportunities for sustainable community development. Additionally, many partner representatives feel encouraged by the partnership approach being taken for this strategy and see an opportunity for Yukon to be a role model for the rest of Canada in terms of a bold action strategy.

This strategy recognizes the importance of working together to align efforts and thus is intended to be a partnership between YG, municipalities, and FNs across the Yukon. The strategy's main aim is to find a way to develop Yukon's capacity to thrive in, and respond to, rapidly changing physical, economic, and social environments.

To date, the project team and partner representatives have collaboratively developed a draft strategic direction which includes background context, core values of the strategy, high-level goals, and six action areas which will be developed with specific, measurable action items to help Yukon meet the goals outlined in the strategy. This work has been based on both scientific information collected through research and through public engagement in each community to understand how this topic resonates with Yukon residents. The discussion paper stemming from the last round of engagement has been included in this report for reference (with appendices removed for brevity – the full report including appendices is available at <https://online.engageyukon.ca/project/integratedstrategy>), and the draft strategic direction will be



circulated in another round of public consultation, scheduled for summer/fall 2019. Council will have a chance to review the draft strategic direction at that time.

The project team has stated that the intent of the objectives set out in the strategic direction is to reflect the priorities of governments across Yukon. Aligned with this, the intent would be that both Yukon government and partners will put forward actions to be included in the strategy. There are two ways this could occur. The preferred option would be that partners put forward action items that they would like to implement, which would be included in the strategy. Alternatively, partners could report on activities that they have implemented or update on projects in progress for inclusion during the annual reporting on the strategy. It is likely that the reality will fall somewhere in the middle of these two ends of the spectrum.


In order to facilitate this, partner representatives asked the project team to share the list of partner action ideas that was developed in the working sessions. This list is now being shared with decision makers in each partner government for feedback.

#### **ANALYSIS / DISCUSSION / ALIGNMENT TO OCP & STRATEGIC PRIORITIES**

The goal of sharing the list of potential action items with decision makers at this time is to obtain knowledge on where the City of Dawson sees themselves fitting into this strategy. The potential action items are grouped into the same six action areas where the Yukon Government hopes that partners can work together to create a resilient, sustainable future. The goal of the strategy is to outline both action items that would be relevant to any community, as well as context-specific action items that are relevant to specific communities, to acknowledge that there is no one-size-fits-all solution, and that each community will likely take a slightly different implementation approach based on their specific needs.

Therefore, administration would like to open the floor to Council to provide feedback about the six action areas and the potential action items that are proposed on this list from a City of Dawson perspective. The following discussion questions are provided to guide the conversation and help Council to provide efficient feedback.

1. How do you envision the City of Dawson taking bold action with respect to climate change, energy, and green economy?
2. Are there any Yukon-wide action items that should be included in the strategy for Yukon Government to implement?
3. Are there any action items on this list that Council feels are already being executed in current municipal programming that could be included in the strategy?
4. Are there any action items on this list that Council has previously expressed interest in prioritizing but have not yet manifested into a municipal program/policy? If yes, is there an interest including these action items in the strategy?
5. Are there any action items on this list not discussed in questions 1-4 that Council would like to prioritize for inclusion in the strategy?
6. Are there any action items not on this list that Council would be interested in pursuing as part of the strategy?
7. What would a successful YG/City of Dawson partnership look like for this strategy? What resources and support would Council need from Yukon Government in order to provide continued support for participation in the strategy and implementation of these action items at the municipal level?

| APPROVAL |                    |  |
|----------|--------------------|--|
| NAME:    | Cory Bellmore, CAO | SIGNATURE:<br> |
| DATE:    | July 4, 2019       |  |



# Climate Change, Energy and Green Economy What We Heard

MAY 2019



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# What We Heard

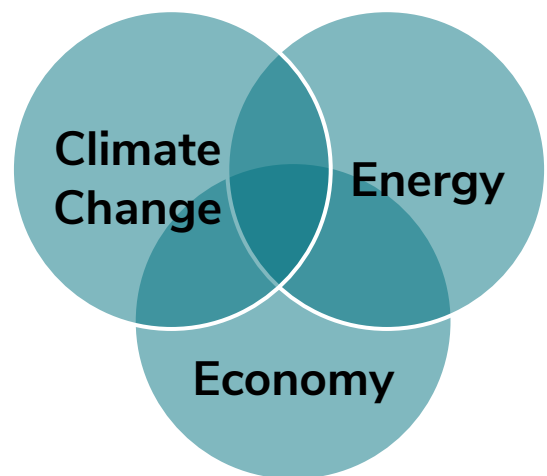
Feedback from public engagement on developing a new climate change, energy and green economy strategy.

## Background

The Government of Yukon is working with Yukon First Nations, transboundary Indigenous groups and Yukon municipalities to develop a territory-wide strategy to address climate change, energy and a green economy. The new 10-year strategy will replace the 2009 Climate Change Action Plan and the 2009 Energy Strategy. It will contain priorities and actions that align with Yukon's climate change, energy and economic needs.

The new strategy will help Yukon:

- Reduce our greenhouse gas emissions;
- Enhance access to reliable, affordable and sustainable energy;
- Adapt to the impacts of our changing climate; and
- Build a diverse, green economy.



Climate change, energy and the economy are interconnected. For example, our economy relies on energy and the kinds of energy we use affect climate change. The impacts of climate change, in turn, affect our energy supply and our economy. By addressing all three together – energy, climate change and a green economy – Yukon can effectively respond to the rapid changes happening in our territory.



# Engagement Process

Working collaboratively with our Indigenous and municipal partners, we conducted a formal public engagement from October 25 to December 17, 2018. The discussion document, *Climate Change, Energy and Green Economy – What is Important to You?*, was provided to stimulate thoughts on Yukoners' priorities for climate change, energy and the green economy and on potential content to be included in the new strategy.

We used a variety of methods to engage a wide range of people including public meetings, a survey, youth-specific events, and one-on-one meetings with stakeholders. In Whitehorse, we held a kickoff event at the Canada Games Centre to raise awareness of the public engagement and encourage people to complete the online survey.

Notification of the engagement went out to Yukoners and transboundary Indigenous groups through letters, social media, and newspaper, Facebook, radio and TV ads.

The ideas, insights and concerns we heard from Yukoners, along with the research we conducted during the past year, will form the foundation for a new climate change, energy and green economy strategy. A draft of this strategy will be available for public review, anticipated to take place in fall 2019.

# Participation

## Public Meetings

We held public meetings in 14 communities with 287 participants from Yukon and transboundary Indigenous groups. The Acho Dene Koe First Nation independently held an event in Fort Liard, NT, encouraging their citizens to complete the online survey.

| Community          | # of participants | Community   | # of participants |
|--------------------|-------------------|-------------|-------------------|
| Beaver Creek       | 15                | Inuvik      | 15                |
| Burwash Landing    | 42                | Mayo        | 15                |
| Carcross           | 33                | Old Crow    | 35                |
| Carmacks           | 18                | Ross River  | 22                |
| Dawson City        | 12                | Teslin      | 10                |
| Faro               | 5                 | Watson Lake | 6                 |
| Haines Junction    | 39                | Whitehorse  | 20                |
| Total              | 164               | Total       | 123               |
| <b>Grand Total</b> | <b>287</b>        |             |                   |

At the public meetings, participants reflected on and discussed the following questions:

- ▶ What brought you here today?
- ▶ Where should we focus?
  - Jobs and economic opportunities
  - Increase resilience to climate change impacts
  - Reduce greenhouse gas emissions
  - Ensure Yukoners have access to reliable and affordable energy
  - Other
- ▶ What do you see happening now?
- ▶ What does a good future look like?
- ▶ What needs to change to make that good future happen?
- ▶ What would you like to do? What is one thing that could change to help you do that?

A copy of the comments received during the public meetings is available upon request. These comments are not attributed to any particular individual or community.

## Youth-Specific Events

Recognizing that decisions made today to address climate change, meet our energy needs, and build a green economy will affect future generations, we held youth-specific events in Whitehorse and communities to ensure their voices were heard and included in the development of the new strategy.

A total of 44 youth attended events in five communities:

| Community  | # of participants | Community          | # of participants |
|------------|-------------------|--------------------|-------------------|
| Carmacks   | 11                | Teslin             | 11                |
| Faro       | 11                | Whitehorse         | 7                 |
| Ross River | 4                 | <b>Grand Total</b> | <b>44</b>         |

## Survey

We distributed a survey online and at public meetings with a mix of open-ended and multiple choice questions. We received 481 responses during the engagement period.

Of the respondents, 13 per cent identified as a member of Yukon First Nation or transboundary Indigenous group (compared to First Nations representing 21 per cent of Yukon's population). In terms of urban and rural participation, 35 per cent were from outside Whitehorse (compared to 22 per cent of Yukon's population).<sup>1</sup> In terms of age, 28 per cent of respondents were under the age of 36 (compared to 43 per cent of Yukon's population).

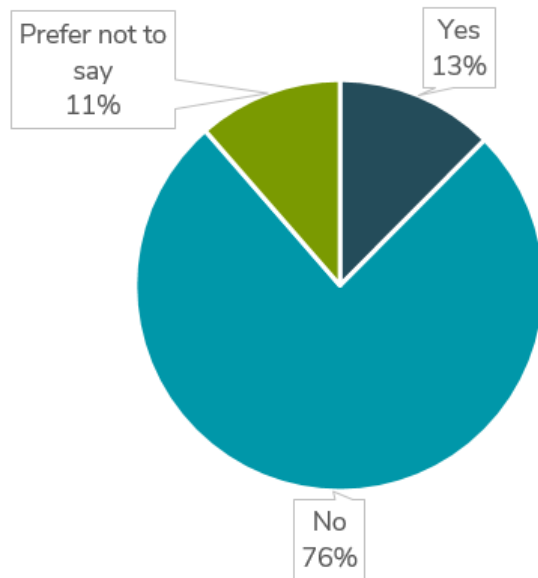
Please see Appendix A for the survey questions and Appendix B for the numerical survey data. A copy of the open-ended comments received through the survey is

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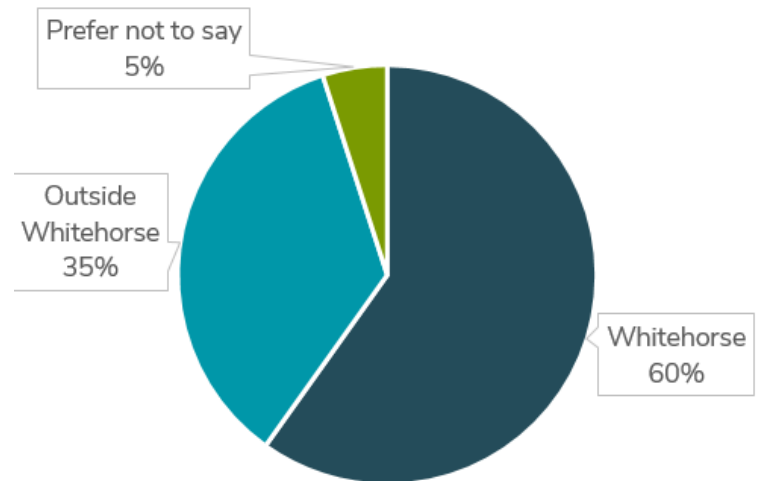
<sup>1</sup> [Yukon population statistics](#)

available upon request. These comments are not attributed to any particular individuals.

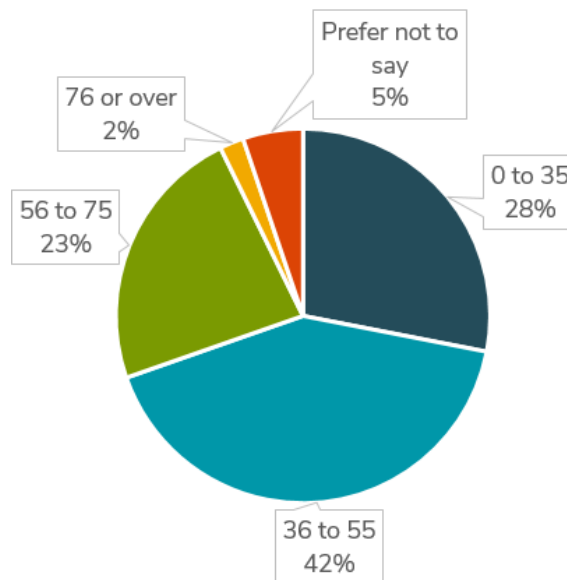
Indigenous Ancestry



Location



Age



## Survey Respondent Demographics

## Stakeholder Meetings

Over 80 stakeholder groups identified by the Government of Yukon and Indigenous and municipal partners received letters on the public engagement period. In response, the 25 stakeholders listed below requested one-on-one meetings or submitted comments.

- Arctic Institute of Community-Based Research
- Arctic Institute of North America
- Cold Climate Innovation
- CPAWS (Canadian Parks and Wilderness Society) Yukon
- Ducks Unlimited Canada
- Firesmart Whitehorse
- First Kaska GP Ltd. (LFN's Dev Corp)
- Hillcrest Community Association
- Industrial Research Chair
- John Maissan
- Kluane Community Development Corporation
- Low-Carbon Yukon Stakeholder Committee
- Northern Climate Exchange
- P&M Recycling
- Porcupine Caribou Management Board
- Raven Recycling
- Renewable Energy and Storage Group
- Solvest Inc.
- Utility Consumers Group
- Wood Products Association
- Yukon Chamber of Commerce – Energy Committee
- Yukon Chamber of Mines
- Yukon Conservation Society
- Yukon Research Centre
- Yukoners Concerned
- Zero Waste Yukon

Please see Appendix C for a copy of the written submissions received from some of the above stakeholder groups.



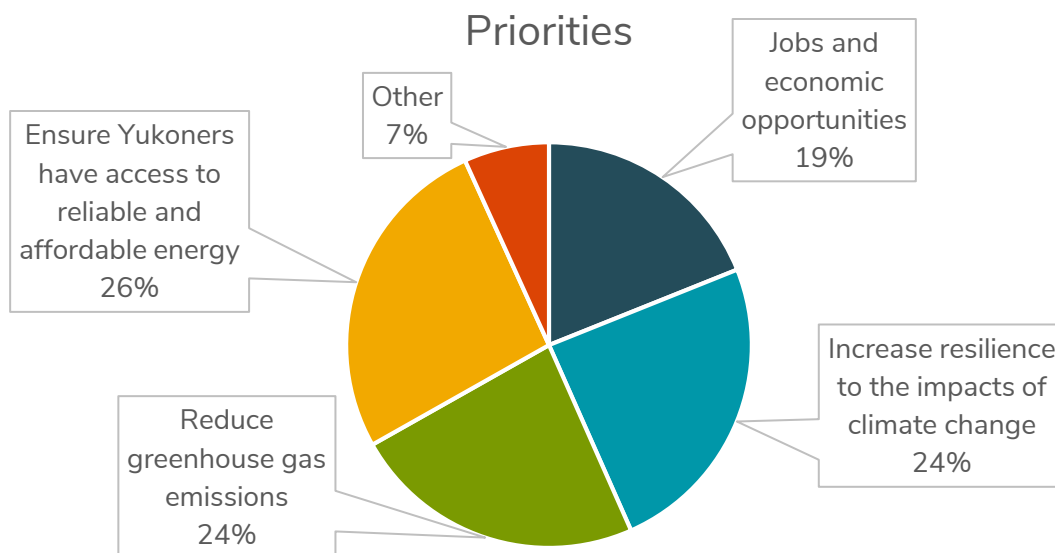
# What We Heard

Here is a summary of the input received during the public engagement. As a rough indication of the number of participants providing a similar or certain type of input, we use the following terminology:

|            |           |
|------------|-----------|
| A handful: | Around 5  |
| Several:   | Around 10 |
| Many:      | 30+       |

## 1. An Integrated Strategy

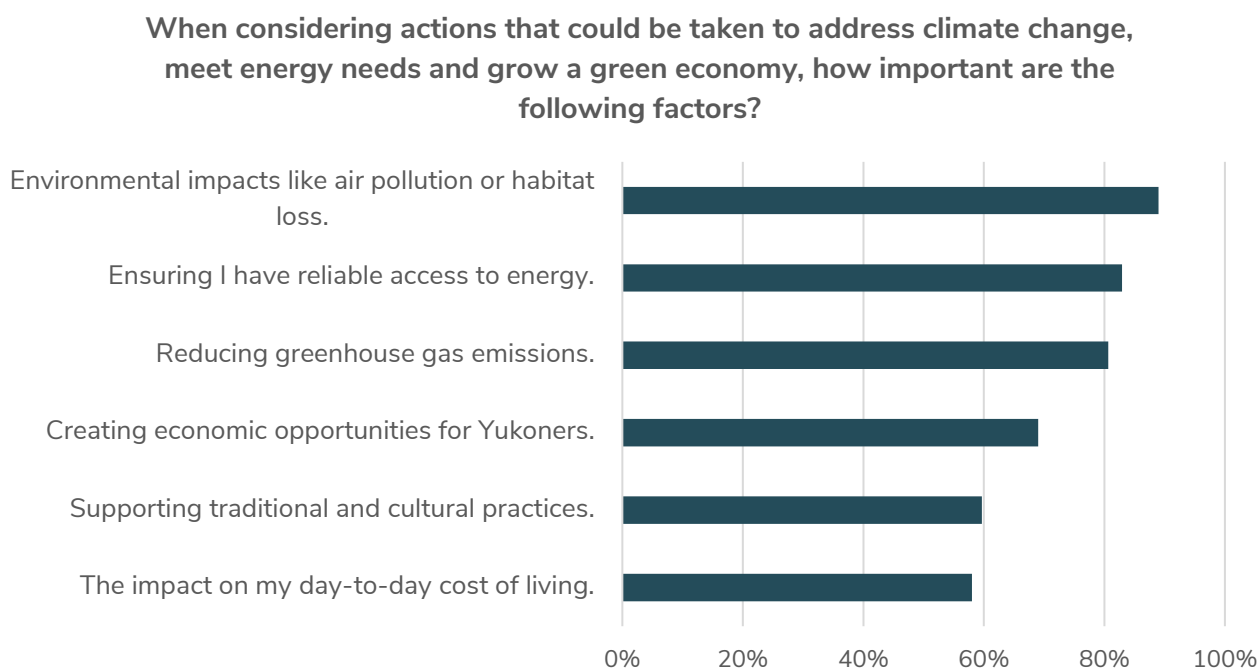
At the public meetings, we asked participants to prioritize whether the new strategy should focus on one or a combination of the following: jobs and economic opportunities, increasing resilience to the impacts of climate change, reducing greenhouse gas emissions and/or ensuring Yukoners have access to reliable and affordable energy. Each of the options received relatively equal weighting, with jobs and economic opportunities emerging as slightly less important than the other three possible priorities.



A similar question was included in the survey, asking respondents to rate the importance of six factors when considering potential actions to address climate change, meet energy needs, and grow a green economy. The results are illustrated in the bar chart below.

All factors rated quite high. The factor that rated the lowest was the impact on the day-to-day cost of living. However, 58 per cent of respondents deemed it as “important” or “very important”.

The three most highly rated factors were: environmental impacts like air pollution or habitat loss, ensuring people have reliable access to energy, and reducing greenhouse gas emissions.



Note: the percentages above represent the combined percentage of respondents who rated each factor as important or extremely important.

These results suggest that participants believe all three elements of the integrated strategy – climate change, energy and green economy – are important. Participants also place importance on broader factors such as environmental impacts and traditional and cultural factors.



## 1.1 Other Factors

Participants identified additional factors as important beyond those highlighted above.

A number of participants highlighted the importance of self-sufficiency for the territory, adding it is an important aspect of Yukon's culture and history that is being lost. They defined self-sufficiency as looking within to meet our own needs and using local knowledge to address local challenges.

Participants also suggested future generations be considered when making decisions, as they will inherit the consequences of current actions. Participants called for informed decision-making that is practical yet ambitious, open-minded, and alert for unintended consequences of actions taken. Informed decision-making also involves considering other perspectives and relying on expertise more than opinions. Several participants recommended that the cost of doing nothing be calculated and considered in the decision-making process.

With respect to building a green economy, one stakeholder group suggested that a green economy recognize the ecological limits of the planet, while several participants spoke to the responsibilities we have as people to protect our environment and recognize ecological rights.

### Youth Input

Youth said they want to see more jobs and opportunities in their communities. They said they want to have healthy ecosystems, with clean land, water and air.

A couple of participants expressed their desire for a strong economy, but more expressed concerns about chasing growth, suggesting that growth is the root of sustainability challenges. Participants generally expressed a preference for sustainability over growth and there was sentiment in several communities that the drive for corporate profits is part of the problem. Many participants also emphasized the importance of changing our lifestyles, using only what we need and moving away from a culture of consumption.

## 2. Taking Action

A common response from participants was that it is time to take action. A couple of participants suggested that it may be necessary to start small, but the majority of those calling for action are looking for significant, ambitious action. Participants emphasized the urgency of climate change and that the stakes are high, suggesting that the response be proportional to the scale of the problem. Many participants made it clear that climate change is a global problem and that everyone should do their fair share in reducing emissions.

A smaller number of participants believe nothing can or should be done, and offered a variety of reasons for this feedback. Several participants stated that Yukon is too small to have an impact on the global climate, and that responsibility for taking action falls to larger countries or cities. Others felt that it is already too late to do anything. A few participants suggested that peoples' moral stress or climate-related anxiety is causing paralysis and/or denial. Participants used words like fearful, worried, frustrated, disheartened, concerned, discouraged, saddened, anxious, and depressed to express their emotional states related to climate change.

### Leadership and Accountability

Many participants expressed desire for bold leadership by governments across Yukon. Several called on governments to have the courage to make difficult but informed decisions and to model good behavior even when it is challenging. A handful of participants recognized that several First Nation governments are already leaders in addressing climate change and developing greener economies. Many participants called on the Government of Yukon to support and empower First Nations, municipalities, businesses, not-for-profit organizations, and individuals to plan and take action.

Many participants said Yukon communities can be global leaders in addressing climate change, demonstrating to Canada and the world that ambitious climate action is possible. For example, one stakeholder group suggested that Yukon could be a leader

in integrating many different renewable energy sources such as geothermal, biomass, wind, and solar.

Several participants called on governments to establish clear goals and targets territory-wide and/or internally, and to regularly track and report on progress. Two stakeholder groups called for stringent greenhouse gas reduction targets consistent with the level of action needed to limit global warming to 1.5°C. A handful of participants urged for targets to be enforced through legislation.

A few stakeholders want to see the strategy contain specific actions, in addition to high-level commitments. They urged that those specific actions be measurable and time-bound, along with the flexibility to update and improve them in the future. A few stakeholder groups emphasized that the strategy be sufficiently funded, with adequate resources to support the actions and objectives it contains.

Generally, many participants spoke to the need for political buy-in on the importance of addressing climate change. Several called on politicians and governments to think beyond the length of a political term. Several participants were also concerned that the strategy would not be implemented or would not last longer than the length of the current political term.

## 2.1 Barriers to Taking Action

Many participants expressed a desire to take action for themselves or future generations but are prevented from doing so by a variety of barriers, whether real or perceived.

### Options

Several participants are frustrated with a lack of options for reducing their greenhouse gas emissions and feel that having options would allow them do more than they are able to do today.



## Convenience

A few participants noted the importance of convenience in directing people's actions, highlighting that more sustainable alternatives need to be as convenient or more convenient than current greenhouse gas-emitting options.

*"I like the idea of being energy efficient as long as it's easy to do."*

*– Old Crow participant*

## Awareness

Many participants suggested that people could be more motivated to take action if they understood the causes and the consequences of climate change. Many participants felt that awareness be raised in a positive, hopeful, and optimistic way. They suggested that when the dialogue is centred on fear, cynicism or despair, people become disengaged from doing anything.

## Affordability

Many participants pointed to the importance of affordability in supporting or preventing change. Many participants called for improvements in the affordability of or in the ability to purchase more sustainable alternatives. In addition, many participants would like to see greenhouse gas-emitting products be more expensive as a disincentive to their use.

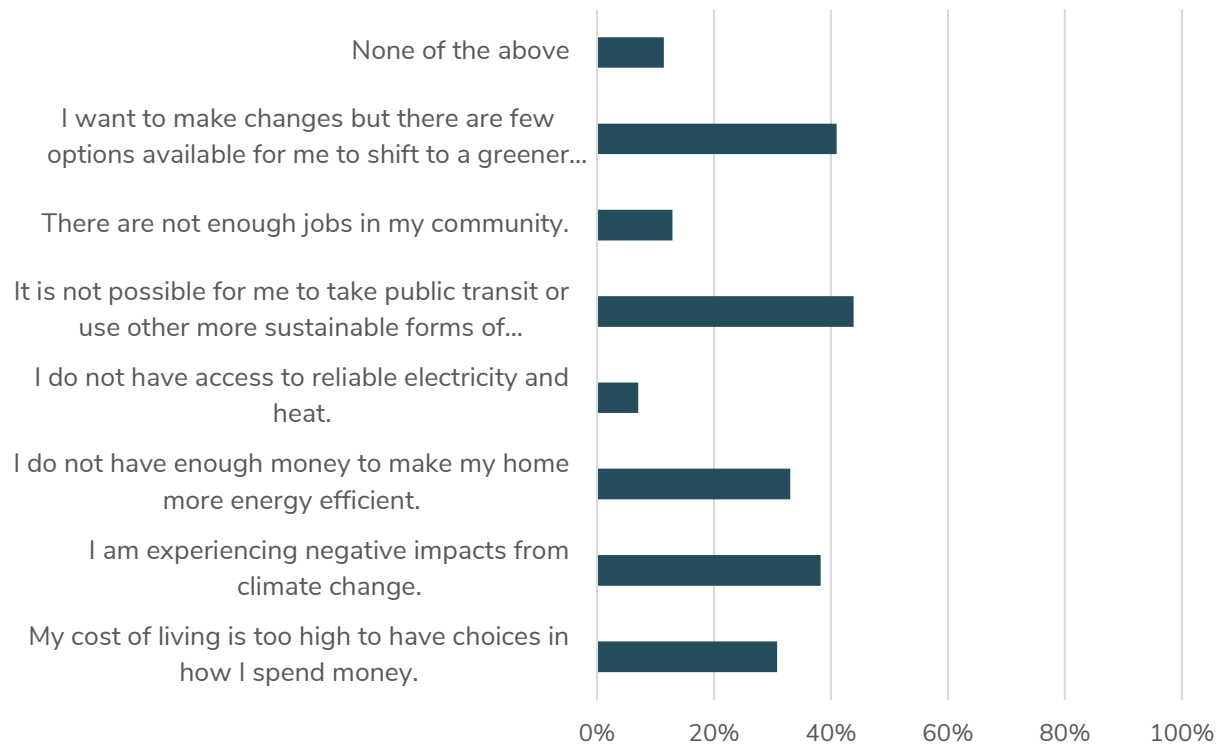
## Information

Many participants spoke about difficulties accessing information, technologies, and expertise to make the changes they would like to make.

The barriers outlined above are consistent with the survey results showing that respondents are challenged by a lack of options around public transportation and other ways of shifting to a greener lifestyle, and by limited financial resources to make changes.



**When you think about climate change, energy and green economy, what issues or problems are you facing?**



Note: the percentages above represent the combined percentage of respondents who rated each factor as important or extremely important.



### 3. Our Changing Climate

Over the past 50 years, temperatures in Yukon have warmed by 2°C and rain and snowfall have increased by six per cent.<sup>2</sup> During the public engagement, Yukoners clearly expressed that they are already experiencing the impacts of climate change. Participants primarily raised concerns about impacts on both the natural environment and people, while other participants identified potential benefits from climate change or suggested that they are not affected by the changes.

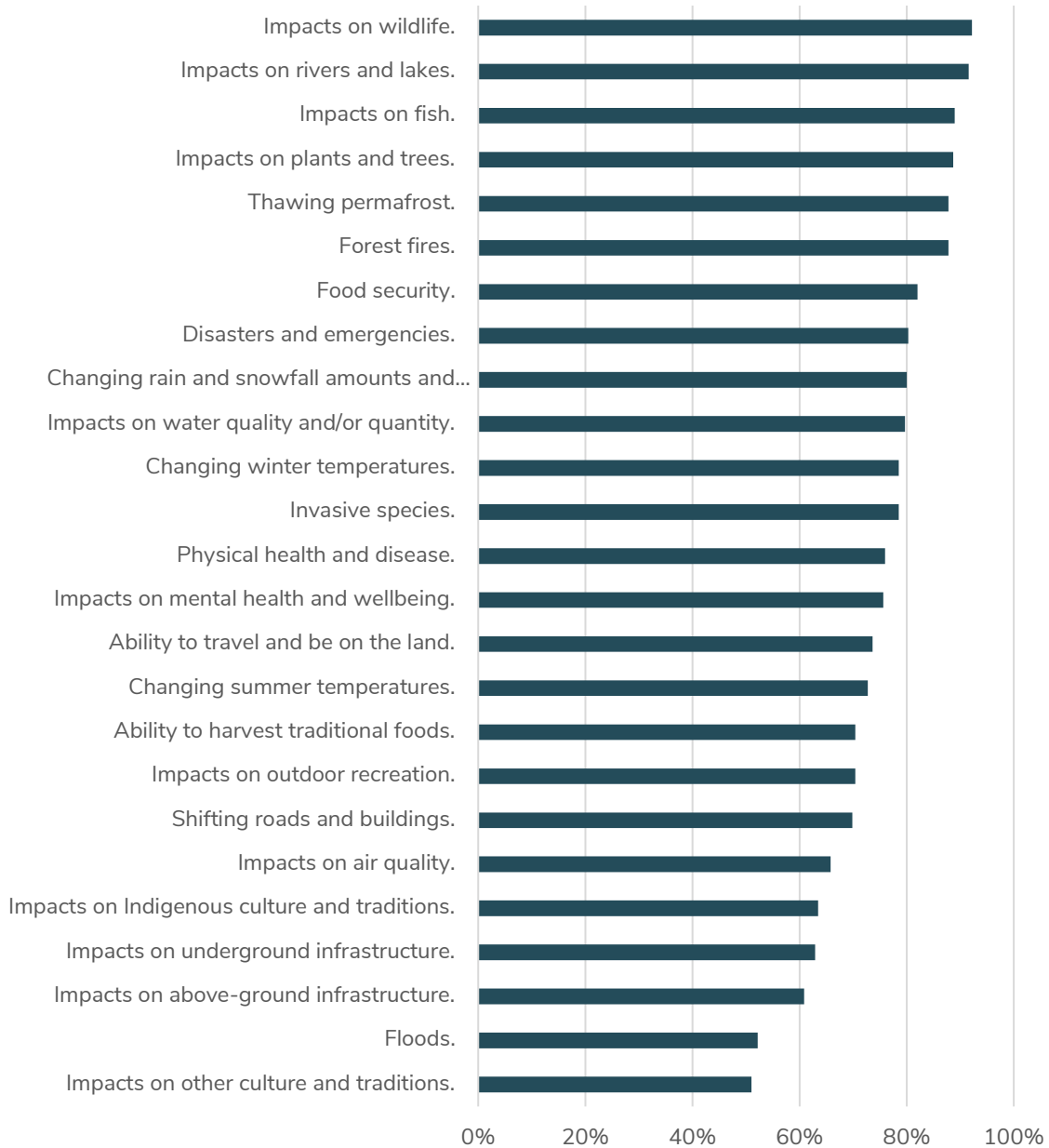
The following chart illustrates the proportion of survey respondents that are “concerned” or “very concerned” about a range of climate change impacts. The greatest concerns related to impacts on wildlife, rivers and lakes, fish, and plants and trees, as well as thawing permafrost and wildfires

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<sup>2</sup> [Yukon Climate Change Indicators and Key Findings 2015](#)



## How concerned are you about the following impacts of climate change?



## 3.1 Environmental Impacts

### Weather

Many participants noted changes in weather that they believe are a consequence of climate change. Warmer winters, earlier spring melts, less differentiation between seasons, greater fluctuations in temperature within seasons, more freeze and thaw cycles, increased precipitation and humidity, and more dramatic weather events were all routinely noted by participants. Others noted atmospheric changes, with higher winds and more cloudy days than there used to be, as well as declines in snowfall.

#### Youth Input

Many youth participants said they are noticing changes to weather, highlighting that temperatures are warmer, lakes and rivers are taking longer to freeze, and there are winter rainfall events.

### Air Quality

Participants noted differences in air quality. In the Burwash Landing area, participants have observed more wind-borne dust that is causing respiratory problems and allergic reactions.

### Waterbodies and Water Quality

Participants noted changes in waterbodies of all types (including glaciers), with some areas drying out and other areas flooding. These types of observations were noted in all communities. Some waterbodies are freezing later in the winter or not at all. Changes in water temperature are affecting fish and wildlife. Participants noticed more silt in rivers, affecting water quality for fish and for drinking water. A handful of participants expressed concerns about glacier melt and how, in some alpine areas, glaciers and ice patches are gone.

### Landscapes

North Yukon/Beaufort region participants, in particular, commented on the changes they have been seeing in the landscape, with coastlines, lakes, and rivers changing,

permafrost slumping and more. They noted that these landscape changes are revealing cultural artefacts. Concerns were expressed about the potential release of toxins, diseases, and methane as permafrost thaws.

## Wildlife

Participants commonly noted changes in wildlife, with declines in some species (e.g., frogs, certain birds, bees, butterflies, and gophers) and the arrival of species that did not previously live in the area (e.g., cougar, deer, certain birds and ticks).

Participants noted changes in migration patterns for migratory species like caribou and changes in the behaviours of animals (e.g., bears hibernating later, moose rutting later, and wolves coming to town more often). They suggested that declines in river levels are affecting wildlife.

### Youth Input

Youth participants noticed changes in wildlife distribution in and around their communities. They observed animals behaving differently, and changes to the number of animals seen compared to what they recall seeing in the past.

## Fish

Several communities noted that there are fewer fish, that fish meat is softer because the water is warmer, and that fish eggs (for eating) are not ready until later in the season. In some communities, participants noted that water levels are declining, resulting in the loss of important spawning grounds. In other communities, the opposite is true; water levels are increasing, resulting in permafrost thaw and erosion, an increase in silt loads in rivers and a reduction in the quality of fish habitat. Participants expressed concerns about the late freeze-up of lakes and the late or lack of freeze-up of creeks and the impact that may have on fish.

## Plants

Participants observed changes in plant growth including type and location. They expressed concerns about beetle infestations. Others noted declines in berry production and other food and medicinal plant populations.

## 3.2 Human Impacts

### Travel/Access

Changing conditions are making it difficult for people to travel. Participants in Dawson City noted the loss of their ice bridge. In Old Crow, concerns were expressed about the future of the winter road. In all areas, people who travel the land, particularly for cultural or economic reasons, expressed concerns about the difficulty – or impossibility – of accessing certain areas because creeks and other waterbodies are not freezing over the way they used to.

#### Youth Input

Some youth commented that less snowfall is preventing them from snowmobiling and reaching trapping areas, while slippery roads are making travel more dangerous.

“It is changing my entire way of life. I cannot fish in the same way. I cannot get to my cabin in the same way. I have to re-learn a lot of bush skills and apply them in new ways.”

– Survey participant

Changes to river levels and river channels are making river travel more difficult and dangerous in some areas. Winter rainfall is also affecting travellers. These participants are concerned about safety and on how this affects them economically. Trappers, in particular, noted that it is increasingly difficult to access their trapping areas.

### Economy

Trappers noted that the trapping season is getting shorter. They are also concerned about declines in the quality of the fur they trap as winters warm, further affecting their incomes. Participants also expressed other economic concerns, such as increasing costs of insurance due to climate-related events and difficulties harvesting traditional foods.



## Traditional and country food

Participants raised food security as a concern noting the declines in berry production, as well as other food and medicinal plants. Difficulties traveling on the land have led to people eating less country food, which participants said is having an impact on health.

“We need to learn our ecosystems all over again. They’re changing.”

– Ross River participant

First Nations participants throughout Yukon noted that they have sacrificed their salmon harvests in an attempt to improve salmon stocks. A couple of participants noted that they have not been engaging in berry picking because they are concerned about the welfare of bears who are having difficulties finding sufficient food. Several participants were concerned about how continued changes to Yukon’s ecosystems affect access to food and resources.

## Gardening and agriculture

One gardener noted increased success gardening as a result of the warmer climate, whereas a few farmers noted that they are facing challenges adapting to changing climate patterns.

Several participants suggested that disruption to food and economic systems elsewhere in the world will affect Yukon negatively.

## Wildlife Conflict

Increased incidents of human-wildlife conflicts were noted, which was suggested could be due to wildlife struggling to adapt to changing ecosystems. Participants noted that they were afraid to be on the land as bears are hibernating later and having difficulty finding food.

## Water

Participants were concerned about their drinking water, particularly those who use creeks or waterbodies that are drying up.





## Recreation

Comments on recreational impacts included: not being able to ski because of declines in snowfall; not being able to travel in certain areas with 4-wheelers because of changes to the landscape; and impacts to winter tourism operations.

## Conflict and Human Migration

Participants expressed concern about geopolitical instability caused by climate change elsewhere that could increase human migration and the attractiveness of Yukon as a destination for people seeking a better place to live. A number of participants predicted that, as climate change impacts affect other countries, Yukon will become an increasingly desirable place to live. Several participants expressed concern that large-scale migration and refugee crises could mean more people moving to Yukon and place greater pressure on local resources.

## Health

Several participants commented on the health – and especially the mental health – impacts of a changing climate. Airborne dust, toxins, and diseases released through permafrost thaw, and less time spent on the land, can all affect physical health. Participants observed mental health impacts as a result of less time spent on the land, cloudier days, and feelings of despair, fear, stress, depression and apathy about the consequences of climate change.

## Maintenance

A couple of participants stated that they are looking forward to warmer weather and increased precipitation because it would reduce the cost of home heating and vehicle maintenance.

## Infrastructure

Thawing permafrost is affecting infrastructure, including homes and cabins, roads and the entire community. Concerns were expressed that energy systems are vulnerable as declines in water levels could affect the ability to produce hydroelectricity.

## Wildfires

The increasing risk of wildfire due to climate change and especially the threat of fires near communities was mentioned by several stakeholder groups. One group figured that increased average temperatures, lower humidity, and windier conditions would aggravate the situation of heavy fuel loads (wood) in proximity to developed areas around Whitehorse.

### 3.3 Perceived Causes of Climate Change

The vast majority of participants recognized that climate change is caused by human-produced greenhouse gas emissions. Some participants were unsure of the causes of climate change and came to the engagement sessions to learn more. A small number of other participants believe that climate change has other causes, such as natural variability, polar tilt, or changes in solar activity, or that climate change is not occurring.

## 4. Areas of Interest

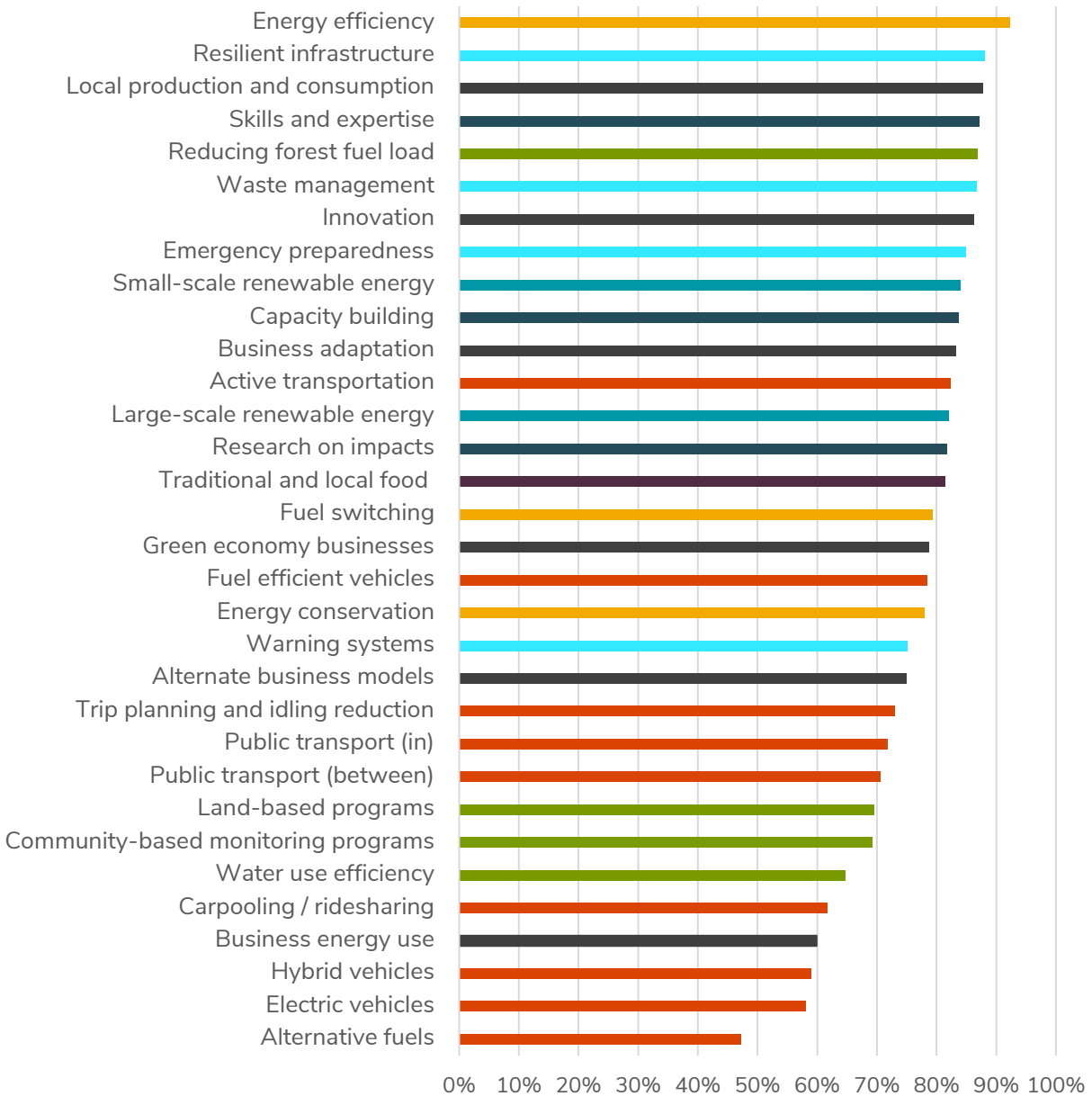
Participants provided many ideas on ways to take action on climate change, energy and a green economy. These ideas are organized into several “Areas of Interest” for ease of communication. The Areas of Interest below are similar to the seven areas originally presented in the discussion document, but they have been slightly adapted to reflect the input received.

1. Renewable energy
2. Homes and buildings
3. Transportation
4. Land and resources
5. Communities
6. Food security
7. Business, industry and innovation
8. Skills and knowledge

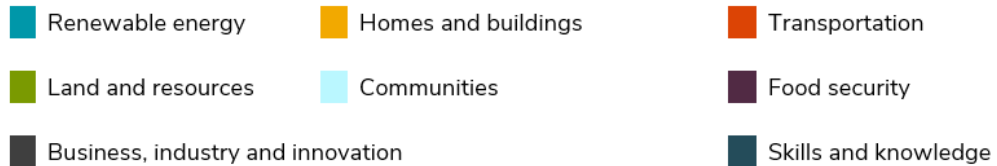
The following chart, showing data from the survey, reiterates that there is support for a broad array of initiatives across the eight areas of interest. While some initiatives were identified as most important, all of the initiatives were rated fairly highly with the lowest-ranking initiative, alternative fuels for vehicles, still being considered “important” or “very important” by 47 per cent of respondents.



## How important are the following types of initiatives?



### Legend



## 4.1 Renewable Energy

Many participants called for more renewable energy generation, although a couple of participants would prefer to reduce energy demand rather than increase generation. A few participants questioned the sustainability of green power generation and would like information about energy sources that considers the greenhouse gas emissions and other environmental impacts of each energy type across its full supply chain or lifecycle.

There is broad support amongst stakeholders to use renewable energy to reduce dependence on diesel and other fossil fuels. Stakeholders noted that renewable energy technologies are ready, but that grid stability is an important challenge that needs to be addressed.

### Youth Input

Youth participants said they want to see people using more renewable energy, particularly in their homes. One youth wants to see governments subsidizing renewables and not fossil fuels, while another suggested that renewable energy is a smart long-term investment.

A few stakeholder groups suggested that governments pay more for renewable electricity generation, in particular. It was suggested that the Government of Yukon direct the Yukon Utilities Board to accept a premium for renewable electricity generation or to consider the environmental and social impacts of electricity generation.

Many participants called for financial support for transitions to renewable power generation, as costs were frequently raised as a barrier to switching. Several participants called for investments in large-scale renewable power generation, and a handful called for regulations or targets to mandate how much energy comes from renewable sources.

### Biomass

Many participants spoke in favour of biomass energy (typically wood) for use at the domestic or district levels. Key reasons for supporting biomass include wildfire abatement, the creation of local jobs, and a local energy supply that could be used for



heat or electricity and reduce dependence on fossil fuels. A few participants, however, were concerned about biomass energy generating greenhouse gas emissions. Stakeholders suggested that all new buildings consider biomass heating as an option, and take into consideration the job creation opportunities in that decision. It was also suggested that the installation of fossil fuel heating systems be banned from all Government of Yukon buildings and that all levels of government install biomass systems to generate local demand for biomass. One stakeholder suggested that there be a grant or rebate program for the purchase or installation of wood-fired heating systems.

### Geothermal

Several participants expressed their support for geothermal energy, both deep geothermal energy and geoexchange systems that use heat found just beneath the earth's surface.

### Hydro

Several participants would like to see the development of more hydroelectricity projects at both a small/local scale and at larger scales. Several community members pointed to areas of small-scale hydroelectric potential within close proximity of their communities. Certain participants were concerned about the aging of our existing hydroelectric infrastructure and its ability to continue generating electricity as glaciers melt and precipitation levels change. Several participants were opposed to hydroelectricity, recognizing that hydroelectric projects have environmental and social impacts.

### Solar

Many participants would like to see more solar energy use and want to install solar systems for their own homes while many others called for large-scale solar energy generation. These participants called for financial support (grants, rebates, subsidies, etc.) for homeowners and the commercial sector, as well as technical support. It was suggested that building codes be updated to require new homes and buildings to be "solar-ready."



A handful of participants raised the issue that solar energy is intermittent and solar energy generating systems may require energy storage technologies.

## Wind

Many participants expressed their desire to use more wind energy both domestically and on a larger scale, with most of these participants wanting to see large-scale wind projects. A few participants raised concerns about the environmental impacts of wind energy, particularly impacts on birds and sheep.

## Nuclear<sup>3</sup>

Several participants raised nuclear power generation as a desirable alternative to fossil fuels or to other non-fossil fuel energy sources.

## Energy Storage

Several participants spoke to the need for energy storage at various scales, noting that energy storage would enable the use of more renewable energy. Three stakeholder groups specifically identified pumped storage hydro as a promising energy storage option for Yukon. A few participants mentioned “behind the meter” energy storage systems such as electric thermal storage that could be located within a home or business. One stakeholder group noted that electric thermal storage could shift heating demand to electricity and create a market for renewable electricity.

## Grid Connection

A couple of participants recommended connecting to the electricity grid outside Yukon. Conversely, a number of stakeholder groups did not support connecting Yukon's grid to British Columbia, suggesting that it would result in fewer local and community business opportunities and lead to lower prices undercutting local small-scale renewable energy

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<sup>3</sup> While nuclear energy is not technically renewable (because the uranium is consumed as energy is spent), it is mentioned here alongside renewable energies because several participants raised it as a desirable alternative to fossil fuels or to other non-fossil fuel energy sources.

generation. One stakeholder group suggested supporting the grid connection only if it is funded by the federal government.

### Independent Power Production

Several stakeholders support independent power production and community-based renewable energy projects. They suggested that communities and individuals be empowered to generate renewable energy and sell it at a reasonable power purchase price to Yukon Energy Corporation and ATCO Electric Yukon. One stakeholder suggested that the Government of Yukon actively engage with communities and First Nations to help them transition away from diesel.

## 4.2 Homes and Buildings

Over 150 comments were received specifically related to energy efficiency in public, commercial and private buildings. This demonstrates a strong desire for more efficient buildings.

“I am living in a trailer on oil heat and am ashamed of it.”

– Whitehorse participant

### Efficiency in Existing Buildings

Many participants called for retrofits to homes, rental housing, commercial buildings and government buildings. A couple of participants noted that, in some cases, it may be better to replace old buildings rather than retrofit them. Many participants supported retrofits for building envelope improvements, installation of low-carbon heating systems and renewable energy installation. They also recommended financial incentives and that they be significant enough to make the retrofit effort worthwhile. Stakeholders recommended a repayable loan program such as Property Assessed Clean Energy (PACE) that enables repayment of retrofits costs through property taxes. It was noted that a similar program, the Rural Electrification Program, exists in Yukon.

A few participants called for support from experts and free energy audits. One participant specifically suggested that community members be trained to conduct energy audits of public and private buildings.

A few participants spoke to how it was impractical to increase their homes energy efficiency due to technical and financial reasons. A handful spoke specifically to the cost of housing making it difficult to afford implementing energy efficiency improvements.

Several renters pointed out their inability to make energy efficiency improvements because they do not own the buildings they live in. Participants noted that the residents of First Nations housing do not own their own homes and, therefore, cannot make personal investments in energy-efficiency improvements. Programs to improve the energy efficiency of these homes were recommended. A couple of participants recommended that buildings be required to publicly share their energy performance, making information available to potential tenants or purchasers.

One stakeholder group specifically said it would like to see strong energy efficiency standards for buildings constructed by the Government of Yukon.

### Efficiency in New Buildings

Many participants recommended that new buildings be constructed to higher energy efficiency standards. Many called for changes to building codes or bylaws to establish higher energy efficiency standards, to ensure buildings are constructed using techniques (such as building orientation) that improve energy efficiency or to create requirements to install renewable power systems (like mandatory solar on new builds). A handful of participants recommended financial penalties for buildings not constructed to high-efficiency standards.

One stakeholder group noted that the upfront costs of green construction can be prohibitive, particularly in communities, and urged the Government of Yukon to develop a loan program to support green construction. Similarly, a handful of public meeting participants spoke to the cost of housing making it difficult to afford building to a high-efficiency standard.

## Building Size and Design

Several participants raised the issue that lifestyle choices are pushing the construction of large houses. The comments highlighted the option of building smaller houses, including tiny houses. It was felt that incentives to build small are non-existent. In addition to smaller homes, participants spoke to specific building designs or methods to improve energy efficiency, including round homes, building upwards, and building underground.

## Behaviour

Several participants spoke to their household's energy consumption habits, the steps taken to reduce their consumption, and changes they would like to make (e.g., switching to efficient lightbulbs, turning off lights, purchasing energy-efficient appliances, using timers, and taking shorter showers). A couple of participants were concerned that some energy efficiency products are not actually "smart" over the lifetime of the product. Several participants requested guidance on what they can do to be more energy efficient.

Stakeholders promoted energy conservation (reducing energy use) as a key part of the solution. Two stakeholder groups specifically urged the government to stop subsidizing electricity prices, with the rationale that higher prices will encourage people to conserve electricity.

## Demand-side management

Eight stakeholder groups support managing electricity use through demand-side management initiatives such as time-of-use pricing, and want to see more done in this area. They noted that demand-side management makes the electricity grid more resilient, decreases peak capacity needs, and can result in cost savings for homeowners. It was suggested that the Yukon Utilities Board could be directed to support demand-side management. Several of these stakeholders are also supportive of using smart-grid technologies to further manage electricity supply and demand.





## Fuel switching

Several stakeholder groups mentioned the option of converting buildings to electric heat (referred to as “fuel switching”). While the overall opinion supported fuel switching, concerns were raised about potential impacts on electricity rates and electricity demand. One stakeholder group suggested that any negative impacts on utilities would be temporary because an increase in electricity demand would encourage more renewable energy development in the long term.

## District Heating

Three stakeholder groups expressed an interest in district heating systems using biomass or geothermal as an energy source to heat multiple buildings or facilities.

## Climate Impacts – Permafrost and Precipitation

A handful of participants raised concerns about how permafrost shifting will impact private, public, and First Nations housing, public buildings and transportation infrastructure. This concern was especially prevalent in Dawson City, where increasingly warm temperatures are making it difficult to build the ice bridge and municipal infrastructure (recreation centre) is affected and in Ross River, where the school and other buildings are shifting. Concern was expressed about increased precipitation and the implications for homes built with wooden foundations.

# 4.3 Transportation

## Public Transit

Public transit was mentioned many times, both within and between Whitehorse and the communities. Improvements to existing public transit services were commonly suggested, with participants looking for better hours, better routes, better connections and increased frequency. Participants felt that public transit could be free, less expensive, or that tax rebates could be offered for bus passes.

## Regional Public Transportation

There was a desire to have transportation options between Whitehorse and the communities – for passengers, but also for shipping groceries and other items. Residents and business owners alike requested these services, especially business owners who take time away to transport inventory from Whitehorse. Feedback suggested that the government or the private sector could provide these services but it may require financial support to make it feasible.

## Active Transportation

Many participants would like to do and see more people do active transit (such as walking and cycling). Comments noted a lack of biking routes, both within and leading into urban centres, safety concerns (such as loose dogs), lack of snow removal on paths, lack of safe highways crossings and icy surfaces. These issues were referenced several times as factors discouraging people from walking and biking. A few participants want to see better bike storage options to prevent theft and vandalism.

Travel by dog team was mentioned a handful of times, with other participants wanting to see a return to dog-powered travel. At least one participant spoke about how current laws make it difficult to have and feed a dog team.

## Car Sharing

Several participants suggested carpooling, car sharing, and other sharing economy approaches (like Uber and Car2Go), with some of these participants wondering how to coordinate and implement such ideas into reality.

## Electric/Hybrid Vehicles

Many participants want to purchase electric and hybrid vehicles, while a couple of participants want hydrogen-powered vehicles. Many of those looking for electric or hybrid vehicles said they would like to see financial incentives (subsidies or rebates) to make it easier to purchase, both for individuals or businesses. A couple of participants said they would like more electric or hybrid vehicles available in Yukon. Many spoke of the need for charging infrastructure around the territory and said the lack of it is a

barrier to uptake. They suggested that infrastructure be installed in advance of demand. One stakeholder specifically suggested that the Government of Yukon invest in Level 3 “fast-charging” stations to enable electric vehicle use between Whitehorse and communities. Many participants recommended that Government of Yukon’s vehicle fleet be converted to electric vehicles.

### Fossil Fuel Vehicles

Several participants spoke to reducing the number of higher-emission vehicles, with ideas ranging from increasing taxes and registration fees for high-emissions vehicles, to raising the stigma of using large vehicles, to prohibiting vehicles that pollute over an acceptable threshold.

### Motorized Recreation Vehicles

Several participants mentioned motorized recreation vehicles with concerns over damaging trails, expressing preference for foot travel (including for hunting). Participant recommendations included banning motorized recreation vehicles in some areas and charging higher taxes or registration fees.

### Community Design

Participants pointed to the way communities (and country residential areas) are designed as contributing to the transportation problem. With longer distances to travel and no public transit to country residential areas, commuters are forced to drive. It was felt that communities/cities are designed for cars, not people. Those calling for an increase in active transit shared these sentiments.

### Food Transportation

Several participants spoke to Yukon’s reliance on shipped food and goods, with a handful calling for green transportation solutions. Others called for locally grown food and produced products. There were sentiments that people in communities buy food locally to reduce the number of trips to Whitehorse.

### Downtown Parking (Whitehorse)

A handful of participants believe that the availability and affordability of downtown parking is encouraging vehicle use. It was recommended that large downtown employers, including the Government of Yukon, not offer a downtown parking subsidy and/or charge staff for parking. Offering bus passes was recommended as an alternative.

### Road Infrastructure

A couple of participants recommended dis-incentivizing driving, or slowing drivers down, by letting the roads degrade and redirecting the financial resources into other areas. However, one stakeholder group suggested improving the quality of highways as a way to reduce emissions.

### Idling

Vehicle idling was mentioned by several participants, with recommendations to prohibit and penalize idling, although a couple of participants suggested allowances for colder temperatures.

### Aviation

One participant mentioned they would like to see more carbon offset options for those that fly, and that those carbon offsets could be used to support local businesses.

### Transportation Safety

A few participants expressed concerns about road safety as roads conditions are becoming more hazardous due to the changing climate. Safety issues were also raised by those who travel on the land, with lakes and creeks no longer freezing like they used to and river channels changing rapidly. (See Human Impacts section.)

### Reducing travel

Many participants would like to see less travel in general. Ideas included less air travel, including for government business, and the use of teleconferencing and live feeds. Participants did recognize that there are challenges with teleconferencing as an

alternative to travel. Other suggestions were to stop driving small distances, and for community members to make fewer trips or carpool to Whitehorse. Coordinated travel for government employees within Yukon was mentioned.

## 4.4 Land and Resources

Over 130 comments were received on the importance of protecting ecosystems or specific aspects of ecosystems such as land, water, air and wildlife. Suggestions for how to protect ecosystems included recognizing the land as having rights, enacting stronger regulations, and conducting environmental cleanups and reclamation.

### Ecosystem Services

A few stakeholder groups said it was important to recognize and capitalize on ecosystem services as part of a green economy. In particular, three groups noted that boreal ecosystems store immense amounts of carbon and protect these lands, or that enhancing tree growth will help sequester carbon. It was also noted that wetlands sequester carbon and provide other important services like water filtration. One stakeholder group suggested that there is potential to sequester carbon in wood products.

### Landscape Planning

Several participants spoke to the importance of land use planning at local and regional levels, with conservation being a priority within the land use planning process. A stakeholder group recommended that the Government of Yukon practice landscape-scale conservation planning, with two groups emphasizing that ecosystem connectivity must be maintained. It was suggested that ecosystems remain intact to allow species to shift their ranges as they adjust to climate change, and that ecosystems that can act as “climate refugia”<sup>4</sup> be identified and protected.

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<sup>4</sup> Climate refugia are areas where the impacts of climate change are anticipated to be more moderate. These areas can therefore help species persist as the climate continues to change.

“You have missed the mark on the most important impact of us changing the climate: decimation of Yukon's biodiversity. The only good solution to this is a conservation network of big protected areas and good corridors between them. Yukon needs to plan for this and do it now while we still can.”

- Survey Participant

## Wildfires

Many participants had suggestions on how to adapt to increased wildfire risk and demonstrated support for a range of actions to protect communities. A handful of participants specifically spoke in favour of the fire smarting initiatives. Two participants recommended that lower insurance rates be provided for homes that have been fire smarted. A handful of participants recommended that fire smarted biomass be used for energy generation. One stakeholder group suggested fire breaks be constructed around communities in addition to fire smarting. Not all participants were in favour of the Fire Smart program. One participant was concerned about the loss of greenbelts, while another felt that the current method of fire smarting leads to increased fire risk over time. Another suggestion was to amend building codes or create guidelines to make buildings and priorities safer.

## 4.5 Communities

### Disaster Prevention and Preparedness

Many participants are concerned about our ability to respond to disasters. While a couple of participants expressed concern about earthquakes, one mentioned flooding, one mentioned wind and nearly all of the comments referenced wildfires. Several participants commented exclusively on the current risks and how they perceive them to be increasing. Several participants suggested managing those risks through such actions as firebreaks and biomass reduction efforts, establishing priority zones for fire risk management, amending building codes and establishing emergency water distribution plans.





## Emergency Preparedness

Several participants were concerned about emergency preparedness measures, with a few participants feeling that the current level of preparedness is inadequate.

Suggestions included developing emergency response plans or providing more information about plan specifics (such as information about where to go in an emergency), and using a range of communication systems for reaching citizens in an emergency (such as using sirens and older technologies that some people still use).

## Waste Management

There were over 150 comments about waste and waste management. Generally, people would like to see waste reduced. Many participants pointed to packaging practices and single-use plastics as being problematic, with several calling for pressure to be applied to retailers and manufacturers. Several participants called for bans on plastic bags and single-use plastics. A few participants called for bans on paper cups and plastic cups, including at fast food restaurants. Several participants called for zero-waste initiatives and a few others said they would like to see manufacturers and retailers regulated or taxed for packaging and products designed for short lifespans. Two stakeholder groups specifically recommended an Extended Producer Responsibility program.

Many participants called for composting programs to be available in their communities, including commercial composting. It was suggested that respecting and sharing with wildlife be considered by using bear-proof bins.

### Youth Input

Many youth participants urged people to use less plastic and would like to see more reusable products and easier access to recycling facilities. They want to see an end to garbage and littering.

Even more participants spoke about recycling and reusing, with recommendations ranging from having community-specific support for recycling and repair programs, to requiring products to be made with materials that can be recycled profitably, to having an integrated waste management system for the entire Yukon that would cover all

types of materials including metals, vehicles and batteries. A couple of participants suggested that these services could be contracted to local businesses and organizations. One stakeholder group recommended that the Government of Yukon expand the designated materials recycling program or the deposit-refund system, suggesting that recycling can only be increased in Yukon if recycling operators receive more revenue or funding. More generally, a few stakeholder groups urged for progress toward a zero waste, circular economy.

A handful of participants would like to see waste incinerated and used for energy. A couple would like to see clothes reused. Other ideas included using grass clippings for remediation, shredded paper for hog bedding, finding uses for old tires, reusing building materials, and disassembling and remanufacturing e-waste products in Yukon. While one stakeholder group believes there is a limited market for refurbished or remanufactured products in Yukon, they suggested the Government of Yukon could create a market for these products by mandating the use of locally produced compost in landscaping and land reclamation activities or using waste oil burners.

### Community Design

Several participants – particularly those in Whitehorse – suggested communities be designed in an efficient, environmentally conscious fashion. They suggested zoning for higher density, district energy systems, and re-imagining using the edges of our communities for agriculture, recreation, and fire protection.

They also suggested designing communities around active transportation rather than vehicles, and passing bylaws that reduce greenhouse gas emission such as building codes, anti-idling bylaws and environmental protection rules.

### Energy Use

A few participants mentioned municipal/community infrastructure and services like waste management, water treatment, and street lighting as being energy inefficient and in need of improvements.



## 4.6 Food Security

### Food Costs

Several participants spoke to issues of food affordability, with some of these participants concerned about the cost of living and the ability to put food on the table. It was recognized that, for those struggling to meet their basic needs, there is no room to invest in personal food production or energy efficiency. One participant called for lower prices for locally-produced food so more people can afford local food.

### Local Food Production

Many participants called for local food production as a way to enhance food security, reduce transportation emissions and keep money in the local economy. Suggestions for local food production ranged from private, front/back yard gardens and greenhouses, to community gardens/greenhouses, to more agriculture and aquaponics. One stakeholder group called for financial incentives for sustainable local food production while a couple of participants recommended workshops on food gardening. There was a clear desire amongst many participants to buy local food.

### Agriculture

Farmers noted challenges posed by changing climactic conditions, recognizing that crop varieties and farming methodologies will adapt as temperatures, frost patterns, and precipitation changes. A couple of participants recognized agriculture as an industry sensitive to scale, which affects economic viability. One participant called for consistent funding to support research into edible plant varieties for Yukon.

A few participants suggested that agriculture harms local ecosystems and called for changes to agricultural land policies and regulations that both support agriculture and reduce negative impacts.

### Wild Food

Several participants spoke to the importance of country food (i.e., hunted and gathered foods). The comments were mixed with concerns about hunting pressures on wildlife

populations, declines in berry and root plant productivity and the importance of habitat protection. One stakeholder group suggested that Indigenous conservation methods be used to protect traditional food sources.

### Food Transport

Several participants spoke to issues with food transportation and logistics, from both a food security and climate change perspective. Concern was expressed about the reliability of food from regions experiencing the impacts of climate change, as well as the emissions produced from transporting food over great distances. Concerns were also expressed about transportation within the territory, with food being shipped through some communities only to be transported back, or community residents driving long distances for groceries. A few participants in communities expressed a desire to have a local grocery store. One participant expressed a desire for government to support food co-ops in the communities. A few stakeholder groups suggested that food be delivered to communities rather than many individuals driving to Whitehorse to buy groceries.

### Diet

Several participants suggested eating less meat and focusing on healthy and plant-based foods. A couple of participants expressed interest in cultured/synthetic meat.

## 4.7 Business, Industry and Innovation

Several participants spoke of focusing on a green or alternative economy, with several looking forward to green economy jobs for themselves and others.

Suggestions for a green economy included placing emphasis on non-resource extraction economic activity, building a circular/ regenerative economy, focusing on local, sustainable, and small businesses and working with social enterprises.

The discussion on what industries that could be part of a green economy raised some tensions. For example, some participants wanted more tourism while others pointed to the environmental harm caused by transporting tourists around the planet.

Specific policy suggestions to support a green economy included making information available to businesses, supporting (and not suppressing) innovation and invention, incentivizing businesses to be greener through financial and non-financial methods, and implementing green procurement practices.

A few participants said that large industries must play their part, suggesting that the work of addressing climate change not fall on individuals and small businesses alone. One stakeholder group urged government avoid offering exemptions to select industries from climate change policies or regulations.

### Green Businesses

A few stakeholders expressed support for social enterprise and green businesses. One group said entrepreneurs and business owners interested in green ventures are facing outdated policies, processes and regulations that do not support emerging innovative solutions. They suggested working together to identify barriers and find solutions. Participants spoke directly to investing in green businesses and industries, with some of these participants wanting more options and opportunities for social finance (investing in businesses that offer a community or environmental benefit).

### Investment

Many participants spoke to the need for investment, with some of these participants speaking to making sure that government is making green investments and divesting (or not investing in or subsidizing) industries and sectors that contribute to greenhouse gas emissions. The petroleum industry was explicitly mentioned numerous times.

### Mining

Mining was mentioned by many participants, with several being opposed to mining and several being in favour with changes to environmental practices. Several participants would like to see green solutions for mining and a few participants called for stricter waste and emissions regulations. A couple of participants called for incentives for the industry to reduce their fossil fuels use. A couple of other participants expressed their concerns about governments focusing too much on non-renewable resource

development and not enough on developing a green economy. One stakeholder group recommended that the Government of Yukon modernize mining royalties and use the revenue to support a transition to a green economy.

A handful of participants recognized the impact of mining on Yukon's energy use. A few participants suggested that mines be required to produce their own energy onsite or to have a percentage of their power needs provided from off-grid renewable energy sources. One stakeholder group suggested that mines be required to contribute to clean energy infrastructure or to fund energy efficiency initiatives that would balance out greenhouse gas emissions over the mine's lifetime.

### Green Procurement

Several participants spoke about government procurement practices. They wanted to see projects and purchases be as green as possible, that green or social procurement criteria be incorporated into the tender evaluation process and that there be a focus on sourcing local supplies. They also wanted government vehicles to be replaced with electric vehicles.

### Carbon Credits

A couple of participants expressed an interest in carbon credits, with one participant suggesting that offsets could be used to support local businesses. One stakeholder group expressed interest in generating carbon credits from sustainable forestry as a way to generate revenue for their community.

### Just Transition

A few participants spoke to the importance of considering those who may find themselves out of work due to initiatives addressing climate change, specifically mentioning oil and gas and other resource extraction workers. One participant recommended that workers in the mining and resource development sector be retrained for greener jobs.



## 4.8 Skills and Knowledge

### Education

Well over 200 comments were received on the importance of education and outreach in relation to climate change, energy and the economy. Many comments spoke specifically to training within the education system, all the way from elementary school to college/university. While there was a significant focus on youth, many emphasized the importance of educating everyone in the community, regardless of age. Several respondents spoke to the need and desire to educate themselves, the responsibility to teach their families, and the collective responsibility to teach others. Teaching by example was cited by several participants, as was learning from others, both inside and outside of the territory.

#### Youth Input

Youth participants said they want education in a wide variety of areas, ranging from climate change science and how to reduce greenhouse gas emissions to gardening and career planning. They also expressed a desire for meaningful involvement in decision making, such as through youth councils.

Many respondents specifically pointed to teaching Indigenous cultures, languages, traditions and worldviews as a way to combat climate change. Some of these participants specified that the school curriculum be indigenized and that investments be made in Indigenous cultural practices in schools. Others suggested that education take place on the land. Stakeholders mentioned the importance of empowering new generations of Indigenous community leaders.

### Awareness

Many participants called for efforts to raise awareness of climate change in general, as well as its causes and consequences and possible actions or solutions. Several participants expressed their desire for more honesty on the severity of climate change

and its potential impacts. People wanted to know what can be done in real, tangible ways that will have a positive impact. It was recommended that marketing or informational materials be available in a variety of mediums. A handful of participants called for demonstration projects to show others what can be done and how.

## Training

Several participants would like training opportunities, either for themselves or for others. These participants are looking for technical skills to install and maintain renewable energy systems, to garden and improve food security, teach others about climate change, and to be safe on the land. A handful of participants requested that educational resources or technical information be available for people who want to do their own renewable energy installations.

Several participants would like to see education or training for jobs in the green economy and renewable power generation, including co-op placements. A stakeholder group urged for training and education for contractors to learn best practices for implementing energy efficient retrofits to existing buildings. A couple of participants asked for this training to be delivered in the communities so that the necessary skills can be available to those outside of Whitehorse.

## Access to Expertise and Services

Many participants spoke to needing access to expertise and services, ranging from “tell me what to do” to “do it for me.” Participants are looking for support from both the public and private sector. Many of these participants said their lack of access to expertise or services is preventing them from taking action.

“I’d like someone to come to my home to tell me what to do.”

- Carmacks Participant

## Collaboration and Information Sharing

Many participants pointed to working together and suggested that this collaboration happen at the citizen-to-citizen level as well as between governments, businesses, and



not-for-profit organizations. It was noted that this may require finding new ways to work together. Several participants called for structures or mechanisms to improve collaboration and communication on climate change initiatives including boards, alliances, and community representatives. One stakeholder group noted that communities that have undertaken renewable energy projects have a lot of information and expertise they can share with others. It was also mentioned that communities have their own ideas and solutions and that government listen and work to implement their plans for their future.

“People aren’t being taught about traditional land use, medicines, and different perspectives.”

- Mayo Participant

### Traditional Knowledge

There were over 60 comments about the importance of traditional knowledge and values as ways of addressing climate change. Many participants spoke to the value of traditional knowledge and the importance of both using and perpetuating traditional knowledge through inter-generational transmission. Many participants highlighted the importance of being on the land and of how that connection makes it easier to live in harmony with the land. Land-based education and experiences were commonly recommended.

#### Youth Input

Many of the participating youth expressed a desire to reconnect with the land and regain their culture and traditions, including traditional food, hunting, fishing, and trapping. They noted the importance of reconciliation and decolonization.

A handful of participants said that now is the time to talk to the Elders and research the history of how it used to be and the changes being seen today. Participants also recommended that trappers and hunters who know the land be involved in research



and other studies, and that there be more local input into decision-making using traditional knowledge.

A stakeholder group recommended that the Government of Yukon increase the use of local and Indigenous knowledge alongside scientific knowledge as it works towards a sustainable circular economy and green society.

Many participants called for a return to traditional ways of life, noting that this does not necessarily mean abstaining from contemporary technologies. Rather that, renewable technologies can be incorporated into traditional ways and that traditional ways can be used to inform new technologies and approaches.

## Research

Many participants called for more research to help with informed decision-making for both governments and individuals, while a handful felt enough research has been done and that resources are better spent taking action. Those that seek more research suggested things like economic impact assessments for communities, health impact assessments, pilot and demonstration projects, and working with people who know the land. Communicating the findings from this research was seen as important. Some participants expressed opposition to looking outside of the territory for solutions while others recommended looking outside of Yukon and at other northern regions in particular for potential solutions.

## 4.9 Other

Some of the feedback received was in areas outside the scope of the new climate change, energy and green economy strategy.

### Fossil Fuel Development

A handful of participants were interested in exploring fossil fuel opportunities in Yukon such as using local coal resources with carbon capture and storage, developing and exporting Yukon oil and gas, or using local oil and gas rather than importing energy. Conversely, two stakeholder groups urged for a permanent ban on fracking and other

fossil fuel development in the territory. Fossil fuel development will not be addressed in the new climate change, energy and green economy strategy, as it would require its own comprehensive engagement, research and planning processes to determine the best path forward.

### Carbon Pricing

Since 2017, the Government of Yukon has engaged extensively with Yukoners about their perspectives and priorities relating to a carbon pricing rebate in the territory. Many participants also shared their thoughts on carbon pricing during these engagement sessions.

Over two thirds of the participants that mentioned carbon pricing are supportive of a price on carbon, while a handful of participants were looking for more information. A national price on carbon is a federal policy being implemented by the Government of Canada. You can find more information about carbon pricing on the [Government of Canada's website](#).

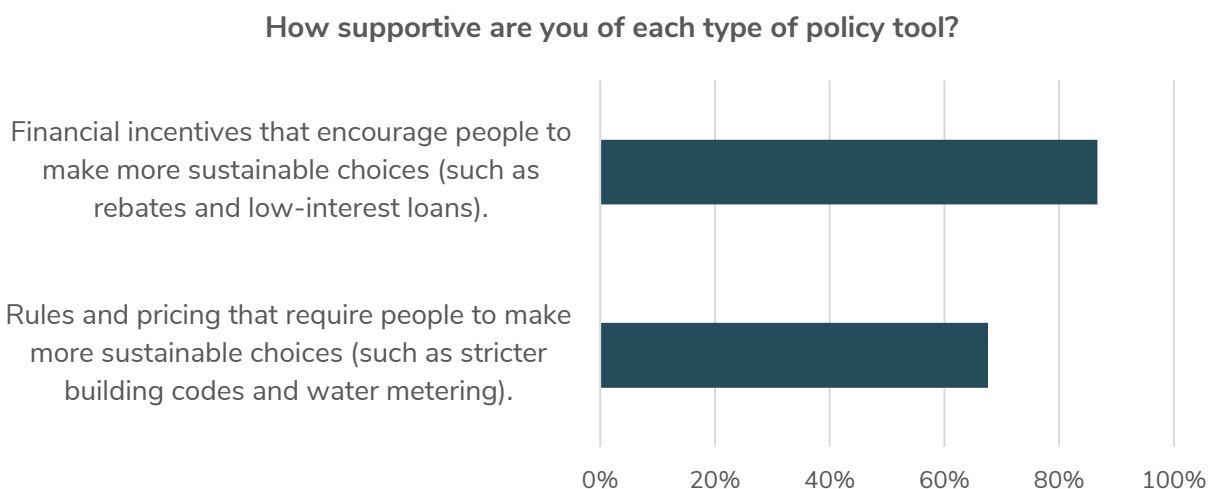
Participants also shared thoughts about how they think revenues from carbon pricing should be used, with several participants suggesting that revenues should support low-carbon programs or projects. The Government of Yukon has committed to return all revenues from the Government of Canada to Yukoners in the form of rebates. In 2019, the Government of Yukon announced the details of the Yukon Government Carbon Price Rebate, which was informed by conversations with Yukoners. Details of these conversations can be found at [EngageYukon.ca](#).

## 5. Mechanisms for Action

The ways to achieve action on climate change, energy and green economy can be broadly categorized into two groups:

- Financial incentives (such as rebates and low-interest loans) that make it financially easier and more affordable for individuals, businesses, and others to make more sustainable choices.
- Rules and pricing (which can also be referred to as financial disincentives) that require people to make more sustainable choices such as stricter building codes and water metering.

The survey data in the chart below demonstrate that 87 per cent of respondents are supportive or extremely supportive of financial incentives, while close to 70 per cent of respondents support rules and pricing.



### 5.1 Financial Incentives

Many participants spoke in favour of incentives to encourage desirable actions such as buying local, installing renewable power systems, improving energy efficiency, and using active or public transit.





“Financial barriers are the largest challenge to individual everyday efforts to increase personal energy efficiency.”

- Survey Participant

Specific financial incentives suggested or requested by participants include:

- Infrastructure funding;
- Funding for feasibility studies, consultants, and capacity building;
- Loans for renewable power generation systems and energy efficiency improvements, including easy-access and low-interest loans;
- “Pay-as-you-save” programs, where the upfront capital for home retrofit, renewable power generation systems or energy efficiency improvements is provided by utilities or the government and paid back through utility bills or taxes (similar to the rural electrification program); and
- Tax credits for the purchase of electric vehicles and the installation of solar systems.

Many participants noted the importance of considering those with low incomes, suggesting that incentives often favour those who have financial resources and penalize those with lower incomes.

A handful of participants called for approaches that support low-income earners such as grants and low-income supplements. Others were concerned that such programs could dis-incentivize work or dis-incentivize higher income earners from taking the desired actions in response to climate change.

In addition to calling for more financial incentives to encourage desired behaviours, a handful of participants called for elimination of current electricity and fossil fuel subsidies that encourage undesirable behaviours.

“Stop working to artificially lower the cost of electricity to protect low-income.”

- Survey Participant



## 5.2 Rules and Pricing

Participants called for a variety of forms of rules and pricing that require desired behaviours or discourage undesired behaviours. A few participants spoke out against taxes generally. A couple of participants suggested that rules and regulations can interfere with innovation.

Specific input around rules and pricing included:

- Several participants called for legislation and regulations to protect the environment, and to enable green/renewable living;
- A few participants called for additional energy regulations, noting that while electricity is regulated, other forms of energy, such as heating, are not;
- Several participants called for time-of-use pricing for electricity;
- Several participants called for municipal bylaws or zoning that would encourage communities to be designed in efficient, environmentally-conscious ways;
- Several participants spoke in favour of taxing consumption and waste, with specific suggestions to charge higher taxes for vehicles that do not meet mileage targets, for vehicles used for recreational purposes, for homes that do not meet energy efficiency targets and for products designed for short lifespans. A general consumption tax was also suggested; and
- Several participants suggested fee increases in a variety of areas including more surcharges to fund recycling, an annual surcharge on all recreational vehicles, and an increase in vehicle registration fees depending on engine size.

“Please stop avoiding taxes like they're evil. If you're using a tax to make a public investment and it's clearly to everyone's benefit, try proposing it and see what people say. Make it progressive so it falls on Yukoners who have financial surpluses. I'm one. Tax me.”

- Survey Participant

## 6 Feedback on the Engagement Process

Many participants were pleased with the engagement process and felt that the conversations were valuable. While some participants came to the public engagement sessions looking for more information about climate change and on possible actions, the sessions were designed to learn and gather ideas from the participants. A handful of participants felt that additional discussions are needed while a handful more expressed frustration at too much talk and not enough action. A few participants expressed disappointment that there were not more people participating in the engagement process. A handful of participants felt the survey needed improvements, suggesting that the questions were leading or misleading, contained complex terminology or were difficult to answer.



# Next Steps

Now that the first phase of the public engagement is complete, the Government of Yukon is working with Indigenous and municipal partners to develop a draft version of the climate change, energy and green economy strategy.

We are using the input received from the public engagement, as well as the findings from research efforts that are helping us better understand the current challenges and opportunities related to addressing climate change, meeting our energy needs and building a green economy.

When the draft strategy is complete, we will release it for public review, anticipated to take place in fall 2019.

After this phase of public engagement, we will analyze the input received and work with our partners to make any necessary changes.

A recommended strategy will be submitted to the Government of Yukon for review and approval. The implementation of the strategy's actions and commitments will follow in the years to come.



# Acknowledgements

The Government of Yukon team working on this initiative would like to thank all of the representatives from participating municipal and Indigenous governments and organizations that helped us plan and deliver the public engagement activities. We could not have delivered this public engagement without your local knowledge and expertise. In particular, we would like to thank the City of Dawson for running the public meeting in Dawson when our flight from Whitehorse was grounded and the Acho Dene Koe First Nation for coordinating an event in Fort Liard in the Northwest Territories.

Another thank you goes out to Michael Pealow for his excellent work facilitating many of the public meetings and compiling the thousands of comments received. We also would like to thank John Glynn-Morris and Dennis Zimmermann for contributing their expertise to some of the public meetings.



## Ideas for Potential Partner Actions

This document outlines ideas for actions that partners could take as part of the new climate change, energy and green economy strategy. The action ideas are organized into the areas and objectives laid out in the draft strategic direction.

These ideas were generated through a review of various sources including community energy plans, adaptation plans, integrated community sustainability plans, and actions taken by communities in southern Canada. The ideas in this document are not meant to be comprehensive or prescriptive, they are just meant to be a source of inspiration.

Some actions may need to be approached in partnership with the Yukon government. We look forward to hearing your ideas for actions and exploring opportunities for our efforts to complement each other.

### Area #1: **Transportation**

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| Increase the number of zero emission vehicles on our roads.   |
| <ul style="list-style-type: none"><li>• Replace fleet vehicles with plug-in hybrid or electric vehicles.</li><li>• Purchase electric ATVs or other small vehicles for staff to use for daily errands.</li><li>• Install a fast-charging station for government vehicles, community members, and/or tourists.</li></ul>  |
| Ensure roads, runways and other transportation infrastructure are resilient to the impacts of climate change.   |
| <ul style="list-style-type: none"><li>• Use materials that are permafrost-thaw resistant when constructing roads.</li><li>• When building roads, use pavement materials that can withstand extreme hot and cold temperatures.</li><li>• Inventory the state of permafrost within relevant highway corridors.</li><li>• Increase the number of road networks covered by weather sensors and increase coverage through broadcasting to inform the public on road conditions.</li><li>• Improve road drainage systems to combat increased precipitation.</li></ul> |
| Increase the use of public transportation in Whitehorse and between Yukon communities.  |
| <ul style="list-style-type: none"><li>• Conduct outreach and education to improve the perception of public transit as a desirable choice.</li><li>• Purchase electric or hybrid buses.</li><li>• Subsidize public transit fares for large employers and/or offer discounted passes to residents in order to increase ridership.</li><li>• Partner with nearby communities to offer van or bus transportation to and from Whitehorse or other communities.</li></ul>   |
| Increase the use of active transportation.  |



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| <ul style="list-style-type: none"> <li>• Improve trail systems to increase active transportation.</li> <li>• Build pedestrian bridges across rivers.</li> <li>• Develop biking and walking infrastructure that leads from community centers to residential areas.</li> <li>• Provide facilities such as lockers, showers, and bike storage to encourage cycling.</li> <li>• Implement bylaws that establish minimum bicycle parking requirements.</li> <li>• Provide infrastructure for safely locking up bicycles in the community.</li> <li>• Adjust bylaws to make it easier for business to operate sidewalk cafes.</li> <li>• Increase the number of benches along sidewalks to increase pedestrian traffic.</li> </ul> |
| Be more efficient in how and when we travel to avoid unnecessary travel and to use fuel more efficiently.  |
| <ul style="list-style-type: none"> <li>• Audit government vehicle travel distances to evaluate how savings can be accrued from trip efficiencies and reduction in trip distance.</li> <li>• Establish policies that reduce idling time and staff commute trips.</li> <li>• Implement bylaws that establish maximum vehicle parking limits to reduce the desire to travel in single occupancy vehicles.</li> </ul>  |

## Area #2: Homes and buildings

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| Ensure our homes and buildings are resilient to the impacts of climate change.   |
| <ul style="list-style-type: none"> <li>• Upgrade windows in community buildings to heat deflecting windows in order to combat extreme heat.</li> <li>• Upgrade community buildings to efficient indoor climate control systems to combat extreme heat.</li> <li>• Monitor buildings constructed on permafrost.</li> </ul>  |
| Use energy more efficiently in our homes and buildings.  |
| <ul style="list-style-type: none"> <li>• Upgrade community buildings to have an automated building control system that controls lights, heating, etc.</li> </ul>   |
| Retrofit existing buildings to reduce the amount of energy they use.   |
| <ul style="list-style-type: none"> <li>• Complete energy efficient upgrades to community buildings such as LED light replacement, upgraded boiler systems, improved insulation, upgraded furnaces, programmable thermostats, air sealing, low-flow showerheads and other water efficiency upgrades, HVAC retrofits, or switch to EnergyStar appliances.</li> <li>• Pursue heat recovery design in buildings/recreational facilities where heat is recovered from an area such as the ice rink and is used it to heat other areas in the building, such as the aquatic center.</li> </ul> |
| Ensure new buildings are built to be low-carbon.   |

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| <ul style="list-style-type: none"> <li>• Design and construct buildings with south facing windows and thermal mass in order to maximize the heating potential from sunlight.</li> <li>• Design and construct buildings that have green roofs that can capture rainwater, sequester emissions, and lower building HVAC costs.</li> <li>• Construct buildings with passive solar heating design where building materials are able to absorb heat and slowly release it when the sun isn't shining.</li> </ul>   |
| <p>Increase the use of biomass (and other renewable energy) as an energy source for our homes and buildings.</p>  |
| <ul style="list-style-type: none"> <li>• Complete a regional forest resource management plan to identify sustainable biomass harvest levels for local forests.</li> <li>• Upgrade standard boilers to biomass boilers in community buildings.</li> <li>• Use district heating, biomass and biogas, ground/air/water-source heat pumps, heat recovery, and solar energy to supply heating to residential, commercial, and local government buildings.</li> <li>• Install a wood chipper at local landfills so any wood materials that are deposited can be chipped and used as a biomass fuel source.</li> </ul> |

### Action Area #3: Electricity

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| <p>Increase the supply electricity generated from renewable sources like wind, solar and hydro.</p>   |
| <ul style="list-style-type: none"> <li>• Construct roof and ground mounted solar panels in/at community buildings.</li> <li>• Implement a renewable electricity project.</li> </ul> |
| <p>Invest in energy storage that will help integrate renewable energy sources into the electrical grid.</p>   |
| <ul style="list-style-type: none"> <li>• Investigate possible locations or projects for energy storage.</li> </ul>  |
| <p>Better align electricity supply and demand through demand-side management measures.</p>  |
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### Action Area #4: Communities

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| <p>Design our communities to be low-carbon and resilient to the impacts of climate change.</p>   |
| <ul style="list-style-type: none"> <li>• Adjust land planning policy to include a density bonus which would permit developers to increase density/height in exchange for affordable housing or green space.</li> <li>• Administer sustainable neighborhood projects in which neighborhoods choose activities that address a certain number of pre-determined sustainability indicators and take actions to tackle them.</li> <li>• Launch campaigns to encourage sustainability in the community such as planting trees/shrubs, water conservation, or sustainable transportation.</li> <li>• Incorporate local infrastructure and natural features into climate change adaptation measures, such as converting firebreaks to trails.</li> </ul> |

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| <ul style="list-style-type: none"> <li>• When making zoning and land planning decisions, aim to make the community more public transit and pedestrian accessible.</li> <li>• Ensure climate change impacts are incorporated into the design of community infrastructure.</li> </ul>  |
| Manage our infrastructure in a way that increases resilience, decreases energy use and supports local business development.  |
| <ul style="list-style-type: none"> <li>• Develop a strategy to enforce the protection of riparian buffers.</li> <li>• Design and construct storm water systems that return storm water to the ground.</li> <li>• Perform sustainable upgrades on sewer systems.</li> <li>• Perform sustainable upgrades on water distribution systems.</li> <li>• Develop integrated asset management plans.</li> <li>• Develop a system to track the impacts of climate change on infrastructure, including repair and maintenance costs.</li> </ul>  |
| Ensure we are prepared for emergencies that could be caused by climate change.   |
| <ul style="list-style-type: none"> <li>• Implement emergency preparedness education to help residents respond to potential climate change-related emergencies.</li> <li>• Update emergency response plans.</li> <li>• Analyze rivers and dike systems to ensure there are adequate flood defenses.</li> <li>• Form a committee comprised of groups that have an interest in disaster mitigation (RCMP, residents, etc.).</li> <li>• Organize tasks and recruit community members to perform tasks during an emergency.</li> <li>• Prepare for emergencies by creating pamphlets with emergency response information and creating emergency packages for community members.</li> <li>• Harvest salvage wood and use for biomass energy systems.</li> <li>• Plant more drought tolerant vegetation that is less likely to provide fuel for wildfires.</li> </ul> |
| Supply more of what we eat through sustainable local food production.  |
| <ul style="list-style-type: none"> <li>• Construct community greenhouses and employ local community members to operate them.</li> <li>• Implement and follow a food security strategy.</li> <li>• Establish experimental and/or teaching farms.</li> <li>• Investigate compost production as a way to increase soil quality and quantity.</li> <li>• Create a how-to book about preserving and storing foods.</li> <li>• Open a small store and storage facility to sell locally produced foods.</li> <li>• Organize and deliver workshops on permaculture which focus on food and energy resilience.</li> <li>• Create educational signage for edible landscapes.</li> </ul>  |

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| Preserve our ability to safely pursue traditional and cultural activities on the land as climate change affects ecosystems, landscapes and wildlife.  |
| <ul style="list-style-type: none"> <li>• Establish baseline ecosystem health monitoring programs to track changes to the land and fish and wildlife populations.</li> <li>• Implement measures to mitigate the discharge of storm water into fish bearing streams so there is no impact on fish.</li> <li>• Implement and get youth involved in a professional or educational manner in projects focused on increasing traditional food species populations through fish hatcheries, channel construction, clearing creeks, hunting/fishing camps, and aquaponics.</li> </ul>   |
| Preserve historic and cultural sites that may be impacted by climate change.  |
|   |
| Protect and enhance human health and wellbeing in a changing climate.   |
| <ul style="list-style-type: none"> <li>• Implement monitoring programs to document changes in water quality.</li> <li>• Create training programs that increase awareness and education surrounding climate change-induced health issues.</li> <li>• Implement a hunter support program that provides funding for equipment and fuel to increase the amount of local food in the community.</li> <li>• Organize the harvesting and community-wide sharing of traditional foods by developing a plan for sharing and trading between families and communities.</li> <li>• Develop a plan for processing, storing, and distributing meat donated from outfitters.</li> </ul> |

## Action Area #5: **Innovation**

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| Support innovation and sustainable business practices through green procurement.   |
| <ul style="list-style-type: none"> <li>• Implement green procurement policies and practices.</li> </ul>  |
| Support innovation and build Yukon's knowledge economy.  |
|  |
| Ensure Yukoners have the skills to participate in the green economy.   |
| <ul style="list-style-type: none"> <li>• Provide education and training on agricultural activities and techniques.</li> </ul>  |
| Reduce the carbon footprint of mining and ensure mining projects are prepared for the impacts of climate change.   |
|  |
| Improve how we manage our waste to move toward a more circular economy.  |
| <ul style="list-style-type: none"> <li>• Provide solar powered garbage compactors to all residents, which increase the volume of garbage that can fit into a can and therefore reduces the frequency of collectors needed.</li> <li>• Upgrade waste management facilities to incorporate recycling systems.</li> </ul> |

## Area #6: Leadership

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| Ensure the goals of this strategy guide government planning and operations.  |
| <ul style="list-style-type: none"><li>• Commit to use all or a portion of the carbon rebate received from the Yukon government for green projects.</li><li>• Incorporate the goals of the strategy into official community plans.</li><li>• Require all major government initiatives to consider greenhouse gas emissions.</li></ul>   |
| Educate and empower youth as the next generation of leaders.   |
| <ul style="list-style-type: none"><li>• Implement mentoring programs between youth and Elders to educate and engage youth in traditional cultural activities and increase the exposure of youth to traditional foods, as well as educating youth on traditional cultures, skills, knowledge, values, and practices to ensure sustainable practices are passed down.</li></ul>        |
| Increase public awareness of this strategy and how individual actions can make a difference.   |
| <ul style="list-style-type: none"><li>• Educate members of the community on adaptation and mitigation strategies by creating an education-based webinar series that highlights case studies, tools, and plans.</li><li>• Develop and deliver short films highlighting climate change, energy and green economy projects that are currently in progress or will be shortly.</li></ul> |
| Support the development of resilient green businesses and the implementation of green economy projects.  |
| <ul style="list-style-type: none"><li>• Explore opportunities to support or get involved in eco-tourism.</li></ul>   |
| Ensure we have the information we need to make informed decisions.   |
| <ul style="list-style-type: none"><li>• Administer community-to-community mentorship programs which allow for a community that has already gained experience in clean energy programs to share their lessons with other communities through mentorship.</li></ul>  |

# Report to Council



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

☐ In Camera

|  |  |  |                            |
|--|--|--|----------------------------|
| <b>SUBJECT:</b>                                |  | Cannabis Regulations   |                            |
| <b>PREPARED BY:</b>                            |  | Clarissa Huffman, CDO  | <b>ATTACHMENTS:</b><br>n/a |
| <b>DATE:</b>                                   |  | June 5, 2019   |                            |
| <b>RELEVANT BYLAWS / POLICY / LEGISLATION:</b> |  | Cannabis Control and Regulation Act<br>Official Community Plan<br>Zoning Bylaw |                            |

## RECOMMENDATION

It is respectfully recommended that Council provide feedback on what cannabis regulations they wish to vary, and direct administration to prepare a zoning bylaw amendment for first reading to enact a set of City of Dawson cannabis land use regulations.

## ISSUE

Yukon Government passed the Cannabis Control and Regulation Act in 2018. The regulations specify regulations that must be followed by all licensees, and also indicates that some regulations may be varied by municipalities. Council may now wish to consider these regulations and which, if any, regulations are to be varied.

## BACKGROUND SUMMARY

Yukon Government passed the Cannabis Control and Regulation Act in 2018, and applicants could apply for a retail licence as of Spring 2019. The City of Dawson has already received notice of one such application within the City of Dawson. Prospective licensees can apply for one of two types of licence: either a sub-class 1 (store within a store), where a portion of the store is restricted access and dedicated specifically to cannabis sales, or a sub-class 2 (stand-alone), where cannabis retail sale is the sole purpose of the space.

There are a set of common provisions which apply to all cannabis retail locations, and these cannot be varied:

- The store must restrict access to individuals below the age at which you are legally able to purchase cannabis.
- Cannabis must be purchased from the distributor corporation.
- Consumption of cannabis is not allowed within the premises.
- The location must secure with a burglar alarm and video surveillance systems.
- Licensees must submit criminal record checks to the Yukon Liquor Corporation as part of their licence application.
- Licensees are responsible for ensuring that criminal record checks have been completed for employees as per the Cannabis Licensing Regulation.
- Retailers must sell products in the original and sealed packaging (i.e. no bulk bins or self serve).



- Retailers will be required to report their financial information, product inventory and other information to the Yukon Liquor Corporation.

Part of the application process is for Yukon Liquor Corporation to review municipal bylaw compliance, and a licence will not be issued for an application that does not conform to municipal bylaws. Therefore, it is in the best interest of the municipality to decide what cannabis sales will look like in Dawson, and how to implement this vision with appropriate regulations.

## ANALYSIS / DISCUSSION / ALIGNMENT TO OCP & STRATEGIC PRIORITIES

### Cannabis Control and Regulation Act

There are several regulations that may be varied by the municipality based on their interests for the community and the implementation of cannabis retailing. Council may wish to consider these regulations, and how they achieve the vision for cannabis sales in the City of Dawson. This may result in varying some or all of these conditions to be context-specific for the City of Dawson.

#### 1. Tobacco or Alcohol sales

Under the territorial regulations, neither tobacco nor alcohol may be sold in the licensed premises. Municipalities, by bylaw, may decide that to allow for the sale of either or both of these regulated products in the same premise as cannabis. Not allowing for the sale of products other than cannabis and cannabis accessories, seems to be a common public safety regulation; for example, in British Columbia, the regulations do not allow for a cannabis retail location to sell snacks, tobacco, or items not related to cannabis. It does not appear that other jurisdictions in the Yukon have varied this regulation.

#### 2. Hours of Operation

The maximum hours of operation are from 9:00 a.m. to 2:00 a.m. the following day. The Cannabis Licensing Board and Municipalities are permitted to further **restrict** the hours of operation. The City of Dawson could choose to further restrict these hours but cannot relax them. For example, Teslin further restricted operating hours to 9am-8pm.

#### 3. Setbacks

The required setback from an elementary or secondary school is 150 metres in the current regulation, unless varied by a municipal bylaw. Teslin varied the setback to 300 metres from any school, any registered day care, and any community centre, as well as 300 metres from any other cannabis retail location. Another example is Whitehorse, who in addition to the 150m regulation for schools, added a buffer that is 100 metres from any parks with a play structure, from any service providers to youth at risk, any temporary shelter services, and any other cannabis retail locations.

This regulation has garnered the most conversation in Dawson to date, as it has been brought to the Council table by a potential cannabis retailer. Some Councillors have indicated that they feel that no setbacks are required, or that there are other ways that we could reduce potential land use conflicts without requiring setbacks. Others have indicated that they believe that by allowing cannabis retail sales as a permitted use in the commercial zone, that this infers a setback is not required, though this was not the intent of the inclusion of that permitted use. Conversations thus far have concluded that Council's perspective is that the current inclusion of 'cannabis retail sales' as a permitted use is sufficient as a variance to the territorial regulation. However, administration is of the opinion that it would be prudent for clarity that the City of Dawson's cannabis regulation **clearly** indicates whether land use conflict mitigative measures such as setbacks are required, and if so, what these measures are.

#### 4. Sale of Cannabis Accessories

Under the regulations, cannabis retail stores can also sell cannabis accessories (for example rolling papers, lighters, smoking paraphernalia). If desired, Council could restrict or disallow the sale of these types of accessories. Administration is not aware of an example of a jurisdiction which chose to vary this regulation.

## 5. Sale of Goods

Currently, cannabis retail stores are not allowed to sell non-regulated goods other than cannabis accessories (such as snacks, clothing, promotional materials). Council could, if desired, vary this to allow the sale of non-regulated goods. Administration is not aware of an example of a jurisdiction which chose to vary this regulation.

## 6. Other Provisions

In a bylaw, the City of Dawson could choose to implement any other regulations to manage cannabis retail sales, as long as they do not conflict with required territorial regulations. For example, Teslin regulated the permitted signage locations and sizes for cannabis retail locations, as well as required licensees to provide a management plan for mitigating potential noxious odours. Council may wish to consider if there are any other regulations that they feel would benefit the community by minimizing any negative impacts on the community.

One such regulation that has been discussed previously by Council is that of including a definition for an 'indoor growing facility', and in what zones such a use would be considered compatible/appropriate. Previous discussions have included trying to determine whether such a use fits under a different definition such as garden centre or greenhouse, but neither of these definitions match the purpose and intent of an indoor growing facility as it has been presented. The simplest way to solve this would be to include a new definition and identify it as a permitted use in the appropriate zones. Considerations include:

1. Whether this use should be considered a permitted use in commercial, industrial, or agricultural zones (or several of these);
2. Whether an indoor growing facility is intended to capture only cannabis plant growing, or other commercial growing as well (i.e. food or bedding plants).
3. The specific instances in which a cannabis grower can grow at their residence. The only permitted growing on a residential property is for personal use. The regulations allow for four plants per owner-occupied residential property. This is not a variable regulation; i.e. the number does not increase to 8 plants if a residence has two non-related adults (such as the owner and a renter), and the provision only applies to primary dwellings, not non-owner-occupied rental properties. Further, industrial/commercial cannabis production is federally regulated. Canada's *Cannabis Regulations* s.40 states that "a holder of a [cultivation] licence must not conduct any activity that is authorized by the licence at a dwelling-house". Therefore, it is clear that cannabis growing above and beyond personal use cannot be located on a residential property and could not be considered as a home occupation or home industry.

## Official Community Plan


The Downtown Core designation in the OCP is intended to accommodate a broad range of uses focusing on the commercial, cultural, and community needs of residents and visitors. Further, one of the stated Long-Term Goals for Economic Development (s. 8.1) states that the City should be considering implementation of programs and policies that help to ensure that "new economic sectors have an opportunity to succeed".

Therefore, the City of Dawson should be considering how this new economic sector (cannabis retail) fits into the community fabric, and what implementation approaches are required to ensure the success of this sector, while also considering broader community impacts (both positive and negative) and how regulations may change the balance between economic success of the industry, potential land use conflicts, and community health and safety.

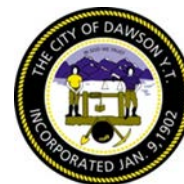
## Zoning Bylaw

In the ZBL, cannabis retail service is defined as "the retail sale of cannabis and products containing cannabis to the public; this includes storing cannabis onsite to support the operations of those premises". Additionally, in s. 12.1.1, cannabis retail services is listed as a permitted use in the Commercial zone.

In order to provide clarity to potential applicants and YLC inspectors checking for compliance, a zoning bylaw amendment will be required to outline in detail which regulations the City of Dawson has varied or added.

| APPROVAL     |                    |  |
|--------------|--------------------|--|
| <b>NAME:</b> | Cory Bellmore, CAO | <b>SIGNATURE:</b>  |
| <b>DATE:</b> | June 12, 2019      |  |

# Report to Council



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

☐ In Camera

|  |  |   |
|--|--|---|
| <b>SUBJECT:</b>                                | Development Incentives Policy and Development Cost Charge Program Design: Draft Policy |   |
| <b>PREPARED BY:</b>                            | Clarissa Huffman, CDO  | <b>ATTACHMENTS:</b><br>1. DRAFT DIP<br>2. Consultation #2 Summary<br>3. Survey #2 Results |
| <b>DATE:</b>                                   | June 27, 2019  |   |
| <b>RELEVANT BYLAWS / POLICY / LEGISLATION:</b> | n/a  |   |

## RECOMMENDATION

It is respectfully requested that Council provide feedback on the attached draft policy.

## BACKGROUND

Groundswell Planning was commissioned in January 2019 to conduct a review on the current Development Incentives Policy (DIP) and the associated load capacity charge program structure, as these two factors are intimately linked due to the wording of the policy.

Groundswell conducted interviews with key stakeholders & DIP grant recipients throughout March, April, and May, as well as conducted substantial research into best practices and current practices in other jurisdictions. A community survey in mid-May provide some insights from the general public regarding this program and potential changes to it.

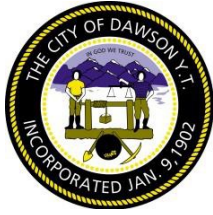
Groundswell Planning submitted a draft report which was included in the Committee of the Whole package for May 27, 2019, followed by an updated discussion document on June 17 and a first draft of the revised policy on June 24.

## NEXT STEPS

1. July 22 COW – Final report and policies presented to Council for final comment.
2. July 29 Council – Council to accept final report.
3. July 30 – Administration to submit final report to funder.
4. Implementation of recommendations will occur as appropriate and as administrative capacity allows starting in late summer 2019.

## APPROVAL

|              |                    |                   |
|--------------|--------------------|-------------------|
| <b>NAME:</b> | Cory Bellmore, CAO | <b>SIGNATURE:</b> |
| <b>DATE:</b> |                    |                   |



## City of Dawson Development Incentives Policy # 2019-02

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### BACKGROUND

There is currently a need for housing – including supportive, affordable rental, and market rental - in the City of Dawson. These needs can be addressed through a variety of options including mixed-use and multi-unit residential buildings, secondary suites, and other types of housing developments. Increased Historic Townsite development would further the City's sustainability objectives for a more compact development pattern and take advantage of existing services; further, the conversion of derelict and vacant properties increases economic and community vitality. These types of development help to meet the Official Community Plan goals and policies.

Council recognizes that land constraints, high construction costs, and other factors pose serious constraints to the supply of housing in Dawson City, and that a subsidy may be required. The City does have a role in land development, permitting, and taxation, through which it may encourage development where it is not being initiated under normal market conditions.

City of Dawson fees and charges are low relative to other jurisdictions, and many fees are based on cost recovery, making it challenging to reduce or grant these costs without impacting operating budgets. It is desirable for the City to use a model that provides significant financial incentives for strategic development, while limiting the short-term financial impact on the operational budget.

### POLICY STATEMENT

The City of Dawson will provide financial incentives for projects that provide rental units, supportive housing, and multi-unit residential buildings and/or convert vacant and/or derelict properties into more beneficial land uses.

Undeveloped or run-down properties essentially provide little more than the land value. This policy provides economic development incentives to encourage targeted residential development and increase future tax income for the City.

## 1.00 Definitions

1.1. The following terms are used within this policy and are defined as follows:

- a. “affordable rental housing” means rental housing that is provided at or below the median market housing rents for comparable housing as presented by the Yukon Bureau of Statistics in the Yukon Rent Survey. In the event that this definition conflicts with that of a funding program through which an owner is seeking financial support for the same development, the definition of the other funding program shall apply.
- b. “base rate” means the rate calculated as the value of the tax levy for improvements on the property paid on July 2<sup>nd</sup> in the year that the Development Permit for the eligible development is issued. In the case where existing buildings or structures were demolished prior to issuance of a Development Permit for an eligible development, the base rate will be zero.
- c. “derelict property” means a property occupied by a principal building, as defined in the Zoning Bylaw, that has not been used for three or more years, is in a poor state of repair, and negatively impacts aesthetic, human health and safety, community vitality, property and/or other values in the surrounding neighbourhood.
- d. “development fee” means the fee(s) associated with development permit and development incentive applications.
- e. “development incentive” means contributions made by the City of Dawson for developments meeting the eligibility criteria provided in this policy.
- f. “Downtown” means refers to the area defined within the Official Community Plan as the Downtown Core.
- g. “historic townsite” means the area defined within the Official Community Plan as the Historic Townsite.
- h. “load capacity charge” means the charge, as listed in the *Fees and Charges Bylaw*, levied against new development by the City of Dawson to recover costs associated with increased load on the water/sewer system.
- i. “market rental housing” means housing that is provided at above the median market housing rents for comparable housing as presented by the Yukon Bureau of Statistics in the Yukon Rent Survey.
- j. “mixed-use” means a building containing a mixture of commercial and residential uses.
- k. “preferred tax grant” means a yearly monetary in the amount that the developer paid in municipal tax as a result of improvements to the property in the assessment year prior to new development for which a Tax Grant applies.
- l. “rental housing” means any formation of multi-unit residential housing development that is retained by a single owner, with units that are available to rent on a monthly or semi- monthly basis. Rental units must be retained as one legal entity and cannot be



subdivided through a condominium process, even if all units are retained by one owner.

- m. “secondary suite” means a secondary suite as defined by the City of Dawson Zoning Bylaw.
- n. “standard tax grant” means a yearly monetary grant in the amount that the developer would have paid in annual municipal taxes as a result of improvements to the property. The base amount is determined at the time of issuance of a Development Permit.
- o. “supportive housing” means the use of a building for residential dwelling units that is owned and operated by a non-profit agency or non-government organization and designed to accommodate tenants who require assistance. Typical uses would include assisted housing for seniors or assisted housing for people with disabilities.
- p. “short term vacation rental” means the provision of rental accommodation for less than 30 consecutive days to a primary tenant whose purpose for residing in Dawson City is vacationing
- q. “vacant property” means a property that does not contain a primary building or structure. A property may be considered vacant if an accessory building or structure, as defined in the Zoning Bylaw, is present.

## **2.00 DEVELOPMENT INCENTIVES – GENERAL**

2.1. Based on the eligibility criteria listed in this policy, an applicant may apply for a development incentive as follows:

- a. Incentives as outlined in the following section will be considered by the City and, if granted, will be incorporated in a Development Incentive Agreement.
- b. Taxes applied to the value of improvements may be reduced in a diminishing pattern annually (graduated or sliding scale) or in full, for a specified timeframe.
- c. Taxes applied to the value of land are not available for reduction or grant.
- d. The annual value of each Development Incentive will be calculated by subtracting the Base Rate and the portion of the tax levy on the value of the land from the full annual tax levy paid on July 2<sup>nd</sup> for the duration of the Development Incentive Agreement.
- e. Payment of Development Incentives will begin once an eligible development has received occupancy for all units. Any taxes paid to the City prior to occupancy will not be eligible for a grant under this policy.
- f. The Development Incentive will be implemented through a grant to the property owner. Incentives will be processed after July 2<sup>nd</sup> annually.
- g. Development Incentives will not be applied retroactively for projects which have already received a Development Permit. This includes permits that have been cancelled or lapsed and reapplied for in an effort to receive an incentive.

- 
- h. The terms of payment of the Development Incentives will be specified in Development Incentive Agreement between the City and the applicant.
  - i. If an eligible development becomes part of a condominium corporation or ceases to function as rental or supportive housing prior to completion of the term set out in the Development Incentives Agreement, the Agreement will become void and the owner will be required to repay the Incentives received to date.
  - j. The use of secondary suite, affordable rental, market rental or supportive housing units for short-term vacation rentals at any point during the term of the Development Incentives Agreement without the permission of the City of Dawson will render the Agreement for the entire development void and the owner will be required to repay the Incentives received to date.
  - k. Receipt of a development incentive outlined in this policy does not disqualify an applicant from receiving a different Development Incentive provided for by another bylaw or policy. An individual or organization may receive more than one development incentive, as per the terms of this policy.
  - l. Council may not exceed \$100,000 in active tax grants (including both Standard and Preferred) in any fiscal year. Administration shall report on the total amounts of tax grants and fee/charge waivers applied through Development Incentives on an annual basis and update Council on the tax granting room available in January of each year.
  - m. Applications will be accepted and processed on first-come, first-serve basis.
  - n. For development in which a principal residence and secondary suite are constructed during the same timeframe, the City shall endeavor to differentiate the improvement values attributed to each and apply the Preferred Tax Grant to the value of the principal residence and Standard Tax Grant to the value of the secondary suite.
  - o. No exceptions shall be made to this policy without the consent of Council.

### **3.00 GENERAL ELIGIBILITY CRITERIA**

3.1. The following eligibility criteria apply to all developments receiving a Development Incentive:

- a. Any development receiving a Development Incentive must be in compliance with the Official Community Plan and the Zoning Bylaw prior to the signing of a Development Incentive Agreement.
- b. A development proposal that includes more than one eligible property, contiguous or otherwise, will be considered in its entirety for a development incentive so long as all applicable Development Permits are obtained within a two-month period, all development components are undertaken by the same developer/owner, and all construction has commenced within one year of issuance of Development Permits.
- c. Housing-related incentives apply to the creation of new housing units in renovated, redeveloped and/or newly constructed buildings.

- d. Rental and supportive housing units that are part of a mixed-use development in the Downtown Core may be eligible for the applicable housing-related Development Incentive subject to the ability of the City of Dawson to calculate the portion of improvements attributable to the commercial use, for which no Development Incentive shall apply.
- e. Any rental or supportive housing developments that are part of a condominium corporation will be ineligible for Development Incentives.
- f. Government agencies, at all levels of government, will not be eligible for the Development Incentives under this policy. First Nation development corporations are eligible.
- g. Organizations that enter into a long-term lease (minimum 20 years) for development and/or use of a government-owned property and will be registered with the City of Dawson as the taxpayer for the leased property are eligible.
- h. Any applicant for or recipient of a Development Incentive shall not owe any taxes or other monies to the City of Dawson.

#### 4.00 TYPES OF DEVELOPMENT INCENTIVES

4.1. Based on the number of eligibility criteria a proposal meets, there are five types of incentive that can be acquired as follows:

| Type                               | Eligibility   | Incentive  |
|------------------------------------|---|--|
| a) Vacant and/or Derelict Property | <ul style="list-style-type: none"> <li>• New development with a minimum construction value of \$100,000 in the Historic Townsite</li> </ul> | <ul style="list-style-type: none"> <li>• 5 years Standard Tax Grant</li> </ul>   |
| b) Market Rental Housing           | <ul style="list-style-type: none"> <li>• Minimum of four Market Rental Housing units in the Historic Townsite</li> </ul>                    | <ul style="list-style-type: none"> <li>• 10 years Standard Tax Grant</li> </ul>  |
| c) Supportive Housing              | <ul style="list-style-type: none"> <li>• Minimum of four Supportive Housing units located anywhere within the municipality</li> </ul>       | Same as Market Rental Housing PLUS <ul style="list-style-type: none"> <li>• Waiver of Load Capacity Charge</li> <li>• Waiver of Development Charges</li> </ul>                               |
| d) Affordable Rental Housing       | <ul style="list-style-type: none"> <li>• Minimum of four Affordable Rental Housing units in the Historic Townsite</li> </ul>                | Same as Supportive Housing   |
| e) Secondary Suite                 | <ul style="list-style-type: none"> <li>• Secondary suite located anywhere within the municipality</li> </ul>                                | Same as Affordable Rental Housing PLUS <ul style="list-style-type: none"> <li>• 3 years Preferred Tax Grant up to a maximum of \$10,000</li> <li>• Waiver of parking requirements</li> </ul> |

## **5.00 SPECIFIC ELIGIBILITY CRITERIA AND CONDITIONS**

### **5.1. Secondary Suite Incentive**

- a. To acquire a Secondary Suite Incentive the following specific criteria and conditions must be met:

- 5.1.a.1. A new secondary suite must be provided within the City of Dawson municipal boundaries.

### **5.2. Affordable Rental Housing Incentive**

- a. To acquire an Affordable Rental Housing Incentive, the following specific eligibility criteria must be met:

- 5.2.a.1. A minimum of four new Affordable Rental Housing residential units must be provided anywhere within the fully serviced portions of the Historic Townsite;

- 5.2.a.2. Rents must be kept affordable for the entire duration of the Standard Tax Grant. Rents should be compared on an annual basis against the most recent Rent Survey issued by the Yukon Bureau of Statistics. Rents must be reduced if found to exceed median market rates, whereas owners are encouraged to maintain current rents should they be below median market rates. Recipients are to provide this information with their grant request on an annual basis.

### **5.3. Supportive Housing Incentive**

- a. To acquire a Supportive Housing Incentive the following specific criteria and conditions must be met:

- 5.3.a.1. A minimum of four new Supportive Housing units must be provided within the City of Dawson municipal boundaries.

### **5.4. Market Rental Housing Incentive**

- a. To acquire a Market Rental Housing Incentive the following specific criteria and conditions must be met:

- 5.4.a.1. A minimum of four new Market Rental Housing units must be provided within the City of Dawson municipal boundaries.

### **5.5. Vacant and/or Derelict Property Incentive**

- a. To acquire a Vacant and/or Derelict Property Incentive the following specific criteria and conditions must be met:

- 5.5.a.1. The property in question must have met the definition of derelict and/or vacant as of (date of policy passing) and be located within the Historic Townsite;

- 5.5.a.2. The Incentive is not stacked with another housing-related incentive; and,

5.5.a.3. The minimum construction value of the planned development is \$100,000.

## 6.00 PROCEDURE

- 6.1. Application – To receive a Development Incentive as laid out in this policy, Developers must complete a Development Incentive Application, available from the City of Dawson.
- 6.2. Screening – Applications must include a preliminary development plan. Applications will not be eligible for consideration unless they are in compliance with the Official Community Plan and the Zoning Bylaw and meet the minimum eligibility criteria as listed in this policy.
- 6.3. Approval – The terms of Secondary Suite Incentives will be approved by the Community Development Officer. Development Incentives totaling \$100,000 or less in combined value will be approved by the Chief Administrative Officer, and all other Development Incentives will be approved by Council.
- 6.4. Administration – For a Preferred or Standard Tax Grant, the City will provide a grant in the applicable amount each year until the end of the Incentive term, following an annual request from the recipient in writing. Grants will be processed after property owners have paid their taxes in full. If a property owner is in arrears of their property taxes they will no longer be eligible for the Incentive.
  - a. Annual requests must include the following:
    - 6.4.a.1. A request for the annual grant amount;
    - 6.4.a.2. A declaration confirming compliance with this policy; and
    - 6.4.a.3. A list of rents demonstrating compliance with s. 5.2.a.2 of this Policy.

## 7.00 EXPIRATION OF DEVELOPMENT INCENTIVE

- 7.1. The Development Incentive Agreement may be revoked and cancelled if construction has not commenced within one year of issuance of Development Permits.
- 7.2. The Development Incentive Agreement may be revoked and cancelled if there are outstanding open Building Permits remaining one year after occupancy is given for the development.

|                               |                                      |
|-------------------------------|--------------------------------------|
| <b>POLICY TITLE:</b>          | <i>Development Incentives Policy</i> |
| <b>POLICY #:</b>              | 2019-02                              |
| <b>EFFECTIVE DATE:</b>        | July XX, 2019                        |
| <b>ADOPTED BY COUNCIL ON:</b> | July XX, 2019, 2019                  |
| <b>RESOLUTION #:</b>          | C19-XX-XX                            |

|

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Original signed by:

DRAFT

# Development Incentives Policy and Development Charges Review

Follow-Up Report #3 to Council

Submitted by Groundswell Planning

July 5, 2019

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## 1) Engagement Overview

Subsequent to City administration presenting a draft revised Development Incentives Policy to Council on June 24th, Groundswell Planning undertook a follow-up engagement effort that consisted of:

- A public online survey (available from June 27-July 4);
- A “lunch n’ learn” on July 4 that was promoted to both stakeholders and the public; and,
- An e-mail solicitation of feedback from the stakeholder and Standard/Major Development Incentive recipients that were interviewed in the initial round of engagement in April/May.

A total of 18 individuals completed the public survey and three stakeholders attended the “lunch n’ learn”. No other comments or feedback were received. In reviewing the following results, Council should bear the very limited sample size in mind.

## 2) Public Survey Results

A total of 18 individuals filled out the online survey (just over half of the 35 who participated in the initial survey in May). The full results are attached. Selected highlights include:

- **Respondents** – Many respondents were business owners and long-time Dawson residents. Interestingly, only 75% had participated in the previous survey.
- **Mixed reaction to Council priorities** – While participants overwhelmingly agreed with Council's decision to continue incentives, there are varying levels of agreement about what types of development should receive them. There was strongest agreement with addressing vacant/derelict properties, moderate agreement with prioritizing affordable rentals over market, and strongest disagreement with not providing homeownership-related incentives and discontinuing eligibility for commercial portions of mixed-use development.
- **Support for proposed incentives** – All of the proposed incentives received strong levels of support from respondents, with the secondary suites and vacant/derelict properties receiving the most support.
- **Support for more flexible eligibility provisions** – Most of the proposed eligibility revisions received support from respondents. Allowing First Nation development corporations to receive incentives generated the most opposition, although still 50% supported the idea.
- **Support for a funding cap** – A majority of respondents (58%) supported the proposed incentives cap of \$100,000; however, 25% strongly opposed the idea. Comments indicate that some feel that the threshold is too high.

## 3) Stakeholder Input

Three stakeholders attended the “lunch n’ learn” to share their feedback. All three are recipients of the incentive; however, only one has actually initiated (and completed) their project. The draft policy was reviewed and key feedback themes included:



- **Revised policy is an improvement** – Stakeholders generally felt that the revised policy improved upon the existing one. The improved flexibility that expanded eligibility (geographic location, non-contiguous parcels, government land leases, removal of project funding caps, etc.) appeared to adequately satisfy some of the concerns previously raised.
- **Homeownership a key gap** – One stakeholder felt that homeownership continues to be a significant gap in the policy and, as such, the policy ignores the interests of underhoused individuals who want to permanently invest in Dawson. It was mentioned that the private sector is likely to have less interest in becoming long-term landlords with rental buildings but could be motivated to pursue some innovative homeownership-oriented projects. “Rent-to-own” developments could be a strategic way to address the needs (and income) of Millennials in Dawson in particular.

Another participant noted that building multi-unit developments indirectly assists on the homeownership front by allowing individuals who are over-housed (i.e. seniors, etc.) to downsize, freeing up single family dwellings.

- **Secondary suites** – Stakeholders had mixed feelings about the high priority placed on secondary suites. One commented that suites are an inefficient way to address critical housing needs in a short timeframe. Another noted that building costs are so high that unless a homeowner can build on their own, the economics remain challenging (even with the expanded incentives). On the positive side, secondary suites were felt to be a good fit for multi-generational families in Dawson. It was noted that the doubling of water/sewer charges for properties with a suite is a likely factor in the relatively low number of suites being built.
- **Overall cap on incentives** – There was a fairly neutral response to the proposed \$100,000 cap on incentives and question as to whether it was necessary.
- **Streamlining and facilitation of application and reporting** – There was support for the proposed standard incentives application form and a request for a standard template for annual reporting.
- **Indirectly related but important issues** – A number of comments were shared by stakeholders on matters that do not directly pertain to the policy itself but are concerned more broadly with development:
  - The City needs to advocate for Yukon Housing Corporation to revise its Municipal Matching Rental Construction Program funding structure to reflect the higher costs and lower taxes of rural Yukon communities. A 2:1 funding ratio (versus 1:1) or the removal of caps altogether would greatly assist.
  - High water and sewer charges and taxation rates are disincentives to development in Dawson and should be reconsidered by Council.

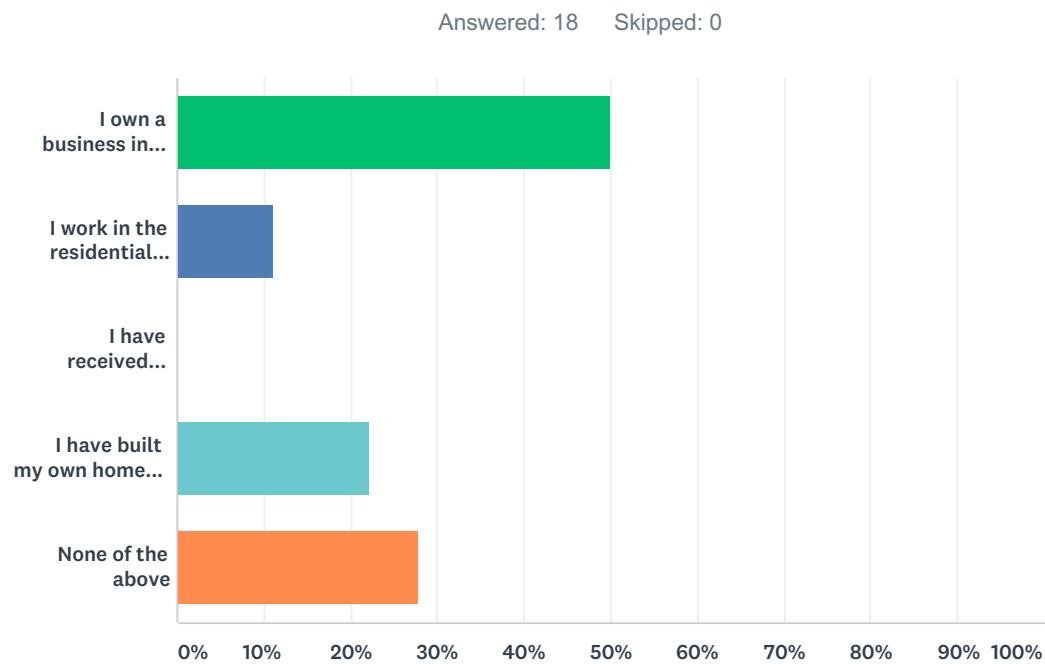
#### 4) **Items for Further Consideration**

On the basis of feedback received, Groundswell envisions further policy work being required in the following areas:

- **Vacant/derelict properties** – The definition of vacant/derelict properties and how City administration is to determine whether or not a property qualifies will require further consideration to ensure this aspect of the policy could be consistently implemented and loopholes avoided. One potential option may be to shift the concept to that of “underdeveloped” properties and institute a quantitative marker such as property assessment value.
- **Homeownership incentives** – Should Council wish to reconsider the exclusion of homeownership-related incentives from the policy, the following parameters could help to frame a policy response:
  - Incentives could be limited to higher density building forms in the Historic Townsite;

- Incentives could be limited to affordable homeownership only. The lack of median home sale price data for Dawson City means that affordability would be best based on a combination of Dawson City median income and CMHC's definition of affordability (i.e. housing costs not exceeding 30% of before-tax income);
- Restrictions on the resale of affordable owned units may be required (and would be consistent with affordable homeownership programs elsewhere); and
- Restrictions around strata and condo corporations would need to be removed.

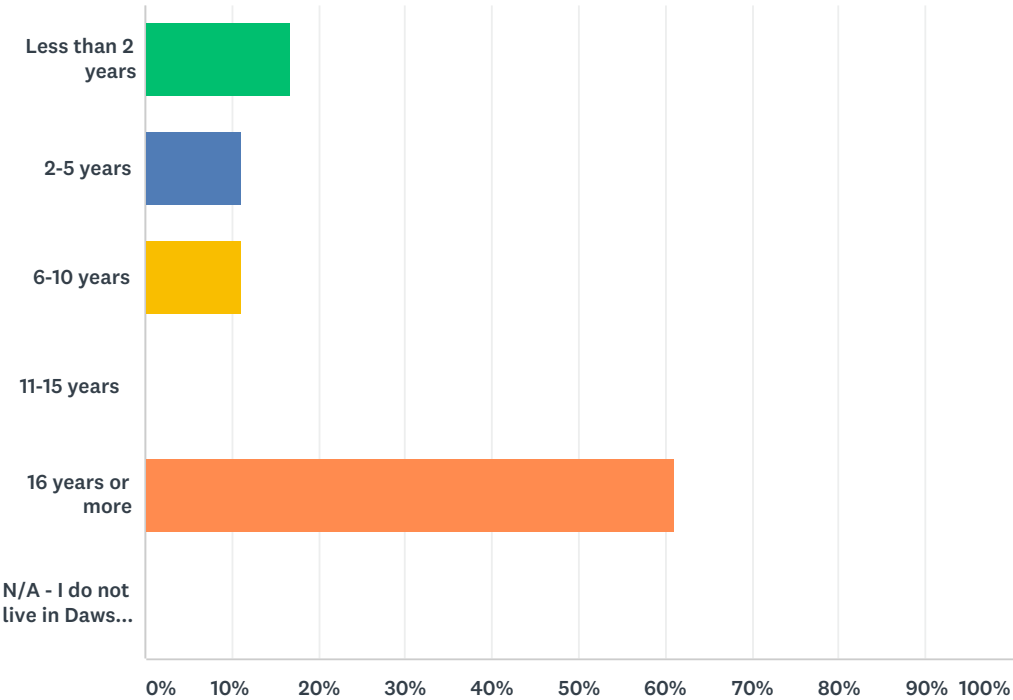
Q1 Which of the following describes you? You may select more than one option.



| ANSWER CHOICES  |  | RESPONSES |   |
|---|--|-----------|---|
| I own a business in Dawson City   |  | 50.00%    | 9 |
| I work in the residential construction and/or development field                     |  | 11.11%    | 2 |
| I have received assistance under the City of Dawson's Development Incentives Policy |  | 0.00%     | 0 |
| I have built my own home and/or secondary suite                                     |  | 22.22%    | 4 |
| None of the above   |  | 27.78%    | 5 |
| Total Respondents: 18   |  |           |   |

Q2 How long have you lived in Dawson City?

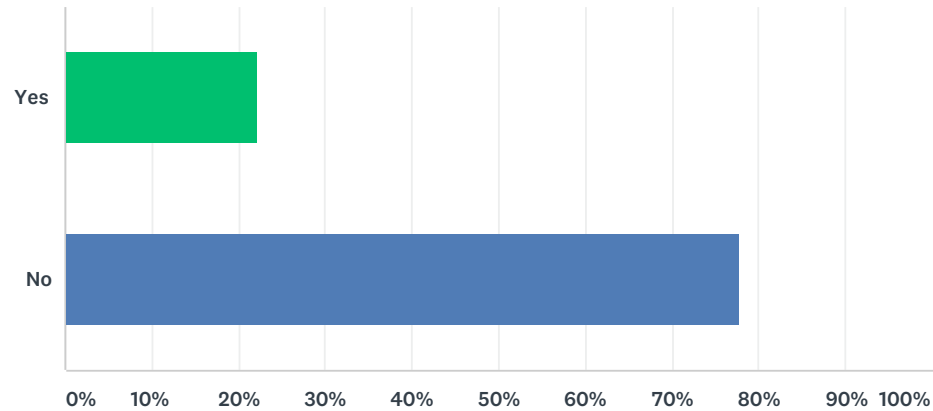
Answered: 18    Skipped: 0



| ANSWER CHOICES                     | RESPONSES |    |
|------------------------------------|-----------|----|
| Less than 2 years                  | 16.67%    | 3  |
| 2-5 years                          | 11.11%    | 2  |
| 6-10 years                         | 11.11%    | 2  |
| 11-15 years                        | 0.00%     | 0  |
| 16 years or more                   | 61.11%    | 11 |
| N/A - I do not live in Dawson City | 0.00%     | 0  |
| TOTAL                              |           | 18 |

Q3 Did you complete the previous survey about development incentives in May?

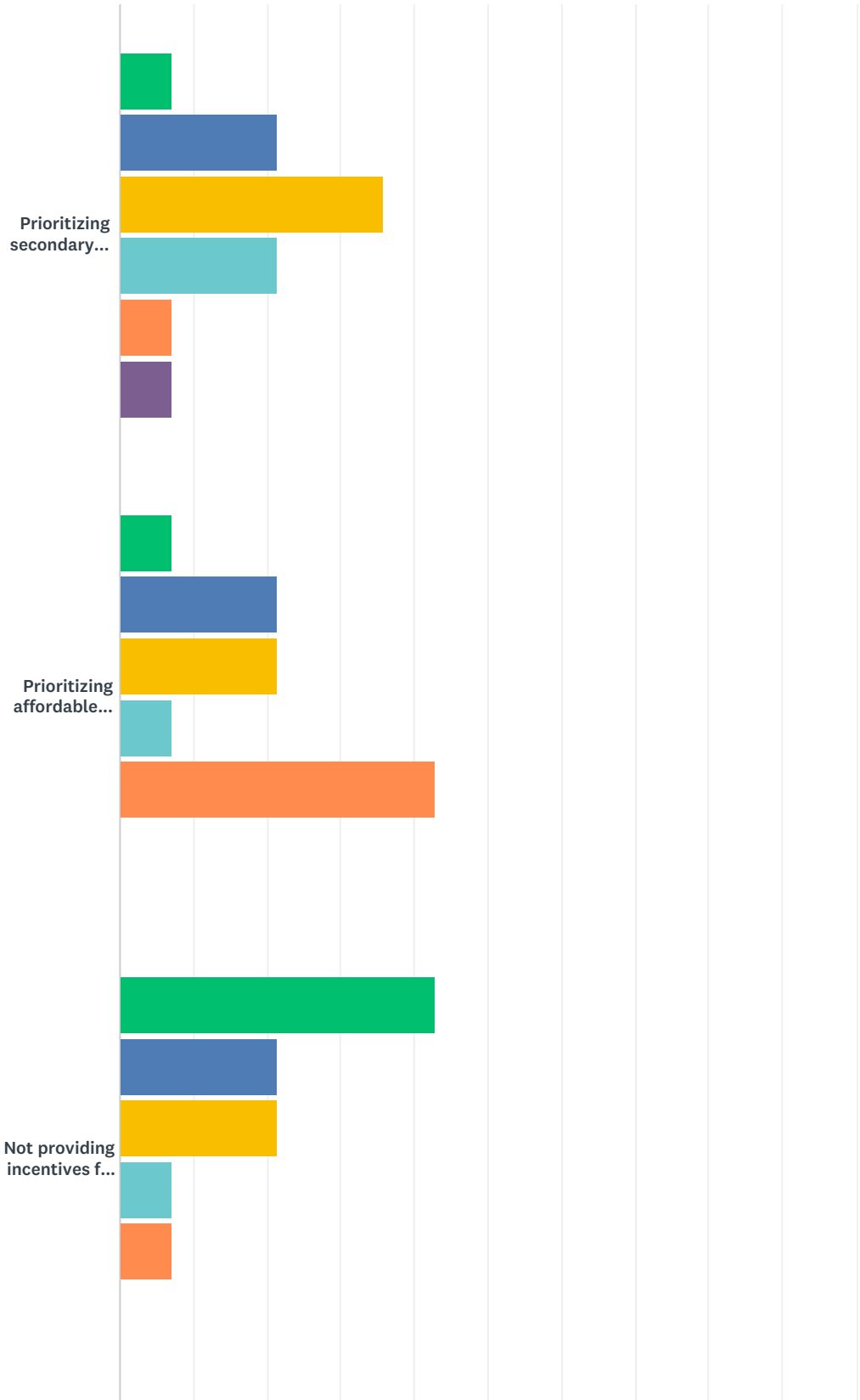
Answered: 18 Skipped: 0

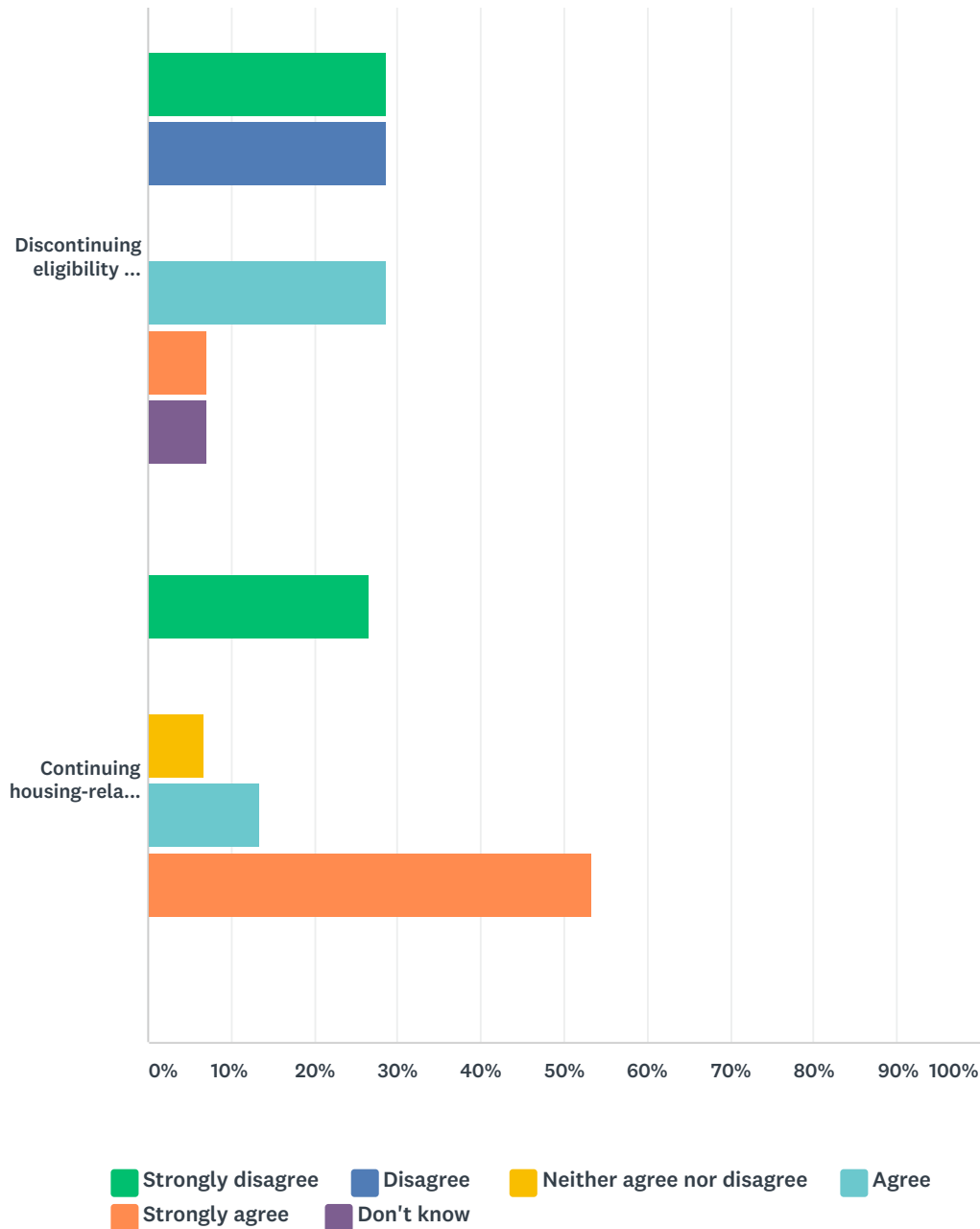


| ANSWER CHOICES | RESPONSES |    |
|----------------|-----------|----|
| Yes            | 22.22%    | 4  |
| No             | 77.78%    | 14 |
| TOTAL          |           | 18 |

Q4 Please indicate your level of agreement with the following elements of Council's direction:

Answered: 15   Skipped: 3



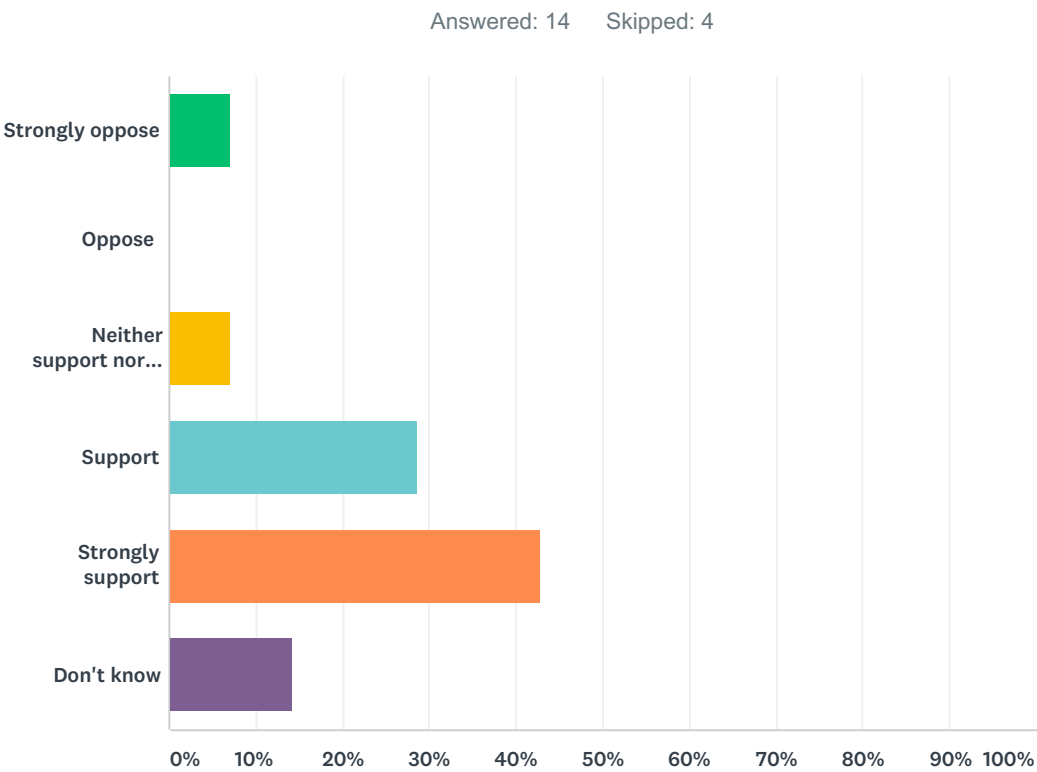


|   | STRONGLY DISAGREE | DISAGREE    | NEITHER AGREE NOR DISAGREE | AGREE       | STRONGLY AGREE | DON'T KNOW | TOTAL |
|---|-------------------|-------------|----------------------------|-------------|----------------|------------|-------|
| Prioritizing secondary rental suites over multi-unit rental developments                                    | 7.14%<br>1        | 21.43%<br>3 | 35.71%<br>5                | 21.43%<br>3 | 7.14%<br>1     | 7.14%<br>1 | 14    |
| Prioritizing affordable rental and supportive housing developments over market rental developments          | 7.14%<br>1        | 21.43%<br>3 | 21.43%<br>3                | 7.14%<br>1  | 42.86%<br>6    | 0.00%<br>0 | 14    |
| Not providing incentives for home ownership related development   | 42.86%<br>6       | 21.43%<br>3 | 21.43%<br>3                | 7.14%<br>1  | 7.14%<br>1     | 0.00%<br>0 | 14    |
| Discontinuing eligibility for commercial portions of mixed-use (i.e. commercial + residential) developments | 28.57%<br>4       | 28.57%<br>4 | 0.00%<br>0                 | 28.57%<br>4 | 7.14%<br>1     | 7.14%<br>1 | 14    |



|  |             |            |            |             |             |            |    |
|--|-------------|------------|------------|-------------|-------------|------------|----|
| Continuing housing-related incentives in general | 26.67%<br>4 | 0.00%<br>0 | 6.67%<br>1 | 13.33%<br>2 | 53.33%<br>8 | 0.00%<br>0 | 15 |
|--|-------------|------------|------------|-------------|-------------|------------|----|

Q5 In addition to housing-related incentives, Council directed City administration and consultant to explore incentives to promote the development of vacant and/or derelict properties. Please indicate your level of agreement with this idea:



| ANSWER CHOICES             | RESPONSES |    |
|----------------------------|-----------|----|
| Strongly oppose            | 7.14%     | 1  |
| Oppose                     | 0.00%     | 0  |
| Neither support nor oppose | 7.14%     | 1  |
| Support                    | 28.57%    | 4  |
| Strongly support           | 42.86%    | 6  |
| Don't know                 | 14.29%    | 2  |
| TOTAL                      |           | 14 |

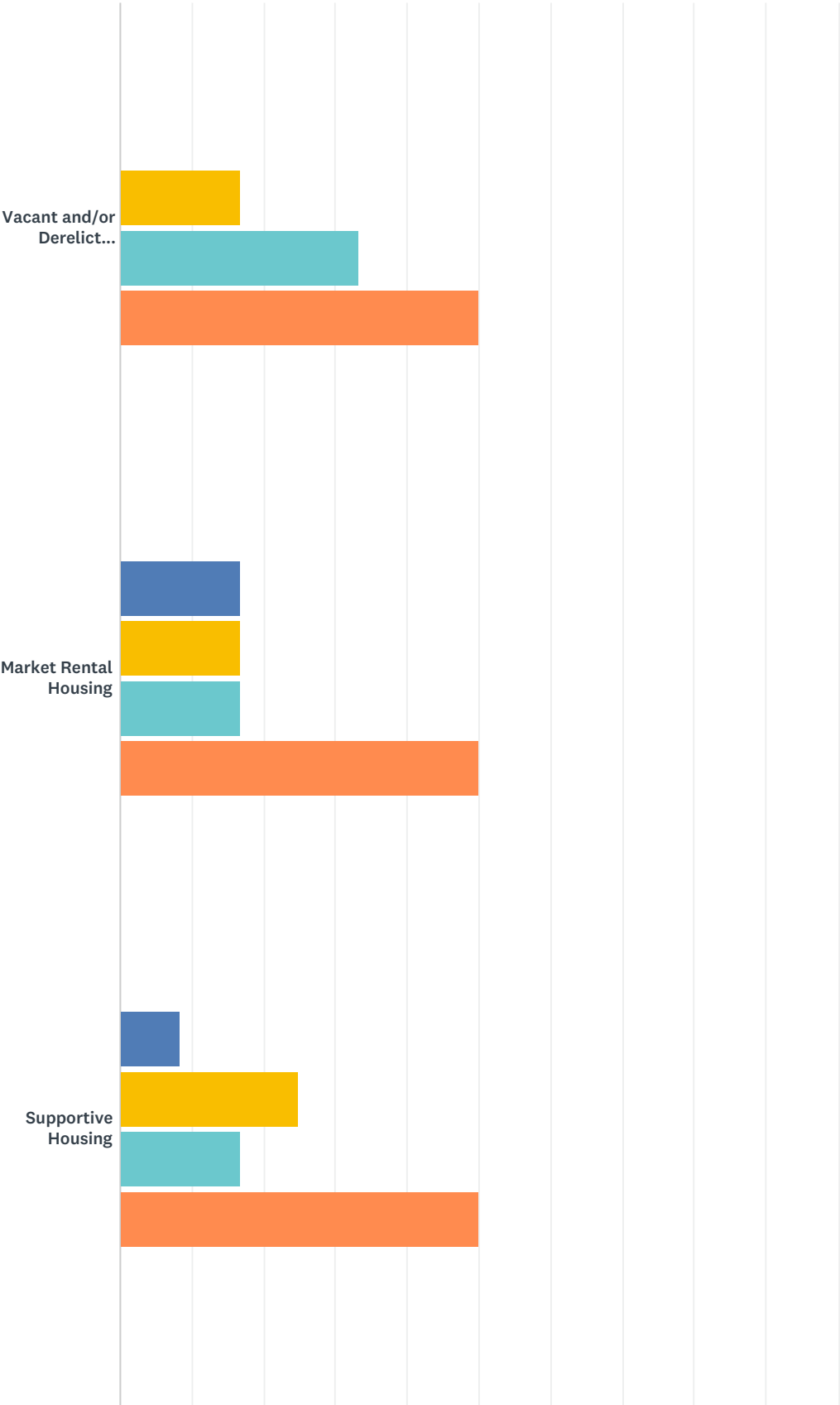
**Q6 If you indicated opposition to Council's development priorities, please tell us why. (Please skip ahead to the next question if you indicated support)**

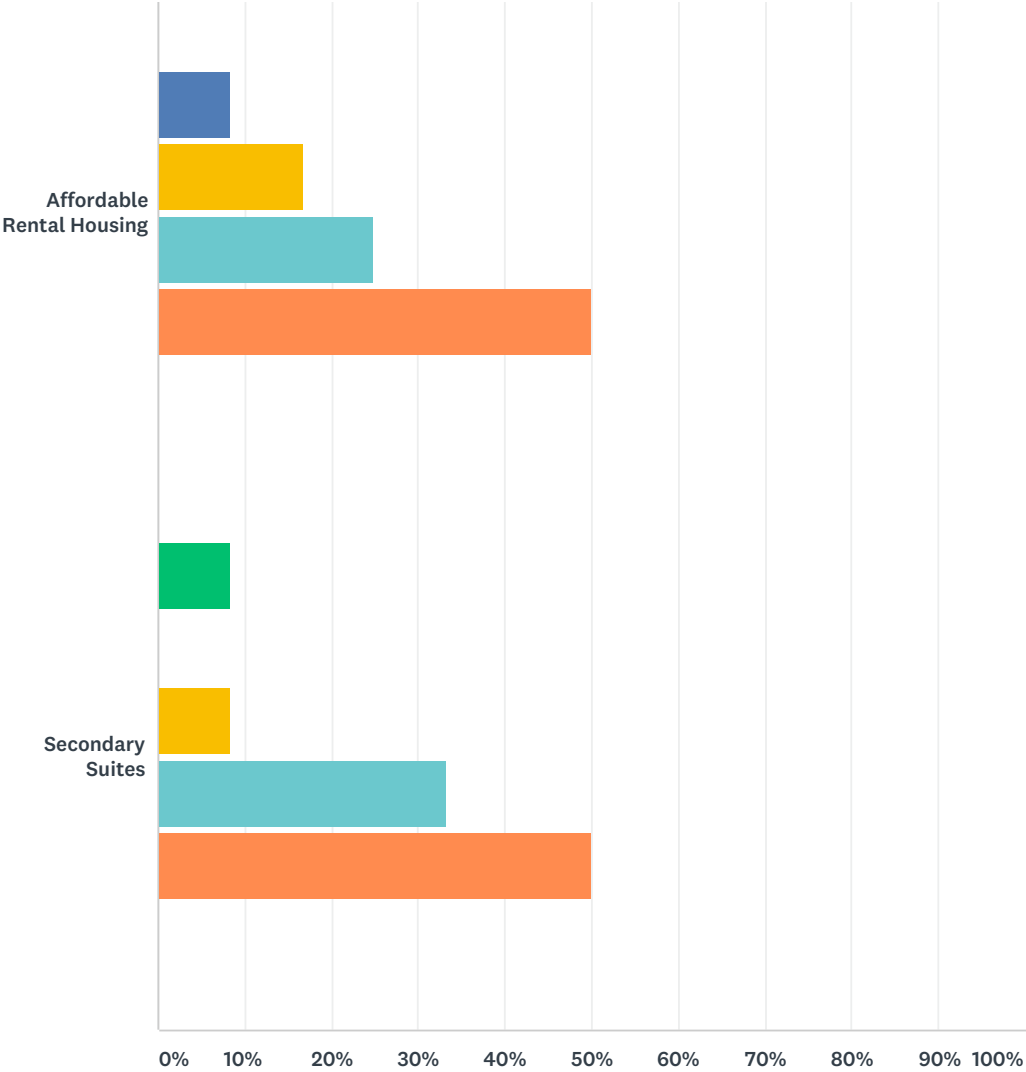
Answered: 3   Skipped: 15

| # | RESPONSES   | DATE               |
|---|---|--------------------|
| 1 | Regarding mixed use/commercial developments - there is also a huge lack of commercial office space in the community, which should also be a municipal priority in order to encourage economic growth of our community.  | 7/3/2019 8:50 AM   |
| 2 | Year round pool   | 7/1/2019 11:23 PM  |
| 3 | If you assist homeowners fix their homes adequately, they wouldn't need to rent something adequate for their needs. Once their needs are met, the homeowners could then add a rental unit to assist their income and aid the community. Also having rental units over stores and other quieter commercial businesses would also aid the community with rentals. | 6/27/2019 10:37 PM |

Q7 In general, how supportive are you of the proposed incentives?

Answered: 12    Skipped: 6





Strongly oppose Oppose Neither support nor oppose Support  
Strongly support I don't know

|                                    | STRONGLY<br>OPPOSE | OPPOSE      | NEITHER<br>SUPPORT NOR<br>OPPOSE | SUPPORT     | STRONGLY<br>SUPPORT | I<br>DON'T<br>KNOW | TOTAL | WEIGHTED<br>AVERAGE |
|------------------------------------|--------------------|-------------|----------------------------------|-------------|---------------------|--------------------|-------|---------------------|
| Vacant and/or<br>Derelict Property | 0.00%<br>0         | 0.00%<br>0  | 16.67%<br>2                      | 33.33%<br>4 | 50.00%<br>6         | 0.00%<br>0         | 12    | 4.33                |
| Market Rental<br>Housing           | 0.00%<br>0         | 16.67%<br>2 | 16.67%<br>2                      | 16.67%<br>2 | 50.00%<br>6         | 0.00%<br>0         | 12    | 4.00                |
| Supportive<br>Housing              | 0.00%<br>0         | 8.33%<br>1  | 25.00%<br>3                      | 16.67%<br>2 | 50.00%<br>6         | 0.00%<br>0         | 12    | 4.08                |
| Affordable Rental<br>Housing       | 0.00%<br>0         | 8.33%<br>1  | 16.67%<br>2                      | 25.00%<br>3 | 50.00%<br>6         | 0.00%<br>0         | 12    | 4.17                |
| Secondary Suites                   | 8.33%<br>1         | 0.00%<br>0  | 8.33%<br>1                       | 33.33%<br>4 | 50.00%<br>6         | 0.00%<br>0         | 12    | 4.17                |

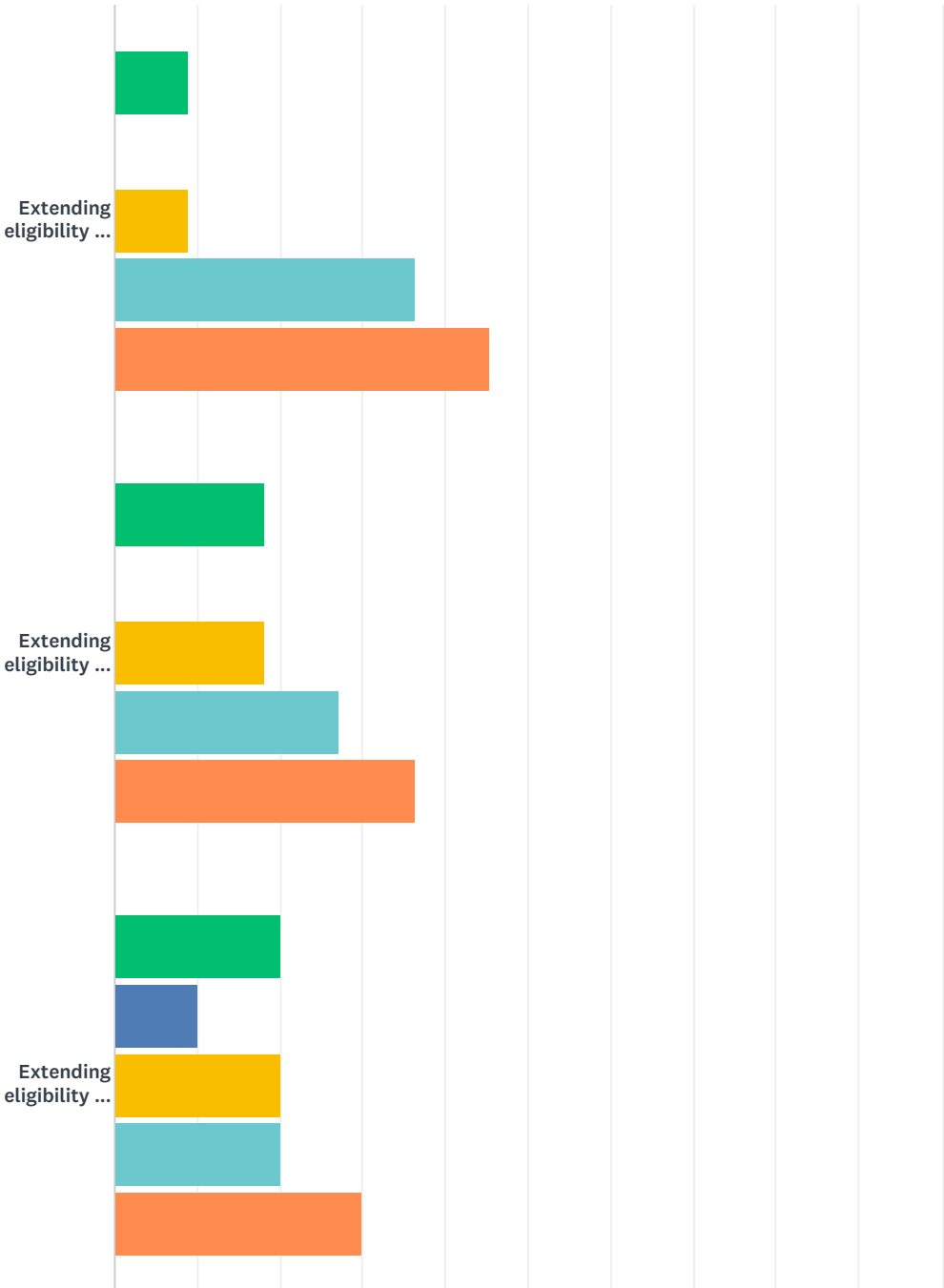
## Q8 If you indicated opposition to any of the proposed incentives, please tell us why. (Please skip ahead to the next question if you indicated support)

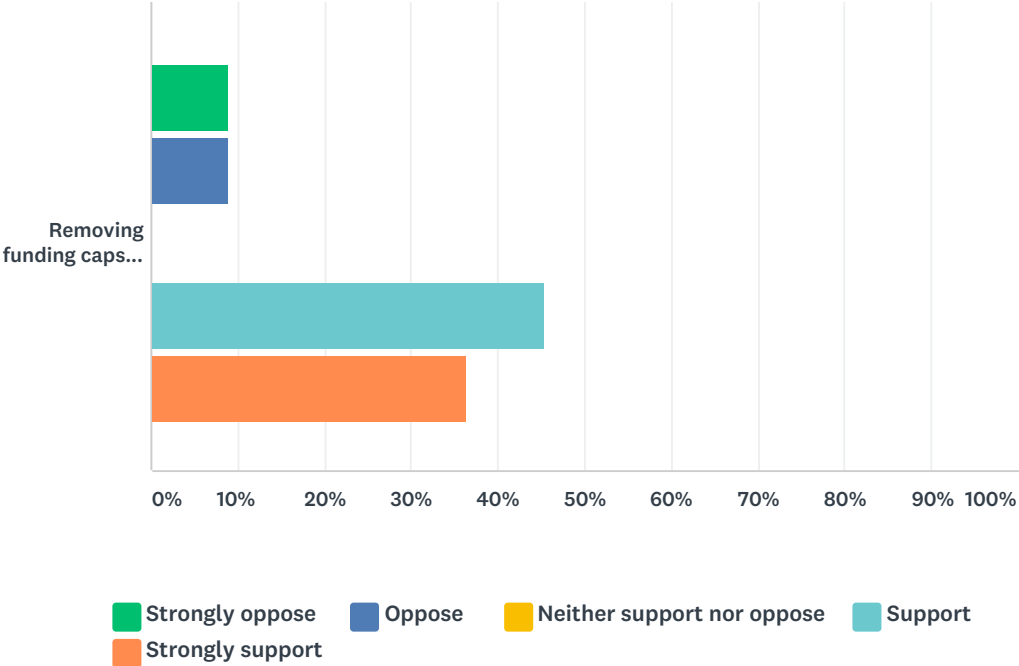
Answered: 4 Skipped: 14

| # | RESPONSES  | DATE              |
|---|--|-------------------|
| 1 | I think it is important to consider how to make it explicitly clear what the criteria are for a vacant property and how eligibility would be proven. People in Dawson love to find loopholes and cheat the system and even the best-laid plans go awry because of this. I also think it would be a disaster to waive parking requirements for development without ensuring that our bylaw officer has adequate authority to enforce on-street parking bylaws so that our roads don't turn into a giant parking lot. People shouldn't be able to park their vehicles, boats, trailers, etc and not have them move for months at a time. There needs to be a check and balance for parking to make sure that there are systems in place for people who for whatever reason end up without a place to park their vehicle. | 7/4/2019 3:32 PM  |
| 2 | Market price is a scam just like minimum wage  | 7/1/2019 11:25 PM |
| 3 | Not enough a) regulations for secondary suites and will b) bring about a host of problems and then c) who is going to be monitoring that?  | 7/1/2019 9:23 PM  |
| 4 | We need more lots opened up. More development in the Country residential and city lots out side of downtown core. Make more land available for building. They need to get moving on a subdivision development to relieve the pressure on the down town area. This will lower prices. In reality we don't take enough taxes in to support city councils spending habits and now we want to give it away. Use the money to provide infrastructure so people can build  | 6/28/2019 7:48 AM |

Q9 The consultant heard repeatedly that the economics of development in Dawson are such that even with incentives and other available funding, multi-unit housing projects are barely viable. Current and prospective recipients of incentives urged the City to make the policy as flexible as possible in order to allow them to leverage other funding sources and develop in a highly land-constrained community. Please indicate your level of support for the following proposed revisions, designed to make the policy more flexible:

Answered: 11   Skipped: 7





|  | STRONGLY OPPOSE | OPPOSE      | NEITHER SUPPORT NOR OPPOSE | SUPPORT     | STRONGLY SUPPORT | TOTAL | WEIGHTED AVERAGE |
|--|-----------------|-------------|----------------------------|-------------|------------------|-------|------------------|
| Extending eligibility for multi-unit developments to the fully serviced portions of the Historic Townsite (vs. Downtown Core only) | 9.09%<br>1      | 0.00%<br>0  | 9.09%<br>1                 | 36.36%<br>4 | 45.45%<br>5      | 11    | 4.09             |
| Extending eligibility to non-profit organizations leasing government-owned land  | 18.18%<br>2     | 0.00%<br>0  | 18.18%<br>2                | 27.27%<br>3 | 36.36%<br>4      | 11    | 3.64             |
| Extending eligibility to First Nation development corporations (but not other governments)   | 20.00%<br>2     | 10.00%<br>1 | 20.00%<br>2                | 20.00%<br>2 | 30.00%<br>3      | 10    | 3.30             |
| Removing funding caps that provided a major advantage to larger (8+) vs smaller (4-7) unit buildings                               | 9.09%<br>1      | 9.09%<br>1  | 0.00%<br>0                 | 45.45%<br>5 | 36.36%<br>4      | 11    | 3.91             |

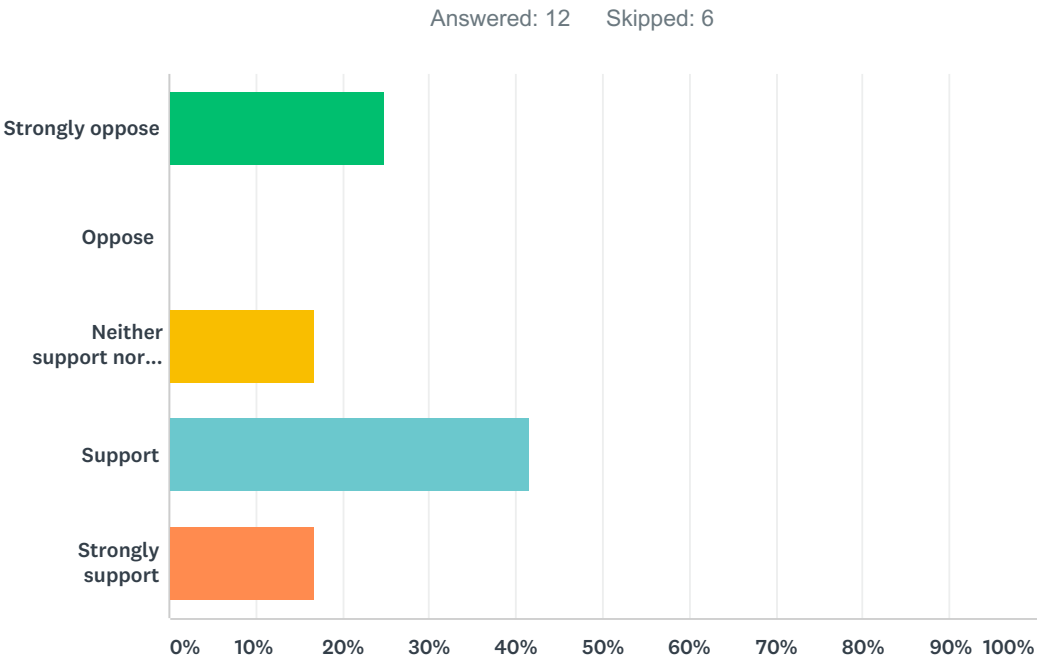


Q10 If you indicated opposition to any of the proposed revisions indicated above, please tell us why. (Please skip ahead to the next question if you indicated support)

Answered: 4 Skipped: 14

| # | RESPONSES  | DATE               |
|---|--|--------------------|
| 1 | No mention of housing co-ops   | 7/1/2019 11:27 PM  |
| 2 | I feel if you gave these organizations the land for free or bigger tax incentives they would still be asking for more. The city needs to provide the land and infrastructure so people can build. When there is no land available prices are hi  | 6/28/2019 7:57 AM  |
| 3 | The first nation government is still a government and has a lot of money to support housing initiatives. There is no need for any government to take from this fund that is meant for your average homeowner.  | 6/28/2019 12:32 AM |
| 4 | Larger buildings like the 20-plex is next to impossible to prove which are the damaging and/or abusive tenants, smoking/bloody biohazards in halls/using owner's hydro for free, etc. Animals are necessary for many people's mental and physical health but not conducive to large stacked up apartments, without adequate outside pet areas. | 6/27/2019 10:59 PM |

Q11 The initial public survey and some stakeholder input indicated there is concern about the City's financial capacity to offer unlimited tax relief for new developments. The new revised policy proposes a maximum cap of "active" tax incentives of \$100,000 - to be calculated on an annual basis. (This means that no more than \$100,000 in taxes could be granted back to recipients at any given time). Please indicate your level of support for placing an overall cap of \$100,000 on development-related tax incentives:



| ANSWER CHOICES             | RESPONSES |    |
|----------------------------|-----------|----|
| Strongly oppose            | 25.00%    | 3  |
| Oppose                     | 0.00%     | 0  |
| Neither support nor oppose | 16.67%    | 2  |
| Support                    | 41.67%    | 5  |
| Strongly support           | 16.67%    | 2  |
| TOTAL                      |           | 12 |

**Q12 If you indicated opposition to the proposed cap, please tell us why.  
(Please skip ahead to the next question if you indicated support)**

Answered: 3   Skipped: 15

| # | RESPONSES   | DATE               |
|---|---|--------------------|
| 1 | This is absolutely insane. What incentives is the city going to offer to the existing developments that are struggling                            | 6/28/2019 7:57 AM  |
| 2 | Looking to the future supporting new developments makes more sense. It not smart to look at just the money today - we need to look at the future. | 6/28/2019 12:32 AM |
| 3 | 100000 in tax relief per year seems incredibly, dangerously generous  | 6/27/2019 11:49 PM |

Answered: 2      Skipped: 16

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