

THE CITY OF DAWSON



COMMITTEE OF THE WHOLE MEETING #CW18-20

DATE: TUESDAY, JUNE 19, 2018

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 CW18-20
3. **DELEGATIONS AND GUESTS**
 - a) North End Planning RE: Final Presentation & Public Input on Design Options
 - b) North End Planning RE: Bill Kendrick
 - c) North End Planning RE: Residents
4. **SPECIAL MEETING, COMMITTEE, AND DEPARTMENTAL REPORTS**
 - a) Request for Decision RE: Trails Contracts
 - b) Information Report RE: OCP ZBL What We Heard
 - c) Request for Decision RE: North End Planning
 - d) Request for Decision RE: KDO Licence of Occupation
 - e) Request for Decision RE: Subdivision Application 18-036, Lot 1075 Quad 116B/3
5. **PUBLIC QUESTIONS**
6. **INCAMERA SESSION**
 - a) Legal and Land Related Matters
7. **ADJOURNMENT**



DRAFT INTERIM FINAL REPORT

Submitted to:

City of Dawson

By:

Groundswell Planning
Inukshuk Planning & Development Ltd.
Across the River Consulting
Underhill Geomatics Ltd.
Morrison Hershfield Ltd.
Chilkoot Geological Engineers Ltd.

June 14, 2018

CONTENTS

1.0	Introduction	2
2.0	Overview of Planning Area	4
3.0	Market Context & Customer Profiles	9
4.0	Community & Stakeholder Engagement	11
5.0	Success Criteria	15
6.0	Development Concepts	16
7.0	Framework for Addressing Encroachments	20
8.0	Framework for Addressing Property Owner Impacts & Opportunities	22
9.0	Zoning Recommendations	23

1.0 Introduction

Dawson City is situated in the Traditional Territory of the Tr'ondëk Hwëch'in (TH), at the culturally, historically, and ecologically rich setting of the confluence of the Klondike and Yukon rivers in central Yukon. The City of Dawson municipality has a population 1,375-strong (Statistics Canada, 2017) and serves a population of 2,229 (Yukon Bureau of Statistics, September 2017) when peripheral rural subdivisions are included.

Dawson is growing rapidly and experiencing acute shortages of suitable housing and availability of land for building. Specific local constraints pose challenges to bridging the housing gap, including local topography, peripheral industrial and mining activity, and the high cost of expanding and operating service infrastructure in a remote location. The 2012 Official Community Plan (OCP) set out a direction for a more compact urban form to promote both financial and environmental sustainability amidst these population growth pressures. Facilitating the ability of Dawson residents to live, work and play in close, walkable proximity to amenities and services is central to the achievement of the OCP's direction.

The North End of Dawson City is one of the last substantial opportunities for new serviced residential lots within the Historic Townsite. The area was densely occupied in the Klondike Gold Rush era but was first portion of the town to depopulate in the subsequent decades. Today, the area is home to over a dozen residences, many of them historic. The remainder of the area has transformed over time into greenspace, the evidence of its former occupation remaining in the form of various artefacts.

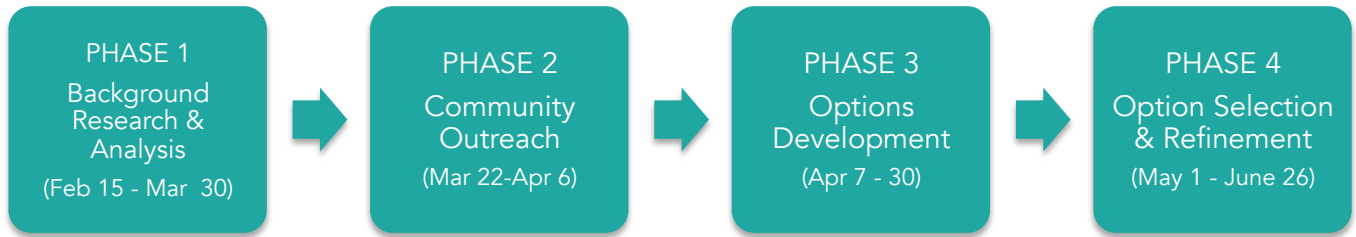
In the interests of meeting growing demand for new residential lots, the Government of Yukon and City of Dawson committed to working jointly to explore the potential for North End development via a Project Charter in 2016. The Government of Yukon initiated a series of background investigations into the North End in 2017 to determine, at a broad scale, the feasibility of developing the area for residential lots. The results confirmed the overall suitability of the area, as well as specific development challenges requiring mitigation, and the City of Dawson and Government of Yukon committed to take the next step: creating a conceptual plan for a residential development in the North End.

A multi-disciplinary Planning Team led by Groundswell Planning of Whitehorse, Yukon, initiated the North End planning process in February 2018. The purpose of the North End Plan was to determine:

1. Relevant housing best practices for the City to incorporate into the new development;
2. The location, number, and size of new lots;
3. Proposed servicing (sewer and water) and road access for new lots;
4. Related community amenities;
5. Zoning and/or other provisions required to develop the area;
6. Estimated costs of development and potential for cost recovery; and
7. A long-term development plan and implementation approach.

Methodology

The North End Plan was developed via a four-phase process between February and June 2018.



Phase 1 - Background Research & Analysis

The initial phase was dedicated to the review of background reports undertaken for the North End area, including:

- Geotechnical investigation
- Geohazard assessment
- Phase 1 Environmental Site Assessment
- Heritage Resources Overview Assessment
- Heritage Resources Impact Assessment
- Preliminary civil/servicing design

On the basis of document review and selected interviews, the Planning Team delineated low, medium, and high potential areas for development and outlined potential mitigation measures. Desktop reviews of Dawson housing market conditions and housing best practices were conducted, the former resulting in a hypothetical customer profile from which target lot prices could be formulated. In addition, the Team worked with Council to develop a draft set of “success criteria” that was intended to support the selection of a final option in a transparent, coherent manner.

Phase 2 - Community Outreach

With development constraints and potential delineated, the Planning Team engaged with Dawson City residents and stakeholders over a two-week period to understand values for the planning area and community issues, interests, and ideas. The Team also sought specific feedback on Council’s draft “success criteria” as well as market demand for housing in the North End. The Planning Team visited Dawson City for resident and stakeholder meetings from April 4-6, 2018.

Phase 3 - Options Development

The Planning Team synthesized both community input and key development constraints to create two conceptual designs for a North End development. The housing potential and advantages and disadvantages of each concept were described. The Team developed a preliminary servicing scheme and associated capital cost and cost recovery calculations for review by Council.

Phase 4 – Options Selection & Refinement

In the final project phase, the Planning Team presented its draft concepts to the broader community and Council for input and direction via an online survey in early May and Committee of the Whole meeting on May 15, 2018, to which North End residents were invited. This initial review resulted in direction to the Team to refine one of the original concepts to better address public and resident input. The Team returned to the drawing board and created several variations of the concept, which were presented for public and Council review and input at a Committee of the Whole meeting on June 19, 2018. The final design was drafted and associated reporting were approved by Council on June 26, 2018.

2.0 Overview of the Planning Area

The North End planning area is located in the northern end of the Historic Townsite of the City of Dawson and within the Traditional Territory of the Tr'ondëk Hwëch'in. The planning area encompasses approximately 7.4 hectares of primarily undeveloped land situated between Front Street and Third Avenue along the east-west quadrant and Edward Street and the "mud bog" event area/City snow dump along the north-south quadrant.



Land Tenure

The North End planning area is primarily undeveloped at present but consists of about 100 lots – virtually all 50x60 feet in dimension - from the original 1898 townsite survey. The majority (approximately 85) of the surveyed parcels within the area are titled to the City of Dawson. About 40 surveyed parcels are under private ownership – three of them sharing tenure with the City of Dawson. An additional 17 or so parcels are untitled Yukon Commissioner's lands, held for the purposes of a Yukon River bridgehead reserve and the 3rd Avenue (or "Typhoid") Cemetery. There are no TH Settlement Lands located within the planning area.

The area's gradual depopulation in the early to mid-20th century resulted in the naturalization of not only surveyed lots but also a historic road right-of-way. Historic 3rd Avenue (also called Steele Avenue) was once situated between Front Street and (present day) Third Avenue.

Please refer to Figure 1 for an overview of land tenure in the planning area.

Land Use, Zoning and Other Regulations

The 2012 Official Community Plan designates the majority of the North End area as Urban Residential. A strip of land along the waterfront west of Front Street, as well as a ten-parcel area situated at the intersection of Judge and Front streets is designated Downtown Core. The Zoning Bylaw further delineates these areas into R1 – Single Detached/Duplex Residential and C1 - Core Commercial.

There are two exceptions to the C1 and R1 zoning in the planning area. The Typhoid Cemetery is zoned P2 - Institutional and the former site of St. Mary's Hospital, utilized for mud bogs and snow dumping, is zoned P1 – Parks and Natural Space.

The North End area is included as a Heritage Character Area in the Heritage Management Plan for the City of Dawson. Associated management guidelines provide direction of the protection of heritage buildings, infill construction, and treatment of landscape features. Design in the Dawson Style is recommended for new infill construction in the Residential Heritage Management Area (to which the North End belongs), although replication of suitable historic styles is also permitted. The Heritage Management Plan also provides guidance on streetscape.

Municipal Servicing

Municipal servicing (water and sewer) ends at the planning area western boundary at approximately Edward Street and 2nd Avenue and the start of the curve on 3rd Avenue. Both lines of water distribution and sewer pipes are "dead ends" associated with different loops of the Dawson City municipal system. The City of Dawson utilizes bleeders at both ends to maintain adequate water flow in the sewer lines during winter, which indirectly involves wasting water as well as the energy required to heat it at the central pumphouse. From a system efficiency standpoint, looped configurations are preferred to these "dead ends".

Site Conditions

The following section provides a brief summary of the background investigations for the North End area commissioned by the Government of Yukon. Report recommendations relevant to a future development plan and implementation are included in Section x. Implementation. Readers are encouraged to refer to the source document for further detail and/or explanation.

Geotechnical Conditions

A geotechnical evaluation undertaken by Chilkoot Geological Engineers Ltd. found that approximately 40% of the surveyed and undeveloped lots in the planning area are suitable for development from a terrain and soil condition perspective. Both fluvial and colluvial deposits (as well as fills) are prevalent in the study area in a predominantly frozen state and are undergoing periglacial, mass wasting and/or thaw degradation processes. In addition, differential and downslope movement of colluvial materials near the toe of the Moosehide Slide and its confluence with adjacent fluvial materials could result in increased maintenance challenges and/or risks to future property owners in some portions of the planning area.

Optimum subsurface conditions were found in the Front Street area; in fact, this portion of the planning area was the only one identified as being conducive to concrete slab-on-grade construction and accordingly – larger multi-unit and/or storey buildings.

Naturally occurring asbestos is expected throughout the area. The use of crushed asbestos rock for road fill is known to have occurred in the past in Dawson City. This issue adds complexity and potential risk of exposure during installation of deep utilities, a challenge that is currently affecting municipal servicing projects in Dawson and will need to be factored into any North End development.

The report concluded that these soil types and conditions pose additional geotechnical challenges relative to standard infrastructure design and construction, they are relatively consistent with baseline conditions elsewhere in the townsite and can largely be mitigated. The presence of permafrost necessitates the minimization of thermal and physical disturbances to both surficial and subsurficial materials and the processes affecting them. Granular pads, lot access, and individual lot drainage requirements will need to be carefully considered in order to control surface drainage and minimize disturbance to underlying soils. The geotechnical evaluation report recommended a 30-meter setback from the toe of the Moosehide Slide as a measure of insurance both from geohazards and higher rates of downslope movement. The 30-meter setback has been based on a 150-year development horizon. The portion of the east-west setback extending from 3rd Avenue to Front Street also coincides with the discharge path of an erosion gully (see Geohazards). In subsequent conversations with the report's author, the geotechnical setback was qualified as a best practice versus rigidly fixed entity.

Geohazards

A geohazard assessment conducted by Chilkoote Geological Engineers Ltd. was preliminary and qualitative in nature and intended to qualitatively estimate the probability of occurrence and level of severity of any identified geohazard. The Moosehide Slide was the primary focus of the geohazard assessment undertaken. The Moosehide Slide is believed to have resulted from a one-time rock slope or wedge failure associated with a combined high porewater pressures and a seismic event. The presence of an unstable block of soil and rock near the headscarp of the slide has been previously identified; the study focused on characterize the slide features in order to better understand associated failure mechanisms.

The movement of the lower portions of the Moosehide Slide are attributed to rock glacier mechanisms, while movement in the upper realms of the slide appear to be associated with earth flow mechanisms. Downslope movement of the slide has been monitored and recorded up to 20 centimeters of annual creep in some areas of the slide. The probability of the unstable block failing and propagating to developed areas is considered extremely remote; however, permanent development in the former mission/hospital site (currently the City snow dump and summer event area) is discouraged to achieve a factor of safety.

In addition to the Moosehide Slide, the study identified the presence of additional geohazards in the form of an erosion gully and previously poor slope conditions in the 3rd Avenue/Judge Street portion of the planning area. The discharge area of the gully and slope was pinpointed to the planning area. However, the study noted that the state of natural revegetation promotes increased overall slope stability.

Overall, the study concluded that the geomorphic conditions within the study area facilitate continued residential development in the North End subject to upslope monitoring, avoidance of development within a prescribed 30-meter setback from known potential geohazards, and follow-up modeling.

Heritage Resources

Both a Heritage Resources Overview Assessment and follow-up Heritage Resources Impact Assessment (HRIA) were conducted by Ecofor Natural and Cultural Resource Consultants (Ecofor) in the planning area to better quantify and qualify heritage values in the planning area. These studies found significant heritage resources, including:

- 23 previously recorded sites documented in the Yukon Historic Sites Inventory;
- 79 historic platforms/features (believed to be old wall tent platforms)
- The 3rd Avenue/Typhoid Cemetery area (130 individuals although much smaller number of identified graves have been located) and associated potential for unmarked burials outside of the surveyed graveyard boundaries; and
- Potential for buried and ground surface heritage resources throughout the planning area.

The report recommended avoidance of disturbance to and/or excavation of any heritage resources. If disturbance can't be avoided, ground-disturbing impacts should be monitored by a professional archaeologist. Impacts to historic platforms/features can be mitigated through Systematic Data Recovery excavations. Yukon Historic Sites Unit was contacted by the Planning Team to discuss options around the historic tent platforms and expressed a willingness to assist the City of Dawson in mitigating these impacts in a cost-effective manner.

The Planning Team also met with the City of Dawson Heritage Advisory Committee to understand their interests and expectations. The Committee emphasized their preference for retaining the historic streetscape.

Contamination

Associated Environmental Consultants conducted a Phase 1 Environmental Site Assessment (ESA) for the planning area to determine the potential for environmental contamination that could impact future residential development. The study did not extend to privately titled lots and buildings on non-privately titled land.

The ESA identified four on-site Areas of Potential Environmental Concern (APEC) and five off-site APECs. The on-site APECs relate to historic occupation by Standard Oil Company, use of possible embalming agents, a possible oil spill, and scattered and buried debris. A Phase 2 Environmental Site Assessment is recommended to further confirm and/or delineate these APECs.

Encroachments

One of the greatest constraints to development is the considerable number (30+) of encroachments located throughout the planning area. The general nature of these encroachments is categorized and described below.

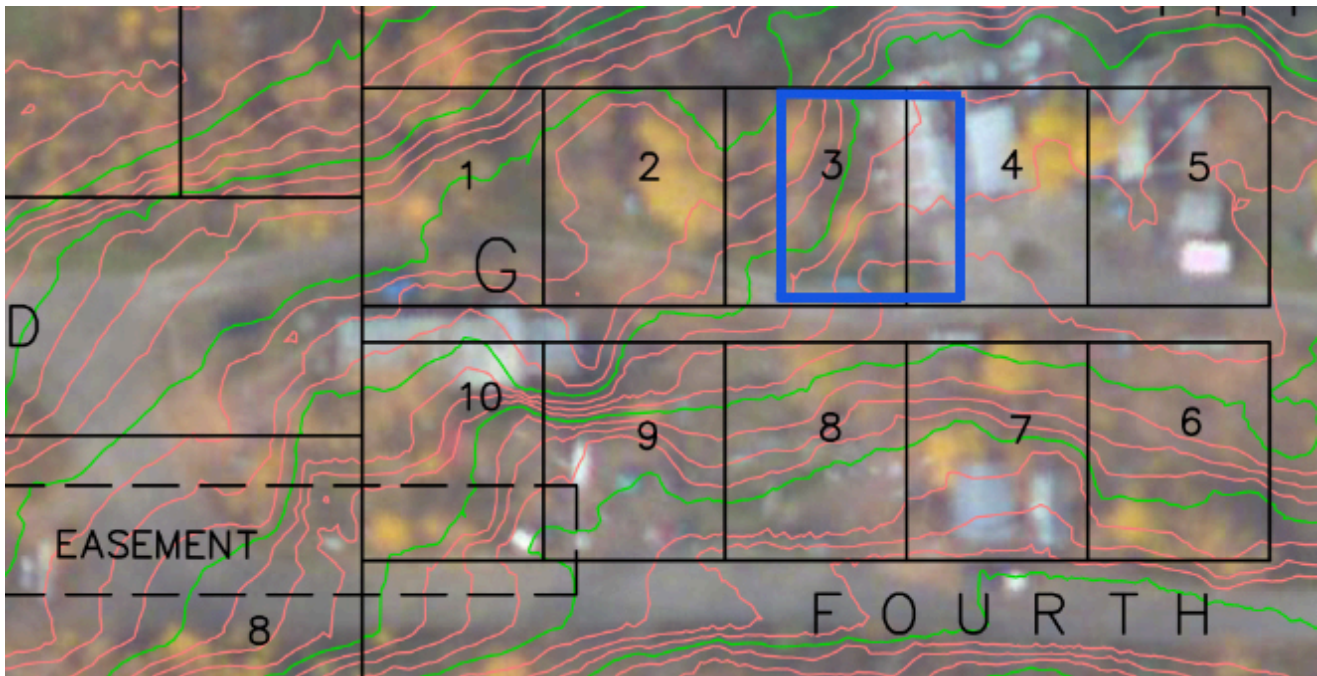
Encroachments Involving Roadways/Laneways	Encroachments Involving Surveyed Lots
<ul style="list-style-type: none"> • Traveled roadway encroaching on private property • Dwelling (historic and non) encroaching on right-of-way for traveled roadway • Dwelling (historic and non) encroaching on surveyed but inactive road right-of-way and/or laneway • Accessory structure (historic and non) encroaching on active road-right-of-ways and laneways • Accessory structure (historic and non) encroaching on surveyed but inactive road-right-of-ways and laneways 	<ul style="list-style-type: none"> • Dwelling substantively situated on private parcel with encroachment on City-owned land • Dwelling situated entirely on City parcel without authorization • Dwelling on privately owned lot extending on an adjacent lot under the same ownership, non-conforming to Zoning Bylaw • Dwelling on privately owned lot encroaching on an adjacent lot under different private ownership

One area of encroachments – Block G in the southeastern portion of the planning area - poses a significant challenge to orderly redevelopment of the North End and warrants specific explanation here. This area was ultimately one of several development constraints that most influenced the final design concept.

Three private property owners are resident in the area as follows:

1. Property Owner #1 – Property Owner #1 has title to portions of Lots 3 & 4 (Block G). The remainder of Lots 1-5 (Block G) is titled to the City of Dawson. The owner’s main residence encroaches in the (surveyed) 3rd Avenue ROW and the City’s Lot 4. A shed building in current use is located to the north of the main residence on Lot 5 (City land) and is included in the Yukon Historic Sites Inventory (YHSI). An unsurveyed and unauthorized minor road accessing these properties is located on City Lots 1-5, private Lots 3-4, and minor portions of the City’s surveyed laneway.
2. Property Owner #2 - Property Owner #2 owns Lots 9 & 10 (Block G). A cabin listed in the YHSI occupies portions of both lots and encroaches on the surveyed public laneway and 3rd Avenue right-of-way. The owner is believed to park in the 3rd Avenue ROW to the south of the residence.
3. Property Owner #3 – Property Owner #3 owns Lots 7 & 8 (Block G). There is another YHSI listed structure on Lot 7. There are no building encroachment issues; however, the main access for this owner is via (surveyed) 4th Avenue and they likely park in the ROW.

The City of Dawson owns Lot 6 (Block G), which is currently vacant.



3.0 Market Context & Customer Profiles

Housing Demand

The broader community context for the North End Plan is important to understand. Dawson is growing rapidly, with 18% more residents in 2017 than in 2010. Official population projections expect this trend to continue, adding another 510 people by 2030. Dawson is experiencing acute shortages of suitable housing and availability of land for building. Specific local constraints raise challenges to progress, including local topography, peripheral industrial and resource extraction activity, and the high costs of expanding and operating service infrastructure in a remote location.

This combination of land scarcity, high development costs, and strong population growth have created a “perfect storm” of housing pressures. Median rents have risen over 30% in the last 3 years and vacancies are at or near zero. The cost of a serviced lot has risen 500% in 10 years, from \$15,000 in 2009 to over \$70,000 in 2017. Building costs are currently pushing past \$250/ft².

Financial constraints to home ownership affect many Dawsonites. Dawson’s economy is prone to seasonal swings and household incomes are 19% lower than the Yukon average; nonetheless, the cost of living is 16% higher than in Whitehorse. 20% of households have a total annual income under \$30,000. These realities pose barriers to obtaining mortgage financing for new home construction for some, which may be a cause for significantly lower rates of home ownership in the community¹.

Interestingly, the strong demand for rental housing has not translated into significant private sector opportunities yet. Given the high cost of construction, a traditional business case to build multi-unit housing at market rents is difficult to make in this small, remote location where exit strategies for investors are extremely limited. Banks are wary to lend and even social enterprise housing developers such as Klondike Development Organization (KDO) that utilize government grants need public guarantees to access loans. Sourcing and financing acquisition of land from private market owners to build is very difficult. Given these factors, it is unsurprising that Dawson has not seen an emergence of private landlords for multi-unit rental housing projects.

The acute shortage of appropriate housing has been repeatedly raised in community economic and needs surveys since 2011. Both the 2017 Household Survey (133 responses) and the 2017 Business Retention and Expansion Survey (33 interviews) conducted by KDO again confirmed housing as the top priority for improving Dawson and strengthening the economy, ahead of recreation, transportation, infrastructure or other investments.

- In the most recent 2017 Housing Rental & Ownership Demand Survey (130 responses):
 - Only 55% of renters are satisfied their housing needs are being met
 - Rental need is dominated by ‘affordable’ single-person units with access to laundry
 - 44% of renters are planning to build a home to own in the next 5 years, and 36% are contemplating the same
 - A large portion of residents who would like to build a home indicated they can not afford to do so given current market land prices and construction costs.

¹ Home ownership rates are at 46% for Dawson residents, much lower than the Yukon average of 66%.

Analysis of the socio-economic context and official demographic projections informs a 2030 forecast of housing needs of 160 rental and 105 owned units as follows:

	Total	TH	Target	Ownership	Rental
1-bedroom	190	40	150	25	125
2-bedroom	115	25	90	55	35
3-bedroom	30	5	25	25	
Total	335	70	265	105	160

(Please note that Tr'ondëk Hwëch'in (TH) citizens comprise approximately 21% of the Dawson population. This need is separated out to allow for the supply of the TH government housing programs, although less ownership is expected in this segment as the TH home ownership programs are in their infancy and will take time to grow.)

Market Profiles

Regardless of the achievement of other success criteria, the Planning Team recognized from the outset that the project would ultimately fail if it results in lots that nobody can (or wants to) buy. Keeping the end user in mind was critical. Based on responses to previous related public surveys, income and market demand data, and standard mortgage rates and rules, the Team initially proposed a series of three hypothetical customer profiles to use as starting points in its analysis of market "fit" as follows:

	Customer 1	Customer 2	Customer 3
Annual Income	\$55,000	\$75,000	\$105,000
Down Payment	\$15,000	\$30,000	\$50,000
Lot Size	3000	5000	6500
Lot Price	\$60,000	\$90,000	\$120,000
Dwelling Size (ft ²)	700	1100	1750
# of Bedrooms	2	3	4
Building Cost (per ft ²)	\$240	\$225	\$220
Other Development Costs	\$26,000	\$30,000	\$35,000
Total Cost to Buyer (Mortgage Amount + Down Payment)	\$254,000	\$367,500	\$540,000

These customer profiles were intended to provide early reference points for useful discussion. Any development configurations or business/cost recovery models that propose prices beyond these were considered likely to fail, as the market simply wouldn't have the financial capacity to buy them. While even these prices will inevitably induce "sticker shock" and concerns about affordability, they are within sufficient range of current markets that they can be expected to sell within the 3-5 year range, given population and demand projections.

4.0 Community & Stakeholder Engagement

Round One

With the low, medium, and high potential areas for development in the North End identified, the Team was ready to follow up with Dawson residents. In order to inform the development of conceptual options, the Planning Team provided a number of input opportunities for Dawson residents, including:

Input Opportunity	Timeline	Participation
Online Survey	March 22-April 2	97 surveys
North End Resident Dessert & Walkabout Workshop	April 4	~20 ppl
Contractors & Developers Lunch Workshop	April 5	~20 ppl
Dawson City Dessert & Design Studio Workshop	April 5	~12 ppl

In addition to these efforts, the Planning Team sent a package introducing the project and Team members to Dawson residents north of Albert Street. A North End Facebook page was also launched on March 23rd and garnered about 40 likes and almost as many interactions (reactions, shares, comments, etc.) from Dawson residents. The Team also received several emails from residents.



Neighbourhood of Residency

Almost half (45%) of the respondents to the online survey lived within the Historic Townsite of Dawson City but not in the North End. About 1 in 5 respondents lived in the North End (considered north of Albert Street for purposes of survey). 32% lived elsewhere.

“Success” Criteria

The online survey explored the criteria against which Dawson City residents would evaluate the success of a North End residential development. Respondents were asked to indicate their level of agreement with a pre-determined set of criteria that had been developed with Mayor and Council. Survey respondents placed a priority on exercising caution with geohazards, range and mix of housing, land use efficiency, and servicing. The lowest ranked criteria were support from North End residents and property owners and housing as many people as possible.

Lot Demand

Almost 40% of survey respondents indicated interest in buying a lot in the North End, while almost 48% responded "maybe". Only 14% responded "no".

When given the choice between small (50ft x 60ft), medium (50ft x 100ft), and large (50ft x 130ft) lots for maximum prices of \$60,000, \$90,000, and \$120,000 respectively, a majority of survey participants indicated a preference for a medium-sized lot, followed by a small lot.

Key Themes

The key themes that emerged from the survey comments, workshops, and social media interactions included:

North End & Dawson residents value the "wild", natural character of the North End.

The vegetated, natural character of the North End – including its bird and amphibian life – emerged as a key value in the planning area. There was strong interest in retaining vegetation and greenspace and creating new amenities such as a park centering on the Paul Denhardt cabins and improved trail connections through the area.

Housing is a serious community need and affordability is important.

The Team heard that housing is an urgent need in Dawson. There were concerns that the Team's proposed lot price thresholds were too high to be affordable for those who need it most. One workshop participant in his mid-to-late 20s stressed that lot availability is a deciding factor for long-term residency in the community for people his age. Affordability also relates to better outcomes; some contractors noted that high lot prices mean that owners lack the resources to prepare their lots properly.

Detached dwellings are generally preferred and some density is acceptable.

Many workshop participants pictured a series of small to medium sized detached dwellings, with density being achieved through smaller lot sizes. There was some interest in exploring ways to accommodate very small dwellings and even higher density for the sake of affordability. There were not many mentions of larger multi-unit buildings to achieve density. Density was seen as necessary by some to offset the anticipated high costs of servicing.

North End development should be done differently.

There were concerns that new lots would look like "gravel piles"

What Dawson Residents Said: Survey #1 Comments

"Focus on families for a change. With apartments being developed, we are taking care of that demand. Think about the future and where we're going to put families who want to set down roots."

"I would like to keep the North End feeling like the North End. Yes, more people but lot of open space and not too dense...."

"When planning lots think about how people live. They may want a small house but they also want 2 cars, a shed, animals, etc. It's not going to look like the "little house" pictures you see on the net...."

"Make all small lots. You don't need a yard to grow grass especially in the proposed area. Keep it small and lots of 'em."

"Keep the prices attainable. The prices listed above are high, in my opinion."

"Dawson's housing shortage means that there is a shortage for all demographics and needs. My priority is high density, starter home lots for young people wanting to stay in Dawson. These people are young professionals and entrepreneurs who want to stay here long-term."

"Retaining the semi-forested integrity of the North End is important for our town."

"I do not want to see a whole lot of tiny crammed lots and houses..."

"Let's get a good plan that survives."

"I can't think it would be affordable to develop serviced lots here. Who would pay for all of this?"

and detract from the area’s natural qualities. Changing drainage and off-site drainage impacts were mentioned numerous times. Different methods also extended to dwelling and tenure types themselves, with one participant suggesting co-housing development could be explored.

Residential development of the area should be serviced.

Consistent with the public survey results, bringing piped water and sewer to the North End was generally seen as an important “win” and rationale for further residential development.

Development in the North End will be challenging.

A range of challenges were raised by workshop participants, including encroachment and access issues for existing property owners, prevalence of permafrost in the area, naturally occurring asbestos, high costs of servicing, drainage patterns, and presence of artifacts, etc. A few participants urged the City and Planning Team to take their time and plan properly.



Round Two

After the initial round of community engagement held between March 22 and April 5, 2018, the Team summarized the input they received in a first “What We Heard” report. Two concepts were developed for further input by the community and then Council itself through:

Input Opportunity	Timeline	Participation
Online Survey	May 2-11	60 surveys
Team Presentation/Q&A Session with North End Residents	May 15	~20-25 ppl

60 people participated in the second online survey. The survey was administered via Survey Monkey for the purposes of quickly and conveniently canvassing the community. The survey should not be considered statistically valid. (Please note that the complete survey results are available on the City of Dawson website and project Facebook page). Highlights from the survey results are as follows:

- Concept 2 received slightly more support than Concept 1, with 38% in support and 34% not in support
- A majority of survey respondents supported Front Street sub-option B (mix of small/large lots) followed by sub-option A (all large lots). The least supported option was for four-plex lots.
- New lots on Judge Street were generally supported (58% vs. 30% opposing)
- The proposed micro-housing concept received mixed reviews - support (44%), opposition (31%), and quite a few neutral responses (25%)
- Almost half of respondents lived in the North End (considered north of Albert Street for purposes of survey). 31% lived elsewhere in the Historic Townsite, and 25% lived outside of the townsite altogether. The second survey attracted about double the percentage of participation from North End residents as the initial survey.

Feedback on the Concepts

The following is a summary of “what we heard” about both concepts from survey comments, correspondence with North End residents, and the May 15th Council meeting:

- *There are too many lots proposed in both concepts – level of density will destroy natural values & greenspace*
- *Cul-de-sacs are awkward (*others felt they would create a quiet, unique character)*
- *One-way streets won’t work*
- *Historic street grid should be respected: don’t close Edward Street!*
- *Concept 2 road is too wide and segments greenspace (*others felt it was a more elegant layout vs. cul-de-sacs)*
- *Current property owners should receive right-of-first refusal to purchase new adjacent lots*
- *Servicing may not be affordable or desired by some existing residents*
- *Historic structures should be respected and not moved where possible*
- *Lot prices are too high*
- *Other areas in Dawson may be more appropriate for development*
- *Small lots will result in off-street impacts and “sprawl” (*others felt small lots were crucial for affordability and starter homes)*
- *Some support and need for micro-housing*
- *Encroachments of current property owners should be addressed prior to planning new development*
- *Challenging ground conditions may result in ongoing maintenance to underground infrastructure*

What Dawson Residents Said: Survey #2 Comments

“NO MULTI FAMILY RESIDENCES! They belong in the downtown core. We need places for families.”

“Large road is unreasonable size for the area. Does not conform with historical streetscape shape/form.”

“The (Concept 2) road layout provides a more natural traffic flow and encourages movement through the community by foot/bicycle and doesn’t feel as invasive when entering cul-de-sacs without being a resident there.”

“By going through with this plan, you would inevitably destroy the layout and historical background of my neighbourhood.”

“There are a few good things: the interneighbourhood green space, and the Denhardt cabin park, plus development of empty block (but not Edward Street closure), and some of the lots along Second Avenue, but everything else is very problematic and probably super expensive to do.”

“Great!”

5.0 Success Criteria

Given the significant constraints identified to date for the North End area, “trade-offs” made between various objectives and values should be expected. The development of “success” criteria for a North End conceptual design will assist the Team in its identification and ultimate recommendation of prospective solutions, assist Council in its decision-making role, and improve transparency and trust with the broader community.

The table below illustrates the set of success criteria and public and Council ranking, developed in three steps:

Success Criteria	Council Ranking	Public Ranking
Conforms with Heritage Management Plan	1	6
Retains the existing street grid	4	8
Comprehensive, long-term planning approach	2	n/a
Supported by North End residents/property owners	6	9
Protects heritage resources (not mandated to be protected by law)	6	n/a
Adopts a precautionary approach in regards to potential geohazards in the area	3	1
Resolves existing encroachment issues	3	n/a
Facilitates the provision of urban water and sewer services to new properties	3	3
Promotes efficient use of available land	3	2
Creates new neighbourhood amenities	6	7
Satisfies and/or is aligned with market needs and preferences	4	8
Supported by Dawson residents	6	5
Provides a range and mix of housing options (including affordable)	4	1
Minimizes risks of property damage or maintenance challenges for future owners	4	4
Supported by other governments (TH, YG)	5	n/a
Facilitates the provision of urban water and sewer services to existing properties	6	3
Supported by Dawson stakeholder groups	7	n/a
Creates opportunities for government and/or other partnerships	8	n/a
Achieves cost recovery	5	n/a
Houses as many people as possible	9	10

1. The criteria were initially developed by the Planning Team and subsequently refined and assigned a preliminary ranking by Council in mid-March.
2. Public input into the draft criteria was sought in late March/early April. The public ranking results are indicated. (Please note that for sake of brevity, not all draft Council criteria were included in the public survey).
3. Council reconvened to review the public results in mid-April and revised their ranking of several criteria.

Dawson residents placed a priority on exercising caution with geohazards, providing a range and mix of housing, land use efficiency, and servicing. Support from North End residents was the second lowest ranked criteria.

Council placed a markedly higher priority on conformance with the Heritage Management Plan and lower priority on range and mix of housing but also ranked precautionary approach and servicing and efficient use of land near the top.

Interestingly, both Council and the public ranked “houses as many people as possible” the lowest.

6.0 Development Concepts

Round One – Concepts #1 and #2

The Planning Team prepared two development concepts for Council and public review, the primary difference between them being road layout and the approach to resolving the Typhoid Cemetery area encroachments. Both concepts include a variety of sub-options specific to the 10-lot block B of City land located between Front Street and 2nd Avenue. These sub-options ranged from a small number of multi-residential building lots to twelve small (50 x 60/70 foot) lots to six large (50 x 130 foot) lots. Please refer to Appendix B for further explanation and comparison of the two initial design concepts.

Following the consideration of public and North End resident input, Council directed the Planning Team on May 15th to pursue Concept 2 further and work to resolve some of the key concerns with it through a second round of design. It also directed the Team to pursue sub-option B for Front Street: six 50x60 (or 70) foot lots and three 50x130 foot lots. This option was the most supported by survey respondents.

Round Two – Concepts 2a, 2b & 2c

Design Constraints

Concept 2 is “anchored” by a central design challenge: the consolidation of private parcels in the Typhoid Cemetery area and closure of the steep corner/narrow width portion of 3rd Avenue, and the accompanying need to provide access to private parcels from the north. The other design challenge is the narrow width of the eastern end of Judge Street and need to undertake both drilling/blasting of steep bedrock and relocation of a large historic building that encroaches on the road right-of-way to create adequate width for safe two-way travel.





In response to both Council and public concerns about minimizing impacts to historic buildings to the extent possible, the Team determined that widening Judge Street was not a suitable option to pursue at this time. All revised concepts assume that any new access road and the portion of Judge Street east of 2nd Avenue is designated for one-way travel only. As such, they share the same underlying advantage and disadvantage of quieter/narrower streets and unique character and potential inconvenience and need for driver and resident adjustment.

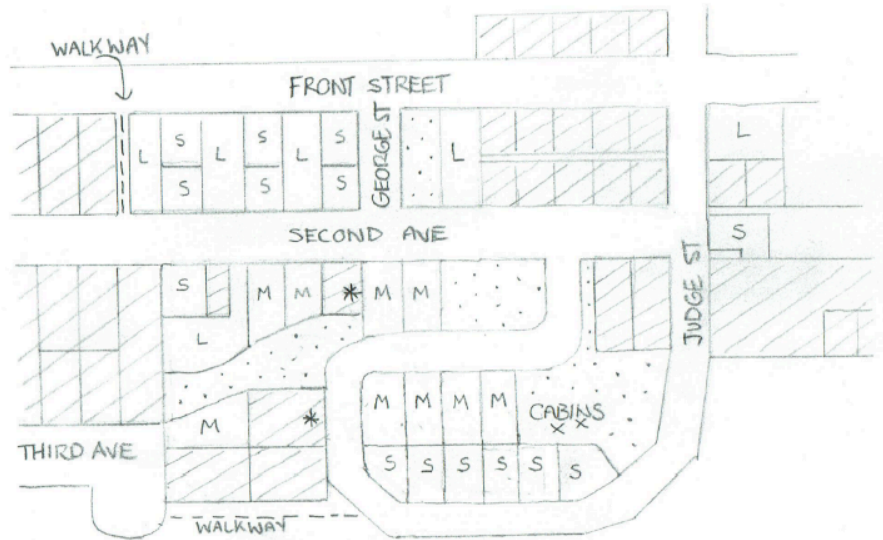
The other general development constraint that has a major bearing on road access in the planning area is the prevalence of permafrost and recommendation in the geotechnical study that new road construction avoid cut and fill techniques and instead utilize fill construction. Generally speaking, a maximum grade of 8-8.5% and right-of-way width of 20 metres (for two-way travel) is desired for new residential roads.

Overview of Concepts

The Team developed three variations on Concept 2 for consideration and discussion by Dawson residents and Mayor and Council. Please note that lot configurations are still highly conceptual; the Team’s main focus was on access and resulting impacts on existing private lots and development potential overall.

LEGEND

-  new lot (Small, Medium, Large)
-  private lot
-  greenspace
-  walkway



Concept 2a

One-way road and vegetated buffer

This variation closely resembles the original Concept 2 but leaves a vegetative buffer between the new access road and adjacent private property.

Concept 2a Advantages:

- Requires the least amount of fill by working with the existing grades in the area
- Maximizes developable land for housing and facilitates a mix of small/medium lots
- Retains current 2nd Avenue grades and minimizes need to re-grade existing properties and/or accesses
- Paul Denhardt cabins are more accessible by vehicle
- Least expensive

Concept 2a Disadvantages:

- Alignment intersects a debris flow channel and drainage area, necessitating a (possibly) large culvert
- Greenspace is fragmented
- Paul Denhardt cabins are more accessible by vehicle
- Overall road configuration is less coherent with close proximity to Judge Street and more traffic disturbance for nearby properties
- Partial loss of privacy for adjacent property owner
- Could limit use of City land to potentially resolve adjacent private property encroachments.

Concept 2b

One-way road with offset intersection from George Street

This variation relocates the new access road further south down 2nd Avenue to an intersection two lots north of George Street.



Concept 2b Advantages:

- Alignment avoids debris flow path and drainage area (and associated culvert)
- Maximizes developable land for housing and facilitates a mix of small/medium lots
- Creates a "green corridor" contiguous to the envisioned Paul Denhardt cabin park space
- Required fill across 2nd Avenue impacts City lot more than private lots
- Less expensive than Concept 2C
- Paul Denhardt cabins not as easily accessed by vehicle
- No significant negative impact on any individual property owner

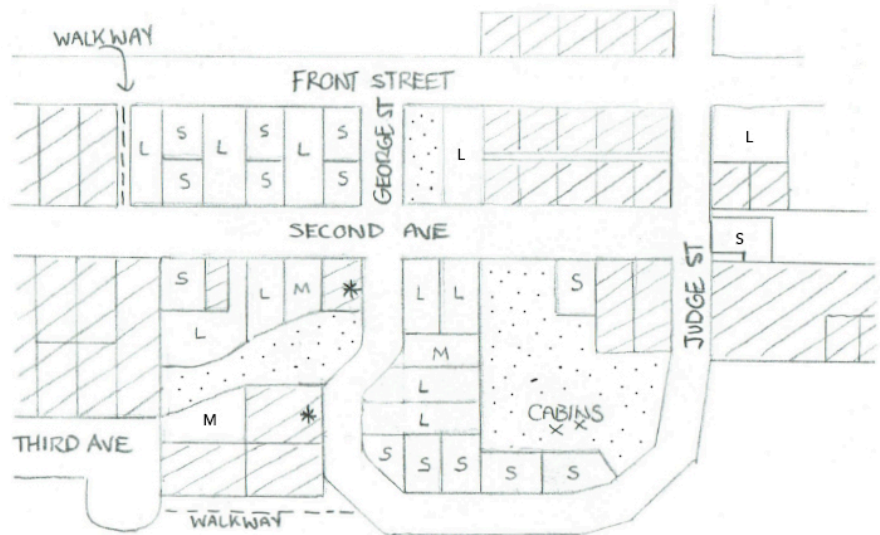
Concept 2b Disadvantages:

- Requires significantly more fill than Concept 2b to achieve design grades on naturally steep terrain
- Requires fill and regrading of 2nd Avenue
- Requires some regrading of accesses from private properties to 2nd Avenue
- Requires more fill to achieve access for new lots
- Could limit use of City land to potentially resolve adjacent private property encroachments.

Concept 2c

One-way extension of George Street

This variation achieves access to the easterly portion of the planning area via a new one-way road situated within the historic George Street right of way.



Concept 2c Advantages:

- Alignment avoids debris flow path and drainage area (and associated culvert)
- Creates a "green corridor" contiguous to the envisioned Paul Denhardt cabin park space
- Required fill across 2nd Avenue impacts City lot more than private lots
- Retains the historic street grid to greater degree than other concepts
- Paul Denhardt cabins not as easily accessed by vehicle

Concept 2c Disadvantages:

- Requires significantly more fill than Concept 2a or 2b to achieve design grades on naturally steep terrain
- Requires fill and regrading of 2nd Avenue (more than Concept 2b)
- Requires regrading of accesses from private properties to 2nd Avenue (more than 2b)
- Less efficient use of land; fewer lots and reduces proportion of medium vs. large lots
- Requires more fill to achieve access for new lots
- Significant negative impact on one property owner (creates ~3.5m difference in grade from road)
- Most expensive

Cost and Feasibility

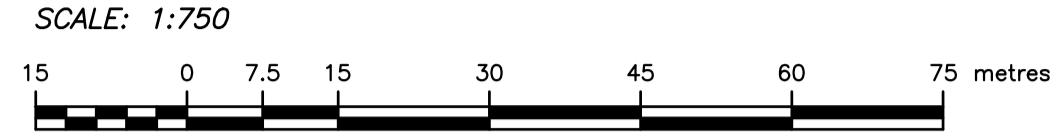
The elevation profile sketches contained on the following pages were intended to help Council understand at a basic level some of the potential cost and feasibility implications of Concepts 2b and 2c. The top profile shows 2nd Avenue, which has a 6.6% grade currently. The middle profile shows the profile of the terrain for Concept 2b, and the bottom profile shows the terrain profile for Concept 2c.

We draw your attention to the following:

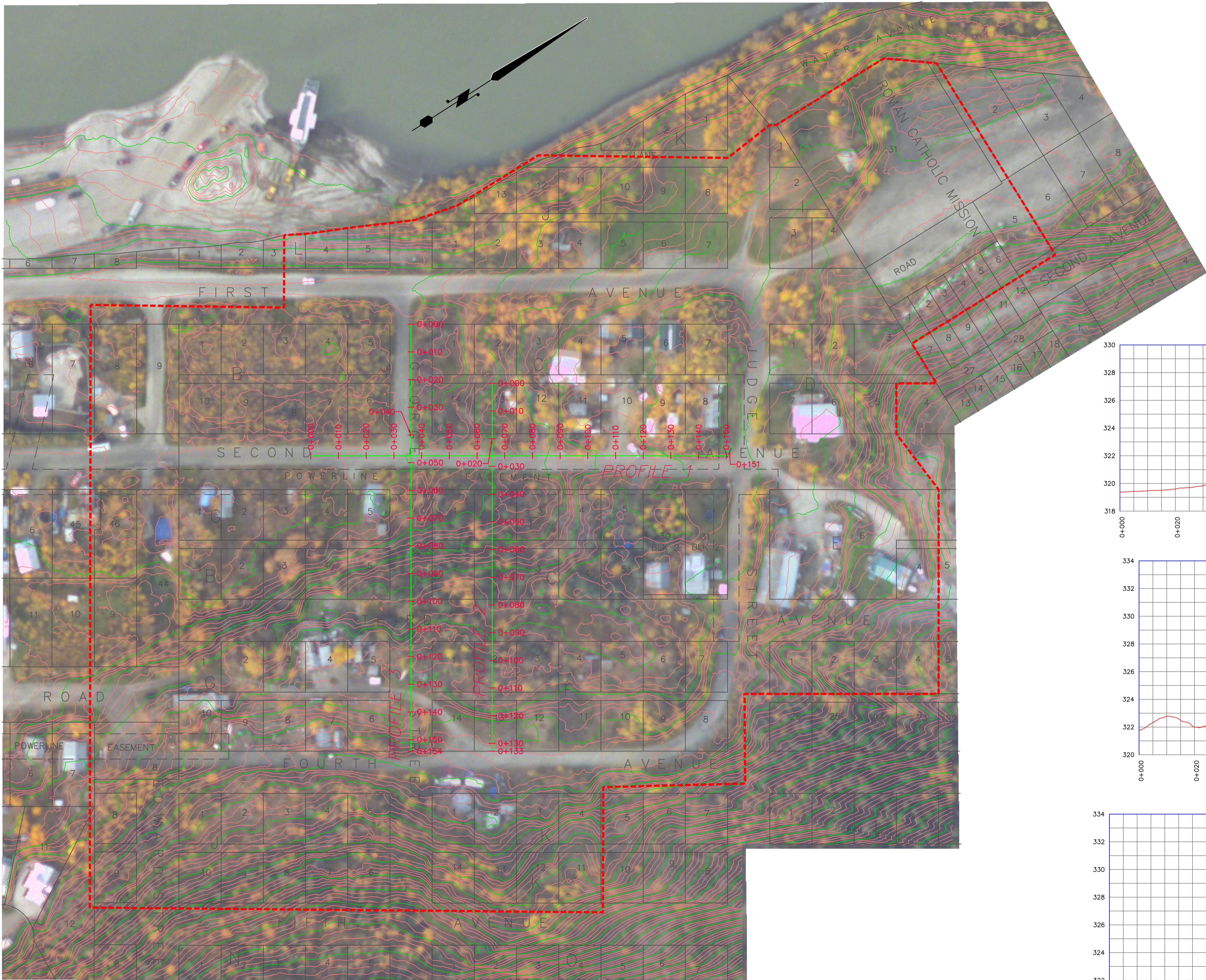
- Concept 2c will require significantly more fill than Concept 2b to achieve a target road grade of ~8-8.5%. Not only will that fill extend 2nd Avenue to George Street (to Front Street approximately), but fill will be required along a longer section of 2nd Avenue. This will increase road construction costs.
- Concept 2c will result in the new access road grade (at the intersection with 2nd Avenue) being in the range of 3.5 metres higher than adjacent parcels of land. The private residence at the southeast corner of 2nd Avenue and George Street will be significantly impacted and access impossible without relocating the housing and importing fill to bring the property up to road grade.
- Concept 2b will result in the new access road grade (at the intersection with 2nd Avenue) being in the range of 3.0 metres higher than adjacent parcels of land. However, the alignment of the road means that the proposed City micro-housing lease and new lots are implicated more so than existing residences. Nonetheless, some re-grading will be needed to ensure existing private properties can maintain safe sightlines and driveway grades for 2nd Avenue access but disturbance should be minimal.
- The indirect costs of Concepts 2b and 2c pertain not only to 2nd Avenue but also the need for additional fill to achieve access for new lots. This will add to development costs for some of the new lots.

A **highly preliminary** cost comparison was made for the three options using a set of baseline assumptions with the intention to establish relativity. The results indicate that the cost for road works associated with Concept 2a is likely to be in the range of 25-30% and 50% lower than the costs to implement Concepts 2b and 2c, respectively. (Please note that these comparisons pertain only to the variable portion of the access road and associated 2nd Avenue upgrades, not any other roadwork incidental to development.) To put it in perspective, the 50% increase in the cost of the access road amounts to about \$240,000 – roughly 5% of the projected capital costs of developing and servicing new lots in the vacant Front Street block, nearby 2nd Avenue lots, and the Typhoid Cemetery/3rd Avenue area.

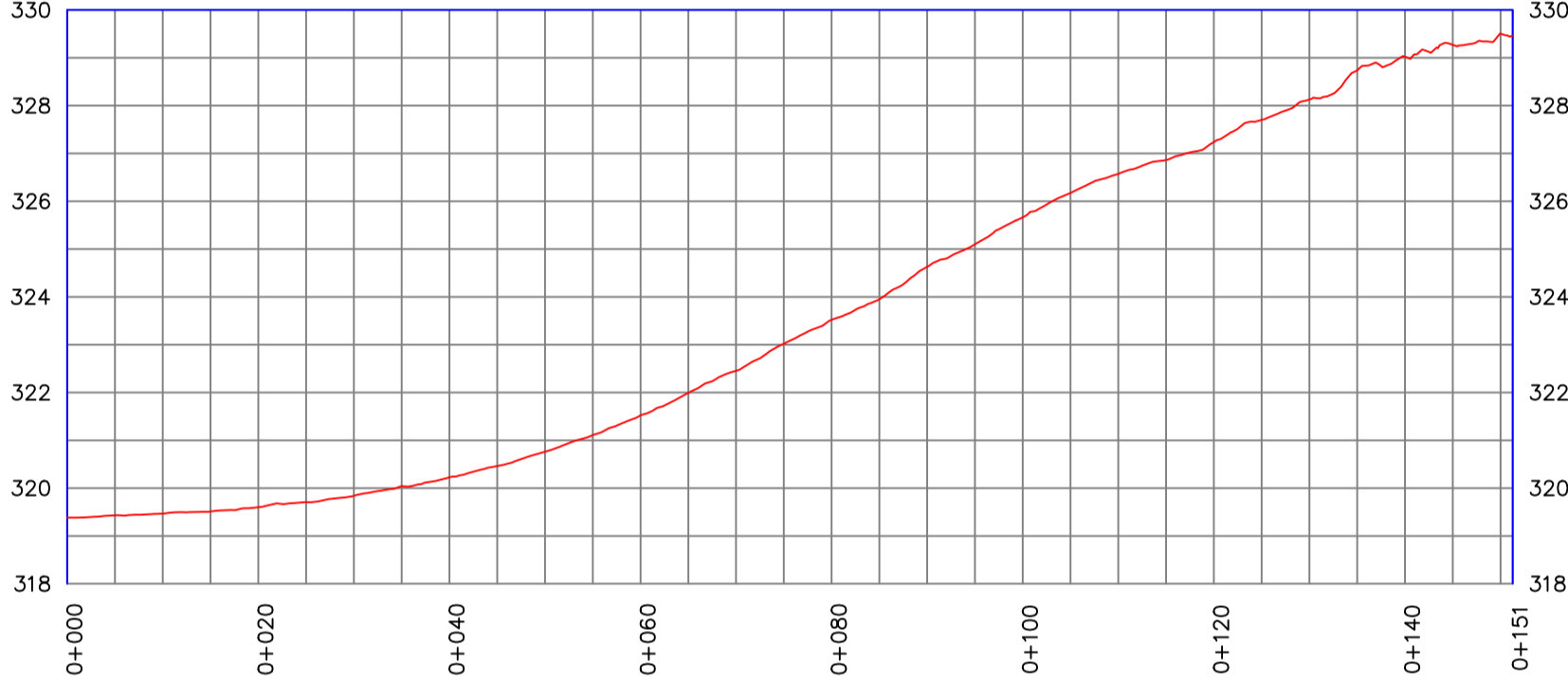
DAWSON NORTH END PLANNING



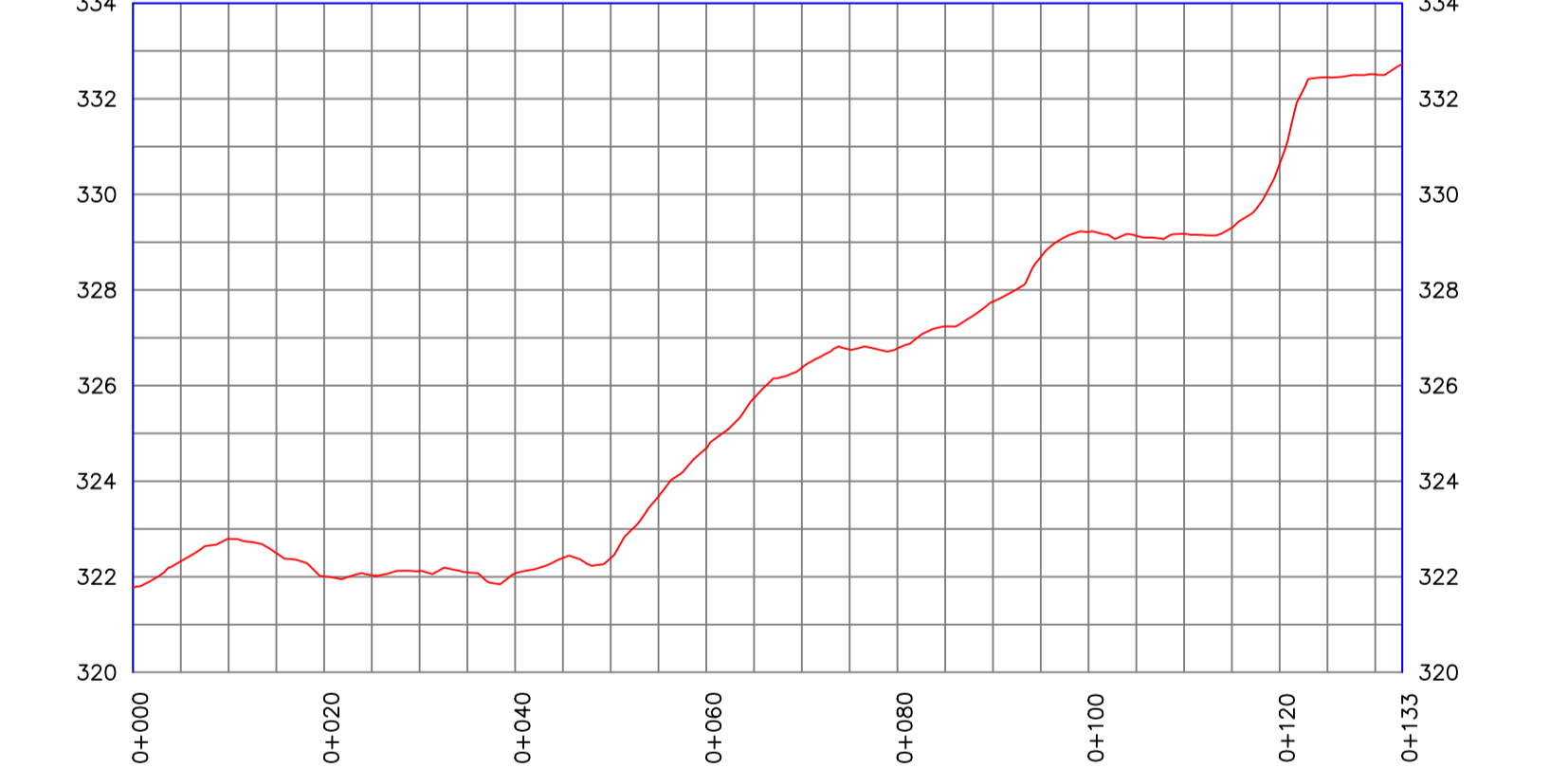
--- Study Area



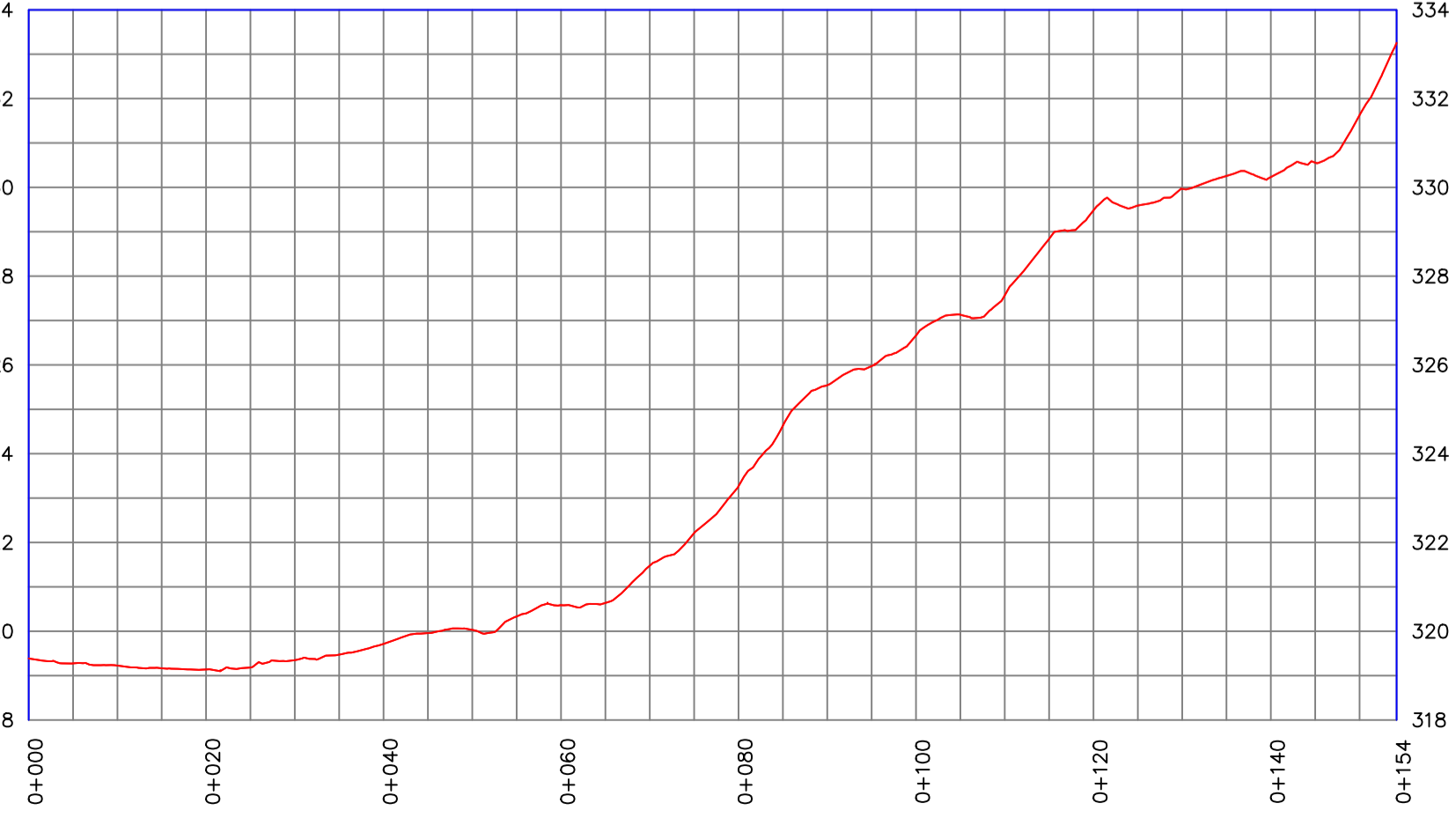
PROFILE 1



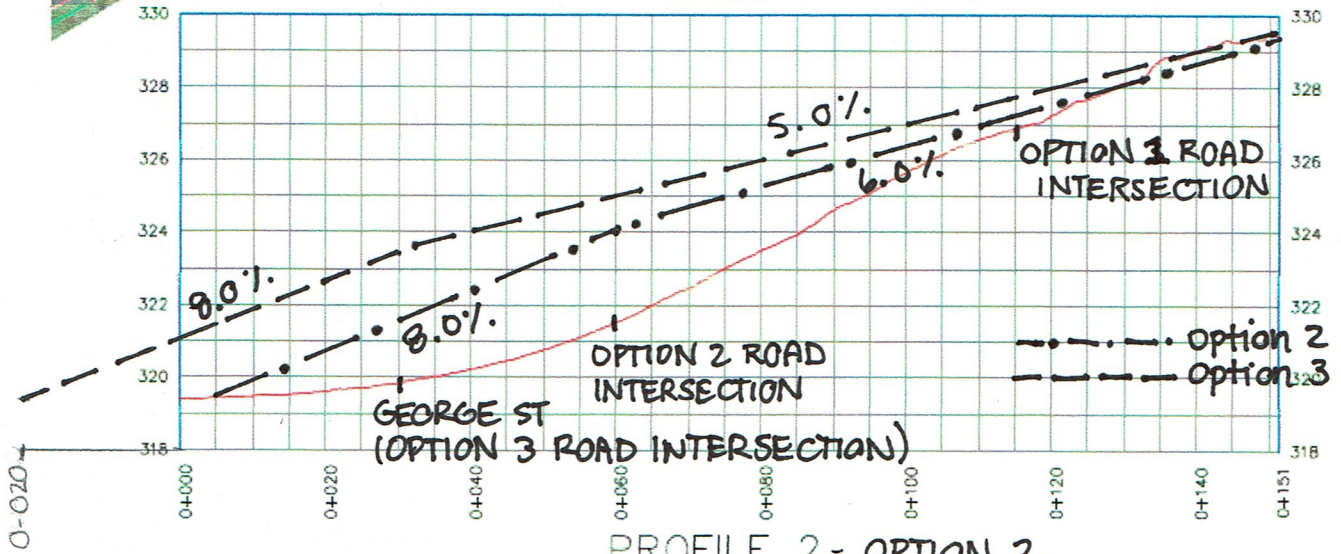
PROFILE 2



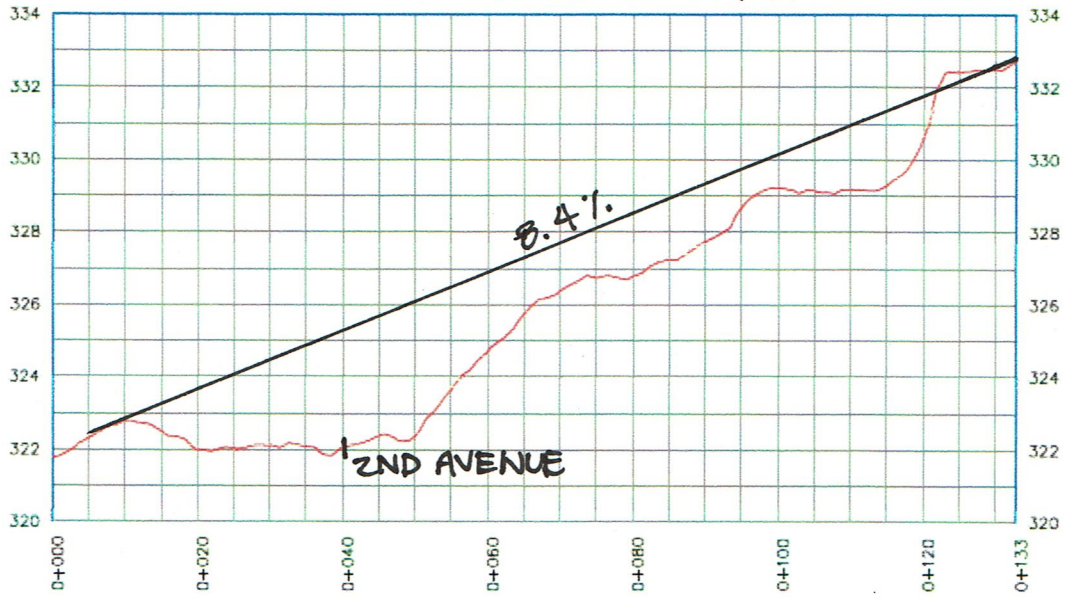
PROFILE 3



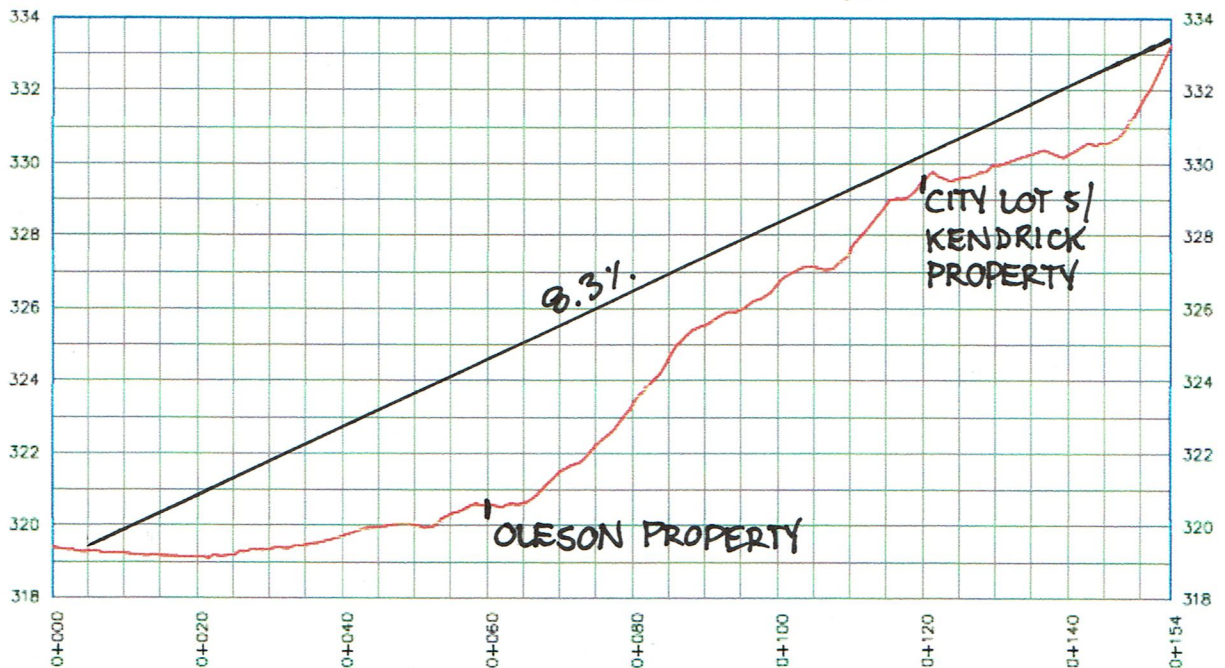
PROFILE 1 - 2ND AVENUE



PROFILE 2 - OPTION 2



PROFILE 3 - OPTION 3



7.0 Framework for Addressing Encroachments

One of the biggest challenges to the development and/or redevelopment of the North End are property encroachments. The challenge relates to the considerable number of them, the historic nature of some, and the need to understand their complexity not only in relation to one another but in the broader context of Dawson City as a whole. There is no perfect solution to this challenge. However, the Planning Team feels that there is a workable solution – one predicated on the consideration and resolution of encroachments within an easy-to-understand framework.

Guiding Principles

The Team’s framework sets out to address encroachments within the planning area issues in a manner that:

1. Is fair, transparent, and consistent;
2. Avoids setting a problematic precedent for the City;
3. Upholds and/or reinstates City, territorial, and/or national legislation;
4. Upholds and/or reinstates conformity with the Official Community Plan and/or Zoning Bylaw;
5. Upholds and/or reinstates legitimate and lawful occupation of private and/or public lands;
6. Protects historic buildings where possible, giving priority to those original to the site;
7. Ensures proper access for parcels;
8. Considers whether an inconvenience or hardship to property owners is self-imposed; and
9. Facilitates orderly development, parcel and/or road configurations generally consistent with development patterns in the Historic Townsite.

In some cases, not all Guiding Principles will be achievable and trade-offs will be required. The City should endeavour to meet as many principles as possible in its application of the framework.

Encroachment Types & Recommended Approaches

The Planning Team has delineated nine general types of encroachments in the planning area, all of which relate either to roadways and laneways and/or surveyed lots. The framework recommends a standard approach and provides direction where exceptions may be required (and can be currently anticipated). The responsible party is effectively the party financially and/or otherwise responsible for addressing the encroachment.

It should be noted that not all encroachments are created equal, at least from a project implementation standpoint. The City of Dawson should assign highest priority to resolving encroachments that pose a direct constraint to development (i.e. the land in question is proposed for new housing and/or related access). A moderate to low priority would be assigned to those encroachments posing little to no development constraint (i.e. land in question already developed or generally unsuitable for new housing and/or related access purposes).

Ideally, the resolution of encroachments in the planning area would be coordinated between City of Dawson and individual property owners to achieve an economy of scale and efficiencies where surveying is concerned. For example, lot extensions (the responsibility of private owners) should be timed to proceed alongside the survey that will be required in preparation for the sale of new lots and associated access.

#	Description of Encroachment	Recommended Approach	Potential Exception	Responsible Party	Priority
Encroachments Involving Roadways and Laneways					
1	Traveled roadway encroaching on private property	Relocate roadway off property and in surveyed right-of-way	City to purchase land and/or negotiate land swap	City	High
2	Dwelling (historic and non) encroaching on right-of-way for traveled roadway	Encroachment agreement	Permit purchase at market value if remainder of road right-of-way proposed for new residential lot(s)	Property owner and City	Medium
3	Dwelling (historic and non) encroaching on surveyed but inactive road right-of-way and/or laneway	Permit land purchase at market value subject to lot consolidation where lot is non-conforming	None anticipated	Property owner	Medium
4	Accessory structure (historic and non) encroaching on active road-right-of-ways and laneways	Relocate buildings off right-of-way	None anticipated	Owner of dwelling(s)	Medium
5	Accessory structure (historic and non) encroaching on surveyed but inactive road-right-of-ways and laneways	Relocate buildings off right-of-way	Incorporation of laneway into lot extension; subject to lot consolidation where lot is non-conforming	Property owner	Low
Encroachments Involving Surveyed Lots					
6	Dwelling substantively situated on private parcel with encroachment on City-owned land	Permit land purchase at market value	None anticipated	Property owner	High
7	Dwelling situated entirely on City parcel without authorization	Remove dwelling	None	Property owner	High
8	Dwelling on privately owned lot extending on an adjacent lot under the same ownership, non-conforming to Zoning Bylaw	Consolidate lots; allow for non-standard lot configurations	None	Property owner	Low
9	Dwelling on privately owned lot encroaching on an adjacent lot under different private ownership	To be negotiated between property owners	City to consider assistance where City lands could help resolve situation	Property owners; City as needed	Low

8.0 Framework for Addressing Current Property Owner Impacts & Opportunities

The success of North End development will be judged both on the basis of how well it meets the needs of prospective residents but also the degree to which current residents accept it. New residential lots will create indirect impacts to property owners, many of which the Team has made best efforts to address in the final design. Development may also create direct impacts for individual property owners – ones which design can't mitigate – that the City must anticipate and address proactively. Equally so, the City must be prepared to respond to property owners' interest in specific opportunities they see as a logical extension of new development.

Key Principles

Direct impacts to property owners, as well as potential opportunities, should be addressed in a manner that:

1. Protects the overall intent of North End development to provide housing and home ownership opportunities with a priority on those whose household housing needs are inadequately met;
2. Mitigate and/or compensate for any direct negative impacts on individual properties from development;
3. Treat all property owners being similarly impacted in a consistent manner; and
4. Encourage cooperation from owners of private lots most implicated in (and critical to) the successful redevelopment of the North End.

#	Description of Impact/ Opportunity	Recommended Approach	Responsible Party
a	Loss of current legal access and/or parking for lot(s) due to development layout	Extend lots to reinstate access and/or retain parking use; consolidate lots	City
b	Property access affected by reconfigured and/or regraded roadways	Undertake work needed to ensure safe access to all lots	City
c	Creation of new residential lot(s) directly adjacent to private properties	Make available for purchase by adjacent owners if lot is not purchased through the initial lottery on condition of residential development; highest bidder if two adjacent owners	City/Property owner
d	Extension of lot to incorporate historic but inactive laneway	Permit land purchase at market value, subject to original lot being in conformance with Zoning Bylaw	Property owner
e	Financial hardship from introduction of servicing and/or need to purchase land to resolve encroachment issue	<ul style="list-style-type: none"> • 15-year repayment period • Where dwelling overlaps multiple properties, reduce servicing burden reduced through lot consolidation (i.e. one service per lot) Alternative: <ul style="list-style-type: none"> • Deferment of payment 	City/Property owner

9.0 Zoning Recommendations

Current zoning applicable to currently and/or potentially developable land parcels in the North End is predominantly R1 – Single Detached/Duplex Residential and C1 - Core Commercial are the predominant zones that in the planning area. The Typhoid Cemetery is zoned P2 - Institutional and the former site of St. Mary’s Hospital, utilized for mud bogs and snow dumping, is zoned P1 – Parks and Natural Space.



THE CITY OF DAWSON

Official Community Plan and Zoning Bylaw Update ENGAGEMENT SUMMARY – April 2018

The following is a detailed summary of consultation events used to support the City of Dawson Official Community Plan and Zoning Bylaw Update projects, undertaken on April 18 - April 19, 2018.

Table of Contents

A	Tr'ondëk Hwëch'in First Nation Meeting	1
A.1	Overall Summary	1
A.2	Meeting Notes	1
B	Dawson Council Workshop	3
B.1	Meeting Notes	3
C	Public Information Sessions	5
C.1	Purpose	5
C.2	Key Messages	5
C.3	Presentation	6
C.4	Meeting Notes	6
C.5	Engagement Summary	7
Appendix A	Public Information Session Powerpoint Presentation	
Appendix B	Public Information Session Feedback Form Summary	
Appendix C	Redacted Feedback Form Submissions	
Appendix D	Marked-Up Maps.....	
Appendix E	Redacted Formal Submitted Comments.....	



THE CITY OF DAWSON

Official Community Plan and Zoning Bylaw Update ENGAGEMENT SUMMARY – April 2018

A Tr'ondëk Hwëch'in First Nation Meeting

A.1 Overall Summary

Date: Wednesday April 18, 2018

Time: 9:30am

Location: Tr'ondëk Hwëch'in First Nation Office, Dawson, Yukon

Stantec met with representatives from Tr'ondëk Hwëch'in First Nation to discuss the Dawson City OCP and ZBL projects and possible integration options for THFN lands within the municipal boundary.

A.2 Meeting Notes

A.2.1 General Comments

Mining

- Yukon Government doesn't respect the plans and allows mining regardless of the designation
 - YG is prioritizing mining agreements but not the aboriginal agreements which precede any mining claims

Servicing Capacity

- Would like to have all new TH housing connected to Dawson servicing systems
- TH has constructed the infrastructure to support their new housing being connected to Dawson's water and sanitary systems, but the existing infrastructure in Dawson does not necessarily have the capacity to take them on

Housing

- TH strives to provide housing and services for members
- New TH housing areas may be open to all people, not just TH; however, even if it's only for TH members, it will alleviate stresses on the existing housing supply in Dawson

Existing City housing issues

- Extremely high cost for accommodation in Dawson
- Need more higher density housing options
- The opportunity for seasonal residential rentals is so high that many people's rental agreements are for winter only with rates increasing substantially in the summertime – many move out and camp for the summer

Misc.

- Dawson bylaw enforcement needs to be applied to all settlement lands and isn't currently being enforced

A.2.2 Official Community Plan

- Would like to see TH lands identified in the OCP
 - TH is working on their own planning for their lands and would like to have that incorporated into the Dawson plans once completed
- Existing agreements ensure that there is compatible land uses between TH and Dawson development



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Official Community Plan and Zoning Bylaw Update

ENGAGEMENT SUMMARY – April 2018

- Want to provide services to residents; however, other would want to be more



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Official Community Plan and Zoning Bylaw Update ENGAGEMENT SUMMARY – April 2018

B Dawson Council Workshop

Date: Wednesday April 18, 2018
Time: 9:30am
Location: Trondek First Nation Office, Dawson, Yukon

B.1 Meeting Notes

B.1.1 General Comments

- Not sure the demographic information presented in the PowerPoint is accurate
- Population retention ideas:
 - daycare
 - swimming pool
 - sports opportunities
 - enhanced schooling for children
- Future development
 - Want Yukon Government to do constraints mapping to determine the suitable of development for undeveloped areas

B.1.2 Official Community Plan

- Would like to see the municipal boundary expanded to create new areas for development

County Residential Designation

- Would like to see the Slinky Mine area used for residential purposes

Agricultural Designation

- Agricultural designation seems appropriate for the Yukon River islands – could be used for a boat-in boat-out camp or something

Service Commercial Designation

- Do not see the Service Commercial use identified as accurate, should be redone entirely

Industrial Designation

- Industrial areas are mixed with residential uses and need to be more reflective of that mixture of use

Parks and Natural Space Designation

- Don't think that Parks and Natural Space is an appropriate designation for developable areas – it gives the impression that it will never be developed

B.1.3 Zoning Bylaw

R1 Single Detached / Duplex Residential

- Don't want manufactured homes in the Historic Townsite

R3 County Residential

- Would like to see more flexibility in the size of lots available in the Country Residential areas
- Don't want to have Country Residential lots smaller than 1 ac
 - What reassurance do existing Country Residential owners have that their neighbours' lots will be the same or similar size to theirs?

C2 Service Commercial

- Isn't being used for solely commercial uses



THE CITY OF DAWSON

Official Community Plan and Zoning Bylaw Update ENGAGEMENT SUMMARY – April 2018

- Would like to see a custom use that suits the needs of people

M1 Industrial

- Industrial areas are mixed with residential uses and need to be more reflective of that mixture of use

Cannabis

- Must be addressed
- Would like to see large greenhouses permitted in industrial areas (marijuana growing operations)
- Core commercial area would be suitable for cannabis sales

Other

- Seasonal accommodation
 - Seasonal worker housing is important
 - Camping happens everywhere and is important to the community, it is not a problem
 - Would like to see seasonal tiny homes accommodated



THE CITY OF DAWSON

Official Community Plan and Zoning Bylaw Update ENGAGEMENT SUMMARY – April 2018

C Public Information Sessions

Date: Thursday April 19, 2018
Time: 1-3pm, 6-8pm with formal presentations at 2pm and 7pm
Location: Council Chambers, Dawson City Office

Stantec designed a public engagement process with the City of Dawson to engage the general public on the CDP and ZBL projects, intended to present an overview of the planning projects being undertaken in the community with opportunities to answer questions and gather feedback from attendees.

Over the course of one day, two engagement sessions were held to engage different segments of the Dawson population and be sensitive to various time constraints. Each session was the same and include a comprehensive formal presentation, question and answer period, and one-on-one discussions.

Total attendance was estimated at around 40 persons between the two sessions with the group comprised of: residents of various ages, industrial business owners, home owners in the Historic Townsite and outside of the Historic Townsite, and commercial business owners.

Attendees seemed genuinely encouraged to see these projects being undertaken and provided positive feedback to Stantec staff.

A total of 19 completed feedback forms were received, with 2 additional formal letter-based submissions via email, and one phone call. Unclear comments received were also followed up by phone.

C.1 Purpose

The Dawson City April Public Engagement was intended to:

- Introduce the projects and their purpose to the public
- Gather insight from residents and business owners of their vision of the community, opportunities, and challenges
- Get residents involved in long-term community planning, thinking for the future, creating a sense of ownership and strengthening community pride

C.2 Key Messages

The following key messages were used to guide conversations during the consultation events:

- Residents have a say in how their community will grow and function
- Land should be utilized in a manner that is efficient and reflective of how Dawson functions
- Improve resident health and safety



THE CITY OF DAWSON

Official Community Plan and Zoning Bylaw Update ENGAGEMENT SUMMARY – April 2018

C.3 Presentation

A Powerpoint presentation was used to guide the group through the following projects and discuss each in fairly general terms. A copy of this presentation has been included in **Appendix A**.

Before and after the presentation, attendees were invited to engage one-on-one with project representatives by discussion specific or general opportunities and constraints through the use of CDP and BWL maps.

C.4 Meeting Notes

C.4.1 General Comments

- Housing Issues
 - Residents of all ages are having a hard time affording housing in Dawson
 - Heritage bylaw regulations are increasing renovation costs and making purchasing housing in Dawson unattainable for young residents
 - Many young people have moved here and fallen in love with Dawson but are finding it hard to afford housing with the requiring heritage-based renovations
 - Many young people who attended the meeting expressed concern with housing prices – not that they couldn't afford it but that the homes were in such a state of disrepair that they didn't feel the price was warranted and their money would be better spent in a different community
 - The community needs to have a range of housing types including affordable housing, Townsite housing, and Country Residential housing
 - People in Dawson have businesses on their properties – commercial, industrial, or other types of businesses on their residential properties. They are equally important and need to be accommodated
- The Yukon Gov't allows mining claims over all other plans – regardless of location or what Dawson approves, mining is always permitted

C.4.2 Official Community Plan

- Want to see servicing extensions up Dome Rd and Bonanza Creek Rd
- Want to see serviceable lands prioritized for residential development
- Don't want the OCP to be changing things
- Would like to have the downtown RV park used for residential use

C.4.3 Zoning Bylaw

- Workers housing
 - Definition is unclear
 - Would like to construct seasonal workers' cabins or something similar on a residential "Service Commercial" property
- Industrial ZBL Regulations
 - Think the industrial front setback (7.6m) is too large, that does not allow enough space for large vehicles to turn-around on-site. What's the purpose of the front setback?
 - Concerns about the accessory buildings requirements for MI
 - Concerns about the parcel coverage in the MI
 - Uses without a building (such as storage yards) are being missed in the ZBL



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Official Community Plan and Zoning Bylaw Update ENGAGEMENT SUMMARY – April 2018

- Storage yard needs a principle building before you can get a power pole
 - Power pole should be a public utility and not require a principle building
- Definitions
 - What is the definition of “development”
 - Worker accommodation / temporary accommodation / etc
- Minimum lot frontage for CR lots (not allow panhandles) flag lots
- Would like to see bylaw changed to allow family daycares in residential zones

C.5 Engagement Summary

The public engagement experience was overall positive with a lot of feedback received from a variety of resident groups. Participants were willing to share information with Stantec/Dawson City representatives both during and after the events, and were generally happy to see the projects being undertaken.



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Official Community Plan and Zoning Bylaw Update

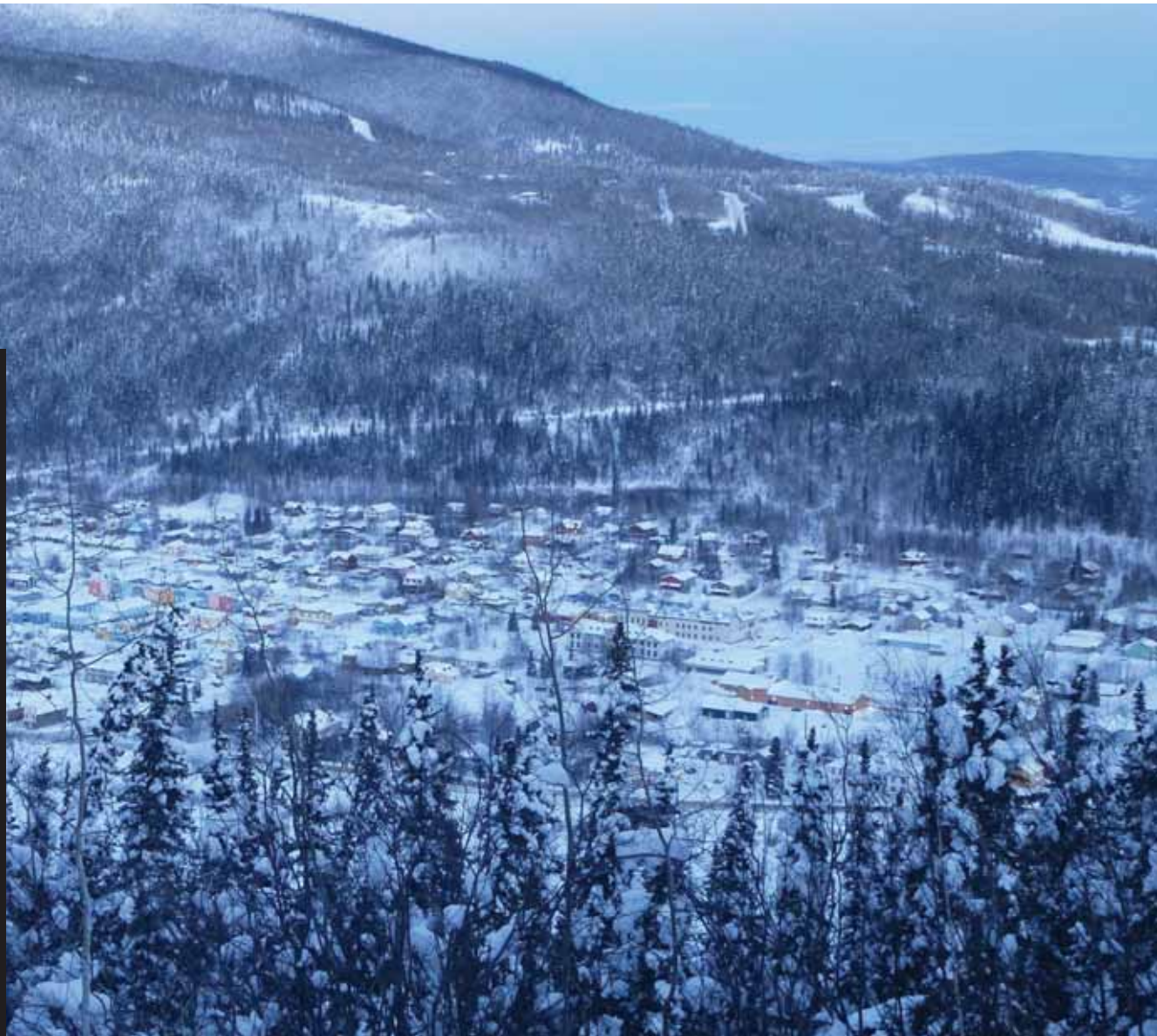
ENGAGEMENT SUMMARY – April 2018

Appendix A Public Information Session Powerpoint Presentation



City of Dawson
Official Community Plan
Zoning Bylaw

Public Information Session





Agenda

1. Planning Background
2. Stage 4:
Consideration of Future Land
Uses/Mapping
3. Stage 5:
Public Consultation Kick-Off

Schedule Update

- ✓ Step 1 Project Start-Up
- ✓ Step 2 Critical Evaluation of Existing OCP and ZBL
- ✓ Step 3 Preparation of Demographic Projections
- **Step 4 Consideration of Future Land Uses/Mapping**
- **Step 5 Public Engagement Kick-Off**
- Step 6 Draft Recommendations
- Step 7 Presentation to Community
- Step 8 Final Recommendations



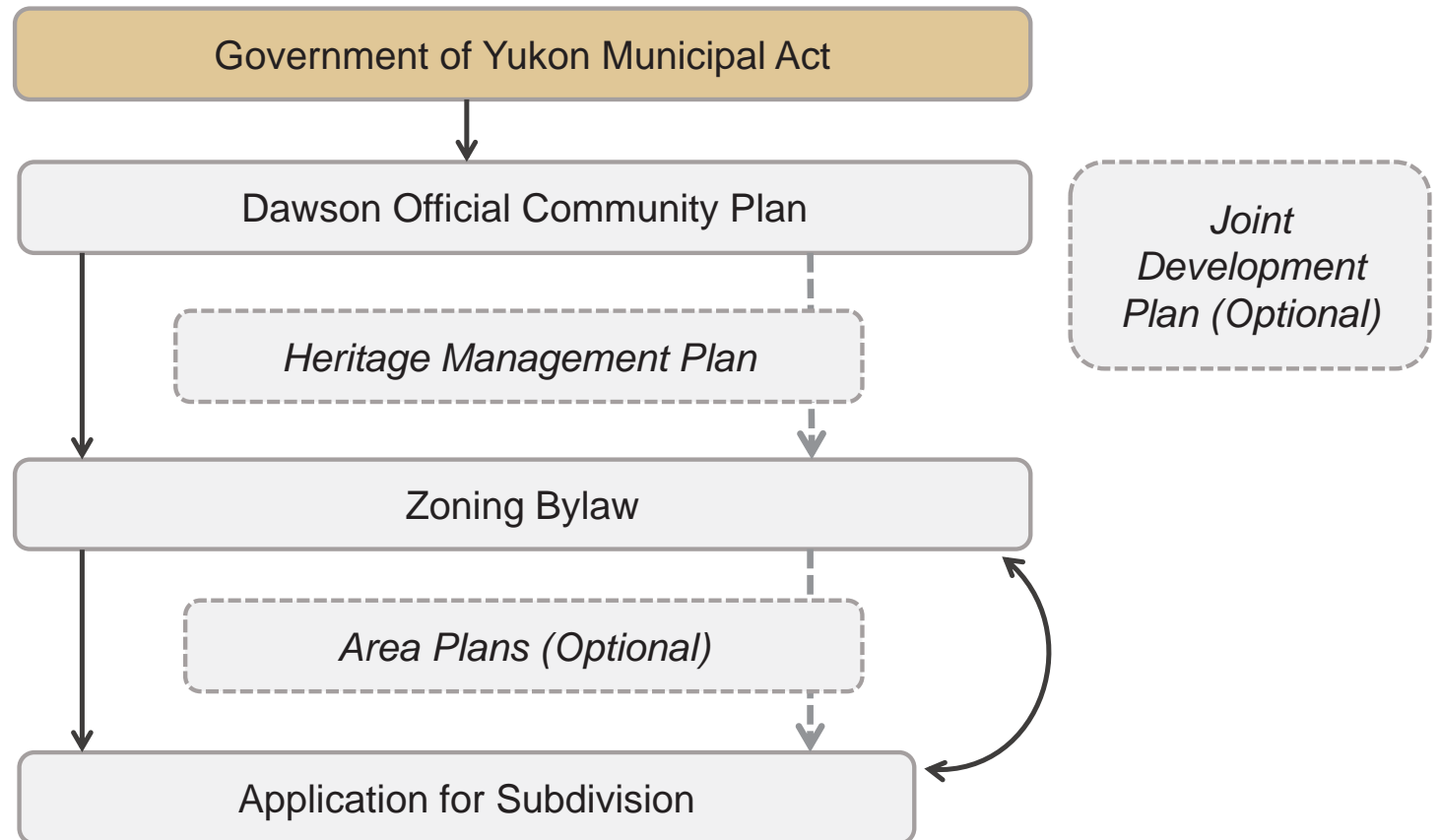
Planning Background

Planning Hierarchy

High Level
Concepts



More
Detailed



Municipal Act

Legislative framework under which all municipalities in Yukon operate.

Identifies, among other things:

- What a municipality is
- What powers and function it has
- How development can occur





Official Community Plan

Are intended to guide development within a municipality towards a collective vision.

Must address:

- Future development and use of land in the municipality
- Provisions of municipal services and facilities
- Environmental matters in the municipality
- Development of utility and transportation systems
- Provisions for regular review of the OCP
- Other matters Council deems necessary



Local Area Plan

Are intended to guide development within a specific area of a municipality. (North End, Dome Expansion, etc)

May address:

- Existing conditions of the site including environmentally sensitive areas
- Vision of the development
- Proposed land uses
- Access and circulation
- Servicing
- Stormwater management
- Phasing of development



Zoning Bylaw

Used to prohibit, regulate, and control the use and development of land and buildings in a municipality.

Includes a map of all existing land use districts which is updated each time a new development is approved.



Stage 4:
Consideration of Future
Uses and Mapping

OCP

- Should be **general**
- Be a **guide for future development**
- Land uses identified are **refined through the Zoning Bylaw**
- Not intended to be totally reflective of existing development

ZBL

- Should be **specific** for every legal land parcel
- Should identify **only what is currently approved** for development on that parcel
- Guide for **existing** development

Existing OCP Land Use Descriptions

Country Residential

- low-density single-detached housing
- may be accompanied by secondary uses
- larger in size
- do not rely on being connected to the municipal water and sewer

Urban Residential

- predominantly low and medium density residential uses
- connected to the municipal water and sewer

Institutional

- used for activities such as: cemeteries, community recreation facilities, hospitals, museums, places of worship, schools and utility infrastructure

Parks and Natural Space

- are to be used exclusively for developed parks, playgrounds, trails and undeveloped green spaces.

Existing OCP Land Use Descriptions

Downtown Core

- broad range of mixed uses
- intended uses include cultural and community services, financial, multi-family residential, offices, retail, restaurants and tourist accommodations
- compact, high density, mixed-use buildings
- respect the existing character of the neighbourhood

Q: What is your vision of the Downtown Core?

Service Commercial

- commercial activities that provide service to local industry and/or highway tourism

Q: What is your vision for commercial areas outside of the Historic Townsite?

Existing OCP Land Use Descriptions

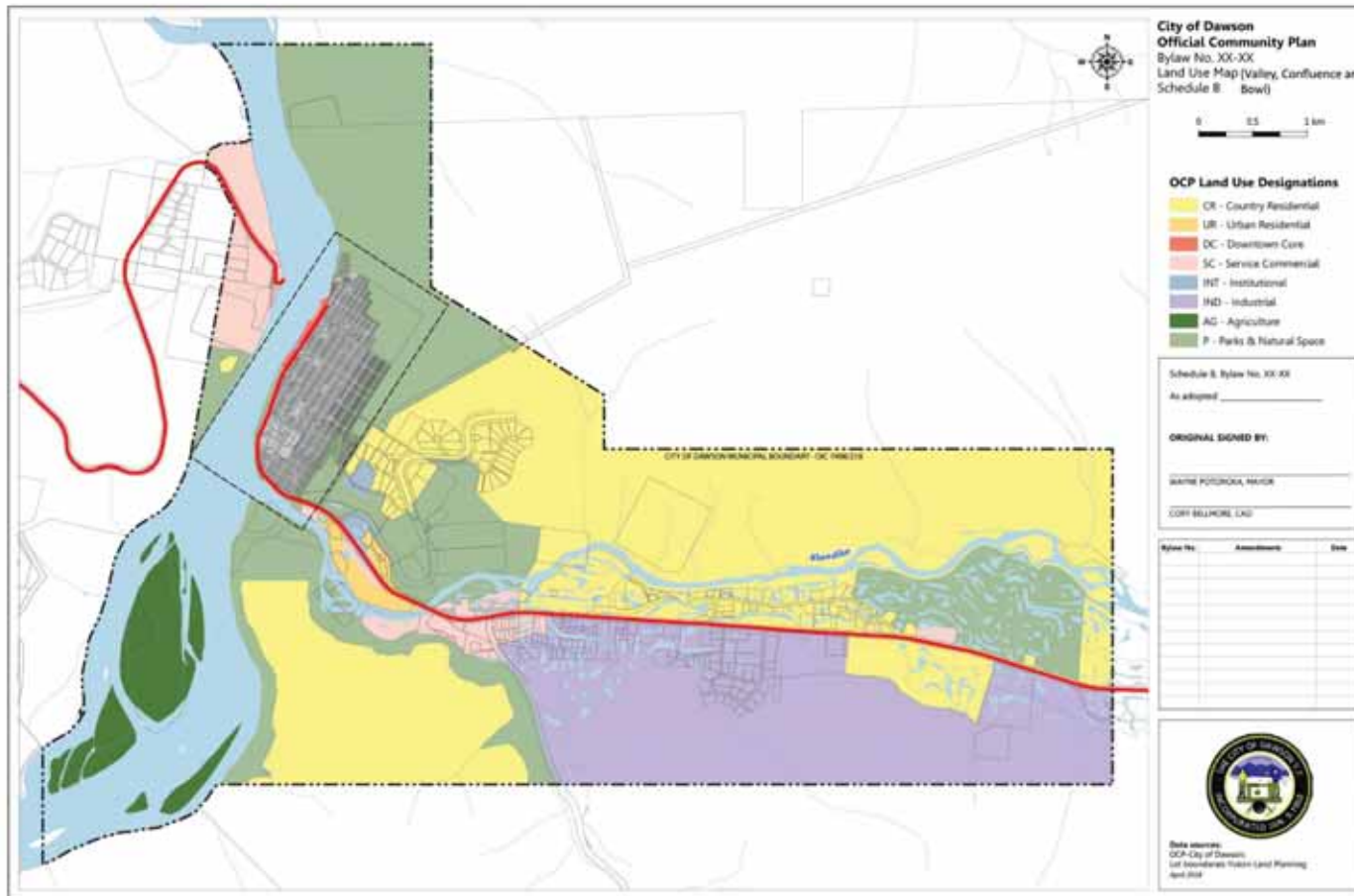
Industrial

- used for industrial activities including: intensive resource extraction, manufacturing, storage, warehousing and industrial support services

Agriculture

- are to be used – first and foremost – for the production of crops and/or livestock

Updated OCP Land Use Map - Overall



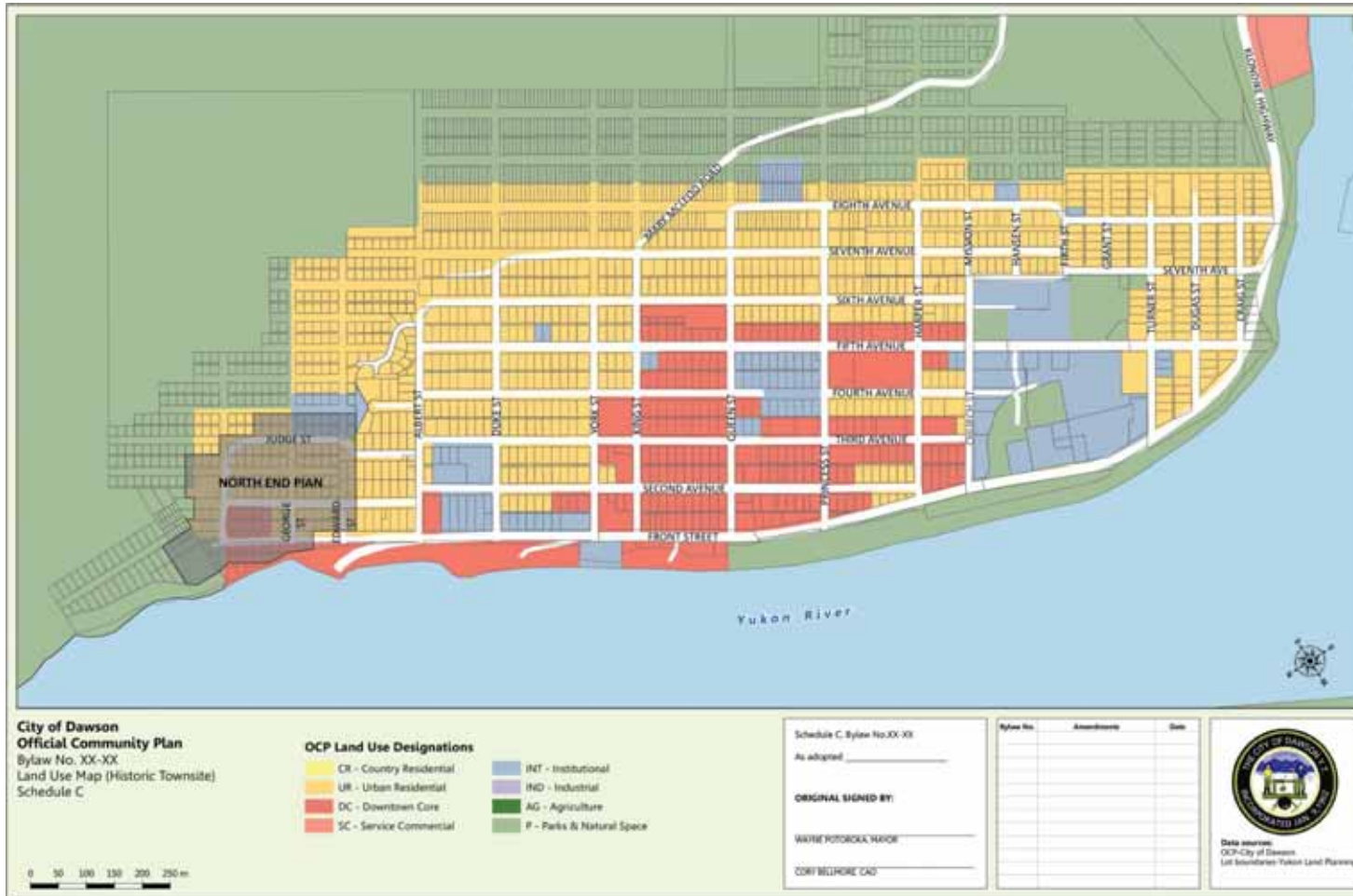
✓ Includes recent amendments

Q: Does this map reflect the community's existing vision?

Q: Are more areas of Urban Residential needed? Could Urban and Country Residential be combined?

Q: How does this map reflect undevelopable areas in the community – near water bodies and slopes?

Updated OCP Land Use Map - Townsite



✓ Includes recent amendments

Q: Does this map reflect the community's existing vision?

Q: Are all the areas identified for development appropriate? (UR currently forested with trails. DC along Yukon River.)

Q: Could the Downtown Core be more condensed?

OCP

- Should be **general**
- Be a **guide for future development**
- Land uses identified are **refined through the Zoning Bylaw**
- Not intended to be totally reflective of existing development

ZBL

- Should be **specific** for every legal land parcel
- Should identify **only what is currently approved** for development on that parcel
- Guide for **existing** development

Existing ZBL Land Use Descriptions

R1 Single-Detached and Duplex Residential

- single-detached and duplex dwellings
- Minimum size: 232.3 m² (0.06ac)

R2 Multi-Unit Residential

- multi-unit residential

R3 Country Residential

- low-density single-detached housing in a rural setting
- Minimum size: 1 ac
- Maximum size: 4 ac

Existing ZBL Land Use Descriptions

C1 Core Commercial

- Vibrant commercial core
- Mixture of commercial and residential uses

C2 Service Commercial

- Wide range of commercial uses
- Provide service to local industrial and/or highway tourism and service needs

M1 Industrial

- Industrial services, light manufacturing, warehousing, and storage

A1 Agriculture

- Agriculture

Existing ZBL Land Use Descriptions

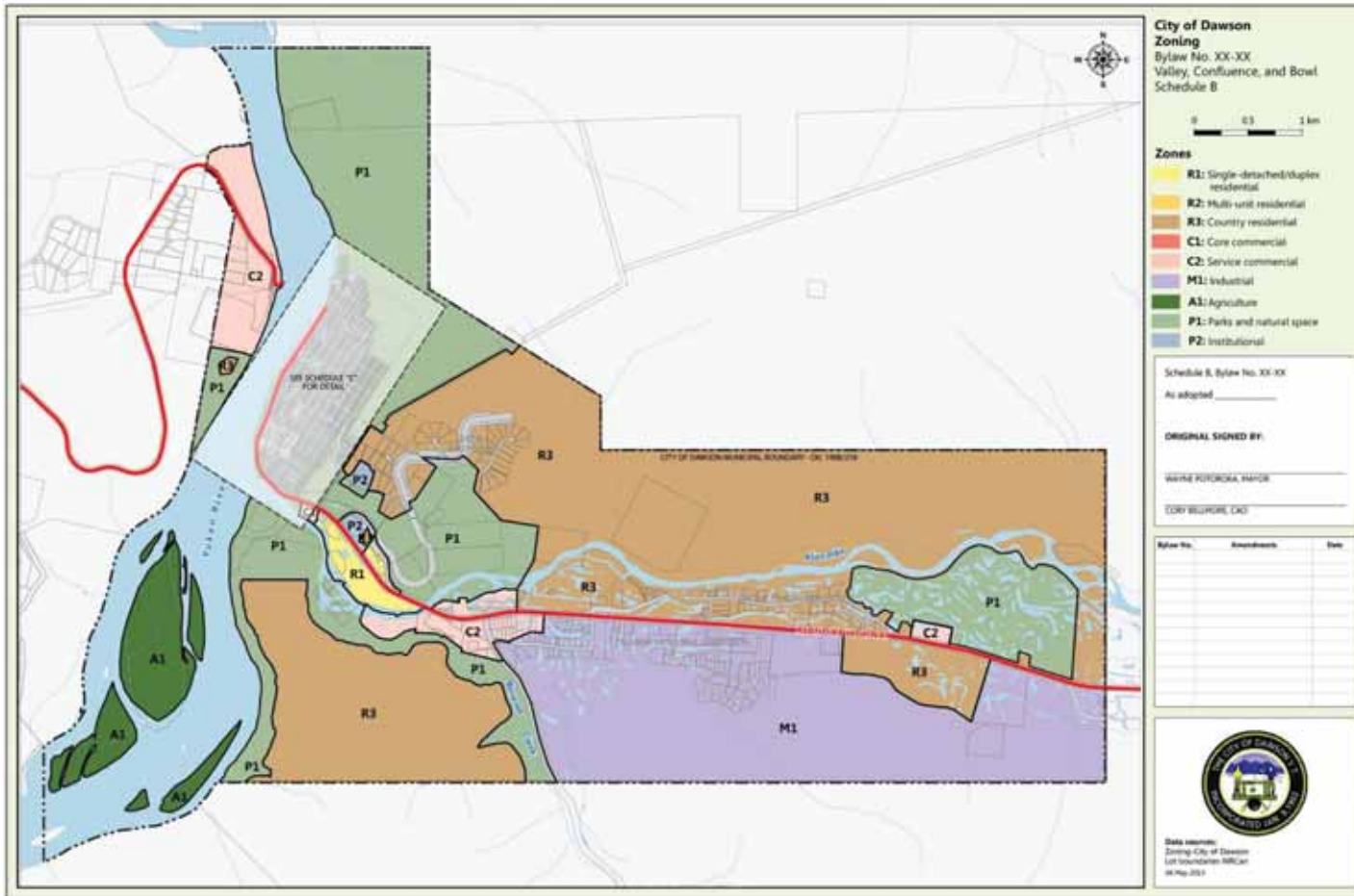
P1 Parks and Natural Space

- Parks and natural areas for outdoor enjoyment

P2 Institutional

- Community facilities for use by the public

Updated ZBL Land Use Map Overall - Coloured



✓ Includes recent amendments

✗ Limits flexibility by zoning large undeveloped areas for specific uses

Q: Does this map reflect the community's preferred development methods?

Q: Could this map identify undevelopable areas in the community (near water bodies or slopes)?

Updated ZBL Land Use Map – Townsite Coloured



- ✓ Updates legal boundaries
- ✓ Includes recent amendments
- ✗ Limits flexibility by zoning large undeveloped areas for specific uses
- Has several properties as non-conforming

Q: Does this map reflect the community's preferred development methods?



Stage 5:
Public Engagement
Kick-Off

What we are looking for input on?

1. Do the existing OCP land use maps reflect your vision for the community?
 2. Where would you like to see future residential development?
 3. Opportunities or challenges you'd like to see the OCP or ZBL address
Are there things you've wanted to do or want to see that aren't currently permitted?
- Document questions:
 - Does the existing vision reflect your vision for Dawson?
 - Do the existing guiding principles provide clear guidance?

Fun exercise:

Share one word you would use to describe Dawson

Vision

“ Honouring the Past, Sharing the Present, Embracing the Future. ”

The Tr'ondëk Hwëch'in and City of Dawson Integrated Community Sustainability Plan

Q: Is this vision still accurate?

Guiding Principles

Partnerships and Collaboration

Innovative Local Solutions

Responsible Governance

Triple Bottom Line

Public Engagement

Simple and Implementable

Q: Do these principles provide clear direction to guide the community towards its vision?

Existing Guiding Principles

- Partnerships and Collaboration
- Responsible Governance
- Public Engagement
- Innovative Local Solutions
- Triple Bottom Line
- Simple and Implementable

Q: Do these principles provide clear direction to guide the community towards its vision?



Questions?



THE CITY OF DAWSON

Official Community Plan and Zoning Bylaw Update ENGAGEMENT SUMMARY – April 2018

Appendix B Public Information Session Feedback Form Summary

The following is a summary of the Feedback Form circulated as part of the Public Information Session. Redacted copies of the actual forms have been included in Appendix C.

1. Please check the response(s) that best describes your relationship to the City of Dawson.
 - 6 I live in the Historic Townsite area
 - 3 I live outside of the Historic Townsite area, within the City boundary
 - 2 I own a business within the Historic Townsite area
 - 0 I own a business outside of the Historic Townsite area, within the City boundary
 - 1 Other: _____
 - I live in Henderson Corner
 - Own a business and several claims adjacent to City boundary

Section 1. City of Dawson Official Community Plan (OCP)

The City of Dawson **Official Community Plan** is intended to **describe the vision of Dawson** and create policies that will **guide future development** toward that vision. It is intended to be **general in nature** and further described through lower level planning, with regulation through the Zoning Bylaw.

VISION

The existing vision of Dawson, as published in the Tr'ondëk Hwëch'in and City of Dawson Integrated Community Sustainability Plan, is as follows:

“Honouring the Past, Sharing the Present, Embracing the Future”

1. Do you think that the existing vision of Dawson reflects your vision for Dawson?
 - 6 Yes
 - 4 No; and if so why not:
 - [Yes] But need to balance all three
 - [Yes] Yes, it is fine!
 - [Yes] I support the current community vision – although honouring past does not necessarily mean promoting all aspects of it. We need to be aware of the enormous negative social, cultural and environmental impacts of colonialism for example. We can recognize how it shaped this community, but the focus should be on how our resilient community is moving on.



THE CITY OF DAWSON

Official Community Plan and Zoning Bylaw Update ENGAGEMENT SUMMARY – April 2018

- [No] Mostly it is good but I think the C2 area around NAPA & Bonanza Hotel should be changed to Mixed Use to allow for the possibility of adding 50'x100' lots for residences near the current terminus for the water and sewer and allow for housing along Bonanza Road is played out claims could be made into lots.
- [No] This vision statement is a blend of three ideas. It is great if mayor and council treat all three ideas with the same amount of respect and interest. In my opinion, we have been honoring the past to the point that embracing the future is out of touch.
- [No] Sometimes there is too much focus on the past and what feel like a fear of the future
- [No] What does this even mean? Really vague and hard to think of any implementation strategies for this vision. Seems more like a superficial tagline

GUIDING PRINCIPLES

The **OCP Guiding Principles** are intended to provide over-arching direction for the City's administration and elected officials during times of decision-making as the City grows into the future. The existing Guiding Principles are as follows:

- Partnerships and Collaboration
 - Responsible Governance
 - Public Engagement
 - Innovative Local Solutions
 - Triple Bottom Line
 - Simple and Implementable
2. Do you think that the existing Guiding Principles give clear guidance for how development and decision-making should be completed?
- 3 Yes
- 7 No; and if so why not:
- [No] Similar to the vision, I am not clear on how these principles are intended to function. Needs to be more specific. Surprising that there is nothing on environment within the guiding principles, given how important the natural environment is to Dawsonites.
 - [No] Triple Bottom Line is not of balance, and Responsible Governance is questionable because of our unique situation in Dawson City. The definition of clear can have different meaning to different people.
 - [No] Doesn't seem to address issues with either upkeep/refurbishing historic property
 - [No] Better communication between owners and City
 - [No] There should be references to sustainability (in its broadest sense) and a specific focus on accountability so that decisions genuinely reflect residents' wishes
 - [No] All good except "simple" is not always practical or the way to go... things can still be "complex and implementable" too! Perhaps more to the point is "understandable and implementable"



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Official Community Plan and Zoning Bylaw Update ENGAGEMENT SUMMARY – April 2018

LAND USE CONCEPT

The **OCP land use maps** are intended to illustrate the vision for where Dawson's various land uses should be located.

As shown,

- smaller lot "Urban Residential" development is primarily limited to within the Historic Townsite area
- Institutional areas are primarily limited to within the Historic Townsite area
- Industrial development is located south of the Klondike Highway
- large lot "Country Residential" areas are shown both north and south of the Klondike Highway, primarily on the surrounding hills
- areas west of the Yukon River are primarily intended for Service Commercial uses

3. Do you think the existing Official Community Plan land use map reflects your vision for Dawson?

4 Yes

6 No; and if so why not:

- [Yes] For the most part yes
- [Yes] The maps themselves are generally acceptable, but there may be a need to indicate priorities. For example, downtown infill/regeneration should be shown to have a priority over the more outlying subdivision proposals. Perhaps a simple colour designation could provide that information on a spatial scale.
- [No] I would like to see putting smaller City lots where to water and sewer ends at the junction of Klondike Highway and Bonanza Road
- [No] I think Urban Residential new areas should be looked at for the Carey mine site within water and sewer service.
- [No] The Country Residential designation on Dredge pond that recently was changed to Parks and Natural Space has to be changed back to County Residential.
- [No] Tailing on north side of Hwy that are a park could be County Residential with large lots towards river still maintain dredge look at Hwy
- [No] Some areas that have a vision of being residential are either not developable or not fiscally viable options
- [No] How is this different from zoning? What is service commercial? Much of the land is undeveloped with no indication from City Council that this will change any time soon?
- [No] "Urban Residential" is the same in Downtown Core as in the surrounding 'clearly' residential areas. Downtown Core should be just that it is OCTP the Downtown Core.



THE CITY OF DAWSON

Official Community Plan and Zoning Bylaw Update ENGAGEMENT SUMMARY – April 2018

4. While looking at the OCP maps – please review each of the following land uses and provide your feedback?

- Not sure of the intent of this question. Is it asking if the information is accurate, or asking for residents' views in terms of preferences? As far as I'm aware the maps are generally accurate.
- Wording of this portion of the form is very confusing – are actual LOT SIZES being contemplated?

a. Larger lot "Country Residential" areas shown are:

4 good as shown

0 too large

1 too small

2 wrong location: _____

- [good as shown] Providing it is the maps of 4 years ago [Stantec followed up with this respondent to provide clarity]
- [good as shown] However, the large CR north of the Klondike River might be best suited as Future Development as it may prove to have other more accepted uses once topography, accessibility, suitable has been taken into account
- [wrong location] Issues with landscape in some areas
- [wrong location] Should be removed from inaccessible areas (eg cliff face, rivers' edge, etc)
- [no response] Use the park north of Hwy
- [no response] Some residents like large lots so we can't take that away. The 1-4 acre range is a good way to have low density development that meets a variety of needs
- [no response] will all of the areas be developed eventually?

b. Smaller lot "Urban Residential" areas shown are:

4 good as shown

0 too large

2 too small

2 wrong location: _____

- [good as shown] Except add to water and sewer terminus at Bonanza Road
- [good as shown] Will all of the areas be developed eventually?
- [good as shown] Need more variety in lot sizes
- [wrong location] Issues with landscape features
- [wrong location] "Urban Residential" in Downtown Core is reflection of the current status but shouldn't be envisioned for Urban Residential areas, makes sense peripheral to the Downtown Core



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Official Community Plan and Zoning Bylaw Update ENGAGEMENT SUMMARY – April 2018

c. "Townsite Core" areas shown are:

- 5 good as shown
- 1 too large
- 1 too small
- 0 wrong location: _____
 - [good as shown] other than issues identified in presentation with Downtown Core
 - [Too small] Too small I think? Maybe, maybe not; but it is weird that the "Core" is not continuous
 - [No response] Do you mean Dawson Proper as the "Townsite" core? If so, good as shown. If you mean "Downtown Core" than I would state that the Riverfront and northern end of Front Street isn't / shouldn't be Downtown Core. The Downtown Core has historically been for square slow L from king to process to the waterfront back to Fourth. Current patterns expanded the core to 5th and Harper, progression along Waterfront to Judge Street as Downtown Core isn't in my view a vision

d. "Service Commercial" areas shown are:

- 3 good as shown
- 0 too large
- 1 too small
- 3 wrong location: _____
 - [wrong location] it's hard to say where this should go if it is unclear what it is meant to do
 - [wrong location] there are a few issues and I understand they are being addressed.
 - [wrong location] more in Townsite
 - [wrong location] plus more spots for future campgrounds
 - [no response] short-sighted: make multi-use to allow for housing expansion

e. "Institutional" areas shown are:

- 6 good as shown
- 0 too large
- 0 too small
- 2 wrong location: _____
 - [good as shown] another example of OCP reflecting "zoning" not vision
 - [wrong location] The Commissioner's Residence should be institutional not Urban Residential
 - [wrong location] Parks should not be institutional? (eg: community garden)



THE CITY OF DAWSON

Official Community Plan and Zoning Bylaw Update ENGAGEMENT SUMMARY – April 2018

f. “Industrial” areas shown are:

- 4 good as shown
- 1 too large
- 1 too small
- 1 wrong location: _____
 - [good as shown] possible livestock?
 - [good as shown] this is the only area I can picture this use to go
 - [too large] the swatch of Industrial south of Highway to including hillside is way too big. In fact land in the once might be better suited for multi-use. Maybe should be for development and hillside.
 - [wrong location] some of the western portion – consider residential

g. “Agriculture” areas shown are:

- 5 good as shown
- 0 too large
- 1 too small
- 1 wrong location: _____
 - [wrong location] The islands can’t be the only areas envisioned for agricultural use! There are other areas more easily accessible and in less changes of flooding. Access to local food supply within municipal limits should be encourage not discouraged by lack of accessibility!

h. “Parks and Natural Space” areas shown are:

- 4 good as shown
- 2 too large
- 1 too small
- 1 wrong location: _____
 - [too large, too small, wrong location] Dome subdivision should be used [to] save money on infrastructure
 - [no response] Maybe residential along Bonanza (ask TH)



THE CITY OF DAWSON

Official Community Plan and Zoning Bylaw Update ENGAGEMENT SUMMARY – April 2018

5. Additional housing has been identified as a critical concern to accommodate the existing and future population of Dawson. Where would you like to see additional housing located?
- 8 Historic Townsite area - redevelopment of existing properties
 - So important!!!
 - 9 Historic Townsite area - new development of properties
 - All additional housing must be concentrated within the current 'townsite' bounded by Eighth Avenue, Front Street and Judge Street. Infill (in all its forms) is simply the most effective way to retain a viable downtown and reduce recourse use.
 - 6 Dome Subdivision - expansion
 - 8 North of the Klondike Highway, South of the Klondike River (Dredge Pond Subdivision expansion)
 - Don't know enough
 - Klondike Valley – services need to be expanded and with north end [?]Indy to former [?]dng's location
 - 6 North of the Klondike Highway, North of the Klondike River
 - Big \$
 - Seems impractical
 - 6 South of the Klondike Highway
 - 1 West of the Yukon River
 - Until year-round access assured, not really practical
 - No bridge, waste of money
 - We would need to expand the municipal boundary for this to work
 - 3 Other:
 - Any
 - Opposed to urban sprawl, pro densification!
 - More houseboats too, lol!!



THE CITY OF DAWSON

Official Community Plan and Zoning Bylaw Update ENGAGEMENT SUMMARY – April 2018

6. Are there any other opportunities or concerns you would like to see specifically addressed in the OCP? (Below are some existing examples, please add more)

2 Accessibility

5 Location of mining

- Mining within municipalities
- No mining in municipal limits!

6 Residential uses in commercial areas

7 Other, please specify:

- Take landscape into account
- Less parks and natural space
- Honoring mining rights or compensation to extinguish
- More firm plan for future growth areas
- Environmental and sustainability
- Strengthening local economy
- Downtown Regeneration
- Heritage conservation
- Waste diversion / pay for garbage tags
- Elimination of single-use plastic
- Water conservation / Water meters
- Healthy commercial core – buy local not China business all in concentrated location
- Commercial uses in residential areas (allow if low impact)

7. Please provide any additional comments you have regarding the **Dawson City Official Community Plan**. All comments will be reviewed by the project team and incorporated where possible:

- Keep it plain and simple
- I think there is good opportunity for housing expansion at the water sewer terminus at junction of Bonanza Road and Klondike Highway and this needs to be looked at
- Paying attention to the demographic as well as the somewhat transient nature of the town in terms of possible areas for seasonal structures
- Combining Industrial and Residential together
- There is an urgent need for the community to discuss and determine how Dawson City is to be shaped for the future. We need to decide what size and type of population we'd like to have, and plan accordingly before we can make the more detailed decisions. The OCP should be the vehicle for these types of discussions. It's hard to plan ahead when there's no formal direction on what we want to be.
- There needs to be contingencies in place to plan in advance for a large scale mine or other large infrastructure opening in our vicinity. Are we adequately planning for climate change, and the issues and opportunities it may bring? How does the OCP support sustainability and reducing our use of resources?
- This is not necessarily an OCP issue, but there should be greater clarity on the costs of providing services and the resources needed to deal with Council services. I believe residents would be more amenable to paying taxes if they were aware of the actual



THE CITY OF DAWSON

Official Community Plan and Zoning Bylaw Update

PUBLIC INFORMATION SESSION – April 19, 2018

cost of provision and the taxes needed to cover those costs. Some specific examples like water and sewer, solid waste management and recreation would be good places to start.

- Please remove lot boundaries from maps, OCP should identify areas not specific lots.
- Deal with cannabis production and future retail
- OCP should provide the guiding vision for Dawson not regulate it in a law-based fashion
- Flooding hazard in the Klondike Valley should be considered



THE CITY OF DAWSON

Official Community Plan and Zoning Bylaw Update PUBLIC INFORMATION SESSION – April 19, 2018

Section 2: Zoning Bylaw (ZBL)

The Dawson City **Zoning Bylaw** is a legal tool used to **regulate development**. It includes specific regulations regarding what types of uses are permitted where, what size they can be, how much parking is required, etc. The Zoning Bylaw **is specific** and has policies which apply to every individual parcel in the community.

1. Do you think the existing ZBL **meets the needs of residents**?

3 No

3 Neutral

2 Yes

Comments:

- [Yes] Generally, it does and recent developments to promote additional housing have been beneficial. It does lack direction/powers to encourage use of current vacant/undeveloped, abandoned lots and premises. There is likely enough vacant space downtown to fulfill our current housing needs.
- [No] Doesn't have many possibilities for multi-unit properties which may help with the housing issue
- [No] Secondary suite policies are confusing
- [No] On small lots, 10 feet in between the house and shed is hard and limiting
- [No] WW heritage policies should not be in the zoning bylaw, this is confusing
- [No] Not sure where exactly to put this comment – zoning and development should dictate that a certain % of lot development should contain greenspace. That residential development should incorporate trees, grass, gardens, into the approved design. I'd like to prohibit to clear [itang?] pave it with white channel gravel!

2. Are there specific issues you have had with the ZBL as a resident? If so, please identify what they were.

Comments:

- There seem to be ambiguities with some of the definitions of different zones
- Not clear if I need a permit for windows in the Historic Townsite; does not trigger a development permit. Heritage Bylaw speaks to a Heritage Permit for making changes, but I don't think this exists
- Two high profile cases on the Dome (Slinky and the East bench) have highlighted discrepancies in legislation which have supported activities that do not comply with current zoning or residents' wishes. These, and similar cases, need to be addressed urgently.
- Home occupations: Modern times and a changing demographic should be reflected in zoning. Zoning limits traffic for home businesses to 1/day (365/yr). Types of home businesses have evolved, and zoning should not dictate the economic growth [of your] home occupation.



THE CITY OF DAWSON

Official Community Plan and Zoning Bylaw Update PUBLIC INFORMATION SESSION – April 19, 2018

8. Are there any other opportunities or concerns you would like to see specifically addressed in the ZBL? (Below are some existing examples, please add more)

5 *Secondary suites*

4 *Temporary accommodations*

- Rooming houses
- Staff houses
- There are so many and they are like university dorms. So loud. Where do they belong?

3 *Farmers market vendors*

3 *Demolition permit regulations*

- !!!!

2 *Fences*

2 *Signs*

3 *Other, please specify:*

- Multi-unit dwellings
- Mixed use areas / live-work
- Encouragement/penalties to deal with vacant/abandoned lots and structures.
- Densification promoted
- All those listed need more clarity and/or enforcement
- Passive and active solar design efficiencies should be encouraged (building orientation, roof, windows, etc)
- Encourage and/or prohibit views to and from heritage building and features (eg height restrictions or new building where warranted)
- Is “buildable area” too large for small residential lots?
- Is CR building size a problem (too large)?

9. Please provide any additional comments you have regarding the **Dawson City Zoning Bylaw**. All comments will be reviewed by the project team and incorporated where possible:

- What is the point of all the bylaws if we are not going to enforce them?
- Enforcement is an issue, particularly when dealing with cases when the City does not have the physical capacity or expertise to adequately deal with issues. The Slinky Mine is a perfect example of this. There needs to be greater certainty that bylaws are legally workable and will be enforced. I'd much rather see enforcement prioritized to ensure situations like divisive mining are dealt with.
- Less rules and regulations, more common sense
- Clearing up some of the definitions seems like it would make it more clear as to what exactly is allowed in each zone
- Why are we wasting residential land on non-residential uses like campgrounds and mines? Let's put those things on land that is not suitable for development
- Fences, like windows, you apparently don't need a Development Permit [for] but it need to pass Heritage. How is this supposed to work?
- The Dredge tailings heritage site is a joke... why are we celebrating to such a strong degree such a catastrophic environmental practice? This part of Dawson's history is well preserved in other places (eg Dredge No 4, free claim), why add insult to injury by forever designating its scar on the land as something to be proud of?
- Allow/disallow cannabis production and retail



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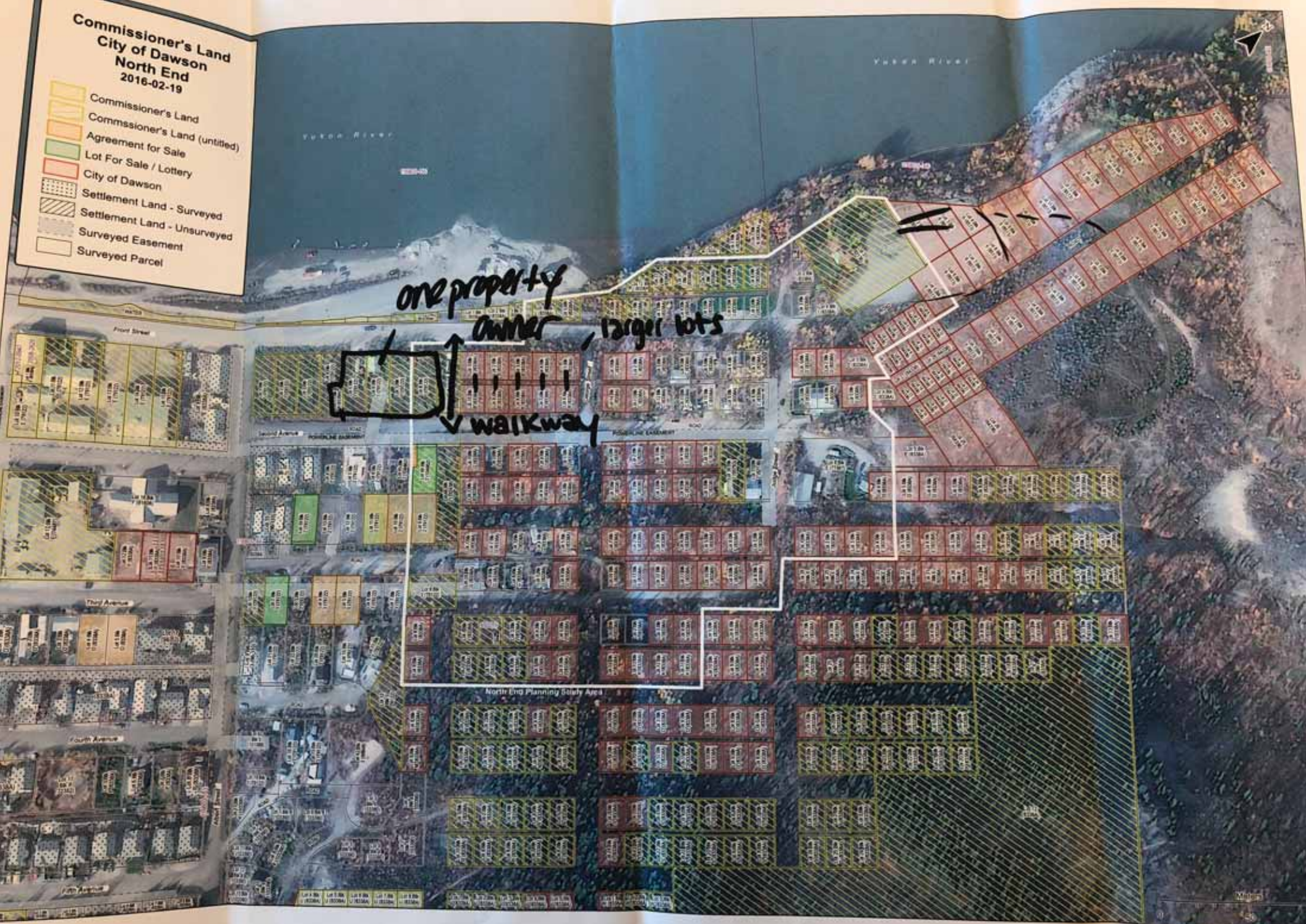
Official Community Plan and Zoning Bylaw Update

PUBLIC INFORMATION SESSION – April 19, 2018

Appendix D Marked-Up Maps

Commissioner's Land
City of Dawson
North End
2016-02-19

- Commissioner's Land
- Commissioner's Land (untitled)
- Agreement for Sale
- Lot For Sale / Lottery
- City of Dawson
- Settlement Land - Surveyed
- Settlement Land - Unsurveyed
- Surveyed Easement
- Surveyed Parcel

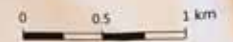


one property owner, larger lots

walkway

North End Planning Study Area

**City of Dawson
Official Community Plan**
Bylaw No. XX-XX
Land Use Map (Valley, Confluence and
Schedule B Bowl)



OCP Land Use Designations

- CR - Country Residential
- UR - Urban Residential
- DC - Downtown Core
- SC - Service Commercial
- INT - Institutional
- IND - Industrial
- AG - Agriculture
- P - Parks & Natural Space

Schedule B, Bylaw No. XX-XX

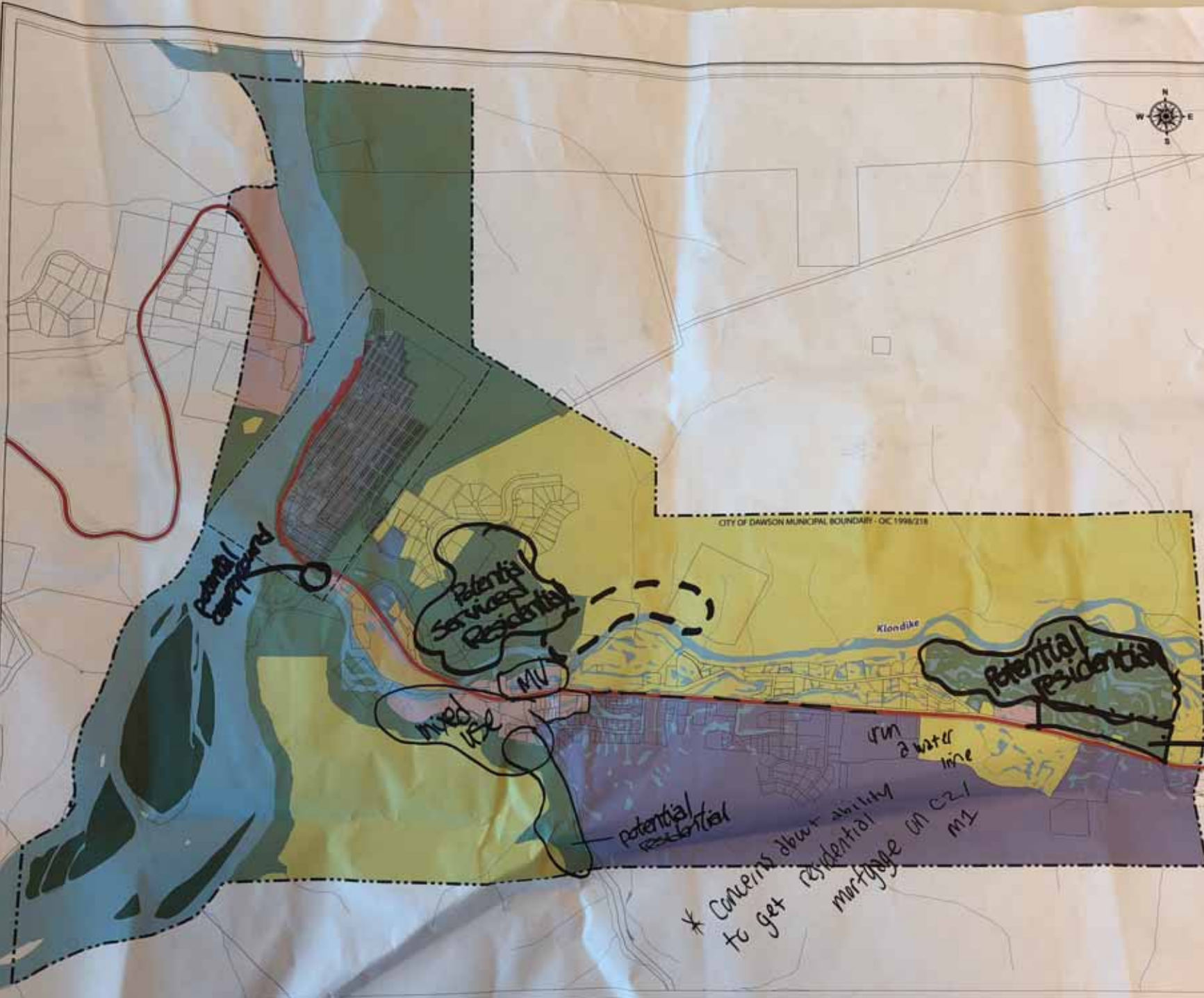
As adopted _____

ORIGINAL SIGNED BY:

WAYNE POTOROKA, MAYOR

CORY BELLMORE, CAO

Bylaw No.	Amendment	Date



Historic designation for Hwy visible on

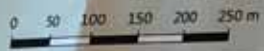


Data sources:
OCP - City of Dawson;
Lot boundaries - Yukon Land Planning
April 2018



City of Dawson
 Official Community Plan
 Bylaw No. XX-XX
 Land Use Map (Historic Townsite)
 Schedule C

- OCP Land Use Designations**
- CR - Country Residential
 - UR - Urban Residential
 - DC - Downtown Core
 - SC - Service Commercial
 - INT - Institutional
 - IND - Industrial
 - AG - Agriculture
 - P - Parks & Natural Space



Schedule C, Bylaw No. XX-XX
 As adopted _____
ORIGINAL SIGNED BY:
 WAYNE POTOROKA, MAYOR
 CORY BELLMORE, CAO

Bylaw No.	Amendments	Date



Data sources:
 OCP - City of Dawson
 Lot boundaries - Yukon Land Planning



Small
 (A) (B) (C) (D) (E) (F) (G) (H) (I) (J) (K) (L) (M) (N) (O) (P) (Q) (R) (S) (T) (U) (V) (W) (X) (Y) (Z)

3
 Little house
 1107
 D

Commercial District
 R1
 Hotel
 2000

R1 x spot zone
 X prohibited
 X not need to be met when
 zones

R1
 nearby
 duplex
 houses
 urban
 C
 90 smaller
 F

~~VA~~
 for
 Douglas



R1 x spot zone
 X restricted
 X not need to head to water
 zone

Commerce District
 (Hotel) 40
 zone

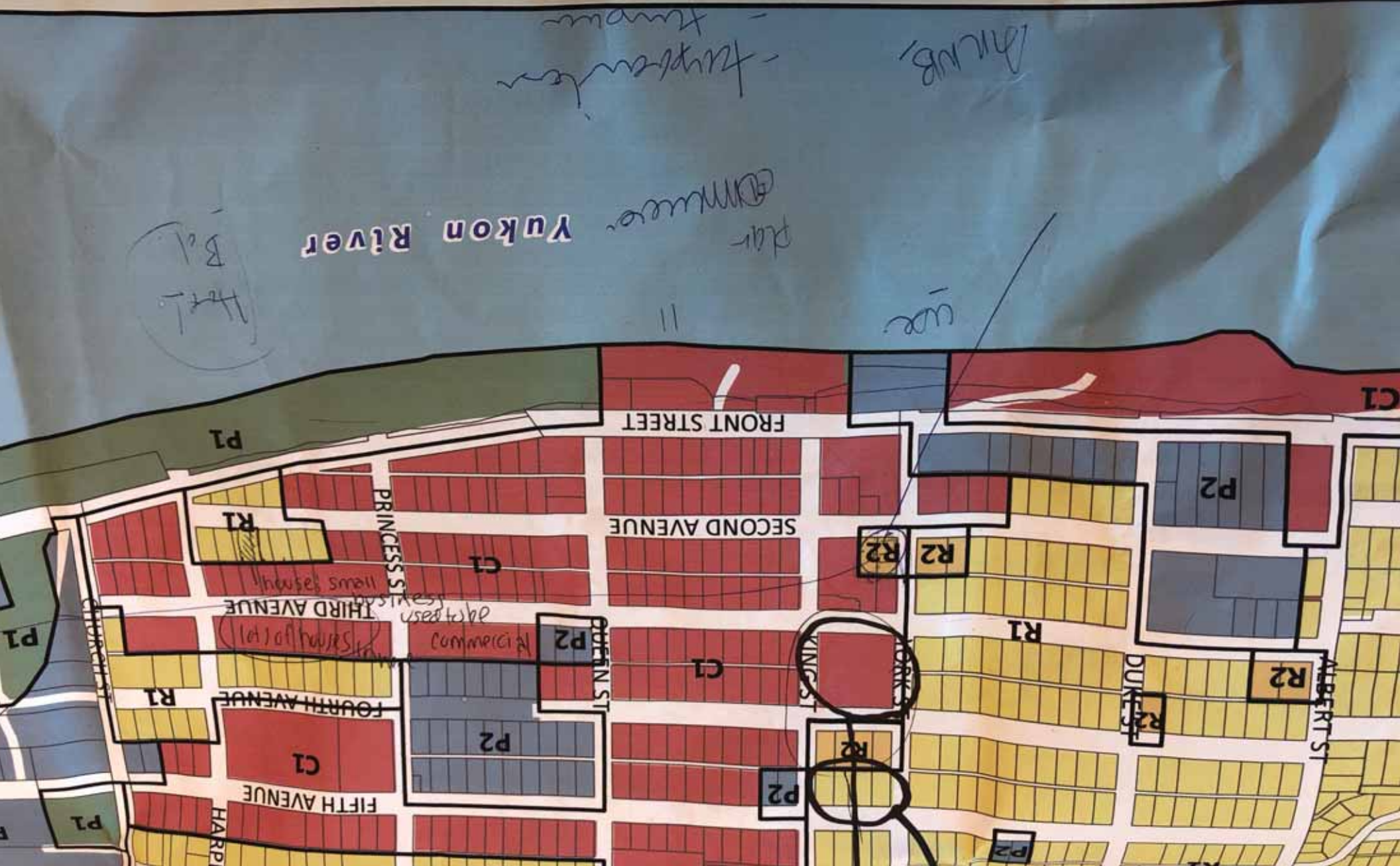
3 little house pilot
 1

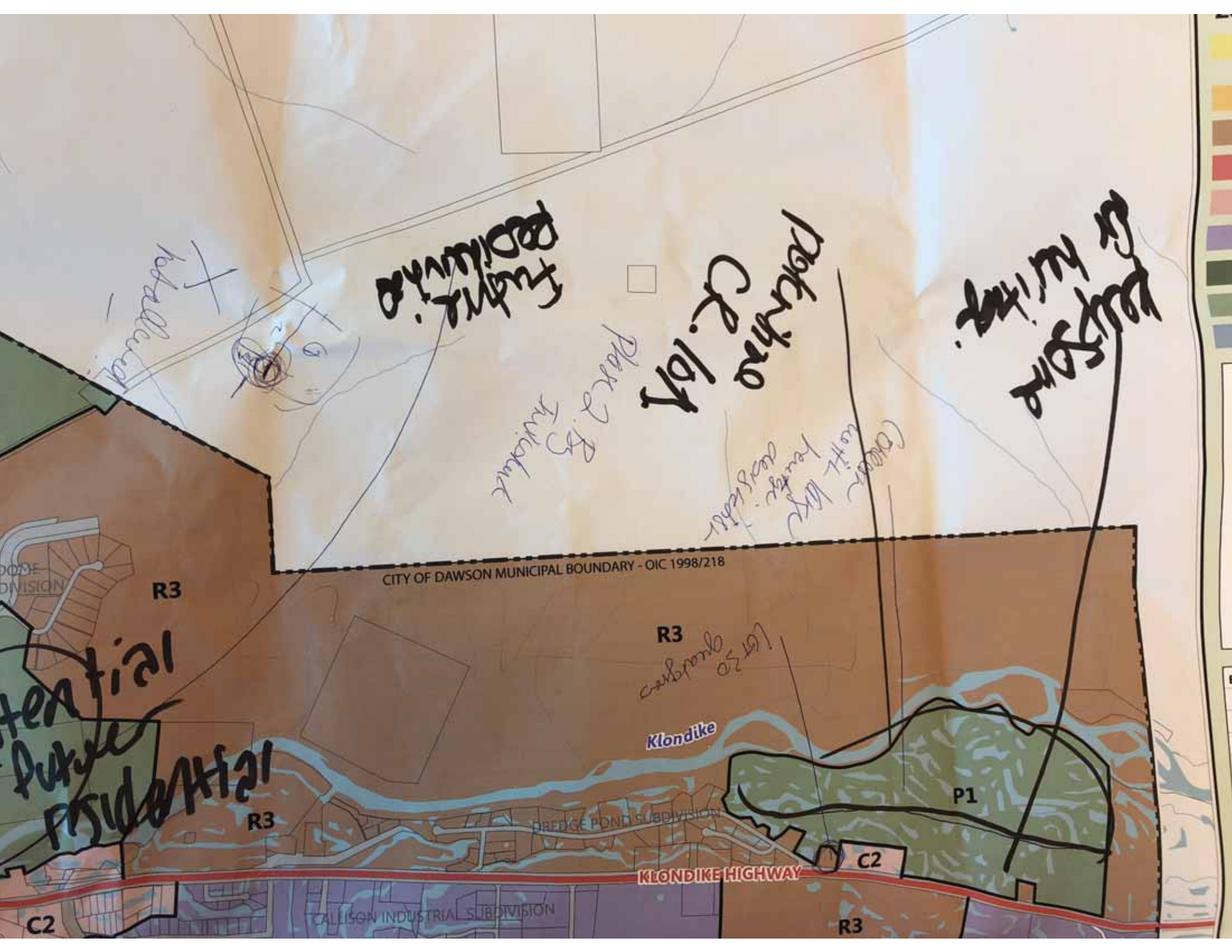
Schedule C, Bylaw No. XX-XX

As adopted

C2: Service commercial

ed/duplex residential





FUTURE RESIDENTIAL

PARKWAY CR. LOT 101

PARKWAY CR. LOT 102

PARKWAY CR. LOT 103

PARKWAY CR. LOT 104

Potential Future Residential

CITY OF DAWSON MUNICIPAL BOUNDARY - OIC 1998/218

LOT 20 BRIDGE POND

Klondike

P1

KLONDIKE HIGHWAY

C2

C2

CALLISON INDUSTRIAL SUBDIVISION

R3

HOME DIVISION

R3

R3

R3

BRIDGE POND SUBDIVISION



THE CITY OF DAWSON

Official Community Plan and Zoning Bylaw Update PUBLIC INFORMATION SESSION – April 19, 2018

Appendix E Redacted Formal Submitted Comments

From: [REDACTED]
To: Haeusler, Amanda
Subject: Public Engagement for zoning by law
Date: Thursday, April 19, 2018 7:21:04 PM

Hi Amanda,

I am writing you regarding the review and update of the Zoning by law for Dawson City. As the [REDACTED] of the Canada Prenatal Nutrition Program in Dawson City, I work with most of the local families from prenatal until their children and two years of age. Through my work the issue of lack of daycare space has become abundantly clear as many moms are ready and needing to go back to their jobs in the community but unable to do so because our daycares do not have sufficient space. This is a relatively new issue to experience on this scale, but perhaps reflective of the growing community and increase in births in the last couple of years.

It has come to my attention that some of the families in response to the need for more daycare space have looked into starting a day home and were unable to proceed because of conflicts in the Zoning By-Law. I am sure that you can understand the gravity of this situation and that in order for the community to sustain the growth in families we are experiencing, we are in desperate need of more child care options. This not only impacts the families struggling financially but the community in a whole.

In light of these circumstances, I would urge you to review the matter of Zoning in the residential area with this challenge in mind. I am more than happy to provide you with more information or to connect you with families in question should you require that in order to move forward.

Thank you very much for your time and consideration in this matter.

[REDACTED]
Healthy Families, Healthy Babies
Canada Prenatal Nutrition Program
[REDACTED]



THE CITY OF DAWSON

Official Community Plan and Zoning Bylaw Update PUBLIC INFORMATION SESSION – April 19, 2018

Date: May 14, 2018

Hi Amanda,

I was looking through some old material and came across a draft OCP related submission. It's all still very relevant, and may be of interest - even if it does overlap with some of the comments I submitted last week.

Cheers, ■■■

CITY OF DAWSON OCP

Planning and land use

There are a number of recent plans that are intended to shape the community's direction and assist the municipality with decision making. Specifically:

- The ICSP provides a community vision and direction with specific sustainability criteria on which to determine if proposals and/or decisions fulfill the requirements of the plan. The plan has been adopted by Mayor and Council but is rarely referenced in decision making. YG guidance confirmed ICSP should form the basis of any new OCP. The updated OCP must contain bylaws specifically requiring resolutions/decisions to be assessed as required by the ICSP.
- In addition, the ICSP provides land use planning guidance outlining downtown regeneration and intensification, reducing travel needs, etc that should guide land use planning decisions.
- The Community Climate Change Adaptation Plan is another community plan that provides specific guidance and advice on dealing with the issues of climate change in our community. The new OCP should reflect the intent and direction, and specifics (particularly in zones of high permafrost degradation potential), of this community plan.
- The Community Emergency Preparedness Plan recommendations must be reflected in OCP zoning, in particular relation to flooding and climate change induced permafrost degradation.

The City and Council are often not aware of, or make decisions contrary to, the current OCP – the City has been shown examples of this in the past. A new bylaw should be in place to ensure every decision/proposal is cross-referenced against any adopted guiding documents to avoid these types of situations.



THE CITY OF DAWSON

Official Community Plan and Zoning Bylaw Update PUBLIC INFORMATION SESSION – April 19, 2018

Land use and zoning bylaws should fulfill the needs/direction of community plans. This is not always easy to quantify but a mechanism must be incorporated within the new OCP.

Land use conflicts

The situation regarding the Slinky Mine and the adjacent residential neighbourhood are well documented. The City must ensure these situations never occur again through appropriate zoning. This should include a moratorium on all staking/mining within the municipal boundary until the matter is definitively resolved, and the creation of an appropriate buffer around residences.

Community size

The community/municipality must make a determination on the optimum population size for the city – and plan accordingly. Population growth is often seen as desirable by municipalities to increase its tax base. However, boundary expansion and development is not supported by residents, nor is it realistically feasible. It is essential that a vibrant, compact community is a goal for the OCP. Dawson City need not become bigger – simply just a better place to live.

Energy

The supply of energy is perhaps the key to our future. The city needs to become self-reliant in energy supply to ensure a stable and viable future for the community. Renewable resources such as geothermal, local hydro, solar and wind have proven potential not only for a central/municipal power source, but for individual residences and businesses. Bylaws should allow, and indeed encourage, the development of alternative power sources at all levels in the community.

Solid waste Management

The community has issues with landfill longevity, waste disposal and diversion. A City-initiated Solid Waste Management Committee identified issues and provided the City and Council with comprehensive measures to deal with solid waste. The guidance and specific recommendations must be incorporated within any OCP and relevant bylaws to ensure waste management is adequately dealt with.

Housing

The current housing shortage can be met without the need for further subdivision development and boundary expansion. Development of the large number of suitable downtown and peripheral lots is preferable to further subdivision creation on many acknowledged levels. Bylaws can be incorporated to either encourage vacant lot/building development or penalize those landowners through taxation regimes. Expropriation should be seriously investigated as a method of providing sufficient housing in the community. Incentives can be introduced to allow subdivision of lots for housing purposes – assuming the proposals fulfill design criteria and do not place an unacceptable burden on infrastructure.

Housing design standards could be incorporated to ensure new homes meet the highest energy efficiency standards and are built to minimize (and withstand) permafrost degradation



THE CITY OF DAWSON

Official Community Plan and Zoning Bylaw Update **PUBLIC INFORMATION SESSION** – April 19, 2018

Economy

Before decisions can be made on the local economy – a comprehensive (and independent) study should be undertaken to accurately define the nature and extent, and potential, of economic sectors. What exactly are the economic benefits of mining, tourism, retail, arts etc to the community? How much money is actually distributed and remains within the community? These need be quantified to determine economic benefits/drivers and potential, identify if activities conflict with or hinder growth in other sectors, and incorporate contingency plans to deal with external issues (such as the collapse of gold prices, increases in oil prices that hinder tourisms, effects of climate change etc). Economic diversification is key within small communities.

Agriculture/food production

Food security has become an important community issue. The community has the potential to become self-reliant in local produce production (see the recent CKS report on food production and security). Zoning should identify and encourage the development of both large and small scale/individual food production and support initiatives for farms, community gardens, greenhouses etc.



THE CITY OF DAWSON

Request for Decision

TO: Mayor and Council
FROM: Clarissa Huffman, Community Development & Planning Officer (CDO)
DATE: 11 June, 2018
SUBJECT: North End Planning Option Selection

RECOMMENDATION

It is respectfully recommended that Council:

1. Approve Option 2, out of the of the presented options, for inclusion in the final North End Planning Concept Report.

PURPOSE

To provide direction to the Planning Team as to what the final preferred concept option will be for inclusion in the final report presented to Yukon Government.

BACKGROUND

The North End Planning project is about creating a conceptual plan for a future residential subdivision in the North End of Dawson City. The North End Plan will establish:

1. Location, number, and size of new lots;
2. Proposed servicing (sewer and water) and road access for new lots;
3. Estimated costs for subdivision development and proposed lot prices; and,
4. Other recommendations around aspects such as zoning, shared community spaces, protection of heritage and other values, etc.

The City of Dawson, with project funding from Yukon Government, commissioned Groundswell Planning to manage this planning exercise and assist Council and administration in developing a concept plan for presentation to Yukon Government. The concept plan created from this project will be used as a baseline for future planning studies in the area, with the end goal of releasing lots for development in a way that is forward-thinking and realistic. A summary of what has been done to date is included in this report as Appendix A. Additionally, the survey results from Survey #2 have been included as Appendix C for Council's information.

CURRENT STATUS

The project was granted an extension to June 29, 2018 (based on two previous extensions to April 30, 2018 and May 31, 2018). In order to move forward with this project, administration must provide to Yukon Government the final preferred concept plan and associated explanatory report.

Jane Koepke, Principal of Groundswell Planning, spoke to Council earlier today as a delegate and explained the three options that are being considered. These options are revised from earlier iterations, and have been amended to consider Council feedback, administration feedback, and community input. These options are considered at a high level in Appendix B.

In order to proceed with this project, Council is being asked to make a recommendation on the preferred concept option. Once a selection has been made, the final deliverable (in the form of a map and explanatory report) will be presented to Council on June 26, 2018 for adoption, and presented to Yukon Government on June 29, 2018. It is important to note that the concept will likely be refined further as more work has been done, but this work cannot be commissioned until a decision has been made on the high-level direction of the long-term plan for the planning area. Therefore, Yukon Government has been clear that no further extensions will be granted for the concept selection.

CONSIDERATIONS / DISCUSSION

It is recommended by administration that Option 2 be selected for the final report, for a variety of reasons. The pros and cons of each option are discussed in Appendix B, however a short overview of why administration recommends Option 2 is as follows:

1. Removes cul-de-sacs, as feedback was received that they are not ideal, and some considered them to be 'awkward'.
2. Less fragmented greenspace – it was heard that the community values greenspace and habitat 'corridor' protection.
3. Does not require the moving of historic structures in the Third Avenue area.
4. More respectful of historic street grid – Edward St. is kept open as a walking path for pedestrian access.
5. Roads may need to be slightly widened from their current size, but are not widened more than their existing road right-of-way (the majority of roads in Dawson do not occupy their full surveyed right-of-way).
6. Road alignment requires significantly less fill material than Option 3, and therefore will have slightly less associated cost.

OPTIONS

Council may consider all three presented concept options and select which option best reflects the needs of the community, for inclusion in the final report and deliverable to Yukon Government.

APPENDICES / SCHEDULES

- Appendix A. What We Heard #2 – Summary of Community Engagement
- Appendix B. Overview of Revised Development Concepts
- Appendix C. Survey #2 Results

APPROVAL & CAO COMMENTS

Respectfully Submitted,

Clarissa Huffman, CDO

Date

I have reviewed and have no further comments regarding this report.

Cory Bellmore, CAO

Date



What We Heard #2

Summary of Round 2 - Community Engagement

June 8, 2018

Background

The North End Planning project is about creating a conceptual plan for a future residential subdivision in the North End of Dawson City. The North End Plan will establish:

1. Location, number, and size of new lots;
2. Proposed servicing (sewer and water) and road access for new lots;
3. Estimated costs for subdivision development and proposed lot prices; and,
4. Other recommendations around aspects such as zoning, shared community spaces, protection of heritage and other values, etc.

What We Did – Round 2

After the initial round of community engagement held between March 22 and April 5, 2018, the Team summarized the input they received in a first “What We Heard” report. **Two concepts were developed** for further input by the community and then Council itself through:

1. A **second online survey** was administered from May 2-11; and
2. A **Team presentation and question and answer (Q&A) session** with Council was arranged for North End residents on May 15th. About **20 people attended**.

RECAP OF ROUND 1 *March 22-April 5*

- Online survey
- 3 workshops
- ~125 participants

The Planning Team and City also heard from several North End residents via email and in-person during this time. Please refer to the North End Concept Package available on the City of Dawson website for more information about the two concepts.

Survey Results

60 people participated in the second online survey. The survey was administered via Survey Monkey for the purposes of quickly and conveniently canvassing the community. The survey should not be considered statistically valid. (Please note that the complete survey results are available on the City of Dawson website and project Facebook page). Highlights from the survey results are as follows:

- **Concept 2 received slightly more support than Concept 1**, with 38% in support and 34% not in support
- A **majority of survey respondents supported Front Street sub-option B (mix of small/large lots)** followed by sub-option A (all large lots). The least supported option was for four-plex lots.
- **New lots on Judge Street were generally supported** (58% vs. 30% opposing)

- **Proposed micro-housing concept** received mixed reviews - support (44%), opposition (31%), and quite a few neutral responses (25%)
- **Almost half of respondents lived in the North End** (considered north of Albert Street for purposes of survey). 31% lived elsewhere in the Historic Townsite, and 25% lived outside of the townsite altogether. The second survey attracted about double the percentage of participation from North End residents as the initial survey.

Key Themes

The following is a summary of “what we heard” about both concepts from survey comments, correspondence with North End residents, and the May 15th Council meeting:

- *There are too many lots proposed in both concepts – level of density will destroy natural values & greenspace*
- *Cul-de-sacs are awkward (*others felt they would create a quiet, unique character)*
- *One-way streets won’t work*
- *Historic street grid should be respected: don’t close Edward Street!*
- *Concept 2 road is too wide and segments greenspace (*others felt it was a more elegant layout vs. cul-de-sacs)*
- *Current property owners should receive right-of-first refusal to purchase new adjacent lots*
- *Servicing may not be affordable or desired by some existing residents*
- *Historic structures should be respected and not moved where possible*
- *Lot prices are too high*
- *Other areas in Dawson may be more appropriate for development*
- *Small lots will result in off-street impacts and “sprawl” (*others felt small lots were crucial for affordability and starter homes)*
- *Some support and need for micro-housing*
- *Encroachments of current property owners should be addressed prior to planning new development*
- *Challenging ground conditions may result in ongoing maintenance to underground infrastructure*

Final Input Opportunity

The Planning Team will make a final presentation of revised options on **Tuesday, June 19th at 7:00 pm** in Council chambers.

Contact Us

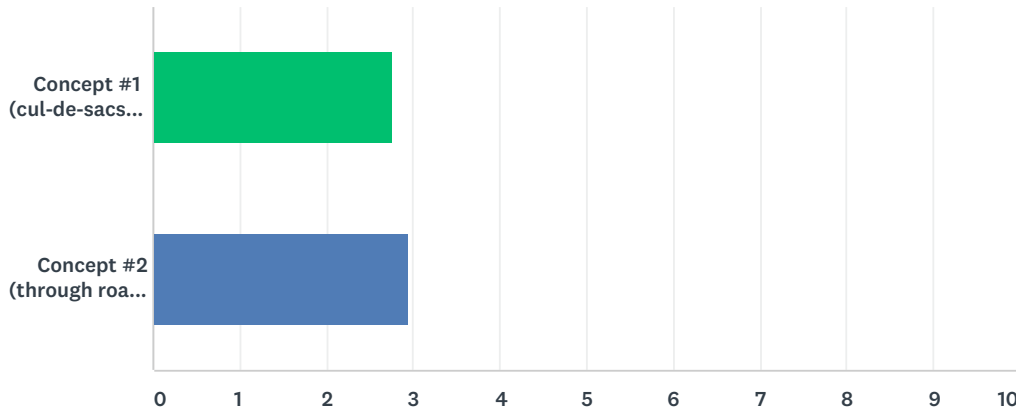
Please feel free to contact us, go to the City of Dawson website, or check out our page on Facebook (search “Dawson North End Plan”).

Jane Koepke, Team Leader
Groundswell Planning
Tel: (867) 335-3346
E-mail: northendplan@gmail.com

Clarissa Huffman, Community Development Officer
City of Dawson
Tel: (867) 993-7400 x414
E-mail: cdo@cityofdawson.ca

Q1 Please indicate your level of support for the two development concepts:

Answered: 59 Skipped: 1



	STRONGLY OPPOSE	SOMEWHAT OPPOSE	NEITHER OPPOSE NOR SUPPORT	SUPPORT	STRONGLY SUPPORT	TOTAL	WEIGHTED AVERAGE
Concept #1 (cul-de-sacs, more lots/units overall, even distribution of small/medium lots)	33.90% 20	13.56% 8	11.86% 7	23.73% 14	16.95% 10	59	2.76
Concept #2 (through road, slightly less lots/units overall, more medium vs small lots)	31.03% 18	3.45% 2	17.24% 10	36.21% 21	12.07% 7	58	2.95

Q2 Please provide any comments or suggestions on Concept #1:

Answered: 37 Skipped: 23

#	RESPONSES	DATE
1	I do not think that this is a practical option due to the snow removal concerns on cul-de-sacs, and the costs associated with developing the cul-de-sacs and also cost of maintaining three dead-end water and sewer lines. The reconfiguration of privately owned lots and moving of existing buildings also seems unnecessarily costly and impractical. Additionally problematic is the fact that the proposed green space is very fragmented by proposed streets and lots for development and this poses problems for the ecology of the area, as drainage patterns will change the vegetation and therefore the wildlife that can live there. As well, from a population ecology standpoint, fragmented green space cannot support the same population levels for insects, mammals, birds or amphibians as continuous space. This fragmented green space will not preserve the "wild" character of the neighbourhood, but will simply look like unkempt areas in between developed lots.	5/13/2018 11:36 PM
2	option 1 is impractical for many reasons, including the cost and difficulty of moving structures to allow for road realignment, snow removal/traffic concerns on cul-de-sacs. Additionally, while preserving the "wild character" of the north end was stated as one of the main priorities identified by the first survey, this plan leaves relatively little green space (though slightly better than option 2 in this regard) I believe because the proposed green spaces are small and cut off from one another by roads and lots that they will be unable to maintain significant populations of wildlife or amphibians (developed areas, ie roads, lots are barriers to movement, and populations need a critical area to provide food, nesting space etc). Rather than maintain the character of the neighbourhood these "green space" areas will simply appear as unkempt empty lots, unless they are continuous and larger. My main question about both of these concepts is do either of them actually provide access to enough new potential lots to be worth the cost and disruption of what is currently one of the most unique and authentic areas of Dawson?	5/13/2018 10:05 PM
3	too many lots, fail to consider north end residents inputs such as edward street being open for traffic,it fails to to preserve green sites, it does not respect heritage sites , wildlife(woodfrogs,migratory birds species,nesting sites)	5/13/2018 9:29 PM
4	Too many lots and no respect for heritage sites, wildlife (frog pounds, shorebird and migratory birds nesting) and feedback from North End residents.	5/13/2018 7:36 PM
5	While it does provide a few more housing units, I feel cul-de-sacs are not conducive to an organic feeling of place. They feel disorienting and sometimes exclusive.	5/13/2018 1:30 PM
6	Option one should not have a cul de sac on Judge St. Also, you have ignored all the comments about lot prices from the first survey.	5/12/2018 8:28 AM
7	I feel like the cup-de-sac option makes more sense as there is really no reason for through traffic in this end of town, and as a resident with young children it often feels unsafe as tourists and bored teens often drive through here now at unsafe speeds. There are access trails to the 9th Ave trail, so the walk-through, walking around feel is much better suited to this end of town, where recently there are many, many runners, dog/baby walkers who want a quiet place to walk or who are accessing 9th Ave trail or the dog park. I also like that this option opens up more lots and smaller lots that are more affordable.	5/12/2018 1:00 AM
8	ACK! Three cul-de-sacs? Please no. I predict major traffic issues. Straighten 3rd ave - the funkier street in Dawson? Gotta be joking. 26-30 lots? Too many! Please, just keep it simple - develop the easy lots on Front Street, between Edward and George Street and leave it at that. Don't change the precious North End too much - it's the best part of Dawson and is an authentic, interesting "green space" as is - no need to create cheesy parks in the area.	5/12/2018 12:27 AM
9	Too many small lots/ residences	5/11/2018 11:29 PM
10	Too many cul-de-sacs, I can see road access getting quite congested easily. Also I would prefer to see less lots, as it would make each lot a bit more private.	5/11/2018 4:15 PM
11	There is a big demand for housing units in Dawson. Considering the price on the lots (which is quite steep compared to what lots have sold for in the past), I think it is more valuable to have a higher quantity of smaller lots to house more people. It is both more affordable and more plentiful.	5/11/2018 4:08 PM

12	get rid of the cul-de-sacs, access too complicated	5/11/2018 4:07 PM
13	Why are you trying to move an historic cabin? This will cost a lot with minimal benefit considering at most one extra lot in that area. Why are you making dead ends that will increase traffic substantially on Third Ave? Concept 1 will not work as proposed or will be super expensive. Who will pay for it?	5/11/2018 2:58 PM
14	The map above does not even show all of the concept lol, so is very misleading!!! there are a few good things: the interneighbourhood green space, and the Denhardt cabin park, plus development of empty block (but not Edward closure), and some of the lots along Second ave, but everything else is very problematic and probably super expensive to do	5/11/2018 2:30 PM
15	Parking and traffic would be an issue with so many small lots. I am not (yet) a homeowner but one of the healthy components of living in the north is the balance between spaciousness and neighbourliness. We look at tensions in cities that come from people living "in each others' pockets" so to speak - and we have the chance to avoid that here by planning well.	5/11/2018 11:22 AM
16	By going through with this plan, you would inevitably destroy the layout and historical background of my neighbourhood. Not to mention the cultural heritage of it too.	5/10/2018 10:40 PM
17	I actually like concept #1 best, but there are too many things that make it impractical, including the cul de sac and moving historic homes.	5/10/2018 4:23 PM
18	I think it is better to have many small lots making it more affordable and creating more homes	5/10/2018 2:32 PM
19	cul de sac road style is not in keeping with the historical streetscape, would probably not be easy to maintain, and one way traffic would not be ensured or easily controlled.	5/10/2018 8:38 AM
20	We need more housing in the core. More and smaller lots means lower per capita cost for municipal infrastructure. Cul-de-sac design preferred to through road as long as there's pedestrian/bicycle thoroughfare	5/9/2018 11:12 PM
21	Leave more greenspace.	5/7/2018 9:15 PM
22	Small lots creat no room for parking. This creates too much car/junk overflow onto the road.	5/7/2018 9:10 PM
23	I like the quiet nature of cul-de-sacs and think this would be a good fit for this part of town.	5/7/2018 7:56 PM
24	There needs to be more housing in Dawson especially for people who can't afford a house.	5/7/2018 7:28 PM
25	I feel like concept #1 will give the development a more neighbourhoodly feel	5/7/2018 6:21 PM
26	Concept 1 should include a connection between third avenue and judge street. Without such a connection the only way to access many of the lots will be via third ave. This would transform a currently quiet street to a very busy one. There doesn't seem to be any logical reason to eliminate the connection between these two streets other than minimizing the amount of traffic at the north end of judge street, which in my opinion is unreasonable and presents a conflict.	5/6/2018 9:51 AM
27	Like that it is different	5/4/2018 11:15 PM
28	Too many cul de sac, even on a road that already exist..	5/4/2018 8:56 PM
29	Requires the relocation of our shop, for the cost of about \$60,000.00. This area was grandfathered in when we bought the lots. Who's going to pay for that? This concept also shows a new lot in the bottom of our driveway. how do we gain access to our house, and who is going to pay for that?	5/4/2018 5:50 PM
30	I would prefer we didn't relocate the additional units	5/4/2018 4:02 PM

31	<p>First oval i dont understand why edward stree should be remove . for living in this neighbourhood , i been seein a really important flow of traffic passing true there on a daylie basis. Whot the addition of potentially 40 lot i think this road is NECESSARY for this neighbourhood. Strongly oppose to 4 plex.. What is this kind of ideal ... This is not downtown .. Its a quiet space of town where people goes for walk in famylly or with their pet ... There is already enought noise from the ferry no need for 4 plex .. Includind the fact that removing that forest witch is a noise buffer from the ferry and all the vehicle around .I personally thing 4 plex or duplex shouldnt be even a option .. Why is there private propriety that are subdivided on third ?? Those are threee properties i dont get that ...that isnt any body buisnes to subdivided those.and some of those road are totally invading resident that are allready living there.... And all those cul de sac dont seem like a really good ideal for circulation wise ... All the tourists are going to end up in there and disturbe the resident more thant regular traffic And 40 more lot !?!seem insane to me. And seem like a hell of a cost whent there is other place in town that could be use. Like the camp ground. That is already next to wather and sewers acces .. Minimum cost and on top of that the environememt allready got nuke ! Flat and stable ,ready to be built on !!! I dont understant why that option does seem to be look over ... They only need 2 years notice ... Dont they ? Tiw year waiting instead of what 5 years of construction that will piss off every body that live and enjoy their home and living space in northend..</p>	5/4/2018 10:50 AM
32	<p>strongly oppose. too jam packed, cul de sac on judge , you want to kill sell or move the window cabin ?,witch many people like and has become a famous place in the north end jim robb and many people have painted it ! and you want to subdivide lots at the top of third ? the old log cabin sits on ? doesnt make sence . also dont like the idea of changing that road that seems to be someones driveway right now. this one is a bit better maybe if you put a cul de sac at the top of the new road and</p>	5/4/2018 9:36 AM
33	<p>In concept 2 you make a through road from 3rd av to 2nd.. Concept one should include that through road, there is no reason to omit it and make it only be a trail.</p>	5/3/2018 5:13 PM
34	<p>I support it so long as there is a foot trail from one cul-de-sac to the other.</p>	5/2/2018 1:59 PM
35	<p>Greenspace on left top corner doesn't appear to have any public access - bounded entirely by private lots. This should be opened up in some way with pedestrian access. Prefer sub-options b) or c) for the large block. Appreciate the connectivity of the green space surrounding Paul Denhardt cabins.</p>	5/1/2018 9:56 PM
36	<p>-I like the large greenspace around the cabins -unsure about access to the other greenspace as it seems to be between lots</p>	5/1/2018 9:55 PM
37	<p>I am wary of the cul de sac's. They don't make sense logistically or sustainable. While i know dawson is small this is still a concern in the long hall. Dead ends don't make sense for Garbage trucks, snow plow, city grating, and maintenance. It will mean more gas use and measured over the years could add up to a large value. That being said i like that there are more small lots in concept 1. I like the green space in both. Each creates nice green ally way/avenue between Front street and the hill.</p>	5/1/2018 9:49 PM

Q3 Please provide any comments or suggestions on Concept #2:

Answered: 34 Skipped: 26

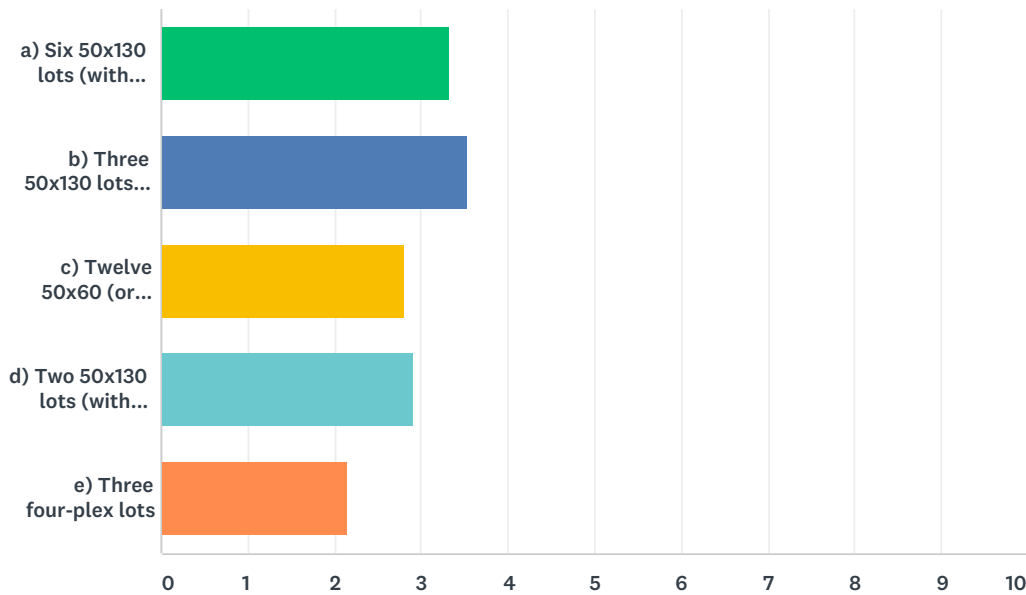
#	RESPONSES	DATE
1	<p>This is the worse of two terrible options, in my opinion. The through road, while not having the problems associated with the cul-de-sacs will change the character of the neighbourhood irrevocably, and unacceptably. It is highly unlikely that the one-way street would be respected by residents or visitors, and the proposed road runs right past the door of at least one existing house which is located close to the property line on its lot, rendering this dwelling nearly unlivable from dust, noise and danger to pets and children and even adults as they exit the house mere feet from the proposed street. This option only further fragments the small amount of proposed green space left after streets and lots are developed, exacerbating the ecological and aesthetic problems described above for Concept #1. Further, the roads as proposed in this concept seem to be very wide, much wider than the existing streets, which are serving the neighbourhood perfectly well. I fail to see how wide streets are in keeping with the stated goals of preserving the wild off the beaten path feel of the area.</p>	5/13/2018 11:36 PM
2	<p>In my opinion this option is the worse of two terrible choices. The development of the through road will change traffic patterns destroying the quiet "end of the road" "almost out of town" feel of the area. The road is proposed to butt up against one already developed lot, where the house stands very near the property line. A through road just outside the front door of this house would render the dwelling almost uninhabitable due to noise, dust, and danger to children and pets of having traffic passing within feet of the door. On a more practical note regarding the road, I wonder if the design team looked at the ground they are proposing to build a road on, as a portion of the proposed road route is low swampy unstable ground which will greatly increase maintenance costs for this road. Additionally, while preserving the "wild character" of the north end was stated as one of the main priorities identified by the first survey, this plan leaves only a very few islands of green space between a few of the lots proposed for development. Fragmenting the green space to this extent will change the ecology to the extent that these spaces will be unable to maintain significant populations of wildlife or amphibians (developed areas, ie roads, lots are barriers to movement, and populations need a critical area to provide food, nesting space, and altered drainage patterns from developed lots will change vegetation growth, which in turn affects the bird, mammal, insect and amphibian populations that can survive). This concept does not preserve the wild character of the north end, it leaves a few undesirable lots undeveloped in the midst of development. In both of the proposed concepts the roads appear to be very wide - another feature which is not at all in keeping with the stated value of maintaining the current character of the neighbourhood. This option provides only four additional lots over option 1, which cannot possibly provide enough per lot savings to the cost of water & sewer to be worth the extra disruption to the neighbourhood. I am quite disappointed to see that there is no space for overall comments on this survey so I will include them here. My recommendation to the planning team is to go back to the drawing board and come up with a comment that disrupts current residents and existing green space less. Please also provide estimates of per lot cost for water and sewer under each scenario, as well as a comparison to the cost if no new roads were built and water and sewer ran along existing roadways only. This is a vital information that potential buyers and existing residents need to make an informed choice about what they would like to see happen in the north end. I understand that this plan is in part to attempt to address the need for housing and lots in Dawson, however there is a significant amount of empty and under used space in the downtown core and the south end (RV park, old Korbo apartment site, Gold nugget motel site, numerous empty lots) that should be opened and development encouraged on before we consider changing the nature of one of the more unique neighbourhoods in Dawson.</p>	5/13/2018 10:05 PM
3	<p>too many lots, fail to consider north end residents inputs such as edward street being open for traffic, it fails to preserve green sites, it does not respect heritage sites , wildlife(woodfrogs,migratory birds species, nesting sites)</p>	5/13/2018 9:29 PM
4	<p>Too many lots and no respect for heritage sites, wildlife (frog pounds, shorebird and migratory bird nesting) and feedbacks from the North End resident.</p>	5/13/2018 7:36 PM
5	<p>This is my preferred choice. The road layout provides a more natural traffic flow and encourages movement through the community by foot/bicycle and doesn't feel as invasive when entering cul-de-sacs without being a resident there.</p>	5/13/2018 1:30 PM

6	Seems awkward way to configure access, reduced number of lots is a downer. I also think this road location would cut right through a natural stream and be a big headache, or cause way too much damage to existing land.	5/12/2018 1:00 AM
7	One-way street? Yuck! I'm sorry, but this all looks so awful. Again, I think you're trying to force too many lots into this unique and weird, awkward place (the North End). Obviously this is to make it financially feasible/beneficial, but I'm afraid that there won't be the demand for upwards of 30 lots and many of them will go unsold. The lots look small, expensive, and difficult to build upon. Look at the recent Dome lot sales - in all there were only 8 families/people who put their names in for that lottery (many people had others put names in on their behalf), those lots are far more desirable and within a similar price range. Please, Mayor and Council, have the courage to reject this plan and start again. Better to take a bit more time and do this properly, rather than ruin one of Dawson's coolest areas. Better still - break the lease with the RV park in town (or don't renew it) and develop those lots!	5/12/2018 12:27 AM
8	Like larger lots	5/11/2018 11:29 PM
9	I like the through road access and the fewer number of lots. With a few tweaks, it could be really nice.	5/11/2018 4:15 PM
10	Not too sure about getting rid of Edward street. With a few tweaks I think Concept 2 would work.	5/11/2018 4:07 PM
11	The road envisioned is way too wide.... not historic at all. Why does it not go up hill with George St is aligned already? You would need to move historic buildings and this will cost lots of money. Why are there lots in front of the Denhardt Cabin? - this should truly be a park from all angles. Ruining an area instead of making it better.	5/11/2018 2:58 PM
12	The map above does not even show the whole concept lol, so is very misleading!!! there are a few good things: the interneighbourhood green space, and the Denhardt cabin park, plus development of empty block (but not Edward closure), and some of the lots along Second ave, but everything else is very problematic and probably super expensive to do	5/11/2018 2:30 PM
13	Provides quite a few lots, and still overs room for yards. With local food security as a top-of-mind concern, it would make senses to prioritize lots where gardening can happen. As well, dust control in Dawson summers would be better mitigated by lots that still have trees, and that can grow greenery. Kids also need space to run around without dealing with cars. However, in my opinion the overall desire to develop the north end still needs to be kept as a question. There are other spots in town to develop. For example, can the City please purchase the crazy/abandoned 70s building across from the school and tear it down and build an apt. building in that spot - that would be an excellent space for families, having their kids right across the street. As well, there will be more lots on the Dome once mining is done up there - isn't that correct? Is that part of the deal with Slinky Mines? Best case for City development would be to build elsewhere. If the N End *has* to be used, use the cul-de-sac idea with fewer lots. The quality of home life for those already living in the area will be impacted pretty negatively (and again I emphasize that I'm not in that area, and not yet a homeowner).	5/11/2018 11:22 AM
14	By going through with this plan, you would inevitably destroy the layout and historical background of my neighbourhood. Not to mention the cultural heritage of it too.	5/10/2018 10:40 PM
15	I like concept #2 because it's practical. However, the proposed road width looks like WAY too much. Less than 60 foot roads are a nice feature of the north end. That should be the case here. Also, the road appears to go right past someones property when it exits the "heart" and onto Second. Why not move it south of there and then you could get that little lot in there like you could in the concept #1 plan. I don't like the one way idea. It isn't practical. Local traffic, yes. One way, no. Also, there is no reason to close the road by the cemetery. I would open that back up.	5/10/2018 4:23 PM
16	Bigger lots mean less homes. We need homes not yards.	5/10/2018 2:32 PM
17	large road is unreasonable size for the area. Does not conform with historical streetscape shape/form. Would like to see an option with the road coming in/out at George St. and regular continuation of Third Ave. (and inner alleyway).	5/10/2018 8:38 AM
18	This is also totally fine, but demand seems to be for smaller more affordable lots.	5/9/2018 11:12 PM
19	Leave more greenspace.	5/7/2018 9:15 PM
20	Don't agree with the 'one way'.	5/7/2018 9:10 PM
21	I'd be a bit concerned about the increase in traffic around the loop.	5/7/2018 7:56 PM
22	We should have more small lots/apartments	5/7/2018 7:28 PM

23	I think concept #2 is kind of strange looking. And I think having a one way street is a terrible idea; a traffic collision waiting to happen.	5/7/2018 6:21 PM
24	I definitely prefer concept number 2 for lot quality and preserving the "feeling" of the North End, but worry that I could never afford the price for the medium lots (90+development costs). Because the lot prices throughout the plan are so high, an additional housing unit for generating income would be a necessity were I to buy, in which case a medium lot would make more financial sense than a small lot. So, though I'm voting for what I feel is best for the North End/the community, I may be voting myself out of options as a young professional with hopes/plans to buy or build (or even rent at a reasonable rate!) in the near future.	5/6/2018 6:32 PM
25	It is unclear to me whether there will be access to the interneighbourhood green space from Third Avenue. If this not part of the plan, I would like to see it incorporated.	5/6/2018 9:51 AM
26	Great.	5/4/2018 8:56 PM
27	Same as above.	5/4/2018 5:50 PM
28	In the two plant that the one that kind of make more sence ... But still ... Without repeting myself again. 4 plex and duplex should be a option ...wouldnt suit what north end is all about .. But you probably dobt care since nobe of the devellopment people live in that neighbourhood... also , i been in those meeting to speak about concert of that devellopement... And it seem that more or less nothing of the concert of northend resident did got take in consideration.. That kind of a shame ... Let have bunch of cake and speak about stuff that wont matter .. We just need to have that meeting to feel better about herself .. I am sorry to be rude but that how i feel about it the.last chance we " can express" our feeling about it .. Hopefully those survey will be look over .. Anyway concept number 2 make a bit more sence but still think 40 household its a massif/ terrifying change for this oart of town ... But i do suport those micro housing pilot projet.. That seem like something less impacting and more suitable for the northend concept plans	5/4/2018 10:50 AM
29	no one way streets ! again the window cabin lot is to be messed with .! this one is a bit better maybe if you put a cul de sac at the top of the new road and a drive way for the hexagon cabin using the old road. and incompass the 50x 60 lots in to the others as thats a really speep hill anyway . some suggestions ... also there is one lot jumbled with the yellow and the small green space that should be green space	5/4/2018 9:36 AM
30	Concept 2 should have a through road in the northern part connecting Second ave and third ave, not just a trail	5/3/2018 5:13 PM
31	Totally ruins existing tenants lifestyle and enjoyment of lot. Turns quiet lot into busy high traffic area	5/3/2018 3:29 PM
32	Prefer sub-options b) or c) for the large block. (same as above). Don't like the abrupt truncation of Third Ave into a cul de sac. Judge St would be the only one way street in Dawson and I'm not 100% sure I like it in this particular spot. I don't think people would respect/honour it. While I appreciate the through road, I don't like that it cuts the Denhardt park in half.	5/1/2018 9:56 PM
33	not sure how well followed the one way street will be	5/1/2018 9:55 PM
34	I prefer the layout of the road on this concept. I think there would be more thoroughfare by walkers which would give it more life. AS mentioned before, i dont like that it doesnt have as many small lots. this road design would make maintenance more sustainable and well designed (wouldn't have to turn around and use more gas). I like this concept has a better flow for pedestrians, traffic and layout of lots.	5/1/2018 9:49 PM

Q4 Please rank the five sub-options in order of preference (1 being first choice and 5 being last choice):

Answered: 49 Skipped: 11



	1	2	3	4	5	TOTAL	SCORE
a) Six 50x130 lots (with potential for one secondary suite)	28.89% 13	20.00% 9	22.22% 10	13.33% 6	15.56% 7	45	3.33
b) Three 50x130 lots (with secondary suite potential) and six 50x60 (or 50x70) lots	18.60% 8	37.21% 16	25.58% 11	16.28% 7	2.33% 1	43	3.53
c) Twelve 50x60 (or 50x70) lots	21.28% 10	10.64% 5	25.53% 12	12.77% 6	29.79% 14	47	2.81
d) Two 50x130 lots (with secondary suite potential) and two four-plex lots	9.09% 4	29.55% 13	13.64% 6	38.64% 17	9.09% 4	44	2.91
e) Three four-plex lots	18.60% 8	0.00% 0	11.63% 5	18.60% 8	51.16% 22	43	2.16

Q5 Please share any other suggestions or comments you may have about this Front Street block with us:

Answered: 32 Skipped: 28

#	RESPONSES	DATE
1	Any of the above configurations of this block could be achieved by water and sewer along existing roads, without the expense and damage to the character of the neighbourhood from adding roadways through the green space	5/13/2018 11:39 PM
2	This space could be left as it is because of the number of animals using it as a sanctuary. This space is also a buffer keeping everyone from hearing the loud sound of the ferry landing . We need these trees and roots to support the soil as the ferry is already disturbing the riverside. This area is a canal of streams that provides nutrient for the frogs and the birds.Cutting these trees will definitely turn 2nd ave into a very loud place to live noting that the residents already experience their house to shake when the ferry lands. A bridge might stop the shaking but would still greatly affect the fauna and flora of such a fragile ecosystem.Edward street is very valued by the residents and this was agreed in the first meeting among the north end residents present.	5/13/2018 9:36 PM
3	The green space is appreciated by many North End residents as much for it's aesthetics aspect as for the protection it provides from the noise of the ferry. It provide habitat for a dwelling population of wood frogs, many shorebirds and migratory birds, owls and hares. The trees and shrubs also act has a barrier against the erosion caused by the ferry landing and the associated traffic.	5/13/2018 7:44 PM
4	I think finding a balance between density and maintaining character is important here.	5/13/2018 1:33 PM
5	I think for affordability and to create a really cool neighbourhood with maximum people, plus keeping all thing equal, option C would be the best.	5/12/2018 1:04 AM
6	Please, only develop this section of the North End and leave the rest alone. Mahsi!	5/12/2018 12:29 AM
7	I think the 3 4-plex lots should moved north of George Street	5/11/2018 11:34 PM
8	I think that having 4-plex housing facing the water would be best. There could be noise issues from the ferry.	5/11/2018 4:32 PM
9	Great work, I am happy that the northend is being developed as Dawson is in desperate need of housing.	5/11/2018 4:18 PM
10	I think that the issues with the existing property owners needs to be resolved before development happens. There are some individuals that are using land that is not owned by them and this all should be sorted out before you move forward with development.	5/11/2018 4:13 PM
11	George Street should not be closed.	5/11/2018 2:59 PM
12	I think it is a mistake to shut down George St. It is well used. I agree though that something should go in the rest of this block.	5/11/2018 2:32 PM
13	The fact that Dawson is bracketed by green space is very important to quality of life here because it a) encourages people to walk further (the loop that can be done by using the 9th Ave Trail and the dike walkway is a heavily used loop) b) allows east-west passages for wildlife so they don't have to go through downtown c) maintains leafiness/greenery that helps keep summer dust down d) it's simply beautiful	5/11/2018 11:27 AM
14	I strongly oppose any development in this area from the council. Leave the north end alone	5/10/2018 10:45 PM
15	NO MULTI_FAMILY RESIDENCES! They belong in the downtown core. We need family homes and lots! Plus, how many one room apartments do we really need? There are others being built. We need places for families. End stop.	5/10/2018 4:25 PM
16	This area is generally unused and could house so many people !	5/10/2018 2:34 PM

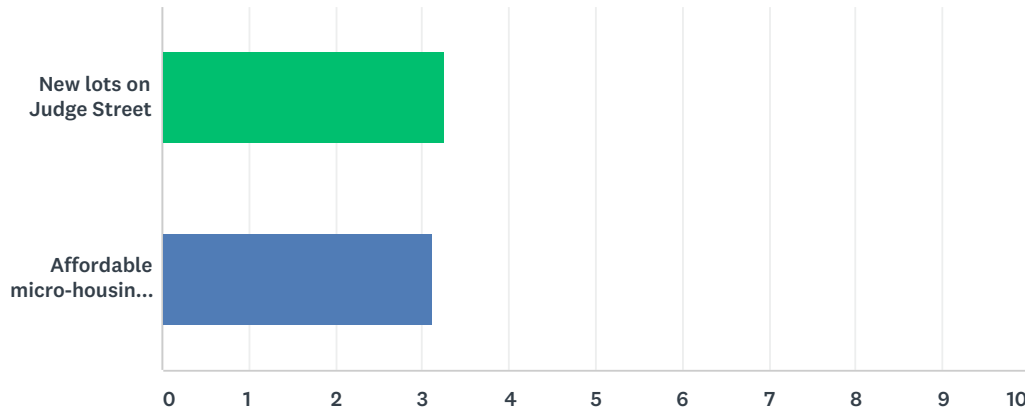
17	these lots should be developed with huge consideration to their connection with the town core and with respect to historical control. The visual landscape, fit with existing buildings on Front (e.g. Whitehouse Cabins) should be expected to compliment the area. Low density development on all lots in the north end is critical for maintaining the existing neighbourhood and appeal of the north end. Traffic near the ferry landing is an issue in the summertime for north end residents, same with bottle necking in the north end during events in the north end pit so parking and vehicle access needs to be considered re: development of this area.	5/10/2018 8:48 AM
18	B- Good mix of options maintaining density.	5/9/2018 11:18 PM
19	Going to be really really noisy spot. Dusty too.	5/7/2018 9:17 PM
20	The waiting list at the 8-plex in town shows that Dawson needs more affordable apartment-style housing. Maybe there would be enough space for shared yard / garden beds / BBQ area etc. (?)	5/7/2018 8:05 PM
21	Unless someone is going to recreate the St. Mary's hospital, I don't think this is the part of town in which, for the sake of the heritage aesthetic, to development large buildings. One of the outstanding features of the hospital building was not only its size, but also its relative isolation and consequent visual impact. I think the developments on the Front Street section should retain the scale of the rest of the deep north end of town.	5/7/2018 6:26 PM
22	I made my selections under the assumption that a 4-plex rental unit would be more affordable than a secondary suite on a single family dwelling. My preference for this area would be to create affordable rental units.	5/6/2018 6:39 PM
23	Options d and e present challenges in my mind. for Option d to be more appealing I think the two smaller lots should be placed on either corner to make them more desirable. I think it is unlikely that someone will want to pay \$120 000 for a lot in between two fourplexes. At least with a corner lot the property is more marketable. Alternatively the two fourplexes could be side by side, placing only one of the single dwelling lots next to fourplex. Ultimately, options d an e will result in considerably more people in the neighbourhood. Is there a demand for that amount of multi-dwelling units to support these options? The cost of the small, med and large lots has been disclosed, but from reading the package I have not come across pricing for these lots. What cost is being proposed for these lots?	5/6/2018 10:50 AM
24	Those maps are ambiguous and confusing.	5/4/2018 6:45 PM
25	Was it not proven a few years back that this area is sliding into the river while searching for a location for the treatment plant?	5/4/2018 6:02 PM
26	Edward street should remain ! It a hight circulated acces in nothend. Why do we need to remore this acces that always been .?? By adding all those new property . people will need more riad acces and not the opposite. I dont get this to be honest. And 4 plex... Is that a joke ? Your micro housing projet seem like a nice projet to integrate in this environment but 4plex or 2plex ... It seem like something went wrong somewhere... Is not the city center ... It the last naturral beauty in town that will get nuke for bunch of 4 plex ??? That even worst than the nightmare I've been having about this development project. Option 1 or 2 may be considerate without Edward street being remove. These other option doesnt seem appealing	5/4/2018 11:03 AM
27	this part really pisses me off because on the walk there was a general consensus with the north end residents they shouldnt take out that road (edward) and in both plans they take it out . i understand your bottom line is to put in houses and recover cost but come on dont say your consulting resident and then pull that. maybe if you want to cut cost think about putting houses where the camp ground in town is ,you own the property and theres allready white chanel and water !save a few hundred thousand dollars wont you. and you wont have to deal with us !:) you also dont realize how much the ferry is a nusence your gonna charge people up the wazzzuuu for your cost recovery and what your selling is not prime real estate. i dont think your "market value "applies if im going to be honest . antoher concept that seems to disregard the residents is the idea of a Quad plex ? i think general everyone (residents) agreed that if anything should come to the north end it would be SMALL single family homes low impact to the enviornment and so on . thats all i have to say for now thanks	5/4/2018 9:54 AM
28	By removing the forest, you will be destroying a natural sound barrier from the ferry.	5/3/2018 5:15 PM
29	No tall developemnts	5/3/2018 3:32 PM
30	4 plex lots would be better suited for the downtown core.	5/2/2018 8:07 AM
31	All single residential lots should have secondary suite potential.	5/1/2018 10:00 PM

32 B and c are both great solutions. I think more small to mid-size rental units are what Dawson needs desperately. But with that in mind having stand-alone units might give incentive for more young professionals of Dawson more reason to stay! Property that feels like they own it rather than 4 plexes. I think many employers in Dawson have difficulty keeping the young professionals around for long. Affordability and lack of opportunity to buy/build. I feel your targets for these types of spaces at the cost of the lots (to much) would want stand alone units.

5/1/2018 9:56 PM

Q6 Please indicate your level of support for these two common elements of Concepts 1 and 2:

Answered: 53 Skipped: 7



	STRONGLY OPPOSE	SOMEWHAT OPPOSE	NEITHER OPPOSE NOR SUPPORT	SUPPORT	STRONGLY SUPPORT	TOTAL	WEIGHTED AVERAGE
New lots on Judge Street	23.08% 12	7.69% 4	11.54% 6	34.62% 18	23.08% 12	52	3.27
Affordable micro-housing pilot project	21.15% 11	9.62% 5	25.00% 13	25.00% 13	19.23% 10	52	3.12

Q7 Please share any comments or suggestions in relation to these two concept features here:

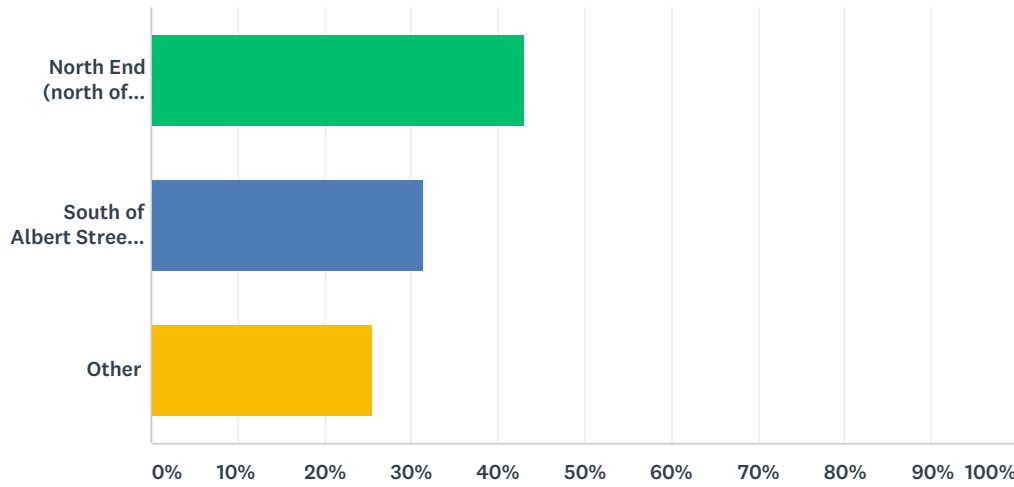
Answered: 25 Skipped: 35

#	RESPONSES	DATE
1	The north side of Judge street is an appropriate place for new lots to be developed as the area is already disturbed by the parade ground, and existing lots. Development here can be easily serviced from existing Judge St, does not fragment green space and does not significantly change the character of the neighbourhood.	5/13/2018 11:41 PM
2	I agree that dawson city needs affordable housing (such as those micro-housing) in times of housing crisis as it is. On the other hand i strongly disagree that the north end is the most suitable place for development. In fact, the downtown area is in my opinion a better place because of the better and easiest access to the services.Downtown dawson has numerous empty lots already own by the city that could be developped into housing more effeciently. The reason for that is that the sewers are already in and the powerlines are there too as the plumbing.The campground in town is also a big lot that could provide lots of housing possibilities. The two government own campground at both ends of town are spacious enough and to accomodate tourists.I beleive the north end should be left as it is and as it was for hundreads of years.	5/13/2018 10:00 PM
3	There is a lack of housing opportunities in Dawson, especially for people with a modest earning. Affordable housing is a must and the downtown area have a lot of potential for it...	5/13/2018 7:48 PM
4	I totally support any creative solutions to the housing crisis in Dawson, and I feel this would be beneficial to those who need simple, low-cost housing and maybe aren't ready to invest in a more expensive, permanent situation.	5/13/2018 1:35 PM
5	I am not against increasing density in my neighbourhood, but I think these two lots are not really viable, and would be weird. Just how I feel. Both would not affect me directly.	5/12/2018 1:07 AM
6	I don't like the micro housing	5/11/2018 11:36 PM
7	Not sure how I feel about the micro housing project. I would prefer to see a permanent house on lots there, but if that is not recommended due to the ground condition, micro housing could be a good alternative.	5/11/2018 4:22 PM
8	A pocket neighbourhood or micro housing will cause overcrowding in the area and that is not something I want to see.	5/11/2018 4:15 PM
9	at what expense for water and sewer? Who gets to pay for it? Minimal benefit in my opinion.	5/11/2018 3:01 PM
10	It may be an OK idea or it should be sold to Whitehouse Cabins so they can expand their business and offer tenting options. Perhaps the big block south that is empty should also have a campground and open up the easy to service lots associated with the existing Gold Rush Campground in town	5/11/2018 2:34 PM
11	Microhousing: a concept that distracts with cuteness. Tiny homes: - Do not allow for adequate storage (summer and winter extremes here require different equipment and wardrobe for each, as a necessity, not a luxury - where will I store my tobaggan?) - Do not allow for food security. Emergency planning frameworks typically suggest having enough food & supplies for 2-3 months. Not possible to store this in a microhouse. - Discourage tidy yards, as again, there's not enough room indoors, so people hang things all over their outside walls. - Are cheaper to heat, yes, but then are we looking at increased fire hazard with homes so close together?	5/11/2018 11:34 AM
12	Your concepts are outright despicable. Moving heritage homes is absolutely ludicrous.	5/10/2018 10:47 PM
13	The owners of proximate lots should get first crack at them as long as they build homes or, in the case of the lease lot, work with the town to come meet the need. The reality is that those folks have been up there for awhile and they would likely support the project if the town worked with them to meet their goals, too. Also, the lot that cuts off second avenue past judge might make access to FLynn's lot impossible and maybe dangerous.	5/10/2018 4:29 PM
14	Nico housing is exactly what Dawson needs within city limits.	5/10/2018 2:35 PM

15	I understand there are land easement issues related to the development of the two Judge St. lots. Neighbouring property owners concerns should be addressed first, prior to planning lot sale/development. Existing land owners should be given the option to purchase adjacent property/lots if they are deemed saleable by the City. Many north end residents have been expressing to the municipality for many, many years now that they are interested in purchasing existing adjacent lots. The municipality is ignoring these requests and now formally with this plan/concept moving away from allowing this as a possibility. The municipality should prioritize existing north end residents, listen to the issues and concerns, before moving ahead with central planning.	5/10/2018 8:57 AM
16	Diverse housing needs— some people just need a room. Especially transient workers.	5/9/2018 11:19 PM
17	Micro housing is a short term fix. As new young people start families and grow with our town we will be a town full of tiny housing and no family homes. There are plenty of existing tiny and a shortage of large 3-4 bedroom family homes.	5/7/2018 9:15 PM
18	I think the micro-housing pilot would be very cool.	5/7/2018 6:27 PM
19	I support the lots on Judge street so long as lot prices/development take into consideration any geotechnical issues such as shifting and drainage.	5/6/2018 6:42 PM
20	I need to know more about the micro-housing option before I can decide whether I support it or not. How will the City determine who will be managing these lots? Will they be operated under a lease? Will these lots be serviced? What will the building limitations be on these lots (i.e. how many micro houses per lot, how long can a unit stay in place before it needs to be relocated, etc.). The information provided is far too limited to expect a reasonable understanding of this aspect of the plan and to form an informed opinion.	5/6/2018 10:55 AM
21	the lot that is drawn between Shmidt's property and Flynn's property is the driveway that gives access to our home	5/4/2018 6:05 PM
22	this seems to be the lower impact development folks want , even along front Edawrd to george small detached houses or "tinyhouses" that would fit in with the more rustic quirky culture of the northend,and at the same time having a low impact on the ecology of the area that we all appreciate . we have been hauling water and pooping in holes(compost toilets) for years and like it just fine. the north should stay a place where you need to carry your water , it keeps you in shape in the winter ! theses allready seasonal water up front to whitehouse cabins. this policy of not selling lots because they dont have servises that ive herd is going to cost the city alot to make this project happen. why not promote alternative soulutions and set an example while cutting the cost by passing it to the future owners they can put in compost toilets and water tanks perhaps somesort of common grey water system the city can hook up ?	5/4/2018 11:23 AM
23	Micro housing projet seem like a good ideal that will suit the environment of northend and will suit the integrity of this neighbourhood..it would not need the entire northend to be nuke and filed with white chanel .. I feel this should be spred over more of those development lot .. Eco frendly, environment friendly. Little housing would insert themself in northend and would allow nature to remain and florists.	5/4/2018 11:12 AM
24	No mobile or trailered homes	5/3/2018 3:34 PM
25	Interesting pilot project idea!	5/1/2018 10:02 PM

Q8 Which area of Dawson City do you live in?

Answered: 51 Skipped: 9



ANSWER CHOICES	RESPONSES	
North End (north of Albert Street)	43.14%	22
South of Albert Street in the Historic Townsite	31.37%	16
Other	25.49%	13
TOTAL		51

Q9 Please share any general comments, ideas, or concerns you have about the North End planning process or concepts here:

Answered: 32 Skipped: 28

#	RESPONSES	DATE
1	<p>I understand that the purpose of this exercise is to investigate the practicality of opening new lots in the north end, thus addressing the housing problem in Dawson and possibly lowering the per lot cost of bringing piped water and sewer to the north end. I cannot see how the development of new roads in the neighbourhood will achieve the second goal, when it would be possible to open a very similar amount of lots to development by using the existing 1st, 2nd and 4th avenues for piping and opening only land which can be accessed off one of these three streets. This would also allow continuous green space alleviating the ecological concerns of fragmentation. I would recommend that the planning team go back to the drawing board and come up with options that do not involve new roads, do not fragment green space and include cost estimates for the infrastructure & roadways for each concept, as this information is crucial to allow Dawsonites, and north end residents in particular to make an informed consideration and comment on the proposals. I understand and appreciate the need for housing in Dawson, however it is disturbing to me that the north end is being considered for development when there is an entire block in the center of town being used for an RV park - this would be an ideal location for high-density housing, while the north end should be kept as a low-density area, primarily wild greenspace until other options closer to the downtown core, and already disturbed sites in the south end of town are developed as housing sites. I would also like to see the City encourage owners of empty lots/buildings to develop them before eroding the green space in the north end, and irrevocably changing the character of one of the most unique and authentically "Dawson" neighbourhoods left in town. There is plenty of space for people who want to live "just like everyone else" - let's keep the north end for those who are happy with something a little bit different.</p>	5/13/2018 11:55 PM
2	I am concern about the city	5/13/2018 10:19 PM
3	<p>The North End planning process pushed by the city of Dawson have failed to consider the concerns of the North End residents regarding the unwanted development of this unique area of town. The North End used to be frowned upon by the Dawsonite. It was a working class and mostly native neighbourhood. The aggressive way this project is being carried bring to mind the colonialist ways of the euro-canadian governments in their treating with the traditional inhabitants of the land. The plan has it is presented in this survey fail to take consideration of the impact the development will have on the old residents, on the rent which will likely pike with new and costly lots, on the quality of life, this part of town being know for it's calm, cozy and green qualities, but also on the wildlife which thrives in this haven of wilderness amongst a fast developing settlement. No mere park will provide the diversity and authenticity the natural bushes hold for the many birds, mammals and amphibians who inhabit this fragile wetland and forested habitat. It is also not a smeret that the slide as much as the ferry cause a fast erosion process which is even further degrading the fragile equilibrium between human settlement and wild habitat that the North End has been able to provid, for THOUSAND of years.</p>	5/13/2018 8:13 PM
4	<p>While I'm thrilled that more development is taking place, my main concern is the proposed cost of lots. There are many of us who have been waiting anxiously to see what may develop of more housing becoming available, and it was extremely disappointing to learn that this project isn't taking a longer view on how to recoup the costs of the investment required.</p>	5/13/2018 1:36 PM
5	<p>Lot prices are way too high. Small lots 50*60 should be about \$25,000. Please listen to comments. Development plan should maximize number of lots. Building requirements should be five years or longer.</p>	5/12/2018 8:33 AM
6	<p>I think it is extremely important to keep the "character" of the north end, keeping it quiet with lots of green space. Also, with almost all of us not conforming to the survey, there has to be a sensitivity to what is already built and occupied. I am very open to new neighbours! But those who live and are invested here should not see decreased property value or quality of life, as much as possible. I am mostly pleased with the ideas presented.</p>	5/12/2018 1:11 AM

7	Gosh, I just love the North End. Please don't ruin it. We've already lost so many cool trails and historic bits (hand-built stairs, etc.) due to the 4th ave extension and the Hakkonson development. I'm not completely against change and I understand the need for lot development, but this just seems desperate and unwise.	5/12/2018 12:34 AM
8	development should be phased from south to north (Albert to Judge) to match existing lot sizes at Edward to locate the plex lots at north end of development	5/11/2018 11:39 PM
9	I feel that all northenders should be living within their lot limits, and if they are on city land, or other land, they should have to move to be within their own limits, or buy the lot that they are currently occupying (when the lots are available for purchase). Just because northend residents have been occupying unowned land for years, it doesn't make it theirs. It is inequitable that they are occupying extra land while there are Dawsonites that are in desperate need of housing and land. Bottom line, everyone should live within the limits of the land that they own, and just because they don't want to change, that shouldn't determine the future of the northend.	5/11/2018 4:42 PM
10	I am not opposed to development in the northend. I just think that the concepts need to be tweaked to better accommodate existing homes in the area. The issues with the existing property owners in the area also needs to be positively resolved. I would hate to see the uniqueness of the northend lost with this development.	5/11/2018 4:18 PM
11	I would like to see more affordable plots – or options for those who cannot afford to pay into a 60,000 plot (which does not include building costs)...	5/11/2018 4:11 PM
12	Go back to the drawing board.	5/11/2018 3:01 PM
13	If new roads are to be opened up they should open up the original old ones in their exact locations not move them all around and make them wide like southern towns and the rest of Dawson. The neighbourhood should not be built with more cars in mind.	5/11/2018 2:35 PM
14	Let's fill in the townsite first before we remove the semi-wild spaces that are in the North End. The CIBC building by the river would also be a cool location for a multiplex.	5/11/2018 11:35 AM
15	I strongly oppose the north end plan. And my friends, associates, and my neighbours oppose it to. You people have no business developing the north end in such a disgusting way. You will suffocate what is left of Dawson city. You will bankrupt the culture that thrives. You will displace people and alienate who remains. And in turn we will have an ugly residential area lurking with people like you. Leave the north end alone.	5/10/2018 10:54 PM
16	These are good concepts. With some tweaks, this neighbourhood would be bettered. Well done. There's lots of work, though, in getting people onside. Work with them and they'll buy in.	5/10/2018 4:30 PM
17	I think developing the north end only makes sense.	5/10/2018 2:35 PM
18	I've lived in a lot of places. One of my fave things about Dawson is it's "urban density" with spectacular wilderness surrounds. It's the best of both worlds - walking distance to amenities and trails. Keep the density so young families can stay!!	5/9/2018 11:21 PM
19	The North End is plagued with issues related to drainage, roads, access, and capacity as it is. The City seems to deflect these concerns at every opportunity, yet wants to expand and further these problems without resolution. The North represents some of the last remaining trees/greenspace in all of Dawson. I really don't understand this plan in the long-term and think pandering to gold companies is sad.	5/7/2018 9:20 PM
20	I think this consultation with the community is great. It's impossible to please everyone, but it should offer some useful ideas and any clear preferences or concerns of residents.	5/7/2018 8:10 PM
21	Pricing seems a bit steep, it's not Whitehorse	5/7/2018 6:24 PM
22	I agree with the comment from the "What We Heard" document that affordable lot prices are a major deciding factor in whether or not to continue to live/work/raise a family in Dawson (as mid-30's professionals).	5/6/2018 6:44 PM

23	I would like to see the quiet and calm nature of the north end preserved if this development was to move forward. Over the past two years I have observed considerable increases in traffic as a result of new developments in the area. This has also resulted in people driving too fast and paying less attention to children playing outside. I fear that with concept 1 third avenue will become a busy thoroughfare that is unsafe for children. I would like to see local traffic only in this area, with reduced speed limits and signage indicating children are at play (maybe even street signs given that third ave is currently unmarked, despite my requests for signage). I am concerned with the high price of the lots that are being developed. Given the increase in the tax base for that result from selling these lots what is the rationale for selling them for such a high price. In 2012 we purchased a 50x100 lot for \$28,500. Two years later YG put out a lottery for lots in the north end subdivision. At that time the lot just south of our was priced at \$60,000. Now, two years later you are proposing to sell lots of the same size for \$90,000. This increase of \$30,000 is not reflective of market conditions and should be reconsidered. The local economy cannot support these prices and I fear that we will see the City put the services in at a huge cost and the lots will sit vacant for years because people can't afford them. This is a real risk that needs to be fully considered. I would also like to know what the pricing was based on (this was not discussed in the information package). Overall, I support the development of affordable lots in the north end as long as this development ensures consideration for the look and feel of the area.	5/6/2018 11:06 AM
24	Keep the lots affordable, they should not exceed 70,000 max. Who could afford a lot that was 120,000 plus sewer hook up from road, plus pad, etc. Young people are the future of our community, if they can't afford to buy a lot and build a home, they will leave. I'd love to see the City take a stance against all the property owners who have lots that have buildings on them that are derelict, rotting, full of crap-these are full of great development potential, but alas will remain as eyesores for our community. I'd also like to know why there's no development around the mayor's house?! Everything but, kinda suspicious?! I cannot believe the prices you want to charge for lots...a damn shame.	5/5/2018 12:07 AM
25	I think opening lots along 2nd avenue is a good idea, but the land is a bog there, and the cost of digging them out and laying a proper foundation would be very formidable. I wonder who will shoulder these costs. The idea of a lot at the bottom of our driveway concerns me the most of course	5/4/2018 6:25 PM
26	I dont understand why greener options havent been considerate for this part of town .. It would be a perfect concept of development for this part of town... Water tank with water delivery and compsted toilet and so and so ... A perfect projet to conserve the integrity of this erea where People have been living this way for a long time already .. And it would reduce major cost and impacts on the environment of of this beautifull place witch northend is .. At the same time educated and open mind the citizens of dawson about their daily waste and consupcion of water .. There is no need for 20 littre of water wasted for every piss that peoples are taking .. I dont thin moving 40 New property in northend is the way to solve housing problem in dawson when there is other place that would suit a considerate amount of hoyses for lower cost. That development projet will destroy why northend is northend and why people love it .. And honestly i am scare of the integrity of the people that been livi g there and the wY they been living for a long time by a Hadding 40 new house And occupant that wouldn't understand north end As it is and make ancestral resident change their ways of living to suit that new developement . i personnaly dobt feel this projet to be concerns about people ,flore and faune that allready live in this neighbourhood. It with sad regret that we willl see the last of what use to be dawson northend life getting torn apart to white chanel And 4 plex ... My sincere condolences.. We will miss you dear northend. What next, a bridge, cause the ferry will be be to noise ... And let kick those horses out of there. . they stink. .. What about all those old house around we should fine those people to put them up to our new neighbourhood standard ... Can t wait to see all the good comming out of it ...	5/4/2018 12:33 PM
27	i hope we see some of the suggestions in future plans this time. specifically about the road ! we all know dawson needs more affordable houseing, but we dont want to see the neighborhood ruined just so you can recover costs ! im also concerned the consultants dont have a good idea of how we live here and the disarming way they talk to people is annoying . we arnt children about to throw a temper tantrum. Being civil ,respectful ,reasonable avoiding conflict in this discussion i understand but its annoying especially when in the end you dont feel like your being lisined too. soo maybe try to give real answers insted of beating around the bush. thanks sorry if thats harsh i know this is a tuff part of your job dealing with residents but im just being honest.	5/4/2018 11:46 AM
28	The planning process has been extremely one sided, without any proper consideration of important aspects like the quality of living and how your "fit as many people into the north end" & "make as much money as we can" mentality is.	5/3/2018 5:17 PM

29	I don't like either concept enough to support either although I supported not over the other as a preference earlier	5/3/2018 3:36 PM
30	I believe that this is a good step in the right direction. My only comment on the matter is that my hopes are that the city does not price this lots to high. Affordable housing starts with the lot prices. I want to see this community grow and have people that want to stay here. More dollars will be left in the local economy that way instead of vacant lots priced to high. I'm not suggesting selling the lots for cheap but a fair price.	5/3/2018 10:02 AM
31	It looks like a good mix of green space to keep character and usable lots to help with the housing shortage.	5/2/2018 8:09 AM
32	I Lived on duke for the past year, love the north end, i like both concepts although i prefer the road on concept 2. I do find that if you are hoping to have young professional types as a target which it feels like you are these lots are too expensive. I am really glad this is happening and in general I think you are going about it in all the right ways! Lots of support.	5/1/2018 10:02 PM

Overview of Revised Development Concepts

June 6, 2018



1. Introduction

The following overview is intended to orient City of Dawson Mayor and Council to three refined elements of Development Concept #2 for the North End that were created subsequent to the Council presentation and North End resident session on May 15, 2018.

2. What We Heard

The second round of public engagement around the North End Plan introduced Concepts 1 and 2 for review and input between May 1 and 11. 60 people responded to an online survey¹ and several North End residents reached out in person and via e-mail to discuss their ideas and concerns with the Team. In addition, approximately 20 people attended the Council session on May 15th.

Concept 2 was slightly more supported than Concept 1, with 38% in support and 34% not in support. A majority of survey respondents supported Front Street sub-option B (mix of small/large lots) followed by sub-option A (all large lots). The following is a summary of “what we heard” about both concepts:

- *There are too many lots proposed in both concepts – level of density will destroy natural values & greenspace*
- *Cul-de-sacs are awkward (*others felt they would create a quiet, unique character)*
- *One-way streets won’t work*
- *Historic street grid should be respected: don’t close Edward Street!*
- *Concept 2 road is too wide and segments greenspace (*others felt it was a more elegant layout vs. cul-de-sacs)*
- *Current property owners should receive right-of-first refusal to purchase new adjacent lots*
- *Servicing may not be affordable or desired by some existing residents*
- *Historic structures should be respected and not moved where possible*
- *Lot prices are too high*
- *Other areas in Dawson may be more appropriate for development*
- *Small lots will result in off-street impacts and “sprawl” (*others felt small lots were crucial for affordability and starter homes)*
- *Some support the micro-housing*
- *Encroachments of current property owners should be addressed prior to planning new development*
- *Challenging ground conditions may result in ongoing maintenance to underground infrastructure*

¹ The Team notes that the geographic distribution of survey participation changed significantly between the first and second online surveys, with 43% of respondents living north of Albert Street for Survey #1 versus 23% for Survey #2.

2. Decisions Made to Date

After discussing resident concerns and the development concepts, the following key decisions were made:

1. Concept 2's general layout was selected due to its perceived higher likelihood of success in addressing the complicated terrain, road access, heritage resources and encroachments present in the southeast (Typhoid Cemetery/3rd Avenue) portion of the planning area;
2. The general level of density and balance between greenspace and developed areas was deemed appropriate for the final concept; and
3. Sub-option B for Front Street was selected to move forward into the final concept.

The Planning Team was also asked to further explore the following:

1. A revised Concept 2 road layout(s) that could better address resident concerns; and
2. Whether opposition to closing Edward Street incorporated a full understanding of continued pedestrian access at this location.

The second request created project timing and budget implications that administration and the Project Manager could not successfully resolve. Instead, the decision was made to support Council with selecting the final design elements and present these for final discussion and public comment during a Committee of the Whole meeting on June 19th. As such, the following Concept 2 revisions have retained the closure of Edward Street previously envisioned for the time being.

3. Concept 2 Revisions

Overview of Design Constraints

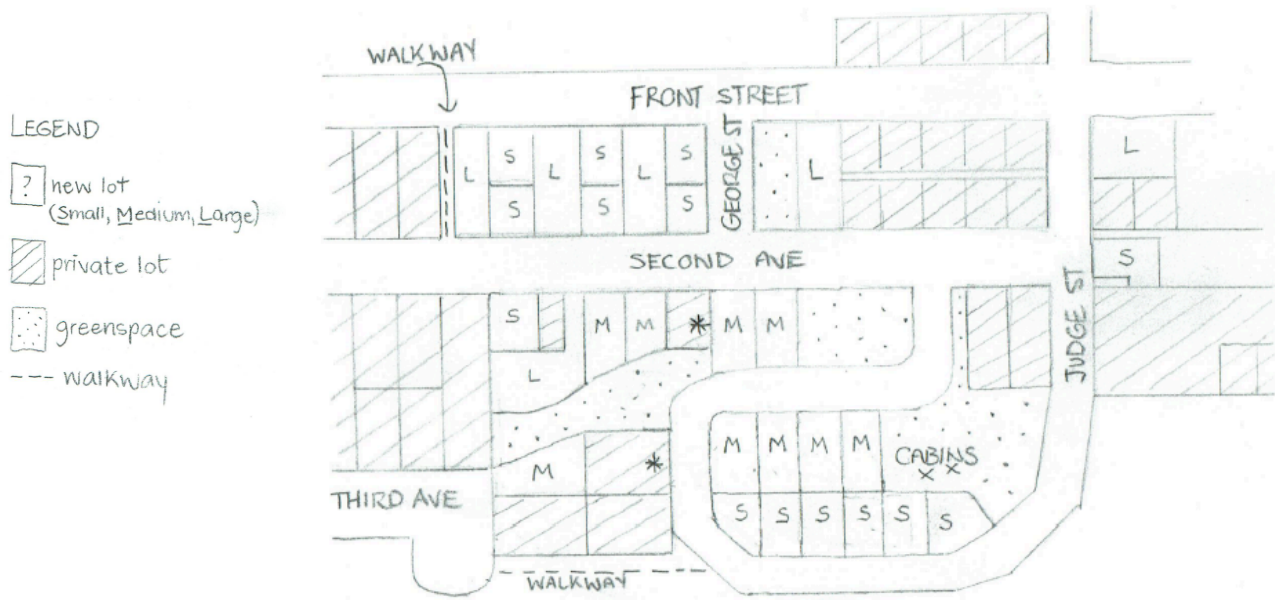
Concept 2 is "anchored" by a central design challenge: the consolidation of private parcels in the Typhoid Cemetery area and closure of the steep corner of 3rd Avenue, and the accompanying need to provide access to private parcels from the north. The other major constraint is the narrow width of the eastern end of Judge Street and need to undertake both drilling/blasting of steep bedrock and relocation of a large historic building that encroaches on the road right-of-way to create adequate width for safe two-way travel.

In response to both Council and public concerns about minimizing impacts to historic buildings to the extent possible, the Team determined that widening Judge Street was not a suitable option to pursue at this time. All revised concepts assume that any new access road and the portion of Judge Street east of 2nd Avenue is designated for one-way travel only. As such, they share the same underlying advantage and disadvantage of quieter/narrower streets and unique character and potential inconvenience and need for driver and resident adjustment.

The other general development constraint that has a major bearing on road access in the planning area is the prevalence of permafrost and recommendation in the geotechnical study that new road construction avoid cut and fill techniques and instead utilize fill construction. Generally speaking, a maximum grade of 8-8.5% and right-of-way width of 20 metres (for two-way travel) is desired for new residential roads.

Options 1-3

The Team developed three variations on Concept 2 for consideration and discussion by Mayor and Council. Please note that lot configurations are still highly conceptual; the Team’s main focus was on access and resulting impacts on existing private lots and development potential overall. The following is an overview of each option and its advantages and disadvantages.



OPTION 1

This closely resembles the original Concept 2 but leaves a vegetative buffer between the new access road and private property.

Advantages: Requires the least amount of fill by working with the existing grades in the area; maximizes developable land for housing and facilitates a mix of small/medium lots; creates minimal need to re-grade existing properties to tie into new road elevations; Paul Denhardt cabins are more accessible by vehicle.

Disadvantages: Alignment intersects a debris flow channel and drainage area, necessitating a (possibly) large culvert; greenspace is fragmented; Paul Denhardt cabins are more accessible by vehicle; overall road configuration less desirable with close proximity to Judge Street and more traffic disturbance for the two private properties “sandwiched” in between.

LEGEND

- ? new lot (Small, Medium, Large)
- ▨ private lot
- (dots) greenspace
- walkway



OPTION 2

This variation has the new access road intersect with Second Avenue just slightly north of George Street.

Advantages: Alignment avoids the debris flow channel and drainage area, likely avoiding the need for a (possibly) large culvert; maximizes developable land for housing and facilitates a mix of small/medium lots; avoids additional fragmentation of greenspace in the area and creates a “green corridor” contiguous to the envisioned Paul Denhardt cabin park space; need to fill across 2nd Avenue impacts City property and new lots more than existing private properties

Disadvantages: Requires significantly more fill than Option 1 to achieve design grade with the naturally steep terrain between 2nd and 3rd avenues; requires fill and regrading of 2nd Avenue that will add to cost.

OPTION 3

This variation has the new access road intersect with Second Avenue just slightly north of George Street.

Advantages: Alignment avoids the debris flow channel and drainage area avoiding the need for a (possibly) large culvert; retains the most contiguous greenspace of any option and supports the “green corridor” linking to envisioned Paul Denhardt cabin park space.

Disadvantages: Requires

significantly more fill than Options 1 or 2 to achieve design grade with the naturally steep terrain between 2nd and 3rd avenues; requires fill and regrading of 2nd Avenue and George Street (to Front Street); creates significant grade differences (~ 3.5 metres) between new road/2nd Avenue and private residence at southeast corner of 2nd Avenue/new road; need for extensive regrading will add to cost.

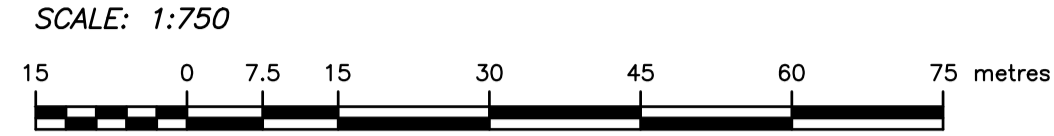
4. Cost and Feasibility

The elevation profile sketches contained on the following pages were intended to help Council understand at a basic level some of the potential cost and feasibility implications of Options 2 and 3. The top profile shows Second Avenue, which has a 6.6% grade currently. The middle profile shows the profile of the terrain for Option 2, and the bottom profile shows the terrain profile for Option 3.

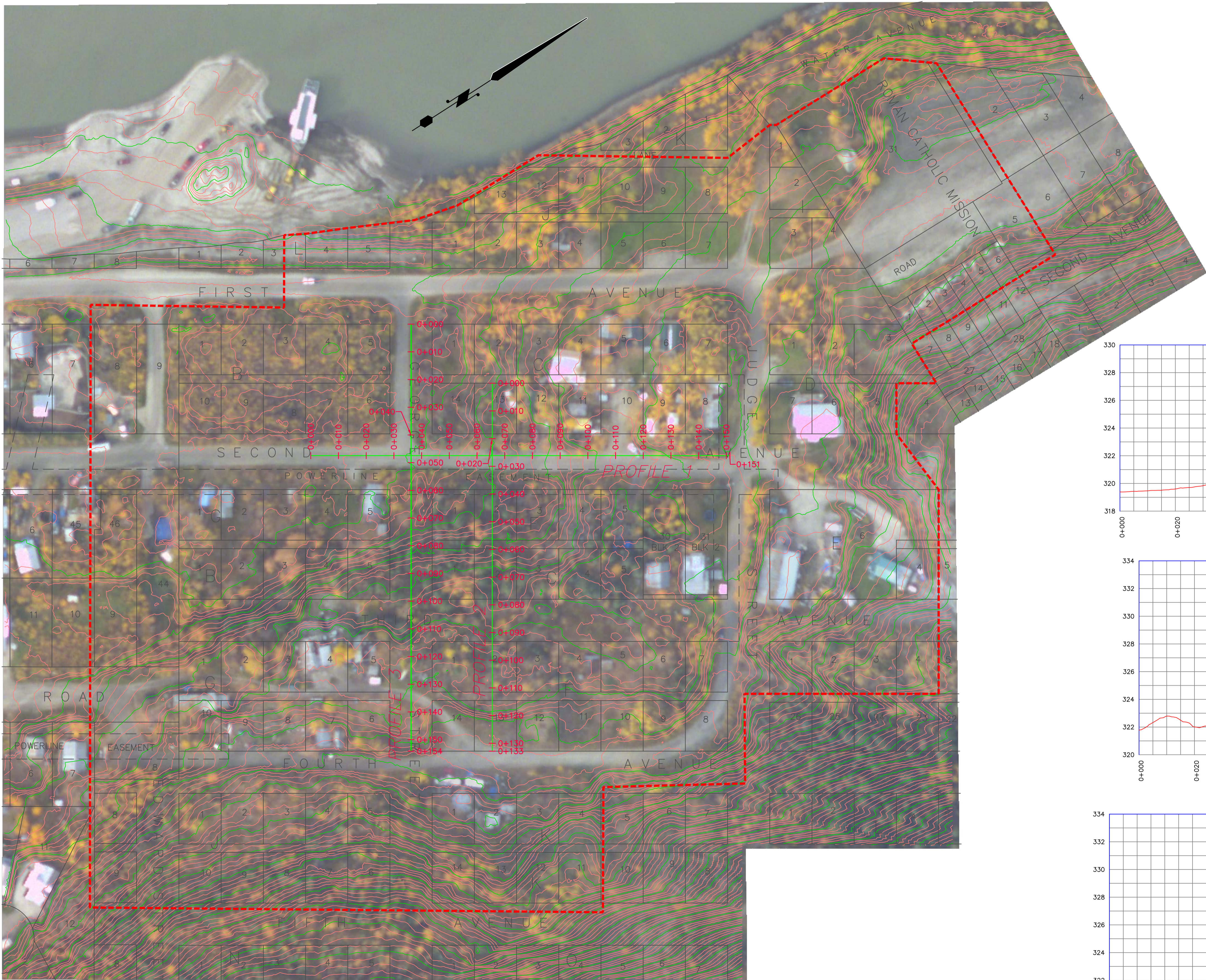
We draw your attention to the following:

- Option 3 will require significantly more fill than Option 2 to achieve a target road grade of ~8-8.5%. Not only will that fill extend 2nd Avenue to George Street (to Front Street approximately), but fill will be required along a longer section of 2nd Avenue. This will increase road construction costs.
- Option 3 will result in the new access road grade (at the intersection with 2nd Avenue) being in the range of 3.5 metres higher than adjacent parcels of land. The private residence at the southeast corner of 2nd Avenue and George Street will be significantly impacted and access would be compromised.
- Option 2 will result in the new access road grade (at the intersection with 2nd Avenue) being in the range of 3.0 metres higher than adjacent parcels of land. However, the alignment of the road means that the proposed City micro-housing lease and new lots are implicated more so than existing residences. Some re-grading will likely be needed to ensure existing private properties maintain safe sightlines and driveway grades for 2nd Avenue access but disturbance should be minimal.

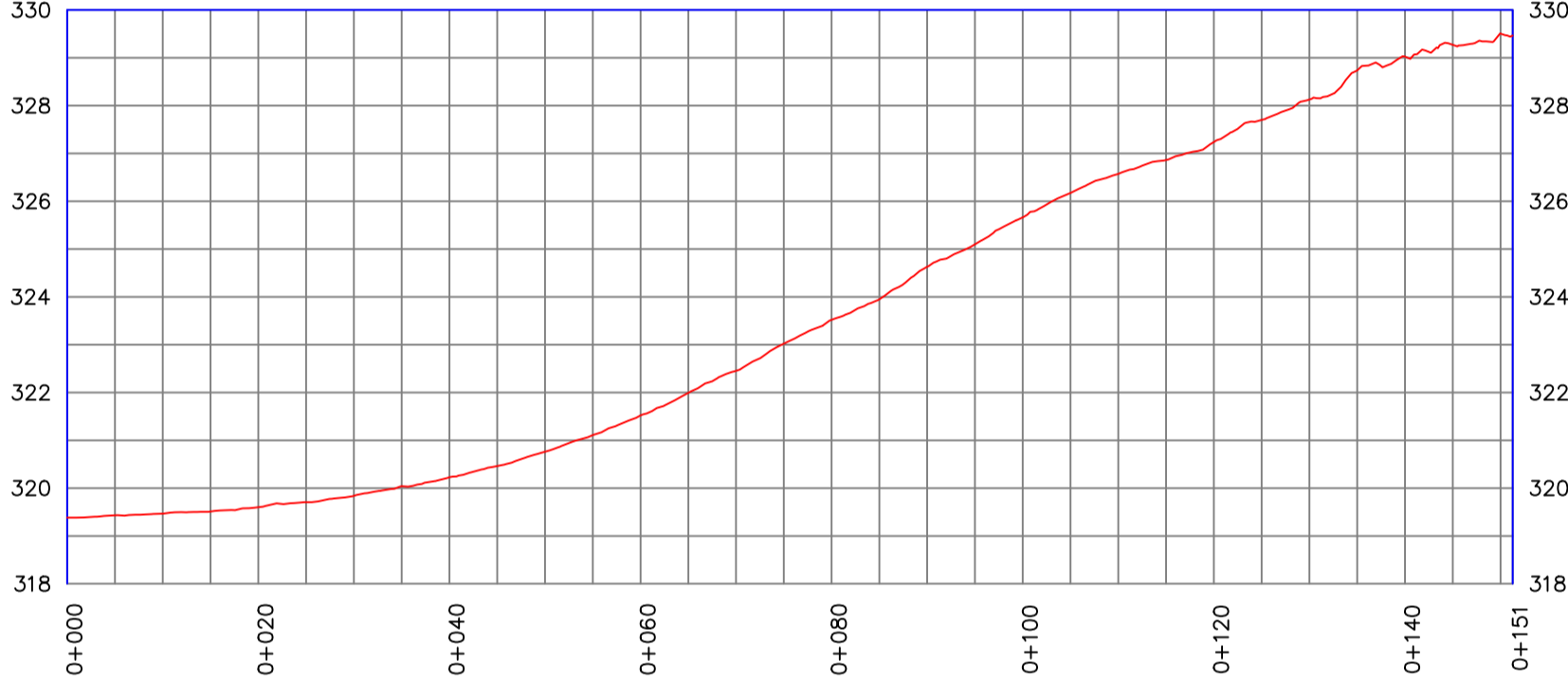
DAWSON NORTH END PLANNING



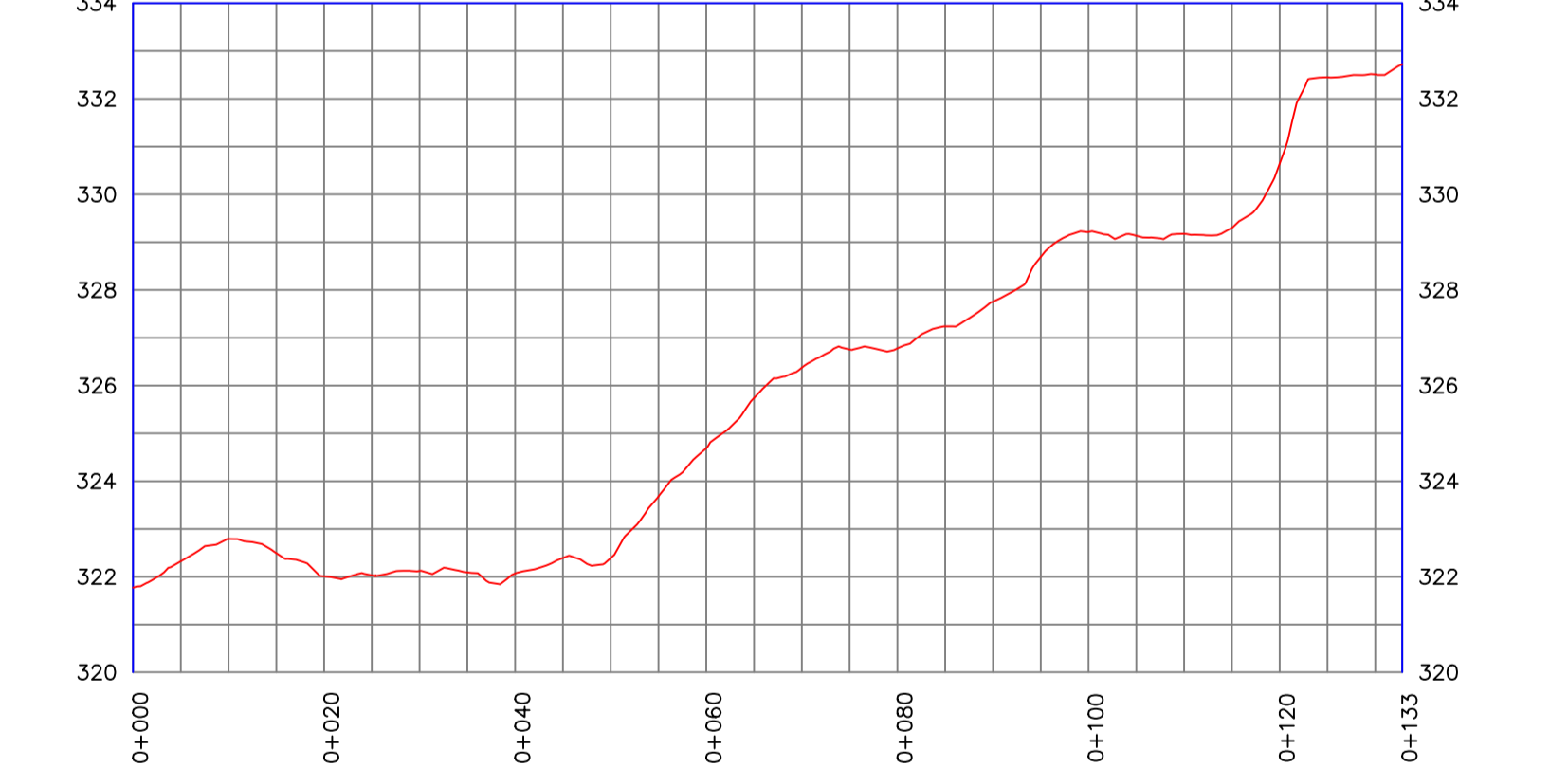
--- Study Area



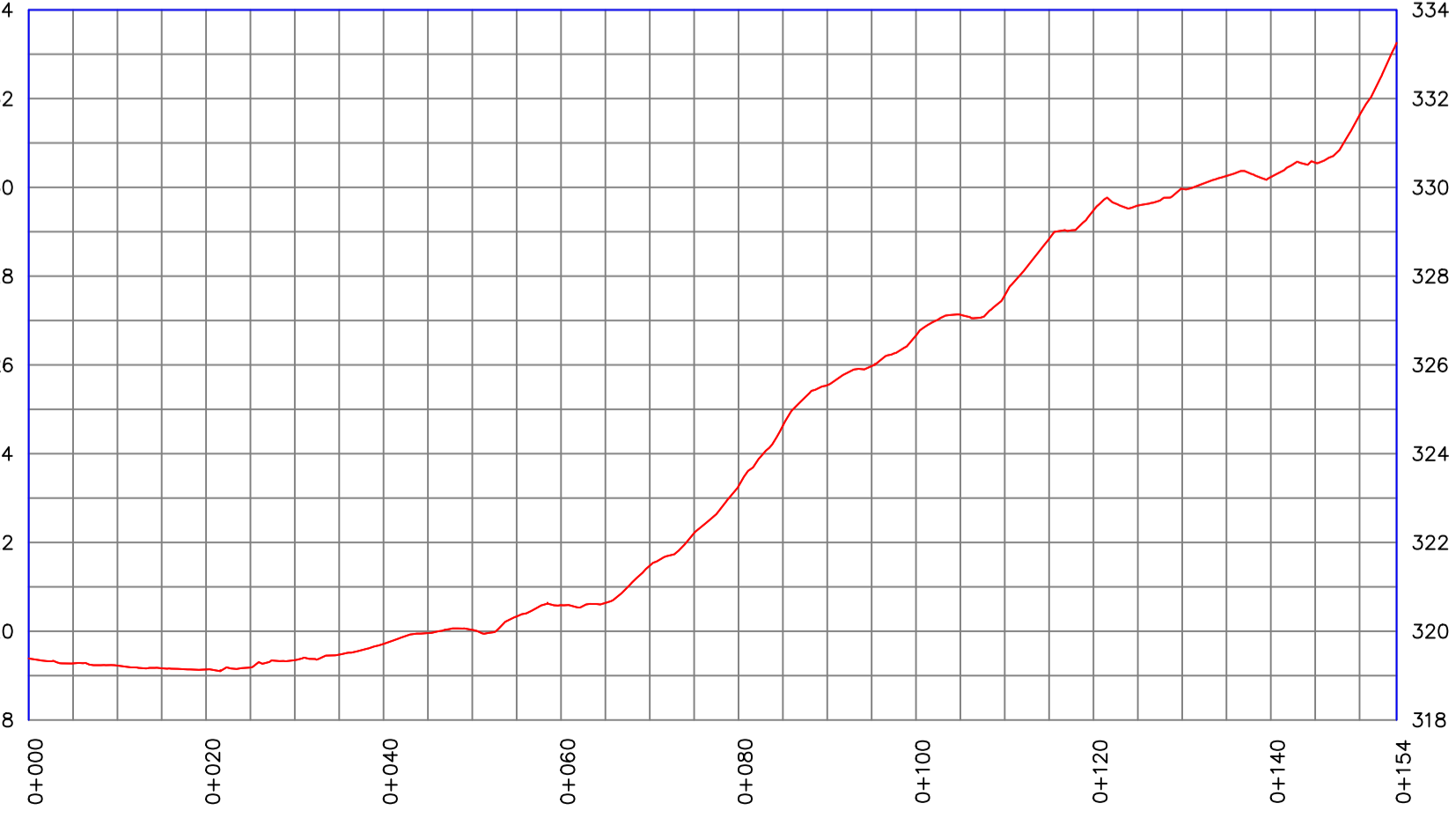
PROFILE 1



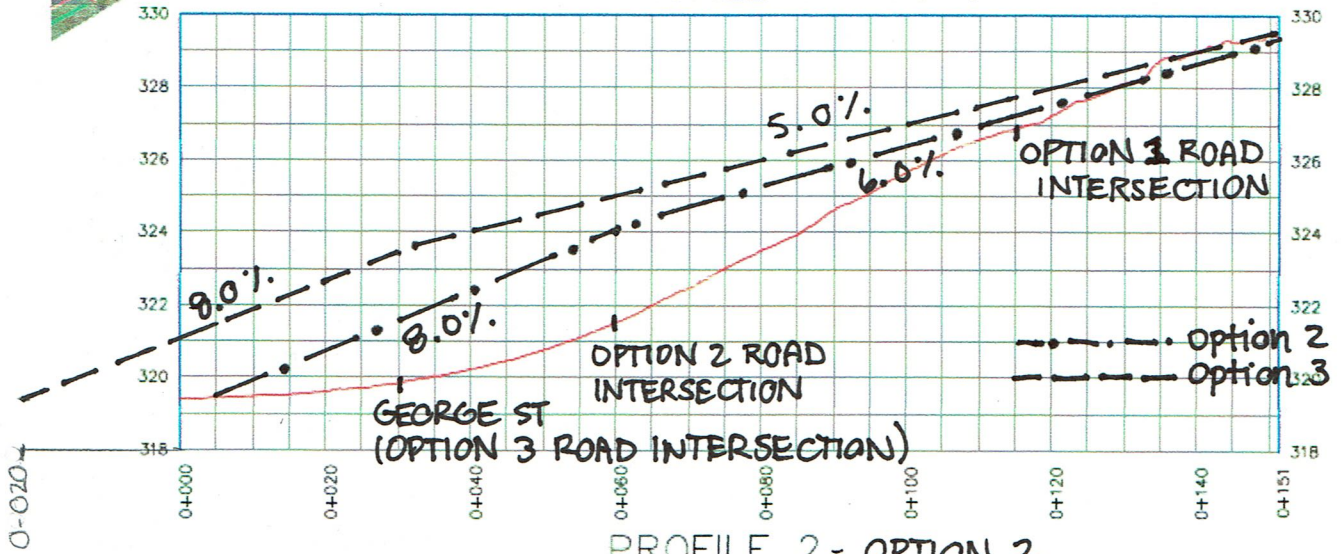
PROFILE 2



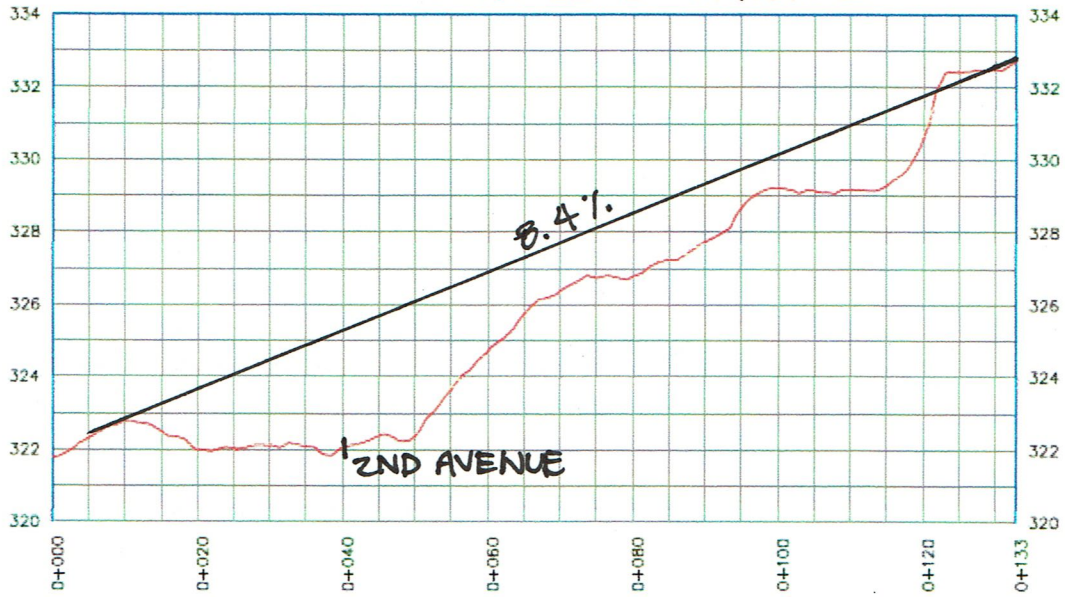
PROFILE 3



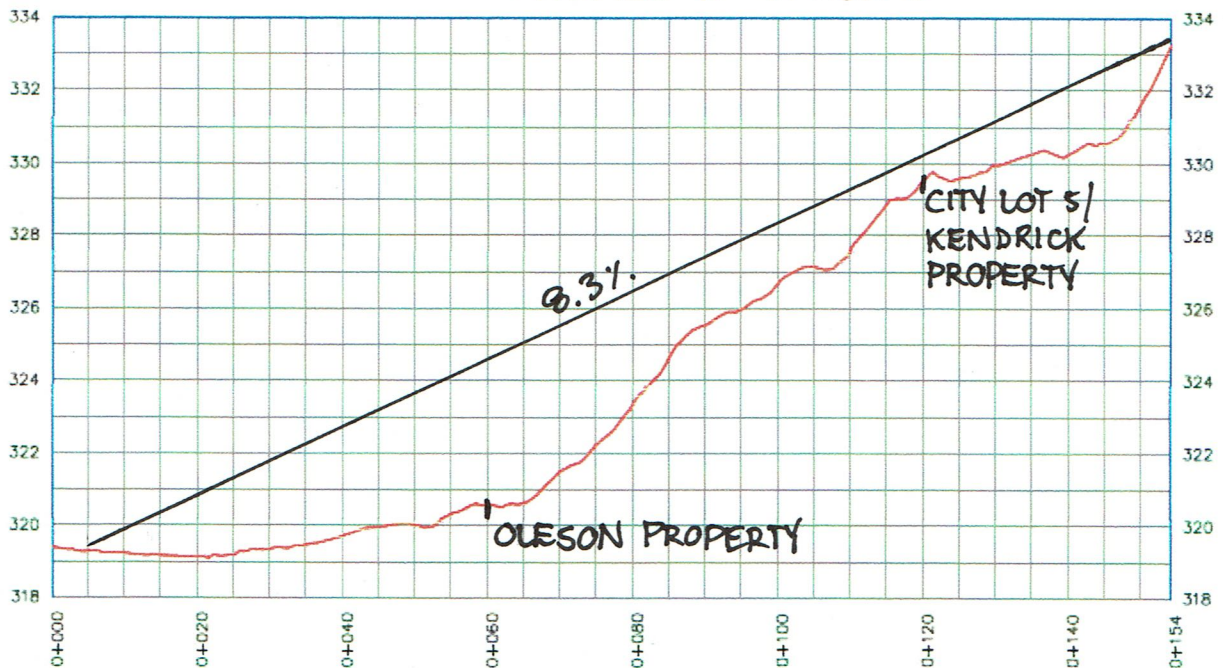
PROFILE 1 - 2ND AVENUE



PROFILE 2 - OPTION 2



PROFILE 3 - OPTION 3





GENERAL NOTES:

1. CONTRACTOR MUST CHECK AND VERIFY ALL DIMENSIONS ON THE JOB, AND REPORT ANY DISCREPANCIES TO THE ARCHITECT BEFORE PROCEEDING WITH THE WORK.
2. ALL WORK TO BE COMPLETED IN ACCORDANCE WITH THE NATIONAL BUILDING CODE OF CANADA (NBCC 2010 ED.), AND WITH ALL LOCAL AND MUNICIPAL REGULATIONS AND BYLAWS.
3. ALL DIMENSIONS ARE TO FACE OR TO CENTRE OF STUD, AND TO FACE OF FOUNDATION WALL.

DRN	GH	18/04/23	Y2020	 ORO ENTERPRISES LTD YUKON TERRITORY, CANADA
DSP	GH	18/04/23		
CHK				
FILENAME				TITLE
UNITS	IMPERIAL			KDO 8 PLEX #2 SITE PLAN
SCALE	1/16" = 1'	SHEET	5 OF 25	DWG. NO.
				REV.



THE CITY OF DAWSON

Licence of Occupation: Lot PT12 and Lot 13, Block I, Ladue Estate

BETWEEN:

THE CITY OF DAWSON
a municipal corporation
(the "City")

AND:

KLONDIKE DEVELOPEMNT ORGANIZATION
(the "Licensee")

IN RESPECT OF:

Lot PT 12 and Lot 13, Block I, Ladue Estate
Dawson City, Yukon Territory
Plan # 8338A
(the "Land")

1.00 NO INTEREST IN THE LAND

1.01 This license does not convey any exclusive right, privilege, possession, property or interest with respect to the Land.

2.00 USE

2.01 The Licensee shall use the Land solely for the following purpose(s):

Klondike Development Organization 8-plex #2, awning projecting over City of Dawson boardwalk, as depicted in Appendix 1.

3.00 TERMS

3.01 This license shall be for a period of five years (5) years commencing on the First (1st) day of July, 2018, and ending on the Thirty First (31st) day of December, 2023.

3.02 YIELDING AND PAYING THEREFORE, annually, a license fee in the sum of One Dollar (\$1.00) plus GST.

3.03 The Licensee shall not use of the Land for any other purpose than use(s) specified in term 2.



THE CITY OF DAWSON

Licence of Occupation: Lot PT12 and Lot 13, Block I, Ladue Estate

- 3.04 The breach of any clause shall be a fundamental breach of the license and may result in termination.
- 3.05 The Licensee shall assume responsibility for ongoing repair and maintenance for the boardwalk at the subject property to the standards upheld by the City of Dawson.
- 3.06 The Licensee shall not place anything permanent upon, in, or under the Land, except as necessary for the exercise of the rights granted under this license, without the written approval of the City of Dawson. Furthermore, the Licensee will construct, operate and maintain such necessary improvements in a safe manner.
- 3.07 Subject to the Licensee having performed and observed all of the terms and conditions on the part of the Licensee to be performed and observed, and upon a renewal being requested by the Licensee, in writing, at least ninety (90) days prior to the date of expiry of this license, the City of Dawson may grant to the Licensee a renewal of this license for a further term of five (5) years upon essentially the same terms and conditions as are herein contained except as to license fees and this right of renewal.
- 3.08 On the termination or expiration of this license, the Licensee will remediate the Land to a condition satisfactory to the City of Dawson. In particular, the City of Dawson may require the Licensee to remove any improvements affixed to or placed on the Land, and otherwise to restore the Land. In the event the Licensee does not carry out such removals and restoration within ninety (90) days of termination of the license, despite being requested to do so, the City of Dawson may carry out the removals and restoration and may recover the cost of so doing from the Licensee.



THE CITY OF DAWSON

Licence of Occupation: Lot PT12 and Lot 13, Block I, Ladue Estate

4.00 NOTICES

- 4.01 Whenever, under the provision of this License, any notices, demands, or requests are required to be given by either party to the other, such notice, demand, or request may (except where expressly otherwise herein provided) be given by delivery by hand to, by sending the same by facsimile, or by registered mail sent to, the respective addresses or facsimile number hereinafter provided for, and if given by mail shall be deemed to have been served and given on the second business day following the date of mailing by registered mail and provided such addresses or facsimile number may change upon five (5) days notice. In the event that notice is served by mail at the time when there is an interruption of mail service affecting the delivery of mail, the notice shall not be deemed to have been served until one (1) week after the date that the normal service is restored. The respective addresses and facsimile number of the parties being, in the case of the City:

THE CITY OF DAWSON

ATTENTION: Chief Administrative Officer
PO BOX 308
Dawson City, Yukon
Y0B 1G0
Fax: (867) 003-7434

And in the case of the Licensee:

KLONDIKE DEVELOPMENT ORGANIZATION

PO Box 1613
Dawson City, Yukon
Y0B 1G0

5.00 GENERAL

- 5.01 This License of Occupation shall inure to the benefit of and be binding upon the parties, their heirs, executors, administrators, successors, and permitted assigns.

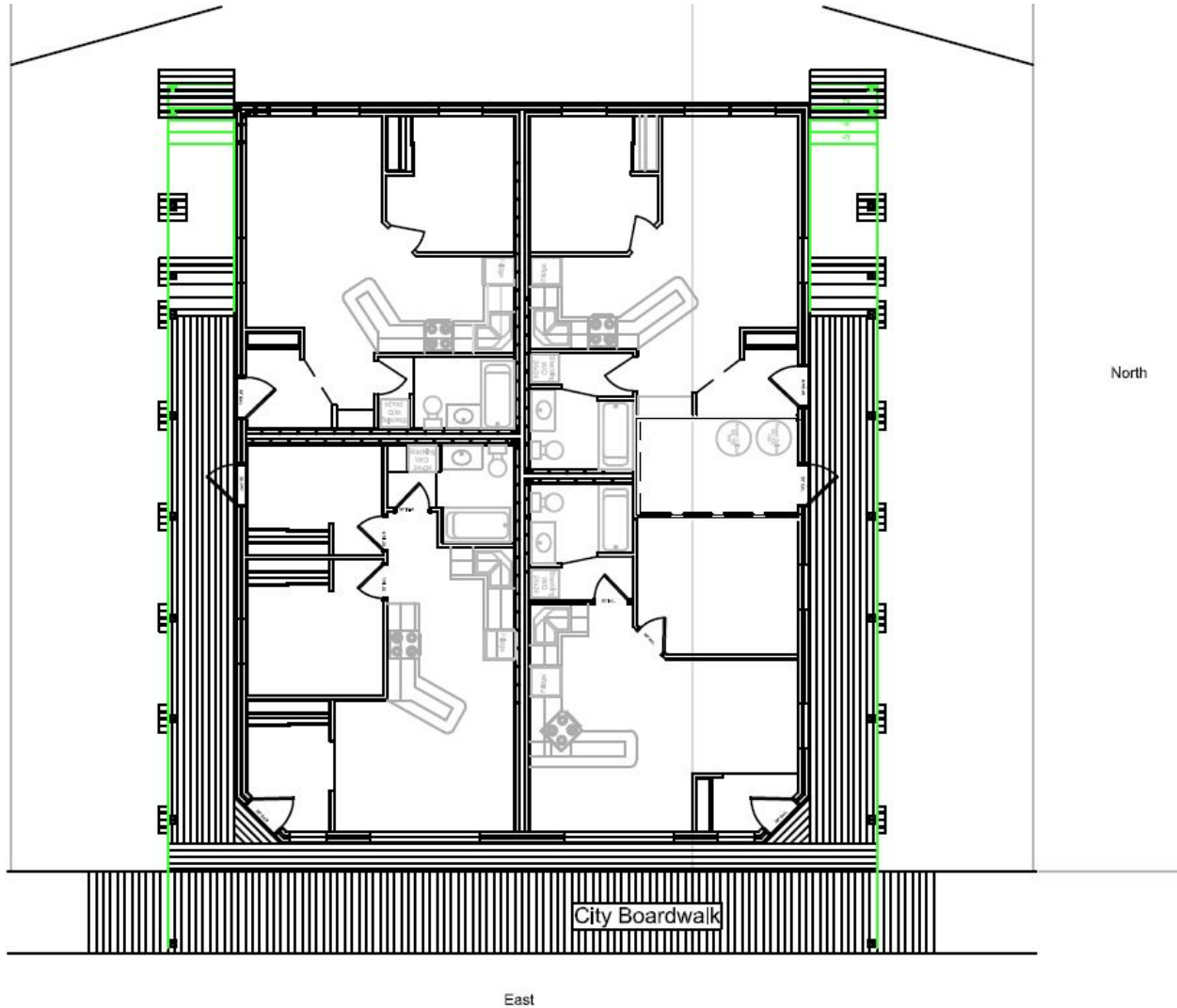


THE CITY OF DAWSON

Licence of Occupation: Lot PT12 and Lot 13, Block I, Ladue Estate

6.00 APPENDICES

6.01 Site Plan





THE CITY OF DAWSON

Licence of Occupation: Lot PT12 and Lot 13, Block I, Ladue Estate

IN WITNESS WHEREOF the parties hereto have executed this Agreement on the day and year first above written.

THE CITY OF DAWSON

By:

Cory Bellmore, CAO

Date

Witness

Klondike Development Organization

By:

Brian Stethem, President

Date

Witness



THE CITY OF DAWSON

Request for Decision

TO: Mayor and Council
FROM: Clarissa Huffman, Community Development & Planning Officer (CDO)
DATE: 11 June, 2018
SUBJECT: KDO License of Occupation

RECOMMENDATION

It is respectfully recommended that Council:

1. Direct administration to enter into a License of Occupation with KDO for the purposes of encroaching onto City of Dawson property.

PURPOSE

To enter into a License of Occupation with to allow KDO to construct a balcony that projects onto the City of Dawson boardwalk at this location.

BACKGROUND

Klondike Development Organization (KDO) is in the process of applying for all relevant permissions and approvals to construct a new 8-plex apartment building at Lot PT 12 and 13, Block I, Ladue Estate. They are requesting permission to construct a balcony that projects onto City of Dawson property.

CURRENT STATUS

This type of development is not currently permitted in the Zoning By-Law and is beyond the scope of the Board of Variance, as the Board of Variance is intended to provide relief from the Zoning By-Law on a given property; the Board of Variance does not typically approve encroachments onto neighbouring properties. Therefore, this decision has been brought before Council.

CONSIDERATIONS / DISCUSSION

Official Community Plan

The City of Dawson has a long and rich history that takes a variety of forms and lends itself to the environment of a 'living historical community' that is continually growing and evolving while respecting the heritage character of the community. The Official Community Plan S. 3.9 states that "preservation of this history and heritage will be a crucial element in the long-term sustainability of Dawson". A noted implementation approach is to "collaborate with strategic partners such as Tr'ondëk Hwëch'in to recognize, celebrate and promote the full scope of Dawson's heritage". In this context, KDO could be considered to be another example of a partner who wishes to promote the full scope of Dawson's heritage, through reintroducing a key component of Dawson's historic commercial streetscape.

Zoning By-Law

The subject property is currently zoned C1 – Core Commercial. The front-yard setback requirement in a C1 zone is 0m. The intent behind this decision is to implement the '*Design Guidelines for Historic Dawson*', which states that "*a typical commercial streetscape was composed of a continuous band of buildings on either side of the street*". It is current practice to ensure that all new structures are located entirely within the property boundaries of the subject property. In a commercial zone, proponents can build right up to the property line to mimic the historic streetscape typical in Dawson.

However, the Design Guidelines go on to state that "*even though the street pattern was linear and generally predictable, the streetscape components created interesting pedestrian movement patterns through a sequence of implied spaces, such as the space under the awning[s]*".

Figures 1 and 2 are images extracted from the Design Guidelines depicting such awnings. Other notable examples of this design feature that are current components of the Dawson commercial streetscape include the Downtown Hotel and the BNA Bank.

The upper storeys are fairly uniform while the ground floor facade and boardwalk area add variety, interest, and human scale to the streetscape

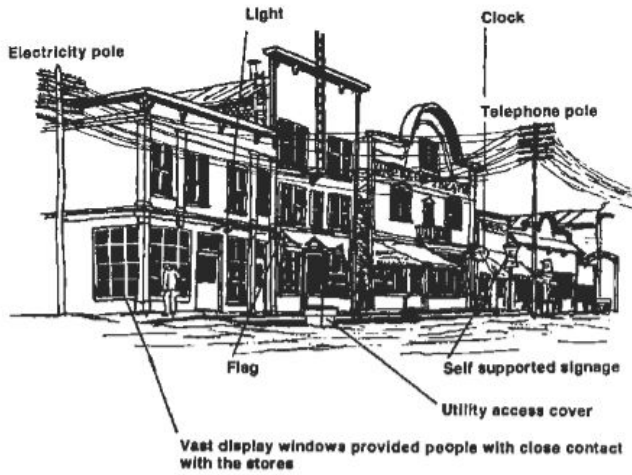


Figure 1. Typical Commercial Streetscape (Design Guidelines pg. 18)

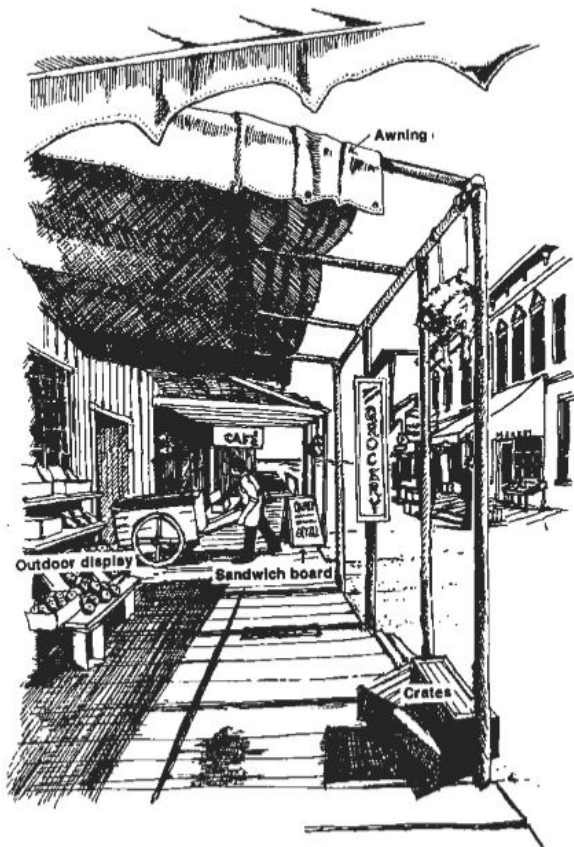


Figure 2. Example of Awning Extending over Boardwalk (Design Guidelines pg. 17)



Figure 3. Downtown Hotel. Example of existing balcony over boardwalk.



Figure 4. BNA Bank. Example of an existing balcony over boardwalk.

Heritage Advisory Committee

The KDO draft plans were presented to the Heritage Advisory Committee at meeting #HAC18-05. The plans were not formally approved, as KDO has not yet formally submitted a Development Permit Application. However, HAC did note that this style of balcony is historically precedented and attractive, and that they would like to see it go ahead if possible.

A draft License of Occupation is attached to this report as Appendix B. If this request is approved, administration requests that Council provide feedback of the contents of the draft agreement.

OPTIONS

Council can consider one of the following two options regarding this report:

1. Direct administration to enter into a License of Occupation with KDO for the purposes of encroaching onto City of Dawson property.
2. Direct administration not to enter into a License of Occupation and require KDO to submit revised drawings that do not include an awning over the City of Dawson boardwalk.

IMPLICATIONS

General: This application would promote the implementation approaches of the Official Community Plan and Heritage Management Plan regarding heritage conservation. The proposal is supported by the 'Design Guidelines for Historic Dawson'. Supporting this project will support KDO in revitalizing the Commercial Core with development that is consistent with the historic fabric of the commercial streetscape.

Financial: The applicant is responsible for all associated fees and charges, therefore there is no financial cost to Dawson City.

Communication: Notice of decision will be provided to KDO, and administration will facilitate the signing of the agreement if direction is given to do so by resolution.

APPENDICES / SCHEDULES

Appendix A. KDO Draft Site Plan #2

Appendix B. Draft License of Occupation Agreement

APPROVAL & CAO COMMENTS

Respectfully Submitted,

Clarissa Huffman, CDO

Date

I have reviewed and have no further comments regarding this report.

Cory Bellmore, CAO

Date



THE CITY OF DAWSON

Request for Decision

TO: Mayor and Council
FROM: Clarissa Huffman, CDO
DATE: 08 June, 2018
SUBJECT: Application for Subdivision #18-036
Lot 1075 Quad 116 B/03

RECOMMENDATION

It is respectfully recommended that:

1. Council decline Subdivision Application #18-036.

PURPOSE

The applicant wishes to purchase a piece of property from Yukon Government in order to extend the existing boundaries of the lot.

BACKGROUND

The applicant received conditional approval from Yukon Government Land Management Branch for a lot enlargement at Lot 1075 Quad 116 B/03. The condition that must be met in order to finalize this application is consolidation of the lot, and therefore subdivision approval from the City of Dawson.

CURRENT STATUS

This application was first heard in September of 2016. An approval was issued on September 21, 2016 based on Council Resolution C16-30-02. However, the Municipal Act requires registration of a plan of subdivision be completed within one year of approval. Therefore, this subdivision approval lapsed as of September 21, 2017 because the plan of subdivision was not registered with the Land Titles Office. Therefore, a new application was submitted.

This application was advertised beginning on April 30, 2018. The public hearing for this application occurred on May 22, 2018, and no comments were heard.

CONSIDERATIONS / DISCUSSION

No significant concerns were raised regarding this application, and it meets all of the legislative and policy requirements of the City of Dawson. However, previous Council decisions such as the decision to decline similar spot land applications in 2017, set a precedent that Council does not support spot land applications, and therefore the recommendation for this application is to refuse, in order to be consistent between similar applications.

Alternatively, Council could choose to approve this application based on the previous approval received in 2016 for this lot, though there is no obligation to do so.

Comments

Public Works was asked to comment on this application for purposes of assessing access, lot grading, slope stability, and other operating requirements. No negative impacts were identified.

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 Considerations/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, there is no new access, and therefore this section does not apply.

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 IND - Industrial. Uses associated with this designation include resource extraction, manufacturing, storage, warehousing, and the like. 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 M1 - Industrial. The Zoning By-Law is intended to implement the goals of the OCP. Therefore, the purpose of the M1 zone as per the Zoning By-Law is to permit a wide range of industrial uses such as light manufacturing, warehousing, and storage. 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. Given that the applicant is enlarging the lot, the minimum size requirement of 1 acre has already been met. The existing size of the lot is approximately 2.51 hectares, and the new parcel is approximately 0.55 hectares, creating a total lot size of 3.06 hectares.

Heritage Management Plan

The property is outside of the area currently under the jurisdiction of the Heritage Management Plan. Therefore, the Heritage Advisory Committee is not required to review this proposal. However, the applicant and any future owners are urged to consider the unique heritage of Dawson City when considering new development of these lots.

IMPLICATIONS

General: This subdivision will create additional industrial space for the City of Dawson. However, precedent has been set that indicates Council's position on spot land applications, therefore refusal is recommended.

Financial: The applicant is responsible for all associated fees and charges, therefore there is no financial cost to Dawson City.

Communication: Notice of decision will be provided to the applicant by mail at the address listed on the application.

OPTIONS

Council may consider one of the following options regarding this application:

1. Refuse the application.

2. Approve the application, subject to the following conditions:
 - 2.1. The applicant submit a Stormwater Management Plan to the satisfaction of the CDO and Public Works Superintendent.
 - 2.2. The applicant submits a plan of subdivision completed by a certified lands surveyor drawn in conformity with the approval.
 - 2.3. The applicant shall, on approval of the subdivision plan by the City of Dawson, take all necessary steps to enable the registrar under the Land Titles Act to register the plan of subdivision.
3. Defer the application for decision at a later date, no later than 90 days from the date of application.

APPENDICES / SCHEDULES

Appendix A. Application
Appendix B. Map

APPROVAL & CAO COMMENTS

Respectfully Submitted,

Clarissa Huffman, CDO

Date

I have reviewed and have no further comments regarding this report.

Cory Bellmore, CAO

Date

FORM 1A - BYLAW #95-08

<p>APPLICATION FOR SUBDIVISION/CONSOLIDATION APPROVAL</p> <p><input checked="" type="checkbox"/> By plan of subdivision</p> <p><input checked="" type="checkbox"/> By plan of consolidation</p> <p><input type="checkbox"/> By other instrument</p>	<p align="center">FOR OFFICE USE ONLY</p> <p>Date of Receipt: <u>APR 11 23</u> File # <u>18-036</u></p> <p>Fees Submitted: <u>250</u> Received by: <u>GB</u></p>
<p>THIS FORM IS TO BE COMPLETED IN FULL WHEREVER APPLICABLE BY THE REGISTERED OWNER OF THE LAND WHICH IS THE SUBJECT OF THE APPLICATION OR BY AN AUTHORIZED PERSON ACTING ON HIS BEHALF.</p>	
<p>1. a. Name (printed) of registered owner of land: FIREWEED HELICOPTERS LTD</p> <p>b. Address & telephone number of registered owner: BOX 5450, WHITEHORSE, YT Y1A 5H4</p>	
<p>2. a. Name (printed) of Authorized person acting on behalf of owner: GLEN LAMERTON</p> <p>b. Address & telephone number of authorized person: BOX 928, DAWSON CITY, YT Y0B 1G0</p>	
<p>3. FULL LEGAL DESCRIPTION OF LAND TO BE SUBDIVIDED/CONSOLIDATED: LOT 1075, QUAD 116B/3, PLAN 98-158</p>	
<p>4. LOCATION OF LAND TO BE SUBDIVIDED/CONSOLIDATED</p> <p>a. 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? <input type="checkbox"/></p> <p align="center">Yes <input checked="" type="checkbox"/> No</p> <p>b. If yes, state its name: _____</p>	
<p>5. EXISTING AND PROPOSED USE OF LAND TO BE SUBDIVIDED/CONSOLIDATED</p> <p>a. Describe existing use of the land: COMMERCIAL</p> <p>b. Describe proposed use of the land: COMMERCIAL</p>	
<p>6. PHYSICAL CHARACTERISTICS OF LAND TO BE SUBDIVIDED/CONSOLIDATED</p> <p>a. Describe the nature of the topography of the land (flat, rolling, steep, mixed): TAILINGS</p> <p>b. Describe the nature of the vegetation and water on the land (brush, shrubs, tree stands, woodlots, etc, & sloughs, creeks, etc.): TAILINGS WHICH HAVE BEEN LEVELED IN MOST PORTIONS OF PROPERTY</p> <p>c. Describe the kind of soil on the land (sandy, loam, clay, etc.): _____</p>	
<p>7. EXISTING BUILDINGS ON THE LAND PROPOSED TO BE SUBDIVIDED/CONSOLIDATED Describe any buildings, historical or otherwise, and any structures on the land and whether they are to be demolished or moved: HANGER & OFFICE & PILOT HOUSING - ALL TO REMAIN AS IS</p>	
<p>8. REGISTERED OWNER</p> <p>I, <u>FIREWEED HELICOPTERS LTD.</u> hereby certify that I am the registered owner and that the information given on this form is full and complete and is, to the best of my knowledge, a true statement of the facts relating to this application for subdivision/consolidation approval.</p> <p align="center"><i>Glen Lamerton</i></p> <p>SIGNATURE OF REGISTERED OWNER _____ DATE <u>APRIL 18, 2018</u></p>	

THE CITY OF DAWSON

Box 308 Dawson City, YT Y0B 1G0
PH: 867-993-7400 FAX: 867-993-7434
www.cityofdawson.ca



September 21, 2016

Scott DeWindt
Fireweed Helicopters Ltd.
Box 1069
Dawson City, YT Y0B 1G0

RE: Subdivision Approval by Plan of Consolidation RE: Lot Enlargement – Lot 1075, Quad 116B/3, Klondike Highway

Dear Mr. DeWindt,

Please be advised Council reviewed your subdivision application at their meeting on September 20, 2016. I am pleased to inform you the application was approved as per the following resolution and you are authorized to proceed with the survey as per the plan presented.

C16-30-02 Moved by Mayor Potoroka, seconded by Councillor Kendrick that Council approves the subdivision / consolidation application to allow for an expansion of lot 1075, Quad 116B/03, Dawson, Yukon, Plan 81962 CLSR; as per the plan presented.

Please ensure that your surveyor provides this office with the survey plan for review and approval. Should you have any questions or concerns, please feel free to contact the City Office.

Regards,

A handwritten signature in black ink, appearing to read "André Larabie" followed by the initials "cAo".

André Larabie
CAO



PRELIMINARY SKETCH

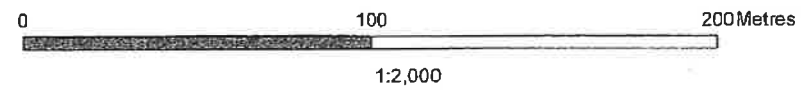
LOT ENLARGEMENT TO LOT 1075

FIREWEED HELICOPTERS LTD.
LAND APPLICATION 2011-2441
PID 200016882

IN DAWSON CITY YT., ADJOINING LOT 1075,
98-158 LTO, 81962 CLSR

LONG. 139° 22' W, LAT. 64° 02' N
QUAD. 116 B/03

Yukon Albers Projection



Note: This sketch is for information purposes only. Position and configuration of application were created using information received from applicant. Best efforts were made to reflect applicant's wishes.

