

Yukon Environmental & Socioeconomic Assessment Act **Decision Document**

This document meets the Yukon government's requirements as a Decision Body as set out in the *Yukon Environmental & Socioeconomic Assessment Act*

Decision Document Issued By

YG Decision Body:	Territorial Minister, as authorized under section 7, to Assistant Deputy Minister, Community Development, Department of Community Services
Federal Decision Body(ies):	<i>[where applicable]</i>
First Nation Decision Body(ies):	<i>[where applicable]</i>

Project

Project Name : Dawson Dome Gravel Pit Subdivision	YESAA File Number: 2009-0200
Proponent Name:	Yukon Government on behalf of the Town of the City of Dawson
<p>The principal activity of the proposed project is the development of 14 residential lots and associated infrastructure for the 4 ha subdivision located on the Dome Road (km 1.2) within the municipality of Dawson City. The project is located on the first bench of the Dome, at the site of the Yukon Government Gravel Pit Reserve. Construction is proposed to begin in the spring or fall of 2010 and should take up to 2 months to complete.</p> <p><i>Principal Activities</i></p> <ul style="list-style-type: none"> • Pre-grading and surveying of lots • Construction of cul-de-sac roadway, including final BST treatment • Construction of on-site drainage features such as ditching, sloping, and culverts • Re-alignment of the Dome Road in the project area, including construction of the subdivision intersection • Construction of a 2 m wide by 1 km long recreational trail adjacent to lots connecting to Mary McLeod Rd • Installation of communication and electrical lines • Right of Ways (ROW) and trail corridor landscaping <p><i>Accessory Activities</i></p> <ul style="list-style-type: none"> • Individual installation and use of Septic Disposal systems • Individual installation and use of water supply systems • Construction of dwellings 	

Other Decision Bodies

Other Decision Body Consultation:	<i>[list decision bodies consulted, where applicable]</i>
Consolidated Decision Document:	<input checked="" type="checkbox"/> N/A <input type="checkbox"/> No <input type="checkbox"/> Yes <i>[list the decision bodies whose decision documents were consolidated, where applicable]</i>

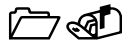
Non-Self Governing First Nations

Non-self governing First Nation Consultation:	<i>[list First Nation consulted, where applicable]</i>
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Decision

<input type="checkbox"/>	<p>Pursuant to YESAA s. 75, 76 and 80, the Yukon government has given full and fair consideration to the assessment related to this project, in addition to the assessment for project 2009-0125 (Slinky Placer Mine). Based upon this consideration, Yukon Government rejects the recommendation from the Dawson Designated Office that, pursuant to section 56(1)(c) of the <i>Yukon Environmental and Socio-economic Assessment Act</i>, the proposed project not proceed on the basis of potentially significant effects which cannot be mitigated.</p> <p>Rationale:</p> <p>The evaluation report found that the subdivision would significantly affect the local placer miner’s rights and lifestyle in a manner which cannot be mitigated. Given the way in which the subdivision and placer projects were proposed, the assessment considered that they would overlap in both time and space. It is however possible for both these projects to occur, providing that they either:</p> <ol style="list-style-type: none"> a. do not proceed concurrently, or b. proceed in a manner whereby the placer operation is not significantly affected. <p>The Decision Body has decided to allow the project to proceed subject to all necessary approvals and permits being in place and specified terms and conditions. It has been determined that the project will have significant adverse environmental or socio-economic effects in the Yukon that can be mitigated by those terms and conditions.</p>
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Yukon government accepts the following terms and conditions:



Prior to development, the Proponent shall conduct a slope and soil stability assessment through the use of professional engineers to determine that (the) integrity of the hillside will not be compromised by development and future use of the area.

note: A slope stability assessment has already been completed by EBA Engineering and formed part of the submission to YESAB



The Proponent shall provide notice to residents of the Dome Subdivisions of construction plans including timeframes and detour (lanes).



The Proponent shall post notice at the entrance of the Dome Road (and Klondike Highway) of construction plans, including timeframes and detour plans.

Yukon government varies the following terms and conditions:

From:



The Proponent shall level out the steep embankments along the northern perimeter of the proposed site and install a barrier (i.e. fencing) along the southern and western edge of the site.

To:

Appropriate safety measures will be undertaken by the proponent, in accordance with applicable laws and regulations as well as direction by appropriate designated authorities.

Rationale:

The proposed terms and conditions are unnecessarily specific. The determination of appropriate measures may require on-site investigation and professional evaluation. The varied term/condition allows for appropriate flexibility in the manner by which such measures are carried out.

From:




The Proponent (shall) establish a secondary right lane on the Dome Road to accommodate left hand turns into and out of the (Subdivision).

To: The Proponent will conduct an engineering analysis to determine the extent to which a bypass lane near the subdivision entrance to the Dome Road is warranted.

Rationale:

The requirement for road upgrades, in particular the addition of new turning lanes, is not done arbitrarily. A decision to establish additional turning lanes will ultimately be based upon sound engineering design principles and the TAC guidelines.

From:

 ***The presence or absence of contaminants in groundwater should be confirmed, and any contaminants found should be delineated before further consideration of the proposal proceeding***


To:

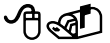
Preliminary water quality testing of groundwater within the subdivision will be conducted, to determine if any contaminants are likely affecting the aquifer. Monitoring wells will be installed by the proponent, at an appropriate location between the old waste disposal facility and the subdivision, for ongoing water quality monitoring by the Department of Environment. Property owners may be responsible for more detailed testing if they decide to install wells on their property.

Rationale:

The amended term/condition provides clarity as to what is required to be undertaken.


Yukon government rejects the following terms and conditions:

 ***Mary McLeod Road shall be closed to through (vehicular) traffic during the construction phase of the project***

 ***The Proponent shall close Mary McLeod Road to through vehicular traffic or significantly upgrade the road to accommodate an (increase) of traffic.***

Rationale:

Mary McLeod Road may provide important emergency egress to residents, and consequently is not planned for closure in the immediate future. A significant upgrade to the road was not scoped into the project and may itself require an assessment under YESAA.

 ***The Proponent shall upgrade and repair imperfections in the Dome Road from the Subdivision access to Km 1.***

Rationale:

The Dome Road will continue to be maintained as a public road. Maintenance and repair decisions will be made by the City of Dawson.

 ***The Proponent shall arrange for a comprehensive site assessment of the old Dome Road Dump as outlined in the Contaminated (Sites Regulation), prior to the further consideration of the project proceeding.***

Rationale:

The proposed subdivision and the old waste disposal facility are unrelated, and it is not appropriate to expect that the viability of the subdivision be subject to studies at the former waste facility which were not required when it closed. The proposed subdivision is located approximately 300 m from this closed waste facility. Visual inspections as well as site contours suggest that any contaminants would be moving down gradient to the east of the

