


PEEL WATERSHED FINAL RECOMMENDED LAND USE PLAN CONSISTENCY CHECK	
YESAB Project #	2018-0011
Project Title:	Km 129.5 Dempster Highway Culvert Replacement
Date:	February 2 nd , 2018
Submitted to:	YESAB Dawson Designated Office Bag 6050, Dawson City, Y0B 1G0
Completed by:	<div style="display: flex; justify-content: space-between;"> <div style="width: 70%;"> Sam Skinner Yukon Land Use Planning Council 201-307 Jarvis St Whitehorse, Yukon Y1A 2H3 1-867-667-7397 sam@planyukon.ca </div> <div style="width: 25%; text-align: center;">  YUKON LAND USE PLANNING COUNCIL </div> </div>
More information on PWFRLUP consistency checks:	http://planyukon.ca/index.php/resources/planning-regions-2/peel/60-final-recommended-peel-watershed-regional-land-use-plan-consistency-checks
Project is consistent to the Final Recommended Peel Watershed Regional Land Use Plan: (select one)	
Yes	

Background Information and Conformity Check Analysis

Affected Landscape Management Unit(LMU)(s): Map 2 and Section 5							
LM Unit #	2	LMU Name:	Kit Range/North Cache Creek				
Zoning:	Special Management Area	Land Owner:	YG & THFN				
LM Unit #	4	LMU Name:	West Hart River				
Zoning:	Wilderness Area	Land Owner:	YG				
Landscape Disturbance Indicators*: Surface Disturbance (ha):							
LMU	Cautionary Level	Critical Level	Current est. Level	Project Estimate	Total Estimate	Notification Rqr'd**	Parties Notified
2	N/A***	N/A***	Not yet provided	~0.74 ha	Not determined	No	No
4	N/A***	N/A***	Not yet provided		Not determined	No	No
Linear Disturbance (km):							
LMU	Cautionary Level	Critical Level	*Current est. Level	Project Estimate	Total Estimate	Notification Rqr'd**	Parties Notified
2	N/A***	N/A***	Not yet provided	~0.17 km	Not determined	No	No
4	N/A***	N/A***	Not yet provided		Not determined	No	No
<p>*Current estimated cumulative effects levels are to be provided by the Plan Parties.</p> <p>**The YLUPC shall notify the Parties prior to submitting the conformity check to YESAB if they are concerned cautionary or critical levels may be reached.</p> <p>***New disturbances are typically not allowed in Special Management Area and Wilderness Area zones.</p>							

Designation Considerations: (Section 3, Plan Concepts) – these are typically high-level directions applied to all LMUs of the same designation		
LMU	Designation	Consideration
2	Special Management Area	<ul style="list-style-type: none"> • The boundary between LMUs 2 & 4 is the Dempster Highway, and therefore both LMUs are implicated in this project. However, the management directions for these LMUs are very similar: <ul style="list-style-type: none"> ○ Managed for conservation or protection of ecological and cultural resources ○ Long-term wilderness character is to be maintained ○ No new industrial land use or surface access is allowed ○ Existing mineral claims or leases may be respected ○ Pre-existing non-industrial land uses are respected (for example, a land tenure for big game outfitting base camps or facilities for wilderness tourism).
4	Wilderness Area	
N/A	Dempster Highway Corridor	<ul style="list-style-type: none"> • The Plan shows the Dempster Highway Corridor as a two-km-wide corridor for purposes of illustration only [regarding future sub-regional planning].
N/A	Major River Corridor	<ul style="list-style-type: none"> • Avoid large-scale industrial and/or infrastructure projects within Major River Corridors.

Special Management Considerations: (Section 5, LMUs) – these are typically LMU specific	
LMU	Special Management Consideration
2	<ul style="list-style-type: none"> • The Hart River caribou herd and Porcupine caribou herd core wintering areas overlap in this unit.
4	<ul style="list-style-type: none"> • Extensive regionally rare overlap of winter core areas of two caribou herds.

Affected Values and General Management Directions (GMD): (Section 4)

Only include values identified in LMU. If no GMDs exist or are relevant, do not include in this table.

Ecological Resources:	Corresponding GMD:
WILDLIFE and TERRESTRIAL HABITATS	<ul style="list-style-type: none">• Reduce other human land use-related disturbances such as noise, smell and light.
HYDROLOGY and AQUATIC HABITATS	<ul style="list-style-type: none">• Minimize surface and vegetation disturbance in riparian areas.• Avoid large-scale industrial and/or infrastructure projects within Major River Corridors.• Avoid in-stream aggregate (gravel) extraction.• Prohibit direct disturbance to sensitive over-wintering and spawning habitats.• Minimize stream crossings; if stream crossings are required ensure proper bridge and crossing structures are used, and are designed for ease of removal (i.e. temporary structures).• Avoid direct or indirect blocking of identified fish migration routes.
Heritage, Social, Cultural Resources:	Corresponding GMD:
	<ul style="list-style-type: none">• Avoid or minimize land use conflicts by avoiding or reducing the level of land use activities in important subsistence harvesting and current community use areas.• Avoid or reduce activities in significant heritage and current community use areas during important seasonal use periods (e.g., utilize timing windows).• Work camps associated with resource exploration and development activity should be sited near areas of resource production, and away from identified heritage routes, historic sites, and current community use areas.• Implement immediate stop work orders if evidence of heritage or cultural values is detected, to assess significance.
Economic Development:	Corresponding GMD:
Aggregate Resources	At this time, specific policy recommendations regarding aggregate resources are not required.

Plan Recommended Best Management Practices:

Water

Best Management Practices for Works Affecting Water in Yukon. Water Resources Branch, Yukon Environment. May 2011.

Available online:

http://www.env.gov.yk.ca/publications-maps/documents/bestpractes_water.pdf

This document has a number of recommendations on culverts.

Additional Analysis or Comments:

- The Plan states:

The [Dempster] highway is a multiple-use corridor. It must be maintained to support land use activity, now and in the future, without undermining the heritage, social and ecological resource values around the highway.

- thus, it can be implied that maintenance of the highway is supported by the Plan.
- The project occurs in an important community use area for the Tr'ondëk Hwëch'in; therefore, this project may need to be timed as early as possible to avoid fall harvesting. Consult with the regional biologist the Tr'ondëk Hwëch'in to help find the least disruptive timing window and preferred location of work camp.
- This project will largely be on previously disturbed areas and is the continuation and maintenance of a pre-existing land-use and therefore:
 - this project shouldn't result in significant additional linear or surface disturbances;
 - shouldn't affect the ecological and visual integrity of the Blackstone River Corridor.
- However, new disturbances (e.g. vegetation clearing, excavations) should be the minimum necessary for adequate highway maintenance.
- The Plan calls for sub-regional planning for the Dempster Corridor:
 - Since this project is not a new land use and is of limited extent, it has limited implications and requirements for sub-regional planning.
 - Policy Recommendation #8 (regarding a sub-regional plan) suggests "limits on aggregate extraction" in LMU #2 & #4. The aggregates for this project are to be sourced from an existing permitted granular reserve and therefore shouldn't impact the values important to those LMUs.
- The project also falls on or near potential fish over-wintering habitat.

Project 2018-0011 in relation to the Peel Watershed Final Recommended Land Use Plan

