

| PEEL WATERSHED REGIONAL LAND USE PLAN CONFORMITY CHECK | |
|---|---|
| YESAB Project # | 2020-0197 |
| Project Title: | Eagle Plains Well Maintenance and Extended Flow Testing |
| Date: | March 5, 2021 |
| Submitted to: | YESAB Dawson Designated Office Bag 6050, Dawson City, Y0B 1G0 |
| Completed by: | <div style="display: flex; justify-content: space-between;"> <div> 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="text-align: center;">  YUKON LAND USE PLANNING COUNCIL </div> </div> |
| More information on PWLUP conformity checks: | https://planyukon.ca/index.php/resources/planning-regions/peel/391-peel-watershed-conformity-checks |
| Project conforms to Regional Land Use Plan: (select one) Yes | |

Background Information and Conformity Check Analysis

| Affected Landscape Management Unit (LMU)(s): (insert rows as needed for additional LMUs) Map 1 and Section 6 | | | | | | | |
|---|------------------|----------------|---------------------|------------------|----------------|----------------------|------------------|
| LM Unit # | 7 | | LMU Name: | Dalglish Creek | | | |
| Zoning: | IMA – Zone IV | | Land Owner: | YG | | | |
| Landscape Disturbance Indicators: Table 3.2, sections 3.3.1.1, 5.1.1 | | | | | | | |
| Surface Disturbance (ha): | | | | | | | |
| LMU | Cautionary Level | Critical Level | *Current est. Level | Project Estimate | Total Estimate | Notification Rqr'd** | Parties Notified |
| 7 | 1199 | 1599 | 18.7 | 8.1 | 1185 | No | No |
| Linear Disturbance (km): | | | | | | | |
| LMU | Cautionary Level | Critical Level | *Current est. Level | Project Estimate | Total Estimate | Notification Rqr'd** | Parties Notified |
| 7 | 1199 | 1599 | 89.2 | 7.1 | 2363 | No | No |
| *current cumulative effects levels based on an analysis of coarse LandSat-based disturbance data, and likely under-represents the actual amount of disturbance. ** 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 | | | | | | | |

| Special Management Considerations: (Section 6, LMUs) | |
|---|---|
| LMU | Special Management Consideration |
| 7 | <ol style="list-style-type: none"> 1. The proposed right-of-way for the Dempster Highway lateral pipeline runs along western boundary. 2. Major River Corridor management directions apply along the Peel River. 3. Dempster Corridor management directions apply near the Dempster Highway. 4. Subsequent Dempster Highway land use plan may apply near the Dempster Highway. 5. Much of the unit was affected by fire in the summer of 2005. |
| 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. | |
| | Corresponding Strategies: |
| Wildlife and Terrestrial Habitats | <ul style="list-style-type: none"> • Reduce size, intensity and duration of human-caused physical surface disturbances (e.g., utilize low impact seismic, winter roads and principle of full reclamation). • Avoid or reduce activities in significant wildlife habitats during important biological periods (e.g., utilize timing windows). <ul style="list-style-type: none"> ○ Porcupine Caribou are typically in the region during winter period (December – March) • Reduce other human land use-related disturbances such as noise, odours and light. |
| Hydrology and Aquatic Habitats | <ul style="list-style-type: none"> • Prohibit significant levels of winter in-stream water withdrawals in sensitive over-wintering fish habitat. |
| Heritage and Culture | <ul style="list-style-type: none"> • Avoid or minimize land use impacts in the vicinity of identified heritage and historic resources. • 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). • Where impacts to identified heritage and cultural sites and resources may occur, implement the following appropriate mitigation practices. <ul style="list-style-type: none"> ○ Establish work camps associated with resource exploration and development activity near areas of resource production, and away from identified heritage routes, historic sites, and current community use areas. <p>Implement immediate stop work orders if evidence of heritage or cultural values is detected, to assess significance.</p> |

Plan Recommended Best Management Practices:

| | |
|-------|--|
| Water | Best Management Practices for Works Affecting Water in Yukon. Water Resources Branch, Yukon Environment. May 2011, updated 2017. Available online: http://www.env.gov.yk.ca/publications-maps/documents/bestpractes_water.pdf |
|-------|--|

Additional Analysis or Comments:

This project proposes little new surface disturbance is proposed in the Peel Watershed Region, and all access is to be done on gated winter roads – all concepts supported by the Plan. Much of the Blackie Road, and the M-59 well pad may now be considered recovered according to the plan, and as such this project may result in increased disturbance despite re-using old disturbances. However, the amount or “re-disturbance” cannot be determined at this time and is likely to be relatively small.

The Plan recommends that “significant levels of winter in-stream water withdrawals in sensitive over-wintering fish habitat” be prohibited. Water withdrawals are proposed from the Oglivie River, yet no mitigation measure or assessment of water withdrawal was discussed in the proposal.

With little lasting new disturbance to habitat, one of this project’s primary effects is direct impacts to wildlife. In the late fall, caribou frequently move through the Eagle Plains towards their wintering areas (Russell & Gunn, 2017). At this time, the Porcupine Caribou Herd is often concentrated and may be more sensitive to human activities. It is during this period that the herd fans out onto their winter range. This is also a time when minimizing disruption of migration pathways is critical. Human activities can influence movements by the herd and deflect it to other less productive areas.

Most of this project is to occur in a timing window that minimizes this impact. However, early phases of the winter road construction are the most likely to disturb caribou. A delay in winter road construction until after November would help mitigate this concern. However, it is possible that caribou are present in the area after November. The location and timing of work should be adjusted in response to caribou presence and movements. For example, work should, where possible, focus on wells furthest away from caribou concentrations or when caribou are throughout the project area, on wells near the Dempster Highway where there is more human activity already.

The plan also supports an access management plan. Several elements of the proposal (e.g., gated roads, winter access, reusing old roads) are consistent with good access management, and with an access management plan in the draft stage.