DAWSON REGIONAL LAND USE PLAN

4: ACCESS MANAGEMENT



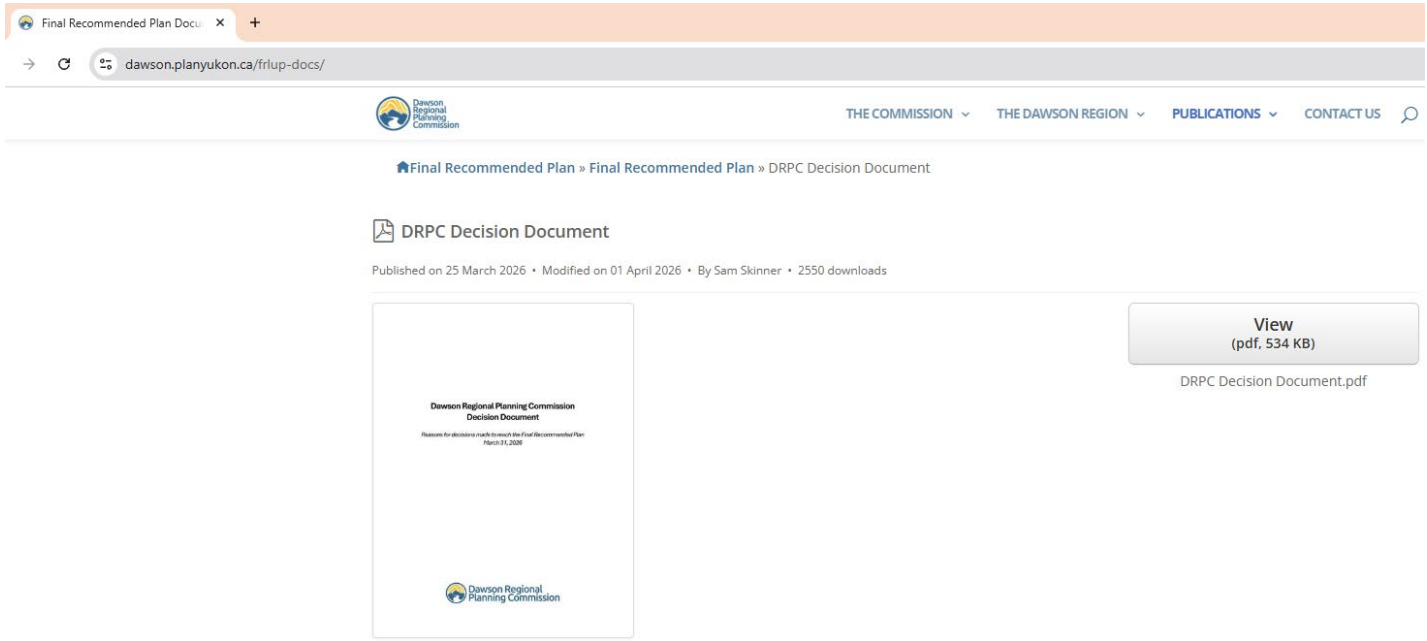
INTRODUCTION

This is a video series about the Final Recommended Dawson Regional Land Use Plan.

These videos provide a summary of the Plan.

For full details, please refer to the complete plan and associated content: www.dawson.planyukon.ca

For details about why certain decisions were made during the most recent version of the planning process, refer to the Commission's decision document: www.dawson.planyukon.ca/frlup-docs



ACCESS MANAGEMENT

- Access includes the movement of people and the transportation of materials by land, water, and air. It plays a critical role in shaping the positive and negative long-term impacts to the land.
- New access routes can have a significant impact on how Tr’ondëk Hwëch’in Citizens use their Traditional Territory and exercise their hunting and harvesting rights as protected in the Tr’ondëk Hwëch’in Final Agreement.



ACCESS MANAGEMENT GUIDELINES

- The Plan contains access management guidelines which are designed to inform the planning, development, use, and maintenance of travel corridors in the Region. These guidelines apply to all users and to all new and existing access:
  1. All access should be managed in ways centred on the Plan's values.
  2. On Settlement Land, access is managed exclusively by Tr'ondëk Hwëch'in.
  3. On non-Settlement Land, all access must be co-planned and co-managed by the Parties. Decisions on access within SMAs should be comanaged by the Parties until such time as an SMA Management Plan, which includes provisions for access, is approved by both Parties.
  4. Land and water disturbed for and by access should be restored, according to the reclamation framework (Section 3.10).
  5. Best efforts should always be made to use existing access. This applies to all activities on the land, including mineral exploration and development. Wherever possible, access should be restricted to nodes that serve multiple operations and reduce disturbance on the land. Specifically, access nodes should be developed for the Yukon River Corridor.
  6. Where important sites for traditional economic activities have been identified, access to the site should be treated with a higher standard of care and consideration.

ACCESS MANAGEMENT DIRECTIONS

- The Plan provides specific access management directions for the following categories of access:
  1. Existing Roads (s 4.3.1)
  2. New Roads (s 4.3.2)
  3. Off-road vehicle access (4.3.3)
  4. Air Access (4.3.4)
  5. Water Access (s 4.3.5)



ACCESS MANAGEMENT PLANS

- Existing legislation and policies have a role in managing access throughout the Region. However, none of these tools are specifically designed to address access management
  - Yukon Environmental and Socio-economic Assessment Act (S.C. 2003, c.7)
  - Off-Road Vehicle Management Area Regulation – Territorial Lands (Yukon) Act
  - (O.I.C. 2011/011)
  - Resource Road Regulation – Territorial Lands (Yukon) Act (O.I.C. 2024/186)
  - Forest Resources Act (SY 2008, c.15)
  - Parks and Land Certainty Act (RSY 2002, c.165)
  - Placer Mining Act (SY 2003, c.13)
  - Quartz Mining Act (SY 2003, c.14)



ACCESS MANAGEMENT PLANS

- Given this gap, Access Management Plans (AMPs) are a tool that can prescribe how access to land, water, and air is planned, developed, used, and maintained. The goal is to balance the benefits of access with the need to minimize negative impacts on values.
- The Parties should co-develop AMPs and both Parties must approve each AMP. The AMP should be started within five years of Plan approval and should take two years from initiation to completion.
- The Plan includes what should be included in AMPs. Until AMPs are completed, all land users should follow the access management guidelines.
- Three LMUs require AMPs to be co-developed by the Parties: LMU 6 Tr'ondëk Klondike, LMU 11 Goldfields, LMU 15 Khel Dek Sixty Mile.

ACCESS MANAGEMENT PLANS

- LMU 6: Tr'ondëk (Klondike)
  - This LMU hosts a number of uses, all of which require access. There is currently limited access within the LMU, and therefore new access must be carefully managed to protect the environmental, and Community, Culture, and Heritage values.
  - Sustainable Local Economy activities, specifically forestry, require access, and the intention is not to limit or prohibit this access. Rather, the intention is to ensure that access is planned for and managed in the best way possible.
  - New access must not negatively impact the moose populations or trapping activities that occur here.

ACCESS MANAGEMENT PLANS

- **LMU 11: Goldfields**
  - This is the busiest LMU in the Region with multiple and overlapping interests. There are already a lot of access routes, and the proposed Northern Access Route will be part of this LMU.
  - An AMP is required to manage the existing access and any new access that will be created.
  - This LMU hosts a large number of moose. Increased access increases the hunting and predation pressures on moose; an AMP should be designed to manage access specifically with regard to moose habitat.
  - The AMP should include requirements to share access where possible to reduce further habitat fragmentation and environmental degradation.

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- **LMU 15: Khel Dëk (Sixty Mile)**
  - There are many overlapping interests in the LMU, not just mineral development and exploration. An AMP will provide a framework for all values and interests to co-exist.
  - A lot of access exists already; an AMP is required to control this and ensure that access does not grow unchecked.
  - The continued and increased use of the Yukon and Sixtymile Rivers for access is of concern.
  - An AMP should specifically protect the viewscape within the LMU.

