



Inuvialuit Land Administration

PO Box 290, Tuktoyaktuk, NT X0E 1C0
Tel: 867 977 7100 Fax: 867 977 7101

EIRB Information Request

Responder: Inuvialuit Land Administration (ILA)
IR #: 79
Subject: Cumulative Effects Assessment - Land Use
Date: March 30, 2012

1. Please provide an estimate of land use change (i.e., the amount of disturbance with respect to zones of influence) as a result of the construction and operation of the development. Please indicate whether this change is in the development RSA and/or LSA.

Response

While land use change and necessary mitigation measures can be reasonably determined during the construction phase through a detailed review of the project description, Inuvialuit Land Administration (ILA) cannot accurately predict or estimate the land use change that may come about as a result of the ongoing operation of the development. It is clear, however, that the highway will be a corridor of access that would, over an extended period, have a considerable additional impact upon adjoining lands. Excluding impacts on wildlife, these impacts could include:

- Physical landscape changes due to increased authorized and unauthorized vehicle access to the Husky Lakes and other adjacent areas for hunting, fishing, recreational and social purposes
- Physical landscape changes due to increased requests to establish cabins at favoured locations along or adjacent to the highway route
- Visual changes due to garbage, abandoned equipment, and other waste deposited along the highway route that may migrate into adjacent areas
- Physical and visual impacts from increased accessibility to borrow sources (primarily gravel) currently beyond economic reach
- Impacts upon the flora immediately adjacent to the highway route due to ongoing dust settlement from highway use

Although acknowledged, the extent of these and other impacts upon the lands along the highway corridor cannot be determined at this time. It should also be recognized that while these activities will result in land impacts, the impacts can in large part be managed and the

resulting activities will be beneficial to Inuvialuit residents, businesses and corporations. However, it should be noted that monitoring and responding to these impacts over time will place additional draws upon the time and resources of ILA.

2. Please explain and justify the approach taken and describe and explain the results with respect to historical, current and future rates of change in the land use.

The approach used was formed on the basis of community feedback and reasonable assumptions (professional judgment, including peer review and consensus).

As indicated in **Response to Request #1**, at this time ILA cannot speculate as to the rate or extent of change in land use. The lands along the highway route are of great historical and traditional significance to the Inuvialuit, along with their present-day value and importance. As such, it is reasonable to assume that increased accessibility to these lands brought about by the highway development will result in increased Inuvialuit access to these lands – particularly those areas that support hunting, fishing, day-use or more permanent structures. It is also reasonable to assume that better access to the areas along the highway route will also see increased access by non-Inuvialuit for similar purposes.

From a practical and financial perspective it is reasonable to assume that the highway will provide alternatives to existing borrow sources (primarily gravel) and these will be determined by the demands of the future economy of the area and region.

3. Please explain and justify post-construction land use mitigation measures and examples of where such mitigation has been determined to be successful.

ILA has reviewed the highway route and identified locations on Inuvialuit lands where it is likely there will be land use demands for activities such as boat launching and the establishment of cabins. These sites will be monitored by ILA and the necessary steps taken to ensure an appropriate level of protection of Inuvialuit lands at these locations – up to and including refusal to permit certain activities. Ongoing monitoring will also identify other areas that may require similar attention.

A limited example of measures taken on a development that is in some ways comparable to the proposed highway can be seen with the Dempster Highway, where signage has been established along the highway route to inform and advise highway users of permissible activities along the highway route, as well as information on the permitting authority (e.g. caribou hunting).