



## **Planning Committee for the Beaver River Land Use Plan:**

### **Whitehorse Community Meeting Notes**

**Date: February 6, 2019**

**Location: Kwanlin Dun Cultural**

**Time: 5:00 pm – 6pm (FNNND citizens) 6:00pm. – 8:00p.m. (General public)**

**In attendance approximately 10 people (5 pm -6 pm for FNNND citizens only) and 75 people (6-8).**

Steve B. and Lesley C. introduced the purpose of the FNNND citizens' part of the evening and provided a PowerPoint introduction to the planning process. The following are comments provided by FNNND citizen;

- Concern the Draft Road Management Plan prepared by ATAC
- Plan should be in place before mining and road
- Should be a regional plan – slow implementation of Chapter 11 problem for all Final Settlement Agreements
- Does Government of Canada need to be involved?
- The road will never be private because ATV's and off-road vehicles can get around it
- Concern that moose habitat areas will be lost
- Seems backwards that plan is being done after YG gives the mining claims
- Why is YG letting this happen prior to wetlands policy
- There is a lot of wetlands in the area
- Goes through Germaine family trapline – the Germaine's have not been consulted appropriately
- "My answer is no"
- Concern with lack of information
- Door to door consultation required
- Moratorium on mining staking

- The mine will have a large impact on wildlife – exploration already does have a large impact
- “The land is perfect”

Steve B. and Lesley C. introduced the purpose of **the general public** part of the evening and provided a PowerPoint introduction to the planning process. The following are comments provided by attendees;

- There is a one kilometer buffer on each side of the proposed road – area withdrawn from placer and quartz staking
- Need to identify moose sightings in area over a longer period
- Moose population in the Mayo region is down 33% over 10 years
- Mayo District Renewable Resources Council (MDRRC) opposed to road because of declining moose population also this area is prime calving area
- Big concern that road passes beside Ladue Lakes
- There will be more staking after the road is built
- Mayo area ‘nailed’ by mining interests
- Stewart River headwater important
- There is trapping in the area, there is already increased traffic on the Wind River trail.
- Garbage is a problem
- How will planning include interested people?
- There are 3 gateways into the Peel – Hart River, Beaver River and Wind River Trail. Access to the Peel will be increased use by this road
- What is purpose of the plan?
- Will plan make land designations? What planning tools will be used?
- Will the road be private?
- Will there be enforcement?
- Can there be a staking withdrawal?
- This area is main hunting spot – since Victoria gold road the hunting in McQueston Lake is unsustainable.
- Who determines access? If private can other interests be allowed?
- The River system is traditional access
- Trappers use land and water
- There are wetlands in the area of the proposed road. The McQueston valley doesn’t have moose now because access.
- Are there caribou in the area? Caribou are threatened.
- There is a federal caribou management plan which deal with habitat.
- The committee should give consideration to the caribou management plan
- Mines come and go, roads do not come and go – they are long-lasting
- There have been serious wildlife population crashes connected to roads

- Roads have not been well managed
- Lesley noted the Committee has heard the area is pristine and perfect, and that roads are a concern with many people
- Is the road a given?
- The committee should consider emerging technology such as air ships to solve growth problems
- Where does the term Tote Road come from?
- Important to be thorough because as elders said the area is perfect. Without access the area maintains a sustainability and balance. Need to know what is there- what is baseline. If the Road goes in without proper baselines, we will not know what the effects are.
- Need to manage use by people and by vehicles further then extent of road.
- Success of mitigation measure for impacts is not always known.
- Big concerns with the road. – going through the Marg property was an option
- Once road is built will it continue to the Stewart River?
- There is a need to connect with Fort MacPherson people historic route in this area
- Need moratorium from staking during planning process
- Where Is government of Canada
- Nuisance staking is rare, exploration camps don't allow hunting
- Is there documentation for moose declines?
- How will planning committee balance geological information with Traditional Knowledge.
- Exciting to see first sub-regional land use plan
- Don't rush – not a box checking exercise
- Claims extend far beyond the planning area
- Impacts from beyond planning area need to be considered
- Are there better ways to access?
- Has the road been started?
- Family trapline did not want road, noticed lots of hunters in Mayo area, use Victoria Gold road
- Speaker traveled on rivers, if new mines open the wetlands and animal will be gone
- How long does it take to fix the land after mining?
- Often not done properly
- Need what comes from the land
- Keep it open for tourism – land cannot be damaged
- How many heritage sites on the road?
- Odds of new finds low. Has been exploration activity in area for many years
- How will bridges be designed?
- How do moose studies compare to other areas e.g. Ross River?

- Mineral potential was staked years ago. Operators work in good faith.
- Companies doing due diligence
- Person has been into the area for 40 years.
- Road will create access into area of historic value
- As special as the Peel should be protected like to Peel.
- Protect this area – this might be one fight too many – heart of the wilderness – cannot recover – access cannot be managed – don't know what is lost – need to know what is being traded
- Is timeframe doable?
- When piece of wilderness is lost – it's gone
- Did YESSA process recommend going ahead with terms?
- Remember economics side – people benefit from work – keeps people in Mayo
- Plan needs to consider benefits to Yukon and people in Mayo and NND citizens
- NND people came from Peel River area to Ross River then to Mayo – this will have negative impact on people
- Cannot depend on mining.
- People are struggling to live here. Not too late to turn things around
- Opportunity to learn harmony with land and animals – no more fishing for salmon – what about future generations – take care of the land – poverty - no status - no peace – mining will not help
- Agree with comments of earlier speakers regarding both poverty and economic benefits - look at Keno city area early work for NND citizens cutting wood for boats. Many cat trail in area become roads - push further and further into the area – need to think about decommissioning or more mining will follow – need regulations to keep ecosystem intact
- There was mining in the Kaska tribal council area and road is being decommissioned – also happens in British Columbia
- Responsible mining is occurring.
- Ladue Lake is a big concern that fish, and wildlife are being overharvested
- Look at airships for access instead of all-season access

Meeting ends 8:00 p.m.