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Nunavunmi Parnaiyit
Nunavut Planning Commission
Commission d'Aménagement du Nunavut

Summary of Community Meetings on the 2016 Draft Nunavut Land Use Plan

CORAL HARBOUR

January 27, 2020



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1. Introduction

1.1 Context

The Nunavut Planning Commission prepared a 2016 Draft Nunavut Land Use Plan (2016 DNLUP) for public comment and consideration. Following the release of the 2016 DNLUP, the Commission received a significant amount of written comments and oral feedback during an in-person public hearing in Iqaluit in March 2017 for communities in the Qikiqtani region as well as transboundary Nunavik communities. In August 2019, the Commission received funding to complete consultations on the 2016 DNLUP by holding Information Sessions under rule 17 of the Commission's new Rules for Public Proceedings in the Kivalliq and Kitikmeot regions.

1.2 Purpose

The purpose of the Information Sessions was to hear the views of community residents on the 2016 DNLUP. This report summarizes feedback received during the Information Sessions held in Coral Harbour and is prepared under rule 15(5) of the *Rules for Public Proceedings*. The purpose of the report is to inform revisions to the 2016 DNLUP ensuring that the plan reflects the priorities and values of residents.

It is important to note that the information contained in this community report will be considered in conjunction with all other feedback when revising the 2016 DNLUP.

1.3 Methodology

During the community visit the following events took place:

- **Elected Officials Meeting;** (10:30-11:30) Attended by Hamlet council and HTO members
 - The Commission Chairperson and staff met with the Hamlet Council and Hunters and Trappers Organization members in Council chambers to provide a brief overview of the NPC's role and responsibility in Nunavut's regulatory system, process history, and preparation for the Information Sessions to be held in the afternoon and evening. An opportunity for questions and answers was provided, but no formal feedback on the 2016 DNLUP was provided or recorded during this meeting.
- **Afternoon Information Session;** (1:30 to 4:30) Attended by approximately 10 people, held 1 breakout group.
 - **Posters;** Multi-lingual posters for each chapter of the Draft Plan were posted in the Community Hall for review.
 - **Presentation;** The Commission chairperson and staff provided an introductory presentation that included a brief overview of some background information, the Commission role and responsibility, role in Nunavut's regulatory system, process history, 2016 DNLUP chapter overview, and preparation for breakout groups including the types of questions that would be asked.
 - **Breakout Groups;** Held breakout group discussions to review community-specific maps (see Appendix A) and ask questions on priority issues (see section 2). Recorded oral feedback and mapped suggested revisions and additions to geographic boundaries (see Appendix B)

- **Evening Information Session;** (6:30 to 9:30) Attended by approximately 10 people, partially held 1 breakout group.
 - Repeat same format as afternoon session, but due to weather the breakout group was only partially completed.

1.4 Public Awareness

Letters of invitation were sent to the Mayor and Council and HTO in advance of the NPC's visit to request a meeting with elected officials, advise of the public meetings and to encourage participation. Follow up phone calls were also made. Public notice of the meetings was provided in the following ways:

- **Nunatsiaq News;** notice of community meetings was posted in the newspaper in advance of the meetings.
- **Community radio;** notices were read by the hosts.
- **Community bulletin boards;** notices were posted on bulletin boards around the community in advance of the meetings.
- **Facebook;** information was posted on the NPC's Facebook page as well as on local community group pages in advance of the meetings.
- **nunavut.ca;** the schedule of community visits, the Draft Plan, and supporting information was available on the Commission's website.

1.5 Follow Up

This summary report will be provided to the Hamlet Council and HTO for review and posted on the NPC's Public Registry for consideration by all participants who may provide comments on it until February 28, 2020. The report and any comments on it will be considered by Commissioners when revising the 2016 DNLUP along with all other feedback that has been received.

2. Breakout Group Questions and Participant Responses

This section summarizes the notes and questions that were used by NPC staff during the breakout groups and well as the participant responses to each question.

1. Migratory Bird Sanctuaries

The 2016 DNLUP identifies two Migratory Bird Sanctuaries as Protected Areas where the following uses would be prohibited: mineral exploration and development, oil and gas exploration and development, quarries, hydro-electric and related infrastructure, and all weather roads. The 2016 draft of the NLUP also recommends that setbacks from active bird colonies be adhered to within this area. For example, the recommended setback on land is that users must stay 300 metres away from concentrations of birds. *There are parcels of Inuit Owned Land (surface and subsurface) within the area*

In addition, the *Migratory Birds Convention Act*, the legislation that created this bird sanctuary prohibits activities that are harmful to migratory birds and their habitat.

- East Bay Migratory Bird Sanctuary (Common Eider, Lesser Snow Goose, Black Guillemot, Red Phalarope);
- Harry Gibbons Migratory Bird Sanctuary (Lesser Snow Goose, Red Phalarope)

a. Do you support the recommended prohibitions and conditions for protecting these migratory bird sanctuaries in the draft plan?

➤ ***Most Coral Harbour community participants did not explicitly support protecting migratory bird sanctuaries in the plan, but some noted that mineral exploration should not occur in the areas and roads should be considered. Also noted that the area is overgrazed and birds are moving elsewhere.***

- Group 1 – Participants noted that East Bay is over grazed and there is a lower population of geese recently. The geese have moved from their usual breeding grounds to an area closer to Coral, it only takes 2 hours to go picking eggs. It appears that East Bay has been abandoned by the geese. Mineral exploration or mining should not occur in the MBS. It is possible that a road could be built to the Bell Peninsula and it would have to go through East Bay MBS. Many people use the south coast of East Bay and may want a road in time. There is always changing environment so there should be flexibility for the local people. Lakes are drying out now, so goose habitat is changing. Geese are coming closer and closer to town. Bears are affecting the birds nesting success as they are on land earlier/longer and they eat the eggs. Participants suggested the East Bay boundary should be changed. It would be okay to build a road along the south coast of East Bay. People are coming to hunt on the island and maybe roads are needed for tourism (sport hunters) to make it easier for the guides to move their clients around. Community has more vehicles now too and people will want more roads to drive on.
- Group 2 –Participants described changes in nesting bird distribution from the East Bay MBS, birds nesting near Coral Harbour. Climate change, changing quality of habitat. It is possible that the researcher helicopters are displacing the birds and other wildlife from the MBS – each year there is helicopter activity. Skidoos/ATVs are less disruptive. Some

participants support PA designation, others suggest leaving as is and using the existing MBS Act.

2. Key Migratory Bird Habitat

The 2016 DNLUP recommends that three areas be designated as Valued Ecosystem Components with no prohibited activities or seasonal conditions (setbacks):

- Frozen Strait (Common Eider),
- Boas River (Lesser Snow Goose, Atlantic Brant, Red Phalarope, Reed Knot),
- Coats Island (Black-bellied Plover, Ruddy Turnstone, Semipalmated Sandpiper, Dunlin, Purple Sandpiper, Peregrine Falcon).

a. Do you agree that this is key migratory bird habitat? Are the boundaries appropriate?

➤ ***Coral Harbour community participants generally agreed with the areas.***

- Group 1 – Participants generally agreed with the areas and are okay without specific regulations for the areas.
- Group 2 – participants generally agreed with the areas and also noted that it would be good to ask the HTO at their AGM if they agree with the delineation.

b. Do you support the recommended designation for this migratory bird habitat area?

➤ ***Some Coral Harbour community participants agreed with identifying the areas as Valued Components without specific conditions.***

- Group 1 – Participants generally agreed with the areas and are okay without specific regulations for the areas.
- Group 2 – no comments

3. Community Drinking Water Supply

The 2016 DNLUP identifies the Community Drinking Water supply watershed. The area is designated as a Protected Area and restricts mining, oil & gas, and hydro-electric. The watershed is identified so all users know that what they do in or near the water could end up in homes, but also limits activities that may occur there.

a) Do you think the land use plan should prohibit activities in this area?

➤ ***Coral Harbour community participants agreed that the land use plan should prohibit activities in the drinking water supply watershed.***

- Group 1 – Participants agreed with the restrictions, and stressed the need to protect the water supply.

- b) Is there anything else NPC needs to know about how the Drinking Water Supply area can be protected or used by project proponents?

➤ ***Coral Harbour community participants noted concerns with the impacts of dust from roads.***

- Group 1 – Participants noted that dust is a problem on the roads. Dust is health challenge – in the air for elders and it also goes in the drinking water. The dust going into the drinking water should be regulated as it goes into the drinking water

4. Walrus Island Community Area of Interest and Haulouts

Walrus Island, and some areas on the north coast of Coats Island and Southampton Island (2 spots), are protected from any development due to the walrus haulouts there. The 2016 DNLUP proposes that ships would not be able to go within 5 km of the shore.

- a) Are these locations accurate?

➤ ***Coral Harbour community participants agreed with the identified walrus haul outs and also identified walrus feeding areas.***

- Group 1 – Participants agreed with the areas and noted that they are important and will always be. Identified an area where walrus feed and this area should have some protection from ships as well. When they are boating they have to slow down to avoid walrus there are so many feeding off the southeast shore of Bell Peninsula. Values: Walrus Feeding Area. There is another area used for feeding and breeding southwest of Coral Harbour. The walrus hauled out on Walrus Island move to the shoreline of Southampton Island for feeding in the fall.

- b) How far out to sea should the boundaries extend?

➤ ***Coral Harbour community participants recommend that ships stay 15 km away from walrus haul outs.***

- Group 1 – Can the distance be extended to 15 km? Ships going thru to Meadowbank traverse between Walrus Island and Coats Island all the time. There is a lot of concern about ship traffic. Suggest that 5 km is not enough to protect the walrus. Current map shows a buffer of 5km. If the radius would get bigger then the ships would be prohibited from travelling between Coats and Southampton and Walrus Island. Would prefer the ships would go south of Coats island, when they traverse north of Coats Island they kill walrus and maybe displacing whale species as they don't see them anymore (preferred route marked under section 9 below).
- Group 2 – this was mentioned during the migratory bird discussion: the shipping route between Coats Island and Southampton Island disturb wildlife. Coral Harbour has requested that ships not use the route but without success.

- c) What are appropriate restrictions on different vessel sizes to approach these areas? What about smaller vessels e.g. tourist boats, research boats

- ***Coral Harbour community participants noted that smaller vessels don't seem to affect walrus.***

- Group 1 – Walrus don't seem to mind smaller vessels as they are somewhat used to them as hunters approach them regularly. It is the big ships going to Baker Lake that is a problem.

5. Beluga Calving Areas/Community Areas of Interest

A number of bays where beluga calve and rear their young in Ajujuq season (Aug. 1-Sept. 30) are shown on the map. The DNLUP 2016 proposes that vessels should not enter these areas during Ajujuq, regardless of their size, except for harvesting.

- a) Do you agree with these locations of beluga calving?

- ***Coral Harbour community participants agreed with the identified beluga calving areas and identified an additional area.***

- Group 1 – participants agreed with the identified beluga calving areas and identified an additional area. Also note an area within the walrus haulout area at Seahorse Point and Duke of York Bay is also a beluga calving area.

- b) Do you support the proposed restrictions? And are the dates appropriate?

- ***Coral Harbour community participants support the proposed restrictions on vessels within beluga calving areas.***

- Group 1 – Participants agree with restrictions on boats and suggest hunters should stay away too during this time. Regarding the dates, it was noted that some whales give birth in July and it is recommended that a detailed study be conducted to confirm the appropriate dates.

6. Community Areas of Interest: Duke of York Bay

This area has been identified by community residents as being important for wildlife and for community use. The NLUP prevents oil and gas, linear infrastructure, and mining in the area, including the marine areas. *Note there are IOL on shoreline.*

- a) Do you agree with the boundaries of Duke of York Bay as presented?

- ***Coral Harbour community participants agreed with the boundaries of Duke of York Bay as presented.***

- Group 1 – Participants agreed that the map is good.

- b) Do you agree with the proposed rules for this area?

- ***Coral Harbour community participants agreed with the proposed rules for Duke of York Bay and recommended that that large ships, including tourism/cruise ships should not go into the area.***
 - Group 1 – Participants recommended that large ships, including tourism/cruise ships should not go in the area. When the community first started studying Duke of York Bay for protection a plan was developed. Now that people have access to Duke of York bay by road, would like to create jobs and make businesses e.g selling fish.

7. Char Rivers

Important char rivers were identified by the community and are recommended as protected areas with restrictions on mineral exploration and development, oil and gas exploration and development, quarries, hydro-electric and related infrastructure, and all weather roads.

a) Do you agree with the locations of the char rivers?

- ***Coral Harbour community participants agreed with the locations of the char rivers and identified additional areas.***
 - Group 1- participants agreed with the locations of the char rivers and identified additional areas. The rivers are the places where we always fish.

b) Do you agree with the proposed rules for the char rivers?

- ***Coral Harbour community participants agreed with the proposed rules for the char rivers in the 2016 DNLUP.***
 - Group 1 - participants agreed with the proposed rules

8. Polar Bear Denning

Polar bear denning areas have been identified near your community and the 2016 DNLUP identifies them as Valued Components.

a) Do you think it is appropriate to identify these areas as Valued Ecosystem Components so proponents and other regulatory authorities will be aware that polar bears may be denning in the area?

- ***Coral Harbour community participants agreed it was appropriate to identify polar bear denning areas as Valued Components and identified additional areas.***
 - Group 1 – Participants agreed that it is appropriate to identify these areas as Valued Components and identified additional areas with beach ridges.

b) Are there smaller more specific locations within the areas that have been identified where you think the plan should provide more detailed management? If so, what type of management do you think should be included in the plan?

- Group 1 – Participants did not identify specific areas.

9. Final wrap up Question

Are there other areas important to your community that the Nunavut land use plan should identify and designate for use? Identify the area, the values and sensitivity? Importance of area, and what types of activities should be restricted and when the restrictions should be in place.

➤ ***Coral Harbour community participants recommend that ships travel south of Coats Island and be prohibited from travelling between Coats Island and Southampton Island.***

- Group 1 – Participants recommend that cargo ships and mining ships travel south of Coats Island. The exact distance is difficult but should consider at least 15 km from the coastline. Participants want the ships to be prohibited from travelling between Coats Island and Southampton Island.

Appendix A: Breakout Group Reference Maps

Appendix B: Breakout Group Map Revisions

Map 1: Walrus Feeding Areas

Map 2: Additional Beluga Calving Area

Map 3: Additional Char Fishing Rivers

Map 4: Additional Polar Bear Denning Areas

Map 5: Recommended Shipping Route

