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Fernie, BC
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September 15, 2021

Regional District of East Kootenay
19-24th Avenue South
Cranbrook, BC
V1C 3H8

Dear Electoral Area Directors and Municipal Directors,

Subject: Proposed Galloway Development in Fernie, BC

Dear Sir or Madam,

The Fernie Snow Valley Community Association (FSVCA) has brought to our attention the proposed Galloway development that is planned adjacent the Fernie Alpine Resort (FAR). We would like to express our concerns, some of which I believe you have heard before but we feel are worth repeating.

We understand the development was originally planned to be 5 acre lots, then it changed to 1 acre lots and then changed again to 1.5 acre lots. We understand there will be no sewer or water infrastructure and that these lots will be on well and septic systems. We are perplexed by changes to lot sizes given the Subdivision Regulations under the Local Services Act that apply when lands on well and septic are less than 5 acres. Has an engineering and environmental study been performed to consider the impacts of less than 5-acre parcels? Have the studies considered the impact to Lizard Creek and the Elk River? Since the water intake for FAR is downstream of Galloway, what protections have been designed to ensure our water is not compromised? How do we obtain a copy of the water and sewage studies?

We were particularly alarmed to hear that the development access is being proposed via Boomerang Way/Snow Pines Drive via Highline Drive. This area is already poorly designed and dangerous. To increase traffic in this area is reckless. This is an active pedestrian route and adding additional traffic increases risks to pedestrians. The intersection of Boomerang Way and Highline Drive is a Y shape with a 90 degree turn on the bottom of the Y and is at the bottom of a steep grade which sees frequent vehicle slippages in the winter. Ministry of Transportation guidelines do not support this type of intersection and for this reason there needs to be a traffic study performed and a modification made to this intersection before there is any consideration to expand traffic in this area. Has the Ministry of Transportation been consulted about access to Galloway? Would you please advise on what traffic studies were performed? How do we obtain a copy of the study?

The Galloway land is home to grizzly and black bears, moose, elk, deer and other wildlife. The Jumbo Ski Resort was not approved to proceed due to the impact it would have on the Grizzly habitat. Has a study been performed to review the impact to wildlife and if so, how can we obtain a copy of this study? There is old growth forest in Island Lake and Mount Fernie Park which is adjacent to the Galloway development. Does Galloway have old growth forest and what is being done to preserve it? Has the

Ministry of Forests, Lands, Natural Resources Operations and Land Development been consulted? If so, could we please obtain a copy of their position?

In our conversations with members of the community, we have noted a constant theme that FAR residents feel ignored by the local government. For many years the ski hill was primarily transient residents and part-time second-home owners. During the shoulder season, it was like a ghost town. But this is changing. Today there are far more full-time residents than there were 5 or 10 years ago. The boomers are retiring, making FAR their permanent residence. The ability to work from home, due to the pandemic, is making FAR an appealing place to live full time. We all have an obligation to protect the environment and to ensure land development does not occur for the sake of profits alone. Studies must be performed to fully understand the impact on the water, sewage, and wildlife, as well as to traffic and pedestrians. This includes lands adjacent to FAR as well as FAR itself.

There is another matter that is of concern and that is the perceived lack of independence by those charged with approving the development. In my practice as a public auditor, we are prohibited from auditing the records of a company for which we have financial or personal interests. It is seen as a conflict of interest and could impair our ability to make an independent assessment of the financial records of a company. We are concerned that a similar level of independence seems to be absent within municipal governments. We understand that there are RDEK committee members who are part of the decision-making process to approve the Galloway development, but they have personal and financial interests in construction and land development businesses. We would have expected that anyone who has personal or financial interests associated with construction and land development would recuse themselves from participating in those decisions. In today's age of transparency, code of conduct and independence, how does RDEK ensure that those values apply in municipal affairs?

Thank you for taking the time to review our concerns. We look forward to reviewing the studies, and to having conversations about what is being done to protect our water, the wildlife and ensure that the access to Galloway is not via Boomerang Way.

Yours truly,



Linda and Louis Krawczyk

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