

# JUMBO DISASTER FOR THE KOOTENAYS



Garth Lenz

**T**he proposed Jumbo Glacier Resort (JGR) has had widespread opposition since its initial stages in 1989. Over 6,000 residents have registered their opposition. Yet this massive ski development is back, and it will surely be approved unless Kootenay residents raise an outcry.

The site of the development is the remote Jumbo Valley, above Argenta in the West Kootenays and west of Invermere in the East Kootenays. This 25-year development plan is a project of Oberto Oberti on behalf of Glacier Resorts Ltd., and it's worth approximately \$1/2 billion.

It would have hotels, condos, townhouses, chalets, lodges, bed and breakfasts, parking lots and staff housing...in total 6,252 bed units. Ultimate plans for expansion are for 7,000 beds. When completed it would accommodate 737,000 people a year. The proposal includes two gondolas, an aerial tram, and 20 to 25 lifts.

The bed capacity alone would accommodate the combined populations of Edgewood (160), Fauquier (219), Burton (167), Nakusp (1,698), Argenta and Johnson's Landing (200), Meadow Creek (300), Kaslo (1,032), New Denver (538), Silvertown (222), Slocan (336), Winlaw (273), and Salmo (1,120), for a total to 6,265 beds.

The developers say that's small compared to

## THE PROPOSED JUMBO GLACIER RESORT WOULD PUT A TOWN TWO THIRDS THE SIZE OF NELSON

**in the centre of the last large area of undeveloped wild-land habitat in southeastern BC. Scientists say that the direct and indirect effects of the resort could eventually wipe out the local grizzly bear population and affect the grizzly population all over the southern Purcell Mountains. Many recreationists and small tourism businesses use the nearby Purcell Wilderness Conservancy and other surrounding wilderness areas. But if the Jumbo Valley is turned over to private interests, it will begin to consume the wilderness and wildlife values. Crown land will be sold for subdivisions and the cost to the taxpayers of expensive road construction, improvements and maintenance, avalanche control along the road, and fighting any wildland fires that threaten the resort is not yet available and in part cannot be known beforehand.**

the huge Whistler ski resort. But when it first started out in 1976, Whistler had a population of only 590 people. Now it has maximum bed capacity for 52,000 people! The initial capacity of the proposed Jumbo Glacier Resort means nothing in an industry that is notorious for continual expansions. This also makes it totally irrelevant that the developers have cut back here and there, dropping this or that parking lot, ski lift or scrap of land in their proposal. It can all be added once the resort has been built.

Is it an accident that a report by consultants to Mr. Oberti on the Jumbo Glacier Resort project was recently released at almost the same time Trail MLA Sandy Santori became the new

Minister of State for Resort Development? Santori's specific mandate will be to focus on resort development and expansion in the Kootenays. His appointment raises concerns that the environmental assessment process is nothing more than a sham and the Liberal government is set to approve the project.

The Jumbo Valley has clearcuts and logging roads, but the resort would sit about five or ten kilometres from the Purcell Wilderness Conservancy. It is well known in science that grizzly bears and other large wild animals cannot survive confined to a single park. They need to travel widely to find mates and adequate food, and they need seclusion to do that.

Left as it is, the Jumbo Valley is a bear travel corridor providing relative seclusion. But a town with hundreds of thousands of people a year will spell disaster to the grizzlies and to the backcountry values of the whole area.

**The deadline for letters is April 12, 2004. There will be only ONE public meeting in the West Kootenays on March 11 in Nelson at the Prestige Inn from 3 to 8 pm. See the back page for further details.**

# WHITEWASH ON ENVIRONMENTAL IMPACTS



Michael Wheatley

**“The collective professional opinion of the Grizzly Bear Scientific Committee is that the proposed Jumbo Creek development, if approved, will adversely affect the regional population of grizzly bears in the South Purcells. The size and nature of the development will result eventually in the loss of bears locally and will diminish the viability of the regional population of grizzly bears.**

**Based on the information that we have examined and our understanding of bear biology and management, the Scientific Committee questions whether traditional approaches to mitigation will successfully alleviate the negative effects of human activities ... there are no examples in North America where grizzly bears have coexisted successfully with large human development over the long term.”**

Aalton Harestad, R.P. Bio.  
Co-chair, BC government’s Grizzly Bear Scientific Advisory Committee

**H**ow can you put thousands of people in high quality grizzly bear habitat, with their vehicles and parking lots, their sewage and sewage treatment plant, their houses and hotels and restaurants, without driving away or killing grizzly bears? Answer: by “mitigation.” (Mitigation - “to make less severe.”)

With mitigation measures, the developers’ consultants say that the resort, the subdivision, the parking lots, etc., will have “no net impact” on the grizzly bear population. This word, “mitigation” is used to shrug off all possible impacts of

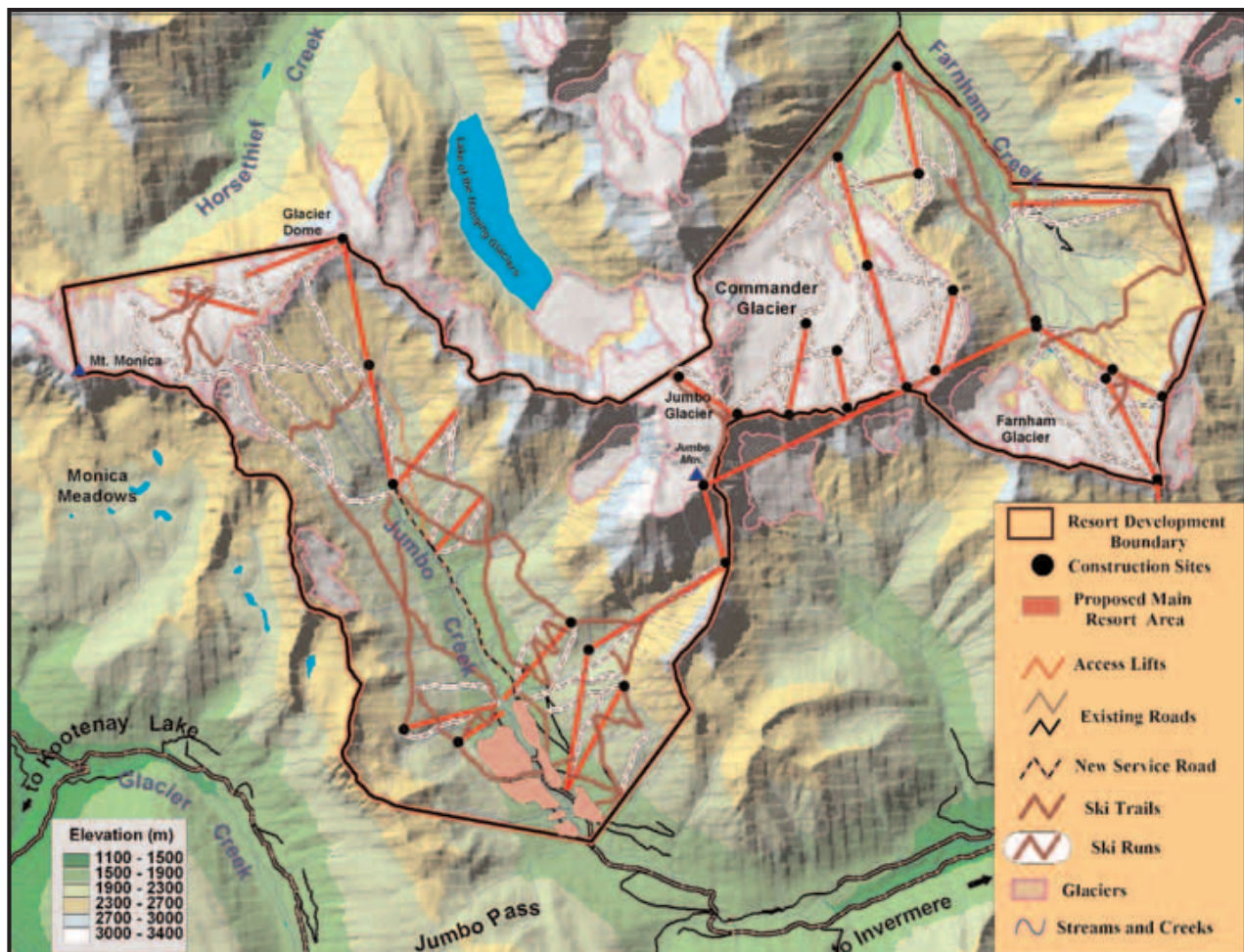
the project. Pages and pages of technical reports submitted by the developers to the Environmental Assessment process all come to the conclusion that this massive development will do no significant environmental damage.

For grizzly bears, the resort will use “bear-smart” practices such as careful garbage disposal. And grizzly bear habitat elsewhere could be “enhanced” by managing access. Would this mean closing access traditionally used by noncommercial recreationists so that 737,000 people a year can visit Jumbo? Whatever closures they would undertake, the effect would be miniscule com-

pared to bringing hundreds of thousands of people into the area.

Proponents of the project argue that the resort itself will only cover 200-250 acres. That is totally meaningless. The intensity of the development on that 200 or so acres will cause most grizzlies to avoid the area by a wide margin. The thousands of people who live or visit there will also radiate out over a broad geographic area. Bears that can’t or don’t avoid people will get killed.

Experience shows that, over the long term, development in Banff National Park has grown



# JUMBO DEVELOPMENT = DEATH TO THE GRIZZLIES

and the grizzly bears are dwindling. Yet Banff National Park is protected under the *National Park Act* and exerts some semblance of control over Banff development. The Jumbo Glacier Resort will be a *private commercial enterprise*, dedicated to the profit margin, initiated in an era of rampant "de-regulation" of industry.

Nothing else is quite like this Jumbo proposal. The major ski towns of Banff and Whistler are built in valley bottom areas away from prime backcountry grizzly habitat. But Jumbo will be built in sub-alpine grizzly habitat.

The municipality of Whistler has had some recent success in living more cooperatively with black bears; but most grizzly bears were already gone when Whistler was built.

And they are far less compatible with people than black bears. People would not tolerate mother grizzlies with young, as they can be far more dangerous than black bears. So, no matter how good the proposed management for Jumbo might be, enough grizzlies will get into trouble and be killed or relocated as "problem" grizzlies that this alone poses a major population threat.

The claims of the proponents that impacts to grizzly bears will be "monitored" are equally ridiculous. Monitoring is part of a pat formula that industries use to placate public concerns so they can obtain their permits from the government. But if the monitoring shows bears are in trouble, are the resort owners going to dismantle their half-billion dollar developments and leave the area?

The Jumbo Environmental Impact Report also does not address the increase in bear-human conflicts that will come from a flood of recreationists not associated with the resort that will follow the improvements of the road to Jumbo Valley. This will include heavy motorized recreation and heli-tourism with new commercial tenures.

## GOVERNMENT'S GRIZZLY BEAR SCIENCE PANEL SAYS RESORT THREATENS LOCAL AND REGIONAL GRIZZLY POPULATIONS

The BC government's own 12-member scientific panel has said that the proposed Jumbo Glacier Resort "will adversely affect the regional population of grizzly bears in the South Purcells ... There are no examples where grizzly bears have coexisted successfully with large human development over the long term." But the government is ignoring these scientists, as well as government biologists and managers who oppose the project.



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Dr. Brian Horesji: "... any proposed mitigation measures to offset impacts will be virtually meaningless."

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## CONSERVATION BIOLOGY STUDY PREDICTS GRIZZLY BEAR DEATHS AND POPULATION DECLINE

The Valhalla Wilderness Society funded a two-year study by a well-known independent conservation biologist, Dr. Brian Horesji. The study report, entitled "The Purcell Mountain Grizzly Bear: Cumulative Effects and the Proposed Jumbo Glacier Development" was released in 2000. The report states:

"If the massive ski development goes ahead in the Jumbo Creek valley, a provincially significant grizzly bear population in the Purcell Mountain range can be expected to decline. So large is the town site that would be built in the middle of prime grizzly habitat that any proposed mitigation measures to offset impacts will be virtually meaningless."

This report shows that the proposed private

Jumbo town site and ski development would be in the heart of one of BC's two most secure southern grizzly bear ecosystems and would border on the region's largest roadless protected habitat: the Purcell Wilderness Conservancy. It also indicates that the Jumbo Creek valley and surrounding areas (4,074 km<sup>2</sup>) are inherently high productivity grizzly bear habitat and constitute part of a critical travel corridor in the Purcell ecosystem.

The Purcell Conservancy (adjacent to the Jumbo watershed) would be too small to support a viable grizzly population when it is cut off and isolated from the more northern grizzlies by the Jumbo development. Grizzlies roam over vast areas outside the conservancy. They need to do so in order to survive long term.

In 1999, a joint government/developer study by AXYS Environmental Consulting collected hair samples from grizzly rubbing trees. DNA analysis showed that there are about 45 grizzlies in the Central Purcell Mountains. This confirms that the Jumbo watershed and surrounding region is significant grizzly bear habitat.

## CUMULATIVE IMPACTS EXCESSIVE

Dr. Horesji's Jumbo report documents a tier of cumulative impacts that will occur over time. Existing logging roads and clearcuts have already stripped away much productive low elevation habitat and have fragmented every watershed except those in the Purcell Wilderness Conservancy and the north fork of Horse Thief Creek.

Logging to clear ski runs and to develop real estate and access will destroy bear habitat, including dens. Improved roads will increase hunting, which may already be killing more bears than the population can sustain. Roads are also barriers to movement since bears often avoid them; those that don't can be killed by vehicles.

Bears will be displaced by increased human use of the area, noise, and off-road vehicles. Garbage and food odours will attract bears and lead them into conflicts with people. The development itself will bring thousands of people into bear country and sharply increase the risk of lethal encounters, leading to the death of bears that are considered a risk to human life. There will also be a greater risk of forest fires that, in the context of cumulative effects, will change the way bears use the area.

A sudden concentration of people often leads to a large decline in bear numbers in a short period. Dr. Horesji concludes that the Jumbo development will raise bear mortality by 500% to 1,100%. He writes that the bear population in and around the proposed Jumbo development is internationally significant, and the development "would threaten the viability and imperil the future of the grizzly bear population."

# CONCERN ABOUT INTERFACE FIRES

## MINISTRY OF FORESTS WARNS: JUMBO VALLEY HAS POTENTIAL FOR RAPID FIRE SPREAD — ONLY ONE ACCESS ROAD

“The Ministry of Forests has advised the project committee that the proposed Jumbo Glacier project lies within an area of the southern Purcell Mountains which is subject to a significant risk of wildfire in a typical fire season. The topography of the area which surrounds the project site is sufficiently steep and timbered that it creates the potential for rapid fire spread, and also offers the prospect of difficult emergency access and fire control in the event of a wildfire outbreak ... Predominantly southerly winds would be expected to affect the project area's surroundings during high fire hazard times, and, in the event of wildfire occurrence, could create significant fire control difficulties.

“Thus, the Jumbo Glacier project represents a significant ‘wildland/urban interface’ ... Moreover, the resort is located at the upper end of a narrow valley, with only one access road, which raises issues with respect to access and egress during a potential wildfire.”

Jumbo Glacier Resort  
Project Report, C-18

## CLEARCUTS MAY ACCELERATE WILDFIRES

The clearcuts in the Jumbo Valley will not eliminate the wildfire hazard. In fact, studies and experience indicate that clearcut and roaded areas sometimes accelerate and intensify fires. This is because logging leaves behind fine fuels. In addition, as regeneration occurs, tightly spaced young trees are highly flammable.

The resort plan includes commendable efforts to use fire-safe construction and practices on and around the resort, and this doubtlessly will be done. And it may be true that avalanche tracks would provide some natural firebreaks. But the danger is that a fire on Crown land might grow big enough to breach the avalanche chutes and fireguards protecting the resort.

There is only one access road in a narrow valley to get emergency response teams in and to evacuate the resort. If a fire blocks the road, that could be very dangerous. The Ministry of Forests has warned that helicopters may not always be available and, at any rate, would have only limited capacity to evacuate people.

Provincial firefighters will be responsible for protecting the resort and its occupants from Crown land fires, and this area will become a very high priority for firefighting.

As explained in the 2001 report of BC's Auditor General, interface development forces the Ministry of Forests to suppress fires. But the longer they do that, the more the fuel will

build up. Sooner or later, when a drought comes along, a fire could grow so intense so fast that it is impossible to suppress it.

The summer of 2003 demonstrated that everyone in the province shares one pool of fire-fighters, equipment and funding. If we go about creating new communities out in the wildlands, those resources will be stretched thinner. Even if we have good fire preparedness, a lot is up to nature — how many fires is she going to throw us at one time and where will they be? How many communities will be threatened?

This is why the Auditor General's report has identified the expansion of development into the forest as one of the chief factors in the increase of interface fire risk in BC. Restrictions on where building can take place are recognized as one way to curb the spread of these problems. The Auditor's report recommends that communities obtain detailed hazard/risk studies before permitting new development. But what about projects permitted by the provincial government?

A DETAILED, INDEPENDENT HAZARD AND RISK ASSESSMENT FOR THE ENTIRE JUMBO VALLEY SHOULD BE COMPLETED BEFORE THE GOVERNMENT APPROVES THE RESORT.

In addition, in making a decision on the Jumbo Resort, the government should consider its potential impact on provincial firefighting resources and all British Columbians who fund those resources with their tax dollars, and who need them in time of fire emergency.

# WHO PAYS FOR ROAD ACCESS AND HOW MUCH?

According to the Jumbo Project Report:

There are no estimates available for the cost of new and upgraded roads to serve the Jumbo Glacier Resort. The plan includes:

### NEW ROADS:

Panorama to Mineral King Mine  
Mineral King Mine to the resort

### UPGRADED ROADS:

Toby Creek Road  
Jumbo Creek Road

Upgrading will include new bridge construction, realignment to avoid avalanche hazard, widening, paving, and maintenance. The Ministry of Transportation and Highways says the upgrading is solely to serve the resort. By law, MOTH must upgrade, operate and maintain the Jumbo Creek Road if the subdivision is permitted. MOTH says:

“There are about 50 avalanche paths along the Jumbo Creek forest road of which five are unavoidable, crossing both the road and the creek. It would be most difficult to provide safe and sustainable access along this route in winter.”

Ministry of Transportation and Highways,  
Oct. 17, 1995.

According to the development corporation:

“In the case of the Jumbo Glacier project, the proponent intends to seek private land status for some project components, including residential components. Thus, it will be necessary, by law, for the entire access road to have formal public highway status at that point in the phasing of resort devel-

opment when subdivision of private land commences.”

Pheidias Project Management Corporation  
“Jumbo Glacier Resort Project Report,” Dec. 2003

According to the report, the developers will negotiate a cost-sharing agreement with the MOTH. But only *after* the development permit has been granted. Until then, the taxpayers and the Environmental Review process are simply: in the dark.

## HAS THE HIGHWAY THROUGH JUMBO PASS BEEN DROPPED?

At one time the Ministry of Highways did a feasibility study for a road that would go through Jumbo Pass and connect Calgary and Nelson. However, MOTH estimated the road cost at more than \$200 million, and there was a public outcry against the road. In 1995, MOTH recommended against constructing the Jumbo Pass Highway.

The Jumbo Glacier Resort proposal and Master Plan are based on the assumption that the



Typical ski resort in Switzerland. Jumbo valley could look like this in the future. Zan Mautnier

Jumbo Pass highway will not be built. However, in the past there have been some radical reversals in the positions of the BC government, so Kootenay residents should be vigilant.

We have many examples of what kind of changes urban sprawl and huge population growth bring; we can see what has happened to the Okanagan Valley. The Kootenays are at a crossroads; we can keep our quality of life and high quality environment or see rapid growth and changes.

# MELTING GLACIERS, SALT, WATER AND PEOPLE



Above: The Purcell Wilderness Conservancy is only about 5-10 kilometres from the proposed Jumbo Glacier Resort. Its wilderness and wildlife are in jeopardy if Jumbo is built.

A United Nations report has warned ski resorts around the world that glaciers are melting rapidly due to global warming. Lower elevation ski resorts will go bankrupt, which will increase the pressure on high elevation glaciers in extremely sensitive alpine areas such as in Jumbo Valley.

Right: Appropriately called 'Lords of the High Country,' mountain goats are found only in high alpine areas of the Pacific Northwest. They lead a very fragile existence. The steep, rugged terrain of Jumbo Pass has afforded these majestic animals protection from predators and human disturbance, until now. Increased activity, thousands of people, gondolas, lifts, traffic, bombing of avalanches and helicopters in the alpine will cause negative impacts on goat habitat and populations, which are very vulnerable.



## ARTIFICIAL SNOW AND SALT

Most ski hills in BC use huge amounts of salt to condition their ski runs, and many use artificial snow. The salt contaminates water coming off the glaciers. Making artificial snow uses huge amounts of water, drawing down water levels for drinking and fish. With BC's glaciers melting rapidly, water coming off of glaciers is a precious resource that should not be polluted or disrupted in its flow patterns.

The Jumbo Resort will be different, we are told. They wouldn't think of using salt on their slopes. They point out that salt and artificial snow are used by lower elevation ski hills that have problems with warm weather and insufficient snow. The Jumbo ski areas are significantly higher in elevation, with plenty of snow.

But this does not take into account the warnings in the United Nations report: "CLIMATE CHANGE AND WINTER SPORTS: ENVIRONMENTAL AND ECONOMIC THREATS." Global warming will make it far more expensive to run a ski operation, whether an area receives too little snow or heavy freak storms that require shutting down for avalanches. According to the UN report, the potential annual costs of climate change in Switzerland have been estimated at US \$1.5 to 2.1 billion by the year 2050.

At the same time, global warming will reduce the length of the ski season and the number of skiers, reducing the profits of the resort. Skiers are having to go higher and higher to find good snow. Jumbo Resort plans to have summer skiing. We know that the southern Interior of BC just had the warmest 10 years on record. Summer ski-

ing can lead to salt use.

The developers already acknowledge they will use salt on "race days." How many "race days" will there be, and what kind of use will concentrate at Jumbo Glacier as other resorts increasingly lose their snow?

It is estimated that the required amount of artificial snow will increase between 36-144% by the 2020s, and by 48-187% in 2050s. Snowmaking is extremely expensive.

Once the resort is built, the owners can change the operations of their business as needed, and the government that has brought us deregulation of the logging and mining industries will issue whatever permits are needed.

## EXPLOSIVES

Global warming will also cause increased risk of avalanches, and the costs associated with that. The Jumbo Master Plan states that avalanches along the road will be controlled with explosives and helicopter bombing. Who knows how wildlife, in particular the mountain goats and denning bears, will survive with this kind of noise and destruction taking place for a large part of the time?

## PEOPLE, HYDROLOGY AND SLOPES

One impact cannot be denied, so much has it been proven everywhere. Using the excuse of overcrowded facilities, ski resorts pressure government for expansions, and the expansions then spread the environmental damage and bring

greater crowds of people who soon clamour for still more expansions.

Just the sheer number of people in the area does heavy ecological damage. Even if their sewage can be safely handled, it requires much ground and water disruption to do so. Heavy use also destroys vegetation and compacts the ground, which loses its ability to absorb water runoff. This causes high peak flows in spring, erosion, landslides and floods. The developers say there are no reports of damage at other ski hills around the province, but a very different story comes from Europe.

The UN says global warming will increase the melting of permafrost and make many mountain areas vulnerable to landslides. Ski lift equipment and buildings in permafrost soil become unstable. Stabilizing them is expensive.

"MELP, in regulating existing ski hill operations throughout BC, has encountered a variety of water quality problems. Sediment generation is a typical concern, caused by ski run clearing, road construction and residential development, and is sometimes serious enough to require enforcement action. Sewage treatment may be neglected, and effluent quality has been known to violate permit requirements and/or the federal Fisheries Act."

Environmental Assessment Office  
June 1998

# THE PURCELL WILDERNESS CONSERVANCY: WILDERNESS AND WILDLIFE AT RISK

The Purcell Wilderness Conservancy is one of the largest, wildest protected areas in the Southern Interior. Local residents demanded stronger protection for the conservancy than for BC parks. As a result, today the conservancy has no roads at all. The access roads don't even reach the boundary.

When BC Parks conducted a survey for the 1988 master plan process, of the 600 respondents and 250 people interviewed, 82% wanted to maintain the level of protection. 82% wanted a continuation of the ban on air access.

It is well recognized that parks need buffer zones outside their boundaries. In these zones, there can be economic activities or development, but only of a low-impact nature compatible with parks. Tourism has long been thought to be better in this respect than logging.

However, huge developments set up just outside park boundaries can be far more damaging than logging. They can essentially co-opt a park for the use of the private operator's clients. While park managers carefully manage access to maintain the wilderness of remote park areas, commercial operators can simply set up a lodge near the park boundary, use photographs or descriptions of the park in their advertising to bring mass numbers of people, improve or build road access to their lodge, and thus swamp with tourists a fragile park wilderness that society spent many years trying to preserve in a wild state.

By bringing hundreds of thousands of people to the boundary of a park, developers can create, almost overnight, a huge public demand for concessions *within* a park. But it's an artificially created demand, as artificial as the snow created by most BC ski resorts; and it is propelled by unnatural growth that is entirely predictable when mega-buck, high-impact tourism development

comes along.

In such ways, it is possible for wealthy foreign investors to simply overwhelm the desires and efforts of local or regional residents. It is possible for a massive resort outside park boundaries to siphon a park dry of the values for which it was

created — whether that means attracting its grizzly bears into a fatal relationship with human garbage, or swamping its wilderness areas with tourists seeking entertainment, or pressuring for motorized access in a park that was deliberately created to keep machines out.

## SACRIFICING THAT WHICH IS UNIQUE FOR THAT WHICH IS COMMON

In 1992 the Alberta Natural Resources Conservation Board turned down most of a proposal for the "Three Sisters" mega-ski resort outside of town, along the Bow River. Many Canmore residents had said they came to live in the area because of the nearby environmental quality of the area. They wanted to slow the rampant growth stimulated by wealthy investors exploiting natural landscapes to make their fortunes.

Dr. Thomas Power, Professor and Chair, Economics Department, University of Montana:

"Most resort towns and recreational meccas in North America represent 'industrial grade' tourism, that is, a large-scale, high-volume industry that inundates communities and almost replaces them. But tourism does not have to take place on this scale or in this manner. There is an

alternative type of tourism that protects what is unique in an area by limiting and dispersing the impact of visitors.

"One can expect that recreation/tourism markets will change substantially over the next ten years ... The proposed destination resort with its 'upscale' or 'luxury' hotel, golf courses, recreation and shopping facilities follows the pattern of tourist development already established at Banff-Lake Louise ... The fastest-growing part of the market is in adventure recreation, ecotourism, and cultural tourism ... Tourist facilities that undermine that which is unique about an area may well be destroying their own market. What the Three Sisters developers proposed was to commit a large part of a relatively scarce resource, the Bow Corridor landscape, to relatively common recreational activities that could be pursued elsewhere in Alberta.

"If a community adopts a helpless beggars-can't-be-choosers attitude and passively accepts any and all tourist proposals, tourism may well someday consume it. But if the community cherishes its amenities and has the confidence to protect them, it can lay the foundation for local entrepreneurs to develop compatible, dispersed tourist businesses that help vitalize the local economy."



## KTUNAXA CHIEFS OPPOSE JUMBO

On September 20th, 1995, the Ktunaxa Tribal Council presented a declaration in Nelson to the government review committee, signed by the Chiefs of the Columbia Lake, Tobacco Plains, St. Mary's and Lower Kootenay Bands. It said (in part):

"The Ktunaxa people are adamantly opposed to the proposed development of the Jumbo Creek drainage.... If the Jumbo Creek drainage is at all to be considered for removal from "Crown Land" status, prior consideration shall be given to the Ktunaxa people for first refusal ... The Ktunaxa values that exist there now far outweigh monetary value. Treaty issues and Aboriginal rights must be dealt with first before any large tracts of pristine land are to be considered for further development, but the Jumbo Creek area should never be considered for any development.

"...The decision to not develop the Jumbo Creek Valley is the only decision that the Ktunaxa people will accept."

The position of the Ktunaxa at the present stage is as yet unknown.

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*Wolverines, like grizzly bears, depend on seclusion and wilderness. By swamping the Purcell Wilderness Conservancy with people and noise, we would be replacing something rare and unique with something common.*

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Garth Lenz

## SINIXT NATION OPPOSES JUMBO

On February 5, 1997, Marilyn James, Appointed Spokesperson for the Sinixt Nation, wrote to Mr. Ray Crook, Environmental Assessment Project Review, opposing the development of the Jumbo Pass Mega Ski Development. In her letter Ms. James states, "Alpine ecosystems are very fragile and avalanche areas are important to the bears' survival and this mega project needs to be halted.

"The Sinixt Nation opposes mega developments in the backcountry. A development of this size spells disaster for the grizzly bears in the area. These bears will be wiped out by placing a city in the alpine. This is a critical habitat for the Purcell grizzly population. The Jumbo area must stay a pristine wilderness area for the survival of the grizzly bear. The grizzly bear must take priority to any development. The BC government should not be approving these mega ski developments in these critical habitat areas.

"If the grizzly is protected, then all biodiversity is protected. The Sinixt Nation opposes Jumbo Ski Development and any other large mega projects in the alpine that impact bears who share Sinixt traditional territory."

*Support the West Kootenay Coalition for Jumbo Wild  
Environmental groups are working on both sides of the Purcells*

**FUNDING IS DESPERATELY NEEDED  
TO FIGHT THIS PROJECT**

SEND YOUR TAX CREDITABLE DONATION TO:

**VALHALLA WILDERNESS SOCIETY  
Box 329  
New Denver, B.C. V0G 1S0  
Phone: 250 358-2333 (vws@vws.org)**

All donations are tax creditable, charitable tax # 119260883 RR

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Donations will go to the West Kootenay Coalition for Jumbo Wild.



**The West Kootenay Coalition for Jumbo Wild**

Argenta Ad Hoc Committee for Wild Jumbo; Blewett Conservation Society; Discovery Canada—Outdoor Adventures, Inc.; Eco-Society; Friends of Glacier Creek; Friends of Jumbo Pass and Monica Meadows; Friends of the Purcell Wilderness Conservancy; Friends of White Grizzly—Goat Range Park; Grizzly Project; Kaslo Environmental Society; Pro Terra; Purcell Alliance for Wilderness; Sinixt Nation; West Kootenay Mountaineering Club; West Kootenay Naturalists; West Kootenay Watershed Congress; Valhalla Wilderness Society.

Contact Numbers

W. Kootenay Coalition for Jumbo Wild  
Gen. Delivery, Argenta, BC V0G 1B0  
Account #481176,  
Kootenay Savings Credit Union  
Kaslo, BC  
Phone: 250-366-4422

Ecocentre  
#6 373 Baker Street,  
Box 717  
Nelson, BC V1L 4H6  
Phone: 250-354-1909



Inger Kronseth  
Our Jumbo Coordinator  
19-250 Russell Rd.  
Victoria, BC V9A 3X2  
Phone: 250-386-9659  
ikronset@islandnet.com

Jumbo Creek Conservation Society  
250-342-7503

**WHO ARE THE DIRECTORS  
OF GLACIER RESORTS LTD.?**

**OBERTO OBERTI** – both a Director & President of Glacier Resorts Ltd. President of Pheidias Project Management Corp., which is doing the overall design and liaison with approving authorities, owner: Oberto Oberti Inc., Architecture & Urban Design

**KUNI YAMAMOTO** – both a Director & Secretary Developer and major shareholder in Tusar Properties Inc. International Client Group and real estate consultant

**MARTHA BRUECKET** – real estate manager

**DAVID TSCHANZ** – Owner of Crystal Mountain Resort near Kelowna, former mayor of Lenzerheide, one of the top-ten resorts in the Swiss Alps

**KARL ERNST** – President and owner of Mueller Lifts Ltd.

**LEONARDO LENTI** – Professor of Law, University of Turin, Italy. Well-known guide and mountaineer in the Alps.

**ARNOLD ARMSTRONG** – President and CEO: International Cetec Investments Inc.

**DR. ALAN ARTIBISE** – Dean, College of Urban & Public Affairs, University of New Orleans

**Provincial Support:**

Applied Ecological Stewardship Council of B.C.; Canadian Alpine Club; Canadian Parks and Wilderness Society; Grant MacKewan Mountaineers; Western Canada Wilderness Committee; Yellowstone to Yukon Conservation Initiative

**Websites:** www.wildcanada.net has a form letter with all government email addresses; www.JUMBOWILD.COM; http://www.kootan.org/jumbo.html

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**Production**

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Stage Two: Colleen McCrory, Madeleine McCarthy, Craig Pettitt, Anne Sherrod, Wayne McCrory, Erica Mallam, Anne Champaign. Special thanks to Walter Wells for contributing expert photographic assistance.

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# DO WE WANT TO PROTECT THE PURCELL GRIZZLIES OR SUPPORT A ROAD TO EXTINCTION ?



Wayne McCrory

BC may contain as much as 20-25% of the grizzly population of North America. These animals speak to us of areas far from the beaten path; of room to wander; of the Earth as it was created. They are living symbols of wildness. And they need wildness to survive.

The tourist of today is like a refugee from urban areas, coming to Canada and the Kootenays to see what is unique. They are thrilled just by the fact that BC has grizzly bears. To pave over, develop and commercialize BC's wild backcountry and parks, is to turn them into something that is common almost everywhere.

If you prize seeing grizzly bear tracks in BC's wildlands, wake up! Wildlife biologists say the grizzlies are on the trail to extinction. If you want to do something about it, please join us in opposing this project with all the fervour of your love for wild things.



Wayne McCrory

## YOU ONLY HAVE 2 MONTHS AND 2 MEETINGS FOR PUBLIC INPUT YOUR ATTENTION IS URGENTLY NEEDED NOW !

### IMPORTANT DATES

FEB. 12, 2004	PUBLIC INPUT BEGINS
MARCH 10, 2004	OPEN HOUSE (Government & Proponent) 3 - 8 p.m. Best Western, Invermere
MARCH 11, 2004	OPEN HOUSE (Government & Proponent) 3 - 8 p.m. Prestige Inn, Nelson
APRIL 12, 2004	PUBLIC INPUT CLOSES
SEPTEMBER	DECISION BY CABINET ON JUMBO

### WRITE YOUR LETTER TO SAVE JUMBO AND THE GRIZZLIES

#### STATE YOUR OPPOSITION

- ◆ Write a letter or two or three...
- ◆ Get all your neighbours and friends to write letters.
- ◆ Send emails.
- ◆ Phone your MLA & relevant ministers.  
It's free via 1-800-663-7867.

Environmental Assessment Office  
Jumbo Project Director, Martyn Glassman  
Box 9426, Stn. Prov. Govt.  
Victoria, BC V8W 9V1  
Email: martyn.glassman@gems4.gov.bc.ca

Premier Gordon Campbell  
Parliament Buildings  
Victoria, BC V8V 1X4  
Email: premier@gov.bc.ca

Blair Suffredine, Chair of the Tourism Committee  
Parliament Buildings  
Victoria, BC V8V 1X4  
Email: Blair.Suffredine.mla@leg.bc.ca

Sandy Santori (West Kootenay)  
Minister of State for Resort Development  
Parliament Buildings  
Victoria, BC V8V 1X4  
Email: Sandy.santori.mla@leg.bc.ca

**NOTICE:** This government is notorious for setting up public input and then ignoring it because their political decision has long before been made. Don't let this public input be another such farce. Send your letters to the newspapers as well as government. Don't be misled by the window-dressing of public consultation. Insist on real public hearings with publication of public input. Democracy can work only if enough people speak out with the determination that their rights will be recognized. Jumbo Valley is public land that must be managed for the public trust.

Other ministers: George Abbott, Minister of Sustainable Resource Management (george.abbott.mla@leg.bc.ca); Bill Barisoff, Minister of Water, Land and Air Protection (bill.barisoff.mla@leg.bc.ca); John Les, Minister of Small Business and Economic Development (john.les.mla@leg.bc.ca)