

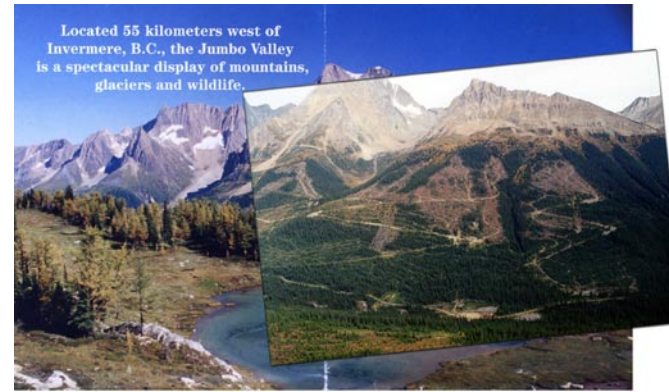
The Jumbo Creek Conservation Society's Pamphlet: *fact or fiction?*



The Jumbo Creek Conservation Society continues to undertake a propaganda campaign aimed at misrepresenting the Jumbo Glacier Resort project.

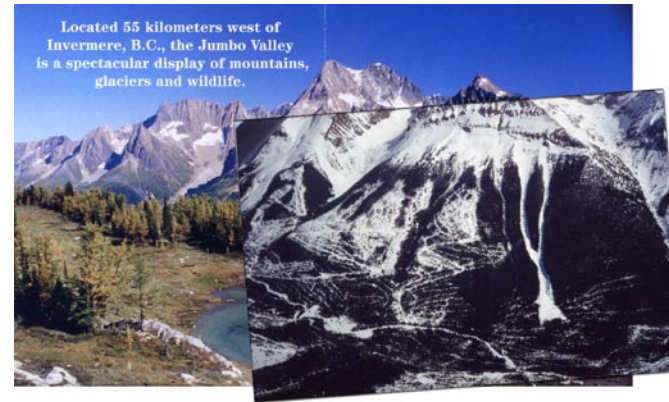
In general terms, the pamphlet misrepresents (1) the size, nature and location of the resort, and (2) the true state of the Jumbo Creek valley in order to raise public fears and unfounded concerns about the Jumbo Glacier Resort proposal.

For example, not a single picture in the pamphlet shows the actual location or valley where the resort is proposed. Despite 29 instances of the word "Jumbo" in the pamphlet, the Jumbo Creek Conservation Society's editorial does not once refer to the project by its proper name: Jumbo Glacier Resort – an important distinction which refers to geography rather than size. Following thirteen years of public discussion on the project, with volumes of information readily available, this cannot be a simple question of misunderstanding. It can only be read as a neo-transparent and continued effort to misinform the public.



The pamphlet's main picture, taken from Jumbo Pass, shows the east side of upper Jumbo Creek valley, including Mount Karnak and Jumbo Mountain. It does not show the Jumbo Creek valley,

or where the resort will actually be located (centered in an abandoned sawmill site) and the extensive logging normally visible in the valley.



Actual pictures of the Jumbo Creek valley show extensive logging and prior use. The resort will be located in an abandoned sawmill site and will cover 110 hectares at full build out.

For further project information please visit www.jumboglacierresort.com

Fiction

1. The project is called “Jumbo Resort Development” because of its large size.

2. *“The Jumbo Valley Threatened by the Jumbo Resort Development proposal”*

3. *“Located 55 kilometers west of Invermere, BC, the Jumbo Valley is a spectacular display of mountains...”*

fact

• The project is called **Jumbo Glacier Resort**, named after a prominent geographic feature in the area. At 5,500 tourist beds and 110 hectares in size, the project will be smaller than Panorama at buildout and most existing resorts of its type in British Columbia. To put things in perspective, Panorama is approved for 7,084 beds over 336 ha, and Whistler is 52,500 beds over 12,950 ha.

• The Jumbo Creek valley is never actually shown in the pamphlet. If it were, extensive logging would be seen. According to Ministry of Forests mapping, nearly 50% (about 45,700 ha) of the forest cover in the valley is classified as Newly Logged or Young Forest. The valley is not pristine and is not “threatened” by the resort proposal.

• The valley begins 36 kms from Invermere near the Mineral King Mine. The abandoned sawmill site, and proposed resort base (not shown in the pamphlet) is at the top end of the valley and is 55 kms from Invermere.



The Mineral King Mine tailings at the entrance to the Jumbo Creek Valley. The Ministry of Energy and Mines ordered the removal of barium sulfate from the tailings in the 1990's as it began washing into Toby Creek.

Fiction

4. *“It is where locals and international visitors alike can still find solitude, wilderness, wildlife and adventure.”*

fact

• It is rare to be able to reach the sawmill site without encountering other private cars, campers, horse trailers, logging trucks, water trucks and/or grading machines in the summer months. In winter, the road is kept open all the way to the parking lot at the Mineral King Mine in order to facilitate heli-skiing. Conveniently located at the entrance



to the Jumbo Creek valley, the parking lot is also a starting out point for snowmobilers. The activity is so popular that the Forest District has resorted to the fairly dramatic action of prohibiting snowmobiling from the upper portions of Jumbo Creek in order to avoid conflict with heli-skiers.

The valley has been subjected to significant industrial and recreational impact, nevertheless, as in many areas in BC, black bears, moose, elk and deer are still seen in the area. Many of these animals are often seen even in the town centers of Radium and Banff. The possibility of seeing bears (even reclusive grizzlies) from the ski lifts at Lake Louise, for example, has become a tourist attraction. Bears and deer are seen in the backyards of homes in North and West Vancouver, cities with a combined population approaching 200,000 people. These places, like the Jumbo Creek valley, are not a wildlife “refuge”.

Fiction

5. "Covering an area of 5000 hectares the Jumbo Resort proposal would transform the Jumbo Valley and surrounding backcountry into an exclusive playground for wealthy customers."



The abandoned sawmill site, and the proposed resort location in the upper Jumbo Creek valley as seen in mid-autumn. This location is never shown in the Jumbo Creek Conservation Society's literature.

fact

• The resort will cover approximately **110 hectares** centered on an abandoned sawmill site. Jumbo is the geographic name of the mountain and its associated glacier, not of the resort size. "Jumbo Resort" is deceptive wordplay. This is a truth that has been known to the authors of the pamphlet for over a decade.

The proposed Controlled Recreation Area in which the ski runs will be located (not the resort) will have a boundary including (not covering) approximately 5,900 hectares. This is a limit to the skiable area. It is not an area for development and will have no impact on those wishing to hike, ski tour or otherwise use the area.

It is well known that the enjoyment of glaciers and skiing in the area is currently the exclusive domain of wealthy heli-ski customers, or on exceedingly rare occasions, expensively equipped and well-trained mountaineering expeditions. Jumbo Mountain and its associated glaciers in winter can only be skied by helicopter at a cost of over \$600 a day. Conversely, this proposal would provide affordable access to the average skier -- at about one tenth

the current cost, or \$50 a day (which, like at Kicking Horse Mountain Resort, will be discounted for locals, and will be closer to \$30 a day). The intent of the Proponent has always been to open up access to high alpine glaciers to the average Canadian.

Fiction

6. "This four season resort and real estate development will choke the Jumbo valley with as many as 10,000 people in a village of subdivisions, hotels, restaurants and shopping malls"

7. "Gondolas and skilifts will criss-cross the surrounding pristine glaciers and mountain peaks"



The Jumbo Creek valley is not pristine. It has seen a century of almost continuous industrial use.

fact

• No shopping malls have ever been proposed. The resort is planned for **5,500 tourist beds**, roughly the equivalent of two times the Banff Springs hotel, in a low-rise configuration.

• The exact opposite is in the plans. There will be no "criss-crossing" of lifts. Because of the size of the mountains and glaciers it is possible with a minimum of lifts to give access to entire mountains. The project has been designed from the outset to have the lowest density of lifts and skiers in BC, relative to the skiable terrain.

Fiction

8. *“The Jumbo Valley is currently home to a healthy grizzly bear population. It provides excellent breeding and denning areas for this threatened species.”*

9. *“The Jumbo Resort proposal may produce up to 1.7 million litres per day of liquid waste, in addition to salt and fertilizers required for road and glacier maintenance”*

fact

- The Jumbo Valley is not home to a grizzly bear population in its lower reaches. Studies have reported that grizzly bears do not go near roads and populated areas, which means most of lower Jumbo Creek and the Jumbo Pass area. While some of the upper sections of the valley, below the glaciers, would have suitable habitat, as do most of the valleys of the region, the only credible studies done to date indicate very clearly that the Jumbo Valley area is **one of the least accessed areas by grizzly bears**. Almost 50% of the valley has been clearcut, and the valley was subjected to a devastating fire in the 1970's. The valley has had an active road supporting logging, a sawmill and mining for almost a century. Jumbo Creek valley's history is in direct contrast to that of the valleys in the Purcell Wilderness Conservancy. The PWC's existence is due in part to the fact that it saw little of the industry that took place in Jumbo Creek. Its 200,000 ha. represent the largest roadless area in southern BC.

- The project will utilize approximately 0.5 million litres per day at full build out, which will be processed by a state of the art tertiary treatment plant. The Project Committee, in addition to the Proponent, has publicly confirmed that the project will not involve “salt and fertilizer” for “glacier maintenance”. No recreational ski resort uses salt and fertilizers to create ice on ski runs. On the contrary, the attraction of mountain resorts is created by the availability of

Fiction

10. *“The Jumbo Valley lies adjacent to the largest wilderness area in southern B.C., the Purcell Wilderness Conservancy. This area is renowned for its exceptional wilderness, wildlife and connectivity values. The Jumbo Resort proposal will result in permanent loss of wilderness and wildlife from this internationally important area. It will also sever critical wildlife movement corridors between the Purcell Wilderness Conservancy and surrounding watersheds.”*

fact

powder snow. Regarding the road, there will be no downstream impact because of road salt, both because the road is expected to be initially a gravel winter road and because when it will be paved the amount of salt that the Ministry of Transportation may use will be limited and will be absorbed by the ground in the immediate proximity of the road drainage system.

- The Jumbo Valley is not adjacent to the Conservancy. Leona Creek is. The closest approach to the PWC border from the Jumbo Valley is 10 km over mountain peaks and glaciers. The main route to and from the PWC is through Toby Creek. A mine, operating until 1991, is situated at the entrance to the Jumbo Creek valley at its confluence with Toby Creek. Jumbo Valley is not renowned for its exceptional wilderness, on the contrary, it is well known as an area of mining and forestry activity. The Commission on Resources and the Environment (CORE) did not see fit to consider it for protected status. Nor did it opt for an expansion of the Conservancy towards the Jumbo Creek valley. The PWC was instead expanded in the opposite direction. Wildlife movement from the Purcell Wilderness Conservancy does not occur through the Leona Creek drainage but through the Toby Creek – Hamill Creek corridor. Connectivity North South is primarily west of Jumbo Creek in the Glacier Creek drainage and beyond.

Fiction

11. *“The Jumbo Resort proposal will place another serious burden on already stressed local services and utilities such as regional landfills, hospitals and health servicing, policing, safety and fire protection.”*

12. *“Guest transportation to the Jumbo Resort may require a fleet of 30 – 50 buses to service the potential daily flights to the Fairmont airport.”*

13. *“A two lane paved highway will be required to handle the estimated 2700 vehicles per day.”*

14. *“Ministry of Transportation figures suggest that road construction costs could reach 70 million dollars.”*

fact

- A mountain resort such as the one proposed is essentially self-contained and does not rely on local services and utilities, which in any event, are located too far from the resort to be utilized. The region, in fact, has been crying out for increased investment and associated tax revenues in order to support existing services and to attract and maintain staff.

- None of this is even remotely within range of foreseeable market expectations. No scheduled or charter flights to Fairmont airport are counted on for the project.

- No such estimates are being provided for this project and the number is grossly unrealistic – 2700 vehicles/day is near the traffic on Highway 93 during the summer season. The estimated number of vehicles to Jumbo Glacier Resort, at full build out, after some twenty years, will be in the range of 900 to 1,200 vehicles per day.

- No estimates of this kind have been provided by the Ministry of Transportation. The estimate quoted by Sno Engineering from the Ministry of Transportation, was for a range of 25 million dollars for a new 80km/h road design. This option has not been proposed. The proposal is for improvements to the existing roads and ultimately, for a 50km/h design, similar to the Kicking Horse Mountain Resort road, for an ultimate

Fiction

15. *“Avalanche control and maintenance costs could exceed \$500,000 annually.”*

16. *“Will these costs be passed on to the people of BC as a hidden subsidy to the developer?”*

fact

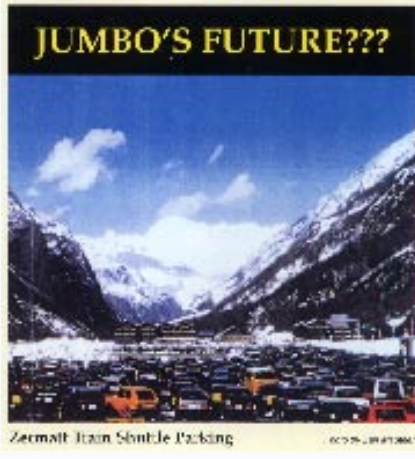
target cost of \$200,000 per kilometer for a total of about \$7 million.

- The figure of \$500,000 is absurdly beyond any current avalanche control costs. The recognized study submitted on May 18, 1997 by Peter Schaerer and quoted in the Project Specifications in 1998 as a reference document outlines a cost in the range of \$15,000 per year for the Jumbo Creek road. This information has been in the public domain for six years. Future avalanche control from Panorama to the Jumbo Creek sawmill site (the proposed resort base) is currently estimated by Peter Schaerer to be \$25,000 per year in today's dollars.

- No. The developer will definitely pay more than it will get back, as it is at comparable B.C. mountain resorts and “these costs” cited by the pamphlet have little basis in fact. However, if the B.C. Government were to invest in the region, as it has done at Whistler and elsewhere, why should East Kootenay residents oppose equal investment in their region?

Fiction

17. "Jumbo's Future???" -- "Zermatt Train Shuttle Parking"



18. "The Jumbo Resort will turn a backcountry wilderness into an exclusive playground for paying customers by limiting public access and activities over a vast area"

fact

- This is not a picture of Zermatt, but a picture of the main train station parking lot in Täsch, Switzerland, where it is possible catch a train to Zermatt. The town of Zermatt has been lauded worldwide for its progressive stance on motorized vehicles, which are banned. This picture, underhandedly, seems to link massive numbers of cars with Zermatt. What has it got to do with the Jumbo Glacier Resort project? Certainly that is not the parking view that is proposed for the project. On the contrary, the project design has always been that of minimizing the exposure to automobile traffic in the valley and in the resort.

- Firstly, the current situation is that particularly in winter, only fit, paying customers, via helicopter, have a reasonable chance of entering the study area, particularly the high alpine such as Jumbo, Commander and Farnham Glaciers, and they pay more than ten times the rate of a normal lift ticket. Secondly, the nearby ski touring destinations, such as Jumbo Pass, are nowhere near "free". They will nevertheless be untouched by this proposal. The costs associated with the equipment (including the snowmobiles commonly used to access the valley) and specialized training required to access these areas in winter far outstrip the cost of a lift ticket and bus pass. The simple fact of the matter is that high alpine glaciers in Canada remain the exclusive playground of heliskiers and small num-

Fiction

fact

bers of highly experienced, extremely fit, and well equipped mountaineers. Contrast this reality with the image of a retiree being able to experience a 3,000 m. high glacier for the first time in his or her life, from the comfort and safety of a gondola at the cost of a reasonable lift ticket.

19. "The Jumbo Valley and surrounding area has been used for generations as a place to recreate, to find solitude and adventure. Its natural beauty and location offer an exceptional alpine experience."

- The prime use of the valley for generations was mining, as evidenced not only by the exploration activity of the past, but by the Mineral King Mine at its base, followed by logging, evidenced not only by the results of the clear cuts, the debris, but also by the remains of the sawmill in upper Jumbo Creek. The question of solitude, already discussed above, is relative at best, considering that the Jumbo Creek valley is one of the most used and frequented valleys in the area. Finally, and perhaps most important, from the point of view of "alpine experience", **the simple truth is that the overwhelming majority of local residents and visitors, because of the obvious dangers and costs involved, have never been to or even been near the top of Glacier Dome, and especially Jumbo, Commander or Farnham Glaciers.** If one were to conduct a quick poll of local residents asking if they have been to Disneyland or a Mexican resort, or if they've had the experience of standing at the top of some of the 3,000 meter high glaciers in their own backyard, the results would be disheartening.