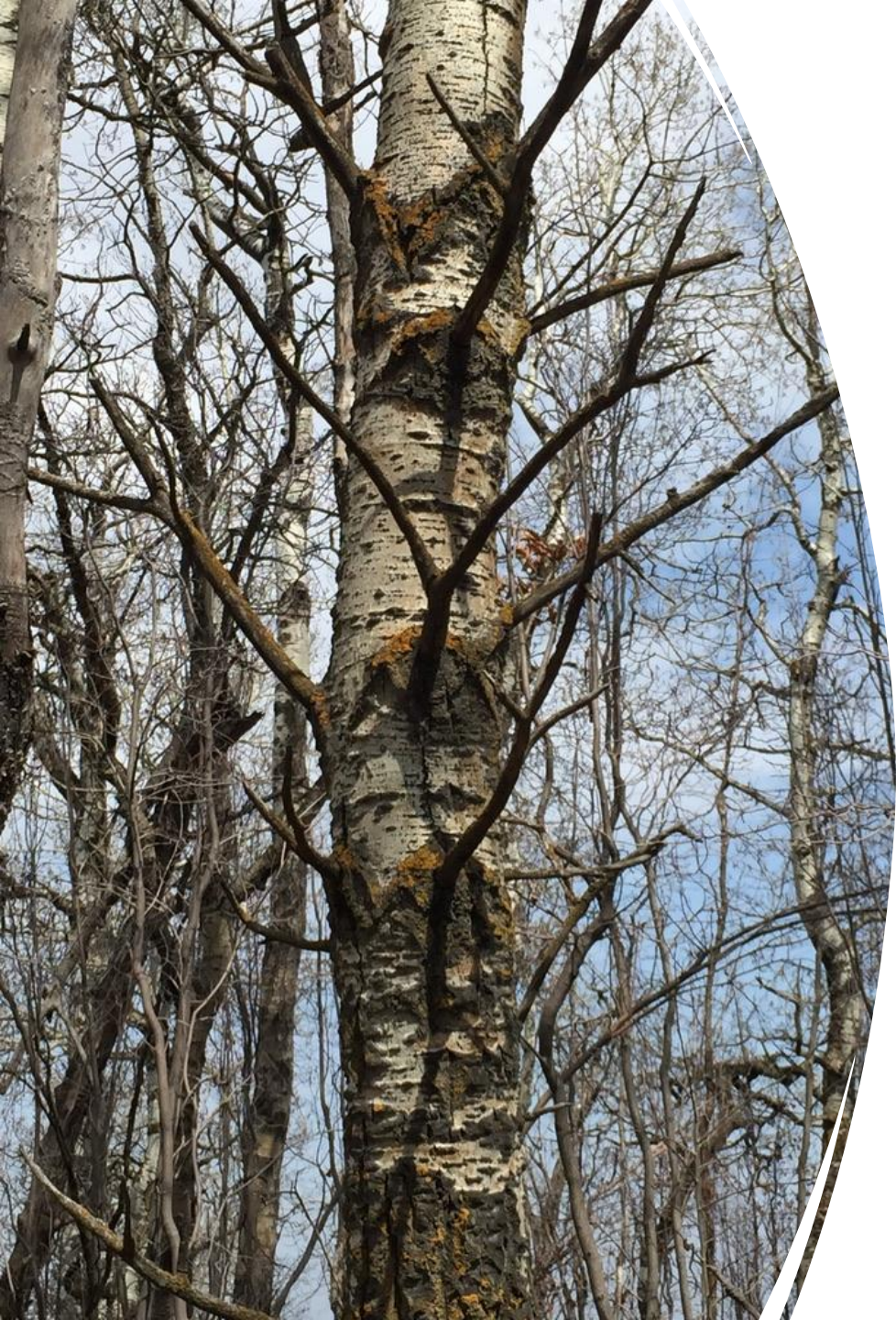


# No Gondola

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Edmonton River Valley Conservation Coalition

August 10, 2022



# Recommendation

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- ERVCC does not support the gondola land agreement or the gondola proposal at all.
- The following slides outline why we see this project as bad for our city.
- We urge Council to vote against this project now.



# We don't need it.

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- Six multi-modal bridges already exist in a 2.5km span of this section of the river valley.
- If the Rossdale Power Plant is currently underserved by public transit, that is an argument for a better bus system, making use of existing infrastructure.



High Level  
Bridge (n  
Creative





# The project runs against the River Valley Bylaw and the City Plan

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- The River Valley Bylaw exists to “preserve the natural character” of our river valley. The City Plan commits to being “greener as we grow.”
  - Creating an unnecessary transportation corridor across the river valley is in no way preservation / green.



# The project would disrupt the wildlife corridor

- Prairie Sky stated (2021) that 3 stations and 13 towers would be located in the river valley, including “within a heavily forested, environmentally sensitive area.... Trees will need to be relocated or removed .... Additionally, [at least one] tower is located within Alberta Environment’s mapped floodway for the North Saskatchewan River.”
- The towers, cables, movement, and overhead noise would disrupt the river valley as key habitat and a *regionally* important wildlife corridor.
- In 2020, Parks Canada rejected a gondola proposal in Banff as it would negatively impact wildlife habitat and connectivity. Parks Canada stated it is committed to protecting ecological integrity and ensuring preservation now and for future generations.
- We should similarly protect and celebrate the wildlife corridor running through our city.



Edmonton

Natural Connections  
STRATEGIC PLAN | 2007







# The gondola is carbon intensive

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- Prairie Sky has not presented the carbon cost of this project.
- In calling the project “green,” where have they accounted for the concrete, steel, other materials, mining, and transportation the project’s construction would require?

# The gondola is not public transit

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- Prairie Sky has still not stated how much a ticket would cost.
- A ticket for most gondolas is around \$10. Few people (if any) will pay that amount, twice a day, to commute. This was the focus of Fare-Free Edmonton and the Transit Union in the initial public hearing. They called for properly funded public transit, not privatization and fare “add-ons” that prevent equitable access.
- We just need a good bus system that serves everyone.







# The project costs Edmontonians

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- This project is costing Edmontonians right now, in councillors,' admin's, and citizens' time, and it disregards the time and money invested in plans and policies to protect the River Valley.
- And as many people have noted on social media, “market price” does not reflect the value of public river valley parkland to the people of Edmonton.



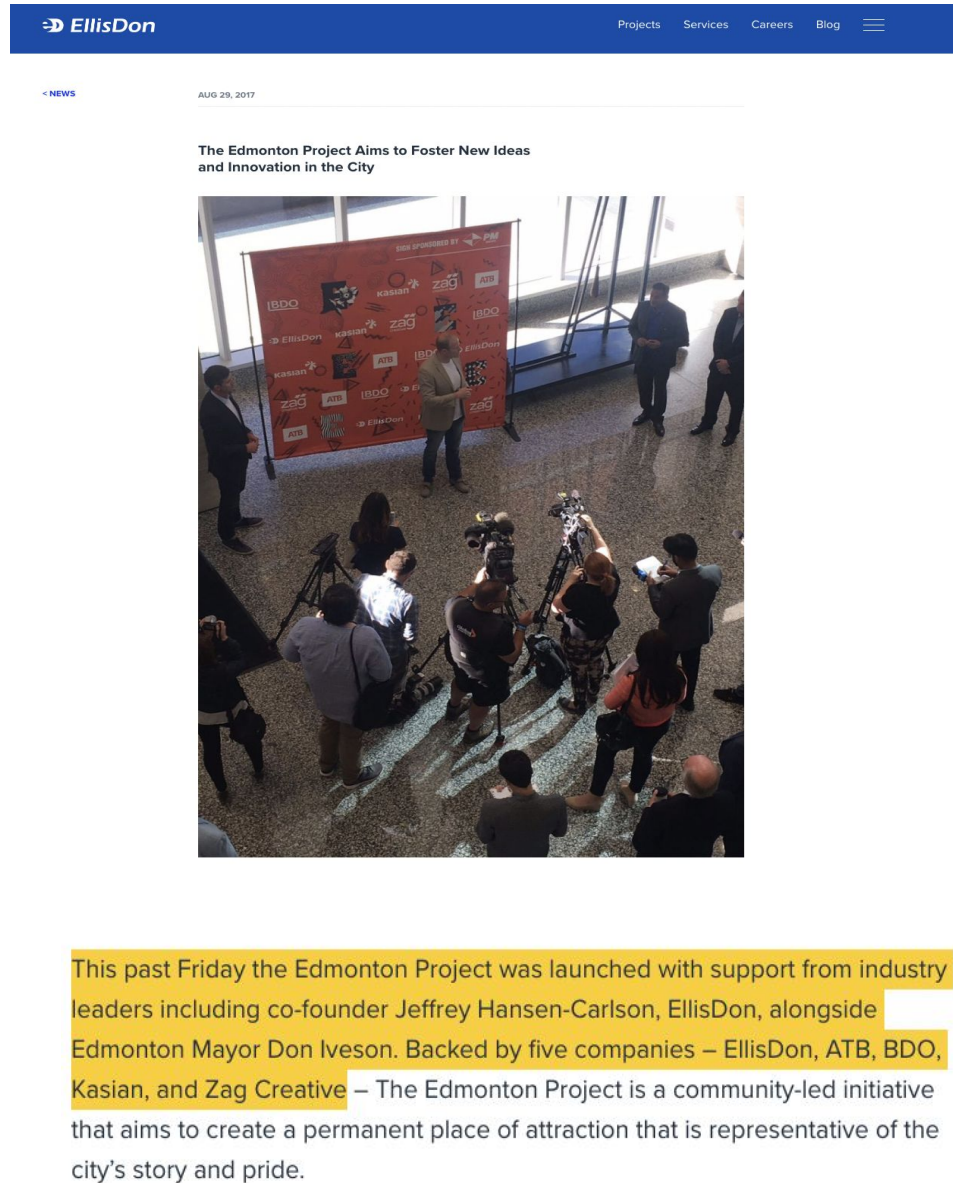


# Should we be constructing in a flood plain?

- In an era of extreme weather events, we should not build more infrastructure in a flood plain.
- The province urges “Stepping Back from the Water” in cities.
- We can develop residential areas in Blatchford, the Exhibition Grounds, and the Quarters, and focus commercial development downtown – rather than competing against downtown revitalization.

# No engagement, no transparency

- Despite the “unprecedented” Indigenous engagement Prairie Sky said they undertook in 2020, members of the Papaschase Nation said they had not been approached by Prairie Sky – even though the land for the Rossdale station is on an Indigenous burial ground.
- Prairie Sky is also disingenuous about the project’s origins. Prairie Sky is not a “community group”; it is part of Ellis Don, a multinational construction company.







# ERVCC's Alternative Vision for Rossdale

- 1. Turn Rossdale into the centerpiece of our river valley park system, and of a National Urban Park. This can include repurposing the power plant.
- 2. Rewild part of the area to widen the wildlife corridor.
- 3. Create an Office of the Environment to enable this vision and coordinate the city's ecological plans in this era of climate and biodiversity crisis.
- 4. Create an excellent bus system that serves everyone.