

Section by Section Motion Response

Motion	Status	Key Updates	Next Steps
Risk Mitigation & Surety Protections	ongoing	<ul style="list-style-type: none"> • While it is not possible to address all risks to the City if the project proceeds, the following risk mechanisms are referenced in the proposed Framework for inclusion in the land agreements: <ul style="list-style-type: none"> ○ Prairie Sky to provide a release and indemnity; ○ City review of Prairie Sky’s operational continuity plan; ○ a term that obligates Prairie Sky to demobilize and remove the project and remediate the City land at the expiration of the term of the land agreements. • The following key terms and risk mitigations are to be negotiated as part of the land agreements, which would be advanced to Council for approval: <ul style="list-style-type: none"> ○ terms and conditions setting out the circumstances under which Prairie Sky would be required to remove the stations in the event of early termination of the station leases (during the economic life of the buildings); ○ obligations related to maintenance and capital rehabilitation; ○ the term of the land agreements; ○ the specifics of security to be provided for demobilization and removal of the project. Prairie Sky would provide security for removal of the gondola infrastructure (towers, ropeline, equipment). Prairie Sky has indicated that it may not be financially feasible for it to provide long term security for removal of the stations; security options and other mechanisms would be explored during negotiations in order to mitigate the risk of a significant financial impact on the City should the project fail. ○ the approach Administration recommends for the land agreements includes leases of the station locations on City-owned land and easements, licences or consent and 	<ul style="list-style-type: none"> • The referenced key terms and risk mitigations would be negotiated as part of the land agreements, which would be advanced to Council for approval. Administration anticipates providing a comprehensive risk analysis when the land agreements are advanced for approval, which will be based on the mitigations included therein.

		access agreements for the ropeline and towers; the City would maintain ownership of the land. Prairie Sky would pay market value for the rights to the City Land.	
Open Books Financial Review	current phase review complete; ongoing	<ul style="list-style-type: none"> • Administration has reviewed Prairie Sky's Business Case and associated financial documentation. Prairie Sky's business case suggests a financially viable project, based on the level of information available. • Administration confirmed that infrastructure costs and direct operating costs within Prairie Sky's financial modeling are to be paid for by the private sector with no funding from the City. • Administration also confirmed that assumed rates of inflation are reasonable. • Early projections suggest that the majority of ridership would come from international and domestic tourism, and seasonal and special events. This may present a risk to ridership and revenues should tourism be slower to recover to historical levels over the medium to long term after the COVID-19 pandemic. • Prairie Sky indicates their commitment to achieve Certified B Corporation status which requires verified social and environmental performance, public transparency, and legal accountability to balance profit and purpose. 	<ul style="list-style-type: none"> • Obligation for open books review would continue into the next phase (concept development and detailed design) - as is reflected in the proposed Framework agreement; this would enable the City to again review financials at a later stage in the process to ensure that the City is satisfied that appropriate financing is in place prior to construction. • Advancement of work as outlined in the report and proposed Framework will require staff resources from the City. While not a direct project cost, this is a cost that the City would incur for the project to proceed. Some costs would be recoverable though fees charged to the proponent in accordance with applicable fee schedules in place at the City, for example in relation to the development permit process.
Public & Indigenous Engagement Plan	plan complete; implementation ongoing	<ul style="list-style-type: none"> • As the proponent of this private proposal, Prairie Sky is required to advance public and Indigenous engagement. • Administration has provided guidance and feedback into the development of Prairie Sky's plan, and reviewed the Public and Indigenous Engagement Plan provided by Prairie Sky Gondola as part of its Business Case. • The plan indicates that through this phase of engagement, Prairie Sky would seek input that would inform final station and tower architecture, station programming, cabin options, pedestrian connectivity and public realm improvements. • Implementation includes enhanced tools for information 	<ul style="list-style-type: none"> • As reflected in the proposed Framework, Prairie Sky would be required to implement their Public and Indigenous Engagement Plan. • Administration to continue to provide feedback & guidance to support implementation of Prairie Sky's plan. • Existence of and implementation of this plan would not negate the need to follow all the required regulatory processes - such as public hearings through rezoning and the

		<p>sharing; the establishment of a Public and Indigenous Engagement Committee, which would include an Indigenous Engagement Subcommittee; and advancement of both virtual and in person events within the public and Indigenous streams of engagement.</p>	<p>River Valley Bylaw. This is also reflected in the proposed Framework.</p>
<p>Mutually Beneficial Integration with Public Transit</p>		<ul style="list-style-type: none"> ● Prairie Sky has provided the City with a Preliminary Transportation Impact Assessment and the Business Case which reflect ridership projections and capture rates based on conceptual information and analysis of urban gondolas around the world. ● There is integration potential between the proposed gondola and public transit, however determining the appropriate level of integration to achieve mutual benefits will require additional information not available at this stage of the project. <ul style="list-style-type: none"> ○ For example, current ridership projections require further investigation to understand the demand profile for the gondola and how that demand would impact demand for other transportation infrastructure and services. In addition, modelling must be completed to fully understand the catalytic potential here. <p>Considerations based on currently available information, that would be confirmed by future work:</p> <ul style="list-style-type: none"> ● It can be anticipated that without proper alignment between public transit and the proposed gondola as transit infrastructure, ridership (and growth) potential would be impacted. ● Early projections suggest that the gondola would be a draw for some commuter riders in the neighbourhoods, businesses and destinations around the stations - areas identified by the City for increased densification. ● Ridership potential (at a capacity of 1,800 people per hour in each direction) offers a mass transit connection between the downtown core, Rosedale and the central portion of Whyte Avenue, that does not currently exist. The gondola could 	<ul style="list-style-type: none"> ● The following next steps are recommended by Administration, as they would support the ability to identify the appropriate level of integration that supports the success of both public transit and the gondola while ensuring the best possible service to the City's citizens and visitors. <ul style="list-style-type: none"> ○ Completion of complete Transportation Impact Assessment by Prairie Sky Gondola. ○ Completion of detailed ridership modelling through application of the City's transportation model to support understanding and integration opportunities in the broader transportation network that could be beneficial to both parties. ● Administration would take a collaborative approach to completing this necessary modeling, building off the Prairie Sky-provided TIA. This would impact resources and potentially require reprioritizing within impacted business areas. Should Council approve proceeding with the proposal, Administration will undertake this work. ● As is reflected in the proposed Framework, the above referenced steps would support determination of the extent of mutually beneficial integration of the gondola with the City's public transit system, including

		<p>also potentially provide additional river crossing capacity to address congestion issues on nearby bridges and roadways.</p> <ul style="list-style-type: none"> ● Potential adjustments that public transit could consider in support of proper alignment (and through it, integration) between services with a proposed gondola could include: shortening a route and possibly reducing frequency on another route with the gondola providing a new river crossing; and linking a future limited stop express transit route is planned along Calgary Trail and Gateway Blvd, which would support both the regional transit network and nearby redevelopment adjacent to Gateway Blvd between 34 Avenue and Whyte Avenue, rather than operating to Downtown. <ul style="list-style-type: none"> ○ Changing the local transit network to maximize use of gondola would result in backtracking and longer travel time for commuters, and as such that is not recommended based on currently available information. ● At a conceptual level, this proposal seems to support an integrated transportation system which offers efficient multimodal transportation options for citizens by aligning bus routes, train connections, and active modes (by aligning with the City’s bike and pedestrian networks). ● At a conceptual level, this proposal presents an interesting opportunity to support development in the Rosssdale as defined in the River Crossing Business Plan, and to activate the Rosssdale Power Plant, by filling an accessibility gap while minimizing the need for supporting enhanced vehicular access to the area. 	<p>the development of agreements as may be required to support implementation of integration.</p> <ul style="list-style-type: none"> ○ This could include Smart Fare integration, the development of an affordable fare structure for commuter riders, and commitments for ongoing data driven review of integration potential in line with growth in gondola ridership and the transit system, and consequential adjustments.
<p>Minimized Ecological Footprint</p>		<ul style="list-style-type: none"> ● Current information suggests that this can be constructed in such a way as to minimize ecological impact; further and more detailed study will be required in the next phase. ● Relevant to the current stage of the project, Prairie Sky has taken the following steps do demonstrate a commitment to minimize any (potential or likely) ecological impacts, including: 	<ul style="list-style-type: none"> ● Requirement to ensure minimized ecological footprint is captured in the proposed Framework. ● The proposed Framework does not put forward any adjustments to the regulatory requirements this project would need to meet, including in relation to minimizing the ecological impact of the project.

		<ul style="list-style-type: none"> ○ Adjusting the tower heights to enable the gondola to travel over the tree canopy within the valley thereby minimizing the impact on the urban forest and leading to a measurable reduction in the potential need for tree removal. ○ Adjusting tower locations to minimize impacts on sensitive areas such as the river banks. ● Prairie Sky has submitted the following to the City, which, within the context of this phase of work, these assessments reflect a technically viable project: <ul style="list-style-type: none"> ■ Conceptual Prairie Sky Gondola Alignment Environmental Considerations Report ■ Preliminary Geotechnical Feasibility Study ■ Preliminary Wind Climate Analysis ● Prairie Sky has initiated engagement with the Energy Transition Climate Resilience Committee (ETCRC) in order to provide the Committee the opportunity to provide input into the gondola proposal in line with their mandate; Administration understands their initial meeting is expected to take place in Q1 2021. This project is appropriately advanced to the ETCRC directly by Prairie Sky. 	<ul style="list-style-type: none"> ● The City has a reasonably good understanding of existing environmental challenges in existence on the sites in question. While remediation requirements can be anticipated, these requirements would appropriately be addressed through the development permit process. ● That said, construction of infrastructure through the river valley, even in the river crossing area which is identified for growth, is held to a high standard. ● It can be anticipated that requirements in this regard would include Environmental Impact Assessment and Site Location Study in accordance with Bylaw 7188, and the development of a Tree Preservation Plan. These would be prominent features of the next phase of work.
Air Rights	complete	<ul style="list-style-type: none"> ● Through identification of the recommended mechanisms for granting Prairie Sky Gondola the air rights necessary to construct, operate and maintain the gondola as reflected in the Framework. Should this approach advance, easements, licenses or consent and access agreements would be applied to the ropeline and towers providing access to the gondola while maintaining ownership by the City, similar to that with overhead utility lines. 	<ul style="list-style-type: none"> ● Land agreements to grant the required air rights to Prairie Sky Gondola would be advanced as reflected in the proposed Framework.
Emergency Response Plan	ongoing	<ul style="list-style-type: none"> ● At this time, Prairie Sky Gondola has provided the City with a Preliminary Safety Assessment. ● Regulatory requirements identify that given the gondola would be a privately operated project, Prairie Sky Gondola would be required to prepare an emergency response plan 	<ul style="list-style-type: none"> ● The requirement to complete an Emergency Response Plan is reflected in the proposed Framework. ● Engagement would continue between the City of Edmonton and Prairie Sky Gondola

		<p>for responding to an emergency that may require rescue or evacuation and submit it to the City; this is required to be submitted in advance of operations.</p> <ul style="list-style-type: none"> ● In addition, Prairie Sky has initiated engagement with Alberta Elevating Devices and Amusement Rides Safety Association (AEDARSA), the provincial regulatory body responsible for safety approvals of this nature. ● Given the preliminary concept nature of this proposal, a comprehensive emergency response plan is not possible at this time. However, like with other principles defined by Council, given the complexity of this project and where it is proposed for development; and the potential for required tactical training and equipment; the City would provide input in the development of emergency response plans. This engagement has been initiated. 	<p>throughout the next phase of work.</p> <ul style="list-style-type: none"> ● Components of the broader emergency response considerations from the City perspective are also examined through the regulatory processes anticipated to be advanced in the next phase, including the development permit process for example.
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