



JASPER SKYTRAM REDEVELOPMENT CONCEPT

INFORMATION
SESSION

WELCOME

Thank you for joining us to learn more about the Jasper SkyTram Redevelopment Concept.

Our goal is to share information about our Redevelopment Concept and to seek feedback.

Our promise is to consider your feedback and comments in planning and design of the Redevelopment Concept.

We want to hear from you!

Your questions and feedback are important to us. Please take a moment to fill out a comment card before you leave.



ABOUT US

The vision of an aerial tramway was initially conceived by Albertan William McGregor in 1960. McGregor wanted everyone to be able to experience standing at the top of the mountain, including those unable to make the climb themselves.

Jasper SkyTram takes visitors to an altitude of 2,263 metres. Visitors can hike to the peak of Whistlers Mountain for 360° views of six mountain ranges.

The Jasper SkyTram has:

Safely operated the tramway since 1964.

Provided access to the alpine zone of the Canadian Rockies for those who might otherwise never scale a mountain.

Been a proud member of the Jasper community for over 50 years.

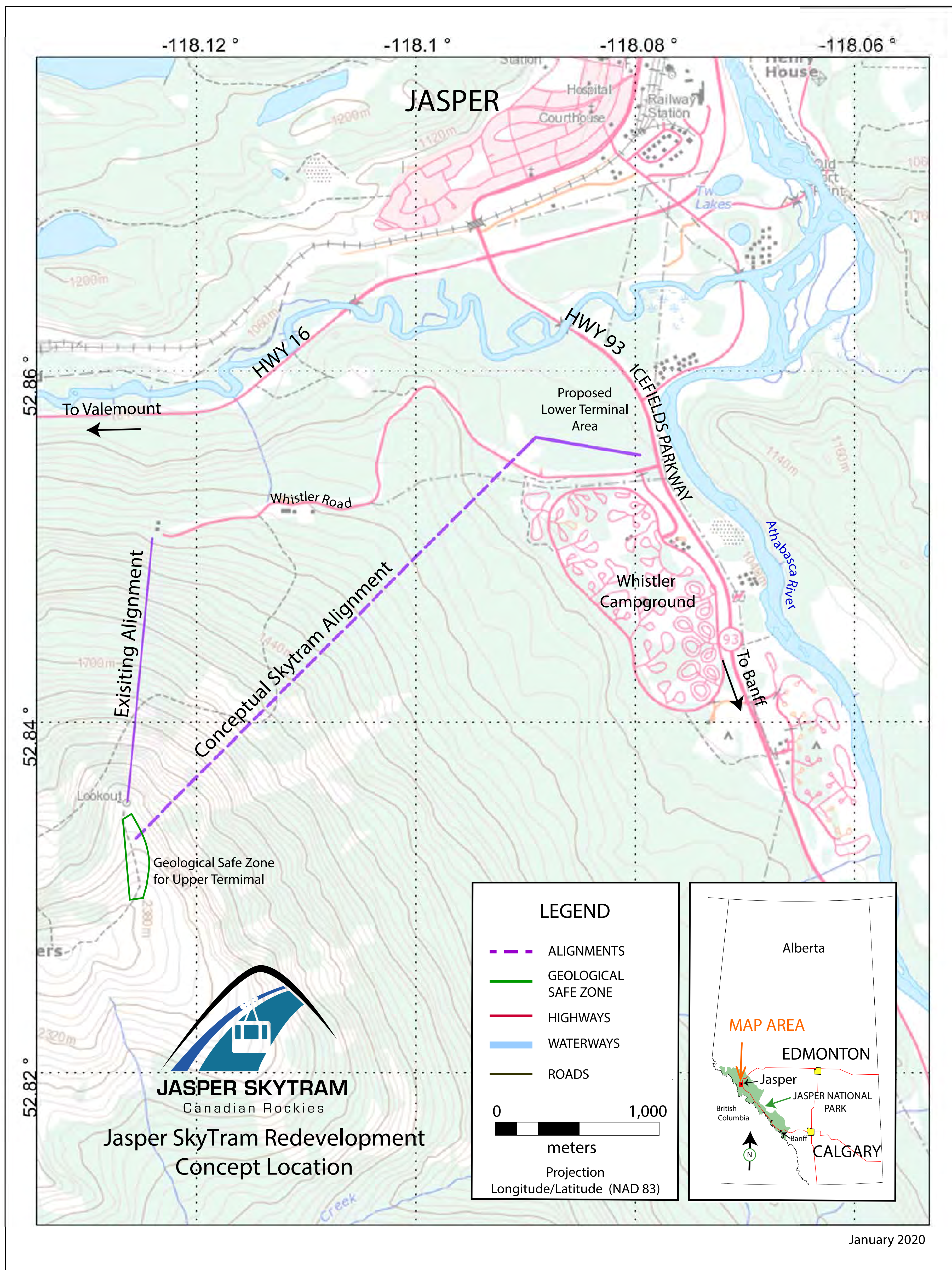


JASPER SKYTRAM TODAY

The Jasper SkyTram is a two-car, 30-passenger aerial tramway. The base facility comprises various buildings, supporting infrastructure and parking facilities. At the top, there is a terminal building, supporting infrastructure and boardwalk. Between the base and the top, there is a supporting mid-tower.

Outside of our lease, a 2.5 kilometre trail network extends from the upper terminal to the summit. The trail system is unstructured with no handrails or stairs, and no access for visitors with mobility impairment.





THE NEED FOR REDEVELOPMENT

Established in 1964, the existing infrastructure is nearing the end of its operational and economically-viable life after more than 50 years of safe operation.

Long-term monitoring of the geological stability of the upper terminal indicates that simply replacing the SkyTram in its current alignment is undesirable.

Redevelopment of the SkyTram would have both community benefits and environmental gains and is needed to:

Use environmentally efficient infrastructure.

Create barrier-free access for all visitors.

Meet increasing visitor demands by increasing both passenger and parking capacities.

Embrace technology in infrastructure.

Improve visitor experience for all demographics and implement interpretive materials and technology.

Extend the economic viability of the facility.

The SkyTram Redevelopment is conceptual at this stage and nothing has been decided.

CONCEPT OVERVIEW

The Redevelopment Concept anticipates:

Replacing the existing tram cars with a high-speed, eight-passenger gondola with year-round operation.

Enhancing the visitor experience with upgraded visitor services including an interpretive centre, restaurants, activities, barrier-free views and additional parking.

Relocating the upper terminal to a more stable location, approximately 250 metres upslope from the current terminal.

Relocating the SkyTram alignment to the east face of Whistlers Mountain.

Relocating the base area from the west end of Whistlers Road to an area immediately adjacent to Highway 93.



GEOLOGY

Geotechnical engineering firm, AMEC, has been monitoring the stability of the upper terminal of the SkyTram since 2002. Engineering reports from 2013 onwards- along with an independent 2019 professional geotechnical engineering review- identified geological instability and ‘toppling.’

We propose to relocate the existing upper terminal building and infrastructure approximately 250 metres upslope from its current position to a new, geologically stable site on Whistlers Ridge.

Realignment of the SkyTram would avoid avalanche chutes, talus slopes and places the upper terminal in a ‘safe zone.’



ENVIRONMENTAL GAINS

As conceived, the Redevelopment of the SkyTram would contribute to the ecological integrity of Jasper National Park by:

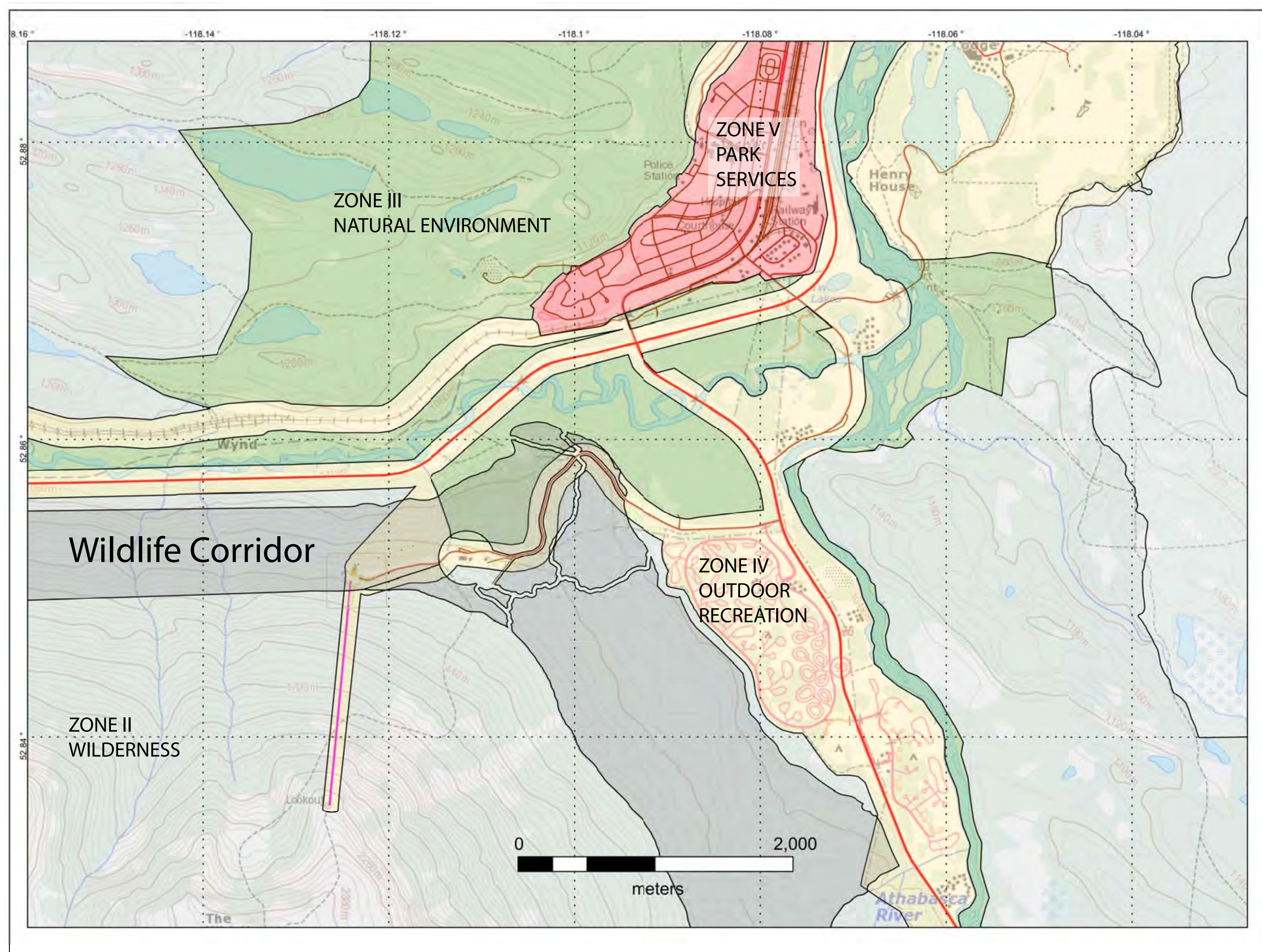
Restoring the connectivity and ecological integrity of Whistlers Mountain Wildlife Corridor by removing all human traffic on Whistlers Road west of the Snow Dump access road.

Reducing the carbon footprint of the SkyTram with improved infrastructure and shorter travel distance to the facility base for visitors.

Returning sensitive land to Zone II Wilderness with the base area moved into Zone IV, Outdoor Recreation.

Relocating the facility base close to the intersection of the Icefields Parkway and Whistlers Road, facilitating pedestrian and cycle access.





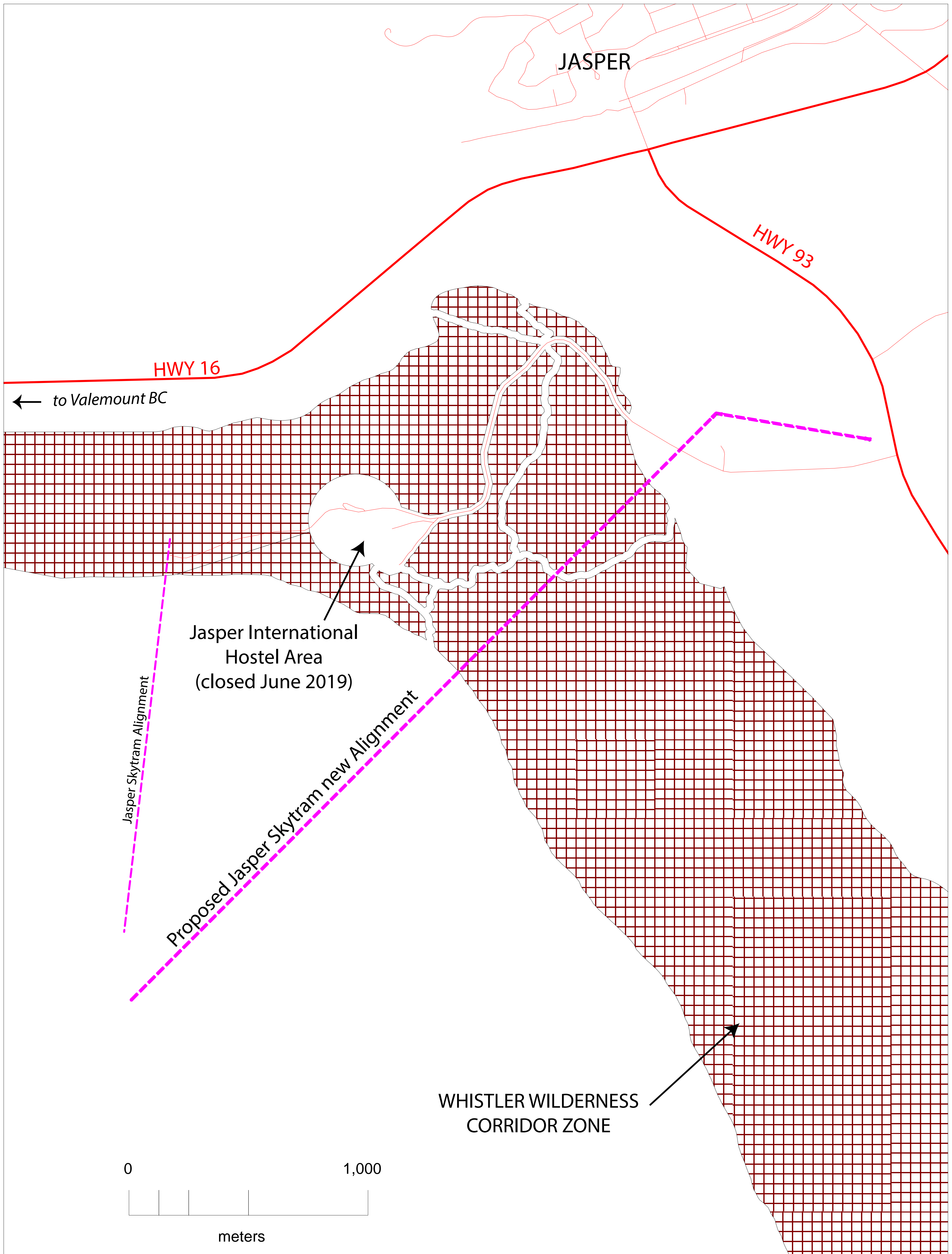
Zone I, Special Preservation is for areas where public use may be controlled to protect especially important or fragile resources. No motorized access is permitted, including visitor air access.

Zone II, Wilderness is for large areas that are good representations of the ecosystems of the park and will be maintained in a wilderness state. Motorized use is not permitted, although strictly controlled air access to remote areas may be permitted visitors.

Zone III, Natural Environment is for areas that are maintained in a natural state, although allowing for more use than Zone II Wilderness. Zone III allows for limited motorized access, usually by public transport.

Zone IV, Outdoor Recreation is for areas capable of accommodating a broad range of opportunities for education, outdoor recreation and related facilities for visitor enjoyment, in ways that respect the natural landscape and the park environment. Motorized access is permitted.

Zone V, Park Services is for park communities such as Banff and Jasper and major service or park administration centres.



VISITOR EXPERIENCE BENEFITS

Redevelopment of the SkyTram would enhance and enrich the visitor experience by offering:

Barrier-free access to SkyTram infrastructure for all visitors.

New infrastructure to meet visitor capacity demand.

Year-round access to outdoor activities and Whistlers Mountain.

Enhanced interpretive technology to meet visitors expectations in information presentation and education.

New venues for dining at the upper terminal and base area.



ECONOMIC BENEFITS

As conceived, the Redevelopment of the SkyTram would provide lasting benefits to the local economy, including:

Increased revenues in Jasper from tourism, especially during shoulder and winter seasons.

Create new incomes and year-round employment opportunities, including new taxes for the municipality, the provincial and federal governments.

Positive economic impacts that extend beyond Jasper.

Employment and economic benefits during construction.



ENVIRONMENT

The study area is composed of dwarf shrub, herb and lichen communities, open coniferous forest, closed coniferous forest and mixedwood forest and grasslands. It also supports a range of wildlife, including some Species at Risk Act (SARA) species.

Wildlife in the study area includes grizzly bears, woodland caribou, mountain goat, wolverine, lynx, small mammals, bats, migratory songbirds, barred owl, western toad and bumble bees.

Desktop assessments were completed for water quality, fish and fish habitat, terrain and soils, vegetation, wildlife, air quality, noise and heritage resources.

Field programs were conducted during the summer of 2019 and included:

- **Wildlife sweeps**
- **Vegetation surveys**
- **Soil and terrain surveys**
- **Archaeological impact assessment**

Additional desktop studies and analysis will be completed to better understand potential impacts of redevelopment.

ENVIRONMENTAL SURVEYS

Wildlife

There was evidence of grizzly bear, western toad, Species at Risk Act (SARA) listed migratory songbirds and barred owls.

Vegetation

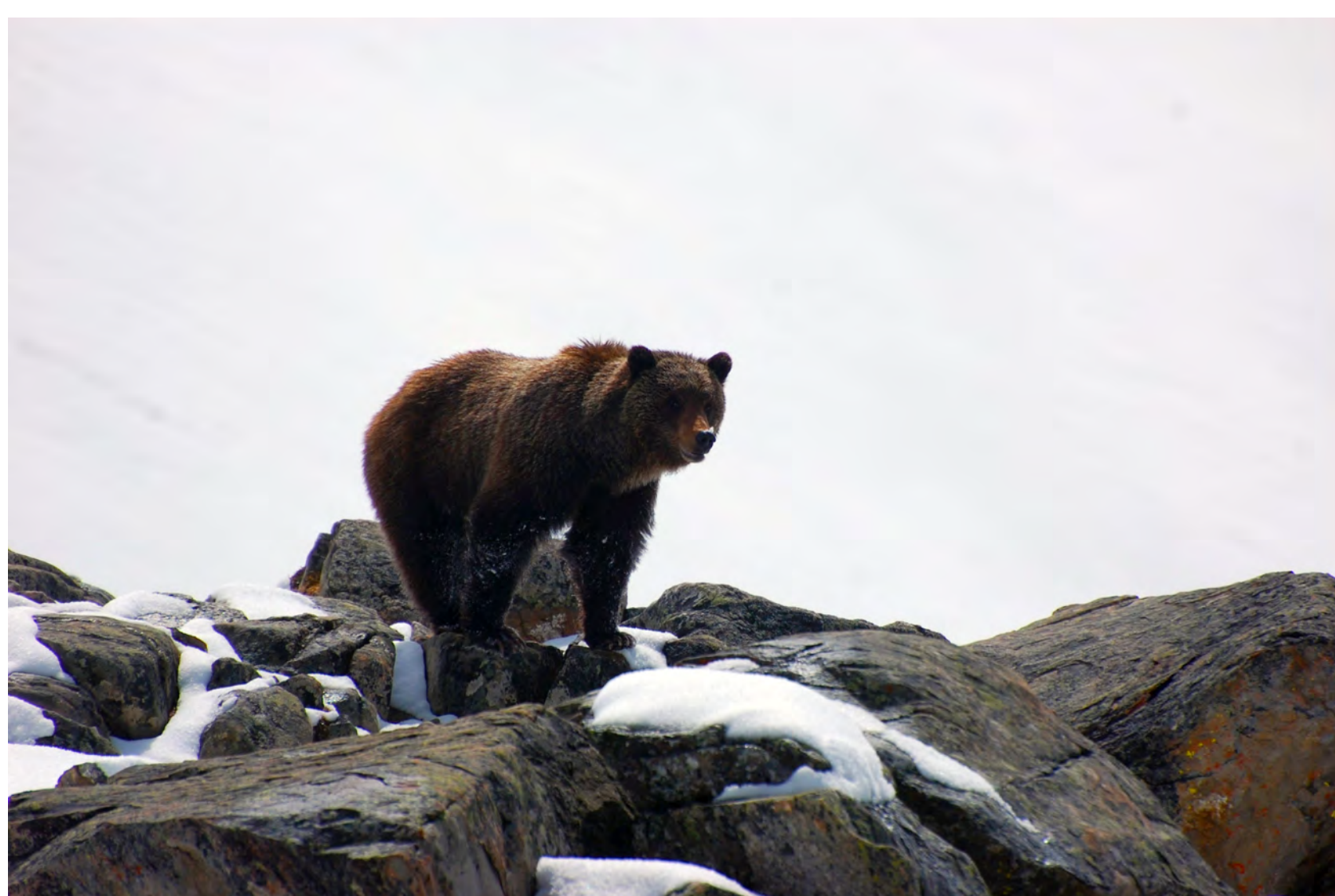
No evidence of Whitebark Pine or other federally-listed species were identified, and no listed ecological communities were identified. There were occurrences of two species, tracked by Alberta Conservation Information Management System (ACIMS), and four species of noxious weeds were identified.

Soil and Terrain

Twenty-one sites were inspected and the soils mapped, including soil profile and site characteristics.

Archaeology

To determine the presence or absence of archaeological and/or historic features and materials, 249 shovel tests were excavated. No archaeological materials were recovered from these tests; however, one historic survey mound was identified on the surface.



ENGAGEMENT

Jasper SkyTram acknowledges that the SkyTram is situated in Jasper National Park, located in Treaty 6 and Treaty 8 territories, as well as the traditional territories of the Beaver, Cree, Ojibway, Shuswap, Stoney and Métis.

We aim to work collaboratively with Indigenous groups and public stakeholders who may have an interest in, or be potentially affected by, redevelopment.

As part of its values and beliefs, Jasper SkyTram strives to develop and maintain positive, meaningful, long-term relationships with Indigenous groups and public stakeholders, and we are committed to operating our business with integrity and open communication.



KEY UPGRADES

The Redevelopment Concept envisions key upgrades, including:

- **Improve Rider / Guest Comfort**
- **Decrease Wait Time / Increase Capacity**
- **Base Area ‘While you Wait’ Activities**
- **Guest Services for Bus Arrival**
- **Barrier-Free Access for Visitors**
- **Interpretive Information**
- **Dedicated Learning Centre**
- **Improve Parking and Transportation**
- **Address Issues of Crowding on Peak Days**
- **Food and Beverage Facilities**
- **Year-Round Access**

What would you like to see? Please provide us with your feedback and suggestions on the adjacent comment board.

WHAT DO YOU THINK OF THE REDEVELOPMENT CONCEPT?

Using the sticky notes provided, please provide us with your feedback and suggestions.

THANK YOU!

We appreciate your input on the **Jasper SkyTram Redevelopment Concept**.

The input you share with us will help inform the planning of the Redevelopment of the SkyTram.

We want to hear from you!

Your questions and feedback are important to us. Please take a few minutes to fill out a comment card before you leave.



NEXT STEPS

At this time, Redevelopment of the SkyTram is at a concept stage. No decisions have been made.

We will consider the feedback and comments we receive in the continued planning and design of the SkyTram Redevelopment Concept.

To better understand any potential impacts, there will be further environmental studies and engineering studies.

We will continue to engage with Indigenous groups, stakeholders and the public as our planning continues.

