

What is an Alternative Approval Process?

Local governments can use the Alternative Approval Process under the Community Charter as a method to gauge public opinion in regard to certain types of proposed bylaws, agreements, or other matters.

It is most commonly used in relation to long-term borrowing bylaws.

It is a less expensive option than using a referendum to gauge public opinion.

It can be used whenever the legislation requires a local government to obtain the approval of the electors.

Source: Government of British Columbia

South Perimeter Road (SPR) and Gordon Drive
Extension, Alternative Approval Process (AAP)



Background to this Alternative Approval Process

- 2014 Request by development community to advance construction of South Perimeter Road
- October 2014 Council report advising staff to consider reprioritization of South Perimeter Road
- January 2015 Results of public engagement from statistically significant telephone survey and face-to-face engagement
- February 2016 Council endorsement of Memorandum of Understanding outlining funding of South Perimeter Road
- January 2018 Execution of Definitive Agreement formalizing terms of Memorandum of Understanding
- February 2018 Commencement of Alternative Approval Process authorizing proposed funding

South Perimeter Road (SPR) and Gordon Drive Extension, Alternative Approval Process (AAP)

The Agreement's extended payback period

necessitates an Alternative Approval Process

- The expected repayment period for the construction of SPR is five to seven years
- A council may, under an agreement, incur a liability that is for more than five years only with the approval of the electors (in the form of a referendum or the Alternative Approval Process (AAP))
- An AAP was selected as less time consuming and less costly than a referendum
- City Council may proceed only if it does not receive elector responses against the proposal signed by at least 10 per cent of the electors

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Benefits of accelerating construction

of South Perimeter Road (SPR) and Gordon Drive Extension

- A third link in and out of the Upper Mission reducing traffic on Gordon Drive and, in the future, Lakeshore Road
- Results in accelerated improvements to existing deficiencies on Stewart Rd, Saucier and Bedford
- Provides direct link between catchment areas for both elementary school site in Crawford and middle school in the Ponds' development area
- Supports access to commercial service area for Upper Mission
- Road will be constructed without the usual 15 per cent taxpayer assist

South Perimeter Road is included the Official Community Plan and 20-Year Financial Strategy.

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Southwest Mission DCC Sector – Transportation Impacts of SPR

	Original Prioritization	Revised Prioritization
Q2 2015 – 2020	Dehart 2 (Lakeshore – Gordon)	South Perimeter Rd
	Frost 1 (Chute Lk – Killdeer)	Stewart 3 – Phase I
	Gordon 1 (Frost – SPR)	Gordon 1 (Frost – SPR)
Q3 2020 – 2025	Lakeshore 1 (Vintage T. – Dehart)	Stewart 3 – Phase II
	Lakeshore 2 (Dehart – Old Meadows)	
	Gordon Bridge @ Bellevue Creek	
	Lakeshore Bridge @ Bellevue Creek	
Q4 2025 – 2030	Stewart 3 (Crawford – Swamp)	Stewart 3 – Phase III
	South Perimeter Rd	Frost 1 (Chute Lk – Killdeer)
	Lakeshore 1A (Barnaby – Vintage T.)	Lakeshore 1A (Barnaby – Vintage T.)
	Casorso 1 (Swamp – Benvoulin)	Casorso 1 (Swamp – Benvoulin)
	Casorso Bridge @ Mission Creek	Casorso Bridge @ Mission Creek
		Lakeshore 1 (Bellevue Cr – Vintage T.)
		Lakeshore 2 (Dehart – Old Meadows)
		Lakeshore Bridge @ Bellevue Creek
		Dehart 2 (Lakeshore – Gordon)
		SPR Multi-use path, curb/gutter, lights

Time line subject to change

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The current specifications for the roadway are:

- A rural two-lane roadway (Gordon Drive to Stewart Road West)
- A 30 meter cross-section (to allow for future expansion)
- Paved shoulders for use by people walking and cycling, and,
- Space for a future multi-use trail on the north-west side of the roadway to connect to Bellevue Creek Linear Trail (but no accommodation for crossing Bellevue Creek at the roadway elevation)

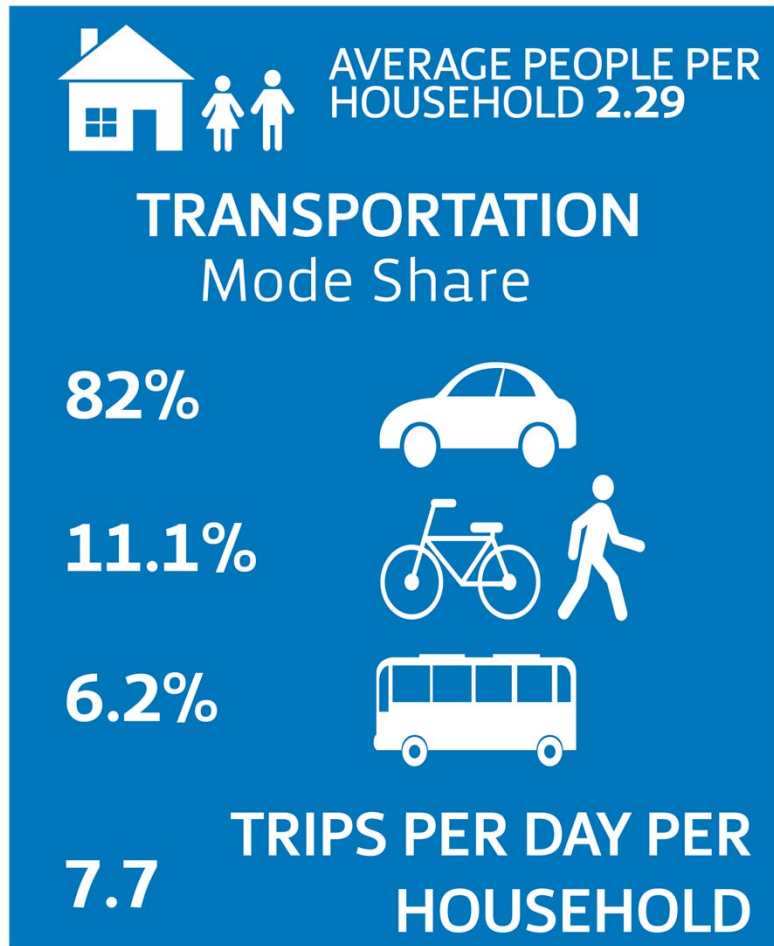
If the Agreement to see the South Perimeter Road delivered earlier than planned is accepted, public information on road design will occur spring 2018. Watch for details.

Project Cost & Financing

- Construction of South Perimeter Road \leq \$7.6m
- Construction of Gordon Drive Extension \leq \$1.663m
- Additional/optional roadway components \leq \$1.5m
- Total maximum project cost: \$10.763m
- One-time lump-sum payment of \$2.56m from DCC reserves
- Payment of 80 per cent of future DCC revenues collected
- No interest payable by city
- Repayment obligation limited to DCC revenues collected
- No cost to taxpayers

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Growth Statistics at a Glance



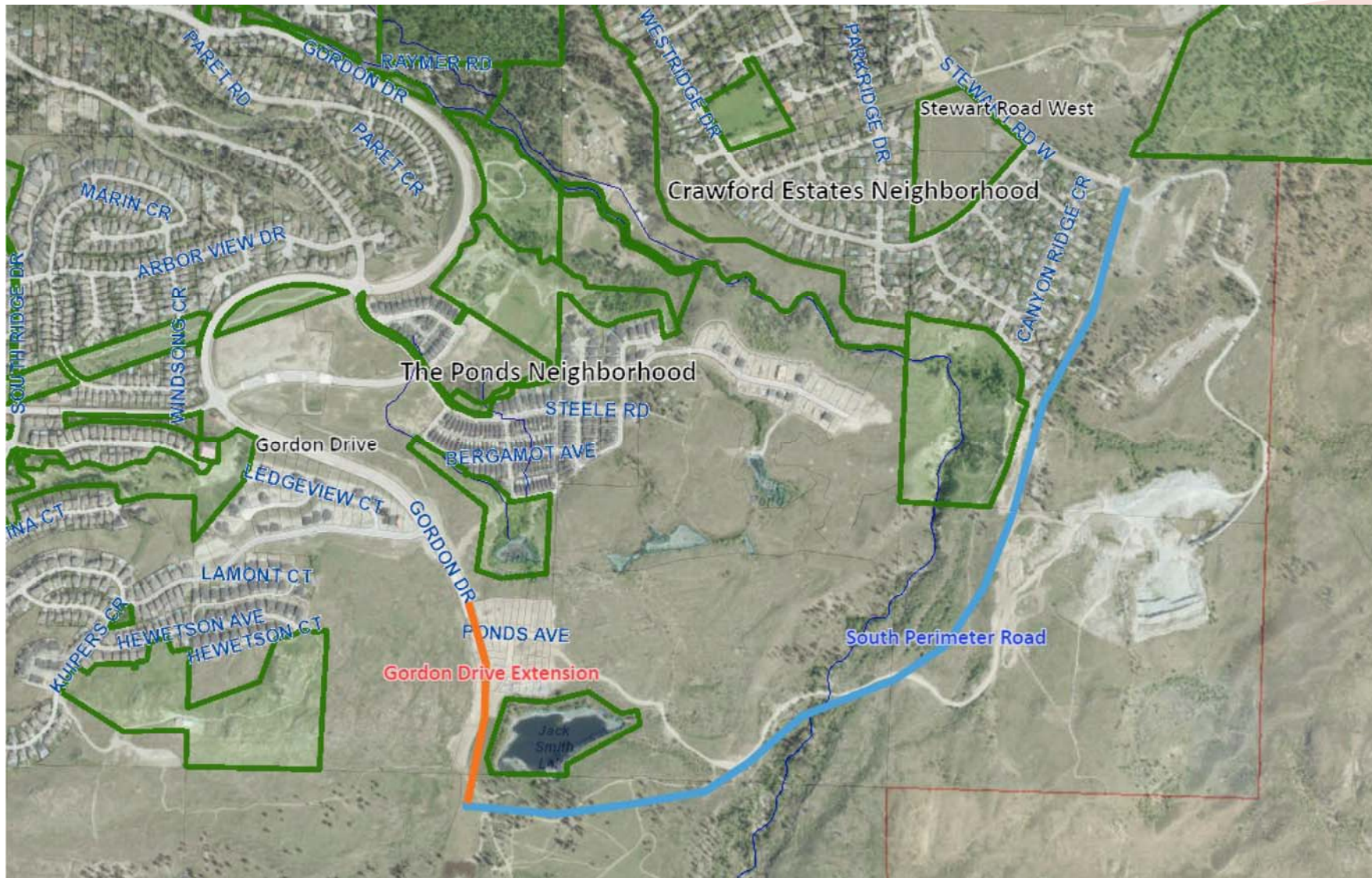
**Source Community Trends Report 2014 & Household Travel Survey*

Kelowna's population is projected to grow at an annual rate of 1.51% through to 2030. That growth rate would translate into 45,485 new residents.

Over the next 10 years, the Upper Mission is expected to see an additional 1,000 households which translates to approximately 8,000 to 10,000 daily trips on the major roads in the area or approximately 25% increase in traffic flow.

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Overview



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