

Large Urban Forum



Kelowna's Transit Oriented Areas

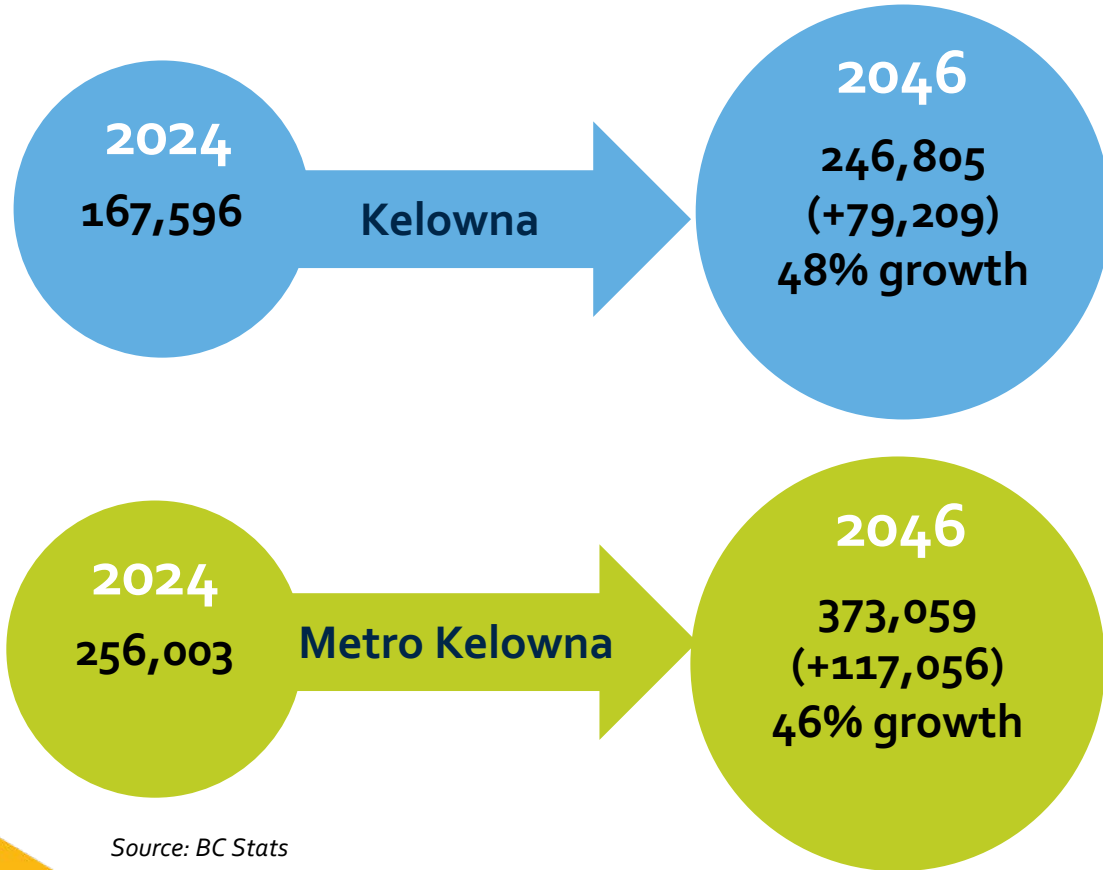
Building on our existing growth strategy

RYAN SMITH | SEPTEMBER 17, 2024 | UBCM



Our Kelowna as we Grow

CANADA'S FASTEST GROWING METRO AREA



Source: BC Stats

DOWNTOWN GROWTH SOARS

Kelowna's downtown is one of Canada's fastest growing city cores

Madison Reeve - Feb 11, 2022 / 4:00 am



Madison Erhardt

Kelowna's downtow

Census data release
Lake Country — is th

Kelowna's downtow
Montreal (24.2%).

Kelowna is now the fastest growing city in Canada

Okanagan centre has seen growth of 13.8 per cent from 2016 to 2021 to more than 144,500 people, latest census data shows

Western Investor Staff, Castanet
Feb 9, 2022 2:35 PM



CANADA

Kelowna, B.C. the fastest growing metropolitan area in Canada



By **Kathy Michaels** • Global News

Posted February 9, 2022 12:39 pm • Updated February 10, 2022 7:39 am • 2 min read



New condos under construction in downtown Kelowna. | Western Investor

Our Kelowna as we Grow

- Concurrent planning: Land use & Transportation
- Growth and transit service
- Planning ahead: majority pre-zoned in 2022 (prior to Bill 47)
- It works: rapid growth in urban centres
- What's next?
 - Need for collaboration & investments
 - Transit infrastructure & service expansion needs





Kelowna's Transit Oriented Areas

- Four unique Transit Oriented Areas
- Each with a different approach:
 - Three in established Urban Centres
 - One Hospital and Heritage Conservation Area
- Curiously absent: Downtown hub, a 11-bay transit exchange



KELOWNA'S LARGEST SHOPPING CENTRE

Orchard Park

- OCP included densities and heights
- Industrial and agricultural properties
- 800+ NEW units (mostly rentals)

Where we need to go:

- New and expanded transit exchange
- Service improvements along Highway 97 and key corridors to support growth





ACCELERATING URBAN CENTRE GROWTH

Rutland

- Designated Urban Centres
- Density in OCP
- Building heights and densities adjusted to comply with TOA legislation
- 900+ units in approval/development

Where we need to go:

- Better and faster connectivity
- Planning in progress for new RapidBus



SUPPORTING AN URBAN CAMPUS

Okanagan College

- Connecting new 216-unit student housing and campus to transit
- Pandosy Urban Centre growth
- Height and density adjustments
- Balancing neighbouring residential lands and need for College growth



Where we need to go:

- Service and infrastructure improvements to accommodate campus area and Pandosy growth

NEW DIRECTIONS

Hospital

- Singular bus stop in contrast to 11-bay Downtown Queensway exchange
- Major employment hub
- Impacts considerations:
 - Heritage Conservation Area
 - Height impacts on air ambulance
- New transit-oriented zone created

Where we need to go:

- Transit improvements along Pandosy/Richter



What's Next for Us?

- Heritage Conservation Area Development Guidelines
- Revised housing and employment growth scenarios
- Targeted area planning work to create more complete communities in Transit Oriented Areas
- Balancing Transit Oriented Area approaches to our other Urban Centres, like Downtown Kelowna
- Work on transit corridor studies and projects to set the stage for transit improvements



Delivering a Great Transit System

- Right of way priority transit lanes: transit must be freed from congestion to meaningfully shift travel behavior
- Transit service levels must grow to meet travel demand and community growth
- Stable and predictable capital and operating funding support
- Need for a new Transit Operations Centre
 - Fleet expansion
 - Electrification
 - Increased service
 - Meet demands of growth



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UBCM 2024

Transit-Oriented Area: UNBC Bus Exchange

UBCM Large Urban Communities Forum
September 17, 2024

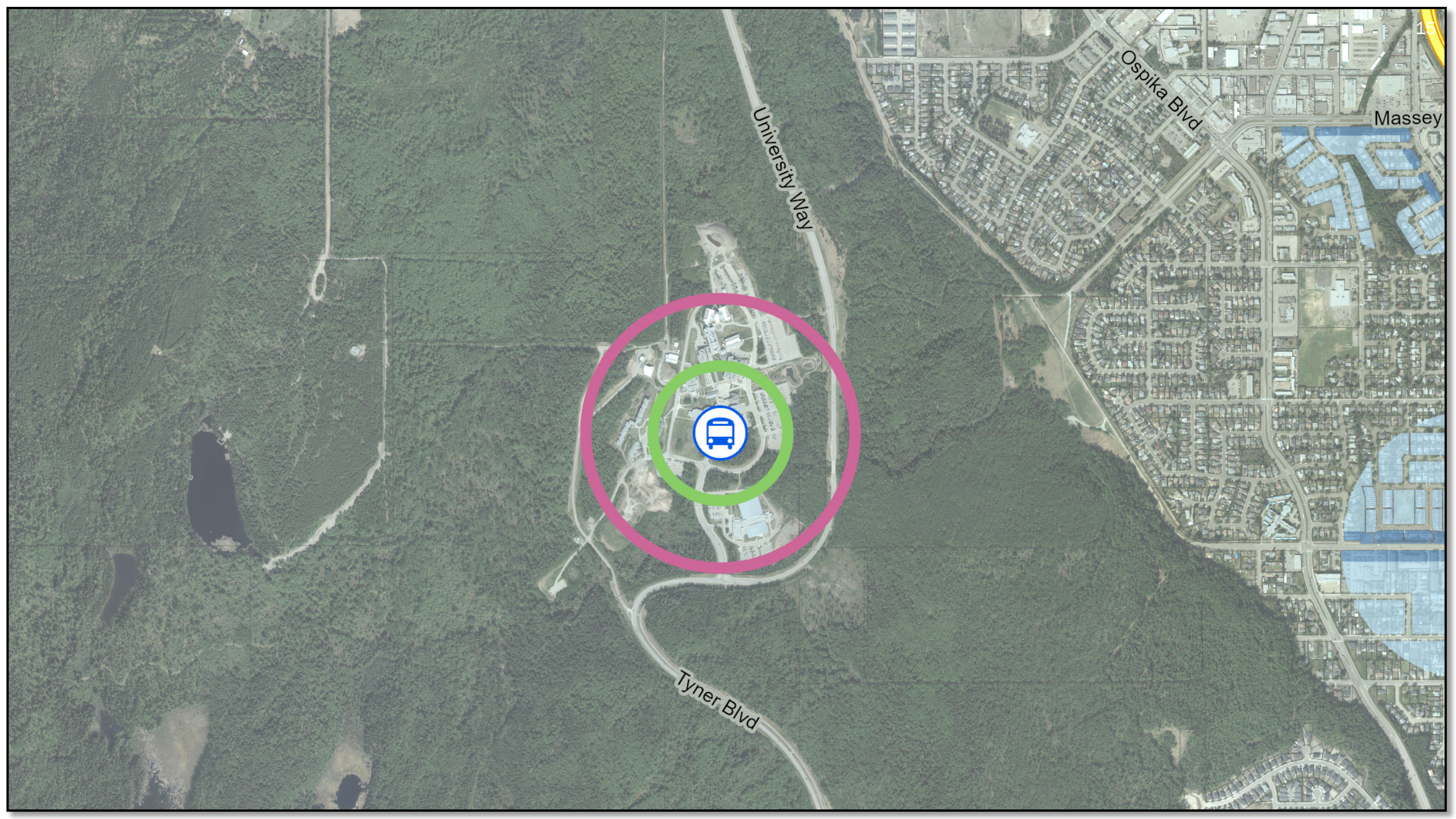


UNBC Bus Exchange is the only Transit-Oriented Area in Prince George prescribed by regulation

- 200 m and 400 m tiers

Adopted by Council on June 12, 2024



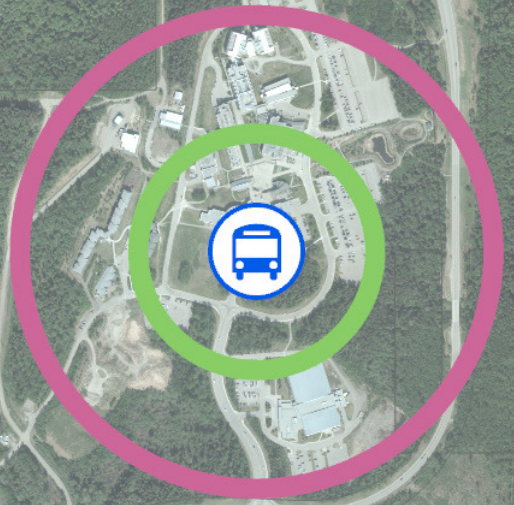








University Way

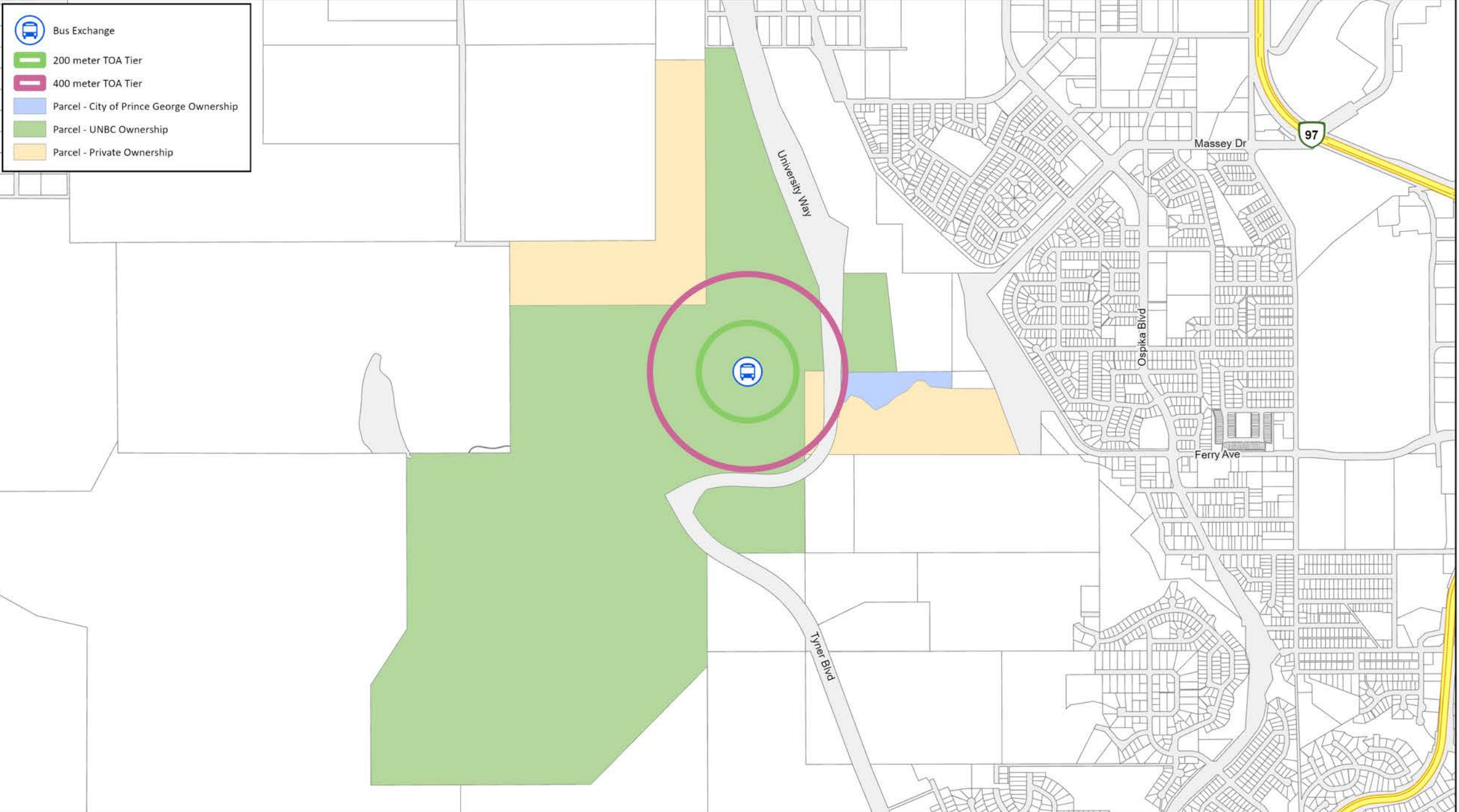
Ospika Blvd


Massey


Tyner Blvd




-  Bus Exchange
-  200 meter TOA Tier
-  400 meter TOA Tier
-  Parcel - City of Prince George Ownership
-  Parcel - UNBC Ownership
-  Parcel - Private Ownership





 Bus Exchange

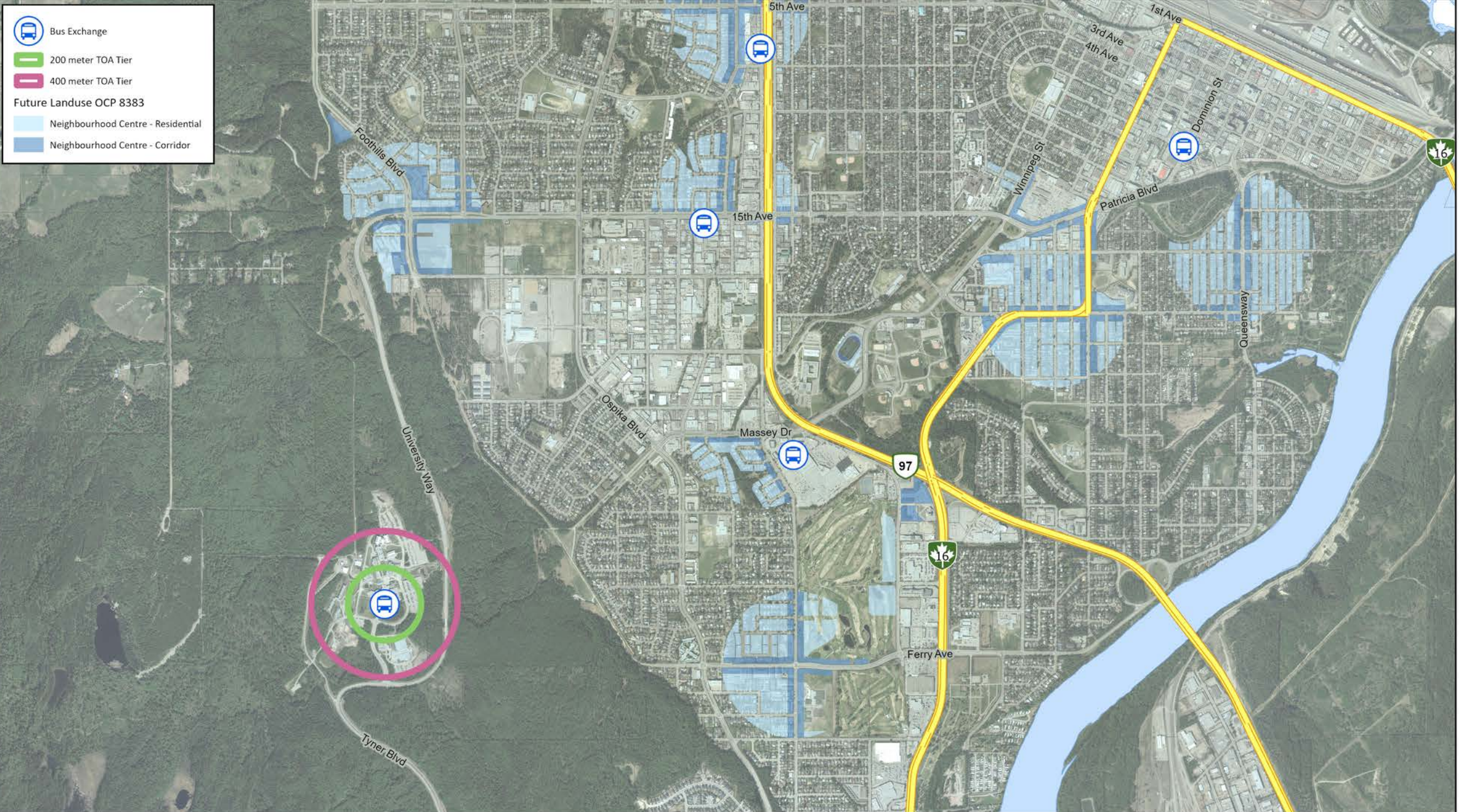
 200 meter TOA Tier

 400 meter TOA Tier

Future Landuse OCP 8383

 Neighbourhood Centre - Residential

 Neighbourhood Centre - Corridor



Thank You!

Deanna Wasnik

Director, Planning and Development

City of Prince George

Deanna.Wasnik@princegeorge.ca





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UBCM 2024

An aerial photograph of Surrey, British Columbia, Canada, taken during the golden hour of sunset. The sun is low on the horizon, casting a warm, golden glow over the city and the surrounding landscape. In the foreground, several modern high-rise apartment buildings are visible, interspersed with green trees and lower-density residential areas. The middle ground shows a dense urban area with a mix of building heights and green spaces. In the background, a wide river or bay is visible, with a bridge spanning across it. The far distance shows rolling hills and mountains under a hazy sky.

City of Surrey Responses to Provincial “TOA” Legislation

Don Luymes
UBCM September 17, 2024

Surrey City Centre – High Density Development



Are local government policies the “bottleneck” for new housing supply?

Surrey -- 37,000 units of high-density housing approved (3rd Rdg) but not yet built says “NO”.

Will increasing the land base for multi-family housing help affordability?

Maybe? – but the available capacity of high-density land in Surrey already vastly exceeds demand

Example: Guildford Plan

Guildford Plan

Envisioning Surrey Together



CITY OF SURREY | Community Planning

Figure 3.1 Land Use Concept



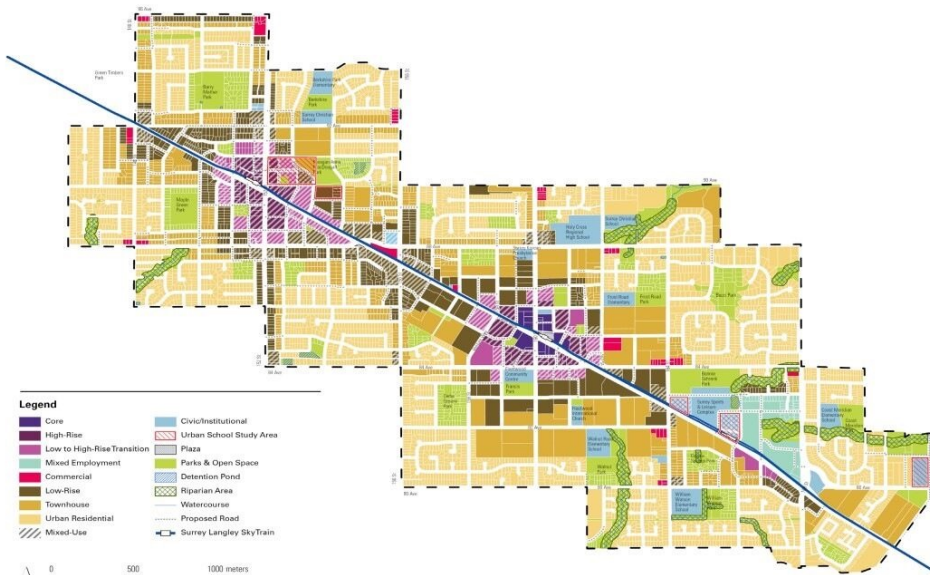
LEGEND

- Core Mixed Use
- High Rise Mixed-Use
- High Rise Residential
- Mid Rise Mixed-Use
- Mid Rise Residential
- Low to Mid Rise Mixed-Use
- Low to Mid Rise Residential
- Low Rise Transition Mixed-Use
- Low Rise Transition Residential
- Townhouse
- Urban Residential
- Commercial
- Civic
- Parks and Natural Areas
- School
- Park/School
- Metro Vancouver Reservoir
- Riparian Buffer
- Watercourse Daylighting Opportunity

Note: Additional roads or lanes, not identified on this figure, may be required as determined on a case-by-case basis.

Fleetwood Plan

Proposed Land Use Concept



- Legend**
- Core
 - High-Rise
 - Low to High-Rise Transition
 - Mixed Employment
 - Low-Rise
 - Townhouse
 - Urban Residential
 - Mixed-Use
 - Civil/Institutional
 - Urban School Study Area
 - Plaza
 - Parks & Open Space
 - Detention Pond
 - Riparian Area
 - Watercourse
 - Proposed Road
 - Sunney Langley SkyTrain



Core



Mixed-use development with high rise supported by 4-6 storey podiums. Minimum commercial or institutional requirements with predominant active ground level uses and supporting office/institutional podium uses and related amenity spaces.

Building Height
Up to 36 storeys

Max Tower Floor Plate
700 sq m Residential. Office may be larger.

Min Tower Separation
50 m face to face. 30 m corner to corner.

Max Building/Podium Depth
20m for Residential. Office may be larger.

Floor Area Ratio
Up to 4.5 FAR*, inclusive of minimum 0.30 FAR commercial or institutional.

High Rise



Apartment buildings supported by minimum 2-4 storey podiums. Minimum commercial or institutional requirements with active ground level uses and related amenity spaces. 2 storey townhomes for residential frontages.

Building Height
Up to 30 storeys

Max Tower Floor Plate
700 sq m Residential. Office may be larger.

Min Tower Separation
50 m face to face. 30 m corner to corner.

Max Building/Podium Depth
20m for Residential. Office may be larger.

Floor Area Ratio
Up to 4.0 FAR*, inclusive of minimum 0.3 FAR commercial or institutional.

Low to High Rise Transition



Various Apartment and mixed-use low, mid and high rise buildings. Active commercial uses on ground floor, or minimum 2 storey townhomes for residential frontages, with related amenity spaces. Various architectural forms (e.g. tiered buildings) considered.

Building Heights

Up to 20 storeys adjacent to High Rise or Core Areas transition.

Min Building Separation
30 m face to face. 20 m corner to corner. Mid Rise.

Min Tower Separation
50 m face to face. 30 m corner to corner. High Rise.

Floor Area Ratio

Up to 3.0 FAR* for residential only.

Up to 3.25 FAR* for mixed use, inclusive of 0.25 FAR commercial or institutional.

Low Rise



Apartment buildings supported with ground floor townhouse or active ground floor commercial in mixed-use areas, and related amenity spaces.

Building Height

4-6 storeys with additional taller buildings considered directly adjacent to high-rise buildings and appropriate building step backs from Urban Residential areas.

Max Building Depth
20 m for Residential

Floor Area Ratio
Up to 2.00 FAR* for residential only.

Up to 2.20 FAR* for mixed use, inclusive of 0.25 FAR commercial or institutional.

Mixed-Use



Mixed-use areas require minimum 0.25 FAR (low rise and low to high rise transition and high rise), 0.3 FAR (core) of active commercial, office, or institutional uses.

Active ground floor commercial uses should be focused onto primary street frontages. Residential townhouse at grade accommodated in some locations.

Mixed Employment



Mix of low, mid and high rise buildings, with primary commercial, business and service uses and a focus on employment generation. Residential uses may be considered. Various architectural forms and floor plate sized considered to facilitate employment uses.

Building Height

6-20 storeys. Additional Height Considered for Employment Uses.

Floor Area Ratio

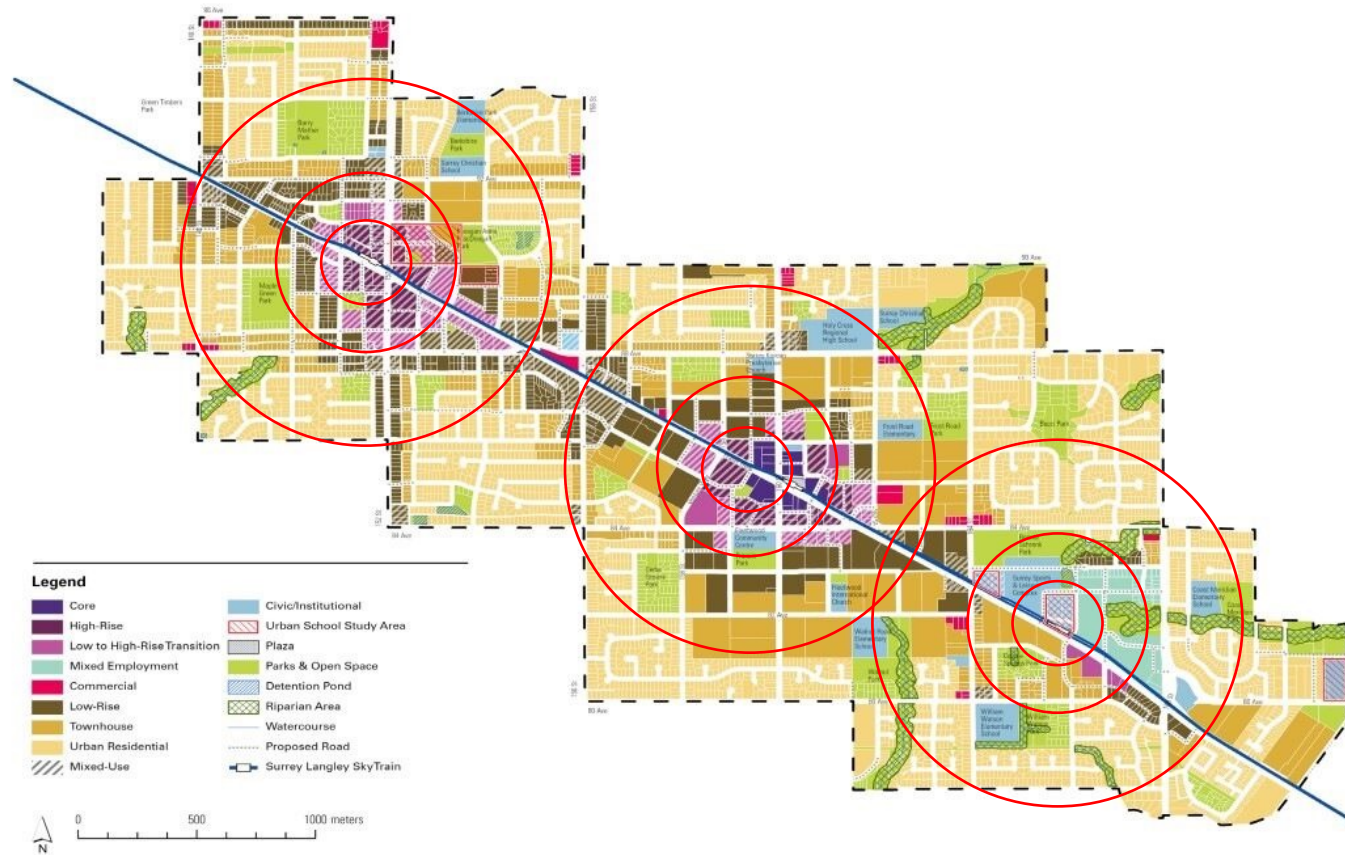
Up to 3.25 FAR* office and/or business oriented commercial

Note:

Development parameters for density and heights will be subject to additional review and refinement in Stage 2. This may include additional requirement for commercial, institutional, office and affordable housing (including rental) being required in the base density.

Example: Fleetwood Plan

Proposed Land Use Concept



Fleetwood 160 Station New Capacity

	Plan	TOA
Inner Ring	7,500	7,500
Middle Ring	12,000	15,000
Outer Ring	5,000	30,000
Total	24,500	57,500

*total Surrey target 5,000/yr

*market study demand = 300/yr

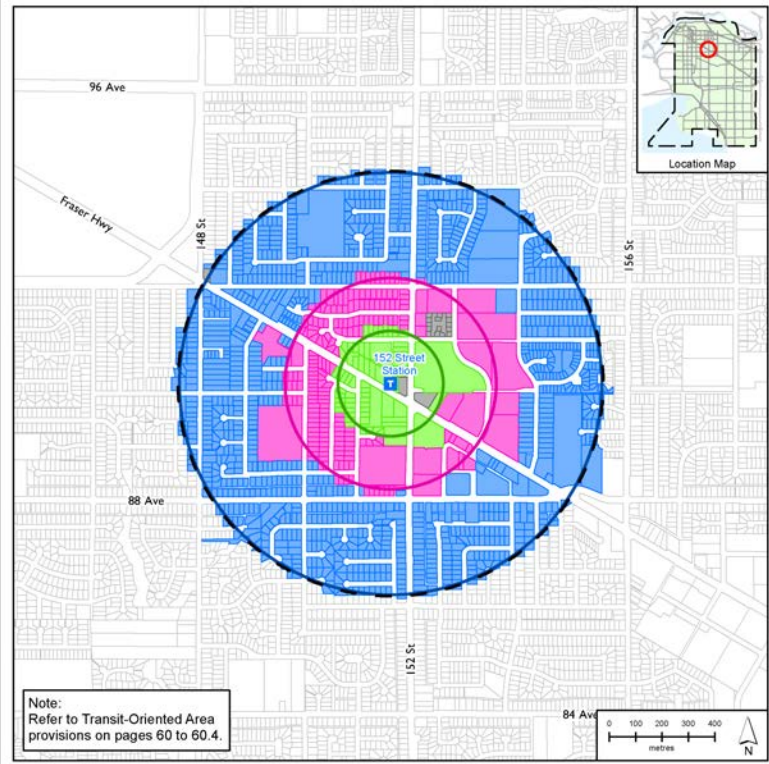
Plan = 80 x annual demand

TOA = 150 x annual demand

Designations in the Official Community Plan



152 Street SkyTrain Station Transit-Oriented Area



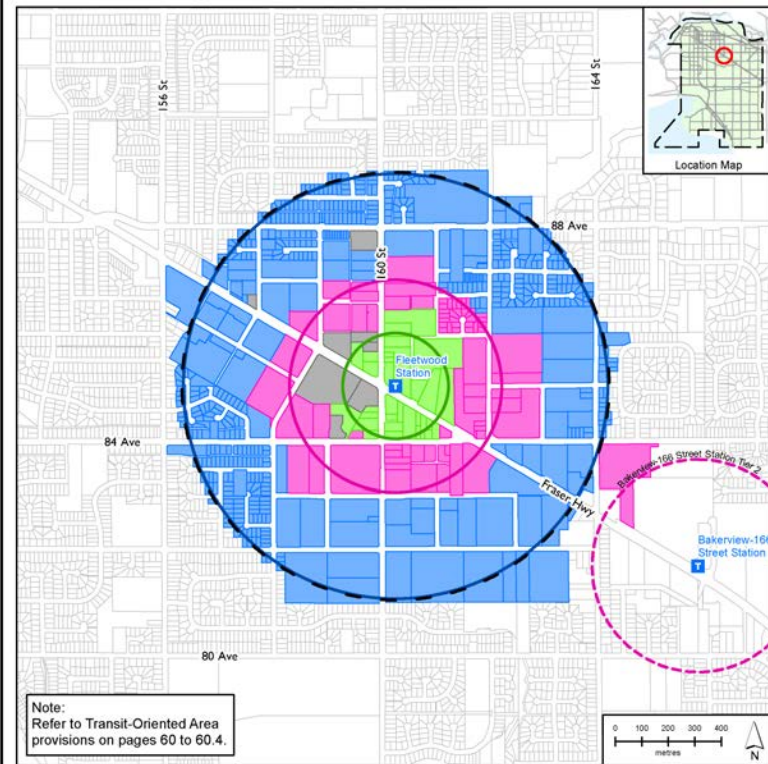
Note:
Refer to Transit-Oriented Area provisions on pages 60 to 60.4.

Transit Stations [SkyTrain Station Icon] SkyTrain Stations	Transit-Oriented Area Tiers¹ [Green Circle] Tier 1 (up to 200 m) [Pink Circle] Tier 2 (more than 200 m and up to 400 m) [Blue Circle] Tier 3 (more than 400 m and up to 800 m)	Lots Zoned to Permit Residential Use² [Green Square] Tier 1 [Pink Square] Tier 2 [Blue Square] Tier 3 Lots Not Zoned to Permit Residential Use³ [Grey Square]
Transit-Oriented Areas [152 Street Icon] 152 Street		

SkyTrain Station located at the northwest corner of Fraser Highway and 152 Street

1. A lot which is partially within a Transit-Oriented Area is deemed to be wholly within it.
2. Excludes lots where the only permitted residential use is ancillary to an agricultural or industrial use.
3. Includes lots where the only permitted residential use is ancillary to an agricultural or industrial use.

Fleetwood SkyTrain Station Transit-Oriented Area



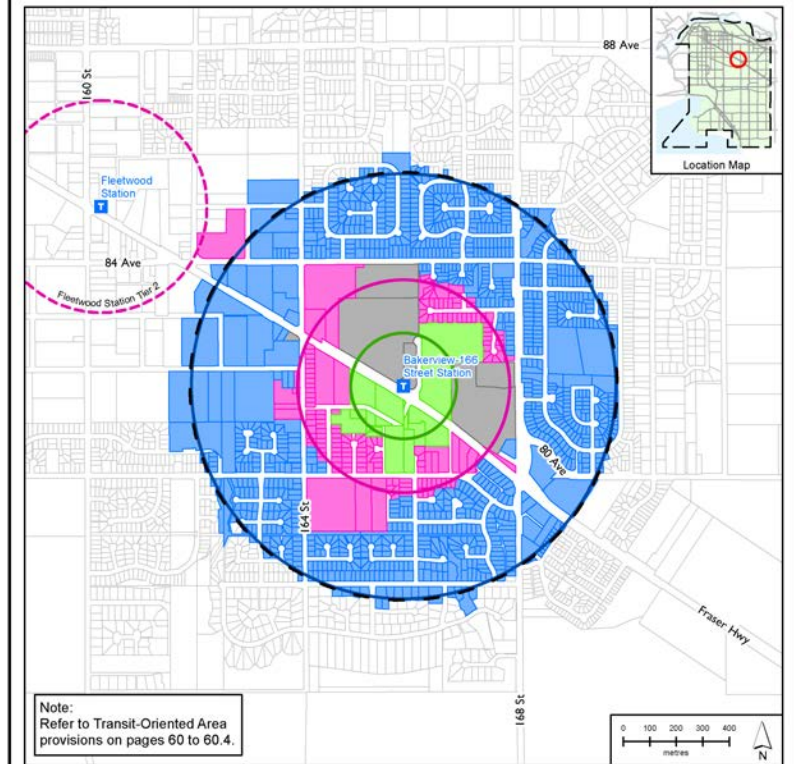
Note:
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Transit-Oriented Areas [Fleetwood Icon] Fleetwood		

SkyTrain Station located at the northeast corner of Fraser Highway and 160 Street

1. A lot which is partially within a Transit-Oriented Area is deemed to be wholly within it.
2. Where a lot falls within different tiers with respect to more than one Transit-Oriented Area, the tier allowing the greatest density and height (of the relevant tiers) applies.
3. Excludes lots where the only permitted residential use is ancillary to an agricultural or industrial use.
4. Includes lots where the only permitted residential use is ancillary to an agricultural or industrial use.

Bakerview-166 Street SkyTrain Station Transit-Oriented Area



Note:
Refer to Transit-Oriented Area provisions on pages 60 to 60.4.

Transit Stations [SkyTrain Station Icon] SkyTrain Stations	Transit-Oriented Area Tiers¹ [Green Circle] Tier 1 (up to 200 m) [Pink Circle] Tier 2 (more than 200 m and up to 400 m) [Blue Circle] Tier 3 (more than 400 m and up to 800 m) [Pink Dashed Circle] Tier 2 of overlapping or proximate Transit-Oriented Area ²	Lots Zoned to Permit Residential Use² [Green Square] Tier 1 [Pink Square] Tier 2 [Blue Square] Tier 3 Lots Not Zoned to Permit Residential Use⁴ [Grey Square]
Transit-Oriented Areas [Bakerview-166 Street Icon] Bakerview-166 Street		

SkyTrain Station located at the northwest corner of Fraser Highway and 166 Street

1. A lot which is partially within a Transit-Oriented Area is deemed to be wholly within it.
2. Where a lot falls within different tiers with respect to more than one Transit-Oriented Area, the tier allowing the greatest density and height (of the relevant tiers) applies.
3. Excludes lots where the only permitted residential use is ancillary to an agricultural or industrial use.
4. Includes lots where the only permitted residential use is ancillary to an agricultural or industrial use.

Potential Effects / Issues to be Managed

- Destabilizing neighbourhoods in the “outer ring” of TOAs – land assembly activity
 - Street network / access routes to SkyTrain?
- Diffused development in core ring areas – “Donut effect”
- Reduced density bonus revenues for necessary community facilities
- Added costs for public infrastructure – school site, park site acquisition costs increased due to additional density and land pricing expectations in outer ring

Work in Progress

- Revising the financing of community facilities and amenities through density bonus and ACCs (revenue-neutral target)
- Establishing development requirements (rental, off-site improvements, affordable housing) on unplanned “windfall” densities
- Policy to facilitate delivery of park and school sites
 - density transfer
 - “urban school” site development guidelines

An aerial photograph of a city at sunset. The sun is low on the horizon, casting a golden glow over the scene. In the background, there are mountains and a large body of water. The city below is densely packed with buildings, including several tall skyscrapers. The foreground shows a mix of urban development and green spaces.

Thank you!

Don Luymes
don.luymes@surrey.ca



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City of Burnaby

Local Government Response to Transit-Oriented Development and Meeting the Transit Need

UBCM | Large Urban Communities Forum

September 17, 2024

Lee-Ann Garnett, MCIP, RPP

Deputy GM, Planning & Development



Overview

1

Burnaby Context

2

Burnaby Response to Bill 47

3

Challenges for Burnaby

1

Context | Town Centres



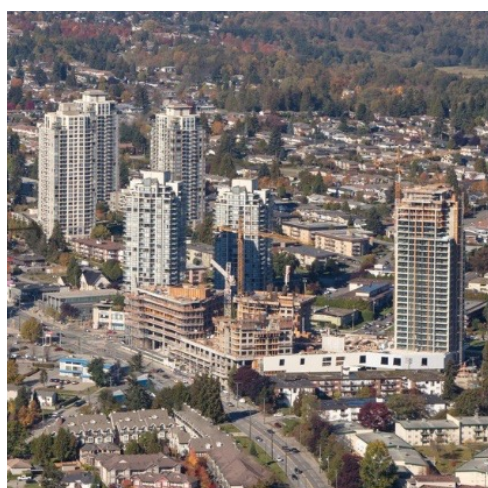
Brentwood



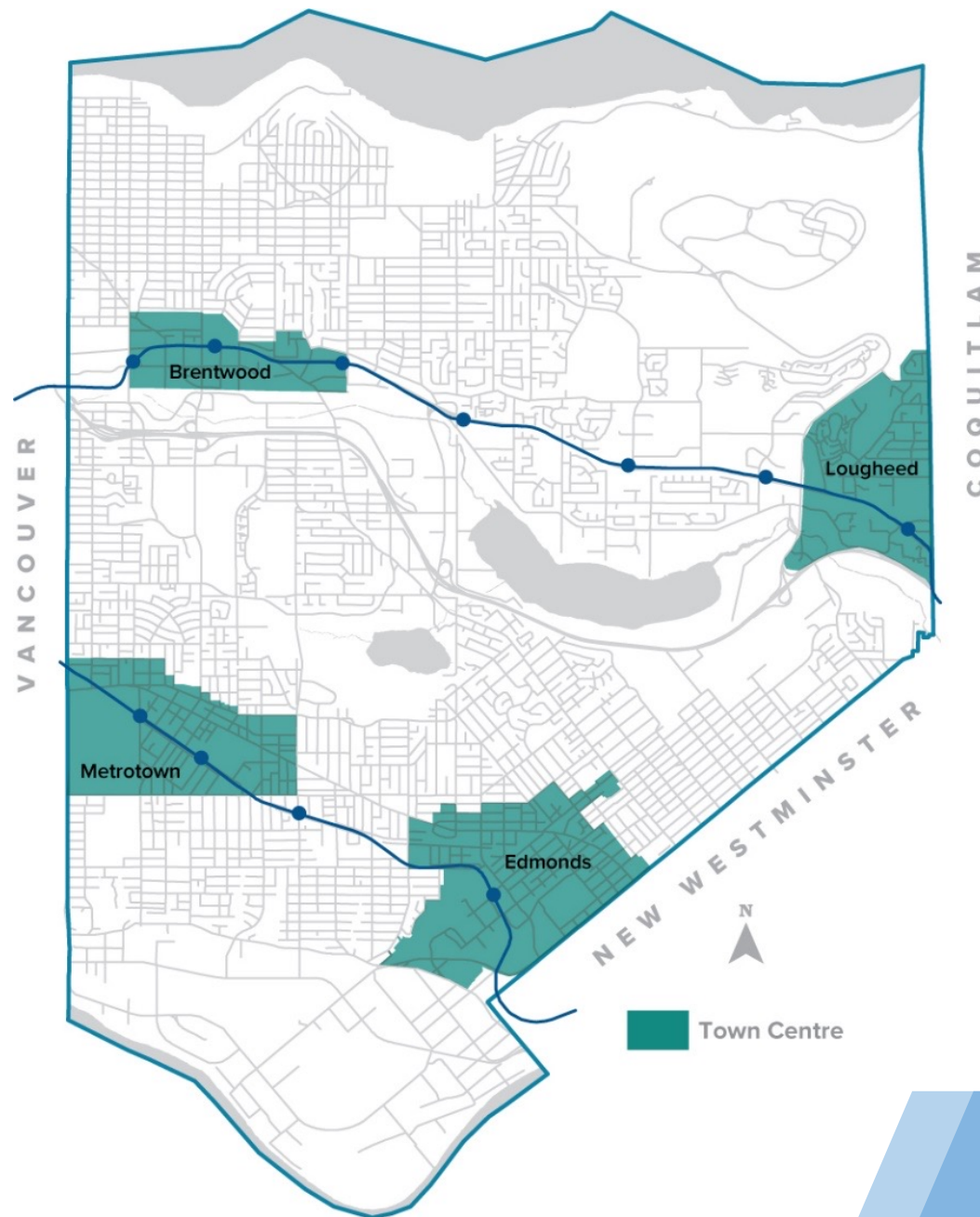
Lougheed



Metrotown



Edmonds



1

Context | Urban Villages



Heights



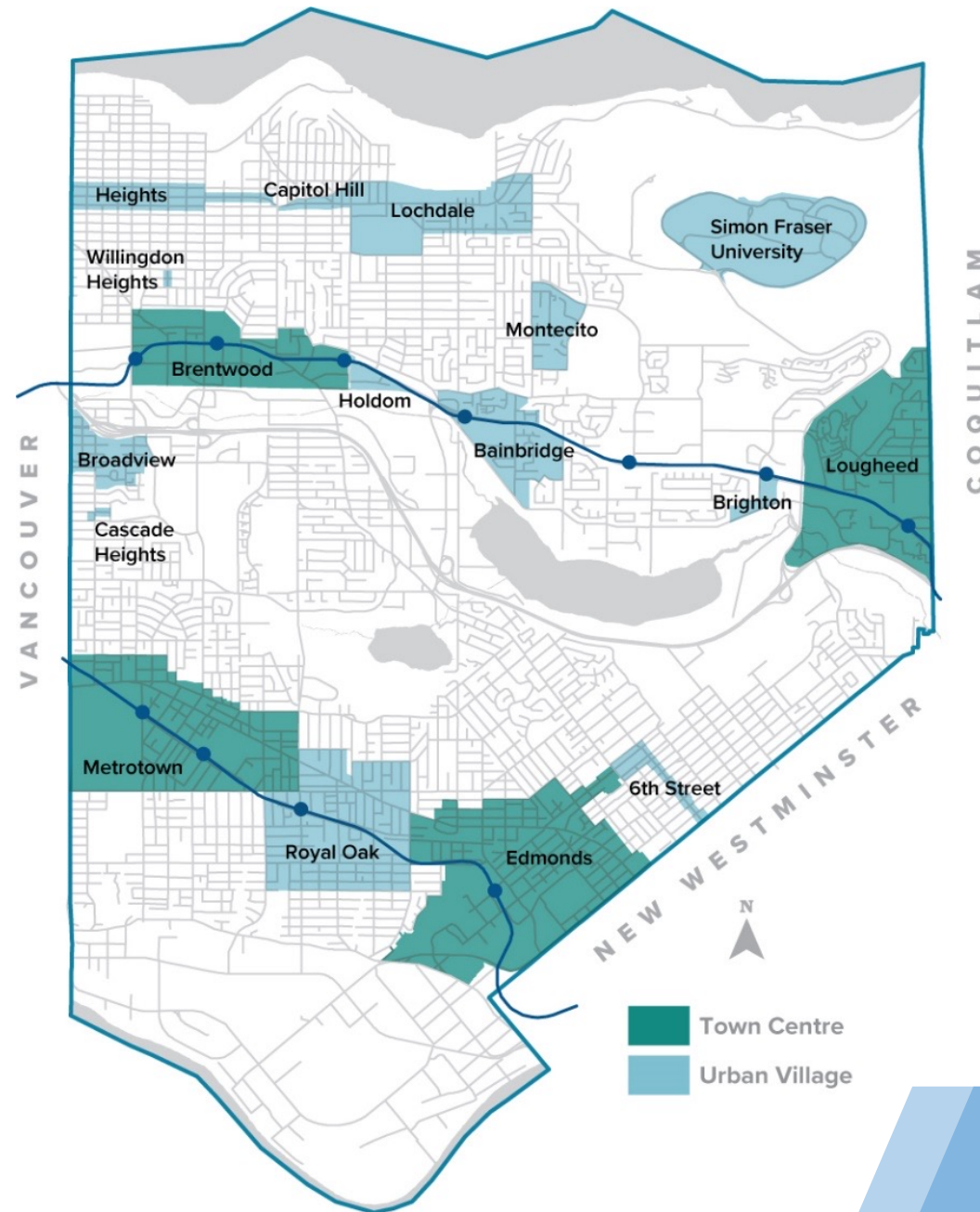
Simon Fraser University



Royal Oak



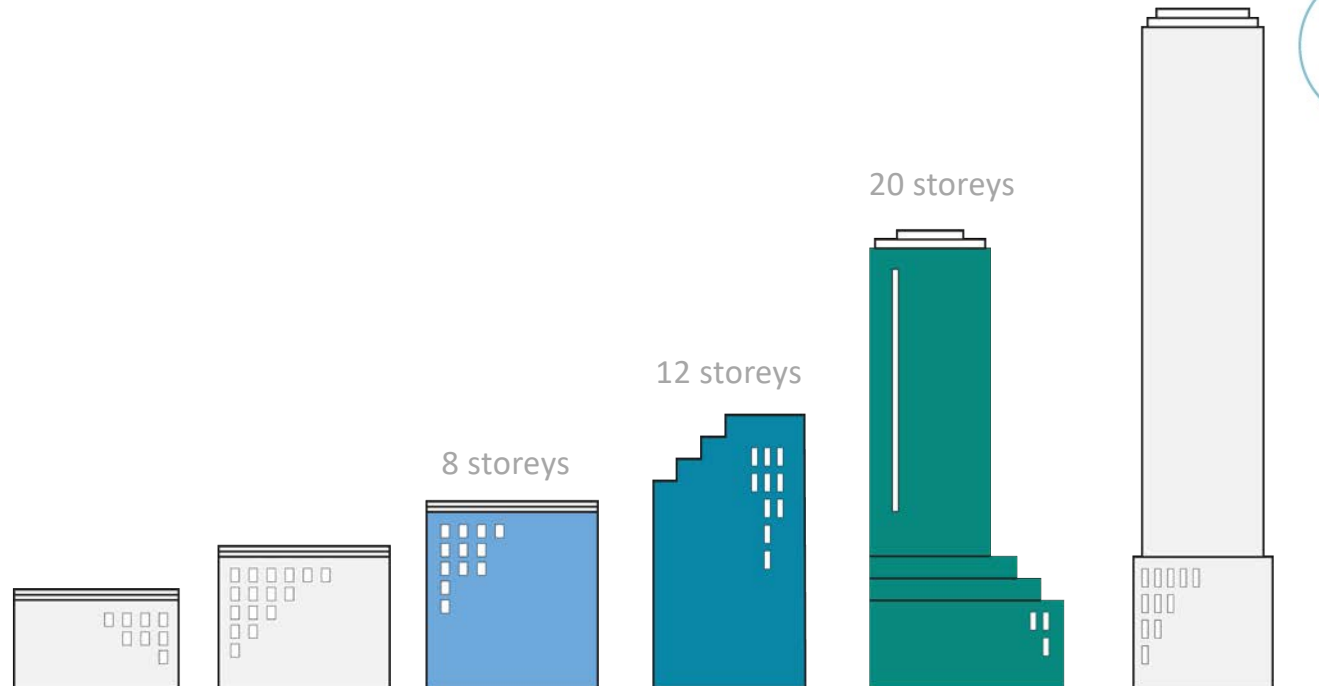
Bainbridge



2

Bill 47 TOAs in Burnaby

- 16 Designated TOAs
 - 11 SkyTrain stations in Burnaby
 - 4 SkyTrain stations just outside
 - 1 bus exchange just outside
- About 6,000 or 20% of Burnaby's R District lots



2

Responses to Bill 47



Staff Response:
“Get on with it...”



Community Response:
“Inevitable Decimation”



Council Response:
“Let’s Pause...”

“**'Inevitable decimation':
Burnaby residents petition
against B.C.'s transit-oriented
housing rules**”

Burnaby Now | April 26, 2024”



3

Challenges - Planning for the “Outer Circle”

- Many single-family neighbourhoods captured
- 5 of 16 “Outer Circles” related to TOAs in neighbouring jurisdictions
- No existing plans in place to support density
- Infrastructure, access challenges
- Multi-modal transport system not in place to support connection to centre



3

Challenges - City-wide impacts

- Guiding and phasing growth
- Linear sprawl
- Incomplete Communities
- Demands for more transit service
- Demands for more development fees and charges



3

Challenges - Density, Without Planning

- Uncertainty for communities, development community
- Slows down delivery of units
- Loss of community trust in the planning process
- Community building is more than density



Thank you!



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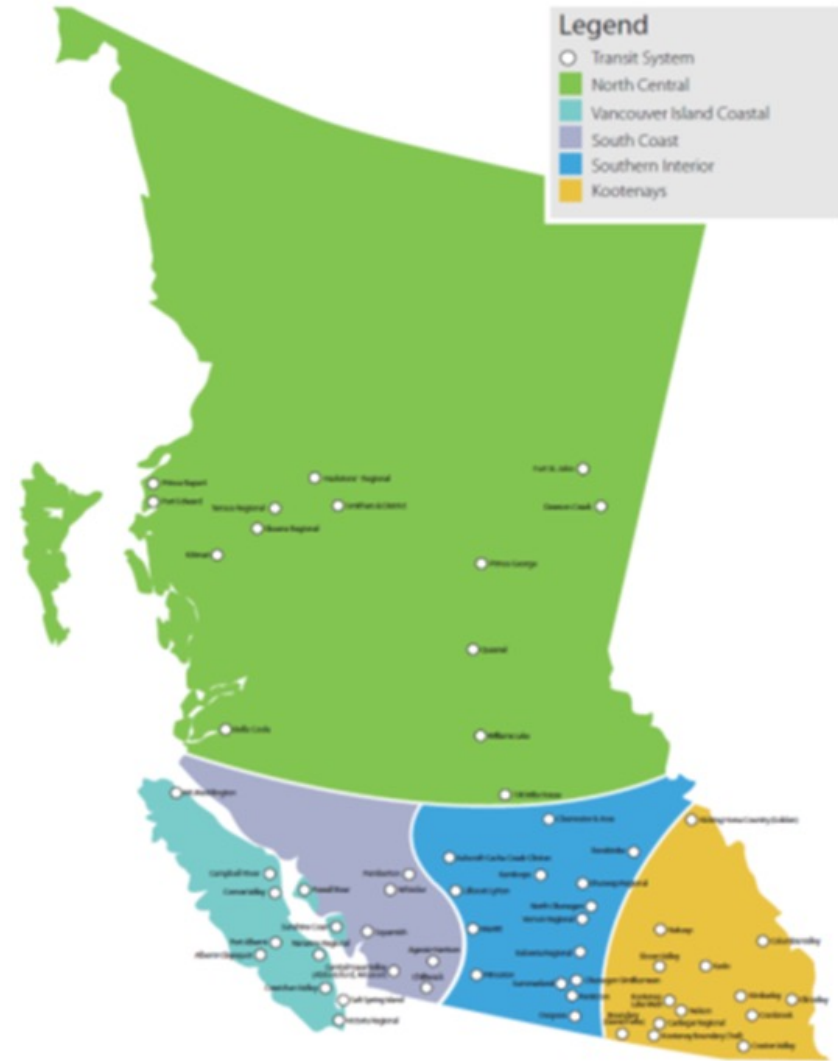
BC Transit – Transit-Oriented Development

Union of BC Municipalities
September 17, 2024

BC Transit

- BC Transit is the provincial Crown agency charged with coordinating the delivery of public transportation across British Columbia, except for those areas serviced by TransLink (Metro Vancouver).
- More than 1.8 million British Columbians in over 130 communities across the province have access to BC Transit local and regional transit services.

Map of BC Transit Systems



BC Transit Strategic Plan

- Communities across BC are facing some big challenges, and BC Transit can be part of the solution.
- **Key Objective - Thriving communities**
 - Build responsive transit systems that support livable communities
- **Focus Area – Transit-Oriented Development Areas**
 - Improve services to align with the introduction of transit-oriented development areas while supporting affordable housing



Diverse Range of Service Types

Conventional Transit

- Fixed routes & schedules
- Mainly urban settings

Custom Transit (handyDART)

- Door to door; demand responsive
- Eligible people with a disability

ParaTransit

- Flexible routing and schedules
- Small towns, and rural communities

Interregional Transit

- Links to remote and smaller communities
- Access to healthcare, services and amenities

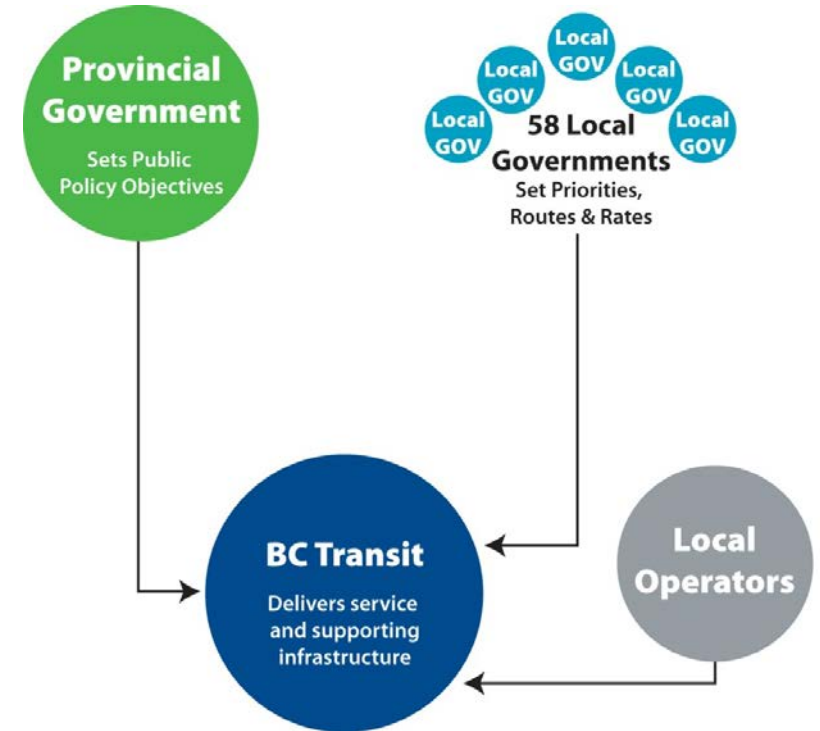
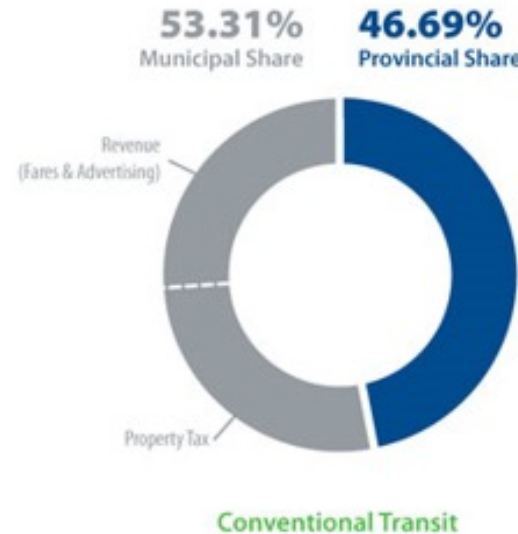
OnDemand Transit

- Flexible, demand responsive service



Funding and Governance

- Local share of costs determined by legislated funding formula
- Service levels and budgets are approved each year by local government, who also set fares and local property taxes
- Local cost sharing measures can vary from one system to another
- Some systems have expanded to include neighbouring jurisdictions



BC Transit ridership returns to 100% of pre-pandemic levels

Kenneth Chan | Sep 28 2023, 12:01 pm



BC Tran

BC Transit services expand in Kootenay

By Kate Brown Tuesday, Aug. 27th, 2024



Nearly 10,000 hours of transit service expansion is coming to the Regional District of Nanaimo's network, mainly through route frequency changes in Nanaimo and Lantzville, as well as inter-city service between Nanaimo and Oceanside. (File photo/NanaimoNewsNOW)

MORE STOPS

By Alex Rawnsley

Nanaimo transit system expanding with better links to Comox Valley, Duncan & Victoria

Transit route improvements planned as Kamloops receives funding for expansions this year

Kristen Holliday - May 29, 2024 / 4:00 am

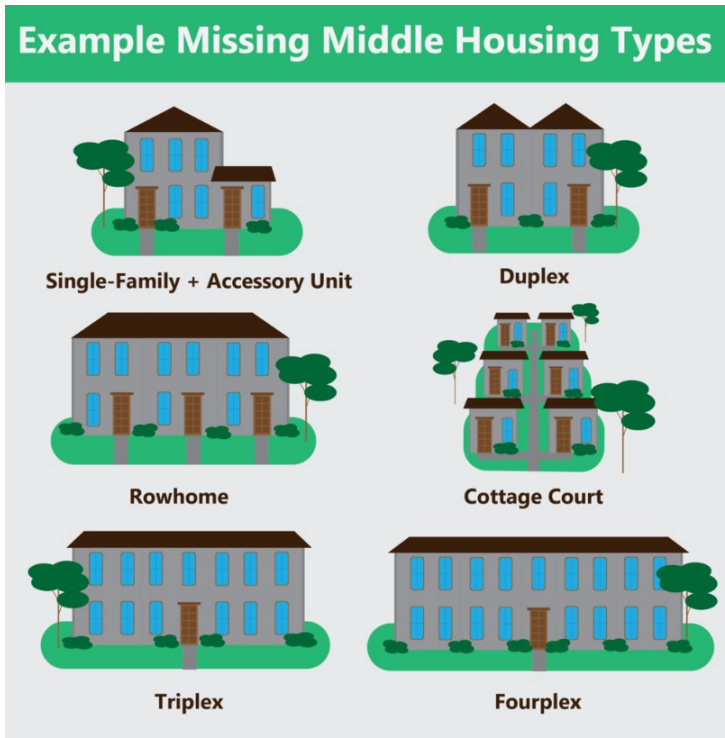


BC transit adding more connections to UBCO

Published: August 19, 2024 at 5:29 PM



Small Scale Multi-Unit Housing Statutes Act: Bill 44



Cole Jackson - <https://www.flickr.com/photos/192165560@N04/51852913074/>

Transit Oriented Areas Housing Statutes Act: Bill 47



Institute for Transportation and Development Policy - <https://tod.itdp.org/tod-standard/how-to-use-tod-standard.html>

Transit Oriented Areas Housing Statutes Act - Bill 47

What Is It?

Intent: Allow more housing on properties with close access to exchanges which offer high levels of frequent transit service

Implementation: Legislation identifies the location of Transit Oriented Development Areas (TOA Areas) near transit exchanges, where municipalities are required to:

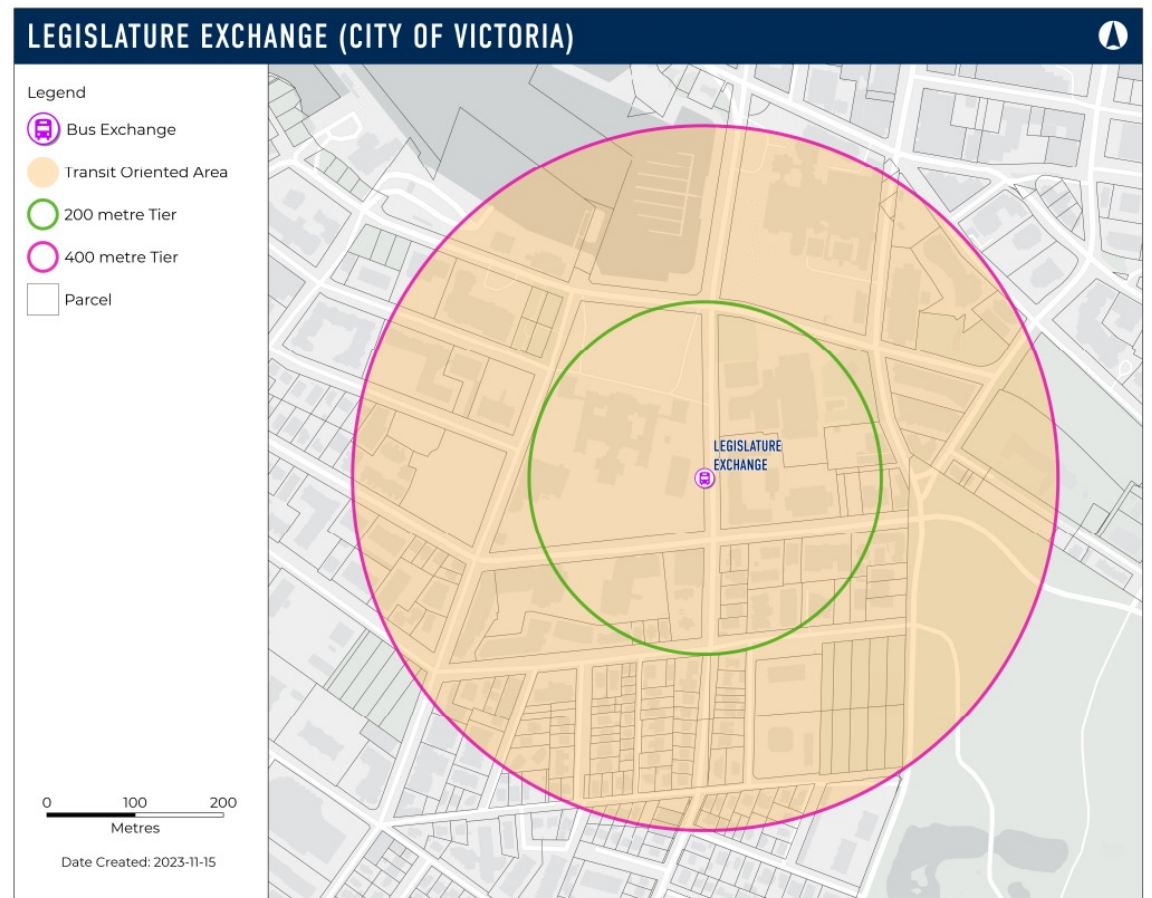
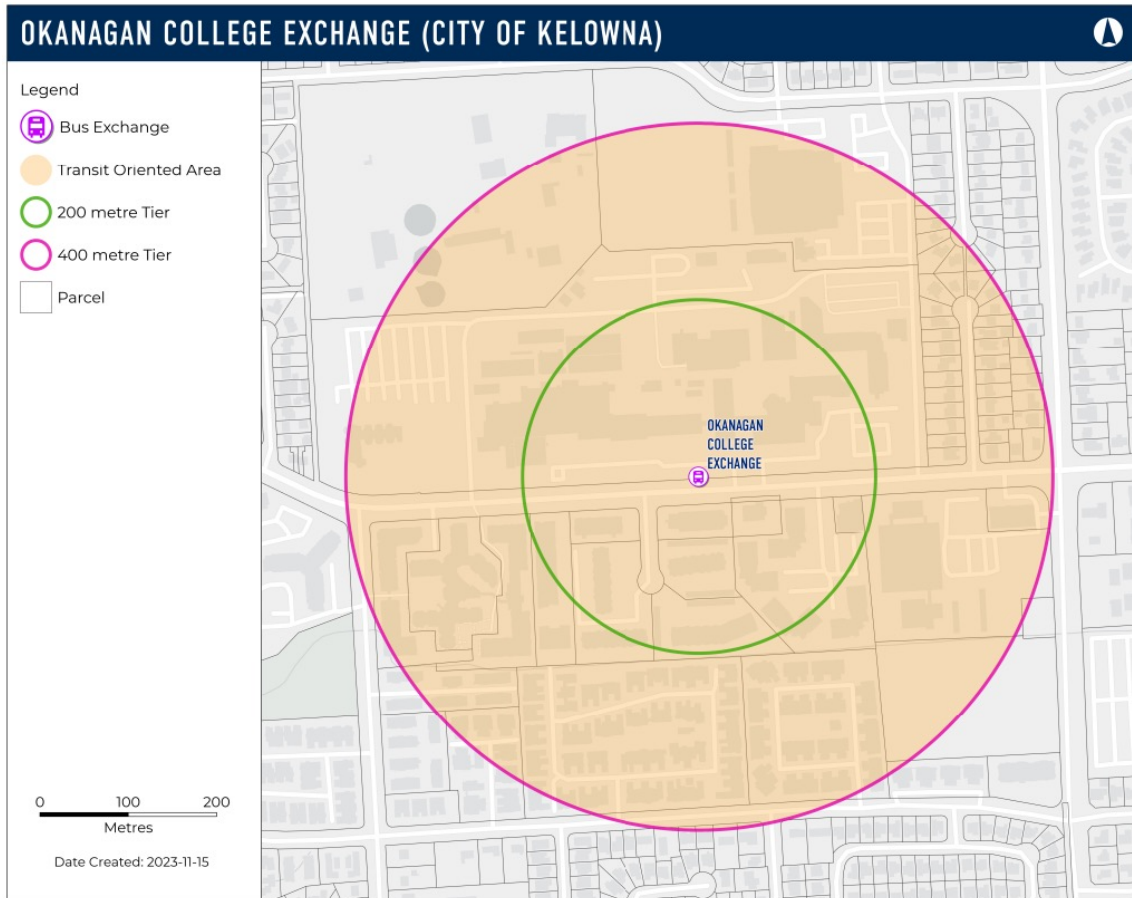
- permit housing developments that meet provincial standards for allowable height and density;
- remove parking minimums and allow parking based on need and demand at the discretion of the developer

How Were These TOA's Chosen?

Bus exchange locations were identified based on multiple service and infrastructure criteria, including:

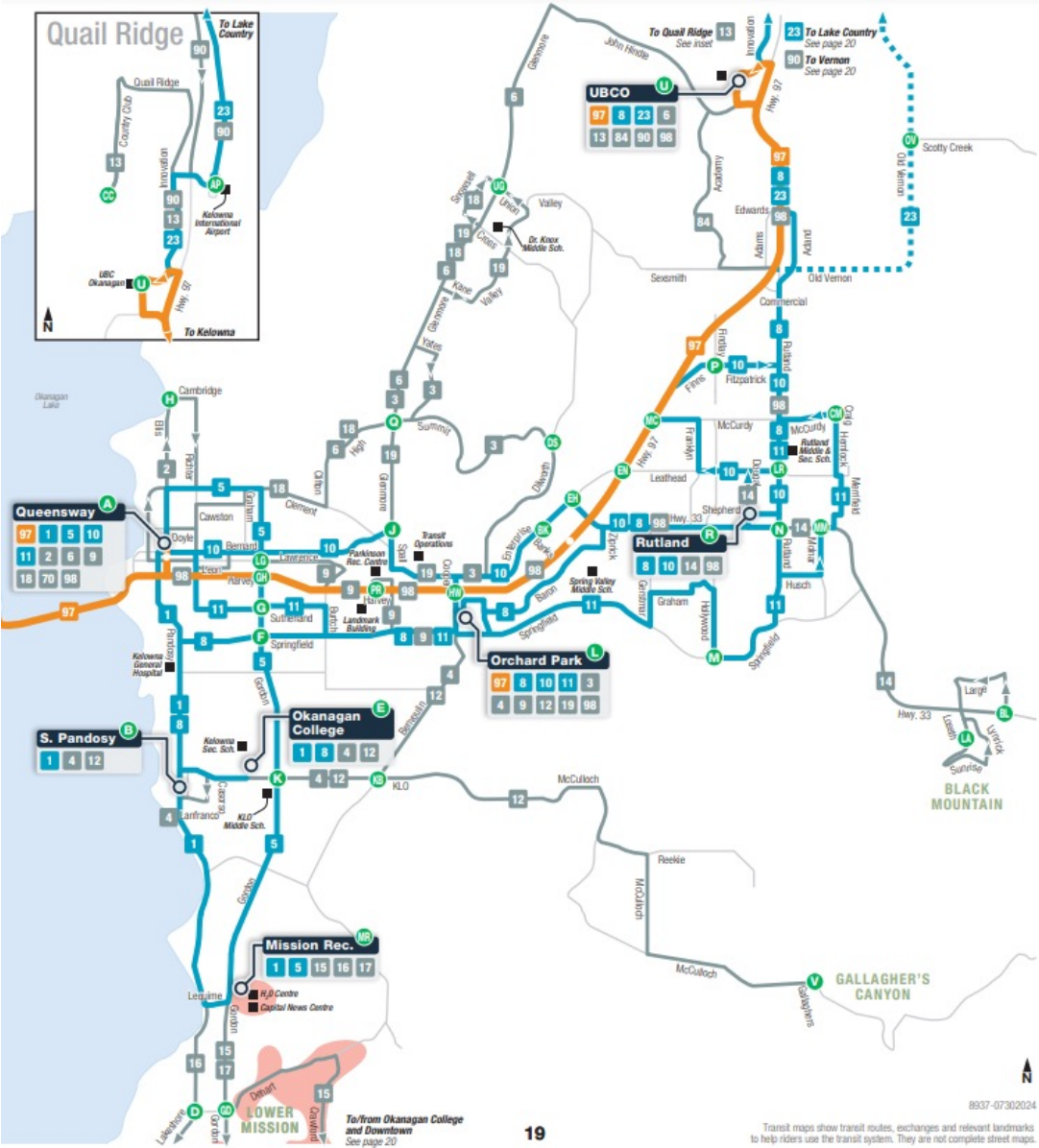
- 15-minute service frequency (between 10am and 3pm, weekdays);
- 2 or more unique line/route connections;
- Service 7 days a week (between 7am and 7pm);
- One route meeting minimum frequency at least 12 hours/day, weekdays; and
- Permanent, purpose-built infrastructure

Example Maps

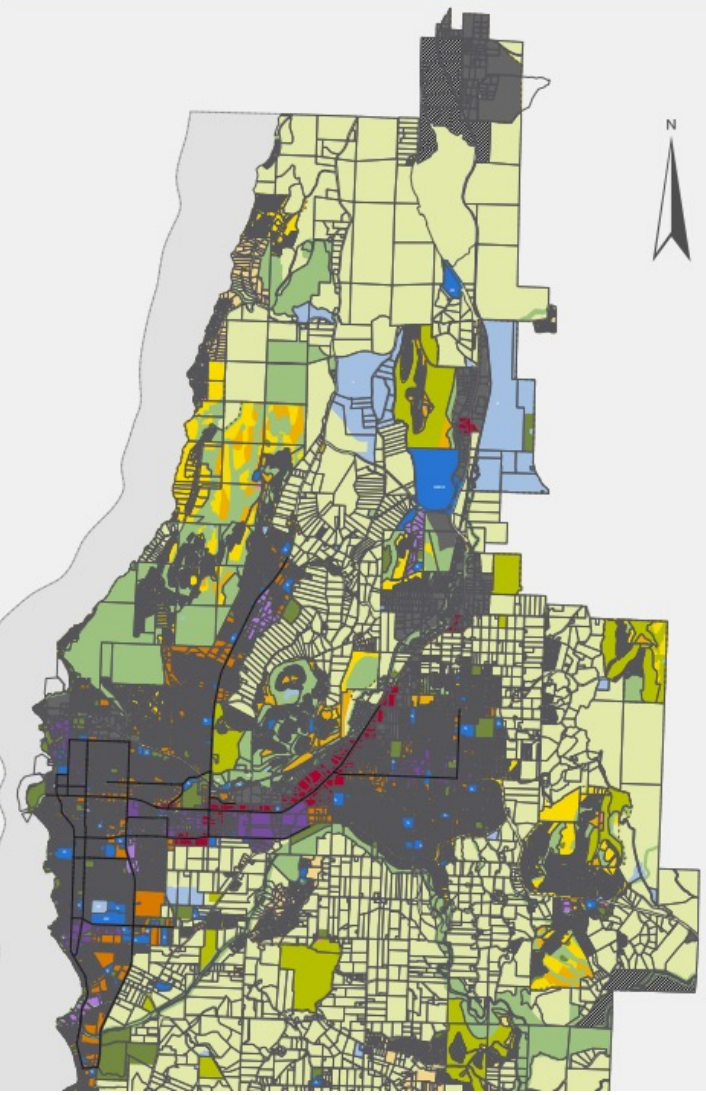


2040 Official Community Plan

Map 3.1 Future Land Use



- Permanent Growth Boundary
 - UC - Urban Centre
 - VC - Village Centre
 - C-NHD - Core Area Neighbourhood
 - C-HTH - Core Area - Health District
 - S-RES - Suburban Residential
 - S-MU - Suburban Multiple Unit
 - R-RES - Rural Residential
 - R-AGR - Rural - Agricultural & Resource
 - RCOM - Regional Commercial Corridor
 - NCOM - Neighbourhood Commercial
 - IND - Industrial
 - EDINST - Education / Institutional
 - PARK - Park and Open Space
 - REC - Private Recreational
 - NAT - Natural Areas
 - TC - Transportation Corridor
 - PSU - Public Service Utilities
 - FNR - First Nations Reserve
 - Transit Supportive Corridors
-
- A Airport
 - F Firehall
 - H Hospital
 - L Landfill
 - S School
 - W Works Yard
 - CE Cemetery
 - ST Sewage Treatment
 - UBCO University of B.C. Okanagan
 - OC Okanagan College





Thank you.

Matthew Boyd
Director, Corporate & Strategic Planning
BC Transit

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www.bctransit.com

Visit us at the Tradeshow - **Booth #404**



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Transit Oriented Development

Local Government's Response to Bill 47 and Meeting the Need for Transit

Matt Craig, Director, System Planning, TransLink

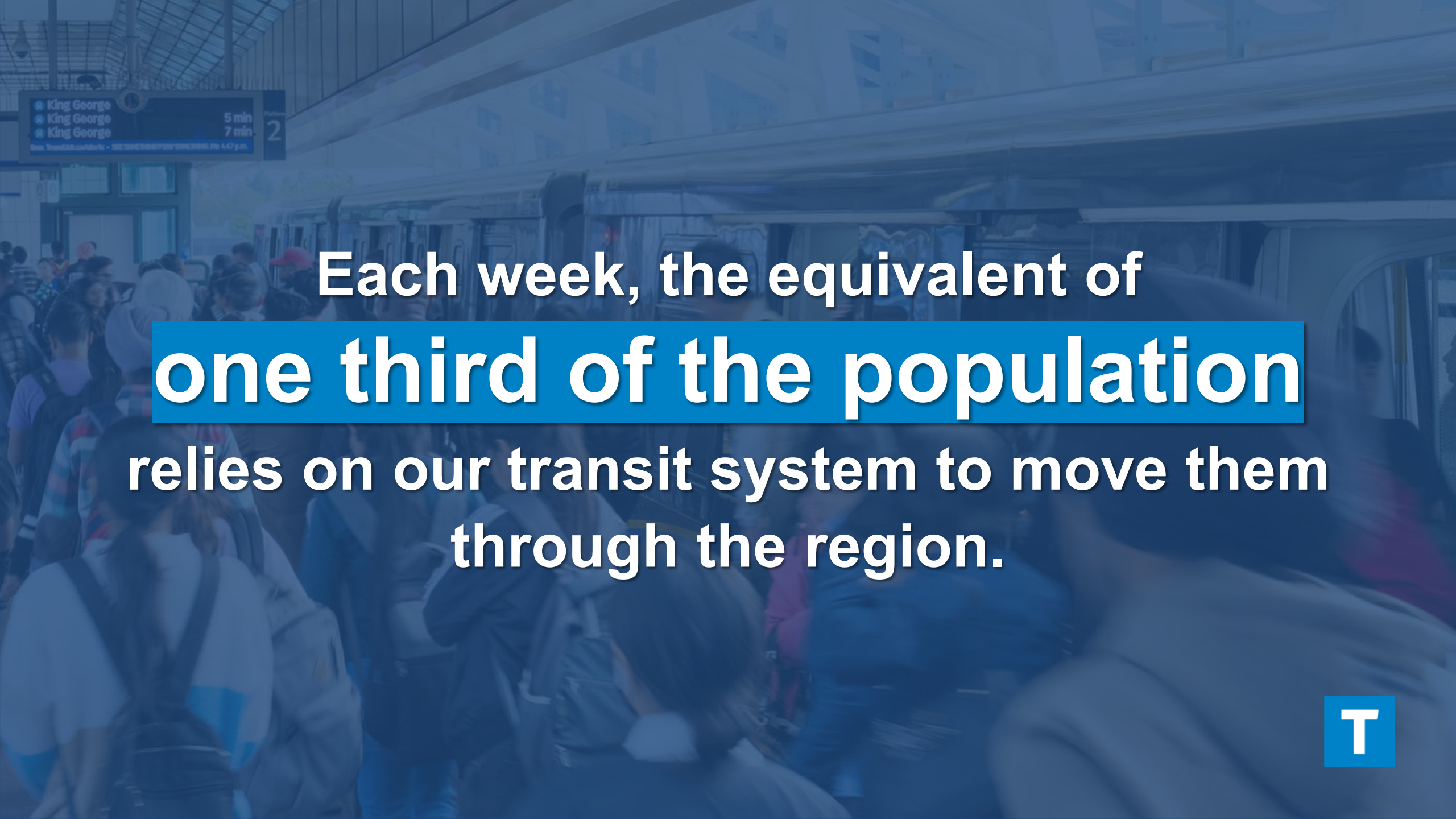
UBCM Large Urban Communities Forum

September 17, 2024



An integrated regional multimodal transportation authority





Each week, the equivalent of
one third of the population
relies on our transit system to move them
through the region.





TransLink collaborates with partners to align land use and transportation planning

- Strong history of regional **land use and transportation planning** has shaped region
- TransLink is **mandated** to provide **input to partners** and **support Regional Growth Strategy**
- Policy direction in **Transport 2050** and **Access for Everyone** to work with local government for **aligned land use and transportation planning** that support RGS
- **Supportive Policies Agreements** are a tool for **rapid transit-supportive planning** in station areas
- Access for Everyone includes direction to collaborate with local governments to help fund and develop **station area and corridor plans**



Creating Transit-Oriented Communities: the 6 “D”s



Good **Destination** accessibility



Short **Distance** to transit



Pedestrian-friendly **Design**



Density of jobs & residents



Diversity of uses



Demand management

Need all **six** working in concert along with transportation investment





The way we fund transit in this region no longer works due to:

- **Declining fuel tax revenue** as we see more EVs on the road
- **Fare increases held below inflation** to ensure affordability
- **Inflationary** pressures



An effective transportation system balances investment with growth.



**We need a better,
more sustainable
way to fund transit
and support growth
in this region.**



A group of people, including a young child holding a stuffed animal, walking together in a brightly lit indoor space. The child is holding the hand of an older woman on the right and a woman on the left. The older woman is smiling and holding a white stuffed animal. The woman on the left is wearing sunglasses and a blue patterned top. The child is wearing a blue dress and a headband. The background shows other people walking, including a man in a grey suit and a woman in a floral top. The overall scene is warm and positive.

Let's keep working together.

T



**RIDE
THE
WAVE**
UBCM 2024

Large Urban Communities Forum

Chris O'Riley, President and Chief Executive Officer



September 17, 2024



Energy transition underway



Working together



Coming
Soon

2024

Investing in Your Community

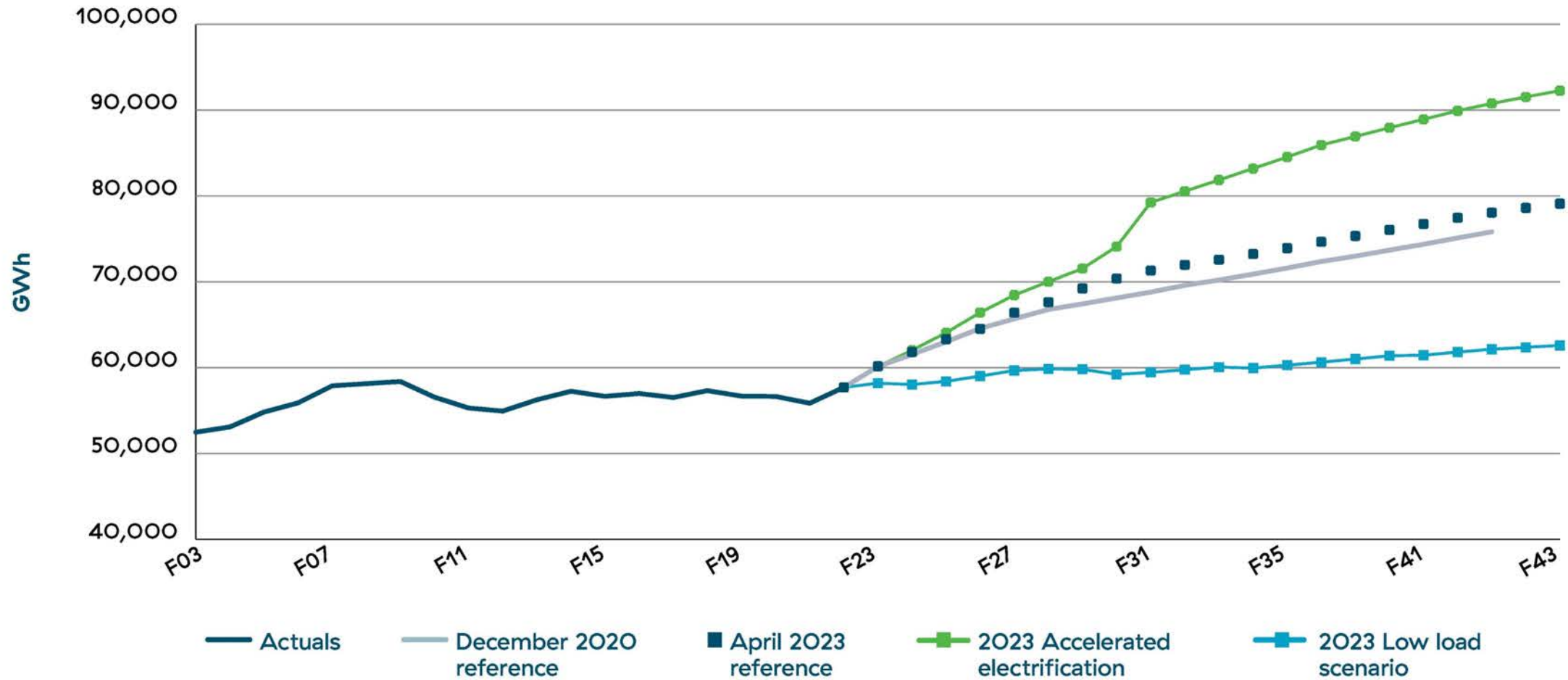
64 Ave Improvements (177B St to 184 St)

TRANS LINK

CITY OF SURREY

Visit [surrey.ca/cap](https://www.surrey.ca/cap)

Flexible planning





Build, buy and conserve

Site C

- Adding 8% to our supply
- Nearly 500,000 homes



Build, buy and conserve

Call for Power

- **Adding 5% to our supply**
- **270,000 homes**



Build, buy and conserve

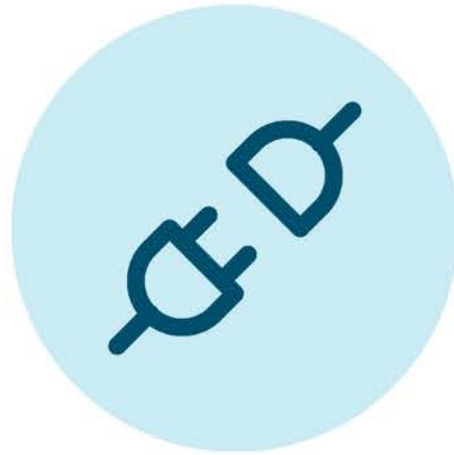
Energy Efficiency Plan



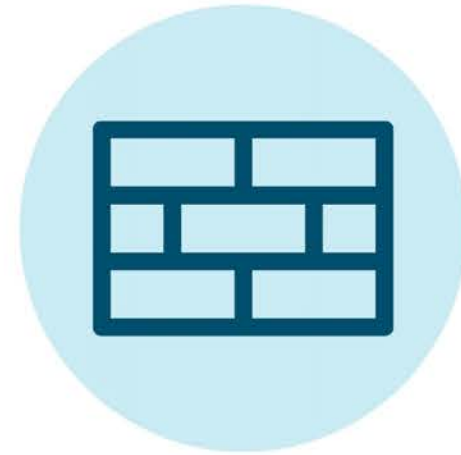
\$36 Billion Capital Plan



Sustainment
\$21 BILLION



**Electrification and
GHG reduction**
\$10 BILLION



Reinforcement
\$5 BILLION



Capital Plan Connections



We need your help



Victoria





BC Hydro

Power smart

Lowering costs: Improving multiplex electrical connections

Ranjeet Gill, Director Distribution Design and Customer Connections, BC Hydro

Chris Higgins, Senior Green Building Planner, City of Vancouver



The changing landscape



Vancouver and BC Hydro history

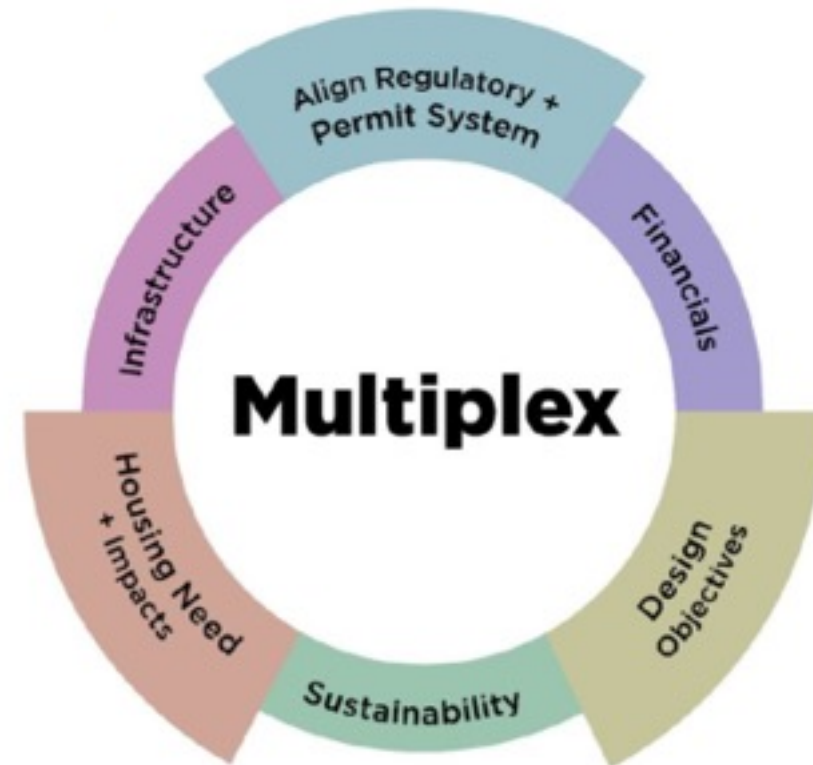


Vancouver housing objectives

Easier to build

Process efficiency

Design flexibility



Multiplex option

Previous Options



House + Laneway

- 3 Units
- 0.86 FSR



Duplex + Suites

- 4 Units
- 0.70 FSR



Character Retention

- 6 Units
- 0.85 FSR






Multiplex Option



- 3 to 6 ownership units (8 units for rental)
- Focus on family-size units (2+ BRs)
- 1.0 FSR

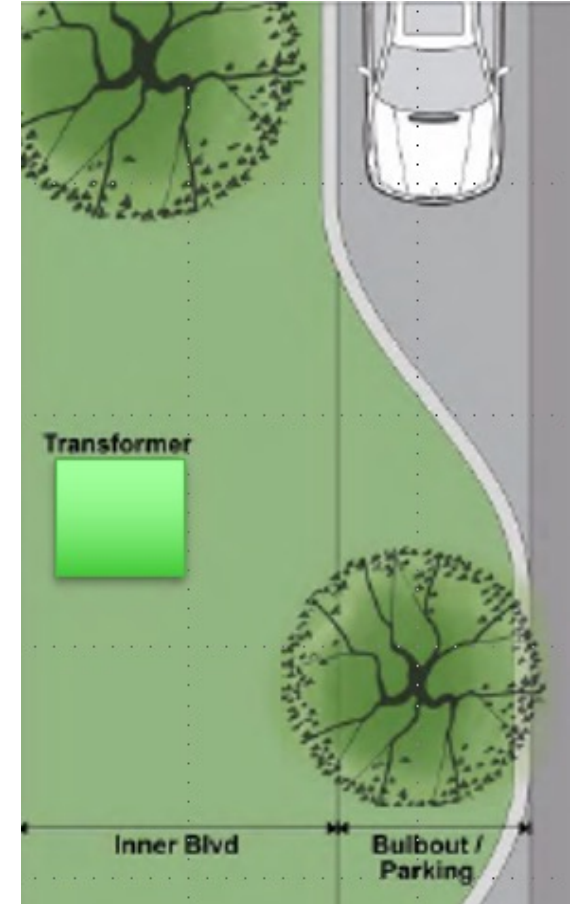


Meeting the power needs

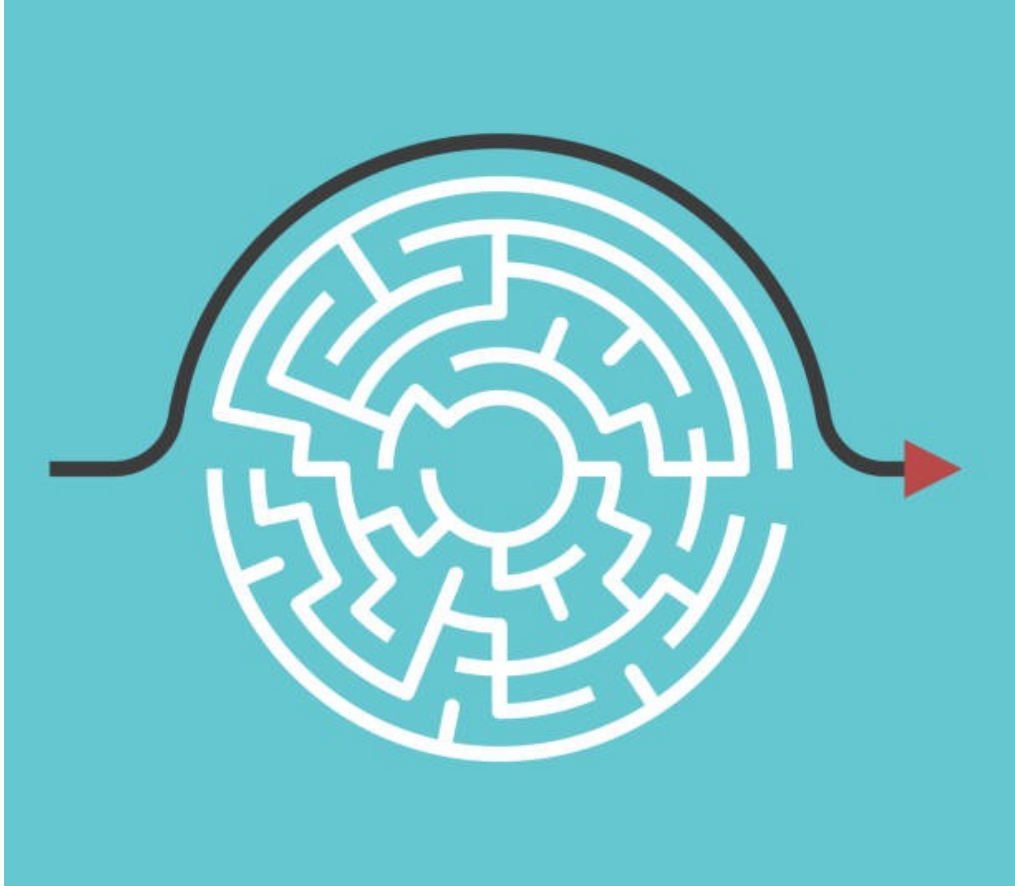
	House	House + Laneway	Duplex	Character	Multiplex
					
Units	1 - 2	2 - 3	2 - 4	2 - 6	3 - 6 or 8
Density (FSR) Amp low	60*	200	200	200	200
Amp High	200	400	400	600	600

 Indicates change *Existing

Learnings



New city process



Simplification and alignment:

- Contact BC Hydro **first**.
- No extra wait time with **concurrent processing**.
- **No extra burden**.
- Require space for a **low-profile transformer on all plans**.

Benefits for all





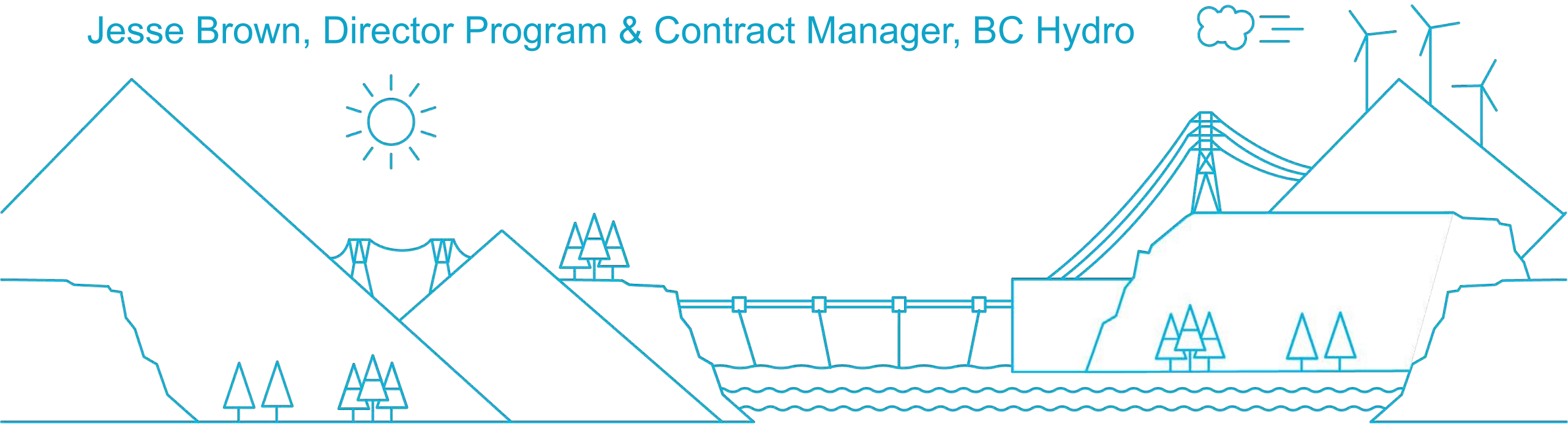
BC Hydro

Power smart

Digging up the road once: Co-constructing to minimize community impact and reduce cost

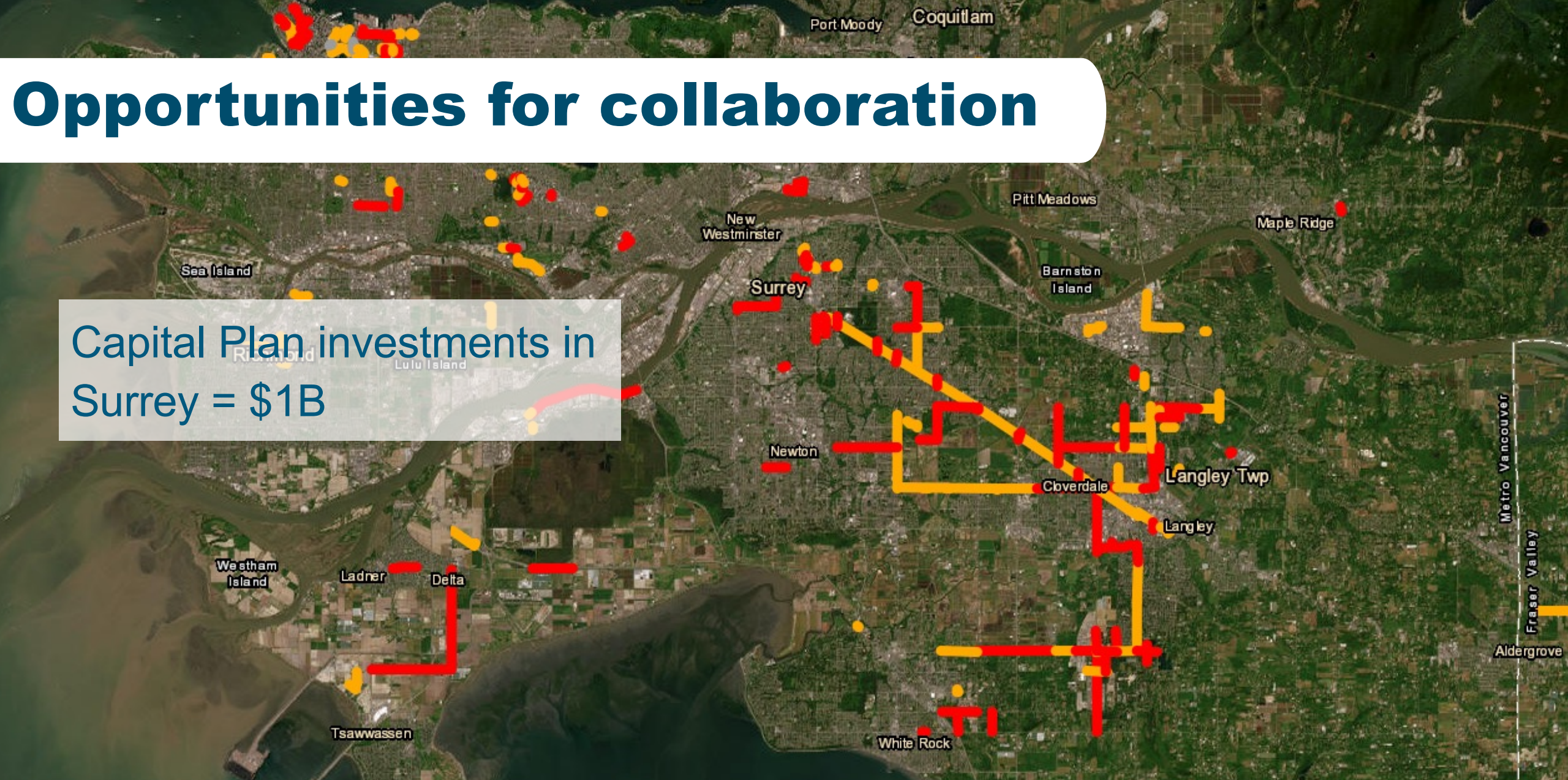
Victor Jhingan, Director Project Delivery, City of Surrey

Jesse Brown, Director Program & Contract Manager, BC Hydro



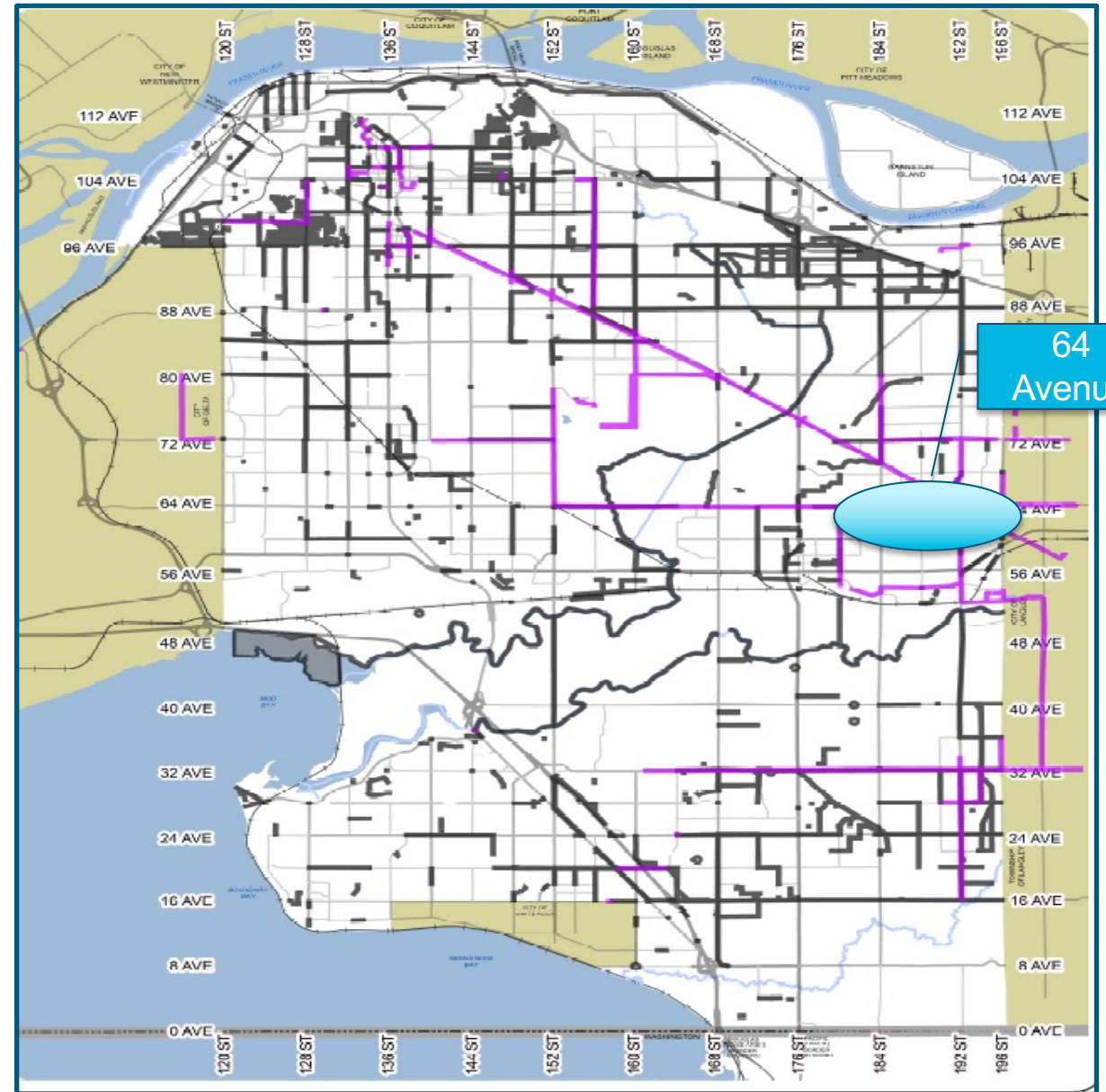
Opportunities for collaboration

Capital Plan investments in
Surrey = \$1B



Reducing community impacts

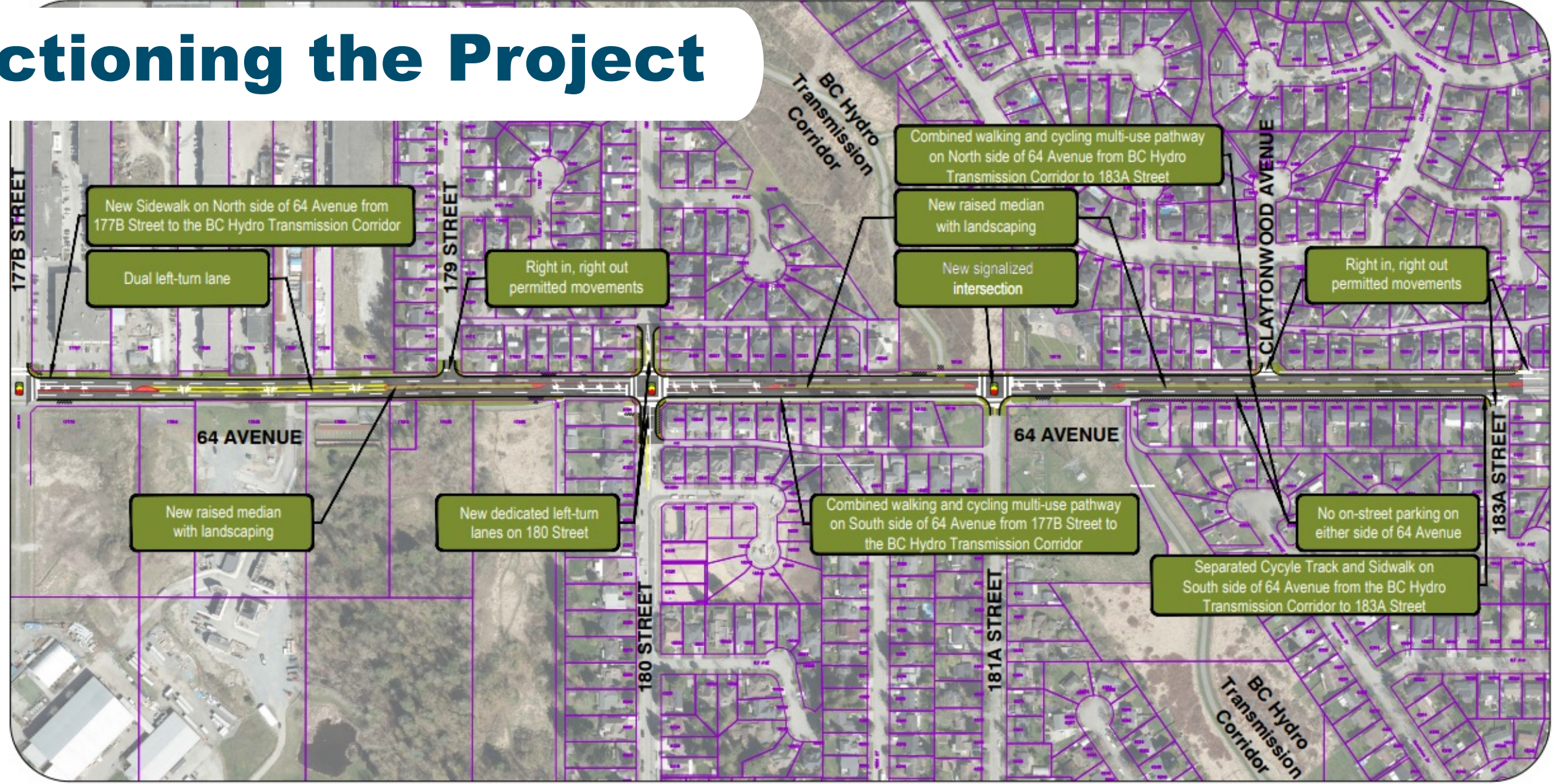
City investing over \$2.5B (over next 10-years) - Substantial overlap with BC Hydro's planned infrastructure projects.



Trying something new



Actioning the Project



Shared benefits



Moving forward



Seek opportunities to partner with other municipalities.



Share information about our planning process.



Create a templated process.

Key Learnings



Integration of capital plans between Municipalities, BC Hydro, and other utility agencies is key.



Co-delivering projects is easier than we thought.



Financial savings and the reduced community impact far outweigh the administrative effort involved.



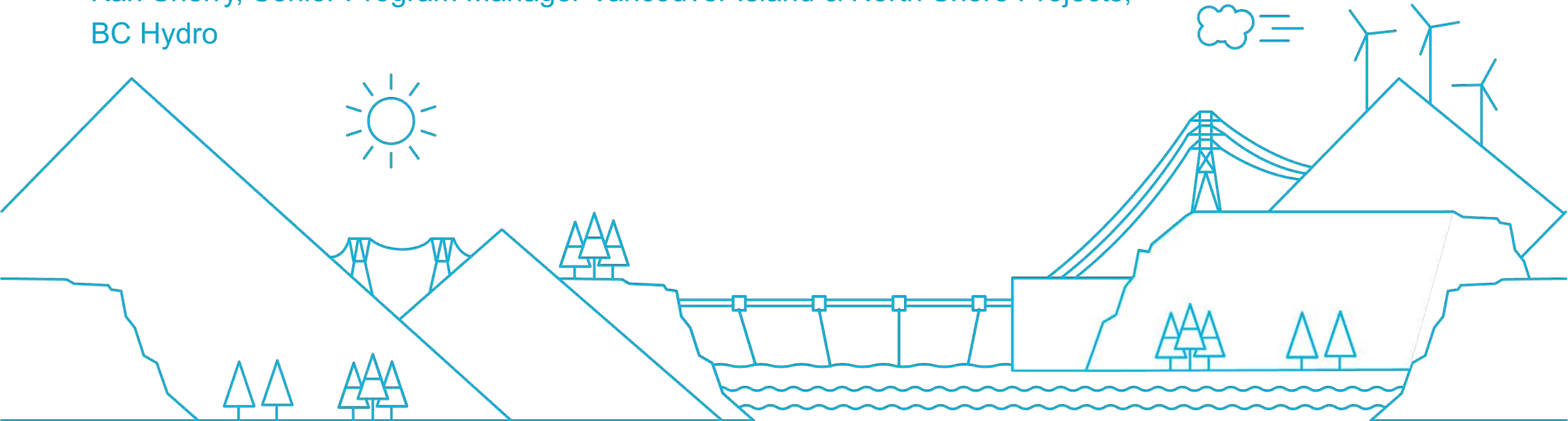
BC Hydro

Power smart

Early sharing of infrastructure plans: Collaborating on Southern Vancouver Island

Jacqueline Spray, Director of Customer Engagement & Sales, BC Hydro

Karl Sherry, Senior Program Manager Vancouver Island & North Shore Projects,
BC Hydro



Common objectives

An aerial night view of a city, likely Vancouver, showing a dense urban landscape with numerous buildings, streets, and parking lots. The city lights are illuminated, and a large body of water is visible in the background under a dark sky.

Accelerating infrastructure builds



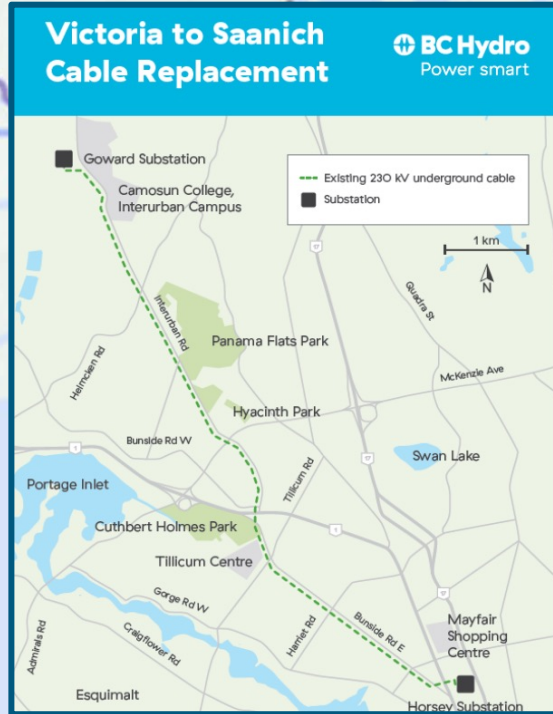
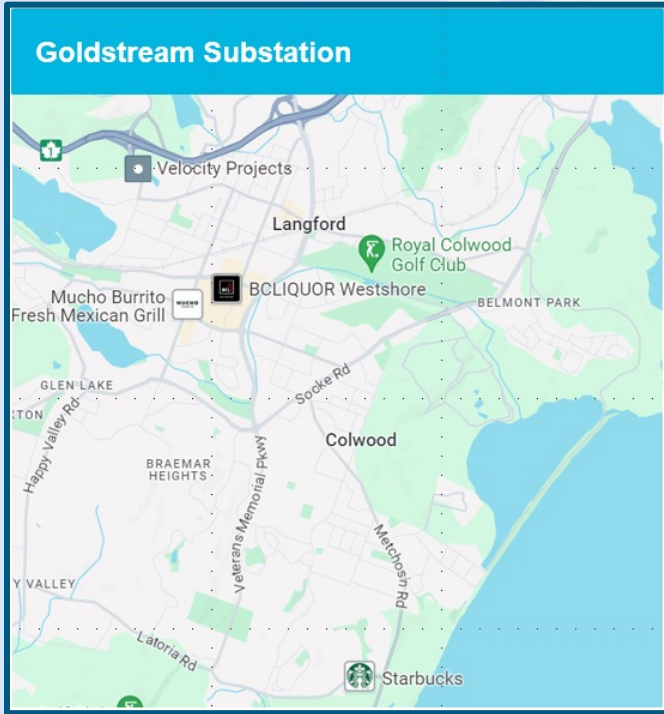
Capital planning workshop

"The initial workshop with BC Hydro, municipal partners, and other utilities provided a valuable opportunity to connect and explore opportunities to further improve collaboration on our capital programs."

–Jared Kelly, P.Eng. Manager, Capital Projects, Integrated Water Services, Capital Regional District



Southern Vancouver Island investments



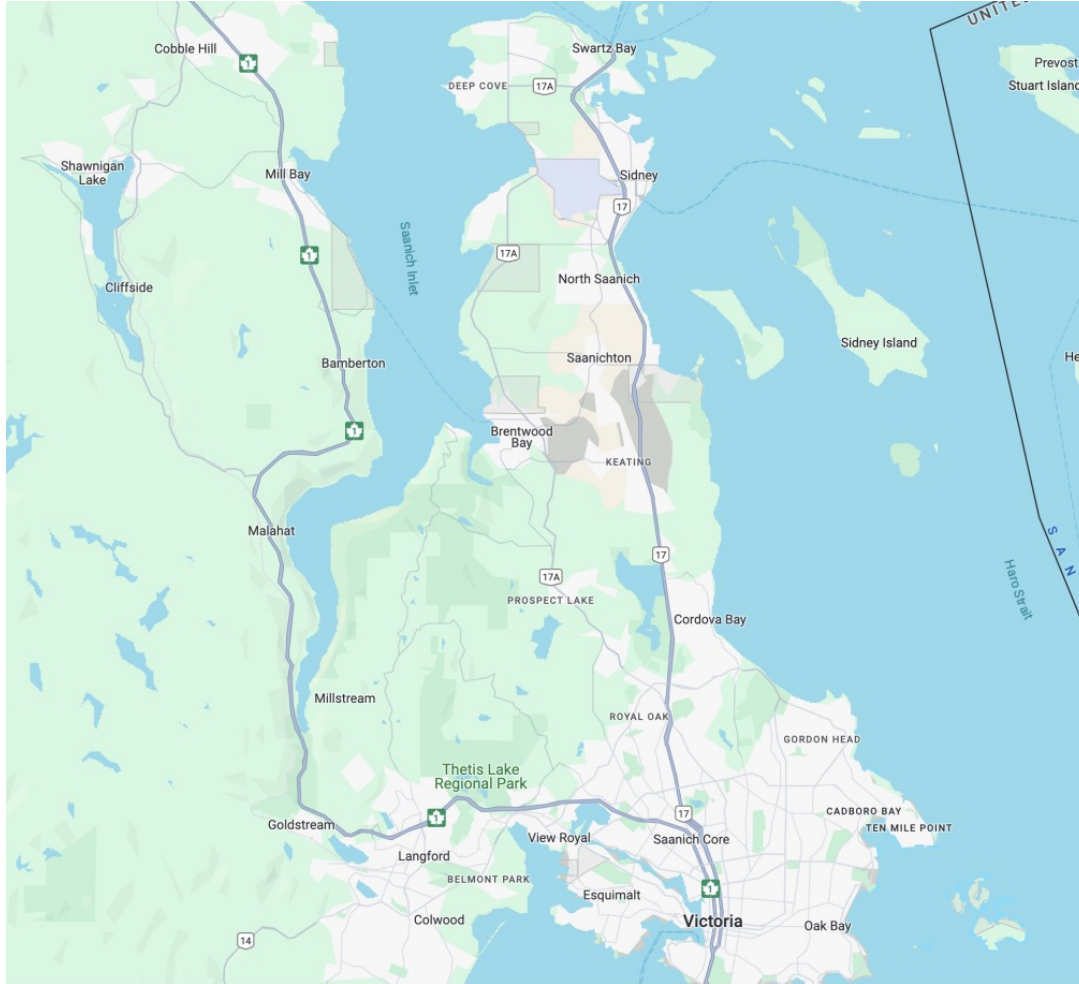
CRD Capital Share Workshop

Current State to Future State

June 4, 2024



Next steps for collaboration





BC Hydro

Power smart

Our asks of you...



Stay informed. Visit [BCHydro.com/Localgov](https://www.bchydro.com/localgov) for resources



Share your ideas. Email us at: localgov@bchydro.com



Connect with us. Check out our **tradeshow booth #513**



BC Hydro

Power smart

The Spirit of the North Healthcare Foundation

In appreciation of our speakers today and with thanks for your contribution, UBCM has made a donation to The Spirit of the North Healthcare Foundation. The Foundation works collaboratively with its Donors, Healthcare Partners and has been instrumental in contributing over \$40 million towards essential equipment, enhancing facilities, and supporting the ongoing education of healthcare professionals and medical staff.