Agenda

Town of Gibsons

Regular Meeting of Council

November 17, 2015 at 7:00 PM

Council Chambers
Town Hall, 474 South Fletcher Road, Gibsons
604-886-2274 - www.gibsons.ca
2015 Strategic Objectives

Excellence in Community Engagement & Leadership
- promoting Gibsons as the ultimate small community to live and work in;
- taking leadership in regional and community cooperation; and
- fostering community participation in vision-setting and decision-making.

Sustainable Asset Management
- maximizing property utilization and improving operational and financial sustainability of our assets;
- investing in improvements in and around the Harbour; and
- expanding safe pedestrian and cycle networks.

Local Environmental Stewardship
- targeting zero waste with a focus on re-using materials and creating local jobs;
- enhancing our natural assets such as creeks and forests; and
- advancing the use of renewable energy.
1. **CALL TO ORDER**

2. **APPROVAL OF THE AGENDA**

   RECOMMENDATION
   THAT the Regular Business Agenda of November 17th, 2015 be adopted.

3. **ADOPTION OF MINUTES**

   3.1 **Minutes of the Regular Council Meeting - November 3rd, 2015**

   RECOMMENDATION
   THAT the minutes of the Regular Council meeting held November 3rd, 2015 be adopted.

4. **BUSINESS ARISING FROM THE MINUTES**

5. **PROCLAMATIONS**

6. **DELEGATIONS AND PETITIONS**

   6.1 **Community Resource Centre - Progress Plan**

   Anne Titcomb and Pat Hunt, Co-Chairs of the Community Resource Centre, will be in attendance to present the CRC Progress Plan and discuss recommendations for consideration in the 2016 budget.

7. **INQUIRIES**

8. **COMMITTEE REPORTS**

   8.1. **Committee-of-the-Whole Meeting - November 3rd, 2015**

   8.1.1. **Minutes of the Committee-of-the-Whole Meeting - November 3rd, 2015**

   RECOMMENDATION
   THAT the minutes of the Committee-of-the-Whole Council - 17 Nov 2015
meeting held November 3rd, 2015 be received.

8.1.2. **Affordable Housing Policy Workshop**

RECOMMENDATION
THAT Council hold a follow up workshop regarding revisions to the current Council Policy 3.14 as soon as staff can accommodate this.

8.1.3. **Affordable Market Rental Housing Proposal**

RECOMMENDATION
THAT Council express tentative support for an affordable market rental project at 725 Gibsons Way, including a willingness to consider the following:

- For the rezoning application: a strata conversion covenant and phased construction of a trail;
- For infrastructure servicing: a reduction of frontage requirements;
- For the process: rezoning ahead of form and character Development Permit details;
- For affordable housing: consider a request for financial support.

8.1.4. **Cash in Lieu Proposal for Affordable Housing in Parkland**

RECOMMENDATION(S)
THAT Council accept the proposal from Reed Road Developments Ltd. for a cash in lieu contribution of $93,758.57 for the Affordable Housing Reserve Fund, in exchange for the discharge of restrictive covenant CA3659206;

AND THAT Council authorize the Mayor and Corporate Officer to discharge restrictive covenant CA3659206 from the title of Lot 25 DL689 Plan BCP46718 upon receipt of the agreed cash contribution.

8.1.5. **Deferral of Agenda Items to Committee-of-the-Whole Meeting - November 17th, 2015**

RECOMMENDATION
THAT agenda items 5.1, Department Quarterly Operational Reports and Strategic Plan Updates, 5.2, Street Name Signs report and 9.1, Future Agenda setting and Meeting Scheduling be deferred to the November 17, 2015 Committee-of-the-Whole meeting.
11. CORRESPONDENCE

11.1 Sea to Sky Clean Air Society Membership Program - 2016

RECOMMENDATION(S)
THAT correspondence from the Sea to Sky Clean Air Society regarding the 2016 Membership program be received;

AND THAT staff be authorized to renew the Town’s membership in the Sea to Sky Clean Air Society for 2016.

12. BYLAWS

12.1 Revenue Anticipation Bylaw 1219

RECOMMENDATION
THAT "2016 Revenue Anticipation Borrowing Bylaw No. 1219, 2015" be given second and third readings.

12.2 Rates, Fees and Charges Amendment Bylaw 1196-06

RECOMMENDATION
AND THAT "Rates, Fees and Charges Amendment Bylaw No. 1196-06, 2015" be given second and third readings.

12.3 Park Acquisition Reserve Fund Transfer Bylaw 1224

RECOMMENDATION
AND THAT "Park Acquisition Reserve Fund Transfer Bylaw No. 1224, 2015" be given a second and third readings.

12.4 2015 Financial Plan Amendment Bylaw 1210-01

RECOMMENDATION(S)
THAT the Director of Finance’s report regarding "Financial Plan Amendment Bylaw No. 1210-01, 2015" be received;

AND THAT “Financial Plan Amendment Bylaw No. 1210-01, 2015" be given first reading.

12.5 Drainage Development Cost Charge Expenditure Bylaw 1220

RECOMMENDATION(S)
THAT the Director of Finance’s report regarding the 2015 Development Cost Charge Expenditure Bylaws 1220, 1221, 1222, and 1223 be received;

AND THAT "Drainage Development Cost Charge Expenditure Bylaw No. 1220, 2015" be given first reading.

12.6 Road Development Cost Charge Expenditure Bylaw 1221

RECOMMENDATION
THAT "Road Development Cost Charge Expenditure Bylaw No. 1221, 2015" be given first reading.

12.7 **Water Development Cost Charge Reserve Fund Bylaw 1222**

RECOMMENDATION
THAT "Water Development Cost Charge Expenditure Bylaw No. 1222, 2015" be given first reading.

12.8 **Sewer Development Cost Charge Expenditure Bylaw 1223**

RECOMMENDATION
THAT "Sewer Development Cost Charge Expenditure Bylaw No. 1223, 2015" be given first reading.

13. **UNFINISHED BUSINESS**

14. **NEW BUSINESS**

15. **NOTICE OF MOTION**

16. **INQUIRIES**

17. **COUNCIL REPORTS**

17.1 Councillor Charlene SanJenko
17.2 Councillor Jeremy Valeriote
17.3 Councillor Silas White
17.4 Councillor Stafford Lumley
17.5 Mayor Wayne Rowe

18. **NEXT MEETING**

19. **MOTION TO CLOSE**

RECOMMENDATION
THAT the Regular Meeting of Council be closed to the public in accordance with section 90(1) (e), (g) and (k) of the Community Charter:

(e) the acquisition, disposition or expropriation of land or improvements, if the council considers that disclosure could reasonably be expected to harm the interests of the municipality;

(g) litigation or potential litigation affecting the municipality;

(k) negotiations and related discussions respecting the proposed provision of a municipal service that are at their preliminary stages and that, in the view of the council, could reasonably be expected to harm the interests of the municipality if they were held in public.
20. MOTION TO REOPEN TO THE PUBLIC

21. REPORT FROM IN CAMERA

22. ADJOURNMENT
Regular Council
MEETING MINUTES
Tuesday, November 3, 2015
Council Chambers, 7:00 p.m.
Municipal Hall, 474 South Fletcher Road, Gibsons, B.C

PRESENT:
Mayor Wayne Rowe
Councillor Stafford Lumley
Councillor Charlene SanJenko
Councillor Silas White

STAFF:
Emanuel Machado, Chief Administrative Officer
Selina Williams, Corporate Officer
Ian Poole, Director of Finance
Andre Boel, Director of Planning
Jennifer Mundell, Administrative Assistant

CALL TO ORDER

Mayor Rowe called the meeting to order at 7:00 p.m.

APPROVAL OF THE AGENDA


MOVED by Councillor Lumley
SECONDED by Councillor SanJenko

THAT the Regular Business agenda of November 3rd, 2015 be adopted as amended to include the addition of item 8.1.4 regarding the Park Acquisition Fund.

CARRIED

ADOPTION OF MINUTES

R2015-364  Minutes of the Special Council Meeting - 5:00 p.m. October 27th, 2015

MOVED by Councillor White
SECONDED by Councillor Lumley

THAT the minutes of the Special Council meeting held at 5:00 p.m. October 27th, 2015 be adopted.

CARRIED
Minutes of the Special Council Meeting - 7:00 p.m. October 27th, 2015

MOVED by Councillor White
SECONDED by Councillor SanJenko

THAT the minutes of the Special Council meeting held at 7:00 p.m. October 27th, 2015 be adopted.

CARRIED

PROCLAMATIONS

Métis Recognition on November 16th "Louis Riel Day"

George and Terry Goulet and Ron Paradis of the Métis Citizens Society were in attendance to speak about the significance of Louis Riel Day and Métis Cultural Awareness Week. Councillor White presented them with a book of poetry on the life of Louis Riel written by Gregory Scofield.

Deputy Mayor SanJenko read and presented the Proclamation and it was acknowledged that staff raise the Métis Infinity Flag at the Town Hall from November 16th - 23rd, 2015 in recognition of a landmark day in Métis history on November 16th - a day that is celebrated by Métis people in British Columbia and across Canada in commemoration of the anniversary of the death of Louis Riel.

DELEGATIONS AND PETITIONS

Gibsons and District Fire Chief - Rob Michael

Rob Michael, Fire Chief of Gibsons and District Fire Department, introduced himself to Council and responded to questions regarding the Gibsons and District Fire Department.

INQUIRIES

Mayor Rowe provided an opportunity for public Input.

COMMITTEE REPORTS

Special Committee-of-the-Whole Meeting - October 27th, 2015

MOVED by Councillor SanJenko
SECONDED by Councillor White

THAT the minutes of the Special Committee-of-the-Whole meeting held October 27th, 2015 be received.

CARRIED
R2015-367  Inter-Community Business License Bylaw

MOVED by Councillor White
SECONDED by Councillor SanJenko

THAT Council considers an Inter-Community Business License Bylaw in conjunction and partnership with the District of Sechelt.

CARRIED

R2015-368  Rates, Fees and Charges Bylaw

MOVED by Councillor White
SECONDED by Councillor Lumley

THAT the wording of Section 2.3 of the “Rates, Fees and Charges Amendment Bylaw No. 1196-06, 2015” be revised to include other types of dishonoured or returned payments and that the administrative fee for processing dishonoured or returned payments be increased to $40;

AND THAT Schedule A ‘Document Rates, Fees and Charges’ be amended to reflect a fee of $40 for Property Tax Certificates and that the wording regarding online tax certificates be changed from “Property Tax Certificates (via BC Online)” to “Property Tax Certificates Online”;

AND THAT Schedule B ‘Water Rates, Fees and Charges’ be changed from $790 to $545 for a 5/8" x 3/4" meter and from $890 to $645 for a 1" meter;

AND THAT Schedule C ‘Sanitary Sewer Rates, Fees and Charges’ be amended to include storm sewers, with all storm sewer fees and charges to be the same as sanitary sewer fees and charges;

AND THAT Schedule D ‘Garbage Rates, Fees and Charges’ wording be changed from “Domestic User” to “Dwelling Unit”;

AND THAT Schedule F ‘Highway and Traffic Rates, Fees and Charges’ be amended to include a charge of $105 for an Access Permit;

AND FURTHER THAT staff draft a bylaw for consideration based on the approved changes.

CARRIED
R2015-369  Park Acquisition Fund

MOVED by Councillor White
SECONDED by Councillor SanJenko

THAT $275,000 of the funds to be transferred from the Park Acquisition Reserve Fund into the Capital Reserve Fund be allocated to the Gibsons Public Market project, subject to successful approval of the transfer by the Ministry of Community, Sport & Cultural Development and subject to the form and substance of the funds being agreed upon by the Town.

CARRIED

ADMINISTRATION REPORTS

R2015-370  One Year Extension to Residential Garbage Collection Contract

MOVED by Councillor SanJenko
SECONDED by Councillor Lumley

THAT the Director of Finance's report regarding a one year extension to the Residential Garbage Collection Contract be received;

AND THAT a one year extension of the existing residential garbage collection contract with Direct Disposal Ltd. to February 28, 2017 be affected on the same terms and conditions as the existing contract.

CARRIED

R2015-371  Environmental Development Permit

MOVED by Councillor White
SECONDED by Councillor SanJenko

THAT the staff report regarding DP-2013-05 (Lot 38 Maplewood Lane) be received;

AND THAT Development Permit DP-2013-05 for a driveway culvert and stream restoration at Lot 38, Block C, Plan 16413 (Lot 38 Maplewood Lane), be approved on condition that the proponent provides Planning Staff with an appropriate Erosion and Sediment Control Plan.

CARRIED

INQUIRIES

Mayor Rowe provided an opportunity for public Input.
CORRESPONDENCE

R2015-372  Ministry of Small Business and Red Tape - Mobile Business License

MOVED by Councillor SanJenko
SECONDED by Councillor White

THAT correspondence from the Ministry of Small Business and Red Tape regarding the adoption of a Mobile Business License agreement be received.

CARRIED

R2015-373  SC Housing Committee Meeting Minutes

MOVED by Councillor Lumley
SECONDED by Councillor SanJenko

THAT the Minutes of the Sunshine Coast Housing Committee meeting held on September 30th, 2015 be received.

CARRIED

BYLAWS

R2015-374  2016 Revenue Anticipation Bylaw

MOVED by Councillor White
SECONDED by Councillor Lumley

THAT the Director of Finance's report regarding the "2016 Revenue Anticipation Borrowing Bylaw No. 1219, 2015" be received;

AND THAT "2016 Revenue Anticipation Borrowing Bylaw No. 1219, 2015" be given first reading.

CARRIED

R2015-375  Park Acquisition Reserve Fund Bylaw

MOVED by Councillor White
SECONDED by Councillor SanJenko

THAT the Director of Finance’s report regarding a Park Acquisition Reserve Fund Transfer Bylaw be received;

AND THAT "Park Acquisition Reserve Fund Transfer Bylaw No. 1224, 2015" be given first reading.

CARRIED
R2015-376 Rates, Fees and Charges Amendment Bylaw No. 1196-06, 2015

MOVED by Councillor White
SECONDED by Councillor SanJenko

THAT the Director of Finance’s report regarding the “Rates, Fees and Charges Amendment Bylaw No. 1196-06, 2015” be received;

AND THAT “Rates, Fees and Charges Amendment Bylaw No. 1196-06, 2015” be given first reading.

CARRIED

INQUIRIES

Mayor Rowe provided an opportunity for public Input.

COUNCIL REPORTS

Members of Council provided verbal updates on their activities since the previous meeting.

NEXT MEETING

The next Regular Meeting of Council will be held on Tuesday, November 17th, 2015 in the Town Hall Council Chambers at 7:00 p.m.

ADJOURNMENT

R2015-377 Meeting Adjourned

MOVED by Councillor White
SECONDED by Councillor Lumley

THAT the Regular Meeting of Council be adjourned at 7:47 p.m.

CARRIED

Wayne Rowe, Mayor
Selina Williams, Corporate Officer
The PROGRESS Plan

Community Plan for Women’s Economic Well-being Along the Sunshine Coast of B.C.

www.communityresources.ca/progressplan
5520 Trail Ave, Sechelt, B.C. • 604-885-4088
Acknowledgements
The Community Resource Centre (CRC) would like to acknowledge the many individuals and organizations that supported the development of this Community Plan. Thank you to all the women on the Sunshine Coast who shared their experiences and provided feedback. Thanks to CRC directors Pat Hunt and Anne Titcomb, our partner organization Sunshine Coast Community Services Society (SCCSS), and to our funder, the Status of Women Canada. Special thanks to the following organizations that were part of the advisory group: Capilano University; Community Resource Centre; School District No. 46; Sunshine Coast Community Futures; SCCSS; Sunshine Coast Credit Union; the Sunshine Coast Regional District and local business/labour advisers. Thank you to the many other people and organizations that shared expertise, joined in action groups, and participated in project activities. We are grateful for your contributions and for your commitment to improving the economic well-being of women along the Sunshine Coast.
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<td>2. Sunshine Coast Monthly Cost of Living Estimates 2011 and 2015</td>
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2 **The Progress Plan**
A Community Plan for Women’s Economic Well-Being Along the Sunshine Coast of B.C.

“Fellow Sunshine Coast residents: We need to step off the mill of busy, and take a take a closer look at our community and neighbours. Someone needs your help—a favour, a ride and a break” (Campo 25).

Introduction

The Community Resource Centre, working in partnership with Sunshine Coast Community Services, local women, and many others, has collaboratively created this community plan. Planning began in March 2012 and concluded in March 2015 with funding provided by the Status of Women Canada.

Women and men experience life differently. By looking at the Sunshine Coast through a “gender lens,” this Plan provides valuable insight into the concerns and economic development priorities of local women. Improvement of the economic well-being of women benefits families and our overall population. The Progress Plan was created to inform, refer, educate, and empower our community.

This Plan is comprised of three sections:

1. overview of the community development process, including a description of the project phases, a time line, and estimated participation numbers;
2. research methodology, including the focus and sample group description; and
3. key findings of project research. A Progress Report Card shows the final 2015 results of women's satisfaction ratings. Priority issues and recommendations are outlined based on community feedback.

Sunshine Coast women report that the top economic development priorities are transportation, adequate income, adult care, child care and a sense of belonging; the latter is a key theme that impacts all other areas. Each of the key issue areas are summarized in section 3, based on women’s feedback. Recommendations for changes that “would make a difference” are provided.

The Sunshine Coast is a rural area comprised of several communities linked together along the ribbon of the Sunshine Coast Highway. Please see Appendix 1 for a map of the Sunshine Coast Regional District (SCRD) area, which forms the geographic focus of this Plan. According to B.C. Stats, approximately 29,584 people live on the Sunshine Coast and 51 per cent of them identify as female (2014). Of these, about 12,751 are adult women aged 19 and older; these women are the focus of this community Plan. Women's labour force participation, business ventures, and consumer power are core elements of our local economy. The recommendations identified in this Plan would remove barriers to women’s labour force productivity, boost earning capacity, benefit families, and strengthen our local economy.

3 The Progress Plan
Section 1. Project Overview

Planning Approach and Phases
A community development approach guided this project, rooted in the understanding that women are the experts on their own lives. The United Nations defines community development as “a process where community members come together to take collective action and generate solutions to common problems.”

The principles of Gender Based Analysis (GBA) also guided this project. GBA is “a process by which a policy, program, initiative or service can be examined for its impacts on various groups of women and men. GBA provides a snapshot that captures the realities of women and men affected by a particular issue at a specific time” (Treasury Board of Canada Secretariat par.1).

It is not always possible to know how men and women might experience life differently. It is useful to understand gender differences so that effective strategies can be undertaken to make improvements. For example, it has been difficult to find local-level, gender-desegregated data for community planning on the Sunshine Coast.

Since the bc211 service began operating on the Sunshine Coast in 2014, new statistics are now available about the differing needs of men and women. Call operators at bc211 collect data about a person’s gender, age, and reasons for calling. According to its first year usage report (March–December 2014), the top three reasons women called were for help with the following: 1) health, 2) financial assistance, and 3) housing (p. 3). In comparison, men called seeking help with 1) housing, 2) substance abuse, and 3) health (p. 4). Although health and housing were shared issues, it is useful to know that women are seeking help with financial issues, while men require support for substance abuse. This Plan provides further insight into the specific needs identified by local women on the Sunshine Coast.

This project occurred in three distinct, and sometimes overlapping, phases:

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<tr>
<th></th>
<th>Outreach and Initial Research Phase</th>
<th>June 2012 to January 2013</th>
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</thead>
<tbody>
<tr>
<td>1</td>
<td>Implementation and Action Phase</td>
<td>June 2013 to February 2015</td>
</tr>
<tr>
<td>2</td>
<td>Final Research and Engagement Phase</td>
<td>August to December 2014</td>
</tr>
</tbody>
</table>

The following overview broadly outlines outreach and community engagement activities that occurred during this three-year planning project. Participation counts are approximate only. They are based on actual event registrations and estimates of the number of times individuals were engaged in women's issues as identified to the Progress Plan. These estimates do not include all activities, newspaper/TV/radio coverage or social media engagement of any kind.

4 The Progress Plan
PHASE 1.
Outreach and Initial Research Phase: June 1, 2012 to January 2013

<table>
<thead>
<tr>
<th>Type of Outreach and Engagement</th>
<th># of Participants (estimate)</th>
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<tbody>
<tr>
<td><strong>Key Informant Interviews</strong> re: aboriginal education; accessible transport; age-friendly planning; bc211; child care in schools; child care resources; drop-ins; early learning; food bank; FUSE; gender-based analysis; housing; local government; Pender Harbour bus; regional economic development; SC Labour Council; seniors’ issues; small business supports; social services; support for moms; transit planning; Vital Signs; volunteers; We Envision; women's health; young adults; youth; and more.</td>
<td>31</td>
</tr>
<tr>
<td><strong>Community Conversations with Women</strong> including businesswomen; Canadian Federation of University Women; Catholic Women’s League; District Parent Advisory; economic visioning process; Gibsons; Halfmoon Bay; immigrant women; Pender Harbour; Roberts Creek; Sechelt (shíshálh) nation; seniors; service providers; teen moms; and young women.</td>
<td>165</td>
</tr>
<tr>
<td><strong>First Survey of Women</strong> Involved outreach and promotion in all electoral areas and to all age groups and demographics of women such as newcomers, immigrants, and those of low income.</td>
<td>177</td>
</tr>
<tr>
<td>Completed surveys from service providers</td>
<td>25</td>
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Note: Many interviews also occurred during other phases of the project. See “the implementation phases” below for a participation estimate of those happening after the initial phase.

5 The Progress Plan
Make Progress Public Forum #1
Shared initial finding and obtained community input re: “What would make a difference?” 120

Advisory Group Consultations: Capilano University; Community Resource Centre; School District No. 46; Sunshine Coast Community Futures; Sunshine Coast Community Services Society; Sunshine Coast Credit Union; Sunshine Coast Regional District; and local business and labour advisors. 24

Estimated participation in the Outreach and Initial Research Phase 542

In Various Phases: February 2013 to November 2014
Note: the following estimates do not include participation already counted in the initial phase:

<table>
<thead>
<tr>
<th>Type of Outreach</th>
<th># of Participants (estimate)</th>
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<tbody>
<tr>
<td>Advisory Group Consultations</td>
<td>56</td>
</tr>
<tr>
<td>Key Informant Interviews</td>
<td>14</td>
</tr>
<tr>
<td>Estimated Participation in Various Phases</td>
<td>70</td>
</tr>
</tbody>
</table>

PHASE 2.
Implementation and Action Phase: June 1, 2013 to February 2015

<table>
<thead>
<tr>
<th>Type of Outreach and Engagement</th>
<th># of Participants (estimate)</th>
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<tbody>
<tr>
<td>TRANSPORTATION ACTIONS</td>
<td></td>
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<tr>
<td>Planning Involvement</td>
<td></td>
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<tr>
<td>• Contributed feedback from local women to the Transit Future Plan and Bus Stop Accessibility review</td>
<td>574</td>
</tr>
<tr>
<td>• Supported the Wood Duck Bus of Ruby Lake Lagoon Society</td>
<td></td>
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<tr>
<td>• Participated in bike route and cycling tourism planning</td>
<td></td>
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<tr>
<td>• Supported/celebrated the Coast Car Co-op launch</td>
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<tr>
<td>• Advanced issues as a voting member on the SCRD’s Transportation Advisory Committee (TAC)</td>
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6 The Progress Plan
**Community Travel Training**
- Partnered with SCRD Transit and Better at Home to offer free travel training in Gibsons and Sechelt

**Transportation Initiators Group (TIG)**
This group explored ways to collaborate on new options, multi-modal integration, and public education.

TIG included BC Ferries Advisory Committee; Better at Home; Coast Car Co-op; Dial-A-Delivery; District of Sechelt; Harbour Air; Islands Trust (Gambier); Malaspina Water Taxi; Outreach Healthy Meal Program; Pender Harbour Advisory Council; Responsible Ride; Sea-to-Sky Clean Air Society; Town of Gibsons; Trails Strategy; Transportation Choices Sunshine Coast (TraC); Vancouver Coastal Health; Wood Duck Bus; and others.

Examples of TIG actions:
- Public education at *Moving the Coast* events in Sechelt and Gibsons
- Interviews with new and existing transportation providers re: opportunities and recommendations
- Creation of a transportation resource guide

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<th>INCOME ACTIONS</th>
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<tr>
<td><strong>Partnership Event</strong></td>
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<tr>
<td>- <em>Caring Leadership for a Strong Local Economy</em> with Community Futures showcased self-employed women and “care networking”</td>
</tr>
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*The Progress Plan*
**Interviews & Partnerships**

- One-to-one and group interviews exploring best practices for improving wages, support for female entrepreneurs, co-working and funding opportunities.
- *Caring Leadership for a Strong Local Economy* event with Community Futures
- Support for *Ignite* social enterprise training participants at community workshops and two final *Barnraiser* events
- Vital Signs Economic Health Subcommittee

**Self-Employed Women’s Network (SEWN)**

- Initiated a new way for local businesswomen to connect
- Kicked off with packed event *Working Together!*
- Follow-up included a think tank; SEWN mixer event; social media launch; website development; leadership structure, and next-steps planning

<table>
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<tr>
<td><strong>Better at Home Advisory</strong></td>
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<tr>
<td>- Progress Plan staff provided strategic advice, based on feedback from local women, to this new program starting on the Coast.</td>
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| **Caregivers’ Lunch** |
| - Hosted *Building Support Networks* with Tyze founder and CEO Vickie Cammack |

8 *The Progress Plan*
Seniors’ Planning Table

- Researched best practices for seniors’ planning
- Hosted public forum to identify local gaps
- Held two strategic sessions with leadership team
- Hosted planning table meetings and New Horizons dialogues
- Initiated visit by B.C. seniors’ advocate
- Received first-year funding from Sunshine Coast Community Foundation (SCCF)

CHILD-CARE ACTIONS

Child Care Action Team (CCAT)

- In cooperation with the Early Years Council, a group of parents, grandparents, child-care providers, and early-learning specialists raised awareness and work to improve availability and affordability. The CCAT included Capilano University; Child Care Resource and Referral; Halfmoon Bay Child Care; Huckleberry; Infant Development; SD No.46; Vancouver Coastal Health; YMCA; and others.

Interviews & Partnerships

- Explored ways to offer Early Childhood Care & Education (ECCE) training at Cap. U
- Consulted with existing child cares re: expansion options
- Met with SD No. 46 re: transit-accessible facilities
- Supported the SD No. 46 RFP process in Gibsons and Sechelt
- Surveyed child-care providers re: service hours, key issues, and ways to offer care at non-traditional times

9 The Progress Plan
**Outreach and Public Education**

- Wrote seven news articles published in the Coast Reporter newspaper
- Held grant-writing workshop for providers
- Presented *Child Care is Good for Business* to two local governments and two Chambers of Commerce.
- Presentations and meetings with the Early Years Council
- Outreach to child care providers and parents at two *Exploration and Discovery* child care conferences

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**Child Care Action Team** (from left): Patrice Pollock and Jenel Frechette from Sunshine Coast Community Services Society (SCCSS); Cianna Hammond, Nicole Huska from Huckleberry Coast Family Network; Jennifer Hoile from Halfmoon Bay Child Care Society; Lily Hammond, Grethe Thorburn from Vancouver Coastal Health; Hilary Griffiths from Community Resource Centre/Progress Plan; Pam Richmond; Catherine Bunce from Child Care Resource Referral/SCCSS; Liz Hennessey from SCCSS.

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**BELONGING ACTIONS**

**Information & Referral**

- bc211: Collaboration to bring new service to the Coast
- Identified best practices and partnership opportunities
- Gathered contacts for bc211
- Engaged local groups
- Hosted/celebrated the launch of bc211, a new multilingual, confidential helpline on the Coast
- Promoted this new service, which includes an online database and improved access to government and social services

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10 *The Progress Plan*
• Engaged local service providers in two Information & Referral Roundtable events to improve information and referral delivery Coast-wide
• Supported rural pilot outreach projects in Halfmoon Bay and Pender Harbour Community Schools with economic development funding from the SCRD; assisted with proposals, presentations, training, evaluation, and reporting
• Progress Plan engagement at a Community Without Borders partnership event

<table>
<thead>
<tr>
<th>Volunteer Capacity-building</th>
<th>163</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Identified inspiring practices (i.e. “knowledge philanthropy” as per The Abundant Not-for-Profit)</td>
<td></td>
</tr>
<tr>
<td>• Hosted a partnership event entitled Let’s Talk—the Volunteer Reality, the first in a series to address identified needs in the voluntary sector</td>
<td></td>
</tr>
<tr>
<td>• Planning meetings to foster a volunteer support network with the CRC, SCCSS and St. Mary's Hospital Auxiliary.</td>
<td></td>
</tr>
</tbody>
</table>

Estimated participation in the Implementation and Action Phase

PHASE 3.
Final Research and Engagement Phase: August to December 2014

<table>
<thead>
<tr>
<th>Type of Outreach and Engagement</th>
<th># of Participants (estimate)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Second Survey of Women</td>
<td>356</td>
</tr>
<tr>
<td>Geographical outreach for final survey promotion from Pender Harbour to Gibsons</td>
<td>153</td>
</tr>
<tr>
<td>Community Conversation with Service Providers: re: violence against women</td>
<td>5</td>
</tr>
</tbody>
</table>

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### Key Informant Interviews and Group Meetings

| **re:** | **local general advocate; partnerships for new funding; SC Volunteer Centre; survey advice; sustainability; etc** | **12** |

### Make Progress Public Forum #2

| **Got feedback on draft final recommendations from women, action groups, elected officials, and others.** | **63** |

### Estimated participation in the Final Research & Engagement Phase

| **589** |

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Community members review draft recommendations at the Make Progress public forum #2, Dec. 2014

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### Estimated Total Participation in All Phases 2012 to 2015

| **Outreach and Initial Research** | **542** |
| **In Various Phases** | **70** |
| **Implementation and Action Phase** | **3,304** |
| **Final Research and Engagement Phase** | **589** |
| **TOTAL # of Participants (estimate)** | **4,505** |

### Project Ends March 19, 2015

Note: Please see the conclusion of this Plan for examples of significant “wins” for women that will continue beyond this time frame.
2. Research Methodology

Focus and Rationale
The importance of women’s unpaid contributions to the economy has been recognized throughout this project. Every day, women are actively engaged in the production of goods, provision of services, and the reproduction of life within the household and community. Examples include housekeeping, food growing and preparation, child-rearing and caregiving for family members with disabilities, elderly friends, and neighbours. This work is essential to human survival but is usually unpaid and often invisible. The unpaid economic activities of women are not accounted for in market-based measures of economic progress. Because of this invisibility and lack of measurement tools, it can be difficult to assess how much women might be struggling in daily life.

Women are also resourceful and find creative ways to meet basic needs through connection with others. Examples of this include sharing housing costs with family/friends, carpooling, taking turns babysitting, sharing valuable information about upcoming job opportunities, and networking. Because women are so active in the informal economy, we decided to focus on economic well-being from a basic needs perspective rather than restricting the focus exclusively to the formal financial sphere.

Taking into account women’s non-market economic contributions, survey questions asked women to rate their overall satisfaction with self-care; access to food, shelter, child care, adult care, and transportation; income; belonging; and learning. By reflecting on their own economic well-being, women provided clear feedback about areas of life that are going well and areas that could be improved by community mobilization or changes to public policy.

Survey of Women
Survey feedback from local women was collected over a two-year period, using the same questions in 2012 and again in 2014. There was a total of 533 unique respondents. Surveys were offered online and on paper. Extensive outreach was undertaken to reach women of all ages, living in all electoral areas of the Sunshine Coast. Outreach was made to specific demographics such as businesswomen, parents, university students, newcomers, aboriginal women, food bank users, and others.

The sample group is described below. The following charts illustrate that the ages of survey respondents and the electoral areas in which they reside closely mirror the actual age and area demographics of women living on the Sunshine Coast.
Progress Plan Survey Respondents
533 Women By Age Groups, Final 2015 Results

Women on the Sunshine Coast
By Age Groups, Source: B.C. Stats. 2014
The Progress Plan

Population of SCRD Electoral Areas
All Genders, Source: 2011 Census
What are the key issues?
Women’s satisfaction ratings, combined with feedback from community conversations with women and advice from key informants, identified the key priority issues.

What would make a difference?
A wide variety of methods was used to identify recommendations including a detailed analysis of women’s survey comments, key informant interviews, advisory group consultations, action group evaluations, and two Make Progress public forums (the first in January 2013 and a second one in December 2014).
Section 3.
Findings: Priority Areas, Key Issues, and Recommendations

This section outlines the five main priority areas, describes the key issues in detail and then provides a list of recommended changes.

The report card below summarizes survey findings regarding women's satisfaction ratings, by age groups and overall. The numbers on the left refer to the number of women who responded to that question. For example, only women who are parents or caregivers rated their satisfaction with child care and adult care.

PROGRESS REPORT CARD
Women's Satisfaction Ratings—Final 2015 Results

<table>
<thead>
<tr>
<th>Number of Responses per Topic</th>
<th>533 Women Responded</th>
<th>19-45 yrs</th>
<th>46-65 yrs</th>
<th>66 + yrs</th>
<th>Percentage Grade</th>
<th>Letter Grade</th>
</tr>
</thead>
<tbody>
<tr>
<td>80 Most were ages 46-65 yrs</td>
<td>ADULT CARE</td>
<td>55%</td>
<td>49%</td>
<td>51%</td>
<td>51%</td>
<td>D</td>
</tr>
<tr>
<td>502</td>
<td>TRANSPORTATION</td>
<td>49%</td>
<td>54%</td>
<td>60%</td>
<td>53%</td>
<td>D</td>
</tr>
<tr>
<td>511</td>
<td>INCOME</td>
<td>52%</td>
<td>57%</td>
<td>69%</td>
<td>58%</td>
<td>D</td>
</tr>
<tr>
<td>153 Most were ages 19-45 yrs</td>
<td>CHILD CARE</td>
<td>57%</td>
<td>69%</td>
<td>60%</td>
<td>59%</td>
<td>D</td>
</tr>
<tr>
<td>505</td>
<td>LEARNING</td>
<td>65%</td>
<td>59%</td>
<td>78%</td>
<td>65%</td>
<td>C</td>
</tr>
<tr>
<td>417</td>
<td>CARE FOR SELF</td>
<td>65%</td>
<td>65%</td>
<td>70%</td>
<td>66%</td>
<td>C</td>
</tr>
<tr>
<td>498</td>
<td>*BELONGING</td>
<td>63%</td>
<td>67%</td>
<td>72%</td>
<td>67%</td>
<td>C</td>
</tr>
<tr>
<td>519</td>
<td>FOOD</td>
<td>68%</td>
<td>72%</td>
<td>75%</td>
<td>71%</td>
<td>B</td>
</tr>
<tr>
<td>519</td>
<td>SHELTER</td>
<td>71%</td>
<td>75%</td>
<td>86%</td>
<td>76%</td>
<td>B</td>
</tr>
</tbody>
</table>

* Belonging is a theme impacting other areas.

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Priorities

Sunshine Coast women report a need for improvement in five interconnected priority areas that affect economic well-being. These priority areas are interwoven. For example, initiatives aimed at creating jobs for women need to take into account how the children and/or elders who rely on them will be cared for during working hours. Furthermore, our local research indicates that belonging is an overarching theme that impacts financial security.

Priority Areas:

1. Transportation options that help Sunshine Coast women earn income and access services and support.

2. Income earnings that match the high cost of living here and government assistance rates that meet at least basic needs (i.e. housing, food, and prescriptions).

3. Adult care for women themselves and for those who rely on them to provide care.

4. Child care that is available, affordable, and high quality.

5. Belonging within formal and informal community networks that help create financial security.
**Issues and Recommendations**

*Note: Local women identified the following issues and recommendations that would make a positive difference. Recommendations that local governments and groups lobby for change are advocacy activities that were not undertaken during this planning project.*

The following key issues appear in order of priority, as defined by local women.

**TRANSPORTATION**

**Key Issues**

Sunshine Coast women report that transportation challenges contribute to isolation and create barriers to income-earning and access to support from family, friends, and services.

**Cars**
- Dependency
- Expense
- Future

Women on the Coast tend to depend highly on private vehicles. Owning and maintaining a car is costly and is not possible for many lower-income women. Older women are increasingly concerned about what will happen when they are unable to drive.

*Note: please see the adult care section of this Plan for more information.*

**Ferries**
- High Cost
- Reliability
- Isolation

Ferry travel is too expensive. Schedules are restrictive and travel times are unreliable. The high cost of ferries and scheduling issues limit options for businesswomen and off-Coast employment and add to isolation.

**Public Transit**
- Availability
- Frequency
- Accessibility
- Reliability

Several areas have no public transit while others have only limited service. The bus does not run frequently enough and bus stops can be difficult to access by walking. Mothers with young children and women with mobility challenges find using the bus especially difficult. Changing schedules and inconsistent timing make transit unreliable to get to work or other destinations on time.

**New Options**
- Multi-modal
- Car sharing
- Ride sharing
- Community buses

Women want more transportation options at a lower cost. New modes of travel should be integrated with transit, ferries, and other options. Car sharing, newly available in Gibsons and Roberts Creek, and expansion to other areas may help meet needs. Other emerging options, such as local ride sharing and a community bus in Pender Harbour, are examples of new options that women say might help.

**Cycling & Walking**
- Safety
- Low cost

Cycling would be a viable alternative if safer bike lanes and more connector trails were created. Cycling and walking, if safe, provide health benefits and low-cost travel options for families.
Discussion and Supporting Information

Travel is inherently challenging on the Sunshine Coast for several reasons, including the lack of a highway connected to the Lower Mainland, spread-out coastal geography, and steep hills (see Appendix 1 for an area map). While some locals reside in populated areas like Gibsons and the core of Sechelt, others live in rural areas. Residents depend on ferries to travel between the Sunshine Coast and the Lower Mainland. The geography, combined with expensive ferry service and infrequent or nonexistent public transit, can limit economic activity and contribute to isolation.

“The bus costs a fortune and there are not very many of them running. I simply cannot afford to travel on the ferry. I haven’t left the coast in two years. I feel trapped.”

Female resident, Roberts Creek

Numerous local plans and documents reinforce the need for better transportation on the Coast. The Gibsons Age-Friendly Community Action Plan states that transportation is a key issue that “affects every aspect of people’s lives from accessing health services, volunteer and work activities to social and recreational events” (Town of Gibsons, 8). A comprehensive multi-modal transportation system, including a range of integrated options, would help all residents earn income, do business, shop locally, access services, and overcome isolation.

Car Dependency

Responses from women indicate that car ownership and use is regarded as “essential,” especially if women have children, mobility impairments or are elderly. For example, women find it difficult and even impossible to drop off children at daycare or school, then get to work on time using the bus.

“I took the bus previously but now that my stepdaughter is in school (that I have to drive her to), and I had to go back to work with my four-month-old, I had to get a car.”

Female resident, District of Sechelt

“Basically, my only reliable option is to drive. Walking is too far, biking seems dangerous due to the narrow shoulders (same with walking), and transit schedules are simply inadequate to meet my needs, ie: get me to work early enough.”

Female resident, Roberts Creek

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The following chart shows how heavily dependent Sunshine Coast residents are on private vehicles for daily travel:

### Getting to Work or School on the Sunshine Coast

Source: Vancouver Coastal Health, 2014

- **Car (driver):** 80%
- **Public transit:** 5%
- **Walk or bike:** 11%

“*The biggest barrier to economic well-being of myself, my community, and the Coast overall is transportation access to and from Vancouver/Sunshine Coast! With reliable access to work, contracts, shopping, family, and medical care, the Sunshine Coast would be much more liveable.*”

Female Resident, Roberts Creek

### Ferries

On the Sunshine Coast, the ferries impact many aspects of daily life and are often a source of frustration. In 2014, the Union of B.C. Municipalities (UBCM) issued a *Report on Socio-Economic Impact of B.C. Ferries Service Reductions*. The UBCM found that “B.C. Ferries fare hikes have cost the province $2.3 billion in lost economic activity over the past decade” (Robinson par. 1). It also found that although there is common criticism regarding scheduling and delays, B.C. Ferries had good operational performance overall.

Where the company fell short was in the category of “value for money.” The cost has now become so high that passengers are travelling less often. The report points out that “ferry ridership declined 6.8 per cent overall from 2003 to 2013, while most other modes of transportation in the province experienced jumps in volume” (Robinson par. 7). The economic impacts are felt in coastal areas throughout B.C. that have experienced “lower rates of business formation and stunted housing starts relative to other regions in the province” (Robinson par. 12).

Women’s feedback to the Progress Plan indicated that ferry costs are negatively impacting them. High fares hamper women's income-earning capacity by making commuting to/from the city for jobs and business meetings more difficult. High fares also impact aspects of belonging and informal adult care: the children of older Sunshine Coast residents, who live off-coast, are travelling on ferries and visiting less often.

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“To sustain my business, I often meet clients in Vancouver and the cost of travelling back and forth really adds up.”

Female resident, Roberts Creek

“The rising ferry costs have made it difficult to meet with clients and maintain a nurturing relationship with my children/grandchild in Vancouver.”

Female resident, West Howe Sound

Public Transit Frequency

Women’s feedback to the Progress Plan showed that the infrequency of service was the main barrier to transit usage. Service along the main highway is the most frequent; although some additional buses are added during peak times, service is approximately hourly. Other routes such as West Sechelt run every hour or two while the Sechelt Arena loop and Halfmoon Bay have only 10 trips daily (Transit Future Plan Backgrounder).

“Bus service once an hour or so is just a waste of time.”

Female resident, Elphinstone

“Public transit does not operate on a schedule that allows me to take advantage of it. Too far between buses, inconvenient times, not enough routes past the places I need to go. I own a car but would prefer to take advantage of public transit more often than I do. However, the safety and convenience factors are, at present, preventing this.”

Female resident, Roberts Creek

Lack of Public Transit Service

Some neighbourhoods and rural communities in the SCRD lack local bus routes. It is important to note that the Pender Harbour (Area A) has no public transit service at all.

“There is no public transportation for people in this area unless they get the Malaspina bus (expensive) to take the ferry. If your car is in the shop or kids can’t get the school bus to connect with down Coast, then it is a very big and frustrating issue. To live in Pender you must have a vehicle.”

Female resident, Egmont/Pender Harbour

Public Transit Ridership

On the brighter side, B.C. Transit’s performance comparisons of the Sunshine Coast with similar-sized areas show there is good ridership and revenue here. In 2012 a total of $750,826 per year was generated and there were 24.8 rides per capita (Transit Future Plan Backgrounder). These are excellent figures compared with other areas that have a larger service population. For example, Vancouver Island’s Comox Valley generates only $624,352 and has 12.7 rides annually per capita. Good ridership and revenues bode well for the Sunshine Coast community.

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Transit Future Plan
In January 2014, B.C. Transit and the Sunshine Coast Regional District released the Transit Future Plan for our area. An extensive public engagement and planning process resulted in a set of clear priorities for short-, medium- and long-term transit improvements. The Progress Plan participated in this process and shared women’s feedback. It would benefit women and others if adequate funding is dedicated, in a timely manner, to address the need for more frequent and available transit.

Short-term Transit Future goals (within 1–3 years) include “increasing frequency between Sechelt, Gibsons and Langdale Ferry Terminal to 30-minute service at peak times,” targeted service to Pender Harbour, and some additional service for neighbourhood routes such as in West Sechelt (p. 6). Medium-term goals (within 4–6 years) include 30-minute service along the highway all day long, increased frequency in Halfmoon Bay, service extensions, additional service to areas like Sandy Hook/Tuwanek, and expansion of HandyDART services (p. 7). In the long term (within 7+ years), the smaller routes will have more frequent service. New services may be added such as targeted transit service to Port Mellon and Hillside Industrial Park (p. 7).

“Bus service is slowly increasing, but there are areas that are underserved. It is good to see more frequent bus service on the main routes. Better public transit is CRUCIAL to help families living on the Sunshine Coast.”

Female resident, District of Sechelt

Bus Stops: Safety and Accessibility
For women who can easily walk to major bus routes on Highway 101, transit is an increasingly viable option. However, for women who live farther away from the highway, and for those with mobility challenges or small children, getting to the bus stop is a problem. Affordable rental housing for low-income women might be located in far-flung locations. Higher-density affordable housing in transit-accessible neighbourhoods, additional bus stops, and improved bus stop accessibility might help.

“The closest bus stop to my house is a 15-minute walk. I live on Gower. I have to drive the disabled woman who lives with me to and from the bus stop.”

Female resident, Elphinstone

Women also expressed safety concerns regarding bus stops along the highway and other busy roads. This was a concern of many women but especially those with children. In 2014, B.C. Transit and the SCRD undertook a detailed review of bus stops and wrote the Sunshine Coast Transit System Bus Stop Accessibility Assessment. Progress Plan staff and volunteers also contributed women’s
feedback to the process. This generated a prioritized list of upgrades. It is hoped that funding will be allocated to implement improvements such as removing obstacles, adding crosswalks, widening pull-outs, adding lighting, and creating shelters with seating.

**Cycling and Walking Safety**

Women have serious concerns about travelling by foot or on bicycle. There is a need for clearly marked, safer routes, which can be used for transportation, recreation, and tourism. Local active transportation advocates (i.e. TraC), and supporters (i.e. the Gibsons Chamber of Commerce and others) have explored ways that safer routes could be created to benefit residents and promote tourism.

In early 2015, the Ministry of Transportation and Infrastructure (MOTI) began adding additional bike lines along the highway. SCRD staff also proposed new bike-lane construction projects for the year (Gleeson par. 5). Although construction is not expected to begin this year on the SCRD routes, lanes are proposed for “Marine Drive in West Howe Sound, Gower Point Road in Elphinstone and Redroofs Road in Halfmoon Bay. Bike lanes proposed for Egmont Road and Garden Bay Road in Area A are both in the planning phase” (par. 6). These lanes will help to create integrated active transportation routes for people of all ages and abilities. A coast-wide approach and additional funding is still needed to make it happen on a larger scale.

“I would cycle but the roadways are treacherous! . . . The single main thoroughfare is used by transport and logging trucks, garbage trucks, school buses, tourist traffic, emergency vehicles, local traffic and the few intrepid cyclists. . . . Pretty sketchy!”

Female resident, Town of Gibsons

**New Options**

A range of new options is emerging on the Coast and many of these local transportation “initiators” participated in Progress Plan activities. Examples include a community bus in Pender Harbour (*The Wood Duck Bus*, operated by *Ruby Lake Lagoon Society*); transportation support for seniors (operated by *Better at Home*); a new online, local ride-sharing tool (in development by *Share There*); car-sharing (with the *Coast Car Co-op*); and others. The *Coast Car Co-op* launched in 2014 and continues to expand services. Some female residents are thrilled about this new service:

“I love that car sharing has made its way here!”

Female resident, Town of Gibsons

“I want to sell my car and join the Car Co-op but so far, no cars in Sechelt.”

Female resident, District of Sechelt

As the Coast Car Co-op continues to expand, women might be able to make better use of this service.

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The Car Co-op and other new services created by social entrepreneurs provide new transportation options that will benefit women and others on the Coast for years to come. Various levels of government and other agencies can foster the success of new transportation initiatives by providing funding and support for transportation initiators.

**TRANSPORTATION—Recommendations**

**Goals**

- Transportation becomes a top priority for economic development in our rural Coastal economy.
- Existing services are improved and new options are created that work together in a coordinated multi-modal system.

“**Multi-modalism refers to a transport system that offers users diverse transport options that are effectively integrated, in order to provide a high degree of accessibility even for non-drivers.**”

Litman 1. Victoria Transport Policy Institute

1. **Ferries**

**Ferry Lobby Group**

1a) Create a solutions-focused group to research, educate, and advocate. This is a critical necessary next step beyond the B.C. Ferries Advisory Committee (BCFAC).

**Needs Assessment**

1b) The B.C. Government and B.C. Ferries conduct a full needs assessment in consultation with residents and community stakeholders that includes a review of how ferry service reductions, delays and increasing fares impact our Sunshine Coast economy.

2. **Public Transit**

**Transit Future Plan**

2a) Provide more frequent transit in all areas and add routes in underserved areas (ie. in Halfmoon Bay and Pender Harbour).

2b) Dedicate funding to implement the *Transit Future Plan, Sunshine Coast (2014)* in a timely manner.

**Bus Stop Access**

2c) Improve bus stop accessibility and provide safer pull-outs to enhance pedestrian safety (e.g. well-marked cross points or underpasses). Implement the *Bus Stop Accessibility Report (2014)* recommendations in a timely manner.

**HandyDART**

2d) Through the Sunshine Coast Regional District (SCRD) and B.C. Transit, continue to provide and enhance handyDART services to meet the changing needs of our aging population.

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2e) Recommend a review of handyDART services to ensure better utilization and public understanding.

2f) Through the SCRD, actively promote handyDART to local people with mobility challenges.

### 3. Accessible Driving Services

**Better at Home and Vancouver Coastal Health (VCH)**

These programs require support to continue providing accessible driving services.

3a) Encourage more local people to volunteer to drive seniors and others.

3b) Encourage governments, funding agencies, and private donors to provide ongoing funding.

### 4. Integration

**Multi-modal Network**

4a) Coordinate diverse transportation providers to share information and collaborate.

Include groups such as public transit; ferries; volunteer driver programs; active transportation advocates; car- and ride-share programs; delivery services; community bus programs; air/land/water taxis, and others. This group would share information, coordinate services/schedules (whenever possible), and collaborate on community engagement and other initiatives such as creating a Transportation Information Hub for the Coast; see 4c) below for more information.

4b) Provide stipends to support participation in meetings.

The Multi-Modal Network should include a mechanism for quarterly networking meetings with funding to support attendance and provide childcare support. Creating a stipend to support participation of key non-profit and voluntary groups in regular network meetings would enhance participation and efficacy of local initiatives.

**Transportation Information Hub**

4c) Create and maintain a smart-phone-enabled, online hub of multi-modal transportation information, including paid IT personnel and trip planning.

4d) Ensure that print materials (ads, directories, etc.) are also widely available.

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5. New Options

Car-sharing
5a) Continue to grow and expand the Coast Car Co-op with additional vehicles available throughout the region (i.e. in Sechelt, and rural areas).

Emerging Options
5b) Encourage social entrepreneurs (i.e. transportation initiators) to develop new options such as Ruby Lake Lagoon Society’s Wood Duck Bus in Pender Harbour, Share There ride-sharing, delivery services, coastal bike routes, water taxis, and more.

6. Community Investment

Financial Support
6a) Connect existing and new transportation providers with start-up and/or operational funding.

7. Active Transportation

Safe Routes for all Ages and Abilities
7a) Re-prioritize existing roadways to pedestrian, e-scooter, stroller, and bicycle-friendly routes by providing clear signage, right-of-ways, and connector trails.

7b) Give “active-transportation” lanes priority over car parking.

Link Transportation and Tourism
7c) Seek economic development and other funding to create safe routes to attract tourists and to meet local transportation needs.

8. Research of Users and Transportation Services

Municipal Collaboration
8a) In the Town of Gibsons and the District of Sechelt, collaboratively research needs, services, multi-modal integration, and funding opportunities. Use research results to address service gaps.

The unique relationship that municipalities have with the Ministry of Transportation and Infrastructure (MOTI) might create opportunities for change.
Sunshine Coast women report a need for more reliable and adequate income, especially local jobs with higher wages and government assistance rates that meet basic needs.

### High Cost of Living
- Low Wages
- Low Rates
- Fixed Income
- No Savings
- Unmet Needs

The income of local women is not keeping pace with the rising cost of living on the Sunshine Coast. Food, transportation, child care, housing and other costs continually rise while rates of pay, disability, income assistance, and senior support rates remain fixed. Low wages make it difficult to save money for the future. Low-income women are struggling to meet basic needs such as access to healthy food, medicine, eyeglasses, and dental care.

### Employment
- Underpaid
- Overqualified
- Multiple Jobs
- Commute or Move

Women report that local employers pay low wages. With a lack of paid hours and full-time jobs, many women work multiple part-time jobs. Women also struggle to find employment that fits their expertise and qualifications. As a result, they take jobs for which they are overqualified, accept lower wages, commute to the city or move.

### Self-employment
- Provides Options
- Flexible
- Isolation/Need to Belong
- Risky
- Support Required

Because it is so challenging to find adequate employment here, many women resort to self-employment. This provides opportunities and scheduling flexibility but can be isolating. The income is unpredictable with no benefits, disability insurance or pensions. Support from a spouse or other family members is often needed for stable income and/or care for dependents.

### Care
- Impacts Income

The lack of available and affordable care for children and adults impacts the ability of women to work and earn income.

### Financial Skills
- Navigation
- Planning
- Investments

Some women, especially those who have a disability or are vulnerable, require support to understand and navigate government support programs, manage household finances, and plan for the future. Other women want impartial investment advice and are uncertain where to turn for trustworthy help.

### Instability
- Loss of Income
- Health Crisis
- Violence & Safety
- Support

Job loss, unexpected illness or injury, caregiving, divorce or the need to flee from violence can suddenly destabilize women. Those fleeing violence are especially vulnerable and at a much higher risk for financial abuse, poverty, and ill health. Services and support systems that provide safety and financial aid during a crisis are critical.
Discussion and Supporting Information

“I am working two part-time jobs to pay my bills. I do not earn enough to save anything for the future. As I age, it makes me feel concerned about how many more years I will need to work just to survive.”

Female resident, District of Sechelt

“The work opportunities are very limited and not well paid for women.”

Female resident, West Howe Sound

Gender Income Gap
The income of women living on the Sunshine Coast is lower than men’s, as illustrated below.

Some of the gender-income gap might be due to women’s unpaid care-giving responsibilities and the need to work part-time.

“I only work part-time due to family circumstances.”

Female resident, Town of Gibsons

The Organisation for Economic Co-operation and Development (OECD) states: “Affordability and quality in childcare overall in Canada is still an issue forcing many women to drop out of the labour market or reduce their working hours during child-rearing years. This affects women’s earnings levels: full-time employed women in Canada earn on average 19% less than men. Gender pay gaps are particularly large among the 25- to 44 year-old with at least one child (29%), while they are much lower (7%) among the population of the same age without dependent children.”

Employment Income
Amongst working women on the Coast, most income is derived from wages comprising 59.5% of total income composition for 2010 (Stats. Can.). Women report that there is a shortage of local jobs,
especially jobs that pay well.

“Tough to find good-paying jobs locally for many people. Often forced to work outside community, commute elsewhere or ultimately move.”

Female resident, Pender Harbour

“If even when I was full-time employed in the community, the wage was insufficient to pay my modest bills and there was never extra to put away for the future. I went into debt.”

Female resident, Halfmoon Bay

“I have been offered the same jobs elsewhere for more money.”

Female resident, Elphinstone

“I wish employers on the Coast could offer more reasonable compensation.”

Female resident, District of Sechelt

“I make less than my needs. I am highly educated and capable yet I cannot take care of my life adequately at present. This creates enormous stress and strain. I have tried to secure proper work on the Sunshine Coast but have only had lower-paying jobs.”

Female resident, West Howe Sound

**Self-Employment Income**

4.6% of total income composition is from women’s self-employment on the Sunshine Coast. Across Canada, the number of self-employed women is growing. According to the Status of Women Canada’s Fact Sheet on Economic Security, 71% of Canadian women indicated that they would like to start their own business (par. 6).

“We have a home-based business that we are expanding and that is why there has been improvement since 2012.”

Female resident, District of Sechelt

Small businesses play an important role in our local economy. We are “a community of small businesses: 99% of Sunshine Coast businesses have fewer than 20 employees and 84% have no official employees at all, relying instead on the work of business owners, family members and contractors” (Sunshine Coast Community Foundation p. 14).

Local women are creating jobs for themselves through self-employment. Although this provides flexibility and opportunities to use professional qualifications, it can also be risky, isolating, and provide limited financial security.

“No job options so I started my own small business. But given how many others are struggling, it can be difficult to make a solid living here without sourcing off-Coast clients.”

Female resident, Halfmoon Bay

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“As a self-employed person, I earn today half of what I earned employed in Vancouver 10 years ago. . . . I bring in enough to pay our bills on average, but often use lines of credit to bridge gaps. I have not managed to save for emergencies or retirement since becoming self-employed.”

Female resident, Halfmoon Bay

“I’ve slowly started building my own network but it’s been an ongoing struggle to connect with other like-minded people socially and for business.”

Female resident, Halfmoon Bay

**Minimum Wage**

The B.C. general minimum wage is $10.25 per hour, while liquor service workers earn $9.00 per hour and live-in home support workers earn $102.50 per day or part day worked (B.C. Government, *Minimum Wage Fact Sheet*).

Women are adversely impacted by low-minimum-wage legislation in our province. It is estimated that “women account for 60% of all minimum-wage workers,” which works out to “1 in 16 women compared with nearly 1 in 25 men” (Living Wages for Families Campaign). “By 2011, B.C.’s minimum wage was the lowest in the country; women predominate among low-wage workers either at or near the minimum wage” (Griffin Cohen, 10).

Labour groups in B.C. are advocating for the minimum wage to be increased to $15/hour. “Our province is the most expensive and unequal according to Statistics Canada data. B.C. is also the only province in Canada without a poverty reduction plan.” (BC Federation of Labour par.4)

“Low income and high cost of living here make everything stressful and challenging.”

Female resident, District of Sechelt.

**Living Wages**

A living wage is not the same as a minimum wage, which is the rate an employer is legally required to pay workers. A living wage sets a higher standard and “reflects what earners in a family need to bring home, based on the actual costs of living in a specific community” (Canadian Centre for Policy Alternatives, Canadian Living Wage Framework par. 1).

In 2011, the SCRD regional sustainability planning team calculated that a living wage on the Sunshine Coast was **$18.80** per hour (SCRD Staff Report—Working for a Living Wage). The living wage concept is based on the idea that work should lift a person out of poverty, not keep him/her in it. The Sunshine Coast Living Wage was updated in early 2015 and is now estimated to be **$19.25** per hour (Thompson).

Michael Goldberg, a researcher and social development advocate, points out that the living wage could effectively be **$3.00 per hour less** if $10-a-day universal child care were available (Child Poverty Symposium). Goldberg also suggests that measures such as “eliminating medical service premiums and extending public health care to cover dental, pharmaceutical and vision costs” would make paying living wages more “do-able” for employers in B.C. (Ivanova par. 11. Transform the “Poor Jobs”).

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“It is difficult to find work that mixes well with a family’s schedule, and that pays enough to cover child care and have anything left over.”

Female resident, Town of Gibsons

“I think employers on the Coast need to be pressured somehow (perhaps ‘educated’ sounds better) to pay employees a liveable wage! It would result in more money in the community, which would benefit everyone!”

Female resident, District of Sechelt

Higher Wages and the Impact on Jobs
Proponents say that higher wages might help alleviate poverty and provide other economic benefits such as more money spent locally, better employee retention, and improved worker productivity. Opponents argue that higher wages would result in job losses and harm to businesses. In 2014, researchers Jordan Brennan and Jim Stanford examined the relationship between minimum wages and employment across Canada (between 1983 and 2012). They found that there is almost no evidence of any connection whatsoever between higher minimum wages and employment levels in Canada. And where an empirical connection is found, it is almost as likely to be positive as negative: in other words, in many cases higher minimum wages were associated with higher employment (not lower). The report confirms that employment levels are overwhelmingly determined by larger macroeconomic factors (such as the state of aggregate demand and GDP growth), and are not very sensitive at all to wage regulations.

Brennan and Stanford 5

Cost of Living on the Sunshine Coast
As many local residents can attest, the cost of food and other expenses on the Coast is rapidly rising. The Sunshine Coast Food Bank “reports a dramatic increase in the cost of food it provides locally, from $1.99 per bag of food in 2010 to $3.13 in 2013” (Vital Signs 9).

In 2011, the estimated monthly cost of living, based on a “bare-bones” budget for a family of four (with two adults and two children ages 4 and 7 years) was approximately $5,200.10 (Clark et al. 2). By 2015, it is estimated that the monthly cost of living has risen to $5,331.89 per month for the same family (Thompson p. 1).

N.B. See Appendix 2 for the 2015 updated monthly cost of living estimate for the Coast. Based on the current minimum wage of $10.25 per hour, two full-time income earners would earn only $3,109.17 per month, which is not nearly enough to cover the monthly costs estimated above. Minimum wages remain far too low to meet basic needs and leave hard-working families in poverty.

“I made more money on my own in Vancouver than my husband and I make combined living here.”

Female resident, Roberts Creek

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Disability and Income Assistance

It is important to acknowledge that some members of our community simply cannot work. At some point in many women's lives, they might need to rely on government disability or income assistance programs. Due to a lack of available, affordable child care and low-wage job options, it can be nearly impossible for mothers with young children to join the paid workforce. Women who rely on government assistance reported that monthly rates are way too low. Assistance rates do not meet even the most basic needs such as food and shelter. Income assistance rates have not changed since 2007.

In B.C., a single person on income assistance receives a maximum of $610 per month and a person with a disability receives a maximum of $906.40 per month (B.C. Government. Ministry of Social Development).

“I am on income assistance. It’s not enough money to live on.”

Female resident, Town of Gibsons

“I can’t buy clothes or food. I depend on the food bank and help from the daughter who I live with. I don’t like taking her help *cause then I feel like I am taking food from my granddaughter. My daughter is on income assistance and is still going to school two days a week. She can’t find daycare for her two-year-old daughter so she can get a job. I can’t babysit too long as it is too hard on me with my depression, arthritis, etc.”

Female resident, Roberts Creek

When you consider the overall population living here (29,584), few people rely on welfare and disability assistance each month on the Sunshine Coast. (See the table below for a snapshot of local residents receiving assistance for one month.) Welfare and disability assistance are meant to provide a safety net for unexpected events and illness. Many women are only one paycheque, crisis or divorce away from poverty. Women do not have financial security when government assistance rates are inadequate to meet basic needs. Raising income assistance and disability rates would make a big difference to the lives of this small group of vulnerable women.

<table>
<thead>
<tr>
<th>Type of Support</th>
<th>Females</th>
<th>Males</th>
</tr>
</thead>
<tbody>
<tr>
<td>Temporary Assistance*</td>
<td>132</td>
<td>162</td>
</tr>
<tr>
<td>Disability Assistance**</td>
<td>325</td>
<td>349</td>
</tr>
<tr>
<td>TOTAL</td>
<td>457</td>
<td>511</td>
</tr>
</tbody>
</table>


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Income Comparisons
Low minimum wages and very low assistance rates leave families with inadequate income to cover monthly expenses. The following chart compares the estimated cost of living on the Sunshine Coast with living wage income, minimum wages, and current income assistance rates. The monthly estimates below are based on a family comprised of two adults working full-time for 35 hours a week, with two children; aged four and seven.

Monthly Cost of Living and Income Type Comparison

Sunshine Coast Family of Four

Sources:
Thompson, Matt. *Sunshine Coast Living Wage Calculation Spreadsheet, 2015 Update.*
Ministry of Social Development, *B.C. Employment and Assistance Rate Tables*

Violence and Income
Women who are fleeing violence are especially vulnerable and at a much higher risk for financial abuse and poverty. Women in “survival mode” may have ill health (due to extreme stress and fear) and possible impaired decision-making. They are often unable to plan for the future since safety, shelter, food, and child care are such immediate concerns. It can take years and significant funding for women to re-stabilize after fleeing abuse. It is difficult to obtain disability assistance. When women flee violence, they can experience debilitating post-traumatic stress, depression, and anxiety. Demonstrating eligibility for disability assistance is a huge amount of work and can be overwhelming for women in such situations. Women fleeing violence also have additional costs such as travel, lock changes, and security systems. There is no support available to assist women with these costs.

B.C. government income assistance programs are currently inadequate, add additional stress, and sometimes even re-victimize women in crisis. The B.C. Ministry of Social Development and Social Consumer Protection.
Innovation acknowledges some of the challenges women face, but more improvements are needed. For example, women fleeing violence are exempt from having to search for work for a short period of time. Low assistance rates, however, do not enable women to live free from violence as it creates a platform for exploitation by landlords, roommates, and other potential predators.

INCOME—Recommendations

Goals
Women living on the Sunshine Coast have the following:

- sufficient income to cover the rising cost of basic needs such as food, shelter, transportation, and care;
- the ability to save and plan for the future; and
- access to emergency funds, services, and support to assist them when their income is destabilized by factors such as a health crisis, employment changes, marital status or domestic violence.

9. Employment

Leadership for Fair Wages
9a) Local governments create opportunities for dialogue with businesses that could pay higher wages.

9b) Educate businesses about the benefits of higher wages, using tools already available from the First Call Coalition such as Living Wages for Families.

First steps should include raising awareness about what paying a “living wage” means, sharing information about the updated 2015 Sunshine Coast living wage ($19.25/hr), reviewing/revising local government wage and procurement policies, and identifying/showcasing local businesses that pay a living wage.

Higher Wages
9c) Encourage local employers, with the capacity to do so, to pay all employees a wage of at least $19.25 per hour (as per the updated 2015 Sunshine Coast Living Wage).

Raise the B.C. Minimum Wage
9d) Local workers, unions, and community leaders advocate an increase to the B.C. minimum wage.

Hours of Work
9e) Advocate that local employers arrange mutually beneficial schedules with female workers. Since some women want full-time jobs while others require flexibility to remain in the workforce, there is no one-size-fits-all solution.

For example, many women want full time hours with benefits and pensions. Other women who have small children or aging parents might require part-time work.
10. Self-employment

Awareness and Support
10a) Encourage self-employment as a local career option and better promote existing self-employment training and other services since many women are unaware of these supports.

Entrepreneurship in Schools
10b) Encourage School District No. 46 to work in partnership with self-employed women and local organizations to introduce entrepreneurship in high-school curriculum and career planning.

Possible partners include Community Futures; Capilano University; Open Door Group; Chambers of Commerce; and others. Teaching entrepreneurship in high school and showcasing female role models might encourage younger women to enter this field.

Training
10c) Offer free or low-cost education for women to start up and/or expand small businesses.

Examples include self-employment training offered by the Open Door group and the Ignite Social Enterprise Accelerator program, offered locally by Community Futures and Simon Fraser University in 2013 and 2014. Such programs should continue to be provided and widely promoted to women.

Financial Support
10d) Provide assistance including interest-free or low-interest loans, peer financing, and grants for new start-ups and other small businesses.

Peer Support and Networking
10e) Continue to develop and expand the Self-Employed Women’s Network (SEWN) to reduce isolation, foster referral teams, support marketing, enable resource sharing, and build income-earning capacity.

Next steps for SEWN include the development of an online space for women (to connect, make arrangements and find services), providing ongoing networking opportunities, and creating a core leadership team and structure to organize, facilitate, and govern SEWN.

11. Raise the Rates

Income and Disability Assistance
11a) Encourage the B.C. Ministry of Social Development and Social Innovation to increase support rates to keep pace with the rising cost of living.

B.C. Income and Disability Assistance rates have remained unchanged since 2007. Meanwhile, the cost of food, shelter, and other monthly expenses has increased dramatically. Women who rely on assistance often require the food bank to survive. Higher rates would make a difference, especially for the Sunshine Coast’s most vulnerable women.
Old Age Security and Guaranteed Income Supplement
11b) Encourage the Government of Canada to provide regular cost-of-living increases for low-income seniors who rely on government support.

12. Financial Navigation and Literacy

Public Service Access
12a) Encourage government departments, such as Service Canada and the B.C. Ministry of Social Development and Social Innovation, to provide more accessible, face-to-face service.

Limited office hours and other service reductions make it more difficult for vulnerable women to get help. For example, Service Canada offers service only two days per month on the Coast. The B.C. Ministry of Social Development and Social Innovation has replaced face-to-face support with online and phone tools. Provincial and federal service reductions represent an offloading of responsibilities to the local level and place a greater burden on non-profits and others to step in and meet needs.

One-to-one Support
12b) Fund local non-profit groups to assist women who require help navigating financial systems.

12c) Assist those who are low income, with disabilities, or otherwise vulnerable with forms, phone calls, and general advocacy.

Money Skills
12d) Continue to offer free financial literacy programs like Money Skills and expand to include follow-up support.

Money Skills is offered by the Sunshine Coast Credit Union (SCCU) in partnership with the Community Resource Centre and Sunshine Coast Community Services.

Retirement & Investments
12e) Provide free or low-cost retirement planning support. Money Skills could include investment advice with targeted outreach to older women who may want assurances that advice is impartial.

13. Support for Women When Destabilized

Community Crisis Fund
13a) Create a confidential emergency fund that local women can access quickly and easily.

13b) Ensure that those experienced in crisis support determine eligibility for funds.

Through crowdsourcing and other fund-raising methods, our community can mobilize to provide immediate support for people in dire need.

Income and Disability Assistance
13c) Encourage the B.C. Ministry of Social Development and Social Innovation to raise support rates,

The Progress Plan
reduce eligibility barriers, and provide emergency funding for urgent expenses that help stabilize women and ensure safety.

**Violence Against Women—Awareness**
13d) Educate the public about how violence impacts women from any socioeconomic background, age group, sexual orientation or culture.

**Violence Against Women—Support**
13e) Continue to fund *Together Against Violence* programs that help women with transition housing, legal information, victim services, and women's outreach.

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**CARE**

### Issues in Common

Sunshine Coast women report a need for quality care for the children and adults who rely on them. The lack of affordable, available care is a key barrier to income earning and economic security.

<table>
<thead>
<tr>
<th>Income</th>
<th>Unpaid caregiving for family members negatively impacts the earning capacity of women. They cannot work for pay if the children/adults who rely on them do not have adequate care.</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Transportation</strong></td>
<td>Care is best if located near home, transit, schools or workplaces. Women who provide care for others usually need to own and maintain a car.</td>
</tr>
<tr>
<td><strong>Care for Self</strong></td>
<td>There is a lack of family doctors and concern about the availability and affordability of care as women age. Women may lack informal care/support if they are new to the Coast or isolated in other ways.</td>
</tr>
<tr>
<td><strong>Belonging</strong></td>
<td>All care is better if women are well connected. Women may be reluctant to ask for help; or with no one to ask, they go without the care/support they need. Caregiving duties can take a toll on women and other family members and friends.</td>
</tr>
</tbody>
</table>

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**Discussion and Supporting Information**

**Population Dependency and the Need for Care**
The Sunshine Coast has a high proportion of dependent adults and children, many of whom rely on women to provide daily care. In 2012, most of the population depended on others to provide care (B.C. Stats. 2). This figure is also expected to rise significantly in the coming years. Sunshine Coast dependency rates are especially high compared to the rest of B.C., which had a rate of 51.8% in 2012.
(compared with 69% locally) and a projected dependency rate of only 59.2% (compared with 84.7% locally) by 2022. This high dependency rate is an issue of concern for the whole community and especially for women.

<table>
<thead>
<tr>
<th>Dependency Rate</th>
<th>2012</th>
<th>2022 (Estimate)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Child</td>
<td>26.3%</td>
<td>26.3%</td>
</tr>
<tr>
<td>Elderly</td>
<td>42.7%</td>
<td>58.4%</td>
</tr>
<tr>
<td>Total</td>
<td>69.0%</td>
<td>84.7%</td>
</tr>
</tbody>
</table>

B.C. Stats. *Regional District 29—Sunshine Coast Statistical Profile 2012*

Women are often the primary caregivers for family members. Unpaid caregiving reduces the time and energy that can be invested in the paid labour force. Women also need to pay for child care or elder care to work, which further reduces the income they have left for themselves. Considering dependency rates, it makes sense that care is an economic priority for Sunshine Coast women.

**ADULT CARE**

**Key Issues**

As our local population ages, the need for adult care grows. Female family members often provide unpaid care when there are gaps in the health care system. The lack of affordable adult care impacts the economic security and well-being of women.

<table>
<thead>
<tr>
<th>Caregiving</th>
<th>Women are providing care for aging parents, spouses, adult children with disabilities, and friends. There is a shortage of respite care. Caring for another adult, especially if long-term and without much help, can negatively impact a woman’s mental and physical health.</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Lack of Respite</td>
<td></td>
</tr>
<tr>
<td>• Impacts Health</td>
<td></td>
</tr>
<tr>
<td><strong>Unpaid Care</strong></td>
<td>Working women who provide unpaid adult care find it difficult to sustain full-time employment. Part-time employment provides flexibility and time to care for others but does not provide sufficient income.</td>
</tr>
<tr>
<td>• Time Pressure</td>
<td></td>
</tr>
<tr>
<td>• Insufficient Income</td>
<td></td>
</tr>
<tr>
<td><strong>Transportation</strong></td>
<td>Women with mobility challenges often rely on friends and family to drive them. Night-driving difficulties hinder the participation of older adults in evening activities. Some women have never taken the bus and don’t know how to access transit. There is some confusion about HandyDART eligibility and availability. Volunteer driving services are helpful but may be difficult to access when needed. The high cost of ferry travel discourages off-Coast family members from providing support for aging parents.</td>
</tr>
<tr>
<td>• Car Dependency</td>
<td></td>
</tr>
<tr>
<td>• Future Concerns</td>
<td></td>
</tr>
<tr>
<td>• Public Transit</td>
<td></td>
</tr>
<tr>
<td>• HandyDART</td>
<td></td>
</tr>
<tr>
<td>• Volunteer Drivers</td>
<td></td>
</tr>
<tr>
<td>• Ferry Cost</td>
<td></td>
</tr>
</tbody>
</table>

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Unmet Needs

- Health-care Gaps
- Getting Help
- Housing with Care
- Private Cost

The health care system does not fully meet adult care needs. Publicly funded home support is only available in some situations (i.e. palliative care) and is inadequate to provide care throughout the day and night. Some adults are not being getting the help they need. Women may hesitate to ask for help from others. Women would prefer to age in their own homes or other housing suitable for providing graduated levels of care. Private home care is unaffordable for many women.

Belonging

- Isolation
- Information
- Pets

Isolated women may not know where to turn for help. It can be difficult to find information about existing services and supports. Older adults are also concerned about who will provide care, medical treatment, and exercise for pets when they are unable to do so.

Discussion and Supporting Information

While our dependent adult population grows, there have also been severe cuts to home care services in B.C. Igilka Ivanova summarizes the issues in Towards an Enhanced and More Accessible Home Support System for B.C’s Seniors. She points out that funding cuts have shifted the burden of care for the frail elderly [and adults with disabilities] onto community based services and individual families” (Ivanova, 1). Women are the ones who usually provide unpaid care for family members. Adults who lack family members living on the Coast may not be getting the care and support they need.

“I have no one in my life who could offer care. No one in my family lives on the Sunshine Coast, and my parents are elderly and unwell. Due to my health condition, I am very isolated and don’t have a support system. Having lived for many years on a very low income, I don’t have enough money currently or in the future to pay for the care that I need to improve my quality of life.”

Female resident, Town of Gibsons

“I’m well at the moment. Because I never married and never had kids, there will be a time in my older age when I will be needing assistance and likely from people or organizations that are not my family.”

Female resident, West Howe Sound

“I care for an aging parent. While she lives alone at home, she is very dependent on me for transportation. She does not drive and lives too far from a public transit bus stop to be able to access the bus. I help with shopping, food choices, and preparation as well as for maintenance of her home.”

Female resident, Elphinstone

Non-medical Support

Better At Home is a community-based service, funded by the United Way, which became available on the Sunshine Coast in 2013. It provides a range of non-medical support services for older adults on a sliding-scale fee for services. From January 2013 to Sept 2014, Better at Home provided services to 40.
seniors including those living alone (58%); and most clients were women (73%) (Better at Home 1). This support program helps to meet some local needs but struggles with uncertain funding that may not be available after 2016. There is also a shortage of volunteers to provide high-demand services such as driving.

**Home Health Care**

There are serious gaps in publicly funded home health care services. As a result, isolated and/or low-income adults in our community might be at risk of injury or neglect. Numerous studies point out that home care cutbacks have not resulted in overall savings; instead, they have caused the use of more health care services. These services include “long term institutional care, acute care, emergency and in patient services, thus incurring considerably higher health care costs than seniors who continued to receive basic home support services” (Ivanova 2).

After decades of public health care cutbacks, it is time to carefully review adult care services to ensure that public funds are effectively used to meet the needs. Adequate and affordable home care plays an important role in preventing/delaying health complications and ensuring quality of life for dependent adults. Publicly funded home care is also important so that female family members are able to pursue paid work to ensure adequate income for themselves while maintaining their own health and well-being.

Only affluent women can afford the high cost of unsubsidized, private home care support. The following provides general cost estimates (Sunlife Financial 2).

**Private home care—no government subsidy**

<table>
<thead>
<tr>
<th>Type of service</th>
<th>Provincial rate</th>
</tr>
</thead>
<tbody>
<tr>
<td>In-home meal preparation</td>
<td>$15.00 – $37.00 (per hr)</td>
</tr>
<tr>
<td>Personal care (bathing/dressing) (per hr)</td>
<td>$15.00 – $37.00 (per hr)</td>
</tr>
<tr>
<td>Skilled nursing (per hr)*</td>
<td>$35.00 – $97.50 (per hr)</td>
</tr>
<tr>
<td>24-hour live-in care</td>
<td>$9.49 – $36.95 (per hr)</td>
</tr>
</tbody>
</table>

* Fees range depending on what kind of nurse, such as a registered nurse (RN) or Licensed Practical Nurse (LPN), delivers care.

“I want to remain healthy and able to live comfortably and safely in my current home with whatever outside assistance I might require, at an affordable cost. If physical/mobility issues should make staying in my current home an impossibility, I would like to know that there would be adequate seniors’ housing/care facilities available at an affordable cost.”

Female resident, Halfmoon Bay

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The Need for Seniors Planning
After more than a decade of cutbacks to home health care and other services, systems created to support older adults and those with disabilities have become fragmented. It is essential that “non-medical support services, such as housekeeping and transportation . . . are integrated with other community health care services to form a seamless continuum of care” (Ivanova 2).

The newly formed Sunshine Coast Seniors’ Planning Table, started during the implementation phase of this planning project, aims to reduce fragmentation and improve collaboration between service providers. Planning table priorities for 2015–2016 include the following:

A. Safety for vulnerable adults
   - Abuse and neglect prevention
   - Fraud and financial supports
   - Dementia support (levels of invisibility)
   - Isolation

B. Inter-agency collaboration and communication, including strategies to identify:
   - Economic impact of seniors
   - Political impact of seniors
   - Volunteer contributions of seniors

(Sunshine Coast Seniors Planning Table 3).

Coast Reporter Newspaper, July 3, 2014

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Housing and Transportation
Older women reported to the Progress Plan that they want to remain in their own homes as they age. They are concerned about finding housing that can accommodate their changing care needs over time. This finding and the clear need for transportation support for adults mirror provincial feedback received by the new B.C. Seniors Advocate Isobel Mackenzie. “During the province-wide consultations, I expected to find a major concern regarding residential care but that has not been raised as the priority for seniors,” she told a group in Sechelt on January 20, 2015. “The top two priorities are housing and transportation.” Adult care recommendations in this Plan below summarize actions that would improve transportation and other support for adults on the Sunshine Coast.

ADULT CARE—Recommendations

Goals

- Women who are the primary caregivers for adult family members have enough support to maintain their own income and overall well-being.
- Women who require care due to illness, disability or old age have affordable, adequate care.
- All women are able to maintain good health to prevent or delay the need for care.

14. Communication, Delivery of Services, and the Safety of Older Adults

Seniors’ Planning Table
14a) Fund Seniors’ Planning to improve adult care through better communication and collaboration between services and across sectors. Seniors’ planning will also focus on safety issues impacting vulnerable older adults.

A paid coordinator and ongoing funding is required. The planning table will enable better information-sharing and collaboration and might remove duplication of services in some cases. Essential planning table members include staff from Vancouver Coast Health (VCH); non-profit and voluntary organizations; private care agencies; seniors; and regional representation up and down the coast. A Seniors Planning Table will give a consistent voice for presenting the needs of older adults to policymakers at all levels of government.

Note: In 2015 the Sunshine Coast Community Foundation provided initial funding to the Community Resource Centre to hire a part-time coordinator for the Seniors’ Planning Table. It is not known if this funding will be available in the future.

15. Transportation

Providing a range of accessible and affordable transportation options for older adults and others with mobility challenges is essential to providing adequate care.

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**Accessible Options**
15a) Continue to provide and expand accessible transportation, such as HandyDART, to meet the needs of our aging population.

15b) Raise public awareness about the availability and scope of HandyDART.

**Public Transit**
15c) Provide more frequent, available, and accessible public transit.

**Volunteer Driving**
15d) Continue to provide and expand VCH and Better at Home driving services.

15e) Encourage the public to donate and volunteer.

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**16. Graduated Levels of Care**

Graduated levels of care range from adult day care, independent, supportive and assisted living to long-term, palliative, and respite care.

**Needs Assessment**
16a) Recommend that VCH conduct a full assessment of health services and non-medical support required by aging adults and those with disabilities.

16b) Assess the need for items not covered by healthcare (i.e. medicine, home care, dental, eye wear, etc.).

16c) Include diverse stakeholders in the needs assessment process, such as those at the Seniors Planning Table.

**Strategy and Resource Plan**
16d) Have Vancouver Coastal Health and the B.C. Ministry of Health develop a health-care strategy to meet the growing need for adult care.

16e) Reallocate funding to provide preventative services and home care to reduce the need for hospital care.

**Housing**
16f) Create new, affordable housing with graduated levels of care, accessible by public transit.

**Non-medical Support**
16g) Continue to fund and support Better at Home on the Sunshine Coast after 2016.

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Meal Delivery
16h) Encourage social enterprises to offer affordable, nutritious, and enjoyable meals, using successful models from other areas (such as Calgary’s Dashing Dishes).

17. Belonging and Health

Informal Networks
17a) Encourage friends and family to maintain connections and provide support.

Ferries
17b) Implement a program to reduce the cost of ferry travel to enable off-coast family members to provide informal support to older adults and people with disabilities.

Information and Referral
17c) Widely promote bc211 on the Coast and provide face-to-face outreach to isolated seniors and others.

Community Meals
17d) Provide inclusive opportunities to enjoy free or low-cost meals together, with transportation support provided.

Regular food gatherings such as those hosted by Arrowhead Society, Welcoming Communities and others are helping and should continue.

Recreation
17e) Continue providing social activities and physical fitness programs with subsidies and affordable memberships available.

17f) Improve advertising and outreach to isolated adults and older women.

For example, promote activities and financial subsidies at places like the seniors’ centre. Encourage older adults to bring along an isolated neighbour or friend.

Parks and Trails
17g) Maintain and expand the network of parks and trails and improve signage.

Pets
17h) Provide assistance in caring for beloved pets of older adults and those with disabilities.

17i) Accommodate pets in new housing and care facilities.
The lack of affordable, available child care is a key issue for working women living on the Sunshine Coast, especially those aged 19–45 years.

**Affordability**
- High Cost
- Low Wages

The high cost of child care takes a huge bite out of household earnings. Since women earn relatively low wages on the Coast, covering the rising cost of child care is even more difficult.

**Availability**
- Lack of Spaces
- Location
- Timing

It is difficult to find registered and licensed child-care spaces, especially for infant and toddlers. When one is found it might be far away. Existing centres rarely provide child care at times that meet the needs of women who work in the early morning, evenings, on weekends, and in shifts.

**Belonging**
- Family & Friends
- Informal Support

Because child care is so expensive and difficult to find, some women have no choice but to rely on family members or friends. Women who lack local family also might lack support. Unregulated, informal child care may or may not be high quality.

**Unregulated**
- Choices

Sometimes women desperately need quality child care but can’t afford or find it. Women may resort to using whatever care they can find in a pinch.

**Discussion and Supporting Information**

“Child care is very difficult to find. It is expensive, hard to access, not always reliable, somewhat sporadic in availability, and the quality is not uniform. It took almost a year before I found good care for my infant son, and two years before we had reliably scheduled care. The under-two age bracket is very difficult to serve because of regulations. I also hate that the worry and duties of child care seem to always fall to mothers.”

Female resident, Town of Gibsons

**Affordability and Availability**

On the Sunshine Coast, the high cost of child care is a top concern, as women reported to the Progress Plan. This was also evidenced by the Sunshine Coast Early Childhood Development Planning Table, Child Care Survey in 2012 (Richmond). “Families cannot afford the cost of child care, which can mean accessing unlicensed care, working split shifts or cobbled together make-shift arrangements” (Sunshine Coast Early Years Council). Other major concerns were the availability of quality care, convenient locations, and care at times when families need it “whether that be extended hours for shifts or commuting, non-traditional hours, on-call work or even full time 9–5 Monday through Friday.” More affordable and available child care would make a difference on the Sunshine Coast.
“I had to give up the job I had done prior to maternity leave because the work was evenings and weekends and there were NO child care options for those times.”

Female resident, District of Sechelt

**Cost of Child Care on the Sunshine Coast**
The following shows the estimated daily cost of licensed and registered child care, and estimated monthly costs calculated based on data from the Sunshine Coast Child Care Resource and Referral Fee Survey in November, 2014:

<table>
<thead>
<tr>
<th>Age Group</th>
<th>Daily Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>Infant or Toddler 0–2 yrs</td>
<td>$43.75/day</td>
</tr>
<tr>
<td>Child 3–5 yrs</td>
<td>$39.50/day</td>
</tr>
<tr>
<td>Out-of-school Care for a Child 5–12 years</td>
<td>$15.80/early dismissal</td>
</tr>
</tbody>
</table>

Median incomes are from the National Household Survey (NHS) Profile, Sunshine Coast Regional District. Annual child care cost estimates were calculated based on the Sunshine Coast Child Care Resource and Referral Fee Survey, November, 2014.

**Child care is very expensive. This is a barrier for many women to working, studying or starting a business. It is a huge burden to the family budget. I wish we had something more in line with what is offered in Quebec and promoted by child care advocates and health groups.**

Female resident, Town of Gibsons

**Universal Child Care**
Public investment in child care is needed to address gender inequality and stimulate our local economy. “Canada’s spending on child care, at 0.25% of Gross Domestic Production, falls far behind that of other OECD countries”(Kershaw). One province, however, is taking leadership and showing positive results. Quebec’s universal child care program, combined with pay equity legislation, has resulted in improved overall economic conditions in that province. Mothers are more productive workers and the
gender wage gap has been reduced. Universal child care investments have “long-term productivity benefits as well as short-term economic stimulus benefits.” Universal child care in Quebec enables working mothers to add $5.2 billion to the Quebec economy, and it increased GDP by 1.7 per cent (Economic Rationale For Public Investment). A dollar and five cents is received for every dollar Quebec invests in child care. Universal child care positively impacts the economy while paying for itself. Lessons learned in Quebec can be applied in B.C., where there is growing support for a $10-a-day child care plan.

“Reducing the cost of child care would have the single biggest impact on our family’s finances.”

Female resident, Town of Gibsons

Child Care Wages and Availability of Care
Child care workers are skilled labour. They require post-secondary education and certification. Child care providers strive to keep costs as low as possible so that parents can afford the fees but the wages paid to workers are often inadequate. This is a serious problem. Qualified staff is needed to provide quality care, yet it can be hard to find workers who will accept such low wages. Additionally, infants and toddlers require a high level of support. Economies of scale cannot be applied to child care business models due to the high caregiver-to-child ratios required. Stable, ongoing government funding for universal child care in B.C. would attract more workers to this field and ensure that quality, affordable child care is available so that women can work.

“As for child care, it is completely inadequate in B.C.—too few licensed spaces. It is not adequately funded to be a real system like education is. A patchwork is useless and that’s what we have. The wages of caregivers are NOT living wages that reflect the education and skills required and the employee benefits are pathetic!”

Female resident, Halfmoon Bay

Availability of Licensed and Registered Child Care
As the following chart demonstrates, very few child care spaces are available on the Coast compared to the number of children living in this region:
The information above was compiled from the following sources: Vancouver Coastal Health Licensing Registry, 2014 and B.C. Stats Population Estimate for the SCRD Area, 2014

NOTE: Child care spaces counted include after-school care for 5–12-year-olds. A detailed breakdown of available care spaces by age is not available.

“Child care is a HUGE issue for us. There are very few spaces available for kids under age two... The cost is a huge portion of my part-time earnings, and the hours that the daycare centres operate is limited. . . . As well, since we don’t have relatives on the Coast, it’s very difficult to get child care for evenings or weekends. Both my partner and I have to work odd hours.”

Female resident, West Howe Sound

Available Child Care Hours on the Sunshine Coast

Women require child care at times that match their working hours. The standard Monday-to-Friday “daycare” model does not meet the child care needs of local women who work shifts (i.e. paid caregivers, nurses, ferry and mill workers) or those who work in the evenings and on weekends (i.e. in retail and customer service jobs).

“If you’re a shift worker, or need weekend child care, forget about it! When you do finally find child care that relatively matches your needs, you hang onto it and don’t let go, because there’s usually not many other options.”

Female resident, Halfmoon Bay

The Child Care Action Team surveyed local child care providers and compiled the following summary of available care hours.

<table>
<thead>
<tr>
<th>Area</th>
<th>General Hours of Operation</th>
</tr>
</thead>
<tbody>
<tr>
<td>Langdale to Roberts Creek,</td>
<td>Monday to Friday 8:00 am to 5:00 pm One family provider offers overnight care.</td>
</tr>
<tr>
<td>Davis Bay to Madeira Park,</td>
<td>Monday to Friday 7:00 am to 5:30 pm</td>
</tr>
</tbody>
</table>

The child care service providers surveyed report that they are unable to expand hours, but would do so “if they had financial support to develop the spaces” and “if there were more trained ECE [Early Childhood Education] and support staff available to satisfy the need.” (Child Care Action Team. 3)

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New Spaces Opening Soon
“The YMCA will be opening two new child care centres in 2015, which will include infant and toddler care. One group child care centre will be located at Gibsons Elementary School and the other at the Sechelt Learning Centre. The Sechelt Indian Band is also opening a new child care facility soon. The Sunshine Coast will have approximately 50 to 70 new child care spaces available in 2015/2016 to assist with some of the needs expressed by women on the Sunshine Coast. It is unknown at this time if these new child care spaces will meet the needs of women who work in the evening, on weekends, and in shifts”(3).

CHILD CARE—Recommendations

Goals

- Women who are primary caregivers for children have enough support to maintain their own income and overall well-being and can readily access affordable, quality child care when needed.

18. Affordability

Universal Child Care in B.C.
18a) Create a high-quality, publicly funded, provincial child care system.

It is currently not possible for local child care providers to reduce the fees charged to families because these highly regulated small businesses already charge as little as possible. Public investment is desperately needed.

Local Leadership
18b) Through local governments and unions, endorse $10-a-day child care, as per the Community Plan for a Public System of Integrated Early Care and Learning.

19. Availability

Public Investment to Increase Wages
19a) Recommend a B.C. universal child care system, which pays workers at least a living wage.

Child care would be more readily available if child care operators and staff earned higher wages. There is a local shortage of qualified Early Childhood Educators (ECE) partly because this career option is not financially viable. The cost of tuition, and resulting student debt, is not easily recouped by low-paying jobs in this profession.

Financial Support for Early Childhood Care and Education
19b) Provide student bursaries, especially to those who would be unable to enter this profession without financial aid.
Evening, Weekend, and Shift Work
19c) Give operating grants and other financial incentives to providers to offer child care at non-traditional times.

Flexible Work Hours and Scheduling
19d) Local employers are encouraged to allow flexible or modified schedules for employees with children.

Employer-supported Child Care
19e) Larger employers, such as Vancouver Coastal Health, B.C. Ferries, Howe Sound Pulp and Paper, and others are encouraged to provide on-site child care or else directly subsidize nearby centres to provide care at times that match working hours (i.e. early morning, evenings, weekends).

Partnerships
19f) Through innovative partnerships, create new child care spaces close to public amenities such as schools and bus stops.

The YMCA and SD No. 46 are examples of organizations that have partnered to create new child care spaces, conveniently located in Gibsons and Sechelt schools.

Residential Bylaws
19g) Local and regional governments enact local bylaw and zoning changes to allow and encourage group child care centres in residential areas.

New Developments
19h) Create a task force, comprised of child care professionals and local governments, to explore the viability of including child care in new developments.

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**BELONGING**

**Key Issues**

Sunshine Coast women report that a sense of belonging, within both formal and informal community networks, is key to economic well-being. As an overarching theme, belonging affects many areas of life and helps women meet basic needs.

<table>
<thead>
<tr>
<th><strong>Income</strong></th>
<th>Isolation is an economic risk factor for women. Well-connected women are more likely to find out about new job openings or business opportunities. Socially isolated self-employed women might also struggle financially. Women with a strong sense of belonging are more likely to have financial and other support when in crisis. Spouses, family, and friends help women meet basic needs.</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Transportation</strong></td>
<td>The spread-out rural geography of our coastal communities creates a sense of isolation. The lack of reliable, affordable, and accessible transportation options contributes to isolation. Many Sunshine Coast women do not have family members living locally. It is increasingly expensive to travel to and from the Coast via the ferry. The high cost contributes to the isolation and lack of informal support some women experience.</td>
</tr>
<tr>
<td><strong>Other Isolation Factors</strong></td>
<td>Women’s isolation is increased by factors such as caregiving duties, working long hours, and a lack of time to connect with others. Newcomers, women with disabilities, and others have difficulty tapping into established networks.</td>
</tr>
<tr>
<td><strong>Formal Support</strong></td>
<td>Women value free drop-in programs, located throughout the region, and see them as important; examples include Strong Start, Parent &amp; Tot, and Bellies and Babies. Social services such as women’s outreach, counselling, and transition houses are also important, especially when women have been destabilized or are in crisis. It is sometimes difficult to find information on where to go for help.</td>
</tr>
<tr>
<td><strong>Volunteering</strong></td>
<td>Local women who have a strong sense of belonging are often volunteers in community organizations. Volunteering is especially helpful for newcomers who are seeking local employment, business connections, and support networks.</td>
</tr>
<tr>
<td><strong>Social Activities</strong></td>
<td>Available social and recreation activities are often geared toward those who are available in the daytime. Younger women would like more affordable, timely, and inclusive social activities that are accessible by public transit and welcome children or provide child care.</td>
</tr>
</tbody>
</table>

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Discussion and Supporting Information

Survey comments, community conversations, public forums, and consultations all emphasized the importance of belonging. Women reported to the Progress Plan that belonging is not something that’s simply “nice to have”—it is “essential” to their economic well-being.

Gender-Based Analysis defines “belonging” in the following way:

Sense of community belonging refers to the interaction that a person has with others in their community and the community as a whole. Sense of community belonging is linked to the notion of social capital, which refers to the social organization of communities that allows for interaction between community members. People with a high sense of community belonging are likely to have more ties to other individuals. Conversely, people with a low sense of community belonging are likely to be social isolated and have fewer ties to other individuals.

The Source for Women’s Health, Sense of Community Belonging, par. 1

Belonging is an Economic Issue

Early in the outreach process, businesswomen first alerted the Progress Plan about the importance of belonging and the financial risks associated with isolation. They explained that self-employed women and small business owners who lack social contacts also struggle to stay afloat financially. Because the Sunshine Coast has a small and relatively close-knit population, word-of-mouth promotion and reputation can mean the difference between success or failure in small business ventures.

“I’m a self-employed registered health professional. As a new person to the Sunshine Coast, it’s been very hard trying to build up a clientele. Without any network of friends or family to spread the word, it feels pretty hopeless to get business busy enough that I can support myself financially.”

Female resident, Town of Gibsons

Formal and informal networks of support help women access income and meet basic needs. Women who feel they “belong” often live with a spouse or family/friends who help(s) with housing costs, transportation, and/or care responsibilities. Well-connected women also volunteer or participate in social groups and get “inside information” about new job openings and other opportunities.

Building on Strengths and Fostering Inclusion

In general, Sunshine Coast residents, especially those who’ve lived here for longer, have a sense of belonging. This is both a strength and community asset that we should continue to use and build on. Women who are isolated might be struggling in a variety of ways and are at risk of leaving the Coast. Outreach to, and inclusion of, people who feel they do not belong here may improve the financial security and overall well-being of our most vulnerable residents.

Better inclusion might also help to attract and retain younger working people. Vancouver Coastal Health findings of the My Health, My Community 2014 public health survey found that approximately 72% of Sunshine Coast residents (both genders) have a “somewhat strong or very strong” sense of belonging.
belonging (57). They also found that there is a relationship between belonging and age groups; younger members of our community (18–44 years) have a lower sense of belonging (58). These findings mirror the Progress Plan survey findings below, which suggest that younger/working-age women are less satisfied with belonging, compared with retirement-age women.

Newcomers, Singles, and Other Isolated Women Need Support

There are also demographics of women who may be isolated for a diversity of reasons.

“I am lucky in that I have lived here a long time and have many threads of connection. I know of many people—women especially—who claim it is difficult to establish friends and connections here if you have recently arrived.”

Female resident, Elphinstone

Women who are single, new to the Coast, and/or isolated by disabilities or other barriers might not have the same supports available as women who are married or who make friends easily. Newcomers report difficulties breaking into tightly knit, well-established community networks.

“I have been here a year and participate in many local events etc. Still, after all that, I have zero support and do not feel like an accepted part of the community.”

Female resident, District of Sechelt

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“I feel like I’m too busy working and just trying to make it here to really form close relationships. The Coast also seems very cliquey to me. You need to fall into a certain group and act a certain way to belong.”

Female resident, District of Sechelt

“We moved here full-time two years ago and have worked hard at making connections. You have to go out—no one is going to knock on your door. It must be difficult for those that are shy or disabled.”

Female resident, Sechelt Indian Government District

“I have had a lot of trouble trying to form and maintain meaningful connections with other people. My medical condition makes it very challenging and stressful to socialize. I have difficulty with physical activity, fast-paced conversation, interruptions, noise, cold temperatures, fluorescent lights, scented products, etc. Since my disability is invisible, I also find it a challenge to explain to people why I’m unable to help out with the chores that are often involved in social settings.”

Female resident, Town of Gibsons

Formal Programs for Women and Kids Make a Difference

Support programs and services can help single and isolated women overcome barriers and get the support they need to access income and meet basic needs. Women mentioned examples of valued programs by name such as StrongStart (SD No. 46), Parent/Tot Drop-in, and Bellies and Babies (SCCSS). These programs are successful because they are free, consistent drop-ins that happen in multiple, easily accessible locations along our rural coastline. Immigrant support programs, run by Capilano University, also make a difference. So do other formal supports for people with developmental challenges (Sunshine Coast Association for Community Living) and mental health and addictions issues (Arrowhead, VCH, programs, etc.).

“I feel very strongly that the Parent/Tot [drop-in] at the Gibsons Rec Centre should continue to receive funding. I have two young children and the support I receive from the Parent/Tot [drop-in] is more than I could have ever asked for. I’ve heard they struggle for funding. Please don’t let such a wonderful program fall through the cracks. It’s so important for us young mothers and fathers.”

Female resident, Town of Gibsons

“There are great programs we have discovered that support our children being able to participate in sports, and we are incredibly grateful for that.”

Female resident, Town of Gibsons

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Information
Women who lack social connection might also lack access to information about local services and opportunities.

“I am new to the Coast, so I’m just getting to know people and the community, but feel it is relatively disconnected. I find it somewhat challenging to find ONE SOURCE for the information I am looking for. When trying to find information, it’s like a wild goose chase. This is possibly related to a lack of a CENTRAL website which is well updated, clear, and current.”

Female resident, Roberts Creek

bc211
During the implementation phase of this project, staff and volunteers explored ways to improve women’s access to information and support. A partnership opportunity was identified to bring the bc211 service to the Sunshine Coast free of charge. This service provides referrals to community, social, and government agencies and has been available in the Metro Vancouver, Fraser Valley, and Squamish-Lillooet regional districts since 2010. A collaborative working relationship with bc211, the CRC, SCCSS, and other local groups led to the successful launch of bc211 on the Coast in 2014. This is the first time that bc211 has expanded to a new area. This online search engine and multi-lingual, confidential helpline is available 24 hour a day, 7 days a week and is now serving local women. With better promotion and use by local groups, it will continue to benefit our community for years to come.

Lack of Transportation
For anyone, the rural geography and dark winters can create a sense of isolation. If a woman is living on a low income and can’t afford a car or social activities, the isolation can be even worse. This is a key concern and is explored in the transportation portion of this Plan.

Improvements Since 2012
When the Progress Plan survey was re-launched in 2014, one additional question was added to each of the topic areas. It asked women to outline changes since 2012. They were asked: “Has your situation stayed the same, worsened or improved?” Responses indicated that belonging was the area that improved the most, with 30% of respondents reporting improvements. This is encouraging feedback since this is an issue area where local people can truly make a difference. Improvements also suggest that programs that promote belonging/inclusion, such as Welcoming Communities, bc211, information and referral services, outreach in rural areas, Community Connections for Seniors and others, might be helping women. Working and getting involved in activities as a volunteer also seems to help women.

“I started working so have met more people, both in my work and in the community. I have gotten more involved volunteering in different venues.”

Female resident, Halfmoon Bay

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BELONGING—Recommendations

Goals
• Women have a strong sense of belonging, which includes having access to an informal support network of trusted family and friends and easy-to-find formal services women can rely on when needed.

20. Accessing Informal and Formal Support

Transportation
20a) Lower ferry fares.
20b) Improve transit frequency/availability.
20c) Offer new local travel options such as expanded car-sharing, ride-sharing, community buses, driving services, and other options.

See the Transportation Recommendations section of this Plan for more detailed information.

Inclusive Gatherings
20d) Local community groups organize and widely promote social gatherings that welcome children and/or provide child care.
20e) Reach out to isolated women and ensure that events are bus accessible or offer transportation support.

Attendance at social and cultural gatherings, especially enjoying meals together, helps to foster belonging and build informal connections.

Recreation
20f) SCRD—Parks and Recreation and community groups continue to provide and enhance activity programs to include opportunities for social interaction in all areas of the Coast.
20g) Ensure that subsidies are well promoted and continue to be available.
20h) Widely promote social activities for younger adults and schedule them in the evenings and on weekends.
20i) Provide child-minding and activities at times and locations accessible by bus and/or “close to home” in neighbourhoods throughout the region.

Formal Support
20j) Continue to provide free drop-in programs throughout the region that are accessible by public transit.

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20k) Ensure ongoing funding for support programs that include women who are at risk of isolation such as Welcoming Communities, Women’s Outreach, Better at Home, Arrowhead, etc.

21. Information and Referral

Outreach
21a) Reach out to women who are isolated (due to geography, self-employment, poverty, lack of transportation, language barriers or who are at risk of moving off Coast) and provide economic development outreach funding in all SCRD areas.

Rural information and referral pilot projects in Halfmoon Bay and Pender Harbour in 2014, supported by SCRD economic development funds, successfully reached out to isolated residents and small businesses in these areas.

Regional Network
21b) Fund the Community Resource Centre to coordinate training, communication, and collaboration between diverse service providers that offer information and referrals.

A coordinated network of diverse organizations that provide face-to-face services in all areas of our spread-out, rural coastline will help isolated people, especially the most vulnerable, access information, find services, and navigate systems.

Promote bc211
21c) Raise awareness among local service providers and the public about this multi-lingual help line (available 24 hours a day, 7 days a week) and its online directory.

A reciprocal relationship of resource-sharing with bc211 will help ensure ongoing improvements and accurate information. Unlike small agencies on the Sunshine Coast, bc211 has the personnel and organizational capacity to continually update information. Upon request, it can also create customized resource lists and print directories for organizations.

Small Business
21d) Strengthen local business networks and coordinate marketing strategies. Continue to develop the Self-Employed Women’s Network (SEWN) for female-owned businesses.

The Sunshine Coast is home to a wide range of self-employed people, but many residents are unaware of the products and services available locally. The bc211 service does not include business listings. Small business advertising is costly and unaffordable for many self-employed women. Improved networking, including better access to information, referrals, and marketing of small businesses services, would make a difference.

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22. Community Planning

bc211 Data
22a) Local governments, the Sunshine Coast Community Foundation, and others make regular use of new local statistics from bc211 to identify and address community needs.

Starting in May 2014, bc211 began collecting useful local-level data, available on an ongoing basis for community planning. Sunshine Coast statistics are available, by age, gender, and geographic location, regarding help requests and demand for specific services. bc211 can provide reports about “reasons for calls” and “unmet needs.”

23. Volunteerism

Sunshine Coast Volunteer Centre
23a) Increase understanding about the role of the Volunteer Centre and seek funding to expand services.

Volunteering helps women develop skills and connect with local jobs, business opportunities, support services, and friendships.

Training
23b) Provide training to boost the capacity of community organizations to better recruit and retain volunteers such as technology/social media skills, volunteer engagement, fund-raising, etc.

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Conclusion

This Plan provides an overview of the community planning process, including a description of the project and estimated participation. It describes the research focus, methodology, and sample group. It shares the key findings, which include a Progress Report Card, description of priority issues, supporting information, and recommendations for changes that will make a difference for women.

This planning process used a community development approach, which included extensive engagement with a diversity of local women, specialists on a variety of topics, and community leaders. It explored issues and potential solutions using a Gender-Based Analysis (GBA). By exploring economic development from a gender perspective, it was possible to identify barriers that stand in the way of women’s prosperity. It was also possible to identify a range of specific changes that can be implemented, on a variety of levels, to benefit local women, families, and our community.

Some changes identified in the initial phase of the project have already happened in each priority area. Local people and organizations created the following ongoing initiatives. These are significant “wins” for women on the Sunshine Coast, which will continue:

- **Transportation**: Improvements to public transit as per the Transit Future Plan, with short-term changes starting to roll out in 2014. New options such as the Coast Car Co-op, Wood Duck Bus, and Better at Home drivers;
- **Income**: The Self-Employed Women’s Network (SEWN);
- **Adult Care**: Seniors’ Planning Table, with first-year funding from the Sunshine Coast Community Foundation;
- **Child Care**: New YMCA child care in SD No. 46 schools in Gibsons and Sechelt; and
- **Belonging**: bc211 online information and free confidential, multilingual helpline available 24 hours a day, 7 days a week.

These initiatives are applauded and demonstrate ways we can take local action to create change.

The recommendations contained in this Community Plan include small changes, easily implemented by local groups, as well as macro-level recommendations that might require advocacy and political action. Increased involvement and commitment from local, provincial, and federal governments and organizations is needed to make some of the changes that women require. Locally, we have gained greater awareness and understanding of women’s lives and the kind of changes that need to occur. Women and community leaders can now use this information to continue taking action to improve economic well-being on the Sunshine Coast. It takes a whole community to create long-lasting change.
Works Cited


61 The Progress Plan
Coast Reporter Newspaper, “Question of the Week: Is there a need for a seniors’ planning table on the Coast?” 3 July. 2014. Print.


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Sunshine Coast Seniors Planning Table. Web. 17 Feb. 2015.


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Appendix 1. Map of Sunshine Coast Regional District
<table>
<thead>
<tr>
<th>Item</th>
<th>Notes</th>
<th>2011</th>
<th>2015 Update</th>
</tr>
</thead>
<tbody>
<tr>
<td>Food</td>
<td>Based on Dietitians of Canada 2009 estimates for a nutritious diet for</td>
<td>$797.10</td>
<td>$828.45</td>
</tr>
<tr>
<td></td>
<td>a family of four, adjusted for inflation. Our region is the Vancouver</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Coastal Health Authority calculation.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Clothing and Footwear</td>
<td>Based on Statistics Canada’s calculations for the Market Basket</td>
<td>$185.08</td>
<td>$191.90</td>
</tr>
<tr>
<td></td>
<td>Measure for BC communities under 30,000.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Shelter</td>
<td>Shelter costs are composed of four numbers. The first is rent for a</td>
<td>$1366.16</td>
<td>$1384.14</td>
</tr>
<tr>
<td></td>
<td>3-bedroom. This number was calculated based on a survey of classified</td>
<td></td>
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<tr>
<td></td>
<td>ads between the end of January and the end of March (8 weeks). It</td>
<td></td>
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<tr>
<td></td>
<td>should be noted that this survey excluded high-end rentals (i.e.</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>luxury or holiday homes) from the survey calculation, and therefore</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>represents a realistic average of rental family housing on the</td>
<td></td>
<td></td>
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<tr>
<td></td>
<td>Sunshine Coast. Also included is a calculation of utility costs from</td>
<td></td>
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<tr>
<td></td>
<td>the Dietitians of Canada 2007 report (not 2009 as it wasn’t</td>
<td></td>
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<tr>
<td></td>
<td>calculated as a separate number), adjusted for inflation. Phone</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>bill and contents insurance estimates provided by CCPA calculation.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Transportation</td>
<td>Calculation based on the operation of a vehicle and the cost of a</td>
<td>$445.79</td>
<td>$463.59</td>
</tr>
<tr>
<td></td>
<td>bus pass annually. Based on Statistics Canada’s 2008 MBM calculations</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>for operating a vehicle in a BC community under 30,000. Bus pass</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>cost provided by the SCRD.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Other</td>
<td>Statistics Canada’s MBM calculates the Other expense at 74.9% of</td>
<td>$735.65</td>
<td>$769.34</td>
</tr>
<tr>
<td></td>
<td>combined expense for food and clothing/footwear</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Child Care</td>
<td>Based on Sunshine Coast Child Care Referral Centre’s (CCRR) 2011 fee</td>
<td>$1108.33</td>
<td>$1106.73</td>
</tr>
<tr>
<td></td>
<td>survey. $800/month for full-time child care for the 4-year old;</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>after-school care ($14/day) and 6 weeks of summer care ($150/week)</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>for the 7-year old.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Non MSP Health Ex</td>
<td>Based on estimates for Pacific Blue Cross extended health insurance.</td>
<td>$133.00</td>
<td>$136.00</td>
</tr>
<tr>
<td></td>
<td>Does not include costs only partly covered by insurance.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>MSP</td>
<td>Provincial health care premiums.</td>
<td>$121.00</td>
<td>$138.50</td>
</tr>
<tr>
<td>Contingency</td>
<td>Provides a cushion for unforeseen events. Based on 2 weeks pay for</td>
<td>$219.33</td>
<td>$224.56</td>
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<tr>
<td></td>
<td>both parents annually.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Parent Education</td>
<td>Allows two college courses per year for one parent, to upgrade</td>
<td>$88.66</td>
<td>$88.66</td>
</tr>
<tr>
<td></td>
<td>skills. Based on Capilano course and book fees.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Total</td>
<td></td>
<td><strong>$5,200.10</strong></td>
<td><strong>$5,331.89</strong></td>
</tr>
</tbody>
</table>

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**The Progress Plan**
Dear Mayor and Council:

RE: Progress Plan: Recommendations for consideration in the 2016 Budget.

When we reviewed your Strategic Objectives and Actions from 2015 we were delighted to see that many of these resonate with recommended action areas from the Progress Plan. As you move to develop your Strategic Plan early in 2016 and as you carry forward your actions from 2015 we ask you to use the Progress Plan as one of the foundational documents. Thanks to funding of $294,000 from Status of Women Canada, a resource that you didn’t have to pay for!!

At the meeting we will speak to priority recommendations listed below that are consistent with your Strategic Objectives and Actions.

Excellence in Community Engagement and Leadership
A broad, exhaustive Community Development approach was used to build the Progress Plan, with over 4500 inputs from Coast constituents, so we can stand before you knowing that the recommendations are truly representative of the issues, barriers and solutions described and vetted by the women and men that participated....including many of you! We want to underline the importance of your Objective to “foster community participation in vision-setting and decision-making”. We encourage you to ensure that voices from across the gender/age/racial/ability spectrum are heard, so that you too can know that your new Strategic Plan will be truly representative. Budgeting for this approach will be a challenge in this time of restraints but it will be an investment in future good planning and decision-making.

Many of your 2015 actions speak to transportation. Recommendations in the Progress Plan ask you to focus on collaboration with the other Municipal governments on researching needs, services and multi-modal integration and participation in a solutions-focused ferry lobby group.

You have identified that you are prepared to “take leadership in regional and community cooperation”. Already you have taken the leadership to incorporate the Progress Plan in your OCP and we have been highlighting that model with other governments. As you review recommendations for Child and Adult Care, Economic Development and Employment you will find opportunities for courageous leadership. We welcome you to embrace these.

A timely example is initiatives around Older Adults. This touches on all three of your Objectives. As you are aware, we as a community are behind the eight ball when dealing with the Grey Tsunami. We tend to look at this a problem rather than as an exciting opportunity. To help, the Seniors...
Planning Table is now in place and can be a key tool in managing this opportunity, however funding runs out March 2016.

We ask you to collaborate with other municipal and regional district governments to ensure sustainable funding for a Seniors Planning Table. This will improve adult care and safety of older adults through better communication and collaboration between services and across sectors. In addition, create new, affordable housing with graduated levels of care for seniors and others who need this type of housing, accessible by public transit. Budget for effective community engagement processes.

There have been a number of successes out of the Progress Plan to date.

- In review of your OCP, the Town of Gibsons made mention of the needs for women of all ages, their need for work, child care, care of older adults and transportation.
- Gibson granted $500 for Information and Referral workshops that will increase residents' access to accurate timely assistance and strengthen the network of I and R providers.
- School District 46 has partnered with the YMCA to create 70 new child care spaces in Gibsons and Sechelt, on a bus route, including broader hours and spaces from 0 to three year olds.
- The Progress Plan funding led to development of the influential Self-Employed Women’s Network.
- The Community Resource Centre was successful in a further two and a half year funding of $164,000 from the Status of Women to address isolation for women entrepreneurs: Connecting Self-employed Women for Success.
- Thanks to one year funding from the SC Community Foundation, the Community Resource Centre has been able to fund a part-time coordinator for a Seniors Planning Table. The Seniors Planning Table has grown to 53 organizations and individuals. However, as mentioned, funding will need to be sustained.
- On the transportation front CRC was invited to send a representative to the SCRD Transportation Committee and as well, started aTransportation Initiators group, a group of alternate transportation providers.

The Community Resource Centre would like to acknowledge the Status of Women Canada for investing $458,000 in the Sunshine Coast for five and a half years for the economic well-being of women.

The Town of Gibsons continues to work to improve the economic well being of women and men of all ages. We strongly encourage you, when developing your Strategic Plan to reference the Progress Plan recommendations for the specific needs of Transportation, Child Care, Care of Older Adults, and Employment for Women. This will go a long way to your vision of Gibsons as “the ultimate small community to live and work in”.

Warm Regards,

Pat Hunt and Anne Titcomb
Co-Chairs
Community Resource Centre
A Committee-of-the-Whole meeting was held in Council Chambers, 474 South Fletcher Road, Gibsons, on Tuesday, November 3, 2015 at 1:30 p.m.

PRESENT:
Mayor Wayne Rowe
Councillor Stafford Lumley
Councillor Charlene SanJenko
Councillor Silas White

STAFF:
Emanuel Machado, Chief Administrative Officer
Selina Williams, Corporate Officer
Ian Poole, Director of Finance
André Boel, Director of Planning
Lorraine Coughlin, Deputy Treasurer
Greg Foss, Director of Public Works
Wendy Gilbertson, Director of Parks
Dave Newman, Director of Engineering
Lizette Fischer, Administrative Assistant II

CALL TO ORDER
The meeting was called to order at 1:30 p.m.

APPROVAL OF THE AGENDA
The November 3, 2015 Committee-of-the-Whole agenda was approved as amended to include the following changes:
- Replace Tony Kanjer with Anthony Kanjer as presenter for Delegation item 3.1, Bayview Terrace Ltd
- Addition of delegation item 3.3, Pam Robertson, of the Gibsons Public Market
- Move Administration Reports items 5.1 and 5.2 to follow correspondence item 7.1

DELEGATIONS
Anthony Kanjer - Bayview Terrace Ltd.

Anthony Kanjer, a representative of Bayview Terrace Ltd, was in attendance to present information on the proposed affordable rental apartment development at 725 Gibsons Way. Mr. Kanjer reviewed the process of the subdivision and rezoning of this property to date, outlining the unique challenges of the property and this type of development. Mr. Kanjer requested input from Council and asked Council to consider supporting this development proposal, as it will provide long-term affordable rental units within the Town.

Mayor Rowe thanked Mr. Kanjer for his presentation.
Donna Thomas - Resident

Gibsons resident Donna Thomas was in attendance to present information on the Park Acquisition Reserve Fund and to request that Council consider retaining a portion of that fund for the potential future purchase of Gospel Rock. In addition, Ms. Thomas provided an update on For the Love of Gospel Rock, a community group with a vision of preserving the Gospel Rock area as a public amenity.

Mayor Rowe thanked Ms. Thomas for her presentation.

Pam Robertson - Gibsons Community Building Society / Gibsons Public Market

Pam Robertson was in attendance to present information regarding the Gibsons Public Market, highlighting the following key points:
- Significant social, cultural and economic benefits to the community
- Year-round educational and community amenity spaces
- Nicholas Sonntag Marine Education Centre
- Strong community support and public engagement in all aspects of the public market project

Ms. Robertson stated that financial support from the Town of Gibsons is urgent at this time in order to meet the $400,000 Island Coastal Economic Trust Matching Grant timeline, to leverage corporate and other donors, and to strengthen the case for federal funding. Ms. Robertson noted that the Town of Gibsons has an opportunity to invest $250,000 in the Gibsons Public Market project, while potentially benefiting from funds increasing in value and being available for future Town priorities.

Mayor Rowe thanked Ms. Robertson for her presentation and noted discussion on this topic would continue following the report from staff on the Gibsons Public Market.

INQUIRIES

The Mayor provided an opportunity for public input.

REPORTS

Chief Administrative Officer - Gibsons Public Market Request for Financial and Development Fees Contribution from Town of Gibsons

The CAO’s report regarding the Gibsons Public Market was received by the Committee.

Park Acquisition Reserve Fund

RECOMMENDATION

THAT Council approve the transfer of $275,000 of the funds from the Park Acquisition Reserve Fund into the Capital Reserve Fund be allocated to the Gibsons Public Market Project, subject to successful approval of the transfer by the Ministry of Community, Sport & Cultural Development and subject to the form and substance of the funds being agreed upon by the Town.
Director of Planning - Affordable Housing Policy Workshop

The staff report regarding Affordable Housing Policy workshop was received by the Committee.

RECOMMENDATION

THAT Council hold a follow up workshop regarding revisions to the current Council Policy 3.14 as soon as staff can accommodate this.

Councillor SanJenko exited the meeting at 3:00 p.m. Councillor SanJenko returned to the meeting at 3:03 p.m.

Director of Planning - Affordable Market Rental Housing Proposal

The staff report regarding Affordable Market Rental Housing Proposal was received by the Committee. Matt Thomson, Coordinator of the Sunshine Coast Housing Committee, was in attendance to provide Council with an update and overview of Affordable Housing on the Sunshine Coast.

RECOMMENDATION

THAT Council express tentative support for an affordable market rental project at 725 Gibsons Way, including a willingness to consider the following:

- For the rezoning application: a strata conversion covenant and phased construction of a trail;
- For infrastructure servicing: a reduction of frontage requirements;
- For the process: rezoning ahead of form and character Development Permit details;
- For affordable housing: consider a request for financial support.

Councillor White exited the meeting at 3:13 p.m. Councillor White returned to the meeting at 3:15 p.m.

Director of Planning - Cash in Lieu Proposal for Affordable Housing in Parkland

The staff’s report regarding the cash in lieu proposal for affordable housing in Parkland was received by the Committee.

RECOMMENDATION(S)

THAT Council accept the proposal from Reed Road Developments Ltd. for a cash in lieu contribution of $93,758.57 for the Affordable Housing Reserve Fund, in exchange for the discharge of restrictive covenant CA3659206;

AND THAT Council authorize the Mayor and Corporate Officer to discharge restrictive covenant CA3659206 from the title of Lot 25 DL689 Plan BCP46718 upon receipt of the agreed cash contribution.
INQUIRIES

The Mayor provided an opportunity for public input.

CORRESPONDENCE

Local Governments for Sustainability - Invitation to Join the Compact of Mayors

The Committee received correspondence from Local Governments for Sustainability regarding an invitation to join the Compact of Mayors.

NEW BUSINESS

Deferral of Agenda Items to Committee-of-the-Whole Meeting - November 17, 2015

RECOMMENDATION

THAT agenda items 5.1, Department Quarterly Operational Reports and Strategic Plan Updates, 5.2, Street Name Signs report and 9.1, Future Agenda- setting and Meeting Scheduling be deferred to the November 17, 2015 Committee-of-the-Whole meeting.

INQUIRIES

The Mayor provided an opportunity for public input.

NEXT MEETING

The next Regular Committee-of-the-Whole to be held on Tuesday, November 17, 2015 in the Town Hall Council Chamber at 1:30 p.m.

ADJOURNMENT

The meeting was adjourned at 3:44 p.m.

Wayne Rowe, Mayor
Selina Williams, Corporate Officer
Dear Mayor and Council:

We are excited to share the news that we are launching a new annual membership program beginning 2016 (January 1 to December 31, 2016), inviting municipalities and regional districts, corporations and individuals to support our work. Tiers of support enable members to select a level of commitment and suite of benefits that are right for them. The renewable membership options for municipalities are enclosed.

We are seeking your membership and continued support; both are vital for the work we do on behalf of our airshed communities and for implementing the Air Quality Management Plan (AQMP). I've attached the AQMP Implementation Framework, which provides a detailed work plan for what we will accomplish over the next 3 years.

In the coming year, we will continue our work on a number of projects including Clean Air Commute, Bike to Work week, Idling Outreach and the Woodstove Exchange Program. We are also exploring a number of exciting new projects and programs, but need your support to get them off the ground. These include Burn Smart workshops, a speaker series on topics ranging from energy conservation to green building, a gathering to discuss the future of transit in our region, and the creation of a coffee table book featuring stunning photos of our airshed and offering information on our work and the importance of clean air. Funds that we raise through our membership campaign will help us continue to produce our newsletters, articles and learning materials. Membership contributions will also enable us to continue supporting clean air research, sharing important air quality and climate change information with the public, and offering support to municipalities and businesses that want to reform their policies and practices with respect to air quality and climate change. You can read more about our work on our website, www.seatoskyairquality.ca

Thanks in advance for helping to make this a successful annual membership drive. Please continue to share the goals and work of the Sea-to-Sky Clean Air Society with your community. You can help us spread the word by encouraging others to become members, and donate to our work. A member of the SSCAS Board or I would be happy to make a presentation in person, if you so desire.

Thanks again for your generous support!

Kim
Program Manager
PO Box 1015 Pemberton, BC V0N 2L0
604-907-0019 / seatoskcLeanair@gmail.com / www.seatoskyairquality.ca
2016 Membership Tiers for Municipalities and Regional Districts

Tropo Bronze- suitable for very small airshed communities (population under 2000)
Strato Silver- suitable for small to mid-sized airshed communities (population of 2000-5000)
Meso Gold- suitable for mid-sized airshed communities (population of 5000-10000)
Aurora Platinum- suitable for large airshed communities (population over 10,000)

Please note that these membership tiers are suggestions only-members may give what they feel is appropriate.

Benefits

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<td>Featured supporter on website</td>
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<tr>
<td>Consultation</td>
<td></td>
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<td>✓</td>
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*All donations receive a tax receipt.*
TOWN OF GIBSONS

Bylaw No. 1219

A Bylaw to provide for the borrowing of money
in anticipation of revenue for the year 2016

WHEREAS it is provided by Section 177 of the Community Charter that Council may, without the assent of the electors or the approval of the Inspector of Municipalities, provide for the borrowing of such sums of money as may be necessary to meet the current lawful expenditures of the municipality provided that the total of the outstanding liability does not exceed the sum of:

a) The whole amount remaining unpaid of the taxes for all purposes levied during the current year, provided that prior to the adoption of the Annual Property Tax Bylaw in any year, the amount of the taxes during the current year for this purpose shall be deemed to be 75% of the taxes levied for all purposes in the immediately preceding year; and,

b) The whole amount of any sums of money remaining due from other governments.

AND WHEREAS the total amount of liability that Council may incur is Three Million, Thirty-seven Thousand, and Forty-seven Dollars ($3,037,047) made up in the sum of Two Million, Nine Hundred Eighty-three Thousand, Two Hundred Eighty-four Dollars ($2,983,284), being 75% of the whole amount of the taxes levied for all purposes in 2015, and Fifty-three Thousand, Seven Hundred and Sixty-three Dollars ($53,763), being the whole amount of the sum remaining due from other governments;

AND WHEREAS there are no liabilities outstanding under Section 177;

NOW THEREFORE the Council of the Town of Gibsons, in open meeting assembled, enacts as follows:

1. This bylaw may be cited as “2016 Revenue Anticipation Borrowing Bylaw No. 1219, 2015.”

2. The Council shall be and is hereby empowered and authorized to borrow upon the credit of the municipality from the Canadian Imperial Bank of Commerce an amount or amounts not exceeding the sum of One Hundred Thousand Dollars ($100,000).
3. The form of obligation to be given as acknowledgement of the liability shall be a credit agreement bearing the corporate seal and signed by the Mayor and Corporate Officer.

4. All unpaid taxes and the taxes of the current year when levied or so much thereof as may be necessary shall, when collected, be used to repay the money so borrowed.

READ A FIRST TIME this the 3rd day of November, 2015

READ A SECOND TIME this the day of 2015

READ A THIRD TIME this the day of 2015

ADOPTED this the day of 2015

Wayne Rowe, Mayor

Selina Williams, Corporate Officer
TOWN OF GIBSONS

BYLAW NO. 1196-06

A Bylaw to amend Rates, Fees and Charges Bylaw No. 1196

WHEREAS the Council for the Town of Gibsons has adopted “Town of Gibsons Rates, Fees and Charges Bylaw No. 1196, 2014”; and

WHEREAS the Council wishes to amend the Rates, Fees and Charges Bylaw to provide for revisions to the following: Returned Payment Fees; Document Fees; Meter Installation Fees; Storm Fees; and Highway Fees.

THEREFORE, the Council of the Town of Gibsons, in open meeting assembled, enacts as follows:

1. CITATION

This Bylaw may be cited as “Rates, Fees and Charges Amendment Bylaw No. 1196-06, 2015”.

2. AMENDMENTS

“Town of Gibsons Rates, Fees and Charges Bylaw No 1196, 2014” is amended as follows:

2.1. By deleting Section 2.3 in its entirety and replacing it with the following:

2.3 DISHONOURED PAYMENT AND OVERPAYMENT REFUND CHARGES

2.3.1 Where a payment received by the Town in payment of a bill is not honoured by a Person’s financial institution for any reason other than clerical error, the Town may charge the Person $40. This charge represents a reasonable pre-estimate of the administrative costs incurred by the Town as a result of the dishonoured payment.

2.3.2 Where an overpayment refund has been requested for any reason, the Town may charge the Person $40. This charge represents a reasonable pre-estimate of the administrative costs incurred by the Town as a result of the overpayment.

2.2. by deleting Schedule A Documents Fees and Charges in its entirety and replacing it with the revised Schedule A attached hereto and forming part of this bylaw;

2.3. by deleting Schedule B Water Rates, Fees and Charges in its entirety and replacing it with the revised Schedule B attached hereto and forming part of this bylaw;
2.4. by deleting Schedule C Sanitary Sewer Rates, Fees and Charges in its entirety and replacing it with the revised Schedule C Sanitary and Storm Sewer Rates, Fees attached hereto and forming part of this bylaw;

2.5. by deleting Schedule D Garbage Rates, Fees and Charges in its entirety and replacing it with the revised Schedule D attached hereto and forming part of this bylaw;

2.6. by deleting Schedule F Highway and Traffic Rates, Fees and Charges in its entirety and replacing it with the revised Schedule F attached hereto and forming part of this bylaw.

READ a first time this the 3rd day of November, 2015
READ a second time this the day of 2015
READ a third time this the day of 2015
ADOPTED this the day of 2015

J. Wayne Rowe, Mayor
Selina Williams, Corporate Officer
<table>
<thead>
<tr>
<th>Bylaw No.</th>
<th>Description</th>
<th>Fee</th>
<th>Unit</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Compact Disc</td>
<td>$10.00</td>
<td>each</td>
</tr>
<tr>
<td></td>
<td>Facsimiles (Local)</td>
<td>$5.00</td>
<td>Per request to a maximum of 10 pages</td>
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<td>Facsimiles (Local) - additional pages</td>
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<td>Maps and Plans (Colour)</td>
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</tr>
<tr>
<td></td>
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<td></td>
<td>Official Community Plan (Black &amp; White)</td>
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<tr>
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<tr>
<td></td>
<td>Zoning Bylaw Map (Colour)</td>
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## Schedule B, Bylaw 1196-06
### Water Rates, Fees and Charges

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<th>Description</th>
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<td>$2,140</td>
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<td>No.1192, 2014</td>
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<td>$545</td>
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<td>1&quot; Meter</td>
<td></td>
<td>$645</td>
<td>each</td>
</tr>
<tr>
<td>No.1192, 2014</td>
<td>Meter Box*</td>
<td></td>
<td>$425</td>
<td>each</td>
</tr>
<tr>
<td>No.1192, 2014</td>
<td>Inspection Fee</td>
<td></td>
<td>$50</td>
<td>each</td>
</tr>
<tr>
<td>No.1192, 2014</td>
<td>Disconnection Fee (up to 2&quot;)</td>
<td></td>
<td>$330</td>
<td>each</td>
</tr>
<tr>
<td>No.1192, 2014</td>
<td>Disconnection Fee (over 2&quot;)</td>
<td></td>
<td>At Cost</td>
<td>each</td>
</tr>
<tr>
<td>No.1192, 2014</td>
<td>Water Shut Off</td>
<td></td>
<td>$55</td>
<td></td>
</tr>
<tr>
<td>No.1192, 2014</td>
<td>Administration Fee</td>
<td></td>
<td>$100</td>
<td>Lump Sum</td>
</tr>
<tr>
<td>No.1192, 2014</td>
<td>Basic Service Call*</td>
<td>Minimum</td>
<td>$55</td>
<td>each</td>
</tr>
<tr>
<td>No.1192, 2014</td>
<td>Meter Testing*</td>
<td>Minimum</td>
<td>$500</td>
<td>each</td>
</tr>
<tr>
<td>No.1192, 2014</td>
<td>Leak Adjustment</td>
<td></td>
<td>$50</td>
<td>each</td>
</tr>
<tr>
<td>No.1192, 2014</td>
<td>Hydrant Use Fee</td>
<td>per month or portion thereof</td>
<td>$80</td>
<td>each</td>
</tr>
<tr>
<td>No.1192, 2014</td>
<td>Hydrant Use – Water Use</td>
<td>per day</td>
<td>$10</td>
<td>each</td>
</tr>
</tbody>
</table>
# Schedule B, Bylaw 1196-06
## Water Rates, Fees and Charges

<table>
<thead>
<tr>
<th>Bylaw No.</th>
<th>Description</th>
<th>Period</th>
<th>Fee</th>
<th>Unit</th>
</tr>
</thead>
<tbody>
<tr>
<td>No.1192, 2014</td>
<td>Hydrant Use – Damage Deposit</td>
<td></td>
<td>$400</td>
<td>each</td>
</tr>
<tr>
<td>No.1192, 2014</td>
<td>Temporary Lawn Sprinkling Permit</td>
<td></td>
<td>$25</td>
<td>each</td>
</tr>
<tr>
<td>No.1192, 2014</td>
<td>Facilities charge - residential subdivision</td>
<td></td>
<td>$2,450</td>
<td>per additional lot created</td>
</tr>
<tr>
<td>No.1192, 2014</td>
<td>Facilities charge - residential building permit (more than three self-contained units)</td>
<td></td>
<td>$2,450</td>
<td>per dwelling unit</td>
</tr>
<tr>
<td>No.1192, 2014</td>
<td>Facilities charge - non-residential building permit</td>
<td></td>
<td>$2,450</td>
<td>per 500 square meters of floor area or portion thereof</td>
</tr>
</tbody>
</table>

* Fees marked with an asterisk are minimum costs. Costs will be charged at cost if greater.

## USER RATES – DOMESTIC

<table>
<thead>
<tr>
<th>Bylaw No.</th>
<th>Description</th>
<th>Period</th>
<th>Fee</th>
<th>Unit</th>
</tr>
</thead>
<tbody>
<tr>
<td>No.1192, 2014</td>
<td>Single Family basic user rate including the first 14 cubic meters of water consumed or part thereof</td>
<td>6 months</td>
<td>$34.50</td>
<td>Base Rate</td>
</tr>
<tr>
<td>No.1192, 2014</td>
<td>Multi-Family basic user rate including the first 14 cubic meters of water consumed or part thereof</td>
<td>6 months</td>
<td>$18.63</td>
<td>Base Rate</td>
</tr>
<tr>
<td>No.1192, 2014</td>
<td>For each cubic meter of water consumed in excess of 14 cubic meters and up to 138 cubic meters</td>
<td>6 months</td>
<td>$1.09</td>
<td>Cubic metre</td>
</tr>
<tr>
<td>No.1192, 2014</td>
<td>For each cubic meter of water consumed in excess of 138 cubic meters and up to 275 cubic meters</td>
<td>6 months</td>
<td>$1.47</td>
<td>Cubic metre</td>
</tr>
<tr>
<td>No.1192, 2014</td>
<td>For each cubic meter of water consumed in excess of 275 cubic meters</td>
<td>6 months</td>
<td>$1.85</td>
<td>Cubic metre</td>
</tr>
<tr>
<td>No.1192, 2014</td>
<td>Unmetered Domestic User</td>
<td>Annual</td>
<td>$300.00</td>
<td>each</td>
</tr>
</tbody>
</table>
### USER RATES – COMMERCIAL (BASE RATES)

<table>
<thead>
<tr>
<th>Bylaw No.</th>
<th>Description</th>
<th>Period</th>
<th>Fee</th>
<th>Unit</th>
</tr>
</thead>
<tbody>
<tr>
<td>No.1192, 2014</td>
<td>5/8 or 3/4 inch meter</td>
<td>6 months</td>
<td>$63.13</td>
<td>each</td>
</tr>
<tr>
<td>No.1192, 2014</td>
<td>1 inch meter</td>
<td>6 months</td>
<td>$85.25</td>
<td>each</td>
</tr>
<tr>
<td>No.1192, 2014</td>
<td>1.5 inch meter</td>
<td>6 months</td>
<td>$208.28</td>
<td>each</td>
</tr>
<tr>
<td>No.1192, 2014</td>
<td>2 inch meter</td>
<td>6 months</td>
<td>$280.40</td>
<td>each</td>
</tr>
<tr>
<td>No.1192, 2014</td>
<td>3 inch meter</td>
<td>6 months</td>
<td>$458.73</td>
<td>each</td>
</tr>
<tr>
<td>No.1192, 2014</td>
<td>4 inch meter</td>
<td>6 months</td>
<td>$933.47</td>
<td>each</td>
</tr>
</tbody>
</table>

### USER RATES – COMMERCIAL

<table>
<thead>
<tr>
<th>Bylaw No.</th>
<th>Description</th>
<th>Period</th>
<th>Fee</th>
<th>Unit</th>
</tr>
</thead>
<tbody>
<tr>
<td>No.1192, 2014</td>
<td>Minimum user rate including the first 14 cubic meters of water</td>
<td>6 months</td>
<td>$33.41</td>
<td>Cubic metre</td>
</tr>
<tr>
<td></td>
<td>consumed or part thereof</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>No.1192, 2014</td>
<td>For each cubic meter of water consumed in excess of 14 cubic</td>
<td>6 months</td>
<td>$1.03</td>
<td>Cubic metre</td>
</tr>
<tr>
<td></td>
<td>meters and up to 138 cubic meters</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>No.1192, 2014</td>
<td>For each cubic meter of water consumed in excess of 138 cubic</td>
<td>6 months</td>
<td>$1.39</td>
<td>Cubic metre</td>
</tr>
<tr>
<td></td>
<td>meters and up to 275 cubic meters</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>No.1192, 2014</td>
<td>For each cubic meter of water consumed in excess of 275 cubic</td>
<td>6 months</td>
<td>$1.75</td>
<td>Cubic metre</td>
</tr>
<tr>
<td></td>
<td>meters</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>No.1192, 2014</td>
<td>Unmetered Commercial User</td>
<td>Annual</td>
<td>$580.61</td>
<td>each</td>
</tr>
<tr>
<td>No.1192, 2014</td>
<td>Unmetered service surcharge</td>
<td>Annual</td>
<td>$1,200.00</td>
<td>each</td>
</tr>
<tr>
<td>No.1192, 2014</td>
<td>Unprotected water service surcharge (no-backflow prevention</td>
<td>Annual</td>
<td>$1,200.00</td>
<td>each</td>
</tr>
<tr>
<td></td>
<td>device)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>No.1192, 2014</td>
<td>Town of Gibsons Water Vending</td>
<td></td>
<td>$0.25</td>
<td>Litre</td>
</tr>
</tbody>
</table>
### SANITARY AND STORM SEWER

#### FEES AND CHARGES

<table>
<thead>
<tr>
<th>Bylaw No.</th>
<th>Description</th>
<th>Period</th>
<th>Fee</th>
<th>Unit</th>
</tr>
</thead>
<tbody>
<tr>
<td>No 1175, 2012</td>
<td>Sanitary/Storm Service Connection installation: 100 mm*</td>
<td></td>
<td>$1,630</td>
<td>each</td>
</tr>
<tr>
<td>No 1194, 2014</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>No 1175, 2012</td>
<td>Sanitary/Storm Service Connection installation: 150 mm*</td>
<td></td>
<td>$1,710</td>
<td>each</td>
</tr>
<tr>
<td>No 1194, 2014</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>No 1175, 2012</td>
<td>Inspection Fee per Connection</td>
<td></td>
<td>$50</td>
<td>each</td>
</tr>
<tr>
<td>No 1194, 2014</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>No 1175, 2012</td>
<td>Additional Inspections where required</td>
<td></td>
<td>$50</td>
<td>each</td>
</tr>
<tr>
<td>No 1194, 2014</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>No 1175, 2012</td>
<td>Disconnection Fee per Connection</td>
<td></td>
<td>$50</td>
<td>each</td>
</tr>
<tr>
<td>No 1194, 2014</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>No 1175, 2012</td>
<td>Basic Service Call*</td>
<td></td>
<td>$55</td>
<td>each</td>
</tr>
<tr>
<td>No 1194, 2014</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>No 1175, 2012</td>
<td>Processing and Administration Fee</td>
<td></td>
<td>$100</td>
<td>each</td>
</tr>
<tr>
<td>No 1194, 2014</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

*Fees marked with an asterisk are minimum costs. Cost will be charged at cost if greater

### SANITARY USER RATES – DOMESTIC

<table>
<thead>
<tr>
<th>Bylaw No.</th>
<th>Description</th>
<th>Period</th>
<th>Fee</th>
<th>Unit</th>
</tr>
</thead>
<tbody>
<tr>
<td>No.1194, 2014</td>
<td>Dwelling Unit</td>
<td>6 months</td>
<td>$99.63</td>
<td>per unit</td>
</tr>
</tbody>
</table>
### SANITARY USER RATES – COMMERCIAL

<table>
<thead>
<tr>
<th>Bylaw No.</th>
<th>Description</th>
<th>Period</th>
<th>Fee</th>
<th>Unit</th>
</tr>
</thead>
<tbody>
<tr>
<td>No.1194, 2014</td>
<td>Apartments</td>
<td>6 months</td>
<td>$74.74</td>
<td>1 bedroom unit</td>
</tr>
<tr>
<td>No.1194, 2014</td>
<td>Apartments</td>
<td>6 months</td>
<td>$99.63</td>
<td>2 bedroom units</td>
</tr>
<tr>
<td>No.1194, 2014</td>
<td>Barber</td>
<td>6 months</td>
<td>$138.78</td>
<td>5 chairs</td>
</tr>
<tr>
<td>No.1194, 2014</td>
<td>Barber</td>
<td>6 months</td>
<td>$13.07</td>
<td>each additional chair</td>
</tr>
<tr>
<td>No.1194, 2014</td>
<td>Cabaret</td>
<td>6 months</td>
<td>$1,108.35</td>
<td>first 100 seats</td>
</tr>
<tr>
<td>No.1194, 2014</td>
<td>Cabaret</td>
<td>6 months</td>
<td>$5.89</td>
<td>each additional seat</td>
</tr>
<tr>
<td>No.1194, 2014</td>
<td>Car Wash</td>
<td>6 months</td>
<td>$768.74</td>
<td>first 2 bays</td>
</tr>
<tr>
<td>No.1194, 2014</td>
<td>Car Wash</td>
<td>6 months</td>
<td>$141.75</td>
<td>each additional bay</td>
</tr>
<tr>
<td>No.1194, 2014</td>
<td>Hairdresser</td>
<td>6 months</td>
<td>$138.78</td>
<td>five chairs</td>
</tr>
<tr>
<td>No.1194, 2014</td>
<td>Hairdresser</td>
<td>6 months</td>
<td>$13.07</td>
<td>each additional chair</td>
</tr>
<tr>
<td>No.1194, 2014</td>
<td>Hospital</td>
<td>6 months</td>
<td>$57.78</td>
<td>per bed</td>
</tr>
<tr>
<td>No.1194, 2014</td>
<td>Laundromat</td>
<td>6 months</td>
<td>$456.08</td>
<td>first 5 washing machines</td>
</tr>
<tr>
<td>No.1194, 2014</td>
<td>Laundromat</td>
<td>6 months</td>
<td>$52.06</td>
<td>each additional machine</td>
</tr>
<tr>
<td>No.1194, 2014</td>
<td>Licensed Lounge</td>
<td>6 months</td>
<td>$404.78</td>
<td>first 50 seats</td>
</tr>
<tr>
<td>No.1194, 2014</td>
<td>Licensed Lounge</td>
<td>6 months</td>
<td>$5.89</td>
<td>each additional seat</td>
</tr>
<tr>
<td>No.1194, 2014</td>
<td>Licensed Public House</td>
<td>6 months</td>
<td>$809.62</td>
<td>first 100 seats</td>
</tr>
<tr>
<td>No.1194, 2014</td>
<td>Licensed Public House</td>
<td>6 months</td>
<td>$5.89</td>
<td>each additional seat</td>
</tr>
</tbody>
</table>
### Schedule C, Bylaw 1196-06
Sanitary and Storm Sewer Rates, Fees and Charges

<table>
<thead>
<tr>
<th>Bylaw No.</th>
<th>Description</th>
<th>Period</th>
<th>Fee</th>
<th>Unit</th>
</tr>
</thead>
<tbody>
<tr>
<td>No.1194, 2014</td>
<td>Motel/Hotel</td>
<td>6 months</td>
<td>$99.63</td>
<td>first unit</td>
</tr>
<tr>
<td>No.1194, 2014</td>
<td>Motel/Hotel</td>
<td>6 months</td>
<td>$57.78</td>
<td>each additional Unit</td>
</tr>
<tr>
<td>No.1194, 2014</td>
<td>Restaurants/Cafe</td>
<td>6 months</td>
<td>$289.12</td>
<td>first 30 seats</td>
</tr>
<tr>
<td>No.1194, 2014</td>
<td>Restaurants/Cafe</td>
<td>6 months</td>
<td>$4.59</td>
<td>each additional seat</td>
</tr>
<tr>
<td>No.1194, 2014</td>
<td>Rooming House</td>
<td>6 months</td>
<td>$99.63</td>
<td>first unit</td>
</tr>
<tr>
<td>No.1194, 2014</td>
<td>Rooming House</td>
<td>6 months</td>
<td>$38.12</td>
<td>each additional unit</td>
</tr>
<tr>
<td>No.1194, 2014</td>
<td>School</td>
<td>6 months</td>
<td>$99.63</td>
<td>per classroom</td>
</tr>
<tr>
<td>No.1194, 2014</td>
<td>Service Station/Garage</td>
<td>6 months</td>
<td>$109.89</td>
<td>each</td>
</tr>
<tr>
<td>No.1194, 2014</td>
<td>Store</td>
<td>6 months</td>
<td>$99.63</td>
<td>retail/wholesale</td>
</tr>
<tr>
<td>No.1194, 2014</td>
<td>Suites</td>
<td>6 months</td>
<td>$99.63</td>
<td>each unit</td>
</tr>
<tr>
<td>No.1194, 2014</td>
<td>Trailer Park</td>
<td>6 months</td>
<td>$99.63</td>
<td>per rental space</td>
</tr>
<tr>
<td>No.1194, 2014</td>
<td>All other users</td>
<td>6 months</td>
<td>$99.63</td>
<td>unit</td>
</tr>
</tbody>
</table>
## Schedule D, Bylaw 1196-06
### Garbage Rates, Fees and Charges

<table>
<thead>
<tr>
<th>Bylaw No.</th>
<th>Description</th>
<th>Period</th>
<th>Fee</th>
<th>Unit</th>
</tr>
</thead>
<tbody>
<tr>
<td>No. 1198, 2014</td>
<td>Dwelling Unit</td>
<td>6 months</td>
<td>$78</td>
<td>Per garbage can</td>
</tr>
<tr>
<td>No. 1198, 2014</td>
<td>Extra Container Ticket</td>
<td></td>
<td>$3.00</td>
<td>Each</td>
</tr>
</tbody>
</table>
## Schedule F, Bylaw 1196-06
Highway and Traffic Rates, Fees and Charges

<table>
<thead>
<tr>
<th>Bylaw No.</th>
<th>Description</th>
<th>Period</th>
<th>Fee</th>
<th>Unit</th>
</tr>
</thead>
<tbody>
<tr>
<td>No.1193, 2014</td>
<td>Highway Occupancy Permit</td>
<td>per month or portion thereof</td>
<td>$155</td>
<td>each</td>
</tr>
<tr>
<td>No.1193, 2014</td>
<td>Construct, alter or perform any work on a Highway</td>
<td></td>
<td>$100</td>
<td>per occurrence</td>
</tr>
<tr>
<td>No.1193, 2014</td>
<td>Recreational Vehicle Parking Permit (Annual Fee)</td>
<td>Annual</td>
<td>$750</td>
<td>each</td>
</tr>
<tr>
<td>No.1193, 2014</td>
<td>Inspection fee</td>
<td>per occurrence</td>
<td>$60</td>
<td>each</td>
</tr>
<tr>
<td>No.1193, 2014</td>
<td>Permit to store a Container on Highway</td>
<td>per month or portion thereof</td>
<td>$300</td>
<td>each</td>
</tr>
<tr>
<td>No.1193, 2014</td>
<td>Permit to operate oversized Vehicle</td>
<td></td>
<td>$60</td>
<td>per occurrence</td>
</tr>
<tr>
<td>No.1193, 2014</td>
<td>Procession Permit</td>
<td></td>
<td>$60</td>
<td>per occurrence</td>
</tr>
<tr>
<td>No.1193, 2014</td>
<td>Highway Vending Permit</td>
<td>per month or portion thereof</td>
<td>$225</td>
<td>each</td>
</tr>
<tr>
<td>No.1193, 2014</td>
<td>Parking Stall Rental Fee</td>
<td>per week or portion thereof</td>
<td>$75</td>
<td>per stall</td>
</tr>
<tr>
<td>No.1193, 2014</td>
<td>Temporary No Parking</td>
<td>per week or portion thereof</td>
<td>$75</td>
<td>per stall</td>
</tr>
<tr>
<td>No.1193, 2014</td>
<td>Impoundment Fee</td>
<td>$250 Plus Cost of Removal</td>
<td></td>
<td>per occurrence</td>
</tr>
<tr>
<td>No.1193, 2014</td>
<td>Access Permit</td>
<td></td>
<td>$105</td>
<td>each</td>
</tr>
</tbody>
</table>
TOWN OF GIBSONS  
Bylaw No. 1224  
A Bylaw to authorize the transfer of monies in the Park Acquisition Reserve Fund

WHEREAS there is an unappropriated balance of $338,637 as at October 31, 2015 in the Park Acquisition Reserve Fund, consisting of monies contributed by developers, including interest earned thereon and set aside in accordance with the provisions of Section 188 of the Community Charter:

AND WHEREAS no withdrawals have occurred from this Park Acquisition Reserve Fund;

AND WHEREAS no sinking funds have been established or were required to be established;

AND WHEREAS Section 189(2) of the Community Charter provides that if the amount to the credit of a reserve fund is greater than required, it may be transferred, by bylaw, to any other fund established under Section 188 of the Charter;

AND WHEREAS the Capital Projects Reserve Fund is an existing reserve fund established by Council under Section 188 of the Charter and has a current balance of $9,284;

AND WHEREAS Council deems that the sum of Three Hundred Thirty-Eight Thousand, Six Hundred and Thirty-Seven Dollars is to be transferred from the Park Acquisition Reserve Fund to the Capital Projects Reserve Fund;

NOW THEREFORE the Council of the Town of Gibsons, in open meeting assembled, enacts as follows:

1. This bylaw may be cited for all purposes as “Park Acquisition Reserve Transfer Bylaw No. 1224, 2015”.

2. The sum of Three Hundred Thirty-Eight Thousand, Six Hundred and Thirty-Seven Dollars ($338,637) is hereby transferred from the Park Acquisition Reserve Fund to the Capital Projects Reserve Fund.

READ a First time this the 3rd day of November, 2015

READ a Second time this the day of 2015

READ a Third time this the day of 2015

ADOPTED this the day of 2015

Wayne Rowe, Mayor  Selina Williams, Corporate Officer
STAFF REPORT

TO: Council
FROM: Ian O. Poole, CPA, CA
Director of Finance

FILE NO: 1880-20-2015

SUBJECT: 2015 Financial Plan Amendment Bylaw No. 1210-01

RECOMMENDATION(S)

THAT the Director of Finance's report regarding a 2015 Financial Plan Amendment Bylaw No. 1210-01 be received;

AND THAT Council give first reading to “Financial Plan Amendment Bylaw No. 1210-01, 2015”.

BACKGROUND/PURPOSE

The Community Charter Section 165 requires Council to adopt, annually, a financial plan covering a five (5) year period. On May 5th of this year Council adopted Financial Plan Bylaw No. 1210 covering the period 2015 – 2019 – Resolution 2015-184. Section 165 (2) of the Community Charter provides for amendments to the financial plan where certainty is required. Financial plan budgets provide the basis for the year’s work plan, however, as these are work plans circumstances arise that require deviations from the plan. Staff feels that capital project scope changes on the School Rd/North Rd. intersection project and the North Rd. sidewalk extension project and additional community contribution funding, are significant amendments that for greater certainty and clarity, dictate that a revised financial plan is warranted to validate the changes so named.

DISCUSSION

In total $958,400 has been added to the original financial plan with revenues and expenditures arising from specific events which impact all three of our operational/capital funds. Each situation is further described in detail.

General Fund

Seven events have occurred in the general fund requiring adjustments- three affecting the operational fund and the other four in the capital fund. The Gibsons Public Market opened in 2014 after an initial fund raising event to purchase the "Old Yacht Club" building – the Town is adding to it's equity share($275,000) in the market building and additional fund raising by the
Report to Council re 2015 Financial Plan Amendment Bylaw No. 1210-01

Community ($145,000) requires adjustments to account for these donations. Finally, additional developer review costs for the George project funded by the applicant ($45,000) is requiring an adjustment.

On the capital plan four items are being adjusted. The first being an increase to the DCC Bylaw review and stormwater feasibility study of $15,000, the School Rd/North Rd. intersection project is being increased by $165,000 to account for scope changes and additional project partner funding, the North Rd. sidewalk extension project is being moved ahead one year to take advantage of equipment efficiencies and finally the School Rd. watermain replacement project has an additional paving component (General Fund) of $60,000 to take advantage of equipment efficiencies.

Water Fund

The Water Fund has no changes to the original capital and operational plan.

Sewer Fund

The only change to the Sewer Fund pertains to additional scope requirements of $15,000 for the North Rd. sanitary bypass and to be funded by DCC's.

Plan/Policy Implications

Financial Plan Implications

The amended Financial Plan reflects increases to revenues and expenses (to maintain our requirement to have balanced budgets) as follows:

- Capital Expenditures (all funds combined) - $493,400 a)  
- General Fund operational costs - $465,000 b)  

Total $958,400

a) Additional project funding covered by existing surpluses of $62,384, DCC funding of $316,016 and partner contributions of $115,000.

b) General Fund operational costs covered by increased contributions from the community.

Recommendations / Alternatives

As the current year progresses and circumstances dictate changes to the original financial plan, as set out in operational work plans, it is a good practice to amend the financial plan bylaw. Budget adjustments as a result of increased project contributions, increased scope for capital expenditures that take advantage of advantageous pricing does occur that could not have been foreseen at the time the budgets were created. Staff feels that the above described amendments to our existing financial plan add certainty in order to ensure compliance with our regulatory legislation the Community Charter.
Report to Council re 2015 Financial Plan Amendment Bylaw No.1210-01

Respectfully Submitted,

[Signature]
Ian C. Poole, CPA, CA
Director of Finance

CHIEF ADMINISTRATIVE OFFICER'S COMMENTS:

I have reviewed the report and support the recommendation(s).

[Signature]
Emanuel Machado
Chief Administrative Officer
TOWN OF GIBSONS
Bylaw No. 1210-01
A Bylaw to amend the 2015 5-year Financial Plan

WHEREAS Section 165 of the Community Charter requires Council to adopt annually a Financial Plan covering a five year period;

AND THAT Section 165 (2) of the Community Charter makes provision for the financial plan to be amended at any time for certainty;

AND FURTHER THAT it is deemed advisable and expedient that the annual budget for the year 2015 be now further amended;

NOW THEREFORE the Council of the Town of Gibsons, in open meeting assembled, enacts as follows:

1. This Bylaw may be cited for all purposes as "Financial Plan Amendment Bylaw No. 1210-01, 2015".

2. The Financial Plan for the Town of Gibsons covering the years 2015 - 2019 will be so shown on Schedule "A" attached hereto and forming part of this Bylaw and in general terms describes the amendments as follows:

   2.1 Increase the Drainage DCC Bylaw Update budget by $15,000 to account for an expanded scope of the project,

   2.2 Increase the School Rd. and North Rd. Intersection capital plan by $165,000 to account for the scope changes and to quantify project partner funding.

   2.3 Add to the 2015 capital plan the North Rd. sidewalk extension budget amount of $238,400 for work previously planned for in 2016.

   2.4 Increase the paving budget by $60,000 due to an increase of scope of the School Rd. watermain project funded by surplus.

   2.5 Increase contributions to the community by $275,000 to increase equity position in the Public Market property – funded by capital reserves

   2.6 Increase contributions to the community by $145,000 funded by donations from the community

   2.7 Increase development review costs by $45,000 funded by developer recoveries.

3. The Financial Plan shall remain in effect until amended by bylaw or until the next year’s Financial Plan is adopted.
READ a First Time this the day of 2015
READ a Second Time this the day of 2015
READ a Third Time this the day of 2015
ADOPTED this the day of 2015

Wayne Rowe, Mayor

Selina Williams, Corporate Officer
## SCHEDULE “A” TO BYLAW 1210-01
### TOWN OF GIBSONS FINANCIAL PLAN FOR THE FIVE YEAR PERIOD 2015 TO 2019

Amended November, 2015

<table>
<thead>
<tr>
<th>CONSOLIDATED ALL FUNDS</th>
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<th>2016</th>
<th>2017</th>
<th>2018</th>
<th>2019</th>
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<td>0</td>
<td>0</td>
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<td>0</td>
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<td>Parcel Taxes - Water &amp; Sewer</td>
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<td><strong>Other Sources</strong></td>
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<td>Sale of services</td>
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<td>Government Grants (capex)</td>
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<td>Proceeds from Borrowing</td>
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<td><strong>Transfers Between Funds</strong></td>
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<td>From Development Cost Chg.</td>
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<td>From Capital Reserve Funds</td>
<td>149,700</td>
<td>85,900</td>
<td>142,000</td>
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<td><strong>Transfer Equity in Capital Assets</strong></td>
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<td>1,345,328</td>
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<td><strong>TOTAL REVENUES</strong></td>
<td>11,924,307</td>
<td>11,864,475</td>
<td>11,428,829</td>
<td>11,775,082</td>
<td>10,554,618</td>
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<th>2016</th>
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<th>2018</th>
<th>2019</th>
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<td>1,345,328</td>
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<td>Transportation Services</td>
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<td>Planning Services</td>
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<td>876,791</td>
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<td><strong>Transfers to Reserves</strong></td>
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<td>To Reserve Funds</td>
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<td><strong>TOTAL EXPENDITURES</strong></td>
<td>11,924,307</td>
<td>11,864,475</td>
<td>11,428,829</td>
<td>11,775,082</td>
<td>10,554,618</td>
</tr>
</tbody>
</table>
TO: Council  
FROM: Ian C. Poole, CPA, CA  
FILE NO: 1880 – 20- 2015  

SUBJECT: 2015 Development Cost Charge Expenditure Bylaws

RECOMMENDATION(S)

THAT the Director of Finance’s report regarding the 2015 Development Cost Charge Expenditure Bylaws be received;

AND THAT Council give first reading to Drainage Development Cost Charge Expenditure Bylaw No. 1220, 2015;

AND FURTHER THAT Council give first reading to Road Development Cost Charge Expenditure Bylaw No. 1221, 2015.

AND FURTHER THAT Council give first reading to Water Development Cost Charge Expenditure Bylaw No. 1222, 2015.

AND FURTHER THAT Council give first reading to Sewer Development Cost Charge Expenditure Bylaw No. 1223, 2015.

BACKGROUND/PURPOSE

The purpose of this report is to introduce four (4) Development Cost Charge (DCC) Expenditure Bylaws that are typically introduced at this time of the year. The current year Financial Plan envisioned several capital projects to be funded from our Drainage, Road, Water and Sewer Development Cost Charge Reserves Funds. These bylaws will provide statutory authority to withdraw funds from each DCC Reserve fund, as required by Section 189 of the Community Charter, based upon budgeted expenditures. The bylaws are using budgeted expenditures as the projects are currently in the final stages of completion and costs are still being finalized.

DISCUSSION

A review of all DCC Reserve Fund balances; opening and projected to year-end is shown as Figure 1 of this report.
Drainage Development Cost Charge Expenditure Bylaw No. 1220

Financial Plan Amendment Bylaw No.1210-01 envisioned one project, a DCC Bylaw Update and Stormwater (Drainage) Feasibility Study to be partially funded from Drainage DCC’s. The amended plan increases the budget from the initial cost of $67,000 to a revised total of $82,000 with the additional $15,000 being funded from the Drainage DCC Reserve Fund. The maximum amount requested to be withdrawn from the Drainage DCC Reserve Fund is $15,000.

Road Development Cost Charge Expenditure Bylaw No. 1221

Financial Plan Bylaw No.1210, adopted May 5th, 2015, planned two projects – School Rd./North Rd. intersection (DCC’s $44,550) and the North Rd. Sidewalk Design (DCC’s $9,900) to be constructed in 2015. Financial Plan Amendment Bylaw No. 1210-01 adds an additional scope to the School Rd./North Rd. intersection of Road DCC’s of $50,000 and adds the construction of the North Rd. sidewalk into the 2015 at the budgeted cost of $238,400 (DCC’s $236,016). These projects are currently underway and expected to be completed before yearend. The maximum amount requested to be withdrawn from the Road DCC Reserve Fund is $340,466.

Water Development Cost Charge Expenditure Bylaw No. 1222

Financial Plan Bylaw No.1210, adopted May 5th, 2015, planned one project – School Rd. watermain replacement at a budgeted cost of $475,000 with the anticipated withdrawal from the Water DCC Reserve Fund in the amount of $96,250. The maximum amount requested in this bylaw is $96,250.

Sewer Development Cost Charge Expenditure Bylaw No. 1223

Financial Plan Bylaw No.1210, adopted May 5th, 2015, planned one project – North Rd. sanitary sewer bypass at a budgeted cost of $178,500 with the anticipated withdrawal from the Sewer DCC Reserve Fund in the amount of $176,715. The amended Financial Plan adds an additional $15,000 for scope adjustments. The maximum amount requested in this bylaw is $191,715.

Analysis of Surpluses and Reserves

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<td>charges</td>
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<td>1,644,366</td>
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</table>

Figure 1 – DCC Reserve account balances
PLAN/POLICY IMPLICATIONS

Financial Plan Implications

Figure 1 above provides a breakdown of the various DCC account balances projected to yearend. The net change for the year, after accounting for withdrawals and interest, is a reduction in total DCC’s of $626,991 with a yearend projected balance of $1,017,375.

RECOMMENDATIONS / ALTERNATIVES

DCC Expenditure Bylaws are required to authorize withdrawals from Statutory Reserve accounts whenever capital projects expend funds from DCC’s and therefore in this case there are no alternatives.

Respectfully Submitted,

[Signature]

Ian C. Poole, CPA, CA
Director of Finance

CHIEF ADMINISTRATIVE OFFICER’S COMMENTS:

I have reviewed the report and support the recommendation(s).

[Signature]

Emanuel Machado
Chief Administrative Officer
TOWN OF GIBSONS

BYLAW NO. 1220

A Bylaw to authorize the expenditure of funds from the
Drainage Development Cost Charge Reserve Fund

WHEREAS certain drainage capital projects have been attributable as Development Cost Charge expenditure projects;

AND WHEREAS certain drainage projects are planned to be constructed as part of the 2015 Financial Plan and are to be expended (in whole or in part) from the Drainage Development Cost Charge Reserve Fund;

NOW THEREFORE the Council of the Town of Gibsons, in open meeting assembled, hereby enacts as follows:

1. This bylaw may be cited for all purposes as “Drainage Development Cost Charge Expenditure Bylaw No. 1220, 2015”.

2. The sum of Fifteen Thousand Dollars ($15,000) is hereby appropriated from the Drainage Development Cost Charge Reserve Fund.

3. The expenditure of money hereby appropriated may be more particularly specified and authorized by resolution of Council.

READ a First time this the day of 2015
READ a Second time this the day of 2015
READ a Third time this the day of 2015
ADOPTED this the day of 2015

Wayne Rowe, Mayor

Selina Williams, Corporate Officer
TOWN OF GIBSONS

BYLAW NO. 1221

A Bylaw to authorize the expenditure of funds from the Road Development Cost Charge Reserve Fund

WHEREAS certain road capital projects have been attributable as Development Cost Charge expenditure projects;

AND WHEREAS certain road projects are to be constructed in the 2015 Financial Plan and to be expended (in whole or in part) from Road Development Cost Charge Reserve Fund;

NOW THEREFORE the Council of the Town of Gibsons, in open meeting assembled, hereby enacts as follows:

1. This bylaw may be cited for all purposes as “Road Development Cost Charge Expenditure Bylaw No. 1221, 2015”.

2. The sum of Three Hundred Forty Thousand, Four Hundred and Sixty-six Dollars ($340,466) is hereby appropriated from the Road Development Cost Charge Reserve Fund.

3. The expenditure of money hereby appropriated may be more particularly specified and authorized by resolution of Council.

READ a First time this the day of 2015
READ a Second time this the day of 2015
READ a Third time this the day of 2015
ADOPTED this the day of 2015

Wayne Rowe, Mayor
Selina Williams, Corporate Officer
TOWN OF GIBSONS

BYLAW NO. 1222

A Bylaw to authorize the expenditure of funds from the Water Development Cost Charge Reserve Fund

WHEREAS certain water capital projects have been attributable as Development Cost Charge expenditure projects;

AND WHEREAS certain water projects are planned to be constructed in the 2015 Financial Plan and to be expended (in whole or in part) from Water Development Cost Charge Reserve Fund;

NOW THEREFORE the Council of the Town of Gibsons, in open meeting assembled, hereby enacts as follows:

1. This bylaw may be cited for all purposes as “Water Development Cost Charge Expenditure Bylaw No. 1222, 2015”.

2. The sum of Ninety-six Thousand, Two Hundred and Fifty Dollars ($96,250) is hereby appropriated from the Water Development Cost Charge Reserve Fund.

3. The expenditure of money hereby appropriated may be more particularly specified and authorized by resolution of Council.

READ a First time this the day of 2015

READ a Second time this the day of 2015

READ a Third time this the day of 2015

ADOPTED this the day of 2015

Wayne Rowe, Mayor

Selina Williams, Corporate Officer
TOWN OF GIBSONS

BYLAW NO. 1223

A Bylaw to authorize the expenditure of funds from the Sewer Development Cost Charge Reserve Fund

WHEREAS certain sewer capital projects have been attributable as Development Cost Charge expenditure projects;

AND WHEREAS sewer water projects are planned to be constructed in the 2015 Financial Plan and to be expended (in whole or in part) from Sewer Development Cost Charge Reserve Fund;

NOW THEREFORE the Council of the Town of Gibsons, in open meeting assembled, hereby enacts as follows:

1. This bylaw may be cited for all purposes as “Sewer Development Cost Charge Expenditure Bylaw No. 1223, 2015”.

2. The sum of One Hundred and Ninety-one Thousand, Seven Hundred and Fifteen Dollars ($191,715) is hereby appropriated from the Sewer Development Cost Charge Reserve Fund.

3. The expenditure of money hereby appropriated may be more particularly specified and authorized by resolution of Council.

READ a First time this the day of 2015
READ a Second time this the day of 2015
READ a Third time this the day of 2015
ADOPTED this the day of 2015

Wayne Rowe, Mayor

Selina Williams, Corporate Officer